



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH
JULY 23, 2025 SPECIAL COUNCIL MEETING
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &
IN-PERSON AT THE MUNICIPAL OFFICE –
7404 WELLINGTON RD 34, PUSLINCH

Register in advance for this webinar:

https://us02web.zoom.us/webinar/register/WN_GCAkzq0gS7Gq-2qkSxQuWQ

After registering, you will receive a confirmation email containing information about joining the webinar.

+1 778 907 2071 Canada

+1 438 809 7799 Canada

+1 587 328 1099 Canada

+1 613 209 3054 Canada

+1 647 374 4685 Canada

+1 647 558 0588 Canada

Webinar ID: 819 8180 9893

Passcode: 826250

International numbers available: <https://us02web.zoom.us/j/kdJVPxLzU1>

AGENDA ADDENDUM

DATE: Wednesday July 23, 2025

SPECIAL MEETING: 10:00 A.M.

CLOSED MEETING: Directly Following Section 7.
Correspondence

Addendum

- 6.1.2 **10:15 A.M. Delegation by Justin Wilson regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendations**
- 6.1.3 **10:25 A.M. Delegation by Emily Elliott regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendations**
- 6.1.4 **Written Delegation by Pierre Chauvin regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendations**

≠ Denotes resolution prepared

- 1. **Call the Meeting to Order**
- 2. **Roll Call**
- 3. **Moment of Reflection**
- 4. **Confirmation of the Agenda ≠**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH
JULY 23, 2025 SPECIAL COUNCIL MEETING
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &
IN-PERSON AT THE MUNICIPAL OFFICE –
7404 WELLINGTON RD 34, PUSLINCH

5. **Disclosure of Pecuniary Interest & the General Nature Thereof**

6. **Delegations ≠**

6.1 Specific Interest (Items Listed on the Meeting Agenda)

- 6.1.1 10:05 A.M. Delegation by Matthew Cory and Mike Pecora regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendation
- 6.1.2 10:15 A.M. Delegation by Justin Wilson regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendations
- 6.1.3 10:25 A.M. Delegation by Emily Elliott regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendations
- 6.1.4 Written Delegation by Pierre Chauvin regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendations

Recommendation:

That the delegations by Matthew Cory, Mike Pecora, Justin Wilson, Emily Elliott and Pierre Chauvin regarding item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendation be received for information.

7. **Correspondence:**

7.1 **Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendation ≠**
(Circulated under separate cover)

Recommendation:

That Correspondence Item 7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendation be received for information.

7.2 **Presentation by Sarah Wilhelm, Manager of Policy Planning County of Wellington regarding Follow Up Phase 3B: Puslinch Residential Growth ≠**

Recommendation:

That Correspondence Item 7.2 Presentation by Sarah Wilhelm, Manager of Policy Planning, County of Wellington regarding Follow Up Phase 3B: Puslinch Residential Growth be received for information; and,



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH
JULY 23, 2025 SPECIAL COUNCIL MEETING
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &
IN-PERSON AT THE MUNICIPAL OFFICE –
7404 WELLINGTON RD 34, PUSLINCH

Whereas Council has previously requested policy changes regarding residential growth such as the expansion of the boundaries of Aberfoyle and changing the rural residential severance date of March 1, 2005;

That Council supports the final Aberfoyle Expansion Study Area boundary including Area D as set out in the presentation as the basis for continuing with the technical work and to reset the rural residential severance date to May 1, 2025.

7.3 ERO 025-0730 Proposed changes to provide flexibility for water taking activities ≠

Recommendation:

That Correspondence Item 7.3 7.3 ERO 025-0730 Proposed changes to provide flexibility for water taking activities; and,

That Council direct staff to provide the ERO Posting to the Township's Hydrogeologist for comment; and,

That Council direct staff to work with Source Water Protection and the Township's Hydrogeologist to submit comments on behalf of the Township.

8. Closed Session – Pursuant to Section 239 Subsection (2) of the Municipal Act, 2001 for the purpose of:

8.1 Confidential report regarding personal matters about an identifiable individual, including municipal or local board employees – Human Resource Matter

9. Confirmatory By-law ≠

9.1 BL2025-068 Confirm By-law – July 23, 2025

10. Adjournment ≠

Justine Brotherston

From: Township of Puslinch <services@puslinch.ca>
Sent: Wednesday, July 16, 2025 4:13 PM
To: Justine Brotherston
Subject: New Entry: Delegate Request

Warning! This message was sent from outside your organization and we were unable to verify the sender.

[Block sender](#) | [Report](#)

Type of Meeting

Council

Meeting Date

July 23, 2025

How many delegates are requesting to make this presentation?

Two (2)

Type of Delegation

This is a request to delegate on a topic on the upcoming agenda

Identify which agenda item you are requesting to delegate on?

Puslinch By Design (Item TBD)

Type of Presentation

This request is to present a verbal delegation

Type of Attendance

In person

Name of Delegate

Matthew Cory

Mailing Address of Delegate

[REDACTED]

Phone Number of Delegate

[REDACTED]

Email Address of Delegate

[REDACTED]

Name of Second Delegate

Mike Pecora

Mailing Address of Second Delegate

[REDACTED]

Phone Number of Second Delegate

[REDACTED]

Email Address of Second Delegate

[REDACTED]

Purpose of delegation (state position taken on issue, if applicable)

Discuss Puslinch by Design Report

A formal presentation is being submitted to accompany the delegation

No

The delegation will require the use of audio-visual equipment (power point presentation)

No

Acknowledgement

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

Sent from [Township of Puslinch](#)

July 14, 2025

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0

Attention: Courtenay Hoytfox, Interim CAO
Mary Lou Tanner, NPG Solutions

Dear Ms. Hoytfox and Ms. Tanner:

We own the lands located at 7335 Wellington Road 34 in Puslinch. Our lands have been included in the Puslinch by Design Study, commonly referred to as Property “H.” We appreciate the Township and County’s ongoing commitment to the Puslinch by Design Study. We believe this work lays the foundation for the Township and County to attract investment and spur economic and job growth in what is a challenging economic environment. This will also allow the Township and County to diversify and improve its revenue streams which will benefit both current and future residents.

We have been active participants throughout the study including attendance at all three community open houses. We have also made several written submissions including in September 2024, October 2024 and most recently in March 2025. We have continued to express our interest and commitment to developing our lands to their higher and better use as employment land.

In reviewing Phase 5 of the report and attending the community open house on July 9th, we understand our lands are proposed to receive a “Future Rural Employment” overlay. While we understand the intent of the overlay, we kindly request our lands be fully designated as Rural Employment today. Our lands have scored well on all assessment criteria as apart of the study and have been acknowledged at Open Houses and Council meetings as a strong candidate. We have been consistent in our commitment and desire to develop the lands for employment purposes.

We have attached a letter prepared by our land economist and planner which provides additional justification for the immediate designation of our lands as Rural Employment. In specific, Section 2.1.3 of the Provincial Planning Statement 2024 requires municipalities to provide sufficient employment land for a 20-30 year horizon, while also allowing employment area planning to extend beyond this period.

July 14, 2025

We are working with several established, multinational corporations interested in establishing a footprint in Puslinch. They are attracted to Puslinch for its proximity to highways, access to labour force and competitive value proposition relative to the GTA. To make a commitment, these corporations require a clear path to building possession, often not willing to make a commitment unless a 12-month timeline between lease execution and building possession can be made. By designating our lands today, we will be able to improve our development timelines and remain competitive to attracting a large employer to Puslinch in the near future.

It is critical today, more than ever, for all stakeholders to work together to create the environment necessary for economic activity and investment to take place. Employers require flexibility and optionality when making decisions to expand and grow their businesses. By providing a robust offering of land options and sites, Puslinch will remain competitive to attracting a greater and more diverse employment base. Puslinch by Design is an opportunity for the Township and County to send a message to the market that we are open for business.

We appreciate your consideration and time and would be happy to make ourselves available to discuss further at your convenience.

Sincerely,

Mike Pecora

July 14, 2025

MGP File: 25-3465

Township of Puslinch
7404 Wellington Road 34
Puslinch, Ontario N0B 2J0

Attention: Courtenay Hoytfox, Interim CAO

Dear Ms. Hoytfox:

RE: Comments on Employment Lands Study (Recommended Land Option and Land Use Report)
7335 Wellington Road 34, Puslinch

Malone Given Parsons Ltd. ("MGP") has recently been retained by the owners of the lands municipally known as 7335 Wellington Road 34 in the Township of Puslinch to provide land use planning and land economics expertise.

The purpose of this letter is to provide comments on the draft findings and recommendations of the *Puslinch By Design: Employment Land Study* ("Puslinch By Design") as they relate to our client's lands.

As part of the *Puslinch By Design* process, the Township's external planning consultant, Niagara Planning Group, conducted a comprehensive review of potential employment lands. Based on that analysis, the subject lands were identified as a strong candidate for employment uses. It has also been publicly stated at Council meetings and open houses that the lands scored well through the evaluation criteria and are suitable for designation. The draft recommendations however chose to designate the lands as *Future Rural Employment*. While we are supportive of the findings of the technical evaluation and the recognition that these lands are suitable for employment uses, we believe the lands should be designated immediately for *Rural Employment* to reflect their readiness and alignment with the Township's long-term economic development goals.

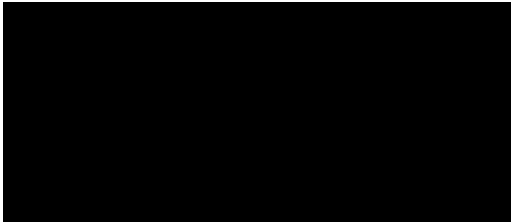
Designating these lands now for *Rural Employment* is consistent with Section 2.1.3 of the Provincial Planning Statement 2024 (PPS 2024), which requires municipalities to make sufficient land available for a range and mix of uses over a 20–30 year horizon, while also allowing employment area planning to extend beyond that period. As these lands are intended for dry industrial use and do not require full municipal servicing, their designation will not disrupt the Township's urban growth framework and will enable job creation in the near term.

Moreover, in light of current economic pressures, trade instability, and the urgent need to support local and county job creation, we believe it is in the Township's best interest to proceed with a Rural Employment designation for the Subject Lands. As such, we respectfully

request that the *Future* designation be removed, and that the lands be designated *Rural Employment* to fully recognize their employment potential as part of the finalized Study.

Should you have any questions or wish to discuss these comments further, please do not hesitate to contact the undersigned.

Yours very truly,
Malone Given Parsons Ltd.



Delegate Request - Entry #14494

Type of Meeting

Council

Meeting Date

July 23, 2025

How many delegates are requesting to make this presentation?

One (1)

Type of Delegation

This is a request to delegate on a topic on the upcoming agenda

Identify which agenda item you are requesting to delegate on?

7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results

Type of Presentation

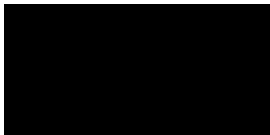
This request is to present a verbal delegation

Type of Attendance

In person

Name of Delegate

Justin Wilson

Mailing Address of Delegate**Phone Number of Delegate****Email Address of Delegate**

**Purpose of delegation (state position taken on issue, if applicable)**

Support towards the Addendum to Puslinch By Design: Employment Land Study
Phase 5 Report

A formal presentation is being submitted to accompany the delegation

No

The delegation will require the use of audio-visual equipment (power point presentation)

No

Acknowledgement

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

Township of Puslinch

Delegate Request - Entry #14496

Type of Meeting

Council

Meeting Date

July 23, 2025

How many delegates are requesting to make this presentation?

One (1)

Type of Delegation

This is a request to delegate on a topic on the upcoming agenda

Identify which agenda item you are requesting to delegate on?

7.1 Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendation

Type of Presentation

This request is to present a verbal delegation

Type of Attendance

In person

Name of Delegate

Emily Elliott

Mailing Address of Delegate

[REDACTED]

Phone Number of Delegate

[REDACTED]

Email Address of Delegate**Purpose of delegation (state position taken on issue, if applicable)**

Provide submissions related to Puslinch by Design Report and related Official Plan Amendment.

A formal presentation is being submitted to accompany the delegation

Yes

File Upload

 [MHBC-presentation_July-2023.pdf](#)

The delegation will require the use of audio-visual equipment (power point presentation)

Yes

Acknowledgement

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

[Township of Puslinch](#)

PUSLINCH BY DESIGN

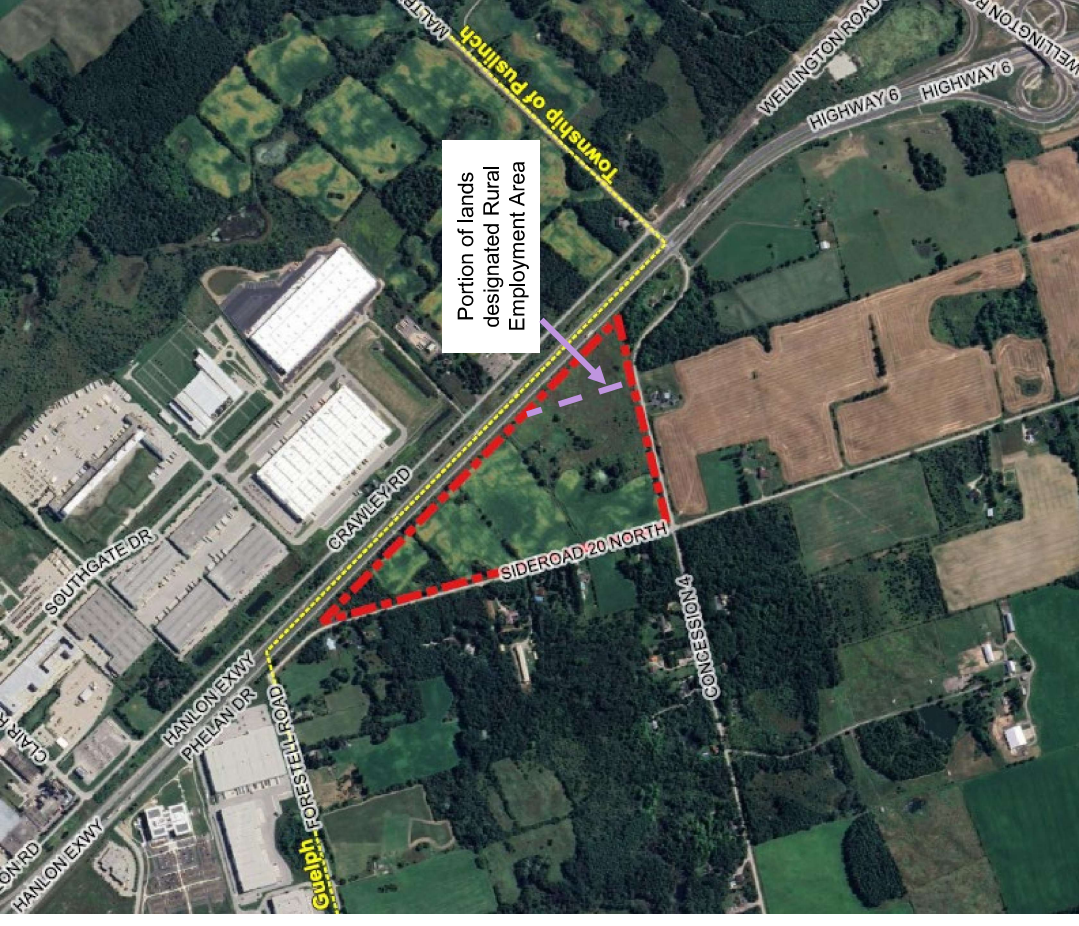
4631 Sideroad 20 North

July 23, 2025



SITE

- 22.47 hectares
- Frontage on Hwy 6, Sideroad 20 and Concession Road 4
- North of new Hwy 6 Mid-block interchange
- Adjacent to City of Guelph Employment Lands
- Official Plan Amendment applications filed in early 2024 to develop lands as a prestige employment campus
- Development represents significant investment in Township



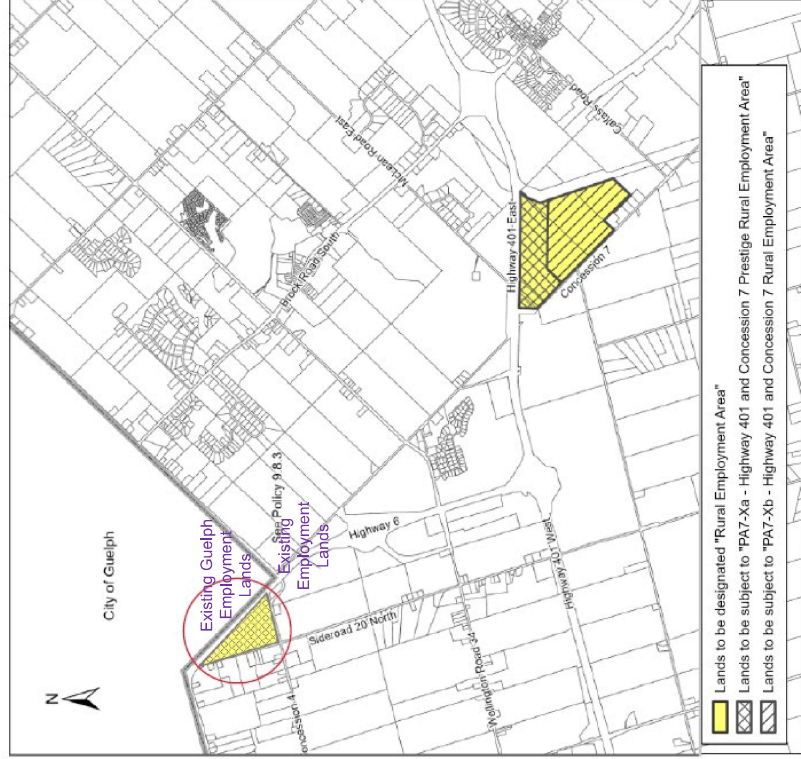
CURRENT DESIGNATION

- Designated *Secondary Agriculture, Rural Employment Area and Core Greenlands*
- Within Regionally Significant Economic Development Study Area
- *Rural Employment Area* designation applies to the southern portion of site and extends along west side of Highway 6 forming corridor
- Employment development permitted on southern portion of site



[illegible]

RATIONALE



- Lands ranked favourably through Phase 5 evaluation report
- Designation will ensure high-quality, employment-focused development in a strategic areas adjacent to Highway 6
- Designation will support development of investment-ready businesses looking to relocate to the Township
- Designation will assist in 'unlocking' employment lands on the west side of Highway 6 and complete employment corridor
- Design and compatibility-related matters can be determined through zoning by-law amendment and site plan approval

City of Guelph

Legend:

- [Yellow box] Lands to be designated "Rural Employment Area"
- [Red hatched box] Lands to be subject to "PAT-Xa - Highway 401 and Concession 7 Prestige Rural Employment Area"
- [Blue hatched box] Lands to be subject to "PAT-Xb - Highway 401 and Concession 7 Rural Employment Area"

- Designate site
Prestige Rural Employment Area
- Site is investment ready
- Will result in high-quality, employment focused development
- Development will support new long-term jobs and generate economic benefits to the Township
- Designation will create Highway 6 Employment corridor adjacent to existing and designated employment lands

July 22, 2025

Mayor Seeley and Members of Council
Township of Puslinch
7404 Wellington Road 34,
Puslinch, Ontario N0B 2J0

Dear Mayor Seeley and Members of Council:

**RE: Puslinch By Design – Phase 5 Recommended Land Option
4631 Sideroad 20 North, Puslinch
OUR FILE 22451A**

On behalf of our client, Puslinch Developments GP Inc., please accept this letter as input to the Puslinch by Design Study for the lands municipally addressed as 4631 Sideroad 20 North, in the Township of Puslinch (the "subject lands"). We have reviewed the Phase Five – Recommended Land Option and Land Use Report, dated June 25, 2025, and the accompanying Official Plan Amendment. **The purpose of this letter is to request that the Puslinch by Design Official Plan Amendment be modified to:**

- 1. Designate the subject lands "Prestige Rural Employment Area"**
- 2. Establish site specific policies**

BACKGROUND

The subject lands were identified as being within the northern portion of Area C in the Puslinch by Design Study. A portion of the subject lands are designated *Rural Employment Area*. The remaining portion of the subject lands are designated *Secondary Agricultural* by the County of Wellington Official Plan.

Our client has a vision to develop the land as a prestige employment campus comprised of office, manufacturing, warehousing and associated uses. Development of the subject lands as contemplated represents significant employment investment in the Township. Our client is in a position to invest immediately in that vision, which will provide jobs and revenue to the Township.



We have been working with the Township for over a year on realizing the opportunity for the investment in the Township. Our client has initiated a site specific planning process to establish appropriate policies and regulations to permit the proposed development (Official Plan Amendment and Zoning By-law Amendment applications were submitted to the County and Township in February 2025). The time and effort of our client through this process demonstrates a commitment to an investment and to move forward immediately.

The Puslinch by Design Phase 5 Report identifies that the preferred location for a rural employment area is Area D. The subject lands were initially recommended to be subject to a "Future Rural Employment Overlay", however this overlay was removed in a subsequent version of the Official Plan Amendment, issued on July 21, 2025. This proposed designation 'misses the mark' for the Township to realize the potential investment and also does not recognize the efforts of our client in the submission of the planning applications and materials that address the policies of the proposed overlay. Further, removal of the overlay from the study area fails to recognize study area lands subject to active application.

In our view, the subject lands address the evaluation criteria established in the Puslinch by Design Study and represent an excellent location for employment lands. Furthermore, the subject lands represent the best opportunity for a timely development within the employment area. It is our understanding that other lands identified are not in a 'ready position' to move forward with development. **As such, we respectfully request that Council designate the subject lands "Prestige Rural Employment Area" in the Official Plan Amendment.** In order to ensure that development proceeds in an orderly manner, we suggest including site specific policies for the subject lands. A copy of the proposed Official Plan Amendment is attached to this letter.

RATIONALE

The following summarizes the rationale in support of our request.

The Evaluation Criteria Rank the Subject Lands as Favourable for Future Employment Area

The Phase 5 Recommended Land Use Option Report provided a ranking of each identified land option in order to determine the preferred option. The following summarizes the evaluation criteria as it applies to the subject lands. A letter providing a response to the evaluation criteria established through the Phase 4 Study was submitted on April 7, 2025 and is attached to this letter as Attachment 2.

- The Area C lands were ranked favourably through the evaluation.
- Including the subject lands in the Prestige Rural Employment Area designation allows for their development with high profile national tenants.
- MDS requirements can be addressed through site and building design.
- Site and building design can address land use compatibility through incorporating generous setbacks, landscaping, buffering, and appropriately locating buildings.
- The subject lands are adjacent to existing employment lands in the City of Guelph and existing designated *Rural Employment Area* lands in Puslinch. Designation of the subject lands completes an employment corridor along Highway 6 and 'unlocks' existing designated employment lands on the west side of Highway 6.

The subject lands address the Principles for Land Use established in the Study

The Phase 5 Report identifies “6 Principles for Land Use”. The subject lands address these principles as follows:

- The subject lands have good access to existing and planned transportation network. The subject lands are well located adjacent to Highway 6 and are proximate to the Highway 6/ Hanlon Expressway Midblock Interchange that was recently completed. Access to Sideroad 20 North is not proposed at this time. A new Service Road is contemplated to connect Concession Road 4 to the new Mid-Block interchange. Completion of the service road will alleviate any traffic concerns along Sideroad 20.
- The subject lands represent a large parcel that is relatively free of development constraints.
- Compatibility with the rural character of the area and residential uses can be addressed through site design. Specific considerations will include: landscaped buffers comprised of large shade trees around the perimeter of the site, substantial setbacks, high quality building design, building design measures to mitigate potential noise and, providing access from Concession Road 4.
- The subject lands will not impact natural heritage features or agricultural operations. The Subject Lands are 24 hectares in size which is considered to be a relatively small parcel of land with respect to cash-cropping. They are further constrained due to the presence of a wetland, which can be maintained through development.

Public comments related to Industrial Development can be addressed

Through the public review process and the open houses, members of the public expressed concerns related to industrial development in Puslinch. The proposed development can address these concerns through site design, which will be reviewed and implemented through development approvals process. Our client is committed to implementing the following:

- Access to the site will be from Concession Road 4;
- The owners of the subject lands will work with the Township, County and MTO to explore options to develop a service road connecting Concession Road 4 to Highway 6;
- Future industrial buildings will be located at the northern portion of the subject lands to maximize the distance to existing homes;
- Development of the subject lands will include large landscape buffers along the perimeter of the site that are comprised of large shade-growing trees;
- Publicly accessible walking trails will be included throughout the site;
- Site lighting will be designed to not cause impacts on adjacent properties;
- Design measures will be implemented, if necessary, to address any potential nuisance issues (noise, dust, etc.)

CLOSING

The Prestige Rural Employment Area designation, with site specific policies, is considered to be appropriate for the subject lands as it will ensure a high-quality, employment-focused development in a strategic area adjacent to Highway 6 and adjacent to existing and planned employment lands. The designation will support development of businesses and industries that require professional, visually appealing environments with enhanced design standards while ensuring land use compatibility with adjacent development and enhancing the overall economic profile of the municipality. It also represents the local extension of the existing Rural Employment designation that

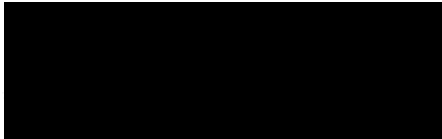
applies to a portion of the subject lands and completion of an employment corridor along Highway 6. Through the zoning by-law amendment process appropriate regulations can be established and detailed design will occur through site plan approval.

Our clients own the lands and intend to relocate their existing operations from other locations outside the Township. Our clients are eager to realize the investment that has been made and further invest significantly in the Township with the construction of new buildings that support new long-term jobs. The designation of the subject lands as Prestige Rural Employment Area will result in further investment on the subject lands for employment uses that will generate significant economic benefits to the Township, the County and the Province.

We would be pleased to meet to discuss our comments.

Yours truly,

MHBC



Dave Aston, MSc, MCIP, RPP
Partner



Emily Elliott, BES, MCIP, RPP
Partner

cc. *Jim Estill, Rob Wigwood, Mike Stanley*

**AMENDMENT
NO. XX TO THE
OFFICIAL
PLAN OF
THE
COUNTY OF WELLINGTON**

DRAFT

**THE CORPORATION OF THE COUNTY OF
WELLINGTON BY-LAW NO. 2025-XX**

**A By-law to adopt Amendment No. XX
to the Official Plan of the County of Wellington**

The Council of the Corporation of the County of Wellington, pursuant to the provisions of the *Planning Act, R.S.O. 1990*, as amended, does hereby enact as follows:

1. THAT Amendment No. XX to the Official Plan of the County of Wellington, consisting of the attached explanatory text and schedules, is hereby adopted.
2. THAT this Amendment shall come into force upon approval by the Minister of Municipal Affairs and Housing.

READ a FIRST, SECOND and THIRD time and PASSED _____

.....
CLERK

.....
WARDEN

AMENDMENT NUMBER XX
TO THE
COUNTY OF WELLINGTON OFFICIAL PLAN

INDEX

PART A - THE PREAMBLE

The Preamble provides an explanation of the proposed Amendment including the purpose, location, and background information, but does not form part of this Amendment.

PART B - THE AMENDMENT

The Amendment describes the changes and/or modifications to the Wellington County Official Plan which constitute Official Plan Amendment Number XXX.

PART C - THE APPENDICES

The Appendices, if included herein, provide information related to the Amendment, but do not constitute part of the Amendment.

PART A – THE PREAMBLE

1. PURPOSE

The purpose of this Amendment is to establish policies for Prestige Rural Employment Areas, Rural Employment Areas, and Future Rural Employment Areas in the Township of Puslinch in the County of Wellington Official Plan to protect and guide the long-term development of strategically located rural lands for high-quality industrial and business uses.

2. LOCATION OF THE AMENDMENT

This amendment applies to various lands located within the rural areas of the Township of Puslinch in the County of Wellington.

The lands subject to this Amendment are shown more specifically in the Maps A-1 and A-2 attached.

3. DETAILS OF THE AMENDMENT

The amendment modifies Part 9.8 – Puslinch Local Policies of the County of Wellington Official Plan to introduce new sections and policy areas for Prestige Rural Employment Areas and Rural Employment Areas in the Township of Puslinch. The amendment also modifies section 9.8.3 Puslinch Industrial Policy.

Modifications are included to Section 6.8 – Rural Employment Areas are made to create a-designate lands at Highway 401 and Concession 7 and 4631 Sideroad 20 North, Puslinch as-Rural Employment Area.

4. BASIS

This Amendment is based on the findings of the *Puslinch by Design: Employment Lands Study*, which identified additional lands, in accordance with the County of Wellington Official Plan and Growth Management Strategy, to diversify and expand the Township's employment land base. *Puslinch by Design* identifies the lands to achieve the need for additional employment land of a minimum of 30 ha. The Study emphasized the importance of protecting and leveraging key highway-adjacent parcels for high-profile business and light industrial development, while also securing rural lands for future employment growth beyond the current planning horizon.

The Prestige Rural Employment Area designation supports high-quality, visible employment uses near major highways to attract investment and maintain rural character. Together, the designations and policies provide a

coordinated approach to rural employment planning and align with provincial and regional growth objectives. The Rural Employment Area designation accommodates a broader range of industrial and employment uses that are compatible with the rural context and private servicing, supporting local job creation and economic diversification.

PART B – THE AMENDMENT

All of this part of the Amendment entitled “Part B – The Amendment,” consisting of the following text and schedules, constitutes Amendment No. XX to the County of Wellington Official Plan.

DETAILS OF THE AMENDMENT

The Official Plan of the County of Wellington is hereby amended as follows:

1. THAT Schedule B7 - Land Use of the Official Plan of the County of Wellington, is hereby amended by redesignating the lands subject to this Amendment as shown in Map A-2 attached hereto, to Prestige Rural Employment Area and Rural Employment Area.
2. THAT Section 9.8 of the County of Wellington Official Plan is amended to include the following:

PA7-Xa Highway 401 and Concession 7 *and Highway 6* Prestige Rural Employment Area

The lands identified as PA7-Xa on Schedule B7 of this Plan, including the lands generally located on the south side of Highway 401 and east side of Concession 7 and the lands municipally known as 4631 Sideroad 20 North, Puslinch are designated Rural Employment Area. Notwithstanding Section 6.8 or any other provisions in this Plan to the contrary, the following policies apply:

a) Defined

The Prestige Rural Employment Area lands are intended for high-quality industrial, business and employment uses that require a well-designed setting while taking advantage of the proximity to major transportation infrastructure. The intent of this designation is to maximize the potential of lands with exposure to Highway 401 and Highway 6 to promote businesses that are visible from these Highways. As such, Prestige Rural Employment Areas are generally located along major roads and generally face Highway 401 or Highway 6 with enhanced architectural and landscaping design standards to maintain a visually attractive environment. Outdoor storage and parking are limited to maintain the area’s aesthetic appeal and will not be permitted along the frontage of Highway 401 or Highway 6. Loading areas are not permitted to face the Highway 401 frontage.

In all cases, Prestige Rural Employment Area lands will be used by “dry” uses which do not use significant amounts of water in their operation and which do not produce significant amounts of effluent, consistent with rural servicing levels which rely on private water and sewage systems.

b) Permitted Uses

Notwithstanding Section 6.8.2 the uses permitted in the PA7-X area are limited to enclosed warehousing and distribution centres, corporate offices and headquarters accessory to a principle use, research and development facilities associated with manufacturing uses, light, medium, or high-tech manufacturing and processing operations deemed not to be noxious by reason of dust, odour, fumes, particulate matter, noise and excessive vibrations.

c) Zoning

Appropriate regulations for the Prestige Rural Employment Area shall be included in the Zoning By-law. Zoning provisions should address the following criteria:

- i. Land Use Compatibility: To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:*
 - Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.*
 - For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.*
-

All land use decisions shall be consistent with the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

- ii. Parcel sizes: The need for a range of parcel sizes to accommodate diverse business needs, with an emphasis placed on the provision of larger parcels to support industries requiring significant land area. Lot fabric and subdivision design shall address long-term flexibility and market trends in industrial land demand.*
- iii. Design guidelines: Where appropriate, design guidelines adopted by Township Council should be integrated as zoning requirements.*
- iv. Buffers areas: Incorporate enhanced landscaping setbacks, buffering and screening where employment area lands interface with rural residential uses, rural residential clusters and/or sensitive land uses.*
- v. Holding Provisions: The policy area may be placed in an appropriate prestige industrial zoning category and shall be subject to a Holding (H) provision. Prior to the removal of the Holding provision, Council shall require the submission and approval of associated technical reports, studies and any additional information as deemed necessary by Council.*
- vi. Lot Coverage: Maximum lot coverage should generally be in the range of 40%, to ensure adequate space for landscaping, stormwater management, and buffering.*

d) Design Guidelines

New development is encouraged to adhere to the design guidelines approved by Council for the area.

e) Communal Wells

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

f) *Road Infrastructure*

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

g) The following additional policies apply to the lands municipally known as 4631 Sideroad 20 North:

- i. Future employment uses are prohibited establishing driveway access to Sideroad 20 North.*
- ii. A minimum 70 m building setback shall be required for Class II industrial uses from rural residential uses, rural residential clusters and/or sensitive land uses. The setback may be greater than 70 m based on the recommendations within a land use compatibility assessment.*
- iii. A minimum 20 m building setback shall be required for Class I industrial uses from rural residential uses, rural residential clusters and/or sensitive land uses. The setback may be greater than 20 m based on the recommendations within a land use compatibility assessment.*
- iv. The required setbacks shall be landscaped and/or contain natural self-sustaining vegetation in a manner that respects and sustains the rural character.*
- v. The setbacks shall only be reduced through an Official Plan Amendment.*
- vi. Fencing is not permitted within 20 m of Sideroad 20 N, unless required for safety, to the satisfaction of the Township.*
- vii. Alternative truck traffic route options as well as all employment related traffic shall be considered and approved by the County and Township.*

3. THAT Section 9.8 of the County of Wellington Official Plan is amended to include the following:

PA7-Xb Highway 401 and Concession 7 Rural Employment Area

The lands identified as PA7-Xb on Schedule B7 of this Plan are generally located to the south of Highway 401 on the east side of Concession 7. Notwithstanding Section 6.8 or any other provisions in this Plan to the contrary, the lands may be used as follows:

a) Permitted Uses

Notwithstanding Section 6.8.2 the uses permitted in the PA7-Xb area are limited to manufacturing, processing, fabrication and assembly of raw materials or raw materials or repair, servicing, distribution and storage of materials is permitted. Accessory uses including the retail sale of products produced on-site may be permitted. Commercial, service commercial, retail, and office uses are not permitted. Outdoor storage and parking are to maintain the area's rural character and will not be permitted along the frontage of Concession 7. Loading areas are not permitted to face Concession 7 frontage.

b) Zoning

Appropriate regulations for the Rural Employment Area shall be included in the Zoning By-law. Zoning provisions should address the following criteria:

- i. Land Use Compatibility: To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:*
 - Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6*

Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.

- *For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.*

All land use decisions shall have regard for the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

- ii. *Parcel sizes: The need for a range of parcel sizes to accommodate diverse business needs, with an emphasis placed on the provision of larger parcels to support industries requiring significant land area. Lot fabric and subdivision design shall consider long-term flexibility and market trends in industrial land demand.*
 - iii. *Design Guidelines: Where appropriate, design guidelines adopted by Township Council should be integrated as zoning requirements.*
 - iv. *Buffer areas: Incorporate enhanced landscaping and setbacks, buffering and screening where employment area lands interface with rural residential uses, rural residential clusters, and/or sensitive land uses. A minimum 70 m setback shall be required from rural residential uses, rural residential clusters and/or sensitive land uses. The setback may be greater than 70 m based on the recommendations within a land use compatibility assessment. The required setback shall be landscaped and/or contain natural self-sustaining vegetation in a manner that respects and sustains the rural character. This 70 m setback shall only be reduced through an Official Plan Amendment.*
-

v. *Holding Provisions: The policy area may be placed in an appropriate industrial zoning category and shall be subject to a Holding (H) provision. Prior to the removal of the Holding provision, Council shall require the submission and approval of associated technical reports, studies and any additional information as deemed necessary by Council.*

c) *Design Guidelines*

New development is encouraged to adhere to the design guidelines approved by Council for the area.

d) *Communal Wells*

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

e) *Road Infrastructure*

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

4. THAT Section 9.8.3 of the County of Wellington Official Plan is amended by adding the following:

c) All lands designated Rural Employment and Prestige Rural Employment, whether existing or by future Official Plan Amendment, should comply with Puslinch by Design and should implement the Urban Design Guidelines adopted as part of Puslinch by Design.

d) Road Infrastructure

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

e) Transportation Plan

For lands west of the Hanlon Expressway designated as Rural Employment on Schedule B7, a Transportation Plan establishing an internal road network and external road connections shall be required as part of any

future development application. For clarity, the Transportation Plan must establish, to the satisfaction of the Township, that no employment generated traffic will utilize Sideroad 20 N. Further, no driveway accesses for employment uses shall be permitted to Sideroad 20 N.

f) Concept Plan

A concept plan is required for lands designated Rural Employment on Schedule B7 as part of any future development application for lands west of the Hanlon Expressway.

g) Communal Wells

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

h) Land Use Compatibility

To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:

i) Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.

ii) For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.

All land use decisions shall implement the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

SCHEDULES

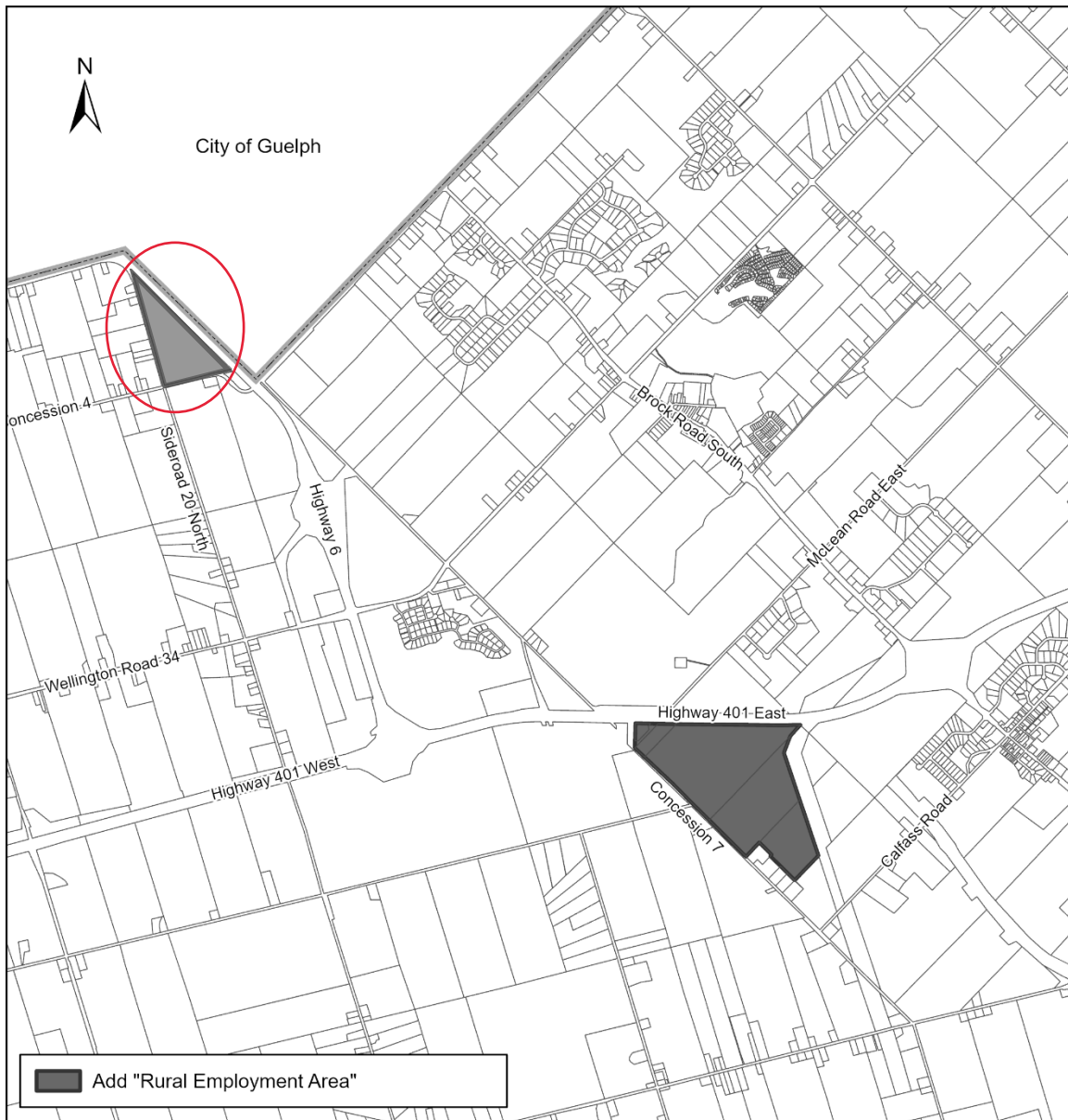
- 1. County Growth Structure Schedule A7 (Puslinch) is amended as shown on Map A-1 by:*
-

a. adding Rural Employment Area (Option D).

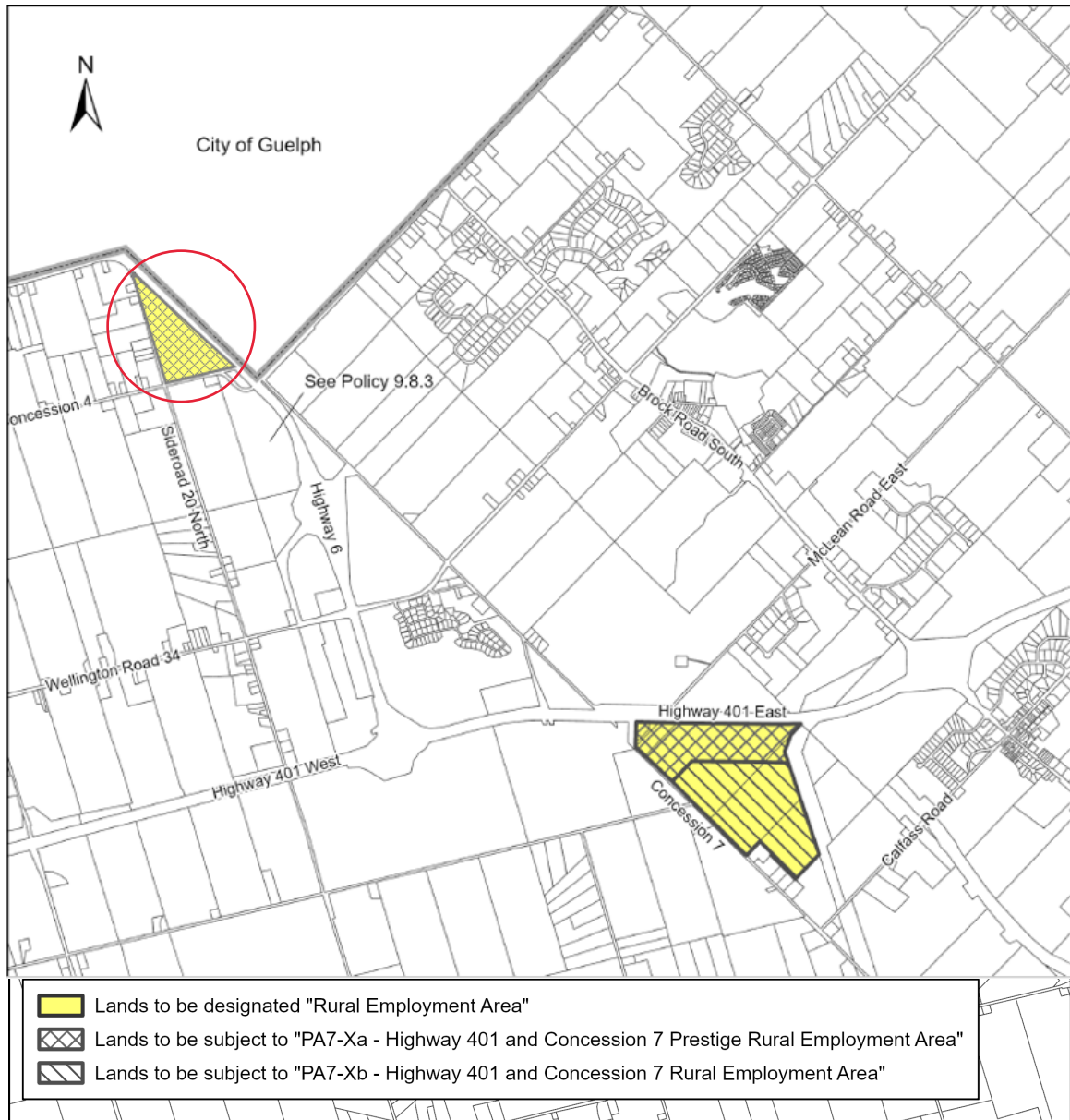
2. County Land Use Schedule B7 (Puslinch) is amended as shown on Map A-2 by:

- a. redesignating lands to Rural Employment (Option D);*
 - b. adding PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area (portions of Option D);*
 - c. adding PA7-Xb Highway 401 and Concession 7 Rural Area (portions of Option D); and*
 - d. adding "See Policy 9.8.3" on Schedule B-7 for the Rural Employment Lands west of the Hanlon Expressway.*
-

MAP "A-1" OF OFFICIAL PLAN AMENDMENT NO. XX



MAP "A-2" OF OFFICIAL PLAN AMENDMENT NO. XX





April 7, 2025

Sarah Wilhelm
Planning and Development Department
County of Wellington
74 Woolwich Street
Guelph, ON
N1H 3T9

Dear Ms. Wilhelm:

**RE: Puslinch By Design – Phase 4 Land Options Report Evaluation Criteria
4631 Sideroad 20 North, Puslinch
OUR FILE 22451D**

On behalf of our client, Puslinch Developments GP Inc., please accept this letter as input to the Puslinch by Design study for the lands municipally addressed as 4631 Sideroad 20 North, in the Township of Puslinch (the “subject lands”).

We have completed a detailed review of the ‘Employment Land Market Evaluation Criteria’ established in Puslinch by Design and assessed the criteria in relation to the subject lands. Based on our analysis, the subject lands represent preferred option for future employment land use in the Township.

The following provides an analysis of criteria:

Evaluation Criteria	Criteria Response – 4631 Sideroad 20 North	Classification
<i>Employment Land Market Evaluation Criteria</i>		
Large contiguous blocks that allow for a range of parcel sizes.	The subject lands are approximately 25 ha. Current concept planning identifies the potential to accommodate over 1 million square feet of floor space. The proposed development can be phased based on market conditions and provides opportunity for large users or a mix of large and small users.	Better/Best Option

Deep lots that provide opportunity for outdoor storage behind main building.	The subject lands are a triangular shape, and thus the depth of the lot varies. In general, the majority of the lot is between 300-400 metres deep, and the site and industrial buildings have been designed to allow for storage behind the buildings with no exposure to the main access road (Sideroad 20 North and Concession Road 4).	Better/Best Option
Visibility to Highway 401 and Highway 6 provides an opportunity to attract high profile national tenants.	The subject lands border Highway 6 at the eastern lot line and have visibility from Highway 6.	Better Option
<i>Transportation Evaluation Criteria</i>		
Proximity to Access Hwy 401 or Hwy 6 Interchange.	The subject lands are within 4 km of the newest Highway 6 interchange to the north of Wellington Road 34. The subject lands are in close proximity to the Highway 401 interchange with Highway 6.	Better Option
County and Township Road Access Operational Structure.	The proposed development would have unsignalized access to the site that would allow all inbound and outbound movements. A TIS report was submitted with the proposed OPA/ZBA applications which evaluated the intersection movements at various intersection, including the intersection at Sideroad 20 North and Concession Road 4.	Acceptable Option
<i>Growth Management Criteria</i>		
Does the option contribute to a complete community: <ul style="list-style-type: none"> Rural Employment Areas Settlement Areas 	The subject lands are directly adjacent to lands that are already within a designated Rural Employment Area. Future development will support the potential for the adjacent Rural Employment Areas and complement the existing uses within the adjacent settlement area.	Higher Contribution
Does the option achieve the outcome of the Land Supply Analysis?	Yes, the subject lands and proposed development contributes to the majority of the minimum area required on a gross and net basis by providing close to 25 hectares to be utilized for employment uses. As a general comment, the Township should be planning longer term and considering	Most Favourable

	additional lands for future employment use, given the strategic location along Highway 401.	
Do the lands have site suitability for employment land development addressing topography?	The subject lands are suitable for employment lands and preliminary grading has been considered with the planning applications submitted to the Township.	Higher Suitability
<i>Land Use Compatibility Criteria</i>		
Will the proposed employment location result in impacts to existing employment uses within the municipality?	The subject lands directly abut lands that are designated Rural Employment Area. Furthermore, the subject lands are within close proximity of other employment uses within both the Township of Puslinch and the City of Guelph.	High Suitability
Distance from settlement area boundaries to minimize impacts for potential future urban expansion.	<p>The subject lands are more than 10 km away from any settlement areas within the Township of Puslinch and are contiguous to an existing Rural Employment Area.</p> <p>The subject lands are less than 1 km from the urban boundary of the City of Guelph, but are proximate to lands that are designated either 'Industrial' or 'Corporate Business Park'</p>	Highest Suitability
<i>Aggregates Evaluation Criteria</i>		
What is the level of impact on existing or planned aggregate resources (within 300 m being critical and beyond 1000 m being negligible)?	The subject lands are more than 1000 m away from delineated mineral aggregate resources within the County of Wellington OP.	Negligible Impact
<i>Agriculture Evaluation Criteria</i>		
Will the proposed employment location comply with the mapped - MDS I setback requirements?	<p>The proposed industrial buildings within the proposed development concept are largely located outside of the MDS I setback requirements for the existing livestock and manure facilities identified in Figure 9 of the Phase 4: Land Options Report.</p> <p>We have attached to this letter a MDS analysis that more accurately reflects the implementation of the MDS requirements associated with the subject lands.</p>	Minimal Impact
Will the proposed employment location result in unnecessary fragmentation of the agricultural land base?	The subject lands are a logical expansion of the existing non-agricultural use cluster (Rural Employment Area) and proximity to	Minimal Impact

	large employment areas in the City of Guelph.	
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?	The subject lands currently abut Township Road (designed to handle lower traffic rural volumes). Notwithstanding, it is our understanding that with the closure of the Highway 6 and Concession Road 4 intersection, there have been discussions regarding a new north-south roadway parallel to Sideroad 20 North that would improve access to the Highway 6 North interchange and reduce transportation impacts on Sideroad 20 North.	Modest Impact
<i>Natural Heritage Evaluation Criteria</i>		
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>There is one small GRCA regulated wetland on the subject lands that is proposed to be retained/enhanced and incorporated into the proposed development concept as a natural feature.</p> <p>The wetland feature does not significantly constrain the lands, as evidenced by the proposed development concept for large-scale prestige employment campus.</p>	No Impact/ Minimal Impact
<i>Design Evaluation Criteria</i>		
Will the land option create an integrated street pattern and design of parcels to achieve excellent standards of overall design?	<p>The subject lands have been designed as a prestige employment campus with an integrated private street network and parking layout.</p> <p>The employment campus has been designed to incorporate high standards of architectural design and will include landscape, amenity and other uses to create an excellent overall site design.</p>	Highly Suitable
<i>Cultural Heritage Evaluation Criteria</i>		
Will the land option result in negative impact(s) on Protected Heritage Property, significant built heritage resources, or cultural heritage landscapes? Can impacts be mitigated?	The subject lands do not contain any designated or built heritage resources and are not part of any cultural heritage landscapes.	No Impact

In conclusion, the subject lands represent an excellent opportunity for future employment lands within the Township. Our clients own the lands and made the investment in the lands to relocate their existing operations for other locations outside the Township to this location in the Township. Our clients are investment ready and eager to realize the investment that has been made and further invest significantly in the Township with the construction of new buildings that support new long-term jobs in the Township. The identification of the subject lands within the preferred option will result in further investment on the lands for employment uses that will generate significant economic benefits to the Township, the County and the Province.

We would be pleased to meet to discuss our comments.

Yours truly,

MHBC



David Aston, MSc, MCIP, RPP
Partner

cc. Jim Estill, Rob Wigwood, Lynda Murray



MEMO

To:	County of Wellington, Township of Puslinch
From:	Danial Salari, MHBC
Date:	2025-03-20
File:	22451A
Subject:	Minimum Distance Separation (MDS) I Type A - 4631 Sideroad 20 North, Puslinch, ON

This memo evaluates the appropriate Minimum Distance Separation (MDS) I analysis type for the proposed industrial use on the land at 4631 Sideroad 20 North. MDS I is required to ensure adequate separation between new non-agricultural developments and existing livestock facilities, in accordance with provincial policies. Based on the proposed application, land use characteristics, and policy context, we conclude that a Type A MDS I analysis is appropriate for this application to prevent land use conflicts. The proposed industrial use in a rural area outside a designated settlement area necessitates an MDS I setback calculation from nearby farm operations, as per the Ontario Ministry of Agriculture Food and Rural Affairs (OMAFRA)'s MDS Document.

OMAFRA's MDS Implementation Guidelines differentiate between two categories of non-agricultural land uses for MDS I purposes: Type A and Type B. According to Guideline #33, Type A land uses are characterized by lower densities of human occupancy or activity. Notably, industrial uses located outside a settlement area are explicitly classified as Type A. In contrast, Guideline #34 defines Type B land uses as those with higher human occupancy or sensitivity, such as new or expanding settlement areas and other intensive land uses. Simply put, a single industrial use on a rural lot qualifies as a Type A scenario, whereas a cluster of new homes, office buildings, or a settlement expansion would fall under Type B. Given that the proposed development is an industrial land use situated in a rural area, it aligns with the Type A classification.

According to *Puslinch By Design – Employment Lands Study*, conducted by the County of Wellington and the Township of Puslinch, the study area, which consists of potential lands for expansion of employment areas in Puslinch, is also located outside the two rural settlement areas of Puslinch Township, Aberfoyle and Morriston. This aligns with the Type A category as defined by Guideline #33.

Furthermore, OMAFRA's AgriSuite MDS tool parameters support this classification. When using AgriSuite to calculate the MDS I setback, the user selects the land use type. In this case, the appropriate selection is "Type A – industrial use outside a settlement area," consistent with Guideline #33. This ensures the software applies the correct formula factors.

Based on these considerations, the proposed industrial use qualifies as a Type A MDS I land use. It is a low-density, rural industrial development located outside a settlement area, meeting the criteria outlined in Guideline #33 and not triggering any of the high-density conditions specified in Guideline #34. This classification aligns with the 2024 Provincial Policy Statement (PPS), which supports appropriate rural economic activities while ensuring agricultural protection through MDS compliance.

Accordingly, a Type A MDS I setback analysis has been conducted. A roadside site visit was carried out on March 20th, 2025, to identify three livestock operations highlighted in the above-mentioned study. During this site visit, two hobby farms were identified. Additionally, a poultry operation (chicken-broiler) was detected through satellite imagery; however, it was not visible from either Sideroad 20 or Forestell Road. Appendix A includes the MDS I Type A assessment for these livestock operations. Table 1 outlines these three livestock operations.

Table 1. MDS I Type A Summary Table

Address	Livestock Operation Type	MDS	MDS met
4668 Sideroad 20 North (Farm 2)	Hobby Farm	142 meters	No
4638 Sideroad 20 North (Farm 3)	Poultry Operation (Chicken-Broiler)	211 meters	Yes
4599 Sideroad 20 North (Farm 5)	Hobby Farm (Rescued Animals)	138 meters	Yes
*Where only one MDS measurement is listed, that measurement applies to both the barn and manure storage (or barn only where there is no manure storage)			

A small portion in northern side of the subject land, approximately 1.34 acre, lies within the barns at 4668 Sideroad 20 North setback area calculated by the minimum Distance Separation (MDS) I Formula. This minor overlap constitutes a small portion of the subject land and is situated at a higher elevation compared to the barns, which are located at a lower elevation. Table 2 outlines this livestock operation.

To confirm the setback requirements for Farm 5, located on the southern side of the field, and the proposed daycare facility, which requires an MDS I Type B analysis, an additional MDS assessment was conducted using AgriSuite. The results, provided in Appendix B, indicate that there are no conflicting setback requirements, even when selecting MDS I Type B for Farm 5.

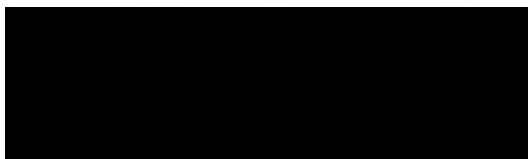
Table 2. MDS I Type B Summary Table

Address	Livestock Operation Type	MDS	MDS met
4599 Sideroad 20 North (Farm 5)	Hobby Farm (Rescued Animals)	224 meters	Yes
*Where only one MDS measurement is listed, that measurement applies to both the barn and manure storage (or barn only where there is no manure storage)			

The enclosed MDS I calculation reports and supporting figures (generated via OMAFRA's AgriSuite) are provided in the appendix A and appendix B.

Yours truly,

MHBC



Danial Salari BAgr, MAgr, MSc (Pl)
Planner

Appendix A



4631 Sideroad 20 N, Puslinch

General information

Application date Mar 18, 2025	Municipal file number	Proposed application New or expanding zone or designation for an industrial use outside of a settlement area
Applicant contact information Puslinch MDS ON	Location of subject lands County of Wellington Township of Puslinch PUSLINCH Concession 4 , Lot 21	


Calculations

Farm 2 (Hobby Farm)

Farm contact information Christine Rose Mason Gray Allan Mason 4668 Sideroad 20 North Puslinch, ON	Location of existing livestock facility or anaerobic digester County of Wellington Township of Puslinch PUSLINCH Concession 4 , Lot 20 Roll number: 2301	Total lot size 17.8 ac
--	--	----------------------------------

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Horses, Large-framed, mature; > 680 kg (including unweaned offspring)	18	25.7 NU	5850 ft²



Confirm Livestock/Manure Information (Farm 2 (Hobby Farm))
The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	25.7 NU		
Potential design capacity	51.4 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	262.84
Factor D (manure type)	0.7	Factor E (encroaching land use)	1.1

Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	142 m (466 ft)
Actual distance from livestock barn	NA


Storage base distance 'S' (minimum distance from manure storage)	142 m (466 ft)
Actual distance from manure storage	NA

Farm 3 (Poultry Operation)

Farm contact information Elaine Weber L E L Farms Limited 4638 Sideroad 20 North Puslinch, ON	Location of existing livestock facility or anaerobic digester County of Wellington Township of Puslinch PUSLINCH Concession 4 , Lot 20 Roll number: 2301	Total lot size 16.21 ac
--	--	-----------------------------------

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Chickens, Broilers	24596 ft²	92.1 NU	24596 ft²



Confirm Livestock/Manure Information (Farm 3 (Poultry Operation))
The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	92.1 NU		
Potential design capacity	184.3 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	391.07
Factor D (manure type)	0.7	Factor E (encroaching land use)	1.1

Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	211 m (692 ft)
Actual distance from livestock barn	NA


Storage base distance 'S' (minimum distance from manure storage)	211 m (692 ft)
Actual distance from manure storage	NA

Farm 5 (Hobby Farm)

Farm contact information 4599 Sideroad 20 N Puslinch, ON	Location of existing livestock facility or anaerobic digester County of Wellington Township of Puslinch PUSLINCH Concession 3 , Lot 21 Roll number: 2301	Total lot size 101.4 ac
---	--	-----------------------------------

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Horses, Large-framed, mature; > 680 kg (including unweaned offspring)	16	22.9 NU	5200 ft²
Solid	Bison, Adults (includes unweaned calves & replacements)	1	0.8 NU	NA
Liquid	Ducks, Peking, Growers	4	0 NU	7 ft²

 **Confirm Livestock/Manure Information (Farm 5 (Hobby Farm))**
The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	23.7 NU		
Potential design capacity	47.3 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	254.64
Factor D (manure type)	0.7	Factor E (encroaching land use)	1.1

Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	138 m (453 ft)
Actual distance from livestock barn	NA
Storage base distance 'S' (minimum distance from manure storage)	138 m (453 ft)
Actual distance from manure storage	NA

Preparer signoff & disclaimer

Preparer contact information
Danial Salari
MHBC Planning
ON
dsalari@mhbcplan.com

Signature of preparer

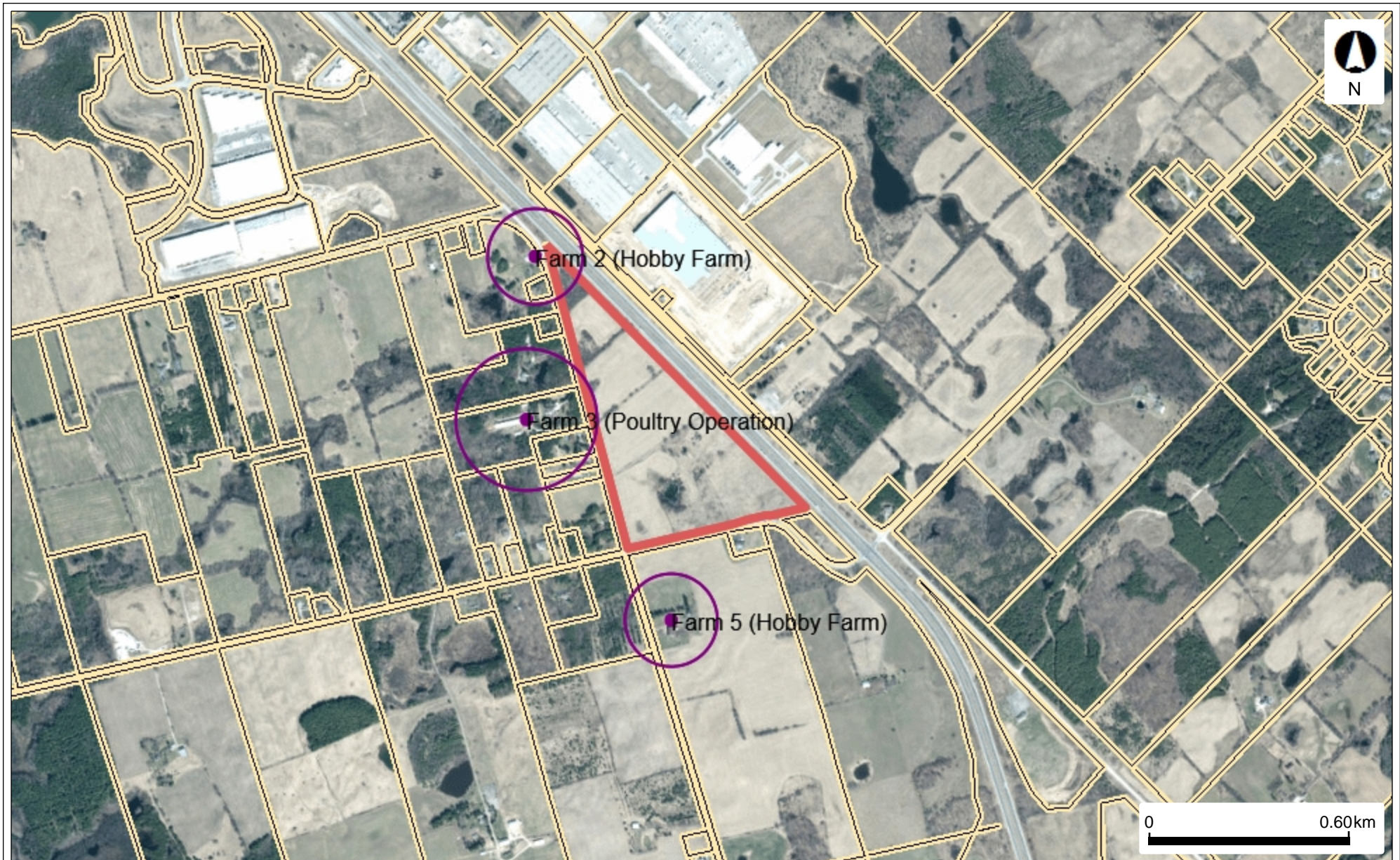
Danial Salari , Rural Planner

Date (mmm-dd-yyyy)**Note to the user**

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.

© King's Printer for Ontario, 2012-25

Type A Land Use - MDS I Setbacks



Prepared By:
MHBC Planning

Notes:

Appendix B



MDS I Type B - 4631 Sideroad

General information

Application date Mar 20, 2025	Municipal file number	Proposed application New or expanding settlement area boundary
Applicant contact information 4631 Sideroad 20 N ON	Location of subject lands County of Wellington Township of Puslinch PUSLINCH Concession 4 , Lot 21 Roll number: 2301	

Calculations

Farm 5 (Hobby Farm)

Farm contact information

4599 Sideroad 20 N
ON

Location of existing livestock facility or

anaerobic digester
County of Wellington
Township of Puslinch
PUSLINCH
Concession 3 , Lot 21
Roll number: 2301

Total lot size

101.4 ac

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Horses, Large-framed, mature; > 680 kg (including unweaned offspring)	16	22.9 NU	5200 ft²
Solid	Bison, Adults (includes unweaned calves & replacements)	1	0.8 NU	NA
Liquid	Ducks, Peking, Growers	4	0 NU	7 ft²



Confirm Livestock/Manure Information (Farm 5 (Hobby Farm))

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	23.7 NU		
Potential design capacity	23.7 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	207.32
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			224 m (735 ft)
Actual distance from livestock barn			NA
Storage base distance 'S' (minimum distance from manure storage)			224 m (735 ft)
Actual distance from manure storage			NA

Preparer signoff & disclaimer

Preparer contact information

Danial Salari
MHBC Planning
ON
dsalari@mhbcplan.com

Signature of preparer

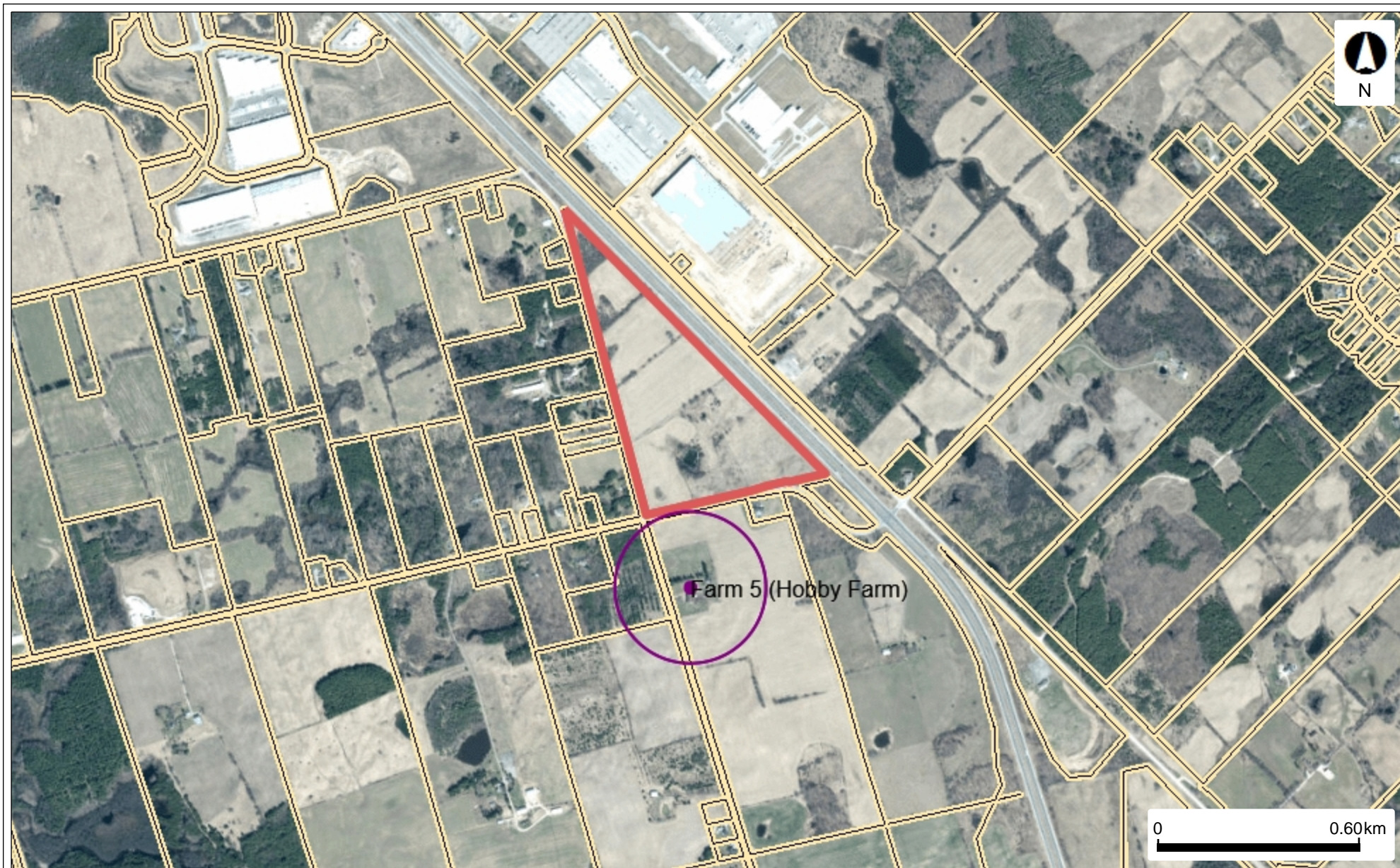
Danial Salari , Rural Planner

Date (mmm-dd-yyyy)**Note to the user**

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.

© King's Printer for Ontario, 2012-25

Type B Land Use - MDS I Setbacks



Prepared By:
MHBC Planning

Notes:
This MDS I Type B analysis was conducted to demonstrate that there is no overlap or conflicting setback restrictions between Farm 5 and proposed daycare, which requires more sensitive MDS I Type B analysis.

Delegate Request - Entry #14497

Type of Meeting

Council

Meeting Date

July 23, 2025

How many delegates are requesting to make this presentation?

Two (2)

Type of Delegation

This is a request to delegate on a topic on the upcoming agenda

Identify which agenda item you are requesting to delegate on?

Item 7.1, Presentation by NPG Planning Solutions Inc. regarding Puslinch by Design Study Results and Recommendations

Type of Presentation

This request is to present a written delegation

Type of Attendance

[REDACTED]

Name of Delegate

Pierre Chauvin

Mailing Address of Delegate

[REDACTED]

Phone Number of Delegate

[REDACTED]

Email Address of Delegate

[REDACTED]

Name of Second Delegate

Eric Devos

Mailing Address of Second Delegate

[REDACTED]

Phone Number of Second Delegate

[REDACTED]

Email Address of Second Delegate

[REDACTED]

Purpose of delegation (state position taken on issue, if applicable)

Request that lands be re-included in future employment area.

A formal presentation is being submitted to accompany the delegation

No

File Upload

 [Letter-to-Council-July-22-2025.pdf](#)

The delegation will require the use of audio-visual equipment (power point presentation)

No

Acknowledgement

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.



July 22, 2025

Mayor Seeley and Members of Council
Township of Puslinch
7404 Wellington Road 34
Puslinch, ON, N0B 2J0

Dear Mayor Seeley and Members of Council

**RE: Puslinch by Design Employment Lands Study Phase 5 Overlay, Burnhaven Farms Inc.
OUR FILE: 24325A**

I am writing as a follow-up to my correspondence on March 14, 2025, on behalf of my client, Burnhaven Farm Inc. My client owns land located at 7316 Wellington County Road 34 in the Township of Puslinch (the "subject lands"). The subject lands are identified as Option G in the Phase 5 Recommended Land Option and Land Use Report (the "Report"). On behalf of my client, I request that the subject lands be re-included in the Official Plan Amendment as subject to the "*Future Rural Employment Area Overlay*".

I have reviewed the Report and attended the Open House on July 9, 2025, ahead of the July 23rd Council meeting. Through previous correspondence (attached), we confirmed our support for the inclusion of the subject lands as future employment lands and confirmed that the lands achieve all six land use principles established for the Study. My client was supportive of the draft Official Plan Amendment presented through the Report and at the July 9, 2025, Open House as it recognized the future use of the subject lands for rural employment purposes. However, through the revised Official Plan Amendment as written for the July 23, 2025, Special Council Meeting, the Future Rural Employment Area Overlay has been removed with very little justification.

The purpose of this letter is to request that the overlay be reinstated on my client's lands to allow for future development considerations for employment purposes. We believe that the subject lands in combination with the neighbouring lands identified as Option H in the Study provide a strong employment cluster in the Township that is not only well located relative to the County and provincial road networks but satisfies the long-term employment land needs identified by the County and the Township.

Thank you for consideration of these comments.

Yours truly,

MHBC



Pierre Chauvin, BSc(Agr.), MA, MCIP, RPP
Partner

cc. Jeff Coburn, Burnhaven Farms Inc.

MEMORANDUM – ADDENDUM TO PHASE 5 REPORT

DATE: July 18, 2025
TO: Puslinch Township Council
FROM: NPG Planning Solutions Inc., Mary Lou Tanner and Denise Horne
CC: Courtenay Hoytfox, Interim Chief Administrative Officer, Township of Puslinch
Sarah Wilhelm, Wellington County
RE: **Addendum to Puslinch By Design: Employment Land Study Phase 5 Report “Recommended Land Option and Land Use Report” dated June 2025**

The Township and NPG Planning Solutions Inc. (NPG) hosted an Open House meeting in Puslinch Township on July 9, 2025 to present the findings of the Phase 5 “Recommended Land Option and Land Use Report” (dated June 2025) for the Puslinch by Design – Employment Lands Study. NPG provided a presentation on the study findings and responded to community questions. There was extensive feedback and questions. The commitment arising from the meeting was to review the feedback and provide a response for Council and the community.

The report included the following Appendices based on the Study findings:

- Draft Official Plan Amendment and Mapping (Appendix A)
- Draft Development Application Guidance (Appendix B)
- Draft Highway 401 and Concession 7 Rural Employment Area Design Guidelines (Appendix C).

The community largely indicated support for land option D as the preferred land option for a Rural Employment Area. However, concerns and questions arose regarding the proposed “Future Rural Employment Areas” overlay as mapped in the draft Official Plan Amendment, which included lands on the north and south sides of Wellington Road 34 and lands east of Sideroad 20 North. It was also clear that the overlay approach was not easily understood, creating more questions and concerns.

NPG, after discussion with Township and County Staff, have revised the approach to employment growth as a result of community and Council input. The revised OPA

uses the existing framework of the County Official Plan and strengthens this framework to incorporate the findings of *Puslinch by Design*. The following changes have been made to the draft Official Plan Amendment and Development Application Guidance:

Draft Official Plan Amendment and Mapping (Appendix A)

1. Removal of Future Rural Employment Areas overlay in text and mapping.
2. Policy 9.8.3 of the County of Wellington Official Plan will not be removed. Additional policies are recommended to be included in Policy 9.8.3 addressing that road infrastructure improvements will be paid for by proposed development, communal well requirements, and general land use compatibility requirements.

There is a policy added in Section 9.8.3 regarding Sideroad 20 N. With regard to Sideroad 20 N., it is noted that there is an existing designation of Rural Employment west of the Hanlon Expressway on Schedule B7. The policies are recommended to be updated to require the provisions for a detailed Transportation Plan and Concept Plan for these existing Rural Employment Lands with the provisos that no employment traffic may be directed to Sideroad 20 N. nor will driveway access be permitted to Sideroad 20 N. The Transportation Plan and the Concept Plan must be completed to the Township's satisfaction.

Draft Development Application Guidance (Appendix B)

1. Removal of references to Future Employment Areas.
2. Addition of Detailed Concept Plan and Transportation Plan to Studies and Supporting Materials in Section 4.0 for Rural Employment Lands west of the Hanlon Expressway. This relates to the existing designation.

Draft Highway 401 and Concession 7 Rural Employment Area Design Guidelines (Appendix C)

1. Minor change to mapping of Focus Areas to show the areas extending to property lines.

The following is a response to key questions raised by the community at the Open House. Questions related to the Future Rural Employment Areas have not been included as the overlay is no longer proposed:

Question	Response
Can you review whether the Future Rural Employment Overlay can be phased?	This is not needed as the Future Rural Employment Overlay is no longer part of the proposed Amendment.
The aquifers are easily accessed in this area and there are already road issues with a new road being constructed. How will this be resolved?	New development will be required to prepare studies to investigate aquifers, such as Hydrogeological Studies.
Why was Option A not further considered?	Option A was not considered further due to site constraints related to natural heritage, topography and challenges related to the central location of housing in the area.
How will the policies in the draft Official Plan Amendment affect current development applications?	Development applications that are received prior to the date the draft Official Plan Amendment is in full force and effect will be subject to the existing policies only (those policies that are in full force and effect at the time that the application is deemed complete).
Can you explain what changes would be needed to Sideroad 20 or Concession 7 based on the transportation studies and who pays?	Developers would pay for Transportation Studies related to new employment uses. Transportation Studies would outline traffic routes that preclude Sideroad 20 North.
In the design guidelines will there be preservation of natural features and use of greenery and other elements which will provide for impervious surfaces within employment areas to allow for sufficient runoff?	In the "Draft Highway 401 and Concession 7 Rural Employment Area Design Guidelines" please see the following section: <ul style="list-style-type: none"> • Design Principle #3; • Section 3.1.4 for Landscaping; • Section 3.1.8 for Sustainability; and • Landscaping for the Focus Areas.
What is going to be on the agenda for the July 23rd Council meeting?	Township of Puslinch Council will make a determination on whether to endorse the Draft Official Plan Amendment and Mapping, Draft Development Application Guidance, and Draft Highway 401 and Concession 7 Rural Employment Area Design Guidelines.
Request to include Option "H" as Rural Employment Lands in addition to Option "D". Supporting letter regarding designation of Employment Areas for greater than 30 years timeframe.	The County completed the Growth Management Strategy that identified a need for a minimum of 30 ha of additional Employment Area in Puslinch. Option "D" provides a gross

Question	Response
	<p>area of 93 ha and a net area of 86 ha (this removes non-developable lands). Option “D” achieves the requirements of the County Growth Management Strategy.</p> <p>Policy 2.1.3 of the Provincial Planning Statement does allow the County to include Employment Areas beyond the 30-year planning horizon. However, Policy 2.3.2 of the Provincial Planning Statement includes requirements for settlement area expansions. Policy 2.3.2 requires, among other items, that the Minimum Distance Separation Formulae shall be considered. In this regard, Option “H” does not achieve the Minimum Distance Separation requirements and avoiding or minimizing agricultural impacts has not been achieved.</p>

**AMENDMENT
NO. XX TO THE
OFFICIAL
PLAN OF
THE
COUNTY OF WELLINGTON**

DRAFT

**THE CORPORATION OF THE COUNTY OF
WELLINGTON BY-LAW NO. 2025-XX**

**A By-law to adopt Amendment No. XX
to the Official Plan of the County of Wellington**

The Council of the Corporation of the County of Wellington, pursuant to the provisions of the *Planning Act, R.S.O. 1990*, as amended, does hereby enact as follows:

1. THAT Amendment No. XX to the Official Plan of the County of Wellington, consisting of the attached explanatory text and schedules, is hereby adopted.
2. THAT this Amendment shall come into force upon approval by the Minister of Municipal Affairs and Housing.

READ a FIRST, SECOND and THIRD time and PASSED _____

.....

CLERK

.....

WARDEN

AMENDMENT NUMBER XX
TO THE
COUNTY OF WELLINGTON OFFICIAL PLAN

INDEX

PART A - THE PREAMBLE

The Preamble provides an explanation of the proposed Amendment including the purpose, location, and background information, but does not form part of this Amendment.

PART B - THE AMENDMENT

The Amendment describes the changes and/or modifications to the Wellington County Official Plan which constitute Official Plan Amendment Number XXX.

PART C - THE APPENDICES

The Appendices, if included herein, provide information related to the Amendment, but do not constitute part of the Amendment.

PART A – THE PREAMBLE

1. PURPOSE

The purpose of this Amendment is to establish policies for Prestige Rural Employment Areas, Rural Employment Areas, and Future Rural Employment Areas in the Township of Puslinch in the County of Wellington Official Plan to protect and guide the long-term development of strategically located rural lands for high-quality industrial and business uses.

2. LOCATION OF THE AMENDMENT

This amendment applies to various lands located within the rural areas of the Township of Puslinch in the County of Wellington.

The lands subject to this Amendment are shown more specifically in the Maps A-1 and A-2 attached.

3. DETAILS OF THE AMENDMENT

The amendment modifies Part 9.8 – Puslinch Local Policies of the County of Wellington Official Plan to introduce new sections and policy areas for Prestige Rural Employment Areas and Rural Employment Areas in the Township of Puslinch. The amendment also modifies section 9.8.3 Puslinch Industrial Policy.

Modifications are included to Section 6.8 – Rural Employment Areas are made to create a Highway 401 and Concession 7 Rural Employment Area.

4. BASIS

This Amendment is based on the findings of the *Puslinch by Design: Employment Lands Study*, which identified additional lands, in accordance with the County of Wellington Official Plan and Growth Management Strategy, to diversify and expand the Township's employment land base. *Puslinch by Design* identifies the lands to achieve the need for additional employment land of a minimum of 30 ha. The Study emphasized the importance of protecting and leveraging key highway-adjacent parcels for high-profile business and light industrial development, while also securing rural lands for future employment growth beyond the current planning horizon.

The Prestige Rural Employment Area designation supports high-quality, visible employment uses near major highways to attract investment and maintain rural character. Together, the designations and policies provide a

coordinated approach to rural employment planning and align with provincial and regional growth objectives. The Rural Employment Area designation accommodates a broader range of industrial and employment uses that are compatible with the rural context and private servicing, supporting local job creation and economic diversification.

PART B – THE AMENDMENT

All of this part of the Amendment entitled “Part B – The Amendment,” consisting of the following text and schedules, constitutes Amendment No. XX to the County of Wellington Official Plan.

DETAILS OF THE AMENDMENT

The Official Plan of the County of Wellington is hereby amended as follows:

1. THAT Schedule B7 - Land Use of the Official Plan of the County of Wellington, is hereby amended by redesignating the lands subject to this Amendment as shown in Map A-2 attached hereto, to Prestige Rural Employment Area and Rural Employment Area.
2. THAT Section 9.8 of the County of Wellington Official Plan is amended to include the following:

PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area

The lands identified as PA7-Xa on Schedule B7 of this Plan generally located on the south side of Highway 401 and east side of Concession 7 are designated Rural Employment Area. Notwithstanding Section 6.8 or any other provisions in this Plan to the contrary, the following policies apply:

a) Defined

The Prestige Rural Employment Area lands are intended for high-quality industrial, business and employment uses that require a well-designed setting while taking advantage of the proximity to major transportation infrastructure. The intent of this designation is to maximize the potential of lands with exposure to Highway 401 to promote businesses that are visible from these Highways. As such, Prestige Rural Employment Areas are generally located along major roads and generally face Highway 401 with enhanced architectural and landscaping design standards to maintain a visually attractive environment. Outdoor storage and parking are limited to maintain the area’s aesthetic appeal and will not be permitted along the frontage of Highway 401. Loading areas are not permitted to face the Highway 401 frontage.

In all cases, Prestige Rural Employment Area lands will be used by “dry” uses which do not use significant amounts of water in their operation and which do not produce significant amounts of effluent, consistent with rural servicing levels which rely on private water and sewage systems.

b) Permitted Uses

Notwithstanding Section 6.8.2 the uses permitted in the PA7-X area are limited to enclosed warehousing and distribution centres, corporate offices and headquarters accessory to a principle use, research and development facilities associated with manufacturing uses, light, medium, or high-tech manufacturing and processing operations deemed not to be noxious by reason of dust, odour, fumes, particulate matter, noise and excessive vibrations.

c) Zoning

Appropriate regulations for the Prestige Rural Employment Area shall be included in the Zoning By-law. Zoning provisions should address the following criteria:

- i. Land Use Compatibility: To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:*
 - Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.*
 - For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.*
-

All land use decisions shall be consistent with the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

- ii. Parcel sizes: The need for a range of parcel sizes to accommodate diverse business needs, with an emphasis placed on the provision of larger parcels to support industries requiring significant land area. Lot fabric and subdivision design shall address long-term flexibility and market trends in industrial land demand.*
- iii. Design guidelines: Where appropriate, design guidelines adopted by Township Council should be integrated as zoning requirements.*
- iv. Buffers areas: Incorporate enhanced landscaping setbacks, buffering and screening where employment area lands interface with rural residential uses, rural residential clusters and/or sensitive land uses.*
- v. Holding Provisions: The policy area may be placed in an appropriate prestige industrial zoning category and shall be subject to a Holding (H) provision. Prior to the removal of the Holding provision, Council shall require the submission and approval of associated technical reports, studies and any additional information as deemed necessary by Council.*
- vi. Lot Coverage: Maximum lot coverage should generally be in the range of 40%, to ensure adequate space for landscaping, stormwater management, and buffering.*

d) Design Guidelines

New development is encouraged to adhere to the design guidelines approved by Council for the area.

e) Communal Wells

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

f) *Road Infrastructure*

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

3. THAT Section 9.8 of the County of Wellington Official Plan is amended to include the following:

PA7-Xb Highway 401 and Concession 7 Rural Employment Area

The lands identified as PA7-Xb on Schedule B7 of this Plan are generally located to the south of Highway 401 on the east side of Concession 7. Notwithstanding Section 6.8 or any other provisions in this Plan to the contrary, the lands may be used as follows:

a) *Permitted Uses*

Notwithstanding Section 6.8.2 the uses permitted in the PA7-Xb area are limited to manufacturing, processing, fabrication and assembly of raw materials or raw materials or repair, servicing, distribution and storage of materials is permitted. Accessory uses including the retail sale of products produced on-site may be permitted. Commercial, service commercial, retail, and office uses are not permitted. Outdoor storage and parking are to maintain the area's rural character and will not be permitted along the frontage of Concession 7. Loading areas are not permitted to face Concession 7 frontage.

b) *Zoning*

Appropriate regulations for the Rural Employment Area shall be included in the Zoning By-law. Zoning provisions should address the following criteria:

- i. Land Use Compatibility: To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:*
 - Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6*
-

Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.

- *For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.*

All land use decisions shall have regard for the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

- ii. *Parcel sizes: The need for a range of parcel sizes to accommodate diverse business needs, with an emphasis placed on the provision of larger parcels to support industries requiring significant land area. Lot fabric and subdivision design shall consider long-term flexibility and market trends in industrial land demand.*
 - iii. *Design Guidelines: Where appropriate, design guidelines adopted by Township Council should be integrated as zoning requirements.*
 - iv. *Buffer areas: Incorporate enhanced landscaping and setbacks, buffering and screening where employment area lands interface with rural residential uses, rural residential clusters, and/or sensitive land uses. A minimum 70 m setback shall be required from rural residential uses, rural residential clusters and/or sensitive land uses. The setback may be greater than 70 m based on the recommendations within a land use compatibility assessment. The required setback shall be landscaped and/or contain natural self-sustaining vegetation in a manner that respects and sustains the rural character. This 70 m setback shall only be reduced through an Official Plan Amendment.*
-

v. *Holding Provisions: The policy area may be placed in an appropriate industrial zoning category and shall be subject to a Holding (H) provision. Prior to the removal of the Holding provision, Council shall require the submission and approval of associated technical reports, studies and any additional information as deemed necessary by Council.*

c) *Design Guidelines*

New development is encouraged to adhere to the design guidelines approved by Council for the area.

d) *Communal Wells*

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

e) *Road Infrastructure*

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

4. THAT Section 9.8.3 of the County of Wellington Official Plan is amended by adding the following:

c) All lands designated Rural Employment and Prestige Rural Employment, whether existing or by future Official Plan Amendment, should comply with Puslinch by Design and should implement the Urban Design Guidelines adopted as part of Puslinch by Design.

d) Road Infrastructure

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

e) Transportation Plan

For lands west of the Hanlon Expressway designated as Rural Employment on Schedule B7, a Transportation Plan establishing an internal road network and external road connections shall be required as part of any

future development application. For clarity, the Transportation Plan must establish, to the satisfaction of the Township, that no employment generated traffic will utilize Sideroad 20 N. Further, no driveway accesses for employment uses shall be permitted to Sideroad 20 N.

f) Concept Plan

A concept plan is required for lands designated Rural Employment on Schedule B7 as part of any future development application for lands west of the Hanlon Expressway.

g) Communal Wells

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

h) Land Use Compatibility

To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:

i) Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.

ii) For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.

All land use decisions shall implement the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

SCHEDULES

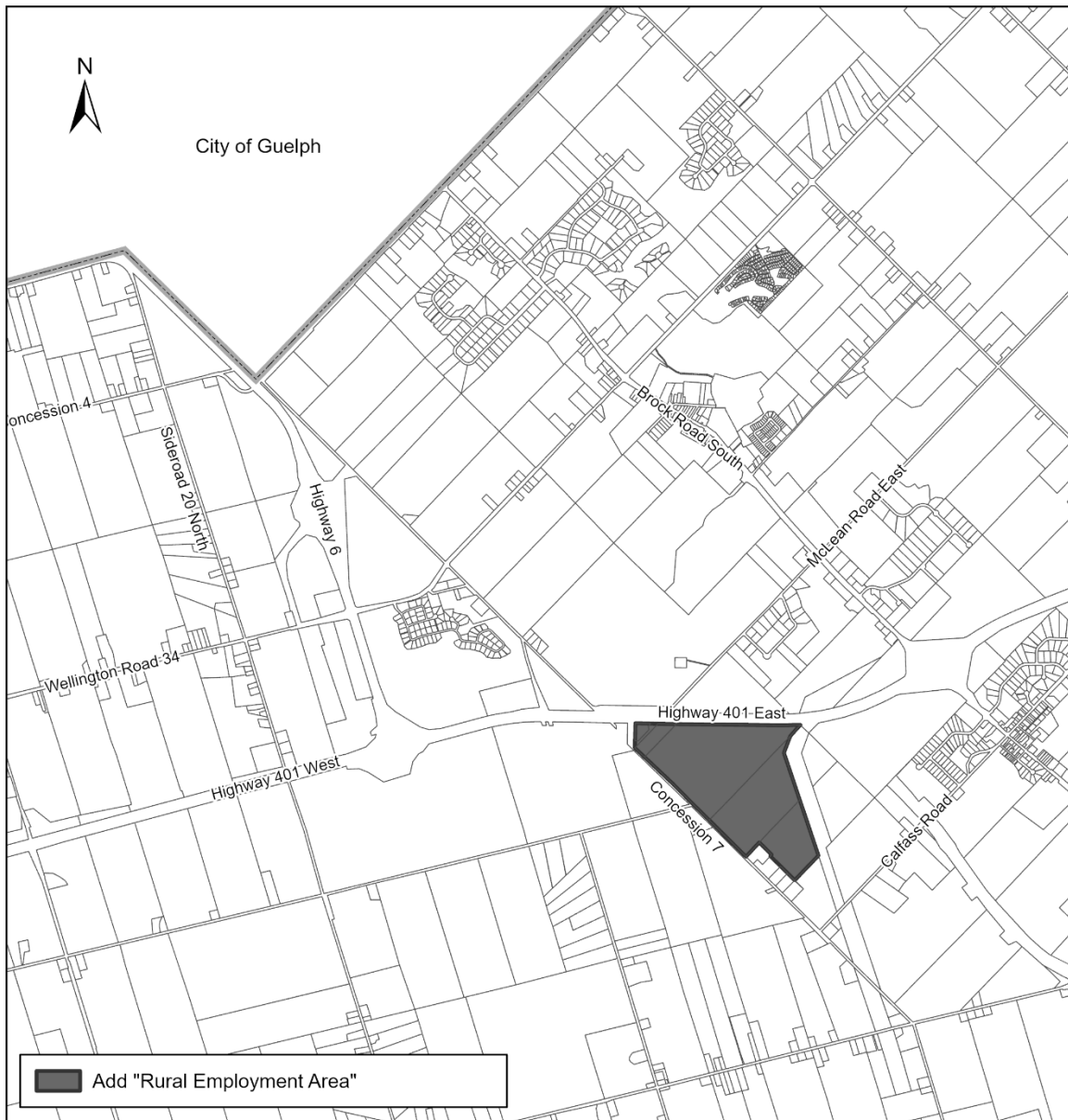
- 1. County Growth Structure Schedule A7 (Puslinch) is amended as shown on Map A-1 by:*
-

a. *adding Rural Employment Area (Option D).*

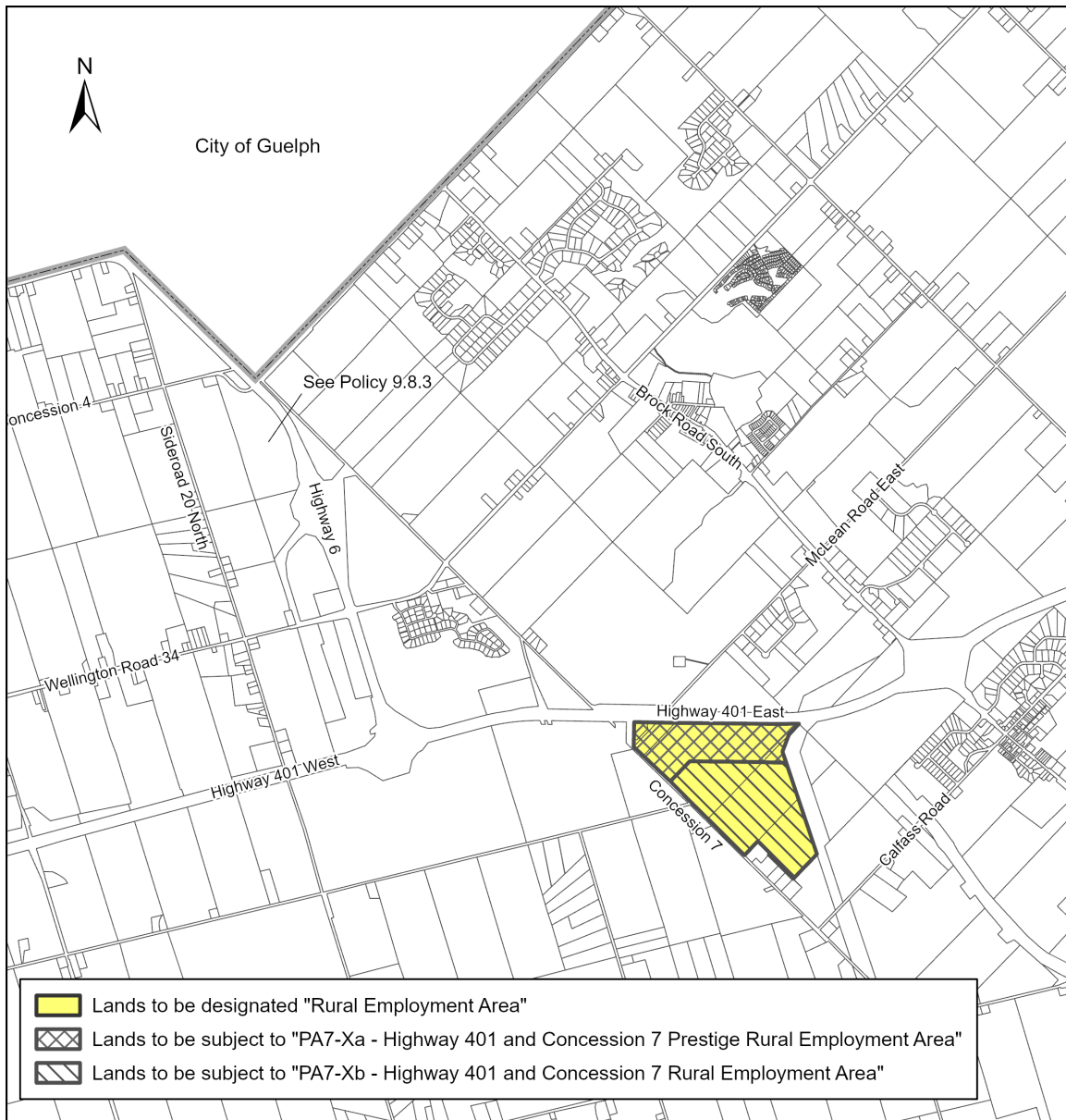
2. *County Land Use Schedule B7 (Puslinch) is amended as shown on Map A-2 by:*

- a. *redesignating lands to Rural Employment (Option D);*
 - b. *adding PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area (portions of Option D);*
 - c. *adding PA7-Xb Highway 401 and Concession 7 Rural Area (portions of Option D); and*
 - d. *adding "See Policy 9.8.3" on Schedule B-7 for the Rural Employment Lands west of the Hanlon Expressway.*
-

MAP "A-1" OF OFFICIAL PLAN AMENDMENT NO. XX



MAP "A-2" OF OFFICIAL PLAN AMENDMENT NO. XX



County of Wellington and Township of Puslinch

Development Application Guidance:

Highway 401 and Concession 7 Prestige Rural Employment Area, Rural Employment Special Policy Area

1.0 | Introduction

The *PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area* and *PA7-Xb Highway 401 and Concession 7 Rural Employment Area* in the Township of Puslinch are planned to accommodate employment uses suitable for the rural context.

This guidance development is informed by the *Puslinch By Design: Employment Lands Study (2025)* prepared for the County of Wellington and the Township of Puslinch, which included engagement with the community to develop a planning framework that respects matters important to the community and proactive planning for the economic needs of the Township.

In all cases, uses are required to be “dry” industrial uses. Consideration has been given to the importance of the frontage along Highway 401 and access to Highway 401 and Highway 6 as major transportation networks in the County of Wellington and Ontario. Compatibility with adjacent rural residential uses is crucial to ensuring a successful employment area and the mitigation of negative impacts on surrounding sensitive land uses.

2.0 | Purpose

This guidance document outlines the development process required by the County of Wellington and Township of Puslinch for the *Prestige Rural Employment Area* and *Rural Employment Special Policy Area* as identified in Schedules A7 and B7 of the County of Wellington Official Plan.

This guide provides direction to County and Township staff, applicants, agencies, and stakeholders on application requirements, processing steps, and key considerations to achieve well-planned, compatible, and economically beneficial employment areas. The development application process will follow *Planning Act* processes and requirements with additional site-specific guidance to address key matters specific to the area.

This guideline is applicable, but not limited to, applications for:

- County of Wellington Official Plan Amendments

- Draft Plan of Subdivision and/or Condominium Applications
- Zoning By-law Amendments
- Site Plan Control Applications
- Consent Applications for Employment Land Parcels

3.0 | Approval Process Overview

The following is the required process for development applications under the *Planning Act*:

1. Pre-consultation with County and Township Staff is strongly encouraged
2. Submission of complete application with all required materials
3. Circulation to agencies and internal review
4. Public meeting(s) (for OPA/ZBA)
5. Recommendation report to County Council (OPA's and Subdivision Applications) and Township Council (all other applications)
6. Draft approval or conditional approval with requirements
7. Post-approval agreements (Site Plan, Subdivision, servicing, etc.)
8. Building Permit issuance, subject to final conditions

Additional notes:

- Applicants are encouraged to consult early with County and Township staff regarding potential constraints (e.g., MDS setbacks, agricultural proximity, groundwater supply).
- Public engagement will be recommended for large-scale applications.

3.1 Pre-Consultation Meeting Requirements

In advance of application submissions, all applicants are strongly encouraged to participate in a Pre-consultation Meeting with Township staff and relevant agencies as applicable (e.g., County of Wellington, MECP, MTO, GRCA) to review applicable policies and designations, necessary studies and materials, servicing strategies and road access, and land use compatibility matters (per D Series Guidelines).

4.0 | Studies & Supporting Materials

Applicants will be required to submit a complete planning application, including necessary background studies and reports.

The County and Township will work together to review the development applications, as applicable, to prepare and present a recommendation to Council. A complete planning application related to employment land uses will be subject to the policies contained in Section 13.18 of the County of Wellington Official Plan. The County of Wellington Official

Plan outlines standard and typical studies that may be required with development applications in Section 13.18.5 of the County of Wellington Official Plan.

Section 11.2.3 of the County of Wellington Official Plan also sets out requirements for a Servicing Options Assessment for multi-lot or multi-unit development applications relying on private communal or individual on-site servicing.

The following table identifies studies that may be more particularly required with development applications to address rural employment matters:

Study	Intent
Functional Servicing Report/Storm Water Management Report (OP Section 13.18.5)	As the Township does not have municipal services, detailed engineering reports will be required to confirm the proposal can be supported by private servicing and stormwater management will be managed on-site.
Archaeological Assessment (OP Section 13.18.5)	An Archaeological Assessment may be required to investigate the archaeological potential of the proposed employment area.
Hydrogeological Study (OP Section 13.18.5)	The County currently requires these for cumulative effects assessment where aggregate extraction is proposed below the water table. For rural employment, detailed assessment of hydrogeology may be required to ensure no negative impacts on the water table.
Land Use Compatibility as part of a Planning Impact Assessment (OP Section 4.6.2 and 13.18.5) and Noise Study, Vibration Study, Odour Study, Dust Study as above.	Land use compatibility and associated studies may be required to examine factors such as noise, air quality, traffic, and environmental hazards to inform planning decisions.
Urban Design Brief (OP Section 4.6.2)	An Urban Design Brief analyzes the form, function, and character of development to ensure it aligns with planning goals. This may be required as part of a Planning Impact Assessment or as an independent assessment but must be prepared by a professional with the requisite expertise.
Employment Land Needs Study (OP Section 4.6.2)	Needed to assess the demand for the proposed use, parcel size, and alignment with broader employment land supply and economic development objectives. This may be required as part of a Planning Impact Assessment or as an independent assessment but must be prepared by a professional with the requisite expertise (Registered

Study	Intent
	Professional Planner). This study is mandatory for all County OPA applications.
Minimum Distance Separation Assessment (OP Section 4.6.5)	When new development or lot creation is proposed near, for instance, existing livestock facilities or manure storage, this assessment ensures adequate separation to address nuisance issues related to odour.
Landscape Plan (OP Section 13.18.5)	To ensure that the rural character of Concession 7 is maintained and respected and to ensure appropriate screening of employment uses from surrounding sensitive land uses.
Concept Plan and Transportation Plan	For lands north of Highway 401 and west of Highway 6, designated <i>Rural Employment Lands</i> , an internal road network and access to arterial roads must be provided through a Transportation Plan and detailed Concept Plan. For greater clarity, the Concept Plan and Transportation Plan must preclude employment traffic utilizing Sideroad 20 North.

5.0 | Design Considerations

Detailed design guidelines have been prepared for the *PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area* and *PA7-Xb Highway 401 and Concession 7 Rural Employment Area*. Applications for development shall demonstrate through a Planning Impact Assessment and/or Urban Design Brief how the proposed developed meets the applicable Design Guidelines.

6.0 | Comprehensive Development Requirements

To support efficient, coordinated, and compatible development, the County in consultation with the Township, will encourage the shared use of infrastructure, servicing, and supporting resources among adjacent or related developments where feasible.

The following matters will be specifically considered:

Communal Servicing: The Township may support the establishment of communal water and wastewater systems to serve multiple properties. Development proposals shall demonstrate how shared servicing opportunities have been explored through the pre-consultation and application review process.

Joint Access and Internal Road Networks: It is a requirement that a comprehensive Concept Plan must be submitted prior to, or in support of, an application for all lands identified within a larger employment block (e.g., where adjoining *Rural Employment* lands exist). This plan must address internal road connections across parcels and coordinate access points to minimize rural road impacts and improve overall site function.

Shared Buffers and Transitional Features: Where employment lands interface with sensitive uses such as agricultural uses or rural residential uses, the County will support the creation of shared buffer areas on employment lands, landscaped setbacks, and coordinated design elements across property lines to ensure compatibility and avoid land use conflicts.

Coordinated Stormwater Management: Developers shall be encouraged to design shared stormwater management facilities or integrated low-impact development features that serve multiple parcels, where appropriate, to reduce environmental impacts and duplication of infrastructure.

Communal Wells: Future communal wells should not be Multiple Aquifer Penetrating in order to protect water quality and the function of the Galt and Paris Moraines.

Road Infrastructure: In all cases, the costs for road infrastructure related to development of these employment lands will be borne by the developer.

Plan of Subdivision: The Plan of Subdivision will implement the applicable Design Guidelines prepared for the *PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area* and *PA7-Xb Highway 401 and Concession 7 Rural Employment Area*. For clarity, local roads within the developable area are to implement the cross-sections as outlined within the applicable Design Guidelines for the entire Rural Employment Area.

Puslinch By Design - Employment Lands Study

HIGHWAY 401 AND CONCESSION 7 RURAL EMPLOYMENT AREA DESIGN GUIDELINES

County of Wellington & Township of Puslinch
July 2025

Contents

1. Introduction.....	3
1.1 Purpose.....	3
1.2 Where these Design Guidelines Apply	4
1.3 Organization of the Document	4
1.4 Who Should Use the Guidelines	4
1.5 How to use the Guidelines	5
2. Design Framework	5
2.1 Principles	5
2.2 Prestige Rural Employment Area and Rural Employment Area	7
2.3 Focus Areas	7
3. Design Guidelines	8
3.1 Site Plan Design Guidelines.....	8
3.2 Built Form Design Guidelines.....	15
3.3 Focus Areas Design Guidelines	17
4. Concept Cross-Sections for Roads	21
5. Design Guideline Review and Updates	23

1. Introduction

1.1 Purpose

The Township of Puslinch in Wellington County has identified a rural employment area that is located south of Highway 401 and east of Concession 7. The Highway 401 and Concession 7 Rural Employment Area is mapped in Schedule B7 of the County of Wellington Official Plan. The rural employment area benefits from strong transportation connections with direct access to Concession Road 7, which connects to McLean Road West, linking to both Highway 6 and Highway 401. The northern portion of the area provides strong visibility to Highway 401 encouraging opportunities for business promotion. A high standard of design is expected along this interface. The surrounding area is characterized by a rural context, with adjacent rural residential clusters on the east side of Concession 7 and aggregate operations on the west side of Concession 7. The rural employment area is to include light and medium industrial uses that will support long-term employment growth and respect existing surrounding lands uses. With its strategic location, visibility and accessibility, the area positioned as an appealing and desirable location for future employment investment within the Township.

The *Highway 401 and Concession 7 Rural Employment Area Design Guidelines* (the “design guidelines”) establish the overarching design principles and detailed guidelines for new development applicable to the new rural employment area. These design guidelines provide set of design principles to attract investment, guide future development, support development in the context of the rural landscape, and serve as a practical reference tool. The design guidelines are to support and implement future built form within this rural employment area reflects sustainable, high-quality design practices. These guidelines also support achieving compatible development within the rural context of Puslinch with a focus on the interface along public streets and sensitive land uses. Community input has informed the development of these guidelines, specifically for the protection of the rural character of Puslinch, and highlighting the need for compatibility with existing residential and agricultural uses.

These design guidelines are organized to include general design strategies and targeted strategies specific to the different land uses, the Prestige Rural Employment Area and the Rural Employment Area. Additionally, these guidelines provides specific guidance for three (3) Focus Areas within the rural employment area. The Focus Areas warrant specific design direction given the high visibility and prominence from the public, or locations that require strategic interfaces with adjacent uses.

These design guidelines build upon the *Puslinch Design Guidelines (February 2010)* and incorporate specific directions tailored to the Highway 401 and Concession 7 Rural Employment Area.

1.2 Where these Design Guidelines Apply

These design guidelines apply to the Highway 401 and Concession 7 Rural Employment Area in the Township of Puslinch. The Rural Employment Area includes the Highway 401 and Concession 7 Prestige Rural Employment Area (PA7-Xa) and Highway 401 and Concession 7 Rural Employment Area (PA7-Xb) as mapped in the County of Wellington Official Plan.

1.3 Organization of the Document

Section 1: Introduction

Outlines the purpose of the design guidelines and provides an overview of the rural employment area to which these guidelines apply. It also identifies the intended users of these design guidelines and explains how to use the guidelines.

Section 2: Design Framework

This section outlines the guiding design principles and sets the foundation for achieving a high-quality, cohesive, and context-sensitive employment area that aligns with Puslinch's rural character. This section provides general descriptions of the Prestige Rural Employment Area, the Rural Employment Area, and highlights Focus Areas for design.

Section 3: Design Guidelines

This section presents the site design guidelines for the private realm and for the three (3) Focus Areas.

Section 4: Concept Cross-sections for Roads

This section provides concept cross-sections for development within the Rural Employment Area fronting Concession 7 and local roads internal to the employment area.

Section 5: Design Guideline Review and Updates

This section provides recommendations for updating the design guidelines.

1.4 Who Should Use the Guidelines

These design guidelines are applicable to all development within the Highway 401 and Concession 7 Rural Employment Area and should be considered and consulted early in the planning process by:

- **Private landowners, developers, and professionals such as engineers, planners, urban designers, architects, and landscape architects,** to understand the Township's expectations for the design of the Rural Employment

Area, and to incorporate appropriate design considerations into development proposals that meet or exceed these expectations; and

- **Township Staff**, as a reference tool to guide the review and evaluation of development applications ensuring achievement of the overall design vision for the area.

1.5 How to use the Guidelines

This document serves as a guiding tool for development applications by outlining a clear set of expectations. Where possible, the guidelines should be applied consistently and should serve as best practices to promote high-quality development for the area. They are intended to inform and support the development review process by identifying key design priorities early, helping to streamline review and ensure alignment with the Township's overall requirements.

These design guidelines are intended to inform the site planning and design but do not replace the Township's Comprehensive Zoning By-law or other applicable policies and regulations. These guidelines are to be read in their entirety alongside other applicable plans and guidelines. These design guidelines build upon the existing *Puslinch Design Guidelines (February 2010)* and provide specific direction relevant to the Rural Employment Area.

The following section of the *Puslinch Design Guidelines* remains relevant and is still applicable for development within the Highway 401 and Concession 7 Rural Employment Area:

- Part 2: B Promoting Quality Development; and
- Part 2: C Respecting Established Character

In the event of conflict between the *Puslinch Design Guidelines* and this document, the *Highway 401 and Concession 7 Rural Employment Area Design Guidelines* shall take precedence.

2. Design Framework

2.1 Principles

These design guidelines are premised on the following five (5) guiding principles, which reflect the design approach and vision for the area. These principles will contribute to achieving a high-quality and well-designed built environment that respects Puslinch's distinct rural character, while providing for a full range of compatible employment uses.

1. Respect the rural character of the area.

- Preserve the existing surrounding rural character; and
- Establish a distinct identity within the rural employment area especially at gateways and priority locations.

2. Achieve a high-quality built environment.

- Promote excellent building and site design that integrates with the existing and planned streetscape;
- Respect adjacent land uses;
- Enhance the appearance and prestige of the Rural Employment Area;
- Ensure a high standard of site layout and architectural design through building orientation, site circulation, setbacks, landscaping and separation distances; and
- Support safe pedestrian movement and accessibility.

3. Promote environmentally sustainable development.

- Have regard for environmental sustainability and the impacts of climate change through responsible site planning and layout;
- Encourage green building-design practices, including use of native plant species, Low Impact Development (LID) methods, energy-efficient design, durable building materials, reduced impervious surfaces; and
- Promote LID technologies such as rain gardens, green roofs, permeable pavement, rainwater harvesting, stormwater landscaping, and infiltration systems.

4. Ensure appropriate interfaces and buffering between uses.

- Minimize conflict by incorporating design transitions between employment and sensitive land uses; and
- Use buffering measures such as, setbacks and separation distances, landscaping and fencing and location and screening of loading areas and stormwater ponds.

5. Promote flexible development standards to accommodate evolving employment needs.

- Allow for flexible development standards to accommodate a variety of industries and private servicing requirements.

2.2 Prestige Rural Employment Area and Rural Employment Area

There are two (2) different land use designations within the Highway 401 and Concession 7 Rural Employment Area.

The *Prestige Rural Employment Area* is adjacent to Highway 401 and Concession 7 and is intended to accommodate businesses and light to medium industries that take advantage of the visibility from Highway 401. This area requires enhanced design standards due to visibility from this prominent transportation corridors.

The *Rural Employment Area* permits a broader range of industrial uses that would benefit from a rural location due to their need for larger sites and access to major transportation routes.

Design strategies are presented for: Site Plan Design and Built Form Design.

The Site Plan Design Guidelines address the following topics:

- Site design and layout;
- Access and circulation;
- Parking and loading;
- Landscaping;
- Outdoor storage;
- Signage;
- Lighting; and
- Sustainability

The Built Form Design Guidelines address the following topics:

- Building height and massing;
- Building façade, materials and elevations; and
- Building entrances

Within each of these topics, design guidelines are further organized as follows:

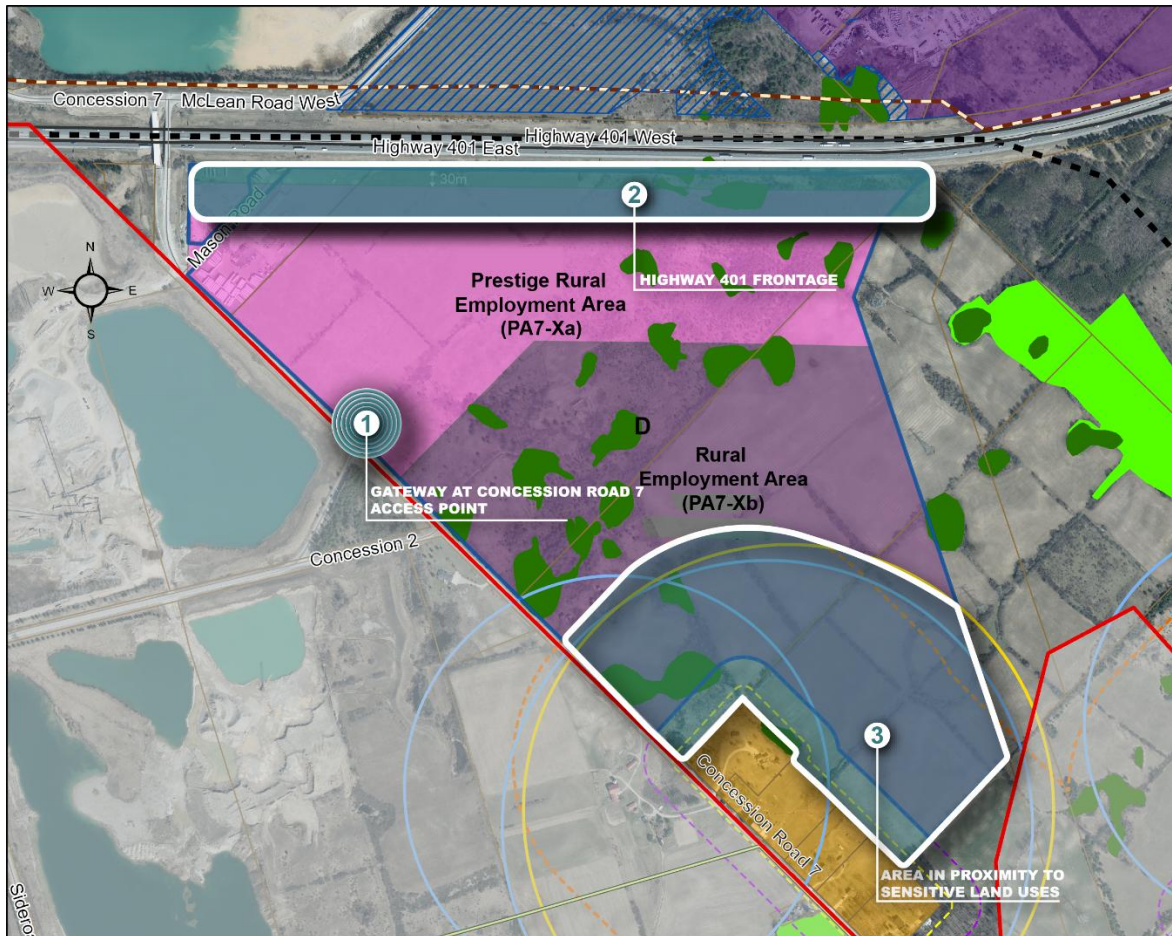
- **General:** Applicable to all land use designations within the rural employment area;
- **Prestige Rural Employment Area:** Applicable to lands designated Prestige Rural Employment Area; and
- **Rural Employment Area:** Applicable to lands designated Rural Employment Area.

2.3 Focus Areas

There are three (3) specific focus areas identified for their high visibility and prominence from the public, or locations that require strategic interfaces with adjacent uses. This document will provide specific guidelines for the following Focus Areas, as illustrated in **Figure 2**.

- **Focus Area #1:** Gateway at Concession Road 7 Access Point
- **Focus Area #2:** Highway 401 Frontage
- **Focus Area #3:** Area in Proximity to Sensitive Land Uses

Figure 2. Map of the three (3) Focus Areas



3. Design Guidelines

3.1 Site Plan Design Guidelines

3.1.1 Site Design and Layout

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
1. Buildings shall be oriented to face the	1. Development shall be located and sited in	1. Front and side yard setbacks shall be

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>highway and/or major roads.</p> <p>2. Site layout and building orientation is encouraged to be designed to maximize solar gain and capture solar energy through elements such as windows as a form of passive heating.</p> <p>3. Outdoor storage and display areas are not recommended, but where they are necessary, display areas should be orderly and related to the business.</p>	<p>highly visible locations such as near gateways, highways, or major roads.</p> <p>2. Buildings shall generally be located to front Highway 401 where possible.</p> <p>3. Building walls shall be proportional to the lot frontage to support a well-defined and consistent street edge.</p> <p>4. Outdoor storage and display areas are not permitted between the building and Highway 401.</p> <p>5. Minimal parking shall be permitted between the building and Highway 401.</p> <p>6. No loading spaces or loading bays shall face Highway 401.</p>	<p>increased proportionally for taller and/or more intensive uses.</p> <p>2. In addition to required setbacks, further separation distances will be required for any outdoor uses (e.g outdoor storage) and adjusted according to the intensity of the use.</p> <p>3. Outdoor storage and display areas shall be located away from sensitive land uses such as residential uses.</p>

3.1.2 Access and Circulation

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Shared driveways with adjacent developments are encouraged to minimize disruption to roadways.</p> <p>2. Employee and visitor parking areas are</p>	<p>1. The number of site access points is to be minimized in order to maximize building frontage.</p> <p>2. Landscaped strips shall be planted along</p>	<p>1. Truck access shall not conflict with general passenger vehicle circulation.</p> <p>2. Employee and visitor parking areas should be separated from outdoor</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>encouraged to be separated from the loading and service areas.</p> <p>3. Safe pedestrian circulation shall be provided throughout the site, between the buildings and the street and parking area(s).</p>	<p>pedestrian walkways as a buffer between the driveway and/or parking area(s).</p>	<p>storage of goods and vehicles.</p>

3.1.3 Parking and Loading

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Parking shall generally be located in the rear or interior side yard.</p> <p>2. The visual impact of parking and loading facilities shall be minimized through landscape plantings and screening.</p> <p>3. Safe and efficient pedestrian circulation shall be promoted in parking areas and shall minimize potential pedestrian-vehicular conflicts through pavement markings, signage, and demarcated routes.</p> <p>4. Loading areas shall not face sensitive land uses.</p>	<p>1. Minimal parking shall be permitted between the primary entrance and the street and along Highway 401. Appropriate screening techniques shall be utilized where parking is provided along the street or the highway.</p> <p>2. Parking shall be located in the rear yard. Where demonstrated that it is necessary to be located in the side yard, it must be appropriately screened from public view.</p> <p>3. Loading, servicing, and garbage facilities are not permitted to face the highway or street.</p>	<p>1. The general design strategies apply.</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>5. Adequate lighting shall be provided in parking and loading areas.</p> <p>6. Secure bicycle storage is encouraged to be provided where appropriate.</p>	<p>They must be screened in a manner compatible with the architectural character of the building.</p>	

3.1.4 Landscaping

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Landscaping shall consist of non-invasive and native species that are low maintenance, and pest- and disease-resilient.</p> <p>2. Accent planting and coordinated signage is encouraged at the main driveway entrances, subject to sight-line requirements.</p> <p>3. There should be a significant minimum landscape buffer provided where industrial uses are adjacent to residential and/or open spaces. This buffer shall consist of plantings such as high shrubs and dense tree coverage that obscures views of the industrial development</p>	<p>1. A large portion of the lot perimeter should be landscaped with buffer plantings, screening, and/or street trees.</p> <p>2. Landscaping shall not obstruct important views to the main building nor sightlines from site access points.</p> <p>3. Developments should incorporate high-quality and decorative landscaping, as well as paving treatments to complement the building frontage.</p> <p>4. Fencing in public view is encouraged to incorporate upgraded materials such as cast iron, metal slats, or wood.</p>	<p>1. Landscaped treatments shall be incorporated within building setbacks to achieve enhanced buffering.</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>from the adjacent residential and/or open space uses.</p> <p>4. Fencing and screening is encouraged to reflect the character of an existing area in terms of materials, visual permeability, and height.</p>		

3.1.5 Outdoor Storage

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Outdoor storage shall not abut the highway or street.</p> <p>2. Where outdoor storage is proposed, effective screening must be implemented.</p> <p>3. Storage enclosures are encouraged to be constructed of materials that match or complement the building material.</p> <p>4. Outdoor storage shall not face sensitive land uses such as residential.</p>	<p>1. No outdoor storage is permitted.</p>	<p>1. The general design strategies apply.</p>

3.1.6 Signage

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<ol style="list-style-type: none">1. Signage shall be placed at entry points and designed to be consistent with the rural character of the area.2. Signage shall be designed to be an appropriate scale and to be clearly visible from the street in a manner that does not overwhelm the site.3. Signage shall be appropriately lit for nocturnal visibility and exposure.	<ol style="list-style-type: none">1. Signage shall complement and be consistent with the overall building design and material palette.2. Buildings with multiple occupants are to integrate signage into the building façade to reduce sign clutter.	<ol style="list-style-type: none">1. The general design strategies apply.

3.1.7 Lighting

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<ol style="list-style-type: none">1. Pedestrian-scale lighting shall be incorporated throughout the site and parking area to improve safety and functionality of the site.2. Lighting shall be energy efficient and dark-sky compliant.3. Spill-over lighting shall be avoided.	<ol style="list-style-type: none">1. Additional lighting should create enhanced aesthetics.2. Lighting is encouraged to be used as an accent feature to highlight architectural and landscaping elements.	<ol style="list-style-type: none">1. The general design strategies apply.

3.1.8 Sustainability

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p><u>Site Planning</u></p> <ol style="list-style-type: none"> 1. Low impact development (LID) methods which filter, absorb, and/or store stormwater runoff such as rain gardens and bioswales shall be incorporated throughout the site. 2. Existing significant trees and vegetation shall be preserved, where possible. 3. Developments are encouraged to incorporate energy-efficient and water-efficient practices. 4. Areas such as driveways and parking areas are encouraged to incorporate permeable paving where possible within permitted standards. <p><u>Built Form</u></p> <ol style="list-style-type: none"> 5. Buildings are encouraged to incorporate sustainable building design measures that are aligned with the Canada Green Building Council (CAGBC) certification 	<p><u>Site Planning</u></p> <ol style="list-style-type: none"> 1. Areas allocated for carpool and/or electric vehicle chargers are encouraged to be provided. <p><u>Built Form</u></p> <ol style="list-style-type: none"> 2. Green roofs are encouraged for large buildings in order to minimize storm water runoff. 3. Large buildings shall include high albedo/reflective surfaces in order to mitigate the heat island effect. 4. Renewable energy such as solar panels and wind turbines are encouraged to be incorporated in the development where possible. 	<ol style="list-style-type: none"> 1. The general design strategies apply.

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>standards or through a CAGBC Alternative Compliance Pathway (ACP), which provides a locally-relevant, equivalent means of demonstrating compliance with sustainability standards.</p> <p>6. Adaptive reuse of building materials are encouraged in new developments, where possible.</p> <p>7. Building materials shall be selected to be durable, and where possible, consisting of recycled products.</p>		

3.2 Built Form Design Guidelines

3.2.1 Building Height and Massing

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Building and ground-floor heights are encouraged to be flexible to accommodate evolving employment uses.</p> <p>2. Large expanses of building elevations shall incorporate wall projection and/or recess, dynamic</p>	<p>1. Industrial components shall be located to the rear of the site.</p> <p>2. Building and ground-floor heights should reflect the nature of operations and use, including accessory office and administrative uses.</p>	<p>1. Office areas in the building shall have maximum exposure to streets, as applicable.</p> <p>2. Buildings are encouraged to be no longer than 100 metres.</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
architectural articulation and/or changes in colours and materials to break up their massing.	3. Buildings shall be consistent and compatible with adjacent buildings in terms of scale and massing, height, and configuration. 4. Buildings are encouraged to be no longer than 80 metres.	

3.2.2 Building Façade, Materials and Elevations

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
1. Buildings are encouraged to exhibit a high-standard of architectural design. 2. Building facades facing the highway and/or major roads shall not have blank facades and shall utilize various materials, architectural treatments, and articulation to generate visual interest.	1. Glazing along the building frontage is encouraged to ensure visibility indoors. 2. The material palette of a building is encouraged to include variety as well as well-proportioned materials and colours to create visual interest and avoid monotony. 3. Building materials should be high-quality and durable in a manner that will retain its appearance overtime.	1. The main office/visitor area should be designed with high quality materials and architectural treatments. 2. Street-oriented building facades shall have high quality materials and architectural treatment.

3.2.3 Building Entrances

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<ol style="list-style-type: none">1. Building entrances shall be coordinated with the placement of pedestrian walkways.2. Entrances are encouraged to be emphasized through canopies, awnings, and other architectural elements.3. Steps and ramps are encouraged to be architecturally integrated into the building.4. Access ramps shall be located as close as possible to the most direct barrier-free path of travel.	<ol style="list-style-type: none">1. Buildings shall provide entrances that are oriented to the streets where possible.2. Entrances shall be prominent and visible.	<ol style="list-style-type: none">1. The general design strategies apply.

3.3 Focus Areas Design Guidelines

3.3.3 Focus Area #1: Gateway at Concession Road 7 Access Point

This focus area is intended to establish a strong sense of arrival and help define the identity of the Rural Employment Area. Located at the intersection of Concession Road 2A and Concession Road 7, approximately 450 metres south of Mason Road, this access point serves as a key entry into the employment area. It presents a unique opportunity to create a visually distinctive and welcoming gateway that reflects the Township's vision for a high-quality and context-sensitive rural employment area.

Design Strategies	General Guidelines
Signage	<ol style="list-style-type: none"> 1. Incorporate gateway signage on Concession 7 at the access point to the rural employment area. 2. Any signage is to have a low-to-ground profile, not backlit, using natural materials to suit the rural context. 3. The signage should include the future name of the employment area within the gateway feature. 4. Tall directory signs should not be utilized.
Landscaping	<ol style="list-style-type: none"> 5. Use enhanced landscaping with a combination of native trees, and seasonal plantings to create a visually appealing and distinctive entrance.
Lighting	<ol style="list-style-type: none"> 6. Use restrained lighting to enhance the gateway signage elements and reinforce the sense of arrival while respecting the rural character. Downlighting is recommended.
Building Design	<ol style="list-style-type: none"> 7. Design buildings located at gateway intersections to the highest architectural standards, with distinctive and attractive building and elevation design that is compatible with the rural character of the area. 8. Corner buildings should address all streets they front onto through the provision of entrances, and articulate and engaging elevation design. 9. Position signage on the building façade if needed, incorporating design elements that complement the Township's branding and create a welcoming experience.

3.3.4 Focus Area #2: Highway 401 Frontage

The northern boundary contains the Prestige Rural Employment Area adjacent to Highway 401. Buildings and design in this focus area should be prioritized for an elevated standard of design due to their high visibility from the highway, creating a defined image of the Township of Puslinch.

Design Strategies	General Guidelines
Signage	<ol style="list-style-type: none"> 1. Signage design must adhere to any applicable Township By-laws and Ministry of Transportation (MTO) requirements. The

Design Strategies	General Guidelines
	<p>design should be compatible with the rural character of the area.</p> <ol style="list-style-type: none"> 2. Signage should be integrated into building design to reduce clutter. Rooftop signs should not be utilized. 3. Signage sizes should be appropriate to the speed and scale of the highway environment. Signage that is incorporated on building facades oriented to the highway should not dominate building facades.
Landscaping	<ol style="list-style-type: none"> 4. Subject to the MTO's regulations, the entire area between the buildings and the Highway 401 should incorporate enhanced landscaped treatment which should include a vegetative landscape buffer and may include a berm and fences. 5. Provide landscape treatment that can be perceived while traveling at high speed. This may involve large, simple, repetitive and/or bold landscaping features. 6. Coordinate consistent treatment along Highway 401 to establish a distinct identity for the employment lands.
Lighting	<ol style="list-style-type: none"> 7. Lighting design should adhere to the relevant by-laws for the Township of Puslinch and MTO. 8. Accent lighting to emphasize building design and landscape elements should be provided. 9. Light emitting diodes (LEDs), solar power, road reflectors and other alternative lighting and energy sources are encouraged for energy efficiency.
Building Design	<ol style="list-style-type: none"> 10. Building facades oriented towards Highway 401 shall be designed with the highest architectural quality and standards. A great amount of articulation is encouraged to create visual interest, and may include building projections, material variations and fenestration arrangement. Interior active uses (i.e. offices, common space) are encouraged to be oriented towards the Highway. 11. Where taller buildings are proposed in the Rural Employment Area, they should be concentrated along Highway 401. The massing of such buildings needs to be appropriately designed to not detract from the rural character of the surrounding areas.

Design Strategies	General Guidelines
Outdoor Storage, Parking and Service Areas	<p>12. Outdoor storage and display of items that are visible from Highway 401 are not permitted.</p> <p>13. Parking and loading facilities generally shall not be located between buildings and Highway 401.</p>

3.3.5 Focus Area #3: Area in Proximity to Sensitive Land Uses

The lands east of Concession Road 7 and north of Calfass Road, adjacent to existing rural residential uses, is a focus area requiring careful planning to ensure compatibility between residential and employment uses. This focus area encompasses the lands 70-metres to 300-metres from the existing rural residential uses (based on distances identified in the MECP D-6 guidelines).

This focus area is also subject to the MDS requirements related to livestock and manure storage facilities in the vicinity. While the livestock and manure storage facilities remain in operation, employment uses within the MDS setback would be restricted.

Design Strategies	General Guidelines
Compatible Uses	1. Encourage land uses compatible with both the industrial operations and sensitive land uses, such as those permitted under the definition of an Employment Area in the Provincial Planning Statement (PPS) and the <i>Planning Act</i> , within this focus area as buffer.
Building Location and Orientation	<p>2. Locate and orient buildings and activities that are potential sources of noise, dust, odour and vibration away from this focus area where feasible and in accordance with the relevant guidelines from the MECP.</p> <p>3. Consider locating uses and functions that do not generate adverse impacts on sensitive uses in this focus area, such as landscaping, septic beds and stormwater management ponds.</p>
Outdoor Storage	4. Discourage outdoor operations and outdoor storage of goods, materials and waste materials within this focus area, especially in proximity to the westerly and southerly edges of the focus area.
Landscaping & Buffering	5. Enhanced landscaping and buffering features, such as berms, noise attenuation walls, privacy fences, trees and substantive landscape strips to screen any sources of nuisance from view

Design Strategies	General Guidelines
	shall be provided adjacent to all rural residences and rural residential clusters.

4. Concept Cross-Sections for Roads

This section illustrates concept cross-sections for local roads within the Rural Employment Area. This section will also present a modified local road cross-section for Concession Road 7, which serves as the primary access to the Rural Employment Area. The main objective for Concession Road 7 is to preserve its rural character, while future local roads will strive to achieve high-quality, pedestrian oriented streetscapes with their own distinct character.

Concession Road 7 Cross-Section

Concession Road 7 is a Township of Puslinch Road, with a rural profile, that forms the western boundary of the employment lands and serves as a primary access road. As a key interface, it functions as the main frontage for the proposed employment uses. The interface between the private and public realm should feature enhanced landscape treatments, building upon the existing rural cross-section. Refer to **Figure 1** below for the typical Concession Road 7 cross-section.

Future Local Roads

Any future local roads developed as part of a development application should feature enhanced landscape treatments and informal seating areas to improve the streetscape. Design connections to enhance pedestrian access internally and implement traffic calming measures where pedestrian crossings are needed. Engineering studies will be required. Refer to **Figure 2** below for the concept future local road cross-section.

Figure 1 - Concept Cross-Section for Concession 7 Road

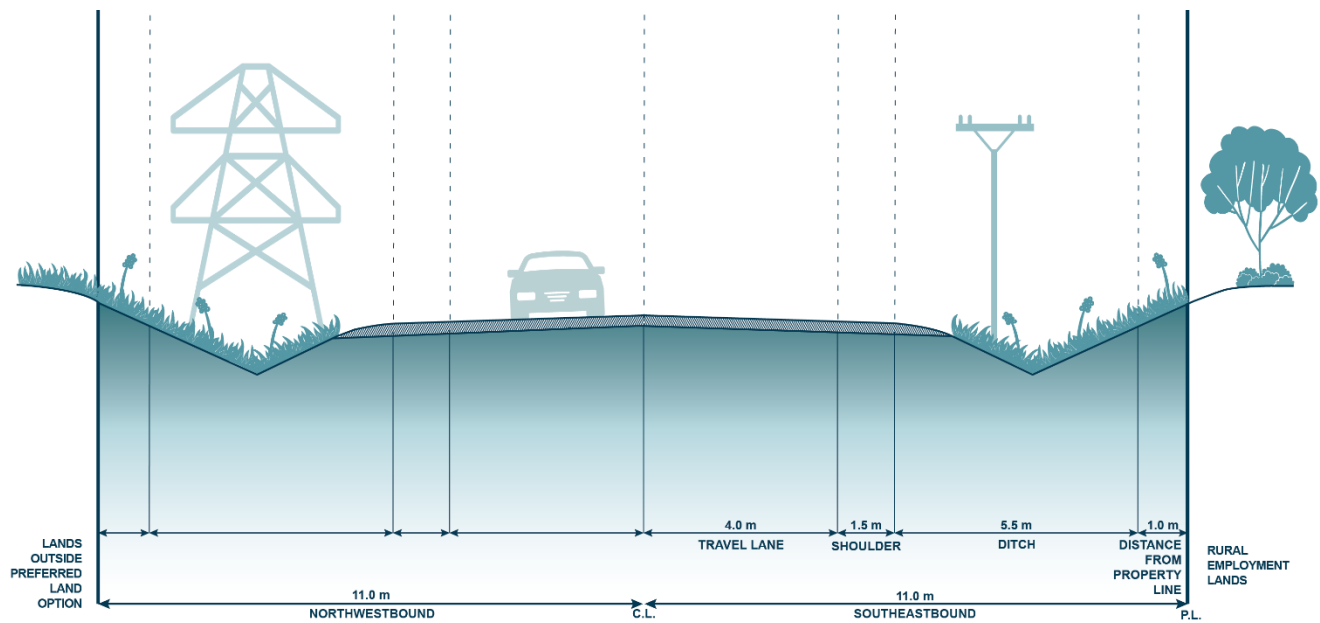
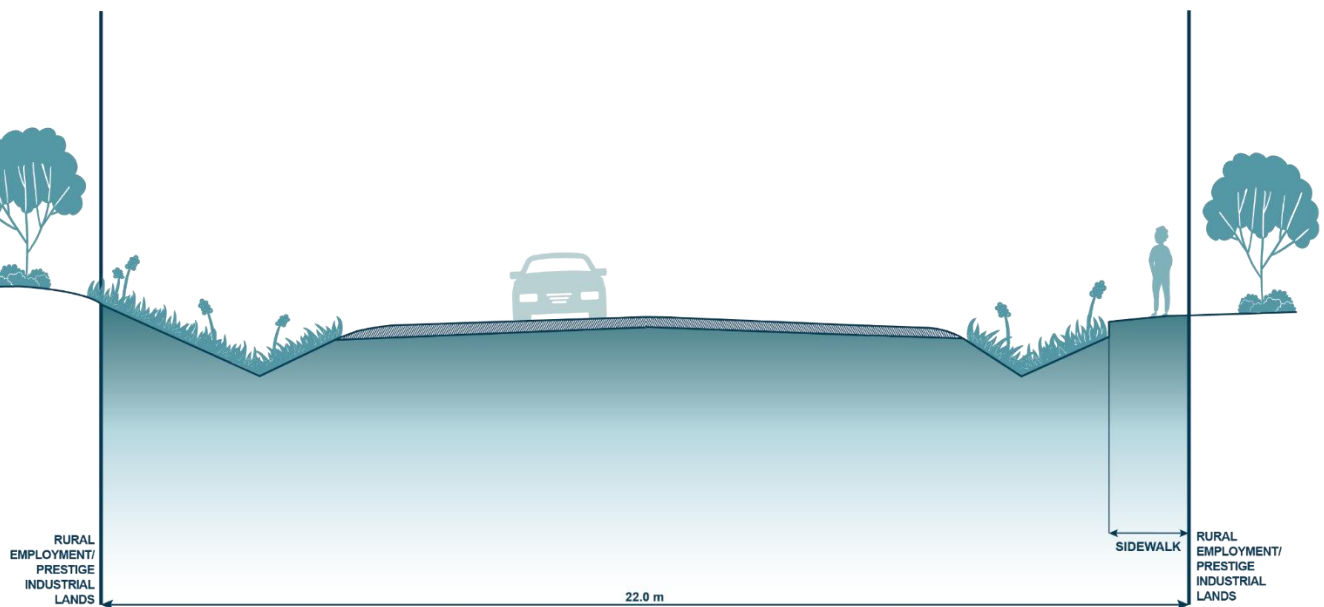


Figure 2 - Concept Cross-Section for Future Local Road



5. Design Guideline Review and Updates

The Township should review and update these design guidelines every five (5) years or as necessary to reflect evolving area needs, policy changes, building design standards, sustainable design practices, and/or the changing context of the area. Any updates of this document must remain conform with the applicable County Official Plan policies and the Township Zoning By-law, and should uphold the overall design vision and guiding principles established for the area.

Puslinch By Design - Employment Lands Study

RECOMMENDED LAND OPTION AND LAND USE REPORT

County of Wellington & Township of Puslinch
June 2025



TOWNSHIP OF
PUSLINCH
EST. 1850

NPG
PLANNING
SOLUTIONS

KING ENGINEERING

COLVILLE
CONSULTING INC.

Mobilsafe

Parcel

Executive Summary

This Report represents Phase 5 of the *Puslinch By Design: Employment Land Study* (“*Puslinch By Design*”). *Puslinch By Design* is being prepared for Wellington County in partnership with the Township of Puslinch to study the location of lands suitable for future employment growth to meet employment needs into 2051 and beyond. Specifically, the study is considering where to accommodate a future Rural Employment Area. “Employment Areas,” as currently defined within Provincial legislative and policy, are lands set aside for groups of businesses and economic activities. These areas support the economy of Puslinch so that local jobs grow as the community grows. Employment uses are industrial in nature and may include manufacturing (and related research and development), warehousing and supporting uses, but are no longer to include institutional or commercial uses.

The Rural Employment Area is to be located within the Study Area established for *Puslinch By Design*. The Study Area is generally bounded by the boundary of the City of Guelph (Maltby Road W) at the north, Aberfoyle to the east, Sideroad 20 N and Concession 7 to the west and Morriston and Greenbelt lands to the south. The Study Area correlates with the Regionally Significant Economic Development Study Area outlined in the Wellington County’s Official Plan (Schedule A7). Existing uses in the Study Area include a range of agricultural activities, employment (dry industry), mineral aggregate extraction and housing.

The initial phases of *Puslinch By Design* studied existing conditions and uses in the area, as well as market needs and trends in areas surrounding Puslinch and similar market areas, to determine how best to position Puslinch for competitive economic growth while respecting the existing rural and agricultural character of the community. Subsequent phases analyzed existing policy and legislative requirements for employment areas and the uses best suited for the needs and realities of Puslinch, such as dry industrial uses, and light to medium industrial uses. In addition, preliminary land options for the future Rural Employment Area were identified which developed a list of potential locations for the Rural Employment Area.

This Phase 5 Report evaluates the preliminary land options against criteria identified in earlier phases to recommend the Preferred Land Option, Land Option ‘D’. Specific land use employment designations and policies are recommended for the Preferred Land Option, which will be a unique policy area within the Wellington County Official Plan. In addition, as recommended by Township Council, strategic Future Rural Employment Areas have been recommended to be identified, being Land Options ‘B’ and ‘C’ as well as ‘G’ and ‘H.’ Specific policies address how the Future Strategic Rural Employment Areas may, through a future amendment to the Wellington County Official Plan, be redesignated to Rural Employment Area. This Report also provides recommendations for design guidelines to assist in achieving a Rural Employment Area that is compatible with the surrounding rural context.

The next and final phase of *Puslinch By Design*, Phase 6, will provide the final text and map changes to amend the Official Plan, a guidance document for future development applications pertaining to the Rural Employment Area, and recommended design guidelines.

Contents

Executive Summary	i
1. Introduction	2
1.1 Purpose of Report	3
1.2 Public Engagement: What We Heard	4
2. Preferred Land Option and Land Use Evaluations	7
2.1 Overview of Preliminary Land Options	7
2.2 Assessment of Land Options using the Evaluation Criteria	10
2.3 Summary of Evaluation	22
2.4 The Preferred Land Option and the Principles of Land Use	25
2.5 Future Rural Employment Area Overlay	26
3. Recommended Land Uses and Proposed Policy Direction	30
3.1 Official Plan Policy Context and Proposed Policy Direction	30
3.2 Proposed Official Plan Policies	35
4. Supporting Infrastructure Needs	39
4.1 Transportation Infrastructure	39
4.2 Private Servicing Infrastructure	41
5. Design Guidelines	44
5.1 Design Principles	44
5.2 Design Strategies for Land Use Designations	45
5.3 Design Strategies for Focus Areas	58
5.4 Concept Cross-Sections for Roads	63
6. Recommended Implementation	67
6.1 Development Application Guidance	67
6.2 Design Guidelines	67
7. Conclusion	69
8. Appendices	71
Appendix A – Draft Official Plan Amendment and Mapping	71
Appendix B – Development Application Guidance	90
Appendix C – Highway 401 and Concession 7 Rural Employment Area Design Guidelines	97



1.INTRODUCTION



1. Introduction

The *Puslinch By Design* Employment Land Study is intended to ensure that there are sufficient lands available to meet projected employment growth needs in Puslinch. This Study will assist in positioning the Township to accommodate employment that can provide jobs to residents and position the Township to be economically competitive now and in the future. It is recognized that the Study Area for *Puslinch By Design* is defined by a rural character and has a variety of uses including housing, farms, natural areas, employment uses and mineral aggregate extraction areas. The area also includes crucial transportation corridors such as Provincial Highway 401. Through engagement sessions for this Study, residents have described how Puslinch provides a unique community setting defined by the integration and synergies between open and natural areas and farmlands. These areas are valued for their beauty, ecological and recreational benefits to the community.

To date, *Puslinch By Design* has examined the Study Area to understand existing conditions and uses, and examined how Puslinch is suited to provide employment uses that meet market trends and demands. The Study has provided recommendations for employment uses appropriate for Puslinch with consideration for uses that would minimize potential noxious output, provide high-quality design and visibility from transportation corridors. Changing legislative requirements for employment areas have also been considered. Eight (8) preliminary land options were identified and assessed for employment growth. Of the

Figure 1 – The rural character in Puslinch, including green shoulders, farmland, varied topography, trees and natural heritage are valued by the community (Source: DH 2024)



recommended, eight (8) land options, one (1) was recommended not to be carried given that the Ministry of Transportation owns a substantial portion of the lands reducing the

developable area and constraining the timeframe anticipated for the forecasted job growth.

This Phase 5 Report integrates the findings and analyses from previous Study phases to recommend a Preferred Land Option and employment land uses. This Report will assess the remaining land options against the evaluation criteria and consider how the Preferred Land Option will meet the Principles for Land Use developed for *Puslinch By Design*. This Report also establishes the proposed Official Plan policy direction for the Preferred Land Option, which will become a Special Policy Area and community design direction to guide compatible development in the Rural Employment Area.

1.1 Purpose of Report

The purpose of this report is to evaluate the preliminary land options presented in earlier Study phases to recommend a Preferred Land Option for employment growth. The Evaluation Criteria, which will be used to assess each land option, were refined in Phase 4 of *Puslinch By Design*. The Evaluation Criteria address key policy matters and considerations within the Study Area to achieve orderly employment growth that respects the rural character and setting that defines Puslinch as valued by the community. The Evaluation Criteria includes assessment of market trends / employment uses and needs, compatibility with existing uses – particularly clusters of rural homes, transportation needs and infrastructure, environmental and agricultural protection, compatible employment design, and impacts to cultural heritage.

Once the Preferred Land Option has been recommended, this Report will outline the preliminary infrastructure needs to support the Rural Employment Area. The Report also provides proposed policy direction and design guidelines to assist in achieving a compatible, high-quality and functional Rural Employment Area.

Figure 2 – Safe and efficient transportation infrastructure is a key component for a successful Employment Area (Source: DH 2024)



1.2 Public Engagement: What We Heard

On February 26, 2025, NPG Planning Solutions, in coordination with the Township and County, hosted a public Open House at the Puslinch Community Centre to engage with the community on Phases 3 and 4 of *Puslinch by Design*. Attendees had the opportunity to review the Phase 3 Detailed Planning Study Report and the Phase 4 Land Use Options Report.

The Open House included a presentation by NPG, followed by an informal question-and-answer session with the consultant team.

Key topics raised by the community included:

- Preserving Puslinch's rural identity
- Protecting rural residential clusters, employment setbacks, and buffers
- Community preferences regarding Land Options A and D
- The need for additional employment lands in the Township
- Servicing concerns
- Questions about aquifers and water quality

In response to the feedback, formal answers were compiled and are available in a separate document, which can be accessed on the Township website. Community engagement has informed proposed policy directions for development of future Employment Areas and design guidelines to guide compatible development in this report.

Questions about aquifers and water quality have been considered and policies recommended to ensure the provision of the necessary studies prior to development to ensure mitigation of potential negative impacts are addressed.

Throughout the public engagement process of Phases 3 and 4 as well as previous phases, the protection of Puslinch's rural character was identified as being a community priority. The rural character of Puslinch is defined by its expansive agricultural lands, natural open spaces, and dispersed residential clusters that contribute to a scenic environment. This landscape is interwoven with key transportation corridors, yet retains a distinct identity shaped by its farmland, woodlots, and a strong sense of community. Feedback consistently highlighted the need for respectful planning to ensure employment growth respects the existing community, avoids heavy industrial uses, and integrates with surrounding agricultural and residential uses. As a result, planning recommendations have prioritized compatibility, and specific design direction addressing setbacks, and buffering strategies. This balance ensures that growth aligns with the community's vision for the future.

Figure 3 – Open House meeting with community to gain feedback on the preliminary land options and land uses (Source: DH 2025)





2. PREFERRED LAND OPTION AND LAND USE EVALUATION



2. Preferred Land Option and Land Use Evaluations

This section will outline the preliminary land options identified in Phase 4 and evaluate the suitability of the land options for employment growth using the recommended Evaluation Criteria.

2.1 Overview of Preliminary Land Options

Seven (7) land options will be evaluated as Option E was removed from further consideration due to the Ministry of Transportation Ontario owning a considerable portion of the lands. The land options to be evaluated include:

Option A, located south of Maltby Road West and east of Concession Road 7, spans 61.68 hectares, with approximately 35.05 hectares of developable land. It is strategically positioned near Highway 6 North and planned rural employment lands, making it a candidate for business growth. The site benefits from strong transportation access and minimal agricultural (Minimum Distance Separation or MDS) setbacks. However, extensive tree coverage and natural heritage constraints may limit development, requiring environmental assessments.

Option B is located at the northwest of the study area, divided by the new Highway 6 North interchange spanning 56.82 hectares, with 43.4 hectares of developable land. This option has direct access to major highways enhancing its appeal for logistics and warehousing. The site is mostly flat, minimizing development costs, and largely free of MDS constraints. However, a rural residential cluster in the west reduces developable land area.

Option C, covering 58.88 hectares with 58.03 hectares of developable land, is located at the northern edge of the study area, near Highway 6. It is largely free from natural heritage constraints but features rolling topography requiring regrading prior to development. Adjacent planned employment lands enhance its suitability, but the site lacks existing road infrastructure, requiring significant investment for improved transportation connectivity.

Option D, located south of Highway 401 and east of Concession 7 spans 92.98 hectares with 86 hectares of developable land. This option's flat topography and upgraded truck-ready roads make it ideal for industrial and employment uses. It offers strong transportation links to major highways, enhancing logistics efficiency. The lands are adjacent to aggregate uses, and more distance from sensitive land uses such as rural residential clusters. There are some natural heritage constraints, including wetlands and potential wildlife habitats, that may require buffer areas, impacting the amount of land for development.

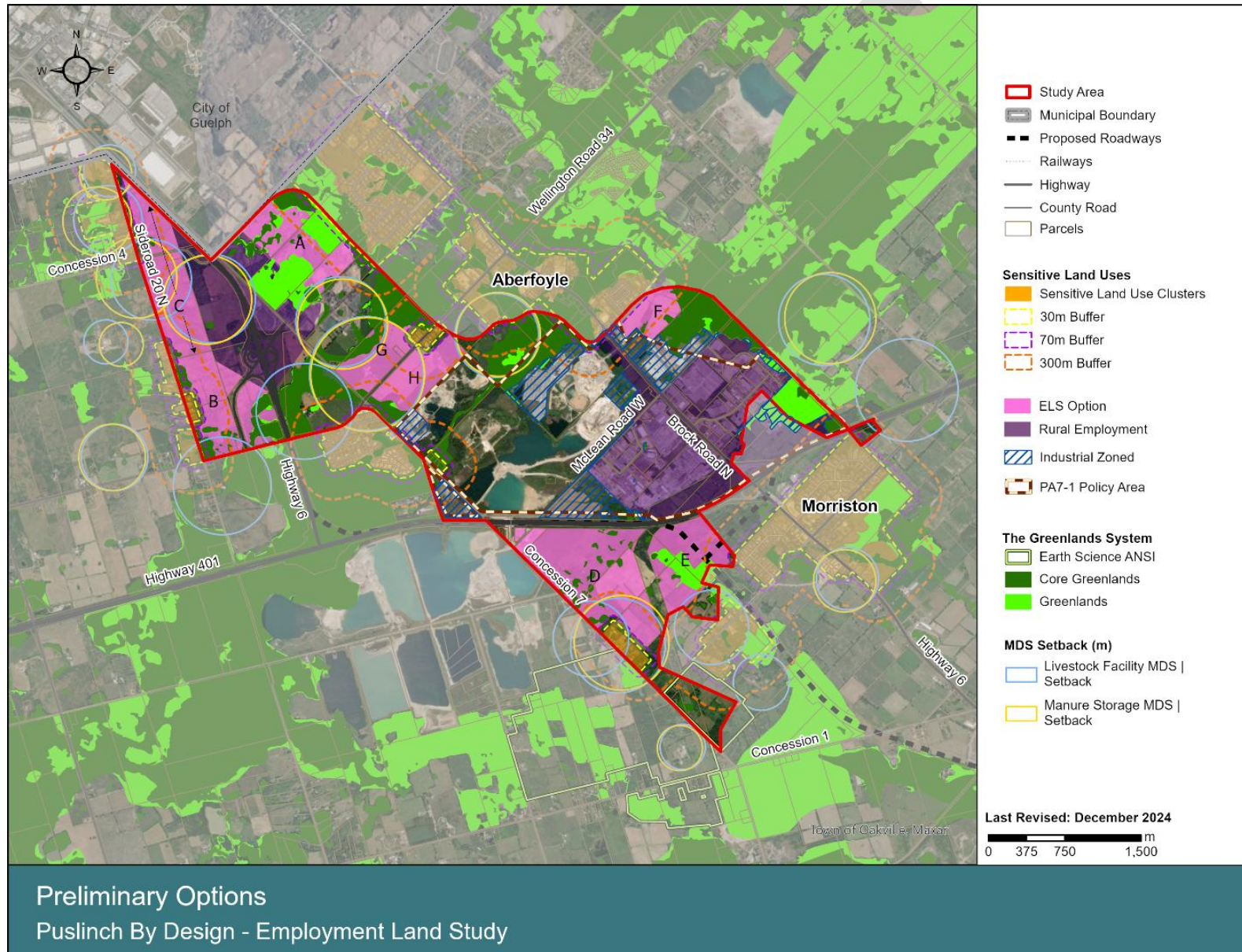
Option E has been removed from the land options and will not be assessed.

Option F, located south of Gilmour Road, spans of 21.37 hectares, with 16.91 hectares of developable land, located near Aberfoyle. It benefits from proximity to Highway 401 and Highway 6, making it accessible for employment uses. The land is generally free from natural heritage constraints and adjacent to industrially zoned land. However, its smaller size does not meet the minimum 30-hectare requirement, requiring additional land elsewhere.

Option G, located north of Wellington Road 34, just east of Concession Road 7 spans 36.17 hectares, with 23.3 hectares of developable land near Aberfoyle. Fronting a County Road, it is well-positioned for industries requiring high logistical efficiency. However, the site is impacted by rural residential uses and MDS constraints from livestock operations. While environmental features limit some development, a significant contiguous area remains available.

Option H, south of Wellington Road 34 and east of Concession Road 7 spans 34.22 hectares with 30.07 hectares of developable land. It shares many attributes with Option G, benefiting from proximity to Highway 6 North and Highway 401. Most of the land is available for development, apart from a wooded area along Concession Road 7. MDS constraints impact portions of the land, though they could be minimized if livestock operations cease.

Figure 4 – Location of Preliminary Land Options



2.2 Assessment of Land Options using the Evaluation Criteria

Tables 2.1 – 2.9 provide criteria to evaluate each land option according to the following discrete topics: employment land market, transportation infrastructure, private servicing, aggregate impacts, agricultural impacts, natural heritage, design, and cultural heritage.

The Evaluation Criteria use a rating scale as a basis to assess the suitability of Land Options for a future Rural Employment Area. The criteria include key considerations and matters of importance within the study area to minimize and mitigate impacts to existing conditions and uses, and to support a functional Rural Employment Area. While the Evaluation Criteria uses a scale, the overall assessment of Land Options is not intended to be solely quantitative in nature, but to be balanced by qualitative considerations raised by the community and Township Council, such as impacts to rural character. This promotes respect for community sense of place and responsible growth management.

Table 2.1: Employment Land Market Evaluation Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
Large contiguous blocks that allow for a range of parcel sizes.	Better Option	Less Preferred Option	Best Option	Best Option	Not carried forward	Less Preferred Option	Better Option	Better Option
Deep lots that provide opportunity for outdoor storage behind main building	Better Option	Better Option	Best Option	Best Option	Not carried forward	Less Preferred Option	Better	Better Option
Visibility to Highway 401 and Highway 6 provides an opportunity to attract high profile national tenants	Better Option	Better Option	Better Option	Best Option	Not carried forward	Least Preferred Option	Acceptable	Acceptable

Table 2.2: Transportation Evaluation Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
Proximity to Access Hwy 401 or Hwy 6 Interchange	Best Option	Best Option	Best Option	Better Option	Not carried forward	Better Option	Best Option	Best Option
County and Township Road Access Operational Structure	Best Option	Best Option	Best Option	Best Option	Not carried forward	Best Option	Better Option	Better Option

Table 2.3: Land Use Planning & Land Use Compatibility Evaluation Criteria - Growth Management Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
Does the option contribute to a complete community – • Rural Employment Areas • Settlement Areas	Higher Contribution	Modest Contribution	Modest Contribution	Higher Contribution	Not carried forward	Highest Contribution	Higher Contribution	Higher Contribution
Does the option achieve the outcome of the Land Supply Analysis?	Higher Favourability	Higher Favourability	Most Favourable	Most Favourable	Not carried forward	Least Favourable	Favourable	Lower Favourability
Do the lands have site suitability for	Suitable	Suitable	Higher Suitability	Higher Suitability	Not carried forward	Higher Suitability	Lower Favourability	Lower Favourability

Evaluation Criteria	Land Option Assessment							
employment land development addressing topography?								

Table 2.4: Land Use Planning & Land Use Compatibility Evaluation Criteria - Land Use Compatibility

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
Will the proposed employment location result in impacts to existing employment uses within the municipality?	Highest Suitability	Highest Suitability	Highest Suitability	High Suitability	Not carried forward	Not Suitable	Suitable	Suitable
Distance from settlement area boundaries to minimize impacts for potential future urban expansion	Not Suitable	Lower Suitability	Lower Suitability	Highest Suitability	Not carried forward	Lower Suitability	Highest Suitability	Highest Suitability

Table 2.5: Aggregates Evaluation Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
What is the level of impact on existing or planned aggregate resources ?	Negligible Impact	Negligible Impact	Negligible Impact	Minimal Impact	Not carried forward	Modest Impact	Negligible Impact	Negligible Impact

Table 2.6: Agriculture Evaluation Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
Will the proposed employment location comply with the mapped - MDS I setback requirements?	Minimal Impact	Minimal Impact	High Impact	Minimal Impact	Not carried forward	No Impact	Modest Impact	Minimal Impact
Will the proposed employment location result in unnecessary fragmentation of the agricultural land base?	Minimal Impact	Modest Impact	Modest Impact	No Impact	Not carried forward	Minimal Impact	High Impact	High Impact
Will the proposed	Minimal Impact	No Impact	Minimal Impact	Minimal Impact	Not carried forward	High Impact	Modest Impact	Modest Impact

Evaluation Criteria	Land Option Assessment							
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?								

Table 2.7: Natural Heritage Evaluation Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
How significantly is the land option constrained by the Greenland System (Official Plan Core Greenlands and Greenlands designations) and GRCA regulated areas, which are to be avoided?	Modest Impact	Modest Impact	Minimal Impact	Minimal Impact	Not carried forward	Minimal Impact	Minimal Impact	Minimal Impact

Table 2.8: Design Evaluation Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
Will the land option create an integrated street pattern and design of parcels to achieve excellent standards of overall design?	Highly Suitable	Higher Suitability	Highly Suitable	Highly Suitable	Not carried forward	Suitable	Higher Suitability	Higher Suitability

Table 2.9: Cultural Heritage Evaluation Criteria

Evaluation Criteria	Land Option Assessment							
	A Concession Road 7 and Maltby Road West	B Sideroad 20 N and Wellington Road 34	C Sideroad 20 N and Highway 6	D Highway 401 and Concession 7	E Highway 401 and Calfass Road	F Gilmour Road	G Wellington Road 34 and Concession Road 7 (North)	H Wellington Road 34 and Concession Road 7 (South)
Will the land option result in negative impact(s) on Protected Heritage Property, significant built heritage resources, or cultural heritage landscapes? Can impacts be mitigated?	No impact	High Impact	No impact	No impact	Not carried forward	No impact	No impact	No impact

2.3 Summary of Evaluation

Following evaluation of the land options, Option A and Option D emerge as the strongest candidates for future employment growth. Options G and H are the next best performing candidates, although are currently constrained by MDS. Options B and C perform less strongly, with constraints from MDS and proximity to housing clusters. Option F performs poorly in comparison.

While Option A generally performs strongly, the land option is significantly constrained by natural heritage, and development of this land option would result in significant negative impacts to natural heritage.

Option D is therefore recommended as the “Preferred Land Option” for rural employment growth. Located immediately south of Highway 401 and east of Concession 7 Road, the site encompasses approximately 92.98 hectares, with a net developable area of approximately 61 hectares, providing a surplus of employment land area in excess of the 30 hectare minimum established through the County Official Plan review.

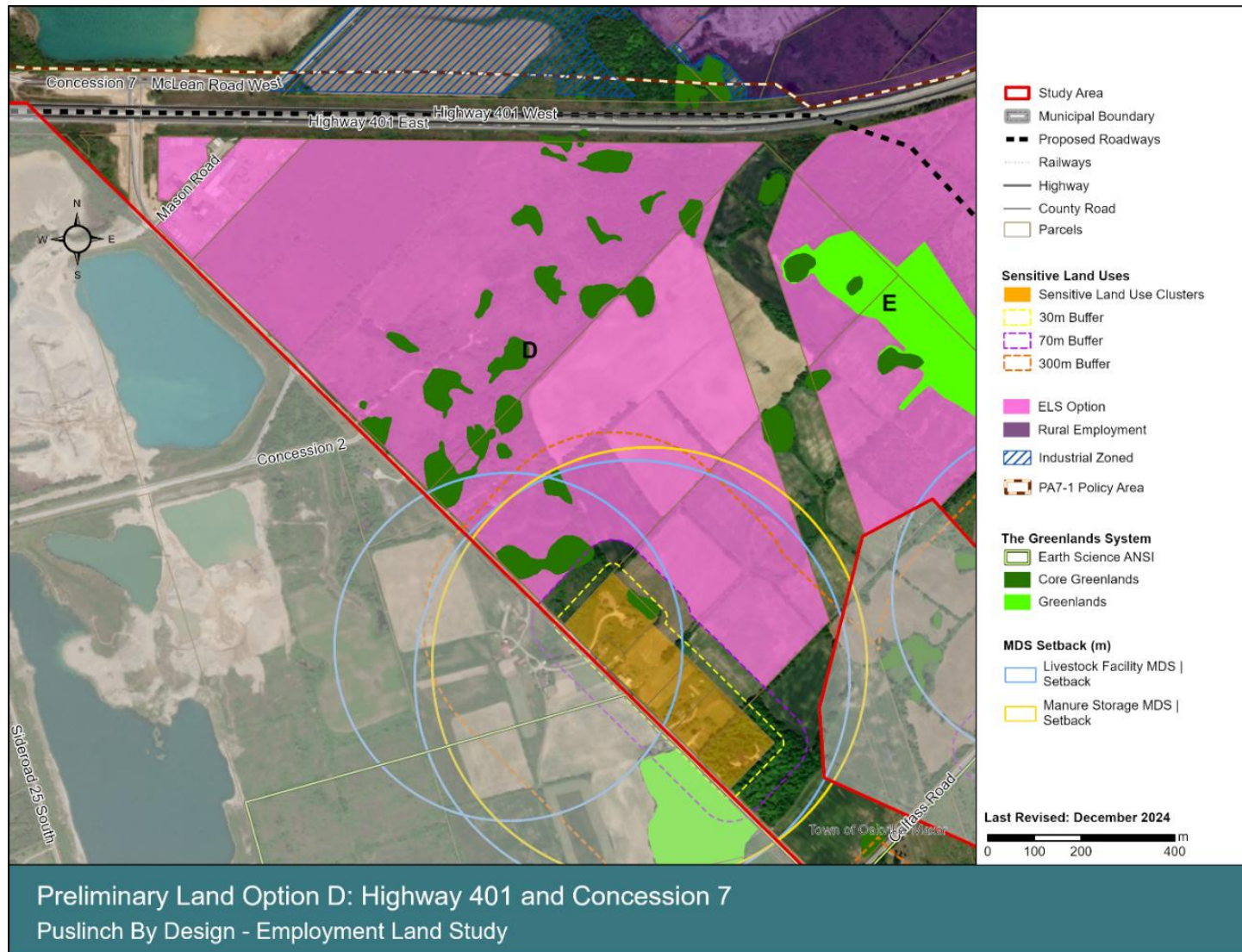
Option D offers several strengths that position it as the Preferred Land Option. The site’s relatively flat topography is anticipated to minimize site preparation costs, while frontage on Highway 401 enhances visibility and business promotion potential. Further, the site benefits from upgraded truck-accessible roads along Concession Road 7 (North of Mason Road), which connects to McLean Road West providing connections to both Highway 6 and to Highway 401 and the broader provincial transportation network. Two routes are provided to access Highway 401, both within 4 kilometres. This transportation network also provides access to the existing employment areas along McLean Road West, facilitating a cluster of employment land uses within the Township. There are also significant planned transportation infrastructure improvements in proximity to Option D such as the new Highway 6 mid-block interchange, the Highway 6/Morrison Bypass and the widening of Highway 401 to upwards of 10 lanes from Cambridge to Milton. Site access would be possible via a new intersection aligning with Concession 7 and Concession 2A, with road improvements to provide for two (2) paved lanes with 1.0 metre shoulders.

The north portion of the site fronting Highway 401 is largely unconstrained by residential, natural heritage, or agricultural setbacks, making it highly suitable for employment uses. While the middle and southern portions of Option D contain natural heritage features, with Core Greenland designations on the County Official Plan and Grand River Conservation Authority pockets of wetlands, potential impacts to these environmental features can be addressed through appropriate setbacks and mitigation measures as part of the development process.

Rural residential uses exist along the southwest boundary; careful planning including use of appropriate setbacks and buffering can mitigate potential negative impacts on these uses from new employment uses.

While not specifically considered within the evaluation criteria, Township councillors and residents raised concerns through this study process regarding hydrogeology matters, and specifically whether water extraction by new industrial uses could affect the aquifers that supply nearby farms and homes. The Township's Hydrogeologist and Risk Management Official were consulted and advised that there are no significant concerns raised with any of the land options. They further advise that the development of land options D, G and H will have less impact to groundwater recharge on the Galt and Paris moraines than the other land options.

Figure 5 – Preferred Land Option D



2.4 The Preferred Land Option and the Principles of Land Use

This section outlines how the Preferred Land Option D at Highway 401 and Concession 7 meets the principles. The Principles of Land Use were prepared to assist in choosing a suitable area for rural employment growth that respects the existing rural context in the Township of Puslinch. These principles are informed by existing conditions and land uses in the area, and after engagement with the community in order to plan for compatibility with existing uses.

Principle 1: Priority locations for new Rural Employment Area(s) will have access to existing and planned transportation network.

The existing transportation network serving Land Option D includes Concession 7 and McLean Road West which provide convenient access to the Highway 401 and Highway 6 corridors. Recent transportation improvements to Concession 7 with a new overpass of Highway 401 including intersection improvements with McLean Road W improves the accessibility and safety for both passenger vehicle and heavy truck movements. Planned Provincial transportation infrastructure improvements (Highway 6 Morriston Bypass and Highway 401) widening will improve the County and Municipal transportation network accessibility and operation serving Land Option D.

Land Option D provides frontage adjacent to Highway 401 which contributes to strong visibility of businesses along crucial transportation networks, encouraging business to locate in the area.

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

Land Option D has the largest net area (86 hectares) and is relatively flat in topography, which is ideal for future employment land development. This option does present some constraints though wetlands and natural heritage features in parts of the site which will require further studies and mitigation.

Principle 3: Inclusion of Employment Uses and Employment Serving Uses

In terms of accommodating primary employment uses, Land Option D, given its multiple access points and strategic location along key industrial corridors, offers the highest potential for primary employment uses. Employment serving uses are not proposed within the rural employment area, given changes to Provincial legislation, however, there are existing employment serving uses within the McLean Employment Area in proximity.

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

Maintaining the rural character while accommodating new employment uses is a key consideration. A new Rural Employment Area must be integrated in a way that does not compromise the countryside's inherent charm. Option D is generally unconstrained from rural residential uses. A portion of the lands are currently used for agriculture, where other portions are vacant or feature existing industrial uses, minimizing impacts on the existing agricultural land base.

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

Land Option D is in proximity to a cluster of residences at the southwest, which will require buffering and sensitive design. Even with a minimum 70 metre buffer from existing residential uses, Land Option D provides a large tract of land for future development. Measures to achieve land use compatibility will consider type of industrial use, setbacks, landscaping, and design modifications—to ensure that employment activities do not adversely affect the residential quality of life.

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

Protecting agricultural operations and natural heritage features is a key community concern and is echoed in the Wellington County Official Plan. Land Option D has some existing agricultural lands with vacant lands and a small area of existing industrial uses.

2.5 Future Rural Employment Area Overlay

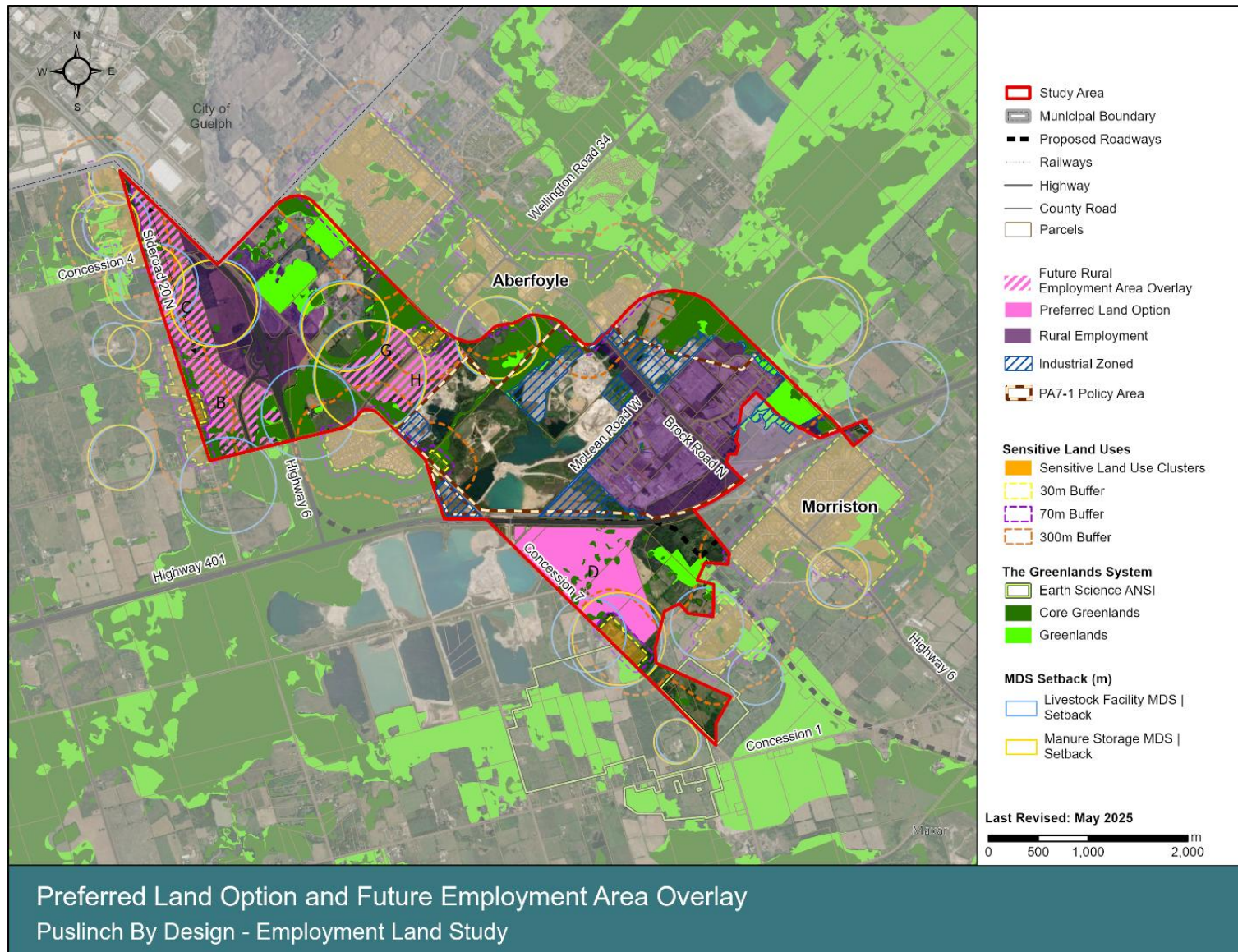
Puslinch Township Council at their meeting on April 16, 2025, provided direction that the remaining land options be considered for future rural employment growth. It is recommended that additional lands be identified in the County of Wellington Official Plan within a “*Future Rural Employment Area*” overlay. The overlay is a planning tool that identifies potential lands and sets policy requirements before the lands can be developed based on growth projections to 2051.

Land Option G (23.3 net hectares) and Option H (30.07 net hectares) are recommended to be included within the overlay. These lands would collectively provide approximately 65 net hectares of developable employment land, supporting large-format rural employment uses. These lands are currently constrained by MDS setback requirements but could be developed in future of the MDS constraints were removed. It is envisioned that Prestige Industrial types uses and Class I and II (per D-6 MECP Guidelines) would front onto the County Road 34.

Additionally, Land Option B and Option C are strong candidates given their proximity to lands currently designated for rural employment uses allowing for larger comprehensive and functional employment areas. While Township Council has directed that additional land options be identified for future growth, it is also recognized that land Options B and C are in proximity to houses on the west side of Sideroad 20 North. The community has expressed concern about proximity of employment uses to existing houses and potential use of Sideroad 20 North for heavy traffic related to employment lands. To address community concerns related to land use compatibility it is recommended that buffering is used to separate uses. In addition, it is recommended that new road infrastructure be required prior to development of Options B and C, and that employment uses not use Sideroad 20 North for transportation. A detailed transportation plan will be required as part of any future consideration of Options B and C that addresses the requirement that employment uses not use Sideroad 20 North for transportation.

Wellington County Official Plan policies for the *Future Rural Employment Area* overlay are detailed in Section 3 of this report.

Figure 6 - Map identifying Preferred Land Option and Future Rural Employment Areas





3. Recommended Land Uses and Proposed Policy Direction



3. Recommended Land Uses and Proposed Policy Direction

This section provides recommendations for land use designations that respond to the rural context, as well as market needs and economic growth trends at the provincial level (to identify how emerging trends could shape industries attracted to Puslinch) and industrial real estate trends in the Greater Golden Horseshoe (“GGH”) as well as municipalities in the Western GGH. Proximity to Highway 401 provides a unique edge in attracting industries because it supports efficient access to labour, goods and services.

The Preliminary Draft Official Plan Amendment and Mapping is provided in Appendix A.

3.1 Official Plan Policy Context and Proposed Policy Direction

3.1.1 Growth Structure

The County of Wellington Official Plan (County OP) currently has two employment area categories identified within the County Growth Structure on Schedule A7 for Puslinch, being “Employment Area” and “Rural Employment Area.” The predominant existing rural employment areas within the Township are located within the McLean Road West & Highway 401 area and at Highway 6 North & Maltby Road West. There is also a small Employment Area located within the western boundary of Aberfoyle, which generally corresponds with the Township offices and County garage. These are not land use designations, but are growth categories meant to protect these areas from conversion to other uses.

Proposed Policy Direction

To implement the recommendations of *Puslinch By Design*, changes to Schedule A and A7 will be needed to remove the Regionally Significant Economic Development Study Area and to identify new areas of employment and identify the future rural employment areas.

3.1.2 Land Use

Schedule B7 of the County OP provides the relevant land use designations for the Township of Puslinch which identifies the predominant existing employment land use designations within the Township as being Rural Employment Area (specifically within the McLean Road West & Highway 401 area and Highway 6 North & Maltby Road West) with a small Employment Area designation located along the western boundary of Aberfoyle.

Schedule B7 of the County OP identifies the relevant land use designations for the Township of Puslinch.

In the County OP “Rural Employment Areas” are defined as follows:

Rural Employment Areas are lands set aside for industrial and limited commercial uses which would benefit from a rural location due to:

- *The need for a relatively large site; or*
- *The need for access to major transportation routes; or*
- *The need to be close to rural resources*

In all cases, rural employment areas will be used by “dry” industrial and limited commercial uses which do not use significant amounts of water in their operation and which do not produce significant amounts of effluent, consistent with rural servicing levels which rely on private water and sewage systems.

The existing “Rural Employment Area” definition highlights the importance of access to large sites and major transportation routes.

Proposed Policy Direction

To address the unique needs of the Township of Puslinch and its major transportation corridors, it is recommended that County OP Schedule A7 and Section 9.8 Puslinch Local Policies be amended to include three (3) new site-specific Policy Areas in Puslinch:

- i. Prestige Rural Employment Areas (Land Option D)
- ii. Rural Employment Areas (Land Option D)
- iii. Future Rural Employment Area Overlay (Land Options G and H and Options B and C)

Prestige Rural Employment Areas

The Preferred Land Option features large areas with frontage along Highway 401, one of the most highly utilized and important transportation corridors in the County of Wellington and Ontario. It is imperative that future employment lands take advantage of the significant visibility provided by being located on such an important transportation corridor, therefore a Prestige Rural Employment Area designation is proposed to assist in future land uses maximizing the land use potential of these lands.

The Prestige Rural Employment Area designation is a land use category intended to promote high-quality, employment-focused development in strategic areas generally with direct frontage along transportation corridors that generally are deemed not to be obnoxious by reason of dust, odour and fumes. The primary purpose is to attract businesses and industries that require professional, visually appealing environments with enhanced design standards while ensuring land use compatibility with adjacent development and enhancing the overall economic profile of the municipality. Prestige Employment uses generally permit a range of light industrial and accessory office-oriented employment uses, including but not limited to:

- Research and development facilities in connection with manufacturing;

- Warehousing and distribution with limited outdoor storage;
- Light manufacturing and assembly uses;
- Business offices as an accessory use.

Incorporating this land use designation would enable the Township to provide elevated forms of employment uses within lands along major transportation corridors, bolstering the Township's range of employment uses and improving its appeal to businesses.

Rural Employment Areas

A "Rural Employment Special Policy Area" based on the "Rural Employment Areas" designation, as established within Section 6.8 of the County OP, will apply to portions of the lands within the Preferred Land Option. The Rural Employment Special Policy Area will incorporate several policy changes refining the range of permitted uses within the Special Policy Area and including policies related to maintaining land use compatibility. These policy changes ensure that the special policy area remains consistent with the County's long-term planning objectives. Policy text for this Special Policy Area designation is included within Section 3.2 of this report.

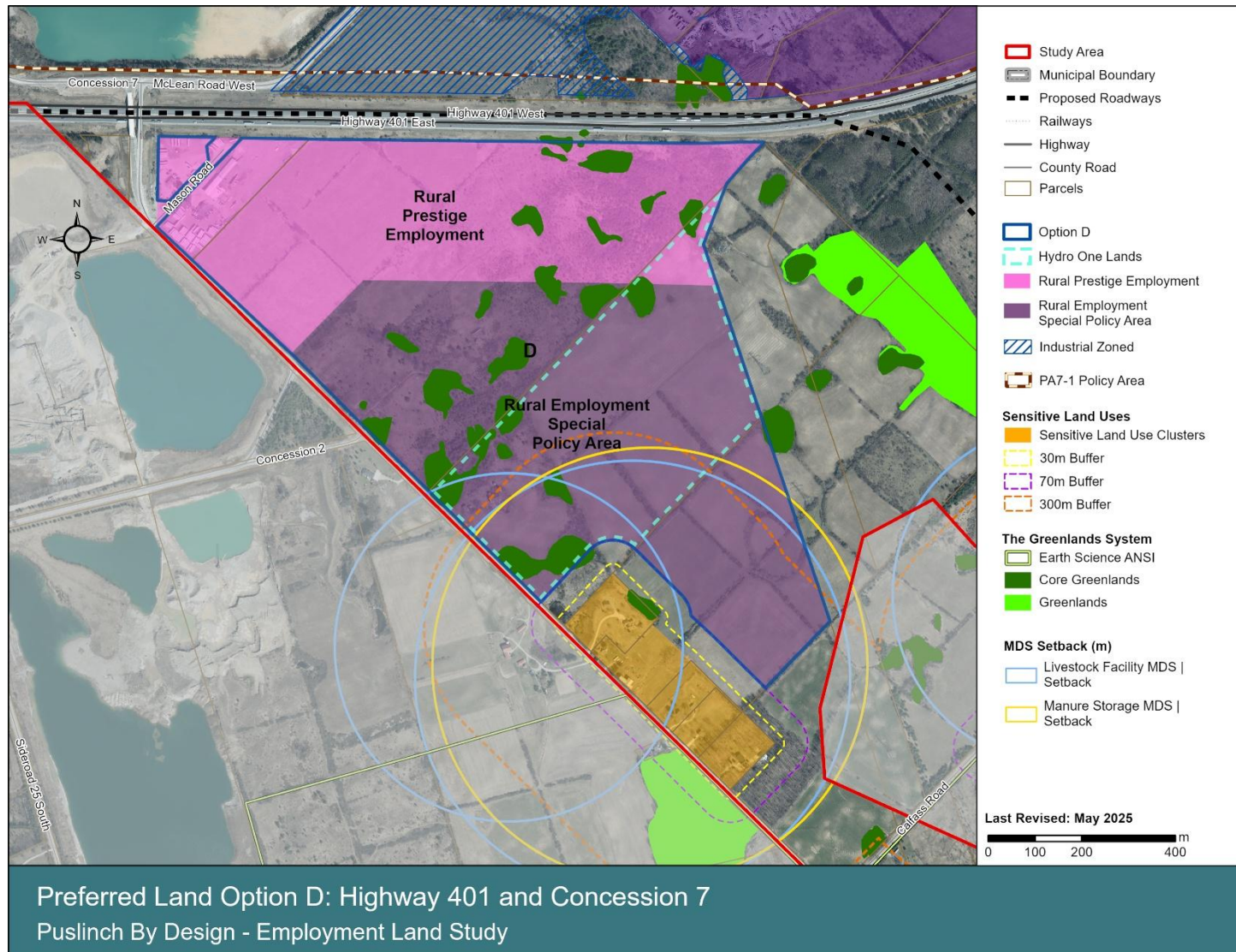
Future Rural Employment Area Overlay

While there is a need for at least 30 ha of employment area land in Puslinch to the 2051 planning horizon, the 2024 Provincial Planning Statement allows for planning for employment areas to extend beyond that timeframe. With an approximate net area of 86 ha, Option D is almost 3 times that requirement however, a parcel within Option D is owned by Hydro One. If that land is not made available for industrial development, the potential to be realized from Option D would be closer to 61 ha.

Township Council provided further direction to identify options beyond the selection of one out of the eight areas studied.

A "Future Rural Employment Area" overlay will need to be established to identify areas to be considered for future rural employment use. An overlay is not a land use designation and confers no immediate development opportunity. An overlay identifies potential areas for Future Rural Employment, subject to meeting the requirements in the County Official Plan. The requirements in the County Official Plan are proposed as part of the Official Plan Amendment, including requiring future studies and planning applications to confirm whether the lands should be developed for Rural Employment.

Figure 7 - Recommended Site Specific Policy Areas for new Rural Employment Area



3.1.3 Other Applicable Policies

The County OP currently contains a local policy 9.8.3 Puslinch Industrial Policy as follows:

9.8.3 *Puslinch Industrial Policy*

- a) *Areas designated Rural Employment in Puslinch are permitted to have the following additional uses:*
- *complementary commercial uses such as automotive uses, restaurants, motels and limited retail*
 - *offices, including a head office and/or research centre*
- b) *Two large parcels of land to both the east and west of the Hanlon Expressway have been designated Rural Employment. These lands have lower priority for development than the industrial lands in the “Puslinch Economic Development Area”. Existing properties will not be further fragmented by severance or subdivision until a detailed concept plan is developed, in cooperation with the City of Guelph, which provides an appropriate connection between the City’s industrial lands to the north and the proposed interchange on the Hanlon Expressway. This restriction will be reviewed periodically to determine if these lands should be available for development or whether the designation should be expanded to include additional lands. The sequence of development shall be further controlled so that the eastern side of the Hanlon develops first. Development immediately adjacent to the Hanlon shall be restricted in the degree and location of open storage and type of uses. The area to the west of the Hanlon Expressway will only be considered should no other suitable site be available.”*

The policies of subsection (a) apply broadly to the rural employment areas of the Township and no longer conform with the new “employment area” definition of the *Planning Act*. Changes through the County Official Plan Review as part of Official Plan Amendment 123 implement the new definition.

The policies of subsection (b) apply to the area shown in purple at right comprised of the existing Rural Employment lands on the east and west side of Highway 6 North between the City of Guelph limits to the north and the new interchange to the south.



Proposed Policy Direction

It is recommended that the policies of Section 9.8.3 be deleted from the Official Plan as they are out of date and are more appropriately addressed through the new site specific policy areas.

Once the *Puslinch by Design* Study is complete, the County OP policies enabling the study under Section 9.8.4 (below) will no longer be needed.

9.8.4 Regionally Significant Economic Development Study Area

Schedule A7 and B7 of this Plan identifies a Regionally Significant Economic Development Study Area in Puslinch. This area includes Secondary Agricultural lands to be considered for future employment uses and as appropriate, other uses based on need which are compatible with the surrounding area.

This area also includes lands which have been developed and/or are designated Rural Employment and form part of the Puslinch Economic Development Area (PA7-1). Other lands are licenced and active aggregate extraction operations.

The Regionally Significant Economic Development Study will be initiated by the Township in consultation with the County. Prior to initiation of the study, the Township and County shall prepare detailed terms of reference and, if necessary, make minor refinements to the Study Area limits. The Study shall incorporate a transportation analysis, a servicing strategy, an agricultural and environmental review.

Proposed Policy Direction

It is recommended that the policies of Section 9.8.4 be deleted from the Official Plan as part of the implementing County OP amendment.

3.2 Proposed Official Plan Policies

Based on the findings of *Puslinch by Design*, Wellington County will undertake an Official Plan Amendment to amend the County of Wellington Official Plan to include new policies and land use designations for the Township of Puslinch to facilitate the future use of the employment lands.

Prestige Rural Employment Area

The Official Plan is amended to introduce a new *Prestige Rural Employment Area* designation for lands south of Highway 401 and east of Concession 7. These lands are intended for high-quality, visually prominent industrial and employment uses such as enclosed warehousing, light manufacturing, and corporate offices. Outdoor storage is restricted from highway frontages to maintain an attractive appearance. The amendment includes detailed zoning direction, including compatibility assessments per MECP D-6

Guidelines, a required minimum 70 m setback from sensitive uses, enhanced buffering, and support for larger lot sizes. The 70 m setback is mandatory, must be natural self-sustaining vegetation, and can only be reduced by an Official Plan Amendment. This designation reflects the Township's goal to attract investment and leverage visibility along major transportation corridors.

Additional policy matters include:

- discouraging the use of multiple penetrating aquifers to protect groundwater function and quality;
- requiring developers to bear the costs of road infrastructure related to rural employment development;
- use of design guidelines to achieve compatibility with surrounding land uses and the existing rural character, and to promote high-quality design.

Rural Employment Special Policy Area

A new *Rural Employment Special Policy Area* designation is applied to lands south of Highway 401 on the east side of Concession 7, south of the Prestige Rural Employment Area. This policy area limits permitted uses to traditional industrial operations such as manufacturing, processing, servicing, and storage, while explicitly excluding commercial, retail, and office uses. This policy area is intended to accommodate more traditional rural industrial activities that are not reliant on exposure to major transportation infrastructure. Similar to the *Prestige Rural Employment Area*, zoning regulations will require compatibility assessments, appropriate buffering from sensitive uses, and consideration of lot sizes that support diverse industrial needs.

Additional policy matters include:

- discouraging the use of multiple penetrating aquifers to protect groundwater function and quality;
- requiring developers to bear the costs of road infrastructure related to rural employment development;
- use of design guidelines to achieve compatibility with surrounding land uses and the existing rural character, and to promote high-quality design.

Future Rural Employment Area

The *Future Rural Employment Area overlay* is introduced to identify lands with long-term employment potential. These areas are not land use designations and do not permit new employment development until an Official Plan amendment is adopted and approved. Future development will be contingent on a demonstrated employment land need. Specific transportation requirements apply to lands near Sideroad 20 North, including the need to avoid truck and employment use traffic on rural roads and to provide alternative internal road connections through a detailed transportation plan. This policy provides long-term protection for strategically located lands near Highway 401, ensuring they are

preserved for future employment uses and not prematurely developed. No driveway access to Sideroad 20 will be permitted should these lands be redesignated/developed for Rural Employment. Similar policies requiring the 70 m setback as natural self-sustaining vegetation and requiring an Official Plan Amendment to reduce this setback are included.

Direction on appropriate permitted uses for these lands is to be considered through the development application process (County Official Plan Amendment) to ensure proposed employment uses are compatible with existing land uses, including residential or other sensitive land uses. The following additional policy matters (among others) are to be considered during the County Official Plan Amendment review process within the Future Rural Employment Area:

1. The use of multiple penetrating aquifers shall be limited to protect groundwater function and quality.
2. Developers shall be responsible for the full cost of road infrastructure improvements required to support rural employment development.
3. Design guidelines are to be used to promote high-quality design and to ensure compatibility with surrounding land uses and the existing rural character.

Removal of Section 9.8.3 & 9.8.4

Section 9.8.3 (Puslinch Industrial Policy) and Section 9.8.4 (Regionally The deleted policies are replaced by more refined designations and policy areas that provide clearer land use guidance, compatibility standards, and servicing expectations, which have been developed through *Puslinch by Design*.

Mapping Changes

Mapping changes have been included to delineate the boundaries of the new land use designations, including the *Prestige Rural Employment Area*, *Rural Employment Special Policy Area*, and *Future Rural Employment Area*. The updated land use schedules are provided in Appendix A as part of the draft Official Plan Amendment.



4. SUPPORTING INFRASTRUCTURE NEEDS



4. Supporting Infrastructure Needs

4.1 Transportation Infrastructure

Key objectives of the Employment Land Study are to prepare an implementation plan that:

- considers the role and utilization of the existing and future transportation infrastructure;
- addresses the future road and employment land requirements;
- identifies the preferred location of siting additional employment lands;
- addresses the strategic importance of employment lands near or adjacent to Highway 401 and Highway 6; and
- identify initial transportation infrastructure requirements.

4.1.1 Transportation System Infrastructure

Transportation infrastructure considerations for Land Option D include key planning criteria and planned improvements being complete in the 10-year timeframe:

Planning Criteria

- frontage along Highway 401 which enhances both visibility and business promotion
- proximity to truck accessible roads (Concession 7, McLean Road W, Highway 6) linking to the Highway 401 and Highway 6 Corridors
- alternative routes to access Hwy 401:
 - Alternate Route A – Concession 7, McLean Rd. W, WR 46 (3.6 km)
 - Alternate Route B – Concession 7, New Hwy 6 Interchange (4.0 km)

Planned Transportation Infrastructure Improvements

- new Highway 6 / Hanlon Expressway mid-block interchange and adjacent County and Municipal Road improvements which address existing traffic congestion and safety issues along Hanlon Expressway
- Highway 6 / Morriston Bypass
- widening of Highway 401 corridor to upwards of 10 lanes from Cambridge to Milton

The planned transportation infrastructure improvements noted above, will enhance and improve the existing transportation network operation and provide an excellent transportation system to address employee and goods movement access to Option D.

4.1.2 Option D Site Access – Short-Term

The preferred site access is a new intersection of Concession 7 and Concession 2A approximately 450m south of Mason Road (St. Mary's CBM Aggregate entrance). The proposed intersection would be fully channelized with consideration for traffic signals when required.

The section of Concession 7 from Mason Road to Option D Site access will require reconstruction to a paved 2 lane roadway with 1m shoulders. The road design would include:

- 2 lane paved rural road reconstruction
 - 7.5m paved width – 3.75m / lane to accommodate truck traffic
 - 1.0m shoulders
- Unsignalized Intersection Concession 7 / Mason Road
- Signalized Intersection Concession 7 / Concession 2A / Option D Site Access

An Order of Magnitude short-term construction cost for the required opening day/short-term infrastructure is estimated to be approximately \$3 Million based (with the Township responsible for the improvement costs) on consideration for the following construction cost items:

- Concession 7 road reconstruction (.5km)
- Concession 7 / Mason Road intersection – turning lanes
- Concession 7 / Option D Site Access Intersection (Concession 2A)
 - Intersection Reconstruction with Traffic Signals
- Landscaping
- Property
- Utility Relocation
- Miscellaneous Construction Items
- Environmental Assessment
- Pre-Construction Engineering
- Estimating Contingency

It is noted that Order of Magnitude Costs for Transportation Infrastructure construction can range from -50% to +100% and require a more rigorous review once site planning is initiated.

4.1.3 Option D Site Access – Long-Term

It is assumed that both Concession 7 and McLean Rd. West can accommodate the increased traffic flows in the short term. However, in the longer term (10 – 20-year period) as the Rural Employment Area at Land Option D approaches full build out, McLean Rd. West may require widening and additional traffic control.

To address the longer-term transportation system requirements related to full development of Land Option D, it is recommended that Puslinch Township undertake a transportation system needs assessment every five years to identify timing and cost of required transportation improvements. Road improvements required as a result of development of Option D will be paid for by the developer.

4.2 Private Servicing Infrastructure

As per the Provincial Policy Statement 2024, for rural development and communities that do not have available municipal services private communal sewage services and private communal water services are the preferred form of servicing. Specifically, both private communal sewage services and private communal water services are to be the first consideration for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.

Private communal water services offer significant benefits and reduce risks, such as:

- Coordinated neighbourhood firefighting waters (either pressurized hydrants, or, communal firefighting static water storage containers)
- Possibility to have neighbourhood pressurized hydrants and pressurized sprinklers systems, both of which reduce fire risks and protect human life / infrastructure insurance costs
- Coordinated water intake has a lower long-term unit-cost as compared to privately owned water services, with better coordination of impacts with other sources of impact (neighbours, septic fields, existing aggregate ponds, etc.)

Private communal sewage services is split into two categories: stormwater management and sanitary sewage.

Stormwater management is generally designed by applicants as a unified communal system in order to maximize developable area. For most municipalities in Ontario, stormwater management facilities (such as stormwater wet ponds or infiltration dry ponds) are transferred over to the municipality in a similar manner to municipal Right of Way roads. Stormwater management facilities are also intrinsically tied to high-precipitation storm events, where it is imperative that all individual links in the chain of stormwater drainage are owned by a small group of owners to manage flooding risks (such as up-stream receivership or down-stream discharge issues).

From both a PPS and a general engineering safety and efficiency perspective, private communal sanitary sewage systems offer added benefits and reduce risks, such as:

- Higher reliability of proper inspections, maintenance, and repairs
- Higher levels of scrutiny during application and design phase, specifically with review and input by the Ministry of the Environment, Conservation and Parks through their Environmental Compliance Approval process

- Reduced risk of breach and contamination of surrounding area (either internal or external of the property boundary)
- Less overall total “zone of influence” as compared to multiple individual units
- Less likelihood of abandonment and transference of problems to local municipalities

It is therefore recommended that all future development use private communal sanitary sewage systems unless there is a rationale why the development proponent cannot reasonably implement communal sanitary sewage systems. The following do not constitute acceptable reasons for an exemption:

- To retain future flexibility of development
- Unknown future population (employment) forecast for proposed development
- Related costs and financial implications to physically distribute sewage to these communal systems
- Unwillingness to participate in upkeep and maintenance costs of private systems for non-full usage / only anticipated small load usages
- Specific volume allocation is insufficient, assuming that the communal system is capable of expansion / re-allocation of capacity with neighbours, etc.

Implementation could be achieved through a variety of forms, including through development agreements related to each development application. Other examples include Plans of Condominium where the Condominium Corporation is responsible for the system and maintenance/financing of the maintenance. The Township may, through development agreements, hold securities to ensure long-term sustainability of the system.



5. DESIGN GUIDELINES

5. Design Guidelines

This section will form the basis of the detailed urban design guidelines to be prepared as a standalone document for the *Prestige Rural Employment Area* and the *Rural Employment Area Special Policy Area* south of Highway 401 and west of Concession 7. These design guidelines are separate but supportive and complementary to the Township's existing Urban Design Guidelines (2010), which are applicable Township-wide. The guidelines were formulated by considering findings across all disciplines in previous study phases.

The guidelines will contain design principles, strategies, and highlight key considerations for special focus areas. Concept cross-sections are provided to inform compatible future development.

The *Prestige Rural Employment Area* and the *Rural Employment Area Special Policy Area* south of Highway 401 and west of Concession 7 is envisioned to develop with an integrated street pattern and parcel design that achieves high standards of overall design. Development in this area is to respect the rural character. This will be achieved through landscape treatment, cohesive site and building design, and an integrated approach that ensures the design of private developments complements and enhances the adjacent road network.

Figure 8 – The rural character of Puslinch is strongly defined by its rural streetscape character



5.1 Design Principles

The overall design approach, vision, and direction have been synthesized to provide five main design principles to guide design of the *Prestige Rural Employment Area* and the *Rural Employment Area Special Policy Area*. These principles will contribute to achieving a high-quality and well-designed built environment that respects Puslinch's distinct rural character, while providing for a full range of compatible employment uses.

The recommended design principles are as follows:

1. Respect the rural character of the area.

Development will ensure that the existing rural character of the area will be respected while fostering a distinct character within the rural employment area and at strategic locations such as gateways and priority areas.

2. *Achieve a high-quality built environment.*

Excellent building and site design will be facilitated by developments in a manner that integrates with the existing and planned streetscape, respects adjacent uses, and enhances the appearance and prestige of the rural employment area. This will be accomplished through a high standard of site layout and architectural design that effectively addresses building orientation, site circulation, setbacks, landscaping, and separation distances. Collectively, these will contribute to a high-quality built environment that provides safe pedestrian circulation, and promotes sustainability, accessibility, and compatibility.

3. *Promote environmentally sustainable development.*

Development will have regard for environmental sustainability and the impacts of climate change through site planning and layout. Green building-design measures that promote native plant species, low impact development methods (LID), energy efficiency, durable building materials, and reduced impervious surfaces will be encouraged. LID methods are practices and technologies which mimic the natural water processes in order to address stormwater runoff and support stormwater infiltration into the ground, through methods such as rain gardens, green roofs, stormwater landscaping, permeable pavement, rainwater harvesting, soakaways, and more.

4. *Ensure appropriate interfaces and buffering between uses.*

The transition and interface between different uses, specifically employment and sensitive land uses, and built forms is an important design consideration to ensure compatibility and mitigate potential conflict. Measures such as setbacks, separation distances, landscaping, buffering, fencing, location of loading areas, location of stormwater ponds (if required) and screening will be as a transition between different land uses.

5. *Promote flexible development standards to accommodate evolving employment needs.*

Flexible development standards will be considered to accommodate a range of industry and private servicing needs.

5.2 Design Strategies for Land Use Designations

The following section outlines recommended urban design strategies applicable to the *Prestige Rural Employment Area* and the *Rural Employment Area Special Policy Area*, which contain differing character.

The *Prestige Rural Employment Area* is adjacent to Highway 401 and Concession 7 and is intended to accommodate businesses and light to medium industry that requires a professional environment. These areas generally require enhanced design standards due to visibility from crucial transportation corridors.

The *Rural Employment Area* permits a broader range of industrial uses that would benefit from a rural location due to their need for larger sites and access to major transportation routes.

The urban design strategies are organized as follows:

- General strategies applicable to all land use designations within the preferred land option;
- Strategies for *Prestige Rural Employment Areas*; and,
- Strategies for *Rural Employment Areas*.

The urban design strategies encompass site planning components such as layout, parking and loading, landscaping, and signage, as well as built-form components such as massing, height, and building façade and materials. The design principles (outlined in Section 5.1) are identified under each of the urban design strategies, demonstrating how the urban design strategies reinforce the overarching design objectives.

Design Strategies	General	Prestige Employment Area	Rural Employment Area
Site Design and Layout	<ul style="list-style-type: none"> Buildings shall be oriented to face the highway and/or major roads. Site layout and building orientation is encouraged to be designed to maximize solar gain and capture solar energy through elements such as windows as a form of passive heating. Outdoor storage and display areas are not recommended, but where they are necessary, display areas should be orderly and related to the business. <p><i>Principles #1, 2, 3, 4</i></p>	<ul style="list-style-type: none"> Development shall be located and sited in highly visible locations such as near gateways, highways, or major roads. Buildings shall generally be located to front Highway 401 where possible. Building walls shall be proportional to the lot frontage to support a well-defined and consistent street edge. Outdoor storage and display areas are not permitted between the building and Highway 401. Minimal parking shall be permitted between the building and Highway 401. No loading spaces or loading bays shall face Highway 401. <p><i>Principles #1, 2, 4, 5</i></p>	<ul style="list-style-type: none"> Front and side yard setbacks shall be increased proportionally for taller and/or more intensive uses. In addition to required setbacks, further separation distances will be required for any outdoor uses (e.g outdoor storage) and adjusted according to the intensity of the use. Outdoor storage and display areas shall be located away from sensitive land uses such as residential uses. <p><i>Principles #1, 2, 4, 5</i></p>

Design Strategies	General	Prestige Employment Area	Rural Employment Area
Access and Circulation	<ul style="list-style-type: none"> Shared driveways with adjacent developments are encouraged to minimize disruption to roadways. Employee and visitor parking areas are encouraged to be separated from the loading and service areas. Safe pedestrian circulation shall be provided throughout the site, between the buildings and the street and parking area(s). <p><i>Principles #2, 4</i></p>	<ul style="list-style-type: none"> The number of site access points is to be minimized in order to maximize building frontage. Landscaped strips shall be planted along pedestrian walkways as a buffer between the driveway and/or parking area(s). <p><i>Principles #2, 3, 4</i></p>	<ul style="list-style-type: none"> Truck access shall not conflict with general passenger vehicle circulation. Employee and visitor parking areas are encouraged to be separated from outdoor storage of goods and vehicles. <p><i>Principles #2, 4, 5</i></p>
Parking and Loading	<ul style="list-style-type: none"> Parking shall generally be located in the rear or interior side yard. The visual impact of parking and loading facilities shall be minimized through landscape plantings and screening. 	<ul style="list-style-type: none"> Minimal parking shall be permitted between the primary entrance and the street and along Highway 401. Appropriate screening techniques shall be utilized where parking is provided along the street or the highway. 	<ul style="list-style-type: none"> The general design strategies apply.

Design Strategies	General	Prestige Employment Area	Rural Employment Area
	<ul style="list-style-type: none"> • Safe and efficient pedestrian circulation shall be promoted in parking areas and shall minimize potential pedestrian-vehicular conflicts through pavement markings, signage, and demarcated routes. • Loading areas shall not face sensitive land uses. • Adequate lighting shall be provided in parking and loading areas. • Secure bicycle storage is encouraged to be provided where appropriate. <p><i>Principles #2, 3, 4</i></p>	<ul style="list-style-type: none"> • Parking shall be located in the rear yard. Where demonstrated that it is necessary to be located in the side yard, it must be appropriately screened from public view. • Loading, servicing, and garbage facilities are not permitted to face the highway or street. They must be screened in a manner compatible with the architectural character of the building. <p><i>Principles #2, 4</i></p>	
Landscaping	<ul style="list-style-type: none"> • Landscaping shall consist of non-invasive and native species that are low maintenance, 	<ul style="list-style-type: none"> • A large portion of the lot perimeter should be landscaped with buffer plantings, screening, and/or street trees. 	<ul style="list-style-type: none"> • Landscaped treatments shall be incorporated within building setbacks to achieve enhanced buffering.

Design Strategies	General	Prestige Employment Area	Rural Employment Area
	<p>and pest- and disease-resilient.</p> <ul style="list-style-type: none"> • Accent planting and coordinated signage is encouraged at the main driveway entrances, subject to sight-line requirements. • There should be a significant minimum landscape buffer provided where industrial uses are adjacent to residential and/or open spaces. This buffer shall consist of plantings such as high shrubs and dense tree coverage that obscures views of the industrial development from the adjacent residential and/or open space uses. • Fencing and screening is encouraged to reflect the character of an existing area in terms of materials, visual 	<ul style="list-style-type: none"> • Landscaping shall not obstruct important views to the main building nor sightlines from site access points. • Developments should incorporate high-quality and decorative landscaping, as well as paving treatments to complement the building frontage. • Fencing in public view is encouraged to incorporate upgraded materials such as cast iron, metal slats, or wood. <p><i>Principles #1, 2, 4</i></p>	<p><i>Principles #1, 2, 4</i></p>

Design Strategies	General	Prestige Employment Area	Rural Employment Area
	<p>permeability, and height.</p> <p><i>Principles #1, 2, 3, 4</i></p>		
Outdoor Storage	<ul style="list-style-type: none"> • Outdoor storage shall not abut the highway or street. • Where outdoor storage is proposed, effective screening must be implemented. • Storage enclosures are encouraged to be constructed of materials that match or complement the building material. • Outdoor storage shall not face sensitive land uses such as residential. <p><i>Principles #1, 2, 4</i></p>	<ul style="list-style-type: none"> • No outdoor storage is permitted. <p><i>Principles #1, 2</i></p>	<ul style="list-style-type: none"> • The general design strategies apply.
Signage	<ul style="list-style-type: none"> • Signage shall be placed at entry points and designed to be consistent with the rural character of the area. 	<ul style="list-style-type: none"> • Signage shall complement and be consistent with the overall building design and material palette. 	<ul style="list-style-type: none"> • The general design strategies apply.

Design Strategies	General	Prestige Employment Area	Rural Employment Area
	<ul style="list-style-type: none"> • Signage shall be designed to be an appropriate scale and to be clearly visible from the street in a manner that does not overwhelm the site. • Signage shall be appropriately lit for nocturnal visibility and exposure. <p><i>Principles #1, 2, 3, 4</i></p>	<ul style="list-style-type: none"> • Buildings with multiple occupants are to integrate signage into the building façade to reduce sign clutter. 	
Lighting	<ul style="list-style-type: none"> • Pedestrian-scale lighting shall be incorporated throughout the site and parking area to improve safety and functionality of the site. • Lighting shall be energy efficient and dark-sky compliant. • Spill-over lighting shall be avoided. <p><i>Principles #1, 2, 3, 4</i></p>	<ul style="list-style-type: none"> • Additional lighting should create enhanced aesthetics. • Lighting is encouraged to be used as an accent feature to highlight architectural and landscaping elements. <p><i>Principles #1, 2</i></p>	<ul style="list-style-type: none"> • The general design strategies apply.

Design Strategies	General	Prestige Employment Area	Rural Employment Area
Sustainability	<u>Site Planning</u> <ul style="list-style-type: none"> • Low impact development (LID) methods which filter, absorb, and/or store stormwater runoff such as rain gardens and bioswales shall be incorporated throughout the site. • Existing significant trees and vegetation shall be preserved, where possible. • Developments are encouraged to incorporate energy-efficient and water-efficient practices. • Areas such as driveways and parking areas are encouraged to incorporate permeable paving where possible within permitted standards. 	<u>Site Planning</u> <ul style="list-style-type: none"> • Areas allocated for carpool and/or electric vehicle chargers are encouraged to be provided. <p><i>Principles #3</i></p> <u>Built Form</u> <ul style="list-style-type: none"> • Green roofs are encouraged for large buildings in order to minimize storm water runoff. • Large buildings shall include high albedo/reflective surfaces in order to mitigate the heat island effect. • Renewable energy such as solar panels and wind turbines are encouraged to be incorporated in the development where possible. 	<ul style="list-style-type: none"> • The general design strategies apply.

Design Strategies	General	Prestige Employment Area	Rural Employment Area
	<p><i>Principles #1, 2, 3</i></p> <p><u>Built Form</u></p> <ul style="list-style-type: none"> • Buildings are encouraged to incorporate sustainable building design measures that are aligned with the Canada Green Building Council (CAGBC) certification standards or through a CAGBC Alternative Compliance Pathway (ACP), which provides a locally-relevant, equivalent means of demonstrating compliance with sustainability standards. • Adaptive reuse of building materials are encouraged in new developments, where possible. • Building materials shall be selected to be durable, and where 	<p><i>Principles #1, 2, 3</i></p>	

Design Strategies	General	Prestige Employment Area	Rural Employment Area
	<p>possible, consisting of recycled products.</p> <p><i>Principles #1, 2, 3</i></p>		

Built Form Urban Design Strategies

Design Strategies	General	Prestige Employment Area	Rural Employment Area
Building Height and Massing	<ul style="list-style-type: none"> Building and ground-floor heights are encouraged to be flexible to accommodate evolving employment uses. Large expanses of building elevations shall incorporate wall projection and/or recess, dynamic architectural articulation and/or changes in colours and materials to break up their massing. <p><i>Principles #1, 2, 5</i></p>	<ul style="list-style-type: none"> Industrial components shall be located to the rear of the site. Building and ground-floor heights should reflect the nature of operations and use, including accessory office and administrative uses. Buildings shall be consistent and compatible with adjacent buildings in terms of scale and massing, height, and configuration. Buildings are encouraged to be no longer than 80 metres. 	<ul style="list-style-type: none"> Office areas in the building shall have maximum exposure to streets, as applicable. Buildings are encouraged to be no longer than 100 metres. <p><i>Principles #1, 2</i></p>

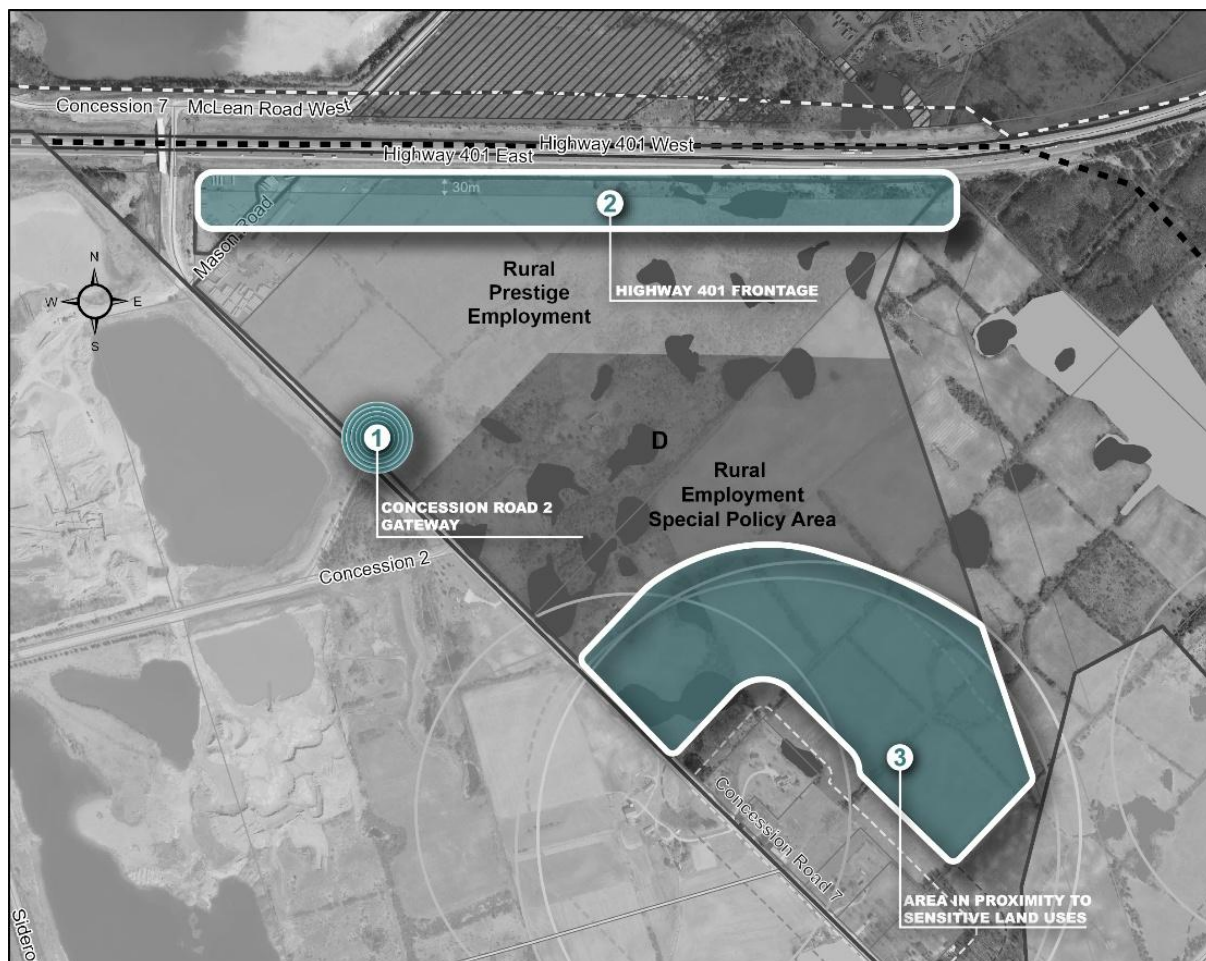
Design Strategies	General	Prestige Employment Area	Rural Employment Area
		<i>Principles #1, 2, 4, 5</i>	
Building Façade, Materials and Elevations	<ul style="list-style-type: none"> Buildings are encouraged to exhibit a high-standard of architectural design. Building facades facing the highway and/or major roads shall not have blank facades and shall utilize various materials, architectural treatments, and articulation to generate visual interest. <p><i>Principles #1, 2, 5</i></p>	<ul style="list-style-type: none"> Glazing along the building frontage is encouraged to ensure visibility indoors. The material palette of a building is encouraged to include variety as well as well-proportioned materials and colours to create visual interest and avoid monotony. Building materials should be high-quality and durable in a manner that will retain its appearance overtime. <p><i>Principles #1, 2, 5</i></p>	<ul style="list-style-type: none"> The main office/visitor area should be designed with high quality materials and architectural treatments. Street-oriented building facades shall have high quality materials and architectural treatment. <p><i>Principles #1, 2, 5</i></p>
Entrances	<ul style="list-style-type: none"> Building entrances shall be coordinated with the placement of pedestrian walkways. Entrances are encouraged to be emphasized through canopies, awnings, and other architectural elements. 	<ul style="list-style-type: none"> Buildings shall provide entrances that are oriented to the streets where possible. Entrances shall be prominent and visible. <p><i>Principles #1, 2</i></p>	<ul style="list-style-type: none"> The general design strategies apply.

Design Strategies	General	Prestige Employment Area	Rural Employment Area
	<ul style="list-style-type: none"> • Steps and ramps are encouraged to be architecturally integrated into the building. • Access ramps shall be located as close as possible to the most direct barrier-free path of travel. <p><i>Principles #2</i></p>		

5.3 Design Strategies for Focus Areas

A critical component of the design framework is the identification of focus areas (mapped in **Figure 8**) and specific design guidance for those areas. The focus areas are areas with high visibility and prominence from the public, or locations that require strategic interfaces with adjacent uses.

Figure 8 – Location of the Strategic Focus Areas



Focus Area #1 – Gateway at Concession Road 7 Access Point

Gateways are integral for wayfinding, create a sense of arrival and define the area's image. A gateway is recommended at the primary access to the rural employment area.

The Puslinch Design Guidelines already contain guidelines for the treatment of gateways. Detailed design strategies are recommended to ensure continuation of relevant guidelines in the Puslinch Design Guidelines while providing additional context-appropriate strategies for employment area. Any future gateway signage shall comply with all applicable sign by-laws and relevant signage policy documents of the Township,

County, and/or Ministry of Transportation. The developer is to bear the responsibility and costs of signage, landscaping and lighting as part of development at the entrance to the area.

Design Strategies	General
Signage	<ul style="list-style-type: none"> • Incorporate gateway signage on Concession 7 at the access point to the rural employment area. • Any signage is to have a low-to-ground profile, not backlit, using natural materials to suit the rural context. • The signage should include the future name of the employment area within the gateway feature. • Tall directory signs should not be utilized.
Landscaping	<ul style="list-style-type: none"> • Use enhanced landscaping with a combination of native trees, and seasonal plantings to create a visually appealing and distinctive entrance.
Lighting	<ul style="list-style-type: none"> • Use restrained lighting to enhance the gateway signage elements and reinforce the sense of arrival while respecting the rural character. Downlighting is recommended.
Building Design	<ul style="list-style-type: none"> • Design buildings located at gateway intersections to the highest architectural standards, with distinctive and attractive building and elevation design that is compatible with the rural character of the area. • Corner buildings should address all streets they front onto through the provision of entrances, and articulate and engaging elevation design. • Position signage on the building façade if needed, incorporating design elements that complement the Township's branding and create a welcoming experience.

Figure 9 - Example of entry point into the employment lands using restrained signage, and landscaping to facilitate a sense of arrival



Focus Area #2 – Highway 401 Frontage

The northern boundary contains the Prestige Rural Employment lands adjacent to Highway 401. Buildings and design in this focus area should be prioritized for an elevated standard of design due to their high visibility from the highway, creating a defined image of the Township of Puslinch.

Design Strategies	General
Signage	<ul style="list-style-type: none"> • Signage design must adhere to any applicable Township By-laws and Ministry of Transportation (MTO) requirements. The design should be compatible with the rural character of the area. • Signage should be integrated into building design to reduce clutter. Rooftop signs should not be utilized. • Signage sizes should be appropriate to the speed and scale of the highway environment. Signage that is incorporated on building facades oriented to the highway should not dominate building facades.
Landscaping	<ul style="list-style-type: none"> • Subject to the MTO's regulations, the entire area between the buildings and the Highway 401 should incorporate enhanced landscaped treatment which should include a vegetative landscape buffer and may include a berm and fences. • Provide landscape treatment that can be perceived while traveling at high speed. This may involve large, simple, repetitive and/or bold landscaping features.

Design Strategies	General
	<ul style="list-style-type: none"> • Coordinate consistent treatment along Highway 401 to establish a distinct identity for the employment lands.
Lighting	<ul style="list-style-type: none"> • Lighting design should adhere to the relevant by-laws for the Township of Puslinch and MTO. • Accent lighting to emphasize building design and landscape elements should be provided. • Light emitting diodes (LEDs), solar power, road reflectors and other alternative lighting and energy sources are encouraged for energy efficiency.
Building Design	<ul style="list-style-type: none"> • Building facades oriented towards Highway 401 shall be designed with the highest architectural quality and standards. A great amount of articulation is encouraged to create visual interest, and may include building projections, material variations and fenestration arrangement. Interior active uses (i.e. offices, common space) are encouraged to be oriented towards the Highway. • Where taller buildings are proposed in the Rural Employment Area, they should be concentrated along Highway 401. The massing of such buildings needs to be appropriately designed to not detract from the rural character of the surrounding areas.
Outdoor Storage, Parking and Service Areas	<ul style="list-style-type: none"> • Outdoor storage and display of items that are visible from Highway 401 are not permitted. • Parking and loading facilities generally shall not be located between buildings and Highway 401.

Figure 10 - Example of interface between industrial area and highway with use of signs, landscaping and prominent buildings



Focus Area #3 – Area in Proximity to Sensitive Land Uses

The lands east of Concession Road 7 and north of Calfass Road, adjacent to existing rural residential uses, have been identified as a focus area requiring careful planning to ensure compatibility between residential and employment uses. The strategic focus area encompasses the lands 70-metres to 300-metres from the existing rural residential uses (based on distances identified in the MECP D-6 guidelines).

This focus area is also subject to the MDS requirements related to livestock and manure storage facilities in the vicinity. While the livestock and manure storage facilities remain in operation, employment uses within the MDS setback would be restricted. However, enhanced design guidelines are proposed in case MDS constraints are removed in future to uphold land use compatibility between residential and employment uses. The following design strategies are recommended:

Design Strategies	General
Compatible Uses	<ul style="list-style-type: none"> Encourage land uses compatible with both the industrial operations and sensitive land uses, such as those permitted under the definition of an Employment Area in the Provincial Planning Statement (PPS) and the <i>Planning Act</i>, within this focus area as buffer.
Building Location and Orientation	<ul style="list-style-type: none"> Locate and orient buildings and activities that are potential sources of noise, dust, odour and vibration away from this focus area where feasible and in accordance with the relevant guidelines from the MECP.

Design Strategies	General
	<ul style="list-style-type: none"> Consider locating uses and functions that do not generate adverse impacts on sensitive uses in this focus area, such as landscaping, septic beds and stormwater management ponds.
Outdoor Storage	<ul style="list-style-type: none"> Discourage outdoor operations and outdoor storage of goods, materials and waste materials within this focus area, especially in proximity to the westerly and southerly edges of the focus area.
Landscaping & Buffering	<ul style="list-style-type: none"> Enhanced landscaping and buffering features, such as berms, noise attenuation walls, privacy fences, trees and substantive landscape strips to screen any sources of nuisance from view shall be provided adjacent to all rural residences and rural residential clusters.

5.4 Concept Cross-Sections for Roads

This section illustrates concept cross-sections for local roads within the Rural Employment Area. This section will also present a modified local road cross-section for Concession Road 7, which serves as the primary access to the Rural Employment Area. The main objective for Concession Road 7 is to preserve its rural character, while future local roads will strive to achieve high-quality, pedestrian oriented streetscapes with their own distinct character. These cross-sections will be implemented through the design guidelines for the employment area.

Concession Road 7 Cross-Section

Concession Road 7 is a Township of Puslinch Road, with a rural profile, that forms the western boundary of the employment lands and serves as a primary access road. As a key interface, it functions as the main frontage for the proposed employment uses. The interface between the private and public realm should feature enhanced landscape treatments, building upon the existing rural cross-section. Refer to **Figure 9** below for the typical Concession Road 7 cross-section.

Future Local Roads

Any future local roads developed as part of a development application should feature enhanced landscape treatments and informal seating areas to improve the streetscape. Design connections to enhance pedestrian access internally and implement traffic calming measures where pedestrian crossings are needed. Engineering studies will be required. Refer to **Figure 10** below for the concept future local road cross-section.

Figure 9 – Concept Cross-section of Concession Road 7

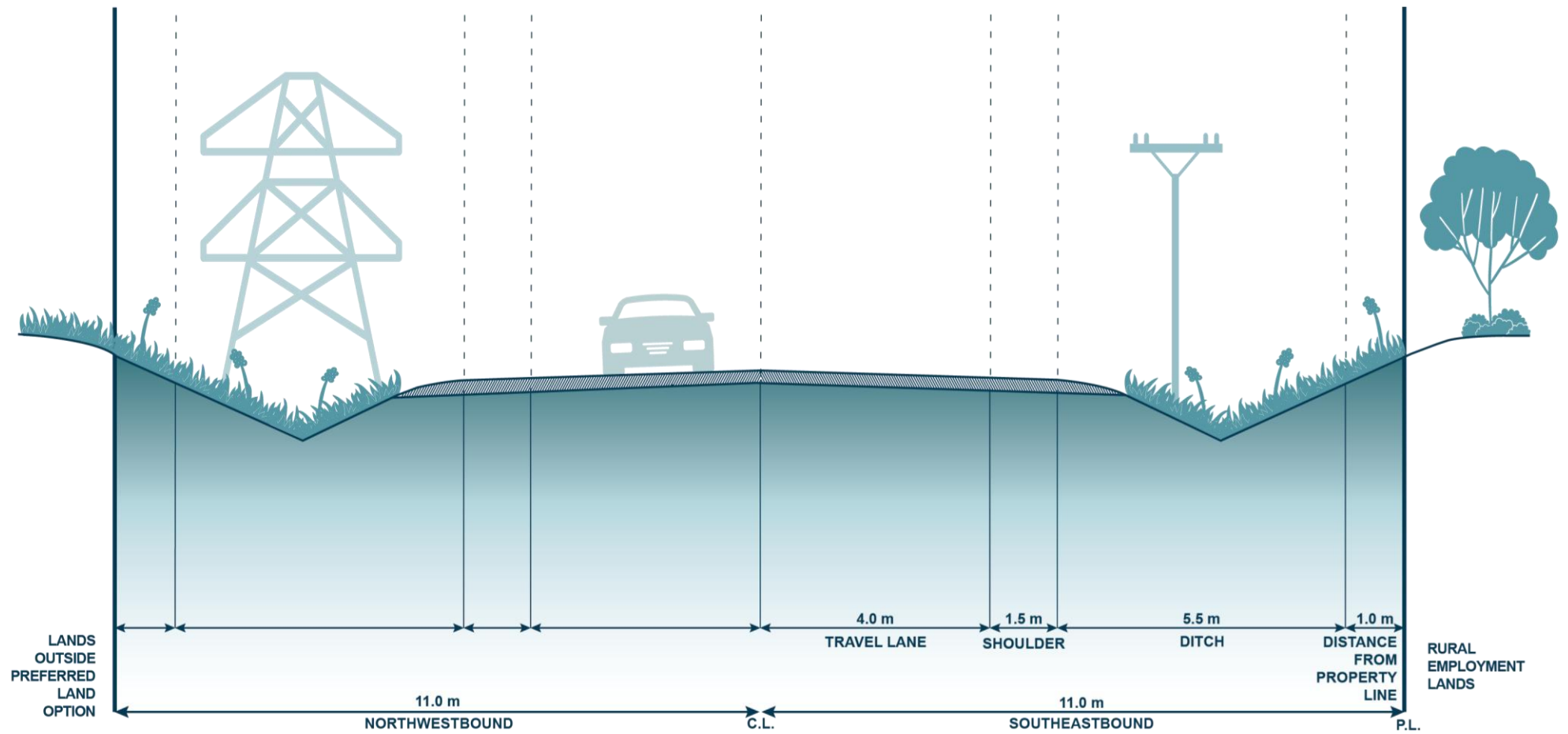
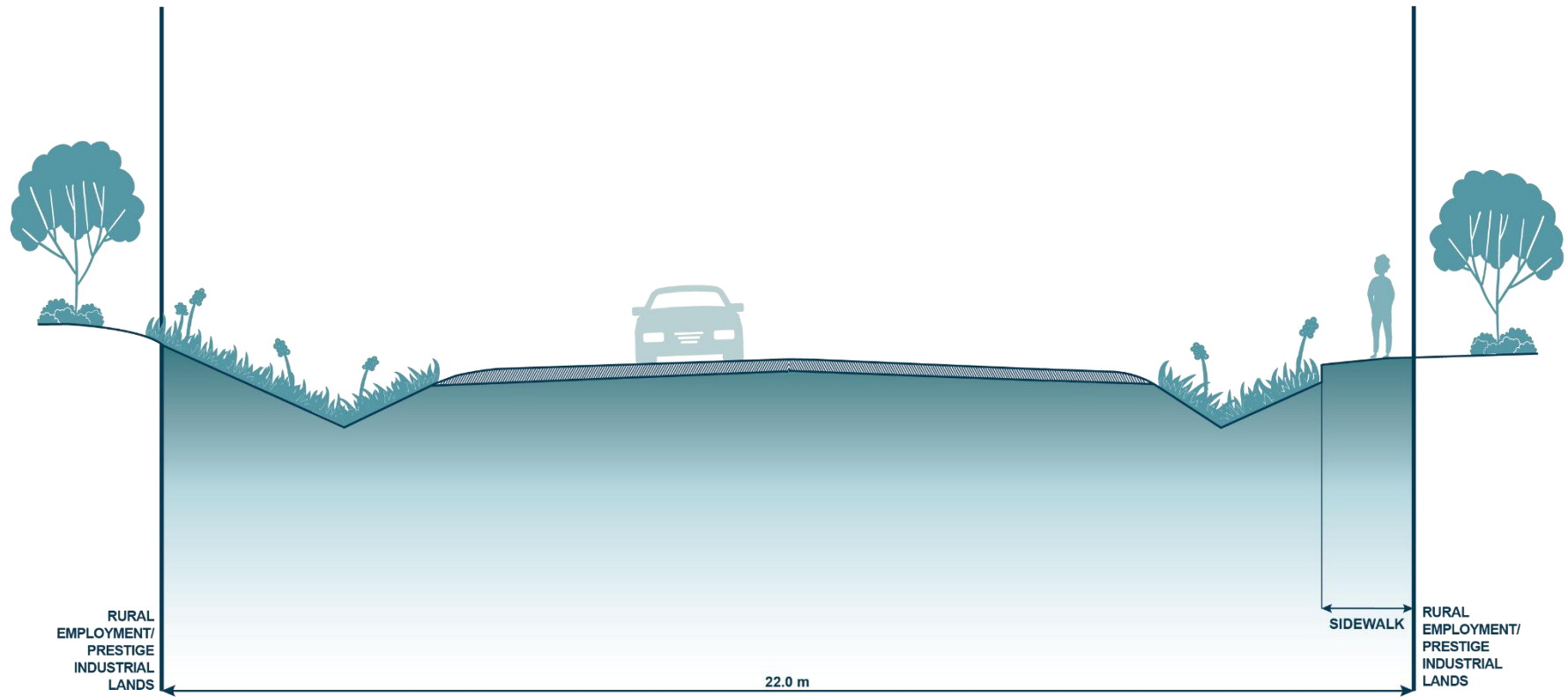


Figure 10 – Concept Cross-Section for Future Local Road





6. RECOMMENDED IMPLEMENTATION

6. Recommended Implementation

The County will lead the County of Wellington Official Plan Amendment process to implement the policy framework for the Prestige Rural Employment Area, the Rural Employment Area and the Future Rural Employment Area Overlay as recommended in Section 3 of this report.

In addition, the following will be provided to assist with processing applications within the Prestige Rural Employment Area and the Rural Employment Area Special Policy Area:

- Development Application Guidance
- Design Guidelines

Both the Development Application guidance and Design Guidelines will be standalone documents; the guidelines will be implemented through Official Plan policy.

6.1 Development Application Guidance

The Development Application Guidance document outlines the Township's development process for the *Prestige Rural Employment Areas*, *Rural Employment Special Policy Area*, and *Future Strategic Rural Employment Areas*. The guide is intended to provide clear direction on application requirements, processing steps, and preferences to achieve a comprehensively planned rural employment area.

While the development application process will follow *Planning Act* processes and requirements there will be additional site-specific guidance to address key matters relative to the area identified through the *Puslinch by Design* employment land study.

Specific matters to be considered include comprehensive planning of existing and proposed employment areas, as well as direction for communal servicing, joint access and internal road networks, shared buffers and transitional features, coordinated stormwater management and communal wells. In addition, there is direction regarding the interface between employment and residential or sensitive land uses. Notably, future communal wells should not be Multiple Aquifer Penetrating.

The proposed Development Application Guidance is provided in Appendix B.

6.2 Design Guidelines

The Design Guidelines have been developed for the site-specific needs and requirements of the new rural employment area. Official Plan policies for the implementation of the guidelines are included in County of Wellington Official Plan Amendment.

The proposed Design Guidelines are provided in Appendix C.



7. CONCLUSION



7. Conclusion

The Phase 5 report of the *Puslinch By Design* Employment Land Study has provided a comprehensive evaluation of land options, consideration of market trends, and adherence to policy and planning principles. Ultimately, this phase has identified Land Option D as the preferred location for a new Rural Employment Area. This option was selected based on its strategic location, access to major transportation corridors, compatibility with existing land uses, and ability to support long-term economic growth while preserving the rural character of the area.

The analysis contained within Phase 5 has demonstrated that Land Option D offers the greatest potential to attract and sustain employment uses, particularly given its proximity to Highway 401 and Concession Road 7. The site provides ample developable land, benefits from planned infrastructure improvements, and presents fewer conflicts with residential, agricultural, and environmentally sensitive areas compared to other options. While some natural heritage constraints exist, these can be effectively mitigated through appropriate setbacks, environmental assessments, and sustainable design practices.

The introduction of a Prestige Rural Employment Area policies further enhances the potential of the site by ensuring high-quality, visually appealing employment uses along major transportation routes, contributing to the economic and aesthetic value of the Township. Additionally, recommendations for road network improvements, site design, and buffering strategies aim to ensure that future employment development aligns with both economic objectives and community expectations.

Public engagement has played a critical role throughout this process, with feedback from residents and stakeholders informing key decisions. Concerns about preserving Puslinch's rural identity and mitigating impacts on nearby residential areas have been carefully considered in the final recommendations. The proposed policies and design principles seek to strike a balance between economic development and land use compatibility, supporting a vision for employment growth that is both sustainable and responsive to local needs.



8. APPENDICES

8. Appendices

Appendix A – Draft Official Plan Amendment and Mapping

**AMENDMENT
NO. XX TO THE
OFFICIAL
PLAN OF
THE
COUNTY OF WELLINGTON**

**THE CORPORATION OF THE COUNTY OF
WELLINGTON BY-LAW NO. 2025-XX**

**A By-law to adopt Amendment No. XX
to the Official Plan of the County of Wellington**

The Council of the Corporation of the County of Wellington, pursuant to the provisions of the *Planning Act, R.S.O. 1990*, as amended, does hereby enact as follows:

1. THAT Amendment No. XX to the Official Plan of the County of Wellington, consisting of the attached explanatory text and schedules, is hereby adopted.
2. THAT this Amendment shall come into force upon approval by the Minister of Municipal Affairs and Housing.

READ a FIRST, SECOND and THIRD time and PASSED _____

.....
CLERK

.....
WARDEN

AMENDMENT NUMBER XX
TO THE
COUNTY OF WELLINGTON OFFICIAL PLAN

INDEX

PART A - THE PREAMBLE

The Preamble provides an explanation of the proposed Amendment including the purpose, location, and background information, but does not form part of this Amendment.

PART B - THE AMENDMENT

The Amendment describes the changes and/or modifications to the Wellington County Official Plan which constitute Official Plan Amendment Number 126.

PART C - THE APPENDICES

The Appendices, if included herein, provide information related to the Amendment, but do not constitute part of the Amendment.

PART A – THE PREAMBLE

1. PURPOSE

The purpose of this Amendment is to establish policies for Prestige Rural Employment Areas, Rural Employment Areas, and Future Rural Employment Areas in the Township of Puslinch in the County of Wellington Official Plan to protect and guide the long-term development of strategically located rural lands for high-quality industrial and business uses.

2. LOCATION OF THE AMENDMENT

This amendment applies to various lands located within the rural areas of the Township of Puslinch in the County of Wellington.

The lands subject to this Amendment are shown more specifically in the Maps A-1 and A-2 attached.

3. DETAILS OF THE AMENDMENT

The amendment modifies Part 9.8 – Puslinch Local Policies of the County of Wellington Official Plan to introduce new sections and policy areas for Prestige Rural Employment Areas, Rural Employment Areas, and Future Rural Employment Areas in the Township of Puslinch.

Modifications are included to Section 6.8 – Rural Employment Areas are made to create a Highway 401 and Concession 7 Rural Employment Area. Sections 9.8.3 Puslinch Industrial Policy and 9.8.4 Regionally Significant Economic Development Study Area are to be deleted.

4. BASIS

This Amendment is based on the findings of the *Puslinch by Design: Employment Lands Study*, which identified additional lands, in accordance with the County of Wellington Official Plan and Growth Management Strategy, to diversify and expand the Township's employment land base. The Study emphasized the importance of protecting and leveraging key highway-adjacent parcels for high-profile business and light industrial development, while also securing rural lands for future employment growth beyond the current planning horizon.

The Prestige Rural Employment Area designation supports high-quality, visible employment uses near major highways to attract investment and

maintain rural character. The Future Rural Employment Area Overlay identifies key rural lands for potential long-term employment while preventing premature or incompatible development. Together, these designations and Overlay provide a coordinated approach to rural employment planning and align with provincial and regional growth objectives. The Rural Employment Area designation accommodates a broader range of industrial and employment uses that are compatible with the rural context and private servicing, supporting local job creation and economic diversification.

PART B – THE AMENDMENT

All of this part of the Amendment entitled “Part B – The Amendment,” consisting of the following text and schedules, constitutes Amendment No. XX to the County of Wellington Official Plan.

DETAILS OF THE AMENDMENT

The Official Plan of the County of Wellington is hereby amended as follows:

1. THAT Schedule B7 - Land Use of the Official Plan of the County of Wellington, is hereby amended by redesignating the lands subject to this Amendment as shown in Map A-2 attached hereto, to Prestige Rural Employment Area, Future Rural Employment Area, and Rural Employment Area.
2. THAT Section 9.8 of the County of Wellington Official Plan is amended to include the following:

PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area

The lands identified as PA7-Xa on Schedule B7 of this Plan generally located on the south side of Highway 401 and east side of Concession 7 are designated Rural Employment Area. Notwithstanding Section 6.8 or any other provisions in this Plan to the contrary, the following policies apply:

a) Defined

The Prestige Rural Employment Area lands are intended for high-quality industrial, business and employment uses that require a well-designed setting while taking advantage of the proximity to major transportation infrastructure. The intent of this designation is to maximize the potential of lands with exposure to Highway 401 to promote businesses that are visible from these Highways. As such, Prestige Rural Employment Areas are generally located along major roads and generally face Highway 401 with enhanced architectural and landscaping design standards to maintain a visually attractive environment. Outdoor storage and parking are limited to maintain the area’s aesthetic appeal and will not be permitted along the frontage

of Highway 401. Loading areas are not permitted to face the Highway 401 frontage.

In all cases, Prestige Rural Employment Area lands will be used by “dry” uses which do not use significant amounts of water in their operation and which do not produce significant amounts of effluent, consistent with rural servicing levels which rely on private water and sewage systems.

b) Permitted Uses

Notwithstanding Section 6.8.2 the uses permitted in the PA7-X area are limited to enclosed warehousing and distribution centres, corporate offices and headquarters accessory to a principle use, research and development facilities associated with manufacturing uses, light, medium, or high-tech manufacturing and processing operations deemed not to be noxious by reason of dust, odour, fumes, particulate matter, noise and excessive vibrations.

c) Zoning

Appropriate regulations for the Prestige Rural Employment Area shall be included in the Zoning By-law. Zoning provisions should address the following criteria:

- i. Land Use Compatibility: To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:*
 - Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.*
 - For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these*

studies, additional separation distances, buffering, or mitigation measures may be prescribed.

All land use decisions shall be consistent with the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

- ii. Parcel sizes: The need for a range of parcel sizes to accommodate diverse business needs, with an emphasis placed on the provision of larger parcels to support industries requiring significant land area. Lot fabric and subdivision design shall address long-term flexibility and market trends in industrial land demand.*
- iii. Design guidelines: Where appropriate, design guidelines adopted by Township Council should be integrated as zoning requirements.*
- iv. Buffers areas: Incorporate enhanced landscaping setbacks, buffering and screening where employment area lands interface with rural residential uses, rural residential clusters and/or sensitive land uses.*
- v. Holding Provisions: The policy area may be placed in an appropriate prestige industrial zoning category and shall be subject to a Holding (H) provision. Prior to the removal of the Holding provision, Council shall require the submission and approval of associated technical reports, studies and any additional information as deemed necessary by Council.*
- vi. Lot Coverage: Maximum lot coverage should generally be in the range of 40%, to ensure adequate space for landscaping, stormwater management, and buffering.*

d) Design Guidelines

New development is encouraged to adhere to the design guidelines approved by Council for the area.

e) *Communal Wells*

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

f) *Road Infrastructure*

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

3. THAT Section 9.8 of the County of Wellington Official Plan is amended to include the following:

PA7-Xb Highway 401 and Concession 7 Rural Employment Area

The lands identified as PA7-Xb on Schedule B7 of this Plan are generally located to the south of Highway 401 on the east side of Concession 7. Notwithstanding Section 6.8 or any other provisions in this Plan to the contrary, the lands may be used as follows:

a) *Permitted Uses*

Notwithstanding Section 6.8.2 the uses permitted in the PA7-Xb area are limited to manufacturing, processing, fabrication and assembly of raw materials or raw materials or repair, servicing, distribution and storage of materials is permitted. Accessory uses including the retail sale of products produced on-site may be permitted. Commercial, service commercial, retail, and office uses are not permitted. Outdoor storage and parking are to maintain the area's rural character and will not be permitted along the frontage of Concession 7. Loading areas are not permitted to face Concession 7 frontage.

b) *Zoning*

Appropriate regulations for the Rural Employment Area shall be included in the Zoning By-law. Zoning provisions should address the following criteria:

- i. *Land Use Compatibility: To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:*

-
- *Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply the Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.*
 - *For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on the findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.*

All land use decisions shall have regard for the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

- ii. *Parcel sizes: The need for a range of parcel sizes to accommodate diverse business needs, with an emphasis placed on the provision of larger parcels to support industries requiring significant land area. Lot fabric and subdivision design shall consider long-term flexibility and market trends in industrial land demand.*
- iii. *Design Guidelines: Where appropriate, design guidelines adopted by Township Council should be integrated as zoning requirements.*
- iv. *Buffer areas: Incorporate enhanced landscaping and setbacks, buffering and screening where employment area lands interface with rural residential uses, rural residential clusters, and/or sensitive land uses. A minimum 70 m setback shall be required from rural residential uses, rural residential clusters and/or sensitive land uses. The setback may be greater than 70 m based on the recommendations within a*

land use compatibility assessment. The required setback shall be landscaped and/or contain natural self-sustaining vegetation in a manner that respects and sustains the rural character. This setback shall only be reduced through an Official Plan Amendment.

- v. Holding Provisions: The policy area may be placed in an appropriate industrial zoning category and shall be subject to a Holding (H) provision. Prior to the removal of the Holding provision, Council shall require the submission and approval of associated technical reports, studies and any additional information as deemed necessary by Council.*

c) Design Guidelines

New development is encouraged to adhere to the design guidelines approved by Council for the area.

d) Communal Wells

In order to protect groundwater function and quality, future communal wells should not be Multiple Aquifer Penetrating.

e) Road Infrastructure

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

- 4. THAT Section 9.8 of the County of Wellington Official Plan is amended to include the following:

PA7-Xc Future Rural Employment Area

The lands identified as PA7-Xc on Schedule A7 and B7 were options evaluated as part of a local Employment Lands Study approved by Township Council. The purpose of the Future Rural Employment Area, shown as an overlay on Schedule A7 and B7, is to identify lands which may be suited for employment in this Plan due to

proximity to major transportation facilities and/or existing Rural Employment Areas.

The underlying land use designations are shown on Schedule B7 and these remain applicable, including the policies of this Plan. PA7-Xc Future Rural Employment Areas are not land use designations and confer no permitted uses for employment uses.

An amendment to this Plan shall be required prior to any further development of Future Rural Employment Area lands for Rural Employment Area uses subject to the following:

- a) Establishment of need for additional Rural Employment Land, consistent with the current Provincial Planning Statement, and addressing the following:
 - i. That there is an insufficient supply of Rural Employment Area Lands to accommodate 30-years' through a review and analysis of the County's employment projections and land needs assessments; and*
 - ii. An analysis of the existing Puslinch land supply and demonstration that any proposed redesignation will not adversely impact or undermine achieving the County's and Township's employment forecasts;**
- b) Application of the PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area and PA7-Xb Highway 401 and Concession 7 Rural Employment Area policy framework as appropriate including:
 - i. Only Class I and Class I Industrial uses are permitted;*
 - ii. The Prestige Industrial Designation is identified in the land use plan proposed as part of the Official Plan Amendment. For greater clarity, the Prestige Industrial designation shall apply to those portions of the proposed lands that front Provincial Highways and/or County Roads, and should have a minimum depth of 300 m;**

-
- c) *For the land located on the east side of Sideroad 20 North (both north and south of Concession Road 4):*
- i. *Future employment uses are prohibited from directing traffic onto Sideroad 20 North and from establishing driveway access to Sideroad 20 North.*
 - ii. *A minimum 70 m setback shall be required from rural residential uses, rural residential clusters and/or sensitive land uses. The setback may be greater than 70 m based on the recommendations within a land use compatibility assessment. The required setback shall be landscaped and/or contain natural self-sustaining vegetation in a manner that respects and sustains the rural character. This setback shall only be reduced through an Official Plan Amendment. Fencing is not permitted within 20 m of Sideroad 20 N.*
 - iii. *Prior to consideration of new employment uses (through the County Official Plan Amendment process, division of land, rezoning, minor variance, or site plan application), alternative truck traffic route options as well as all employment related traffic shall be considered and approved by the County and Township.*
 - iv. *A comprehensive concept plan shall be prepared at the developer's cost, as part of the County Official Plan Amendment process, if privately initiated, to ensure orderly development across all employment lands, as well as an interconnected internal road network and appropriate connection to the new interchange.*
- d) *Prior to the development of the land south of Concession Road 4 on the east side of Sideroad 20 North for employment purposes (through the County Official Plan Amendment process, division of land, rezoning, minor variance, or site plan application), a Transportation Plan shall be prepared by a qualified professional to the satisfaction of the County and Township. The Transportation Plan shall provide options for the establishment of new internal road connections to higher order roads which direct truck traffic away from Sideroad 20 North. The Transportation Plan must be accepted by the*

County and Township prior to any decision on any Planning Act application.

e) Road Infrastructure

In all cases the cost for road infrastructure owned by the County and/or Township for development in the Rural Employment Area will be borne by the developer.

f) Only lands within the Future Rural Employment Land Overlay will be considered for redesignation to Rural Employment Land.

5. THAT Section 9.8 of the County of Wellington Official Plan is amended to delete the following:

9.8.3 Puslinch Industrial Policy

a) Areas designated Rural Employment in Puslinch are permitted to have the following additional uses:

- complementary commercial uses such as automotive uses, restaurants, motels and limited retail*
- offices, including a head office and/or research centre.*

b) Two large parcels of land to both the east and west of the Hanlon Expressway have been designated Rural Employment. These lands have lower priority for development than the industrial lands in the “Puslinch Economic Development Area”. Existing properties will not be further fragmented by severance or subdivision until a detailed concept plan is developed, in cooperation with the City of Guelph, which provides an appropriate connection between the City’s industrial lands to the north and the proposed interchange on the Hanlon Expressway. This restriction will be reviewed periodically to determine if these lands should be available for development or whether the designation should be expanded to include additional lands. The sequence of development shall be further controlled so that the eastern side of the Hanlon develops first. Development immediately adjacent to the Hanlon shall be restricted in the degree and location of open storage and type of uses. The area

to the west of the Hanlon Expressway will only be considered should no other suitable site be available.

9.8.4 Regionally Significant Economic Development Study Area

Schedule A7 and B7 of this Plan identifies a Regionally Significant Economic Development Study Area in Puslinch. This area includes Secondary Agricultural lands to be considered for future employment uses and as appropriate, other uses based on need which are compatible with the surrounding area.

This area also includes lands which have been developed and/or are designated Rural Employment and form part of the Puslinch Economic Development Area (PA7-1). Other lands are licenced and active aggregate extraction operations.

The Regionally Significant Economic Development Study will be initiated by the Township in consultation with the County. Prior to initiation of the study, the Township and County shall prepare detailed terms of reference and, if necessary, make minor refinements to the Study Area limits. The Study shall incorporate a transportation analysis, a servicing strategy, an agricultural and environmental review.

SCHEDULES

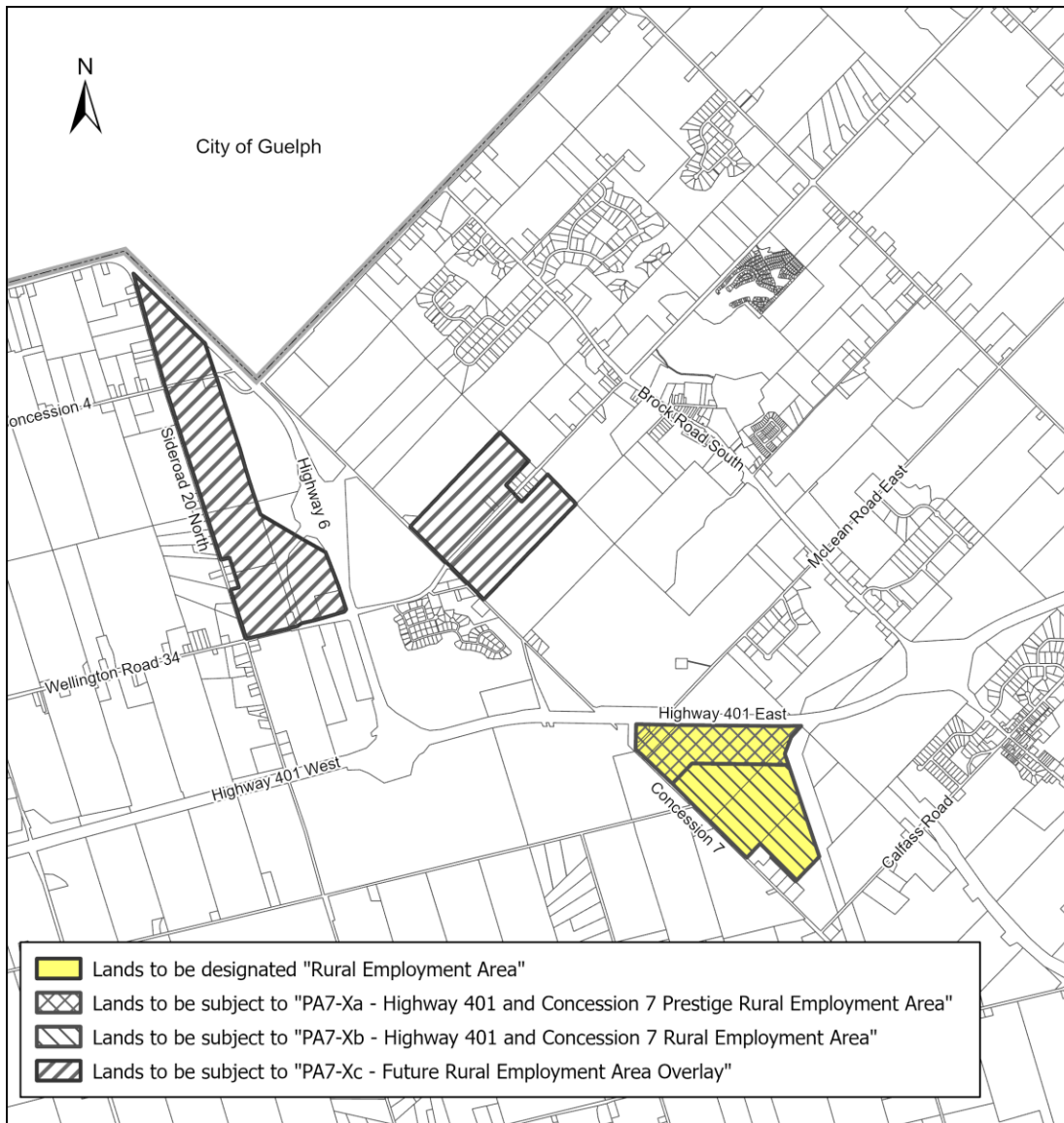
1. County Growth Structure Schedule A7 (Puslinch) is amended as shown on Map A-1 by:
 - a. removing the Regionally Significant Economic Development Study Area;
 - b. adding Rural Employment Area (Option D); and
 - c. adding Future Rural Employment Area (Options G and H and Options B and C) as an overlay.
2. County Land Use Schedule B7 (Puslinch) is amended as shown on Map A-2 by:
 - a. redesignating lands to Rural Employment (Option D);
 - b. adding PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area (portions of Option D);

-
- c. *adding PA7-Xb Highway 401 and Concession 7 Rural Area (portions of Option D);*
 - d. *adding PA7-Xc Future Rural Employment Area Overlay (Options G and H and Options B and C); and*
 - e. *removing the Regionally Significant Economic Development Study Area Policy.*

MAP "A-1" OF OFFICIAL PLAN AMENDMENT NO. XX



MAP "A-2" OF OFFICIAL PLAN AMENDMENT NO. XX





Appendix B – Development Application Guidance

County of Wellington and Township of Puslinch

Development Application Guidance:

Highway 401 and Concession 7 Prestige Rural Employment Area, Rural Employment Special Policy Area, and Future Rural Employment Areas

1.0 | Introduction

The *PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area* and *PA7-Xb Highway 401 and Concession 7 Rural Employment Area* in the Township of Puslinch are planned to accommodate employment uses suitable for the rural context. In addition, the *PA7-Xc Future Rural Employment Area* overlay, as shown in the County of Wellington Official Plan, is planned for suitable employment uses. The overlay confers no employment development opportunities unless an amendment to the County of Wellington Official Plan is approved. The underlying land use designations to the *Future Rural Employment Area* overlay continue to apply.

This guidance development is informed by the *Puslinch By Design: Employment Lands Study (2025)* prepared for the County of Wellington and the Township of Puslinch, which included engagement with the community to develop a planning framework that respects matters important to the community and proactive planning for the economic needs of the Township.

In all cases, uses are required to be “dry” industrial uses. Consideration has been given to the importance of the frontage along Highway 401 and access to Highway 401 and Highway 6 as major transportation networks in the County of Wellington and Ontario. Compatibility with adjacent rural residential uses is crucial to ensuring a successful employment area and the mitigation of negative impacts on surrounding sensitive land uses.

2.0 | Purpose

This guidance document outlines the development process required by the County of Wellington and Township of Puslinch for the *Prestige Rural Employment Area*, *Rural Employment Special Policy Area*, and *Future Rural Employment Areas* as identified in Schedules A7 and B7 of the County of Wellington Official Plan.

This guide provides direction to County and Township staff, applicants, agencies, and stakeholders on application requirements, processing steps, and key considerations to

achieve well-planned, compatible, and economically beneficial employment areas. The development application process will follow *Planning Act* processes and requirements with additional site-specific guidance to address key matters specific to the area.

This guideline is applicable, but not limited to, applications for:

- County of Wellington Official Plan Amendments, including for redesignation of lands in the *Future Strategic Rural Employment Areas* overlay
- Draft Plan of Subdivision and/or Condominium Applications
- Zoning By-law Amendments
- Site Plan Control Applications
- Consent Applications for Employment Land Parcels

3.0 | Approval Process Overview

The following is the required process for development applications under the *Planning Act*:

1. Pre-consultation with County and Township Staff is strongly encouraged
2. Submission of complete application with all required materials
3. Circulation to agencies and internal review
4. Public meeting(s) (for OPA/ZBA)
5. Recommendation report to County Council (OPA's and Subdivision Applications) and Township Council (all other applications)
6. Draft approval or conditional approval with requirements
7. Post-approval agreements (Site Plan, Subdivision, servicing, etc.)
8. Building Permit issuance, subject to final conditions

Additional notes:

- Applicants are encouraged to consult early with County and Township staff regarding potential constraints (e.g., MDS setbacks, agricultural proximity, groundwater supply).
- Public engagement will be recommended for large-scale applications.

3.1 Pre-Consultation Meeting Requirements

In advance of application submissions, all applicants are strongly encouraged to participate in a Pre-consultation Meeting with Township staff and relevant agencies as applicable (e.g., County of Wellington, MECP, MTO, GRCA) to review applicable policies and designations, necessary studies and materials, servicing strategies and road access, and land use compatibility matters (per D Series Guidelines).

4.0 | Studies & Supporting Materials

Applicants will be required to submit a complete planning application, including necessary background studies and reports.

The County and Township will work together to review the development applications, as applicable, to prepare and present a recommendation to Council. A complete planning application related to employment land uses will be subject to the policies contained in Section 13.18 of the County of Wellington Official Plan. The County of Wellington Official Plan outlines standard and typical studies that may be required with development applications in Section 13.18.5 of the County of Wellington Official Plan.

Section 11.2.3 of the County of Wellington Official Plan also sets out requirements for a Servicing Options Assessment for multi-lot or multi-unit development applications relying on private communal or individual on-site servicing.

The following table identifies studies that may be more particularly required with development applications to address rural employment matters:

Study	Intent
Functional Servicing Report/Storm Water Management Report (OP Section 13.18.5)	As the Township does not have municipal services, detailed engineering reports will be required to confirm the proposal can be supported by private servicing and stormwater management will be managed on-site.
Archaeological Assessment (OP Section 13.18.5)	An Archaeological Assessment may be required to investigate the archaeological potential of the proposed employment area.
Hydrogeological Study (OP Section 13.18.5)	The County currently requires these for cumulative effects assessment where aggregate extraction is proposed below the water table. For rural employment, detailed assessment of hydrogeology may be required to ensure no negative impacts on the water table.
Land Use Compatibility as part of a Planning Impact Assessment (OP Section 4.6.2 and 13.18.5) and Noise Study, Vibration Study, Odour Study, Dust Study as above.	Land use compatibility and associated studies may be required to examine factors such as noise, air quality, traffic, and environmental hazards to inform planning decisions.
Urban Design Brief (OP Section 4.6.2)	An Urban Design Brief analyzes the form, function, and character of development to ensure it aligns with planning goals. This may be required as part of a Planning Impact

Study	Intent
	Assessment or as an independent assessment but must be prepared by a professional with the requisite expertise.
Employment Land Needs Study (OP Section 4.6.2)	Needed to assess the demand for the proposed use, parcel size, and alignment with broader employment land supply and economic development objectives. This may be required as part of a Planning Impact Assessment or as an independent assessment but must be prepared by a professional with the requisite expertise (Registered Professional Planner). This study is mandatory for all County OPA applications.
Minimum Distance Separation Assessment (OP Section 4.6.5)	When new development or lot creation is proposed near, for instance, existing livestock facilities or manure storage, this assessment ensures adequate separation to address nuisance issues related to odour.
Landscape Plan (OP Section 13.18.5)	To ensure that the rural character of Concession 7 is maintained and respected and to ensure appropriate screening of employment uses from surrounding sensitive land uses.

4.1 Additional Requirements for *Future Rural Employment Area* Overlay

The following additional requirements are applicable for the *Future Rural Employment Area* overlay areas in addition to the requirements in the above chart:

Study	Intent
Needs Assessment	For additional Rural Employment Lands beyond the Township's current supply of Rural Employment Lands. This will be required as part of a Planning Impact Analysis or as an independent assessment, but must be prepared by a professional with the requisite expertise (Registered Professional Planner). This study is mandatory for all County OPA applications.
Detailed Development Plan and Transportation Plan	<p>For lands north of Highway 401 and west of Highway 6, including both the <i>Future Rural Employment Areas</i> and <i>Rural Employment Lands</i>, that provides an internal road network and access to arterial roads. For greater clarity, the Development Plan and Transportation Plan must preclude employment traffic utilizing Sideroad 20 North.</p> <p>The detailed development plan must address permitted uses and land use designations consistent with the land use designations determined in the Puslinch by Design Study.</p>

Land Use Compatibility Assessment	To assess land use compatibility impacts associated primarily with introducing new land uses, including sensitive land uses, currently not permitted, and any associated existing and potential land use compatibility issues.
Urban Design and/or Community Design Analysis	The interface with the rural and agricultural community for lands in the <i>Future Rural Employment Area</i> overlay must also address urban design and community design. This includes the approach to buffering and protecting the existing rural homes/rural home clusters, rural character, and how impacts for proximity to employment uses will be mitigated.

5.0 | Design Considerations

Detailed design guidelines have been prepared for the *PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area* and *PA7-Xb Highway 401 and Concession 7 Rural Employment Area*. Applications for development shall demonstrate through a Planning Impact Assessment and/or Urban Design Brief how the proposed developed meets the applicable Design Guidelines.

For the *PA7-Xc Future Rural Employment Area* overlay, the preparation of Design Guidelines will be required by County or Township Staff to address the particular needs of those areas, including compatibility with adjacent residential uses and the rural character of the area.

6.0 | Comprehensive Development Requirements

To support efficient, coordinated, and compatible development, the County in consultation with the Township, will encourage the shared use of infrastructure, servicing, and supporting resources among adjacent or related developments where feasible.

The following matters will be specifically considered:

Communal Servicing: The Township will support the establishment of communal water and wastewater systems to serve multiple properties. Development proposals shall demonstrate how shared servicing opportunities have been explored through the pre-consultation and application review process.

Joint Access and Internal Road Networks: It is a requirement that a comprehensive development plan must be submitted prior to, or in support of, an application for all lands identified within a larger employment block (e.g., where adjoining *Rural Employment* or *Future Rural Employment Area* lands exist). This plan must address internal road

connections across parcels and coordinate access points to minimize rural road impacts and improve overall site function.

Shared Buffers and Transitional Features: Where employment lands interface with sensitive uses such as agricultural uses or rural residential uses, the County will support the creation of shared buffer areas on employment lands, landscaped setbacks, and coordinated design elements across property lines to ensure compatibility and avoid land use conflicts.

Coordinated Stormwater Management: Developers shall be encouraged to design shared stormwater management facilities or integrated low-impact development features that serve multiple parcels, where appropriate, to reduce environmental impacts and duplication of infrastructure.

Communal Wells: Future communal wells should not be Multiple Aquifer Penetrating in order to protect water quality and the function of the Galt and Paris Moraines.

Road Infrastructure: In all cases, the costs for road infrastructure related to development of these employment lands will be borne by the developer.

Plan of Subdivision: The Plan of Subdivision will implement the applicable Design Guidelines prepared for the *PA7-Xa Highway 401 and Concession 7 Prestige Rural Employment Area* and *PA7-Xb Highway 401 and Concession 7 Rural Employment Area*. For clarity, local roads within the developable area are to implement the cross-sections as outlined within the applicable Design Guidelines for the entire Rural Employment Area.



Appendix C – Highway 401 and Concession 7 Rural Employment Area Design Guidelines

Puslinch By Design - Employment Lands Study

HIGHWAY 401 AND CONCESSION 7 RURAL EMPLOYMENT AREA DESIGN GUIDELINES

County of Wellington & Township of Puslinch
June 2025 Draft

Contents

1. Introduction.....	100
1.1 Purpose.....	100
1.2 Where these Design Guidelines Apply	101
1.3 Organization of the Document	101
1.4 Who Should Use the Guidelines	101
1.5 How to use the Guidelines	102
2. Design Framework	102
2.1 Principles	102
2.2 Prestige Rural Employment Area and Rural Employment Area	104
2.3 Focus Areas	104
3. Design Guidelines	105
3.1 Site Plan Design Guidelines.....	105
3.2 Built Form Design Guidelines.....	112
3.3 Focus Areas Design Guidelines	114
4. Concept Cross-Sections for Roads	118
5. Design Guideline Review and Updates	120

1. Introduction

1.1 Purpose

The Township of Puslinch in Wellington County has identified a rural employment area that is located south of Highway 401 and east of Concession 7. The Highway 401 and Concession 7 Rural Employment Area is mapped in Schedule B7 of the County of Wellington Official Plan. The rural employment area benefits from strong transportation connections with direct access to Concession Road 7, which connects to McLean Road West, linking to both Highway 6 and Highway 401. The northern portion of the area provides strong visibility to Highway 401 encouraging opportunities for business promotion. A high standard of design is expected along this interface. The surrounding area is characterized by a rural context, with adjacent rural residential clusters on the east side of Concession 7 and aggregate operations on the west side of Concession 7. The rural employment area is to include light and medium industrial uses that will support long-term employment growth and respect existing surrounding lands uses. With its strategic location, visibility and accessibility, the area positioned as an appealing and desirable location for future employment investment within the Township.

The *Highway 401 and Concession 7 Rural Employment Area Design Guidelines* (the “design guidelines”) establish the overarching design principles and detailed guidelines for new development applicable to the new rural employment area. These design guidelines provide set of design principles to attract investment, guide future development, support development in the context of the rural landscape, and serve as a practical reference tool. The design guidelines are to support and implement future built form within this rural employment area reflects sustainable, high-quality design practices. These guidelines also support achieving compatible development within the rural context of Puslinch with a focus on the interface along public streets and sensitive land uses. Community input has informed the development of these guidelines, specifically for the protection of the rural character of Puslinch, and highlighting the need for compatibility with existing residential and agricultural uses.

These design guidelines are organized to include general design strategies and targeted strategies specific to the different land uses, the Prestige Rural Employment Area and the Rural Employment Area. Additionally, these guidelines provides specific guidance for three (3) Focus Areas within the rural employment area. The Focus Areas warrant specific design direction given the high visibility and prominence from the public, or locations that require strategic interfaces with adjacent uses.

These design guidelines build upon the *Puslinch Design Guidelines (February 2010)* and incorporate specific directions tailored to the Highway 401 and Concession 7 Rural Employment Area.

1.2 Where these Design Guidelines Apply

These design guidelines apply to the Highway 401 and Concession 7 Rural Employment Area in the Township of Puslinch. The Rural Employment Area includes the Highway 401 and Concession 7 Prestige Rural Employment Area (PA7-Xa) and Highway 401 and Concession 7 Rural Employment Area (PA7-Xb) as mapped in the County of Wellington Official Plan.

1.3 Organization of the Document

Section 1: Introduction

Outlines the purpose of the design guidelines and provides an overview of the rural employment area to which these guidelines apply. It also identifies the intended users of these design guidelines and explains how to use the guidelines.

Section 2: Design Framework

This section outlines the guiding design principles and sets the foundation for achieving a high-quality, cohesive, and context-sensitive employment area that aligns with Puslinch's rural character. This section provides general descriptions of the Prestige Rural Employment Area, the Rural Employment Area, and highlights Focus Areas for design.

Section 3: Design Guidelines

This section presents the site design guidelines for the private realm and for the three (3) Focus Areas.

Section 4: Concept Cross-sections for Roads

This section provides concept cross-sections for development within the Rural Employment Area fronting Concession 7 and local roads internal to the employment area.

Section 5: Design Guideline Review and Updates

This section provides recommendations for updating the design guidelines.

1.4 Who Should Use the Guidelines

These design guidelines are applicable to all development within the Highway 401 and Concession 7 Rural Employment Area and should be considered and consulted early in the planning process by:

- **Private landowners, developers, and professionals such as engineers, planners, urban designers, architects, and landscape architects,** to understand the Township's expectations for the design of the Rural Employment

Area, and to incorporate appropriate design considerations into development proposals that meet or exceed these expectations; and

- **Township Staff**, as a reference tool to guide the review and evaluation of development applications ensuring achievement of the overall design vision for the area.

1.5 How to use the Guidelines

This document serves as a guiding tool for development applications by outlining a clear set of expectations. Where possible, the guidelines should be applied consistently and should serve as best practices to promote high-quality development for the area. They are intended to inform and support the development review process by identifying key design priorities early, helping to streamline review and ensure alignment with the Township's overall requirements.

These design guidelines are intended to inform the site planning and design but do not replace the Township's Comprehensive Zoning By-law or other applicable policies and regulations. These guidelines are to be read in their entirety alongside other applicable plans and guidelines. These design guidelines build upon the existing *Puslinch Design Guidelines (February 2010)* and provide specific direction relevant to the Rural Employment Area.

The following section of the *Puslinch Design Guidelines* remains relevant and is still applicable for development within the Highway 401 and Concession 7 Rural Employment Area:

- Part 2: B Promoting Quality Development; and
- Part 2: C Respecting Established Character

In the event of conflict between the *Puslinch Design Guidelines* and this document, the *Highway 401 and Concession 7 Rural Employment Area Design Guidelines* shall take precedence.

2. Design Framework

2.1 Principles

These design guidelines are premised on the following five (5) guiding principles, which reflect the design approach and vision for the area. These principles will contribute to achieving a high-quality and well-designed built environment that respects Puslinch's distinct rural character, while providing for a full range of compatible employment uses.

1. Respect the rural character of the area.

- Preserve the existing surrounding rural character; and
- Establish a distinct identity within the rural employment area especially at gateways and priority locations.

2. Achieve a high-quality built environment.

- Promote excellent building and site design that integrates with the existing and planned streetscape;
- Respect adjacent land uses;
- Enhance the appearance and prestige of the Rural Employment Area;
- Ensure a high standard of site layout and architectural design through building orientation, site circulation, setbacks, landscaping and separation distances; and
- Support safe pedestrian movement and accessibility.

3. Promote environmentally sustainable development.

- Have regard for environmental sustainability and the impacts of climate change through responsible site planning and layout;
- Encourage green building-design practices, including use of native plant species, Low Impact Development (LID) methods, energy-efficient design, durable building materials, reduced impervious surfaces; and
- Promote LID technologies such as rain gardens, green roofs, permeable pavement, rainwater harvesting, stormwater landscaping, and infiltration systems.

4. Ensure appropriate interfaces and buffering between uses.

- Minimize conflict by incorporating design transitions between employment and sensitive land uses; and
- Use buffering measures such as, setbacks and separation distances, landscaping and fencing and location and screening of loading areas and stormwater ponds.

5. Promote flexible development standards to accommodate evolving employment needs.

- Allow for flexible development standards to accommodate a variety of industries and private servicing requirements.

2.2 Prestige Rural Employment Area and Rural Employment Area

There are two (2) different land use designations within the Highway 401 and Concession 7 Rural Employment Area.

The *Prestige Rural Employment Area* is adjacent to Highway 401 and Concession 7 and is intended to accommodate businesses and light to medium industries that take advantage of the visibility from Highway 401. This area requires enhanced design standards due to visibility from this prominent transportation corridors.

The *Rural Employment Area* permits a broader range of industrial uses that would benefit from a rural location due to their need for larger sites and access to major transportation routes.

Design strategies are presented for: Site Plan Design and Built Form Design.

The Site Plan Design Guidelines address the following topics:

- Site design and layout;
- Access and circulation;
- Parking and loading;
- Landscaping;
- Outdoor storage;
- Signage;
- Lighting; and
- Sustainability

The Built Form Design Guidelines address the following topics:

- Building height and massing;
- Building façade, materials and elevations; and
- Building entrances

Within each of these topics, design guidelines are further organized as follows:

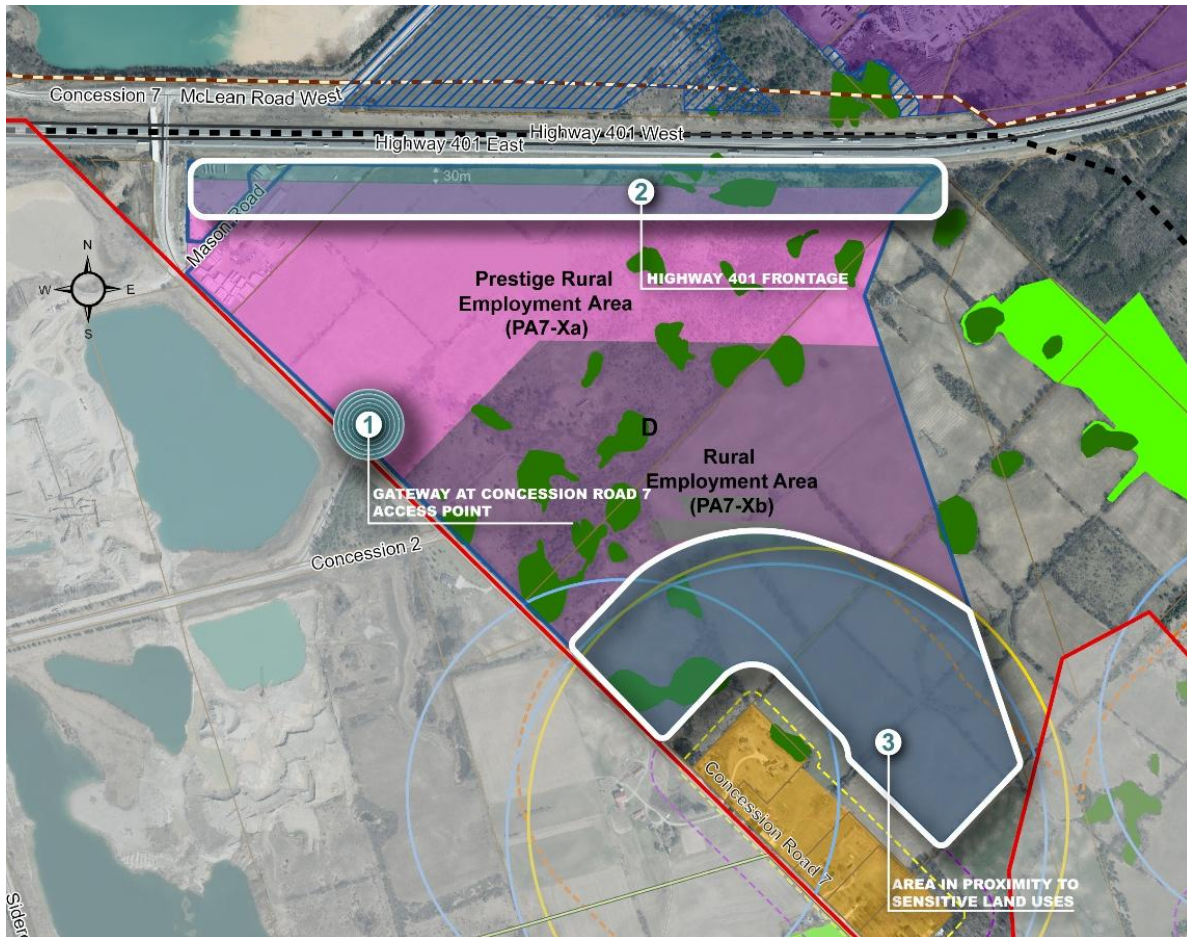
- **General:** Applicable to all land use designations within the rural employment area;
- **Prestige Rural Employment Area:** Applicable to lands designated Prestige Rural Employment Area; and
- **Rural Employment Area:** Applicable to lands designated Rural Employment Area.

2.3 Focus Areas

There are three (3) specific focus areas identified for their high visibility and prominence from the public, or locations that require strategic interfaces with adjacent uses. This document will provide specific guidelines for the following Focus Areas, as illustrated in **Figure 2**.

- **Focus Area #1:** Gateway at Concession Road 7 Access Point
- **Focus Area #2:** Highway 401 Frontage
- **Focus Area #3:** Area in Proximity to Sensitive Land Uses

Figure 2. Map of the three (3) Focus Areas



3. Design Guidelines

3.1 Site Plan Design Guidelines

3.1.1 Site Design and Layout

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
1. Buildings shall be oriented to face the	1. Development shall be located and sited in highly visible locations	1. Front and side yard setbacks shall be increased proportionally

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>highway and/or major roads.</p> <p>2. Site layout and building orientation is encouraged to be designed to maximize solar gain and capture solar energy through elements such as windows as a form of passive heating.</p> <p>3. Outdoor storage and display areas are not recommended, but where they are necessary, display areas should be orderly and related to the business.</p>	<p>such as near gateways, highways, or major roads.</p> <p>2. Buildings shall generally be located to front Highway 401 where possible.</p> <p>3. Building walls shall be proportional to the lot frontage to support a well-defined and consistent street edge.</p> <p>4. Outdoor storage and display areas are not permitted between the building and Highway 401.</p> <p>5. Minimal parking shall be permitted between the building and Highway 401.</p> <p>6. No loading spaces or loading bays shall face Highway 401.</p>	<p>for taller and/or more intensive uses.</p> <p>2. In addition to required setbacks, further separation distances will be required for any outdoor uses (e.g outdoor storage) and adjusted according to the intensity of the use.</p> <p>3. Outdoor storage and display areas shall be located away from sensitive land uses such as residential uses.</p>

3.1.2 Access and Circulation

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Shared driveways with adjacent developments are encouraged to minimize disruption to roadways.</p> <p>2. Employee and visitor parking areas are</p>	<p>1. The number of site access points is to be minimized in order to maximize building frontage.</p> <p>2. Landscaped strips shall be planted along</p>	<p>1. Truck access shall not conflict with general passenger vehicle circulation.</p> <p>2. Employee and visitor parking areas should be separated from outdoor</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>encouraged to be separated from the loading and service areas.</p> <p>3. Safe pedestrian circulation shall be provided throughout the site, between the buildings and the street and parking area(s).</p>	<p>pedestrian walkways as a buffer between the driveway and/or parking area(s).</p>	<p>storage of goods and vehicles.</p>

3.1.3 Parking and Loading

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Parking shall generally be located in the rear or interior side yard.</p> <p>2. The visual impact of parking and loading facilities shall be minimized through landscape plantings and screening.</p> <p>3. Safe and efficient pedestrian circulation shall be promoted in parking areas and shall minimize potential pedestrian-vehicular conflicts through pavement markings, signage, and demarcated routes.</p> <p>4. Loading areas shall not face sensitive land uses.</p>	<p>1. Minimal parking shall be permitted between the primary entrance and the street and along Highway 401. Appropriate screening techniques shall be utilized where parking is provided along the street or the highway.</p> <p>2. Parking shall be located in the rear yard. Where demonstrated that it is necessary to be located in the side yard, it must be appropriately screened from public view.</p> <p>3. Loading, servicing, and garbage facilities are not permitted to face the highway or street.</p>	<p>1. The general design strategies apply.</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>5. Adequate lighting shall be provided in parking and loading areas.</p> <p>6. Secure bicycle storage is encouraged to be provided where appropriate.</p>	<p>They must be screened in a manner compatible with the architectural character of the building.</p>	

3.1.4 Landscaping

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Landscaping shall consist of non-invasive and native species that are low maintenance, and pest- and disease-resilient.</p> <p>2. Accent planting and coordinated signage is encouraged at the main driveway entrances, subject to sight-line requirements.</p> <p>3. There should be a significant minimum landscape buffer provided where industrial uses are adjacent to residential and/or open spaces. This buffer shall consist of plantings such as high shrubs and dense tree coverage that obscures views of the industrial development</p>	<p>1. A large portion of the lot perimeter should be landscaped with buffer plantings, screening, and/or street trees.</p> <p>2. Landscaping shall not obstruct important views to the main building nor sightlines from site access points.</p> <p>3. Developments should incorporate high-quality and decorative landscaping, as well as paving treatments to complement the building frontage.</p> <p>4. Fencing in public view is encouraged to incorporate upgraded materials such as cast iron, metal slats, or wood.</p>	<p>1. Landscaped treatments shall be incorporated within building setbacks to achieve enhanced buffering.</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>from the adjacent residential and/or open space uses.</p> <p>4. Fencing and screening is encouraged to reflect the character of an existing area in terms of materials, visual permeability, and height.</p>		

3.1.5 Outdoor Storage

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Outdoor storage shall not abut the highway or street.</p> <p>2. Where outdoor storage is proposed, effective screening must be implemented.</p> <p>3. Storage enclosures are encouraged to be constructed of materials that match or complement the building material.</p> <p>4. Outdoor storage shall not face sensitive land uses such as residential.</p>	<p>1. No outdoor storage is permitted.</p>	<p>1. The general design strategies apply.</p>

3.1.6 Signage

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<ol style="list-style-type: none">1. Signage shall be placed at entry points and designed to be consistent with the rural character of the area.2. Signage shall be designed to be an appropriate scale and to be clearly visible from the street in a manner that does not overwhelm the site.3. Signage shall be appropriately lit for nocturnal visibility and exposure.	<ol style="list-style-type: none">1. Signage shall complement and be consistent with the overall building design and material palette.2. Buildings with multiple occupants are to integrate signage into the building façade to reduce sign clutter.	<ol style="list-style-type: none">1. The general design strategies apply.

3.1.7 Lighting

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<ol style="list-style-type: none">1. Pedestrian-scale lighting shall be incorporated throughout the site and parking area to improve safety and functionality of the site.2. Lighting shall be energy efficient and dark-sky compliant.3. Spill-over lighting shall be avoided.	<ol style="list-style-type: none">1. Additional lighting should create enhanced aesthetics.2. Lighting is encouraged to be used as an accent feature to highlight architectural and landscaping elements.	<ol style="list-style-type: none">1. The general design strategies apply.

3.1.8 Sustainability

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p><u>Site Planning</u></p> <ol style="list-style-type: none"> 1. Low impact development (LID) methods which filter, absorb, and/or store stormwater runoff such as rain gardens and bioswales shall be incorporated throughout the site. 2. Existing significant trees and vegetation shall be preserved, where possible. 3. Developments are encouraged to incorporate energy-efficient and water-efficient practices. 4. Areas such as driveways and parking areas are encouraged to incorporate permeable paving where possible within permitted standards. <p><u>Built Form</u></p> <ol style="list-style-type: none"> 5. Buildings are encouraged to incorporate sustainable building design measures that are aligned with the Canada Green Building Council (CAGBC) certification 	<p><u>Site Planning</u></p> <ol style="list-style-type: none"> 1. Areas allocated for carpool and/or electric vehicle chargers are encouraged to be provided. <p><u>Built Form</u></p> <ol style="list-style-type: none"> 2. Green roofs are encouraged for large buildings in order to minimize storm water runoff. 3. Large buildings shall include high albedo/reflective surfaces in order to mitigate the heat island effect. 4. Renewable energy such as solar panels and wind turbines are encouraged to be incorporated in the development where possible. 	<ol style="list-style-type: none"> 1. The general design strategies apply.

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>standards or through a CAGBC Alternative Compliance Pathway (ACP), which provides a locally-relevant, equivalent means of demonstrating compliance with sustainability standards.</p> <p>6. Adaptive reuse of building materials are encouraged in new developments, where possible.</p> <p>7. Building materials shall be selected to be durable, and where possible, consisting of recycled products.</p>		

3.2 Built Form Design Guidelines

3.2.1 Building Height and Massing

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Building and ground-floor heights are encouraged to be flexible to accommodate evolving employment uses.</p> <p>2. Large expanses of building elevations shall incorporate wall projection and/or recess, dynamic</p>	<p>1. Industrial components shall be located to the rear of the site.</p> <p>2. Building and ground-floor heights should reflect the nature of operations and use, including accessory office and administrative uses.</p>	<p>1. Office areas in the building shall have maximum exposure to streets, as applicable.</p> <p>2. Buildings are encouraged to be no longer than 100 metres.</p>

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
architectural articulation and/or changes in colours and materials to break up their massing.	<p>3. Buildings shall be consistent and compatible with adjacent buildings in terms of scale and massing, height, and configuration.</p> <p>4. Buildings are encouraged to be no longer than 80 metres.</p>	

3.2.2 Building Façade, Materials and Elevations

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<p>1. Buildings are encouraged to exhibit a high-standard of architectural design.</p> <p>2. Building facades facing the highway and/or major roads shall not have blank facades and shall utilize various materials, architectural treatments, and articulation to generate visual interest.</p>	<p>1. Glazing along the building frontage is encouraged to ensure visibility indoors.</p> <p>2. The material palette of a building is encouraged to include variety as well as well-proportioned materials and colours to create visual interest and avoid monotony.</p> <p>3. Building materials should be high-quality and durable in a manner that will retain its appearance overtime.</p>	<p>1. The main office/visitor area should be designed with high quality materials and architectural treatments.</p> <p>2. Street-oriented building facades shall have high quality materials and architectural treatment.</p>

3.2.3 Building Entrances

A. GENERAL	B. PRESTIGE RURAL EMPLOYMENT AREA	C. RURAL EMPLOYMENT AREA
<ol style="list-style-type: none">1. Building entrances shall be coordinated with the placement of pedestrian walkways.2. Entrances are encouraged to be emphasized through canopies, awnings, and other architectural elements.3. Steps and ramps are encouraged to be architecturally integrated into the building.4. Access ramps shall be located as close as possible to the most direct barrier-free path of travel.	<ol style="list-style-type: none">1. Buildings shall provide entrances that are oriented to the streets where possible.2. Entrances shall be prominent and visible.	<ol style="list-style-type: none">1. The general design strategies apply.

3.3 Focus Areas Design Guidelines

3.3.3 Focus Area #1: Gateway at Concession Road 7 Access Point

This focus area is intended to establish a strong sense of arrival and help define the identity of the Rural Employment Area. Located at the intersection of Concession Road 2A and Concession Road 7, approximately 450 metres south of Mason Road, this access point serves as a key entry into the employment area. It presents a unique opportunity to create a visually distinctive and welcoming gateway that reflects the Township's vision for a high-quality and context-sensitive rural employment area.

Design Strategies	General Guidelines
Signage	<ol style="list-style-type: none"> 1. Incorporate gateway signage on Concession 7 at the access point to the rural employment area. 2. Any signage is to have a low-to-ground profile, not backlit, using natural materials to suit the rural context. 3. The signage should include the future name of the employment area within the gateway feature. 4. Tall directory signs should not be utilized.
Landscaping	<ol style="list-style-type: none"> 5. Use enhanced landscaping with a combination of native trees, and seasonal plantings to create a visually appealing and distinctive entrance.
Lighting	<ol style="list-style-type: none"> 6. Use restrained lighting to enhance the gateway signage elements and reinforce the sense of arrival while respecting the rural character. Downlighting is recommended.
Building Design	<ol style="list-style-type: none"> 7. Design buildings located at gateway intersections to the highest architectural standards, with distinctive and attractive building and elevation design that is compatible with the rural character of the area. 8. Corner buildings should address all streets they front onto through the provision of entrances, and articulate and engaging elevation design. 9. Position signage on the building façade if needed, incorporating design elements that complement the Township's branding and create a welcoming experience.

3.3.4 Focus Area #2: Highway 401 Frontage

The northern boundary contains the Prestige Rural Employment Area adjacent to Highway 401. Buildings and design in this focus area should be prioritized for an elevated standard of design due to their high visibility from the highway, creating a defined image of the Township of Puslinch.

Design Strategies	General Guidelines
Signage	<ol style="list-style-type: none"> 1. Signage design must adhere to any applicable Township By-laws and Ministry of Transportation (MTO) requirements. The

Design Strategies	General Guidelines
	<p>design should be compatible with the rural character of the area.</p> <ol style="list-style-type: none"> 2. Signage should be integrated into building design to reduce clutter. Rooftop signs should not be utilized. 3. Signage sizes should be appropriate to the speed and scale of the highway environment. Signage that is incorporated on building facades oriented to the highway should not dominate building facades.
Landscaping	<ol style="list-style-type: none"> 4. Subject to the MTO's regulations, the entire area between the buildings and the Highway 401 should incorporate enhanced landscaped treatment which should include a vegetative landscape buffer and may include a berm and fences. 5. Provide landscape treatment that can be perceived while traveling at high speed. This may involve large, simple, repetitive and/or bold landscaping features. 6. Coordinate consistent treatment along Highway 401 to establish a distinct identity for the employment lands.
Lighting	<ol style="list-style-type: none"> 7. Lighting design should adhere to the relevant by-laws for the Township of Puslinch and MTO. 8. Accent lighting to emphasize building design and landscape elements should be provided. 9. Light emitting diodes (LEDs), solar power, road reflectors and other alternative lighting and energy sources are encouraged for energy efficiency.
Building Design	<ol style="list-style-type: none"> 10. Building facades oriented towards Highway 401 shall be designed with the highest architectural quality and standards. A great amount of articulation is encouraged to create visual interest, and may include building projections, material variations and fenestration arrangement. Interior active uses (i.e. offices, common space) are encouraged to be oriented towards the Highway. 11. Where taller buildings are proposed in the Rural Employment Area, they should be concentrated along Highway 401. The massing of such buildings needs to be appropriately designed to not detract from the rural character of the surrounding areas.

Design Strategies	General Guidelines
Outdoor Storage, Parking and Service Areas	<p>12. Outdoor storage and display of items that are visible from Highway 401 are not permitted.</p> <p>13. Parking and loading facilities generally shall not be located between buildings and Highway 401.</p>

3.3.5 Focus Area #3: Area in Proximity to Sensitive Land Uses

The lands east of Concession Road 7 and north of Calfass Road, adjacent to existing rural residential uses, is a focus area requiring careful planning to ensure compatibility between residential and employment uses. This focus area encompasses the lands 70-metres to 300-metres from the existing rural residential uses (based on distances identified in the MECP D-6 guidelines).

This focus area is also subject to the MDS requirements related to livestock and manure storage facilities in the vicinity. While the livestock and manure storage facilities remain in operation, employment uses within the MDS setback would be restricted.

Design Strategies	General Guidelines
Compatible Uses	1. Encourage land uses compatible with both the industrial operations and sensitive land uses, such as those permitted under the definition of an Employment Area in the Provincial Planning Statement (PPS) and the <i>Planning Act</i> , within this focus area as buffer.
Building Location and Orientation	<p>2. Locate and orient buildings and activities that are potential sources of noise, dust, odour and vibration away from this focus area where feasible and in accordance with the relevant guidelines from the MECP.</p> <p>3. Consider locating uses and functions that do not generate adverse impacts on sensitive uses in this focus area, such as landscaping, septic beds and stormwater management ponds.</p>
Outdoor Storage	4. Discourage outdoor operations and outdoor storage of goods, materials and waste materials within this focus area, especially in proximity to the westerly and southerly edges of the focus area.
Landscaping & Buffering	5. Enhanced landscaping and buffering features, such as berms, noise attenuation walls, privacy fences, trees and substantive landscape strips to screen any sources of nuisance from view

Design Strategies	General Guidelines
	shall be provided adjacent to all rural residences and rural residential clusters.

4. Concept Cross-Sections for Roads

This section illustrates concept cross-sections for local roads within the Rural Employment Area. This section will also present a modified local road cross-section for Concession Road 7, which serves as the primary access to the Rural Employment Area. The main objective for Concession Road 7 is to preserve its rural character, while future local roads will strive to achieve high-quality, pedestrian oriented streetscapes with their own distinct character.

Concession Road 7 Cross-Section

Concession Road 7 is a Township of Puslinch Road, with a rural profile, that forms the western boundary of the employment lands and serves as a primary access road. As a key interface, it functions as the main frontage for the proposed employment uses. The interface between the private and public realm should feature enhanced landscape treatments, building upon the existing rural cross-section. Refer to **Figure 1** below for the typical Concession Road 7 cross-section.

Future Local Roads

Any future local roads developed as part of a development application should feature enhanced landscape treatments and informal seating areas to improve the streetscape. Design connections to enhance pedestrian access internally and implement traffic calming measures where pedestrian crossings are needed. Engineering studies will be required. Refer to **Figure 2** below for the concept future local road cross-section.

Figure 1 - Concept Cross-Section for Concession 7 Road

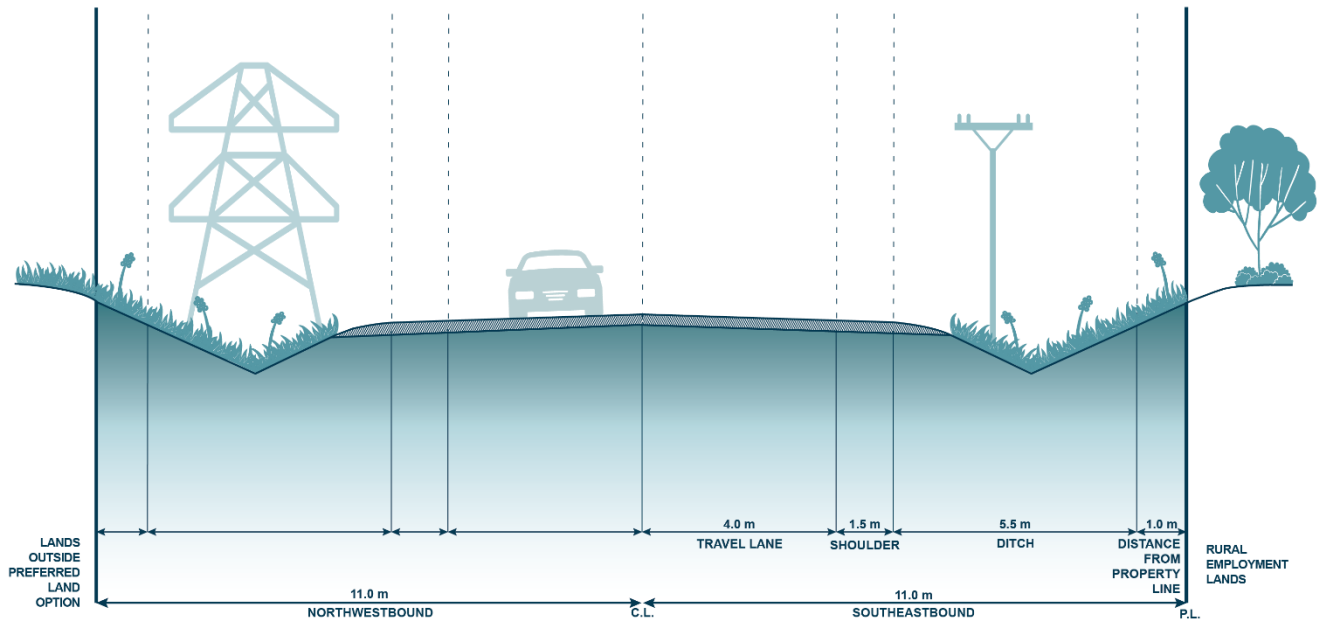
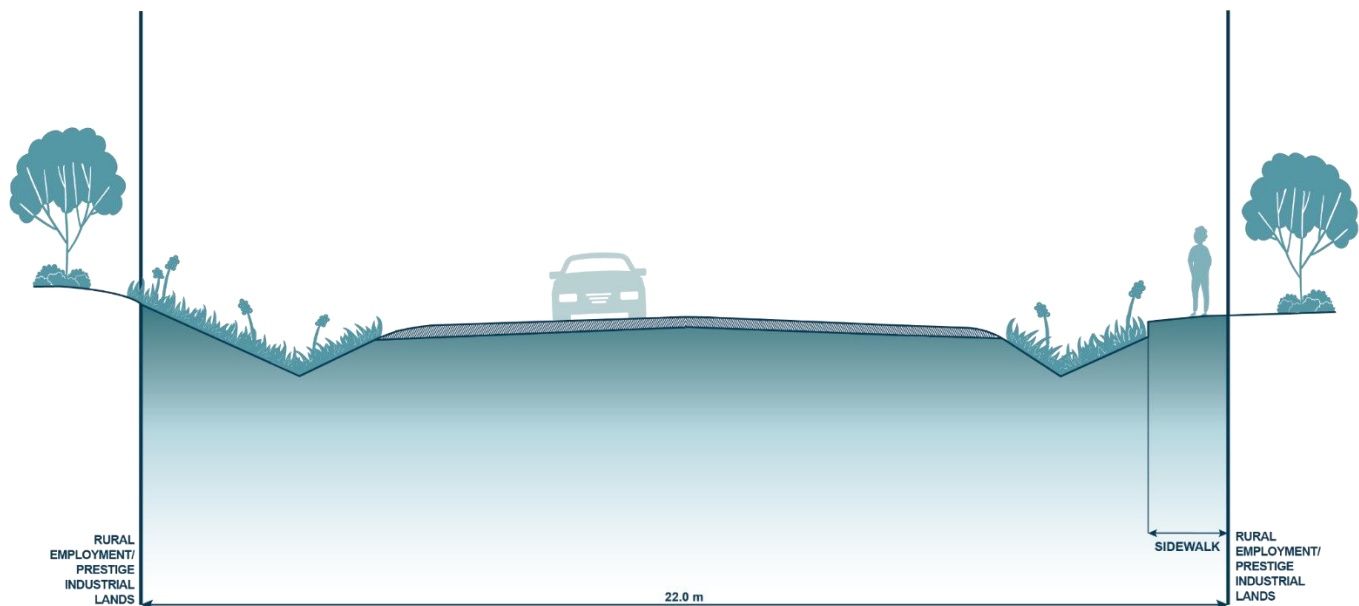


Figure 2 - Concept Cross-Section for Future Local Road



5. Design Guideline Review and Updates

The Township should review and update these design guidelines every five (5) years or as necessary to reflect evolving area needs, policy changes, building design standards, sustainable design practices, and/or the changing context of the area. Any updates of this document must remain conform with the applicable County Official Plan policies and the Township Zoning By-law, and should uphold the overall design vision and guiding principles established for the area.

Justine Brotherston

To: Admin
Subject: RE: Puslinch by Design - (SLU PEATS# 199)

From: Joan Zhao <Joan.Zhao@HydroOne.com>
Sent: Wednesday, July 2, 2025 2:06 PM
To: Admin <admin@puslinch.ca>
Cc: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>; Joan Zhao <Joan.Zhao@HydroOne.com>
Subject: Puslinch by Design - (SLU PEATS# 199)

Caution! This message was sent from outside your organization.

[Allow sender](#) | [Block sender](#) | [Report](#)

Hi There,

Hydro One received the attached Employment Lands Study – the Land Options Report dated Feb 2025. Please be advised that Hydro One has transmission lines in the area. In particular, Options D & E will impact Hydro One high voltage transmission lines, lands owned by Hydro One. We would need to review your design when it is ready. The [Compatible Land Use | Hydro One](#) link would be of assistance in your planning stage.

When you have come up with a plan effecting Hydro One's asset, please contact this office. I will work with you to obtain a secondary land use approval(s) from relevant stakeholders. Do not hesitate to call if you have questions.

Thanks,

Joan Zhao SR/WA

Sr. Real Estate Coordinator
Facilities & Real Estate
Hydro One Networks Inc.

C: (416) 573-7987 | F: (905) 946-6242

P.O. Box 4300 | Markham ON | L3R 5Z5

Courier: 185 Clegg Road | Markham ON | L6G 1B7

joan.zhao@hydroone.com

This e-mail message is intended only for the addressee. It contains privileged and/or confidential information. Any unauthorized copying, use or disclosure is strictly prohibited. If this message has been sent to you in error, please notify the sender immediately and delete it without reading, copying or forwarding to anyone. Thank you.



PLANWELL^{OM}

Follow Up

Phase 3B: Puslinch Residential Growth

Puslinch Council Presentation
July 23, 2025

Presentation Outline

Follow up from June 18, 2025 Council Meeting regarding:

- Rural severance lot size review
- Inclusion of Area D in the proposed Aberfoyle Expansion Study Area

Rural Severance Lot Size Review



Secondary Agricultural Area Residential Lots

Main Concerns if Undersized < 1 acre

- That the lot is big enough to support residential use (building envelope, septic, well and driveway)
- Technical matters related to water and wastewater servicing on smaller lots

Main Concerns if Oversized > 1 acre

- That there are good reasons for the lot to be larger
- Preservation of agricultural land

Secondary Agricultural Area

Minimum Lot Size in Official Plan

Section 10.4.4(a) addresses lot size criteria for the creation of individual residential lots in the Secondary Agricultural Area :

“the lot generally meets a 0.4 ha minimum lot size and is not larger than needed to accommodate the intended residential use, consisting of the dwelling, accessory buildings and uses, and individual sewage and water services, while taking into account site constraints such as grading, sightlines, natural heritage features, hazardous lands, and minimum distance separation requirements;”

Comments

- Use of the term “generally” provides some flexibility to go below a 0.4 ha (1 ac) lot size in Secondary Agricultural Areas
- Other policies address servicing (10.1.3(b)) and hydrogeological requirements (10.1.4)

Secondary Agricultural Area

Maximum Lot Size in Official Plan

Section 10.4.4(a) addresses lot size criteria for the creation of individual residential lots in the Secondary Agricultural Area :


“the lot generally meets a 0.4 ha minimum lot size **and is not larger than needed to accommodate the intended residential use**, consisting of the dwelling, accessory buildings and uses, and individual sewage and water services, while taking into account site constraints such as grading, sightlines, natural heritage features, hazardous lands, and minimum distance separation requirements;”

Comments

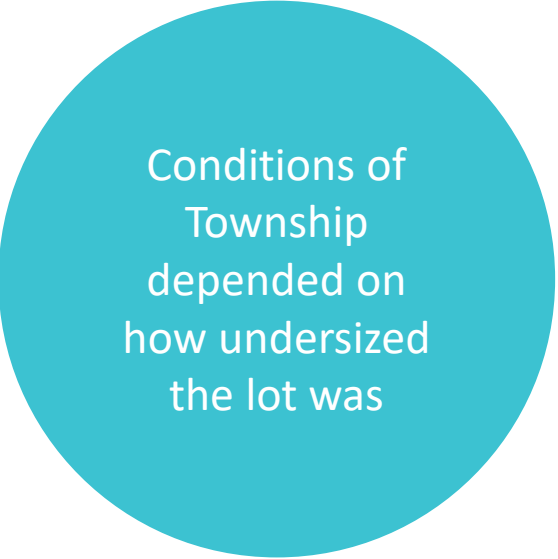
- The policy includes a broad range of constraints which might warrant consideration to go above a 0.4 ha (1 ac) lot size in Secondary Agricultural Areas plus criteria 10.4.4(d) addresses present or future potential for agricultural use

Review

- **Undersized and oversized** rural residential lots have been created in the Secondary Agricultural Area in Puslinch
- Our analysis focused on **undersized lots** due to the importance of addressing servicing constraints
 - Identified new lots under 1 acre in past 5 – 10 years
 - Reviewed comments and conditions



A small number
of undersized
rural residential
lots have been
created in
Puslinch



Conditions of
Township
depended on
how undersized
the lot was

Undersized Lots

Township Conditions of Approval

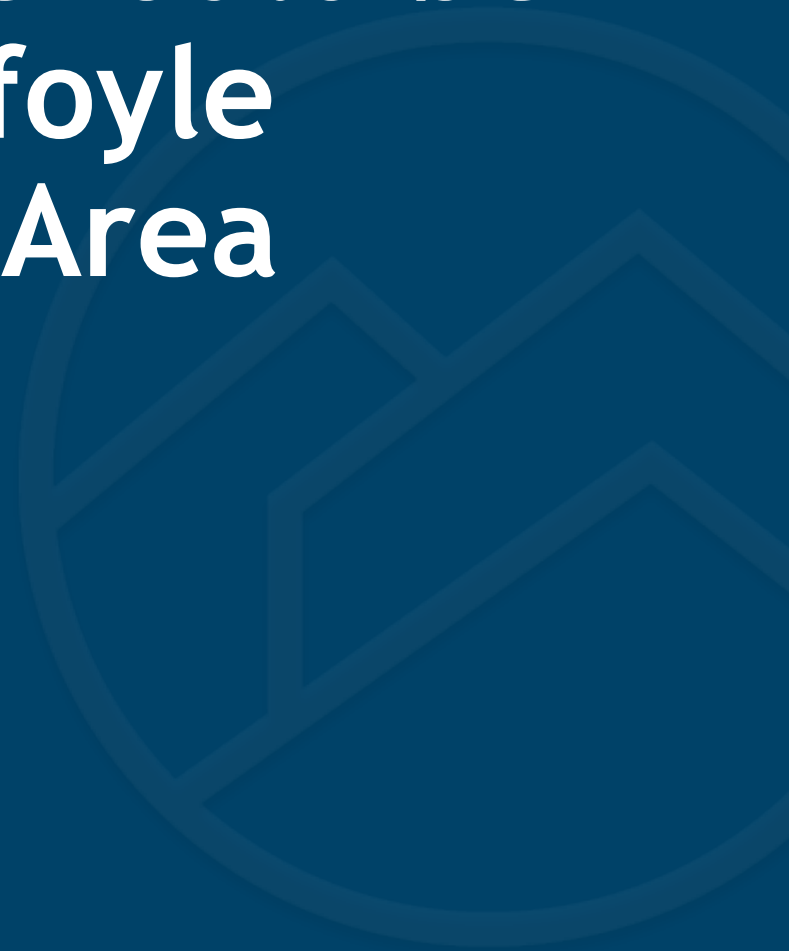
- Ensure that a Class 4 septic system can be supported along with the proposed building envelope, well and driveway
- More recently, a pre-development plan has been required to ensure that development is feasible
- Where warranted, a Hydrogeological Assessment could further support the viability of development and examine factors not covered by building code
- Require zoning compliance

Conclusion

Minimum and Maximum lot size policies appear to be reasonable, while allowing for flexibility based on site-specific circumstances.

The Township has successfully used conditions of approval to ensure that technical concerns related to water and wastewater servicing can be addressed for undersized lots.

Whether Area D should be included in Aberfoyle Expansion Study Area

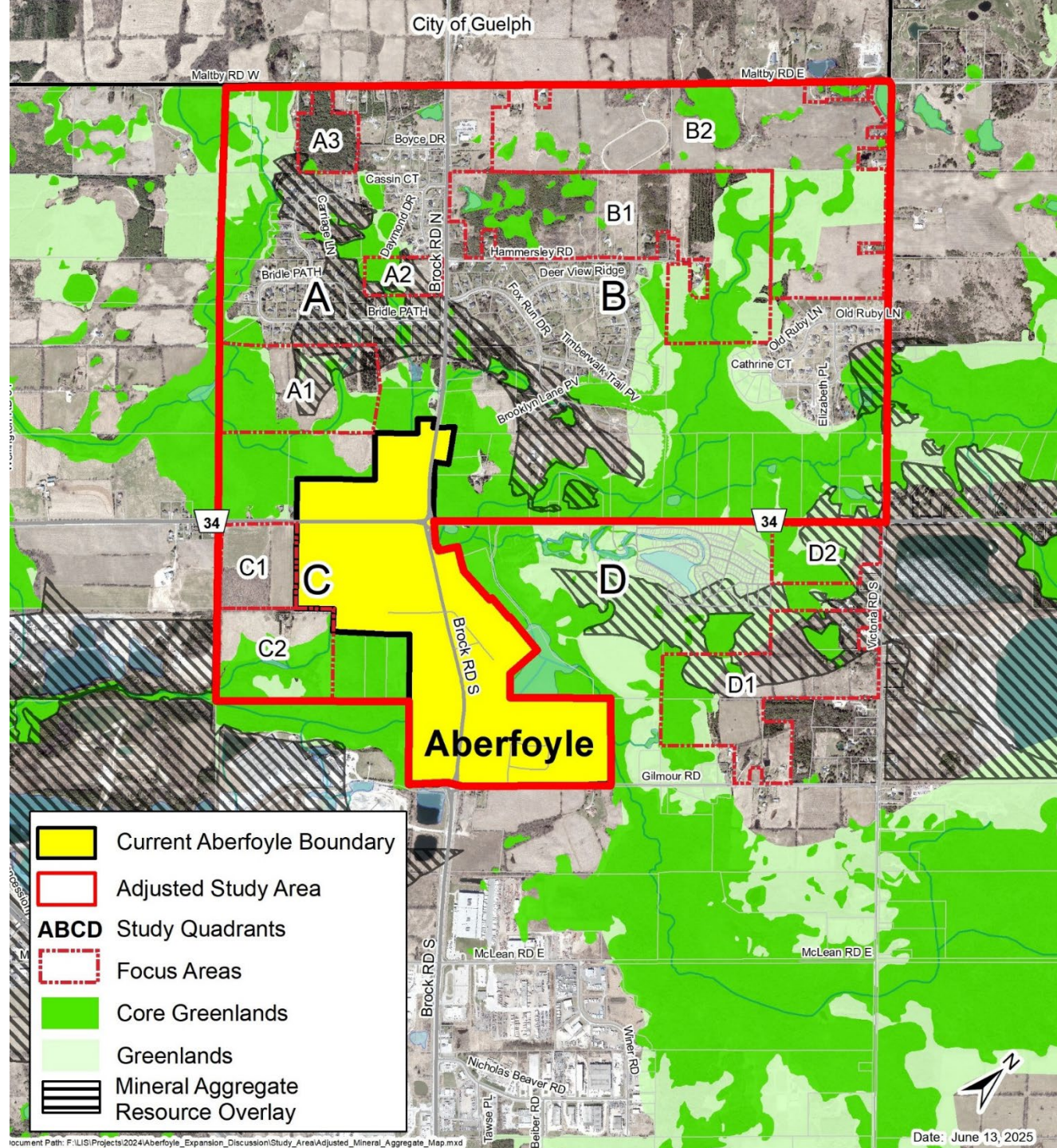


Aberfoyle Expansion Area D

- At the June 18th, 2025, Puslinch Council meeting, County Planning Staff recommended that Expansion Area D be excluded from the Aberfoyle Expansion Study Area due to existing constraints in the area.
- At this meeting Puslinch Council passed resolution 2025-215, which directed County planning staff to proceed with the Aberfoyle boundary expansion project, including a further review of the feasibility of including Expansion Area D in the Aberfoyle Expansion Study Area.

Adjusted Study Area

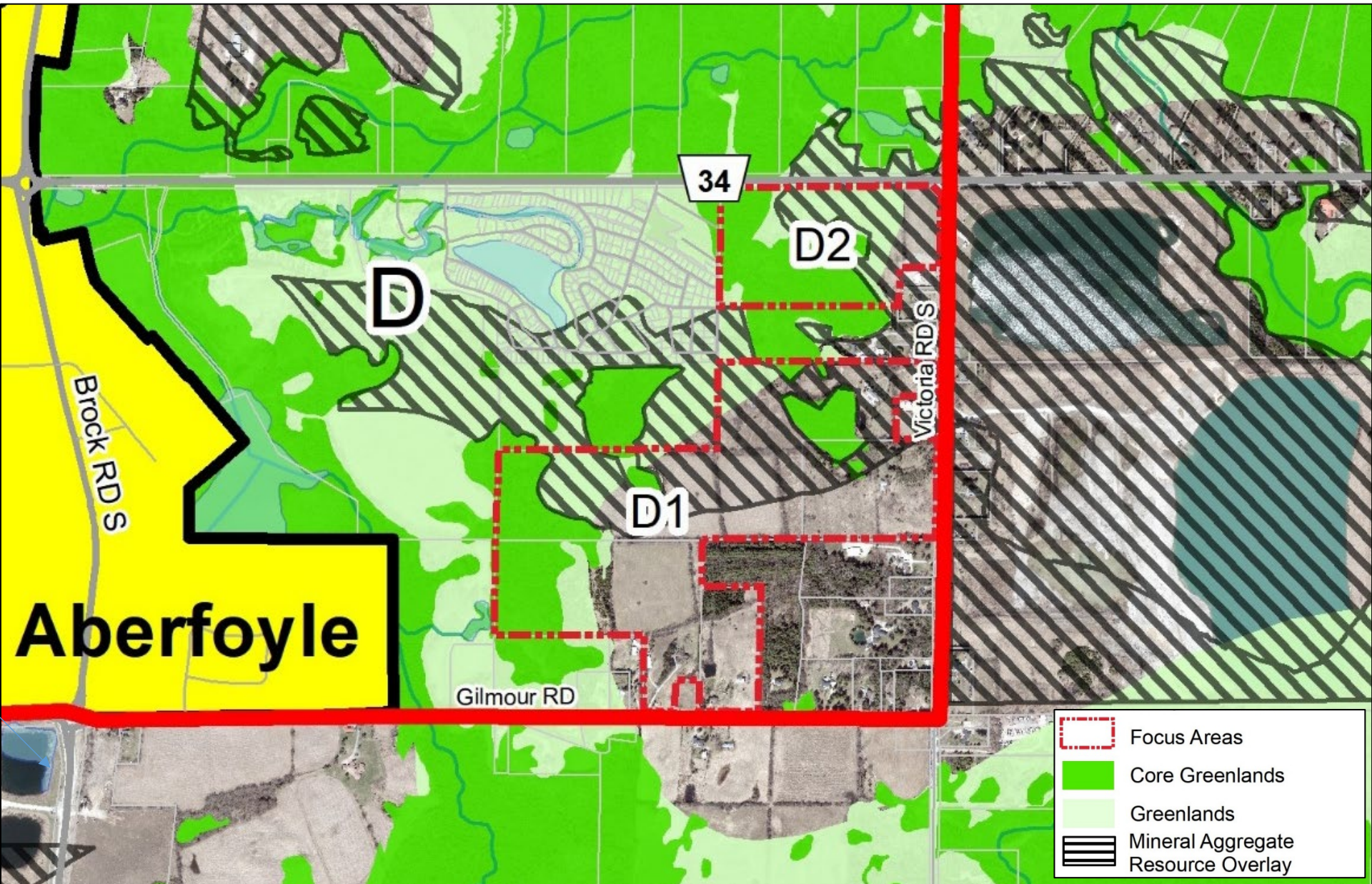
Proposed
Removal of
Quadrant D
including Area
D1 and D2



Technical Assessments

- Planning Staff are completing the following detailed assessments of the Study Area:
 - Aggregate Impact Assessment
 - Agricultural Impact Analysis
 - Planning Justification Report
- These assessments will inform the expansion limits of the Aberfoyle urban boundary identified in the draft Official Plan Amendment.

Area D Overview



Additional Review of Area D

- Planning Staff have advanced the Aggregate Impact Assessment inclusive of Area D and preliminary findings indicate:
 - Sand and gravel resources of primary significance are present in Area D
 - Land use, social and environmental constraints are present for resource development
 - Feasibility of extraction at this location appears to be low

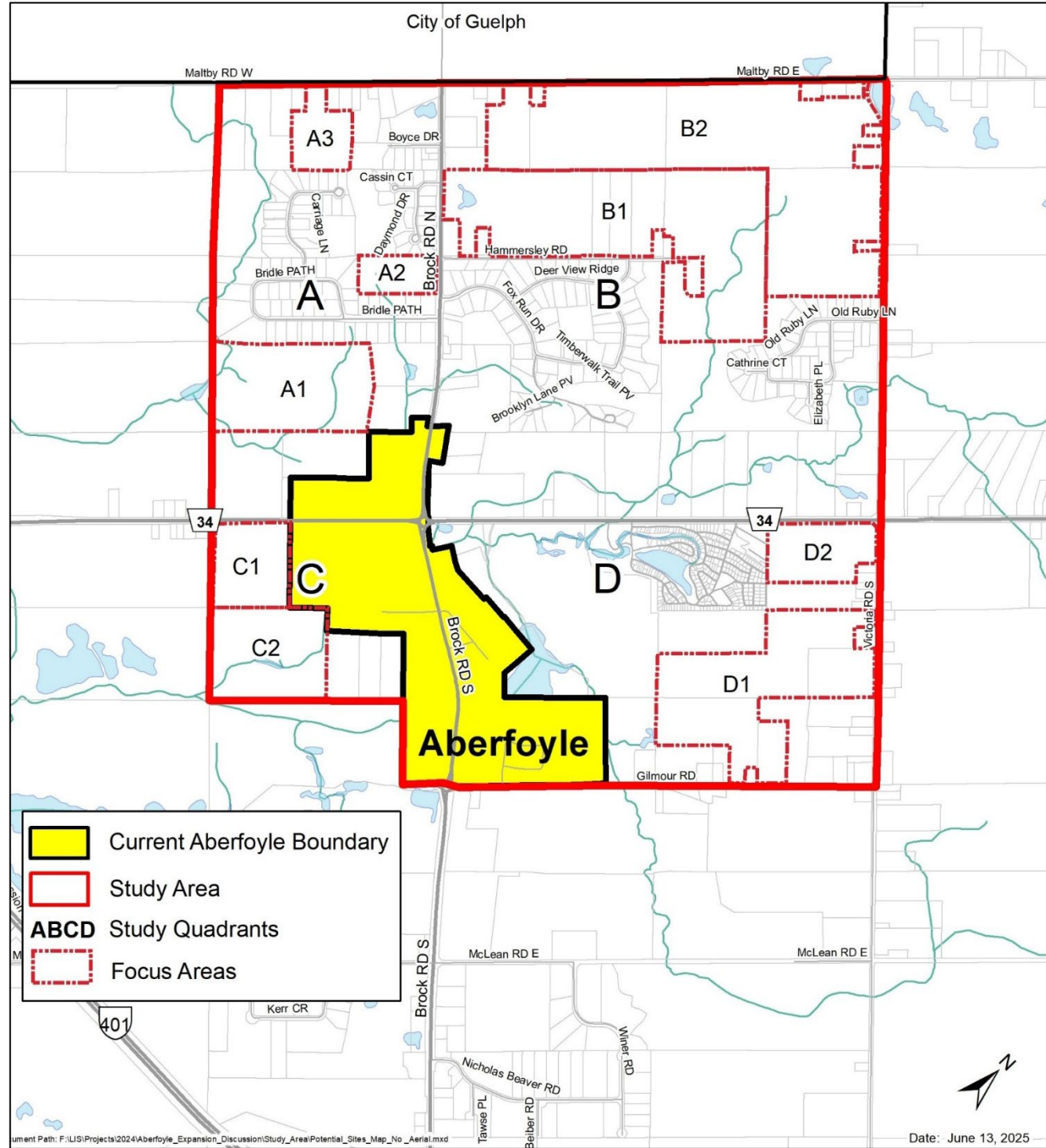
Conclusion

Based on preliminary analysis, it would be premature to remove Area D from consideration as part of the Aberfoyle Expansion Study Area

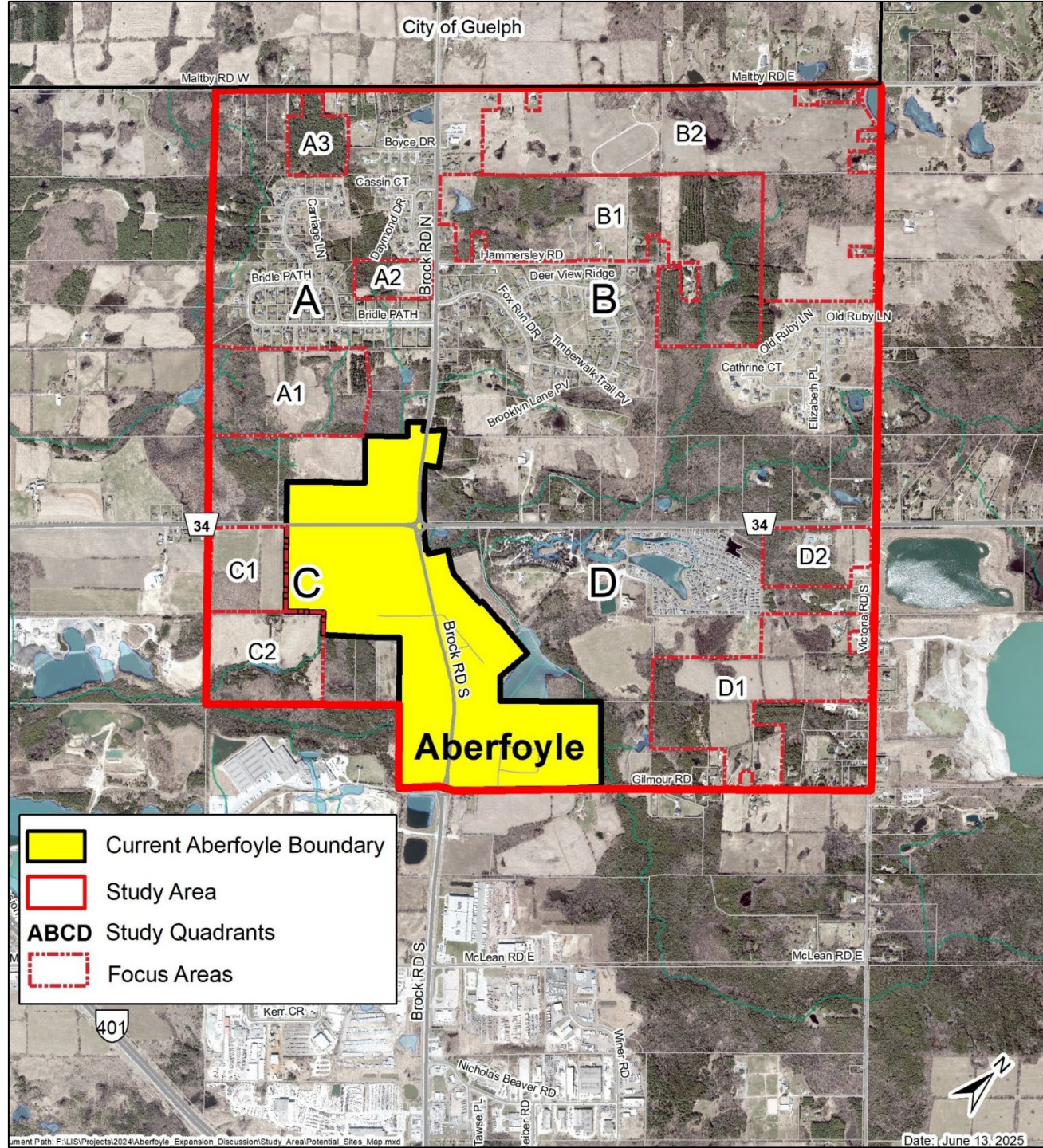
Planning staff are prepared to include Area D as part of the technical work (detailed assessments and evaluation of expansion)

Final Study Area

General area
previously
identified by
Township
Council



Aerial Photo



Next Steps

To proceed with draft OPA policies this fall, County planning staff seek direction from Puslinch Council regarding the following:

- Support for the final Aberfoyle Expansion Study Area boundary (including Area D) as set out in this presentation as basis for continuing with the technical work



For more information

Sarah Wilhelm
Manager of Policy Planning
sarahw@wellington.ca
519.837.2600 x2130

Jameson Pickard
Senior Policy Planner
jamesonp@wellington.ca
519.837.2600 x2300

Project website: www.wellington.ca/planwell

Project email: planwell@wellington.ca

Proposed changes to provide flexibility for water taking activities

ERO (Environmental Registry of Ontario) number	025-0730
Notice type	Regulation
Act	Ontario Water Resources Act, R.S.O. 1990
Posted by	Ministry of the Environment, Conservation and Parks
Notice stage	Proposal
Proposal posted	July 2, 2025
Comment period	July 2, 2025 - August 1, 2025 (30 days) Open
Last updated	July 2, 2025

This consultation closes at 11:59 p.m. on:

August 1, 2025

Proposal summary

We are proposing regulatory amendments that would give proponents greater flexibility and a streamlined process to apply for a permit to take water where a permit has been cancelled, expired or revoked under certain circumstances. These changes would allow proponents to keep their projects moving, while maintaining regulatory oversight.

Proposal details

The ministry is proposing to amend *Ontario Regulation 387/04* (water taking and transfer) under the *Ontario Water Resources Act* (OWRA) to give proponents greater flexibility and streamline the process to apply for a permit to take water where a permit has been cancelled, expired or revoked in certain circumstances, for previously approved water takings.

The proposed changes would mean proponents would not need to apply for a new permit to take water if the previous permit has recently been cancelled due to a change in ownership of the property on which the taking was

authorized or where the permit has recently expired. These proposed changes could provide relief to a proponent whose permit may have been cancelled due to an administrative oversight or error - for example, failing to notify the Ministry prior to the sale of a property.

To maintain regulatory oversight, proponents would only be allowed to apply for a permit using the streamlined process under certain conditions:

- the application must be for a taking of water that had been previously occurring under a permit to take water that had been issued by the ministry
- the proponent must submit the application within one year of the cancellation, expiry, or revocation of the permit
- the proposed taking of water must be from the same location and for the same amount or less as was approved under the previously issued permit to take water
- the proposed taking of water must be for the same purpose as authorized under the previously issued permit to take water

These proposed conditions would confirm that the proposed water takings are consistent with the water takings that occurred under the prior permit. The ministry would continue to review applications submitted through the streamlined process to confirm compliance with ministry requirements prior to deciding whether to issue the permit.

In circumstances where a permit has expired and a renewal application has been subsequently submitted, the director may issue a short-term permit on the same terms and conditions as the expired permit to authorize takings for less than one year, to provide time to consider an application to issue a renewal for the typical term of up to ten years. Any renewal application to extend the expiry date for more than one year or longer will continue to be posted for public comment on the Environmental Registry of Ontario (ERO).

The proposed regulatory amendments would also clarify that a permit issued under the above mentioned streamlined process for the purpose of producing bottled water is not a new permit subject to section 34.0.1(2) of the OWRA (Ontario Water Resource Act). With this change a municipal resolution would not be required before the permit is issued, as this permit would authorize the same amount of water taking from the same location as was authorized under the prior cancelled or expired permit.

Background

Water taking activities in Ontario are governed by the OWRA (Ontario Water Resource Act). With some exceptions, a permit to take water is required when a proponent wants to take more than 50,000 litres of water in a day.

Under the current framework, if proponents apply to renew their permit to take water at least 90 days prior to the expiry of the permit, the permit continues in force until the date the director decides whether to renew the permit or to refuse the renewal. If proponents miss this application window or if their permit to take water is cancelled due to other administrative triggers (such as a change in ownership) applying for a new permit to take water can place undue burden on the proponent for a water taking activity that was previously approved by the ministry.

Public consultation opportunities

This proposal has been posted for a 30-day public review and comment period. We encourage interested parties to make comments on this proposal. Comments made on this proposal will be considered before making a decision.

Regulatory impact assessment

The regulatory changes would support proponents by providing flexibility and allowing them to apply for permits for previously approved water takings instead of requiring them to apply and wait months for a new permit to take water.

We are working to develop a Regulatory Impact Assessment to determine potential costs or estimated savings related to this proposal.

Supporting materials

Related links

Permit to Take Water (<https://www.ontario.ca/page/permits-take-water>)

Ontario Water Resources Act
(<https://www.ontario.ca/laws/statute/90o40>)

View materials in person

Some supporting materials may not be available online. If this is the case, you can request to view the materials in person.

Get in touch with the office listed below to find out if materials are available.

Let us know what you think of our proposal.

Have questions? Get in touch with the contact person below. Please include the ERO (Environmental Registry of Ontario) number for this notice in your email or letter to the contact.

[Read our commenting and privacy policies. \(/page/commenting-privacy\)](/page/commenting-privacy)

Submit by mail

Permissions Modernization
Team

Client Services and Permissions
Branch

135 St. Clair Avenue West

Floor 1

Toronto, ON

M4V 1P5

Canada

Connect with us

Contact

Permissions Modernization
Team



permissions.modernization@ontario.ca

THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

BY-LAW NUMBER 2025-068

Being a by-law to confirm the proceedings of the Council of the Corporation of the Township of Puslinch at its Special Council meeting held on July 23, 2025.

WHEREAS by Section 5 of the *Municipal Act, 2001, S.O. 2001, c.25* the powers of a municipal corporation are to be exercised by its Council;

AND WHEREAS by Section 5, Subsection (3) of the *Municipal Act*, a municipal power including a municipality's capacity, rights, powers and privileges under section 8, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise;

AND WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Township of Puslinch at its Special Council meeting held on July 23, 2025, be confirmed and adopted by By-law;

NOW THEREFORE the Council of the Corporation of the Township of Puslinch hereby enacts as follows:

- 1) The action of the Council of the Corporation of the Township of Puslinch, in respect of each recommendation contained in the reports of the Committees and each motion and resolution passed and other action taken by the Council at said meeting are hereby adopted and confirmed.
- 2) The Head of Council and proper official of the Corporation are hereby authorized and directed to do all things necessary to give effect to the said action of the Council.
- 3) The Head of Council and the Clerk are hereby authorized and directed to execute all documents required by statute to be executed by them, as may be necessary in that behalf and the Clerk authorized and directed to affix the seal of the said Corporation to all such documents.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 23 DAY OF JULY 2025.

James Seeley, Mayor

Justine Brotherston, Interim Municipal Clerk