

Puslinch By Design - Employment Lands Study

RECOMMENDED LAND OPTION AND LAND USE REPORT

County of Wellington & Township of Puslinch
June 2025



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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.

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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

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

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)



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)



The background features two large, abstract, rounded shapes in shades of teal. One shape is in the top-left corner, and the other is in the bottom-right corner. The text is centered between them.

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.

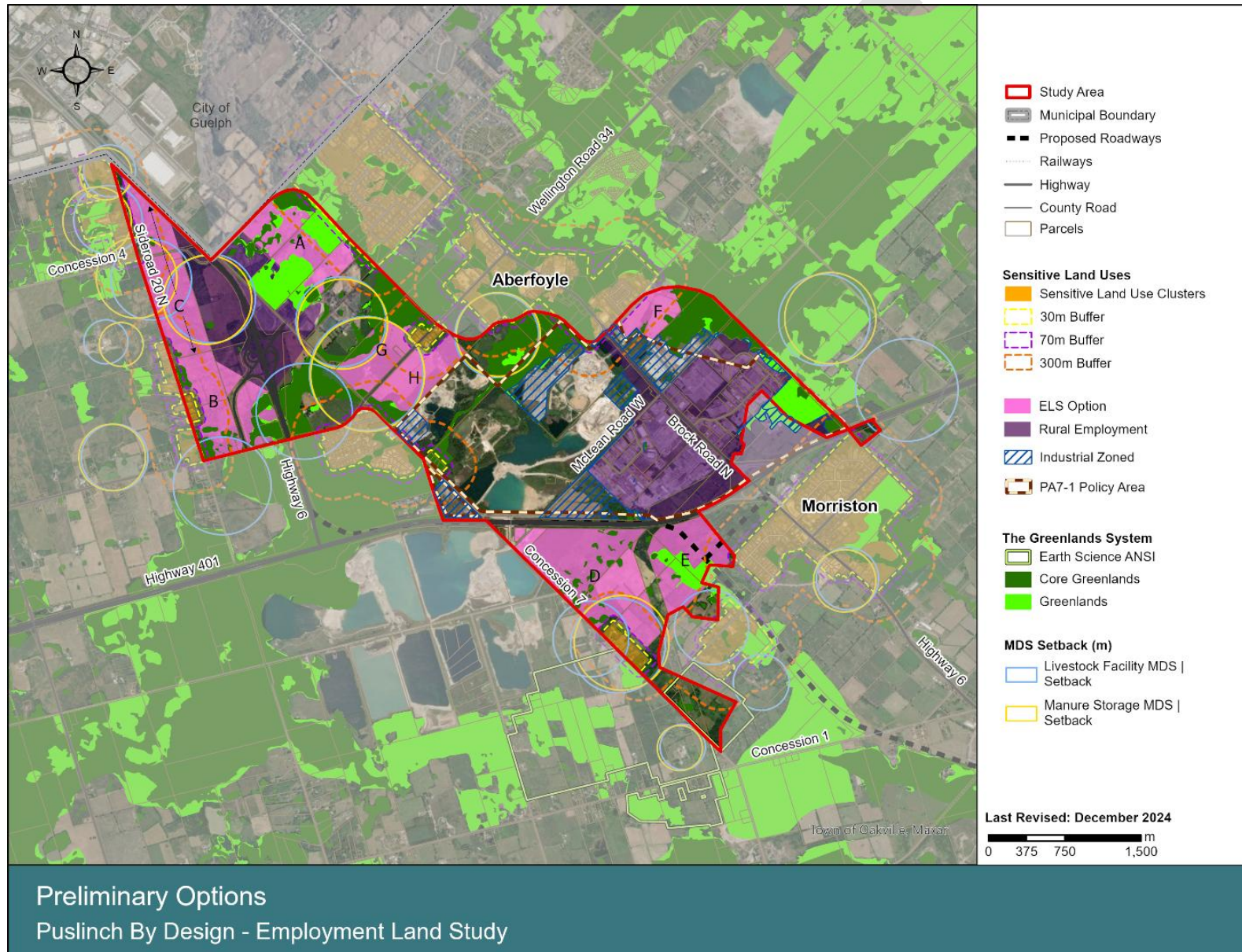
Option E has been removed from the land options and will not be assessed.

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 forward carried	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 forward carried	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 forward carried	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.

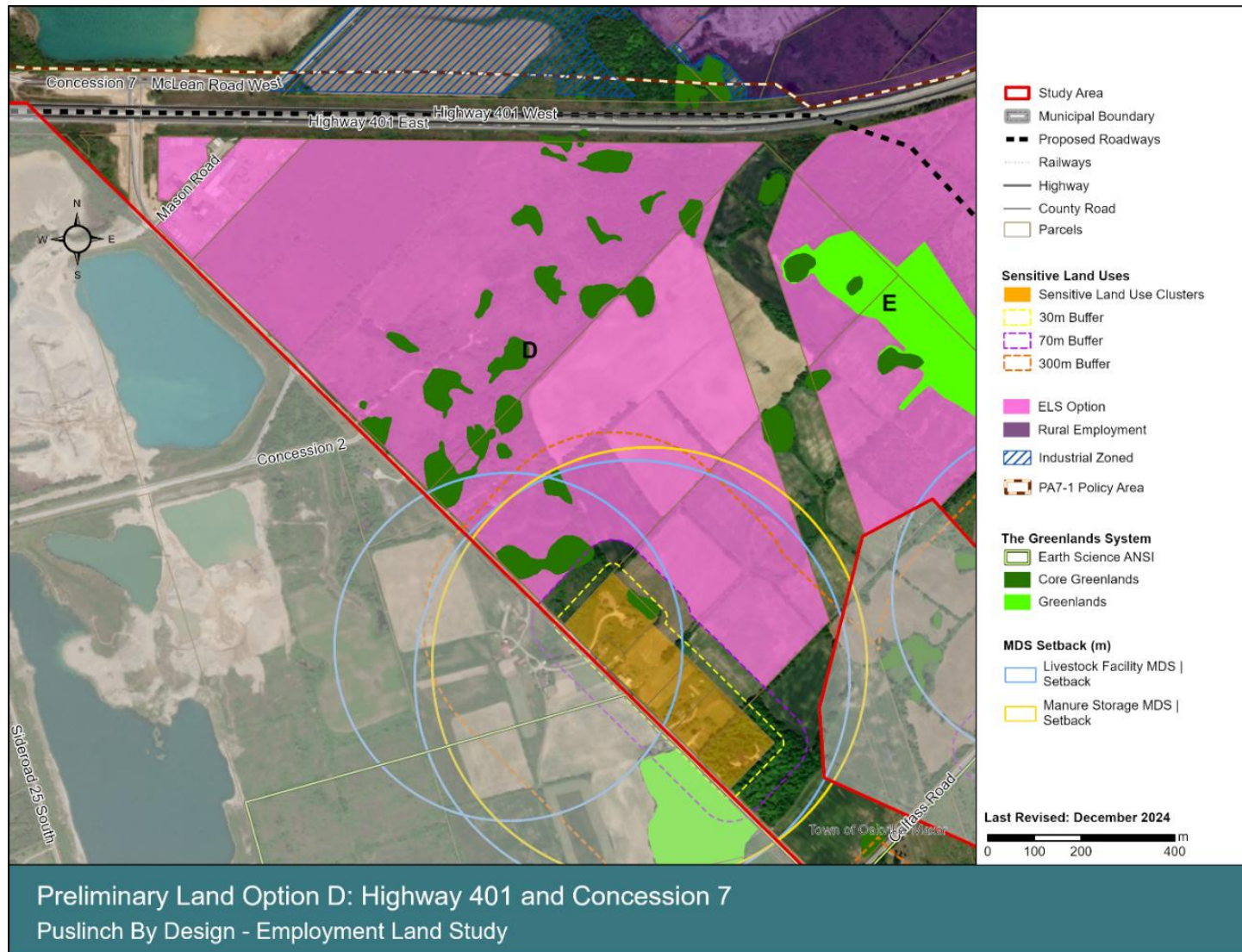
Option D offers several strengths that position it as the Preferred Land Option. The site’s relatively flat topography is anticipated to minimize site preparation costs, while frontage on Highway 401 enhances visibility and business promotion potential. Further, the site benefits from upgraded truck-accessible 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

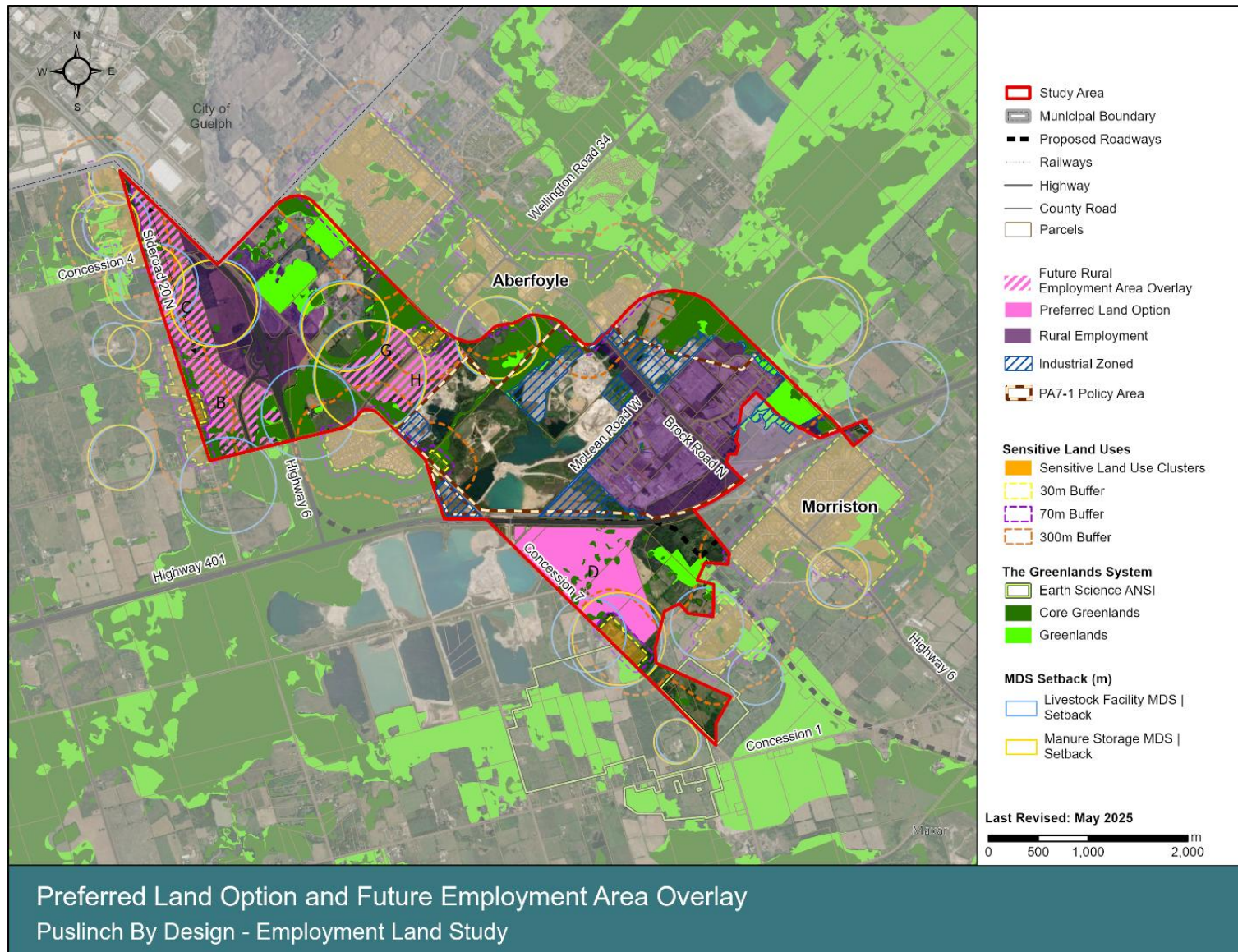
Puslinch Township Council at their meeting on April 16, 2025, provided direction that the remaining land options be considered for future rural employment growth. It is recommended that additional lands be identified in the County of Wellington Official Plan within a “*Future Rural Employment Area*” 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.

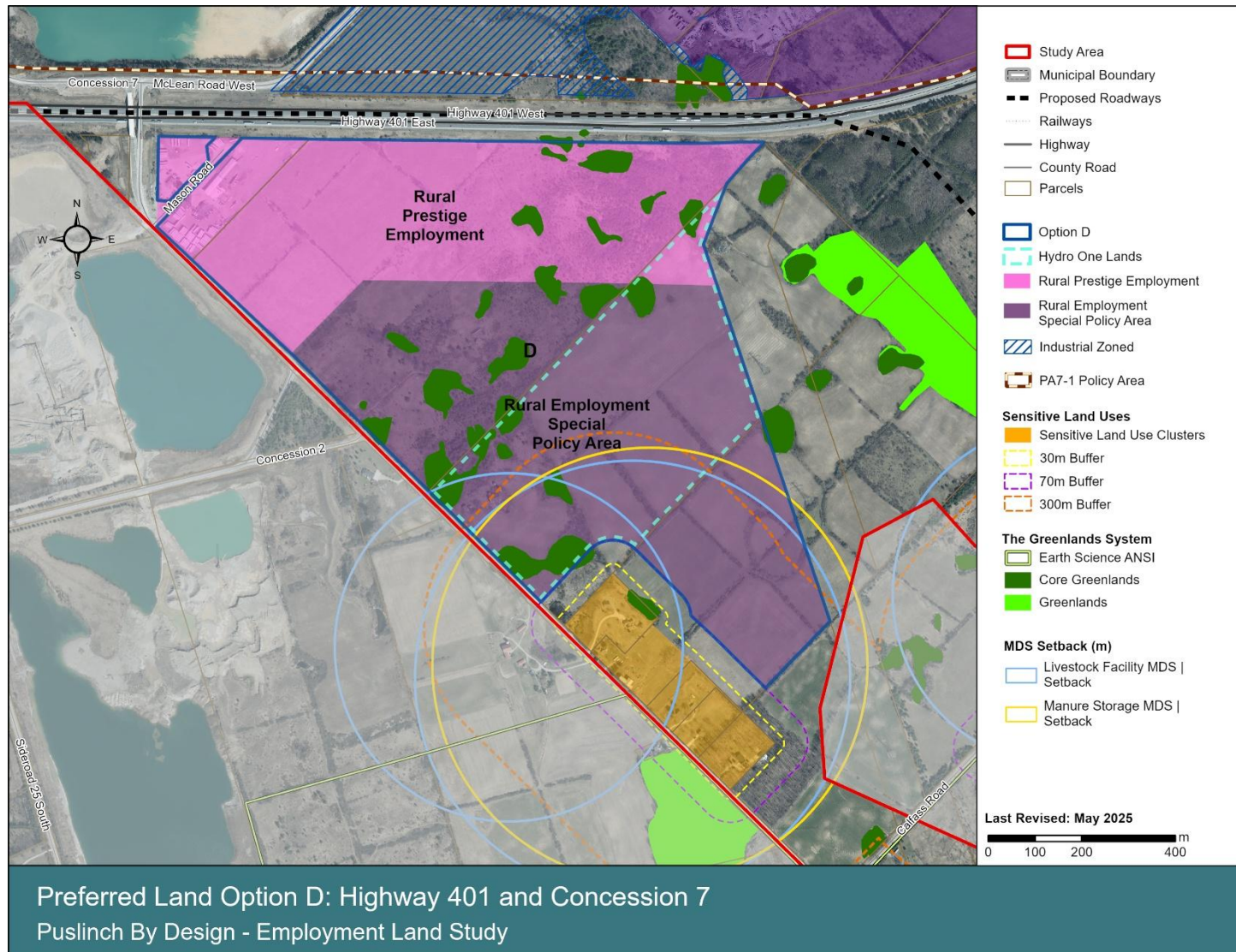
Future Rural Employment Area Overlay

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>

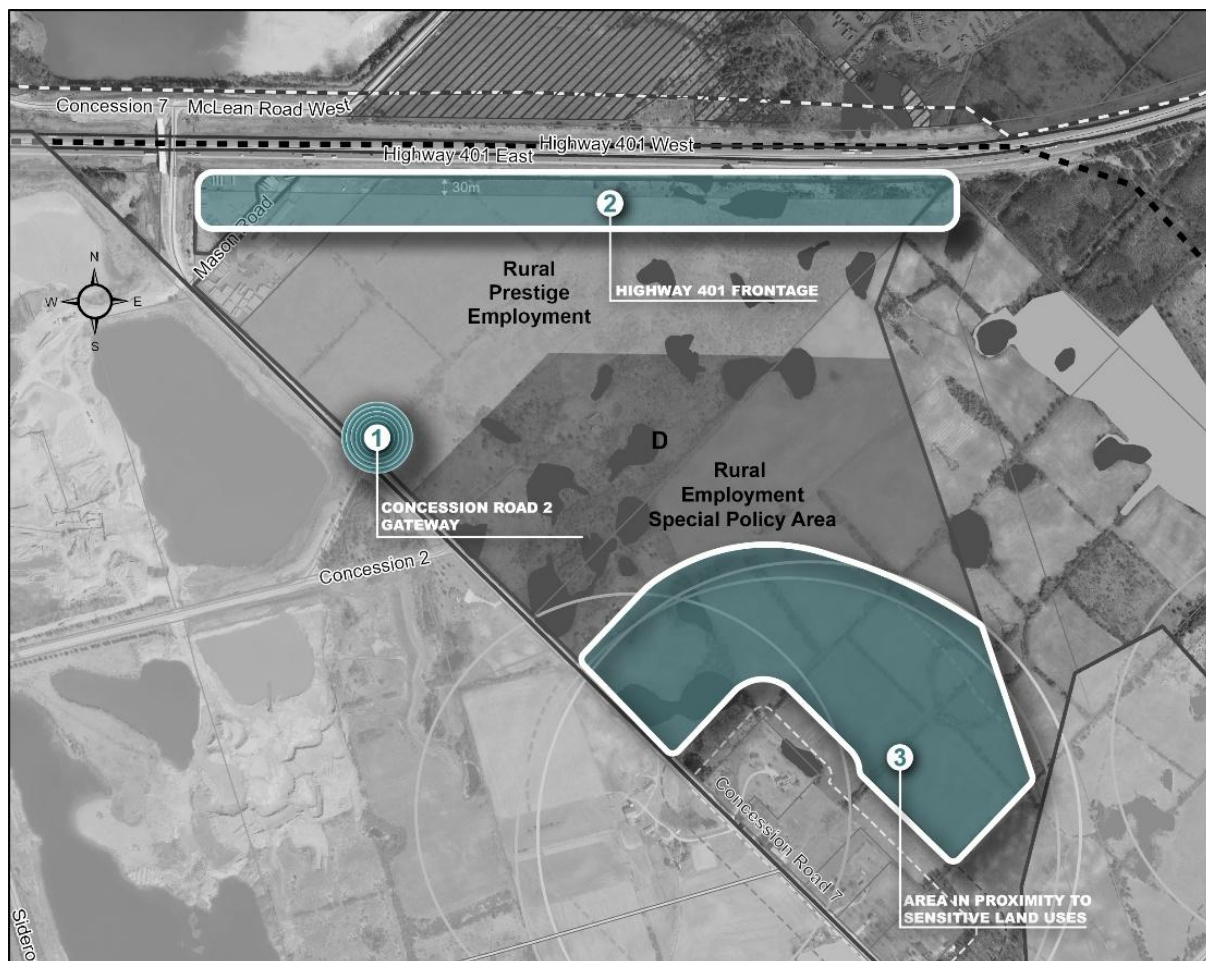
Design Strategies	General	Prestige Employment Area	Rural Employment Area
		<i>Principles #1, 2, 4, 5</i>	
Building Façade, Materials and Elevations	<ul style="list-style-type: none"> Buildings are encouraged to exhibit a high-standard of architectural design. Building facades facing the highway and/or 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

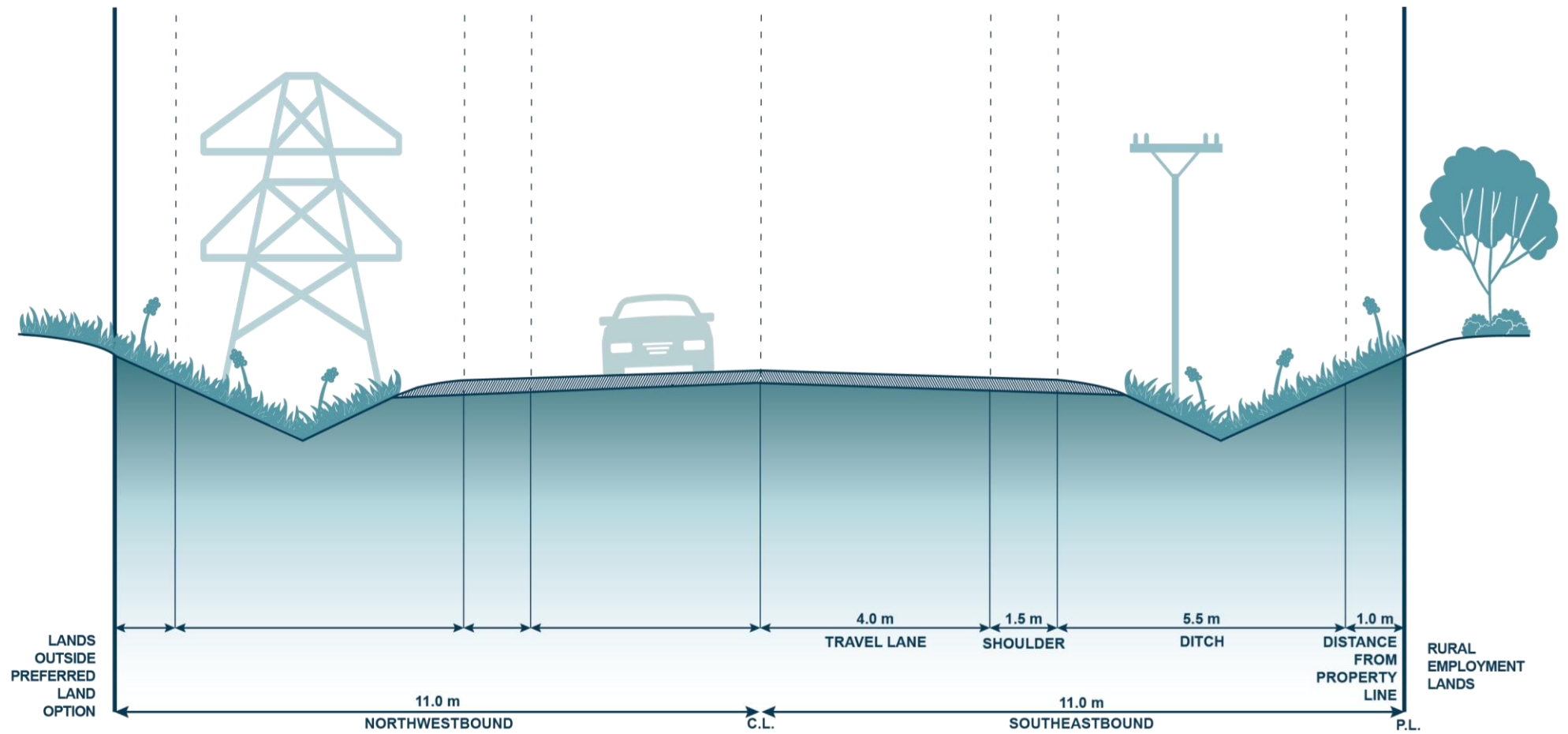
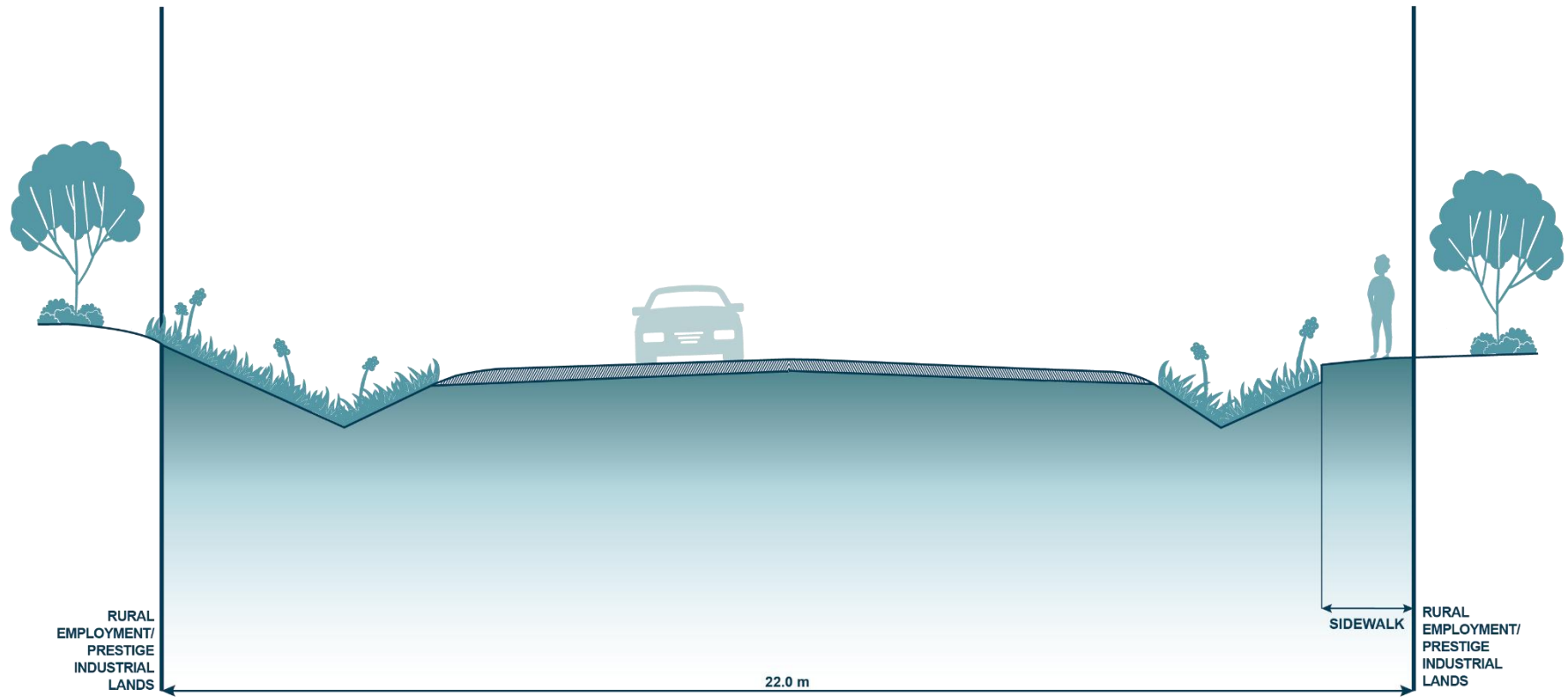


Figure 10 – Concept Cross-Section for Future Local Road





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

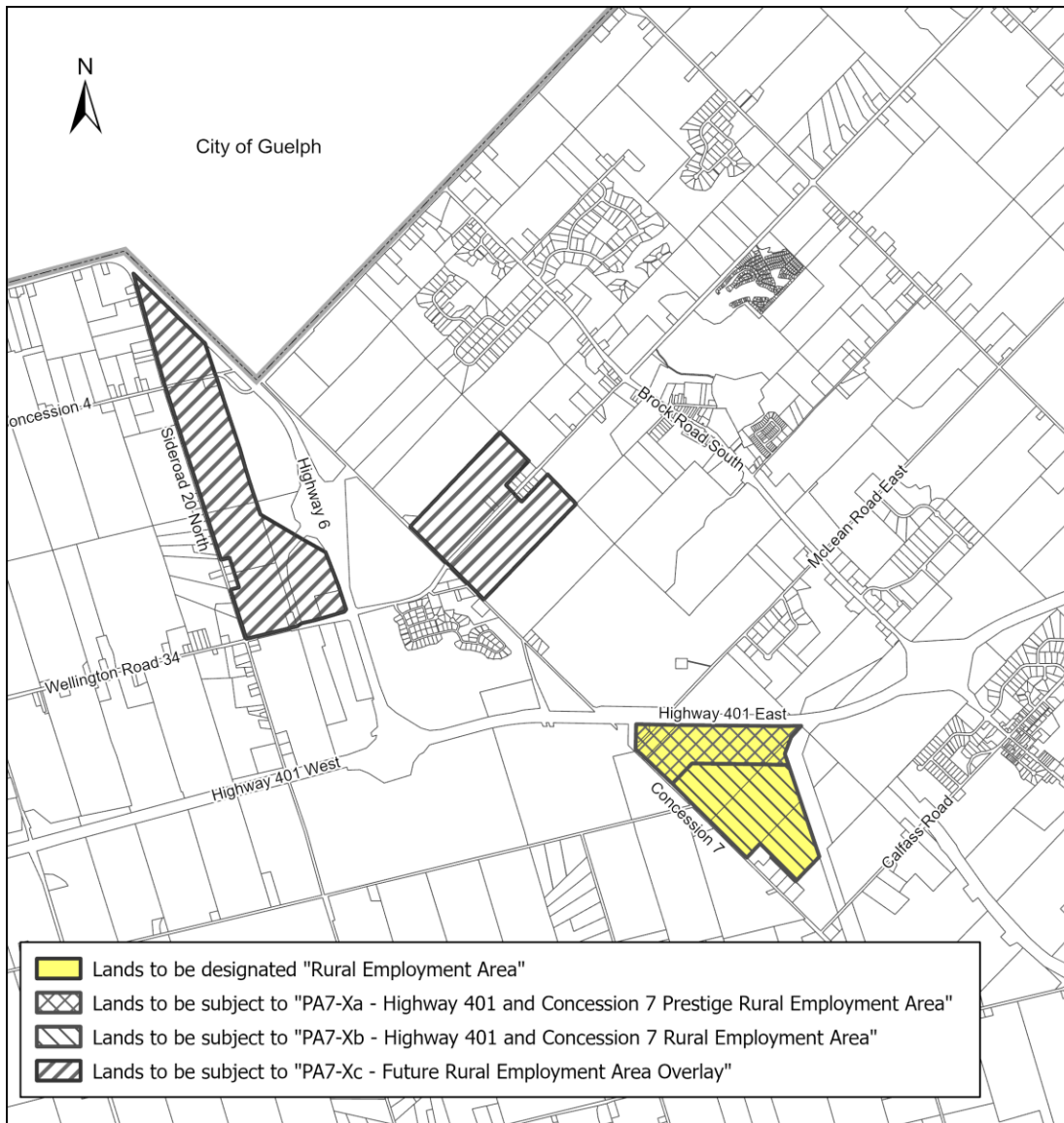
1. County Growth Structure Schedule A7 (Puslinch) is amended as shown on Map A-1 by:
 - a. removing the Regionally Significant Economic Development Study Area;
 - b. adding Rural Employment Area (Option D); and
 - c. adding Future Rural Employment Area (Options G and H and Options B and C) as an overlay.
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

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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:

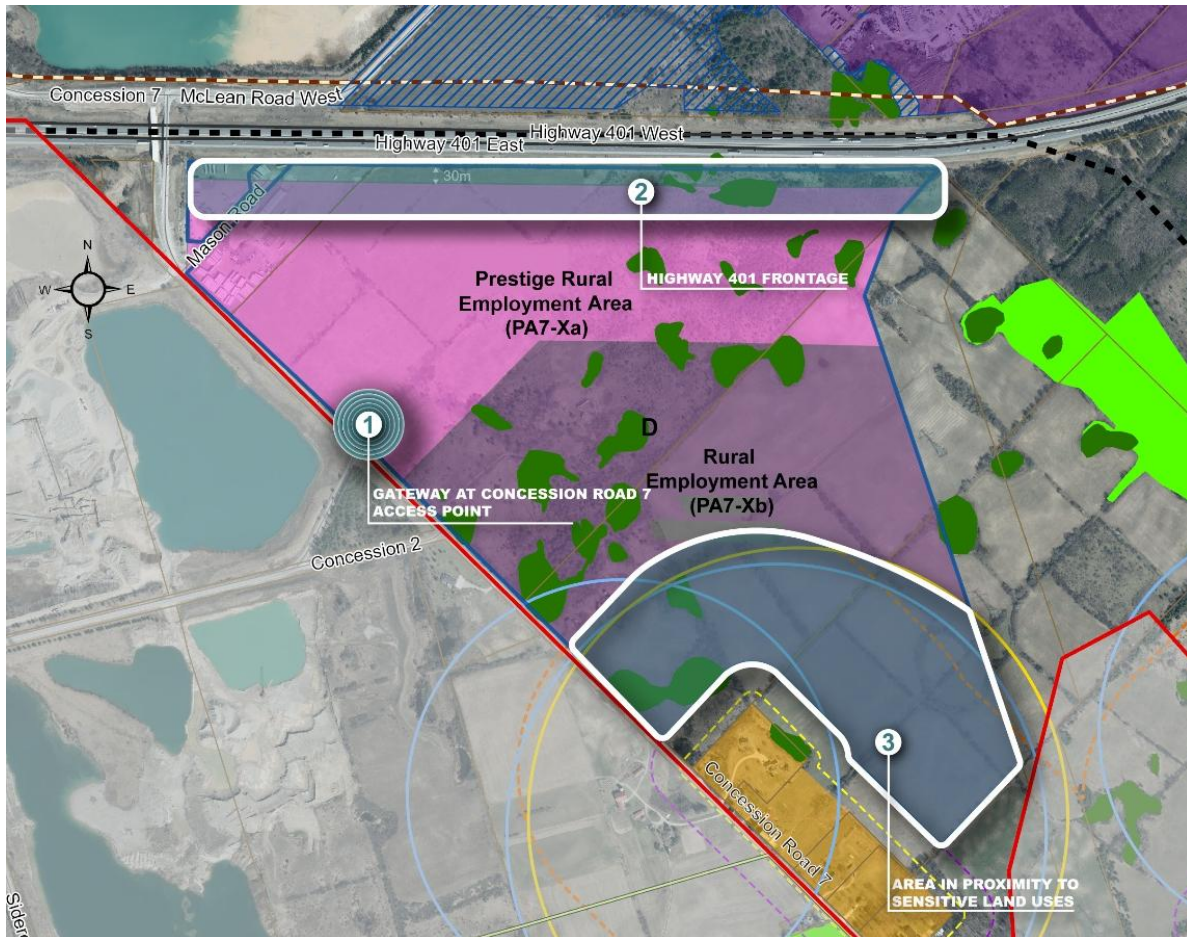
- **General:** Applicable to all land use designations within the rural employment area;
- **Prestige Rural Employment Area:** Applicable to lands designated Prestige Rural Employment Area; and
- **Rural Employment Area:** Applicable to lands designated Rural Employment Area.

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

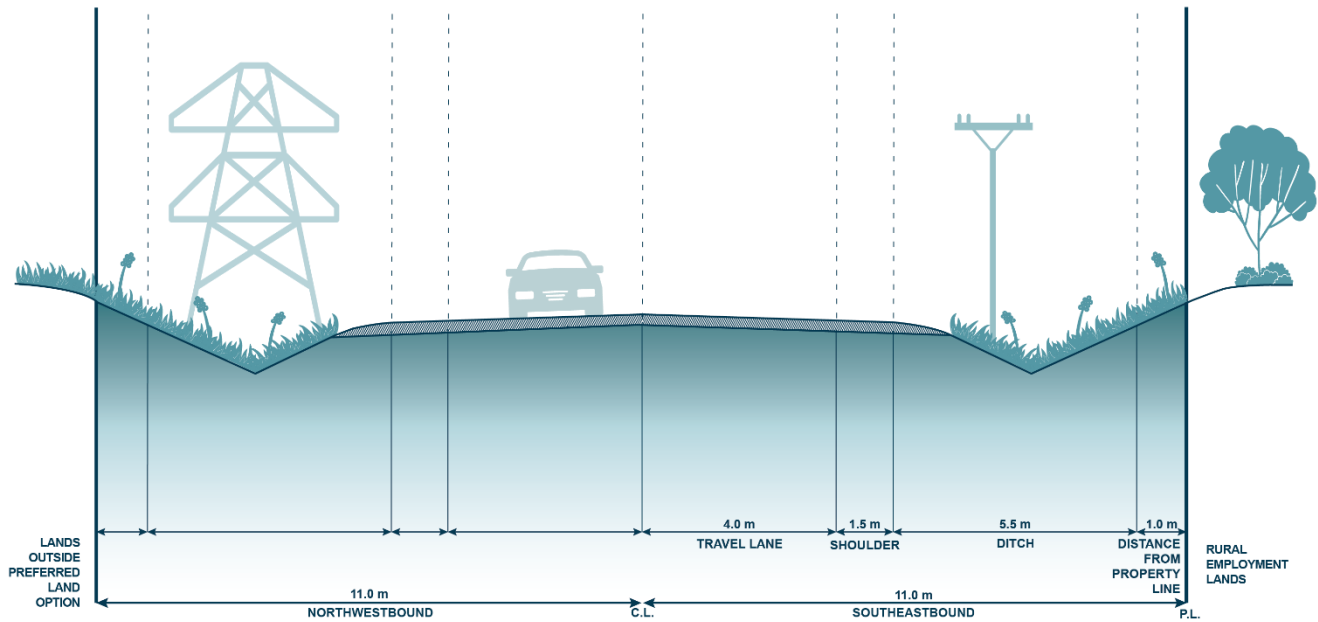
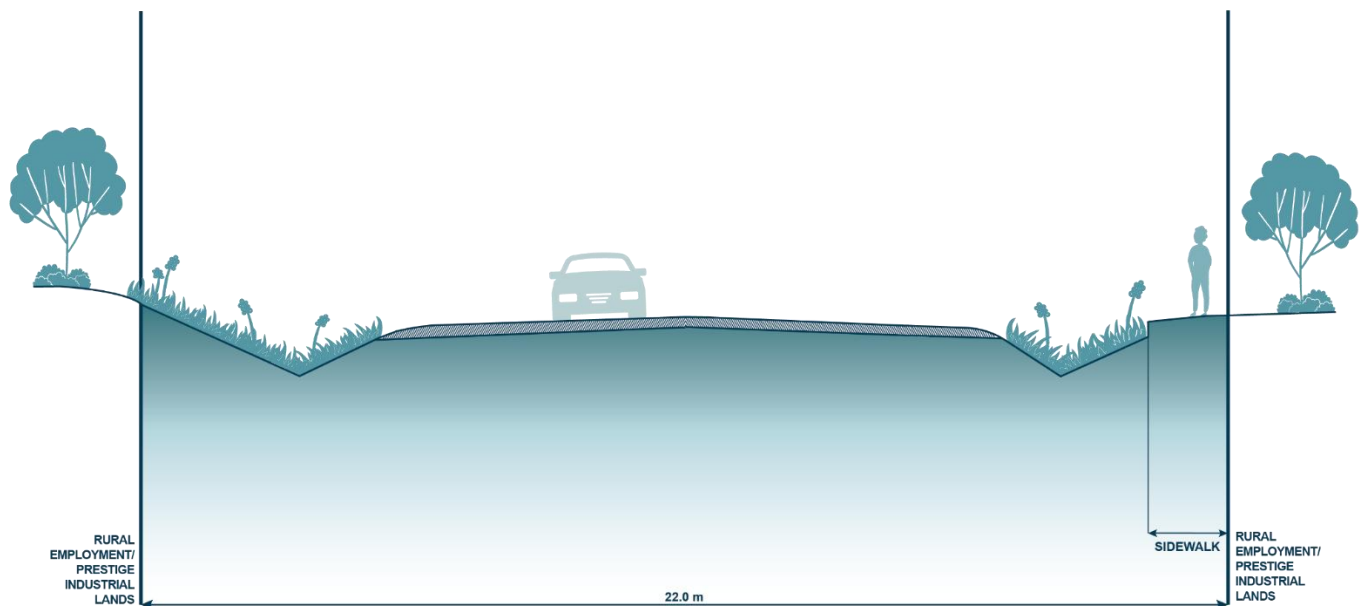


Figure 2 - Concept Cross-Section for Future Local Road



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.