

Schedule 1

Amendment Number 81 to the Official Plan for the Corporation of the City of Guelph

Part A – The Preamble

Title and Components

Part A – The Preamble provides an explanation of the amendment including the purpose, background, location, basis of the amendment, summary of changes to the Official Plan and public participation. It does not form part of the amendment.

Part B – The Amendment forms Amendment Number 81 to the Official Plan for the City of Guelph and contains the new site-specific policy.

Purpose

The purpose of Official Plan Amendment Number 81 (OPA 81) is to add a site-specific policy to the Official Plan Amendment to implement the Schedule B Municipal Class Environmental Assessment preferred alternative for the Emma Street to Earl Street pedestrian bridge.

Background

In June 2015, the City of Guelph brought a report to City Council summarizing the results of the Speedvale Avenue road design improvements from Manhattan Court to Woolwich Street including bridge replacement over the Speed River. As part of the Speedvale Avenue road design project, a detailed analysis of design alternatives was considered. The results of the analysis identified that bike lanes would not be part of the preferred road design alternative for the full length of reconstruction due to various constraints. It was identified in the Speedvale Avenue report that this direction was in contradiction to the City's 2009 bike policy and 2013 Cycling Master Plan. As a result, [Council passed a resolution on July 20 2015](#) directing staff that:

An exemption from the 2009 Bike Policy and 2013 Cycling Master Plan be provided to permit the reconstruction of Speedvale Avenue East from Manhattan Court to Woolwich Street without bicycle lanes, as outlined in the report to Council; and,
Staff be directed to commence an Environmental Assessment for a pedestrian bridge across the Speed River from the west end of Emma Street to the east end of Earl Street.

As directed by Council, staff completed a Schedule B EA for a pedestrian bridge across the Speed River from the west end of Emma Street to the east end of Earl Street. The goal of the Environmental Assessment was to strike a balance between public transportation needs, safety, and impacts to the natural environment by evaluating alternatives for a pedestrian bridge that could connect Emma Street to Earl Street and the TransCanada Trail over the Speed River.

The evaluation process for the Environmental Assessment identified Alternative 2b – Two-Span Bridge (Hydro within Structure) as the preferred alternative that balances tradeoffs between cost / complexity and environmental impacts. Construction of the preferred alternative for the pedestrian bridge requires a site-specific Official Plan Amendment to address a technical inconsistency between the objectives and intent of the Natural Heritage System and a permitted use.

The Emma Street to Earl Street Pedestrian Bridge Schedule B Municipal Environmental Assessment was presented to City Council at their [September 8, 2020 Committee of the Whole meeting](#), where City Council directed staff to initiate a site-specific amendment to the Official Plan to implement the preferred alternative for the Emma Street to Earl Street pedestrian bridge. This report provides a staff recommendation to approve the City-initiated site-specific OPA 81 for the Emma Street to Earl Street pedestrian bridge, which is required to address a technical inconsistency between the objectives and intent of the Natural Heritage System and a permitted use. The [Statutory Public Meeting](#) was held on February 8, 2021.

Location

OPA 81 applies to the lands and river crossing from the western end of Emma Street to the eastern end of Earl Street.



Basis of the Amendment

OPA 81 provides for essential linear infrastructure and essential transportation infrastructure to be permitted within Significant Wetlands, Significant Woodlands, Significant Wildlife Habitat, and their buffers in the location of the preferred alternative for the Emma Street to Earl Street pedestrian bridge where it has been demonstrated through an Environmental Impact Study and Environmental Assessment, to the satisfaction of the City, in consultation with the Grand River Conservation Authority and the provincial government, that there are no negative impacts to the features and functions of the Natural Heritage System and a net ecological gain is achieved.

Summary of Changes to the Official Plan

OPA 81 adds a site specific policy to Section 4.1.2 of the Official Plan.

Public Participation

The Notice of Statutory Public Meeting was mailed/emailed on January 18, 2021 to local boards and agencies, City service areas, property owners within 120 metres of the bridge location, and the project mailing list for the Schedule B Municipal Class Environmental Assessment for the Emma Street to Earl Street pedestrian bridge. The Notice of Public Meeting was advertised in the Guelph Tribune on January 14, 2021 and on guelph.ca.

The Statutory Public Meeting was held on February 8, 2021. Council heard from 7 delegates and received 9 written comments.

The Notice of Decision Meeting was mailed/emailed on May 20, 2022 to interested parties who either spoke at the Statutory Public Meeting, provided comments on the proposed Official Plan Amendment or requested to receive further notice.

Indigenous engagement required for the Schedule B Municipal Class Environmental Assessment completed for the Emma Street to Earl Street pedestrian bridge included the proposed OPA 81.

Part B – The Amendment

Format of the Amendment

This section of Official Plan Amendment Number 81 for the Emma Street to Earl Street pedestrian bridge sets out additions to the text in the Official Plan. Sections of the Official Plan that are proposed to be added or changed are referred to as "ITEMS". New sections that are proposed to be added to the Official Plan are shown in standard font type with titles appearing in bold. Italicized font indicates defined terms or the name of a provincial act or title of a document.

Implementation and Interpretation

The implementation of this amendment shall be in accordance with the provisions of the Planning Act. The further implementation and associated interpretation of this amendment shall be in accordance with the relevant text and mapping schedules of the existing Official Plan of the City of Guelph and applicable legislation.

Amendment Number 81 should be read in conjunction with the current Official Plan (2022 Consolidation) which is available on the City's website at guelph.ca, or at the Planning Services office located at 1 Carden Street on the 3rd Floor.

Details of the Proposed Amendment

ITEM 1: The purpose of Item 1 is to amend Section 4.1.2 by adding the following site specific policy that applies to lands identified for the Emma Street to Earl Street pedestrian bridge.

Policy 4.1.2.12 is hereby added to the Official Plan.

- 4.1.2.12 In addition to the General Permitted Uses of Section 4.1.2, the following additional uses may be permitted on lands identified for the Emma Street to Earl Street pedestrian bridge as described in the Emma Street to Earl Street Pedestrian Bridge Schedule B Municipal Environmental Assessment Report, subject to the requirements of 4.1.2.8, where it has been demonstrated through an *EIS* or *EA*, to the satisfaction of the City, in consultation with the GRCA and/or the MECP, that there will be no *negative impacts* on the *Significant Wetland* or its *ecological* and *hydrologic functions*, the *Significant Woodland* or its *ecological* and *hydrologic functions*, *Significant Wildlife Habitat* or its *ecological functions*, and their *established buffers*:
- i. *essential linear infrastructure* and their *normal maintenance*; and
 - ii. *essential transportation infrastructure* and their *normal maintenance*.