

City of Guelph

RIVER SYSTEMS MANAGEMENT STUDY

Final Report
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Weinstein Leeming + Associates
Brad Johnson + Associates
Natale Scott Browne Architects
Dougan + Associates
Peter Stokes, Consulting Restoration Architect
Cosburn Patterson Wardman Limited
University of Guelph, Landscape Research Group
Thompson Rogers Barristers + Solicitors

5.5 St. Patrick's Ward

This area includes several discrete components of single family residence as well as industrial development. The easterly most residential pocket is characterized by north south streets from York Street to the Eramosa River. The area known as St. Patrick's Ward is isolated from the Eramosa River by a swath of industrial land on York Street (Fibreglass Canada) and along the River (Woods, small industrial buildings south of Wyndham).

Critical adjustments in land use and physical connections are required. Urban design input into new development along the Eramosa River is essential to ensure connections to and across the Eramosa and to avoid the further isolation of this area from the core area of the city.

5.6 West of the Hanlon Expressway

The City's Water Pollution Control Plant is located west of Hanlon Expressway on the north side of the River. Dominion Limestone - DoLime - a limestone quarry operates on the south side of the River. When its use ceases, this site has the potential of being developed as one of the major destinations on the river system which could accommodate both dramatically landscaped parkland as well as carefully designed and integrated private development.

South of DoLime is suburban residential development that backs on parkland and open space along the Speed River. In this development, all public connection to the river valley is minimized in favour of private access. This is typical of most other suburban residential conditions in the study area.

This development illustrates the threat of most contemporary residential development which prefers to "privatize" the river rather than developing a public zone or set of connections to feature the river. Future development in similar situations must ensure inclusion of the public realm as a critical component in approval of subdivision plans.



Slot of public access to the Speed River between residences

5.7 Eramosa River East

The south side of the Eramosa River is largely open space on land owned by the Ministry of Government Services. It should be remembered that this public agency is in the business of land development and Official Plan policies should clearly establish setbacks from the river corridor and earmark open space to remain in public ownership.

Areas for Development Control

The north side of Wellington Street is the site of high rise apartment buildings. The scale of these buildings is appropriate next to Wellington Street and the extensive park along the Speed River. The orientation and siting of the apartment buildings is, however, often inappropriate. Buildings disrupt views and access from the neighbourhood to the north to the river lands. Future development should respect the view corridors along the existing streets and ideally would include extending these streets south to Wellington.

1) Kortright area (Hanlon Expressway to city limits)

The river channel

This portion of the river system, with its meandering channel and wooded banks, is representative of the historic Speed River valley, except where the banks have been altered in the vicinity of the DoLime plant and the Water Pollution Control Plant. The master plan (Figure 35) does not suggest any changes to the channel in this area.

The river edge landscape

The natural woodland along the Speed River west of the Hanlon Expressway provides the foundation for extending the wooded landscape type through this sector. The natural functions along storm channels and tributaries should be restored with extensive planting.

Significant Natural Areas

This stretch contains natural forest and wetlands associated with the Speed River Valley Class I Wetland and Environmentally Sensitive Area (ESA). The degradation of natural cover has occurred in the vicinity of the WPCP and DoLime plant, as well as in the vicinity of stormwater outfalls associated with residential developments on the east side of the valley. Dominance by weedy species such as Common Buckthorn threatens slope stability in Crane Park. Natural wetland cover is currently declining within Kortright Waterfowl Park.

The Plan will see protection of the remaining natural areas, and enhancement of disturbed cover in the vicinity of the WPCP. Naturalization is ongoing in Crane Park.

Links for improved habitat connections and pedestrian circulation

The streetscapes on Wellington Street (Highway 24), College Avenue, Stone Road and Kortright Road provide an opportunity to re-introduce 'river-friendly' species. On a neighbourhood basis, habitat connecting links can be established to connect remnant

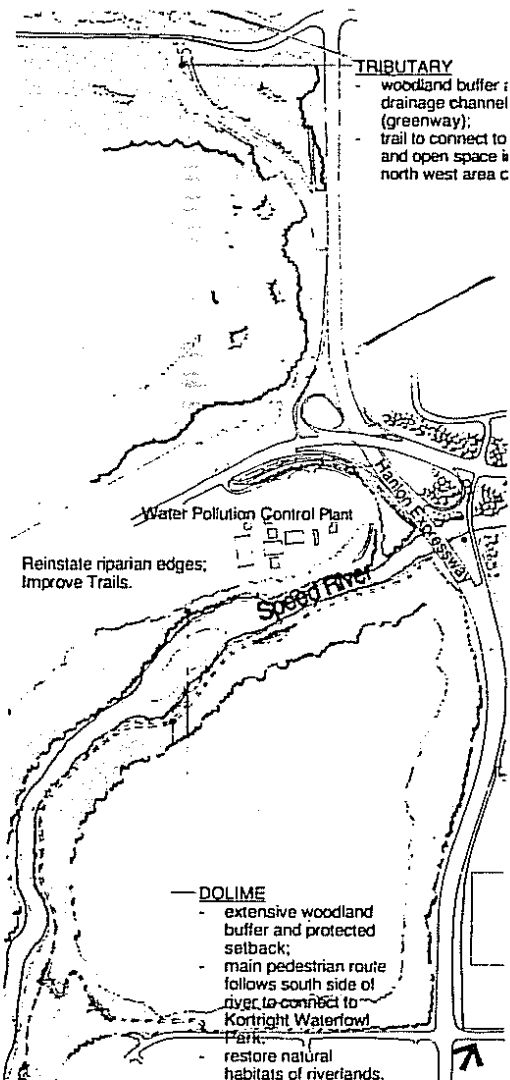


Figure 35: Kortright Area Sector