
HALDIMAND COUNTY

Report PDD-35-2022 Information Report – OPA and ZBA for Industrial and Commercial Uses at 4691 Highway 6 – John Aarts Group



For Consideration by Council in Committee on August 23, 2022

OBJECTIVE:

To inform Council of Official Plan Amendment and Zoning By-law Amendment applications to amend the Haldimand County Official Plan and Haldimand County Zoning By-law HC 1-2020 to permit commercial and industrial uses at 4691 Highway 6, and to hold the statutory public meeting required under the *Planning Act* before Planning staff makes a recommendation and Council makes a decision.

RECOMMENDATIONS:

1. THAT Report PDD-35-2022 Information Report – OPA and ZBA for Industrial and Commercial Uses at 4691 Highway 6 – John Aarts Group be received.

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Approved: Craig Manley, MCIP, RPP, Chief Administrative Officer

EXECUTIVE SUMMARY:

Planning staff have received Official Plan and Zoning By-law Amendment applications to permit a concrete batching plant, general industrial uses, rural commercial uses, and a fast-food restaurant at 4691 Highway 6.

The subject report is intended to assist Council in understanding the potential impacts of the proposal and to provide an opportunity for public engagement and input in the planning applications prior to Planning staff making a recommendation and Council making a decision on the subject applications. A second submission is required to address County staff and agency comments and questions provided after review of the first submission, and to respond to any questions or issues raised by the public at the public meeting associated with the subject report.

Ultimately, the proponent is required to demonstrate that the subject applications are consistent and conform with Provincial and County policy frameworks, that the development is functional (relating to private servicing, stormwater management, and traffic and transportation), and that the proposed development in this location represents good land use planning principally in regards to ensuring compatibility with surrounding land uses before a principle of use decision should be made.

BACKGROUND:

Location and Description

The subject lands are municipally known as 4691 Highway 6 and have 80.16 metres (263 feet) of frontage on the west side of Highway 6, with an exterior side yard of 272.37 metres (893.60 feet) along the south side of 3rd Line (Attachment 1). The property is 3.76 hectares (9.28 acres) in size and contains the former Oneida Park, including a baseball diamond. The former Oneida Park was not being used and was sold by the County at the end of 2020. The subject lands are located in an area of mixed-uses with long-standing industrial, rural residential, open space/park, and agricultural uses. Surrounding land uses include CGC Inc. (gypsum mining manufacturer), agriculture, and rural residences to the north; Mohawk Garden Market (garden nursery and centre), Zen Construction (landscaping business and contractor's yard), agriculture and rural residences to the east; a cluster of rural residences and agriculture (including a former equestrian facility) to the south; and Contrans Flatbed Group (truck terminal), future Stubbe's concrete batching plant, rural residences, and Six Nations Reserve to the west. Four (4) rural residences share their property lines with the subject lands and there are eleven (11) other rural residences clustered within 500 metres (1,640 feet) subject lands.

Current Land Use Permissions

The subject lands are designated 'Agricultural' in the Haldimand County Official Plan. The 'Agricultural' designation permits agriculture, value added agricultural uses, secondary uses, and agriculturally related uses subject to criteria. The 'Agricultural' designation recognizes land containing legally existing institutional uses as of the date of adoption of the Official Plan in 2009 (such as the existing park use on the subject lands) as being permitted on the subject lands. This does not extend to additional industrial and commercial uses.

The subject lands are also identified as being in a Gypsum Deposits Area. The Gypsum Deposits Area overlay identifies gypsum resources for protection and areas that have been affected by activity related to gypsum extraction to ensure that new development is protected from potential ground subsidence. CGC undermines this area for gypsum (drywall).

The subject lands are predominately zoned 'Rural Institutional (IR)' Zone in the Haldimand County Zoning By-law HC 1-2020. A small portion of the subject lands (the area located behind 4671 and 4675 Highway 6) is also zoned 'Agricultural (A)' Zone. The 'IR' Zone permits an accessory dwelling unit in a permitted building; animal hospital; day care nursery; office, medical; place of sports and recreation; private club; cemetery; community centre; cultural facility; place of assembly; place of worship; school, elementary; school, private; school, secondary; school, post-secondary; training and rehabilitation centre; fair or exhibition grounds; and golf course. The 'Agricultural (A)' Zone permits a bed and breakfast; single detached dwelling; accessory secondary suite; home-based business, home office; home-based business, home occupation; home-based business, home industry; group home dwelling; garden suite; agriculture use; agriculture use, on-farm diversified; agriculture-related processing; bunk house; cannabis production facility; farm produce outlet; farm stand; forestry use; animal hospital; animal kennel; commercial greenhouse; and accessory recreational vehicle storage. The permitted uses in both zones are subject to zone provisions (criteria). Additional uses that are permitted in all zones, such as a park, are also permitted on the subject lands.

Surrounding zones include 'General Industrial (CG)' Zone and 'Agricultural (A)' Zone with special provisions to recognize CGC as well as 'Rural Commercial (CG)' Zone and 'Agricultural (A)' Zone to the north; 'Agricultural (A)' Zone to the east, some with special provisions to permit Mohawk Gardens and Zen Construction; 'Agricultural (A)' Zone to the south; and General Industrial (MG)' Zone, 'Light Industrial (ML)' Zone, and 'Rural Industrial (MR)' Zone to the west, with special provisions to also permit a truck terminal and Stubbe's concrete plant (Attachment 2). The 'Agricultural (A)' Zone permits a single family dwelling.

Subject Application/Development Proposal

Zelinka Priamo Ltd. submitted Official Plan and Zoning By-law amendment applications on behalf of John Aarts Group to permit a concrete batching plant and general industrial uses on the west portion of the subject lands and rural commercial uses and a fast-food restaurant on the east portion of the subject lands (Attachment 3). The proposed development would be privately serviced; however, servicing details (number and type of systems and location) have not been provided. The subject applications focus on a proposed concrete batching plant operation on the west portion of the subject lands; however, other industrial uses are requested on these lands to allow for alternative employment opportunities should the possibility arise.

The preliminary concept plan (Attachment 3) illustrates the concrete batching plant operation, which includes a number of outdoor storage areas for raw materials; a 20 metre (66 foot) by 20 metre (66 foot) area for a mixing silo; a 27 metre (88 foot) by 18 metre (59 foot) site office/shop; truck loading and maneuvering space; and associated vehicle parking spaces. Two (2) new entrances/exits are illustrated to/from 3rd Line. The concrete batching plant operation is proposed to operate six (6) days per week, Monday to Saturday, twenty-four (24) hours per day. Expected truck volumes include thirty (30) to fifty (50) trucks of ready-mix concrete shipped daily (trucks return empty); seven (7) to twenty (20) trucks of raw aggregate received daily; and two (2) loads of cement received daily (daytime hours only, 7 am to 7 pm). Truck types range from small delivery vans to 18-wheeler transport trucks and concrete mixer trucks. A maximum of fifteen (15) employees are proposed to arrive at the site during the morning peak hour and leave during the afternoon peak hour on a typical weekday. In support of the proposal, the proponent submitted an Environmental Air Quality and Noise Assessment prepared by a qualified firm to review odour, noise, and dust impacts. Based on this work, a minimum 2.5 metre (6.6 foot) high, 10 metre (32.8 foot) wide berm is required and proposed along the south property boundaries that are shared with existing rural residences to mitigate noise from the proposed uses (Attachment 3).

The preliminary concept plan (Attachment 3) does not provide site details for the proposed rural commercial uses on the east portion of the subject lands; however, a gas station with convenience establishment and fast-food restaurant are discussed in the Traffic Brief.

The proponent undertook the pre-consultation meeting process on June 2, 2021 to present the development project and obtain feedback, submission requirements, fees, and the process from the County and partner agencies. On April 20, 2022, the proponent submitted:

1. An Official Plan Amendment application to amend the Haldimand County Official Plan by adding a special policy to the 'Agricultural' designation of the subject lands to permit a concrete batching plant and/or general industrial uses on Part X of the subject lands and rural commercial uses on Part Y of the subject lands. Parts X and Y are illustrated in Attachment 4.
2. A Zoning By-law Amendment application to amend the Haldimand County Zoning By-law HC 1-2020 by rezoning Part X of the subject lands from 'Rural Institutional (IR)' Zone and 'Agricultural (A)' Zone to a site specific 'General Industrial – Holding (MG – Holding)' Zone with the following special provisions:
 - Also permit a concrete batching plant subject to the provisions of the 'Extractive Industrial (MX)' Zone; and
 - Define a "concrete batching plant" in lieu of a "concrete and asphalt plant" to scope operations.

The Zoning By-law Amendment Application also seeks rezone Part Y of the subject lands from 'Rural Institutional (IR)' Zone to a site specific 'Rural Commercial – Holding (CR – H)' Zone that also permits a restaurant, fast-food. Parts X and Y are illustrated in Attachment 5.

To support the subject applications, the proponent submitted a number of reports and plans to justify the proposed development, including: the pre-consultation meeting checklist, application form, Planning

Justification Report, draft Official Plan Amendment text and schedule (Attachment 6), draft Zoning By-law Amendment text and schedule (Attachment 7), concept plan (Attachment 3), Environmental Air Quality and Noise Assessment, and Traffic Brief. The following items are outstanding and should be provided before a recommendation report is brought forward given that they impact the principle of use decision on the proposal:

- Public consultation forms and privately lead neighbourhood meeting, as required by the D-6 Guidelines for Compatibility between Industrial Facilities and standard County practice for Official Plan and Zoning By-law Amendment applications;
- Confirmation whether severance is proposed or not proposed (affects the land use permissions, site design, and private servicing);
- Functional Servicing and Stormwater Management Report (to demonstrate at a high level that the project is feasible from an engineering perspective);
- Environmental studies including hydrogeological or water quality impact assessments (to demonstrate that the proposed uses can be accommodated on private services (septic, well, and/or cisterns) with no negative impacts to water quality or quantity);
- Environmental Impact Study (requested by Mississaugas of the Credit First Nation);
- Agricultural Impact Assessment (requested by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA));
- Full Traffic Impact Study (requested by the Ministry of Transportation (MTO));
- Revised Planning Justification Report (PJR) (to address the entirety of Provincial and County policy frameworks); and
- Revised Noise Analysis (based on preliminary comments from the Ministry of Environment, Conservation and Parks (MECP) and Manager of Building and Municipal Enforcement Services).

Once a principle of land use decision is made, other technical matters can be addressed through the use of a Holding (H) provision including a geotechnical report to confirm ground stability for the new proposed land use as CGC has undermined this area to the satisfaction of the County with input and review from CGC and an archaeological assessment and approval from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) (requested by Mississaugas of the Credit First Nation (MCFN)). A Site Plan application would also be required.

Process

The purpose of this report is as follows:

1. Advise Council of the details relating to the subject applications (as described above);
2. Provide a summary of key planning and development issues; and
3. To hold the statutory public meeting to provide an opportunity for the public to identify issues and to provide comments relative to the subject applications prior to Planning staff making a recommendation and prior to Council making a decision.

This is a standard approach implemented by the County for applications that are identified as complex and/or those that would have a significant public interest component (such as Official Plan and Zoning By-law Amendment applications). This approach allows for the formal public meeting to be held and public input to be received and considered in advance of Planning staff making a recommendation and Council making a decision. It also works as an opportunity for the identification of any issues early on in the process, which is invaluable as it allows for early public engagement in the planning process. In this circumstance, the key issues relate to the interface and compatibility of the proposed uses with adjacent and nearby residential uses given the proximity, private servicing requirements and environmental capacity via well/cistern and septic, and traffic impacts on Highway 6. As such, there is a need to fully understand and manage the issues relating to the proposed industrial and commercial uses in this location (abutting and adjacent to existing rural residences) on private services and fronting

onto Highway 6. This process will ensure Council has full and complete information and public comments are received and addressed prior to a decision being made to put the land use into place or not.

ANALYSIS:

The planning considerations identified below apply to this proposal. Planning staff summarize the relevant policies that must be addressed without providing opinion or recommendation and summarize the studies provided with the applications below.

Provincial Policy

Provincial Policy Statement (PPS), 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Provincial Policy Statement (PPS), 2020 provides overall direction on matters of provincial interest related to land use planning and development in Ontario. The PPS sets the policy foundations for regulating the development and use of land. The *Planning Act* requires all decisions affecting planning matters to be consistent with the PPS policies.

A Place to Grow establishes a unique land use planning framework for the Greater Golden Horseshoe to 2051 that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity in the face of the magnitude and pace of forecasted growth and changes expected in the Region. A Place to Grow speaks to issues relating to economic prosperity, which include transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection. The *Place to Grow Act* requires all planning decisions to conform with A Place to Grow.

The PPS and A Place to Grow provide policy direction on the following matters that the subject applications must fully address for consistency:

- Sustaining healthy, liveable and safe communities, including protecting public health and the environment;
- Focusing growth and development to settlement areas;
- Planning to avoid or minimize and mitigate potential adverse effects between major facilities (such as industrial and commercial operations) and sensitive land uses (such as residences) as per the D-6 Guidelines;
- Where private servicing is permitted, ensuring private servicing can be provided in the long-term with no negative impacts;
- Protecting transportation corridors;
- Protecting agricultural areas for long-term use for agriculture;
- Protecting agricultural lands where agricultural uses and non-agricultural uses interface outside of settlement areas;
- Protecting archaeological resources or areas of archaeological potential; and
- Protecting development from mining hazards.

The applicable policies are listed in Attachment 8.

County Policy

Haldimand County Official Plan

The Haldimand County Official Plan (OP) creates the framework for guiding land use changes in the County over the long-term. The OP provides the avenue through which Provincial Policy is implemented into the local context, protects and manages the natural environment, directs and influences growth

patterns, and facilitates the vision of the County as expressed through its residents. A Zoning By-law Amendment and Site Plan application cannot be approved and building permits issued if the required designation is not in effect or the development does not conform to all of the Official Plan policies.

The subject lands are designated 'Agricultural' and are identified as being within a Gypsum Deposits Area in the Haldimand County Official Plan. The proponent is proposing an Official Plan Amendment application to amend the Haldimand County Official Plan by adding a special policy to the 'Agricultural' designation of the subject lands to permit a concrete batching plant and/or general industrial uses on Part X of the subject lands and rural commercial uses on Part Y of the subject lands (Attachment 3).

The OP echoes the policies of the PPS and A Place to Grow. The OP provides the following direction that the subject applications must address for conformity:

- Protecting ground water and surface water systems, including quality and quantity;
- Protecting prime agricultural areas;
- Recognizing existing institutional uses in the 'Agricultural' designation (which is not a general recognition for all other uses);
- Protecting gypsum resources and protecting new development from ground subsidence from undermining for gypsum resources;
- Directing the location of commercial development in the County to downtowns, community commercial districts, and within residential neighbourhoods in settlement areas, and to a lesser extent to Lakeshore Nodes and Hamlets, where appropriate;
- Directing the location of industrial development in the County to areas designated 'Major Industrial', 'Industrial', 'Urban Business Park', and 'Rural Industrial', including Nanticoke, urban business parks in the settlement areas, and rural industrial areas, where appropriate;
- Requiring a Traffic Impact Study, including review and approval by the Ministry of Transportation (MTO);
- Servicing criteria;
- Protecting sensitive land uses and requiring studies demonstrating such;
- Subdivision and consent to sever policies; and
- Official Plan Amendment criteria.

The applicable policies are listed in Attachment 8.

Haldimand County Zoning By-law HC 1-2020

The purpose of the Haldimand County Zoning By-law HC 1-2020 is to control the use of land within the County by stating exactly how land may be used, where buildings and other structures can be located, the types of buildings that are permitted and how they can be used, and the lot sizes and dimensions, parking space requirements, building heights, and setback from the street. The Zoning By-law implements the Official Plan and is legally enforceable. A Site Plan application cannot be approved and building permits issued if the correct zoning is not in effect or the development does not conform to all zoning provisions.

The subject lands are predominately zoned 'Rural Institutional (IR)' Zone in the Haldimand County Zoning By-law HC 1-2020. A small portion of the subject lands (located behind 4671 and 4675 Highway 6) is also zoned 'Agricultural (A)' Zone. The proponent is proposing to rezone Part X of the subject lands from 'Rural Institutional (IR)' Zone and 'Agricultural (A)' Zone to a site specific 'General Industrial – Holding (MG – Holding)' Zone with special provisions to also permit a concrete batching plant subject to the provisions of the 'Extractive Industrial (MX)' Zone; and to define a "concrete batching plant" in lieu of a "concrete and asphalt plant" to scope operations. The proponent is also proposing to rezone Part Y of the subject lands (Attachment 5) from 'Rural Institutional (IR)' Zone to a site specific 'Rural Commercial – Holding (CR – H)' Zone that also permits a restaurant, fast-food (Attachment 5).

Table 1 in Attachment 8 compares the permitted uses ('IR' Zone uses) and proposed uses ('MG' and 'CR' Zone uses as well as the additional requested uses). The current 'IR' Zone permits institutional uses. The proposed 'MG' Zone permits some agricultural uses and commercial uses, and a variety of general industrial uses. A concrete batching plant is only permitted as a concrete and asphalt plant in the 'Heavy Industrial (MH)' and Extractive Industrial (MX)' Zones; the proponent is requesting to permit a concrete batching plant in the 'MG' Zone subject to the 'Extractive Industrial (MX)' Zone provisions, which has larger setbacks to buildings than the 'MG' Zone. The proposed 'CR' Zone permits some residential uses and commercial uses. A fast-food restaurant is permitted in the 'Downtown Commercial (CD)', 'General Commercial (CG)', and 'Service Commercial (CS)' Zones, and as an accessory use in the 'Community Institutional (IC)' Zone. The proponent is requesting to permit a fast-food restaurant in the 'CR' Zone. Table 2 in Attachment 8 compares the zone provisions for the current zone ('IR' Zone) and proposed zones ('MG' and 'CR' Zones, and 'MX' Zone for the proposed concrete batching plant).

Matters Under Review

The subject lands are designated 'Agriculture' and are predominately zoned 'Rural Institutional (IR)' Zone due to their historic park (baseball diamond) use. The PPS directs industrial and commercial development to settlement areas and employment areas within the County. However, the PPS does permit non-agricultural development on agricultural lands in very limited circumstances where adequate justification is provided including there being an identified need within the planning horizon for additional land to accommodate the proposed uses outside of settlement areas and there being no reasonable alternatives which avoid prime agricultural lands. Additional justification is required to demonstrate suitability of the proposed development in this location, in particular the suitability of the use in this location (i.e. compatibility with adjacent land uses), the ability of the road network to accommodate the use, and the feasibility of private services to support the proposal.

To support the subject applications, the proponent provided the following justification as part of the submission:

Planning Justification Report

The proponent submitted a Planning Justification Report (PJR) prepared by Zelinka Priamo Ltd. (dated April 6, 2022). The PJR outlines the proposed development and requested amendments. The PJR summarizes the Environmental Air Quality and Noise Assessment and Traffic Brief. The PJR also provides opinion on the applications with regards to consistency and conformity with Provincial and County policy frameworks. To summarize, the PJR generally states:

- While Provincial policy directs development to settlement areas, it does not preclude appropriate development outside of settlement areas.
- The subject lands are located in a rural area of the municipality that has historically accommodated employment type uses that have contributed to establishing the character of the area. The proposed development will build upon the established rural character, make more efficient use of the lands, contribute to an appropriate range of employment generating uses in the area, and diversify the economic base and employment opportunities by adding new uses to the area.
- The Environmental Air Quality and Noise Assessment concludes that appropriate mitigation can be achieved on the subject lands to ensure compatibility between the proposed major facilities and existing land uses (including sensitive land uses). While there are existing residential uses to the southeast, the subject lands are designed in manner to ensure a buffer is provided, while there is sufficient space for site design to allow for mitigation to the sensitive land uses to the southeast, as may be needed.
- The subject lands are not currently used for agricultural purposes such as crop production, and their size and configuration would limit opportunities for such agricultural uses. It is appropriate to consider alternative economic function for the subject lands. Also, the Official Plan

Amendment is proposed to apply a site specific policy to the subject lands, which would retain the underlying 'Agricultural' designation but allow appropriate forms of development in consideration of the surrounding land uses.

- The Haldimand County Official Plan policies recognize the existing employment related uses on the surrounding lands. An appropriate transition to existing residential portions of the community would be established by these applications. The County should protect the existing businesses in this area, and therefore the introduction of sensitive land uses on the subject lands as a theoretical alternative use, may be limited due to their proximity to the existing rural employment uses. Therefore, in consideration of the cessation of the institutional use and the limited agricultural opportunity on the subject lands, it is appropriate consider alternative uses. Given the surrounding employment context, it is appropriate to consider use of the subject lands for complimentary and supportive employment purposes.
- The lands just east of the subject lands are subject to site specific policy HCOP-42 in the Haldimand County Official Plan, which permits Zen's Construction's landscaping business and contractor's yard within the agricultural land base. This site specific policy is similar in nature as to the proposed site specific policy for the subject lands.
- The uses contained on surrounding lands are generally similar in nature as to what is proposed, with respect to being an industrial operation that would generate potential emissions for consideration.
- A concrete and batching plant instead of a concrete and asphalt plant is requested to ensure asphalt uses and crushing equipment are not permitted onsite. The PJR proposes the concrete batching plant be subject to the 'Extractive Industrial (MX)' Zone provisions (which are greater than the 'General Industrial (MG)' Zone provisions for setbacks) to ensure compatibility (see Table 2 in Attachment 8 for the setback comparison).
- Prior to development being undertaken, the subsurface condition of the subject lands will be evaluated through a future Site Plan Approval application to determine existing soil conditions in particular considering that the lands are subject to the Gypsum Deposit Area overlay in the Haldimand County Official Plan.
- The site plan approval process and the proposed holding provision will provide opportunity to ensure appropriate site details including landscaping, lighting, etc., and to implement any site design related recommendations for compatibility.

While the PJR is supportive of the subject applications, additional information is needed relating to compatibility between uses, suitability/feasibility of private servicing, suitability and protection of transportation corridors; and protecting surrounding agricultural areas. These matters are explained in more detail in the Stakeholder Impact section below. A revised PJR will be provided as part of the second submission to address these matters and prior to Planning staff making a recommendation and Council making a decision.

Key Issues

Before a principle of land use decision can be made that is consistent and conforms with Provincial and County policy frameworks, the following key issues have been identified, which need to be addressed:

Concrete Batching Plant

1. Land Use Compatibility

The subject lands immediately abut and share property lines with four (4) existing rural residential properties, and are within 500 metres (1,640 feet) of eleven (11) other rural residential properties. The proponent is proposing to introduce an industrial use—a concrete batching plant—and other general industrial uses abutting and adjacent to several rural residences. The key compatibility issues between the existing sensitive receptors (the rural residences) and the

proposed industrial uses relate to noise, dust, vibration, and traffic. While the proposal is not out of line with existing and proposed industrial businesses in the immediate area, the proposed use is much closer to existing rural residences in this area (i.e. along Highway 6) than any of these other uses. Depending on the intensity of the operation, the Provincial D-6 Guidelines on Compatibility Between Land Uses recommend that a concrete batching plant operation be located at least seventy (70) metres (230 feet) to three hundred (300) metres (984 feet) from the shared lot lines of the adjacent properties. Justification in accordance with the D6 Guidelines is required to introduce new heavy and general industrial uses in proximity to sensitive receptors (residences).

Environmental Air Quality and Noise Assessment

To that end, the proponent submitted an Environmental Air Quality and Noise Assessment prepared by SLR Consulting (Canada) Ltd. (dated March 2022). To summarize, the Assessment generally states:

- There are no significant sources of odour emissions associated with the proposed concrete batching plant.
- The potential air quality and noise sources of interest may include the following:
 - Outdoor stockpiles;
 - Vehicle movements including loaders;
 - Boilers and associated above-ground fuel storage tanks;
 - Screener;
 - Maintenance and repair welding;
 - Cement truck load out, mix and wash pneumatic cement powder unloading;
 - Fugitive emissions resulting from delivery, storage, and transfer of materials; and
 - Dust Collectors and associated impulsive jet pulse filter cleaning mechanism.
- The proposed concrete batching plant noise sources include the following:
 - Daytime (7 am to 7 pm)
 - Concrete trucks arriving and leaving this site (maximum 3/hour);
 - Three concrete trucks idling for 4 minutes per hour (15 minutes total) “slumping up” prior to departure;
 - Operation of the front-end loader on the western side of the property (45 minutes/hour);
 - Aggregate truck entering and leaving the site (maximum 1/hour);
 - One cement powder delivery truck entering and leaving the site;
 - Continuous operation of pneumatic unloading pumps of cement powder material; and
 - Continuous operation of dust collector.
 - Evening (7 pm to 11 pm)
 - Concrete trucks arriving and leaving the site (maximum 3/hour);
 - Three trucks idling for 5 minutes per hour (15 minute total) “slumping up” prior to departure;
 - Operation of the front-end loader on the western side of the property (45 minutes/hour); and
 - Aggregate truck entering and leaving the site (maximum 1/hour).
 - Night-time (11 pm to 7 am)
 - One concrete truck arriving and leaving the site (maximum 1/hour);
 - One concrete truck idling for 5 minutes per hour “slumping up” prior to departure;
 - Aggregate truck entering and leaving the site (maximum 1/hour);

- Operation of the front-end loader on the western side of the property (20 minutes/hour).
- A review of dust levels from the proposed concrete batching plant has been completed, including fugitive emissions. The applicable standards for dust from the proposed concrete batching plant operations will be met at the property line and all points beyond.
- Noise levels from the proposed concrete batching plant have been predicted. With the inclusion of the noise mitigation measures (a minimum 2.5 metre high berm, silencer for the dust collector, and pneumatic unloading of cement powder on the northern side of the plant), the applicable Ministry of Environment, Conservation and Parks (MECP) guidelines are met at the surrounding noise-sensitive receptors (residential dwellings). No additional noise mitigation measures are required.
- Adverse effects from air quality, noise, dust and odour from the proposed facility are not anticipated at surrounding off-property land uses.
- The concrete batching plant is anticipated to be compatible with the surrounding land uses from an air and noise quality perspective.
- Based on a review of the uses permitted in the 'General Commercial (CG)' Zone and the concrete batching plant, the industries range from Class I, light industries to Class III, heavy industries. The Potential Areas of Influence vary from 1,000 metres (3,280 feet) to 70 metres (230 feet) with Recommended Minimum Separation Distances ranging from 20 metres (66 feet) to 300 metres (985 feet).
- Potential use of the subject lands by other Class I and Class II uses are expected to be compatible with the surrounding sensitive land uses. However, an additional land use compatibility assessment may be required for future Class I and Class II industries with the potential to generate fugitive emissions of dust, odour, and noise.
- It is recommended that Class III Heavy Industries not be included in the permissions for the property, with the exception of the proposed concrete batching plant. These uses include asphalt plants, use of concrete crushing equipment, and pit and quarry operations.
- An Environmental Compliance Approval (ECA) permit from the MECP will be required for air and noise emissions. A Best Management Practices Plan (BMPP) may be required.

This Assessment was circulated to the Ministry of the Environment, Conservation and Parks (MECP) and Manager of Building and Municipal Enforcement Services, who have both provided comments indicating that further work is required to satisfy their requirements (see Stakeholder Impacts section below). Before a principle of use decision can be made, the proponent's team needs to address the concerns raised relative to the analysis to ensure proper mitigation is feasible and can be reasonably implemented/maintained over the long-term. Furthermore, the list of permitted uses needs to be refined to ensure that other Class II and III uses that require large setbacks are restricted.

2. Public Engagement

Under the requirements of the D6 Guidelines and the County's standard for complex development applications (such as Official Plan and Zoning By-law Amendment applications), the proponent's team is required to host a neighbourhood meeting with nearby property owners (within 120 metres or 400 feet of the subject lands) to obtain feedback/input in an attempt to resolve issues. The County is holding the formal public meeting to obtain citizen input without having this information provided and as such any input received needs to be carefully considered and responded to before a principle of use decision is made. The proponent's team has tentatively booked a private neighbourhood meeting for October 3, 2022 from 6-8 pm at the Caledonia Library.

Commercial Uses

1. Justification and Alignment to the Planning Policy Framework

The proponent's team is proposing commercial uses including a fast-food restaurant. The planning frameworks in effect strongly directs these type of uses to designated land in settlement areas. Typically commercial uses in agricultural and rural areas outside of hamlets are restricted to uses that support agriculture or which have characteristics that are better suited to rural locations (i.e. landscaping or garden centers). Before a principle of use decision can be made, a justification analysis needs to be provided that demonstrates alignment with Provincial policy for the proposed commercial uses. The proponent's current PJR does not adequately address this component of the proposal.

Combined Proposal

1. Adequacy of Private Servicing

The nature, size, and scale of the overall development can impact the servicing (water, sewage, and stormwater) requirements and the environment (groundwater and surface water quality and quantity) from drawing (water) and discharging (sewage and stormwater) into the environment. While a water transmission line runs along Highway 6, County policy does not permit new connections to municipal services outside of settlement areas. Sewer and stormsewer infrastructure does not exist in this area and even if it did, connections would not be permitted. The proposed uses would draw on groundwater or require water haulage and produce sewage to be processed via a septic system(s). In order to demonstrate the feasibility of the proposal, Functional Servicing (including hydrogeological and water quality inputs) and Stormwater Management Reports are required. These items must be provided and approved before a principle of land use decision is made.

2. Transportation Impacts

The subject property fronts onto Highway 6 and the 3rd Line. This area and the intersection is under the corridor control jurisdiction of the Ministry of Transportation (MTO), and there is a requirement to ensure there is no adverse impact on the functionality and safety of this corridor and intersection.

Traffic Brief

In support of the subject applications, the proponent submitted a Traffic Brief prepared by R.V. Anderson Associates Limited (dated March 21, 2022). To summarize, the Traffic Brief generally states:

- This Traffic Brief has been requested by the Ontario Ministry of Transportation (MTO) as a condition of approval for the subject applications.
- The primary objective of the Traffic Brief is to determine the traffic volumes anticipated to be generated by the proposed development during the weekday am and pm peak hours, to evaluate the resulting operational performance of the MTO controlled intersection of Highway 6 and 3rd Line, and to identify any recommended intersection improvements to maintain an acceptable level of services at the intersection, if required.
- The Traffic Brief assesses the proposed concrete batching plant on the west portion of the subject lands and a gas station with convenience establishment on the east portion of the subject lands. An addendum to the Traffic Brief may be required at the Site Plan stage once the specific businesses on the subject lands are confirmed.
- Access to the proposed concrete batching plant will be provided through two driveways located along 3rd Line. Access to the future development lands will likely consist of an additional access(es) on 3rd Line and/or Highway 6.

- Trip generation for the proposed concrete batching plant includes approximately 50 concrete trucks, 20 gravel trucks, and 4 powder trucks during the weekday. During the weekday am peak hour 6 delivery trucks and 15 employee vehicles are expected to arrive to the site and 5 delivery trucks and 0 employee vehicles are expected to depart the site. During the weekday pm peak hour, 4 delivery trucks and 0 employee vehicles are expected to arrive to the site and 4 delivery trucks and 15 employee vehicles are expected to depart the site.
- Trip generation for the future development lands has assumed a gas station and convenience establishment. It assumes that this location could accommodate 9-15 pumps and approximately 93 square metres (1,000 square feet) of convenience space. The development would generate approximately 57 and 55 trips during the weekday am and pm hours, respectively.
- The Highway 6 and 3rd Line intersection generally operates well during weekday am and pm peak hours, from existing conditions through to future total 2033 conditions which includes traffic generated by the subject lands. There is ample reserve capacity available at the intersection overall, and major movements on Highway 6 northbound and southbound through movements are forecast to operation with minimal delays and no queuing. However, east/west left turn movements experience delays during all analysis periods.
- Although the traffic generated from the subject lands does contribute to some increase in delay within the intersection, it is not expected to have a significant impact on overall intersection operations and warrant any improvements.
- An analysis was also completed to evaluate the potential operational implications should another type of operation be proposed under the 'General Industrial (CG)' Zone and a potential fast-food restaurant with drive-thru window facility. A 13,500 square metre (145,300 square foot) industrial building and 251 square metres (2,700 square foot) fast-food restaurant has been assumed. This potential project is projected to generate approximately 223 total two-way trips during weekday am peak hour and 89 total two-way trips during the weekday pm peak hour.
- During the am peak hour, the Highway 6 and 3rd Line intersection operates well in the 2023 future total scenario as an un-signalized intersection. During the pm peak hour, the eastbound left turn movement is forecast to be at capacity upon buildout of the development. The remaining movements all have ample reserve capacity.
- A signal warrant analysis was completed for the intersection using the projected future total 2033 traffic conditions for both the proposed primary scenario (concrete batching plant with gas station and convenience establishment) and the alternative analysis (general industrial use with fast-food restaurant with drive-thru facility). The results indicate that traffic signals are not warranted based on MTO criteria.

The Traffic Brief was circulated to the MTO and the County's Transportation Engineering Technologist. Their comments are included in the Stakeholder Impact section below; they have indicated that they want further analysis done to identify the cumulative impact of the existing and future uses on this intersection before approving/refusing the applications.

Conclusions and Next Steps

The subject report is intended to assist Council in understanding the potential impacts of the proposal and to provide an opportunity for public involvement and engagement in the planning process before Planning staff makes a recommendation and Council makes a decision on the subject applications. There is a need to consider public comments and to address the matters outlined above before a decision on the principle of land use is made. As noted above, further information is required to address

County staff and agency comments provided through review of the first submission as outlined below and to provide outstanding items and studies.

Ultimately, the proponent is required to demonstrate that the subject applications are consistent and conform with Provincial and County policy frameworks, that the development is functional (relating to private servicing, stormwater management, and traffic and transportation), and that the proposed development in this location represents good land use planning (considering surrounding sensitive land uses, that the development will be on private services, and the subject lands front onto Highway 6) before the matter can be brought forward for Council's decision.

Additionally, following this report and meeting and to comply with Planning regulations, the proponent will need to hold a privately lead neighbourhood meeting and then to provide a second submission that includes this information. Following County staff and agency review of the second submission, Planning staff will bring a recommendation report forward at a future Council in Committee meeting for Council's consideration and decision. Public input will also be invited and considered at the future public meeting.

FINANCIAL/LEGAL IMPLICATIONS:

All financial and legal matters (securities, cash-in-lieu of parkland dedication, and site plan agreement) would be addressed through the Site Plan stage and Building permit stage (development charges and permits).

STAKEHOLDER IMPACTS:

Comments received from circulation of the first submission are included below with the exclusion of detailed comments from Planning staff. The proponent's team will be required to address all comments in the second submission.

Mississaugas of the Credit First Nations (MCFN) Acting Consultation Coordinator – As always thank you for reaching out to MCFN Department of Consultation & Accommodation (DOCA) for consultation. I have a couple of requests, MCFN DOCA would like to request and participate in an Archaeological study and also would like to review an Environmental Impact Study (EIS) for this project.

Six Nations of the Grand River Land Use Officer – Thank you for providing notification on the above application. Six Nations of the Grand River territory is within the most highly urbanized land in Canada. Development has occurred on Six Nations' land without consultation or consent of our Nation. The cumulative effects of this intense development has contributed to significant environmental degradation and, as a result, Six Nations has experienced severe impacts on our ability to exercise our Aboriginal and Treaty Rights that are not only set out in the treaties themselves, but are also recognized and affirmed in Section 35 of the *Constitution Act, 1982*.

Six Nations is concerned about any development relating to air, land, water and resources which occur throughout our treaty territory and any archaeological issues associated with such development(s). We oppose altering the Official Plan to add a special policy to the agricultural designation of the subject property permitting a concrete plant and similar uses.

Abiding by regulations laid out in the Official Plan, rather than altering them in an ad hoc fashion at the behest of proponents is part of good planning.

We find it incredible that something like a concrete plant could be considered for prime agricultural land and are baffled how an agricultural designation can be maintained for such a project by adding a 'special policy'. The construction of a concrete factory guarantees this prime agricultural land will never be used for agriculture again.

As threats to our environment increase, maintaining agricultural land as actual agricultural land makes more sense than ever.

Recent supply chain disruption and rising food insecurity also attest to the importance of maintaining, if not expanding, active agricultural land.

Province – Comments are outstanding from the Ministry of Municipal Affairs and Housing (MMAH), Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRNF); Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), Ministry of Environment, Conservation and Parks (MECP), and Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). However, the Province recognizes that the application is incomplete and preliminary MECP comments have been provided to the applicant, including:

- An Air and Noise Environmental Compliance Approval (ECA) application would be required to be submitted before construction and operation. Detailed comments on the Environmental Air Quality and Noise Assessment will be provided at the ECA Review stage.
- The Air and Noise assessment study states that, “there are four residences within the 300 m Area of Influence of the Project site. Portions of the three closest residential properties along at Plank Road lie within the 70 m Recommended Minimum Separation Distance of the Batch Plant facility. However, the actual residences are more than 70 m away.”
- The applicant classified the proposed Plant as a Class II facility. The environmental land use planning guidelines D-6 Compatibility between Industrial Facilities (available at www.ontario.ca/page/d-6-compatibility-between-industrial-facilities) recommends that a minimum 70 m separation distance and 300 m potential influence area should be maintained between Class II industrial.
- Section 1.2.1 of D-6 states, “...sensitive land use may include... any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility.” With this in mind, the County should note that the sensitive land use may include not only the physical dwelling on the neighbouring property but the adjacent outdoor amenity spaces as well.
- Section 4.4.2 states, “Measurements shall normally be from the closest... property/lot line of the industrial use to the property/lot line of the closest... sensitive land use. This approach provides for the full use and enjoyment of both the sensitive land use and the industrial properties.” One purpose of this section is to allow for the property owners of both the sensitive and industrial land uses to contemplate expanding the uses of any part of their property without requiring additional consideration of the potential industrial influence area.
- That being said, as an alternative to measuring separation distances from property lines, the County could consider how zoning/site plan control using mitigation measures/on-site buffers, such as site-specific zoning by-law setback requirements, could be factored into determining an appropriate separation distance (see Section 4.4.3). Please note that this alternative method may restrict future expanded land uses.
- The Planning Justification Report has not addressed the possibility that the subject lands provide habitat for species at risk (SAR). It is the responsibility of the proponent(s) of proposed future development to ensure that Species at Risk are not killed, harmed, or harassed, and that their habitat is not damaged or destroyed through the proposed activities to be carried out on the site. If the proposed activities cannot avoid impacting protected species and their habitats, then the proponent(s) will need to apply authorization under the *Endangered Species Act* (ESA). The ministry recommends that the proponent(s) be provided with the Species at Risk Proponents Guide to Preliminary Screening and to be asked to complete a Preliminary Screening. If the proponent(s) believe that their proposed activities are going to have an impact or are uncertain

about the impacts, they should submit their Preliminary Screening results to SAROntario@ontario.ca to undergo a formal review under the ESA.

Senior Building Inspector – Dust control measures are required. The proposed shop (accessory structure) is not to be established until the main use has been established as per Section 4.3 b) of the Zoning By-law. Outdoor storage must comply with Section 4.47 of the Zoning By-law. Site lighting must comply with Section 4.57 of the Zoning By-law. Parking requirements are to be calculated at 1 per 10 square metres for industrial use (heavy/light manufacturing, warehouse) and 1 per 30 square metres for office use. Accessible parking spaces must comply with Section 5.5 of the Zoning By-law. Ontario Building Code matters, fire protection measures, undermining to be addressed during site plan process and Ontario Building Code review.

Manager of Building & Municipal Enforcement Services – The Environmental Air Quality and Noise Assessment classifies the proposed property in a Class 2 area. I disagree and suggest that the appropriate classification should be a Class 3 area. The distinction is important as the classification of Class 2 increases the acceptable sound level limits for stationary sources affecting points of reception in noise sensitive land uses. The acceptable sound level limits for stationary sources can be found in the “Exclusion Limits” found in Tables B-3, B4, and guidance provided by the Ministry of Environment, Conservation and Parks (MECP) for land use planning purposes specifically the “Exclusion Limits” found in C-5 and C-6 of NPC 300.

“Class 1 area” means an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum”.

“Class 2 area” means an area with an acoustical environment that has quantities representative of both Class 1 and Class 3 areas:

- Sound levels characteristic of Class 1 during daytime (07:00 to 19:00 or to 23:00 hours); and low evening and night background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 or 0:700 hours).

“Class 3 area” means a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic, such as:

- A small community;
- Agricultural area;
- A rural recreational area such as a cottage or a resort area; or
- A wilderness area.

I do not see any details about the berm’s overall height or width or the mitigating effects this proposed berm will have. Modeling may help illustrate the effects without a berm and with the construction of the berm. There is concern about the effectiveness that any berm would have on this highly intrusive noise source.

The report lacks information addressing the impact of sound on sensitive land uses related to existing industrial intrusive sources to total sound from existing and new sources. Prediction modeling is an acceptable way to determine if a new source can be introduced. However, I am not satisfied that the methodology of the prediction modeling in this case reflects accurate measurements of this acoustical environment. I suspect the area property owners have enjoyed day and nighttime ambient sound levels well below average.

I am also concerned about the impact that the berm will have on the current aesthetics that neighbouring property owners have enjoyed for many years.

Development Technologist – After review of this application the Engineering Review Team has no concerns at this time. Moving forward with the process, all technical aspects will be reviewed at the Site Plan approval stage and the applicant will be required to provide adequate documentation and studies to show how the site will be designed to accommodate servicing, stormwater management practices, etc.

Planning Comment: Detailed servicing, grading, etc. plans will be required at the Site Plan application stage. However, a high level Functional servicing and stormwater management report are required at this stage to demonstrate that the project is feasible from an engineering perspective. Environmental studies are also required at this stage to demonstrate that the proposed uses can be accommodated on private services with no negative impacts before a principle of land use decision is made.

Financial Analyst – Development Charges will apply at the rate at the time of building permit issuance.

Fire Prevention Officer – No comments at this time. Further review will be completed as part of a future Site Plan application.

Manager of Water & Wastewater Engineering – The proposed development would need to be located within the urban boundary in order to be considered eligible for servicing.

Transportation Engineering Technologist – The Engineering Services is in receipt of the Traffic Brief prepared by R.V. Anderson Associates Limited dates March 2021. The brief was requested by the Ministry of Transportation (MTO). Engineering offers the following comments for consideration.

The site at 4691 Highway 6 is a proposed Ready Mix Plant. Only the western half of the parcel is being developed at this time with the eastern part set aside as future development.

The plant is expected to generate 28 trips in the am and 23 in the pm peak hours. The horizon years used for 2023, 2028, and 2033. It is noted that no future background traffic growth was calculated for 3rd Line. There was no other development traffic added in; if there are any other developments these should be included in an updated Traffic Impact Study (TIS).

The trip generation calculations provided do not include the east future development parcel with a gas station and a convenience store that would occupy the east side of the parcel. There is a synergy and a pass-by reduction applied to the total trips. This is to account for the traffic that is already using the roadways and trips within the site. The 10% reduction for synergy is acceptable. The 75% reduction for pass-by trips is high. The TIS needs to be updated.

Calculations provided show the eastbound and westbound left turns will experience delays and the 2033 future total eastbound left not having capacity for the volumes. It is noted that in the calculation indicate the layout of the intersections as having the eastbound/westbound left lane and eastbound/west bound through right; however, the layout of the east and westbound lanes is an all moves shared lane. This needs to be recalculated.

An updated TIS is required.

Ministry of Transportation (MTO) Corridor Management Planner – The MTO has reviewed the combined Official Plan Amendment and Zoning By-law Amendment application (PLOPZB2022056) prepared for 4961 Highway 6 for the subject lands. The concept plan and associated documents have been considered in accordance with the *Public Transportation and Highway Improvement Act* (PTHIA), MTO's Highway Corridor Management Manual (HCMM) and all related guidelines and policies. The following outlines our comments:

Highway 6 along the subject property is a **Class 2B – Provincial Arterial** with a posted speed of 80 km/hr, and is designed as a *Controlled Access Highway* (CAH). As such, all requirements, guidelines, and best practices in accordance with this classification and designation shall apply.

The owner should be aware that the property falls within MTO's Permit Control Area (PCA), and as such, MTO Permits are required before any demolition, grading, construction or alteration to the site commences. In accordance with the Ontario Building Code, municipal permits may not be issued until such time as all other applicable requirements (i.e.: MTO permits/approvals) are satisfied. As a condition of MTO permit(s) MTO will require the following for review approval:

General Notes:

Given access to the subject property can be achieved from 3rd Line and the classification of the adjacent highway, no access from Highway 6 will be permitted for the proposed concrete batching plant or the lands described as "Future Industrial/Commercial".

Previous MTO comments related to the subject site identified the Traffic Impact Study (TIS) should provide recommendations for access as proposed from 3rd Line (approx. 125 m from the end of radius, this currently exceeds the desired offset from the intersection radius of 85 m).

- Given the scope of development on the subject lands has changed, a full TIS will be required.
- The third paragraph of Section 5.0 within the 03/21/2022 Traffic Brief does not correlate with MTO previous comments: *"Access to the future development lands will likely consist of an additional access(es) on Third Line and/or Highway 6 (to be confirmed and justified in a future application specific to the future development lands)."*
- The frontage along Highway 6 does not meet the minimum frontage to support a commercial access to achieve the required 185 m from the end of the radius to a new commercial entrance.

Based on this and the current Site Plan, MTO would not be supportive of a severance and OPA/ZBA as proposed for the "Future Industrial/Commercial" lands.

However, MTO is open to reviewing site plans for the "Future Industrial/Commercial" lands and the balance of the subject lands where access is achieved solely from 3rd Line, with a comprehensive/phased TIS prepared supporting the balance of the subject lands.

Site Plans

MTO has no concerns with the proposed concrete batching plant layout or proposed access locations, however given the "Future Industrial/Commercial" lands are anticipated to develop as a Gas Station/C-Store the following comments/requirements are being provided in order to develop a Site Plan which would meet MTO requirements.

- Site Plans, Grading Plans, Site Servicing Plans, Sediment and Erosion Control Plans shall be submitted to MTO for review and approval; requires the owner to submit a Storm Water Management Report (SWMR) along with the above-noted grading/drainage plans for the proposed development for our review and approval. MTO Stormwater Management Requirements for Land Development Proposals can be obtained from the following website: <http://www.mto.gov.on.ca/english/engineering/drainage/stormwater/index.html>
- All buildings, structures and features integral to the site to be located a minimum of 14 metres from the highway property limit, inclusive of parking, underground storage tanks, with the exception of:
 - Gasoline Pump Island which can be located a minimum of 6 metres from highway property line;
 - Gasoline Canopy which can be located a minimum of 6 metres from highway property line; and
 - Location Signs which can be located a minimum of 3 metres from highway property line.

Traffic Brief

The traffic brief prepared for the subject lands is being reviewed by MTO, while preliminary comments have been identified above under general notes, a complete comment package is being assembled. MTO and the traffic consultant had previously discussed this brief, however at the time the “Future Industrial/Commercial” lands were not identified as part of the subject lands. Given this is a significant change a full Traffic Impact Study shall be prepared.

Traffic Impact Study

MTO will require the owner to submit a Traffic Impact Study to MTO for review and approval, including the anticipated volumes and traffic and its impact upon the Highway 6 and 3rd Line intersection.

- The TIS will be prepared by a Registry, Appraisal and Qualification System (RAQS) qualified transportation consultant in accordance with MTO traffic guidelines: <http://www.mto.gov.on.ca/english/highway-bridges/highway-corridor-management/#HCMresources>
- The list of prequalified ESPs is publicly available on MTO Technical Publications website, under Qualifications;
- MTO will be available to review the TIS scope of work once prepared, to ensure MTO concerns are addressed; and
- Should Highway improvements be identified as warranted and as a condition of MTO permits, the improvements will be designed and constructed to the standards and approval of MTO at the cost of the developer.

Should the applicant choose to proceed with the proposal, multiple MTO Permits will be required for this site:

- 1 – MTO Building and Land User Permit will be required for the site;
- 1 – MTO Sign Permit will also be required for this site;
 - Please provide a plan identifying the entire site signage proposed (visible from MTO property limits), fully dimensioned.
- Individual Encroachment Permits will be required, should any servicing connections/infrastructure be required within MTO property limits, where connections are not possible from 3rd Line.

Project Manager of Forestry Operations – Forestry doesn’t have any concerns with the proposed application as there will be no impacts on County-owned trees or Woodlands regulated under the County’s Forestry By-law.

Senior Economic Development Officer – Haldimand County’s Economic Development and Tourism Division is supportive of this proposal as it will increase employment within the County.

Canada Post Corporation – Please be advised that this business will need to register at the Hagersville Post Office and will be placed in a nearby Community mailbox. They will have their keys for their component when they register.

Trans-Northern Pipelines Inc. (TNPI) – We can confirm that TNPI has NO infrastructure in the mentioned area.

Enbridge, Grand River Conservation Authority (GRCA), Hydro One (High Voltage/Corridor), Hydro One (Local), Metro Loop, Rogers, and Bell Canada were all circulated, however either had no concerns or did not provide comments relating to the land use amendment applications.

REPORT IMPACTS:

Agreement: Yes

By-law: Yes

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. Location Map.
2. Area Zoning.
3. Owner's Sketch.
4. Proposed Official Plan Schedule.
5. Proposed Zoning By-law Schedule.
6. Proposed Official Plan By-law.
7. Proposed Zoning By-law.
8. Provincial and County Policies.