

Haldimand County

Official Plan Update



Help Shape Haldimand's Future

Agricultural Impact Analysis Final Report



Matt Reniers and Associates
July 2021



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Haldimand County: Agricultural Impact Analysis Draft Report

Table of Contents

Section	Title	Page
1.0	Introduction	1
2.0	Provincial Policy	2
2.1	A Place to Grow: Growth Plan for the Greater Golden Horseshoe	2
2.2	Provincial Policy Statement	5
2.3	Draft Agricultural Impact Assessment Guidance Document, 2018	6
3.0	Study Process	7
4.0	Study Area Identification	8
5.0	Study Methodology	11
6.0	Study Findings	14
6.1	Caledonia	14
6.1.1	Caledonia Primary Study Areas	16
6.1.2	Caledonia Secondary Study Area	27
6.1.3	Summary	31
6.1.4	Examination of Alternative Development Areas	31
6.2	Dunnville	43
6.2.1	Dunnville Primary Study Area	43
6.2.2	Dunnville Secondary Study Areas	48
6.3	Hagersville	54
6.3.1	Land Swap Area	54
6.3.2	Quarry Area	56
6.4	Jarvis	58
6.4.1	Areas of Urban Boundary Contraction	59
6.4.2	Areas of Urban Boundary Expansion	62
6.5	Townsend	63
6.6	Cayuga	65
7.0	Assessment of Impacts	67
8.0	Mitigation Measures	69
9.0	Net Impacts and Conclusions	71
10.0	Recommendations	73
Appendices		
A	MDS Calculations	
B	Definitions of the Canada Land Inventory Soil Capability for Agriculture Classes	
C	Resume of Matt Reniers, Matt Reniers and Associates	

Haldimand County: Agricultural Impact Analysis Draft Report

Maps		
Map #	Title	Page
1	Canada Land Inventory-Soil Capability of Agriculture, Haldimand County	14
2	Caledonia Area 1, Parcel Map	15
3	Caledonia Areas 2 and 3, Parcel Map	16
4	Caledonia Area 1, Official Plan Land Use Designations	18
5	Caledonia Area 1, Zoning	19
6	Caledonia Area 1, Canada Land Inventory Soil Classes	20
7	Caledonia Area 1, Agricultural Land Base	21
8	Caledonia Areas 2 and 3, Official Plan Designations	24
9	Caledonia Areas 2 and 3, Zoning	25
10	Caledonia Areas 2 and 3, Canada Land Inventory Soil Classes	26
11	Caledonia Area 2 and 3, Provincial Agricultural Land Base	27
12	Caledonia Alternative Development Areas	32
13	Caledonia Alternative Development Areas, Official Plan Designations	33
14	Caledonia Alternative Development Areas, Zoning	34
15	Caledonia Alternative Development Areas, Soil Classes	35
16	Caledonia Alternative Development Areas, Agricultural Land Base	36
17	Dunnville Primary and Secondary Study Areas, Parcel Map	44
18	Dunnville Official Plan Designations	45
19	Dunnville Zoning	45
20	Dunnville Canada Land Inventory Soil Classes	46
21	Dunnville Provincial Agricultural Land Base	47
22	MDS Calculation for 74 Logan Road, Dunnville	52
23	Hagersville Urban Area Proposed Boundary Adjustments	55
24	Quarry Lands, West of the Hagersville Urban Boundary	56
25	Soil Capability for Agriculture, Hagersville Area	57
26	Jarvis, Urban Area Boundary Adjustments	61
27	Soil Capability for Agriculture, Jarvis and Townsend Areas	62
28	Townsend, Areas of Boundary Contraction	65
29	Soil Capability for Agriculture, Cayuga Area	67

Agricultural Impact Analysis

Urban Boundary Expansion Areas: Haldimand County

1.0 Introduction

The Growth Strategy report prepared for Phase 1 of the Haldimand County Official Plan Update work program identified 2051 land needs for the six urban communities of the County. That study identified the need to expand the boundaries of some urban areas and to contract the boundaries of others based on the analysis of land needs for employment lands, residential development and other community needs. One of the objectives of the Growth Strategy Report was to determine what needs to be done to right size the urban communities in relation to future land demands.

Specifically, the Growth Strategy Report concluded that the Official Plan's urban boundaries for the communities of Caledonia and Dunnville need to be expanded to meet future land demands that cannot be accommodated within the existing urban boundaries. On the other hand, Jarvis and Townsend have a surplus of lands that are in excess of their 2051 land requirements and the contraction of their urban boundaries was recommended. No boundary expansion was recommended for Cayuga. In Hagersville, some potential residential development lands are impacted by operations at a nearby quarry and are temporarily held out of development. As a result, a request has been received for a land exchange to add lands into the community's urban boundary with the corresponding removal of a similar amount of land so that the net result being that there would be no change to the total lands available. A subsequent request has also been submitted to expand the Hagersville urban boundary around a former quarry pond also to compensate somewhat for the lost potential resulting from the quarry operations. These requests will be discussed more fully in the body of this report.

Provincial planning policy as laid out in the policy documents "A Place to Grow: Growth Plan for the Greater Golden Horseshoe" (Growth Plan 2020) and the "Provincial Policy Statement" (PPS 2020) require that an agricultural impact analysis be carried out where urban boundaries are to be expanded. The purpose of this report is to document the

Haldimand County: Agricultural Impact Analysis Draft Report

agricultural impact analysis carried out for the proposed expansion lands in accordance with the requirements of provincial policies and guidelines. The report will also identify alternative boundary expansion areas that have been considered and describe the evaluation carried out for these lands.

2.0 Provincial Policy

2.1 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan 2020 requirements for carrying out an agricultural impact analysis are contained in section 2.2.8.3 on settlement area boundary expansions. Subsections f), g) and h) relate specifically to agricultural impact statements. These policies are as follows:

- f) *prime agricultural areas* should be avoided where possible. To support the *Agricultural System*, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the *Agricultural System* and in accordance with the following:
 - i. expansion into *specialty crop areas* is prohibited;
 - ii. reasonable alternatives that avoid *prime agricultural area* are evaluated; and
 - iii. where *prime agricultural areas* cannot be avoided, lower priority agricultural lands are used;
- g) the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*;
- h) any adverse impacts on the *agri-food network*, including agricultural operations, from expanding *settlement areas* would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*;

Note that italicized terms have specific definitions in the Growth Plan 2020. Key definitions of significance for this report are:

Agricultural System

The system mapped and issued by the Province in accordance with this Plan, comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components: 1. An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*, and *rural lands* that together create a continuous productive land base for agriculture; 2. An *agri-food network* which includes *infrastructure*, services, and assets

Haldimand County: Agricultural Impact Analysis Draft Report

important to the viability of the agri-food sector.

Prime Agricultural Area

An area where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* are to be identified by the Ontario Ministry of Agriculture, Food and Rural Affairs using guidelines developed by the Province as amended from time to time.

Prime Agricultural Lands

Specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Specialty Crop Areas

Areas designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops are predominantly grown such as tender fruits (peached, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to specific climate conditions, or a combination of both;
- b) farmers skilled in the production of specialty crops; and
- c) a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops.

Agri-food Network

Within the *Agricultural System*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.

Minimum Distance Separation Formulae

Formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Haldimand County: Agricultural Impact Analysis Draft Report

Settlement Areas

Urban areas and rural settlements within municipalities (such as cities, towns, villages, and hamlets) that are:

- a) built up areas where development is concentrated and which have a mix of land uses; and
- b) lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the *settlement area* may be no larger than the area where development is concentrated.

In the Growth Plan 2020, the Province has taken a systems perspective on agricultural lands. The agricultural system includes not just lands that are in agricultural production and are of good capability for agriculture. It also includes the on farm and off farm infrastructure, markets, distribution centres; the primary processing of farm products; and other services that support the agricultural industry. Elements of the agri-food network may be located within the prime agricultural areas but may also be situated in other rural areas, in hamlets or urban communities within the region. The purpose of the agriculture impact assessment is, where settlement area expansions are needed, to identify measures that will avoid or minimize the adverse impact of such expansions on prime agricultural lands and on the agri-food network. The agriculture impact analysis is to examine alternative expansion areas and to select those areas with the least adverse impact on the agricultural system.

It should be noted that the impact on the agricultural system is not the only consideration in the expansion of settlement areas. Other considerations in Section 2.2.8.3 of the Growth Plan include:

- a. there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
- b. the *infrastructure* and *public service facilities* needed would be financially viable over the full life cycle of these assets;
- c. the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and *stormwater master plans* or equivalent, as appropriate;

Haldimand County: Agricultural Impact Analysis Draft Report

- d. the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the *water resource system*, including the *quality and quantity of water*; and
- e. *key hydrologic areas* and the *Natural Heritage System for the Growth Plan* should be avoided where possible.

The ability to provide the required municipal infrastructure and the avoidance of significant natural features are other important considerations.

2.2 Provincial Policy Statement

The policies in the PPS 2020 for the expansion of settlement area boundaries are consistent with those in the Growth Plan 2020. Such expansions are to be approved only after the completion of a municipal comprehensive review which indicates the need for additional land and demonstrates that opportunities are not available within the current settlement area boundaries. The following are the specific policies on settlement area expansions contained in Section 1.1.3.8 of the PPS 2020:

A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

- a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
- b) the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
- c) in *prime agricultural areas*:
 - 1. the lands do not comprise *specialty crop areas*;
 - 2. alternative locations have been evaluated, and
 - i. there are no reasonable alternatives which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- d) the new or expanding *settlement area* is in compliance with the *minimum distance separation formulae*; and

Haldimand County: Agricultural Impact Analysis Draft Report

- e) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

In undertaking a *comprehensive review*, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

In addition to demonstrating that the required infrastructure is either available or planned and can be provided to the designated growth areas and are financially viable, the PPS 2020 requires that municipalities in prime agricultural areas avoid specialty crop areas, evaluate alternative locations and demonstrate that there are no reasonable alternatives which avoid prime agricultural areas, that there are no reasonable alternatives on lower priority agricultural lands and that the lands are in compliance with the minimum distance separation formula and further that any adverse impacts can be mitigated to the extent of possible.

2.3 Draft Agricultural Impact Assessment Guidance Document, 2018

The draft Agricultural Impact Assessment (AIA) Guidelines were released in 2018 to assist municipalities, agricultural and environmental assessment professionals, development proponents and landowners by outlining provincial requirements, providing technical assistance and mitigation measures and other resources to assist in avoiding or minimizing adverse impacts on agriculture as a result of settlement area boundary expansions. Both the Growth Plan 2020 and the PPS 2020 have been revised since this guidance document was released and a revised and final version of the AIA document is expected to be released by the Province in 2021. In the meantime, the draft AIA document can assist in preparing the agricultural impact assessment required for the urban boundary expansion lands for the Haldimand County Growth Strategy.

According to the AIA guidelines, the assessment should include the following ten components:

1. An Introduction
2. Process

Haldimand County: Agricultural Impact Analysis Draft Report

3. Study Area Identification
4. Study Methodology
5. Description of soils, land use, etc.
6. Assessment of Impacts
7. Mitigation Measures
8. Net Impacts
9. Study Recommendations and Conclusions, and
10. Appendices.

This report will deal with each of these components.

3.0 Study Process

This submission was prepared in consultation with staff from the Elora office of the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA). Information available on the OMAFRA website, such as through the Agricultural System Portal and LEAR mapping made available by OMAFRA were used in carrying out the AIA.

OMAFRA's review of the Growth Strategy Report for Haldimand County and Official Plan Amendment 57 submitted to the Ministry of Municipal Affairs and Housing in response to the one-window circulation identified concerns with the AIA that had been carried out. These concerns were outlined and discussed in more detail in a one-window partner meeting between OMAFRA, MMAH and Haldimand County staff on January 20, 2021. OMAFRA staff verbally presented the finalized AIA Guideline checklist in these discussions and subsequently provided the AIA Study Components Checklist, prior to its public release to assist in completing this report. The completion of this report has also benefitted from specific comments provided by OMAFRA staff on an earlier draft version.

Planning staff and the consultant also met, on May 5, 2021, with the Haldimand County Agricultural Advisory Committee to present the findings of the draft AIA report. The role of this Committee is to advise Council on matters, issues, and policies relating to

Haldimand County: Agricultural Impact Analysis Draft Report

agriculture and agri-business in the County. The agricultural sector is an important component of the County's economic base. The role of the Committee is also to ensure community involvement and input into the planning and implementation of agricultural related projects and tasks. This presentation provided detailed information on the primary and secondary study areas, alternative expansion areas, soils, MDS calculations, and on the agri-food network. Following the presentation, the Agricultural Advisory Committee expressed its satisfaction with the work carried out and approved a resolution supporting the report recommendations. The Committee also expressed an interest in meeting again with Planning staff and the consultant to discuss other aspects of the Official Plan Update relating to the agricultural system.

Planning staff and the project manager for the Official Plan Update met virtually with staff from Six Nations of the Grand River Territory on November 26, 2020 to discuss the Official Plan Update. Planning Staff have sent written communications to Six Nations, Mississaugas of the Credit First Nation and Haudenosaunee Confederacy inviting input and opportunity for discussion of proposals. A response to these communications has not yet been received.

Planning staff assisted the study by carrying out MDS calculations, preparing the maps contained in the report and through the review of earlier versions of this report.

4.0 Study Area Identification

A major emphasis in the Growth Strategy Report was to position the County to meet the growth projections set out in the Growth Plan 2020. Future population growth in the County, based on projections prepared by Watson and Associates Economists (Watson), focused on the six urban areas of the County, with the bulk of the growth to occur in Caledonia. The population of the rural areas of the County is expected to be stable over the forecast period to 2051. The projections, prepared by Watson, were based on past growth trends, market demand and development interest. The Growth Strategy also takes into account municipal servicing capabilities and master servicing

Haldimand County: Agricultural Impact Analysis Draft Report

plans. Growth is directed to urban areas that can provide full municipal services and amongst the urban communities, growth is proposed to be directed to those communities where services are either available or can be made available economically.

The Growth Strategy Revised Report (June 2021) identified the urban boundary expansion needs for Caledonia and Dunnville. The Growth Strategy identifies the required expansions in conjunction with infrastructure plans and in accordance with provincial policy frameworks. This report will fulfill the remaining policy requirements with respect to evaluating and mitigating impacts to the agricultural system. There are also changes to the urban boundaries proposed for the communities of Hagersville, Jarvis and Townsend. These boundary changes and their impacts on agricultural lands will also be discussed.

The Growth Strategy Revised Report identified the net urban boundary expansion areas for Caledonia to be:

1. Residential/community lands 259 hectares (640 acres); and
2. Employment Areas 101 hectares (250 acres).

It should be noted that these areas are net. Two areas were identified for removal from the Caledonia urban area. These include an employment area on the south side of Greens Road and on the east side of Mines Road (38 hectares or 94 acres) and residential/community properties on Stirling Street (6 hectares, or 15 acres).

The net boundary expansion for Dunnville is for 25 hectares (62 acres) of residential/community employment lands. No lands are proposed to be removed from within the Dunnville urban area.

The lands identified for the urban boundary expansions for Caledonia and Dunnville form the Primary Study Area (PSA) for the AIA.

Haldimand County: Agricultural Impact Analysis Draft Report

In Hagersville, Empire Communities has requested approval for a land exchange on the east side of the community, on the northside of King Street East / Haldimand Road 20 in the vicinity of the Lafarge Quarry. This an even exchange with an area of about 8 hectares (20 acres) being removed from the Hagersville Urban Area and a corresponding amount added. The lands to be removed are impacted by blasting operations within the licensed quarry and cannot be developed at this time. The lands to be added are under the same ownership and are not impacted by the blasting operations. The lands to be added facilitate the development of adjacent lands within the Hagersville urban boundary and other lands nearby. As part of the need to compensate for the loss of development potential, Empire Communities has also requested an expansion to the Hagersville urban boundary to include lands around an abandoned quarry and which are not in agricultural production. A description of these lands will be provided later in this report.

For the urban communities of Jarvis and Townsend, lands are to be removed from within the current urban boundaries. For Jarvis, 74 hectares (183 acres) of residential/community lands are to be removed and returned to the Agriculture designation. Also, in Jarvis, minor boundary adjustments will add 4 hectares (10 acres) for employment purposes while another 52 hectares (128 acres) of employment lands in the northeast corner of the community are recommended for removal, leading to a net total of 48 hectares (119 acres) of employment lands returning to the Agricultural land use designation. In Townsend, 198 hectares (489 acres) of residential/community lands are to be removed from the urban area and returned to the Agricultural designation. Most of these lands (in both communities) are currently being farmed.

There are no changes proposed to the urban boundary of Cayuga.

The net impact of all the urban boundary changes recommended in the Growth Strategy Report was to add 77 hectares (190 acres) of land to the County's six urban

Haldimand County: Agricultural Impact Analysis Draft Report

communities to right size the communities based on growth forecasts, market demand and existing or planned servicing infrastructure.

The Primary Study Areas (PSA's) are the lands recommended for inclusion in the urban boundaries of Caledonia and Dunnville. The Secondary Study Area's (SSA's) are lands within 1500 metres of the PSA's. In both Caledonia and Dunnville, portions of the SSA's inside the existing urban boundaries of the two communities were not examined. Also, the SSA's did not cross the Grand River which is a formable physical feature and it was assumed that impacts on agricultural lands would not cross over the river.

The areas of boundary changes in the communities of Hagersville, Jarvis and Townsend will also be briefly discussed but in lesser detail than for the communities of Caledonia and Dunnville.

5.0 Study Methodology

For both the PSA's and SSA's for Caledonia and Dunnville, the AIA examined existing land use in detail through the County's Geographical Information System (GIS). The use of the GIS allowed the examination of the following features:

- aerial photography including buildings, the locations of fields and woodlots, etc.,
- property boundaries,
- a link to property information such as frontages, land areas, etc.
- Official Plan land use designations, including natural heritage overlays, such as wetlands, floodplain areas and linear features such as proposed highway re-alignments,
- Zoning Bylaw zones,
- CLI Inventory soil survey, and
- the provincial Agricultural Land Base mapping for the Greater Golden Horseshoe.

Haldimand County: Agricultural Impact Analysis Draft Report

Maps showing these features were prepared for each of the PSA's and SSA's.

Existing land use was also checked by using the map and satellite imagery features available on Google Maps. For each area, a listing of the individual properties, the land areas for farms, Official Plan designations and Zoning categories were identified. The number of non-farm residential uses in each of the areas were also counted. The Haldimand County Official Plan discourages land severances that will create farm properties of less than 40 hectares (100 acres) in area. The degree of farm fragmentation for each of the areas was investigated.

OMAFRA's Agricultural System Portal was also used, particularly for the identification of the agri-food system in the areas of investigation. Aspects of the agri-food system were also searched through the County's GIS and Google Maps. Field verification was also carried out where necessary.

Potential livestock operations were identified. Haldimand County Building Department records for these potential operations were checked and, where required, MDS calculations were prepared and mapped by County Planning staff. A summary of the MDS calculations carried out is provided in **Appendix "A"**.

Also considered in expanding the urban boundaries were such matters as property lines, and specific features such as roads, railways, rivers, etc., which provide a definite limit.

Before proceeding with the study findings, it is important to briefly discuss the Canada Land Inventory on soil classes. The Canada Land Inventory has identified seven classes of agricultural land according to their capability for common field crops. The soil capability is based on detailed soil reports and mapping prepared for counties in Ontario. The soil report for Haldimand-Norfolk was prepared in 1984 and is one of the more recent reports. **Table 1** shows the distribution of land in the County

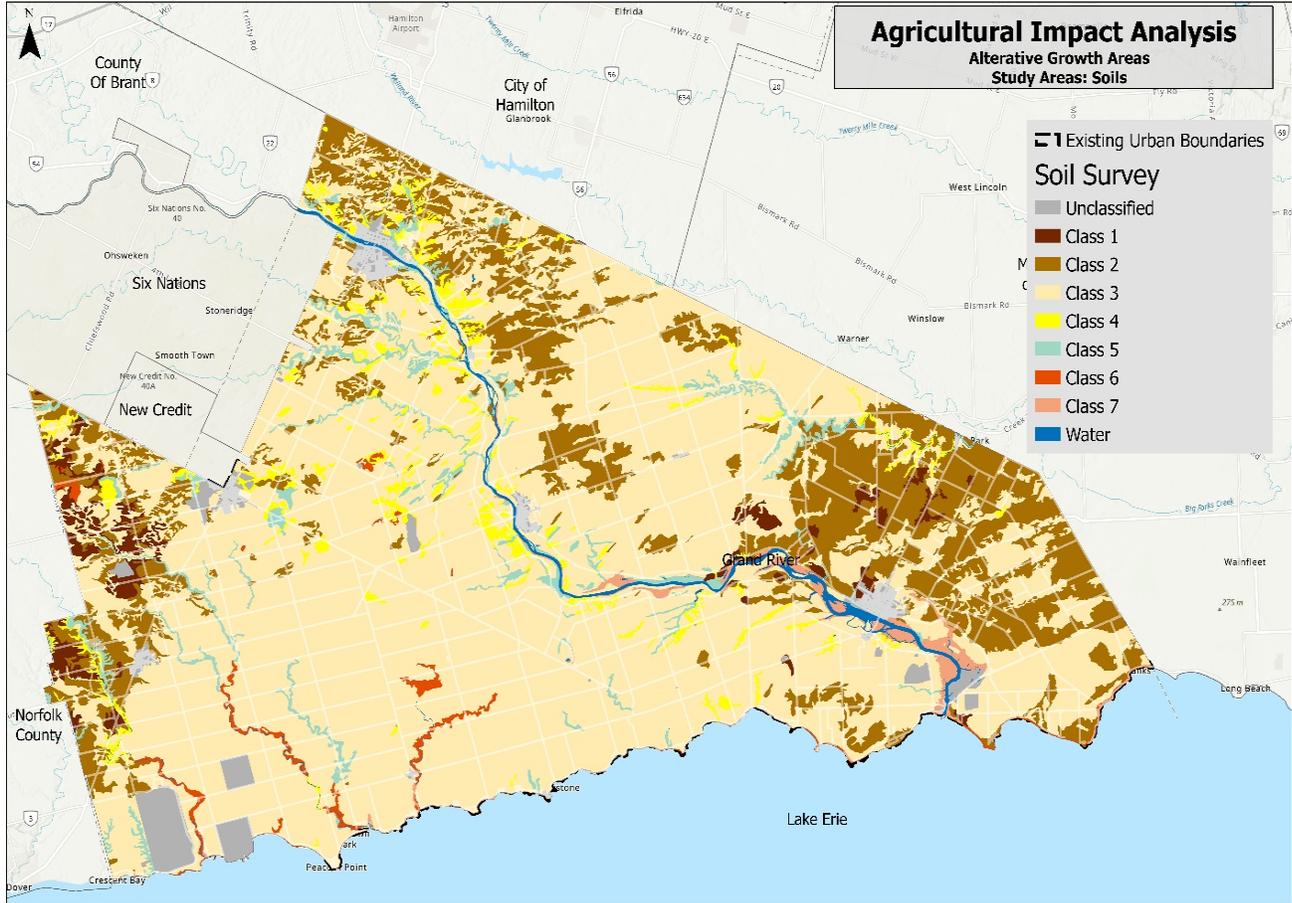
Haldimand County: Agricultural Impact Analysis Draft Report

according to the Canada Land Inventory. The geographical distribution of the soil classes in Haldimand is shown on **Map 1**.

Table 1			
Haldimand: Soil Capability for Agriculture			
Soil Capability Class	Class Description	Land Area (ha.)	% of Total Land Area
Class 1	No significant limitations	2,418	1.9
Class 2	Moderate limitations	22,793	18.2
Class 3	Moderately severe limitations	86,967	69.4
Prime Agricultural Lands	Classes 1, 2 & 3	112,177	89.6
Class 4	Severe limitations	4,138	3.3
Class 5	Very severe limitations	3,634	2.9
Class 6	Natural grazing Only	914	0.7
Class 7	No capability	917	0.7
Other	No data	3,477	2.8
Totals		125,258	100.0
Source: County of Haldimand GIS Note that totals may not add up precisely due to rounding.			

Almost 90% of the County's total land base, including settlement areas, is comprised of prime agricultural land. Class 3 lands are predominate, comprising almost 70% of the land, while Class 2 lands comprise less than 20% and Class 1 lands less than 2%. Class 1 lands have no significant constraints for agriculture, Class 2 lands have moderate constraints and Class 3 lands have moderately severe constraints. With this soil distribution on agricultural lands throughout the County, it is very difficult to find opportunities to expand existing urban areas without impacting prime agricultural lands. A more detailed description for each of the soil capability classes is provided in **Appendix "B"**.

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Map 1 Canada Land Inventory-Soil Capability of Agriculture, Haldimand County

6.0 Study Findings - soils, land use, etc.

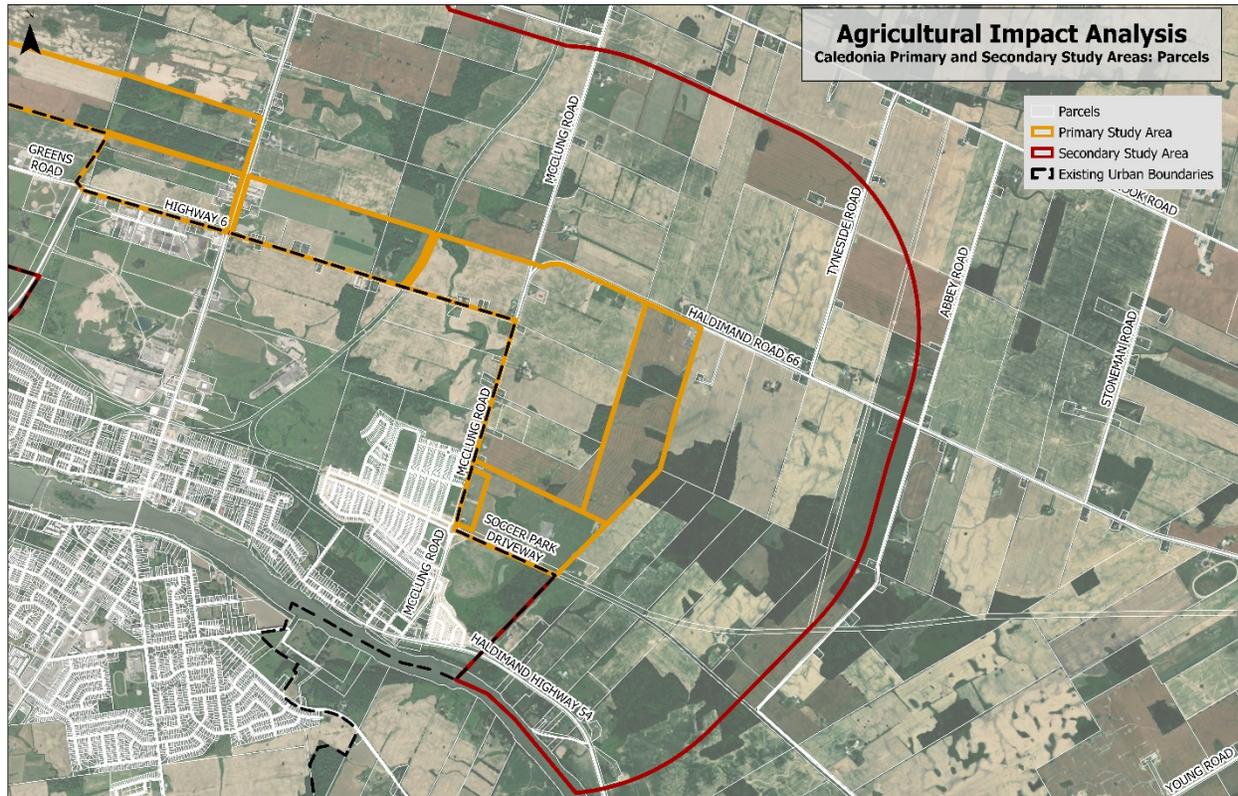
6.1 Caledonia

For ease of discussion, the study findings will be broken down into sub-areas. The discussion will focus first on the PSA's. The PSA's are divided into three sub-areas:

1. Lands on the north side of Haldimand Road 66 and east of the Chippewa Trail and east of McClung Road and south of Haldimand Road 66 (see **Map 2**),
2. Lands on the north side of Haldimand Road 66 and east of Highway 6 and west of the Chippewa Trail (see **Map 3**), and

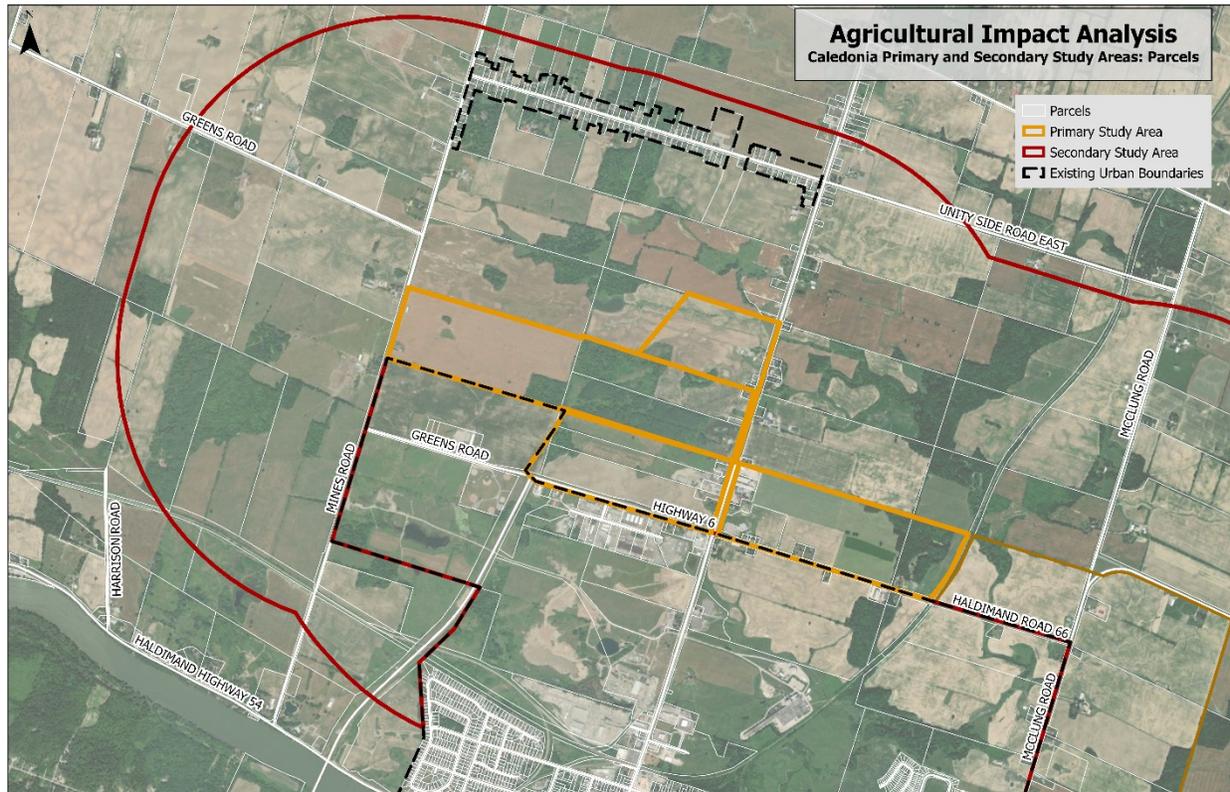
Haldimand County: Agricultural Impact Analysis Draft Report

3. Lands to the north of Greens Road and west of Highway 6 (see **Map 3**).
The SSA's were also divided into sub-areas, two on the north side of the Grand River and three on the south side of the river.



Map 2: Caledonia Area 1, Parcel Map¹

Haldimand County: Agricultural Impact Analysis Draft Report



Map 3: Caledonia Area 2 and 3, Parcel Map

6.1.1 Caledonia Primary Study Areas

6.1.1.1 Area 1: Lands on the north side of Haldimand Road 66 and east of the Chippewa Trail and east of McClung Road and south of Haldimand Road 66 (Map 2)

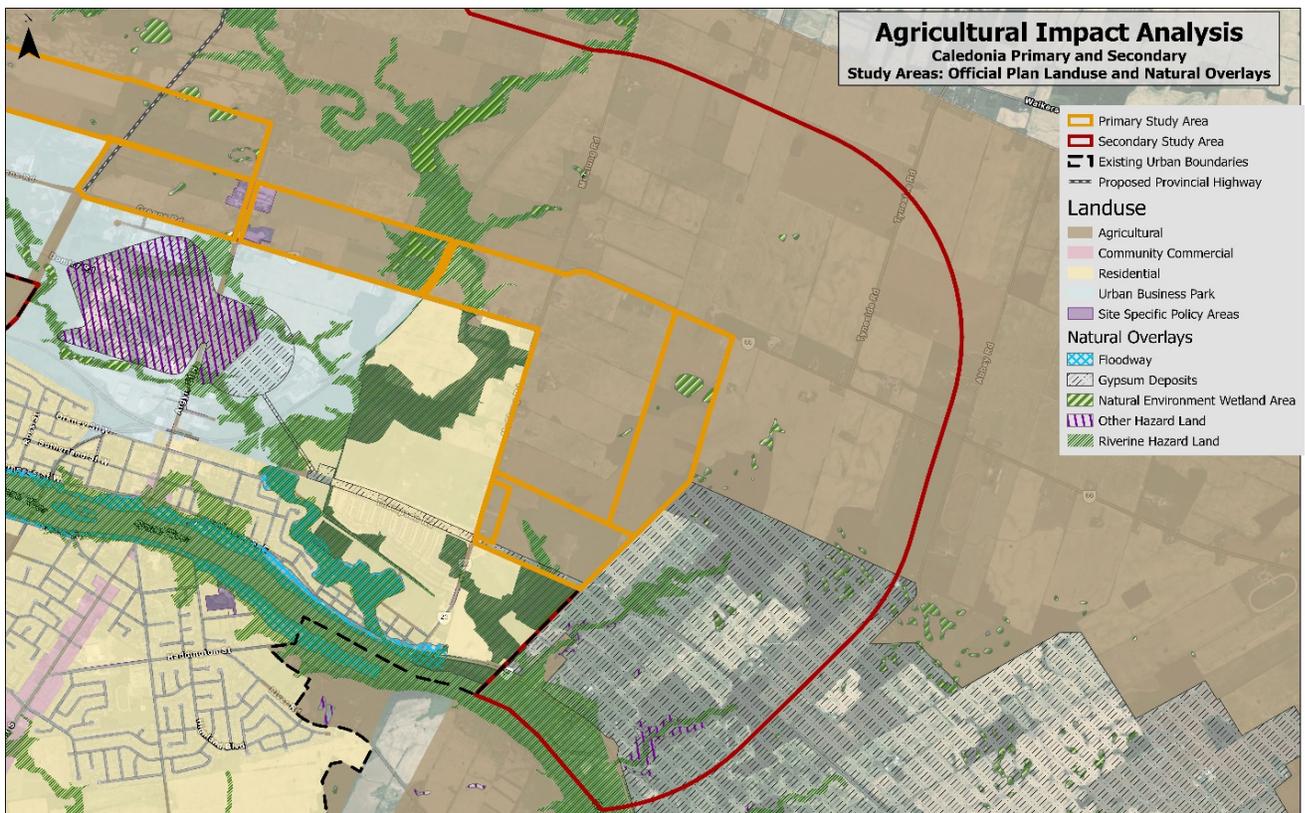
- This area contains a mix of land uses and property sizes.
- There is one farm with an area of over 40 hectares (100 acres) (134 McClung Road with 57 hectares) and two farms between 30 and 40 hectares (74 and 100 acres) in size and one farm between 20 and 30 hectares in size located on the North side of Haldimand Road 66.
- The farms on the east side of McClung Road contain small woodlots and wetlands.
- The farm on the north side of Haldimand Road 66 contains a woodlot and a portion of which is within the floodplain of a small creek.
- Lands bordering the PSA to the north and to the east are generally farmed.

Haldimand County: Agricultural Impact Analysis Draft Report

- The Caledonia soccer park occupies a 38.5 hectare (95 acre) property at the southern edge of the Primary Study Area. This is an active recreational area with 18 soccer fields of various sizes, a club house and a parking area. The soccer fields are accessed via a long lane that formerly provided access to a shaft for a Gypsum underground mine. The soccer park was rezoned in 1997 for open space uses before the split of the Region of Haldimand-Norfolk and has been in operation for over 20 years. Lands immediately to the south of the soccer park are within the Caledonia urban area (**Map 2**).
- A property along McClung Road and next to the soccer park was formerly used as a sales centre for the Empire Communities residential developments on the west side of McClung Rd.
- 9 of the properties in the area are non-farm residential.
- All of the properties have access from either McClung Road or Haldimand Road 66.
- Both of these roads are designated as arterial roads in the Haldimand County Official Plan. Arterial roads are recognized as major traffic thoroughfares and are designed to carry relatively large volumes of traffic. The combination of Haldimand Road 66 and McClung Road serve as a bypass route for through traffic around the built-up areas of Caledonia on the north side of the Grand River.
- Haldimand Road 66 and McClung Road accommodate the water service transmission line that brings water from Hamilton to Caledonia (and Cayuga further downstream).
- The south end of McClung Road, just east of the McClung and Caithness Street intersection, is the site of a major sanitary pumping station (PS) built to service lands within the existing urban boundary and which can be scaled up to service additional urban lands. In addition, the County is working to secure lands and commence the environmental assessment (EA) process for a wastewater treatment facility east of this PS which would be built to service existing urban and future urban lands in this location.

Haldimand County: Agricultural Impact Analysis Draft Report

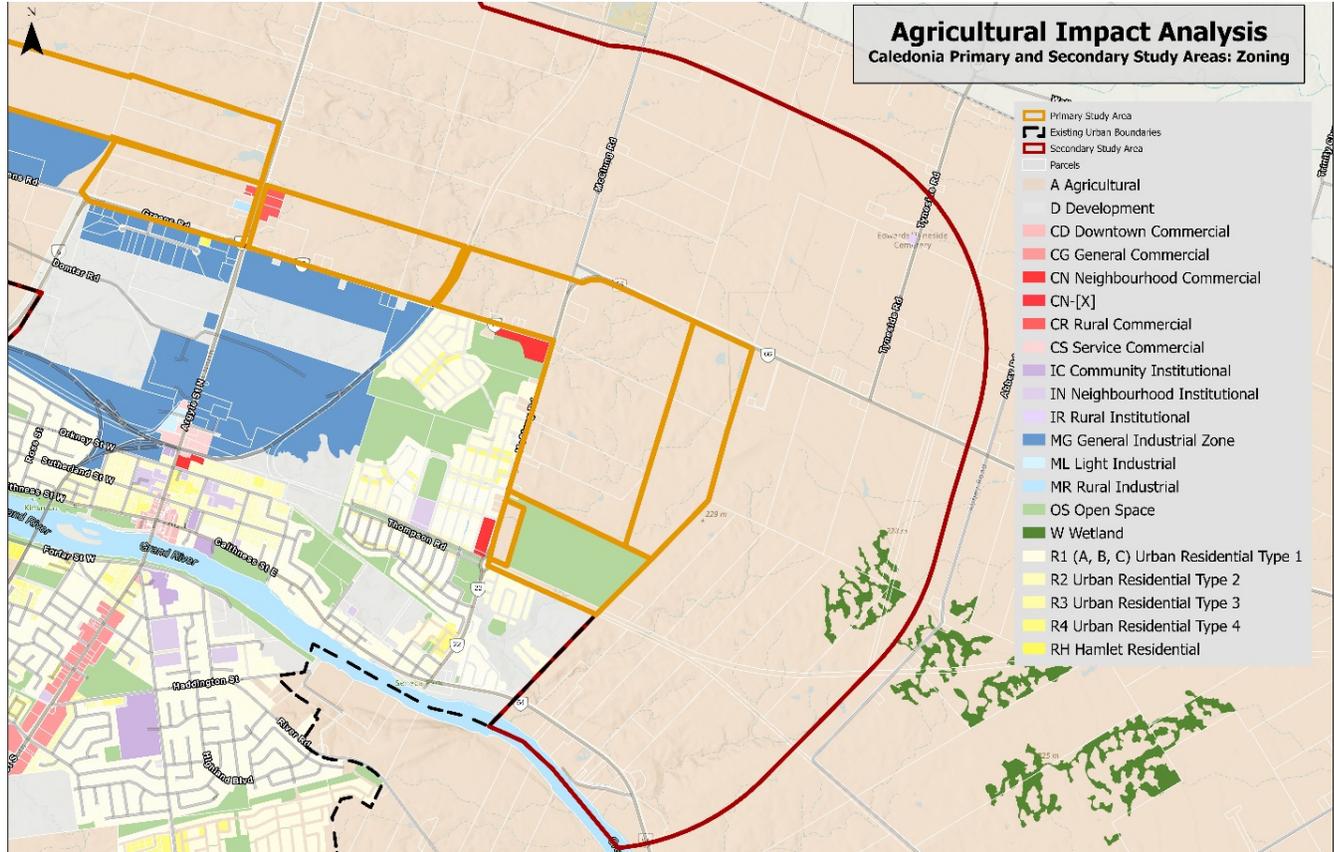
- At this point, the Avalon residential community on the West side of McClung Road has only one access which is off McClung Road. Eventually, access will also come from Haldimand Road 66.
- Agri-food network – the area does not contain any existing business services that support the agricultural system.
- The Haldimand County Official Plan land use designations are primarily Agriculture with a Riverine Hazard Land designation near the Chippewa Trail. The Chippewa Trail is shown as a trail location on Schedule “B .1” of the Official Plan and is along an abandoned railway (**Map 4**).



Map 4: Caledonia Area 1, Official Plan Land Use Designations

Haldimand County: Agricultural Impact Analysis Draft Report

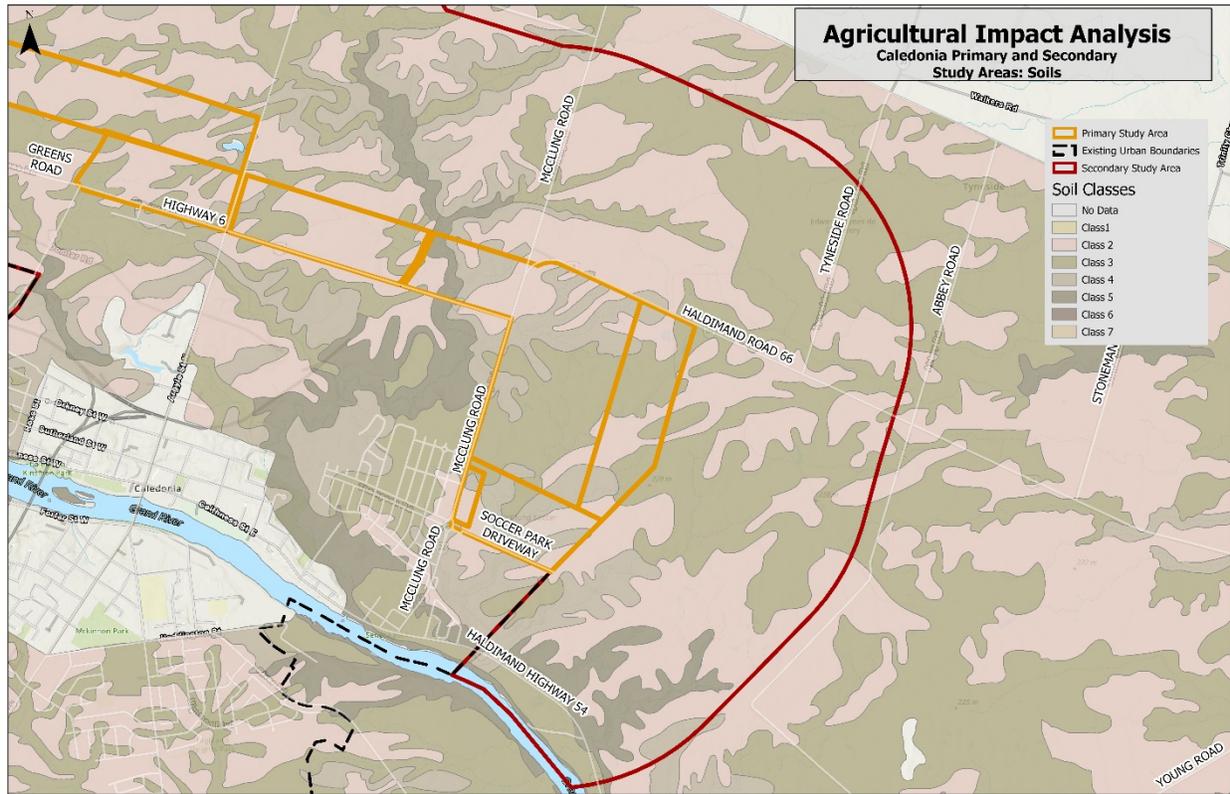
- All of the lands are zoned Agriculture except for the soccer park which is zoned as Open Space in the County's Comprehensive Zoning Bylaw (**Map 5**).



Map 5: Caledonia Area 1, Zoning

- Soil types are a mix of Classes 2, 3, 4 and 5. The Class 5 lands are in the vicinity of the floodplain lands on the north side of Haldimand Road 66. Other lands on the north side of Haldimand Road 66 are a mix of Class 2 and 4 soils. On the east side of McClung Road, the soils are predominantly Class 3 with some Class 2 soils particularly towards the northern section of this area (**Map 6**).

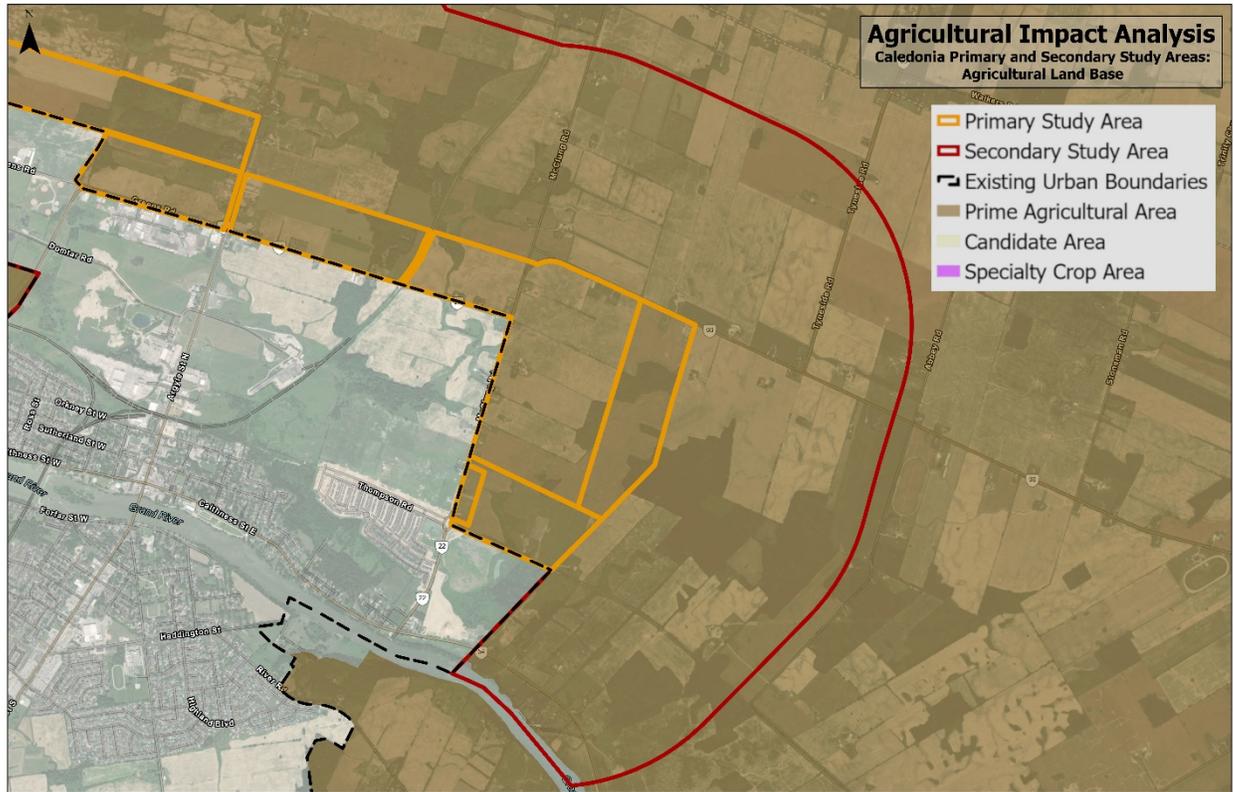
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Map 6: Caledonia Area 1, Canada Land Inventory Soil Classes

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- All of the lands are included in the Provincial agricultural land base as a Prime Agricultural Area (**Map 7**).



Map 7: Caledonia Area 1, Agricultural Land Base

6.1.1.2 Area 2: Lands on the north side of Haldimand Road 66 and east of Highway 6 and west of the Chippewa Trail

- There are 12 properties in this area, two of which are farms (see **Map 3**).
- At the intersection of Highway 6 and Haldimand Road 66 is the Gateway Church.
- Fronting onto Haldimand Road 66 are 5 non-farm residential lots and one small vacant lot (0.05 ha).
- There is a farm of about 34 hectares (84 acres) with access from Highway 6 and with considerable frontage along Haldimand Road 66, and which backs onto the non-farm residential lots.

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- A 24 hectare (59 acre) farm fronts onto Haldimand Road 66 immediately to the west of the Chippewa Trail. About 66% of this farm is a woodlot containing several small wetlands.
- Along the Highway 6 frontage, there are 3 commercial properties (garden centre, floor and paint store, furniture store and one other business (Aldershot)).
- The Official Plan land use designations for the area are primarily Agriculture. There are two site specific policy areas – Hal. 40 to permit the commercial uses along Highway 6 and Hal. 41 for the Gateway Church.
- Zoning Bylaw – primarily Agriculture, the church property has a holding (H) provision over a portion of the property, the commercial uses along Highway 6 are zoned Rural Commercial (CR).
- Soil classes are a mix of Class 2 and 3. Class 2 predominates on the 34 hectare farm (84 acres). Along the commercial uses on Highway 6, the soils are a mix of Class 2 and 4.
- All of the area is shown, in the provincial agricultural land base, as a Prime Agricultural Area.
- No elements of the agri-food network were identified in the area.
- The development of these lands will complement approved residential and commercial development in the proposed Gateway Community along the south side the Haldimand Road 66.
- Infrastructure, such as pumping stations, are being constructed along Argyle Street North to handle sewage flows from this area.

6.1.1.3 Area 3: Lands to the north of Greens Road and west of Highway 6

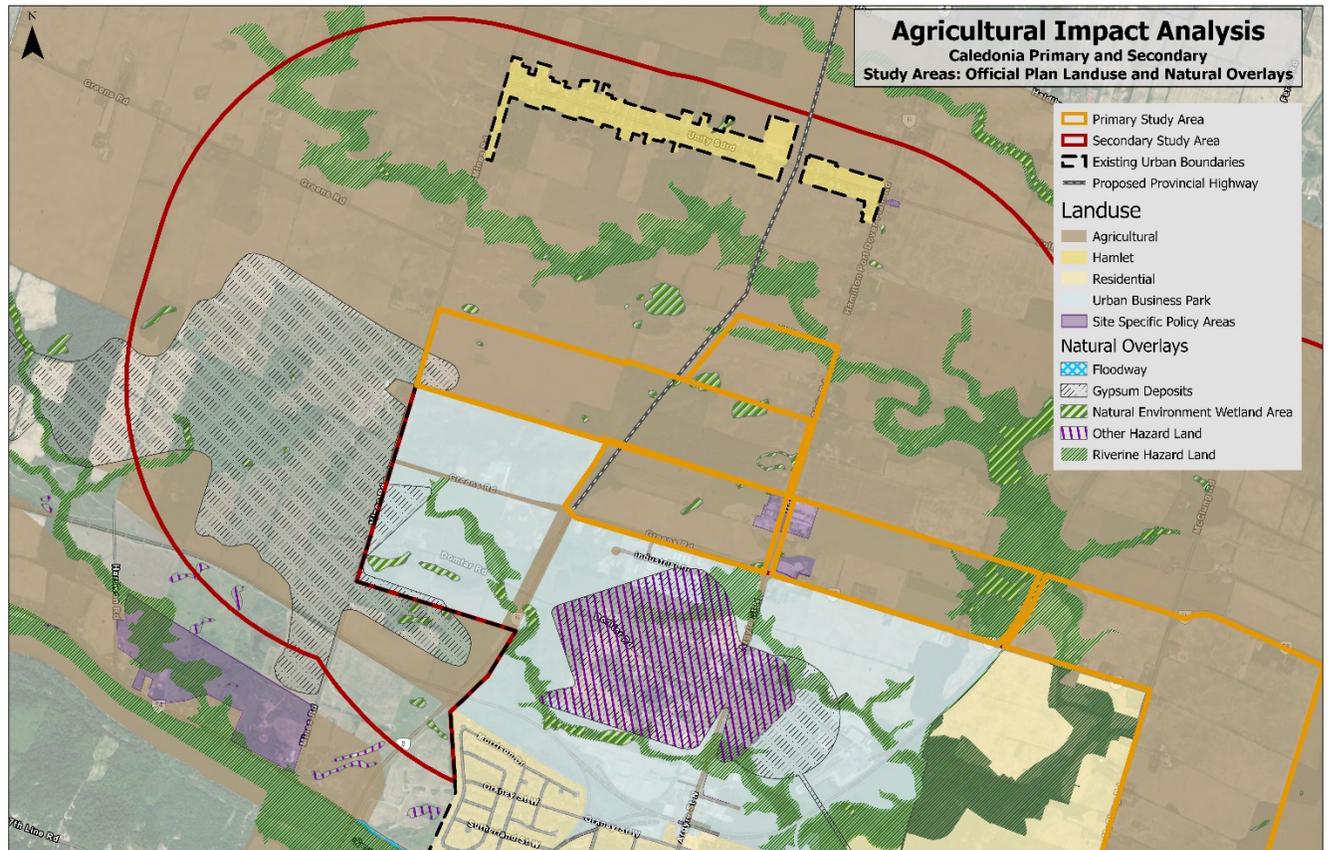
- Area 3 has been expanded from that shown in earlier versions of this report to include additional lands along the west side of the existing Highway 6. Area 3 is proposed to be added to the Caledonia urban boundary to provide employment lands to assist in meeting the 2051 employment target for Haldimand County as set out in the Growth Plan. The Ministry of Transportation (MTO) is planning to extend the Highway 6 Bypass northward to Hamilton and to construct an

Haldimand County: Agricultural Impact Analysis Draft Report

interchange at Greens Road. At this point, the timing of this extension and the construction of the interchange is unknown. Due to MTO's access guidelines, the construction of access roads from Greens Road to the proposed employment lands is not possible. Along the west side of the existing Highway 6, additional lands are required to enable the provision of an access road to the proposed employment lands that is of a sufficiently safe distance from the intersection of Greens Road that can meet the MTO access requirements. The PSA for Area 3 as shown in this report has been adjusted to include these additional lands. The additional area will add about 24 hectares (59 acres) to the proposed employment lands.

- The area has 14 properties including seven farm properties. Only one farm, fronting onto Mines Road, is more than 40 hectares (100 acres) in area. One other farm is about 20 hectares (50 acres), two are between 10 and 20 hectares (25 and 50 acres) in size and two are less than 10 hectares (25 acres). All the smaller farm properties front onto Highway 6 (see **Map 3**).
- There are also four non-farm residential properties and several commercial properties and a small industrial use (Vanderschaaf Cabinets) that also front onto existing Highway 6.
- All of the farms are cash crop operations and no livestock operations are evident.
- The Official Plan land use designations are primarily Agriculture. On Highway 6 the commercial properties are included in the Hal 40 site specific policy area. The proposed alignment for the re-routing of Highway 6, shown as a grey dashed line on **Map 8**, cuts through the farm properties fronting onto Highway 6, further fragmenting the small farm properties.

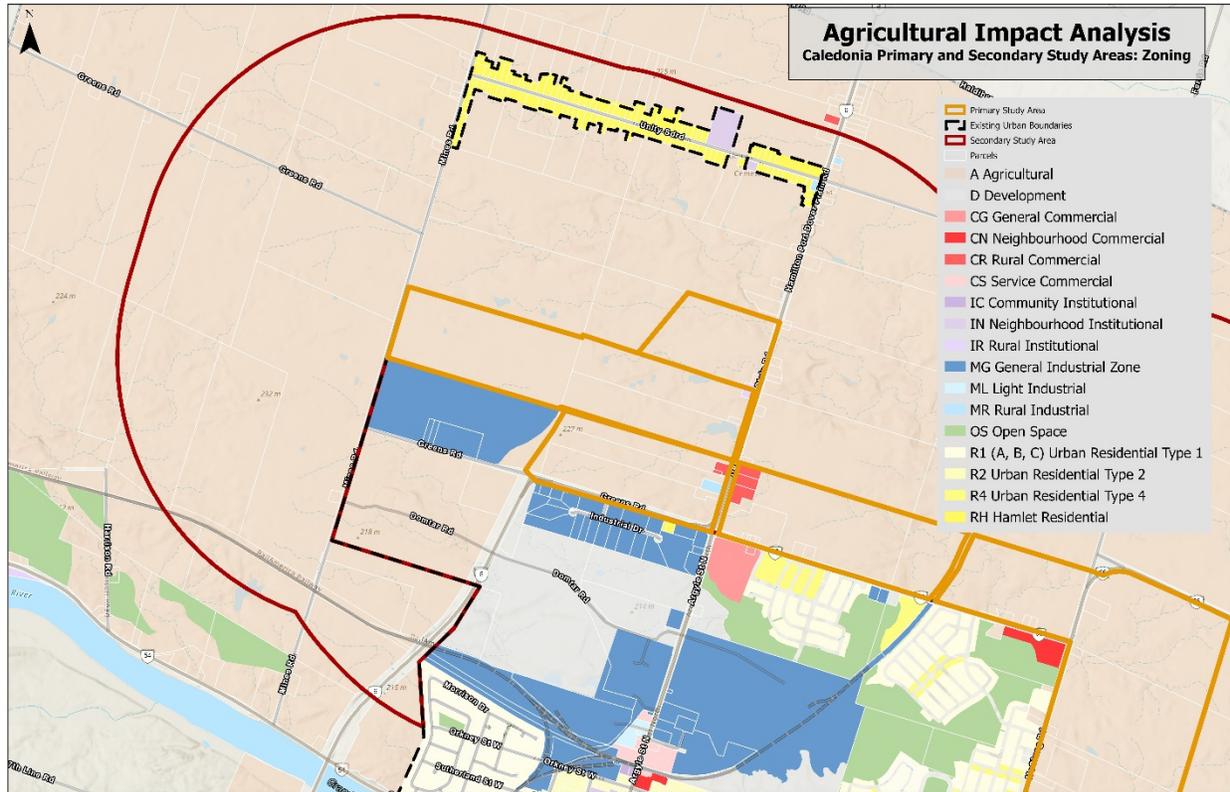
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Map 8: Caledonia Areas 2 and 3, Official Plan Designations

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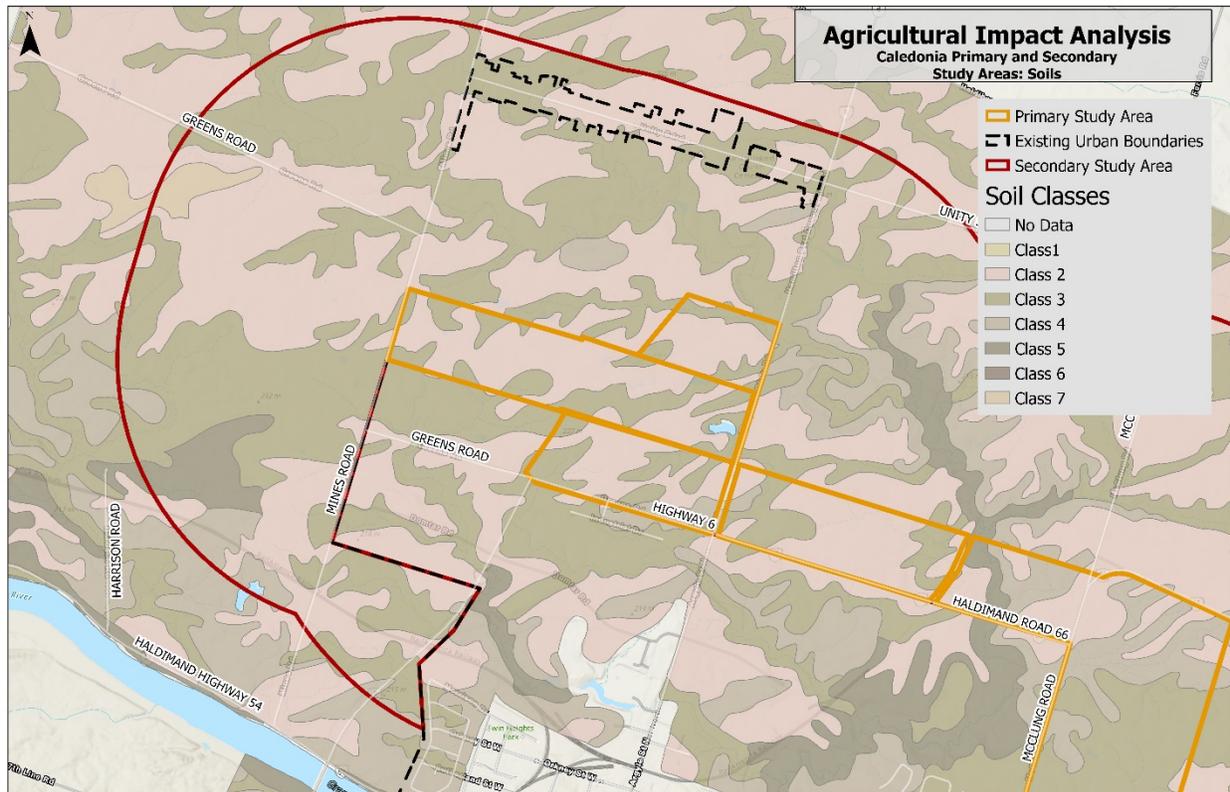
- Zoning Bylaw – Agriculture (A), Rural Commercial (CR), Rural Industrial (MR) and Rural Institutional (IR) (**Map 9**).



Map 9: Caledonia Areas 2 and 3, Zoning

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- Soil classes are a mix of Class 2 and 3. There is a small area of Class 4 at the intersection of Greens Rd and Highway 6 (**Map 10**).

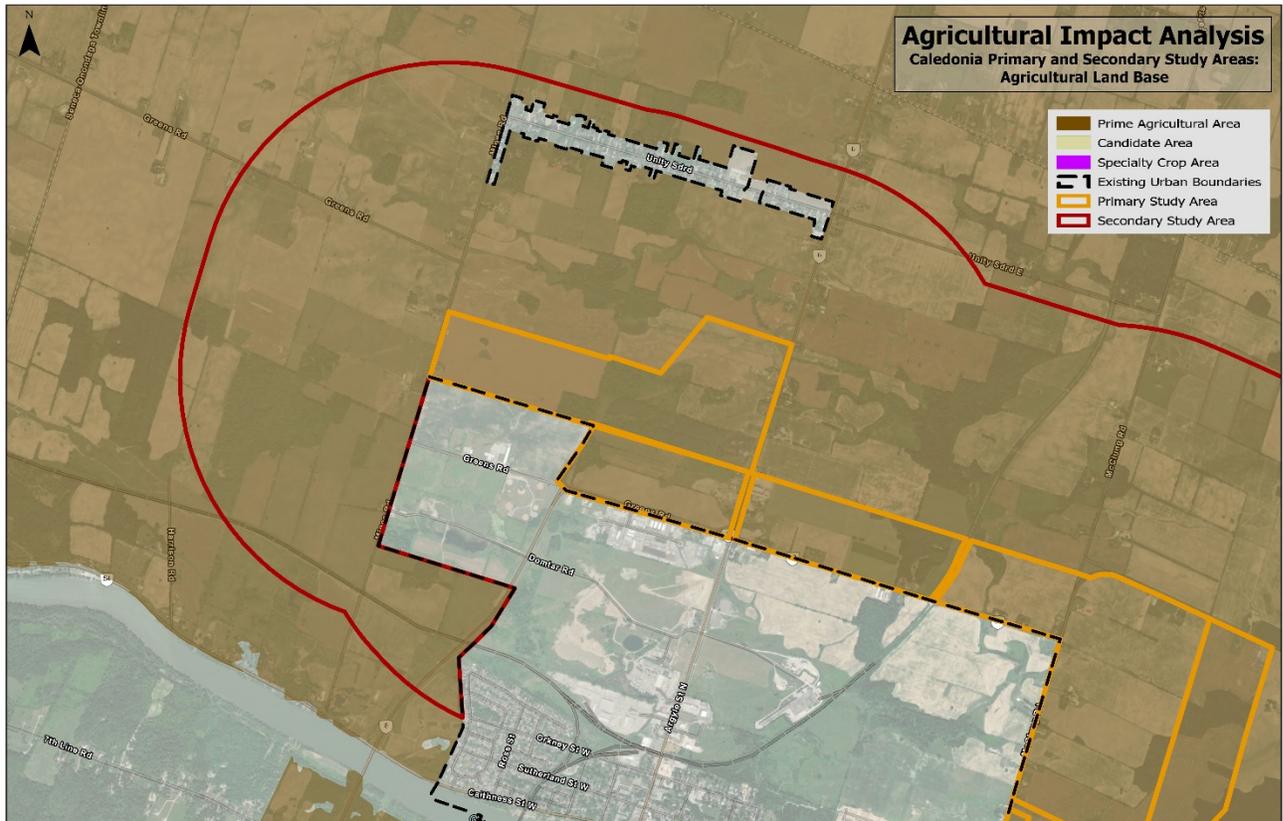


Map 10: Caledonia Areas 2 and 3, Canada Land Inventory Soil Classes

- A more detailed soil survey analysis carried out in 2021 for the owner of the property at 679 Highway 6, at the northern limit of this PSA, concluded that the property should be considered a lower priority agricultural land based on:
 - The extent of non-prime agricultural lands,
 - The lack of agricultural infrastructure,
 - The highly undulating topography, and
 - The inability to enhance the productivity of the soils through drainage enhancements.

Haldimand County: Agricultural Impact Analysis Draft Report

- In the Provincial agricultural land base, all of the area is shown as a Prime Agricultural Area (**Map 11**).



Map 11: Caledonia Area 2 and 3, Provincial Agricultural Land Base

- No elements of the agri-food network were identified in the area.
- Infrastructure, such as a new pumping station is being constructed and the extension of sanitary sewers is planned for the south side of Greens Road. The ability to accommodate more development will assist in cost recovery for the installation of the planned infrastructure.

6.1.2 Caledonia Secondary Study Area

For ease of discussion, the Caledonia Secondary Study Area is divided into 3 sub-areas: East, which is south of Haldimand Road 66, North, which is East of Highway 6

Haldimand County: Agricultural Impact Analysis Draft Report

and North of Haldimand Road 66 and West, which is west of Highway 6. These areas correspond to the PSA sub-areas.

6.1.2.1 Area 1 SSA, South of Haldimand Road 66 (see Maps 2, 3, 4, 5 and 6)

- In this area, there are 3 farms with more than 40 hectares (100 acres). One of which is over 100 hectares (247 acres). Another five farms are between 30 (74 acres) to 40 hectares (100 acres) in size. An additional 4 farms are between 20 (50 acres) and 30 hectares (74 acres). Several of these farms appeared to be livestock operations.
- Non-farm residential properties are located along the south side of Haldimand Road 66, along Abbey Road and along Haldimand Road 54 and near the Grand River on River Road.
- The area includes a property immediately to the east of the Caledonia Soccer Park which was once used as the entrance to a shaft for a former gypsum mine.
- Official Plan – the primary land use designation is Agriculture. A number of small wetlands are identified in the environmental overlay. Also, there is a Riverine Hazard Lands designation along the Grand River floodplain. Gypsum deposits are noted for a large area to the east of the Caledonia Soccer Park and north of County Road 54 and extending almost to the hamlet of York.
- Zoning Bylaw – the primary zone is Agriculture (A). Several wetlands are noted towards Abbey Road.
- Soil classes are predominantly a mix of Class 2 and 3 soils. Areas of Class 4 and 5 soils are found towards the Grand River and are intermixed with Class 2 and 3 soils.
- In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.
- No elements of the agri-food network were identified in the area.

Haldimand County: Agricultural Impact Analysis Draft Report

6.1.2.2 Area 2 SSA, North of Haldimand Road 66 and east of Highway 6 (see Maps 7, 8, 9, 10 and 11)

- The area to the north is a strong agricultural area. There are 4 farms of over 40 hectares (100 acres), three of which are over 90 hectares (222 acres) in area. There are also 9 farms between 30 (74 acres) and 40 hectares (100 acres) and 7 farms between 20 (50 acres) and 30 hectares (74 acres) in area.
- Several of the farms on the north side of Haldimand Road 66 may have livestock.
- There are 17 non-farm residential properties in the area, of which 9 are along the east side of Highway 6.
- Official Plan – the primary land use designation is Agriculture. There are Riverine Hazard Lands indicated along streams and some small wetlands identified, mostly within the Riverine Hazard Land areas.
- Zoning Bylaw – primarily Agriculture (A), one property, on Tyneside Road, is zoned ‘Rural Institutional (IR)’ for the Edwards/Tyneside Cemetery.
- Soil classes are a mix of Class 2, 3 and 4 soils, and with Class 5 soils along streams. Class 2, 3, 4 and 5 soils are found between Highway 6 and McClung Road. East of McClung Road, the soils are fairly evenly split between Class 2 and Class 3 soils.
- In the Provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.
- No elements of the Agri-food network were identified in the area.

6.1.2.3 Area 3 SSA, West of Highway 6 (see Maps 7, 8, 9, 10 and 11)

- Lands in the Caledonia Secondary Study Area to the west of Highway 6 are primarily agricultural except for the hamlet of Unity Side Road. There are 7 farms with 40 (100 acres) or more hectares in area, another 4 farms that are with between 30 and 40 hectares (74 and 100 acres) in area.

Haldimand County: Agricultural Impact Analysis Draft Report

- There are also a number of smaller properties of less than 10 hectares (25 acres) in area but relatively few non-farm residential properties other than in the hamlet of Unity Side Road.
- There are two livestock operations on the west side of Mines Road. The MDS calculations carried out for these farms at 245 and 313 Mines Road extend into the Primary Study Area on the east side of Mines Road. Lands on the east side of Mines Road are proposed for employment lands development. The Haldimand County Official Plan and Comprehensive Zoning Bylaw policies and regulations do not apply the MDS calculations to industrial developments.
- Farms immediately to the west of the current alignment of Highway 6 will be bisected by the proposed route of the new Highway 6. This will have an impact on existing farms by causing further fragmentation. The proposed route will also go through the hamlet of Unity Side Road where land for the proposed roadway has already been set aside.
- Lands to the south of Unity Side Road are broken up into relatively small farm properties.
- Official Plan – the primary land use designation is Agriculture. Unity Side Road is designated as a Hamlet. Riverine Hazard Lands runs through the area to the north of Greens Rd and south of the Unity Side Road. There are also several small wetlands indicated. The proposed realignment of Highway 6 is also shown on the Transportation Plan (Schedules “F.1” and “F.4”).
- Zoning Bylaw - primarily Agriculture (A), except lands in Unity Side Road, which are zoned Hamlet Residential (HR) and a church site on Highway 6 zoned Neighbourhood Institutional (IN).
- In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.
- No elements of the agri-food network were identified in the area.

Haldimand County: Agricultural Impact Analysis Draft Report

6.1.3 Summary

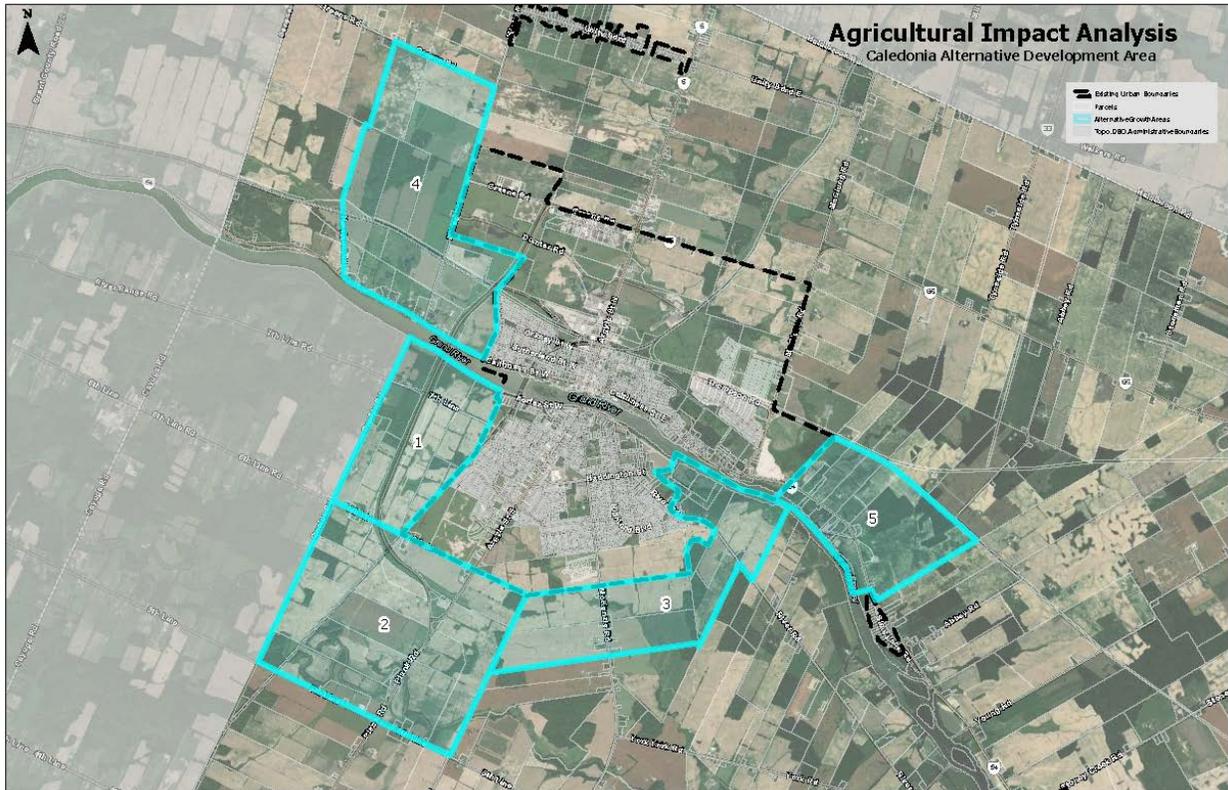
- From a soils perspective, soils in the Primary Study Area are of lesser capability for agriculture than the soils in the Secondary Study Area.
- The farms in the Primary Study Area are generally smaller than those in the Secondary Study Area, indicating a higher degree of fragmentation. For example, there are only 2 farms of 40 hectares (100 acres) or more within the Primary Study Area.
- The main roads in the Primary Study Area including McClung Rd, Haldimand Road 66, Highway 6, and Greens Road are already significantly impacted by urban development. Further development along these roads should not significantly impact existing farms.
- There are no apparent impacts of urban development on the agri-food network within the Primary Study Area. There are also no indications that urban development within the Primary Study Area will impact the agri-food network within the Secondary Study Area.
- The most significant impact of urban development in the Primary Study Area will be at the interface with adjacent operating farms located within the Secondary Study Area. These impacts will have to be mitigated to the extent possible.
- The MDS calculations carried out do not impact any of the proposed residential development areas in the Primary Study Area.

6.1.4 Examination of Alternative Development Areas

Alternative growth areas in which to expand the Caledonia urban boundary were selected on the north and south sides of the Grand River. On the south side, three areas were considered and on the north side two areas. These areas are shown on **Map 12**. Official Plan designations for the alternative areas are shown on **Map 13**, the zoning on

Haldimand County: Agricultural Impact Analysis Draft Report

Map 14, soil capability classes for agriculture on **Map 15** and the provincial agricultural land base on **Map 16**.



Map 12: Caledonia Alternative Development Areas

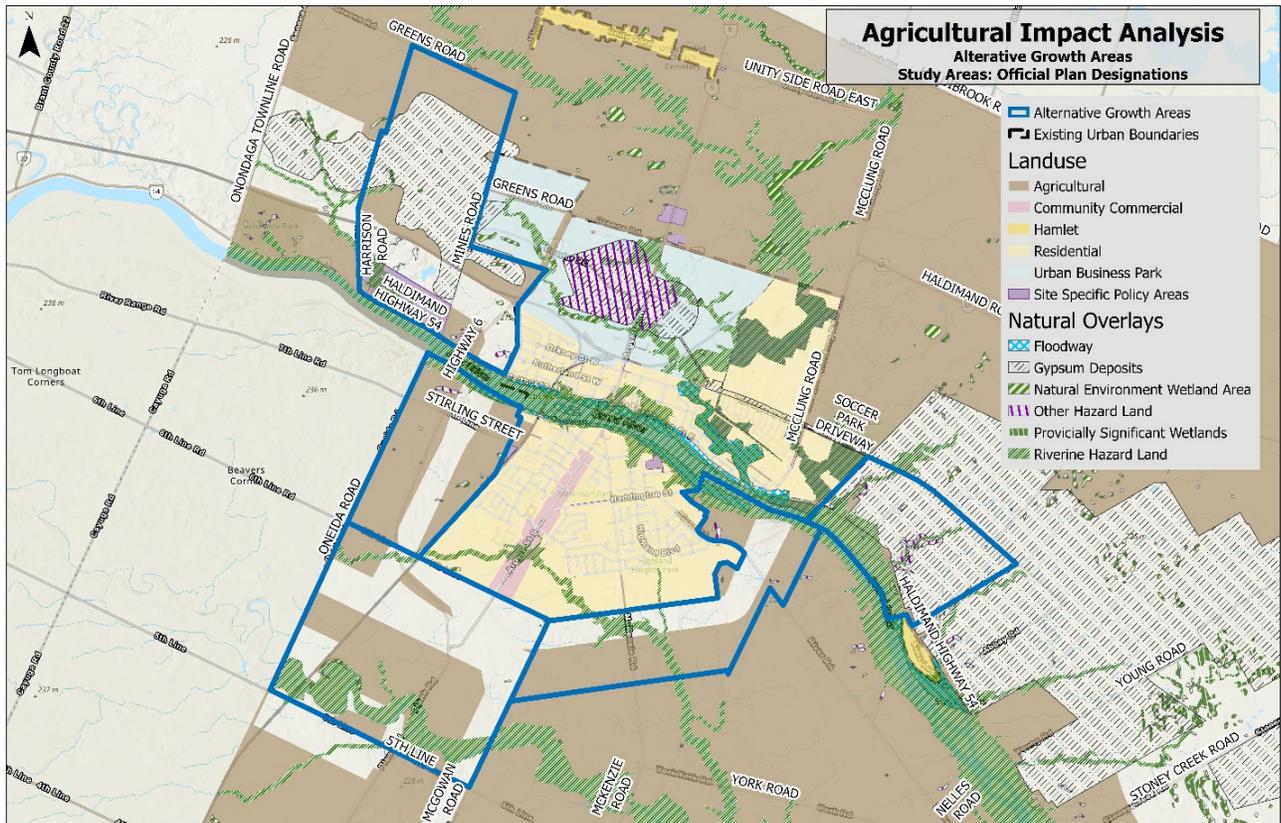
6.1.4.1 Area 1, South Side of the Grand River

- Area 1 is bounded by the existing Caledonia urban boundary, the Territory of the Six Nations of the Grand River, the Grand River, and the 6th Line.
- Farm properties in this area are relatively small, with the largest farm being just over 20 hectares (50 acres) in area.
- The area is bisected by a rail line, the Highway 6 extension around Caledonia and a hydro corridor. The hydro corridor is typically about 275 metres (900 feet) in width and the Highway 6 right-of-way, which follows the hydro corridor in this area, is about 137 metres (450 feet) in width. With these significant linear features on the

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landscape, it will be difficult to create a community that would be well integrated with the existing built areas of Caledonia.

- The southern part of the area is near the Douglas Creek Subdivision, which was approved by the County for residential development, but which could not proceed to the construction of new homes due to land claim protests.
- The southern part of the area around 6th Line is a possible interchange location for Highway 6 and the proposed ring road planned along the southern boundary of Caledonia to service existing and proposed residential neighbourhoods. The environmental assessment for this proposed work is currently underway. The land required for the interchange is not yet known.



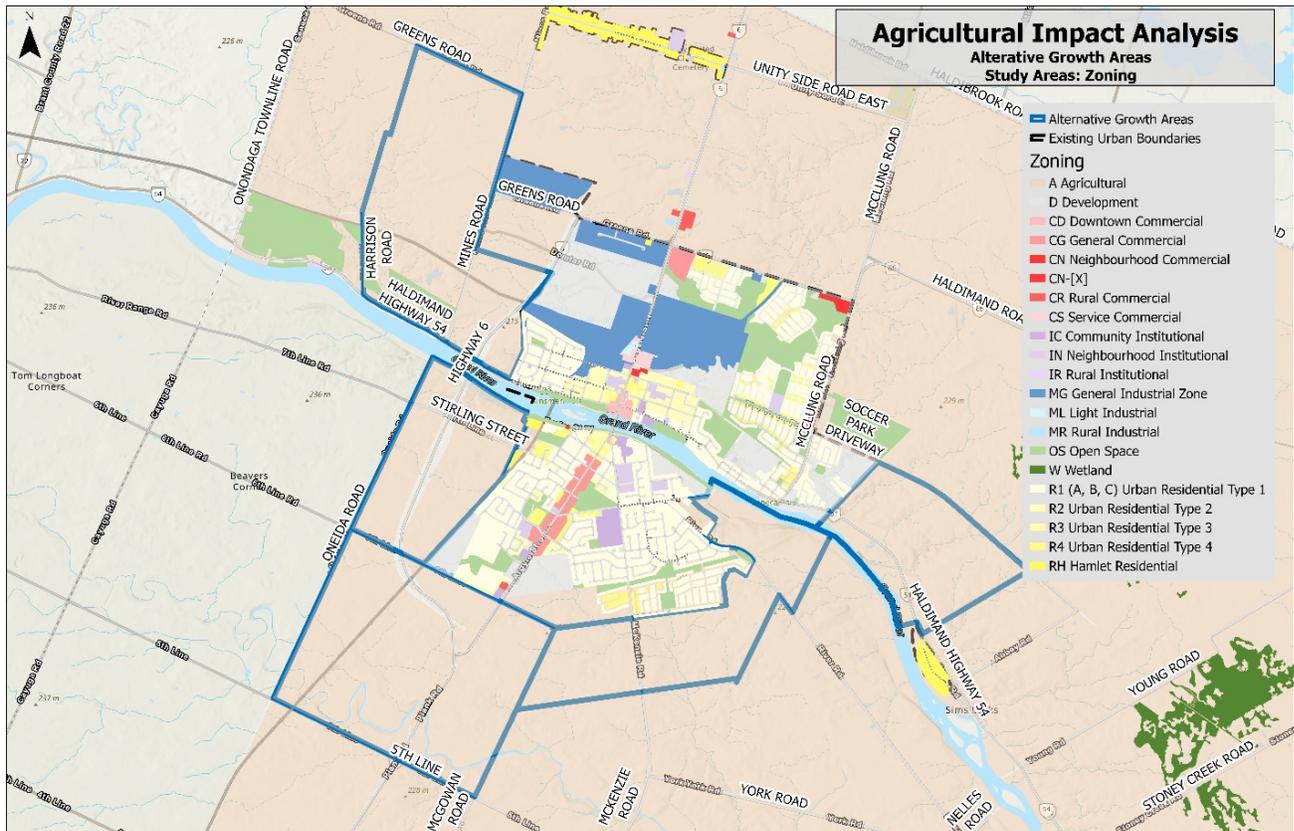
Map 13: Official Plan Mapping for Alternative Development Areas, Caledonia

- Development along Highway 6 in this area will increase traffic along the Argyle Street Corridor through the Caledonia community. Portions of this corridor,

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particularly at the bridge over the Grand River and the intersection with Caithness Street in the downtown area, are at or near capacity and the ability to increase road capacity is very limited. The dominant flow of traffic is northward towards the employment and shopping areas of Hamilton and the Greater Toronto Area. The County is concerned that more development to the south of the Caledonia urban area will increase traffic along the Argyle Street corridor, even if a large portion of the north bound traffic can be diverted to the Highway 6 Bypass.

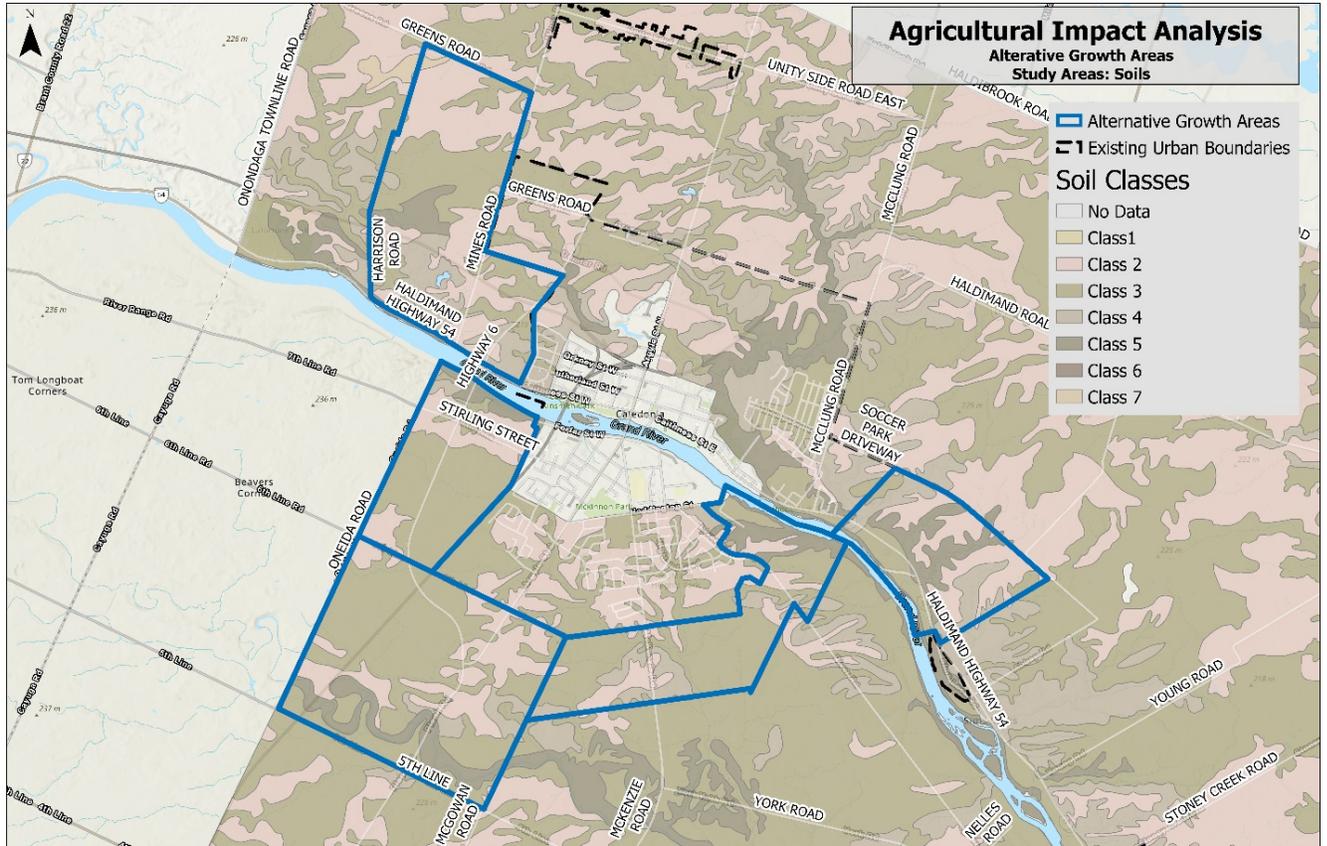
- Also, major infrastructure such as a new fire and land ambulance station and a new wastewater treatment plant are planned for the north side of the Grand River. The new wastewater treatment plant will eventually take over the sewage treated at the existing wastewater treatment plant located on the south side of the Grand River. The concentration of new development to the north side of the Grand River will reduce the infrastructure required to move sewage to the new plant.



Map 14: Existing Zoning Map for Alternative Development Areas, Caledonia

Haldimand County: Agricultural Impact Analysis Draft Report

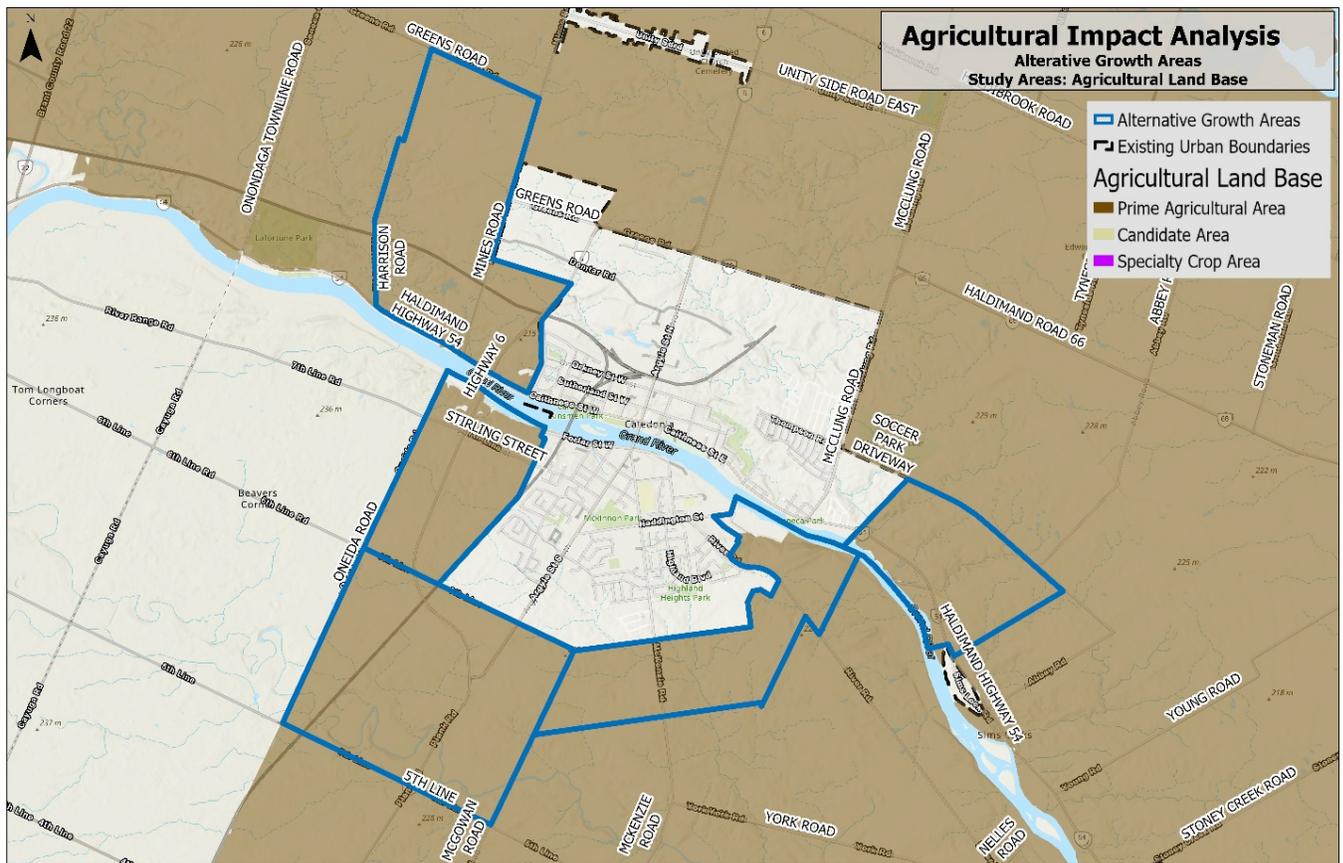
- Soils in this area are mostly Class 3, with some Class 2 along 6th Line and 7th Line. There are pockets of Class 4, 5 and 7 soils near the Grand River.



Map 15: Soil Classes for Alternative Development Areas, Caledonia

- In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.
- No elements of the agri-food network were identified in the area. Proximity to the Six Nations of the Grand River Territory could also give rise to land claim disputes and the impact of any urban development on the Six Nations community would need to be investigated.

Haldimand County: Agricultural Impact Analysis Draft Report



Map 16: Agricultural Land Base, Alternative Development Areas, Caledonia

6.1.4.2 Area 2, South Side of the Grand River

- This area extends southward from the 6th Line to the 5th Line and includes properties on the east side of Highway 6. The western boundary of this area borders onto the territory of the Six Nations of the Grand River.
- The alignment of Highway 6 runs through the northern part of the area and then swings southward near the centre of this area. The Hydro corridor crosses Highway 6 at 6th Line, and then swings eastward and crosses Highway 6 again, and from there swings southward to run along the eastern edge of Area 2. The hydro corridor will have a considerable impact on the development potential of this area.

Haldimand County: Agricultural Impact Analysis Draft Report

- The northern part of this area, along 6th Line, is subject to an environmental assessment for the proposed ring road along the southern boundary of the current Caledonia Urban Area.
 - The northern part of this area is in the vicinity of the Douglas Creek subdivision and the McKenzie Meadows subdivision that have been subject to land claims protests. Proximity to the Six Nations of the Grand River Territory could also give rise to land claim disputes and the impact of any urban development on the Six Nations community would need to be investigated.
 - Development along the Highway 6 corridor will increase traffic along the Argyle Street Corridor through the Caledonia community. Portions of this corridor, particularly at the bridge over the Grand River and the intersection with Caithness Street in the downtown area, are at or near capacity and the ability to increase traffic capacity is very limited. The dominant flow of traffic is northward towards the employment and shopping areas of Hamilton and the Greater Toronto Area. The County is concerned that more development to the south of the Caledonia urban area will increase traffic along the Argyle Street corridor, even if a large portion of the north bound traffic can be diverted to the Highway 6 Bypass.
 - Also, major new infrastructure such as a new fire and land ambulance station and a new wastewater treatment plant are planned for the north side of the Grand River. The new treatment plant will eventually take over the sewage treated at the existing wastewater treatment plant located on the south side of the Grand River. Concentration of development to the north side of the Grand River will reduce the infrastructure required to move sewage to the new plant.
 - The area is a stronger agricultural area with 4 farms over 40 hectares (100 acres), 3 farms between 30 to 40 hectares (74 and 100 acres) and another 3 farms between 20 to 30 hectares (50 and 74 acres) in area. Poultry barns are located on the 5th Line.
 - Official Plan - The area is designated Agriculture with Riverine Hazard Lands along McKenzie Creek and along other smaller tributaries and creeks.
 - Zoning Bylaw - area is zoned Agriculture (A) with no exceptions.
-

Haldimand County: Agricultural Impact Analysis Draft Report

- The soils in Area 2 are predominantly Class 3 with areas of Class 2 and small pockets of Class 4 and Class 5 soils along portions of McKenzie Creek.
- In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.

6.1.4.3 Area 3, South Side of the Grand River

- Area 3 is south of the Caledonia urban boundary, to the east of the Hydro Corridor and follows along both sides of McKenzie Road and River Road.
- The properties along McKenzie Road include a number of farms, 1 farm of over 40 hectares (100 acres), and 3 farms in between 30 and 40 hectares (74 and 100 acres) in area.
- There are also 9 non-farm residential properties along McKenzie Road.
- Along River Road, there is one farm of about 40 hectares (100 acres) in area and another of about 25 hectares (62 acres). Otherwise, the area is fragmented by relatively small fields and non-farm residential properties.
- Official Plan - is designated Agriculture with Riverine Hazard Lands along tributaries of McKenzie Creek and along the Grand River. The northern boundary of Area 3 is shown as a study area for an environmental assessment for the proposed ring road along the southern boundary of the Caledonia urban area.
- Zoning Bylaw - area is zoned Agriculture (A) with no exceptions.
- The proposed ring road has been planned at the southern boundary for the Caledonia Urban Area and no provisions have been made in planned developments inside the urban boundary for road and service connections to areas south of the proposed ring road. Also, services such as pumping stations have not been designed to handle sewage waste from potential developments south of the proposed ring road.
- As was discussed for Areas 1 and 2, there is a concern that further development south of the proposed ring road will result in additional traffic along the Argyle St corridor, portions of which are at or near design capacity. The proposed ring road would make a clearly defined edge to the Caledonia urban area.

Haldimand County: Agricultural Impact Analysis Draft Report

- Also, major new infrastructure such as a new fire and land ambulance station and a new wastewater treatment plant are planned for the north side of the Grand River. The new treatment plant will eventually take over the sewage treated at the existing wastewater treatment plant located on the south side of the Grand River. Focusing on development to the north side of the Grand River will reduce the infrastructure required to move sewage to the new plant.
- Note that a third crossing over the Grand River, that would connect the proposed ring road to McClung Road, is no longer in the County's plans. Additional development to the south of the current Caledonia urban boundary would add pressure for this third bridge crossing which is costly and difficult to design due to the elevations involved and the evolving nature of development on the north side of the river (i.e. suitable locations are restricted).
- Soils in the Area 3 are predominately Class 3 with pockets of Class 2 and Class 4 soils and also Class 5 along the Grand River.
- In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area except for a small area between River Road and the Grand River – these lands are designated as either Riverine Hazard Lands or Floodway.
- It should be noted that residential development on McKenzie Road (McKenzie Meadows subdivision) and inside of the southern boundary of the Caledonia urban area have sparked land claim protests, and blockades that prevented the development of the lands despite the lands having received all required development approvals from the County.

6.1.4.4 Secondary Areas to Alternative Expansion Areas, South of the Grand River

- Lands between the 5th Line and 4th Line and along McGowan and York Roads and further south along River Road were also examined.
 - Soils in this area are similar to the soils in the alternative development areas. South and west of Caledonia, being mostly Class 3 with large patches of Class 2 and with some Class 4 and Class 5 soils along streams.
-

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- In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.
- There are livestock operations in this area.
- The area is a strong farming area with 16 farms over 40 hectares (100 acres) in size, 2 of which are over 70 hectares (173 acres). Another 7 farms are between 30 and 40 hectares (74 and 100 acres).

6.1.4.5 Area 4, West of Caledonia, North of Grand River

- The southern portion of this area flanks the Grand River.
 - The hydro corridor crosses the Grand River immediately to the west of the Caledonia urban boundary. From there, it swings westward and follows along the south side of the rail line. The hydro corridor covers a large swath of land between the railway and Haldimand Road 54. In this area, the properties are relatively small in size, which makes parcel assembly for comprehensive land development difficult.
 - The hydro corridor and the Highway 6 Bypass act as barriers, preventing community development in this area from being connected to the balance of Caledonia.
 - North of the active rail line, the properties are larger and there are 4 farms along Greens Road and Mines Road that are more than 40 hectares (100 acres) in size. This includes livestock operations.
 - There is only one non-farm residential property north of the rail line.
 - Official Plan – The primary land use designation is Agriculture. There are Riverine Hazard Lands along the Grand River and its tributaries. Steep slopes and several small wetlands are indicated on the Natural Overlay of the GIS mapping. Gypsum deposits are also indicated in the area. Along Haldimand Road 54, there is a site specific policy area, Hal. 42, which permits a golf course that has not been developed.
 - Zoning Bylaw – The primary zone is Agriculture (A), except within the area of Hal. 42 which is zoned as Open Space (OS).
-

Haldimand County: Agricultural Impact Analysis Draft Report

- Between the Grand River and the hydro corridor, Class 4 soils are dominate with pockets of Class 2 and Class 3 soils. Immediately north of the hydro corridor, at Harrison Road, there is an area of Class 5 soils. The balance of the area is a mix of Class 2 and Class 3 soils, with Class 2 soils becoming more prominent as Greens Road is approached.
- In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.

6.1.4.6 Area 5, West of Caledonia, North of Grand River

- This area is bounded to the west by the Caledonia urban boundary, the abandoned rail line to the north, the hamlet of Sims Lock to the east and the Grand River to the south.
 - The area has one large farm of over 100 hectares (247 acres) in area located at its eastern edge and 3 farms between 30 to 40 hectares (74 to 100 acres) in size and one farm between 20 and 30 hectares (50 and 74 acres).
 - There are several livestock operations along Haldimand Road 54, close to the Caledonia urban boundary.
 - There are 13 non-farm residential properties, primarily along County Road 54 and near the Grand River.
 - Official Plan – The primary land use designation is Agriculture, with Riverine Hazard Lands mostly between Haldimand Road 54 and Grand River and along a tributary just east of the Caledonia urban boundary. Gypsum deposits are indicated north of Haldimand Road 54.
 - Zoning Bylaw – Entire area is zoned Agriculture (A).
 - The abandoned rail line is now a trail that continues towards Dunnville.
 - To the north of the Grand River, soils are generally Class 3. North of Haldimand Road 54, soils are a mixture of Class 2 and Class 4 with some Class 5 soils along stream valleys.
 - In the provincial agricultural land base, all of the area is shown as a Prime Agricultural Area.
-

Haldimand County: Agricultural Impact Analysis Draft Report

- Haldimand County is investigating the feasibility of constructing a new wastewater treatment plant within Area 5, in the vicinity of Haldimand Road 54 to the east of the Caledonia. The location is not yet selected and will be the subject of an environmental assessment. A buffer area to protect sensitive uses will be required around the selected site. At this point, it is important to maintain flexibility to ensure that the best site can be selected.
- South of Haldimand Road 54, only limited development can occur due to floodplain restrictions.

6.1.4.7 Summary Caledonia Alternative Development Areas

- Alternative potential development areas on the south side of the Grand River are not suitable for the expansion of the Caledonia urban boundary. The Highway 6 by-pass and hydro corridor cover a wide swath through the area. As a result, the development of cohesive communities connected to the balance of the Caledonia community on the southside of the Grand River will be difficult to achieve.
- Transportation issues are a major concern as the expansion of the urban boundary further southward will increase demand along the Argyle Street corridor which is already at or near design capacity and expansion opportunities for that corridor are very limited.
- Major new infrastructure, such as a new fire station and a new wastewater treatment plant are being planned for the north side of the Grand River. Further development north of the Grand River will minimize infrastructure requirements to transfer wastewater to this new plant.
- Major community infrastructure, including a water transmission main and two new sewage pumping stations, also exist or / are to be constructed to service the existing and expanded urban boundary on the north side. The additional development lands will assist in making the installation of these services more cost effective.

Haldimand County: Agricultural Impact Analysis Draft Report

- The potential for land claim issues on development land close to the boundary of the Six Nations of the Grand River Territory on the south side of the Grand River is significant. The impact of potential development in this area on the Six Nations of the Grand River community would need to be investigated.
- The area south of Caledonia is a strong agricultural area with more farms greater than 40 hectares (100 acres) in area and also more livestock operations.
- Soil quality, as indicated by the Canada Land Inventory, in the areas south of Caledonia and in the Primary Study Area, is similar, however, there appears to be less fragmentation of farm properties to the south of Caledonia.
- The lands to the west of Caledonia are fragmented by the hydro corridor, the Highway 6 corridor and the active rail line. South of the rail line, the properties are more fragmented, making land assembly for comprehensive urban development difficult.
- North of the rail line, soils are generally of higher quality than in the Primary Study Area and the farms are larger.
- To the east of the Caledonia urban area, the lands are constrained by the floodplain of the Grand River, gypsum deposits and the proposed location of the new wastewater treatment plant.

6.2 Dunnville

6.2.1 Dunnville Primary Study Area

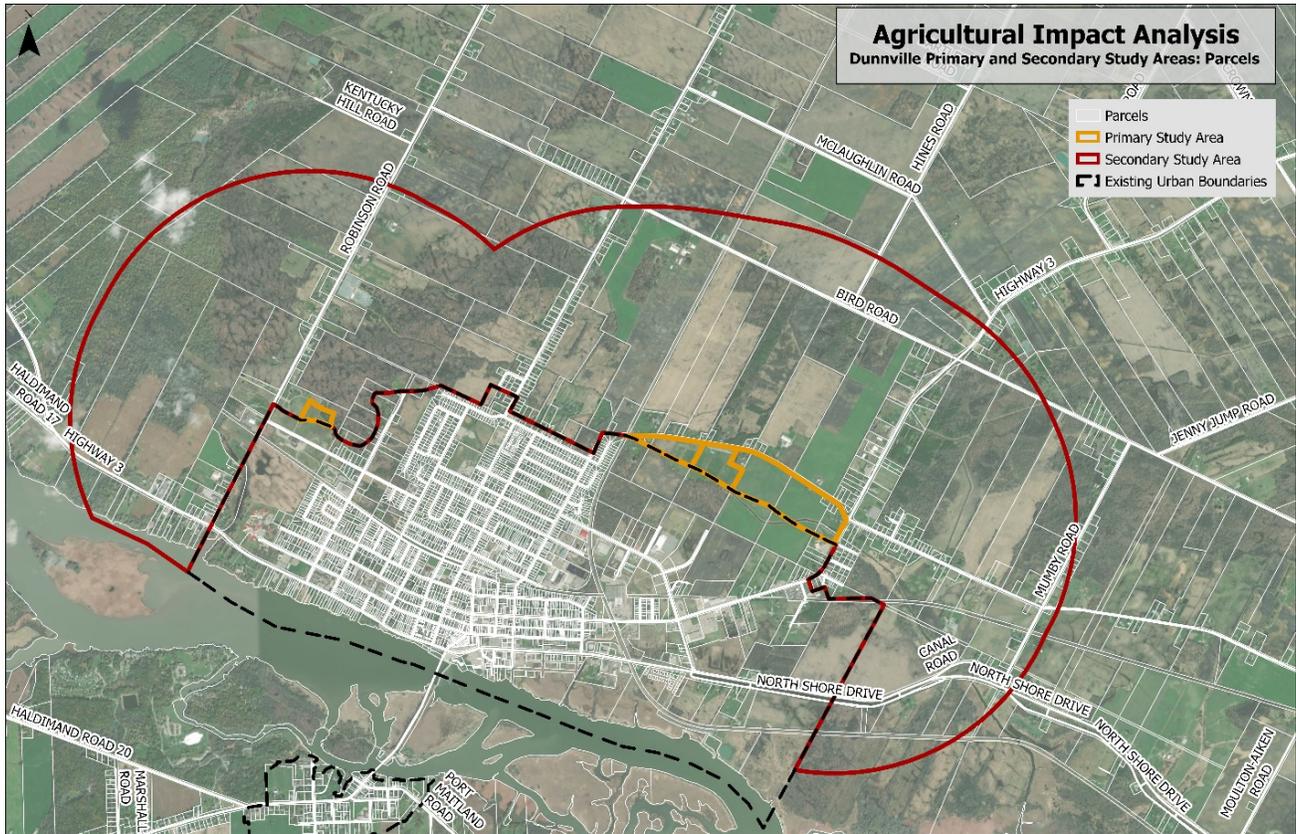
The Dunnville Primary Study Area is divided into 2 sub areas: Area 1 which is on the western side of the community and Area 2 which is on the northeastern side and extends the current Dunnville urban boundary to Logan Road (see **Map 17**).

6.2.1.1 Sub-Area 1

- Area 1 is a small area of about two hectares (5 acres) and is located entirely within the property of the Woodlawn Cemetery, which is owned by the County. The cemetery is located at the northeast corner of the intersection of Robinson Road and Cross Street. The area is surplus to the needs of the Cemetery.

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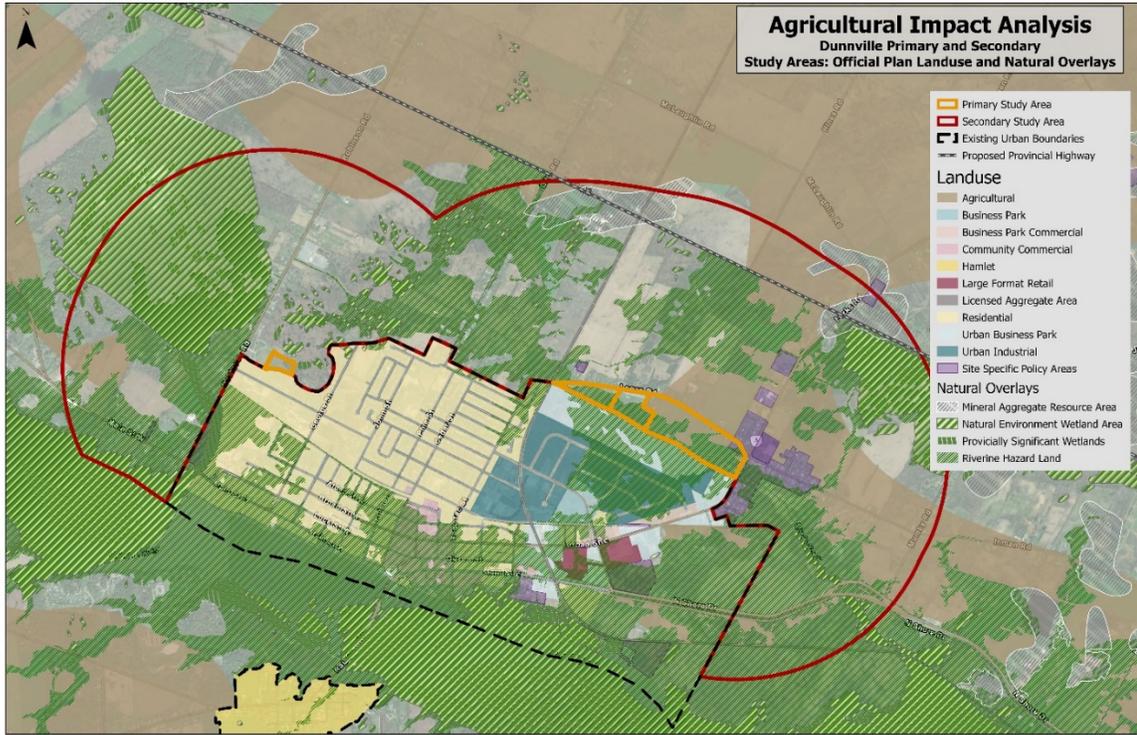
- A portion of the Cemetery property fronting along Cross Street is within the Dunnville urban boundary.



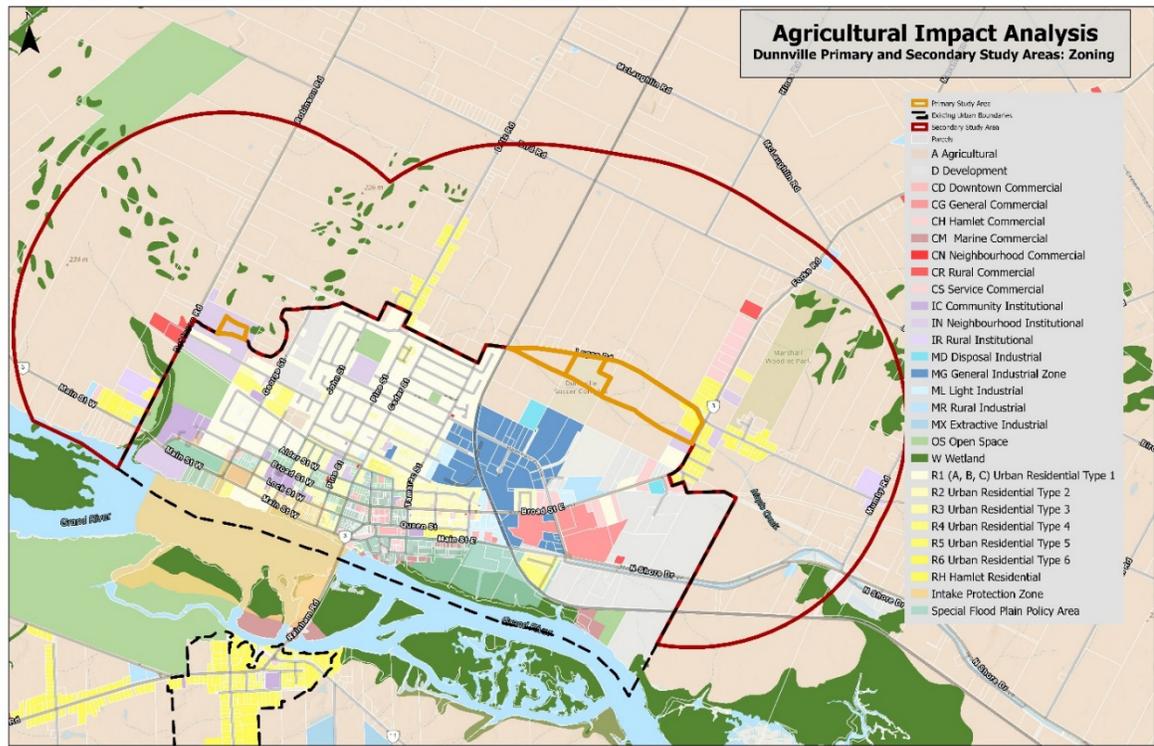
Map 17: Dunnville, Primary and Secondary Study Areas, Parcel Map

- Official Plan – The portion of the Cemetery within the Dunnville urban area is designated as Residential. The portion outside of the urban area is designated Agriculture (**Map 18**).
- The Cemetery is zoned as Urban Residential Type 1 (Holding) (R1-A(H)) along the Cross Street frontage and the balance of the property is zoned Neighbourhood Institutional (IN). The entire property, including the lands outside of the Dunnville urban boundary, is zoned for non-agricultural uses (see **Map 19**).

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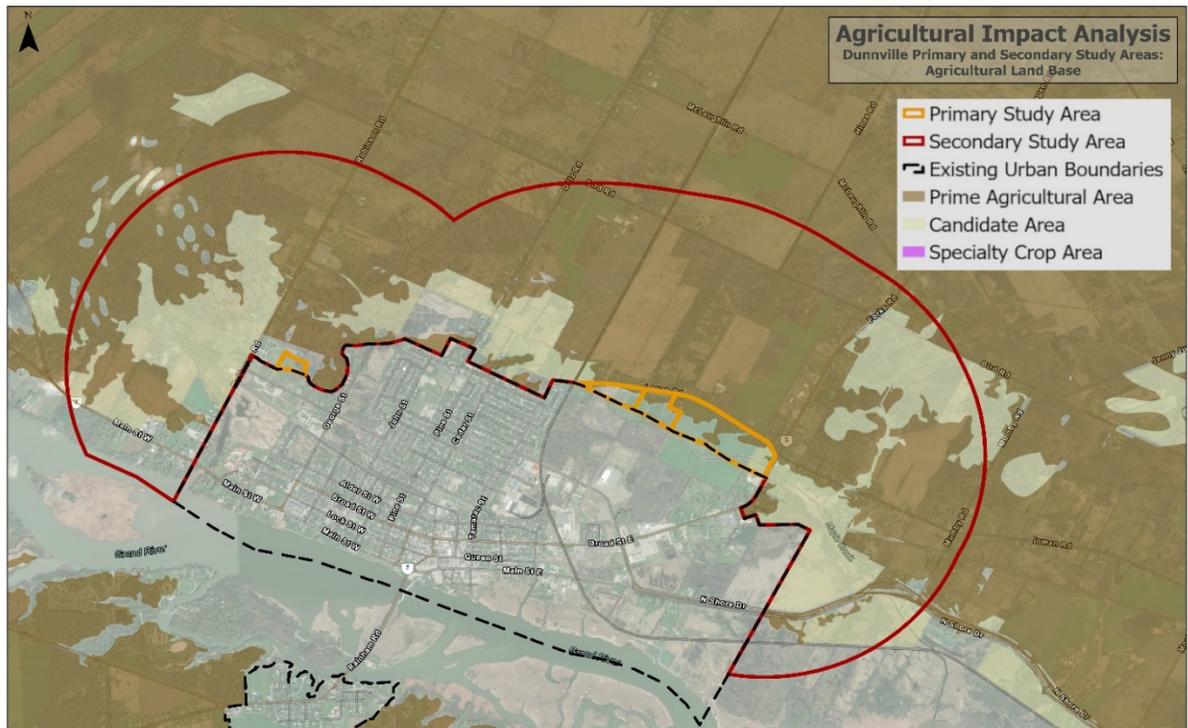


Map 18: Dunnville, Official Plan Designations



Map 19: Dunnville Zoning

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• **Map 21: Dunnville, Provincial Agricultural Land Base**

6.2.1.2 Sub-Area 2

- This area is in the northeastern section of Dunnville and extends the urban boundary to Logan Road.
- The current Dunnville urban boundary bisects properties fronting onto the south side of Logan Road, so that these properties are partially within and partially outside of the urban area. Expansion of the urban boundary is proposed to logically follow a fixed boundary (Logan Road).
- The area contains a mix of land uses. There are 5 non-farm residential properties, the Dunnville Soccer Park, 3 farm fields and a portion of a church property. The Soccer Park property backs onto the Dunnville Memorial Arena, located on Ramsey Drive. The Soccer Park occupies about 8 hectares (20 acres) with some of the soccer fields located within the urban boundary.
- Official Plan – All of the lands are designated as Agriculture. Some of the lands are subject to Riverine Hazard Land policies regarding development.

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- Zoning Bylaw – The lands are primarily zoned Agriculture (A). The properties fronting onto the west side of Highway 3 and the first 3 lots fronting onto Logan Road are zoned Hamlet Residential (HR). One property on Highway 3 is also zoned as Neighborhood Institutional (IN) and is part of the church property.
- Soils are a mix of Class 2, 3 and 7. Class 2 soils are along the frontage of Logan Road while Class 3 soils are mostly along the Dunnville urban boundary, except for the Class 7 soils, which follow along a stream.
- In the provincial agricultural land base, the south side of Logan Road is shown as a Prime Agricultural Area. However, lands along the Dunnville urban boundary are not classified. The effect is that only a portion of the properties are considered to be a Prime Agricultural Area. Lands fronting on the west side of Highway 3 are shown as a candidate area.
- A portion of the area is within the MDS setback area for an equestrian farm located at 74 Logan Road, on the north side of the road. The MDS separation distance extends about 75 meters (246 feet) to the south of the Logan Road and covers an area to the east of the Dunnville Soccer Park (see **Map 22**).

6.2.2 Dunnville Secondary Study Areas

The Dunnville Secondary Study Areas are also the alternative areas to consider for the expansion of the urban boundary. Secondary Study Areas do not extend across the Grand River to include lands on the south shore. Immediately across the Grand River is the hamlet of Byng. Extending municipal services across the Grand River for the additional land required to accommodate Dunnville's growth needs would be cost prohibitive. The area to the east of Dunnville, between North Shore Drive and the Grand River was also not considered as an alternative development area due to the extensive floodplain and Provincially Significant Wetlands which constrain development.

The discussion on Dunnville's Secondary Study Areas will be divided into two sections. Area 1 will be focused on the lands west of Diltz Road and west of the current boundary of the urban area. This area is in the neighbourhood of the Woodlawn Cemetery. Area 2

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will focus on lands to the east of Diltz Road, to the north of Logan Road and to the northeast of the Dunnville urban boundary.

6.2.2.1 Area 1

- This area includes properties fronting on the west side of Diltz Road, lands to the north of the Woodlawn Cemetery, lands on both sides of Robinson Road and Highway 3 (Main Street West) that are outside of the Dunnville urban area as set out in the County's Official Plan.
- There are a large number of non-farm residential properties along Highway 3, along Robinson Road and on the west side of Diltz Road.
- Immediately to the north of the Cemetery and to the rear of the residential properties on the east side of Robinson Road is a large woodlot that is interspersed with wetlands. This woodlot extends towards George Street and also towards Diltz Road.
- There are two large farm properties on the north side of Highway 3, each over 50 hectares in area. However, a large portion of these properties are covered by woodlots and wetlands, and only the lands closest to Highway 3 are in agricultural production.
- There is also a mix of uses, particularly along Highway 3 and Robinson Road. These uses include an industrial operation (mobile equipment), a truck and machine shop, auto parts, a church and associated private school with sports fields. On the east side of Robinson Road there is also a trucking operation, with grain haulage trailers that supports the Agri-food network.
- Official Plan – the primary land use designation is Agriculture. Designations on the Natural Environmental Area overlay are extensive throughout Area 1. Lands on both sides of Highway 3 to the west of Dunnville are designated as Riverine Hazard Lands. The Riverine Hazard Land designation also covers a large area to the west of Robinson Road and also to the west of Diltz Road. A significant area to the west of Diltz is shown as containing wetlands, some of which are provincially

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significant. The Natural Environmental Reference Area covers most of Area 1. These areas are indicated on Schedule “E.3” of the Official Plan.

- Zoning Bylaw – Zoning in the area reflects the wide range of land uses. In addition to Agriculture (A), zones in Area 1 include Rural Industrial (MR), Service Commercial (CS), Hamlet Residential (RH), Rural Commercial (CR) and Wetlands (W).
- Soils include Class 1 to the north of the Woodlawn Cemetery and along the west side of Robinson Road. Class 2 soils are on the north side of Highway 3 and further to the north between Robinson Road and Diltz Road. Lands to the west of Dunnville, along Robinson Road and Highway 3 and also along Diltz Road, are unclassified due to the developed nature of these areas. The balance of the lands generally have Class 3 soils although there is an area of Class 5 soils along a stream that crosses Robinson Road.
- The provincial agricultural land base shows a mix of agricultural lands in the area. Portions of the developed area along Highway 3, Robinson Road and Diltz Road and also some wetlands are not classified. A large portion of the area is shown as a candidate area. The Prime Agriculture Area includes an area to the north of Highway 3 and the portion of Area 1 in the vicinity of Bird Road to the north.

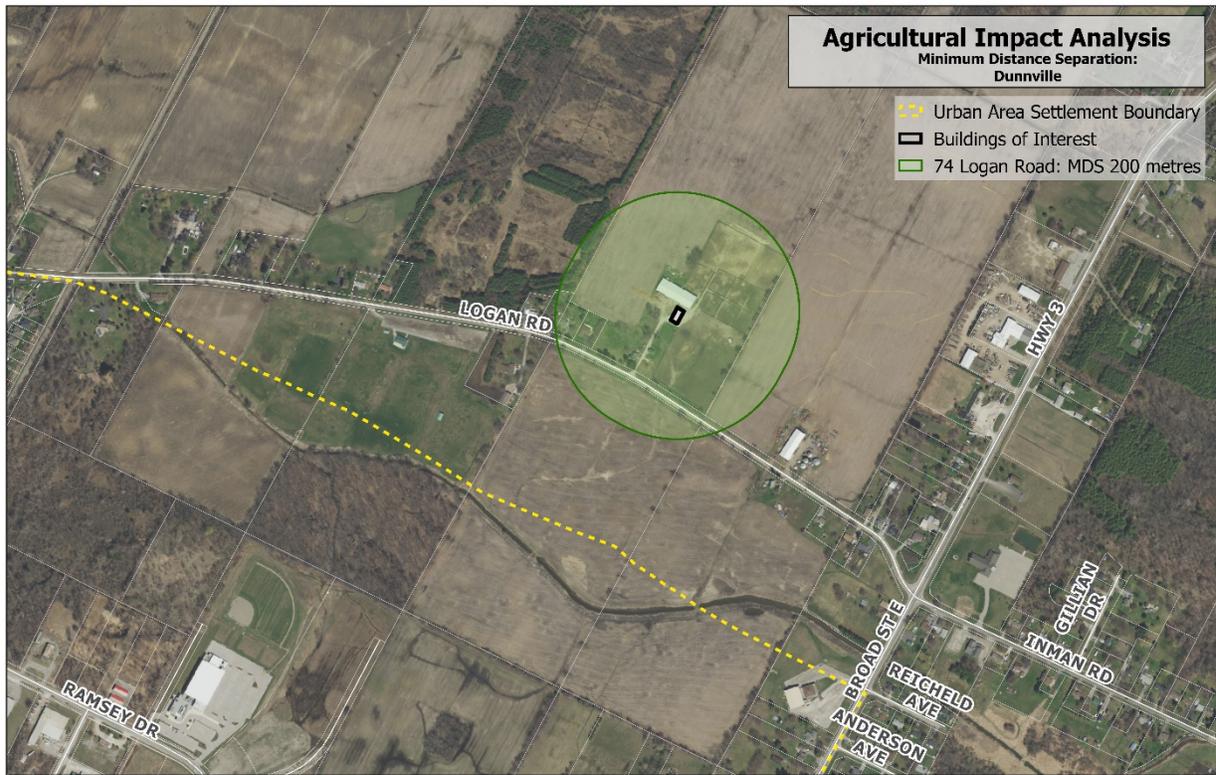
Conclusion

With the range of uses already established in Area 1, the extensive area impacted by the floodplain of the Grand River, the extensive area of wetlands and the natural environmental reference areas, it would be difficult to establish a new residential community in this area that would be connected to the balance of the Dunnville urban community. Robinson Road appears to be a logical and clear western boundary for the Dunnville urban area. The proposed development and expansion on the Woodlawn Cemetery lands are minor in nature, will not take any agricultural land out of production, and will have no impact on existing agricultural operations.

6.2.2.2 Area 2

- This area includes lands to the east of Diltz Road, lands to the north of Logan Road extending to the Bird Road area, and lands to the northeast of the Dunnville urban area.
- Along the east side of Diltz Road, there is a long strip of non-farm residential properties that back onto farm fields.
- Most of the farm properties are relatively small. There is a dairy farm on the south side of Bird Road with more than 50 hectares (124 acres) of land. However, a portion of that farm property is broken up by a wood lot. The proposed expansion of the urban boundary to Logan Road is beyond the separation distances from this farm as calculated through the MDS formulae.
- On the north side of Logan Road, there is a mix of non-farm residential properties and farms. The farms extend northwards to Bird Road. One of the farms, which is centrally located on the north side of Logan Road (74 Logan Road) is an equestrian centre. The MDS separation distance from this facility extends approximately 75 metres (246 feet) within the proposed urban boundary expansion area. The development within the impacted area will have to be mitigated or designated for a less sensitive land use to ensure that the operation of the equestrian centre is not negatively impacted (**see Map 22**).

Haldimand County: Agricultural Impact Analysis Draft Report



Map 22: MDS Calculation for 74 Logan Road, Dunnville

- Along Highway 3, on both the west and east sides, there are residential properties inter-mixed with commercial and service industrial uses, some of which may be associated with the Agri-food network, such as a welding shop and Boughner Drain.
- On the east side and to the rear of the properties fronting onto Highway 3, is a large woodlot which is shown on the County's GIS as the Marshall Woodlot Park.
- Along Inman Road and Munby Road, there are farm lots and woodlots interspersed with non-farm residential properties.
- Official Plan - The area is primarily designated Agriculture. However, there are a number of site specific policy areas that permit commercial and service industrial uses along Highway 3 and which state that residential non-farm properties in the area will not be provided with municipal services. A large part of the area is subject

Haldimand County: Agricultural Impact Analysis Draft Report

to the Riverine Hazard Land overlay. An area in the vicinity of the intersection of Bird Road and Highway 3 is identified as having aggregate resource area potential. On the south side of Bird Road and east of Highway 3, there is a large wetland area and an area that is subject to the Natural Reference Environmental Area policies. Bird Road is shown on the Transportation Plan (Schedule “F.3” of the Official Plan) as a future realignment of Highway 3 which would bypass the downtown area of Dunnville.

- Zoning Bylaw - Most of the area is zoned Agriculture (A) with Hamlet Residential (RH), Service Commercial (CS), Rural Commercial (CR), and Rural Institutional (IR) zones along Highway 3 and RH zones and an IR zone on Inman Road.
- A significant portion of the lands north of Logan Road has Class 2 soils, with some Class 3 soils towards Diltz Road. East of Highway 3, the soils are primarily Class 2 with pockets of Class 3 soils and with Class 7 soils along Maple Creek. The soil capability on the string of non-farm properties along the east side of Diltz is not classified.
- According to the provincial agricultural land base, most of the area is considered to be a Prime Agricultural Area. There are also pockets of candidate areas to the east of Diltz Road, along Highway 3 south of Logan Road and on the south side of Bird Road east of Highway 3.

Conclusion

Due to the environmental nature of much of the lands on the northeast side of the Dunnville urban boundary, the extension of the urban boundary to Logan Road should have minimal impact. Logan Road would make a clear and definitive boundary for the Dunnville urban area which would eliminate the situation in which the boundary cuts through the middle of properties. A study is underway to determine the extent of the floodplain area and the suitability of applying two zone floodway-flood fringe policies in this area. The study will also carry out a master servicing strategy and prepare a more detailed land use plan for the area. The need to mitigate potential impacts to the equestrian centre will need to be a component of this study.

6.3 Hagersville

There are two areas that are being considered for expansion of the Hagersville urban boundary. The first area will be referred to as the “Land Swap” area and is located on the north side of King Street East, between the current urban boundary and the hydro corridor. The second area, which will be referred to as the “Quarry” area, would extend the Hagersville urban boundary westward to Sandusk Road and would be bounded on the south by Concession Road 12 Walpole and to the north by the abandoned rail line. Both areas are being considered at the request of Empire Communities.

6.3.1 Land Swap Area

The Land Swap area refers to the proposed exchange of land that is currently within the Hagersville urban area with lands nearby that are at the edge of the current urban boundary. The lands to be transferred are shown as Areas 1 and 2 on **Map 23**. The lands to be removed from the urban boundary (Area 2 on **Map 23**) are 7.91 hectares (19.54 acres) in area and the lands to be placed within the urban boundary are 7.77 hectares (19.20 acres) in area (Area 1 on **Map 23**). Slightly more land is proposed to be moved out of the urban boundary than what is proposed to be moved in. The lands to be removed from the urban boundary are impacted by blasting operations on the Lafarge Quarry and cannot be developed for urban purposes.

The soils on both parcels have Class 3 capability for agriculture. The parcel to be moved into the urban area (Area 1 on **Map 23**) is shown as Prime Agricultural land in the provincial agricultural land base, and the surrounding lands, except those associated with the Lafarge Quarry are also considered to be Prime Agricultural Areas. No livestock

Haldimand County: Agricultural Impact Analysis Draft Report

operations are impacted by this proposed change to the urban boundary. Also, there is no agriculture infrastructure impacted by this proposed land exchange.



Map 23: Hagersville Urban Area Proposed Boundary Adjustments

The soils on both parcels have Class 3 capability for agriculture. The parcel to be moved into the urban area (Area 1 on **Map 23**) is shown as Prime Agricultural land in the provincial agricultural land base, and the surrounding lands, except those associated with the Lafarge Quarry are also considered to be Prime Agricultural Areas. No livestock

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operations are impacted by this proposed change to the urban boundary. Also, there is no agriculture infrastructure impacted by this proposed land exchange.



Map 24: Quarry Lands, West of the Hagersville Urban Boundary

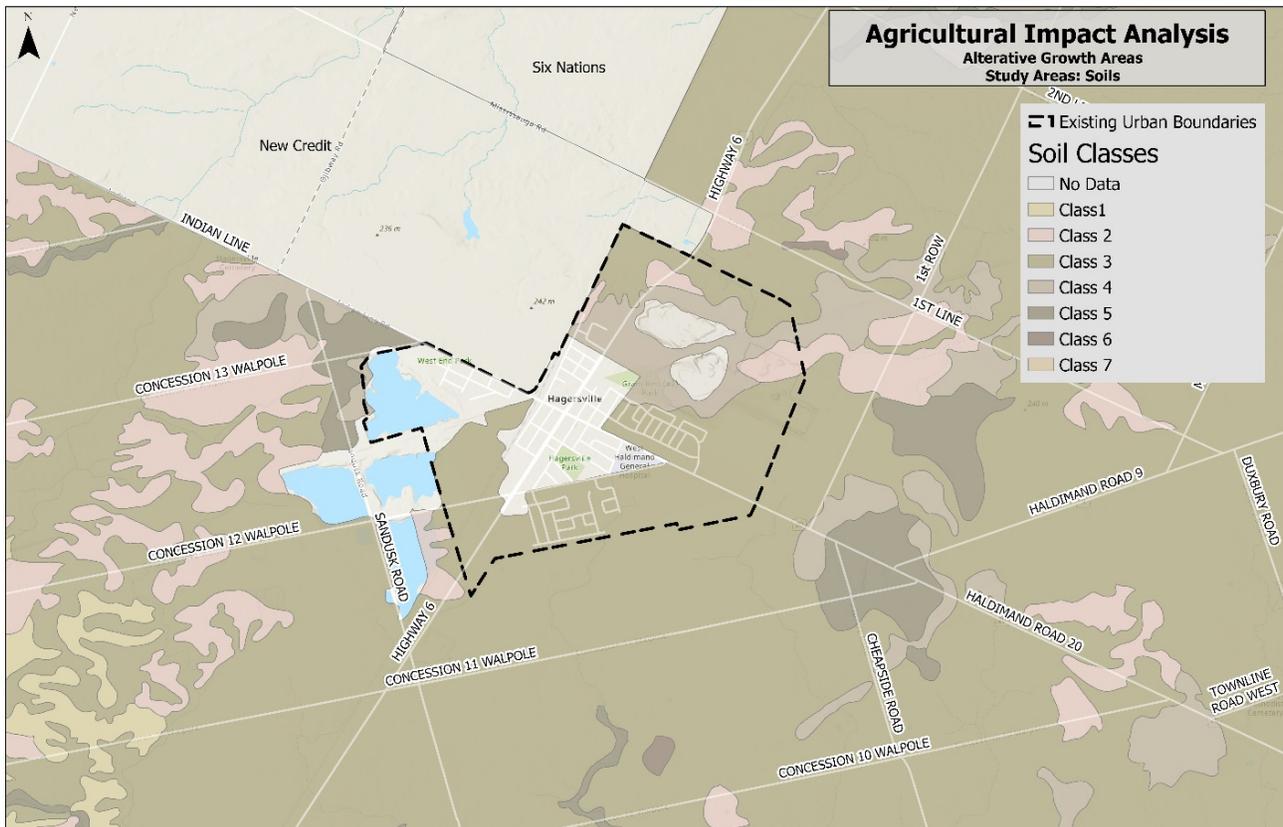
6.3.2 Quarry Area

The Quarry Area refers to lands that surround a quarry pond resulting from former aggregate removal operations. This property is shown as Area 4 on **Map 23** and is outlined in blue on **Map 24**. The property is vacant with the exception of a solar farm located along Sandusk Road. The land is not currently farmed. The property is designated Agriculture in the Official Plan and is zoned Rural Industrial (MR). The adjacent property to the east, which is within the Hagersville urban boundary, is designated as Residential in the Official Plan and is zoned development (D) and General Manufacturing-Holding (MG(H)). Lands to the south, which are also occupied

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by a quarry pond resulting from former aggregate operations and a solar farm, are zoned Open Space (OS). Lands to the west are also occupied by an abandoned quarry pond and zoned Open Space (OS). To the north along the east side of Sandusk Road the properties are zoned Rural Industrial (MR) and the quarry pond is zoned Open Space-Holding (OS(H)).

The Quarry Area lands are not classified in the Canada Land Inventory soil capability mapping (see **Map 25**). The property, including the quarry pond, with the exception of a portion of the solar farm, is shown as Prime Agricultural Area, in the provincial agricultural land base.



Haldimand County: Agricultural Impact Analysis Draft Report

Two poultry barns are located along Sandusk Road to the north of the property. However, these barns have not been used for poultry for many years and are now being used as equipment sheds.

The property has a total area of about 35 hectares (87 acres), with the developable area around the quarry pond being only 10-12 hectares (25-30 acres) of that total. Empire Communities is proposing to construct 350-450 medium density townhouse units on the developable portion of the site. This development would be in conjunction with residential development to the east of the site and which is within the Hagersville urban area. Empire Communities needs the additional land to amass a sufficient area to complete a secondary plan area, community design and to plan for and install infrastructure for development at a scale that will make the investment economical. In addition, the quarry pond would create a critical piece of infrastructure for development in this area in the form of a stormwater management facility. Use of the existing pond for this purpose would allow for efficient use of the 'dry lands' within the urban boundary and lands proposed to be added to the urban boundary.

The need to include this area within the urban boundary of Hagersville is a result of other lands to the east and within the urban boundary being impacted from the Lafarge Quarry operation (lands in/around Area 3 on **Map 23**). Lands within 300 metres of the blasting limit in the Lafarge Quarry cannot be developed for residential purposes due to concerns for noise, dust and vibration that may result from blasting. It is anticipated that the Lafarge Quarry may be in operation for 20 or more years. The lands impacted by blasting operations are to remain within the urban boundary but would be restricted for development until such time as the quarry operations cease.

6.4 Jarvis

According to the population and employment forecasts prepared for Haldimand County by Watson & Associates Economists, Jarvis is expected to continue to grow at a relatively slow pace, from a population of about 2,000 in 2016 to 2,800 by 2051. This

Haldimand County: Agricultural Impact Analysis Draft Report

represents an increase of about 330 new households over the 35-year forecast period. An examination of building permits issued for new residential construction in Jarvis over the past 5 years (2015-2020) indicates that the average volume of new homes constructed is about 18 new units a year. This is a reflection of demand as the supply of developable land within the urban boundary has not been a constraint. Employment area job growth is also expected to be modest, with an increase of 100 jobs to a total of 250 jobs, by 2051.

A constraint to significant development in Jarvis is wastewater treatment capacity. The community's sewage waste is treated at a lagoon system located along the southern boundary of the urban area. The capacity of this lagoon system wastewater treatment is 853 m³/ day. The treatment facility is operating at capacity. An environmental assessment, completed to consider options to provide additional treatment capacity for Jarvis, recommended that the best option is to construct a pumping station and forcemain to send the overflow wastewater to the Townsend sewage treatment lagoons. The Townsend lagoons have an available capacity of 1,700 m³/day, of which 700m³/day has been reserved to accommodate future growth in Jarvis. This additional capacity will enable Jarvis to continue to grow a modest rate.

As demand for development is relatively low and wastewater servicing capacity is limited, Jarvis is not a candidate for significant urban growth. The proposed boundary changes to the Jarvis urban area are shown on **Map 26**.

6.4.1 Areas of Urban Boundary Contraction

Area 1

In the Growth Strategy Report, Area 1 on **Map 26** is recommended for removal from the Jarvis urban boundary. This area, which is approximately 52 hectares (128 acres) in size, is designated as Urban Business Park in the Official Plan. In the Comprehensive Zoning Bylaw, the west section of Area 1 is zoned Light Industrial (ML) and the balance is zoned General Industrial (MG). These lands are in excess of Jarvis's employment

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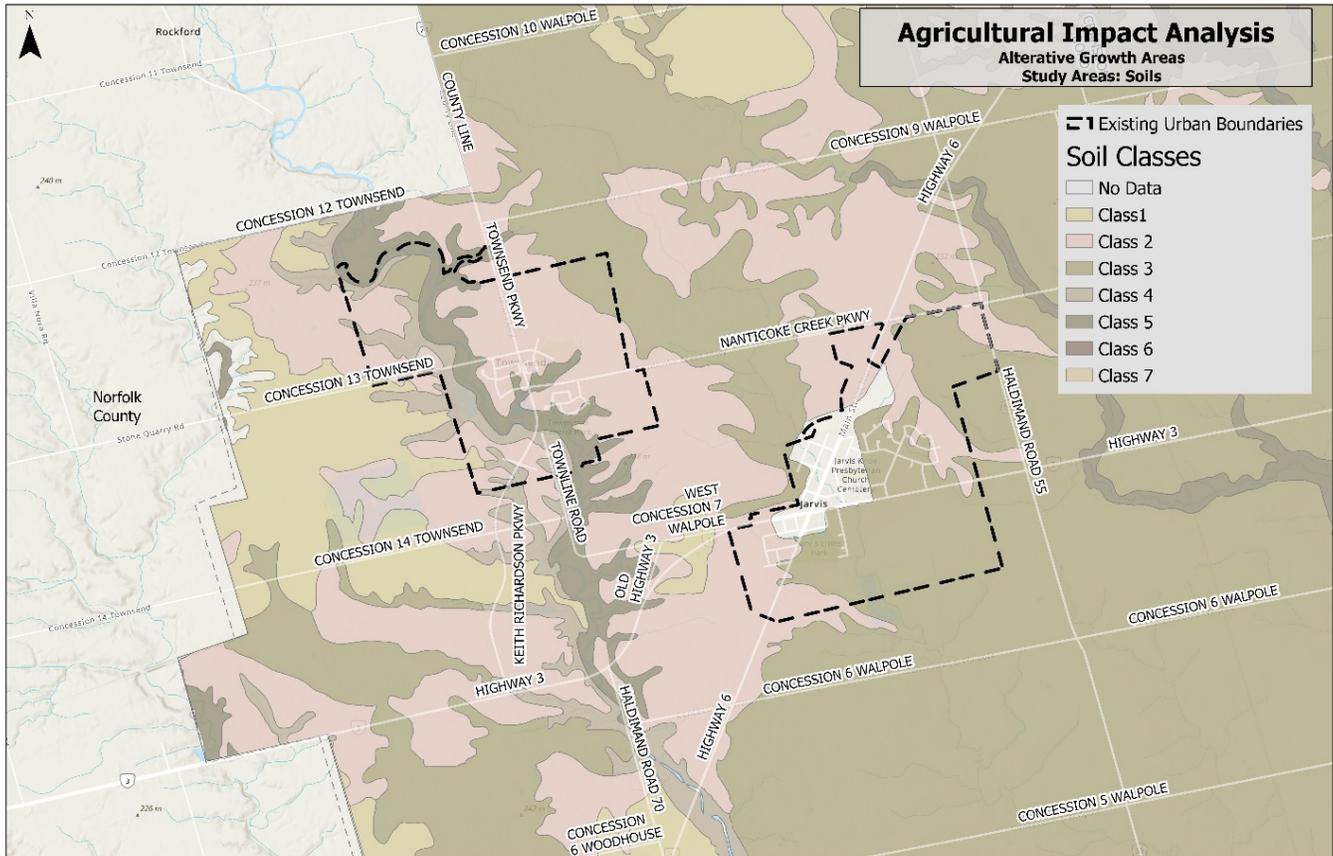
land needs to 2051. Except for the Meller Poultry Equipment property at the intersection of Nanticoke Creek Parkway and Nanticoke Road, all of the lands are farmed. Most of the lands have Class 3 soils, with areas of Class 2 soils near the western edge of Area 1 and near Nanticoke Road. The lands are currently not included within the Provincial Agricultural Land Base.

Area 2, located near the southern boundary of the Jarvis urban area, is comprised of approximately 74 hectares (183 acres). The lands are designated as Residential in the Official Plan. A portion of the area, the Jarvis sewage lagoons, is subject to site specific area policies. A portion of the area is also subject to Riverine Hazard Land policies. The area is zoned Agricultural (A) in the Comprehensive Zoning Bylaw. Most of Area 2, with the major exception of the sewage lagoons, is currently farmed. The soils are generally Class 3 with an area of Class 2 soils in the vicinity of Highway 6. The lands are currently not included within the Provincial Agricultural Land Base. Soil capability mapping for the Jarvis and Townsend areas is shown on **Map 27**.



Map 26: Jarvis, Urban Area Boundary Adjustments

Haldimand County: Agricultural Impact Analysis Draft Report



Map 27: Soil Capability for Agriculture, Jarvis and Townsend Areas

6.4.2 Areas of Urban Boundary Expansion

Area 3

In the northern section of Jarvis, the urban boundary on the west side of Highway 6 currently excludes a small triangular area. The area is about 1 hectare (2.5 acres) in size (see Area 3 on **Map 27**). This area is designated as Agriculture in the Official Plan but zoned as Light Industrial (ML) and Service Commercial (CS) in the County's Comprehensive Zoning Bylaw. The two properties in this triangular area are partly within the urban boundary and partly outside of it. The Growth Strategy Report recommended that the urban boundary follow the property boundaries in this area and include the triangular area to create a logical urban boundary. Located to the west of the triangular area are farm fields and a Cargill Meats Canada plant.

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The triangular area is currently farmed and the soils are Class 2 capability for agriculture and are included as Prime Agricultural Lands in the provincial agricultural land base.

Area 4

A further boundary adjustment should be considered along the east side of Highway 6 at the northern boundary of the Jarvis urban area. This area is shown as Area 4 on **Map 27**. The area includes 6 properties with a total land area of 3.42 hectares (8.46 acres). The depth of the property varies and is about 66 metres (217 feet) at its narrowest point at the south end of the area and about 95 metres (312 feet) deep at its widest point near the intersection of Highway 6 and Nanticoke Creek Parkway. The three northerly properties are used for a mix of residential and service commercial uses. The two southerly properties are residential. The middle property has been designated as Site Specific Policy Area HCOP-46 to permit a mini-warehouse, a climate-controlled warehouse and office. A greenhouse formerly occupied this property but has been demolished. The area is bounded to the east, south and west by the Jarvis urban area. Although the area is currently designated as Agriculture in the Official Plan, the lands are not farmed. The lands to the east, as discussed above are being recommended for removal of the urban area boundary and from the Urban Business Park land use designation. In the County's Comprehensive Zoning Bylaw, the lands are zoned Agriculture (A) with the larger middle property as being subject to a Holding (H) provision.

Soils in Area 4 are mostly Class 2 with a pocket of Class 3 soils near the Nanticoke Creek Parkway. The entire area is included as Prime Agricultural Lands in the provincial agricultural land base.

6.5 Townsend

There has been no recent subdivision development activity in the Townsend urban area. Since 2015 permits for new residential construction totalled 37 new units. All of these units were created through the expansion of an existing retirement housing facility. Over

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the period from 2016 to 2051, Townsend is expected to grow from a population of 1,000 to a population of 1,300, This population growth will involve the creation of about 110 new households. There are no draft approved subdivisions in the community even though there is plenty of potential development land. While the development industry has basically been dormant in Townsend over the past few years, there has been some interest expressed recently in bringing some new single-detached and townhouse units onto the market.

The wastewater treatment capacity in the Townsend sewage lagoons is for about 1,700 m³/day. Of this capacity about 700 m³/day has been reserved for growth in Jarvis. This capacity should be sufficient to meet long term growth needs in Townsend to 2051. However, this capacity cannot accommodate large scale residential development of the scale required to meet the Growth Plan forecasts for Haldimand County.

Except along Nanticoke Creek, where there are Class 4 and Class 5 soils, the soils in and around Townsend are primarily Class 2 soils for agricultural capability with pockets of Class 1 and Class 3 soils (see **Map 27**). Between Townsend and Jarvis, the soils are predominantly Class 2. Therefore, the soils in and around Townsend are of higher quality, based on their soil capability for agriculture, than are the soils around the other urban communities in Haldimand County. The fields that are proposed to be returned to the Agricultural land use designation are relatively large in size and are not significantly impacted by non-farm residential development.

Approximately 198 hectares (489 acres) are recommended for removal from the Townsend urban area as these lands are in excess of its 2051 growth requirements. These lands are shown on **Map 28**. The removal of these lands will still leave Townsend with sufficient land to meet its growth requirements. Most of the lands to be removed are currently designated as Residential in the Official Plan. Lands at the southwest corner that are to be removed are designated as Community Commercial. Land along the Nanticoke Creek are subject to Riverine Hazard Land and Floodway policies. The lands are zoned as Agriculture (A), Development (D) or Downtown Commercial (CD).



Map 28: Townsend, Areas of Boundary Contraction

A large portion of the lands are Class 2 capability for agriculture with small pockets of Class 1 and 3 soils. Near Nanticoke Creek, the soils are Class 4 or Class 5. The lands are currently not included within the provincial agricultural land base.

6.6 Cayuga

Cayuga is expected to grow from a community of 1,900 residents in 2016 to 3,700 residents in 2051, which is almost a doubling of its population. This growth represents about 700 new households over the 35-year forecast period. To achieve this forecasted growth, which represents about 20 new housing units a year, the pace of development will have to increase. Over the six years between 2015 and 2020 inclusive, the average number of new

Haldimand County: Agricultural Impact Analysis Draft Report

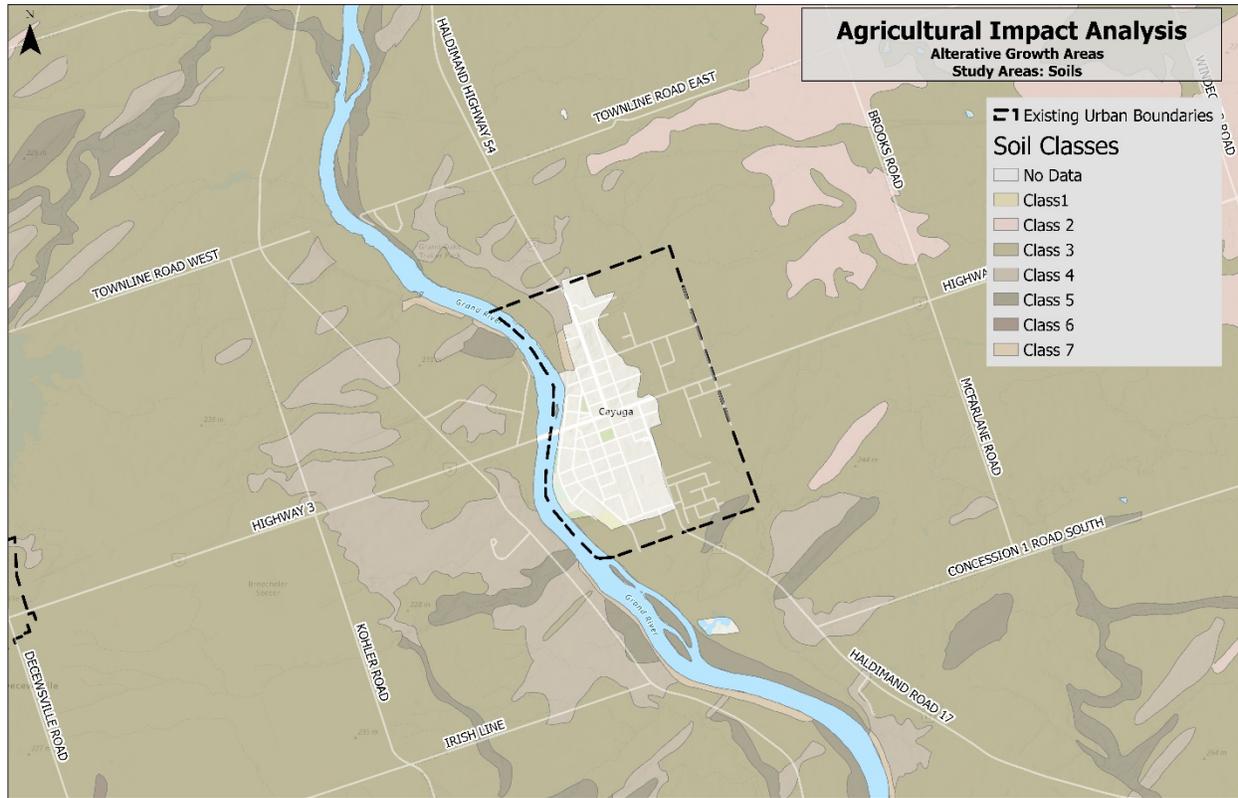
housing units constructed in Cayuga each year was about three units. The supply of residential development land in the community has not been a constraint so this level of new housing construction is an indication of demand. Employment area job growth in Cayuga over the 2016-2051 period is expected to be about 290 new jobs.

Additional expansion lands for development for either residential or employment purposes was not recommended for Cayuga in the Growth Strategy Report as it is anticipated that growth requirements to 2051 can be accommodated within its existing urban boundary. A constraint on future development is wastewater treatment capacity. The community's wastewater treatment capacity required for existing development and which has been allocated for future growth-related projects is at about 86% of its rated capacity. The existing pace of development could mean that recouping the costs involved in increasing wastewater treatment capacity will take a long time.

Cayuga is surrounded to the north, east and south by prime agricultural land as the predominant soil class is Class 3 (see **Map 29**). Expansion across the Grand River, where there is a mix of Class 3 and 4 soils, has not been considered due to the costs of extending municipal water and wastewater services across the river. The extension of such services across the Grand River would require an environmental assessment and this work cannot be justified at this time for the level of housing demand in

Haldimand County: Agricultural Impact Analysis Draft Report

Cayuga.



Map 29: Soil Capability for Agriculture, Cayuga Area

7.0 Assessment of Impacts

The expansion of the urban boundaries of Caledonia and Dunnville will have an impact on prime agricultural lands. As has been demonstrated in the preceding discussion, this cannot be avoided. In the case of Caledonia, the expansion areas are already impacted by urban development, particularly along McClung Road, Haldimand Road 66, Greens Road and Highway 6. The proposed re-alignment of Highway 6 north of Caledonia will further fragment farm properties but will create the opportunity to develop employment lands with highway road access that cannot be matched elsewhere in the County. Well-located employment lands are important if Haldimand County is to meet the Growth Plan 2051 employment targets.

Haldimand County: Agricultural Impact Analysis Draft Report

Other potential expansion areas for Caledonia are constrained by a hydro corridor, the Highway 6 by-pass, the rail line, the floodplains of the Grand River and McKenzie Creek, and gypsum deposits. There is not a considerable difference in soil quality, as determined by the Soil Capability for Agriculture mapping, between the Primary Study Area and the alternative development areas. However, the lands within the proposed expansion areas exhibit a higher degree of property fragmentation as is evident with the few farms that are greater than 40 hectares (100 acres) in area. The proposed expansion areas follow, with one exception, existing farm property boundaries so that the further fragmentation of farm properties is minimized. From a municipal servicing perspective, development to the north of Caledonia is more desirable. The new wastewater treatment plant is being planned to the north of the Grand River and to the east of Caledonia urban boundary. Development to the north will minimize additional traffic flows along the Argyle Street corridor and the need for a third bridge crossing over the Grand River. It would also move development away from the south of Caledonia where construction activities have sparked land claim protests that are difficult to resolve even though the lands were approved by the County for development. Development to the north and east in the Primary Study Areas will not have any impact on the agri-food network in the County.

A potential impact for the Caledonia expansion lands is the interface between urban development and abutting farms. Care needs to be taken to ensure that urban development does not impact the operations of abutting farms. There are no MDS issues in the Primary Study Area but there are MDS issues in the Secondary Study Area and some of the alternative development areas.

In Dunnville, the expansion areas will also minimize the impact on prime agricultural lands. The expansion on the cemetery lands will have no impact on existing agricultural operations. Further expansion, to the west and north of the cemetery lands are constrained by existing development, land fragmentation, wetlands and floodplain issues.

Haldimand County: Agricultural Impact Analysis Draft Report

The expansion of the urban boundary to Logan Road should also not significantly impact farm operations. The properties in this expansion area, except for the existing non-farm residential properties, straddle the existing urban boundary. The lands are also partly designated as Prime Agricultural Lands and as Candidate areas in the provincial agricultural land base. Development in either the cemetery lands or the Logan Road Area will not impact the Agri-food network. A portion of the Logan Road area may be impacted by an existing equestrian centre located on the north side of Logan Road. The County is engaging a more in-depth study of this area to assess the extent of the floodplain and the possibility of implementing the two-zone floodway-flood fringe concept as well as to have a more detailed examination of possible land uses and the preparation of a servicing strategy. The impact of the equestrian centre on the Primary Study Area will be further assessed through that study.

8.0 Mitigation Measures

A major concern in mitigation, particularly in Caledonia, is edge planning along the interface between proposed urban development and farm operations. Development on the expansion lands will require the preparation of secondary plans. A requirement in the preparation of the secondary plans should be for the examination of appropriate measures that will minimize the impact of urban development on farm operations. These measures may include fencing, subdivision design, setbacks, buffer vegetation strips, natural features, roads, public education and awareness on normal farm practices or other activities.

In Dunnville, Logan Road represents a logical division between agricultural areas and urban development. Potential mitigation measures that may be needed to ensure land use compatibility can be incorporated into the floodplain, land use and master servicing study that is under way. Mitigation for the equestrian centre at 74 Logan Road will also be required.

Haldimand County: Agricultural Impact Analysis Draft Report

The proposed expansions to Hagersville urban boundary and should have minimal impact on agricultural operations in the area.

The preparation of secondary plans will be required for the urban boundary expansion lands with a few minor exceptions. These exceptions are:

- The two minor boundary adjustments recommended to the Jarvis urban boundary,
- The land swap and quarry areas proposed by Empire Communities in Hagersville, and
- The Woodlawn Cemetery lands in Dunnville.

The preparation of secondary plans is an involved comprehensive exercise that includes the consideration of many factors such as the natural heritage system, cultural heritage and archaeological resources, servicing infrastructure, transportation, land use, urban design amongst others. Assessing the impact of the development areas on nearby properties including agricultural lands is also as an important consideration.

The preparation of secondary plans is an initial step in the planning process. Generally, this step is followed by Official Plan Amendments, preparation of subdivision plans, draft approval of the subdivision plans, zoning bylaw amendments, and the registration of the plans before development can proceed. Site plan approval, minor variances and severances may also be required. Detailed mitigation/avoidance measures are not provided in this report as these will be determined through the planning process. This is an accepted approach to development.

The development approval process can be lengthy. The onus will be on the property owners to prepare the secondary plans and to prepare and submit the various planning applications that will be required along the development process. The County's Planning and Development Division coordinates the review of such applications including their circulation to other municipal departments and external agencies such as the conservation authorities and public utilities as well as the public consultation process. This circulation can include the circulation of the applications to the County's advisory

Haldimand County: Agricultural Impact Analysis Draft Report

committees such as Heritage Haldimand and the Agricultural Advisory Committee. This circulation also includes OMAFRA through the MMAH one window review process established for provincial ministries and agencies. Approval of the secondary plan and the major planning applications such as the official plan and zoning bylaw amendments is the responsibility of County Council while minor applications can be approved by municipally appointed committees or administratively by staff. It will be the responsibility of municipal staff to ensure that all the requirements and conditions for development are met.

The preparation of an AIA, the identification of any required mitigation and/or avoidance measures will be integrated into this development process. The Agricultural Advisory Committee should be involved in this process and have the opportunity to review the AIA and any mitigation/avoidance measures that are recommended.

9.0 Net Impacts and Conclusions

The net impacts on the expansion of the urban lands should take into consideration the lands that are to be returned to agriculture. According to the Growth Strategy Revised Report, the net impact of all the expansions and contractions of the existing urban area boundaries is presented in **Table 2**.

In total, the net increase to the urban boundaries to accommodate growth to 2051 amounts to 77 hectares (190 acres). The boundary adjustments are necessary if Haldimand County is to meet the population and employment projections set out in the Growth Plan for the Greater Golden Horseshoe (GGH). Much of the expansion is directed towards Caledonia which is the closest urban area to the main population and employment centres of the GGH and where there is considerable development interest. Hagersville is also drawing development interest by major home builders. Dunnville also needs additional developable lands for future growth.

Haldimand County: Agricultural Impact Analysis Draft Report

Table 2			
Total Net Impact of Urban Growth Strategy on Lands Within Urban Areas			
Land Use Category	Additions to Urban Areas (ha.)	Lands to be removed from Urban Areas (ha.)	Net impact on Urban Areas (ha.)
	A	B	C=A-B
Residential/Community Lands	310	286	24
Employment Area Lands	143	90	53
Total	427	385	77
Source: Haldimand County Official Plan Update: Phase 1 Report: Growth Strategy, Matt Reniers and Associates, 2020			
1.			

Overall, the expansion and contraction of the urban boundaries aligns with the County's infrastructure plans for the six urban areas. The impact on agricultural operations and lands is minimized. There a potential impact on an existing livestock operation has identified in the Dunnville area and there will be an opportunity to mitigate the impacts through the secondary planning exercises that will be required before the lands can be developed. Impacts in the alternative development areas would be more severe including on existing livestock operations.

The most significant area of impact will be along the interface between proposed urban development and farm properties. The secondary plan exercises will need to consider mitigation measures that will minimize the potential negative impact of urban development on adjacent agricultural operations. Appropriate policies should be included in the future development / residential areas of these expansion areas in the Official Plan Amendment for Phase 1 of the Haldimand County Official Plan Update

Haldimand County: Agricultural Impact Analysis Draft Report

10.0 Recommendations

Based on the above analysis and assessments, the following recommendations are presented for consideration:

1. That that boundary expansions and contractions recommended in the Growth Strategy Revised Report prepared for Phase 1 of the Haldimand County Official Plan Update be approved, subject to the following adjustments:
 - a) That land swap for the Empire Communities Smith Farms development in Hagersville be close to an even exchange of lands as described in this Agricultural Impact Analysis report,
 - b) That the proposed expansion to the Hagersville urban area requested by Empire Communities for the former Quarry Area on the east side of Sandusk Road be approved and be designated as “Future Development”.
2. That that draft Official Plan Amendment approved in principle by Haldimand County Council on February 16, 2021, be amended by adding the following policies:
 - a) to include policies for lands designated as “Future Development” to require that the secondary plans required for the development and servicing of the lands:
 - i. consider appropriate measures at the interface between proposed urban development and adjacent agricultural lands to mitigate the potential impacts of such development on farm operations,
 - ii. that where proposed development may be impacted by existing livestock operations, as determined by MDS calculations, that appropriate mitigation measures be considered and implemented to ensure that there will be no negative impact on the livestock operations.
 - iii. That the Haldimand County Agricultural Advisory Committee be consulted in the preparation of mitigation/avoidance measures that may be identified to minimise the impact of development on agricultural operations and on the Agri-Food Network.

Haldimand County: Agricultural Impact Analysis Draft Report

- b) That the policies outlined in Section 2 a) also be applied to lands subject to HCOP-59 site specific policy area policies
- c) That a new Site Specific Policy Area be created for the proposed Urban Business Park urban expansion to include, among other matters the policies contained in Section 2 a) above.
- d) Maintain and support an Agricultural Advisory Committee to identify issues of concern to the local agricultural community and to advise Council on agricultural matters and to review and comment on agricultural impact studies and implementation measures for new development.

Appendix “A”

MDS Calculations

All MDS calculations were carried out by Haldimand County Planning Staff with assistance from the County’s Building Department.

Haldimand County: Agricultural Impact Analysis Draft Report

Caledonia Area				Planning Information
Address	Roll Number	MPAC	Building File Information	Column1
313 Mines Road	2810-152-005-28500	Livestock use not listed	Site Plan drawing shows; Barn (30'x70' - 2 storey) Barn (32'x80' - 2 storey) Poultry Barn (40'x150') Poultry Barn (40'x100') See PDF (MDS Calculation)	253 m (831 ft)
245 Mines Road	2810-152-005-28400	Beef farm	Liquid manure, barn -981 m ²	429 m (1409 ft) from livestock barn, 544 m (1,783 ft) from outside liquid manure storage
5151 Highway 6	2810-153-004-02600	Dairy Operation with Milking Centre	FILE WAS EMPTY	For 2 small barns (large barn likely milking centre) = 259 m (849 feet)
5095 Highway 6	2810-153-004-02500	Livestock use not listed	Site Plan drawing shows; Barn (40'x40') Barn (40'x40') Barn (40'x100') Barn (40'x100') Barn (40'x100')	According to MDS guidelines, the manure pool storage is typically associated with dairy or beef. Since there is no real yard, likely a beef barn, but if running beef calculation, would need to know nutrient units as I cannot put a barn size in the calculation.
5180 Highway 6	2810-153-004-00600	Livestock use not listed	Site Plan drawing shows; Barn (size not shown)	No livestock on property - home of Rustic and Reclaimed, a local business. Barn is used for wood storage.
533 Haldimand Road 66	2810-152-005-01700	Milking Centre	Nothing on File	Based on good map review, likely only one barn could be the milking barn.

Haldimand County: Agricultural Impact Analysis Draft Report

558 Haldimand Road 66	2810-152-005-00300	Dairy Operation with Milking Centre	Site Plan drawing shows; Cattle Barns Hay & Machine Storage (50'x96') Note that No Livestock is to be Housed in the Barn	391 m (1283 feet)
457 Haldimand Road 66	2810-152-005-01850	Livestock use not listed	Site Plan drawing shows; 3 x (33' diameter x 27' high) Grain Bins Barn (size not shown)	Horses?
1389 McKenzie Road	2810-153-004-07910	Livestock use not listed but circular bulk feed tank listed	Poultry Barn (40'x125' - 2 storey) Proposed Boiler Chickens See PDF (MDS Calculation)	281 m (922 feet)
1139 McKenzie Road	2810-153-004-06900	Mixed Farming listed	Site Plan drawing shows; Barn (20'x40')	Google maps shows sign for horse manure outside property. Likely have horse on property. 164 m (539 feet)
1380 McKenzie Road	2810-153-004-09900	Dairy Operation with Milking Centre	NO DIGITAL FILE	443 m (1453 feet)
140 York Road	2810-153-004-09400	Dairy Operation with Milking Centre	Site Plan drawing shows; Barn (size not shown) Grain Bin (27' diameter) Grain Bin (size not shown) Dairy Barn (14,124 square feet) Manure Storage Tank (120' diameter) See PDF (MDS Calculation)	373 m (1170 feet)
4045 - 4075 River Road	2810-153-004-13950	Poultry - 1, 2 and 3 storey broilers	Manure Storage Structure (4,860 square feet) 6 Barn Structures (see PDF Site Plan) See PDF (MDS Calculation)	1157 m (3797 feet)
5345 Highway 6	2810-153-004-03200	Horse Operation with Milking Centre	See PDF (MDS Calculation)	259 m (849 feet)

Haldimand County: Agricultural Impact Analysis Draft Report

160 5th Line	2810-153-004-03020	Poultry - 1, 2 and 3 sotrey broilers	- 42' x 150' (6300 square feet) Poultry Barn - New 8,320 square foot chicken barn with attached 1,313 square foot manure storage	314 m (1030 feet)
2096 Haldimand Highway 54	2810-152-005-18700	Poultry (I know there are cows)	Cover-All Structure (5,000 square feet) for 50 Head of Cattle Agricultural Storage Barn (50'x80') See PDF (<i>MDS Calculation</i>)	280 m (920 feet)
245 Mines Road	2810-152-005-28400	Livestock use not listed	Hay Structure (40'x80')	likely cows, 536 m (1757 feet)
1776 Haldimand Highway 54	2810-152-003-16400	Livestock use not listed	Nothing on File	?
1730 Haldimand Highway 54	2810-152-003-16100	Dairy Operation with Milking Centre	Nothing on File	320 (1049 feet)
Dunnville Area				
Address	Roll Number	MPAC	Building File Information	Column1
1281 Bird Road	2810-023-001-15900	Dairy Operation with Milking Centre	Mechanical Dairy Barn (120'x192')	521 m (1709 feet)
41 Mumby Road	2810-023-002-26540	Livestock use not listed	File states No Livestock present Site contains; Single Family Dwelling and Class-4 Septic System	No livestock on property as per MPAC and Building File

Haldimand County: Agricultural Impact Analysis Draft Report

<p>285 Robinson Road</p>	<p>2810-022-003-01000</p>	<p>Livestock use not listed</p>	<p>There is a family living in the Single Family Dwelling on the property and another family living in the barn located in the rear of the property. A past building inspector spoke to a person who was living in the barn and she said there were 2 cows, chickens and turkeys present on the property.</p>	<p>Not a livestock operation, more of a hobby farm - worth running MDS calculation?</p>
<p>74 Logan Road</p>			<p>Steel building for equestrian riding</p>	<p>200 m (656 feet)</p>

Appendix “B”

Definitions of the Canada Land Inventory Soil Capability for Agriculture Classes

Class 1 - Soils in this class have no significant limitations in use for crops.

Soils in Class 1 are level to nearly level, deep, well to imperfectly drained and have good nutrient and water holding capacity. They can be managed and cropped without difficulty. Under good management they are moderately high to high in productivity for the full range of common field crops

Class 2 - Soils in this class have moderate limitations that reduce the choice of crops, or require moderate conservation practices.

These soils are deep and may not hold moisture and nutrients as well as Class 1 soils. The limitations are moderate and the soils can be managed and cropped with little difficulty. Under good management they are moderately high to high in productivity for a wide range of common field crops.

Class 3 - Soils in this class have moderately severe limitations that reduce the choice of crops or require special conservation practices.

The limitations are more severe than for Class 2 soils. They affect one or more of the following practices: timing and ease of tillage; planting and harvesting; choice of crops; and methods of conservation. Under good management these soils are fair to moderately high in productivity for a wide range of common field crops.

Class 4 - Soils in this class have severe limitations that restrict the choice of crops, or require special conservation practices and very careful management, or both.

The severe limitations seriously affect one or more of the following practices: timing and ease of tillage; planting and harvesting; choice of crops; and methods of conservation. These soils are low to medium in productivity for a narrow to wide range of common field crops, but may have higher productivity for a specially adapted crop.

Class 5 - Soils in this class have very severe limitations that restrict their capability to producing perennial forage crops, and improvement practices are feasible.

The limitations are so severe that the soils are not capable of use for sustained production of annual field crops. The soils are capable of producing native or tame

Haldimand County: Agricultural Impact Analysis Draft Report

species of perennial forage plants and may be improved through the use of farm machinery. Feasible improvement practices may include clearing of bush, cultivation, seeding, fertilizing or water control.

Class 6 - Soils in this class are unsuited for cultivation, but are capable of use for unimproved permanent pasture.

These soils may provide some sustained grazing for farm animals, but the limitations are so severe that improvement through the use of farm machinery is impractical. The terrain may be unsuitable for the use of farm machinery, or the soils may not respond to improvement, or the grazing season may be very short.

Class 7 - Soils in this class have no capability for arable culture or permanent pasture.

This class includes marsh, rockland and soil on very steep slopes.

Appendix “C”

**Resume of Matt Reniers,
Matt Reniers and Associates**

MATT RENIERS, M.Sc. (PL.), RPP

RESUME

Contact Information

Address: 16 Steed Court, Brantford, Ontario N3S 0B7

Telephone: 519-754-4020 (H), 519-717-3639 (C)

Email: mattrenplan@gmail.com

Summary of Qualifications

Over 40 years of varied municipal planning and administration experience, including:

- extensive policy research and development
- presentations before municipal councils and committees
- expert evidence before the Ontario Municipal Board and other tribunals
- directing and leading staff
- budget preparation and administration
- contract administration
- public presentations
- extensive report writing
- program development and administration
- management of inter-disciplinary projects

Professional Memberships

- Registered Professional Planner

Education

M.Sc. (Pl.) 1977, University of Toronto, Toronto, ON
Department of Urban and Regional Planning

B. Sc. (Hons.) 1975, Trent University, Peterborough, ON
Major: Geography
Minors: Economics and Mathematics

AMCT Completed the Association of Municipal Clerks and Treasurers program in 1984

Other Courses Effective Supervision
Management
Media Relations
Leadership
Sustainable Development
Writing

MATT RENIERS, M.Sc. (PL.), RPP

Professional Experience

Matt Reniers and Associates: 2013 - Present

I have been operating a land use planning consultancy in which I have been involved in the following projects:

- Participated, on the behalf of the City of Brantford, at a hearing before the Ontario Municipal Board
- Prepared Official Plan and Zoning Bylaw Amendments to provide for a wider range of land uses on the former Mohawk College property in Brantford
- Peer review of the draft Official Plan for the City of Brantford
- Norfolk County Official Plan Review – primary consultant for the completion of a five-year review of the Official Plan – included studies on growth monitoring, commercial and industrial land needs, agricultural land, Provincial Policy Statement conformity. The project result in draft amendments to the Official Plan that were approved by County Council and by the Ministry of Municipal Affairs and Housing.
- Haldimand County Official Plan Update – Project Manager for all aspects of the Official Plan Update work program.
- Brant Land Trust -help prepare website for non-profit organization.

City of Brantford – 1989 – 2013

Positions: Director of Planning – 2012, Director of Policy Planning- 2007, Senior Planner, Policy, Programs and Heritage, 1989

- Completed three five-year reviews of the Official Plan
- Secondary Plans
- Waterfront Master Plan
- Archaeological Master Plan
- Heritage Conservation District Studies
- Heritage Act administration
- Heritage inventories
- Advisor to Heritage and Brownfield Advisory Committees
- Community Improvement Plans- downtown, brownfields, infrastructure improvements
- Brownfield redevelopment
- Development monitoring
- Population forecasting
- Housing policies
- Development charge studies and bylaws
- Sign, Fence, Demolition Control bylaws
- Program development and administration (PRIDE, Façade Improvement, New Home Rebate Program, Designated Property Grants, brownfield and downtown redevelopment incentive programs)
- Group Home Study and monitoring
- Project management and contract administration
- Departmental operating and capital budget preparation and administration
- Ontario Municipal Board hearings
- Served on a variety of inter-disciplinary committees on brownfields, affordable housing, information systems, customer service and corporate overtime policy
- Direction and leadership of staff
- Personnel administration

MATT RENIERS, M.Sc. (PL.), RPP

City of Guelph: Planner, 1980-1989

- Official Plan research and policy development
- Market analysis studies
- Population forecasting
- Housing Policy statement
- Recreation Master Plan
- Group Home Study
- Land use studies
- Access to Permanent Housing Committee
- Formation of the Guelph Non-Profit Housing Corporation and Secretary to the Corporation

Brian Turnbull & Associates, Waterloo, ON: Planner, 1977-1980

- Official Plan and secondary plan preparation for rural municipalities and hamlets
- Zoning bylaw preparation
- Development review for rural municipalities
- Market studies
- Municipal Housing Policy Statement
- Ontario Municipal Board hearings

Volunteer Experience

- St. Pius X Parish, assist with the weekly church service at Fox Ridge Care Community long term care facility
- St. Joseph's Lifecare Centre, Board of Trustees and member of Resource and Building Services Committee and Chair of Development Sub-Committee
- Brantford Public Library Board, Chair of Planning and Policy Committee
- Ride to Conquer Cancer, participated in bicycle rides from Toronto to Niagara Falls and fundraising
- Guelph Services for the Physically Disabled, Board of Directors, 1981-1988, Chaired the Housing Board of Management that developed the Guelph Independent Living Project
- Vice-President and Recording Secretary, CUPE Local 973 (Guelph)
- Group facilitator and guest speaker for marriage preparation and enrichment programs
- Brantford Bikeway and Trails Advisory Committee
- Variety of volunteer roles in minor hockey including coach, assistant coach, trainer, team manager and association treasurer
- Former minor baseball coach and board member

Interests

- Enjoy reading, particularly history, biographies, sustainable development, and fiction
- Writing and editing
- Avid cyclist
- Pickle Ball