



PLANNING JUSTIFICATION REPORT

PREPARED FOR:

**Zoning By-law Amendment
Application**
Royal Truck and Trailers Sales Ltd.
3027 Cedar Creek Road, North Dumfries

File no. 2467A

November 2025



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1.0 Introduction

1.1 Purpose of the Application

MacNaughton Hermesen Britton Clarkson Planning Limited (hereinafter “MHBC”) has been retained by Royal Truck Group to coordinate the Zoning By-law Amendment application for the lands municipally addressed as 3027 Cedar Creek Drive, North Dumfries (the subject lands). The applicant is proposing to develop a warehouse and truck terminal on a portion of the subject lands. In order to facilitate the proposed development, a Zoning By-law Amendment is required to re-zone the lands to permit the proposed industrial use.

The subject lands are legally described as Part Lot 34, Concession 10, Township of North Dumfries. The lands are bounded by Cedar Creek Road to the North and Highway 401 to the south, generally located east of Northumberland Street and west of the Cedar Creek Road and Highway 401 interchange. The lands have an area of 21.2 hectares (52.6 acres) with approximately 310 metres of frontage on Cedar Creek Road. The lands are effectively separated into two distinct land uses. The east half is considered to form part of a Regional Employment Area, while the west half is considered to form part of the Agricultural system. Refer to **Figure 1**. Only the east half (Regional Employment Area) of the subject lands is proposed for development. The agricultural portion of the lands will remain as is.

The lands are designated in the Region of Waterloo Official Plan as ‘Employment Areas’ (on the east portion) and ‘Prime Agricultural Areas’ and ‘Core Environmental Features’ (on the west portion). The Township Official Plan designates the lands as ‘Prime Industrial/Strategic Reserve’ (east portion) as well as ‘Prime Agricultural Areas’ and are considered ‘Core Environmental Area’ (west portion). The Township Zoning By-law 689-83 zones the entirety of the lands as ‘Agricultural Areas’. This zone does not permit the proposed industrial use. Therefore, a Zoning By-law Amendment is required to re-zone the eastern portion of the lands to an industrial zone. Note that no development or zone change is proposed within the Prime Agricultural or Core Environmental areas portion of the lands.

A pre-consultation request was submitted in April 2024 with circulation for agency comments. The Township identified the following requirements in support of the requested amendment:

- Planning Justification Report
- Concept Plan
- Elevations and Floor Plans
- Functional Servicing, Grading, Erosion and Stormwater Management Report
- Geotechnical Report
- Hydrogeological Study
- Archaeology Assessment
- Environmental Impact Study
- Traffic Impact Study



Figure 1 - Subject Lands

-  Subject Lands
-  Proposed Development Area



This report addresses the requirement for a Planning Justification Report. The additional requirements have been included as part of a complete application. The technical studies have been summarized in section 3.0 of this report.

1.2 Subject Lands and Surrounding Area

1.2.1 Subject Lands

The subject lands are legally described as Part Lot 34, Concession 10, Township of North Dumfries. The lands are bounded by Cedar Creek Road to the North and Highway 401 to the south, generally located east of Northumberland Street and west of the Cedar Creek Road and Highway 401 interchange. There is an existing detached dwelling and accessory structure on the subject lands, setback approximately 190 metres from Cedar Creek Drive. The remainder of the lands comprise cropping fields and environmental features, including Provincially Significant Woodland and Wetland features. The total area of the lands is 21 hectares, of which 13 hectares comprise the natural features.

The subject lands have been separated into distinct land uses by the planning policy. The east portion of the property is part of the designated greenfield area and is within the employment designation. The west portion of the property is part of the prime agricultural area with environmental features. Therefore, only the eastern half of the property can be considered for development and is approximately 10 hectares in area.

As illustrated on **Figure 2**, the surrounding area is characterized by industrial uses, commercial uses, and agricultural uses with some natural features. The immediate surrounding context is described in detail below.

- North:** On the opposite side of Cedar Creek Drive are agricultural fields. Further north is the community of Roseville. North-east of the lands is the Region's employment area.
- East:** Abutting the lands to the east are industrial lands. Past the industrial facilities is the 401 interchange with Cedar Creek Drive, as well as additional industrial lands.
- South:** The lands are adjacent to the 401 Highway to the south. On the opposite side of the highway is agricultural lands.
- West:** To the west is agricultural uses.

The subject lands are located on Regional Road 97, being Cedar Creek Road. Cedar Creek Road is considered to be a major roadway intended to serve high volumes of traffic including truck traffic, with direct access to Highway 401. The area to the east comprises a Regional Employment Area, and the eastern half of the subject lands are designated for employment use. The lands are well situated within an area planned to accommodate industrial and employment type use.

1.2.2 Surrounding Development

Development in proximity to the Subject Lands was reviewed and is summarized in Table 1:

Table 1: Surrounding Developments

No.	Address	Use	Description
1	2977 Cedar Creek Rd	Industrial	Abutting the subject lands to the east and also within the 401 Regional Employment Area and zoned Z11 Industrial. Currently in use as a manufacturer (Unilock).
2	2943 Cedar Creek Rd	Industrial	Located to the east of the subject lands within the 401 Regional Employment Area and zoned Z11 Industrial. Currently in use as a transport truck dealer.
3	2943 Cedar Creek Rd	Mineral Aggregate	Located to the north of the subject lands. The property is in use as an aggregate operation as well as a landscaping products supplier. The property has site specific policies allowing resale of aggregate materials.
4	3103 Roseville Rd	Agricultural	Located opposite the subject lands and on the north side of Cedar Creek Rd. Zoned Agricultural and in use as an agricultural operation.
5	3121 Cedar Creek Rd	Agricultural	Abutting the property to the east and zoned Agricultural. The property is in use as an agricultural operation.

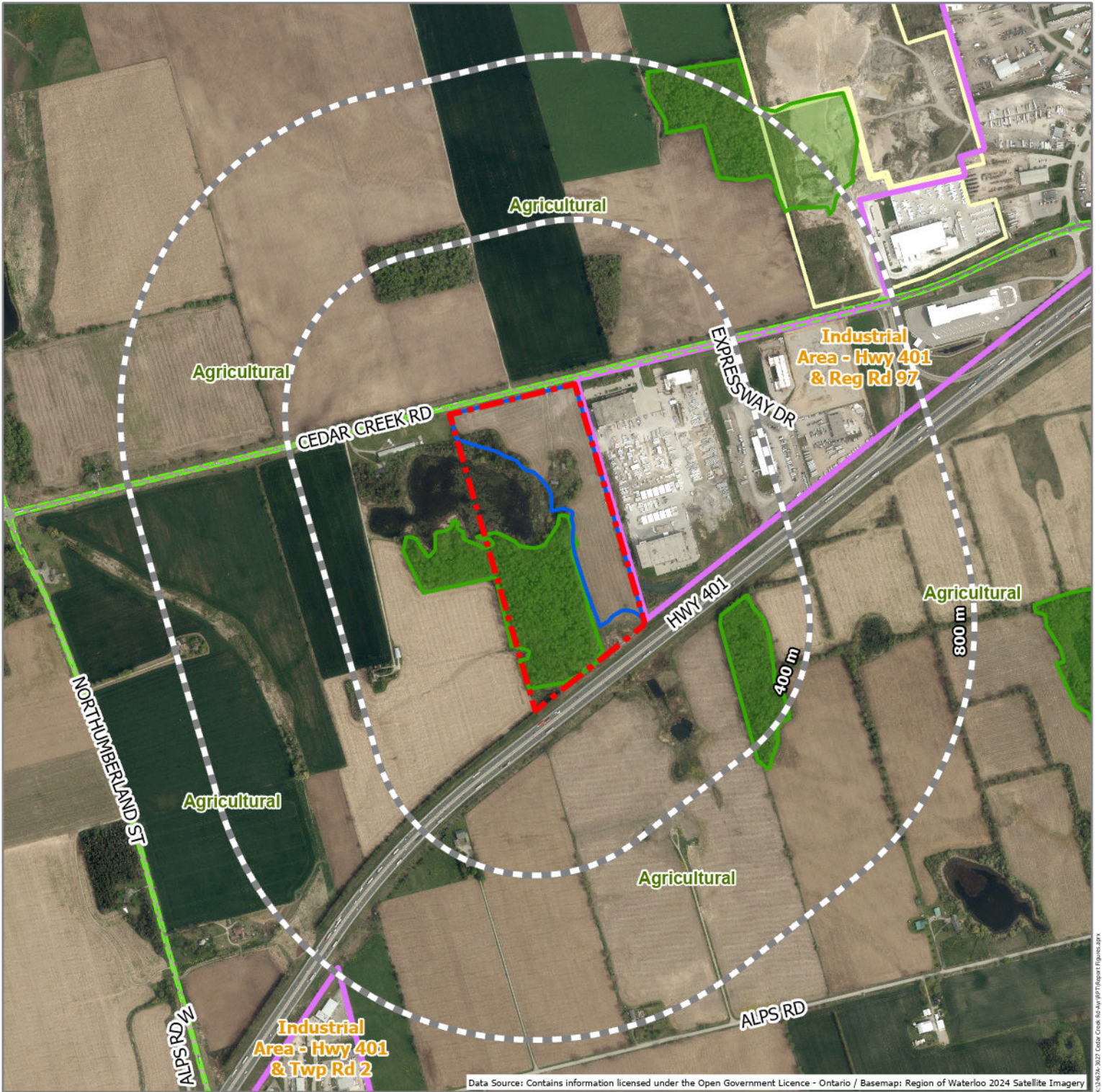


Figure 2 - Context Map

- | | | | |
|--|----------------------------|--|------------------------|
| | Subject Lands | | Significant Woodlands |
| | Proposed Development Area | | Aggregate Licence Pits |
| | 400m & 800m Buffer | | Cycling Routes |
| | Industrial/Commercial Area | | |



2.0 Proposed Development

2.1 Overview of Proposed Development

The subject lands are proposed to be developed with an industrial use. Specifically, as a transport and logistics facility. A conceptual plan is included as **Figure 3** of this report. One building is proposed and will be oriented to Cedar Creek Road with extensive parking located to the rear of the facility for trucks and trailers. Two driveway entrances are proposed, with a dedicated employee parking area to the east of the facility. A stormwater management pond is proposed to be located to the west of the facility. All existing structures will be removed to accommodate the development.

The lands are comprised of two distinct areas: the east portion which is designated for employment use, and the west portion which is designated for agricultural use. Only the east portion that is planned for employment use is proposed to be developed. Additionally, the property contains environmental features including a wetland and woodland. A small area of the woodland is proposed to be removed to accommodate the stormwater pond. The Environmental Impact Study prepared for the development concludes that this will not have any significant impact, however, improvements and restoration plantings are recommended. In addition to landscaping enhancements, a 30 metre setback to the wetland as well as a 10 metre setback to the woodland has been incorporated into the site plan.

The site plan illustrates the following elements of the proposed development:

- 2 storey building (13.5m in height) with a total Gross Floor Area of 107,639m² (1,158,617 sqft)
- The building will include 19 loading bays and 5 repair bays located at the rear of the building
- Two driveway entrances from Cedar Creek Road, one on either side of the building
- 33 employee parking spaces located in the eastern side yard
- The tractor and trailer parking will extend from the rear of the building to the rear property line, providing 242 trailer parking spaces and 39 tractor parking spaces
- A stormwater management facility located to the west of the building, occupying 9,343m²
- A 10 metre setback to the woodlands and a 30 metre setback to the wetlands
- 14 metre setback to Highway 401 (in accordance with the Ministry of Transportation requirements)
- The total proposed lot coverage is 4.7%

2.2 Planning Applications

2.2.1 Zoning By-law Amendment

As noted, the subject lands currently have two land use designations which effectively separate the lands in half. The proposed development is limited to the eastern half that is designated in the Region of Waterloo Official Plan as 'Employment Areas' and in the Township Official Plan as "Prime Industrial'. However, the entirety of the subject lands are currently zoned 'Agricultural Areas', which does not permit industrial land uses. In order to facilitate the proposed warehouse use, a Zoning By-law Amendment is required to re-zone the eastern half of the lands to the 'Z.9' zone. The purpose of this amendment is to align the Official Plans and Zoning By-law.

2.2.2 Site Plan Application

A site plan application is required and will be filed separately with the Township following the approval of the Zoning By-law Amendment. The site plan application will address matters of landscaping, lighting, building materials/colours, parking layout and detailed site servicing details.

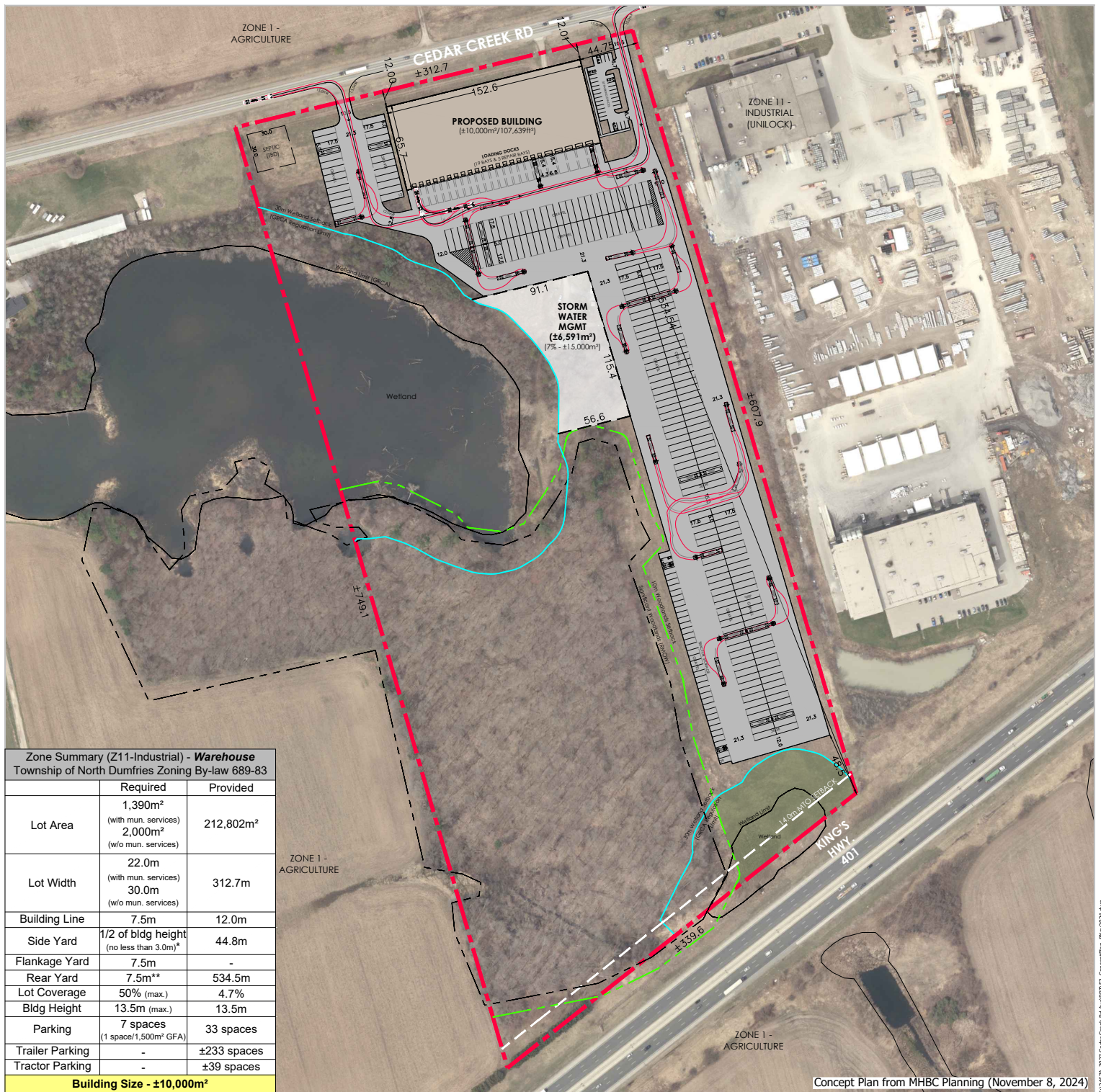


Figure 3 - Concept Plan

- Subject Lands (±21.3ha)
- Wetland Limit
- 30m Wetland Setback
- Significant Woodlands
- 10m Woodlands Setback

* Side Yard - On any yard that abuts a Zone 2, 2a, 3, 4, 4a or 5, the min. side yard shall be 7.5m

** Rear Yard -
a) Where abuts a railway or right-of-way and/or an Ontario Hydro right-of-way, no rear yard is required.
b) In any case where a side or rear yard abuts a Zone 2, 2a, 3, 4, 4a or 5, no bldg, structure, outdoor storage or parking area shall be permitted within 4.5m of the side or rear lot lines



3.0 Technical Reports

All technical reports have been submitted with the Zoning By-law Amendment application. Below includes a brief summary of each report.

3.1 Environmental Impact Study

GEI Consultants has prepared an Environmental Impact Study for the subject lands. The EIS has analysed ecological and natural heritage significance of the subject lands. The EIS concludes the following features are present on site:

- Unevaluated wetland: a swamp is located in the southeast corner; a marsh is located in the southwest; and swamp in the south. Unevaluated wetlands are not proposed to be developed.
- Significant woodlands: located on the eastern portion of the lands. The woodland is not proposed for development.
- Significant wildlife habitat: there is SWH present on site within the western portion of the lands, and will not be impacted by the development.
- Fish habitat: assumed to be present within the unevaluated wetland(s).
- Habitat for Threatened or Endangered: bat communities are present and black ash. Both will be maintained/conserved and are not proposed for development.

The EIS concludes that no direct impacts to the ecological and natural heritage features are anticipated as a result of the proposed development. Approximately 0.7 ha of woodland removal is currently proposed. This removal is not anticipated to have a significant negative impact.

To mitigate potential impacts, a woodland setback of 10 metres is proposed from the woodland, and a 15 metre setback from the top of bank of the watercourse. Additional construction management practices are encouraged, as well as restoration and enhancement opportunities. The restoration efforts aim to offset disturbances from previous land management activities, minimize potential impacts associated with future development, and improve the ecological functions of retained natural heritage features. GEI recommends the following restoration plan:

- southern portion: has been identified for potential restoration plantings to assist in compensating for the woodland removals which are proposed further north on site. An area of 0.51 ha is available for planting.
- Management of some of the invasive species may provide increased protection and enhancement to the existing woodland and wetland communities on site

3.2 Transportation Impact Study

CGE Transportation Consulting was retained to prepare a Transportation Impact Study. The development will also include 33 employee parking spaces, 242 trailer parking spaces, and 39 tractor parking spaces. The study conservatively estimated 37 and 39 new two-way vehicle trips, and 2 and 3

new two-way truck trips, to the adjacent network during weekday AM and PM peak hours, respectively. It is recommended to construct a westbound left-turn lane at the Cedar Creek Road (RR 97) and East Site Access intersection. It is recommended to construct a westbound left-turn lane at the Cedar Creek Road (RR 97) and West Site Access intersection.

3.3 Archaeology Assessment

Archaeological Research Associates Ltd. Completed Stage 1 and 2 Archaeological Assessments for the subject lands. The Assessments were scoped to only assess the east portion of the subject lands that is subject to the Zoning By-law Amendment. The west portion of the lands were not evaluated. The Stage 1 assessment determined that the project area comprised a mixture of areas of archaeological potential and areas of no archaeological potential, resulting in the completion of a Stage 2. The Stage 2 assessment resulted in the identification of 13 locations of archaeological materials. Insufficient data was found during the initial survey at 3 sites. As a result, these three sites were found to be of further cultural heritage value or interest requiring a Stage 3 assessment. The Stage 3 assessment is underway, and the Stage 1-2 assessments are being sent to the province for review.

3.4 Hydrogeological Study

MTE Consultants Inc prepared a hydrogeologic investigation report. Key objectives include evaluating suitability for an on-site septic system, potable water supply well, stormwater management, and dewatering needs.

- it is not anticipated that dewatering of groundwater will be required for the construction of buildings. Localized short term dewatering may be required for the installation of site stormwater services and should be assessed at the time of servicing.
- The sand unit with groundwater is expected to be sufficient to receive the infiltrating stormwater without significant mounding of the water table.
- The subject lands will be serviced by an individual onsite wastewater system. the onsite wastewater system is not considered to be large subsurface sewage disposal systems (LSSDs) and will be subject to the MOEE Individual On-Site Sewage Systems. A Nitrate Assessment concludes that tertiary treatment is not required to reduce the effluent Nitrate-N concentration and conventional treatment is recommended.
- A Phosphorus Assessment was completed. Phosphorus exists in both organic, and inorganic forms. The dominant form of phosphorus in the sewage effluent is predicted to be inorganic. Two scenarios were modelled:
 - To achieve a total phosphorus concentration of 1.2 mg/L (Scenario 2) at the receiving surface water with a total phosphorus concentration in the treated effluent of 12 mg/L, would require the disposal bed to be located approximately 180 ft (55m) from the receiving wetland.
 - To achieve a total phosphorus concentration or <0.03 mg/L (Scenario 3) at the receiving surface water with a total phosphorus concentration in the treated effluent of 12 mg/L, would require the disposal bed to be located approximately 375 ft (114m) from the receiving wetland.

- Water supply wells of sufficient quantity and quality are expected to be available in the deep regional sand aquifer beneath the subject lands at depths between approximately 30 to 40m bgs.

3.5 Geotechnical Investigation

MTE Consultants Inc prepared a geotechnical investigation to assess subsurface conditions and provide engineering recommendations. The investigation revealed various soil types, including topsoil fill, native sand, and glacial till. Groundwater observations indicated varying levels of saturation across the boreholes. No free groundwater or seepage was observed. Engineered fill will be required. The investigation provides additional recommendations on construction and engineering.

3.6 Functional Servicing and Stormwater Management Report

MTE Consultants Inc has prepared the functional servicing and stormwater management plans for the proposed development.

- Water: A private well and fire reservoir will be required. The building is not expected to require process water and therefore water demands are expected to be limited. Per the hydrogeological assessment, the water supply wells are sufficient. Preliminary fire reservoir sizing was determined to be 1,853m³.
- Sanitary: A private on-site septic system will be required to service the proposed building and is expected. Exact flows will be confirmed during detailed design but are expected to be under 10,000L/d and therefore an Environmental Compliance Approval (ECA) will not be required. The on-site wastewater system is not expected to be required to treat any wash water that could be generated at the Site. Only domestic wastewater will be conveyed to the treatment system.
- Stormwater: A private storm sewer system will be installed on-site to collect runoff from the common driveway and parking areas and will include catchbasins, manholes and catchbasin manholes, will convey runoff towards the proposed stormwater management facility located at the west side of the development adjacent to the northwest wetland. Runoff from the building rooftop will be directed to an infiltration gallery, before overflowing onto the on-site storm sewer system. Runoff from the frontage of the building will flow towards the Cedar Creel Road right-of-way. A wet pond is proposed with a permanent pool depth of 2.0m.

4.0 Policy Review

4.1 Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS) was issued under section 3 of the *Planning Act* and came into effect October 20, 2024, replacing the 2020 Provincial Policy Statement. The PPS outlines the land use policy for Ontario, establishing the policy foundation for regulating the development and use of land to achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life. The PPS recognizes the inter-relationships among environmental, economic, health and social factors in land use planning, supporting an integrated and long-term approach to planning. One of the key considerations of the PPS is that planning decisions "*shall be consistent with*" the Policy Statement. The PPS has 6 chapters, which establish policies for the various aspects of land use planning. Relevant policies are addressed within the context below.

4.1.1 Settlement Areas

Chapter 2, policy 2.3 of the PPS states that Settlement Areas shall be the focus for growth and development. The PPS defines settlement areas as both urban and rural areas within municipalities (cities, towns, villages, hamlets) that are already built-up areas where development is concentrated or where lands have been designated in an official plan for development. Land use patterns within settlement areas are to have a range of densities and land uses that efficiently use land, optimize existing and planned infrastructure, support active transportation (where feasible), are transit supportive and are freight supportive.

The portion of the subject lands subject to this application and future development are identified in the Region and Township Official Plan's as forming part of a Regional employment area and are within a settlement area. Cedar Creek Road consists of established and planned industrial land uses and provides direct access to the Provincial Highway. The lands are well connected transportation corridors critical for the movement of goods and is freight supportive. The proposed development will result in the expansion of industrial opportunities on an underutilized lot within a settlement area.

4.1.2 Employment

Chapter 2, policy 2.8 sets out the policies for employment which promote economic development and competitiveness. This is to be achieved by providing a mix of uses to meet long-term needs, providing opportunities for a diversified economic base including maintaining suitable sites for employment uses, identifying strategic sites for investment including market ready sites, encouraging intensification of employment uses in compatible, compact, mixed-use development, and addressing land use compatibility adjacent to employment areas by providing appropriate transitions to sensitive land uses.

The policies require that municipalities plan for, protect and preserve employment areas for current and future uses to ensure necessary infrastructure is provided. Municipalities are to protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities

and corridors identified in provincial transportation plans, for the employment area uses that require those locations.

The subject lands are located within an identified employment area by the Region and Township and is planned for investment. The location of the lands is adjacent to both a Regional Road as well as a provincial Highway, both of which are considered to be major corridors for the transportation network. The lands are near the Highway 401, which is identified in the Provinces transportation plan for the Greater Golden Horseshoe as part of the Strategic Goods Movement Network (SGMN) which identifies key corridors, facilities and connections for supporting freight movement. Key to the SGMN is a connected major highway network that facilitates freight movement at all times of the day. The subject lands are intended for employment use and are proposed to be used in accordance with their planned function.

4.1.3 Energy Conservation, Air Quality and Climate Change

Chapter 2, policy 2.9 sets out the policies for reducing impacts of a changing climate. The policies encourage several approaches including compact, transit supportive communities, incorporating climate change considerations when developing infrastructure, support energy conservation and efficiency, promote green infrastructure, low impact development and active transportation.

The proposed facility is intended to be state of the art and implement energy conservation as well as green principles where feasible. The new facility will be designed with more sustainable materials and energy efficient elements. The roof will also form part of the stormwater management facility, integrating contemporary measures for efficient stormwater management.

4.1.4 Transportation Systems

Chapter 3 of the PPS is focused on infrastructure and facilities. Policies for transportation are provided in section 3.2. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs and support the use of zero- and low- emission vehicles. Additional transportation policies are provided in section 3.3, providing that major goods movement facilities and corridors shall be protected for the long term. Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

The proposed development will be appropriately connected to the existing road network. The subject lands are accessed from Cedar Creek Road and are in close proximity to the Highway 401. This section of Cedar Creek Road is planned for employment type land uses and has been planned to accommodate high volumes of traffic. This corridor has been identified for employment uses largely due to its proximity to the 401 and interchange with Cedar Creek Road. It is therefore the intent that this portion of Cedar Creek Road accommodate and facilitate the movement of goods. The proposed development supports the overall objectives for the surrounding transportation network and will ultimately maintain the use of major transit corridors for the movement of goods. Additionally, a Traffic Impact Study has been prepared, which concludes that additional traffic generated by the development is acceptable and will not result in significant delay of vehicular movement with the use of additional turning lanes.

4.1.5 Sewage, Water and Stormwater

Policies for sewage and water services are set out in section 3.6. municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Where municipal services are not available, private services are permissible.

A servicing and stormwater management report, as well as a wastewater servicing report have been prepared for the proposed development. The Reports prepared in support of the proposed development assesses the feasibility of servicing the subject lands and conclude that the proposed development can be adequately serviced through private services. Water will be provided to the site via an on-site well, and wastewater will be treated on-site with a waste water treatment system. A private storm sewer system will be installed on-site to collect runoff from the driveway and parking areas and will convey runoff towards a stormwater management pond at the west side of the development adjacent to the northwest wetland. Runoff from the building rooftop will be directed to an infiltration gallery, before overflowing onto the on-site storm sewer system. Runoff from the frontage of the building will flow towards the Cedar Creel Road right-of-way.

4.1.6 Natural Heritage

Chapter 4 of the PPS outlines policies for the wise use and management of resources, which include natural heritage and agriculture. Natural heritage policies are within section 4.1, providing that natural features and areas are to be protected for the long term and the ecological functions should be maintained. Development and site alteration is not permitted in significant wetlands unless no negative impacts have been demonstrated. Similarly, development or site alteration is not permitted on adjacent lands to natural heritage features unless no negative impacts have been identified.

The subject lands contain natural heritage features comprising wetland and woodland features. The development of the lands pertains only to the east half and no environmental features are proposed for removal. However, a small area of the woodland is proposed to be removed to accommodate the stormwater pond. The development of the pond will include restoration and enhancement planings. Additionally, buffers of 30 metres to the wetland and 10 metres to the woodland have been provided. The subject lands have been evaluated through a Scoped Environmental Impact Study. The scoped EIS concludes that no significant negative environmental impacts are anticipated.

4.1.7 Agriculture

Policies for agriculture are provided in section 4.3, which require municipalities to use an agricultural systems approach to maintain an agricultural land base. As part of the agricultural land base, prime agricultural areas, are to be designated and protected for long-term use for agriculture. The subject lands have two different land use designations. A portion of the lands are in the settlement area of Waterloo as a Regional Employment Area, with the balance of the lands considered Prime Agricultural Areas. The PPS provides that permitted uses within Prime Agricultural Areas include agricultural uses, agricultural related uses and on-farm diversified uses.

The proposed development will be limited to the portion of the lands within the Regional Employment area as defined on **Figure 1**. The agricultural portion of the lands will not be altered and the agricultural designation will be maintained for the long-term.

4.1.8 Cultural Heritage and Archaeology

Policy 4.6 of the PPS states that development and site alteration is not permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. At the Township's request, an archaeology assessment has been completed for the portion of the lands subject to the re-zoning application. Within the area assessed was previously disturbed lands where the existing driveway and dwelling are located. Therefore, the assessment excluded the western portion as well as the disturbed area of the subject lands.

The Stage 1 assessment determined that the assessed portion of the lands comprised a mixture of areas of archaeological potential and areas of no archaeological potential. The Stage 2 assessment of the assessed portion of the project area resulted in the identification of 13 locations of archaeological materials. These deposits consisted of a variety of Indigenous artifact scatters and findspots. Some areas yielded insufficient information during the initial survey and were determined to be of cultural heritage value based on professional opinion. Therefore, a Stage 3 assessment is recommended for this insufficient areas.

4.1.9 Summary of PPS Policies

The subject lands are considered to be within a settlement area and prime agricultural area. The settlement area applies to the portion of the lands designated for employment use, while the prime agricultural area applies to the agricultural designation portion of the site. Settlement areas are to be the focus for growth and development, and employment areas are to support economic development and competitiveness and provide a range of employment uses. Prime agricultural areas are to be conserved and uses are limited to agricultural uses.

The proposed development is limited to the portion of the subject lands within the settlement area. The agricultural and natural environment portion of the lands will be conserved and no development is proposed.

The 2024 PPS seeks to achieve healthy, livable and safe communities by promoting efficient development and land use patterns. Given the above assessment, in our opinion the proposed development plan is consistent with the broad vision of land use planning in Ontario. In this respect, the intended use of the lands:

- Represents efficient development and will diversify the economic base of the Region/Township,
- Proposes a warehouse use in accordance with the Employment policies and will be located along a major road with access to a major highway;
- Promotes a scale and type of development appropriate for the neighborhood that will be serviced efficiently, be designed with sustainable principles, and will support the safe movement of people and goods.

In light of these considerations, it is our opinion that the proposed development is consistent with the PPS.

4.2 Region of Waterloo Official Plan

The Region of Waterloo Official Plan (the “ROP”) came into effect in June, 2015 and identifies the urban/rural structure, general land uses, as well as objectives for how the Region will accommodate future growth. It was amended by Regional Official Plan Amendment (“ROPA 6”), which establishes the planning framework for the Region to accommodate the Region’s forecasted population and employment growth to 2051, in conformity with the Growth Plan. ROPA 6 was approved, with modifications, by the Province on April 11, 2023.

As of January 1st, 2025, changes to Ontario’s land use planning framework under Bill 23, the *More Homes Built Faster Act, 2022*, came into effect for the Regional Municipality of Waterloo. As a result, certain land-use planning responsibilities were transferred from the Region to the local municipalities. The ROP was also transferred, and became the responsibility of the local municipalities as an additional local Official Plan. Until such a time as the ROP policies are repealed or amended into the various local Official Plans, the local municipalities are responsible for enforcing the ROP policies.

The ROP deals with high-level planning matters and Regional growth patterns, transportation, and infrastructure. All land-use planning decisions must “conform” to the policies of the ROP.

ROPA 6 identifies Regional Population and Employment Forecasts in Table 1, noting that North Dumfries is forecast to have a resident population of 19,600 and 12,200 jobs by 2051.

The subject lands have the following designations:

- Map 1 Regional Structure: ‘Prime Agricultural Area’ and ‘Rural Settlement Areas’ (**Figure 4**)
- Map 2 Urban System: ‘Designated Greenfield Area’ (**Figure 5**)
- Map 3 Employment Area: ‘Employment Area’ (Highway 401/Regional Road 97 Employment Area) (**Figure 6**)
- Map 4 Greenlands Network: ‘Core Environmental Features’ (**Figure 7**)

4.2.1 Countryside Area

The policies for the countryside area are set out in Chapter 6 of the Official Plan. The overall goal is to protect the rural character of the countryside while supporting the development of strong and prosperous rural communities.

The subject lands are designated as ‘Prime Agricultural Area’ on a portion of the lands, comprising the broader countryside and agricultural area. Prime Agricultural Areas are defined as areas where prime agriculture lands predominant, including Canada Land Inventory Class 4 through 7 lands and where there is a concentration of farms. Primary land uses permitted in Prime Agricultural Areas is agricultural uses, agriculture related uses and secondary uses. Removal of Prime Agricultural Areas is to be avoided where possible. Permitted uses in the Prime Agricultural Areas designation include all types sizes and intensities of agricultural uses and normal farm practices.

The proposed development and amendment does not apply to the portion of the lands designated as Prime Agricultural Area. The agricultural intent and planning framework will be maintained and no lands are proposed to be removed or otherwise altered from the Prime Agricultural Area or countryside area.

4.2.2 Urban System

The Urban System contains a hierarchy of urban areas and strategic growth areas to accommodate the majority of the Region's population and employment growth. The hierarchy includes Urban Areas, Urban Growth Centres, Regional Intensification Corridors and Township Urban Areas. Chapter 2 of the Official Plan provides policies on where and how to grow the Region. In addition to the hierarchical components, development in the urban system is further guided by three interrelated land use policy areas: Delineated Built-up Areas; Designated Greenfield Areas; and Employment Areas. These policy areas provide additional direction for new development within those specific areas.

A portion of the subject lands, subject to the Zoning By-law Amendment, are designated: 'Designated Greenfield Area' and 'Employment Area'.

The Region and the area municipalities will direct most of the forecasted population and employment growth to the hierarchical components, as well as DGAs and Employment Areas.

Policy 2.G provides the policies for DGA'S. While the majority of growth will be directed to delineated built-up areas (the existing built boundary), new development is also directed to the DGAs. Area municipalities and the Region will ensure that new development within the DGA will: function as a 15-minute neighbourhood with a mix of land uses, be compact built form, prioritize walking and transit, established a street network with frequent connections and pathways to surrounding areas, be designed in a sustainable manner and utilize green infrastructure, provide access to high quality public areas, and are serviced by municipal services.

Table 4 outlines the density targets for DGAs. North Dumfries has a density target of 51 jobs and residents combined per hectare. In DGAs and Employment Areas, new development will be planned to meet or exceed the minimum density targets. This density target is meant to be applied across all the DGA areas throughout the Region, thus not all individual properties are required to meet this minimum target.

The proposed development will contribute to the density target established for North Dumfries by adding job opportunities within the DGA and Employment Area. The development will be designed in a sustainable manner, conserve environmental and agricultural lands, and can be adequately serviced. Additionally, the lands are well served by the existing transportation network including Regional and Provincial roads.

4.2.3 Employment

Section 2.H.1 contains policies regarding Employment Areas. This designation is intended to identify and protect strategically located areas over the long-term for business and economic activities including, but not limited to, manufacturing, warehouses, offices, research and development and associated retail and ancillary facilities.

Policy 2.H.1.7 provides that area municipalities should designate and preserve lands within any Employment Areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

Policy 2.H.1.8 directs that area municipal official plans and zoning by-laws will plan for all Employment Areas designated by the ROP by:

- Prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use.
- Prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitting and prohibiting major retail that would exceed that threshold.
- Providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.
- Ensuring that development within employment areas will meet or exceed a minimum density target of 35 jobs per hectare, to be measured over the entire region-wide employment area designation.
- Service commercial uses and ancillary retail uses may be permitted, subject to the policies of the ROP and local official plans.

Section 2.H.1.11 of the ROP contains policies that are to be considered as part of any future development application within employment areas. These policies require employment areas to incorporate sustainability measures, conserve water and resources, encourage alternative energy systems and make efficient use of lands.

The proposed amendment is consistent with the employment policies of the Region's Official Plan, which require employment areas to be located in areas well served by major goods movement corridors, and conserve these areas over the long-term for economic investment and business opportunities. The amendment will facilitate the use of the lands for employment use and align the Region's land use policies with the Municipal Zoning By-law.

4.2.4 Greenlands Network

Chapter 7 of the ROP provides policies on the Greenlands Network, which contain Core Environmental Features and supporting environmental features. The west portion of the property, designated Prime Agricultural, contains Core Environmental Features. The Core Environmental Features are comprised of Provincially Significant Wetlands and Woodlands. The policies state that development or site alteration contiguous to a Core Environmental Feature will require the completion of an Environmental Impact Statement which demonstrates no negative impacts. A minimum setback of 10 metres to the Core Environmental Features is required, however, exact setbacks are to be determined through the Environmental Impact Statement.

While no development is proposed within this area of the lands, the proposed amendment and development is adjacent to the Core Environmental Features. Therefore, an EIS has been prepared which concludes that no negative impacts are anticipated. The EIS recommends that a 10 metre buffer/setback be included from the woodlands and a 15 metre setback from the unevaluated wetland. These setbacks have been incorporated into the site plan.

4.2.5 Transportation

Transportation policies are included in Chapter 5 of the Region Official Plan. The subject lands are located along Cedar Creek Road, which is Regional Road 97. Regional roads provide safe, direct,

accessible and multi-modal transportation links for moving people and goods. Policy 5.A.30 provides that all Regional Roads are classified as truck routes, unless otherwise prohibited.

The Region has designated road allowances for Regional roads. The Region requires road widenings from all lands with development applications where the road allowance is less than the designated road allowance. Such widenings are obtained by dedication as part of the approval.

Schedule 'A' of the Region's Official Plan identifies the road allowances for Regional roads. Cedar Creek Road from Highway 401 to Trussler Road is identified as having a road allowance of 30 metres. This portion of Cedar Creek Road is currently 41 metres wide (approximately).

4.2.6 Servicing

Servicing policies are contained in Chapter 5. Policy 5.B and 5.C set out policies for wastewater and water, stating that municipal infrastructure is preferred, however, new individual systems may be permitted when municipal servicing is not feasible. Policy 5.B.6 and 5.C.3 provide that individual water wastewater systems for lands within the Township DGA's is not permitted.

The Township Official Plan notes that the subject lands are un-serviced. While the lands may be within a DGA within the employment area, individual services are currently the only way to adequately service the proposed use. A functional servicing report has been prepared in support of the proposed amendment, which demonstrates that the proposed use can be sufficiently serviced through private servicing.

4.2.7 Regional Official Plan Summary

The subject lands have various land use designations. The west portion of the property is Prime Agricultural Area, which is intended to be used for agricultural purposes, as well as Core Environmental Features. This portion of the property is not subject to the proposed amendment. Development is proposed adjacent to the Core Environmental Features and an EIS has been prepared in support of the proposal concluding that no negative impacts are expected. Buffers to the wetland and woodland have been included in the development concept.

The Employment Areas designation on the east portion of the property is intended to identify and protect strategically located areas over the long-term for business and economic activities. This designation requires that development contribute to the employment area density target of 35 jobs per hectare. The proposed development will provide opportunities for economic investment as well as increase employment opportunities, helping to achieve the employment area density target. The lands are located along a Regional Road, intended for truck transportation and the movement of goods. The property will be on private services, until such a time that municipal services are made available. The proposed amendment and intended land use on the subject lands conforms with the Region's policies.

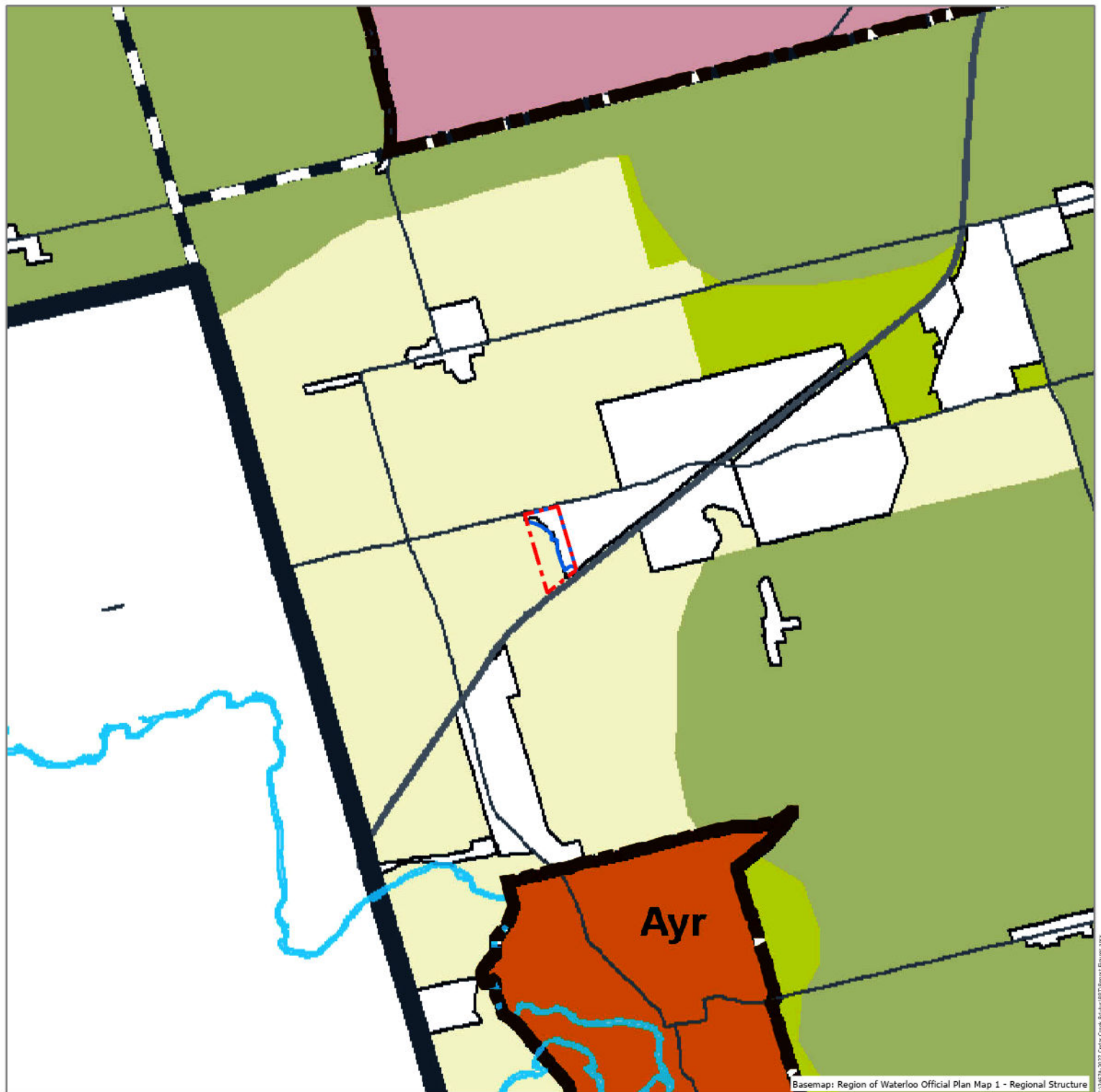
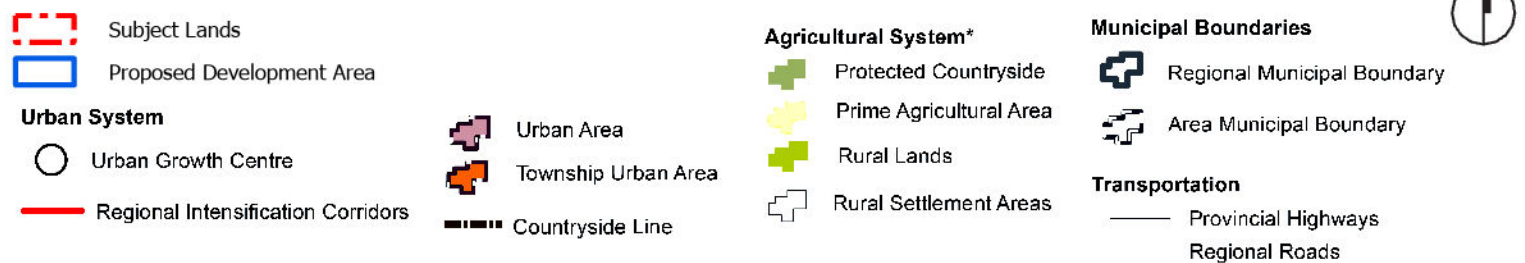


Figure 4 - Regional Structure



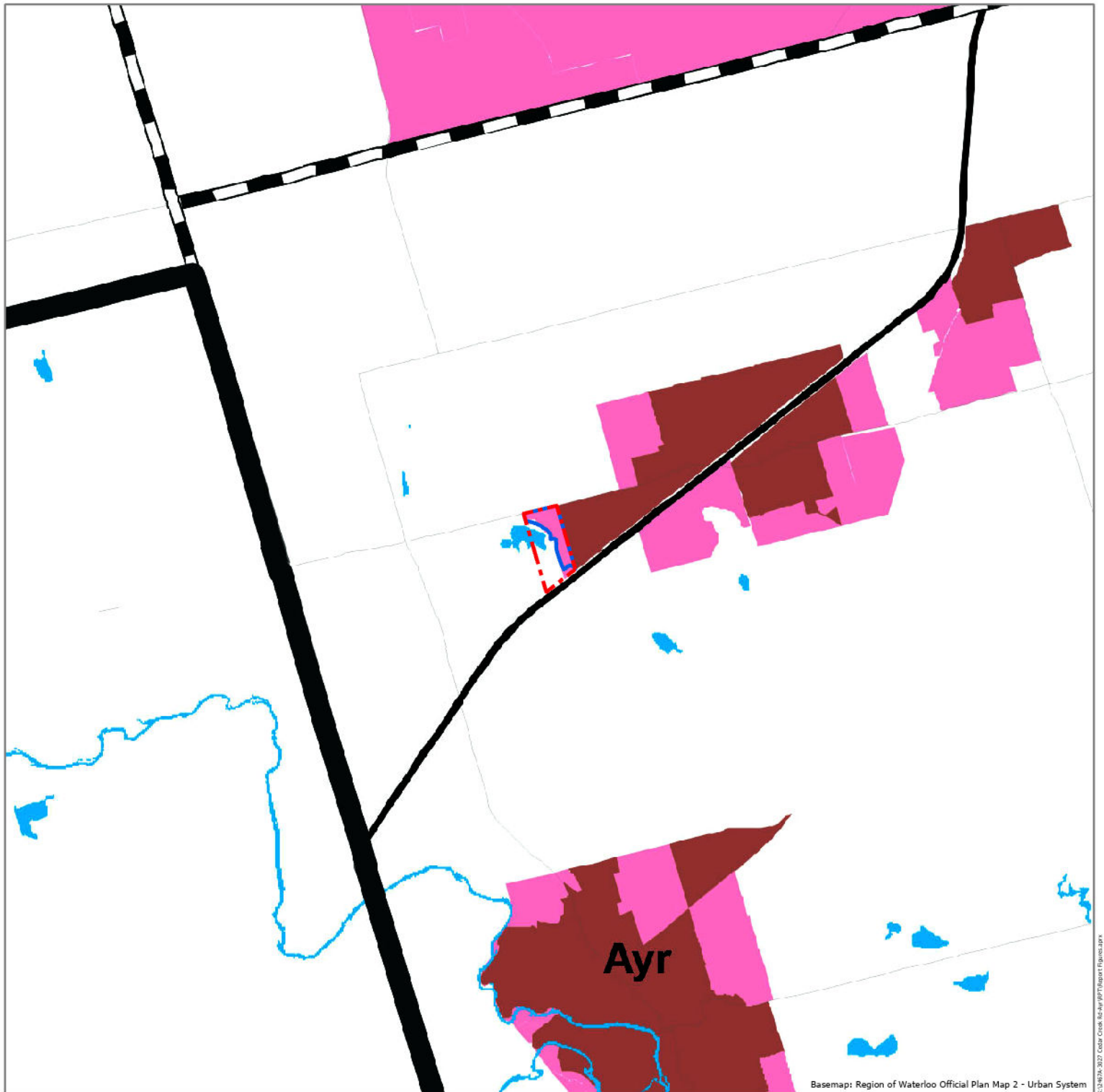


Figure 5 - Urban System



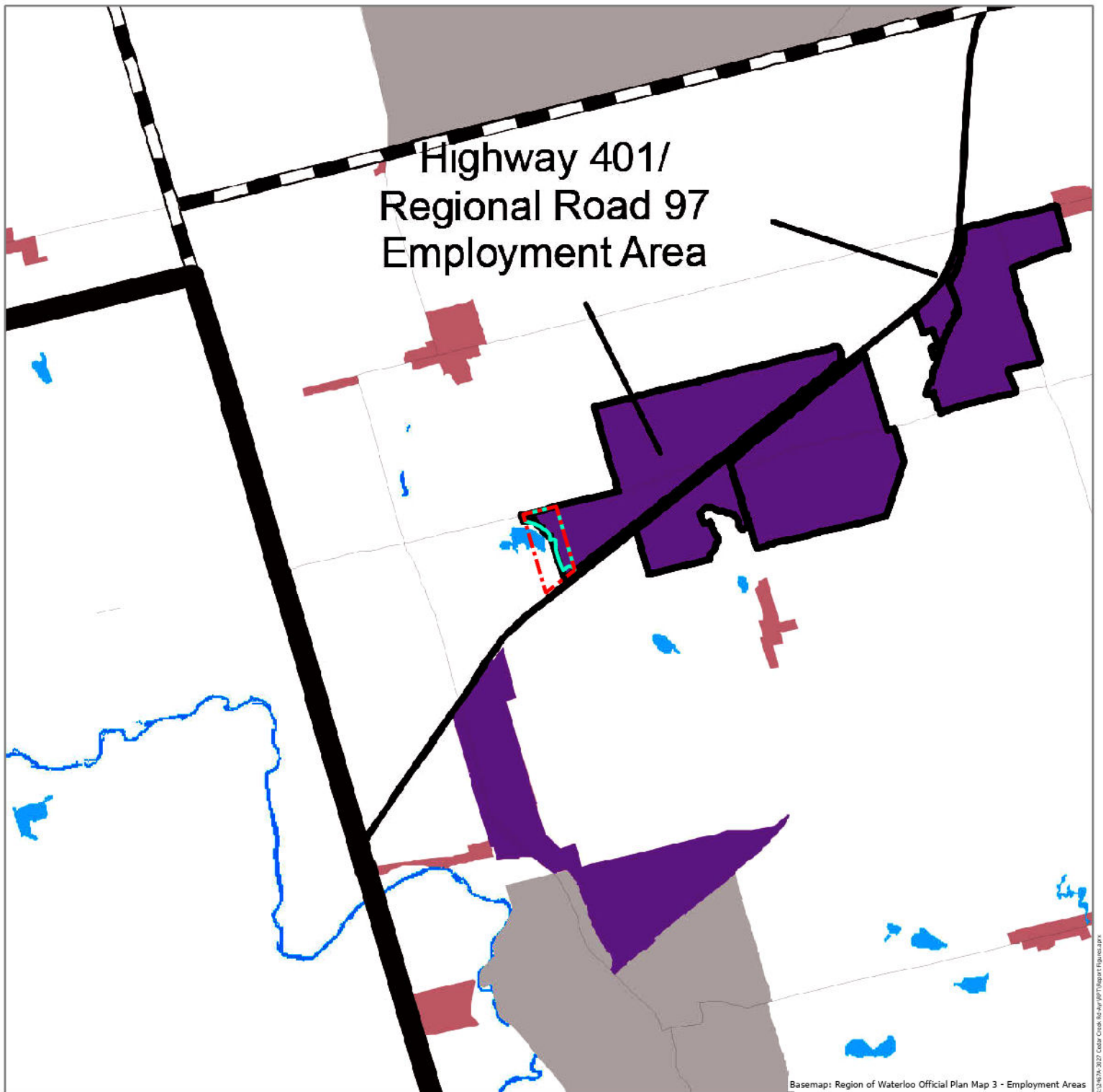


Figure 6 - Employment Area

- | | | | |
|--|---------------------------|---|--|
|  | Subject Lands |  | Employment Areas |
|  | Proposed Development Area |  | Provincially Significant Employment Zone |
| | |  | Urban Area / Township Urban Area |
| | |  | Rural Settlement Area |



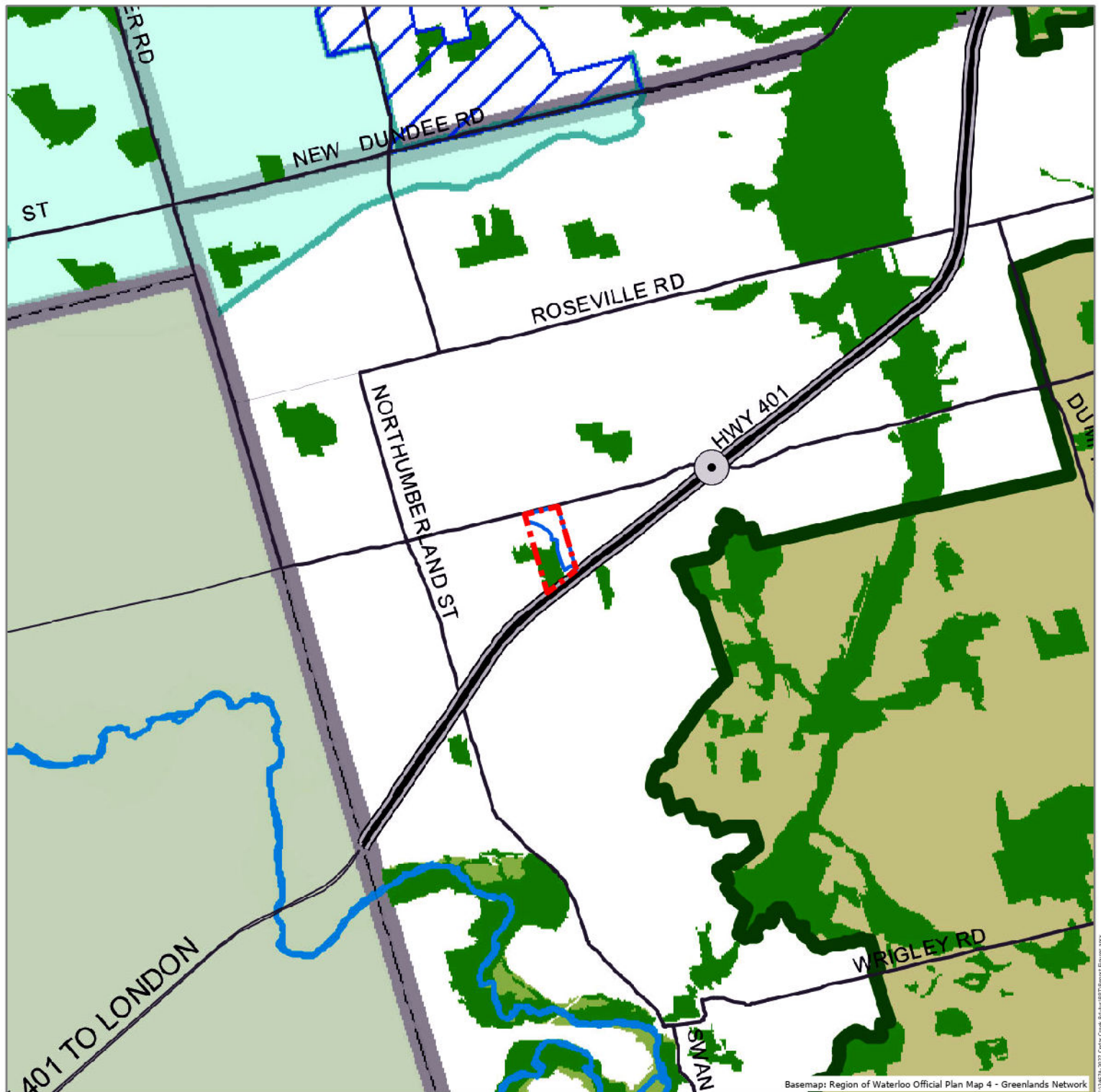


Figure 7 - Greenlands Network



4.3 Township of North Dumfries Official Plan

The Township of North Dumfries Official Plan came into effect in 2008, with a consolidation in 2018.

The subject lands have the following land use designations:

- Map 2 Township Structure: 'Highway 401/Regional Road 97 Employment Area', 'Prime Industrial/Strategic Reserve (unserved)' and 'Agricultural' (**Figure 8**)
- Map 2.27 Highway 401/Regional Road 97 Employment Area: 'Prime Industrial/Strategic Reserve' (**Figure 9**)
- Map 3A Transportation: Cedar Creek is 'Regional Road' (**Figure 10**)
- Map 5A Greenlands Network: 'Core Environmental Features' (**Figure 11**)
- Map 5B Environmental Constraints: 'Environmental Constraint Areas' (**Figure 12**)
- Map 5C Hazards: 'Hazard Lands' (**Figure 13**)
- Map 7 The Countryside: 'Prime Agricultural Area'

4.3.1 Township Structure

Chapter 2, policy 2.1 lays out the structure of the Township, which is based around 5 areas: Ayr Urban Area, Rural Settlement Areas, Rural Employment Areas, the Urban Area and the Countryside. The subject lands are within the Rural employment Areas (eastern portion) and the Countryside (western portion).

The Countryside includes Prime Agricultural Areas, where the primary land uses permitted are agricultural uses, agricultural related uses and secondary uses. The Countryside also includes environmental features. The portion of the subject lands designated as Prime Agricultural are not subject to the proposed amendment or site alteration. The land use will be maintained on this portion of the lands.

The Rural Employment Area includes clusters of industrial and commercial uses supporting the employment needs of the Township. A portion of the subject lands are within the Highway 401/Regional Road 97 Employment Area and are designated 'Prime Industrial/Strategic Reserve (unserved)'. The Township will provide additional opportunities for employment growth and business within the Highway 401 and Regional Road 97 Employment Area.

4.3.2 Prime Industrial/Strategic Reserve

The eastern portion of the lands are within the Highway 401 Employment Area. Policy 2.9.3.2 provides that future development within this area is to be limited to privately serviced logistics and warehousing that require close access to Highway 401. This portion of the lands is designated 'Prime Industrial/Strategic Reserve (un-served)'. The designation applies to the Highway 401/Regional Road 97 Employment Area. These lands are intended to provide additional opportunities for employment growth and business development. Lands within this designation will be developed as parcels greater than 8 hectares in size, unless other considerations related to design, or environmental constraints are demonstrated. Where there will be a shortfall in the inventory of un-served lands to meet the needs of expanding business requiring lands less than 8 hectares, the Township may permit through an official plan amendment the creation of smaller parcels.

The area of the subject lands within the Employment Area is intended to be used for industrial purposes, to provide opportunities for economic growth and employment. The proposed amendment will help implement the policies of this area. The proposed area to accommodate a new industrial facility is approximately 21 hectares which complies with the lot area requirements.

4.3.3 Economic Development

Chapter 4 of the Official Plan outlines policies for Economic Development. The general policies provide that there should be a mix of employment uses including industrial, commercial and institutional, there should be a range of locations and suitable sites to accommodate businesses, preserving lands within the vicinity of highway interchanges and rail facilities for employment use, and promoting energy efficiency. Additional policies specific to industrial lands are also provided. The Township is to ensure there is sufficient lands designated for industrial use to accommodate new and expanding facilities. The Township will encourage industrial development and operation practices, which minimize negative impacts on the surrounding environment through compliance with Provincial environmental regulations, Regional water resources protection policies, minimizing emissions of sound vibration, and air contaminants such as dust, smoke, odour, fumes and particulate; protecting and maintaining water quality and groundwater recharge areas; and controlling waste and quality of discharge.

The proposed amendment will facilitate the use of a portion of the lands for employment and industrial use. This will contribute to, and increase the mix of employment uses within the Township. The location of the lands near the Highway 401 interchange will capitalize on the transportation network for the transportation of goods. The new warehouse and truck facility will be state of the art and will implement sustainable design measures. The proposed use will not create significant air contaminants such as dust, smoke, odour or fumes and is not considered a Class III industrial use (per the Province's D-6 Guidelines) as its use is more aligned with a Class I category. A servicing report has been completed which considers the protection of water quality and quantity.

4.3.4 Environmental Features

Chapter 6 of the Official Plan contains the environmental policies, including Greenlands network, constraints and hazard lands. The Greenlands network comprises landscape level systems, core environmental features, fish habitat, supporting environmental features and linkages. Development or site alteration is prohibited on lands within the greenlands network that have not been adequately identified or evaluated, until such time as an Environmental Impact Statement has been prepared by an owner/applicant.

A portion of the subject lands are considered to be Core Environmental Features. Policies are set out in section 6.1.7 for Core Environmental Features.

Core Environmental Features identify provincially significant features, and are the most significant in terms of maintaining, protecting and enhancing biodiversity and ecological functions. Development and site alteration are not permitted within Core Environmental Features, except for management and conservation, flood/erosion control, legal non-conforming uses, and mineral aggregate operations. Development or site alteration will only be permitted on lands adjacent to a core environmental feature where an Environmental Impact Statement has been prepared and demonstrates that no adverse impacts would occur.

Policies for Natural Hazards are provided in section 6.4. Hazardous lands include areas that have physical characteristics that could cause severe property damage or loss of life. They are natural hazards identified and regulated by the GRCA and are considered to be environmental constraints. Development or site alteration is generally not permitted except where the province has approved a special policy area, development is by nature required to be located there, or a two zone policy area applies.

The proposed amendment does not apply to the portion of the lands with environmental features. Development is proposed adjacent to these areas, and therefore an EIS has been prepared which assess for adverse impacts. The EIS concludes that no adverse impacts are expected. A buffer of 10 metres to the woodland and 15 metres to the wetland has been included on the site plan. Additional restoration and enhancements will be considered during the detailed design process.

4.3.5 Transportation

Policy 3.3.10 of the transportation policies speak to truck routes. To provide for safe and efficient movement of trucks, the Township encourages heavy truck traffic to use provincial, regional and primary roadways. New development proposed along Regional roads will be subject to the Region's policies. Therefore, the location of the subject lands along a Regional roadway, with convenient access to Highway 401 is preferred for the proposed use, which will involve truck traffic movement.

4.3.6 Infrastructure

The water and wastewater policies are the same as the Regional policies. As previously addressed, the subject lands have been identified as un-serviced employment lands. No municipal services are available, and therefore private servicing is proposed. A servicing report has been prepared which identifies the proposed servicing plan. This includes an on-site well, private sanitary servicing and stormwater management controls.

4.3.7 Township Official Plan Summary

The Township Official Plan implements the Regional Official Plan. The subject lands have differing land use designations. The western portion of the property is designated Prime Agricultural Areas and contains environmental features. The eastern portion of the property is within the Highway 401/Regional Road 97 Employment Area and designated Prime Industrial/Strategic Reserve.

No development is proposed within the Prime Agricultural or Environmental area of the subject lands. The proposed amendment is limited to the Prime Industrial/Strategic Reserve portion of the lands. The proposed amendment will implement the Official Plan policies by providing for increased employment opportunities and economic investment. The location of the lands is ideal for the proposed use as it is located on a Regional road, near the Highway 401 interchange. The proposed use will not impact environmental features and can be adequately serviced.

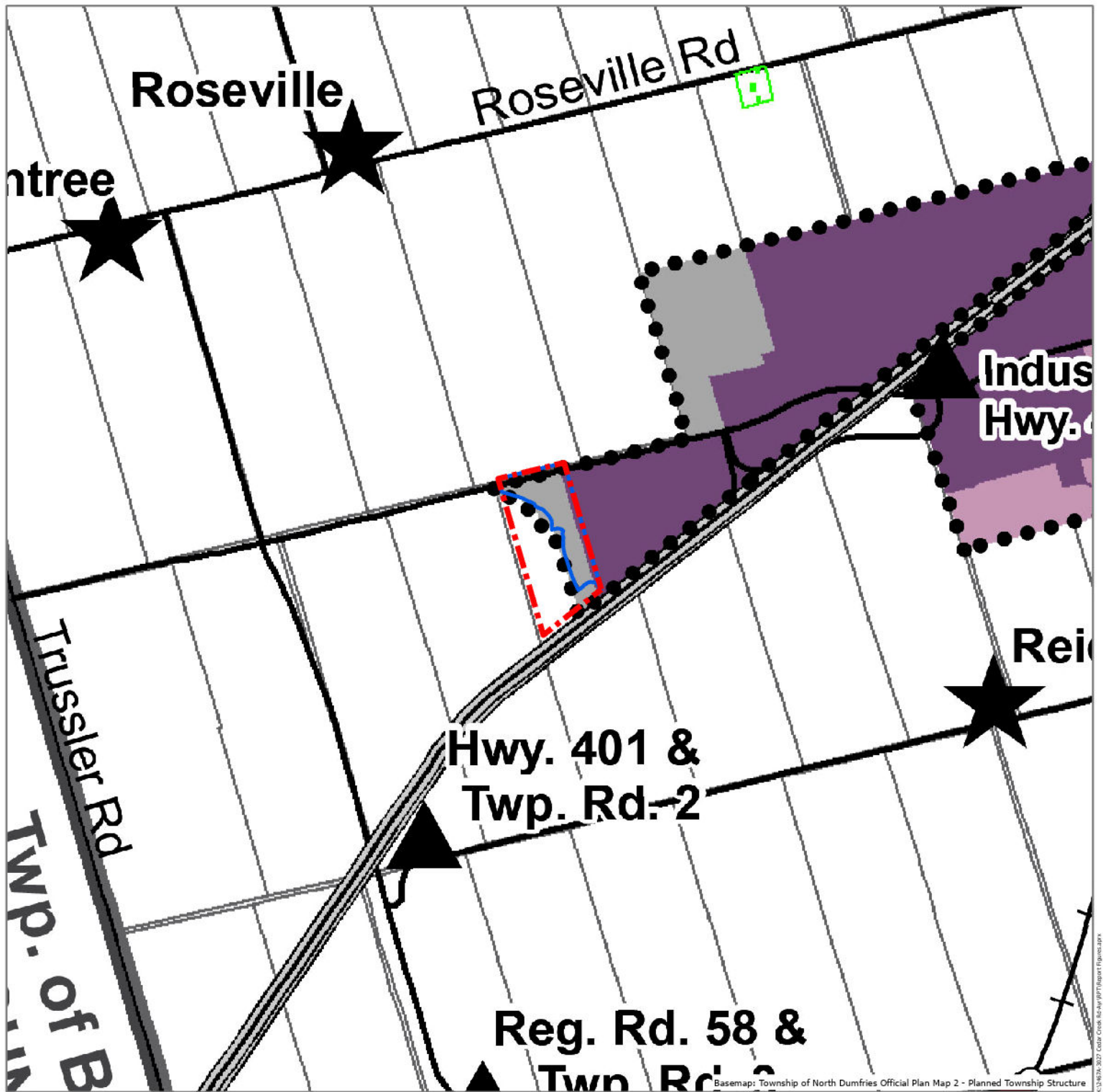


Figure 8 - Township Structure

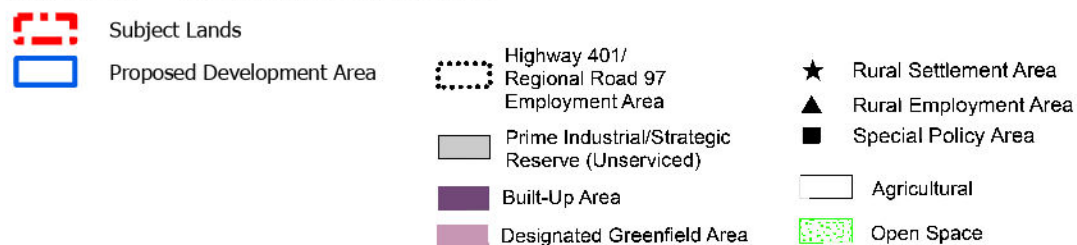
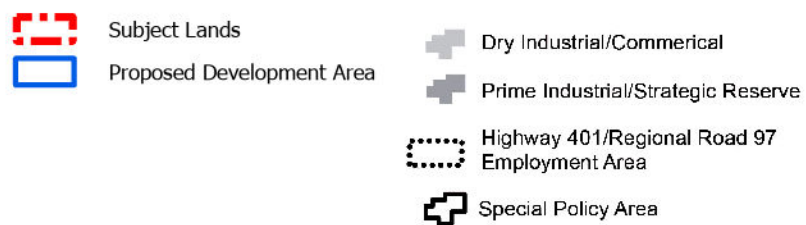




Figure 9 - Highway 401/Regional Road 97 Employment Area



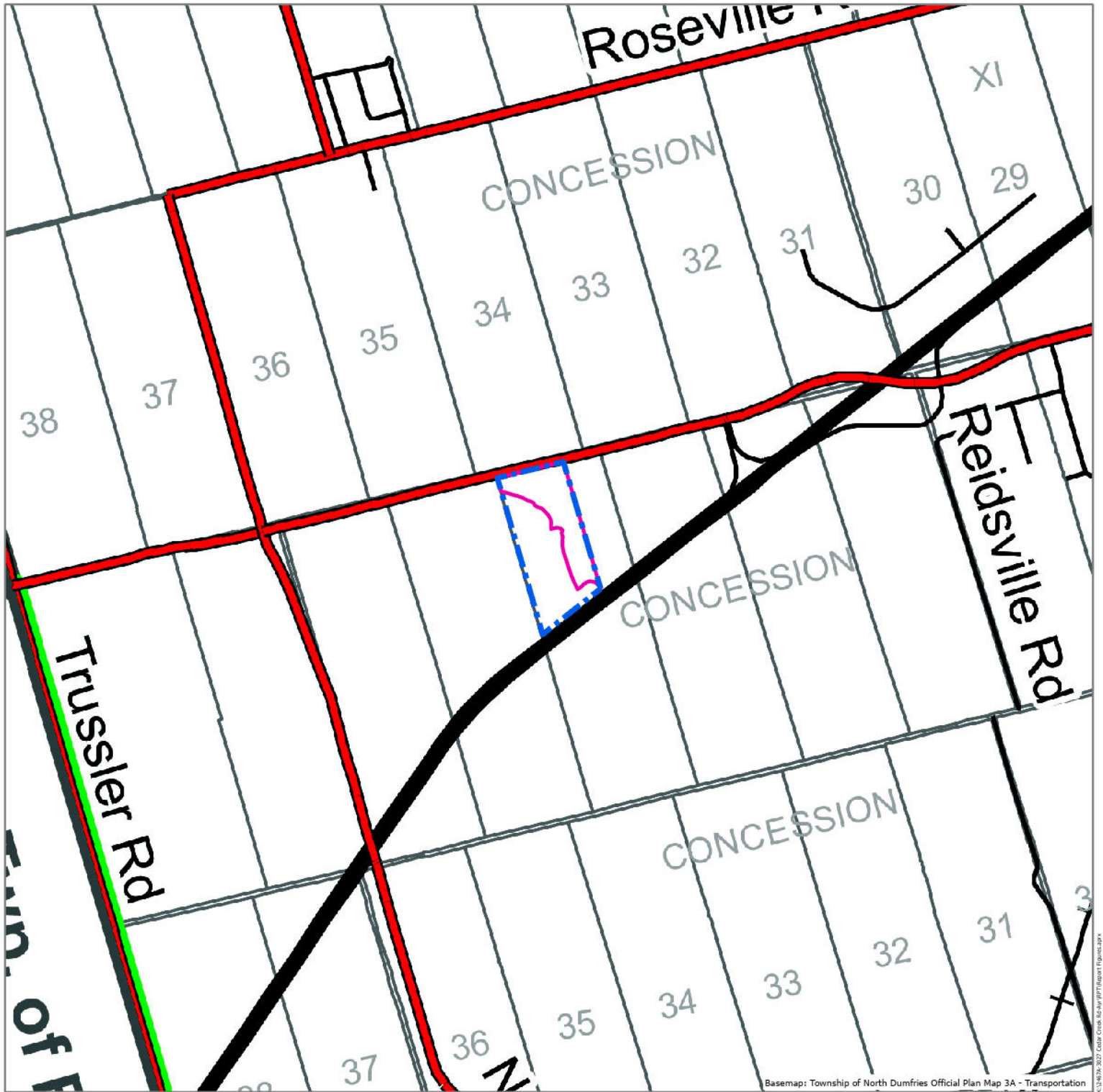
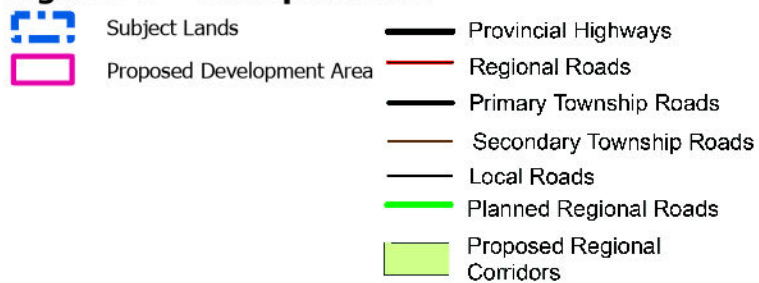
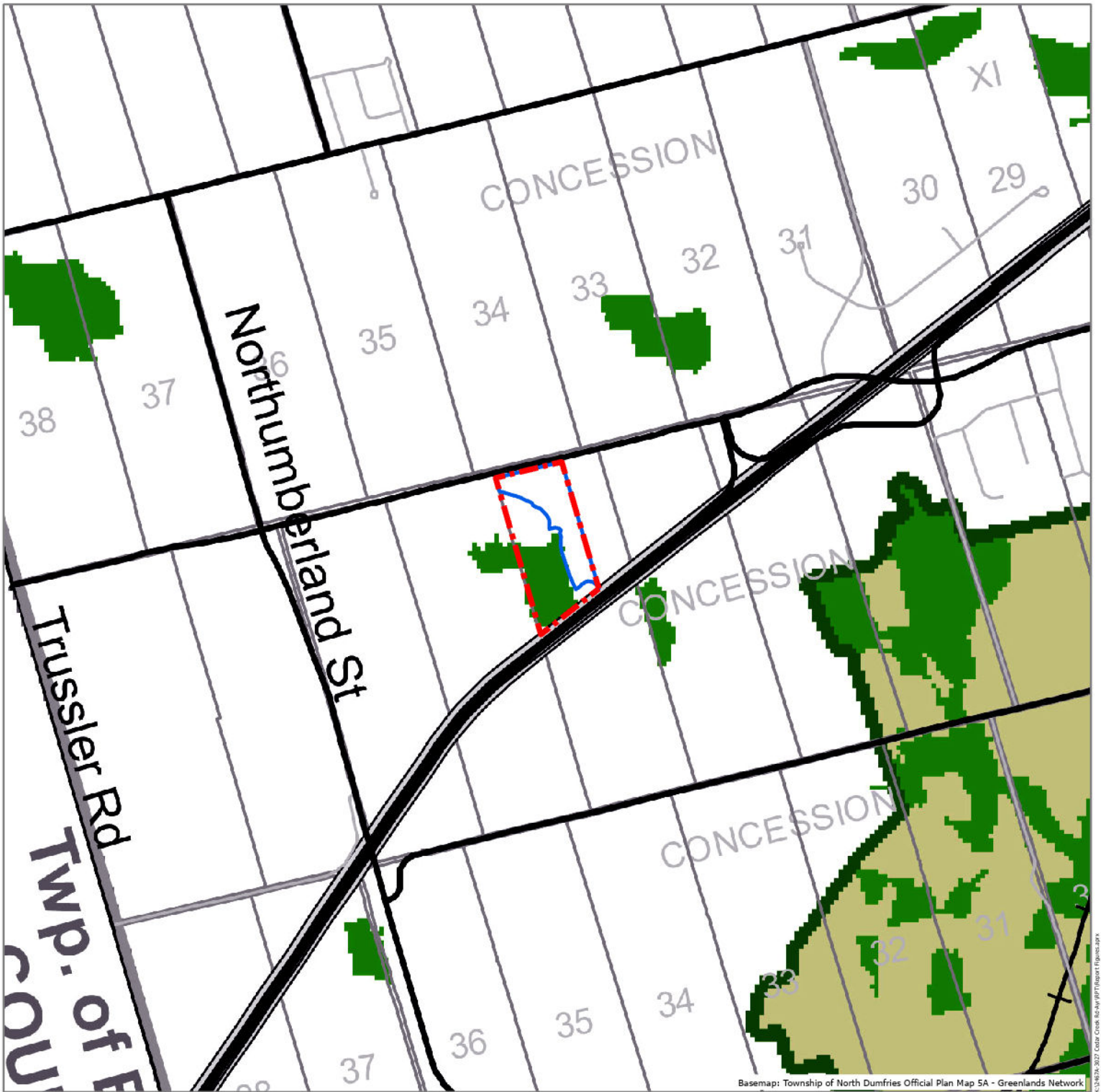


Figure 10 - Transportation





F11 - Greenlands Network

- ▬ Subject Lands
- ▬ Proposed Development Area
- Landscape Level Systems**
 - ▬ Significant Valleys
 - ▬ Environmentally Sensitive Landscape
- Core Environmental Features**
 - ▬ Core Environmental Features

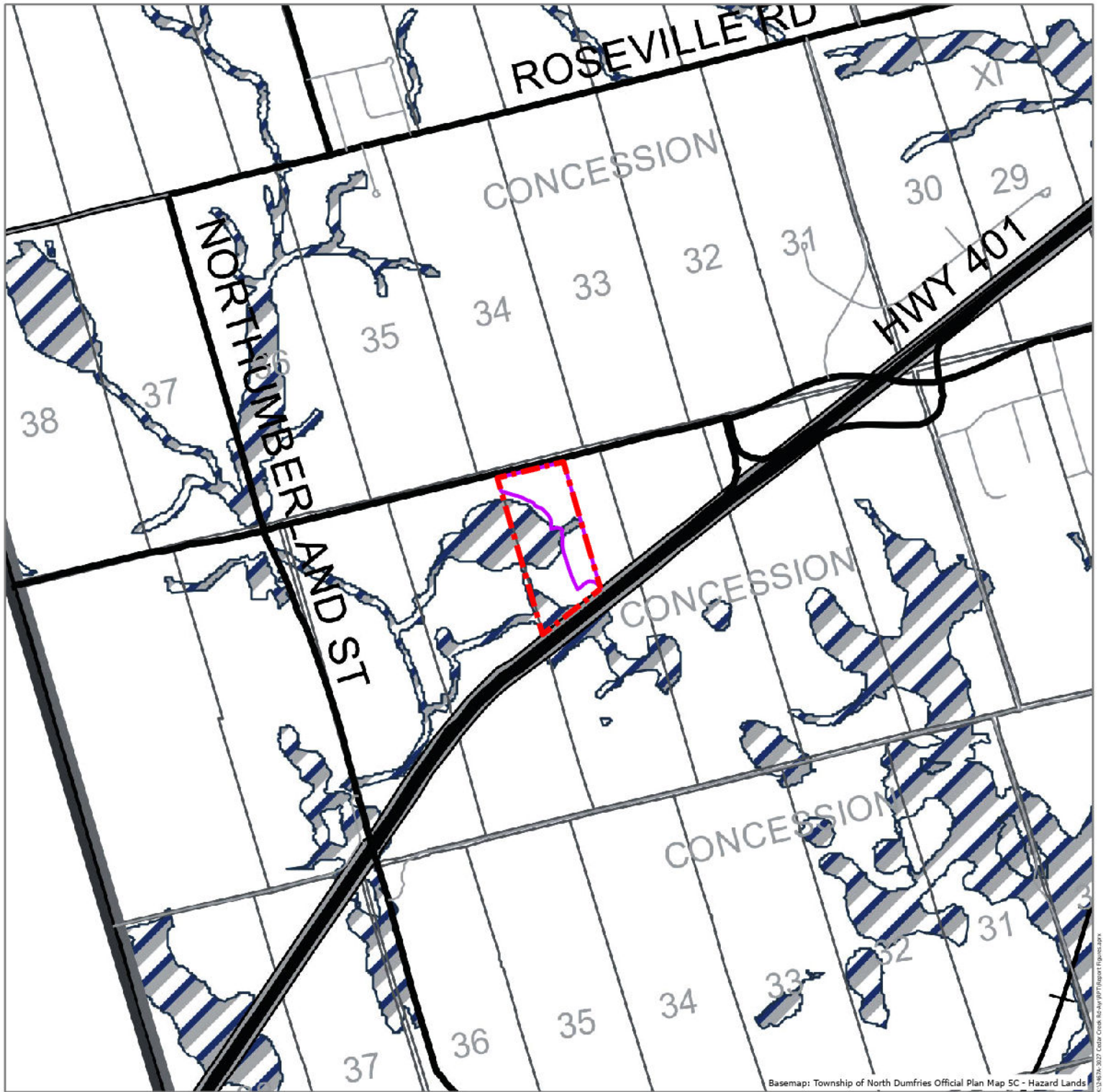




F12 - Environmental Constraints

-  Subject Lands
-  Proposed Development Area
-  Environmental Constraint Areas





F13 - Hazards: 'Hazard Lands'

-  Subject Lands
-  Proposed Development Area
-  Hazard Lands



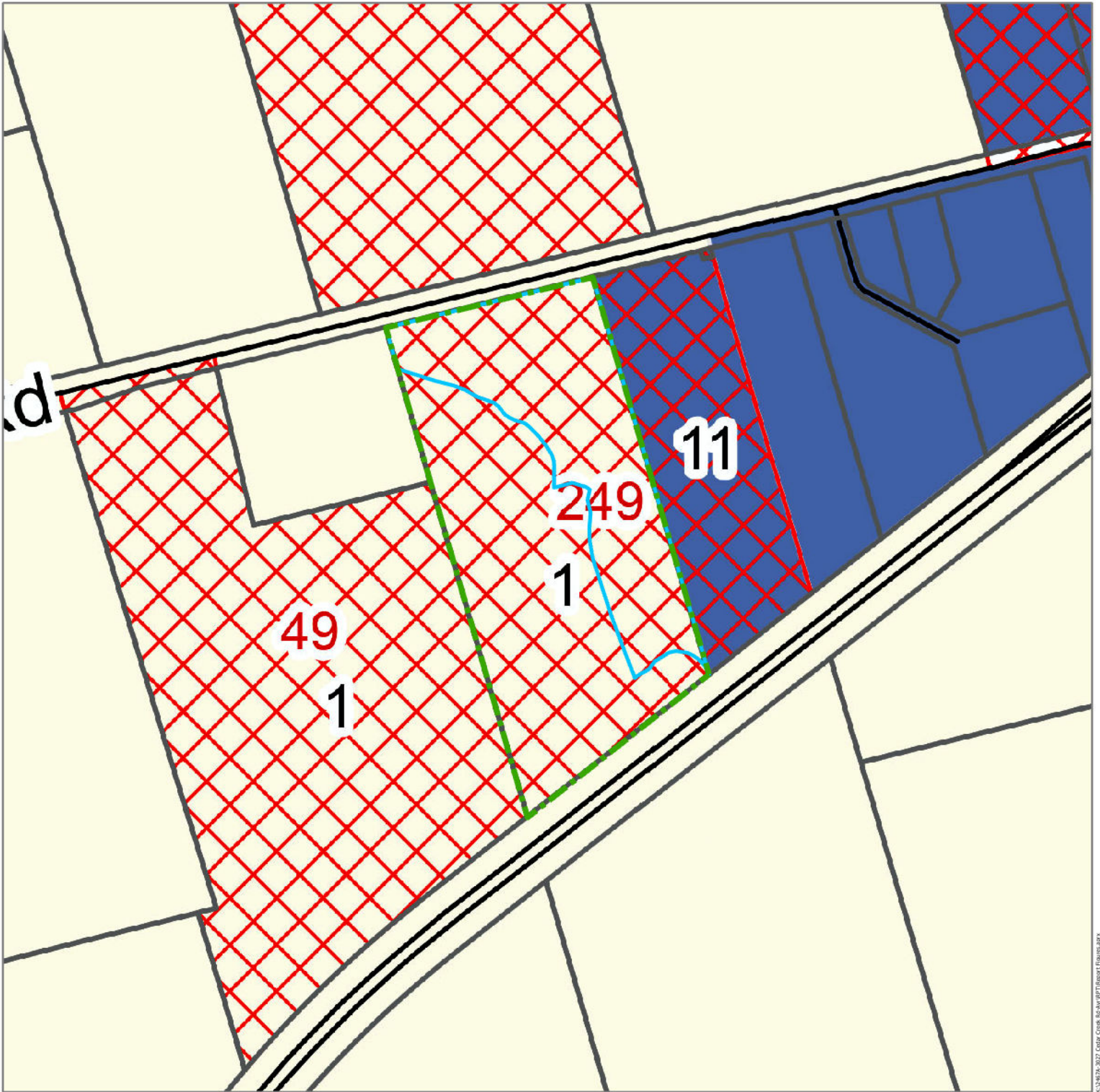
4.4 Zoning By-law No.689-83

The Township Zoning By-law 689-83 came into effect in 1985 and was consolidated in 2018. It implements the overarching land use framework provided by the Official Plans.

The subject lands are zoned Agriculture zone (Z.1) – see **Figure 14**. Permitted uses include farming, one residential unit and secondary unit, group home, veterinary clinic, and boarding and training of horses. The current zoning of the lands does not permit industrial land uses, nor does it implement the Official Plan designation on the western portion of the lands.

In order to facilitate the proposed development, a Zoning By-law amendment is proposed on the western portion of the property. The proposed amendment will apply to the portion designated as Industrial/Strategic Reserve in the Official Plan. The amendment is proposing to re-zone this portion of the lands to the Z.11 zone (see **Figure 15**). The purpose of this is to align the Region and Township Official Plan designations with the Zoning By-law to have the lands within the industrial land use category. The portion of the lands that is within the agricultural designation will maintain the agriculturere zone. It is proposed that the agricultural zone applicable to the eastern portion be amended to prohibit a residential use. The purpose of this is to maintain land use compatibility with the industrial land use proposed.

Refer to **Appendix A** for the Draft By-law.

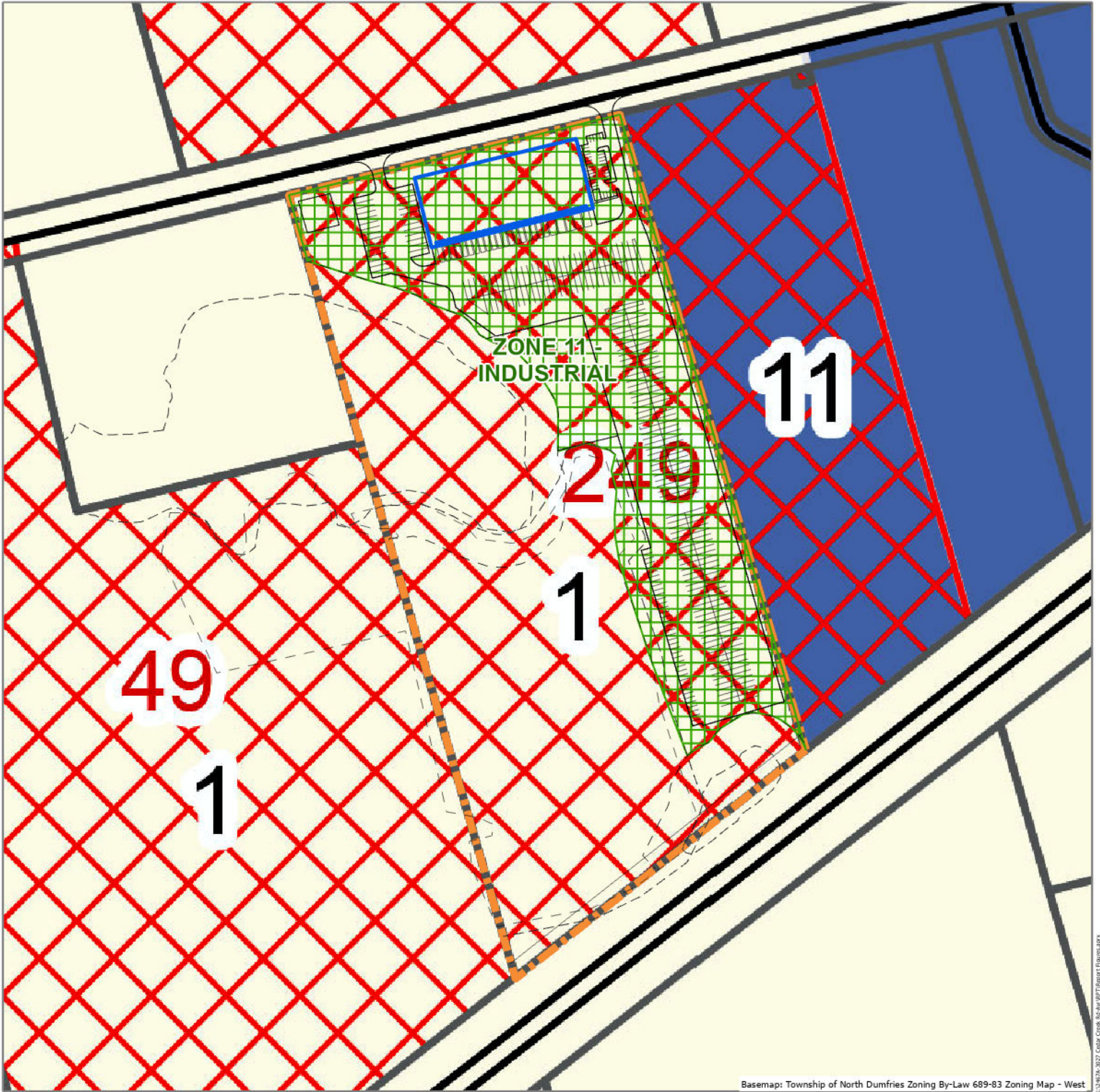


F14 - Existing Zoning






-  Subject Lands
-  Proposed Development Area
-  Site-specific Zoning Exemption
-  1 - Agriculture
-  11 - Industrial



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F15 - Proposed Zoning

-  Subject Lands
-  Areas to be rezoned to Zone11 - Industrial
-  Site-specific Zoning Exemption
-  1 - Agriculture
-  11 - Industrial



5.0 Public Consultation Strategy

The Planning Act (specifically O. Reg. 544/06, amended by O. Reg. 178/16) requires that applicants submit a proposed strategy for consulting with the public with respect to an application as part of the 'complete' application requirements. This section summarizes the proposed Public Consultation Strategy.

We propose that the public consultation process for the proposed Zoning By-law Amendment application follow the Planning Act statutory requirements. Should it be deemed necessary by the Township, an informal public meeting could also be held early in the process, prior to a statutory public meeting.

The following points of public consultation are proposed:

- An informal public meeting organized by MHBC (if deemed required).
- A statutory public meeting advertised by the Township and heard by Council.
- Direct written responses to comments raised through the public consultation process will be provided to Township Staff for their review and consideration in the preparation of a Township Staff Report.
- Preparation of a Township Staff Report, with the Report to be available to the public in advance of Township Council's consideration of the applications. It is understood that Township Staff will post information on the Township's website for public review. This will include the Township Staff Report and may also include technical studies and reports prepared in support of the applications.
- A Council Meeting, at which time the Township Staff Report, all available information, and public input will be considered in Council's final decision.

The consultation strategy proposed will provide members of the public with opportunities to review understand and comment on the proposed Zoning By-law Amendment application. The consultation strategy will be coordinated with Township Staff and additional opportunities for consultation will be considered and may be warranted based on the input received.

6.0 Summary and Conclusions

MHBC has prepared this Planning Justification Report in support of the proposed Zoning By-law Amendment application. The proposed amendment will permit the redevelopment of a portion of underutilized lands at 3027 Cedar Creek Road for a warehouse and truck terminal use. In summary, the proposed Zoning By-law Amendment is in the public interest and represents good planning for the following reasons:

- The portion of the subject lands that are proposed for development are within an identified settlement area by the Provincial Planning Statement, and designated Regional Employment Area by both the Region and Township Official Plans. As such, the portion of the lands proposed for development are intended to accommodate employment type development. The proposal implements this policy direction;
- The proposed development will specifically support economic development and employment opportunities for the Region and Township, consistent with the Regional Employment Area policies;
- The proposed development will optimize the location of the lands being along Cedar Creek Road near the Highway 401 Interchange. The location of the lands is preferred for the efficient movement of goods and services, and will support the Region's Employment Area goals for this area;
- The only change is to the east half of the lands that are designated as a Regional Employment Area. The natural heritage features and agricultural condition on the balance of the lands will be maintained;
- The proposed development can be adequately serviced through private servicing;
- Cultural heritage resources will be conserved; and
- With appropriate traffic management implementation, traffic movements generated from this development will be acceptable;
- The proposed site layout and building design will result in an attractive, high quality development which will be implement sustainable design measures; and,
- The proposed development is consistent with provincial policy, conforms to the Region and Township Official Plans and will bring consistency between the Township Official Plan and Zoning By-law.

Based on these conclusions, it is our opinion that the application for Zoning By-law Amendment is appropriate and should be considered for approval.

Respectfully submitted,

MHBC

A stylized, handwritten signature in black ink, appearing to read 'P. Chauvin'.

Pierre Chauvin, MA, MCIP, RPP
Partner

A handwritten signature in black ink, appearing to read 'G. Smith'.

Gillian Smith, MSc.
Planner

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Appendix A: Draft By-law

THE CORPORATION OF THE TOWNSHIP OF NORTH DUMFRIES

BY-LAW No. xxxx-25

Being a By-Law to further amend General Zoning By-law 689-83, as amended, for the Township of North Dumfries

WHEREAS an application (File No. ZC-xx-25) was received with respect to the lands legally described as Part Lot 34 Concession 10, Township of North Dumfries, Regional Municipality of Waterloo, known as 3027 Cedar Creek Road, to amend General Zoning Bylaw 689-83,

AND WHEREAS, application (File No. ZC-xx-25) was received to amend General Zoning By-law 689-83 to:

- (1) Amend the existing zoning of 3027 Cedar Creek Road from the current Z.1 – Agricultural to a site specific Industrial Z.11-xx zone to permit industrial uses on a portion of the lands.
- (2) Amend the existing zoning of 3027 Cedar Creek Road from the current Z.1 – Agricultural to a site specific Agriculture Z.1-xx zone to prohibit a residential use on a portion of the lands.

AND WHEREAS the Planning Act empowers a Municipality to pass by-laws prohibiting the use of land and the erection, location and use of buildings or structures, except as set out in the by-law;

AND WHEREAS a Public Meeting on File No. ZC-xx-25 was convened under the authority of Section 34 of the Planning Act on _____;

AND WHEREAS the Council of The Corporation of the Township of North Dumfries under Section 34 of the Planning Act deems it to be desirable to further amend said General Zoning By-law 689-83 for the future development and use of the lands described above;

NOW THEREFORE the Council of The Corporation of the Township of North Dumfries enacts as follows:

1. THAT General Zoning By-law Number 689-83, as amended, is hereby further amended insofar as the zoning on these lands, described as Part Lot 34 Concession 10, Township of North Dumfries, Regional Municipality of Waterloo, be changed from Z.1 – Agricultural to Zone 11 – Industrial as provided in Schedule “A” to this By-law.
2. THAT General Zoning By-law Number 689-83, as amended, is hereby further amended insofar as the zoning on these lands, described as Part Lot 34 Concession 10, Township of North Dumfries, Regional Municipality of Waterloo, be changed from Z.1 – Agricultural to Zone 1 – Agriculture subject to site-specific exemption 20.1.340, as provided in Schedule “A” to this By-law.

3. THAT Section 20.1 of the General Zoning By-law Number 689-83 is hereby further amended by adding 20.1.340 its entirety:

20.1.340 3027 Cedar Creek Road

Notwithstanding any other provisions of this By-law, the lands located at Part Lot 34, Concession 10, Township of North Dumfries, Regional Municipality of Waterloo, and as shown on Schedule "A" to this By-law may, residential uses are prohibited.

4. AND THAT except as amended by this By-law the subject lands shown on Schedule 'A' Section 20.1.340 to this By-law shall be subject to all other applicable provisions and regulations of General Zoning By-law 689-83, as amended.
5. AND THAT Schedules A attached form part of By-law xxxx-25;
6. AND FURTHER THAT this By-law shall come into force on the final passing thereof by the Council of The Corporation of the Township of North Dumfries subject to compliance with the applicable provisions of the Planning Act, R.S.O, 1990. C.P.13.

READ a First and Second Time in the Council Chambers of the Township of North Dumfries this ____day of _____ 202__

READ a Third Time and Finally Passed in the Council Chambers of the Township of North Dumfries this ____ day of _____, 202__

Mayor

Clerk

