

**THE CORPORATION OF HALDIMAND COUNTY**

By-law Number -HC/XX

**Being a by-law to adopt Amendment Number  
HCOP-77 to the Haldimand County Official Plan,  
as amended, for the North Caledonia  
Employment Lands**

**WHEREAS** Haldimand County is authorized to enact this by-law by virtue of Section 17 (22) of the *Planning Act*, R.S.O. 1990, CHAPTER P.13, as amended, (the Act);

**AND WHEREAS** the Council of The Corporation of Haldimand County has considered an amendment to the Haldimand County Official Plan in accordance with the provisions of the Act,

**NOW THEREFORE, the Council of The Corporation of Haldimand County enacts as follows:**

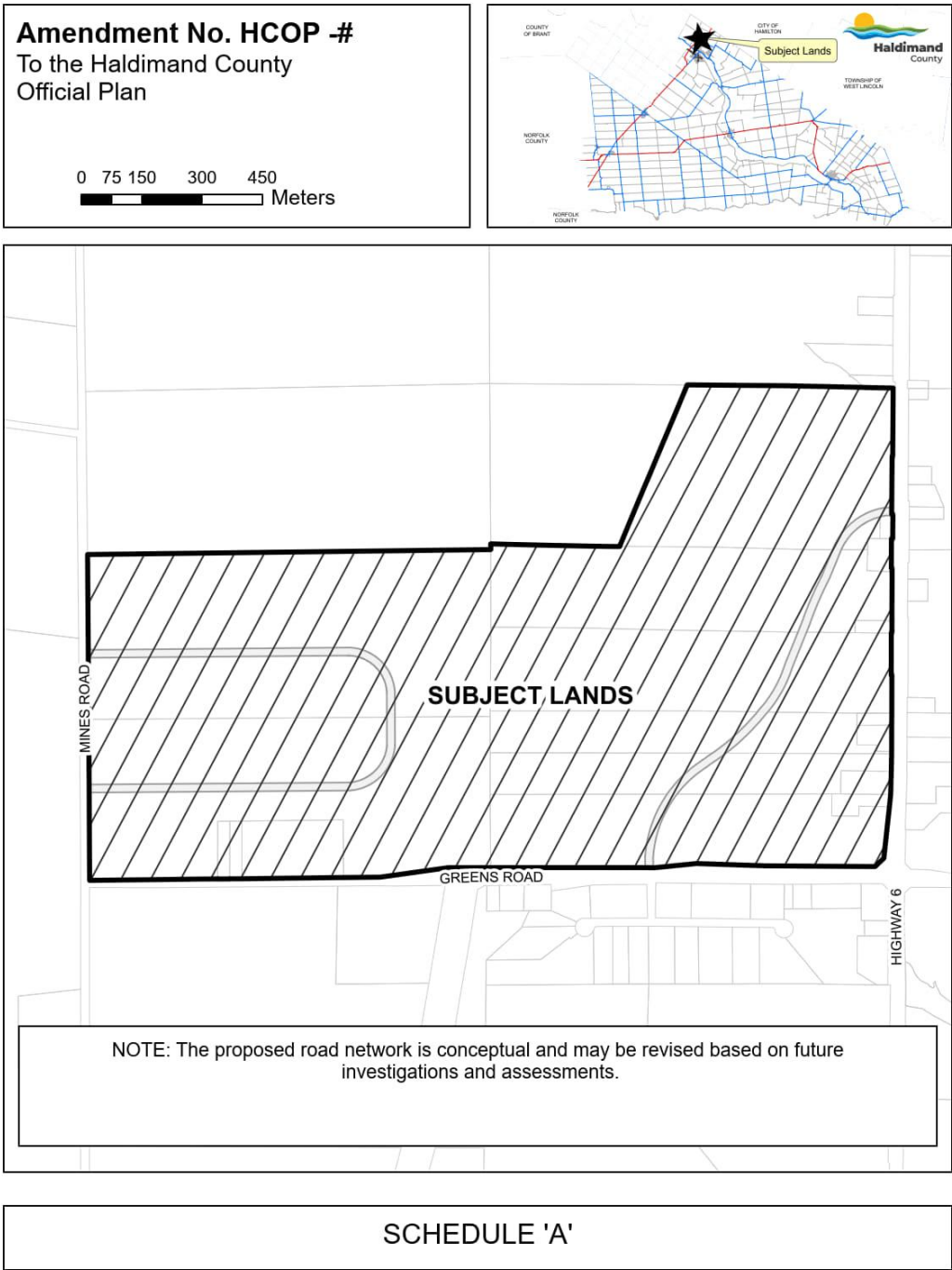
- 1. **THAT** Amendment Number HCOP-77 to the Haldimand County Official Plan as set out in the text and Map "A" attached to, and forming part of this by-law, is hereby adopted.
- 2. **AND THAT** this by-law shall take force in accordance with the provisions of the *Planning Act*.

ENACTED this \_\_\_\_ day of Month, Year.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

Map "A"



Ref:

## **Amendment No. HCOP-77 to the Haldimand County Official Plan**

### **Part A: Preamble to the Amendment**

#### **1. Purpose of the Amendment**

The purpose of this Official Plan Amendment is to amend the policies of site-specific policy area HCOP-63 to establish updated policies applicable to the North Caledonia Employment Area as illustrated on Schedule A.

#### **2. Location of the Lands Affected**

The subject lands are described as bounded by Greens Road to the south, Mines Road to the west, and Highway 6 to the east, Geographic Township of Seneca, Haldimand County. The location of the subject lands is illustrated on the attached Map "A".

#### **3. Basis of the Amendment**

The subject lands are designated 'Urban Business Park' with site specific policy area HCOP-63, as amended by By-law number 1234-HC/21, in the Haldimand County Official Plan. The County has undertaken an Employment Lands Feasibility and Servicing Study for the subject lands to ensure they support economic development and offer an adequate supply of employment land to attract target employment sectors and businesses. This Amendment implements the policy directions and recommendations of the North Caledonia Employment Lands Feasibility and Servicing Study – Phase 3 Final Report.

The proposed Amendment will allow for a range of industrial uses with partial private servicing until full municipal servicing is available. The Amendment has been evaluated against the Provincial Planning Statement, 2024, and is intended to accommodate large-scale industrial uses, including advanced manufacturing, logistics, distribution, construction, agri-business, and transportation-related sectors, in a manner that is consistent with provincial direction for employment lands and Haldimand County's economic development objectives.

The Amendment responds to regional economic opportunities, fiscal realities, and evolving Provincial Policy direction, ensuring that Haldimand County can attract and accommodate industrial investment in a responsible and market-aligned manner.

All of this part of the document entitled Amendment No. HCOP-77 to the Haldimand County Official Plan, consisting of the following text and associated schedules, constitutes Amendment No. 77 to the Haldimand County Official Plan.

### **Land Use Designations**

1. The lands identified on Schedule A are subject to site-specific policy area HCOP-63, as amended by By-law number 1234-HC/21, and further amended hereto.
2. The lands identified on Schedule A are designated 'Urban Business Park' and are subject to the site-specific policies outlined in this Section (HCOP-63).

### **Part B: The Amendment**

The Haldimand County Official Plan is hereby amended as follows:

#### **Map Schedule Amendment**

Schedule A.1 is hereby amended by:

Identifying the lands shown as the subject lands on Map "A" of this amendment (attached to and forming part of this amendment) as being amended as the 'Urban Business Park' designation (HCOP-77).

#### **Text Amendment**

That the following policy be added to Section 10.D. Site-Specific Policies (Haldimand County):

#### **HCOP-63**

Notwithstanding any policies in this Plan to the contrary, the following policies shall apply to **development** of the lands having reference to this policy on **Schedule B.1**, known as the North Caledonia Employment Area:

#### **Vision**

- a) The North Caledonia Employment Area is a comprehensively planned strategic employment area that supports local and regional economic prosperity. Its location in proximity to major transportation corridors and regional and international markets support the attraction of investment, local job creation, and strengthens the County's economic base.

#### **Objectives**

- b) The following objectives will guide the phasing, development, and implementation of the North Caledonia Employment Area. The County intends for the Employment Area to:

- i) Support economic development goals and objectives by strengthening and diversifying the County's economic base;
- ii) Accommodate employment-generating uses that provide jobs, support local and regional economic competitiveness, and respond to market needs and economic conditions;
- iii) Businesses and landowners will be supported through coordination between Haldimand County and the Province, to realize the local and regional economic potential of the Employment Area;
- iv) Support achieving a minimum County-wide density target of 15 jobs per developable hectare;
- v) Develop in a phased, sustainable, and coordinated manner that aligns with servicing, infrastructure, and transportation capacity;
- vi) Prioritize the provision of full municipal servicing, over time, to position the area as investment-ready and competitive;
- vii) Ensure economic and fiscal responsibility by aligning development with infrastructure capacity, optimizing servicing efficiency, and supporting financially sustainable growth;
- viii) Attract high-quality, visually appealing development, including attention to building orientation, site design, landscaping, screening, connectivity and integration of open spaces and natural areas;
- ix) Protect, and where feasible, enhance natural heritage features and functions;
- x) Develop in a manner to make efficient use of planned and existing infrastructure;
- xi) Develop in consultation with landowners, businesses, stakeholders, and Indigenous communities on planning and development decisions through ongoing engagement and consultation; and,
- xii) Utilize a range of municipal implementation tools to support development, including, but not limited to, Zoning By-law provisions, Holding (H) Symbols, Community Improvement Plans, and Servicing Agreements.

### **Permitted Uses**

- c) The following uses are permitted on lands designated 'Urban Business Park', as shown on Schedule A.
  - i) Manufacturing, including research and development that is incidental to manufacturing;

- ii) Warehousing and distribution facilities including logistic and transportation facilities;
  - iii) Retail uses that are accessory and incidental to any permitted principal use;
  - iv) Outdoor storage that is accessory and incidental to any permitted principal use;
  - i) Data processing centres;
  - v) Research and development laboratories and facilities and similar uses; and,
  - vi) Accessory Uses.
- d) The implementing Zoning By-law will establish more detailed land use permissions.

### Phasing

- e) The Employment Area is planned to accommodate much of the County's employment growth to the year 2051. This enables the County, in consultation with landowners and businesses, to cost-effectively invest in the water, wastewater, stormwater, and transportation infrastructure which is required to service lands over the planning horizon and to ensure for orderly and timely development. As such:
- i) Development is planned to occur in two phases, with lands labelled "Phase 1" to precede lands labelled "Phase 2", as shown on Schedule A.
  - ii) To ensure the provision of servicing does not constrain timely development of the Phase 1 or Phase 2 lands, the County may coordinate upgrades to the water, wastewater, and transportation infrastructure when the County deems it to be appropriate, in consultation with landowners and businesses.
  - iii) The sequencing and timing of development on Phase 1 and Phase 2 lands is subject to land availability, additional technical studies and analysis, and the confirmed alignment of the protected Ministry of Transportation corridor and future construction of the Highway 6 re-alignment.
  - iv) Phasing of development will initially be informed by the North Caledonia Employment Land Feasibility and Servicing Study, which identifies the required infrastructure improvements and proposed phasing, until such time that the County may prepare a comprehensive land use plan.

- v) The boundary between the Phase 1 and Phase 2 lands shall be interpreted as conceptual since the phasing of development is expected to be driven by economic conditions, market uptake, investment interest, and the availability of servicing and infrastructure.
- vi) The boundary between Phase 1 and Phase 2 does not represent a constraint to development provided it can be demonstrated that development occurring on Phase 2 lands will not constrain development of the Phase 1 lands and the required water, wastewater, stormwater, and transportation infrastructure on those lands.
- vii) The road network shown within the Phase 1 and 2 lands on Schedule A shall be interpreted as conceptual, with adjustments to layout being permissible subject to further technical analysis.

### **Development Criteria**

- f) The following general criteria shall be considered when reviewing applications for development within HCOP-63:
  - i) The following policies shall apply to servicing development within the Employment Area:
    - i. Where available, development shall be supported by full municipal water and wastewater services.
    - ii. Where full municipal services are not available, partial servicing may be permitted in accordance with the policies of this Plan.
    - iii. Where full municipal servicing and partial servicing are not available, private servicing may be permitted subject to a Zoning By-law Amendment, where it can be demonstrated to the satisfaction of the County that no other servicing option can be accommodated.
  - ii) The lands are zoned to permit development on partial servicing solutions where municipal wastewater services are not available.
  - iii) The proposed use does not require water consumption as part of a production, manufacturing, refining, or assembling process.
  - iv) The applicant shall submit an engineering report, to the satisfaction of the County, demonstrating that:
    - i. Interim servicing solutions, where proposed, can be adequately supported on-site; and,

- ii. The proposed servicing will not adversely impact groundwater quality, soil conditions, or private servicing systems on neighbouring properties.
- v) As a condition of development, the applicant shall enter into a development agreement with the County that includes:
  - i. A requirement to connect to municipal sanitary sewer and water supply services when such services become available; and,
  - ii. Provisions for the payment of the owner's proportional share of the costs associated with the installation and connection to future municipal services.
- vi) Development shall generally proceed by registered plan of subdivision.
- vii) Notwithstanding Section 8.G of this Plan and policy v) of this Section, development by land severance may be permitted where the County is satisfied that:
  - i. The proposed severance will not affect the orderly and comprehensive development of lands in HCOP-63;
  - ii. The proposed severance will have regard for the conceptual road alignment, as shown on Schedule A.
  - iii. A cost-sharing agreement is executed to address the proportionate provision of rights-of-way; stormwater management facilities; and municipal services, as applicable;
  - iv. Each lot has adequate frontage on a public road to support the intended employment use and support the character of the employment area;
  - v. Lot size and configuration are sufficient to accommodate required servicing; stormwater management; parking, loading, and access; and, future intensification or redevelopment, where appropriate; and,
  - vi. Private servicing associated with a severed lot does not limit or preclude the future extension of municipal services or coordinated infrastructure planning for HCOP-63.
- viii) Other policies and schedules of this Plan will also be considered in the review of development applications.

**Servicing**

- g) The following servicing policies promote investment readiness and support the fiscal responsibilities of the County:
  - i) Lands identified on Schedule A are intended to develop on full municipal water and wastewater servicing.
  - ii) Interim servicing solutions or full private service may be permitted subject to the policies of HCOP-63 until municipal servicing is extended or sufficient municipal capacity is available.
  - iii) The County will recover costs of investment in servicing infrastructure investment over time.
  - iv) Full municipal water and wastewater services may be provided when feasible, based on servicing capacity, funding availability, phasing priorities, and the ability of the County to develop this infrastructure in a cost-effective manner.
  - v) Upon the extension of full municipal servicing, properties serviced by private systems shall be required to connect within a timeframe established by the County.
  - vi) The County will monitor the feasibility of providing full municipal servicing, in consultation with landowners and businesses.
  - vii) The County may consider alternative servicing systems or strategies to facilitate development until such time that full municipal servicing becomes available and there is sufficient capacity within the system for the proposed use.

**Land Use Compatibility**

- h) Development is subject to land use compatibility policies identified in Section 5.F. of this Plan. The following additional policies apply:
  - i) Development shall have regard for provincial direction on industrial operations, including Provincial D-Series Guidelines or other applicable guidelines in determining appropriate separation distances and required compatibility studies.
  - ii) A Holding (H) Symbol will apply to lands identified in Schedule A to ensure that land use compatibility matters are addressed prior to development proceeding. Haldimand County may remove the Holding (H) Symbols once the required compatibility studies are prepared and mitigation measures are identified for the development

to proceed without adverse impacts on planned or existing adjacent or sensitive uses.

### **Built Form and Urban Design**

- i) The North Caledonia Employment Area is characterized by high-quality development that creates a unique and distinct sense of place. The following policies apply:
  - i) Require a high standard of architectural design, landscaping, buffering, and screening is encouraged to reinforce the visual prominence of the Employment Area.
  - ii) Provide a variety of lot sizes to accommodate a range of uses with different requirements, so that land uses may evolve over time and respond to evolving economic conditions and market interest.
  - iii) Promote high quality design that creates a visually interesting, functional built form that provides for the safe and efficient movement of people and goods.
  - iv) Create attractive and well-designed landscaping features that contribute to the public realm while mitigating the visual impact of parking areas, outdoor storage, and mechanical equipment.
  - v) Integrate development with surrounding and adjacent land uses, while maximizing the efficiency of lot layout and building siting to complement natural heritage features and minimize adverse impacts to the natural environment.
  - vi) Orient buildings towards the public realm, with principal entrances clearly visible and directly accessible from the right-of-way.
  - vii) Parking, loading, refuse management, and outdoor storage is required to be screened from the public realm and located in an interior side yard or rear side yard.
  - viii) Reinforce the identity and visibility of the Employment Area at Primary and Secondary Gateways using high-quality urban design, landscaping, and signage to signal entry and economic importance.
  - ix) Where lands abut a Provincial Highway, Arterial Road, Collector Road, or proposed Highway 6 bypass, enhanced landscaping and/or screening is required to buffer development and achieve visually pleasing viewsheds from the public realm.
  - x) The number of individual access points from each lot to the public road network will be minimized to support safety and efficiency.

Shared access, parking and internal connections between adjacent lots are encouraged.

- xi) Where a rear or exterior lot line abuts a public road or public open space, enhanced landscaping, building treatments, and architectural controls should be applied to ensure visually attractive streetscapes and high-quality built form.
- xii) Developments are encouraged to incorporate low impact development (LID) measures where feasible.

### **Parking and Loading Areas**

- j) The following policies apply to parking areas and loading facilities:
  - i) Parking is encouraged to be located at the rear or on the interior side yards of buildings, and parking between the principal building and the street is discouraged.
  - ii) Where parking areas are located in a yard abutting Highway 6, or the designated Highway 6 bypass, a Collector Road, or an Arterial Road, enhanced landscaping or buffering should be provided to minimize the visual impact of the parking area from the public realm.
  - iii) The implementing zoning by-law may permit reduced parking requirements to minimize the amount of surface parking.
  - iv) Expansive surface parking areas should include design elements such as landscaped islands and pedestrian pathways to minimize visual impact, reduce the heat island effect, and provide for the safe movement of pedestrians and active transportation modes.
  - v) The design of parking areas and accesses should mitigate potential pedestrian and vehicular conflicts through clearly demarcated circulation routes, pavement marking, and signage, or other similar design elements.
  - vi) Developments should incorporate low impact development (LID) measures where feasible.
  - vii) Site and parking area design should address snow storage, wayfinding, lighting, and accessibility concerns.
  - viii) The location of service areas, loading areas, and refuse storage are encouraged within the principal building, or with wholly enclosed accessory buildings or structures that are screened from the public realm.

- ix) Access from local streets is encouraged to ensure for the continued safe and efficient movement of people and goods on higher order road classifications.

### **Outdoor Storage**

- k) The following policies apply where outdoor storage is permitted:
  - i) Outdoor storage is a required use to support the planned function and viability of the Employment Area.
  - ii) Outdoor storage areas will be screened from the public realm and sited to minimize nuisance impacts on residential uses or on lands where residential uses are permitted.
  - iii) Buffers, fencing, and other similar means of screening are required to visually obscure outdoor storage consisting of. These treatments will generally consist of materials such as natural landscaping with coniferous flora, berms, or opaque architectural fencing, or any combination thereof.
  - iv) Outdoor storage is prohibited in front yards, exterior side yards, or any yard abutting Highway 6 or the designated Highway 6 bypass, a Collector Road, or an Arterial Road.
  - v) Where natural landscaping is proposed, it should be of adequate size and function to appropriately screen the outdoor storage year from adjacent land uses on a year-round basis.

### **Sustainability**

- l) The following policies support the County's intent encourage sustainable site and building design within the Employment Area:
  - i) Promote the following sustainability principles through development and site planning:
    - i. Green building standards;
    - ii. Energy efficient building design;
    - iii. Reduce vehicle trip generation, and encourage facilities and infrastructure that support active transportation;
    - iv. Water conservation, waste reduction, reuse, and recycling;
    - v. On-site stormwater management;
    - vi. Light pollution mitigation; and
    - vii. On-site renewable energy generation and storage.

- ii) Implement low impact development (LID) principles through site design to reduce the impermeable surfaces and improve stormwater management.
- iii) Protect and enhance trees and natural heritage features, and incorporate them into site design, where feasible.
- iv) Provide additional plantings adjacent to rights-of-way and within parking areas to reduce the heat island effect.
- v) Promote multi-modal transportation connectivity and supporting infrastructure to encourage safe and efficient alternative transportation modes.

### **Approvals, Permitting and Agreements**

- m) Approvals, permits, and agreements will support implementation of this Plan and provide for the planned form and function of the Employment Area:
  - i) The Employment Area may be subject to a future Draft Plan of Subdivision that will establish a comprehensive subdivision pattern to ensure that lot sizing and configurations are appropriate for the desired function and permitted land uses.
  - ii) Development is subject to Site Plan Control, and a Site Plan Agreement must be executed to the satisfaction of the County and applicable agencies.
  - iii) Development is contingent upon execution of a Servicing Agreement, to the satisfaction of the County and applicable agencies, addressing water, wastewater, stormwater, access, and related municipal services, prior to issuance of a building permit.
  - iv) Development requires the completion of development plans and servicing strategies, satisfactory to the County and any other approval agency demonstrating that:
    - The proposed use can be accommodated based on the existing or planned water and wastewater service options in accordance with the policies of HCOP-63;
    - The storm water management plan meets the standards of the MTO, County and the Conservation Authority and can be successfully integrated into the proposed development;
    - An environmental analysis has been completed and any significant environmental features and appropriate buffer areas to protect those features have been identified;

- An archaeological assessment has been carried out, if required, in consultation with Provincial ministries and local Indigenous communities, and measures to conserve significant cultural heritage and archaeological resources and to mitigate the impact of development on these resources have been identified;
  - An urban design brief has been prepared outlining the site and built form design criteria for the proposed development that recognizes the gateway significance of the area, and which is acceptable to the County.
- v) The proposed road system meets the requirements of the County and the access requirements of the Ministry of Transportation. Direct access from the proposed extension of Highway 6, north of Greens Road, and Greens Road will not be permitted. Development that may impede or infringe upon the new Highway 6 corridor, including lands required for the proposed interchange at Greens Road, will also not be permitted. (County By-law 1234-HC/21)
- n) The lands remain subject to the satisfaction of all development requirements of MTO, inclusive of development permits.
- o) Consultation is required, as prescribed pursuant to the *Planning Act*, with Indigenous communities, the Grand River Conservation Authority, the Ministry of Transportation, and utility providers.

### **Highway 6 Protected Corridor (Ministry of Transportation)**

- p) Certain lands within HCOP-63 are subject to the Highway 6 Protected Corridor (“Protected Corridor”) that is under the jurisdiction of the Ministry of Transportation. The following policies apply to plan for and protect the future realignment of Highway 6 within the Protected Corridor:
- i) Confirming on the final alignment and timing of construction of the future Highway 6 corridor is critical to ensuring the planned form and function of the Employment Area is fully realized. The County will continue to work with the Ministry of Transportation on this matter on behalf on the interests of landowners and businesses.
  - ii) All development will be required to pre-consult with the Ministry of Transportation and the County as part of the development application and approvals process.
  - iii) Connections to existing or planned rights-of-way will be prohibited within 800 metres of any existing or planned intersection with

- Highway 6, unless supported by a Traffic Impact Study approved by the Ministry of Transportation.
- iv) Rights-of-way that would connect to or intersect with the Protected Corridor are prohibited, except as otherwise permitted by the Ministry of Transportation.
  - v) The extension of servicing and infrastructure through the intersection of Highway 6 and Haldimand Road 66.
  - q) The County will continue to consult with the Ministry of Transportation to confirm the final alignment of the future Highway 6 corridor and the timing of its construction.
  - r) Once the alignment of the Highway 6 corridor has been approved as part of an Environmental Assessment, the County will undertake a review to determine if any amendments to this Plan are required.

### **Implementation**

- s) Site-specific policy X.X will be implemented in accordance with Section 8: Implementation of this Plan. This may include but is not limited to:
  - i) 8.A. Public Participation Process which directs for consultation with the public and Indigenous communities in accordance with the Planning Act.
  - ii) 8.D. Secondary Plans, where the County may prepare and adopt a Secondary Plan for the Employment Area to establish more detailed land use planning direction.
  - iii) 8.E. Zoning By-law, where the County may amend the Zoning By-law to confirm with the policies of this Plan and use any number of tools to direct development within the Employment Area, including the use of a Holding Symbol, Community Planning Permit System, Temporary Use By-law, or an Interim Control By-law.
  - iv) 8.F. Site Plan Control to achieve well-designed, functional, accessible, and sustainable development within the Employment Area.
  - v) 8.G. Lot Creation, including Plans of Condominium and Plans of Subdivision.
  - vi) 8.H. Complete Applications, which encourages Pre-Consultation prior to submitting a formal application under the Planning Act, and identifies required studies, reports, and information that may be requested by the County in support of an application.

- vii) 8.I. Community Improvement, where the County may prepare and adopt a Community Improvement Project Area and Community Improvement Plan in accordance with the Planning Act to support implementation of the policies of this Plan.
- viii) 8.J. Financial Management, to ensure optimal service delivery and implementation of this Plan in a manner that is financially viable.

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**Part C: Additional Information**

Report Number: PDD-19-2026  
File No: PLOPZB-2026-058  
Name: North Caledonia Employment Lands

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