
APPENDIX D
AGRICULTURAL SOIL CAPABILITY

Appendix D1

Soil Capability Mapping
(Source; EA Document, 1997)

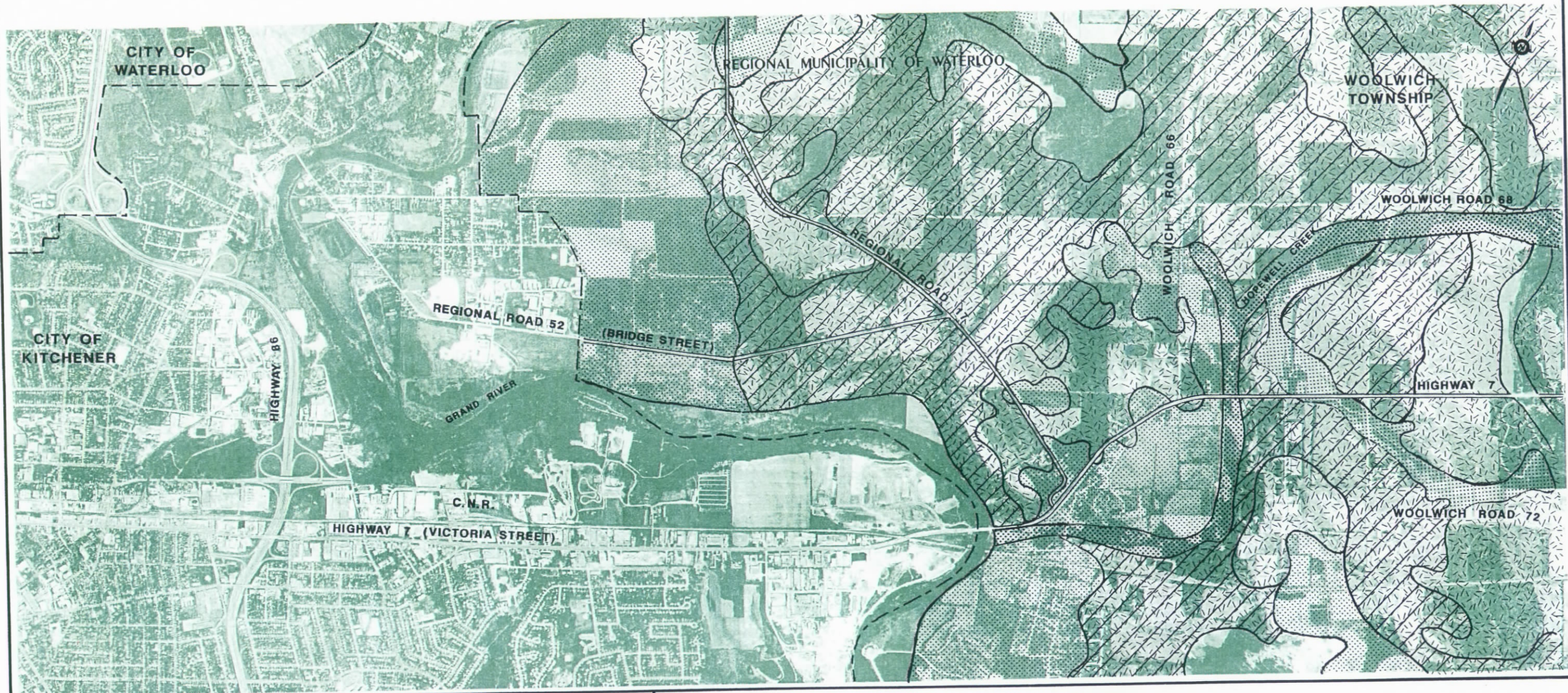











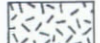


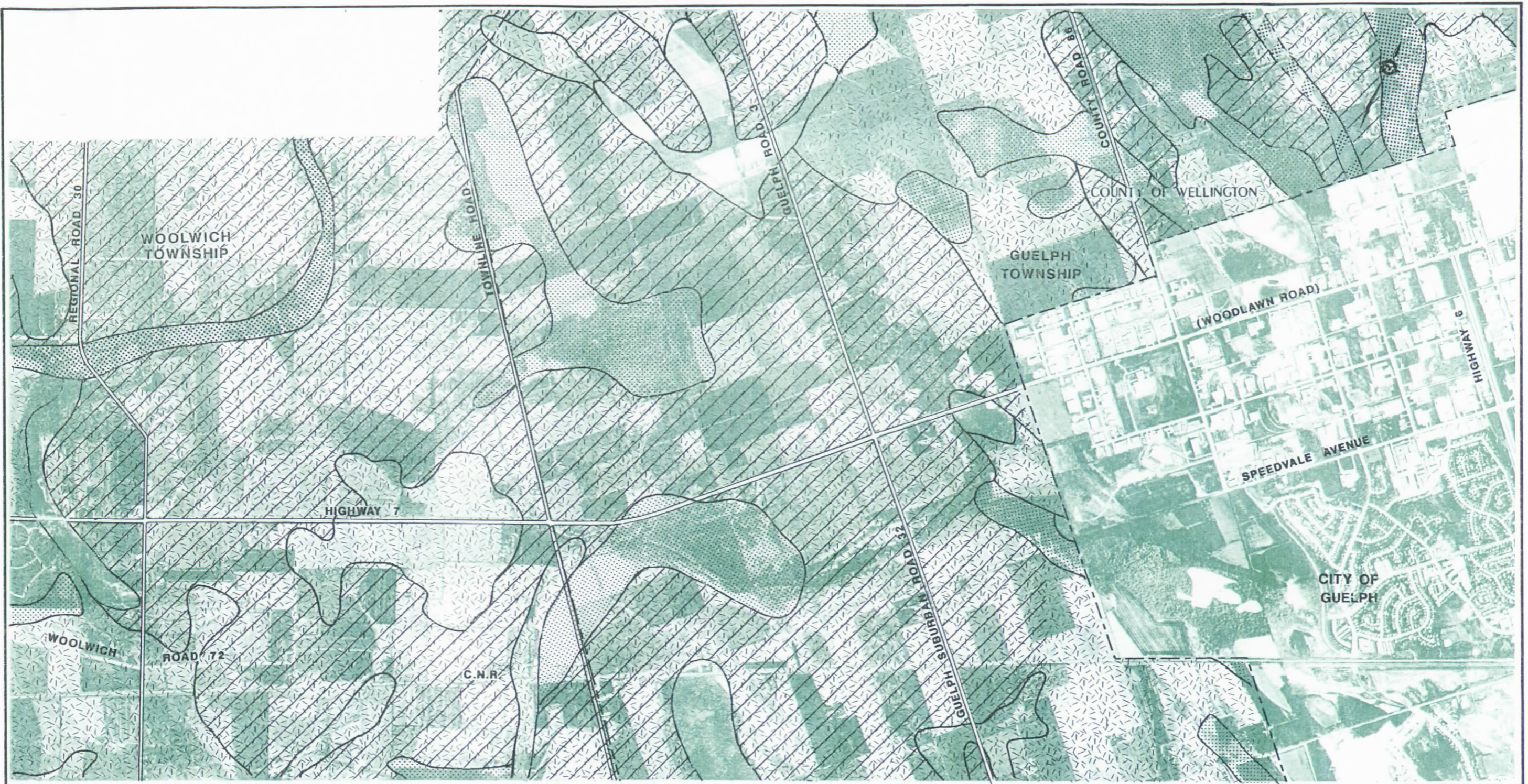


EXHIBIT 3-4
Plate 1

AGRICULTURAL SOIL CAPABILITY

**HIGHWAY 7 PLANNING STUDY
ENVIRONMENTAL ASSESSMENT
KITCHENER TO GUELPH**

LEGEND					
	WETLAND		PLANTATION		MEDIUM MINERAL RESOURCE POTENTIAL
	STREAM OR DRAINAGE CHANNEL		LOW PRODUCTIVITY COVER TYPES - UPLAND AND LOWLAND		GRAND RIVER CONSERVATION AUTHORITY FILL LINES
	UPLAND HARDWOOD - HIGH PRODUCTIVITY		DEER WINTERING RANGE		LICENSED PITS AND QUARRIES
	UPLAND HARDWOOD - POTENTIALLY HIGH PRODUCTIVITY		WATERFOWL AREA		AREA OF NATURAL AND SCIENTIFIC INTEREST - LIFE SCIENCE - REGIONAL SIGNIFICANCE
	LOWLAND HARDWOOD - HIGH PRODUCTIVITY		HIGH MINERAL RESOURCE POTENTIAL		



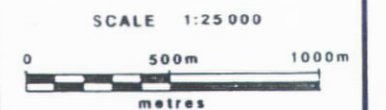
LEGEND

- | | | | |
|--|----------------|--|------------------------------|
| | CLASS 1 | | CLASS 4 |
| | CLASS 2 | | ORGANIC AND CLASS 5-7 |
| | CLASS 3 | | |

AGRICULTURAL SOIL CAPABILITY

**EXHIBIT 3-4
Plate 2**

**HIGHWAY 7 PLANNING STUDY
ENVIRONMENTAL ASSESSMENT
KITCHENER TO GUELPH**



Appendix D2

Comments from Waterloo Federation of Agriculture
(November 2001)

Highway 7 Planning Study, Kitchener to Guelph
Meeting with Eco-plans and local Fed. of Agriculture
Nov 3 2001 Kitchener

The Waterloo Federation of Agriculture welcomes the opportunity to comment on issues that affect the local agricultural community. The planning process, although arduous and time-consuming exemplifies the quality of these consultations.

The WFA supports the new alignment of Highway 7. The agricultural community relies on good road links. Both of the two routes presented satisfy this requirement. Route # RC2 , has an advantage in regards to the creation of new lots. RC2 does not create new lots.

The WFA supports the Region of Waterloo Planning Policy (the ROPP) that no severances of agricultural lands creates a lot less than 40 hectares. The WFA has also suggested to the Region that the criteria of "viable" in regards to lots less than 40 hectares be dropped. Also in support of an alignment beside the present roadbed is MTO policy to not create new lots. It is common practice in Ontario to use existing rights-of-way to guide new construction such as high pressure gas lines beside roadbeds, and highways beside hydro towers like Highway 6 is between 401 and Guelph.

On the other hand, should route # RC1 be selected, then certain planning issues need to be addressed. Given the present land use of small fragmented agricultural zoning, then perhaps the area should be expanded to include the area between old No. 7 and the new roadbed. This expanded area would be zoned to describe the present land use. In conclusion, perhaps these considerations are unimportant given the present zoning, and how it is applied. If that being the case, then one route shows no advantage over the other.

On behalf of the WFA, I would like to thank the planners for the new highway, for asking the WFA for comments .

Jeff Stager, Past President, Waterloo Federation of Agriculture