

Agricultural Impact Assessment

Settlement Area Boundary Extension

Town of Milton, Regional Municipality of Halton

June 17, 2026

Prepared for: Tribal Development Management Services Inc. (“Matthews”)
Project: Milton Link
Prepared by: Clark Consulting Services
CCS Project No: 5459



1. EXECUTIVE SUMMARY

CCS has been retained by Tribal Development Management Services Inc. (doing business as “Matthews”) to prepare an Agricultural Impact Assessment (AIA) of a proposal involving an Official Plan Amendment to extend the Region of Halton/Town of Milton’s existing settlement area boundary and to re-designate lands from a Prime Agricultural Area Designation to an Industrial Area Designation. The proposal also involves a Zoning By-law Amendment Application to rezone lands from an Agricultural (A1) Zone to an Employment Zone, together with site-specific provisions to support the intended development of transportation logistics facilities abutting and adjacent to a federally approved inter-modal rail hub known as the ‘*Milton Logistics Hub*’ under construction by Canadian National Railway (CN). CCS’s objective in conducting this AIA is to assess the potential impacts of the proposed non-agricultural use on the agricultural system, to address considerations related to avoidance, and to recommend ways to minimize and mitigate potential adverse impacts. This Assessment has been prepared and managed by ‘*Qualified Persons*’, Bryce E. Sharpe and Robert K. Clark, with appropriate qualifications and experience in the Province of Ontario.

2. INTRODUCTION

2.1 Retainer

Tribal Development Management Services Inc. (doing business as “Matthews”) retained CCS on February 25th, 2026 to complete an AIA for a proposal to develop lands abutting and adjacent to CN’s Milton Logistics Hub in the Town of Milton. It is understood that Matthews is pursuing an Official Plan Amendment to extend the Region/Town’s existing settlement area boundary to include these lands and to designate them Industrial Area. Matthews is also pursuing a Zoning By-law Amendment to rezone the lands to an Employment Zone, with site-specific provisions to support the intended development.

2.2 Description of Proposed Development

CN’s Milton Logistics Hub is an intermodal facility under construction in the Town of Milton – it will be situated on ± 112 acres of land and will function as an intermodal hub where containers will be transferred between trucks and railcars to enable the movement of goods. It is understood that the facility is expected to be partially complete and operational by 2027. Matthews is now advancing the



development of lands abutting and adjacent to the Hub – Phases 1-4 comprise the subject lands as illustrated in *Figure 1*. A summary of the proposal is provided in *Table 1*. Phases 1-4 collectively will utilize a total of ± 590 ac of land and would contain a total of 11 buildings designed to support transportation logistics. The subject lands are generally located south of Britannia Road, east of Tremaine Road, west of Highway 25, and north of Burnhamthorpe Road West.

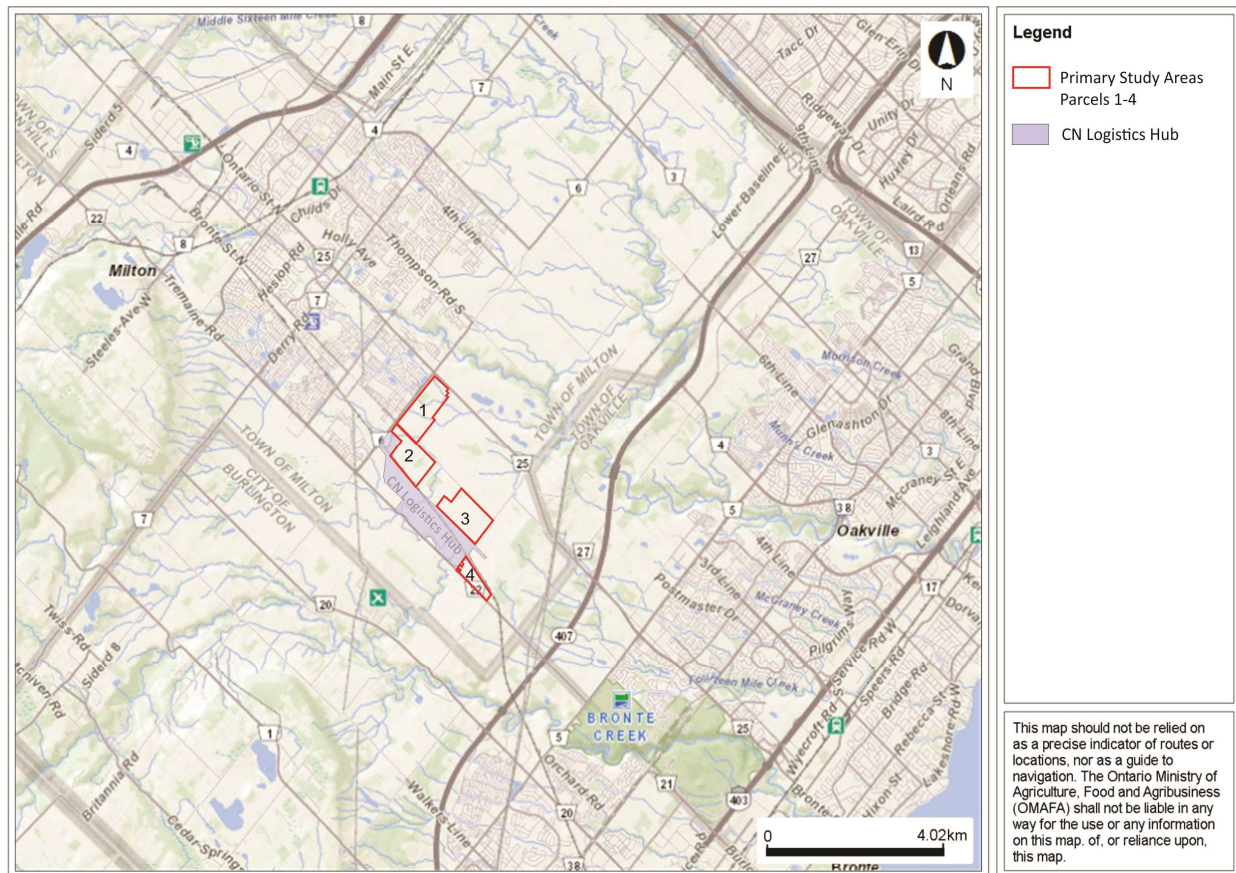


Figure 1 – Subject Lands

Table 1 - Summary of Proposal

Phase	Area (ac)	Number of Buildings	Area of Buildings (m ²)
Phase 1	± 183	3	$\pm 244,791$ m ²
Phase 2	± 155	3	$\pm 181,830$ m ²
Phase 3	± 190	4	$\pm 312,430$ m ²
Phase 4	± 62	1	$\pm 73,090$ m ²
Total	± 590	11	$\pm 812,141$ m²



2.3 Professional Qualifications

CCS was established and incorporated in 1994 and provides land use planning consulting services to both private and public sector clients throughout Ontario specializing in, among other areas, agricultural/rural land use planning. CCS has experience working in the Halton Region and the Greater Toronto Area (GTA) on agricultural-related projects including.

This AIA has been led by Mr. Bob Clark who has over 53 years of rural/agricultural land use planning experience in Ontario. As the Project Manager for this AIA, Mr. Bryce Sharpe was responsible for completing the field investigations and preparation of the AIA. Bob and Bryce are both Registered Professional Planners (RPPs) in good standing with the Ontario Professional Planners Institute (OPPI). Bob is a Professional Agrologist (P. Ag.) in good standing with the Ontario Institute of Agrologists (OIA). Bryce is an Articling Agrologist (A. Ag) in good standing with the OIA. The CVs of Bob Clark and Bryce Sharpe can be found in *Attachments A and B*, respectively.

2.4 Purpose of Assessment

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development and contains a precise definition of an AIA:

- **“Agricultural impact assessment:** means the evaluation of potential impacts of non-agricultural uses on the *agricultural system*. An assessment recommends ways to avoid or if avoidance is not possible, minimize and mitigate adverse impacts.”

The above definition is read in conjunction with the following PPS definitions:

- **“Agricultural system:** means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:
 - a) An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*. It may also include *rural lands* that help to create a continuous productive land base for agriculture; and
 - b) An *agri-food network* which includes agricultural operations, *infrastructure*, services, and assets important to the viability of the agri-food sector.”
- **“Prime agricultural area:** means areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by a planning authority based on provincial guidance or informed by mapping obtained from the Ontario Ministry of Agriculture, Food and Agri-business and the Ontario Ministry of Rural Affairs or any successor to those ministries.”



- **“Prime agricultural land:** means *specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.”
- **“Agri-food network:** Within the *agricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; agricultural operations including on-farm buildings and primary processing; infrastructure; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities.”
- **“Infrastructure:** means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, *waste management systems*, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, *active transportation systems*, oil and gas pipelines and associated facilities.”

Large acreages within the Town of Milton, including the subject lands, are considered prime agricultural area. The purpose of this AIA is to identify the potential impact of the proposal on the agricultural system. Where impacts cannot be avoided, mitigation measures have been recommended to minimize potential impacts of the proposal.

2.5 Study Area

The Primary and Secondary Study Areas for this AIA are illustrated in *Figure 2* – collectively the *Study Area*. Per the Agricultural Impact Assessment (AIA) Guidance Document, published by the Ministry of Agriculture, Food and Agri-business (OMAFRA) in 2026, hereinafter referred to as ‘*the Guidance Document*’, primary study areas in an AIA are the areas considered for the proposed development and include the project site or parcel(s) that would be directly impacted by the proposed non-agricultural use. For this AIA, Phases 1-4 of the proposal (i.e. the ‘*subject lands*’) constitute the *Primary Study Area*. The Guidance Document further identifies that the secondary study area in an AIA is situated beyond the primary study area and it too may be impacted by the proposed development. For this AIA, the *Secondary Study Area* includes lands within an approx. 1.5 km (1,500 m) radius from the Primary Study Area. This distance aligns with what the Guidance Document generally recommends for a settlement area boundary expansion. This AIA does not evaluate lands within the existing Region of Halton/Town of Milton settlement area boundary.



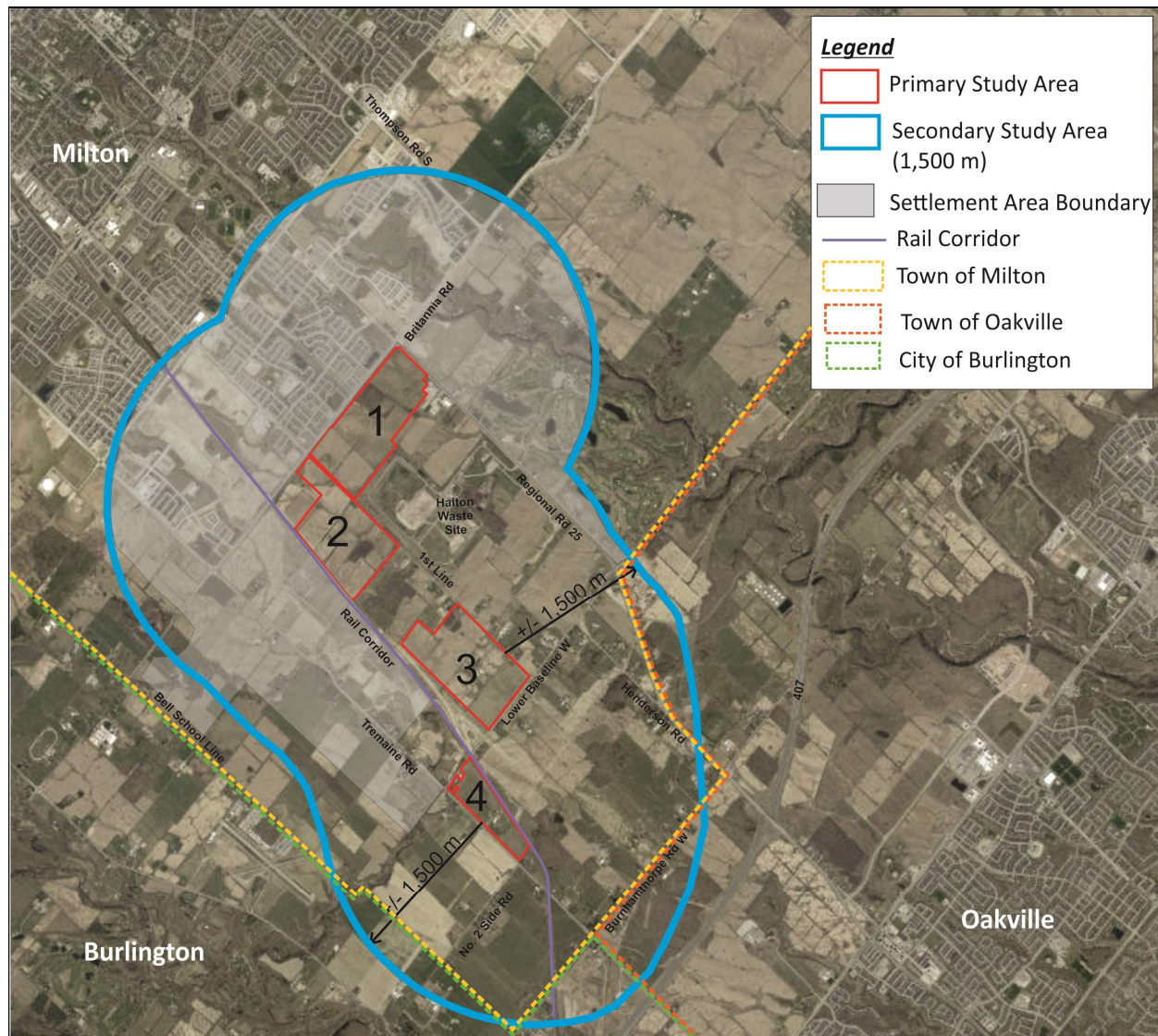


Figure 2 – Study Area

3. STUDY METHODS

This AIA has been prepared in accordance with the Guidance Document. It includes:

- A review of relevant provincial and municipal agricultural policies;
- A review of municipal zoning;
- A review of agricultural information sources;
- Completion of a site visit and land use survey;
- Considerations related to avoidance and alternatives;
- Analysis of potential impacts; and,
- Recommendations to avoid and/or minimize impacts.



3.1 Land Evaluation and Area Review (LEAR)

For this AIA, CCS has adopted a Land Evaluation (LE) and Area Review (AR) methodology. The Land Evaluation and Area Review (LEAR) system provides a mechanism to consider both the land capability to support agriculture, and the local conditions and influences on farm operations. It is frequently scaled up to assist in identifying prime agricultural areas for long-term use for agriculture. Or it can be scaled down and simplified as a useful framework upon which to conduct an AIA. The Land Evaluation focuses on the physical capability and ability to grow crops. For this AIA, the subject lands were visited and a review of soil capability for agriculture has been reviewed and confirmed. The Area Review identifies factors related to the proposal that either support or restrict ongoing agriculture including Minimum Distance Separation (MDS) Formulae.

3.2 Background Information

For this Assessment, CCS has reviewed the following:

- Planning Policy Framework:
 - Provincial Planning Statement, 2024
 - Greenbelt Plan, 2017
 - Region of Halton Official Plan and Land Use Schedules, May 2024 Consolidation
 - Town of Milton Official Plan and Land Use Schedules, February 2026 Consolidation
 - City of Burlington Official Plan (1997) and Land Use Schedules, July 2025 Consolidation
 - Town of Oakville Official Plan and Land Use Schedules (aka 'Liveable Oakville'), April 2025 Consolidation.
- Planning Regulatory Framework:
 - Town of Milton Comprehensive Zoning By-law 144-2003, November 2022 Consolidation
 - City of Burlington Zoning By-law 2020
 - Town of Oakville Zoning By-law 2014-14, August 2025 Consolidation.
- Other:
 - OMAFA Agricultural Impact Assessment (AIA) Guidance Document, Publication 861 (2026)
 - Halton Region Agricultural Impact Assessment (AIA) Guidelines (2014)
 - OMAFA's Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas, Publication 851 (2016)
 - OMAFA Minimum Distance Separation (MDS) Document: Formulae and Guideline for Livestock Facility and Anaerobic Digester Odour Setbacks, Publication 853 (2016)
 - Soil Survey of Halton County – Report No. 43 of the Ontario Soil Survey
 - OMAFA's Soil Survey Complex
 - OMAFA's AgMaps



- OMAFA's Agricultural Systems Portal
- OMAFA's Artificial Drainage Systems mapping
- ConnectON
- Google Earth and Maps™.

3.3 Site Visit and Land Use Survey

CCS Staff visited the subject lands on March 24, 2026. Our site visit entailed hand excavation of a series of shallow test pits to understand the nature of the soils on the property. The land use survey involved touring the Study Area to visually identify:

- The land use mix in the area including evident agricultural operations;
- Evident agricultural-related uses and on-farm diversified uses;
- Evident non-agricultural uses; and,
- Evident cropping and the relative level of investment in agriculture in the area including any evident agricultural improvements.

3.4 Evaluation of the Agricultural System

An AIA evaluates potential impacts of non-agricultural uses on the *agricultural system* – a defined term in the PPS as detailed in *Section 2.4* of this AIA. Per the PPS definition, an agricultural system includes a continuous productive land base for agriculture, including *prime agricultural lands*, *specialty crop areas*, and *rural lands*. Potential agricultural-related elements that contribute to the *agri-food network* include local infrastructure such as on-farm buildings and manure storages, regional infrastructure and transportation networks, and agricultural services such as farm equipment dealerships, among others.

CCS's evaluation of the *agricultural system* and associated elements within the Study Area was accomplished through the land use survey completed on March 24, 2026 and with the assistance of a desktop review.

3.5 Planning Framework

The PPS identifies that land use planning decisions made by a planning authority (*e.g. the Province or the council of a municipality*) must be consistent with the PPS. Official Plans must be consistent with the PPS, as mandated by Section 3 of the *Planning Act*. Planning decisions must also conform with upper tier and/or lower tier municipal official plans, as the case may be. Official plans are not permanent – they can be amended through the public planning process stipulated under the *Planning Act*. This AIA includes a background review of applicable provincial and municipal policies related to agriculture.



3.6 Alternatives

When evaluating a proposal to extend a settlement area boundary, the PPS requires the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, that consideration be given to reasonable alternatives on lower priority agricultural lands in prime agricultural areas. This AIA includes considerations related to alternatives.

4. REVIEW OF PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS) has been issued under Section 3 of the Planning Act and came into effect October 20, 2024. The PPS provides direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that a decision by a planning authority (*e.g. the Province or the council of a municipality*) *shall be consistent with the PPS*.

The following PPS considerations are especially relevant to this AIA:

- PPS Section 2.1.3 identifies that sufficient land shall be made available at the time of a new official plan is created or updated to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years (*but not more than 30 years*). Where the Minister of Municipal Affairs has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan.

It is noted that the PPS no longer requires a Municipal Comprehensive Review (MCR) to expand a settlement area boundary – individual landowners can now prompt settlement area boundary expansions and municipalities can approve them at any time vs. through a formal multi-year MCR process tied to specific planning cycles.

- PPS Section 2.3.2.1 states:

“In identifying a new *settlement area* or allowing a *settlement area* boundary expansion, planning authorities shall consider the following:

- a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
- b) if there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
- c) whether the applicable lands comprise *specialty crop areas*;



- d) the evaluation of alternative locations which avoid *prime agricultural areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- e) whether the new or expanded *settlement area* complies with the *minimum distance separation formulae*;
- f) whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and
- g) the new or expanded *settlement area* provides for the phased progression of urban development.”

The subject lands are not within the two identified specialty crop areas in the Province – the Niagara Tender Fruit and Grape Area and the Holland Marsh.

MDS considerations are discussed in *Section 5*, below.

The nature of the proposal is such that Matthews has not put forward alternative locations – the proposed development is uniquely situated to capitalize on synergies of proximity between it and the federally approved Milton Logistics Hub under construction by CN. As is noted in *Section 5* of this AIA, the subject lands and the surrounding lands, bounded by Britannia Road to the north, Tremaine Road to the west, Regional Road 25 to the east, and Burnhamthorpe Road to the south may be best described as an ‘island’ of agricultural land surrounded by and interspersed with non-agricultural uses, both existing and planned for the future (*owing to the nature of the existing settlement area boundary*). With respect to the consideration of reasonable alternatives, our findings detailed in *Section 5* of this AIA, identify that, while the subject lands have excellent to moderately excellent soils for agriculture, they are a largely isolated pocket of agricultural land of lower priority owing to the nature of current and future land use (agricultural vs. non-agricultural) and degree of fragmentation – factors that may attribute to the presence (or rather lack thereof) of significant capital investment in agricultural infrastructure and agricultural services in the Study Area.

- PPS Section 2.6.5 identifies that new land uses shall comply with the MDS formulae. MDS considerations are discussed in *Section 5*, below.
- PPS Section 4.3.2 identifies that *prime agricultural areas* shall be designated and protected for long-term use of agriculture. As is detailed in *Section 2.4*, ‘*prime agricultural areas*’ is a defined term in the PPS and means areas where *prime agricultural lands* predominate. As is also detailed in *Section 2.4*, *prime agricultural lands* are also a defined term in the PPS and means specialty



crop areas and/or Canada Land Inventory Class I, II or III lands (soils).

- PPS Section 4.3.5.2 states:

“Impacts from any new or expanding non-agricultural uses on the *agricultural system* are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance.”

4.2 Greenbelt Plan, 2017

A small portion of the Phase 4 lands and parts of the Secondary Study Area are situated within the Greenbelt Plan Area and are identified as Protected Countryside – as illustrated on *Figure 3*.

The following Greenbelt Plan considerations have been identified as especially relevant to this AIA:

- Section 3.1.1 of the Greenbelt Plan (*The Protected Countryside – Agricultural System – Description*) identifies that prime agricultural areas are those lands designated as such within official plans. The subject lands and parts of the Secondary Review Area are designated as prime agricultural area.
- Section 3.1.3.2 of the Greenbelt Plan (*The Protected Countryside – Agricultural System – Prime Agricultural Area Policies*) states, in part: “Lands shall not be redesignated in official plans for non-agricultural uses except for:
 - b) *Settlement area* boundary expansions, subject to the policies of section 3.4.”
- Section 3.1.3.3 of the Greenbelt Plan (*The Protected Countryside – Agricultural System – Prime Agricultural Area Policies*) states: Non-agricultural uses may be permitted subject to the policies of sections 4.2 to 4.6. These uses are generally discouraged in *prime agricultural areas* and may only be permitted after the completion of an *agricultural impact assessment*.
- Section 3.1.3.4 of the Greenbelt Plan (*The Protected Countryside – Agricultural System – Prime Agricultural Area Policies*) identifies that new land uses, including the creation of lots (as permitted by the Plan), and new or expanding livestock facilities, shall comply with the Minimum Distance Separation formulae. MDS considerations are discussed in *Section 5*, below.
- Section 3.1.3.5 of the Greenbelt Plan (*The Protected Countryside – Agricultural System – Prime Agricultural Area Policies*) states: “Where *agricultural uses* and non-agricultural uses interface, land use compatibility shall be achieved by avoiding or, where avoidance is not possible, minimizing and mitigating adverse impacts on the *Agricultural System*, based on provincial guidance. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed.” Considerations related to



land use compatibility are addressed in *Section 6.2.3*, below.

- Section 3.4.2 of the Greenbelt Plan (*Settlement Areas – General Settlement Area Policies*) states: “*Settlement areas* outside the Greenbelt are not permitted to expand into the Greenbelt.”

Matthews will need to address Section 3.4.2 if seeking to redesignate the small portion of the Phase 4 lands currently situated within the Greenbelt Plan Area. The area largely comprises a natural heritage feature (*woodland*).

- Section 4.2 of the Greenbelt Plan (*General Policies for the Protected Countryside – Infrastructure*) states: “All existing, expanded or new *infrastructure* subject to and approved under the *Canadian Environmental Assessment Act*, the *Environmental Assessment Act*, the *Planning Act*, the *Aggregate Resources Act* or the *Telecommunications Act* or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:
 - a) It supports agriculture, recreation and tourism, Towns/Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
 - b) It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate *infrastructure* connections among urban centres and between these centres and Ontario’s borders.”

Transit and transportation facilities are included in the definition of infrastructure contained within the Greenbelt Plan.

4.3 Region of Halton Official Plan (May 2024 Consolidation)

As of July 1, 2024 Halton Region is no longer responsible for land-use planning following provincial changes via Bill 185, making it an “*upper tier municipality without planning responsibilities*”. The Regional Official Plan is now considered an Official Plan of each of the four lower-tier municipalities in Halton. Map 1 of the Region of Halton Official Plan designates the subject lands as Agricultural Area with portions identified as being within the Region’s Natural Heritage System overlay. Map 1E of the Plan identifies the subject lands as being within the Prime Agricultural Areas of the Region’s Agricultural System. These considerations are illustrated in *Figure 3*.

The following Regional Official Plan considerations are especially relevant to this AIA:

- Official Plan Section 77 (7) identifies that the Regional Urban Boundary shall only be undertaken by way of an Official Plan Amendment based on an MCR undertaken as part of statutory Official



Plan updates every 5 years, subject to criteria related to population, land needs, and intensification and density targets.

It is understood this policy may be based on the 2020 version of the PPS. The PPS has been updated effective October 20, 2024 and no longer requires an MCR for a settlement area boundary expansion. Matthews will be required to address Section 77 (7).

- Official Plan Section 77 (8) states, in part:

“Where the need for an expansion of the Regional Urban Boundary has been justified in accordance with Section 77(7), the feasibility and the most appropriate location of the expansion area will be determined based on the relevant policies of this Plan, including the following:

- e) the proposed expansion avoids *Prime Agricultural Areas*, as shown on Map 1E, where possible, and, to support the *Agricultural System*, alternative locations across the *Region* have been evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the *Agricultural System* in accordance with the following:

- [i] the lands do not comprise *specialty crop areas*;

- [ii] there are no reasonable alternatives that avoid *Prime Agricultural Areas*; and

- [iii] there are no reasonable alternatives on lower priority agricultural lands within the *Prime Agricultural Areas*;

- f) the proposed expansion is in compliance with the *Minimum Distance Separation formulae*;

- g) any adverse impacts on the *agri-food network* from the proposed expansion, including impacts from the expansion on agricultural operations adjacent or close to the Urban Area, are avoided, or if avoidance is not possible, are minimized and mitigated as determined through an *agricultural impact assessment*.”

The subject lands are not within the two identified specialty crop areas in the Province – the Niagara Tender Fruit and Grape Area and the Holland Marsh.

The nature of the proposal is such that Matthews has not put forward alternative locations – the proposed development is uniquely situated to capitalize on synergies of proximity between it and the federally approved Milton Logistics Hub under construction by CN. As is noted in *Section 5* of this AIA, the subject lands and the surrounding lands, bounded by Britannia Road to the north, Tremaine Road to the west, Regional Road 25 to the east, and Burnhamthorpe Road to the south may be best described as an ‘*island*’ of agricultural land surrounded by and interspersed with non-agricultural uses, both existing and planned for the future (*owing to the nature of the existing settlement area boundary*). With respect to the consideration of reasonable alternatives, our



findings detailed in *Section 5* of this AIA, identify that, while the subject lands have excellent to moderately excellent soils for agriculture, they are a largely isolated pocket of agricultural land of lower priority owing to the nature of current and future land use (*agricultural vs. non-agricultural*) and degree of fragmentation – factors that may attribute to the presence (*or rather lack thereof*) of significant capital investment in agricultural infrastructure and agricultural services in the Study Area.

MDS considerations are discussed in *Section 5*, below.

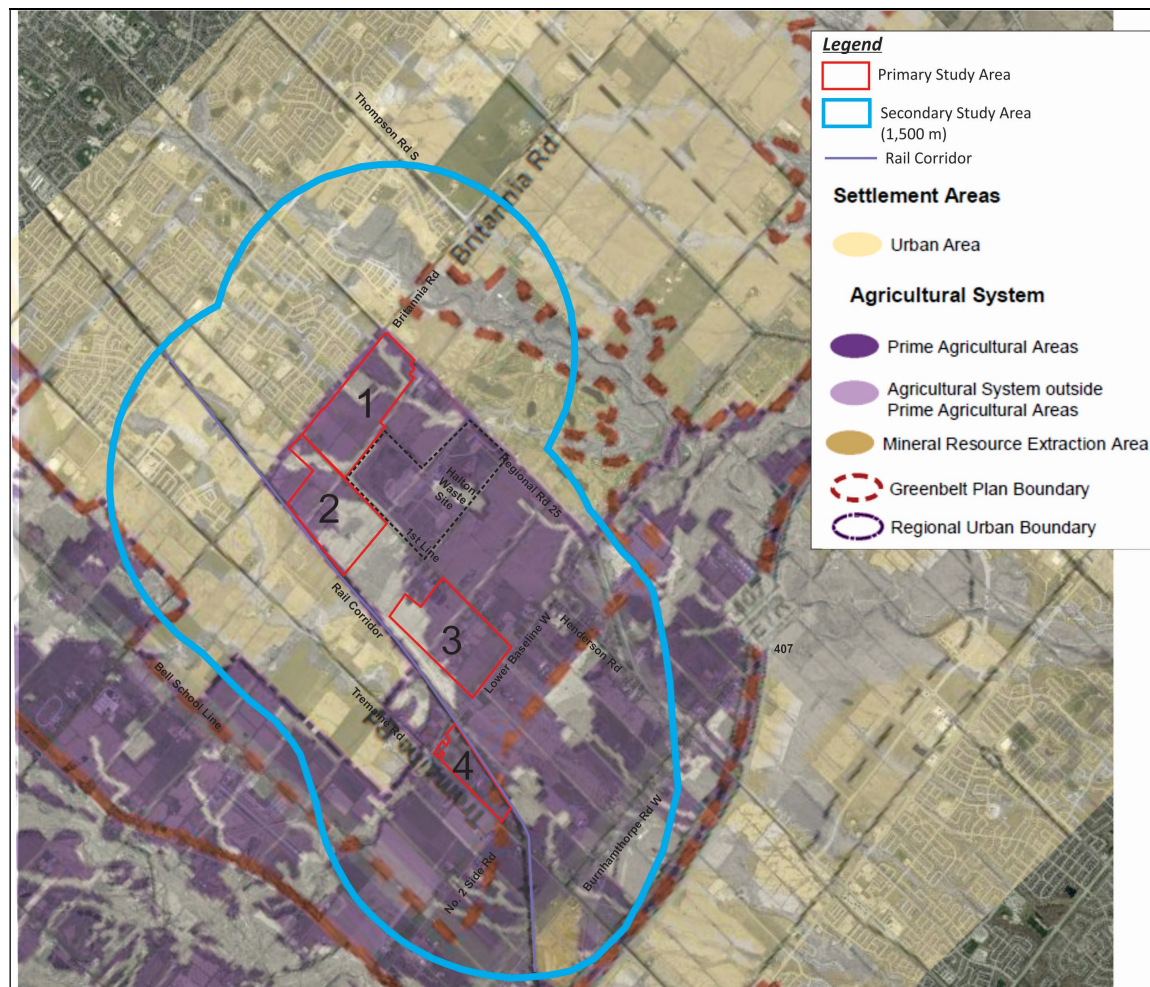
- Official Plan Section 101. (1.6) a) identifies that it is a policy of the Region to direct non-farm uses to the Urban Area, Hamlets, and Rural Clusters unless otherwise specifically permitted by the Plan.
- Official Plan Section 101. (1.7) identifies that it is a policy of the Region to require new land uses and new or expanding livestock facilities within the Agricultural System to comply with the MDS formulae.

MDS considerations are discussed in *Section 5*, below.

- Official Plan Section 101. (2) e) requires the proponent of any non-farm land use that is permitted by specific policies of the Plan, but has a potential to impact on adjacent agricultural operations, to carry out an AIA based on guidelines adopted by Regional Council.

The Agricultural Impact Assessment (AIA) Guidelines of the Region of Halton (2014) have been reviewed as part of the preparation of this AIA.





*Figure 3 – Greenbelt and Region of Halton Official Plan Overview.
The south-southeast portion of Phase 4 is within the Greenbelt Plan Area.*

4.4 Town of Milton Official Plan (February 2026 Consolidation)

Schedule 3 to the Town of Milton Official Plan identifies a land use structure for the Municipality – the subject lands are identified as being within the Rural Area of the Town of Milton – beyond the Town’s Urban Boundary. Schedule 5 further identifies that the subject lands are largely designated Prime Agricultural Area.

The portion of the Secondary Study Area within the Town of Milton is largely within the Town’s Urban Boundary or alternatively designated Prime Agricultural Area. Schedule 4 identifies that lands to the immediate west of the CN Rail Corridor, opposite proposed Phases 3 and 4, as employment lands intended to accommodate warehousing and goods movement, among other employment uses. A large portion of this area, between the Rail Corridor and Tremaine Road, will be occupied by CN’s Milton Logistics Hub.



These considerations are illustrated in *Figure 4*.

The following Town of Milton Official Plan considerations are especially relevant to this AIA:

- Official Plan Section 2.1.1.18 identifies that it is a policy of the Town to only permit an urban boundary expansion through an amendment to the Plan.

Matthews is aware of the need for an Official Plan Amendment.

- Official Plan Section 2.1.1.19 requires that a proposal for an urban boundary expansion to be evaluated through a comprehensive study.

It is understood this policy may be based on the 2020 version of the PPS. The PPS has been updated effective October 20, 2024 and no longer requires an MCR for a settlement area boundary expansion. Matthews will be required to address Section 2.1.1.19.

- Official Plan Section 2.1.1.20 identifies that a proposed settlement area boundary extension is subject to meeting specific criteria, as follows:
 - a. need to designate additional land to accommodate the distribution of population and employment growth as presented in Table 1a, 1b and 1c and the *intensification* and *development* density targets as presented in Table 2;
 - b. the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
 - c. if there is sufficient capacity in existing or planned *infrastructure, public service facilities* and *human services* required to accommodate the proposed expansion and can be provided for in a financially and *environmentally sustainable manner*, based on a financing plan, demonstrating financial viability over the full life cycle of these assets subsequently approved by Council;
 - d. the proposed expansion is informed by applicable *sewage and water services* master plans or the equivalent, and stormwater master plans or the equivalent, as appropriate;
 - e. the proposed expansion, including associated water, wastewater and stormwater servicing, are planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential *negative impacts* on watershed conditions and the *Water Resource System*, including the *quality and quantity of water*;



- f. the evaluation of alternative locations which avoid *Prime Agricultural Areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *Prime Agricultural Areas*;
- g. whether the new or expanded area complies with the *minimum distance separation formulae*;
- h. whether impacts on the *Agricultural System* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance.

Matthews will need to address Section 2.1.1.20 a. through e.

The nature of the proposal is such that Matthews has not put forward alternative locations – the proposed development is uniquely situated to capitalize on synergies of proximity between it and the federally approved Milton Logistics Hub under construction by CN. As is noted in Section 5 of this AIA, the subject lands and the surrounding lands, bounded by Britannia Road to the north, Tremaine Road to the west, Regional Road 25 to the east, and Burnhamthorpe Road to the south may be best described as an ‘island’ of agricultural land surrounded by and interspersed with non-agricultural uses, both existing and planned for the future (*owing to the nature of the existing settlement area boundary*). With respect to the consideration of reasonable alternatives, our findings detailed in Section 5 of this AIA, identify that, while the subject lands have excellent to moderately excellent soils for agriculture, they are a largely isolated pocket of agricultural land of lower priority owing to the nature of current and future land use (*agricultural vs. non-agricultural*) and degree of fragmentation – factors that may attribute to the presence (*or rather lack thereof*) of significant capital investment in agricultural infrastructure and agricultural services in the Study Area.

MDS considerations are discussed in *Section 5*, below.

4.5 City of Burlington Official Plan (1997), July 2025 Consolidation

On November 30, 2020, the City of Burlington’s new Official Plan (*Burlington Official Plan, 2020*) was approved, however, parts of the new Plan have been appealed and will not come into effect until the appeals have been resolved. CCS has therefore reviewed relevant parts of the City’s 1997 Official Plan. Schedule C to the 1997 Official Plan identifies that those portions of the Secondary Study Area situated within the boundary of the City of Burlington are within the City’s Rural Planning Area and are designated Agricultural Rural Area, Greenlands, Mineral Resource Extraction Area, and Parkway Belt – as illustrated in *Figure 4*. Agriculture is recognized as the primary activity and land use in the Agricultural Rural Area Designation.



4.6 Town of Oakville Official Plan (aka 'Liveable Oakville'), April 2025 Consolidation

Schedule K to the Town of Oakville Official Plan designates those portions of the Secondary Study Area situated within the Town's boundary as Parkway Belt – as illustrated in *Figure 4*. The majority of the Parkway Belt is overlain by the Greenbelt Plan Area. Development within the Parkway Belt is limited, in part, to protect infrastructure corridors, such as Highway 407, and other infrastructure such as utilities.



Figure 4 – Lower-tier Municipal Official Plan Overview

4.7 Zoning

Figure 5 provides a general overview of zoning of the subject lands and Secondary Study Area. Parent zones are provided; special exceptions have largely been excluded for simplicity.

4.7.1. Town of Milton Comprehensive Zoning By-law 144-2003, November 2022 Consolidation

The subject lands are zoned Agricultural (A1) and are not subject to any special exceptions. The



Agricultural (A1) Zone is the predominant zoning category within the Secondary Study Area. Permitted uses include agricultural operation and equestrian centre, among others. The minimum lot size requirement for an agricultural operation is 2.0 ha (4.94 ac) which, by CCS's experience in other jurisdictions, is quite low.

A large block of landholdings immediately west of the CN Rail Corridor are zoned for future development - these lands are situated within the existing settlement area boundary. CN's Milton Logistics Hub, which is under construction, will occupy part of these lands.

4.7.2 City of Burlington Zoning By-law 2020

The southwest corner of the Secondary Study Area is within the municipal boundary of the City of Burlington. These lands are zoned Rural Agriculture (RA), Rural Greenlands (RG) and Mineral Extraction (ME). Agricultural uses and detached dwellings are permitted in the RA and RG Zones, among other limited uses. The minimum lot area requirement in the RA and RG Zones is 10 ha (24.7 ac).

4.7.3 Town of Oakville Zoning By-law 2014-14, August 2025 Consolidation

The south-southeast portion of the Secondary Study Area is within the municipal boundary of the Town of Oakville. These lands are zoned Greenbelt (GB). Within the GB Zone, agriculture is permitted. Dwellings are also permitted, subject to specific criteria. The minimum lot size requirement is generally 0.8 ha (1.97 ac).



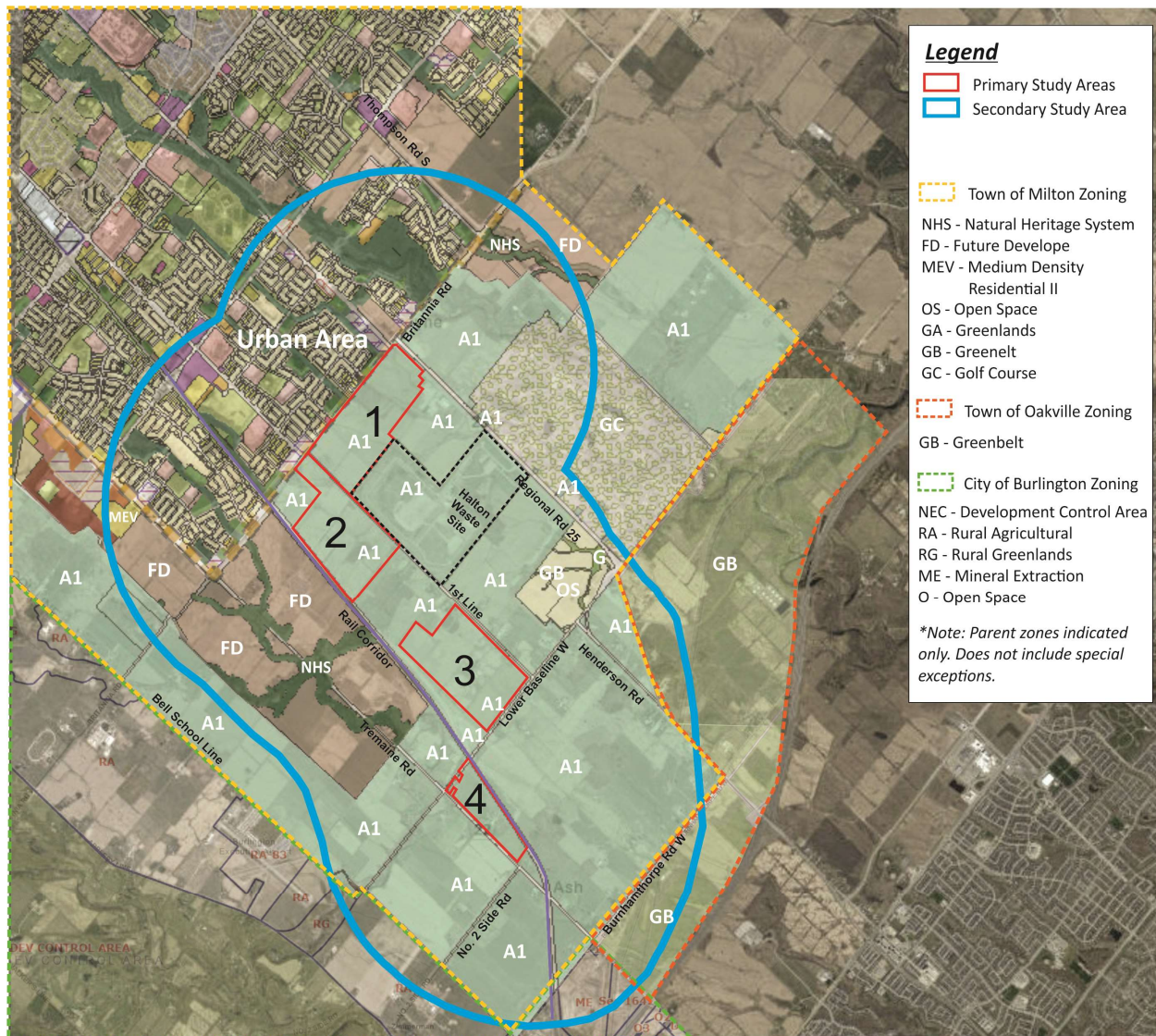


Figure 5 – Zoning Overview

5. FINDINGS

5.1 Soils

Available Canada Land Inventory (CLI) Soil Capability Mapping for Agriculture within the boundaries of the subject lands is illustrated in *Figures 6-9*: the mapped soils are predominantly Chinguacousy Clay Loam, Oneida Clay Loam, and Jeddo Clay Loam having CLI Soil Capability for Agriculture Classifications of Class 1, Class 2, and Class 3, respectively. Class 1 soils are identified as having no significant limitations/constraints for agriculture and are capable of supporting high productivity for a wide range of crops. Class 3 soils are identified as having moderately severe limitations for agriculture with a restricted range of crops that can be grown or special conservation is needed. The



Class 3 Jeddo Clay Loam soils are mapped with a 'DW' suffix indicating an undesirable soil structure/perviousness (*low permeability, difficult to till*) and excess water (*poor drainage, high water table*), respectively. Brady Sandy Loam soils are mapped on the northwest periphery of the Phase 4 lands and are mapped with a 'F' suffix indicating low fertility.

Bryce Sharpe, Senior Planner with CCS visited the subject lands on March 24, 2026 and dug a series of shallow shovel test pits to understand the nature of the soils on the subject lands and to complement borehole logs derived from geotechnical investigations undertaken in 2024 by EXP Services Inc. and detailed in a series of 4 reports dated July 5, July 24, September 12, and October 25, 2024 for each of Phases 1-4, respectively – EXP's borehole logs are contained in said reports. EXP's borehole locations and CCS's test pit locations are included in *Attachment C*. Photos of CCS's test pits are included in *Attachment D*.

CCS reviewed the Soil Survey of Halton County, Report No. 43 of the Ontario Soil Survey, published in 1971, and which includes detailed descriptions of soils in Halton Region. Per the Report:

- Chinguacousy soils are imperfectly drained and are typically found on gently sloping terrain. The surface cultivated layer is dark grayish brown in color and easily worked. The Ae (leaching) soil horizon is light grey in colour when dry and mottled near its junction with a brown angular blocky Bt horizon where clay has illuviated (moved downward) from upper soil horizons. Underlying calcareous till occurs at depths of 18-30 inches below the surface. The large acreage of Chinguacousy soils in the area make them important agricultural soils; they are excellent for general farming and are used extensively for crop production.
- Oneida soils are moderately well-drained and occupy terrain characterized by steeper slopes. They generally occur in association with Chinguacousy and Jeddo soils. The surface cultivated layer is easily tilled except where plowing has incorporated the subsoils into the surface horizon over eroded surfaces. The Ae soil horizon is white in colour when dry and generally 3-4 inches thick. The Ae horizon is underlain by a reddish brown B horizon containing considerable quantities of illuviated clay and containing a low por volume. The underlying C horizon (parent material) grayish brown in colour, calcareous, and has a platy structure. The Oneida soils are good agricultural soils.
- Jeddo soils are poorly drained and occupy depressional areas in association with the Chinguacousy and Oneida soils. The surface layer is very dark brown in colour and contains a medium level of organic matter. Below this, a Bg soil horizon is characterized by 'gleying' caused by water saturation. The parent material of this soil is a slightly stony calcareous clay till – the depth to carbonates can vary from 17-60 inches. Jeddo soils can occur as inclusions in areas mapped as Chinguacousy.
- Brady soils originated as delta deposits and are imperfectly drained owing to the level or gently sloping terrain in which they occur. Its utility for agricultural use is a factor of its depth to



limestone bedrock – shallow deposits result in droughtiness, whereas deeper deposits situated such that they benefit from the moderating weather effects of Lake Ontario can be desirable for vegetable and small fruit crops.

Elements of the Chinguacousy, Oneida and Jeddo series soils were observed through the test pitting. From our test pitting, together with details derived from the numerous borehole logs, CCS is of the opinion that the Canada Land Inventory (CLI) Soil Capability for Agriculture Mapping of the subject lands is reasonably accurate and is of the opinion that the subject lands contain excellent to moderately excellent soils for agriculture. Our site visit was undertaken during spring freshet (*melt*) conditions; some cultivated areas were observed with 'sheetwater' (*standing water*) and low crop success (*Figure 10*) which is indicative of the clay content of the soils and need for drainage improvements.



Figure 6 – Phase 1, Mapped Soils



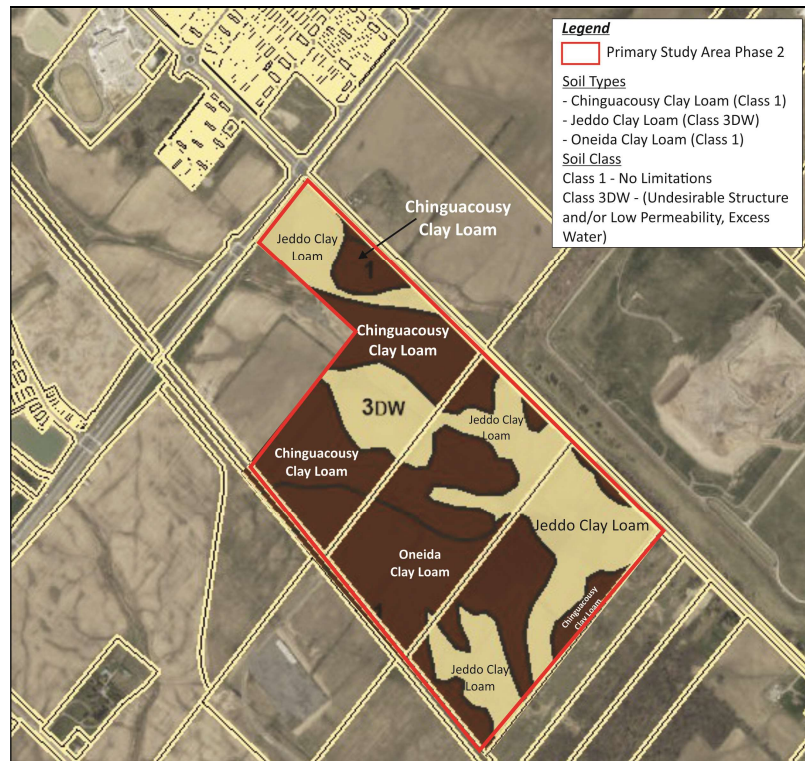


Figure 7 – Phase 2, Mapped Soils

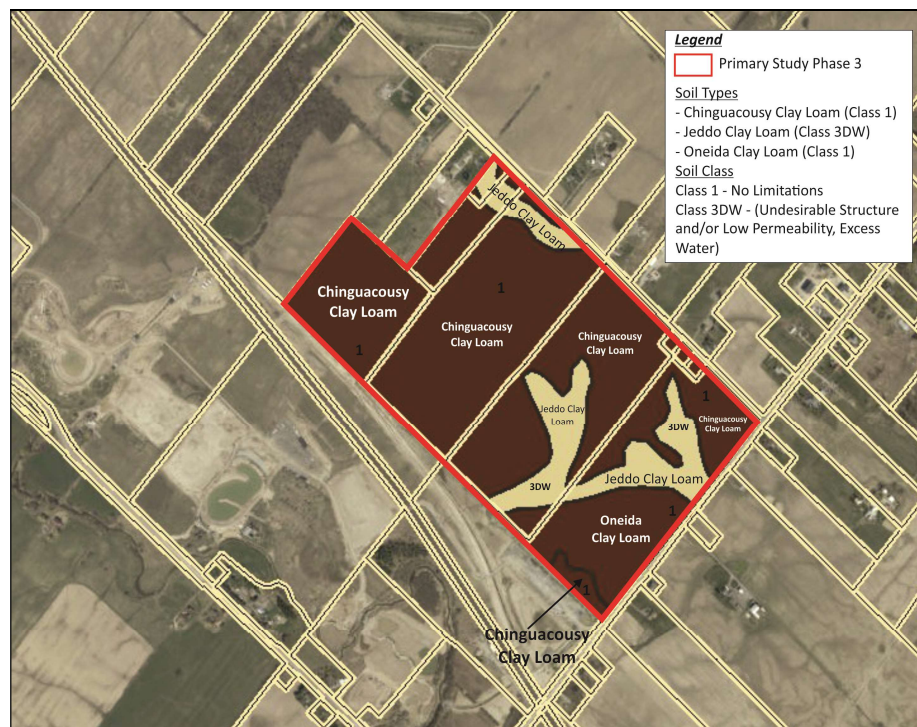


Figure 8 – Phase 3, Mapped Soils



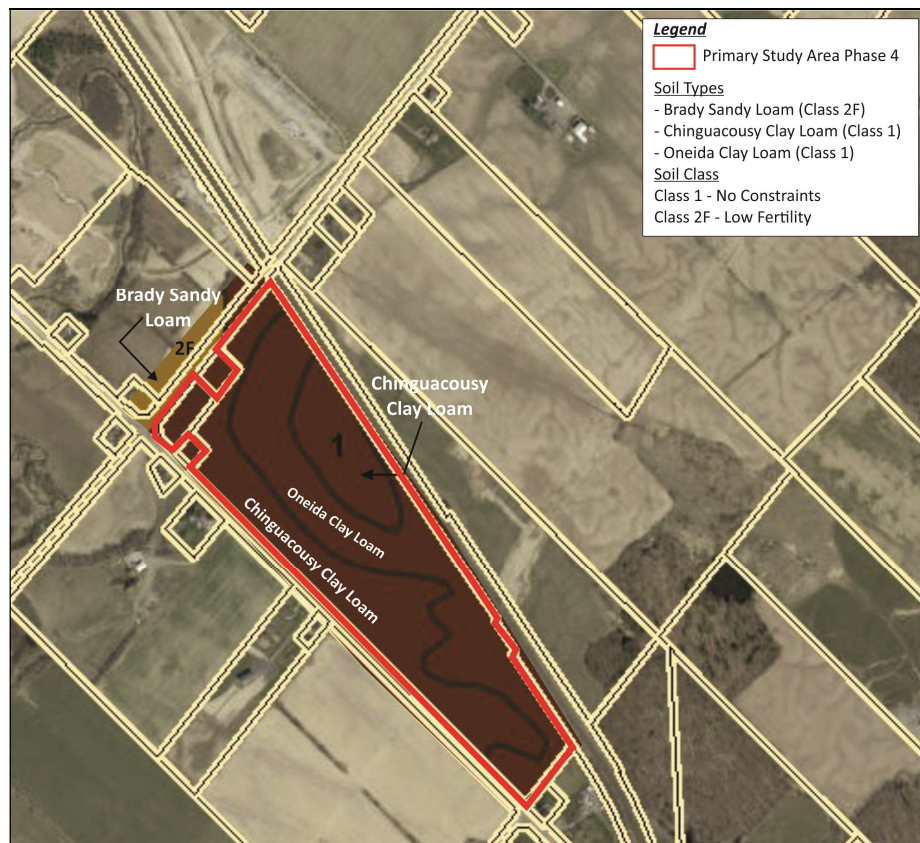


Figure 9 – Phase 4, Mapped Soils



Figure 10 – An area within the Phase 2 land with mapped Jeddo Clay Loam (Class 3^{DW}) soils.



5.2 Land Use

Figure 11 provides an overview of land use within the Study Area based on the land use survey.

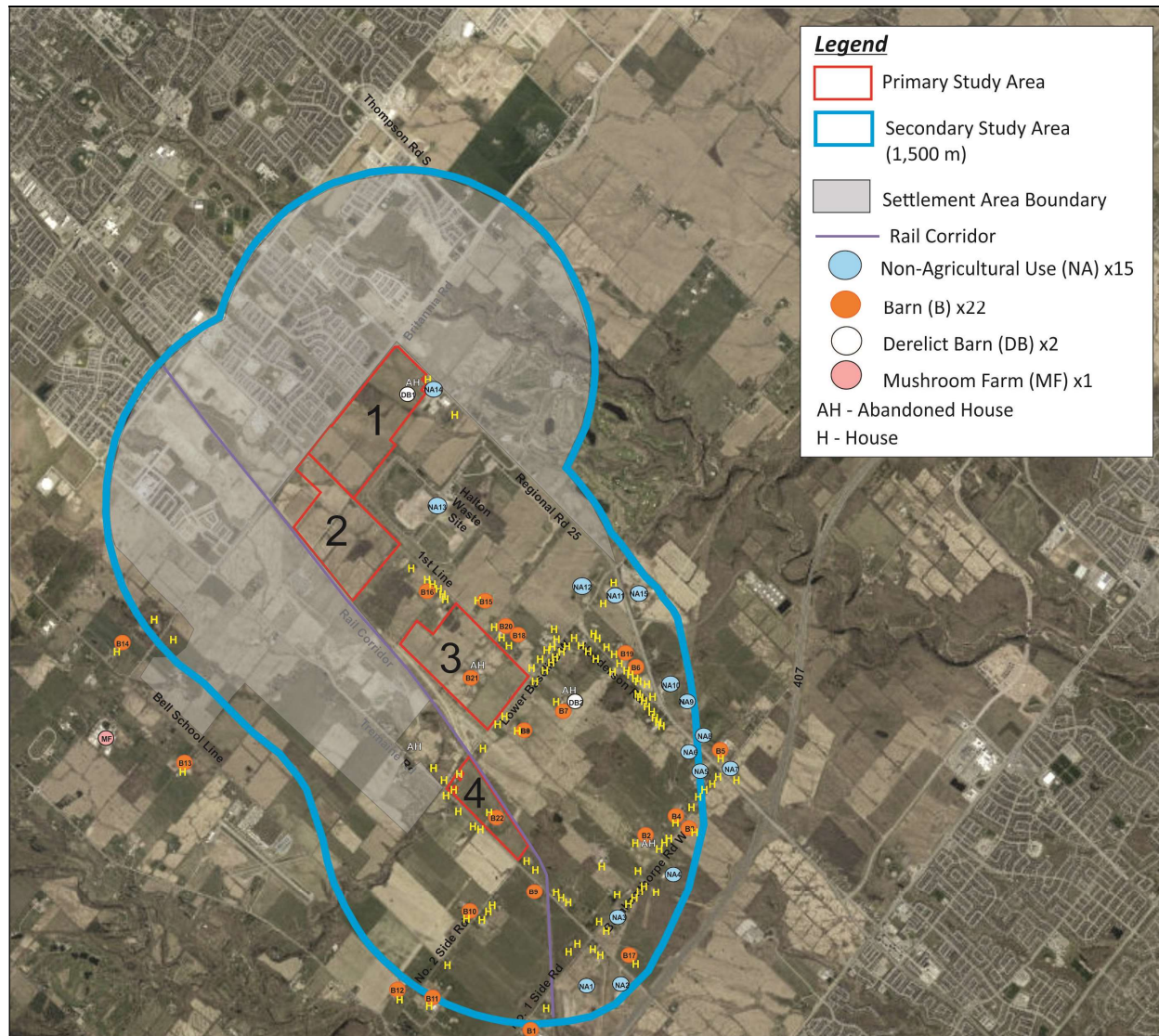


Figure 11- Overview of Land Use within the Study Area

5.2.1 Agricultural Uses

The PPS contains the following definition of agricultural uses:

“Agricultural uses: means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and



structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and housing for farm workers, when the size and nature of the operation requires additional employment.

5.2.1.1 Primary Study Area

Phase 1 consists of ± 183 acres of land and contains an abandoned dwelling and derelict barn. Phase 1 is adjacent to urban designated lands to the north - northwest (opposite Britannia Road) and to the north-northeast (opposite Regional Road 25). The majority of the Phase 1 lands had been put into crop production in 2025- evidently for harvesting cereal grain (other than corn) and/or soy beans.

Phase 2 consists of ± 155 acres of land and contains no buildings or structures. Phase 2 is adjacent to urban designated lands to the north-northwest (opposite of Britannia Road) and abuts CN's Milton Logistics Hub to the west-southwest. The majority of the Phase 2 lands had been put into crop production in 2025 for harvesting grain corn or evidently other cereal grains and/or soy beans. A combine and tractor were observed parked on site, evidently in preparation to harvest the last of the 2025 corn crop.

Phase 3 consists of ± 190 acres of land that abuts CN's Milton Logistic's Hub to the south-southwest. Phase 3 contains an abandoned dwelling and a barn and stable evidently still in a good state of repair (*identified through the land use survey as Barn #21*), but unoccupied. An area surrounding these buildings, approximately ± 50 acres in size, lay idle during the 2025 growing season. The remaining land had been put into crop production in 2025 – for harvesting grain corn or evidently other cereal grains and/or soy beans.

Phase 4 consists of ± 62 acres of land across Lower Base Line from CN's Milton Logistics Hub. Phase 4 contains a dwelling, a hip-roof barn (*identified through the land use survey as Barn #22*) in use as an equine operation (Claddagh Riding Stables), and other buildings. The Phase 4 land is evidently in use as pasture or in production for forage.

The livestock facilities observed on the subject lands are illustrated in *Figure 11* and are summarized in *Table 2*.

Table 2 – Summary of Evident Livestock Facilities Observed on the Subject Lands

Barn #	Type	Observations	Location
DB1	Derelict	Roof caved in Abandoned dwelling	Phase 1
B21	Unoccupied	Hip roof barn and horse stable- both unoccupied. Abandoned dwelling	Phase 3
B22	Equine Operation Claddagh Riding Stables	Hip roof barn and Quonset	Phase 4



5.2.1.2 Secondary Study Area

A total of 20 livestock facilities (barns) were observed within the non-urban designated portions of the Secondary Study Area and are illustrated in *Figure 11* and summarized in *Table 3* – this excludes a derelict barn identified as ‘DB2’.

Table 3 – Summary of Evident Livestock Facilities Observed within the Non-urban Designated Portions of the Secondary Study Area

Barn #	Type	Observations	Location
B1	Equine Operation	No livestock evident Iron Horse Performance	5244 No. 1 Side Road
B2	Unoccupied	No livestock evident Abandoned dwelling	3241 Burnhamthorpe Road West
B3	Unoccupied	No livestock evident Small parcel size	3164 Burnhamthorpe Road West
B4	Unoccupied	No livestock evident Small parcel size	3133 Burnhamthorpe Road West
B5	Equine Operation	Schellenberg Stables	2483 Burnhamthorpe Road West
B6	‘Hobby Farm’	No livestock evident	4349 Henderson Road
B7	Unoccupied	No livestock evident Several small barns well set back from road.	2758 Lower Baseline
B8	Unoccupied	No livestock evident	3104 Lower Baseline
B9	Unoccupied	No livestock evident	4174 Tremaine Road
B10	Beef	8-10 calves and 1 horse observed	5367 No. 2 Side Road
B11	Equine Operation	Several horses observed Trinity Trotters Equine	5132 No. 2 Side Road
B12	Unoccupied	No livestock evident	5071 No. 2 Side Road
B13	Equine Operation	8-10 horses Outside Study Area Capstone Farm	5556 Bell School Line Road
B14	Unoccupied	No livestock evident Outside Study Area	5063 Bell School Line
B15	Unoccupied	No livestock evident Small parcel size	5215 First Line
B16	Equine Operation	3 horses observed	5316 First Line
B17	Unoccupied	No livestock evident	3451 Tremaine Road North
B18	Unoccupied	No livestock evident	5072 First Line
B19	Unoccupied	No livestock evident	4379 Henderson Road



Barn #	Type	Observations	Location
		Small 'hobby' style barn Small parcel size	
B20	Beef based on desktop review.	No livestock observed. Small 'hobby' style barn.	5121 First Line
DB2	Derelict	Abandoned dwelling	No municipal address

5.2.2 Agricultural-related Uses

The PPS contains the following definition of agricultural-related uses:

“Agricultural-related uses: means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

No obvious agricultural-related uses were observed during the land use survey. Our review of OMAFA’s Agricultural Systems Portal together with ConnectON revealed that ‘Ontario Halal Meat Packers’ is situated at 5593 Regional Road 25. This business is situated within Secondary Study Area, but occurs within that portion that is identified as being within the existing settlement area boundary.

5.2.3 On-farm Diversified Uses

The PPS contains the following definition of on-farm diversified uses:

“On-farm diversified uses: means uses that are secondary to the principal *agricultural use* of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, uses that produce value-added agricultural products, and electricity generation facilities and transmission systems, and *energy storage systems*.”

The PPS further defines agri-tourism:

“Agri-tourism uses: means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.”

Some of the equine operations observed within the Study Area offer boarding, riding lessons, and camps.

5.2.4 Non-agricultural Uses

Numerous non-farm dwellings were observed within the non-urban designated portions of the



Secondary Study Area and are generally concentrated toward the southern portion of the Study Area along the First Line and south of Lower Baseline. The pattern of dwellings within these areas is linear and at a higher density reminiscent of so-called ‘strip development’.

Evident non-agricultural uses within the Study Area were noted during the land use survey and are summarized in *Table 4*. It is likely that a higher number of non-agricultural uses exist - confirming these uses by observation can be difficult. Like the observed non-farm related dwellings, these uses are generally concentrated toward the southern portion of the Study Area. The most consequential non-agricultural use is the Halton Waste Management Site and it is likely that the positioning of this site has driven the observed pattern of land use in the area.

Table 4 – Evident Non Agricultural Uses within the Study Area

Non-agricultural Use #	Type	Location
NA1	Aggregate Operation	3488 Tremaine Road North
NA2	Hydro One Transformer Station	3466 Tremaine Road North
NA3	Club Bekkars Kennels	3466 Burnhamthorpe Road West
NA4	Possibly a Contractor’s Yard	3220 Burnhamthorpe Road West
NA5	Palermo Patrol Yard	4034 Regional Road 25
NA6	AVEMA Formworks and Equipment Rental	4090 Regional Road 25
NA7	Pool and Landscape Supply	3535 Regional Road 25
NA8	Tee-zone Driving Range	4105 Regional Road 25
NA9	Hydro One Transformer Station	4145 Regional Road 25
NA10	Muslim Association of Milton	4269 Regional Road 25
NA11	Possibly a Contractor’s Yard	4504 Regional Road 25
NA12	Cemetery	2523 Lower Baseline
NA13	Halton Waste Site	5400 Regional Road 25
NA14	Town of Milton Civic Operations Centre	5670 Regional Road 25
NA15	VanBeek’s Landscape Supply	2410 Lower Base Line

5.3 Cropping

Owing to the time of year in which the land use survey was undertaken (early spring), describing the cropping pattern across the Study Area proved to be difficult. Generally, it can be described as a mix of corn, other cereal grains, soybeans, and forage crops such as hay interspersed with idle/fallow lands and natural heritage features.

5.4 Land Improvements

OMAF’s AgMaps were reviewed to obtain drainage mapping for the Study Area. Land



improvement in the form of tile drainage can be an indicator of the level of investment in agriculture within an area. As illustrated in *Figure 12*, very little land improvement in the form of tile drainage has been undertaken in the Study Area, which is somewhat unusual based on the nature of the clay soils in the area.

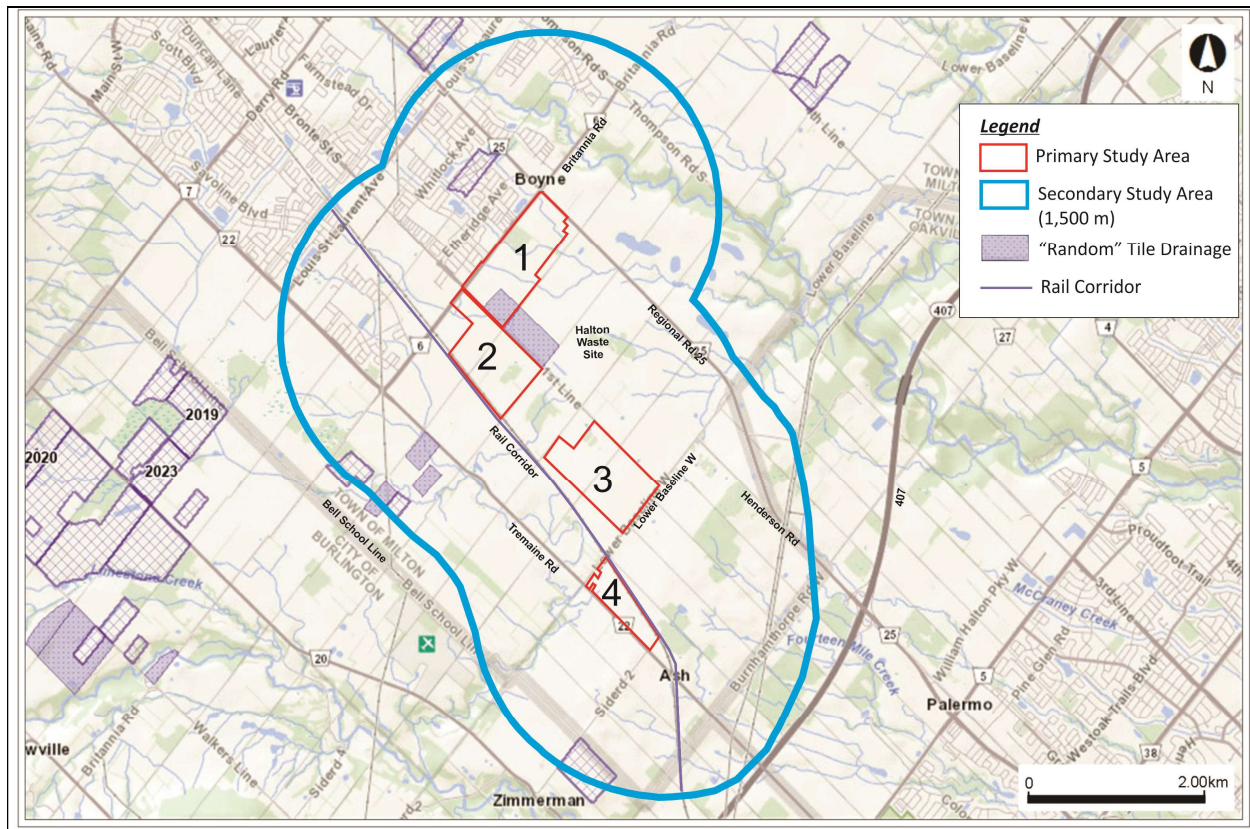


Figure 12 – Tile Drainage Mapping

5.5 Fragmentation

It is generally understood that the fragmentation of agricultural landscapes can negatively impact agricultural operations. It is accepted that large intact farm parcels have comparatively greater flexibility in the type and size of agricultural operations that can be viable in the face of changing market conditions than small farm parcels that may need to supplement their landholding by purchasing or renting multiple farm parcels, buying inputs from off-farm that may not otherwise be needed with a larger land base, or supplementing on-farm income with off-farm employment. Some forms of agriculture may be viable on smaller farm parcels, but this is arguably the exception rather than the rule. As an agricultural land base becomes fragmented, it is generally understood that the potential for land use compatibility conflicts between farm and non-farm uses may increase.

Figure 13 illustrates the pattern of parcel fabric within the Study Area. The subject lands and the



surrounding lands, bounded by Britannia Road to the north, Tremaine Road to the west, Regional Road 25 east, and Burnhamthorpe Road to the south may be best described as an 'island' of agricultural land surrounded by and interspersed with non-agricultural uses, both existing and planned for the future (*owing to the nature of the designated settlement area*). Parcel sizes range from < 1 ha (*single detached residential*) to > 40 ha. While fragmentation is evident, there are larger sized parcels that presumably accommodate a variety of agricultural uses although CCS suspects that, owing to the number of non-agricultural uses in the area, MDS II setbacks may be a constraint for the establishment of intensive livestock operations characterized by a high density of animals and structural setups geared toward high production.

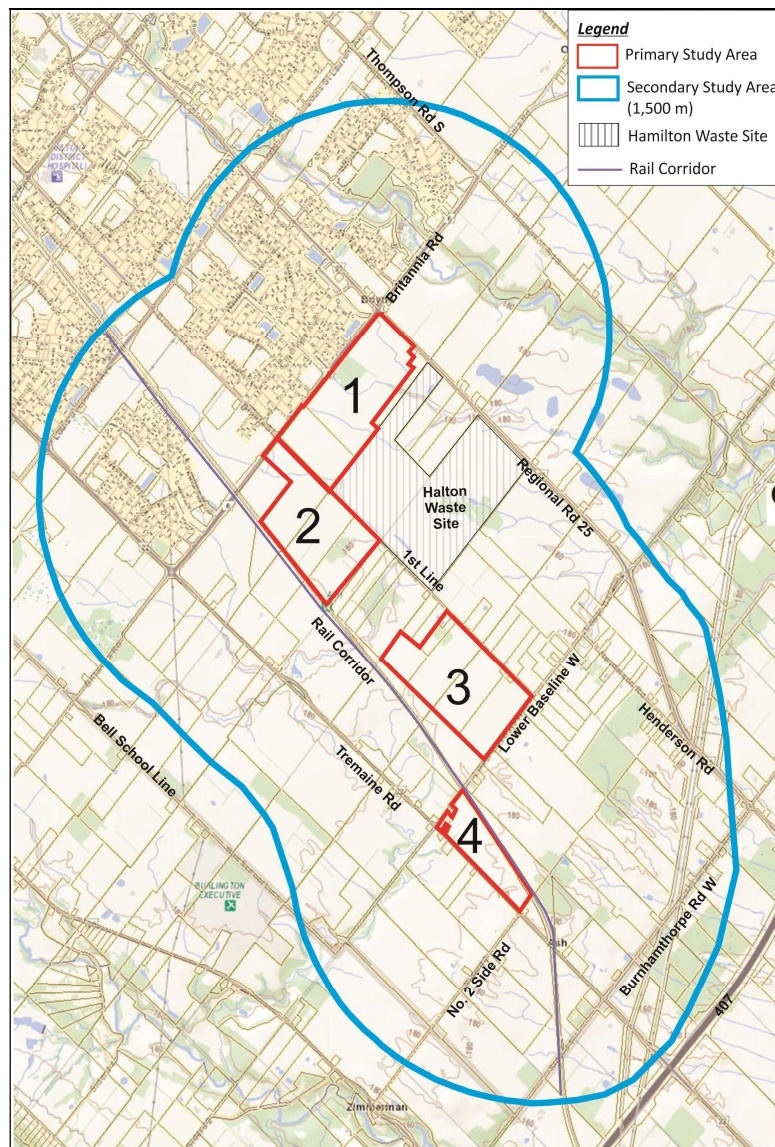


Figure 13 – Assessment Parcel Mapping



5.6 Minimum Distance Separation

5.6.1 Minimum Distance Separation Document

OMAFRA has established Minimum Distance Separation (MDS) as a land use planning tool to minimize complaints about odours from livestock operations. MDS calculations result in setbacks intended to separate livestock facilities, manure storages and/or anaerobic digesters and other land uses. The Minimum Distance Separation (MDS) Document, Publication 853 (2016) came into effect in 2017 and contains guidelines for the implementation of MDS. Two formulae are used in MDS calculations depending on the type of land use proposed: An MDS I formula determines setbacks between proposed new development and existing livestock facilities, manure storages and/or anaerobic digesters. An MDS II formula identifies setbacks between proposed new or altered livestock facilities, manure storages and/or anaerobic digesters and existing development.

As the proposal will involve a settlement area boundary extension, implementation of the MDS I formula is required. CCS used OMAFRA's web-based software 'AgriSuite' to calculate the required setbacks. The pertinent information necessary to calculate MDS I setbacks includes: the type of livestock housed by the livestock facility, the capacity of the facility (barn) housing the livestock, the type of manure storage, and the size of property. CCS left contact information and a brief note requesting agricultural information where the unoccupied nature of the livestock facility was unclear or where it was felt that the nature of the livestock facility warranted it. In the absence of direct information, CCS used air photos, roadside observations, and professional judgement to input information necessary to complete the MDS I calculations.

The following is a summary list of MDS guidelines relevant to the proposal:

- Guideline #1: Referencing MDS in Municipal Planning Documents
- Guideline #2: For What, and When is an MDS Setback Required?
- Guideline #3: For What, and When, is an MDS Setback Not Required?
- Guideline #6: Required Investigation Distances for MDS
- Guideline #10: MDS I Setbacks for Zoning By-law Amendments and Official Plan Amendments
- Guideline #12: Existing Uses that Do Not Conform to MDS
- Guideline #14: Uses Located on the Same Lot
- Guideline #16: Obtaining Required Information to Calculate MDS Setbacks
- Guideline #19: Cumulative Design Capacity of Livestock Facilities on a Lot
- Guideline #20: MDS Setbacks for Unoccupied Livestock Barns
- Guideline #34: Type B Land Uses (More Sensitive)
- Guideline #36: Non-Application of MDS within Settlement Areas
- Guideline #40: Measurement of MDS Setbacks for Development and Dwellings

5.6.2 Minimum Distance Separation Results



Photos of the livestock facilities observed within the Secondary Study Area are included as *Attachment E*. CCS's MDS calculations are included as *Attachment F*. *Figure 14* illustrates the MDS setbacks and associated arcs from the 10 barns within the Study Area for which MDS setbacks have been calculated.

Following consideration of MDS Guideline #12, #14 and #20, MDS setbacks were calculated for 10 barns (B2, B4, B7, B8, B9, B10, B15, B16, B18, B19, and B20). Of these barns, 8 were observed to be unoccupied. The setback distances generated through the calculations ranged from 419 m (1,374.6 ft) to 201 m (659.4 ft). The calculated MDS setbacks for Barns B8, B15 and B18 encroach onto the Phase 3 lands by nominal amounts - the setbacks for Barns B8 and B15 onto proposed Phase 3 Buildings 'J' and 'G' respectively as illustrated in *Figure 14*. This is discussed further in *Section 6.2.6*.

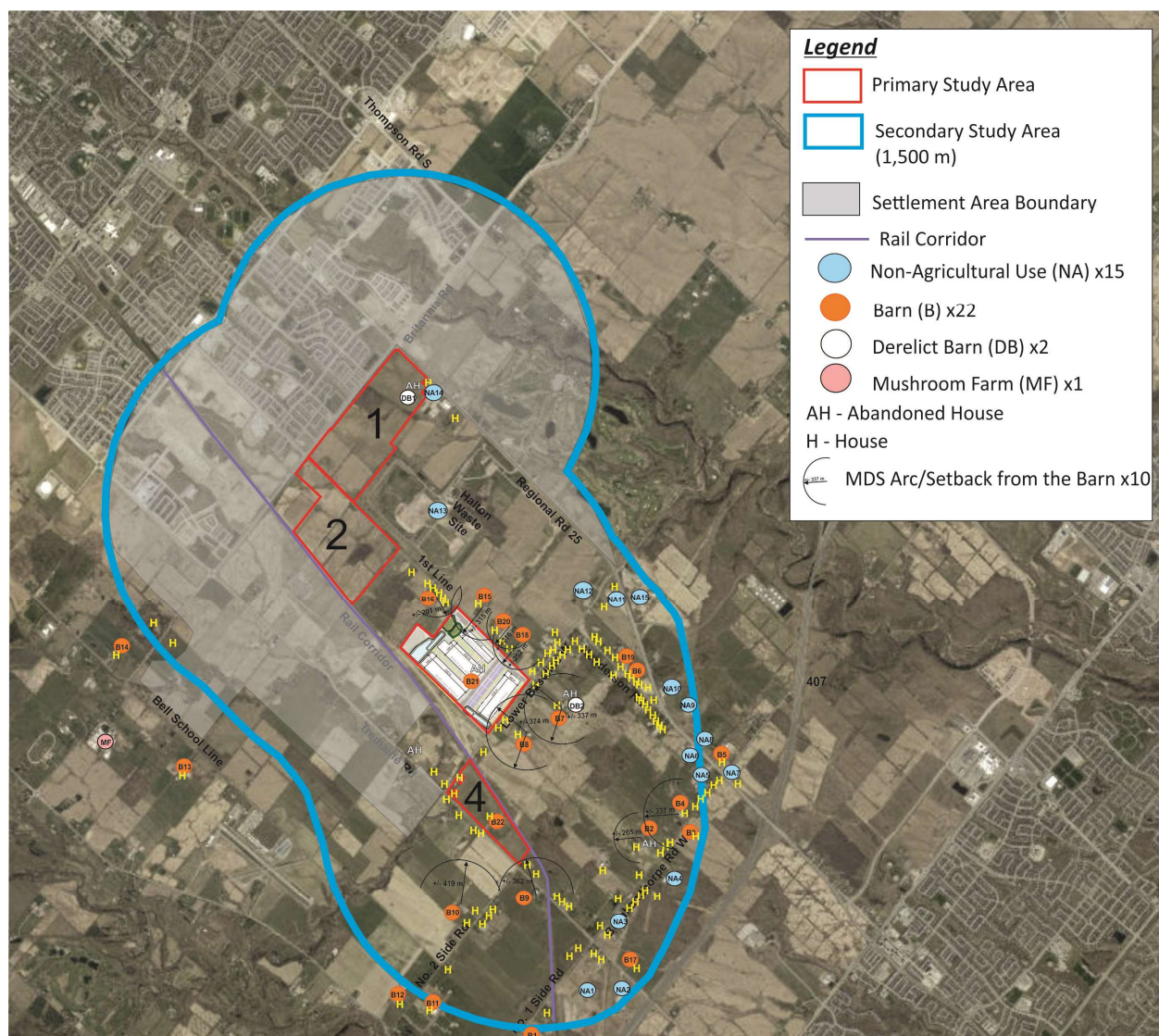


Figure 14 – MDS Map



6. ASSESSMENT OF IMPACTS ON AGRICULTURE

The proposal will have direct and indirect impacts on agriculture.

6.1 Direct Impacts

6.1.1 Loss of Agricultural Land

The subject lands have a land base of ± 590 ac. and are considered to be within a prime agricultural area. The proposal will remove these lands from the agricultural land base resulting in a direct loss of agricultural land. It is evident that the subject lands are, in large part, in agricultural production. It is recommended that the proposal be phased, if possible, so that agricultural production can continue for as long as possible within those Phases where development is not planned to occur immediately.

6.1.2 Loss of Agricultural Infrastructure

An area ± 21 ac in size comprising part of the Phase I, with randomly installed tile drainage will be impacted by the proposal. The development of Phases 3 and 4 will result in a loss of existing agricultural infrastructure on these lands including infrastructure associated with a functioning agricultural operation on Phase 4 (*Figure 15*). It is recommended that proposal be phased, if possible, with the development of Phase 4 last. It is also recommended that any agricultural infrastructure on Phases 3 and 4 be left in place until development is slated to occur.



Figure 15 – Phase 4 Lands and Existing Farm (Claddagh Stables).



6.2 Indirect Impacts

6.2.1 Drainage

Grading will be required for the proposal and altered grades can impact current run-off patterns potentially affecting adjacent agricultural lands. It is recommended that a qualified professional prepare a Grading Plan and Stormwater Management Plan that is satisfactory to applicable approval authorities and implemented as necessary through available approval mechanisms.

6.2.2 Hydrogeology

The proposal has the potential to negatively impact water sources in the area, be it wells for farm dwellings, irrigation ponds, and/or farm ponds or other water sources for livestock watering. It is recommended that a qualified professional prepare a Hydrogeological Study that is satisfactory to applicable approval authorities and implemented as necessary through available approval mechanisms.

6.2.3 Land Use Compatibility

Noise, dust, and light pollution can negatively impact agricultural operations. Noise can negatively impact certain types of agricultural operations, for example, by causing stress, lower yields/production, and changes in animal behavior. Dust can negatively impact farm workers and animals. Agricultural operations that are sensitive to light pollution include those that are reliant on specific photo periods (*day/night cycles*). For example, it is understood that chickens are highly sensitive to lighting cycles for egg production. It is recommended that noise, dust, and light be controlled (*for example, through the use of 'full cutoff' lighting*) and monitored in compliance with applicable law.

The subject lands are in close proximity to Milton and other urban centers. In this environment, dog walking, recreational use including hiking and off-road vehicle use, and illegal dumping are common forms of trespass. While no direct evidence of trespassing was observed by CCS, waste was observed in roadside ditches with debris blown into fields. It is recommended that fencing be installed around the periphery of the subject lands.

6.2.4 Transportation/Traffic Impacts

CCS observed signage in the Study Area reminding drivers of an active farming area (*Figure 16*). The proposal has a potential to result in a considerable increase in traffic area. During planting and harvest seasons in agricultural areas, there can be a notable increase in the presence of large tractors and agricultural equipment as farmers move between fields and farms to manage their land and cultivate crops. The planting season typically occurs in the spring, from April to May, while the harvest season generally spans from October to December. As part of their transportation requirements, farmers



rely on local and arterial roads to travel between fields and farm buildings/structures, both day and night. It is recommended that a qualified professional prepare a Traffic Study that is satisfactory to applicable approval authorities, that the Study include an analysis impacts to agricultural operations, and that it be implemented as necessary through available approval mechanisms. For example, it is recommended that farm entrances be identified and any construction occurring as part of the development of Phases 1-4 maintain access to these entrances. It is recommended that the installation of additional signage (e.g. 'Active Farming Area – Share the Road') along designated haul routes be considered.



Figure 16 – Sign observed within the Study Area reminding drivers to be cognizant of slow moving vehicles within an active farming area.

6.2.5 Edge Planning

The Guidance Document references 'Edge Planning', which is essentially a suite of tools to 'soften' the hard edge between agricultural and non-agricultural uses. Owing to the nature of existing land uses, the Phase 3 and 4 lands appear to have the greatest potential to impact adjacent agricultural operations. Buffers are areas of land separating adjacent land uses to improve compatibility between these uses. Simple, vegetative screens may be suitable for low impact situations, while a buffer incorporating berms, fencing and plantings may be more appropriate in this situation. The goal is to enable agricultural uses and non-agricultural uses to co-exist under acceptable conditions. It is recommended that site planning and/or the proposed build out for Phase 3 and 4 incorporate vegetative buffers of adequate width to provide separation between the proposed development and farmland.



6.2.6 Minimum Distance Separation

The calculated MDS setbacks for Barns B8, B15 and B18 encroach onto the Phase 3 lands by nominal amounts - the setbacks for Barns B8 and B15 onto proposed Phase 3 Buildings 'J' and 'G' respectively as illustrated in *Figure 14*. It is recommended that the MDS inputs for Barns B8 and B15 be confirmed by each owner and that the setbacks be recalculated for these barns, which may potentially result in reduced setbacks pending further analysis. Site planning and/or the proposed build out for Phase 3 may need to be adjusted to situate buildings beyond MDS setback distances.

6.2.7 Socio-economic Impacts

The federally approved Milton Logistics Hub (operated by CN) is being constructed as an intermodal facility where shipping containers will be transferred between trains and trucks to support the efficient movement of goods across Southern Ontario and Canada – approval of this facility is indicative of its economic importance locally, regionally, provincially, and nationally. The proposal will create a cluster of warehouses/distribution centres abutting (*or in the case of the Phase 1 lands in very close proximity*) to the Logistics Hub – development that follows from the approval of the Logistics Hub. The conversion of agricultural land to a non-agricultural use can negatively impact local and regional economies through, for example, a reduction in the production of commodities such as grains, oilseeds, and livestock. It is understood that the farmers cropping the subject lands are doing so on a tenant basis. It is recommended that the proposal be phased, if possible, so that agricultural production can continue for as long as possible within those phases where development is not planned to occur immediately.

6.2.8 Cumulative Impacts

Prime agricultural areas are intended to be areas where all types, sizes and intensities of agricultural uses are promoted and protected. This ensures that prime agricultural areas are locations where agricultural operations can thrive with limited impairment or inconvenience. As has been noted in Section 5.3.7, the subject lands and the surrounding lands, bounded by Britannia Road to the North, Tremaine Road to the west, Regional Road 25 to the east, and Burnhamthorpe Road to the south may best be described as an 'island' of agricultural land surrounded by and interspersed with non-agricultural uses, both existing and planned for the future (*owing to the nature of the designated settlement area*). CCS suggests that the outlook for these lands to support significant agricultural investment has generally been diminished over time through fragmentation and non-agricultural uses. The proposal will contribute a further non-agricultural use to the area.

7. SUMMARY OF RECOMMENDATIONS

The following is a summary of recommendations from *Section 6* of this AIA:

- 1) It is recommended that the proposal be phased, if possible, so that agricultural production can



continue for as long as possible within those Phases where development is not planned to occur immediately. As part of this phasing approach, it is recommended that the development of Phase 4 occur last. This will help mitigate impacts on tenant farmers.

- 2) It is recommended that any agricultural infrastructure on Phases 3 and 4 be left in place until development is slated to occur. This will ensure that existing agricultural infrastructure remains in place until the development of these Phases is definite.
- 3) It is recommended that a qualified professional prepare a Grading Plan and Stormwater Management Plan that is satisfactory to applicable approval authorities and implemented as necessary through available approval mechanisms. This is intended to mitigate potential indirect impacts associated with changes in grade and potential of drainage issues associated with run-off, sedimentation and/or erosion.
- 4) It is recommended that a qualified professional prepare a Hydrogeological Study that is satisfactory to applicable approval authorities and implemented as necessary through available approval mechanisms. This is intended to mitigate potential impacts on water sources.
- 5) It is recommended that noise, dust, and light be controlled (*for example, through the use of 'full cutoff' lighting*) and monitored in compliance with applicable law. This is intended to mitigate potential impacts from these elements.
- 6) It is recommended that fencing be installed around the periphery of the subject lands as a measure to avoid potential compatibility conflicts.
- 7) It is recommended that a qualified professional prepare a Traffic Study that is satisfactory to applicable approval authorities, that the Study include analysis impacts to agricultural operations, and that it be implemented as necessary through available approval mechanisms. This is intended to understand and mitigate potential impacts associated with increased traffic through an agricultural lens.
- 8) It is recommended that the installation of additional signage (*e.g. 'Active Farming Area – Share the Road'*) along designated haul routes be considered. This is also intended to mitigate impacts associated with increased traffic and is becoming an increasingly common form of signage in rural areas.
- 9) It is recommended that site planning and/or the proposed build out for Phase 3 and 4 incorporate vegetative buffers of adequate width to provide separation between the proposed development and farmland. This is intended to soften the edges associated with Phase 3 and 4 in an effort to mitigate potential compatibility conflicts- this measure is scoped to these Phases owing to context of land uses.



- 10) It is recommended that the MDS inputs for Barns B8 and B15 be confirmed by each owner and that the setbacks be recalculated for these barns, which may potentially result in reduced setbacks pending further analysis. Site planning and/or the proposed build out for Phase 3 may need to be adjusted to situate buildings beyond MDS setback distances.

8. CONCLUSION

CCS has been retained by Tribal Development Management Services Inc. (*doing business as "Matthews"*) to prepare an Agricultural Impact Assessment (AIA) of a proposal involving a settlement boundary extension, a redesignation, and a rezoning which would have the effect of formalizing planning permissions for transportation logistics facilities abutting and adjacent to CN's Milton Logistics Hub. CCS's objective in conducting this AIA was to assess the potential impacts of the proposed non-agricultural use on the agricultural system, to address considerations related to avoidance, and to recommend ways to minimize and mitigate potential adverse impacts. In summary, our key findings and conclusions are:

- The proposal will result in a direct loss of agricultural land.
- The nature of the proposal is such that Matthews has not put forward alternative locations – the proposed development is uniquely situated to capitalize on synergies of proximity between it and the federally approved Milton Logistics Hub under construction by CN. As is noted in *Section 5* of this AIA, the subject lands and the surrounding lands, bounded by Britannia Road to the north, Tremaine Road to the west, Regional Road 25 to the east, and Burnhamthorpe Road to the south may be best described as an 'island' of agricultural land surrounded by and interspersed with non-agricultural uses, both existing and planned for the future (*owing to the nature of the existing settlement area boundary*). With respect to the consideration of reasonable alternatives, our findings detailed in *Section 5* of this AIA, identify that, while the subject lands have excellent to moderately excellent soils for agriculture, they are a largely isolated pocket of agricultural land of lower priority owing to the nature of current and future land use (*agricultural vs. non-agricultural*) and degree of fragmentation – factors that may attribute to the presence (*or rather lack thereof*) of significant capital investment in agricultural infrastructure and agricultural services in the Study Area.
- CCS suggests that the outlook for these lands to support significant agricultural investment has generally been diminished over time through fragmentation and non-agricultural uses. The proposal will contribute a further non-agricultural use to the area.
- Mitigation has been recommended to assist in mitigating direct and indirect impacts associated with the proposal.



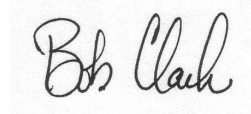
Respectfully submitted,

Prepared by:



Bryce Sharpe, M.Sc. (Planning), B.Sc. (Hons.), Articling
Agrologist (A. Ag), MCIP, RPP
Senior Planner

Reviewed and Acknowledged by:



Bob Clark, P.Eng., P.Ag., MCIP, RPP, OLE
Principal Planner

FIGURES (ILLUSTRATED WITHIN THE REPORT)

Figure 1 – Subject Lands
Figure 2 – Study Area
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Figure 4 – Lower-tier Municipal Official Plan Overview
Figure 5 – Zoning Overview
Figure 6 – Phase 1, Mapped Soils
Figure 7 – Phase 2, Mapped Soils
Figure 8 – Phase 3, Mapped Soils
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Figure 10 – Area with Mapped Jeddo Clay Loam (Class 3^{DW}) Soils.
Figure 11 – Overview of Land Use within the Study Area
Figure 12 – Tile Drainage Mapping
Figure 13 – Assessment Parcel Mapping
Figure 14 – MDS Map
Figure 15 - Phase 4 Lands and Existing Farm (Claddagh Stables).
Figure 16 – Sign in Study Area: Active Farming

TABLES (ILLUSTRATED WITHIN THE REPORT)

Table 1 – Summary of Proposal
Table 2 – Summary of Evident Livestock Facilities Observed on the Subject Lands
Table 3 – Summary of Evident Livestock Facilities Observed within the Non-urban Designated Portions of the
Secondary Study Area
Table 4 – Evident Non Agricultural Uses within the Study Area

ATTACHMENTS

Attachment A – Curriculum Vitae – Robert K. (Bob) Clark
Attachment B – Curriculum Vitae – Bryce E. Sharpe
Attachment C – EXP Services Inc. Borehole Locations and CCS Test Pit Locations
Attachment D – Test Pit Photos
Attachment E – Livestock Facilities Observed within the Secondary Study Area
Attachment F – MDS Calculations



ATTACHMENT A
Curriculum Vitae - Robert K. (Bob) Clark

*Mr. Clark has no perceived or actual conflicts of interest in managing and overseeing this
Agricultural Impact and Viability Assessment
Mr. Clark maintains membership in good standing with the Ontario Professional Planners Institute
(OPPI) and Ontario Institute of Agrologists (P.Ag.).*





Education

1972

Master of Science,
Resource Development and
Resource Economics,
University of Guelph

1970

Bachelor of Science (Eng.)
Water Resources Engineering,
University of Guelph

ROBERT K. CLARK

Bob's career in the field of planning spans 46 years. He approaches each project with creativity and a strong intent to meet and exceed the client's expectations. The Planning Field is changing rapidly to address the changing needs of our communities. While financial viability remains an important consideration in all projects, increasingly, sustainability, impact on the environment, the health of the community and the individual are key aspects of successful projects. Clark Consulting Services was created to give Bob the freedom to take on projects that he found interesting and challenging as well as work in an atmosphere guided by the principles of honesty and integrity.

Professional Qualifications and Associations

Canadian Institute of Planners (MCIP)
Ontario Professional Planning Institute (RPP)
Ontario Institute of Agrologists (P.Ag.)
Professional Engineers of Ontario (P.Eng.)
Association of Ontario Land Economists

Professional Background

1994-Present – Clark Consulting Services
Principal Planner, President

Expert Testimony

Qualified by the OMB to give expert testimony in the fields of:

- Land Use Planning
- Agricultural Land Evaluation
- Municipal Finance
- Land Economics
- Environmental Impact Assessment

CONTACT



T 905-885-8023
bob@clarkcs.com
www.clarkcs.com

CURRICULUM VITAE

Selected Experience

Agricultural Land Assessments/Analysis (Project Manager and Senior Professional Agrologist/Pedologist on all projects)

- Agricultural Lands Review, United Counties of Stormont, Dundas and Glengarry
- City of Kingston - Agricultural Study
- Stormont Dundas and Glengarry: Review of Prime Agricultural Area for Official Plan Update
- Capital Region Resource Recovery Centre, Agricultural Land Assessment (as part of Environmental Assessment) Russell and Boundary Road Sites
- Vale Agricultural Land Assessment Prince Edward County
- Dafoe Agricultural Assessment, City of Quinte West
- Desjardine, Agricultural Assessment, Township of Elizabethtown Kitley
- Sills Agricultural Assessment, City of Quinte West
- Lafleche Agricultural Assessment, Stormont, Dundas and Glengarry
- McQuillan Land Assessment, Haldimand Township
- Pepper/Hamilton Township
- Espie Agricultural Assessment Beckwith Township
- White Tail Golf Course Agricultural Assessment and Professional Evidence OMB
- Wesleyville Land Assembly, Municipality of Port Hope
- Baulch Road Land Review, Municipality of Port Hope
- Midtown Corridor Hamilton Township Land Evaluation
- Cavan Millbrook North Monaghan OP Prime Agricultural Land Evaluation
- Hamilton Township OP Prime Agricultural Land Evaluation
- Frontenac Islands OP Prime Agricultural Land Evaluation
- Campbellford Seymour Agricultural Land Evaluation
- Sidney Township OP Agricultural Land Evaluation
- South Fredricksburgh OP Agricultural Land Evaluation
- Agricultural Land Use Analysis, Former Township of Hope

Agricultural Impact Assessment

- Fenelon Falls Baptist Church
- Cation Ag Impact Assessment
- Brown Planning Justification including Agricultural Impact Assessment
- May Agricultural Assessment
- Peer Review of Agricultural Viability for planning applications, City of Oshawa
- White Tail Golf Course, City of Kawartha Lakes
- Snug Harbour, City of Kawartha Lakes
- Murray Hills Subdivision former Murray Township

Contact



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CURRICULUM VITAE

Agricultural Land Assessments for Solar Installations

-Agricultural Land Capability Assessment for Potential Solar Farm Installations to meet requirements of OPA FIT Program, (over 340 projects to date)

Environmental Assessment

-Public Works Garage, Class EA, Town of Gananoque,
-Wilson Island Bridge (Socio-economic Assessment), County of Northumberland,
Environmental Impact Assessment, private owners including Michael Lash, Eithery/Buttery Lands, Vanden Hoek site; Three Strand Development Group – Communal Sewage System.

Environmental Impact Study/Statement

Based on experience and training as a water resource engineer and pedologist, Mr. Clark has prepared Environmental Impact Studies/Statements for situations in which the primary issues relate to site grading, drainage and building location. Examples include:

- Lash Cottage addition (minor variance)
- Hog Island EIS (consent application)
- Eberle Farm lot creation ORMCP

Official Plans, Official Plan Updates and Amendments

Township of Cavan-Millbrook-North Monaghan, Township of Haldimand, Township of Hamilton, Township of Smith, Township of Lochiel, Township of Charlottenburgh, Town of Brighton, Township of Burleigh and Anstruther, Township of Sidney, Township of Frontenac Islands, Township of Hope, Town of Gananoque.

Secondary Plans

Fraserville Secondary Plan - Township of Cavan- Millbrook-North Monaghan; South Sidney Secondary Plan, Township of Sidney; Alcan District Area Study - City of Kingston; Shasta Secondary Plan - Town of Westminister, Baltimore-Creighton Heights Community Plan, Township of Hamilton, Southwest Industrial Sector Plan, Township of Hamilton, Jackson Creek West Secondary Plan, City of Peterborough.

Growth Strategy Studies

Township of Hamilton, Township of Manvers, Town of Cobourg/Township of Hamilton, Village of Stirling, Village of Cochrane, Township of Smith.

Development Charges Studies

Township of Murray, Township of Hamilton, Township of Smith, Township of Manvers, Town of Brighton, Township of Alnwick, Township of Haldimand, Township of Somerville, Township of Woodville, Townships of Anson, Hindon, Minden, Village of Omemee, Township of Galway, Cavendish & Harvey, Township of Fenelon, Township of Verulam, Township of Emily, Township of Eldon, Village of Fenelon Falls, Township of Smith-Ennismore, Township of Cavan-Millbrook-North Monaghan, Village of Bobcaygeon, Township of Brighton, Township of Centre Hastings, Town of Greater Napanee, County of Victoria, Township of Cramahe, Municipality of Campbellford/Seymour, Village

Contact



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CURRICULUM VITAE

of Colborne, City of Kawartha Lakes, The Township of Frontenac Islands, The Township of Alnwick/Haldimand, Municipality of Trent Hills, Township of Rideau Lakes, Township of Asphodel Norwood, County of Peterborough, Municipality of Trent Lakes.

Municipal Financial Impact Assessments

Sandy Point Recreation Development, Harvey Township, Reference Plan Development, Cavan Township, Township of Manvers, Township of North Monaghan.

Zoning By-laws/By-law Amendments

Township of Cavan-Millbrook-North Monaghan; Township of Frontenac Islands; Township of Percy, Township of Alnwick, Town of Campbellford, Town of Brighton, Village of Madoc, Town of Picton

Aggregate Resource Planning

Review of Aggregate Potential for Official Plans and Zoning By-laws

Howe Island Gravel Pit – review of proposal; prepare report to Council with planning documents; provide professional opinion evidence at OMB Hearing; Stonescape II Quarry Appeal – review of proposed quarry, preparation of planning review, attendance at OMB Hearing; Codrington Pit Proposal – review of proposed pit, advice to adjacent land owner, monitor approvals

Official Plans, Official Plan Updates and Amendments

Township of Cavan-Millbrook-North Monaghan, Township of Haldimand, Township of Hamilton, Township of Smith, Township of Lochiel, Township of Charlottenburgh, Town of Brighton, Township of Burleigh and Anstruther, Township of Sidney, Township of Frontenac Islands, Township of Hope, Town of Gananoque.

Recent Renewable Energy Projects

Planning Approvals, Wolfe Island Wind Farm, Township of Frontenac Islands; Gas fired Peaking Plant Location study; Epcor, Skypower; Solar Farm; Algonquin Power. – Wind Farm

Watershed Plans

South Sidney Watershed, Lower Trent Region Conservation Authority; Storm Water Management Plan, Town of Delhi; Oshawa Creek Watershed Master Plan, City of Oshawa.

Waterfront Studies

Town of Deseronto, Town of Deep River, City of Kingston.

Tourism Development Studies

Ministry of Industry and Tourism, Tourism Development Strategy Trenton Cornwall and Renfrew

- Kingston Zones, County of Northumberland Tourism Planning Study.

Contact



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CURRICULUM VITAE

Socio-Economic Assessments

TransCanada Pipelines Transco Project, Brampton to Burlington Gas Pipeline, TransCanada Pipelines, Eldorado Nuclear Hexafluoride Refinery, Hope Township site, Wilson Island Bridge, County of Northumberland, Three Strand-Communal Sewage System EA.

Recreational Studies

Riverwalk-Minden, Georgian Trail, Township of Collingwood, Recreation Master Plan, Township of Cavan, Beavermead Park Redevelopment Plan, City of Peterborough,; Rail Corridor Study, County of Victoria; Pangman Conservation Area Master Plan, Lake Simcoe Region Tourism Study, ESI - Sir Sandford Fleming College, provided Social-Economic Impact Assessment for the Millennium Trail Master Plan, County of Prince Edward.

Advisory Services including Planning Appraisals

Township of Cavan-Millbrook-North Monaghan; Township of Frontenac Islands; Township of North Monaghan, Township of Smith, Township of Burleigh and Anstruther, Municipality of Sherbourne McClintock and Livingstone, Township of Stanhope, Township of Lutterworth, Township of Hope, Township of Hamilton, Township of Alnwick, Township of Percy, Township of Seymour, Town of Campbellford, Town of Gananoque, Village of Hastings, Township of Haldimand, Municipality of Trent Hills, County of Prince Edward

Industrial Development Studies

City Owned Industrial Land Study, City of Kingston; Lucas Point, Town of Cobourg, Township of Charlottenburgh, Town of Brighton, Great Lakes Deep Water Port Industrial Site Development Plan, Township of Hallowell; Draft Plan of Subdivision; Cataraqui Business Park, City of Kingston.

Economic Development Studies

Accommodation Evaluation, Township of Asphodel-Norwood; South Dundas Economic Development Study, South Dundas Economic Development Commission, Almonte Economic Development Study, Town of Almonte and Township of Ramsay; Best Use Study, Douro-Dummer Township.

Housing Policy Statements

Town of Cobourg.

Solid Waste Management Studies

County of Haliburton, Township of Hallowell, County of Northumberland, Seymour Township, National Capital Region, Lanark County, Snow Disposal Study, National Capital Region.

Private Development/Projects

Assist developers in the design and approval of both residential and industrial/commercial projects. References available upon request.

Contact



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www.clarkcs.com

CURRICULUM VITAE

Recent OMB Cases

OMB Case No. PL090057 Lash
OMB Case No. PL100622 – Reynolds
OMB Case No. PL101329 – White Tail
OMB Case No. PL100904 – Stonescape
OMB Case No. PL090838 - Sepa
OMB Case No. PL09841 - Bremer
OMB Case No. PL100475 - McDonald
OMB Case No. PL050584 – City of Ottawa
OMB Case No. PL031324 – City of Ottawa
OMB Case No. PL080239 – City of Ottawa
OMB Case No. PL080373 – City of Ottawa
OMB Case No. PL070728 - Carter
OMB Case No. PL090147 – Semler
OMB Case No. PL1000711 – Mound Brighton
OMB Case No. PL011198 – City of Kingston, Alfred Street
OMB Case No. PL030524 – City of Kingston
OMB Case No. PL110520 - City of Niagara Falls
OMB Case No. PL130785 – Township of McNab/Braeside
OMB Case No. PL141138 – Evans
LPAT Case No. PL 150192 – Municipality of Brighton
LPAT Case No. PL160588 – Municipality of Trent Hills
OMB Case No. PL170008 – Township of Brock
OMB Case No. PL170878 – Burl's Creek
LPAT Case No. PL171446 & PL 180385 – Municipality of Brighton
LPAT Case No. PL170178 – Municipality of Clarington

Contact



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CURRICULUM VITAE

ATTACHMENT B
Curriculum Vitae – Bryce E. Sharpe

*Mr. Sharpe has no perceived or actual conflicts of interest in preparing
this Agricultural Impact and Viability Assessment.*

*Mr. Sharpe maintains membership in good standing with the Ontario Professional Planners Institute
(OPPI)*



PROFESSIONAL EXPERIENCE

Clark Consulting Services, Port Hope, ON

September 2025 – Present

Clark Consulting Services (CCS) is a leading provider of planning and design services to public and private sectors in Ontario since 1994 and is well known for specialization in rural and agricultural land use planning.

Senior Planner (Permanent Full-time)

Reporting to the President and Principal Planner, my core work involves the delivery of professional guidance to existing and prospective clients regarding land use proposals subject to Ontario's land use planning framework with a strong emphasis on rural and agricultural land use planning. The position requires a working knowledge of statutory planning/development review functions from start to finish under the *Planning Act*, including: proposal review, pre-consultation, application submission, site inspections, analysis and evaluation, completion of Planning Justification Reports (PJRs), Agricultural Impact Assessments (AIAs), Minimum Distance Separation (MDS) Calculations and Reports, presentations, and the provision of sound land use planning advice, recommendations, and evidence.

Township of Muskoka Lakes, Port Carling, ON

December 2015 – September 2025

One of six Area Municipalities in the District Municipality of Muskoka, the Township of Muskoka Lakes includes the local urban centres of Port Carling and Bala, small communities, rural areas, and thousands of waterfront properties. Encompassing three of the largest lakes in Muskoka, the Township has one of the busiest lower-tier municipal planning offices in the District.

Manager of Planning (Permanent Full-time)

Reporting to the Director of Development Services and Environmental Sustainability, my core work involved overseeing the operations of the Planning Division, including daily supervision and long-term management of an 8-person team processing a high volume of complex planning applications in accordance with legislative requirements. Responsibilities included:

- Active research and application of provincial policy, upper and lower-tier official plan policies, and municipal by-laws to ensure that development and land use proposals proceeded in accordance with good planning practices and policies.
- Gather, prepare and report on all relevant information with respect to giving evidence at Ontario Land Tribunal (OLT) hearings or in Court (with respect to Planning Act violations), including providing witness statements, sworn affidavits, and qualified opinion evidence.
- Oversee most OLT negotiations/settlement discussions, requiring close and effective working relationships with legal counsel and confidentiality, including closed session meetings with elected officials.
- Regular contact with elected officials, requiring tact and political acuity.
- Review of the Township's Zoning By-law and Official Plan with respect to improving objectives, workability, and enforceability of the documents and oversee the legislated process required to amend these documents.

Bryce E. Sharpe, MCIP, RPP

28 Forest Street, Parry Sound, ON, P2A 2P9
(705) 641-1440 | bryce.edward.sharpe@gmail.com

Curriculum Vitae

- Provide sign-off approval of a large volume of planning reports prepared by junior staff across most Planning Act application types.
- Support junior staff to navigate complex issues and questions.
- Coordinate with upper-tier municipal staff to creatively address matters that cross jurisdictions.
- Effectively represent the Township in meetings with stakeholders, including government agencies, community groups, various businesses, professional and regulatory organizations, property owners, developers, contractors, and the public.
- Undertake corporate policy functions (e.g. climate change initiatives).
- Coordination with the Township's Chief Building Official (CBO) and Chief Municipal By-Law Officer.

Planner I and Planner II (Permanent Full-time)

Summary:

Reporting to the Manager of Planning, I was progressively promoted from Planner I to Planner II (Senior Planner) in August 2019 and my core work involved the completion of statutory and assigned planning/development review functions from start to finish under the *Planning Act*, including: pre-consultation, review of applications, preparation of public notices, site inspections, analysis and evaluation, report writing, presentations, and the provision of sound land use planning advice, recommendations, and evidence. The Planner II position involved elements of supervision and management, including scheduling and coordination of project management, hiring, and performance evaluation. It also involved input into the review of various policy initiatives and legislative updates, regular meetings with a cross-section of participants, and by-law enforcement.

Niagara Escarpment Commission, Georgetown, ON

July 2015 – December 2015

An agency of Ontario's Ministry of Natural Resources and Forestry, the Niagara Escarpment Commission works to preserve the Niagara Escarpment – a vital corridor of green space protected by Canada's first large-scale environmental land use plan.

Community Planner I / Junior Planner (Contract)

Summary:

Reporting to the Manager of Development Planning and spanning the area from Niagara Region northwest to Dufferin County, I performed statutory and assigned planning/development review functions from start to finish under the *Niagara Escarpment Planning and Development Act*.

Bryce E. Sharpe, MCIP, RPP

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(705) 641-1440 | bryce.edward.sharpe@gmail.com

Curriculum Vitae

University of Guelph, Guelph, ON

September 2013 – July 2015

The School of Environmental Design and Rural Development is internationally recognized for its high-quality graduate program in planning.

Graduate Research Assistant (Contract)

Summary:

Reporting to Dr. Wayne Caldwell, and working as part of a national research team, I undertook case studies of Niagara Region and Huron County to improve agricultural land use planning policy frameworks across Canada.

YESAB, Watson Lake, YT

May 2012 – June 2013

The Yukon Environmental and Socio-Economic Assessment Board (YESAB) is an independent body that reviews development applications and provides planning advice to government decision bodies.

Assessment Officer (Permanent Full-time)

Summary:

Reporting to the Manager of the Designated Office for the Southeast Yukon Assessment District, which includes shared borders with the Province of British Columbia and the Northwest Territories, I performed statutory and assigned planning/development review functions from start to finish under the *Yukon Environmental and Socio-Economic Assessment Act*, including preparation of detailed technical staff reports with independent evaluations and recommendations for consideration by decision bodies (federal, territorial, First Nations, and municipal governments).

Parks Canada, Ontario Waterway Unit, Peterborough, ON

June 2010 – May 2012

The Ontario Waterway Unit manages the Trent-Severn Waterway National Historic Site of Canada, an integrated system of rivers and lakes spanning 386 km from Lake Ontario to Georgian Bay, including portions of the Severn River in the Township of Muskoka Lakes.

Environmental Assessment Officer (Contract)

Summary:

Reporting to the Manager of Resource Conservation, I was progressively promoted from Planning Intern to perform statutory and assigned planning/development review functions from start to finish under the *Canadian Environmental Assessment Act*, including preparation of detailed technical reports with independent evaluations and recommendations for consideration by the Superintendent. Other assigned duties included coordination with key external contacts/partners

Bryce E. Sharpe, MCIP, RPP

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(705) 641-1440 | bryce.edward.sharpe@gmail.com

Curriculum Vitae

(e.g. Fisheries and Oceans Canada) to develop options for compliance with federal legislation, regulations, and land use policy.

Parks Canada, Ontario Waterway Unit, Peterborough, ON ***March 2010 – June 2010***

Planning Intern (Contract)

Summary:

Reporting to the Waterway Heritage Planner, I prepared a report with recommendations to improve environmental management across the Trent-Severn watersheds with a focus on planning policies at – and coordination between – municipal, provincial, and federal governments. I conducted meetings, delivered presentations, co-facilitated workshops, and briefed a network of inter-governmental planners, including a number of planners from Muskoka.

EDUCATION

University of Guelph, Guelph, ON

September 2013 – October 2015

- M.Sc., Planning.
- Thesis Title: Farm Parcel Creation – A Comparison of Policy and an Examination of Adaptation and Perspectives on Small Acreage Mennonite Farms.

Trent University, Peterborough, ON

September 2005 – April 2009

- B.Sc. (Hons.), Environmental and Resource Science.

Fleming College, Peterborough, ON

September 2003 – April 2005

- Diploma, General Business.

PEER-REVIEWED PUBLICATIONS

- Sharpe, B.E. and Caldwell, W.J., (2015). The Cart Before the Horse: Policy Perspectives on Farm Parcel Creation on Mennonite Farms. Plan Canada, Winter, 36-42.

AWARDS AND ACCOMPLISHMENTS

Canadian Institute of Planners (CIP)

2016

- Plan Canada Feature Article of the Year recipient.

Niagara Escarpment Commission

2015

- Appreciation in Motion (AIM) Employee Recognition Program recipient. Nominated by peers and management in the category of inspiration for 'going the extra mile'.

Bryce E. Sharpe, MCIP, RPP

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Curriculum Vitae

University of Guelph

2013 - 2015

- Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Highly Qualified Personnel (HQP) Graduate Scholarship recipient.
- Arthur D. Latornell Graduate Scholarship recipient.
- President's and Dean's Honours.

Trent University

2009

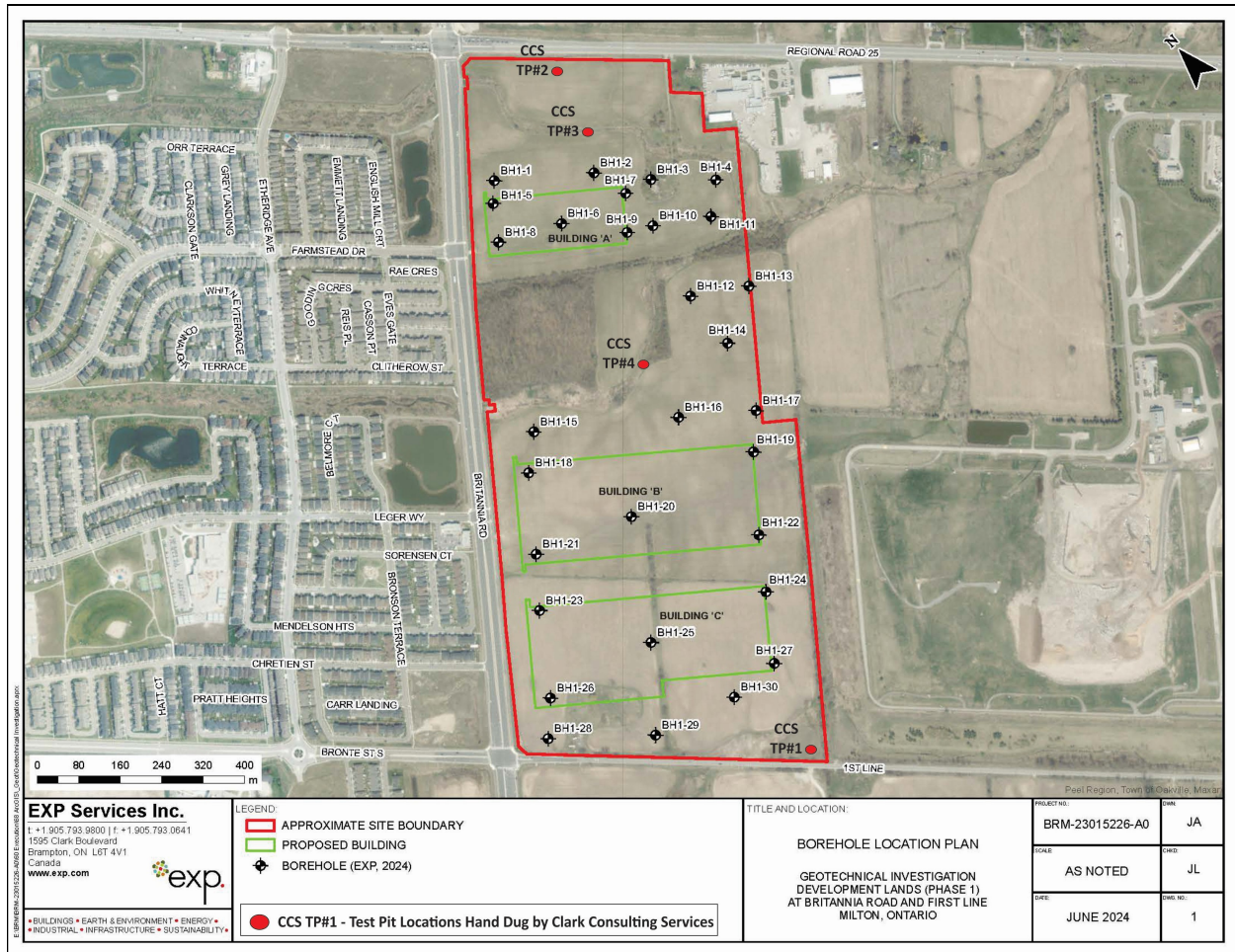
- President's and Dean's Honours.

PROFESSIONAL MEMBERSHIPS AND DESIGNATIONS

- Full Member, Canadian Institute of Planners (CIP) and Ontario Professional Planners Institute (OPPI).
- Registered Professional Planner (RPP).
- Articling Member, Ontario Institute of Agrologists.
- Articling Agrologist (A. Ag.)
- Qualified by the OLT as an expert witness.

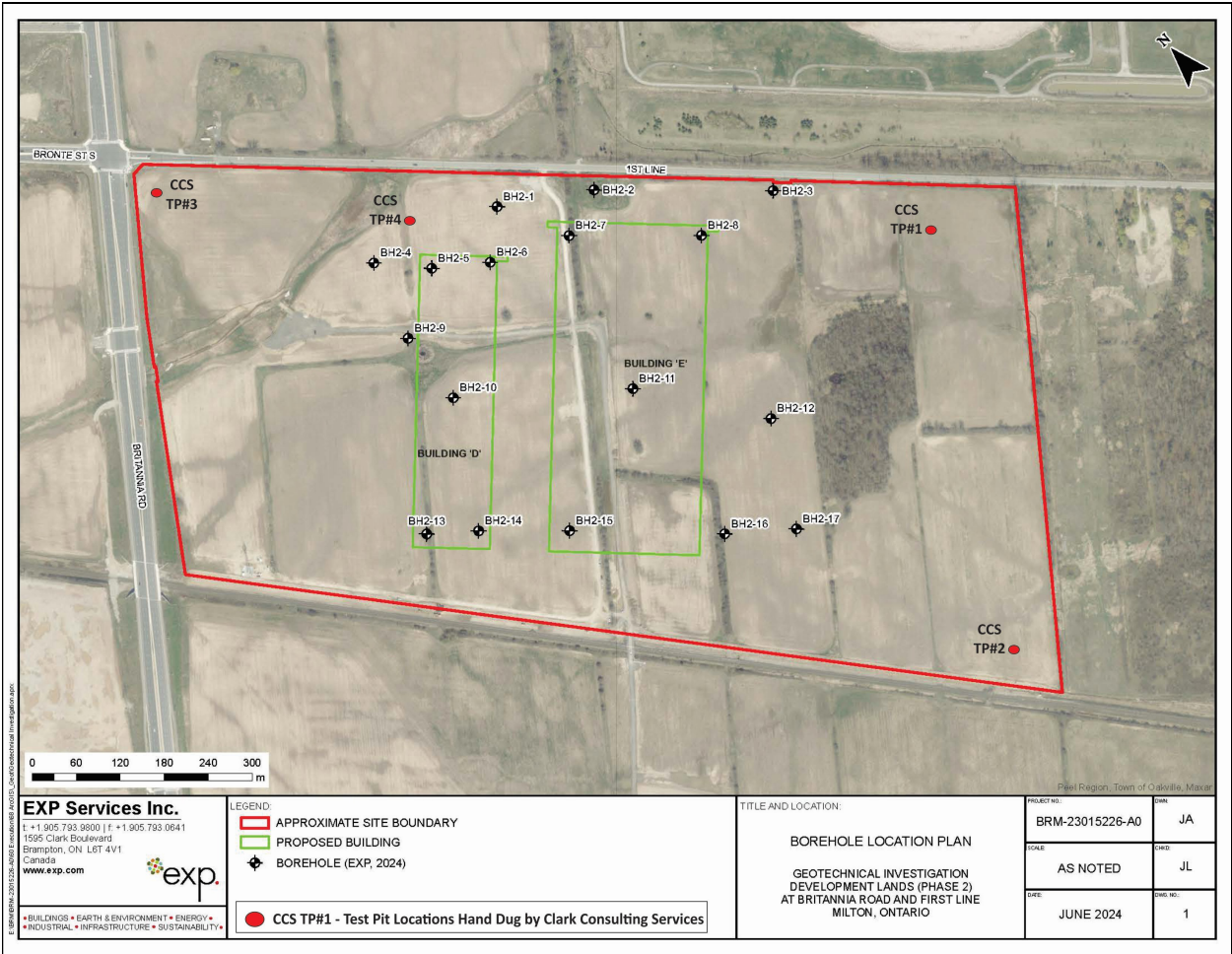
ATTACHMENT C

EXP Services Inc. Borehole Locations (2024) and CCS Test Pit Locations (2026)



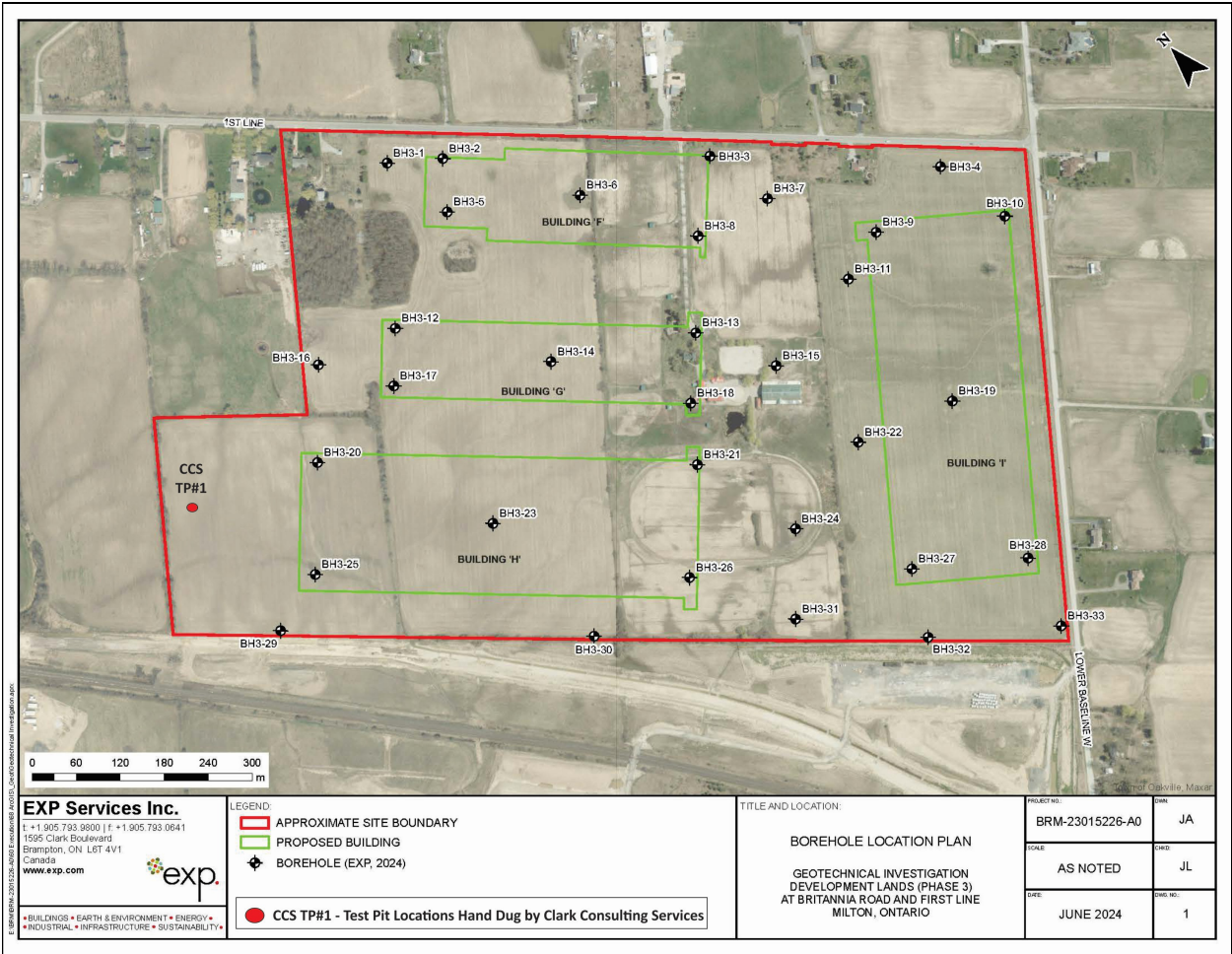
Attachment C, Figure 1: Phase 1 Borehole Locations by EXP Services Inc. and Test Pit Locations by CCS





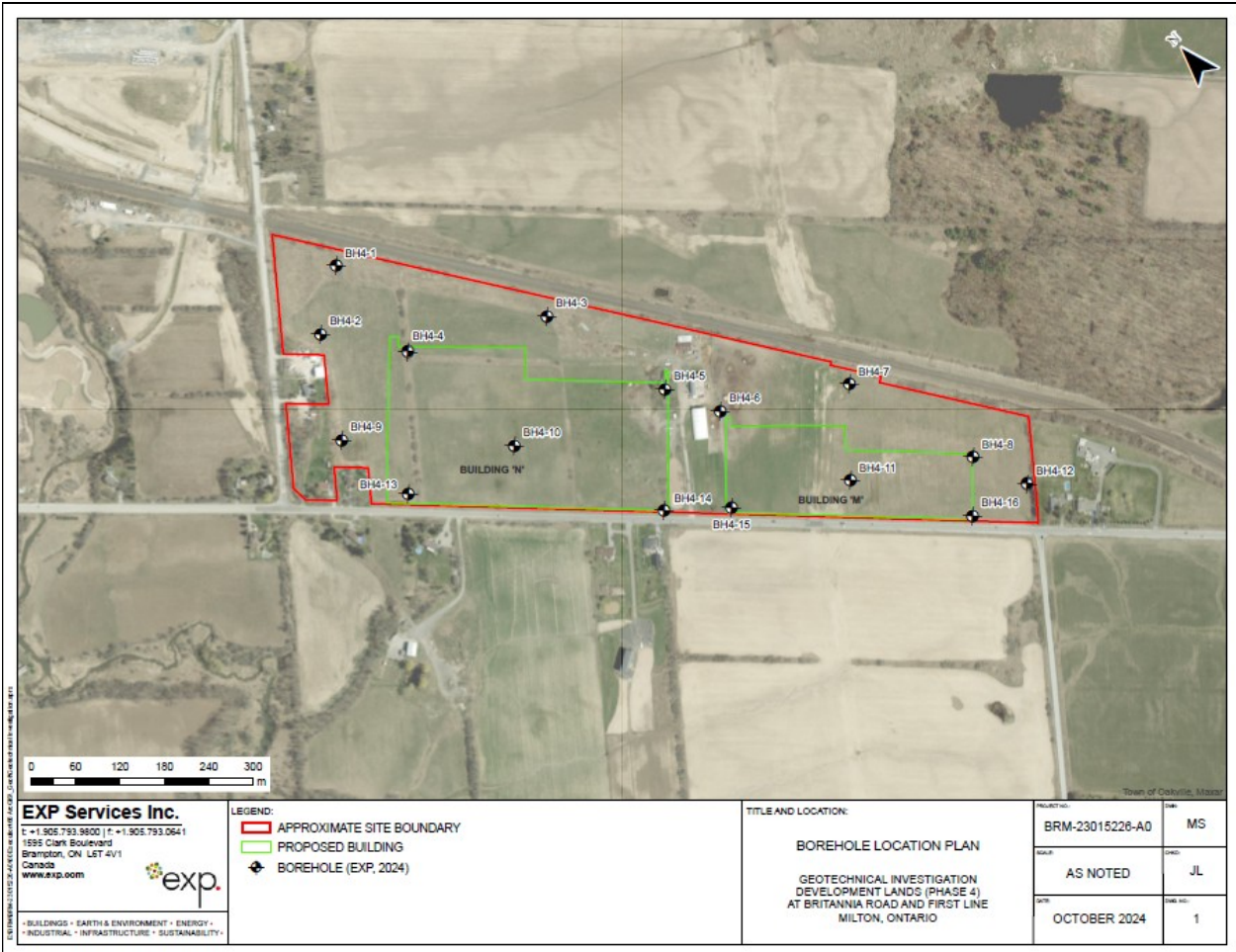
Attachment C, Figure 2: Phase 2 Borehole Locations by EXP Services Inc. and Test Pit Locations by CCS





Attachment C, Figure 3: Phase 3 Borehole Locations by EXP Services Inc. and Test Pit Location by CCS





Attachment C, Figure 4: Phase 4 Borehole Locations by EXP Services Inc. The Coverage of Boreholes is Such That No Test Pits Were Excavated by CCS.



ATTACHMENT D
CCS Test Pit Photos



Attachment D, Photo 1: Phase 1, Test Pit 1.





Attachment D, Photo 2: Phase 1, Test Pit 2.





Attachment D, Photo 3: Phase 1, Test Pit 3.





Attachment D, Photo 4: Phase 2, Test Pit 1.





Attachment D, Photo 5: Phase 1, Test Pit 4.





Attachment D, Photo 6: Phase 2, Test Pit 2.





Attachment D, Photo 7: Phase 2, Test Pit 3.





Attachment D, Photo 8: Phase 2, Test Pit 4.





Attachment D, Photo 9: Phase 3, Test Pit 1.



ATTACHMENT E
Livestock Facilities Observed within the Secondary Study Area



Attachment E, Photo 1: Barn B1



Attachment E, Photo 2: Barn B2





Attachment E, Photo 3: Barn B3



Attachment E, Photo 4: Barn B4





Attachment E, Photo 5: Barn B5



Attachment E, Photo 6: Barn B6





Attachment E, Photo 7: Barns DB2 (left) and B7 (right)



Attachment E, Photo 8: Barn B8





Attachment E, Photo 9: Barn B9



Attachment E, Photo 10, Barn B10





Attachment E, Photo 11: Barn B11



Attachment E, Photo 12: Barn B12





Attachment E, Photo 15: Barn B15



Attachment E, Photo 16: Barn B16





Attachment E, Photo 17: Barn B17



Attachment E, Photo 18: Barn B18 (Google™ Street View)





Attachment E, Photo 19: Barn B19 (Google™ Street View)



Attachment E, Photo 20: Barn B20 (Google™ Street View)



ATTACHMENT F

MDS Calculations



MDS I

General information

Application date Mar 30, 2026	Municipal file number	Proposed application New or expanding settlement area boundary
---	------------------------------	--

Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000
--	--

Calculations

5459 Armstrong AIA - Barn # B2

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton TRAFALGAR Concession 2 NORTH OF DUNDAS STREET , Lot 22 Roll number: 2409090050027010000	Total lot size 41.42 ac
---------------------------------------	--	-----------------------------------

Notes

No livestock present based on visual observation. Barn associated with abandoned dwelling. Hip-roof - portions of roof missing.

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	2465 ft ²	11.5 NU	2465 ft ²

Confirm Livestock/Manure Information (5459 Armstrong AIA - Barn # B2)

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Unoccupied Barn or Unused Storage (5459 Armstrong AIA - Barn # B2)

The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Setback summary

Existing manure storage	- Not Specified -		
Design capacity	11.4 NU		
Potential design capacity	11.4 NU		
Factor A (odour potential)	1	Factor B (design capacity)	171.5
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			265 m (869 ft)
Actual distance from livestock barn			NA
Storage base distance 'S' (minimum distance from manure storage)			No existing manure storage
Actual distance from manure storage			NA

Preparer signoff & disclaimer**Preparer contact information**

Bryce Sharpe
 Clark Consulting Services
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 Port Hope , ON
 L1A 2Z2
 905-885-8023
 brycesharpe@clarkcs.com

Signature of preparer


Bryce Sharpe , Senior Planner

4-9-2026

Date (Month-Day-Year)

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MDS I

General information

Application date Mar 30, 2026	Municipal file number	Proposed application New or expanding settlement area boundary
Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5459 Armstrong AIA - Barn# B4

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton TRAFALGAR Concession 2 NORTH OF DUNDAS STREET , Lot 32 Roll number: 2409090050023000000	Total lot size 2.9 ac		
Notes No livestock visually evident.				
Livestock/manure summary				
Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	6332 ft²	29.4 NU	6332 ft²
Confirm Livestock/Manure Information (5459 Armstrong AIA - Barn# B4) The livestock/manure information has not been confirmed with the property owner and/or farm operator.				
Unoccupied Barn or Unused Storage (5459 Armstrong AIA - Barn# B4) The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.				

Setback summary

Existing manure storage	- Not Specified -		
Design capacity	29.4 NU		
Potential design capacity	29.4 NU		
Factor A (odour potential)	1	Factor B (design capacity)	218.82
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	337 m (1106 ft)		
Actual distance from livestock barn	NA		
Storage base distance 'S' (minimum distance from manure storage)	No existing manure storage		
Actual distance from manure storage	NA		

Preparer signoff & disclaimer

Preparer contact information

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MDS I

General information

Application date Mar 30, 2026	Municipal file number	Proposed application New or expanding settlement area boundary
Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5459 Armstrong AIA - Barn # B7

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton TRAFALGAR Concession 2 NORTH OF DUNDAS STREET , Lot 32 Roll number: 2409090050103000000	Total lot size 11.3 ac
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Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	6288 ft²	29.2 NU	6288 ft²

Confirm Livestock/Manure Information (5459 Armstrong AIA - Barn # B7)

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Unoccupied Barn or Unused Storage (5459 Armstrong AIA - Barn # B7)

The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Setback summary

Existing manure storage	- Not Specified -		
Design capacity	29.2 NU		
Potential design capacity	29.2 NU		
Factor A (odour potential)	1	Factor B (design capacity)	218.42
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			337 m (1106 ft)
Actual distance from livestock barn			NA
Storage base distance 'S' (minimum distance from manure storage)			No existing manure storage
Actual distance from manure storage			NA

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MDS I

General information

Application date Mar 30, 2026	Municipal file number	Proposed application New or expanding settlement area boundary
Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5459 Armstrong AIA - Barn #B8

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton TRAFALGAR Concession 2 NORTH OF DUNDAS STREET , Lot 33 Roll number: 2409090050106000000	Total lot size 95.7 ac		
Notes No livestock visually evident.				
Livestock/manure summary				
Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	8870 ft²	41.2 NU	8870 ft²
Confirm Livestock/Manure Information (5459 Armstrong AIA - Barn #B8) The livestock/manure information has not been confirmed with the property owner and/or farm operator.				
Unoccupied Barn or Unused Storage (5459 Armstrong AIA - Barn #B8) The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.				

Setback summary

Existing manure storage	- Not Specified -		
Design capacity	41.2 NU		
Potential design capacity	41.2 NU		
Factor A (odour potential)	1	Factor B (design capacity)	242.4
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			374 m (1227 ft)
Actual distance from livestock barn			NA
Storage base distance 'S' (minimum distance from manure storage)			No existing manure storage
Actual distance from manure storage			NA

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MDS I

General information

Application date Mar 30, 2026	Municipal file number	Proposed application New or expanding settlement area boundary
Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5459 Armstrong AIA - Barn #B9

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton NELSON Concession 2 NORTH OF DUNDAS STREET , Lot 1 Roll number: 2409070307041000000	Total lot size 170.8 ac		
Notes No livestock visually evident.				
Livestock/manure summary				
Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	8032 ft²	37.3 NU	8032 ft²
Confirm Livestock/Manure Information (5459 Armstrong AIA - Barn #B9) The livestock/manure information has not been confirmed with the property owner and/or farm operator.				
Unoccupied Barn or Unused Storage (5459 Armstrong AIA - Barn #B9) The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.				

Setback summary

Existing manure storage	- Not Specified -		
Design capacity	37.3 NU		
Potential design capacity	37.3 NU		
Factor A (odour potential)	1	Factor B (design capacity)	234.62
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			362 m (1188 ft)
Actual distance from livestock barn			NA
Storage base distance 'S' (minimum distance from manure storage)			No existing manure storage
Actual distance from manure storage			NA

Preparer signoff & disclaimer

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MDS I

General information

Application date Mar 30, 2026	Municipal file number	Proposed application New or expanding settlement area boundary
Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5459 Armstrong AIA - Barn #B10

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton NELSON Concession 2 NORTH OF DUNDAS STREET , Lot 2 Roll number: 2409070307073000000	Total lot size 98 ac		
Notes 8-10 beef cattle and a horse observed. Estimated livestock # based on barn size.				
Livestock/manure summary				
Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	180	180 NU	9000 ft²
Confirm Livestock/Manure Information (5459 Armstrong AIA - Barn #B10) The livestock/manure information has not been confirmed with the property owner and/or farm operator.				

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	180 NU		
Potential design capacity	180 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	387.87
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	419 m (1375 ft)		
Actual distance from livestock barn	NA		
Storage base distance 'S' (minimum distance from manure storage)	419 m (1375 ft)		
Actual distance from manure storage	NA		

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MDS I

General information

Application date
Mar 30, 2026

Municipal file number

Proposed application
New or expanding settlement area boundary

Applicant contact information
ON

Location of subject lands
Regional Municipality of Halton
Town of Oakville
TRAFALGAR
Roll number: 2401010050024010000

Calculations

5459 Armstrong AIA- Barn # B15

Farm contact information
ON

Location of existing livestock facility or anaerobic digester
Regional Municipality of Halton
Town of Milton
TRAFALGAR
Concession 2 , Lot 2
Roll number: 2409090060020100000

Total lot size
6.6 ac

Notes

No livestock visually evident

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	4736 ft ²	22 NU	4736 ft ²

Confirm Livestock/Manure Information (5459 Armstrong AIA- Barn # B15)

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Unoccupied Barn or Unused Storage (5459 Armstrong AIA- Barn # B15)

The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Setback summary

Existing manure storage	- Not Specified -		
Design capacity	22 NU		
Potential design capacity	22 NU		
Factor A (odour potential)	1	Factor B (design capacity)	204
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	315 m (1033 ft)		
Actual distance from livestock barn	NA		
Storage base distance 'S' (minimum distance from manure storage)	No existing manure storage		
Actual distance from manure storage	NA		

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MDS I

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Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5489 Armstron AIA - Barn #16

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton TRAFALGAR Concession 1 , Lot 2 Roll number: 2409090060023000000	Total lot size 10.1 ac												
Notes 3 horses observed. # based on size of barn.														
Livestock/manure summary														
<table><thead><tr><th>Manure Form</th><th>Type of livestock/manure</th><th>Existing maximum number</th><th>Existing maximum number (NU)</th><th>Estimated livestock barn area</th></tr></thead><tbody><tr><td>Solid</td><td>Horses, Large-framed, mature; > 680 kg (including unweaned offspring)</td><td>11</td><td>15.7 NU</td><td>3575 ft²</td></tr></tbody></table>					Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area	Solid	Horses, Large-framed, mature; > 680 kg (including unweaned offspring)	11	15.7 NU	3575 ft²
Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area										
Solid	Horses, Large-framed, mature; > 680 kg (including unweaned offspring)	11	15.7 NU	3575 ft²										
Confirm Livestock/Manure Information (5489 Armstron AIA - Barn #16) The livestock/manure information has not been confirmed with the property owner and/or farm operator.														

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	15.7 NU		
Potential design capacity	15.7 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	185.69
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	201 m (659 ft)		
Actual distance from livestock barn	NA		
Storage base distance 'S' (minimum distance from manure storage)	No existing manure storage		
Actual distance from manure storage	NA		

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MDS I

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Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5459 Armstrong AIA - Barn #B18

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton TRAFALGAR Concession 2 , Lot 1 Roll number: 2409090060016000000	Total lot size 10.1 ac												
Notes No livestock visually evident.														
Livestock/manure summary														
<table><thead><tr><th>Manure Form</th><th>Type of livestock/manure</th><th>Existing maximum number</th><th>Existing maximum number (NU)</th><th>Estimated livestock barn area</th></tr></thead><tbody><tr><td>Solid</td><td>Unoccupied Livestock Barn</td><td>1950 ft²</td><td>9.1 NU</td><td>1950 ft²</td></tr></tbody></table>					Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area	Solid	Unoccupied Livestock Barn	1950 ft²	9.1 NU	1950 ft²
Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area										
Solid	Unoccupied Livestock Barn	1950 ft²	9.1 NU	1950 ft²										
Confirm Livestock/Manure Information (5459 Armstrong AIA - Barn #B18) The livestock/manure information has not been confirmed with the property owner and/or farm operator.														
Unoccupied Barn or Unused Storage (5459 Armstrong AIA - Barn #B18) The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.														

Setback summary

Existing manure storage	- Not Specified -		
Design capacity	9.1 NU		
Potential design capacity	9.1 NU		
Factor A (odour potential)	1	Factor B (design capacity)	163.53
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)	252 m (827 ft)		
Actual distance from livestock barn	NA		
Storage base distance 'S' (minimum distance from manure storage)	No existing manure storage		
Actual distance from manure storage	NA		

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Applicant contact information ON	Location of subject lands Regional Municipality of Halton Town of Oakville TRAFALGAR Roll number: 2401010050024010000	

Calculations

5489 Armstrong AIA - Barn #20

Farm contact information ON	Location of existing livestock facility or anaerobic digester Regional Municipality of Halton Town of Milton TRAFALGAR Concession 2 , Lot 1 Roll number: 2409090060018000000	Total lot size 15.7 ac		
Notes Livestock type per aerial photos and Google maps. # based on barn size.				
Livestock/manure summary				
Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	20	20 NU	1000 ft²
Confirm Livestock/Manure Information (5489 Armstrong AIA - Barn #20) The livestock/manure information has not been confirmed with the property owner and/or farm operator.				

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	20 NU		
Potential design capacity	20 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	199.99
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			216 m (709 ft)
Actual distance from livestock barn			NA
Storage base distance 'S' (minimum distance from manure storage)			No existing manure storage
Actual distance from manure storage			NA

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