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PEEL REGION

Ninth Line Lands Municipal Comprehensive Review ADDENDUM

The Ninth Line Lands Municipal Comprehensive Review (MCR) was completed in May 17, 2017. It was undertaken within the Provincial policy framework for managing growth including the Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan, 2006) and the Provincial Policy Statement, 2014. Analyses were undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. The MCR addressed policies and targets of the Growth Plan, 2006 (as amended in 2013), particularly as it relates to meeting minimum expectations for intensification and density and expansion of settlement areas. The MCR implements Regional Official Plan Amendment 24 (ROPA 24), which has a 2031 time horizon and was based on the population and employment forecasts in the original Growth Plan, 2006 now known as “2031A” in the new Schedule 3, Distribution of Population and Employment for the Greater Golden Horseshoe to 2041, arising from Amendment 2 (July 2013).

Subsequently, the Province approved an update to the Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2017) under the Places to Grow Act 2005 which came into effect on July 1, 2017. The Growth Plan, 2017, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line.

However, this review has been carried out recognizing that the MCR process requirements of the Growth Plan 2017 do not apply to the Ninth Line Lands. This results from the fact that the Ninth Line Lands, having been annexed from the Region of Halton, are still subject to the policies of the Region of Halton Official Plan.

The Region of Halton Official Plan established a policy framework for this area identified as the “Ninth Line Corridor Policy Area” to support transit oriented development and to protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan in Section 5.10 notes that the Halton policies will apply until such time as a future Regional Official Plan Amendment brings the lands into the Peel Official Plan. Given the status of the Ninth Line Lands, it has been determined that it is local decision to move forward with a City initiated area-specific Official Plan Amendment outside an MCR.

Nevertheless, all the technical work associated with a settlement expansion under the Growth Plan has been completed and will be considered as input into a future Regional MCR. This Addendum to the MCR reviews the relevant policies of the Growth Plan, 2017 and their implications for the Ninth Line Lands as set out in Table 1. It is based on additional technical input including:

- Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018 (Attachment #1); and,
- DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018 (Attachment #2).

The review demonstrates that the inclusion of the Ninth Line Lands in the City of Mississauga settlement boundary represents good planning and conforms with the Growth Plan, 2006 and the key directions in the Growth Plan, 2017. In particular, the review establishes, with respect to the Ninth Line Lands, that:

- The Ninth Line Lands are not in the delineated built boundary through an “accident of history”. This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton’s Official Plan already included a policy framework for this area identified as the “Ninth Line Corridor Policy Area” to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.
- The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a

major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.

- The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.
- The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment. No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.
- As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017:
 - The "Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041" and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.

- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development¹, for which there is limited opportunity in the City. At the same time, Mississauga's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
Section 7 Definitions Municipal Comprehensive Review	
"A new official plan, or an official plan amendment, initiated by an upper-or single-tier municipality under Section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan."	<ul style="list-style-type: none"> • The MCR was carried out by the Region of Peel - the upper tier municipality. • The MCR, and related Regional Official Plan Amendment (ROPA), implements ROPA 24 which was prepared under Section 26 of the Planning Act. • The MCR has been designed to comprehensively apply the policies and schedules of the Growth Plan, 2006 and also reflects the key directions in the Growth Plan, 2017 with respect to the Ninth Line Lands as set out below.
Section 2.2 Policies for Where and How to Grow	
Section 2.2.1 Managing Growth	
1. Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance	The MCR is based on the population and employment forecasts in the Growth Plan, 2006 now known as 2031A in the new Schedule 3 arising from Amendment 2 to the Growth Plan in 2013. Schedule 3 provides a forecast for 2031, 2036 and 2041. Under a future ROPA implementing the Amendment 2 forecasts, the Region of Peel will begin planning for the 2041 horizon. However,

¹ Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
with the policies in subsection 5.2.4.	the forecasts for 2031A fit within the forecasts for 2041.
<p>2. Forecasted growth to the horizon of this Plan will be allocated based on the following:</p> <p>a) the vast majority of growth will be directed to settlement areas that :</p> <p>i. have a delineated built boundary;</p> <p>ii. have existing or planned municipal water or wastewater systems; and</p> <p>iii. can support the achievement of complete communities;.....</p> <p>c) within settlement areas, growth will be focused in:</p> <p>.....iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</p> <p>iv. areas with existing or planned public service facilities;</p>	<p>The Ninth Line Lands are not in the delineated built boundary through an “accident of history”. This area was annexed relatively recently in order to rationalize a boundary which was no longer in a logical location since the construction of Highway 407. However, at the time the lands were annexed, the Region of Halton’s Official Plan already included a policy framework for this area identified as the “Ninth Line Corridor Policy Area” to support transit oriented development and protect the proposed 407 Transitway. The policy framework came into effect in 2005 before the 2006 Growth Plan. The Region of Peel Official Plan notes that the Halton policies continue to apply until a future Regional Official Plan brings the lands into the Peel Official Plan.</p> <p>The result is a strip of land, much of it in floodplain or public use with only a few areas of developable land, nor is it configured as a typical greenfield expansion area. Nevertheless, this area satisfies a number of the criteria for lands which should be allocated growth. In addition to the existing policy framework, specifically the area can be easily serviced with municipal water and wastewater systems and the 407 Transitway is proposed to be extended through these lands with two stations planned in the area. In addition, a major City park and community centre are planned for the southern portion of the Ninth Line Lands, and located immediately adjacent to the northern part of the Ninth Line Lands is a major fire station. A range of schools, parks and other facilities are also located in the existing residential neighbourhoods east of the Ninth Line Lands. Finally, the City has developed a plan for this area which will ensure the creation of a complete community including Proposed Neighbourhood Character Area Policies and Zoning. The plan forms the basis of the Official Plan Amendment and proposed Zoning changes.</p>
3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including an MCR beginning in 2013. In addition, the Region and the City have worked closely with the Ministry of

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>horizon of this Plan, which will.....</p> <p>b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;</p> <p>c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;</p> <p>d) support the environmental and agricultural protection and conservation objectives of this Plan; and</p> <p>e) be implemented through a municipal comprehensive review and where applicable, include direction to lower-tier municipalities.</p>	<p>Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway. A fiscal impact analysis formed part of this work, as well planning for infrastructure and public service facilities including water and wastewater services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations (In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment No significant agricultural impacts are anticipated as demonstrated through the Agricultural Impact Assessment and the 2018 Update.</p>
<p>4. Applying the policies of this Plan will support the achievement of complete communities that:</p> <p>a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;</p> <p>b) improve social equity and overall quality of life,</p>	<p>As noted, the Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. The detailed land use plan for the area which will be incorporated in the City's Official Plan</p> <ul style="list-style-type: none"> • provides a diverse mix of land uses including a mix of medium and high density residential uses, as well as commercial and employment uses and public service facilities; • contributes to social equity and overall quality of life through the provision of a range of housing and parks, recreation facilities and open space, as well as transit facilities and active transportation including

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>including human health, for people of all ages, abilities, and incomes;</p> <p>c) provide a diverse range and mix of housing options.....</p> <p>d) expand convenient access to :</p> <p>i. a range of transportation options....</p> <p>ii. public service facilities, co-located and integrated in community hubs;</p> <p>iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and</p> <p>iv. healthy, local, and affordable food options, including urban agriculture;</p> <p>e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;</p> <p>f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and</p> <p>g) integrate green infrastructure and low impact development.</p>	<p>trails;</p> <ul style="list-style-type: none"> • provides for the development of a community centre with a range of facilities which will serve as a community hub servicing the Ninth Line Lands and existing adjacent residential neighbourhoods; • establishes detailed policies and urban design guidelines which will ensure the development of a high quality, compact built form and an attractive and vibrant public realm; and, • will be designed to mitigate the impacts of climate change including the integration of low impact development and green infrastructure.
5. The Minister will establish a methodology	The Region has carried out the MCR to the year 2031 in a process that commenced well before the Growth Plan

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.	update. A subsequent process will be followed to the horizon of the Plan (2041) using the methodology which the Minister has developed.
2.2.6 Housing	
5. When a settlement area boundary has been expanded through a municipal comprehensive review in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.	The Ninth Line Lands have been planned in the context of the housing policies of the Region's and City's Official Plans and the Region of Peel's Housing and Homelessness Plan A Community Strategy 2014-2024. The City's plan for the Ninth Line Lands provides for a diverse range and mix of housing options and densities including affordable housing. It is planned to accommodate the forecasted growth established through the MCR.
Section 2.2.7 Designated Greenfield Areas	
1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: a) supports the achievement of complete communities; b) supports active transportation; and c) encourages the integration and sustained viability of transit services.	The detailed City Official Plan Amendment for the Ninth Line Lands developed by the City, working with the Region as noted provides for a compact urban form which includes a range of residential, employment and commercial uses, as well as parks and open space resulting in the creation of a complete community. Further, the area is designed to support active transportation through its design and the provision of a range of facilities including a linked trail system. In addition, the City Official Plan Amendment establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. The Region and the City have worked closely with the Ministry of Transportation with

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	respect to transportation system planning with regard to the planning for the 407 Transitway.
2. The designated greenfield area of each upper- or single tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare. 3. The minimum density target will be measured over the entire designated greenfield area of each upper- or single tier municipality, excluding the following:.....	The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan as set out in Section 2.2.7.3 results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.
2.2.8 Settlement Boundary Expansions	
1. Settlement area boundaries will be delineated in official plans.	The Region of Peel and the City of Mississauga Official Plans delineate settlement boundaries. The Ninth Line Lands are currently outside the City's settlement boundary due to an accident of history; however the MCR provides the basis for amendments to the Regional and City Official Plans to include the Ninth Line Lands in the settlement area boundary.
2. A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:	
a) based on the minimum intensification and density targets of this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area:	As outlined in the Shaping Ninth Line Growth Management Analysis prepared by Hemson Consulting Ltd. May 16, 2017 and the Shaping Ninth Line Update Growth Management Analysis: Growth Plan 2017: "The Province released an updated <i>Growth Plan</i> , which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new <i>Growth Plan</i> , the Region has updated its growth management program, through

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>i. within the upper- or single-tier municipality, and</p> <p>ii. within the applicable low-tier municipality;</p> <p>b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2 a), while minimizing land consumption; and</p> <p>c) timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets of this Plan, as well as the other policies of this Plan.</p>	<p>the Peel 2041 ROPA, and it became necessary to review some of the assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised <i>Growth Plan</i> policies and implications for Ninth Line, concluding the following:</p> <ul style="list-style-type: none"> • The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and <i>all</i> lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of Growth Plan, 2017 policies and higher minimum targets for intensification and density. • Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development², for which there is limited opportunity in the City. At the same time, Mississauga’s intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the Growth Plan, 2017. • The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSAs, under the Growth Plan, 2017. Changes to how DGA density is measured under the revised Growth Plan results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if

² Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	<p>built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.</p> <ul style="list-style-type: none"> It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process."
<p>3. Where the need for the settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:</p>	
<p>a) There are existing or planned infrastructure and public service facilities to support the achievement of complete communities;</p>	<p>There is significant existing or planned infrastructure and public service facilities to support the achievement of complete communities:</p> <ul style="list-style-type: none"> Existing infrastructure includes Highway 407, Highway 401, major Regional and City arterial roads including Ninth Line, Derry Road, Britannia Road West and Eglinton Avenue, existing sewer and water; and, in close proximity to the east, the existing Derry GO Station, an existing fire station, and existing public service facilities such as schools and parks. Planned infrastructure includes the 407 Transitway with stations at Derry Road and Britannia Road West which is the subject of an environmental assessment being carried out by the Ministry of Transportation. The City is also planning the construction of a major community park and community centre in 2019 between Eglinton Avenue and Britannia Road West, as well as the extension of Argentia Road, an east/west Major Collector Road, to Ninth Line.
<p>b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue</p>	<p>Life cycle capital cost for Regional and City facilities were considered as part of the fiscal impact analysis. In addition, an environmental assessment is being carried out for the 407 Transitway which will consider financial viability.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
generation analyses;	
c) the proposed expansion would align with a water and wastewater master plan or equivalent which has been completed in accordance with the policies in subsection 3.2.6;	<p>The Ninth Line Lands including the 407 Transitway area will be serviced with an expansion of the Peel Region Water Distribution & Wastewater Systems. Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water & Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton & Caledon). Details on the connections and on the specific upgrades triggered by the City's Official Plan Amendment will be provided as part of the technical supporting material related to the Ninth Land Lands.</p>
d) the proposed expansion would align with a stormwater master plan or equivalent that has been completed in accordance with the policies in subsection 3.2.7;	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of Mississauga practices. The SWM plan has also</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	considered resiliency planning needs associated with climate change.
e) watershed planning or equivalent has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including quality and quantity of water;	The hydrologic modelling of the Sixteen Mile Creek tributary system under current conditions as part of the scoped subwatershed study has set the peak flows and runoff volume targets for flood and erosion impact management. Future land use conditions modelling, with proposed SWM systems in-place, has demonstrated that the proposed development will meet the targets, and in some cases, lead to reductions in flood and erosion risks, as compared to existing conditions. In terms of water quality, the plan as proposed, which integrates end-of-pipe and source controls (LID BMPs), will meet Provincial and Municipal objectives.
f) key hydrologic areas and Natural Heritage System should be avoided where possible;	<p>The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands study area. Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either.</p> <p>The Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area and identified a NHS based on a systems approach. The NHS provides an increase in the area of wetland and woodland within the study area, as well as a connected system that is linked to the watercourse and its floodplain. The proposed NHS includes Fish Habitat, created wetlands, and woodlands and will be incorporated within the watercourse valley. Habitat for SAR and SCC will be created within the proposed NHS.</p> <p>Key hydrologic areas include significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas. The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers. The study area includes the headwaters for the watercourse; however, the headwater catchment does not provide significant baseflow contribution for the overall surface water flow volumes within the watershed. A stormwater management facility is located in the headwaters that</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	gathers water from Highway 401 and contributes some flow to the watercourse.
g) for settlement areas that receive their water from or discharge their sewage to inland lake, rivers, or groundwater, a completed environmental assessment for new or expanded services has identified how expanded water and wastewater treatment capacity would be addressed in a manner that is fiscally and environmental sustainable;	Not applicable
h) prime agricultural areas should be avoided where possible. An agricultural impact assessment will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper-or single-tier municipality in accordance with the following: i. expansion into specialty crop areas is prohibited; ii. reasonable alternatives to avoid prime agricultural areas are evaluated; and iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;	The Ninth Line Lands Agricultural Impact Assessment was carried out and then updated to reflect the directions in the Growth Plan, 2017. The Assessment as updated confirms that that the Ninth Line Lands does not include any specialty crop areas and that there are no reasonable alternative lands which avoid prime agricultural areas given the location within the City of Mississauga.

Table 1: Growth Plan, 2017 Policy Review

Growth Plan, 2017	Review and Analysis
i) the settlement area to be expanded is in compliance with the minimum distance separation formulae;	The Agricultural Impact Assessment update concludes that the development of the Ninth Line Lands is in compliance with the updated minimum distance separation formulae. In particular, the updated Agricultural Impact Assessment concluded that only one revised mds arc was required for one livestock barn and the arc did not encroach on the Ninth Line Lands.
j) any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;	The Agricultural Impact Assessment indicates that the presence of Highway 407 along the west boundary of the Ninth Line Lands provides an existing buffer between any future urban uses on the Ninth Line Lands and the adjacent agricultural areas to the west and north mitigating any adverse impacts. The Assessment also identifies a number of other mitigation approaches such as addressing the effects of stormwater runoff on adjacent agricultural properties.
k) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;	<p>As per the direction in the PPS (2014) (ref. Section 2.2 Water), the assessment of cumulative impacts of the proposed Ninth Line Lands development has been conducted at the Subwatershed Scale. The Sixteen Mile Creek Tributary, which is the receiver of drainage from the Ninth Line Lands, crosses from the City of Mississauga to the Town of Milton, west of Highway 407. The analysis conducted for the stormwater/drainage assessment has indicated no negative impacts related to flooding, erosion or water quality with the proposed development and management system in-place. The assessment has incorporated a multi-disciplinary approach with due consideration of the hydrology, hydraulics of surface water, groundwater regime, stream network and natural heritage system.</p> <p>In terms of drinking water, the area is currently fully serviced by Lake-based water, hence no areas within the Ninth Line Lands are considered to be designated vulnerable areas, nor have any sensitive surface water or groundwater features (including their hydrologic functions) been identified.</p> <p>The surface water / groundwater (end-of-pipe) and innovative (e.g. LID BMPs, lot-level) control is in accordance with current Provincial and Municipal practices and guidance.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
	<p>Proposed development setbacks from the regulated features (watercourses and wetlands) are as per Conservation Halton requirements.</p> <p>The proposed NHS was developed based on an ecosystem approach to provide a more diverse and connected system that will be protected for the long term, and that is integrated with the watercourse in the Ninth Line Lands. This system will provide protection for natural features by applying buffers and setbacks to adjacent development and transportation land uses. The NHS provides opportunities to create, re-create, and enhance wetlands, woodlands, and meadows that have higher ecological benefit than the existing fragmented and degraded features. The NHS is setback from the development and transportation areas proposed for the Ninth Line Lands and will ensure that disturbance to the natural features within it does not occur in the future.</p>
l) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and	<p>The Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans are not applicable to the Ninth Line Lands.</p> <p>The Halton Region Source Protection Area Assessment Report indicates that within the Ninth Line Lands study area there are no significant groundwater recharge areas or highly vulnerable aquifers.</p>
m) within the Protected Countryside in the Greenbelt Area:.....	Not applicable
3. Infrastructure to Support Growth	
3.2.1 Integrated Planning	
1. Integrated planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.	The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands including a fiscal impact analysis and other supporting technical studies including scoped subwatershed planning, as well planning for land use, infrastructure and public service facilities including water and wastewater
2. Planning for new or	

Table 1: Growth Plan, 2017 Policy Review

Growth Plan, 2017	Review and Analysis
<p>expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate, and should involve:</p> <p>a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of minimum intensification and density targets in this Plan;....</p> <p>c) identifying full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and</p> <p>d) considering the impacts of a changing climate.</p> <p>3..... Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.</p> <p>4. Municipalities will</p>	<p>services and transportation, and community services (e.g. parks, community centre). Life cycle capital costs were considered as part of the fiscal impact analysis. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.</p> <p>The detailed land use plan for the area establishes an urban form that will optimize infrastructure, particularly the Highway 407 Transitway and the proposed Transitway stations being implemented by the Province, by providing for development with significant density along the transit corridor and particularly in the vicinity of the two proposed stations. In addition, as reflected in the proposed amendment to the City's Official Plan, direction is provided for a compact urban form which will achieve the achievement of minimum intensification and density targets in the Growth Plan. At the same time, the plan supports the environmental and conservation objectives of the Growth Plan by ensuring the protection of an extensive linked natural heritage system, as well as the protection of hazard lands as demonstrated in the proposed City Official Plan Amendment</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>assess infrastructure risks and vulnerabilities, including those caused by impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.</p> <p>5. The Province will work with public sector partners, including Metrolinx, to identify strategic infrastructure needs to support the implementation of this plan through multi-year infrastructure planning for the transportation system and public service facilities.</p>	
3.2.2 Transportation	
<p>1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.</p>	<p>The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. In addition, the Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway.</p>
<p>2. The transportation system within the GGH will be planned and managed to:</p> <p>a) provide connectivity among transportation modes for moving people and moving goods;</p> <p>b) offer a balance of transportation choices that reduces reliance upon the automobile and</p>	<p>The transportation system within the Ninth Line Lands has been carefully planned by the Region and the City, working with the Ministry of Transportation, to provide connectivity between modes and to offer a balance of transportation choices particularly transit and active transportation.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>promotes transit and active transportation;</p> <p>c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode of trip-making</p> <p>d) offer multi-modal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;</p> <p>.....</p> <p>f) provide for the safety of system users.</p>	
<p>3. In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted....</p>	<p>The Region and City have planned the street network in the Ninth Line Lands to reflect a complete streets approach.</p>
<p>4. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs....</p>	<p>The Regional and City Official Plans and the City's Official Plan Amendment for the Ninth Line Lands establish transportation demand management policies for this area.</p>
3.2.3 Moving People	
<p>1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to transportation system planning with regard to the planning for the 407 Transitway which is a priority for the development of the Ninth Line Lands.</p>
<p>2. All decisions on transit planning and investment will be made according to the following criteria:</p>	<p>The Region and the City have planned the Ninth Line Lands to achieve transit-supportive densities and provide a mix of residential, office, institutional, and commercial development. The City's Official Plan</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>....d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;</p> <p>e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</p> <p>f) increasing the modal share of transit; and</p> <p>g) contributing towards provincial greenhouse gas emissions reduction targets.</p>	<p>Amendment for the Ninth Line Lands is also designed to facilitate linkages between nearby neighbourhoods to the east and the proposed Transitway stations. The development of the Ninth Line Lands will increase the modal share of transit; and contribute towards provincial greenhouse gas emissions reduction targets.</p>
<p>4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning....</p>	<p>The planning for the Ninth Line Lands has established active transportation networks including a linked trail system that are a fundamental component of the transportation system.</p>
3.2.5 Infrastructure Corridors	
<p>2. The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan; in particular that development is directed to settlement areas.</p>	<p>The Region and the City have worked closely with the Ministry of Transportation with respect to the planning for the 407 Transitway and the related land use designations.</p>
3.2.6 Water and Wastewater Systems	
<p>1. Municipalities should generate sufficient revenue to recover the</p>	<p>The cost of infrastructure has been assessed through a fiscal impact analysis.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
full cost of providing and maintaining municipal water and wastewater systems.	
<p>2. Municipal water and wastewater systems....will be planned, designed, constructed, or expanded in accordance with the following:....</p> <p>b) the system will serve growth in a manner that supports the achievement of the minimum intensification and density targets in this Plan;</p> <p>c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning has been prepared....</p> <p>e) plans have been considered in the context of applicable Agreements or provincial legislation or strategies.</p>	<p>The Ninth Line / 407 Transit way area will be serviced with an expansion of the Peel Region Water Distribution & Wastewater Systems into the subject lands.</p> <p>Services will be integrated with the existing Master Plans for Peel Region's Water and Wastewater Systems.</p> <p>Peel Region operates a municipal Lake Ontario based water and wastewater system that services the entirety of its Urban Service area. The serviced lands within the Ninth Line Lands are within the Lake Ontario watershed. System expansion within this area is in keeping with Great Lakes legislation and international / state-provincial agreements. Treated wastewater effluent disposal is via Peel's wastewater treatment plans to Lake Ontario.</p> <p>No communal systems are required for this area. System expansion planning for these lands will be in accordance with the Provincial Policy Statement hierarchy of servicing, i.e. integrated municipal water and wastewater services are the first consideration and the approach that will be implemented on these lands. The Region's Water & Wastewater Master Plan process is a coordinated systems approach that shares servicing within Peel's lower tier municipalities (Mississauga, Brampton & Caledon).</p>
3.2.7 Stormwater Management	
<p>2. Proposals for large-scale development proceeding by way of a secondary plan....will be supported by a stormwater management plan or equivalent, that:</p> <p>a) is informed by a subwatershed plan or equivalent;</p> <p>b) incorporates an integrated treatment approach to minimize stormwater flows and</p>	<p>The Ninth Line Lands Stormwater Management (SWM) plan is based on a scoped subwatershed scale assessment of the Sixteen Mile Creek Tributary subwatershed which services the area. The SWM plan has involved an integrated assessment of the area's hydrology and hydraulics to establish criteria to protect on-site and off-site properties from flooding and erosion risks due to planned urbanization. Furthermore, the SWM plan has developed strategies to meet Provincial objectives with respect to water quality treatment and thermal impact mitigation through the application of both end-of-pipe SWM facilities, as well as Low Impact Development Best Management Practices (LID BMPs) and Green Infrastructure (GI), consistent with City of</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;</p> <p>c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and</p> <p>d) aligns with the stormwater master plan for the settlement area, where applicable.</p>	<p>Mississauga practices. The SWM plan has also considered resiliency planning needs associated with climate change.</p>
3.2.8 Public Service Facilities	
<p>1. Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.</p> <p>5. Municipalities will collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities.</p>	<p>The Region of Peel and the City of Mississauga have together conducted an integrated, comprehensive planning process for the Ninth Line Lands. This has included consideration of public service facility requirements in consultation with Regional and City departments and other public agencies.</p>
<p>2. Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.</p> <p>6. New public service facilities, including hospitals and schools, should be located in settlement areas and</p>	<p>The City's Official Plan Amendment provides opportunities for the co-location of public services easily accessible by active transportation and transit, in particular a community centre is proposed in the southern portion of the Ninth Line Lands.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.	
4. Protecting What is Valuable	
4.2.1 Water Resource Systems	
3. Decisions on allocation of growth and planning for water, wastewater, and stormwater infrastructure will be informed by applicable watershed planning. Planning for designated greenfield areas will be informed by a subwatershed plan or equivalent.	Planning for the Ninth Line Lands has been based on a scoped subwatershed scale assessment of the Sixteen Mile Tributary subwatershed which services the area.
4.2.2 Natural Heritage System, 4.2.3 Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features, 4.2.4 Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features	
1. The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement areas boundaries that were approved and in effect as of July 1, 2017.	The Draft Provincial Natural Heritage System (NHS) does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Sections 4.2.2.1 – 5, 4.2.2.7, 4.2.3, and 4.2.4 are not applicable.
6. Beyond the Natural Heritage System, including within settlement areas, the municipality: a) will continue to protect	Official Plans and other natural heritage plans in the area from the City of Mississauga, Region of Peel, Town of Milton or Region of Halton do not identify a NHS in the study area either. However, the Ninth Line Lands Official Plan Amendment and Subwatershed Study evaluated the natural environment within the study area

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>other natural heritage features in a manner that is consistent with the PPS; and</p> <p>b) may continue to protect any other natural heritage system or identify new systems in a manner consistent with the PPS.</p>	<p>and identified a NHS based on a systems approach as discussed above. The NHS will be protected in accordance with PPS, and the policies of the Region of Peel and City of Mississauga Official Plans, as well as the City's Official Plan Amendment for the Ninth Line Lands.</p>
4.2.5 Public Open Space	
<p>1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:</p> <p>a) clearly demarcates where public access is and is not permitted;</p> <p>b) is based on a co-ordinated approach to trail planning and development; and</p> <p>c) is based on good land stewardship practices for public and private lands.</p> <p>2. Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public</p>	<p>As part of the City's Official Plan Amendment for the Ninth Line Lands, in addition to the NHS and proposed trail system, a major community park and additional parkland related to a heritage building have been identified. The plan for the Ninth Line land addresses the criteria in Section 4.2.5.1. The policies also provide for urban agriculture, rooftop gardens, and communal courtyards.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
parks.	
Section 4.2.6 Agricultural System	
1. The Province will identify an Agricultural System for the GGH.	The Province has now approved the Agricultural System for the GGH. The Agricultural System does not include lands within the Ninth Line Lands and, also given the intent that the lands will be included in the settlement area, the policies in Section 4.2.6 are not applicable.
Section 4.2.7 Cultural Heritage Resources	
1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.	The City has identified a number of cultural heritage resources in the Ninth Line Lands which will be protected in accordance with the City's policies and protocols under the Heritage Act and the Planning Act.
2. Municipalities will work with stakeholders, as well as First Nations and Metis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.	The Region and City consulted extensively with stakeholders through the process of preparing the Official Plan Amendment for the Ninth Line Lands, including the First Nations and Metis communities.
3. Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and to consider them in their decision-making.	An archaeological assessment of the Ninth Line Lands was carried out as part of the background analysis on which the Official Plan Amendment for the Ninth Line Lands was based. The report, "Developable Land Assumptions for the Ninth Line Corridor, City of Mississauga, Regional Municipality of Peel: Archaeological Context", was prepared by AMEC Environment & Infrastructure dated April 21, 2014.
Section 4.2.8 Mineral Aggregate Resources	
1. Municipalities will develop and implement official plan policies and other strategies to conserve mineral aggregate resources....	The Ninth Line Lands have no identified mineral aggregate resources as such the policies of Section 4.2.8 are not applicable.
Section 4.2.9 A Culture of Conservation	
1. Municipalities will	The Region and the City Official Plans and other related

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
<p>develop and implement official plan policies and other strategies in support of the following conservation objectives:</p> <ul style="list-style-type: none"> a) Water conservation.... b) Energy conservation.... c) Air quality improvement and protection.... d) Integrated waste management.... <p>2. Municipalities should develop excess soil reuse strategies as part of planning for growth and development.</p> <p>3. Municipal planning policies and relevant development proposals will incorporate best practices for the management of excess soil generated and fill received during development and site alteration, including infrastructure development....</p>	<p>strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to support the conservation objectives identified.</p>
Section 4.2.10 Climate Change	
<p>1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change</p>	<p>The Region and the City Official Plans and other related strategies which are applicable to the Ninth Line Lands provide the policies and other strategies to address the reduction of greenhouse gas emissions and climate change adaptation goals.</p>

Table 1: Growth Plan, 2017 Policy Review	
Growth Plan, 2017	Review and Analysis
adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016....	

Attachment #1

Hemson Consulting Ltd., Memorandum Shaping Ninth Line Updated Growth Management Analysis: Growth Plan 2017, February 7, 2018

HEMSON

Consulting Ltd.

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MEMORANDUM

To: Liz Howson, Macaulay Shiomi Howson

From: Russell Mathew and Lara Nelson, Hemson Consulting Ltd.

Date: February 7, 2018

Re: Shaping Ninth Line
Updated Growth Management Analysis: Growth Plan, 2017

Hemson Consulting Ltd. was retained to provide technical input to the Ninth Line Corridor Review, Shaping Ninth Line, being undertaken by a multi-disciplinary team jointly for the City of Mississauga and the Region of Peel, led by Macaulay Shiomi Howson (MSH). Analyses have been undertaken regarding developable land assumptions, population and employment capacity, draft and preferred growth options and the associated growth management policy and land budget implications of the greenfield expansion and growth concept. A Shaping Ninth Line, Growth Management Report was prepared, dated May 16th, 2017. The Growth Management Report, among other matters, addressed policies and targets of the *Growth Plan for the Greater Golden Horseshoe* (the *Growth Plan*), 2006 (as amended in 2013), particularly as relates to meeting minimum expectations for intensification and density and expansion of settlement areas.

The Province released an updated *Growth Plan*, which came into effect on July 1, 2017 and which, among other matters, revised policy direction for intensification and density, increasing the minimum targets that upper- and single-tier municipalities in the Greater Golden Horseshoe, including the Region of Peel, are required to plan to achieve. Given the new *Growth Plan*, the Region has updated its growth management program, through the Peel 2041 ROPA, and it became necessary to review some of the

assumptions and analysis related to the greenfield expansion and preferred land use concept for Ninth Line. This memorandum provides the results of that review and addresses key revised *Growth Plan* policies and implications for Ninth Line, concluding the following:

- The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA, received by Council on October 26, 2017, plans for Ninth Line and *all* lands within Peel, on the basis of the Schedule 3 forecasts and associated region-wide land needs to a 2041 horizon, planned to meet the suite of *Growth Plan*, 2017 policies and higher minimum targets for intensification and density.
- Ninth Line will help the City of Mississauga to meet its growth forecasts under the Peel 2041 ROPA, while also providing opportunities for higher density ground-oriented development¹, for which there is limited opportunity in the City. At the same time, Mississauga’s intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan*, 2017.
- The Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum designated greenfield area (DGA) density target as well as the 160 residents and jobs per ha minimum around the MTSA’s, under the *Growth Plan*, 2017. Changes to how DGA density is measured under the revised *Growth Plan* results in an increase to the planned density of Ninth Line, from 82 to 87 residents and jobs per ha, which could be achieved within a 2031 timeframe. Over the longer-term to 2041, if built-out to the ultimate development scenario for Ninth Line, a density greater than 100 persons and jobs per ha over the measurable DGA lands could be achieved.
- It is recommended that the City and Region proceed with the ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

¹ *Higher density ground-oriented development in this case is stacked row houses, back-to-back rows, stacked back-to-back rows and low-rise apartments; as distinct from the high density high-rise development in the Urban Growth Centre and other growth nodes.*

1. Ninth Line Preferred Growth Concept

The Shaping Ninth Line planning process resulted in the development of a preferred land use and growth concept for Ninth Line, which:

- would accommodate approximately 3,500 housing units, 8,500 residents and 510 jobs;
- provides for medium and high density residential areas, comprising row houses and apartments;
- includes mixed use areas with residential and commercial employment opportunities;
- provides for higher order transit;
- plans for an overall minimum density target of 82 residents and jobs per gross ha;
- plans for a minimum density target of 160 residents and jobs per ha around transit station areas;
- provides for well-located business employment lands in proximity to 400-series highways; and,
- protects natural heritage and flood plain features.

The associated growth management analysis concluded that:

- Development of the Ninth Line lands would give Mississauga a better prospect of meeting its growth targets to 2031 with a land use concept that included an appropriate density and mix of housing to support Provincial, Regional and City policies seeking denser and more intensified development.
- Higher density ground-oriented units, such as row houses and stacked row houses, of which there is very limited available land supply in Mississauga, particularly in a greenfield setting, would help meet demand for those households not seeking the high-rise apartment forms which now dominate the Mississauga market.
- ROPA 24, which implemented Peel growth management matters and *Growth Plan* conformity, anticipated that there would be urban boundary expansions as part of planning for growth within the period to 2031; and while most of this was for greenfield ground-related housing and employment land development in Caledon, Ninth Line in Mississauga equally qualified.
- The planned density of 82 persons and jobs per ha would affect a very small increase in the overall planned greenfield density in Peel at 50 persons and jobs

per ha; however while this is higher density development typically associated with intensification, it is outside of the built-up area, as defined by the *Growth Plan*. Because of this, Mississauga's intensification rate for the 2016 to 2031 period planned at 97% without Ninth Line became 86% with the addition of Ninth Line. Similarly, the Region's intensification rate for the same period, planned at 48%, became 44% with the inclusion of Ninth Line as planned in the preferred growth concept. This rate is still well above the 40% minimum intensification target, under the *Growth Plan* policies that were in effect at the time the growth concept and growth management analysis for Ninth Line were prepared.

2. Growth Plan, 2017

The growth management analysis underpinning the Shaping Ninth Line process and the development of the preferred growth concept was undertaken within the provincial and Peel regional policy framework for managing growth, originally planned for within the context of ROPA 24, which was to bring the Region's growth management policies and targets into conformity with the *Growth Plan*, 2006. The development of the preferred growth concept was undertaken cognizant of the, then draft, *Growth Plan*, 2017, and the lands were planned to meet or exceed the minimum expectations for density and intensification in effect at the time.

The *Growth Plan*, 2017 revised Provincial growth management expectations, such that:

- The intensification target for upper- and single-tier municipalities was increased from a minimum of 40% of residential development occurring annually within the built-up area; to a minimum 50% occurring within delineated built-up areas, from the time of the next municipal comprehensive review (MCR); and, to 60% by 2031 and each year thereafter.
- The minimum density targets for designated greenfield areas (DGA) were also increased. For upper- and single-tier municipalities in the GTAH, the minimum 50 residents and jobs per ha measured across the entire DGA was revised to a minimum 60 residents and jobs per ha from the time of the next MCR; and, a minimum 80 residents and jobs per ha within the horizon of the *Growth Plan*, now 2041. The direction for how DGA density is measured was also revised, with employment areas and jobs on employment area lands no longer being included in the density calculations.

- The *Growth Plan*, 2017 also provides more explicit direction for density around major transit station areas (MTSA), requiring that those serviced by light rail transit or bus rapid transit be planned to achieve a minimum density of 160 residents and jobs per ha.
- Since the forecasts contained in Schedule 3 – that all upper- and single-tier municipalities must use as a basis for planning – were extended from 2031 to 2041 through Amendment 2 to the *Growth Plan*, the planning horizon for determining land needs has now also been updated under the *Growth Plan*, 2017. The updated Schedule 3 forecasts for Peel anticipate 130,000 more residents at 2031 than was planned for under ROPA 24; to 2041, the Region is now planning for a population 1,970,000 residents.
- The planning period for land needs has also been revised from twenty years, to the horizon of the *Growth Plan*, currently 2041. Land needs assessments are now also to be undertaken based on a standardized land needs assessment methodology which the Province has currently released in draft.

3. Implications for Peel Region and Ninth Line

Given the Provincial policies now in effect, the Region of Peel has updated its growth management planning work to address the *Growth Plan*, 2017, including allocating the 2041 Schedule 3 forecasts to local municipalities in Peel and updating the associated land budget. The “Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041” and associated Peel 2041 ROPA was received by Peel Regional Council on October 26, 2017. The ROPA establishes growth forecasts and targets for density and intensification that meet the minimum requirements by planning period under the *Growth Plan*, 2017 as described above, and includes the Ninth Line DGA lands, as planned under the preferred growth concept through the Shaping Ninth Line process.

- The location and relative amounts of housing being planned for throughout the entirety of Peel has been updated through the new land budget to 2041. The 48% intensification target under ROPA 24 has been increased, to the effect that 50% of residential growth is planned within the built-up area at 2031; increasing again to 60% from 2031 onward. The residential units on Ninth Line lands figure into these targets.
- There is a change with respect to the overall density of planned development for Ninth Line as a result of updated policy direction for how density is

measured on designated greenfield areas under the *Growth Plan, 2017*. That is, DGA density calculations now exclude employment areas and associated jobs. The Ninth Line growth concept includes 11 ha of employment area lands, with an estimated potential of approximately 430 employment area jobs. Removing these lands and jobs from the density calculation has the effect of increasing the density of the remaining developable Ninth Line lands from 82 residents and jobs per ha; to 87 residents and jobs per ha. This could be even greater if the lands build out to the ultimate scenario over the longer term. At the Peel regional level, the effect of the Ninth Line lands on DGA density is negligible, however it is noted that the planned level of density for Ninth Line significantly exceeds *Growth Plan* minimums, both in the prior *Growth Plan* and the higher targets under the *Growth Plan, 2017*.

- There is no change to the density around MTSAs in the Ninth Line plan area, which were planned to meet the 160 residents and jobs, in the then draft *Growth Plan, 2017*.
- In terms of the overall role of Ninth Line in the land budget for Peel, the Ninth Line lands have been planned to support Mississauga's forecasts and fit within the updated Regional land budget to 2041 under the draft growth management ROPA.
- At such time of the next Regional MCR, Peel will need to undertake a region-wide land needs assessment, consistent with the Provincial land needs assessment methodology, presently released in a draft format for consultation. It is most likely that the application of the Provincial land needs assessment (if the final version does not change substantially from the current draft release), on a region-wide basis to 2041, will result in the need for additional greenfield designations well in excess of those proposed for Ninth Line. Ninth Line, as planned, does not undermine the Region's ability to meet the minimum targets for intensification and density under the *Growth Plan, 2017*, which will ultimately be the targets applied when updating the land budget through the Provincial land needs assessment.

4. Conclusions and Recommendations

The growth concept developed through the Shaping Ninth Line process was prepared such to be in conformity with the range of applicable Provincial, Regional and City plans and policies in effect and anticipated.

- Ninth Line as planned, will help the City of Mississauga to meet its growth forecasts to 2041 as planned under the Peel 2041 ROPA while also providing for higher density ground-oriented development, for which there is limited opportunity in the City. At the same time, the City's intensification rate, will remain well above other municipalities in Peel and the higher minimum targets contained in the *Growth Plan, 2017*.
- Cognizant of the then forthcoming *Growth Plan, 2017*, the Ninth Line growth concept was already planned to exceed the new 80 residents and jobs per ha minimum DGA density target as well as the 160 residents and jobs per ha minimum around the MTSA's.
- At such time of the next Regional MCR, the Region will need to re-assess and plan for Ninth Line and *all* lands within Peel based on the Province's standard land needs assessment methodology, which has yet to be finalized.
- In the meantime, it is recommended that the Region and City carry on with the implementation of the Peel 2041 ROPA and local official plan amendments to bring the Ninth Line lands into the urban boundary and secondary planning process.

Attachment #2

DBH Soil Services Inc., Agricultural Impact Assessment Update, February 2018



DBH Soil Services Inc.

217 Highgate Court, Kitchener Ontario N2N 3N9

Phone: (519) 578-9226

Fax: (519) 578-5039

Via email

Mr. Adrian Smith
Manager of Policy Development
Integrated Planning
Corporate Services Department
Region of Peel
10 Peel Centre Drive
Suite A & B
Brampton, ON
L6T 4B9

February 12, 2018

Mr. Smith:

**Re: Ninth Line Lands
City of Mississauga
Region of Peel**

**Minimum Distance Separation (MDS I) Update and Growth Plan Agricultural Systems
Comment**

Further to our telephone conversations and subsequent emails with Ms. Howson (MSH Plan), DBH Soil Services Inc. was retained by the Region of Peel to complete an update to the Minimum Distance Separation I (MDS I) calculations that were presented in the AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016). Further, that DBH Soil Services Inc. will provide comment to the Growth Plan for the Greater Golden Horseshoe (2017), specifically to Section 2.2.8 3h, I and j (Settlement Area Boundary Expansions).

The lands in question (Ninth Line Lands) were identified in your emails and illustrated in the mapping within the AMEC report. The lands are roughly bounded by: the Highway 407 on the west; the Ninth Line on the east; interchange of the Highways 401 and 407 to the north; and the interchange of Highways 407 and 403 to the south. These lands are an area designated for an Urban Boundary Expansion and are henceforth referred to as the Subject Lands. Figure I illustrates the approximate location of the Subject Lands with respect to the above mentioned features.

The following represents the methodology, findings and conclusion for this study.

Minimum Distance Separation (MDS I)

The AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) provided Minimum Distance Separation (MDS I) calculations as based on the OMAFRA statement (*Minimum Distance Separation I (MDS I)*, Ontario Ministry of Agriculture, Food and Rural Affairs Publication 707, October 2006 (MDS) Formulae). A total of 14 agricultural facilities were identified that were capable of housing livestock and were located within 2000 m of the Subject Lands (as per General Guideline 6, 'For Type A applications apply MDS I for livestock facilities within a 1000 metre radius', and for Type B applications apply MDS I for livestock facilities within a 2000 metre radius). As per General Guideline 36, Type B land uses include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes. Type B land uses are typically characterized by uses that have a higher density of human occupancy, habitation or activity.



Figure 1

Location

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The AMEC study identified the livestock facilities and provided detail as to the type of livestock, the numbers of livestock and the maximum tillable ha for each facility. The MDS I calculations (and mapping) illustrate that the Subject Lands were not impacted by the MDS I arc from any of the livestock facilities.

A newer version of the MDS Guidelines was presented by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016 in a document titled *"The Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks* (Publication 853, Ontario Ministry of Agriculture, Food and Rural Affairs. 2016)."

The newer MDS guidelines address similar issues as with the 2006 MDS guidelines, but with some modifications. As by example, the new MDS Guideline # 6: Required Investigation Distances for MDS states:

"As part of municipal consideration of planning or building permit applications, all existing livestock facilities or anaerobic digesters within a 750 m distance of a proposed Type A land use and within a 1,500 m distance of a proposed Type B land use shall be investigated and MDS I setback calculations undertaken where warranted."

As noted in the 2016 MDS guidelines, the distance has been reduced from 2000 m to 1500 m. Figure 2 illustrates the 1500 m buffer around the Subject Lands. Figure 2 also illustrates the approximate shape and location of the Subject Lands and the approximate locations of any agricultural facilities capable of housing livestock that were identified (as per the AMEC report) within 1500 m of the Subject Lands (as required by the MDS Guidelines (2016) for a Type B Land Use under MDS Guideline 33). It was noted with the reduction of distance from 2000 m to 1500 m that livestock facilities numbered 6 and 19 are now outside the 1500 m zone and are not required to be considered. MDS I calculations were completed for these two facilities regardless in an effort to provide continuity to the original AMEC report.

The assessment of MDS I was completed through a review of the AMEC study and the use of the information provided within the appendix of that study. Detailed information regarding specific livestock facilities including, address, location, type of livestock, size of property (tillable ha) and numbers of livestock were listed for each livestock facility. It was noted that the data sheet for livestock facility number 10 was not included in the AMEC report. As such, the MDS I calculation for that livestock facility could not be completed. It should also be noted that no additional interviews were completed as part of this updated MDS study.

It should also be noted that the AMEC data sheets did not include all the pertinent information as required by the MDS guidelines. In some cases there was no owners name or contact information. In all cases there was no indication of the type or location of the manure system. For the purposes of this study it was assumed that each manure system was an outdoor, uncovered solid manure system. This would be appropriate for the livestock types that were identified in the AMEC report. This manure system also provides the 'worst case scenario' with respect to manure odour potentials (ie: would provide the largest calculated MDS I arcs).

All MDS I calculations were completed with the AgriSuite – Ontario Agricultural Planning Tools Suite Version 3.4.0.18.

Table I presents the livestock type associated with each agricultural facility and the calculated MDS I values (in metres) for each agricultural facility.

MDS I data sheets for both the AMEC report and the MDS (2016) calculation sheets (complete with MDS I values) are provided in Appendix A and Appendix B respectively.



Legend

- 9 Agricultural Facility Number
- 9 Agricultural Facility
- Electric Transmission Line (MNR)
- +—+— Railway (MNR)
- Roads (MNR)
- - - 1.5 km Buffer Zone
- Municipal Boundary
- Subject Lands
- Minimum Distance Separation (MDS I Calculated Arc)

Figure 2

Minimum Distance Separation (MDS I Calculations)

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Table I – Minimum Distance Separation I (MDS I)

Agricultural Facility	Livestock Type	MDS I (Barn) In metres	MDS I (Manure Storage) In metres
1	Beef, Chickens, Swine	433	433
2	Beef	216	216
3	Beef, Sheep	331	331
5	Beef	331	331
6	Horses	363	363
7	Beef	452	452
10	No Data for Agricultural Operation		
9	Beef	562	562
11	Rabbits, Chickens, Turkeys	222	222
15	Beef	241	241
16	Beef, Sheep, Chickens, Rabbits	275	275
17	Sheep	162	162
19	Beef	237	237
21	Sheep	243	243

Figure 2 illustrates the approximate location of the Subject Lands, the approximate locations of agricultural facilities with calculated MDS I arcs from each of the agricultural facilities that were capable of housing livestock. As illustrated on Figure 2, no MDS I arcs impinge on the Subject Lands. Therefore there are no impacts to adjacent agricultural livestock facilities with respect to MDS I as a result of the potential land use designation changes within the Ninth Line Lands.

Growth Plan for the Greater Golden Horseshoe (2017)

Specific to this project, DBH Soil Services Inc was retained to provide comment on Section 2.2.8 (Settlement Area Boundary Expansions) Policy 3 h, i and j of the Growth Plan for the Greater Golden Horseshoe (2017). The policies are described as follows:

3. Where the need for a *settlement area* boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:
 - h) *prime agricultural areas* should be avoided where possible. An *agricultural impact assessment* will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the *Agricultural System* and evaluating and prioritizing alternative locations across the upper- or single-tier municipality in accordance with the following:
 - i. expansion into *specialty crop areas* is prohibited;
 - ii. reasonable alternatives that avoid *prime agricultural areas* are evaluated; and
 - iii. where *prime agricultural areas* cannot be avoided, lower priority agricultural lands are used;
 - i) the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*;

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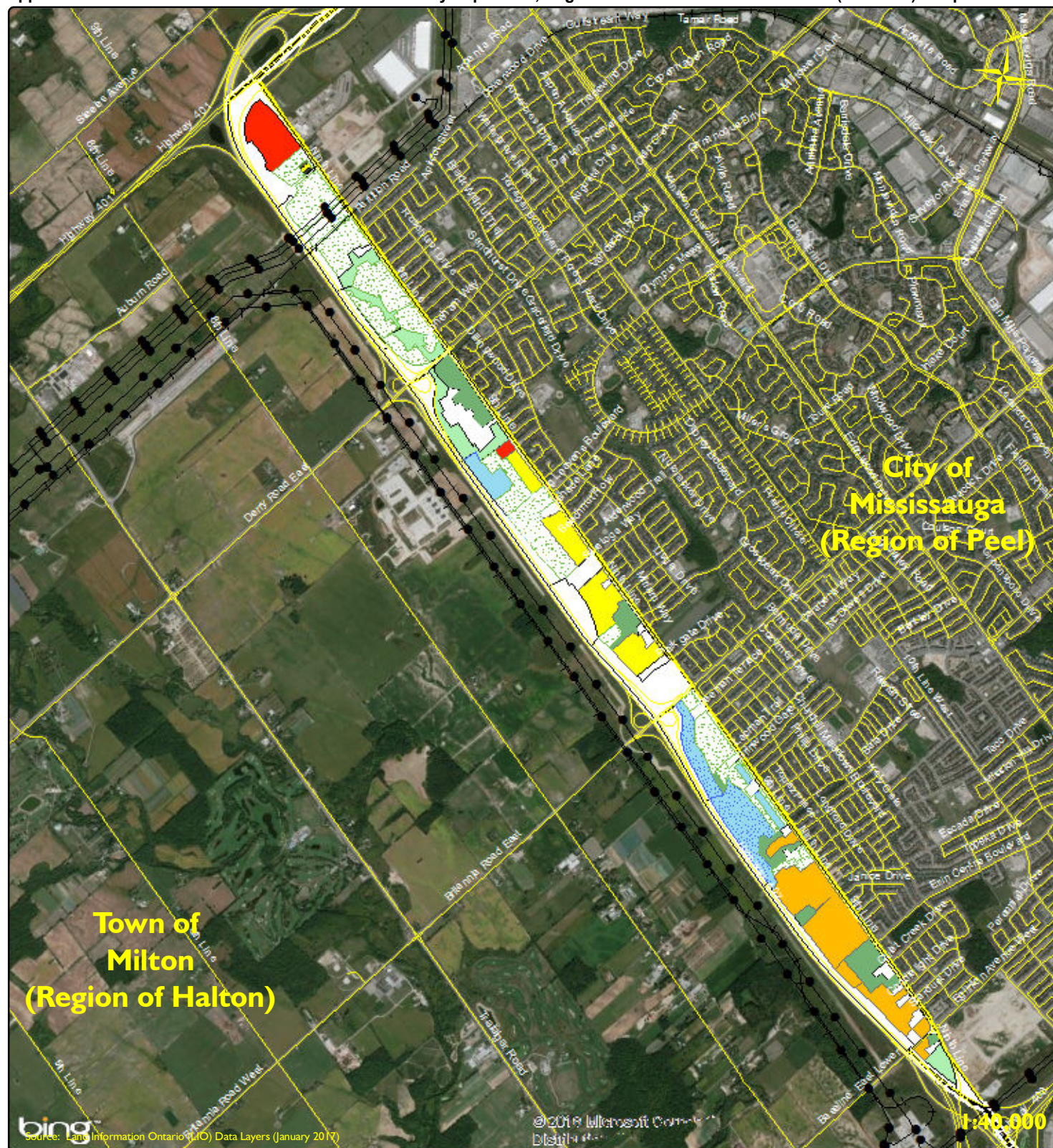
- j) any adverse impacts on agricultural operations and on the *agri-food network* from expanding *settlement areas* would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*;

In an effort to determine the extent of agricultural activities and operations within the Subject Lands, staff from DBH Soil Services Inc. conducted a reconnaissance level (roadside survey) of the Subject Lands on January 24, 2018. Conditions at the time of the survey were typical of winter in this part of Ontario. Snow was observed in the fields and there were no active agricultural field operations. The data collected at the time of the reconnaissance level survey was combined with data from a variety of imagery sources (including Google Earth, Birds Eye, Bing and the City of Mississauga online mapping) was used to complete a land use map for the Subject Lands. Figure 3 illustrates the land use within the Subject Lands.

The reconnaissance level survey revealed that there is little agricultural activity on the Subject Lands. A small field of common field crop was noted in the northern most portions of the Subject Lands, near the interchange for the Highways 401 and 407. It appears that large portions of the Subject Lands are contained within the existing fencing associated with the east side of the Highway 407. The lands contained within the fenced areas include areas of disturbed soils (disturbed during the construction of the Highway 407 for landforming operations to set grades, and for drainage purposes), ponds, flood plains, scrublands and woody areas. The lands outside the fenced area included open fields, woody areas, scrublands, dog training, landscaping, hay crops and disturbed areas (associated with existing homes, businesses, transportation corridors (rail lines, roads), electric transmission corridors and natural gas pipeline corridors and compressor stations). It was noted that no areas of specialty crop or livestock operations were observed within the Subject Lands. Further, that the Subject Lands are not in a designated Specialty Crop area.

It has been documented in the AMEC report that the Subject Lands comprise Canada Land Inventory (CLI) class I – 3 lands, which are considered Prime Agricultural lands within the Provincial Policy Statement (PPS 2014). Further, a teleconference with staff members from the Region of Peel provided an indication that these are the only lands designated as agriculture within the City of Mississauga.

With respect to Policy h) prime agricultural areas should be avoided where possible, it has been documented that the Subject Lands are Prime Agricultural Lands and are the only agricultural lands within the City of Mississauga. Further, that the Subject Lands are not used for the production of Specialty Crops or that the lands contain any designated Specialty Crop Areas. Therefore, under policy h) i, the requirement has been met in that the Subject Lands are not designated as Specialty Crop Lands and are not used for the production of specialty crops. Further, under policy h) ii, the requirement for the evaluation of reasonable alternatives that avoid prime agricultural areas has been met as there are no other agricultural lands available within the City of Mississauga, whether the lands are prime agricultural or non-prime agricultural. Under policy h) iii, it states that where prime agricultural lands cannot be avoided that the lower quality prime agricultural lands should be used first. It has been documented through the reconnaissance level survey and imagery assessment that much of the Subject Lands has been landformed during the construction of the Highway 407 and the associated road, rail and linear corridor crossings (electrical transmission and natural gas transmission stations and service areas), and drainage features (stream realignment, creation of ponds and flood plains). This landforming process comprises a reshaping of the land surfaces, removing and regrading soils, which effectively removes these areas from comparison within the Canada Land Inventory (CLI) capability system. Within the CLI system, these soils would be classified as ‘disturbed’ soil areas and would not rated, thereby taking these areas out of the prime agricultural classification. As a result, these soils would more accurately be identified as poorer quality disturbed lands.



Legend

- | | | |
|-------------------------------------|-------------------|-------------------|
| ●— Electric Transmission Line (MNR) | Land Use | Open Field |
| —+— Railway (MNR) | Disturbed Lands | Pondered Areas |
| — Roads (MNR) | Common Field Crop | Scrubland |
| ▬ Municipal Boundary | Dog Training | Woods |
| ▬ Subject Lands | Flood Plain | Wooded Scrublands |
| | Hay Crop | |

Figure 3

Land Use

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February 2018



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Policy i (Compliance with MDS) has been addressed with the first section of this report. It has been illustrated that a recalculation of MDS I arcs in the newer (MDS 2016) guidelines has resulted in the confirmation that there are no impacts from the proposed change in land use designation on adjacent livestock barns/facilities. Therefore, "the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*."

Compliance with Policy j (any adverse impacts on agricultural operations and on the *agri-food network* from expanding *settlement areas* would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*) has been met through the relative location and shape of the Subject Lands. In this instance the impact on agricultural operations and on the agri-food network will be directly related to the loss of the lands for agricultural use. This cannot be avoided in a Settlement Area Boundary Expansion. However, any further potential impacts to the agri-food network are minimized by the location of the Subject Lands. The Subject Lands are bounded on the west side by the Highway 407. As a result, this defined linear corridor is a barrier between the urban uses to the east and the agricultural sector to the west. Similar conditions exist with the boundary of the Highway 401 and 403. Both are defined linear corridors that effectively bracket the Subject Lands by providing well defined boundaries between agricultural and non-agricultural uses.

It has been illustrated that the Subject Lands have limited existing agricultural activities and uses. There are no economic investments to agriculture within the Subject Lands such as: farm equipment dealers; grain drying operations; equipment service (hydraulic hose, tires, repair shops), feed services or fuel suppliers. The Subject Lands are an area that is in transition from an agricultural land base to an urban use. The removal of these lands from an agricultural designation will have limited impact on the adjacent agricultural lands to the west.

This is a similar conclusion as was presented in the AMEC report (August 2016).

I trust this information is helpful. Should you have any questions or concerns, please feel free to contact me at your earliest convenience at 519-578-9226.

Sincerely

DBH Soil Services Inc.

A handwritten signature in black ink, appearing to read "DH", is written over a light blue horizontal line.

Dave Hodgson, P. Ag
President

APPENDIX A

AMEC Information Sheets



Appendix II - Ninth Line Lands Settlement Area Boundary Expansion, Regional Official Plan Amendment 33 (ROPA 33) Adoption
On-Farm Interview Info

Description	Farm 1 April 2014 - 4 Empty Facilities
Location (UTM)	17 T 595697E 4827546N
File Name	
Last Name	Not Available
Address	15625 Steeles Ave West
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1K0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton
Lot	1
Concession	10
Township	Esquesing
911 Number	15625
Roll Number	24150700014120000000
Telephone	905-878-2718
Fax	
email	
Animal Type 1	Beef Cattle (250 m ² Facility)
Manure Form S/L	S
Max Housing Capacity	27
Animal Type 2	Caves (70 m ² Facility)
Manure Form S/L	S
Max Housing Capacity	10
Animal Type 3	Chickens (80 m ² Facility)
Manure Form S/L	S
Max Housing Capacity	500
Animal Type 4	Sows (60 m ² Facility)
Manure Form S/L	S
Max Housing Capacity	22
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	120
Expansion?	No
Notes:	<p>Tenants have lived on-site for about 30 years. All livestock facilities are empty and have not been in use since at least 2004. There are several out buildings, Four (see above) were designed for specific livestock purposes</p>

Description	Farm 2 April 2014 Empty Facility
Location (UTM)	17 T 596787E 4828042N
File Name	
Last Name	Banducci
Address	7876 Tenth Line
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1W0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton
Lot	3 & 15
Concession	10
Township	Trafalgar
911 Number	SS111
Roll Number	24150900800960000000
Telephone	905-826-6226
Fax	
email	
Animal Type 1	Beef Cattle (290 m ² facility)
Manure Form S/L	S
Max Housing Capacity	20
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	4
Expansion?	No
Notes:	Facility is a non-operating farm with no current livestock.

Description	Farm 3 April 2014 Operating Facility
Location (UTM)	17 T 597065E 4827828N
File Name	Sylvan Oak Farms (Heritage Site)
Last Name	Hustler
Address	7564 Tenth Line W
City/Town	Mississauga
Province	Ontario
Postal Code	L5N 3W7
Upper Tier	Regional Municipality of Peel
Lower Tier	City of Mississauga
Lot	14
Concession	10
Township	Trafalgar
911 Number	7564
Roll Number	21051500800920000000
Telephone	905-824-2288
Fax	
email	
Animal Type 1	Beef Cattle (37)
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 2	Sheep (28)
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	22
Expansion?	No
Notes:	

Description	Farm 5 April 2014 Empty Facility
Location (UTM)	17 T 595283E 4827122N
File Name	
Last Name	Not Disclosed
Address	15345 Steeles Ave.
City/Town	Halton Hills
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton
Lot	1
Concession	10
Township	Esquesing
911 Number	15345
Roll Number	24150700014170000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle (270 m ² Facility)
Manure Form S/L	S
Max Housing Capacity	30
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	Not Disclosed
Maximum Tillable Ha	44
Expansion?	Not Disclosed
Notes:	Empty Facility that has not been in use since at least 2004.

Description	Farm 6 Operating Horse Farm
Location (UTM)	17 T 594437E 4826997N
File Name	
Last Name	Guglietti
Address	8278 Ninth Line
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1K0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton Hills
Lot	2
Concession	9
Township	Esquesing
911 Number	8278
Roll Number	24150700011470000000
Telephone	
Fax	
email	
Animal Type 1	Horses
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Removal off-site every 2 months
Imported Manure?	N
Maximum Tillable Ha	33
Expansion?	No
Notes:	Normally operating with between 6-22 horses

Description	Farm 7 April 2014 Empty Facility
Location (UTM)	17 T 594855E 4826850N
File Name	
Last Name	Song Corporation
Address	14829 Steeles Ave
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1E0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton Hills
Lot	1
Concession	9
Township	Esquesing
911 Number	14829
Roll Number	2415070001420000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle
Manure Form S/L	S
Max Housing Capacity	75
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	unknown
Imported Manure?	No
Maximum Tillable Ha	108
Expansion?	No
Notes:	Residence has been rented for 30 years with no livestock on-site since at least 2009.

Description	Farm 9 April 2014 Empty Facility
Location (UTM)	17 T 595478E 4826457N
File Name	
Last Name	Unknown
Address	14920 Steeles Ave W
City/Town	Halton Hills
Province	Ontario
Postal Code	L0P 1E0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Halton Hills
Lot	15
Concession	9
Township	Trafalgar
911 Number	14920
Roll Number	241509008010000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle
Manure Form S/L	S
Max Housing Capacity	420
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	20
Expansion?	No
Notes:	Large abandoned farm. No residences. Facility last in operation 2009/2010

Description	Farm 11 April 2014 Operating Facility
Location (UTM)	17 T 596870E 4824140N
File Name	
Last Name	Carito / Scaramozzino
Address	13761 Derry Rd.
City/Town	Milton
Province	Ontario
Postal Code	L9T 7J9
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	8
Concession	11
Township	Trafalgar
911 Number	13761
Roll Number	240909009002310000000
Telephone	905-875-2064
Fax	
email	
Animal Type 1	Rabbits (35-40)
Manure Form S/L	S
Max Housing Capacity	400
Animal Type 2	Chickens (10)
Manure Form S/L	S
Max Housing Capacity	150
Animal Type 3	Turkeys (12)
Manure Form S/L	S
Max Housing Capacity	75
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	3
Expansion?	No
Notes:	Hobby farm

Description	Farm 15 April 2014 Empty Facility
Location (UTM)	17 T 600171E 4821403N
File Name	
Last Name	Unknown
Address	5521 8th Line
City/Town	Milton
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	4
Concession	9
Township	Trafalgar
911 Number	5521
Roll Number	240909007550100000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle
Manure Form S/L	S
Max Housing Capacity	16
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	10
Expansion?	No
Notes:	Likely not suitable as a livestock facility

Description	Farm 16 April 2014 Operating Facility
Location (UTM)	17 T 601255E 4820299N
File Name	
Last Name	Carlos
Address	5117 8th Line
City/Town	Milton
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	1
Concession	9
Township	Trafalgar
911 Number	5117
Roll Number	240900700240000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle 5
Manure Form S/L	S
Max Housing Capacity	10
Animal Type 2	Sheep 15
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 3	Chickens 15
Manure Form S/L	S
Max Housing Capacity	200
Animal Type 4	Rabbits 5
Manure Form S/L	S
Max Housing Capacity	20
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	Unknown
Imported Manure?	No
Maximum Tillable Ha	40
Expansion?	No
Notes:	Renter is using the facility as a hobby farm

Description	Farm 17 Operating Facility
Location (UTM)	17 T 601135E 4819855N
File Name	
Last Name	Martus (Tony)
Address	1277 East Lower Base Line Rd
City/Town	Milton
Province	Ontario
Postal Code	L0P 1E0
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	1
Concession	8
Township	Trafalgar
911 Number	1277
Roll Number	240909007870000000
Telephone	905-230-4202
Fax	
email	
Animal Type 1	Sheep 40
Manure Form S/L	S
Max Housing Capacity	40
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	120
Expansion?	No
Notes:	Off site farm

Description	Farm 19 April 2014 Empty Facility
Location (UTM)	17 T 603003E 4818879N
File Name	
Last Name	Not Disclosed
Address	1265 Burnamthorpe Rd East
City/Town	Oakville
Province	Ontario
Postal Code	L6H 7B3
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Oakville
Lot	8
Concession	2 North of Dundas Street
Township	Trafalgar
911 Number	1265
Roll Number	24010100200170000000
Telephone	
Fax	
email	
Animal Type 1	Beef Cattle (290 m ² empty facility)
Manure Form S/L	S
Max Housing Capacity	30
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	2
Expansion?	No
Notes:	<p>Farm is for lease Contact Blake Shaffer (Realestate Agent) 905-302-2519 905-828-6550</p>

Description	Farm 21 April 2014 Empty Facility
Location (UTM)	17 T 600285E 4820917N
File Name	
Last Name	Not disclosed
Address	5414 Eighth Line
City/Town	Milton
Province	Ontario
Postal Code	
Upper Tier	Regional Municipality of Halton
Lower Tier	Town of Milton
Lot	3
Concession	8
Township	Trafalgar
911 Number	5414
Roll Number	24090900700450000000
Telephone	
Fax	
email	
Animal Type 1	Sheep (estimated 280 m ² facility)
Manure Form S/L	S
Max Housing Capacity	130
Animal Type 2	
Manure Form S/L	
Max Housing Capacity	
Animal Type 3	
Manure Form S/L	
Max Housing Capacity	
Animal Type 4	
Manure Form S/L	
Max Housing Capacity	
Animal Type 5	
Manure Form S/L	
Max Housing Capacity	
Manure Storage Capacity	
Imported Manure?	No
Maximum Tillable Ha	8
Expansion?	No
Notes:	

APPENDIX B

Minimum Distance Separation I Data Sheets



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Description: Region of Peel - Ninth Line Lands

Application Date: Wednesday, February 07, 2018

Municipal File Number:

Proposed Application: Other Type B land use
Type B Land Use

Applicant Contact Information

Not Specified

Location of Subject Lands

Regional Municipality of Peel, City of Mississauga

Roll Number:



Calculation Name: *Farm 1*

Description: April 2014 - 4 empty facilities

Farm Contact Information

15625 Steeles Ave West
Halton Hills, ON, Canada L0P 1K0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001412000000

Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	27	27.0	125 m ²
Solid	Beef, Backgrounders (7 - 12.5 months), Yard/Barn [Livestock barn is currently unoccupied]	10	3.3	37 m ²
Solid	Chickens, Broilers [Livestock barn is currently unoccupied]	500 m ²	20.2	500 m ²
Solid	Swine, Sows with litter, dry sows/boars [Livestock barn is currently unoccupied]	22	6.3	61 m ²



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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 56.8

Potential Design Capacity (NU): 170.3

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)		Storage Base Distance 'S' (minimum distance from manure storage)
0.74	X	380.45	X	0.7	X	2.2
				=	433 m (1421 ft)	TBD
					433 m (1421 ft)	TBD

Calculation Name: *Farm 11*

Description: April 2014 - Operating Facility

Farm Contact Information

Carito/Scaramozzino
13761 Derry Road
Milton, ON, Canada L9T 7J9
Phone #1: 905-875-2064

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 11, Lot: 8

Roll Number: 2409090090023100000

Total Lot Size: 3 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	400	10.0	721 m ²
Solid	Chickens, Broilers	150 m ²	6.0	150 m ²
Solid	Turkeys, Toms (day olds to over 10.8 to 20 kg; 14.5 kg is typical)	75	1.0	24 m ²



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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 17.0

Potential Design Capacity (NU): 17.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	Storage Base Distance 'S' (minimum distance from manure storage)
0.76	X	190.16	X	0.7	X
				2.2	
				=	
				222 m (729 ft)	TBD
					222 m (729 ft)
					TBD

Calculation Name: *Farm 15*

Description: April 2014 - Empty Facility

Farm Contact Information

5521 8th Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 9, Lot: 4
Roll Number: 2409090075501000000
Total Lot Size: 10 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	16	16.0	74 m ²



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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.0

Potential Design Capacity (NU): 32.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	Storage Base Distance 'S' (minimum distance from manure storage)
0.7	X	224	X	0.7	X
				2.2	
				=	
				241 m (792 ft)	TBD
					241 m (792 ft)
					TBD



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Calculation Name: *Farm 16*

Description: April 2014 - Operating Facility

Farm Contact Information

Carlos
5117 8th Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 9, Lot: 1

Roll Number: 2409007002400000000

Total Lot Size: 40 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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	10	10.0	46 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²
Solid	Chickens, Broilers	200 m ²	8.1	200 m ²
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	20	0.5	36 m ²



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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 23.6

Potential Design Capacity (NU): 47.1

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	Storage Base Distance 'S' (minimum distance from manure storage)
0.7	X 254.26	X 0.7	X 2.2	= 275 m (902 ft)	TBD
					275 m (902 ft)
					TBD

Calculation Name: *Farm 17*

Description: April 2014 - Operating Facility

Farm Contact Information

Tony Martus
1277 East Lower Base Line Road
Milton, ON, Canada L0P 1E0
Phone #1: 905-230-4202

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 8, Lot: 1

Roll Number: 2409090078700000000

Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 5.0

Potential Design Capacity (NU): 5.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 150	X 0.7	X 2.2	= 162 m (531 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
162 m (531 ft)	TBD

Calculation Name: *Farm 19*

Description: April 2014 - Empty Facility

Farm Contact Information

1265 Burnhamthorpe Road East
Oakville, ON, Canada L6H 7B3

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Oakville
TRAFALGAR, Concession: 2 NORTH OF DUNDAS STREET, Lot: 8
Roll Number: 2401010020017000000
Total Lot Size: 2 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	30	30.0	139 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 30.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 220	X 0.7	X 2.2	= 237 m (778 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
237 m (778 ft)	TBD

Calculation Name: *Farm 2*

Description: April 2014 - Empty Facility

Farm Contact Information

Banducci
7876 Tenth Line
Halton Hills, ON, Canada L0P 1W0
Phone #1: 905-826-6226

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
TRAFALGAR, Concession: 10, Lot: 3 and 15
Roll Number: 2415090080096000000
Total Lot Size: 4 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	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 [Livestock barn is currently unoccupied]	20	20.0	93 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 20.0

Potential Design Capacity (NU): 20.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	199.99	X	0.7	X
				2.2	
				=	
				216 m (707 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
216 m (707 ft)	TBD

Calculation Name: *Farm 3*

Description: April 2014 operating facility

Farm Contact Information

Hustler
Sylvan Oak Farms (Heritage Site)
7564 Tenth Line W
Mississauga, ON, Canada L5N 3W7
Phone #1: 905-824-2288

Location of existing livestock facility or anaerobic digester

Regional Municipality of Peel, City of Mississauga
TRAFALGAR, Concession: 10, Lot: 14
Roll Number: 2105150080092000000
Total Lot Size: 22 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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	40	40.0	186 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 45.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	306.81	X	0.7	X
				2.2	
				=	
				331 m (1085 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
331 m (1085 ft)	TBD



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Calculation Name: **Farm 21**
Description: April 2014 - Empty Facility

Farm Contact Information

5414 Eighth Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 8, Lot: 3

Roll Number: 2409090070045000000

Total Lot Size: 8 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access [Livestock barn is currently unoccupied]	130	16.3	181 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.3

Potential Design Capacity (NU): 32.5

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	225	X	0.7	X
				2.2	=
				243 m (796 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
243 m (796 ft)	TBD

Calculation Name: **Farm 5**
Description: April 2014 Empty Facility

Farm Contact Information

15345 Steeles Ave
Halton Hills, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001417000000

Total Lot Size: 44 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	30	30.0	139 m ²



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 306.81	X 0.7	X 2.2	= 331 m (1085 ft)	TBD

Storage Base Distance 'S'
(minimum distance from manure storage) (actual distance from manure storage)
331 m (1085 ft) TBD

Calculation Name: **Farm 6**

Description: April 2014 Empty Facility

Farm Contact Information

Guglietti
8278 Ninth Line
Halton Hills, ON, Canada L0P 1K0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 9, Lot: 2

Roll Number: 2415

Total Lot Size: 33 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	40	40.0	929 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 40.0

Potential Design Capacity (NU): 120.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 336.55	X 0.7	X 2.2	= 363 m (1190 ft)	TBD

Storage Base Distance 'S'
(minimum distance from manure storage) (actual distance from manure storage)
363 m (1190 ft) TBD

Calculation Name: **Farm 7**

Description: April 2014 - Empty Facility

Farm Contact Information

Song Corporation
14829 Steeles Ave
Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 9, Lot: 1

Roll Number: 2415070001420000000

Total Lot Size: 108 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	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 [Livestock barn is currently unoccupied]	75	75.0	348 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 75.0

Potential Design Capacity (NU): 225.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	419.38	X	0.7	X
				2.2	
				=	
				452 m (1483 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
452 m (1483 ft)	TBD

Calculation Name: *Farm 9*

Description: April 2014 - Empty

Farm Contact Information

14920 Steeles Ave W
Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
TRAFALGAR, Concession: 9, Lot: 15

Roll Number: 2415090080100000000

Total Lot Size: 20 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	420	420.0	1,951 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 420.0

Potential Design Capacity (NU): 420.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	521.77	X	0.7	X
				2.2	
				=	
				562 m (1845 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
562 m (1845 ft)	TBD



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Preparer Information

Dave Hodgson
President
DBH Soil Services Inc
217 Highgate Court
Kitchener, ON, Canada N2N 3N9
Phone #1: 519-578-9226
Phone #2: 519-240-6239
Fax: 519-578-5039
Email: dhodgson@dbhsoilservices.ca

Signature of Preparer: _____ Date: _____
Dave Hodgson, President

NOTE TO THE USER:

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.



DBH Soil Services Inc.

217 Highgate Court, Kitchener Ontario N2N 3N9

Phone: (519) 578-9226

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Via email

Mr. Adrian Smith
Manager of Policy Development
Integrated Planning
Corporate Services Department
Region of Peel
10 Peel Centre Drive
Suite A & B
Brampton, ON
L6T 4B9

February 26, 2018

Mr. Smith:

**Re: Ninth Line Lands
City of Mississauga
Region of Peel**

Minimum Distance Separation (MDS I) Update – Agricultural Facility Number 10

Further to your review and comments provided to Ms. Howson (MSH Plan), DBH Soil Services Inc. provides the following comments for the Minimum Distance Separation (MDS I) calculation for Agricultural Facility Number 10 (as was identified in the AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) and subsequently in the DBH Soil Services letter report dated February 12, 2018.

The AMEC Foster Wheeler – Ninth Line Lands Agricultural Impact Assessment Final Report (August 2016) provided Minimum Distance Separation (MDS I) calculations as based on the OMAFRA statement (*Minimum Distance Separation I (MDS I)*, Ontario Ministry of Agriculture, Food and Rural Affairs Publication 707, October 2006 (MDS Formulae). A total of 14 agricultural facilities were identified that were capable of housing livestock and were located within 2000 m of the Subject Lands (as per General Guideline 6, 'For Type A applications apply MDS I for livestock facilities within a 1000 metre radius', and for Type B applications apply MDS I for livestock facilities within a 2000 metre radius). As per General Guideline 36, Type B land uses include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes. Type B land uses are typically characterized by uses that have a higher density of human occupancy, habitation or activity.

The AMEC study identified the livestock facilities and provided detail as to the type of livestock, the numbers of livestock and the maximum tillable ha for each facility. The MDS I calculations (and respective mapping) illustrated that the Subject Lands were not impacted by the MDS I arc from any of the livestock facilities.

Shortly after the AMEC study was completed, a newer version of the MDS Guidelines was presented by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) in 2016 in a document titled "*The Minimum Distance Separation (MDS) Document: Formulae and Guidelines for Livestock Facility and Anaerobic Digester Odour Setbacks* (Publication 853, Ontario Ministry of Agriculture, Food and Rural Affairs. 2016)."

DBH Soil Services was retained to complete an update of the AMEC MDS information to the newer OMAFRA Guidelines. The updated assessment of MDS I was completed through a review of the AMEC study and the use of the information provided within the appendix of that study. Detailed information regarding specific livestock facilities including, address, location, type of livestock, size of property (tillable ha) and numbers of livestock were

**DBH Soil Services Inc.**

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listed for each livestock facility. It was noted that the data sheet for livestock facility number 10 was not included in the AMEC report. As such, the MDS I calculation for that livestock facility could not be completed. It should also be noted that no additional interviews were completed as part of this updated MDS study. Therefore, the DBH Soil Services Inc. updated MDS study did not provide any revised MDS I calculations for the agricultural facility number 10. As per your request to provide an MDS I calculation for the agricultural facility number 10 as based on MDS I Guideline # 20, I provide the following.

MDS I Guideline # 20 states:

“Design capacity for an MDS I calculation shall include all *unoccupied livestock barns* on a lot in accordance with this Implementation Guideline. First and foremost, the number of *livestock* or the area of *livestock* housing of *unoccupied livestock barns* should be based on information supplied by the farm operator(s) and/or owner(s). Only after concerted, documented effort has been made to obtain information from the farm operator(s) and/or owner(s), but obtaining information was not possible, then the following default Factors apply for *unoccupied livestock barns*:

- Factor A = 1.0
- Factor B is based on 1 *Nutrient Unit*/ 20 m² of area of *livestock* housing (NOTE: Assume the barn is only one-story high if using aerial photography.)
- Factor D = 0.7

However, an MDS I setback is not required when:

- the building has been deemed by a municipal building official, with input from a professional engineer or a consultant knowledgeable about *livestock facilities* where appropriate, as no longer being structurally sound or reasonably capable of housing *livestock*; or
- the portion of the *lot* on which the *unoccupied livestock barn* is located is zoned such that the building shall not be used for housing *livestock*; or
- the floor area of the *unoccupied livestock barn* is < 100 m².”

A review of Google Earth, Birds Eye and the Region of Peel online imagery was used in the assessment. Figure 1 represents agricultural facility number 10 (Google Earth Image). As evidenced in this figure agricultural facility number 10 appears to be a bank barn with an intact roof (with approximate dimensions of 19m x 18m (342 m²). Immediately adjacent to the barn is an open topped silo. There appear to be no livestock, no manure storage, no livestock yard or pens. The vegetation immediately adjacent to the barn appears to be growing well, suggesting that there are no livestock in the facility and that there is no use of the barn.

As per Guideline #20 a Factor A = 1.0, Factor B = 228.4 (as based on design capacity of 34.2 NU (Table 2. Factor



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B (Nutrient Units Factor, MDS 2016))), Factor D of 0.7 and the encroachment factor (Factor E) of 2.2. The calculated MDS I arc is 352 m, as the minimum distance from both the closest part of the barn and the manure storage.

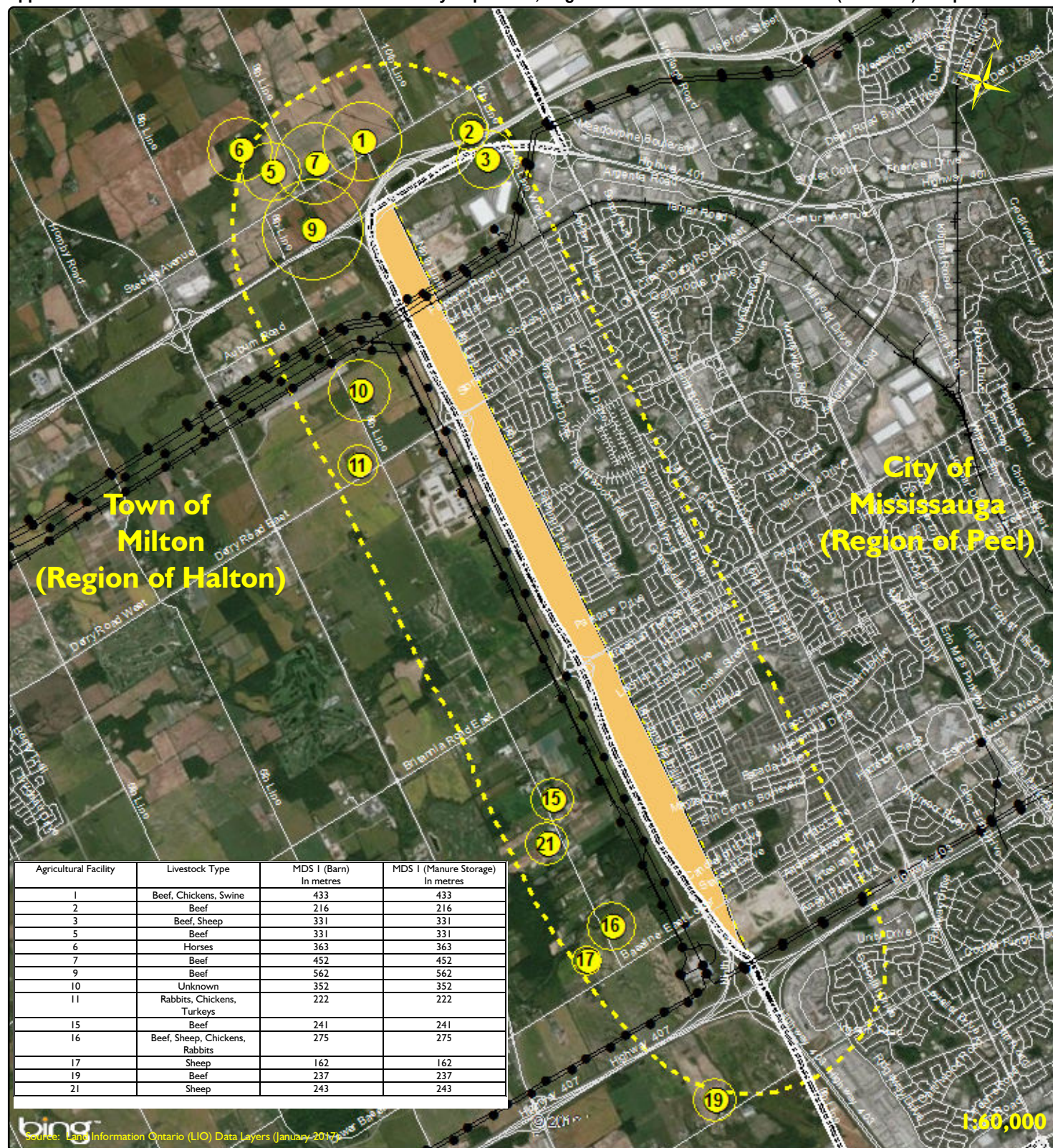
Figure I – Google Earth Image of Agricultural Facility #10



All MDS I calculations were completed with the AgriSuite – Ontario Agricultural Planning Tools Suite Version 3.4.0.18.

Table I presents the livestock type associated with each agricultural facility and the calculated MDS I values (in metres) for each agricultural facility.

MDS (2016) calculation sheets (complete with MDS I values) are provided in Appendix A.



Legend

- 9 Agricultural Facility Number
- 9 Agricultural Facility
- Electric Transmission Line (MNR)
- +—+— Railway (MNR)
- Roads (MNR)
- - - 1.5 km Buffer Zone
- Municipal Boundary
- Subject Lands

Figure 2

Minimum Distance Separation (MDS I Calculations)

DBH Soil Services Inc
February 2018

**DBH Soil Services Inc.**

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Table I – Minimum Distance Separation I (MDS I)

Agricultural Facility	Livestock Type	MDS I (Barn) In metres	MDS I (Manure Storage) In metres
1	Beef, Chickens, Swine	433	433
2	Beef	216	216
3	Beef, Sheep	331	331
5	Beef	331	331
6	Horses	363	363
7	Beef	452	452
9	Beef	562	562
10	Unknown	352	352
11	Rabbits, Chickens, Turkeys	222	222
15	Beef	241	241
16	Beef, Sheep, Chickens, Rabbits	275	275
17	Sheep	162	162
19	Beef	237	237
21	Sheep	243	243

Figure 2 illustrates the approximate location of the Subject Lands, the approximate locations of agricultural facilities with calculated MDS I arcs from each of the agricultural facilities that were capable of housing livestock. As illustrated on Figure 2, no MDS I arcs impinge on the Subject Lands. Therefore there are no impacts to adjacent agricultural livestock facilities with respect to MDS I as a result of the potential land use designation changes within the Ninth Line Lands.

Therefore, it has been illustrated that a recalculation of MDS I arcs in the newer (MDS 2016) guidelines has resulted in the confirmation that there are no impacts from the proposed change in land use designation on adjacent livestock barns/facilities. Therefore, “the *settlement area* to be expanded is in compliance with the *minimum distance separation formulae*.”

This is a similar conclusion as was presented in the AMEC report (August 2016).

I trust this information is helpful. Should you have any questions or concerns, please feel free to contact me at your earliest convenience at 519-578-9226.

Sincerely



DBH Soil Services Inc.

Dave Hodgson, P. Ag
President

APPENDIX A

Minimum Distance Separation I Data Sheets

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Roll Number:  

215875



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Unoccupied Livestock Barn, -	342 m ²	17.1	342 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 17.1

Potential Design Capacity (NU): 34.2

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	
1.0	X	228.4	X	0.7	X
				2.2	=
				352 m (1154 ft)	

TBD

Storage Base Distance 'S'
(minimum distance from manure storage) (actual distance from manure storage)

352 m (1154 ft)

TBD

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

Calculation Name: *Farm 11*

Description: April 2014 - Operating Facility

Farm Contact Information

Carito/Scaramozzino
13761 Derry Road
Milton, ON, Canada L9T 7J9
Phone #1: 905-875-2064

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 11, Lot: 8
Roll Number: 2409090090023100000
Total Lot Size: 3 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	400	10.0	721 m ²
Solid	Chickens, Broilers	150 m ²	6.0	150 m ²
Solid	Turkeys, Toms (day olds to over 10.8 to 20 kg; 14.5 kg is typical)	75	1.0	24 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 17.0

Potential Design Capacity (NU): 17.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	
0.76	X	190.16	X	0.7	X
				2.2	=
				222 m (729 ft)	

TBD

Storage Base Distance 'S'
(minimum distance from manure storage) (actual distance from manure storage)

222 m (729 ft)

TBD



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Calculation Name: *Farm 15*
Description: April 2014 - Empty Facility

Farm Contact Information

 5521 8th Line
 Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

 Regional Municipality of Halton, Town of Milton
 TRAFALGAR, Concession: 9, Lot: 4

Roll Number: 2409090075501000000

Total Lot Size: 10 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	16	16.0	74 m ²



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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.0

Potential Design Capacity (NU): 32.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	224	X	0.7	X
				2.2	=
				241 m (792 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
241 m (792 ft)	TBD

Calculation Name: *Farm 16*
Description: April 2014 - Operating Facility

Farm Contact Information

 Carlos
 5117 8th Line
 Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

 Regional Municipality of Halton, Town of Milton
 TRAFALGAR, Concession: 9, Lot: 1

Roll Number: 2409007002400000000

Total Lot Size: 40 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Rabbits, Breeding females (including males, replacements & market animals), 1 Tier Cages	20	0.5	36 m ²
Solid	Beef, Cows, including calves to weaning (all breeds), Yard/Barn	10	10.0	46 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Solid	Chickens, Broilers	200 m ²	8.1	200 m ²
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The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 23.6

Potential Design Capacity (NU): 47.1

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	254.26	X	0.7	X
				2.2	
				=	
				275 m (902 ft)	TBD
Storage Base Distance 'S'					
(minimum distance from manure storage) (actual distance from manure storage)					
				275 m (902 ft)	TBD

Calculation Name: *Farm 17*

Description: April 2014 - Operating Facility

Farm Contact Information

Tony Martus
1277 East Lower Base Line Road
Milton, ON, Canada L0P 1E0
Phone #1: 905-230-4202

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 8, Lot: 1
Roll Number: 2409090078700000000
Total Lot Size: 120 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 5.0

Potential Design Capacity (NU): 5.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	150	X	0.7	X
				2.2	
				=	
				162 m (531 ft)	TBD
Storage Base Distance 'S'					
(minimum distance from manure storage) (actual distance from manure storage)					
				162 m (531 ft)	TBD

Calculation Name: *Farm 19*

Description: April 2014 - Empty Facility

Farm Contact Information

1265 Burnhamthorpe Road East
Oakville, ON, Canada L6H 7B3

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Oakville
TRAFALGAR, Concession: 2 NORTH OF DUNDAS STREET, Lot: 8
Roll Number: 2401010020017000000
Total Lot Size: 2 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	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 [Livestock barn is currently unoccupied]	30	30.0	139 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 30.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	220	X	0.7	X
				2.2	
				=	
				237 m (778 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
237 m (778 ft)	TBD

Calculation Name: *Farm 2*

Description: April 2014 - Empty Facility

Farm Contact Information

Banducci
7876 Tenth Line
Halton Hills, ON, Canada L0P 1W0
Phone #1: 905-826-6226

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills

TRAFALGAR, Concession: 10, Lot: 3 and 15

Roll Number: 2415090080096000000

Total Lot Size: 4 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	20	20.0	93 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 20.0

Potential Design Capacity (NU): 20.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	199.99	X	0.7	X
				2.2	
				=	
				216 m (707 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
216 m (707 ft)	TBD



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Calculation Name: *Farm 21*
Description: April 2014 - Empty Facility

Farm Contact Information

5414 Eighth Line
Milton, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Milton
TRAFALGAR, Concession: 8, Lot: 3

Roll Number: 2409090070045000000

Total Lot Size: 8 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access [Livestock barn is currently unoccupied]	130	16.3	181 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 16.3

Potential Design Capacity (NU): 32.5

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	225	X	0.7	X
				2.2	=
				243 m (796 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
243 m (796 ft)	TBD

Calculation Name: *Farm 3*
Description: April 2014 operating facility

Farm Contact Information

Hustler
Sylvan Oak Farms (Heritage Site)
7564 Tenth Line W
Mississauga, ON, Canada L5N 3W7
Phone #1: 905-824-2288

Location of existing livestock facility or anaerobic digester

Regional Municipality of Peel, City of Mississauga
TRAFALGAR, Concession: 10, Lot: 14

Roll Number: 2105150080092000000

Total Lot Size: 22 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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	40	40.0	186 m ²
Solid	Sheep, Ewes & rams (for meat lambs; includes unweaned offspring & replacements), Outside Access	40	5.0	56 m ²



Minimum Distance Separation I

Ninth Line
Prepared By: Dave Hodgson, President, DBH Soil Services Inc

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 45.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 306.81	X 0.7	X 2.2	= 331 m (1085 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
331 m (1085 ft)	TBD

Calculation Name: *Farm 5*

Description: April 2014 Empty Facility

Farm Contact Information

15345 Steeles Ave
Halton Hills, ON, Canada

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 10, Lot: 1

Roll Number: 2415070001417000000

Total Lot Size: 44 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	30	30.0	139 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 30.0

Potential Design Capacity (NU): 90.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 306.81	X 0.7	X 2.2	= 331 m (1085 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
331 m (1085 ft)	TBD

Calculation Name: *Farm 6*

Description: April 2014 Empty Facility

Farm Contact Information

Guglietti
8278 Ninth Line
Halton Hills, ON, Canada L0P 1K0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 9, Lot: 2

Roll Number: 2415

Total Lot Size: 33 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Manure Type	Type of Livestock/Manure	Existing Maximum Number	Existing Maximum Number (NU)	Estimated Livestock Barn Area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	40	40.0	929 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 40.0

Potential Design Capacity (NU): 120.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	336.55	X	0.7	X
				2.2	=
				363 m (1190 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
363 m (1190 ft)	TBD

Calculation Name: *Farm 7*

Description: April 2014 - Empty Facility

Farm Contact Information

Song Corporation
14829 Steeles Ave
Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills
ESQUESING, Concession: 9, Lot: 1

Roll Number: 2415070001420000000

Total Lot Size: 108 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	75	75.0	348 m ²

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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 75.0

Potential Design Capacity (NU): 225.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance 'F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X	419.38	X	0.7	X
				2.2	=
				452 m (1483 ft)	TBD

Storage Base Distance 'S' (minimum distance from manure storage)	(actual distance from manure storage)
452 m (1483 ft)	TBD



Minimum Distance Separation I

Ninth Line

Prepared By: Dave Hodgson, President, DBH Soil Services Inc

Calculation Name: *Farm 9*
Description: April 2014 - Empty

Farm Contact Information

 14920 Steeles Ave W
 Halton Hills, ON, Canada L0P 1E0

Location of existing livestock facility or anaerobic digester

Regional Municipality of Halton, Town of Halton Hills

TRAFALGAR, Concession: 9, Lot: 15

Roll Number: 2415090080100000000

Total Lot Size: 20 ha

The barn area is an estimate only and is intended to provide users with an indication of whether the number of livestock entered is reasonable.

Manure Type	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 [Livestock barn is currently unoccupied]	420	420.0	1,951 m ²



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

Existing Manure Storage: V3. Solid, outside, no cover, >= 30% DM

Design Capacity (NU): 420.0

Potential Design Capacity (NU): 420.0

Factor A (Odour Potential)	Factor B (Size)	Factor D (Manure Type)	Factor E (Encroaching Land Use)	Building Base Distance F' (minimum distance from livestock barn)	(actual distance from livestock barn)
0.7	X 521.77	X 0.7	X 2.2	= 562 m (1845 ft)	TBD

Storage Base Distance 'S'	(actual distance from manure storage)
(minimum distance from manure storage)	562 m (1845 ft)
	TBD

Preparer Information

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Signature of Preparer: _____
 Dave Hodgson, President

Date: _____

NOTE TO THE USER:

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.