

**BURLS CREEK - AGRICULTURAL LAND ANALYSIS**

**MAP A**

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
A	198 ha & 72 parcels	<u>3 Jurisdictions:</u> <b>Town of New Tecumseth</b> [Agricultural, EP1, D4 Assessment Area] <b>Township of Adjala-Tosorontio</b> [Agricultural] <b>Essa Township</b> [Agricultural]	Yes / limited hotel options, limited transportation options, retail and service options available in Alliston. Barrie/Bradford amenities available 30-45 km away.	No	Approximately 20km from major highway interchange (Hwy 89 and 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Settlement Areas of Alliston. Excluding lands within 1km of Alliston, there is insufficient land available for the proposed uses. The grouping is also located within multiple municipalites, requiring separate Planning Act approvals from each municipality. Establishing an event grounds in the area is not considered reasonable.
B	242 ha & 29 parcels	<b>Township of Adjala-Tosorontio</b> [Agricultural]	Yes / limited hotel options, limited transportation options, retail and service options available in Alliston. Barrie/Bradford amenities available 30-45 km away.	No	Approximately 24.5km & 26.5 from major highway interchanges (Hwy 89 and 400, Hwy 88 and 400). No Regional Airport.	The grouping is not considered a reasonable alternative location for a number of reasons. Lands on the west side of County Road 50 are insufficient to accommodate the proposed uses. Lands in the south west corner (east side of CR 50) contains a significant and active agricultural operation which is not considered reasonable to acquire. Adjala 25 Sideroad is a dirt/gravel road which extends from County Road 50 to Adjala Tecumseth Townline in the east and Concession 7 which is a rural road and can be accessed from Adjala Sideroad 30 in the north or County Road 1 in the south. This represents a stretch of approximately 10km with no potential detours for vehicles. Furthermore, vehicles would be required to travel significant distance from Highway 400 (20+km), travelling through settlement areas and numerous residential areas, creating potentially significant traffic impacts. The grouping is also located in an area of approximatley 15 residential parcels and ongoing agricultural operations which could impact the amount of land available (MDS Arcs). Establishing an event grounds in the area is not considered reasonable.
C	1,849 ha & 166 parcels	<b>Town of New Tecumseth</b> <u>'South'</u> [Agricultural, EP1] <u>'CDE'</u> [Agricultural, EP1]	Yes / accommodation (limited), transportation (limited), retail and service options available in Alliston. Barrie/Bradford amenities available 30-45km away.	No	Approximately 15.5km & 18km from major highway interchange (Hwy 88 and 400, Hwy 89 and 400). No Regional Airport.	See submap. Groupings C and D have been considered as one given their proximity. Potential site locations show examples only. The grouping is not considered a reasonable alternative location primarily due to transportation reasons. Local/county roads and travelling through settlement areas, residential areas, resulting in potentially significant traffic impacts. A portion of the grouping is located within 1km of the Settlement Area of Beeton. Lands to the South of Beeton are insufficient in size to accommodate the proposed uses. These lands (within 1km of Beeton and south of Beeton) have been excluded from consideration. The balance of the grouping is dissected by various existing features including an active and abandoned railway, County Road 10 (Tottenham Road), municipally owned abandoned railways/trails, numerous natural heritage features including water tributaries, woodlands and associated NVCA regulated areas. The grouping also contains a number of existing residential parcels/dwellings and active agricultural operations/businesses with significant infrastructure. Gravel roads (Sideroad 15, 11th Line (west of Sideroad 10), and 10th Line would not be suitable for high volumes of traffic. Access to the site would require travel distance from Highway 400 greater than Burls Creek lands. The logistics of creating an acceptable traffic management plan to accommodate events is not considered reasonable in comparison to the proposed location at BCEG. The grouping is not considered a reasonable alternative location. Establishing an event grounds in the area is not considered reasonable.
D	143 ha & 13 parcels	<b>Town of New Tecumseth</b> [Agricultural, EP1]	Yes / accommodation (limited), transportation (limited), retail and service options available in Alliston. Barrie/Bradford amenities available 30-45km away.	No	Approximately 16.5km from major highway interchange (Hwy 89 & 400). No Regional Airport.	See considerations noted above under Group C.
E	216 ha & 28 parcels	<b>Town of New Tecumseth</b> [Agricultural, EP1]	Yes / accommodation (limited), transportation (limited), retail and service options available in Alliston. Barrie/Bradford amenities available 30-45km away.	No	Approximately 12km from major highway interchange (Hwy 89 and 400). No Regional Airport.	Access to the site is challenging as it would require travel from Highway 400, travelling through existing settlement areas or along rural, dirt/gravel roads which are not suitable to accommodate the traffic volumes associated with the proposed uses. The grouping is also dissected by a publicly owned rail trail, creating isolated areas available for the proposed uses and potential conflicts. Grouping is also in close proximity to existing residential dwellings and agricultural operations which could impact the amount of land available for the proposed uses (MDS Arcs). The grouping contains natural heritage features (wetlands, woodlands, watercourse) which create constraints on the amount of land available and is irregularly shaped which is not conducive to the proposed events. Establishing an event grounds in the area is not considered reasonable.
F	154 ha & 12 parcels	<b>Town of New Tecumseth</b> [Agricultural, EP1]	Yes / accommodation (limited), transportation (limited), retail and service options available in Alliston. Barrie/Bradford amenities available 30-45km away.	No	Approximately 14km from major highway interchange (Hwy 88 and 400). No Regional Airport.	Access to this grouping requires travel from Highway 400 generally along dirt/gravel roads. Access to the grouping can only be achieved on the 9th and 10th lines, both of which are gravel roads which are not suitable to accommodate the volume of traffic accessing the site. The grouping is also located in close proximity to many existing rural residential dwellings and ongoing agricultural operations which could impact the amount of land available (MDS Arcs). Establishing an event grounds in the area is not considered reasonable.
G	253 ha & 33 parcels	<u>3 Jurisdictions:</u> <b>Town of Innisfill</b> [Agricultural Area] <b>Town of Bradford West Gwillimbury</b> [Agricultural] <b>Town of New Tecumseth</b> [Agricultural, EP1]	Yes / accommodation, transportation (taxi), retail and service options available in Bradford/Barrie.	No	Approximately 5km from major highway interchange (Hwy 89 and 400). No Regional Airport.	This grouping is located within three different municipalities which makes it unrealistic to obtain planning approvals for the proposed use. The grouping is partially dissected by County Road 27, is partially located within 1km of the Cookstown Settlement area and has limited frontage/access as it would only be achieved from Sideroad 20 or Line 14, both of which are dirt/gravel roads. The grouping is also narrow and linear in nature which is not conducive to facilitate the proposed uses. The grouping also surrounds existing natural heritage features (woodlands). Establishing an event grounds in the area is not considered reasonable.
H	300 ha & 23 parcels	<u>2 Jurisdictions:</u> <b>Town of Innisfill</b> [Agricultural, Hazard Land Area Overlay] <b>Town of Bradford West Gwillimbury</b> [Agricultural]	Yes / accommodation, transportation (taxi), retail and service options available in Bradford/Barrie.	No	Approximately 3km from major highway interchange (Hwy 89 and 400). No Regional Airport.	The grouping is located within 2 municipalites, requiring Planning Act approvals from both municipalities. The grouping consists of natural heritage features (creeks, woodlands) located sporadically throughout. The grouping has frontage on Line 14 which is a gravel/dirt road and not suitable to accomodate the volume of traffic anticipated, leaving the only access to the grouping from Line 13 which presents access constraints. The grouping is in close proximity to only 1 highway interchange (Highway 89 and 400). The grouping is located in proximity to many ongoing agricultural operations and residential dwellings. Establishing an event grounds in the area is not considered reasonable.
I	764 ha & 121 parcels	<b>Town of Bradford West Gwillimbury</b> [Agricultural, Primary & Secondary Sand & Gravel, Licensed Pit]	Yes / accommodation, transportation (taxi), retail and service options available in Bradford/Newmarket.	No	Approximately 7km & 8.75 from major highway interchanges (Hwy 89 and 400, Hwy 88 and 400). No Regional Airport.	The grouping is dissected by County Road 54 (Sideroad 10) creating east and west areas available for the proposed uses. A portion of the grouping is also located within 1km of Bradford and has been excluded from consideration. A small portion of the grouping is also located on the west side of Highway 400 and has been excluded. A portion of the grouping is owned by the Town of Bradford West Gwillimbury and used for offices/maintenance yard and baseball diamonds and has been excluded from consideration. The grouping also contains several existing rural residential dwellings. The grouping contains areas of natural heritage, including wetlands and woodlands. The grouping is located within a primary and secondary area for gravel and adjacent to an existing licensed pit. Access to the grouping is also limiting as it would require travel through Bradford via Highway 88, or via Highway 89, to County Road 10, passing many residential parcels and creating potential traffic impacts. Based on these considerations and constraints the grouping is not considered a reasonable alternative location. Establishing an event grounds in the area is not considered reasonable.

**BURLS CREEK - AGRICULTURAL LAND ANALYSIS  
MAP B**

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
A	141 ha & 21 parcels	<b>Township of Clearview</b> [Agriculture, Greenland - Natural Heritage Areas, Greenland - Hazard Land Areas]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Angus.	No	Approximately 20.5km from major highway interchange Dunlop St W, Barrie & 400). Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location due to its location in proximity to the Brentwood and New Lowell Settlement Areas. Lands beyond 1km from these settlement areas are insufficient to accommodate the proposed uses. Establishing an event grounds in the area is not considered reasonable.
B	549 ha & 146 parcels	<b>Township of Springwater</b> [Agricultural, Natural Heritage (EP), Constraint and Hazard Lands, High Aggregate Potential, Rural Residential, Institutional]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Angus.	No	Approximately 7.5km & 9.5km from major highway interchanges (Dunlop St W, Barrie & 400, Bayfield St, Barrie & 400). Lake Simcoe Regional airport.	Access from a major highway requires travel through the City of Barrie which could cause significant traffic impacts. The lands are dissected by County Road 40 (Sunnidale Road) and an active rail line (CP) and rail trail (BCRY). Portions of the grouping are located within 1km of the Minesing and Colwell Settlement Areas. Grouping contains many clusters of existing residential dwellings within the community of Grenfrel. While Grenfrel is not considered a settlement area, the presence of an existing community and residential dwellings constrains the lands available for the proposed uses. Portions of the grouping also contains areas of significant aggregate potential. Based on these factors, the grouping is not considered a reasonable alternative location. Establishing an event grounds in the area is not considered reasonable.
C	258 ha & 40 parcels	<b>Township of Springwater</b> [Green Belt, Rural, Constraint and Hazard Lands]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 4km from major highway interchanges (Bayfield St, Barrie & 400, Dunlop St W, Barrie & 400). Lake Simcoe Regional airport.	The grouping is not considered a reasonable alternative location based on its location in relation to the City of Barrie, Snow Valley and Centre Vespra. The grouping is located entirely within 1km of an existing settlement area. Establishing an event grounds in the area is not considered reasonable.
D	233 ha & 93 parcels	<b>Township of Essa</b> [Rural Area, Industrial, Aggregate Potential, Environmental - Flood Prone Areas, Commercial, Commercial Recreation, Open Space, Transportation & Utility]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Angus.	No	Approximately 9km & 11km from major highway interchanges (Dunlop St W, Barrie & 400, Essa Rd, Barrie & 400). Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location based on its location in relation to the settlement areas of Utopia and Colwell. Excluding lands within 1km of these Settlement areas, there is insufficient land to accommodate the proposed uses. Establishing an event grounds in the area is not considered reasonable.
E	194 ha & 42 parcels (COMBINED)	<b>2 Jurisdictions:</b> <b>Township of Essa</b> [Agricultural, Aggregate Potential, Environmental - Flood Prone Areas, Commercial Recreation, Transportation & Utility, Environmental - Wetland, Rural Area] <b>Township of Springwater</b> [Rural]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Angus.	No	Approximately 4km from major highway interchange Dunlop St W, Barrie & 400). Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location primarily based on its location in proximity to the Colwell Settlement Area, the City of Barrie and in proximity to many existing residential parcels. The grouping is also dissected by County Road 90 and the BCRY rail line, creating isolated areas available for potential use, however these areas are insufficient in size to accommodate the proposed uses. Grouping is located within 2 municipalities, requiring Planning Act approvals from both municipalities. Establishing an event grounds in the area is not considered reasonable.
F	291 ha & 33 parcels	<b>Township of Essa</b> [Agricultural, Transportation & Utility, Environmental - Flood Prone Areas, Open Space]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Angus.	No	Approximately 9.75km & 11.25 from major highway interchanges (Mapleview Dr, Barrie & 400, Essa Rd, Barrie & 400). Lake Simcoe Regional Airport.	Access from a major highway requires travel through the City of Barrie or through residential areas which could cause significant traffic impacts. The lands are dissected by County Road 56 and within the intersection of County Road 56 and Sideroad 25. The grouping is in proximity to an active rail line (CP) and many existing rural residential parcels. The grouping (mainly west side of CR 56) also contains several small water tributaries which constrain the amount of land available for the proposed uses. Lands on the east side of CR 56 are insufficient in size to accommodate the proposed uses. Existing ongoing agricultural operations could also impact the amount of land available for the proposed uses. Based on these considerations the grouping is not considered a reasonable alternative location. Establishing an event grounds in the area is not considered reasonable.
G	93 ha & 22 parcels	<b>Township of Essa</b> [Agricultural, Rural Area, Aggregate Potential, Open Space, Transportation & Utility]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Alliston.	No	Approximately 14.5km from major highway interchange (County Rd 21 & 400). No regional airport.	The grouping is not considered a reasonable alternative location primarily based on its location in proximity to the Baxter Settlement Area. Lands beyond 1km from Baxter are insufficient to accommodate the proposed uses. Establishing an event grounds in the area is not considered reasonable.
H	377 ha & 76 parcels	<b>Township of Essa</b> [Agricultural, Industrial, Open Space, Waste Disposal, Residential - Multiple, Environmental - Flood Prone Areas, CARE Assessment Area]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Alliston.	No	Approximately 12.75km from major highway interchange (County Rd 21 & 400). Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location primarily based on its location in proximity to the Baxter Settlement Area. Lands beyond 1km from Baxter are insufficient to accommodate the proposed uses. Establishing an event grounds in the area is not considered reasonable.

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
I	607 ha & 73 parcels	2 Jurisdictions: <b>Township of Essa</b> [Agricultural, Aggregate Potential, Environmental - Flood Prone Areas, Residential - Estate, Transportation & Utility, Open Space, CARE Assessment Area] <b>Town of New Tecumseth</b> [Agricultural, EP1]	Yes / accommodation (limited), transportation (limited), retail and service options available in Alliston. Barrie amenities available 20-30km away.	No	Approximately 16km from major highway interchange (Hwy 89 & 400). No Regional Airport.	The grouping is long and linear in shape, with narrow bands of area available for the proposed uses which is not conducive to the proposed uses as it would require the uses to be spread significant distances (approximately 4km). The grouping is dissected by County Road 10 and an active rail line (CP). Access to the site from Highway 400 would require significant travel through residential areas. The grouping is located in proximity to many existing residential and agricultural operations which could impact the amount of land available for the proposed uses (MDS Arcs) and contains a number of small water tributaries/creeks. Based on these considerations and constraints, the grouping is not considered a reasonable alternative location. Establishing an event grounds in the area is not considered reasonable.
J	283 ha & 30 parcels	<b>Township of Essa</b> [Agricultural, Rural, Environmental - Flood Prone Areas, CARE Assessment Area]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Alliston.	No	Approximately 15km from major highway interchange (Innisfil Beach Road & 400). Lake Simcoe Regional airport.	Access to the site from Highway 400 presents challenges due to conditions of roads, travel through settlement areas and residential areas. Access to the grouping is confined to either 6th line or 10th sideroad, both of which are gravel/dirt roads, not suitable for the volume of traffic. The grouping is in proximity to residential parcels and contains areas of natural heritage. Based on these considerations and constraints, the grouping is not considered a reasonable alternative location for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
K	215 ha & 32 parcels	<b>Township of Essa</b> [Aggregate Potential, Agricultural, Transportation & Utility, CARE Assessment Area]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Alliston.	No	Approximately 10.5km from major highway interchange (Hwy 89 & 400). No regional airport.	The grouping is dissected by an existing hydro line corridor, creating potential safety concerns and reducing the amount of land available for the proposed uses. A portion of the grouping consists of nine (9) residential parcels with only a portion of these parcels available for the proposed uses. The grouping surrounds two aggregate operations which could create safety concerns, conversely the proposed uses could negatively impact on these operations. Access to the site would require vehicles to travel through Cookstown and across many existing residential lands. Existing agricultural operations could reduce the amount of land available for the proposed uses (MDS Arcs). Based on these considerations and constraints, the grouping is not considered a reasonable alternative location for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
L	140 ha & 28 parcels	<b>Township of Essa</b> [Aggregate Potential, Commercial, Environmental Wetland, Agricultural]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 5.5km & 7km from major highway interchanges (Essa Rd & 400, Mapleview Dr & 400). No Regional airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the City of Barrie. Excluding lands within 1km of the City of Barrie, there is insufficient land available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
M	129 ha & 24 parcels (COMBINED)	<b>Town of Innisfil</b> [Agricultural, Natural Environmental Area, Rural Area 'Non Decision', Rail, Hazard Land Overlay]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Less than 1km to major highway interchange (County Rd 21 & 400). No Regional airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the City of Barrie. Excluding lands within 1km of the City of Barrie, there is insufficient land available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
N	190 ha & 25 parcels	<b>Town of Innisfil</b> [Agricultural, Natural Environmental Area, Special Rural Area, Rural Area 'Non Decision']	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 8km from major highway interchange (Mapleview Dr, Barrieive E and Hwy 400). No Regional airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the City of Barrie and Settlement area of Sandy Cove. Excluding lands within 1km of the City of Barrie and Sandy Cove, there is insufficient land available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
O	270 ha & 44 parcels	<b>Town of Innisfil</b> [Agricultural, Natural Environmental Area, Rural Area]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 8km from major highway interchange (County Rd 21 & 400). No regional airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Settlement areas of Alcona and Stroud. Excluding lands within 1km from these settlement areas there is insufficient land available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
P	113 ha & 20 parcels	<b>Town of Innisfil</b> [Agricultural, Hwy Commercial Area]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 8km from major highway interchange (County Rd 21 & 400). Northbound exit (Line 4 & 400, 8km) also available. No regional airport.	The grouping is not considered a reasonable alternative location primarily due to the amount of land available for the proposed uses. The grouping as a whole satisfies the area requirement however the grouping is dissected by County Road 4 (Yonge Street) and it is not considered reasonable for event attendees to cross a major road. Establishing an event grounds in the area is not considered reasonable.
Q	153 ha & 16 parcels	<b>Town of Innisfil</b> [Rural Area, Natural Environmental Area, Agricultural Area, Rural Area 'Non Decision']	Yes / accommodation, transportation (taxi), retail and service options available in Bradford/Barrie.	No	Approximately 11km from major highway interchange (County Rd 21 & 400). Northbound exit (Line 4 & 400, 10km) also available. No regional airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Settlement Areas of Lefroy and Alcona. Excluding lands within 1km of these settlement areas, there is insufficient land available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
R	85 ha & 19 parcels (COMBINED)	<b>Town of Innisfil</b> [Agricultural, Natural Environmental Area]	Yes / accommodation, transportation (taxi), retail and service options available in Bradford/Barrie.	No	Approximately 6km from major highway interchange (Hwy 89 & 400). No regional airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Settlement Areas of Fennel's Corners and Gifford. Excluding lands within 1km of these settlement areas, there is insufficient land available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.

**BURLS CREEK - AGRICULTURAL LAND ANALYSIS  
MAP C**

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
A	100 ha & 16 parcels	Township of Springwater [Agricultural, General Commercial]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Midland. Amneities roughly 20-30km from potential site.	No	Approximately 13km & 14.75km from major highway interchanges (Hwy 93 & 400, County Rd 22 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Elmvale Settlement Area. The site is also constrained by limited access which is only available from Flos Road 8. Ongoing agricultural activities would also limit the area available for use (MDS Arcs). Based on these factors, there is insufficient area within this grouping to accommodate the proposed uses. Establishing an event grounds in the area is not considered reasonable.
B	250 ha & 37 parcels	Township of Springwater [Agricultural, Constraint and Hazard Lands]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Midland. Amneities roughly 20-30km from potential site.	No	Approximately 11km from major highway interchange (Hwy 93 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Elmvale Settlement Area. The remaining lands are severely limited by access and in proximity to natural heritage features and ongoing agricultural operations which would also limit the area available for use (MDS Arcs). The lands would also require the use of higher quality agricultural lands based on the parcel fabric. Establishing an event grounds in the area is not considered reasonable.
C	186 ha & 16 parcels	Township of Springwater [Agricultural]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Midland. Amneities roughly 20-30km from potential site.	No	Approximately 9.5km & 11km from major highway interchanges (Hwy 93 & 400, County Rd 22 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to several existing residential parcels, limited access and surrounding agricultural operations which would limit the amount of land available for the proposed uses. The grouping also consists of many parcels with limited area available for potential use. Access to the site is only available from Flos Road 6 without crossing higher quality agricultural lands which would result in potential traffic impacts on County Road 27. Vehicles would be required to travel from Highway 400 across many existing residential and agricultural parcels, causing potential impacts. Grouping is also located in close proximity to the Elmvale Jungle Zoo which could be negatively impacted by the proposed uses. Establishing an event grounds in the area is not considered reasonable.
D	258 ha & 20 parcels	Township of Springwater [Agricultural, Rural, Constraint and Hazard Lands]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Midland. Amneities roughly 20-30km from potential site.	No	Approximately 5.5km & 7km from major highway interchanges (Hwy 93 & 400, County Rd 22 & 400). No Regional Airport.	Access from Highway 400 can be achieved via Flos Road 4, Highway 22 however one access to the site would result in significant traffic impacts. Alternative accesses are available via Flos Road 3 and Flos Road 5 (both dirt/gravel roads, not suitable to accommodate the volumes of traffic anticipated). The grouping also possesses irregular shapes without encroaching into higher quality agricultural lands. There are existing significant agricultural operations in the area which could impact the amount of land available for the proposed uses (MDS Arcs). The grouping is also located in close proximity (less than 500m) to an existing rural residential subdivision located at County Road 27 and Flos Road 4E. Establishing an event grounds in the area is not considered reasonable.
E	478 ha & 66 parcels	Township of Oro-Medonte [Agricultural, EP2, Closed Waste Disposal]	Yes / accommodation (limited), transportation (limited), retail and service options available in Coldwater.	No	Approximately less than 1km from Mt St Louis Rd W & 400, approximately 6km from County Road 19 and Highway 400, approximately 9km from County Road 93 and Highway 400. Approximately 19km from Lake Simcoe Regional Airport.	See submap for additional information. The grouping is relatively isolated in terms of proximity to major/secondary urban areas as Coldwater and Hillsdale are the closest urban areas with limited resources. Access to the site can be achieved via a number of Highway 400 interchanges, however all roads would ultimately lead to and be confined to Mount Saint Louis Road (2 lane local road) which is not considered reasonable as this road provides access to a number of residential areas in close proximity to the grouping (residential subdivision located north west of Line 4 and Mount Saint Louis Road) with few alternatives. Using County Road 19 would require travel through Moonstone Settlement Area. Using County Road 93 would require travel through Hillsdale Settlement Area. The grouping is located in close proximity to Mount Saint Louis Ski resort, and has some topographic constraints. Portions of the grouping contain natural heritage features (woodlands) and associated NVCA regulated areas. The grouping also contains a number of existing agricultural operations with significant infrastructure in place. A portion of the grouping is dissected by the Ganaraska Hiking Trail (between Line 4 and Line 5) creating additional constraints. Based on these considerations and constraints, the grouping is not considered a reasonable alternative location. Establishing an event grounds in the area is not considered reasonable.
F	135 ha & 10 parcels	Township of Springwater [Agricultural]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie. Amneities roughly 20-30km from potential site.	No	Approximately 16km from major highway interchange (County Rd 22 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to the physical configuration of the grouping which is dissected by Rainbow Valley Rd and the intersection of Glengarry Landing Rd and Rainbow Valley Rd through the grouping. The grouping also consists mainly of large parcels with only portions of parcels available for use. Access to the site is also constrained given the distance required to travel from Highway 400. Establishing an event grounds in the area is not considered reasonable.
G	380 ha and 31 parcels	2 Jurisdictions: Township of Clearview [Agriculture, Greenland - Hazard Land Areas] Township of Springwater [Agricultural, Natural Heritage (EP), Constraint and Hazard Lands]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie. Amneities roughly 20-30km from potential site.	No	Approximately 21.5 & 16km from major highway interchanges (Bayfield St, Barrie & 400, County Rd 22 & 400). No Regional Airport.	See submap for additional detail. The grouping is not considered a reasonable alternative location primarily due to the configuration of the land available for use, access constraints. The lands available for use are generally narrow and linear which is not suitable for the proposed uses. The grouping is generally represented by parcels of land with only portions available for potential use for the proposed uses. Access to the site from a major highway requires significant travel through settlement areas and/or City of Barrie. Access from Highway 26 could create significant traffic impacts. The road network in proximity to the grouping consists of gravel/rural roads which are not suitable to accommodate the anticipated traffic. Portions of the grouping contain watercourses and associated NVCA regulated areas. Establishing an event grounds in the area is not considered reasonable.

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
H	315 ha & 66 parcels	<b>Township of Springwater</b> [Agricultural, Estate Residential]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 11km, 14km, & 14.75km from 3 major highway interchanges (Bayfield St, Barrie & 400, County Rd 22 & 400, Dunlop St W, Barrie & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its location within proximity to the Minesing Settlement Area. The grouping is dissected by County Rd 28 (George Johnston Rd) and Highway 26 and has limited access points (Vespra Valley Road). The grouping is in close proximity to existing residential parcels along Vespra Valley Road and includes existing natural heritage features, further reducing the area of land available. Ongoing agricultural operations may also impact the area available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
I	130 ha & 17 parcels	<b>Township of Springwater</b> [Agricultural, Rural, Tourist / Recreational Commercial]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 10km, 11.5km & 15km from 3 major highway interchanges (County Rd 22 & 400, Bayfield St, Barrie & 400, Dunlop St W, Barrie & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location given its proximity to the Anten Mills Settlement area. The area of land available for the proposed uses beyond 1km from Anten Mills is insufficient to accommodate the uses. The grouping is also dissected by Golf Course Road and includes the intersection of Hendrie Rd and Golf Course Road, creating potential traffic impacts and an existing public rail trail. Establishing an event grounds in the area is not considered reasonable.
J	156 ha & 21 parcels	<b>Township of Springwater</b> [Agricultural, Estate Residential, Constraint and Hazard Lands]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Approximately 1.5km from major highway interchange (County Rd 11 & 400). Approximately 18km from Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Midhurst Settlement Area and an existing residential subdivision (McGowan Pl and Briarwood Ct). Portions of the grouping which are available for the proposed uses are long and narrow which is not suitable for the proposed uses. A portion of the grouping also contains an existing solar panel field and the grouping is physically separated by an existing woodland/natural heritage feature. Based on these constraints, there is insufficient land available for the proposed uses. Establishing an event grounds in the area is not considered reasonable.
K	1,909 ha & 185 parcels (COMBINED)	2 Jurisdictions: <b>Township of Oro-Medonte</b> [Within Oro Moraine Boundary, Agricultural, EP2, Rural Residential, Oro Moraine Enhancement Area] <b>Township of Springwater</b> [Agricultural, Constraint and Hazard Lands]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Less than 1km from major highway interchange (County Rd 11 & 400). Approximately 8km from Lake Simcoe Regional Airport.	See submap for additional detail. Potential sites are only shown for example purposes. While the grouping is significant in size, and there are many potential areas within the grouping to accommodate the proposed uses from a size and land assembly perspective, the grouping does face a number of constraints. Access to the site from a major highway can be achieved via Highway 400 and Forbes Road/Horseshoe Valley Road nearly adjacent to the grouping, travelling east and through the community of Dalston/Horseshoe Valley; the grouping is also dissected by both County Road 11 and County Road 93.  Lands on the west side of County Road 93 have an approximate area of 235 hectares with approximately 93 hectares regulated by the NVCA due to natural heritage constraints (a number of small water tributaries). Access to this portion of the grouping could only be achieved by either County Road (11 or 93) or Brown Road which is a local, dead end, gravel road which is not suitable to accommodate the anticipated traffic volumes. The lands also possess severe topographic constraints.  Accessing the grouping (or any grouping) from a County Road is not considered reasonable due to potential traffic impacts. Accessing these lands is therefore limited to Line 1N and/or Line 2N, from County Road 11, creating potential traffic impacts on County Road 11, which is a 2 lane (one lane per direction) County Road. Confining all traffic to County Road 11 is not considered to be reasonable given the volume of traffic anticipated to accommodate events. This portion of the grouping contains areas of natural heritage (woodlands, water tributaries, NVCA regulated areas) and is located in close proximity to an existing Elementary School (W.R. Best, located west of Line 1N on County Road 11). A portion of the grouping (east of Line 2N) also contains an existing hydro line/corridor creating additional constraints. Lands on the North side of County Road 11 within this grouping are not considered a reasonable alternative location.  Lands on the south side of County Road 11 possess frontage (thus access) mainly on County Road 93, County Road 11, Sideroad 20/21 and Lines 1-4 North. Accessing the grouping from a County Road is not considered reasonable given due to potential traffic impacts. Accessing the lands is therefore limited to Lines 1-4 and Sideroad 20/21, all of which would be required to be accessed from County Road 11, or County Road 93 which is not considered reasonable given the volume of traffic anticipated, creating potential traffic impacts. A portion of Line 1N is designated as a Haul Route in the Township of Oro Medonte Official Plan, therefore using Line 1N to access the grouping creates potential traffic conflicts with ongoing aggregate operations in the area. The portion of land with frontage on Line 4N is primarily located within 1km of the Edgar Settlement area, with the balance of land insufficient in area. These lands contain large areas of natural heritage features which restrict access and create isolated areas for potential use, and includes various water tributaries and associated NVCA regulated areas throughout.  Based on the above noted constraints, the grouping is not considered a reasonable alternative location. It is not considered reasonable to establish an event grounds in the area.
L	158 ha & 21 parcels (COMBINED)	<b>Township of Oro-Medonte</b> [Oro Moraine Core/Corridor Area, Within Oro Moraine Boundary, Agricultural, EP2, Oro Moraine Enhancement Area]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Oroillia.	No	Approximately 8km from major highway interchange (County Rd 11 & 400). Approximately 7km from Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its location in proximity to the Edgar Settlement area. Excluding lands within 1km of Edgar, there are two isolated areas available for the proposed use, both of which are insufficient in area to accommodate the proposed uses and includes a hydro corridor/line dissecting these areas. Establishing an event grounds in the area is not considered reasonable.

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
M	132 ha & 23 parcels (COMBINED)	Township of Severn [Rural, Agricultural Land, Greenland]	Yes / accommodation, transportation (taxi), retail and service options available in Orillia.	No	Approximately 5.5km & 6km from major highway interchanges (Hwy 12 & Hwy 11, Burnside Line & Hwy 11). No Regional Airport.	The grouping is not considered a reasonable alternative location due to a number of considerations including, presence of significant vegetation within the grouping, presence of existing creek through grouping, presence of ongoing agricultural operations which could impact land available for proposed uses (MDS Arcs), access constraints to the site from Highway 11 (through Orillia and/or settlement areas/residential areas), proximity to existing residential subdivisions (Birchcliffe Cres) and residential uses. Establishing an event grounds in the area is not considered reasonable.
N	123 ha & 88 parcels (COMBINED)	Township of Severn [South of Division Road Secondary Plan (Rural)]	Yes / accommodation, transportation (taxi), retail and service options available in Orillia.	No	Less than 1km from major highway interchange (Hwy 12 & Hwy 11). Approximately 20km from Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location given its proximity to the City of Orillia and location within existing plans of subdivision. Establishing an event grounds in the area is not considered reasonable.
O	245 ha & 23 parcels	Township of Oro-Medonte [Oro Moraine Core/Corridor Area, Within Oro Moraine Boundary, Agricultural]	Yes / accommodation, transportation (taxi), retail and service options available in Orillia.	No	Approximately 4km to 5km from 3 major highway interchanges (County Rd 11 & Hwy 11, Line 14 & Hwy 11, Line 15 & Hwy 11). Approximately 13km from Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location given the presence of existing solar panels through the central area of the grouping, creating isolated areas potentially available for the proposed uses however these areas are insufficient in size to accommodate the proposed uses. The grouping is also constrained by the presence of an existing residential community (Big Cedar Estates) located on the north east side of Line 12 and Bass Lake Rd intersection. Establishing a grouping in this area is not considered reasonable.
P	654 ha & 73 parcels	Township of Oro-Medonte [Oro Moraine Core/Corridor Area, Within Oro Moraine Boundary, Agricultural, Oro Moraine Enhancement Area, Major Open Space]	Yes / accommodation, transportation (taxi), retail and service options available in Orillia.	No	Approximately 6km from Line 9 or Line 11 & Highway 11 interchanges. Approximately 6km from Lake Simcoe Regional Airport.	See submap for additional detail. The grouping is not considered a reasonable alternative location due to a number of considerations including, proximity to the Rugby Settlement Area, presence of an existing rural residential areas/subdivisions at Line 9 and County Road 11 (Old Barrie Road), Line 10 and County Road 11, and Line 11 and County Road 11. Grouping is dissected by County Road 11. Significant portion of the grouping consists of existing natural heritage features (woodlands) creating isolated areas available for potential use. Grouping is located in proximity to many ongoing agricultural operations which could impact the amount of land available for the proposed uses (MDS Arcs). These lands are also located within the Township of Oro Medonte where a second event grounds facility would not be appropriate.
Q	142 ha & 29 parcels (COMBINED)	Township of Oro-Medonte [Agricultural]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Orillia.	No	Approximately 4km from major highway interchanges (Line 9 & Hwy 11, Line 7 & Hwy 11). Approximately 2km from Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location due to a number of considerations and constraints including being dissected by multiple roads (15/16 Sideroad in many locations, Line 7 and Line 8), presence of multiple residential dwellings (approximately surrounding and adjacent to the grouping, natural heritage features (woodlands), ongoing agricultural operations which could impact the amount of land available for the proposed uses (MDS Arcs), access constraints as Line 7 south of Highway 11 is an existing Haul Route which could result in traffic impacts to aggregate operations. Access to the site would require extensive travel from Line 5 for vehicles from the south. The grouping also contains many parcels with only portions of the lands available for the proposed uses resulting in constraints from a land assembly perspective. Based on these constraints, the grouping is not considered a reasonable alternative location. Establishing an event grounds in the area is not considered reasonable.
R	185 ha & 28 parcels	Township of Oro-Medonte [Agricultural, EP2, EP1, Commercial, Eighth Line Special Policy Area, Industrial]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie/Orillia.	Yes	Less than 1km from major highway interchange (Line 9 & Hwy 11). Approximately 6km from Lake Simcoe Regional Airport.	Portions of this grouping consist of the Burls Creek Event Grounds. The remaining lands not considered as part of this application are not appropriate for the proposed use.
S	236 ha & 30 parcels	Township of Oro-Medonte [Agricultural, Industrial]	Yes / accommodation, transportation (taxi), retail and service options available in Barrie.	No	Less than 1km from major highway interchange (Line 3 & Hwy 11). Approximately 6km from Lake Simcoe Regional Airport.	The grouping is not considered a reasonable alternative location due to a number of considerations including proximity to the Gilchrist Settlement Area, dissected by Highway 11, configuration of lands available for use which includes a central isolated area not available for use, ongoing agricultural operations which could impact amount of land available for the proposed uses (MDS Arcs). Access to the site is constrained due to the nature of the Line 3 & Highway 11 interchange (located on a hill; MTO indicated concerns with the use of this interchange for access to the existing Burls Creek Event Grounds). Grouping also contains existing natural heritage features (wetlands and woodlands). Establishing an event grounds in the area is not considered reasonable.

**BURLS CREEK - AGRICULTURAL LAND ANALYSIS**

**MAP D**

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
A	199 ha & 33 parcels	<b>Township of Tiny</b> [Agricultural, Environmental Protection II, Rural, Mineral Aggregate Resources I]	Yes / accommodation, transportation (limited), retail and service options available in Midland.	No	Approximately 20km & 21km from major highway interchanges (Hwy 12 & 400, Hwy 93 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location for the proposed uses as the grouping is located entirely within 1km of the Town of Midland which is identified as a Primary Settlement Area in the Growth Plan. Locating the proposed uses within this grouping could compromise the development of the Town of Midland, including potential expansion of the Settlement Area in the future. The lands are also located adjacent to (and within 1km) the Wyebridge Settlement Area which consists of existing residential development and uses. Establishing an event grounds in the area is not considered reasonable.
B	219 ha & 17 parcels	<b>Township of Tay</b> [Agricultural, Rural, EP2, EP1]	Yes / accommodation, transportation (limited), retail and service options available in Midland.	No	Approximately 17.5km from major highway interchange (Hwy 93 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its access constraints as the lands are located approximately 17.5km from the nearest major highway intersection (Highway 93 & 400) and would require vehicles to access the site via Highway 93, travelling through the settlement area of Hillsdale, Orr Lake community and the Waverly Settlement area. Accessing the site from an alternative highway intersection would require significantly more travel for vehicles than what is required to access Burls Creek, resulting in many vehicles travelling in front of many rural/residential, and agricultural parcels. Grouping is also constrained by existing solar panel field. Establishing an event grounds in the area is not considered reasonable.
C	148 ha & 12 parcels	<b>Township of Tay</b> [Agricultural, Rural, EP2, EP1]	Yes / accommodation, transportation (limited), retail and service options available in Midland.	No	Approximately 13km from major highway interchange (County Rd 23 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its access constraints as the lands are located approximately 13km from the nearest major highway intersection and would require vehicles to access the site via County Road 23, travelling in front of many rural/residential and agricultural parcels - significantly more than what is required to access Burls Creek. The grouping contains and is adjacent to existing natural heritage features. Establishing an event grounds in the area is not considered reasonable.
D	917 ha & 97 parcels	2 Jurisdictions: <b>Township of Springwater</b> [Agricultural, Rural Estate, Constraint and Hazard Lands, Waste Water Treatment] <b>Township of Tiny</b> [Agricultural, Environmental Protection II]	Yes / accommodation, transportation (limited), retail and service options available in Midland.	No	Approximately 14km from major highway interchange (Hwy 93 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location due to its access constraints as well as its proximity to the Elmvale Settlement Area. The grouping is also dissected by two County Roads creating isolated portions of land available for the proposed uses. Grouping is located within 2 municipalities, requiring Planning Act approvals from both municipalities. Access to the site would require vehicles to travel through the Elmvale Settlement Area which has the potential impact a significant number of existing residents. There are several existing rural/rural residential dwellings within this grouping. Establishing an event grounds in the area is not considered reasonable.
E	396 ha & 37 parcels	2 Jurisdictions: <b>Township of Springwater</b> [Agricultural, Natural Heritage (EP), Waste Disposal Site, Restricted Rural, Rural] <b>Township of Tiny</b> [Agricultural, Environmental Protection II]	Yes / accommodation, transportation (limited), retail and service options available in Midland.	No	Approximately 14.5km & 17km from major highway interchanges (Hwy 93 & 400, County Rd 23 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location due to various constraints including access, proximity to Waverly settlement area, lands dissected by County Road 27, portions of lands available are part of larger parcels (thus requiring larger parcels to be purchased with only a portion of the lands available for potential use). Grouping is located within 2 municipalities, requiring Planning Act approvals from both municipalities. Establishing an event grounds in the area is not considered reasonable.
F	84 ha & 10 parcels	<b>Township of Tay</b> [Agricultural, EP1, EP2]	Yes / accommodation, transportation (limited), retail and service options available in Midland.	No	Approximately 11km from major highway interchange (County Rd 23 & 400). No regional airport.	The grouping is not considered a reasonable alternative location due to the area available for use. While the grouping satisfies the area and parcel criteria, the grouping is dissected by a County Road, leaving eastern and western portions available, both of which are insufficient in size to accommodate the proposed uses. Establishing an event grounds in the area is not considered reasonable.
G	143 ha & 14 parcels	2 Jurisdictions: <b>Township of Oro-Medonte</b> [Agricultural, EP2] <b>Township of Tay</b> [Agricultural, EP1]	Yes / accommodation, transportation (limited), retail and service options available in Midland.	No	Approximately 9km from major highway interchange (County Rd 23 & 400). No regional airport.	See Submap for additional detail. These parcels are located within the Township of Oro Medonte where a second event ground location would not be appropriate. Lands on the north side of County Road 23 are insufficient in area; the remaining lands on the south side of County Road 23 are dissected by Line 3 with small portions of land available on the east side (6 ha and 14 ha pockets - see sub map for reference). It is not considered reasonable to purchase large parcels of land which have limited area available for use and consist of existing agricultural operations. Grouping is also located in proximity to ongoing agricultural uses which could impact the amount of land available for use (MDS Arcs). Access to the site also presents constraints as it can only be achieved from one road (3rd Line) and vehicles would be required to travel County Rd 23, across many existing rural/residential and agricultural lands, including through the community of Vasey. All traffic confined to County Road 23 and Line 3 could create traffic impacts. Grouping is located within 2 municipalities, requiring Planning Act approvals from both municipalities. Establishing an event grounds in the area is not considered reasonable.
H	981 ha & 127 parcels (COMBINED)	<b>Township of Severn</b> [Rural, Agricultural Land]	Remote. Limited amenities available in Coldwater.	No	Approximately 4.5km from major highway interchange (Quarry Rd, Waubaushene & 400). No regional airport	The grouping is not considered a reasonable alternative location due to a number of factors including, but not limited to access, isolated areas/portions of land available for use, dissected by County Road 17, lack of nearby major/secondary urban areas (Coldwater), presence of existing solar panel fields, clusters of existing residential dwellings interspersed throughout grouping, natural heritage features (rivers, woodlands), nearby aggregate operations, dissected by rail line, existing active agricultural operations which could impact the amount of land available (MDS Arcs). Access to the site would require vehicles to travel through Coldwater and/or many existing residential areas and potentially across rail crossings, creating potential safety issues. Establishing an event grounds in the area is not considered reasonable.
I	388 ha & 52 parcels (COMBINED)	<b>Township of Severn</b> [Rural, Agricultural Land]	Yes / transportation (limited), retail and service options available in Coldwater. Limited accommodation options available locally, Orillia ~20km could service.	No	Approximately 2km from major highway interchange (County Rd 23 & 400). No regional airport.	The grouping is not considered a reasonable alternative location due to various constraints including primarily the proximity to the Coldwater Settlement Area and requirement for vehicles to travel through Coldwater to access the site. Lands within this grouping are relatively isolated pockets separated by natural heritage features, existing rail trails, in proximity to active rail lines. Grouping also contains areas forested areas which would require clearing in order to accommodate proposed uses. Establishing an event grounds in the area is not considered reasonable.
J	234 ha & 22 parcels (COMBINED)	<b>Township of Severn</b> [Rural, Agricultural Land]	Yes / transportation (limited), retail and service options available in Coldwater. Limited accommodation options available locally, Orillia ~20km could service.	No	Approximately 7km from major highway interchange (County Rd 23 & 400). No regional airport.	The grouping is not considered a reasonable alternative location due primarily to access constraints. The grouping would require vehicles to travel through Coldwater on County Road 17 to Mount Stephen Road, and requires crossing a rail line and several residential/agricultural parcels. The site contains various natural heritage features including vegetation and creeks. Access to the largest contiguous portion is only available from Wainman Line, creating potential traffic impacts. Establishing an event grounds in the area is not considered reasonable.

GROUP	Total Area (ha.) & Number of Parcels	Local Designation	Proximity to Major / Secondary Urban Areas	Pre-existing Zoning for Festivals	Access to Major Hwy & Proximity to Regional Airport (with customs)	Land Use Considerations
K	100 ha & 7 parcels	Township of Severn [Agricultural Land]	Yes / accommodation, transportation (limited), retail and service options available in Coldwater/Orillia.	No	Approximately 2km from major highway interchange (County Rd 23 & 400). No regional airport.	The grouping is not considered a reasonable alternative location due to presence of existing creek throughout and resulting area available for the proposed uses. The grouping is also located within proximity to the Coldwater Settlement area, many existing agricultural and residential parcels. Establishing an event grounds in the area is not considered reasonable.
L	213 ha & 39 parcels (COMBINED)	Township of Oro-Medonte [Agricultural, Rural]	Yes / accommodation, transportation (limited), retail and service options available in Coldwater/Orillia.	No	Approximately 2km & 4km from major highway interchanges (County Rd 19 & 400, County Rd 23 & 400). No regional airport.	Access, existing uses and limited area available for proposed uses are some of the limiting factors of this area. Lands on the south/west side of Highway 12 are insufficient for the proposed uses. The remaining lands consist of many residential parcels (9) which is unreasonable to acquire given the area of such is approximately 7 hectares of land; alternatively it is not reasonable to locate the proposed uses in close proximity to such dwellings. Access is also only obtained via Highway 12 which would likely create traffic impacts. Establishing an event grounds in the area is not considered reasonable.
M	96 ha & 13 parcels	Township of Oro-Medonte [Agricultural] Township of Severn [Rural, Agricultural Land]	Yes / accommodation, transportation (limited), retail and service options available in Coldwater/Orillia.	No	Approximately 7.75km from major highway interchange (County Rd 19 & 400). No regional airport.	The grouping is not considered a reasonable alternative location generally due to natural heritage constraints. The grouping consists of significant vegetation and wetland areas. Excluding these features the grouping is less than the required 81 hectares. Establishing an event grounds in the area is not considered reasonable.
N	119 ha & 17 parcels (COMBINED)	Township of Severn [Rural, Agricultural Land]	Yes / accommodation, transportation (limited), retail and service options available in Coldwater/Orillia.	No	Approximately 9km from major highway interchange (County Rd 19 & 400). No Regional Airport.	The grouping is dissected by two public trail systems, creating isolated areas within the grouping which are insufficient in area for the proposed uses. The lands also appear to be constrained by natural heritage features and are on the outer extremity of the distance to major markets. Establishing an event grounds in the area is not considered reasonable.
O	128 ha & 31 parcels	Township of Oro-Medonte [Agricultural, EP2, Mineral Aggregate Resources - Licenced]	Yes / accommodation, transportation (limited), retail and service options available in Coldwater/Orillia.	No	Approximately 2.5km from major highway interchange (County Rd 19 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to its proximity to existing residential and conflicting land uses, including being adjacent to an active rail line, creating potential safety concerns. The grouping is located in close proximity or adjacent to many residential parcels (approximately 24) and many existing agricultural operations which could impact the land available for use (MDS Arcs). Access to the site is also constrained due to limited routes to the site from Highway 400, including crossing a rail line. Establishing an event grounds in the area is not considered reasonable.
P	123 ha & 18 parcels (COMBINED)	Township of Oro-Medonte [Agricultural, EP2]	Yes / accommodation, transportation (limited), retail and service options available in Coldwater/Orillia.	No	Approximately 5.5km from major highway interchange (County Rd 19 & 400). No Regional Airport.	The grouping is not considered a reasonable alternative location primarily due to existing natural heritage features within the grouping. Use of the lands would require significant tree clearing and is located in proximity to many ongoing agricultural operations which could impact the amount of land available for use (MDS Arcs). Establishing an event grounds in the area is not considered reasonable.