

BRIDGEBURG NORTH SECONDARY PLAN

FORT ERIE, ONTARIO

LAND-USE COMPATIBILITY STUDY (AIR QUALITY, NOISE &
VIBRATION)

RWDI # 2404186

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SUBMITTED TO

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For Air Quality Only
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For Noise and Vibration Only



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1 INTRODUCTION

Bridgeburg Landowners Group Inc. retained RWDI to undertake a Land Use Compatibility study for the proposed masterplan development of the Bridgeburg neighbourhood located in Fort Erie, Ontario (the “proposed development”). The proposed development is bounded by Niagara Parkway to the north, Crooks Street to the east, Phipps Street to the south, and Thompson Road to the west. The proposed design includes mainly 2-storey single townhouses, 3 to 4-storey multiple family townhouses and up to 10-storey apartment buildings. A mixed-use area is proposed at the southwest corner of the proposed development. In addition, three park spaces are included with the proposed design to the north, south and east of the proposed development.

A copy of the concept plan for this site can be found in Appendix A. The location of the proposed development is shown in Figure 1.

The proposed development is currently vacant with mainly environmental conservation, environmental protection, and open space zoning in addition to rural, residential, core mixed use zoning. Land use in the surrounding study area consists primarily of residential, rural, commercial, industrial, environmental conservation and environmental protection.

The scope of this study was to identify any existing and potential land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and nearby industrial areas and/or major facilities. This study was completed as per the terms of reference for the Bridgeburg North Land Use Compatibility Study dated February 2024, which further referenced the Niagara Region terms of reference for Land Use Compatibility Study dated August 2022.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Niagara Region Official Plan

The Regional Official Plan (Niagara, 2022) calls Local Area Municipalities to use planning tools identified in policies 4.2.4.2 and 4.2.4.3 to achieve land use compatibility between employment areas and non-employment lands.

“Policy 4.2.4.2: Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with Provincial guidelines, standards and procedures.”

“Policy 4.2.4.3: Where avoidance is not possible in accordance with Policy 4.2.4.2, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with Provincial guidelines, standards and procedures:

- a. there is an identified need for the proposed use;*
- b. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- c. adverse effects to the proposed sensitive land use are minimized and mitigated; and*
- d. potential impacts to industrial, manufacturing or other uses are minimized and mitigated.”*



2.2 Niagara Region Land Use Compatibility Study Terms of Reference

Niagara Region has created a guideline document entitled “Land Use Compatibility Study Terms of Reference” (August 2022), which was referred to in the project’s term of reference, to provide guidance and identify a process for assessing land use compatibility.

As indicated in the Terms of Reference, the Compatibility Study is described as: “A *Land Use Compatibility Study* is a technical report that provides a written description of the land use compatibility of sensitive land uses, where permitted or proposed adjacent to, or near to industrial uses; or within the influence area of major facilities; or in proximity to transportation and utility sources.

The report will identify any existing and potential land use compatibility issues and will identify and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and existing uses”.

The Niagara Region guidelines adopt the Ministry of the Environment, Conservation, and Parks’ D-6 Land-Use Compatibility Guidelines which are discussed in Section 2.4.

2.3 Provincial Planning Statement

Sections 3.5 of Chapter 3 of the Provincial Planning Statement 2024 (<https://www.ontario.ca/page/provincial-planning-statement-2024>) states the following:

“Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.”

Section 3.3 of Chapter 3 of the Provincial Planning Statement 2024 further states that:

“New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.”

Section 8.0 of the Provincial Planning Statement 2024 defines sensitive land uses as:

“...buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to residences, daycare centres, and educational and health facilities.”

2.4 Provincial Compatibility Guidelines

The Ministry of Environment, Conservation and Parks’ (MECP) D-series guidelines deal with land use compatibility in Ontario. The most relevant guideline in the present case is D-6, Compatibility between Industrial Facilities (Ministry of Environment, 1995). It provides a classification scheme for industries based their potential for emissions that could cause adverse effects. The classification scheme is summarized in Table 1.

Table 1: D-6 Industry Classification Scheme

Class	Descriptors
I	• Small scale • Self-contained • Packaged product • Low probability of fugitive emissions • Daytime operations only • Infrequent and/or low intensity outputs of noise, odour, dust, vibration
II	• Medium scale • Outdoor storage of wastes or materials • Periodic outputs of minor annoyance • Low probability of fugitive emissions • Shift operations • Frequent movement of products and/or heavy trucks during daytime
III	• Large scale • Outside storage of raw and finished products • Large production volumes • Continuous movement of products and employees during shift operations • Frequent outputs of major annoyance • High probability of fugitive emissions

For each class of industry, the guideline provides an estimate of potential influence area and a minimum recommended separation distance, which are set out in Table 2.

Table 2: D-6 Separation Distances

Class	Potential Influence Area (m)	Minimum Separation Distance (m)
I	70	20
II	300	70
III	1,000	300

Guideline D-6 recommends the following:

1. "...no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II or III industrial land uses, without evidence to substantiate the absence of a problem." (Sec. 4.5.1 of Guideline D-6).
2. "No incompatible development other than that identified in Section 4.10, Redevelopment, Infilling and Mixed-Use Areas should occur [within the recommended minimum separation distances]" (Sec. 4.3 of Guideline D-6)
3. "When a change in land use is proposed [in an area of urban redevelopment, infilling or transition to mixed use] for either industrial or sensitive land use, less than the minimum separation distance ... may be acceptable subject to either the municipality or the proponent providing a justifying impact assessment (i.e., a use specific evaluation of the industrial processes and the potential for off-site impacts on existing and proposed sensitive land uses). Mitigation is the key to dealing with less than the minimum to the greatest extent possible." (Sec. 4.10.3 of Guideline D-6).

With respect to how separation distance should be measured, the guideline states that:

“Measurement shall normally be from the closest existing, committed and proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use.”

However, it does allow the measurement to include areas within the lot lines (on-site buffers) where site-specific zoning or site plan control precludes the use of the area for a sensitive use in the case of the sensitive land use, and for an activity that could create an adverse effect in the case of the industrial land use.

When dealing with vacant industrial lands, the guideline states that:

“Determination of the potential influence area shall be based upon a hypothetical worst-case scenario for which the zone area is committed”.

3 METHODOLOGY

The tasks consisted of reviewing the following items:

- The official plan and zoning by-laws for the surrounding area;
- Development proposals posted on the City's website for the surrounding area, if any;
- Published satellite imagery and street-based photography;
- Searching the MECP Access Environment website for Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1,000 m of the proposed development;
- Searching the Environmental Registry of Ontario (ERO) for applications for new ECAs or amendments to ECAs for existing industries within 1,000 m of the proposed development;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for industries within 1,000 m of the proposed development;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the Ministry of the Environment, Conservation and Parks (MECP);
- Meteorological data for the study area; and
- Any recent complaint history available from the applicable MECP District Office to determine if there are any air quality or noise concerns within the area.

RWDI reviewed wind data from the Buffalo Niagara International Airport Meteorological Station located in Buffalo, New York, United States to assist in the assessment. A summary of the directional distribution of winds is shown in Figure 2. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in m/s as indicated in the legend. The wind in the study area comes most frequently from the southwest, and least frequently from the north.

A review of the ERO revealed there are no proposals for any facilities within the study area that may impact the proposed development.

The MECP Niagara District office was contacted to request complaint history for industries in the vicinity of the proposed development. The MECP district officer indicated that the details of any complaint, if any, should be requested via the Ministry's Freedom of Information (FOI) office. While complaint history for the area is a helpful tool in the initial screening of industries, RWDI's experience has shown that making such requests does not produce valuable information within appropriate timelines. An internet search for complaints in the local area was undertaken but no information related to odour, dust or noise complaints were found.

4 RESULTS

4.1 Existing and Proposed Industrial Uses

Table B-1 in Appendix B lists all identified industries with MECP air emission permits within 1,000 m as well as any facilities of interest that do not have MECP permits. Figure 3 shows all facilities of interest, including facilities with MECP permits within the 1,000 m radius. Class I industries without MECP permits beyond 300 m were not shown in the figure as their potential influence areas fall far short of the proposed development. There are fourteen (14) Class II facilities and one (1) Class III facility identified within 1,000 m of the proposed development. Table 3 lists the facilities whose potential influence areas extend to the proposed development on the proposed development, when measured from the lot line of the facility. Guideline D-6 recommends that no sensitive uses be permitted within the influence areas "without evidence to substantiate the absence of a problem". These facilities are discussed below. Moreover, one (1) non-industrial use site is located in close proximity to the proposed development and was also reviewed in detail.

Table 3: Facilities whose Potential Influence Areas Impact the Proposed Development

Industry Class	Industry	Address	Potential Influence Area (m)	Recommended Minimum Separation Distance (m)	Actual Separation Distance (m) ^[1]
D-2 > 25,000 m ³ /day	Fort Erie Wastewater Treatment Plant	1 Anger Avenue	-	150	20 ^[2]
D-6 Class I	Barbican Shipping and Receiving Facility	425 Phipps Street	70	20	16
D-6 Class II	Attar Metals Inc.	177 Dunlop Street	300	70	165
D-6 Class II	Miller Metal Inc.	408 Jarvis Street	300	70	255
D-6 Class II	Heritage Cannabis East Corporation	333 Jarvis Street	300	70	285
D-6 Class III	Durez Canada Company	100 Dunlop Street	1000	300	575

Notes:

[1] Separation distance is from the property line of the proposed development to the property line of the industry.

[2] The facility shares the same property line with the proposed development. The reported distance is to the closest outdoor emission source.



4.2 Detailed Review of Existing and Proposed Industrial Uses

4.2.1 Fort Erie Wastewater Treatment Plant

4.2.1.1 Description

This facility is a wastewater treatment plant (WWTP) for the processing and treatment of local wastewater. The NAICS code of the facility is 221320 – Sewage Treatment Facilities. The facility has significant outdoor operations including settling ponds, aeration tanks, clarifiers, and digester units. There are several open processes treating municipal wastewater that are sources of odour emissions.

In accordance with section 1.2.4 of the D-6 Guideline, sewage treatment plants do not fall under the scope of D-6 assessments and are addressed using the criteria outlined in MECP Guideline D-2 “Compatibility between Sewage Treatment and Sensitive Land Use”. For facilities with capacities greater than 25,000 m³/day, the D-2 Guideline suggests a minimum separation distance of 150 m. However, there are existing residential dwellings located directly to the northeast. This existing sensitive receptor is directly upwind of the prevailing wind direction (blowing from the southwest), adjacent to the plant at a setback of 20 m (based on property lines), and approximately 105 m from the facade to the closest outdoor source. This implies that odour emissions from the WWTP may not cause adverse effects at distances less than the 150 m minimum separation in D-2.

4.2.1.2 Air Quality

The outdoor operation of a wastewater treatment facility is a significant source of odour emissions. The proposed development is adjacent to the facility and does not meet the minimum setback distance of 150 m, according to the MECP Guideline D-2. In particular, the proposed sensitive use is located approximately 20 m from the odour-producing source structure. Some existing residential dwellings are also located in close proximity to the facility within the minimum setback distance, at approximately 105 m. A review of local wind data shows that winds blowing from this facility towards the proposed development situated southwest of the WWTP are infrequent, accounting for less than 6% of the time annually.

Since a portion of the proposed development will be located within the 150 m minimum separation distance for the WWTP, a detailed air quality assessment is recommended to confirm that the development does not constrain the operations of the WWTP or pose a risk of adverse effect for odour impacts.

4.2.1.3 Sound

The stationary sources on wastewater treatment plants are typically not too significant. The existing residences at closer distances than the minimum requirements of the D-2 guidelines suggests that this is currently the case for the Fort Erie plant. Noise emissions from the plant may vary by direction, so the introduction of residential uses to the north and west of the plant may introduce a need for additional noise mitigation at the plant. A detailed assessment, and/or review of the plant's existing noise assessment, if any, is recommended to confirm that the development does not unduly restrict the operations of the plant.

4.2.2 Barbican Shipping and Receiving Facility

4.2.2.1 Description

Barbican is a lighting and office space designer. The actual manufacturing facility is located at 479 Central Avenue, outside of the 1 km radius from the proposed development. The highlighted facility here is a shipping and receiving building. Based on aerial imagery, no outdoor storage is observed, which is justified by the sensitivity of the products. Some shipping trucks are anticipated to arrive at and depart from the site.

Based on a review of available information, RWDI has classified 4.2.2 Barbican Shipping and Receiving Facility as a Class I facility, with a minimum separation distance of 20 m and a potential area of influence of 70 m. The proposed development are within the potential area of influence at a setback distance of approximately 16 m.

4.2.2.2 *Air Quality*

The proposed development is within the minimum separation distance as well as the potential influence area of this Class I facility. However, no manufacturing activities are carried out on site. Given the infrequent nature of the operations, the air quality impact from the shipping activities on site would not be significant and fugitive dust would be minimal as all surfaces at the facility are paved. A review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually. In addition, there are existing intervening homes located closer to the facility, indicating that the proposed development would not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality impacts on the proposed development.

4.2.2.3 *Sound*

Given the infrequent nature of the operations and the existing intervening homes which are located closer to the facility, no adverse impacts are anticipated at the proposed development.

4.2.3 Attar Metals Inc.

4.2.3.1 *Description*

Attar Metals Inc is specialized in scrap metal and electronics recycling. The facility deals with all ferrous and non-ferrous metals. The published hours online for the facility are from 7am to 3:30pm on weekdays, from 7 to 11:30am on Saturdays and are closed on Sundays. The activities are done on large unpaved outdoor yard with a number of material stockpiles. Frequent truck activities are anticipated to move material onsite in addition to shipping and receiving. Rail track is connected to the facility for freight shipments. Based on a review of available information, RWDI has classified the facility as Class II given the scale of the facility, outdoor material storage, potential for fugitive dust, and frequent truck traffic. A Class II facility has a minimum separation distance of 70 m and a potential area of influence of 300 m. The proposed development is within the potential area of influence at a setback distance of approximately 165 m.

4.2.3.2 *Air Quality*

Despite the site having an outdoor yard for storage and recycling activities, it does not consist of any tall stacks. Any air quality impacts from the site are expected to be localized. The development is located at a setback greater than the minimum separation distance but within the potential influence area of this Class II facility. However, the existing homes to the north of the facility are located closer to the facility, indicating that the proposed development should not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality impacts on the proposed development.

4.2.3.3 *Sound*

Identified significant sources of noise include: truck and freight movements, heavy mobile equipment as cranes, material handling and dropping and rooftop HVAC equipment. Existing homes to the north of the facility are located relatively closer to the facility. Since the development is located at a setback less than the minimum separation distance of this Class II facility, a detailed investigation for noise impacts is deemed necessary.

4.2.4 Miller Metal Inc.

4.2.4.1 Description

Miller Metal Inc specializes in fabrication, machining and sheet metal. The published hours online are daytime only excluding the weekends. A small unpaved outdoor storage yard is located to the north of the facility. Based on a review of available information, RWDI has classified the facility as Class II given the scale of the facility, outdoor material storage and frequent truck traffic. A Class II facility has a minimum separation distance of 70 m and a potential area of influence of 300 m. The proposed development are within the potential area of influence at a setback distance of approximately 255 m.

4.2.4.2 Air Quality

The development is located at a setback greater than the minimum separation distance, but within the potential influence area of this Class II facility. However, the industrial activities of this facility are carried out indoor, and the materials stored in the outdoor storage yard are generally metals storage, of which would not cause any air emissions. Significant fugitive emissions from the unpaved yard are not expected either due to the limited size of the storage yard. No tall stacks are installed on site. A review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually. Existing intervening homes are located closer to the facility with existing homes across the street, implying that the proposed development would not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality impacts on the proposed development.

4.2.4.3 Sound

Identified significant sources of noise include: indoor noise radiating through bay doors, truck movements and rooftop HVAC equipment. Existing intervening homes are located closer to the facility with existing homes across the street. Published operational hours are limited to daytime only. Although the development is located at a setback less than the minimum separation distance of this Class II facility, it is not anticipated that sources from this facility would have a significant impact at the proposed development given the scale of the facility and the existing intervening homes.

4.2.5 Heritage Cannabis East Corporation

4.2.5.1 Description

Heritage Cannabis East Corporation is cannabis extraction facility to produce a range of medical and recreational products. The facility was formerly Patheon Inc.. The facility is self contained with no outdoor yards used for storage but rather for shipping/receiving which align with the sensitivity for the product. Based on a review of available information, RWDI has classified the facility as Class II given the scale of the facility, potential for odour emissions, mechanical equipment, and frequent truck traffic. A Class II facility has a minimum separation distance of 70 m and a potential area of influence of 300 m. The proposed development is within the potential area of influence at a setback distance of approximately 285 m. The setback distance of 285m is based on measurements from the property lines; however, actual setback to the facility building and operations is well beyond 400m when including onsite buffer area.

4.2.5.2 Air Quality

The facility is self contained with no outdoor storage. Cannabis extraction activities are carried out indoor and any emissions would be exhausted through low-lying stacks. Despite there are outdoor shipping and receiving activities, the actual setback distance to the facility building is well beyond the potential influence area and the minimum separation distance. In addition, a review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually.

Existing intervening homes to the north of the facility are located closer to the facility, indicating that the proposed development would not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality impacts on the proposed development.

4.2.5.3 *Sound*

Identified significant sources of noise include: bay doors, truck movements and rooftop HVAC equipment. Existing intervening homes are located closer to the facility with existing homes across the street. Existing intervening homes are located north of the facility. Since the development is located at a setback less than the minimum separation distance of this Class II facility, a detailed investigation for noise impacts is deemed necessary.

4.2.6 Durez Canada Company

4.2.6.1 *Description*

Durez Canada Company manufactures phenolic resins and phenolic moulding compounds and now part of the SBHPP. These products are used by customers to produce automobile brake linings, brake pads, water pumps, clutch facings, grinding wheels, abrasive papers, and has many other applications in appliance and electrical industries. The facility operates under the ECA #7659-CCKM6J issued on September 19, 2022 and amended on May 10, 2024. The facility has large outdoor storage area for materials. RWDI has classified the facility as Class III given the scale of the facility, significant sources of air emissions, and outdoor equipment and activities. A Class III facility has a minimum separation distance of 300 m and a potential area of influence of 1,000 m. The proposed development are within the potential area of influence at a setback distance of approximately 575 m.

Existing homes to the east and south are located at less than 300 m setback. The presence of these sensitive receptors within the Class III minimum separation distance provides an indication that actual impacts from the facility's operation are more consistent with a Class II operation.

4.2.6.2 *Air Quality*

The development is located at a setback greater than the minimum separation distance, but within the potential influence area of this Class III facility. There are manufacturing activities as well as storage outdoors. It has multiple tall stacks for the two natural gas-fired boilers and a natural gas-fired regenerative thermal oxidizer. The ECA ensures the facility meets the limits on the ground level at the property line and beyond. The proposed development may introduce elevated points of reception at greater height which were not considered when the facility was designed and approved.

Despite that a review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually, a screening level dispersion modelling assessment is still recommended to ensure the facility will not have any air quality impacts on the proposed development.

4.2.6.3 *Sound*

Identified significant sources of noise include boilers, regenerative thermal oxidizer, two dust collectors, HVAC equipment, truck movements, baydoors, and material unloading to tanks. Existing intervening homes are located north of the facility. A detailed investigation for noise impacts is deemed necessary because of the scale of the facility and the large amount of outdoor equipment that could generate noise.

4.3 Future Industrial Uses

The current zoning designations and official plan are provided in Figure 4 and Figure 5, respectively. The majority of the lands immediately to the east, west and immediate south of the proposed development is zoned as residential and rural with a similar designation under the Official Plan. Zoning in the areas south of the rail tracks are zoned as industrial with similar designations under the Official Plans. A residentially zoned dense area is located to the southwest of the proposed development, west of Thompson Road with similar designation under the official plan.

Few Vacant lots are located south of the tracks towards the northwest of Dunlop Street and on Industrial drive, which is referred to as Fort Erie Industrial Park. Of the permitted uses at these vacant lots as an industrial zone, food processing, manufacturing, scientific laboratories, machine shops, medical marihuana grow and production facilities, transportation depots and warehousing are likely to carry out activities that may adversely affect the proposed development. However, with the existing residences on Thompson Road, Gilmore Road and north of the rail tracks, any future facilities are anticipated to be smaller Class I or II industries where potential AQ or Noise emissions can be addressed as part of the design. This may include, and are not limited to, site layout design, placement of equipment, equipment selection, and/or inclusion of control measures.

The Environmental Registry of Ontario was reviewed; there are no pending applications for amendment to ECA's for any facilities within 1,000 m of the proposed development.

Based on the above, the future development on the proposed development is not expected to have a significant effect on the ability of new or intensified industrial uses within the surrounding industrial lands.

4.4 Transportation Corridors

The proposed development is located more than 2 km northeast of the Queen Elizabeth Way (QEW) and thus do not require a detailed investigation. The proposed development surrounded by Thompson Road to the west, Phipps Street to the south, and Niagara River Parkway to the north and east. CN Rail Line and Stamford subdivision is located south of the proposed development.

4.4.1 Air Quality Impacts

Based on experience with roadway modelling assessments and publicly available studies, such as The City of Toronto produced report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (City of Toronto, October 2017), the most widely reported mitigation strategy is separation distances or buffer zones. Some environmental agencies (California and British Columbia) recommend a setback of 500 ft (approx. 150m) from major highways and 100m from roads with annual average traffic volumes of 15,000 vehicles or more per day. The proposed development is well separated from the QEW which is located 2 km away. No air quality related concerns with respect to QEW is anticipated.

Emissions from diesel fuelled locomotives can have an impact on sensitive receptors located in close proximity to frequently travelled corridors. There is a CN Railway line approx. 88m separation distance. The GO Rail Network Electrification Environmental Project Report Addendum – Lakeshore East Study (Metrolinx 2021) was reviewed to get a sense of air quality effects around rail corridors (a very conservative comparison in terms of railcar movement and number of locomotives). The Lakeshore East Study indicated that air quality impacts decrease sharply with distance and are generally low (within 20% of background) beyond 50 m.



Additionally, the nearest railway is located, greater than the setback distance of 30m recommended in “Guideline for New Development in Proximity to Railway Operations” (The Railway Association of Canada and Federation of Canadian Municipalities, May 2013). Therefore, the proposed development is compatible with the rail corridor.

4.4.2 Noise Impacts

Sound levels at the proposed development due to road traffic are potentially high at some locations closest to the roadways. Upgraded façade components such as window glazing and balcony doors are potentially required for certain buildings within the masterplan most impacted by road sound levels. Outdoor living areas may in some cases, based on the location and shielding, need barriers to achieve acceptable sound levels. Further transportation noise mitigation analysis is recommended to be completed.

4.4.3 Vibration

An assessment of railway vibration impacts is not considered necessary, as the closest railway is located approximately 115 m from the development lands, and outside of the minimum separation distance of 75m for inclusion.

5 CONCLUSIONS AND RECOMMENDATIONS

The proposed mixed-use development on the proposed development is anticipated to be compatible with surrounding employment uses and transportation corridors. The square footage of the lands is big, and any further recommended analyses are intended for the areas closest to the east and south property lines. However, the following should be noted:

5.1 Air Quality

- Additional detailed air quality assessment is recommended to confirm if the Fort Erie Wastewater Treatment Plant and would pose any adverse air quality impacts on the proposed development, and if additional air quality control measures are required for the facilities.
- Additional screening-level air quality assessment is recommended to confirm if the Durez Canada Company would pose any adverse air quality impacts on the proposed development, and if additional air quality control measures are required for the facilities.

5.2 Noise

- Regarding surrounding Stationary Noise, additional analysis is required to confirm if the applicable guideline limits will be met, and if additional noise control measures are required for the surrounding facilities (mainly Fort Erie Wastewater Treatment Plant, Attar Metals Inc., Heritage Cannabis East Corporation, and Durez Canada Company).
- Regarding Transportation Noise, additional analysis is required for the surrounding roadways most notably Thompson Road, Phipps Street, and Niagara River Parkway. Upgraded glazing and acoustical barriers are potentially required for certain areas of the development to address transportation noise impacts.



5.3 Overall

In view of the above, a quantitative air quality assessment for Fort Erie Wastewater Treatment Plant and Durez Canada Company as well as a detailed Noise study for further analysis of stationary noise (from the two aforementioned facilities in addition to Attar Metals Inc. and Heritage Cannabis East Corporation) and transportation noise sources are required at this time.

6 REFERENCES

1. Government of Ontario 2024, Provincial Planning Statement, viewed February 11, 2025, <<https://www.ontario.ca/page/provincial-planning-statement-2024>>.
2. Ministry of the Environment 1995, Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses, Ministry of the Environment, Toronto, viewed February 5, 2025, <<https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>>.
3. Ministry of the Environment 1996, *D-2 Compatibility between Sewage Treatment and Sensitive Land Use*; Ministry of the Environment, Toronto, viewed February 5, 2025, <<https://www.ontario.ca/page/d-2-compatibility-between-sewage-treatment-and-sensitive-land-use>>.
4. Niagara Region 2022, Official Plan, viewed February 5, 2025, < [Niagara Official Plan: Making our Mark \(niagararegion.ca\)](https://www.niagararegion.ca)>
5. Niagara Region 2022, Land use Compatibility Study Terms of Reference.

7 STATEMENT OF LIMITATIONS

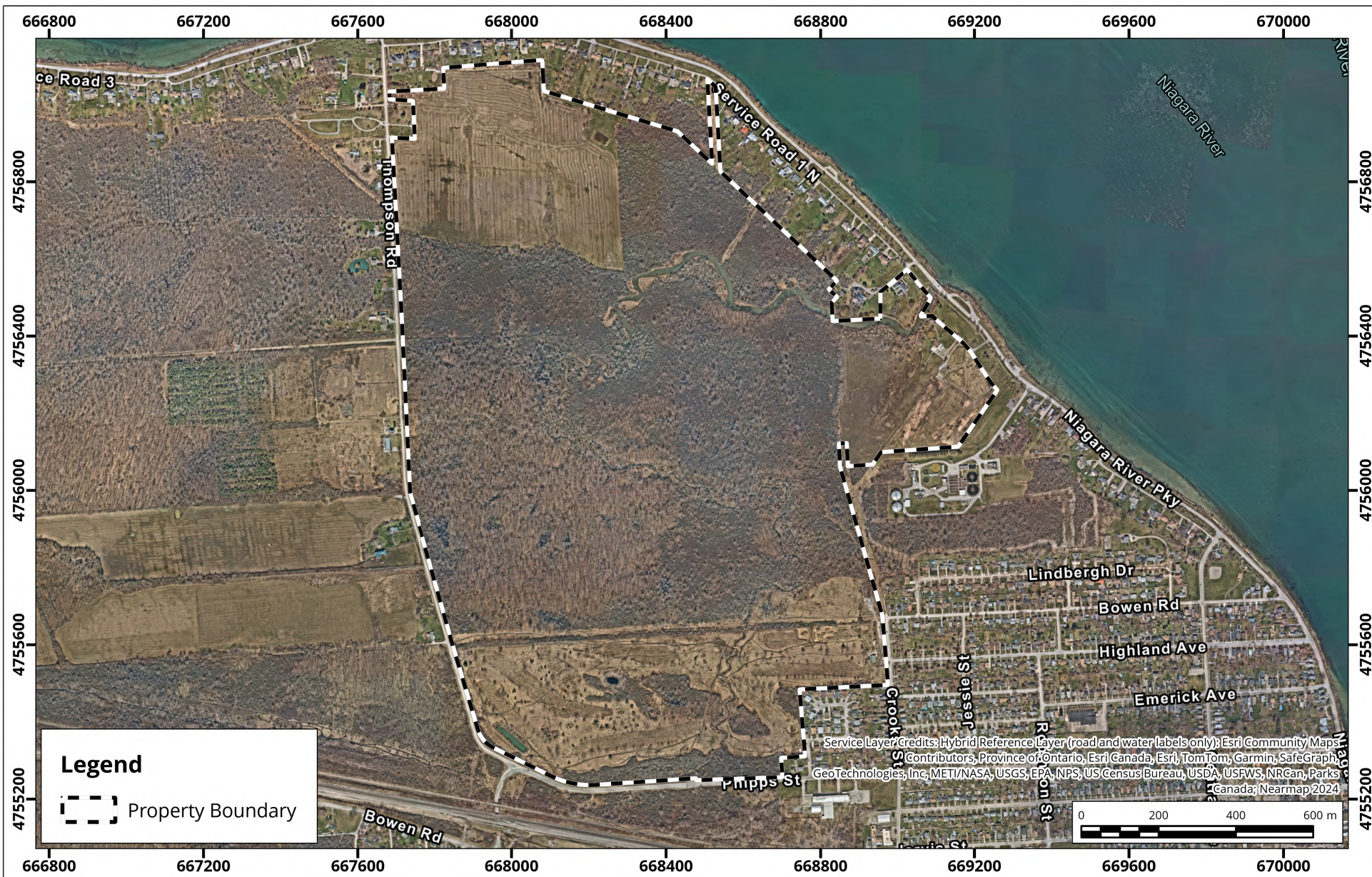
This report entitled “Bridgeburg North Secondary Plan – Land-Use Compatibility Study (Air Quality & Noise)” dated March 6, 2024, was prepared by Rowan Williams Davies & Irwin Inc. (“RWDI”) for Bridgeburg Landowners Group Inc. (“Client”). The findings and conclusions presented in this letter have been prepared for the Client and are specific to the project described herein (“Project”). The conclusions and recommendations contained in this letter are based on the information available to RWDI when this letter was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this letter have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this letter have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the letter and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this letter carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

FIGURES

Map Document: C:\WorkingFolder\Jobs_America\2404186\2404186.aprx



Site Location

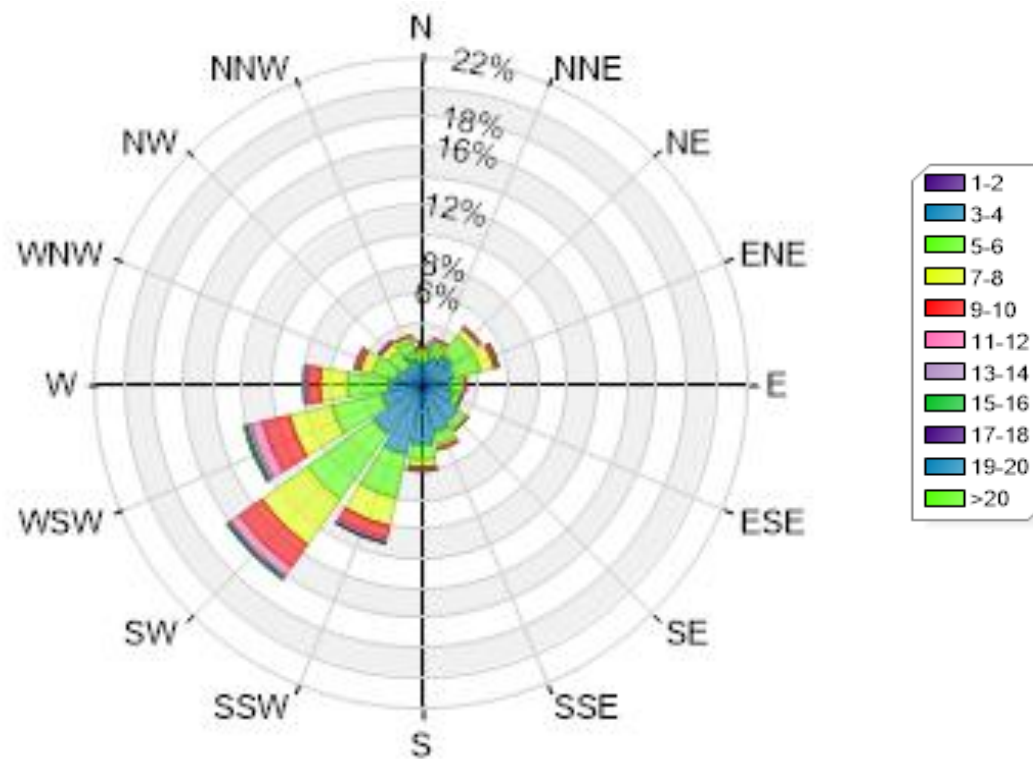
Map Projection: NAD 1983 UTM Zone 17N
Bridgeburg North Secondary Plan - Fort Erie, Ontario



Drawn by: PIP	Figure: 1
Approx. Scale: 1:14,000	
Date Revised: Feb 4, 2025	

Project #: 2404186





Wind Speed and Direction Frequencies for
Buffalo Niagara International Airport Station (2000-2022)

Drawn by: MW

Figure:

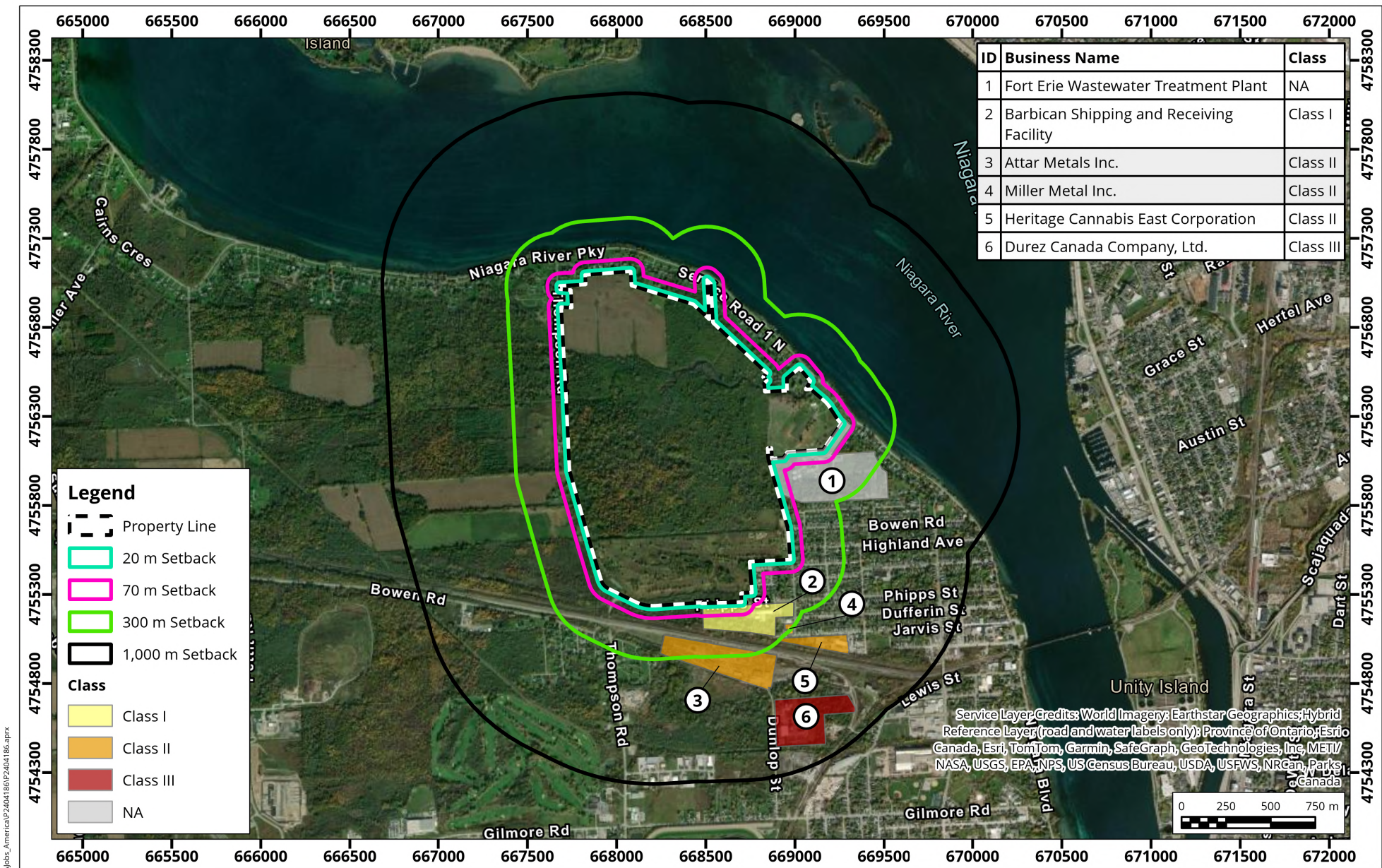
2

Approx. Scale: not to scale

Date Revised:

February 25, 2025





Proposed Development and Surrounding Sites of Interest

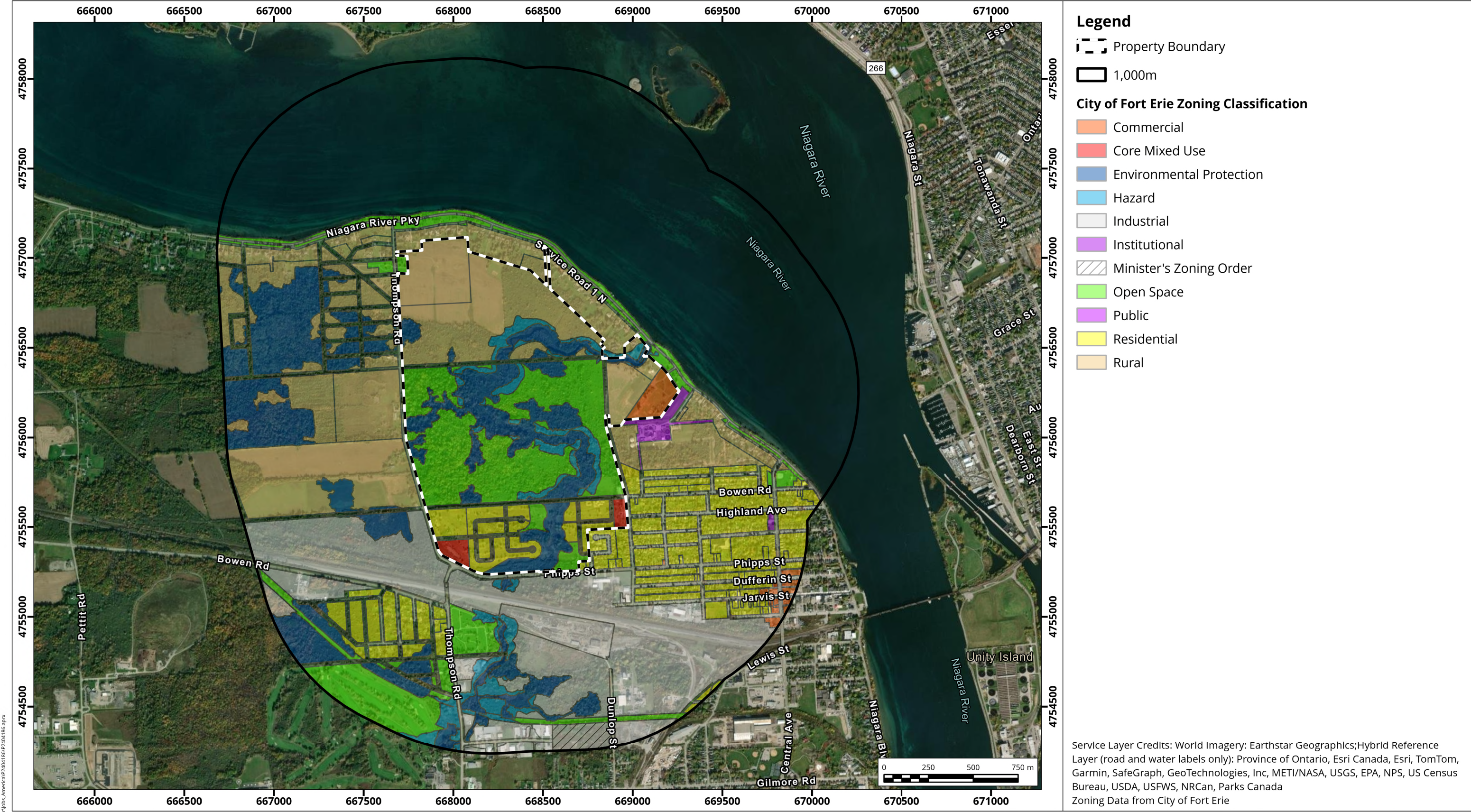
Map Projection: NAD 1983 UTM Zone 17N
Bridgeburg North Secondary Plan - Fort Erie, Ontario



Drawn by: PIP	Figure: 3
Approx. Scale: 1:30,000	
Date Revised: Feb 13, 2025	



Project #: 2404186



Legend

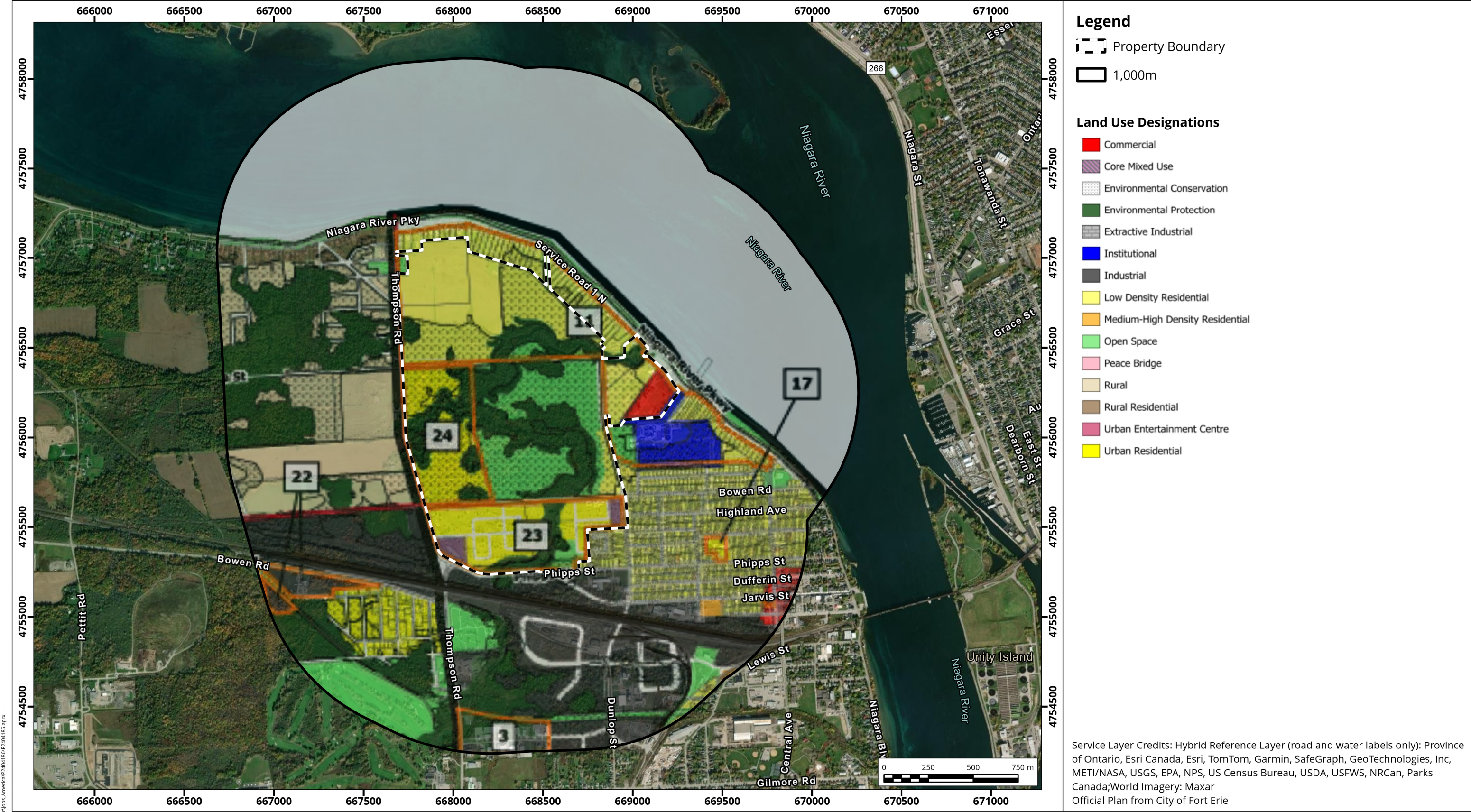
--- Property Boundary

1,000m

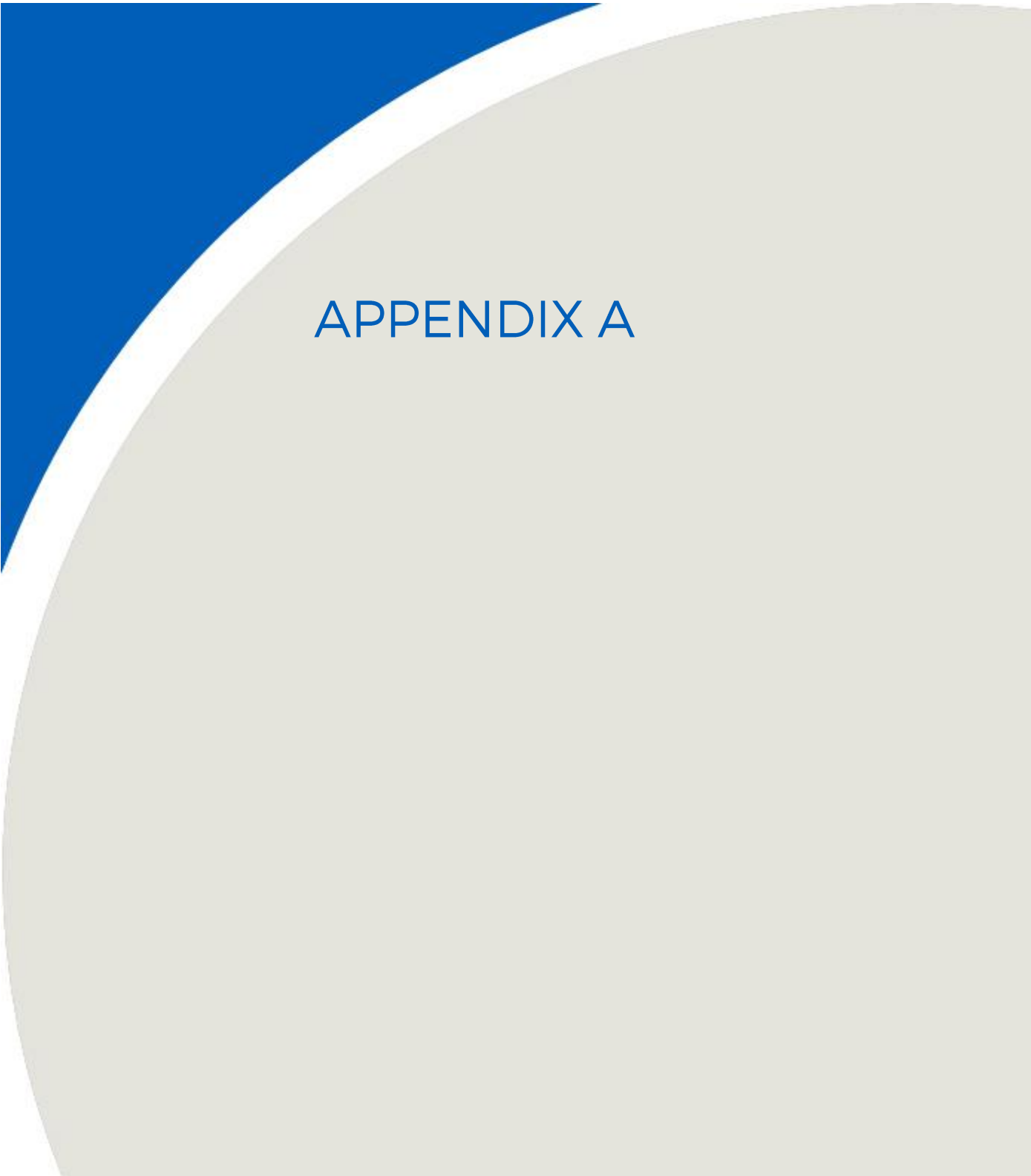
City of Fort Erie Zoning Classification

- Commercial
- Core Mixed Use
- Environmental Protection
- Hazard
- Industrial
- Institutional
- Minister's Zoning Order
- Open Space
- Public
- Residential
- Rural

Service Layer Credits: World Imagery: Earthstar Geographics;Hybrid Reference Layer (road and water labels only): Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCan, Parks Canada
Zoning Data from City of Fort Erie



Map Document: C:\WorkingFolder\jobs_America\2404186\2404186.aprx

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APPENDIX A



LEGEND

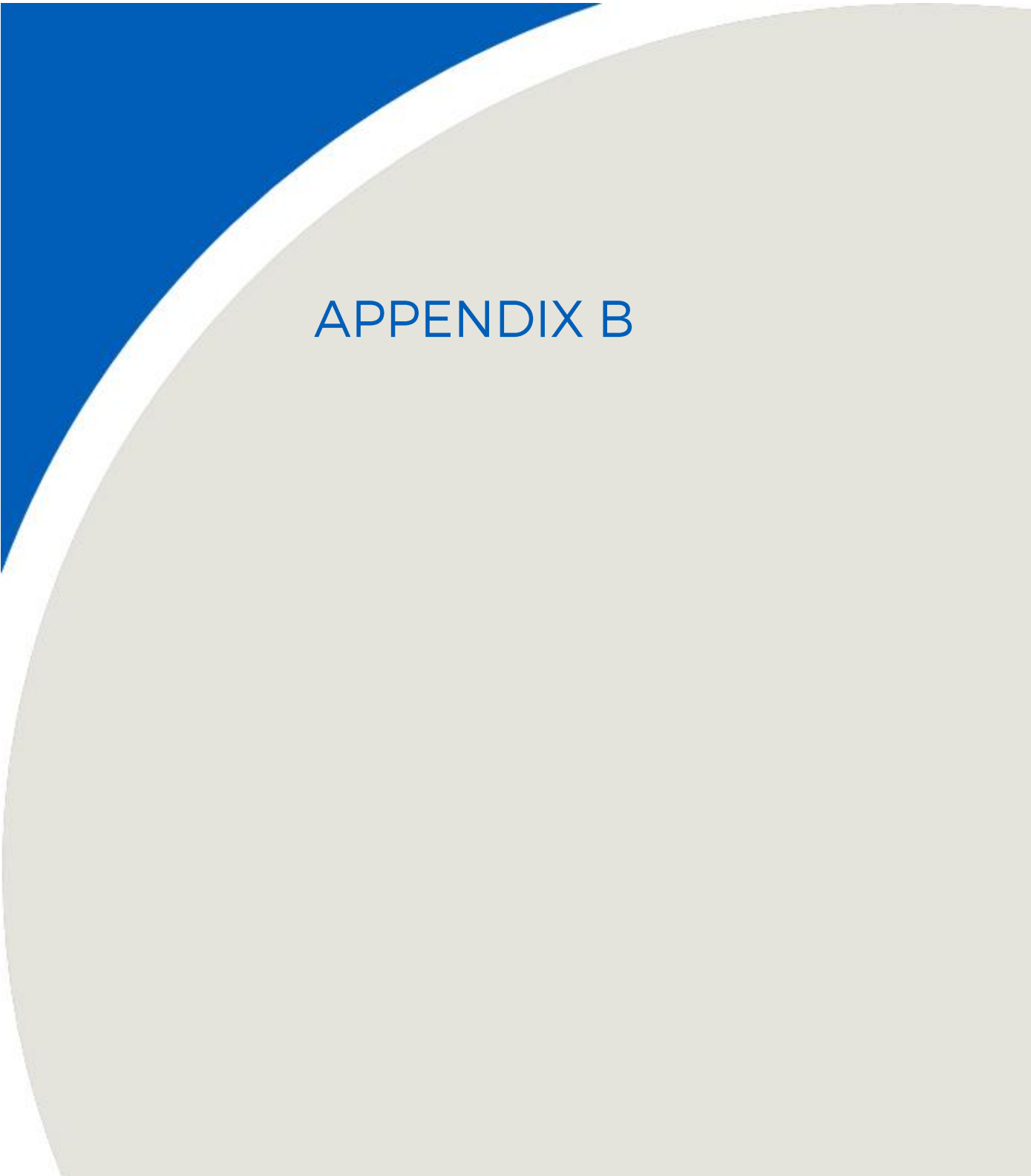
- | | | | | | |
|---|---|---|--|---|---------------------|
|  | SINGLES/STREET TOWNS/SEMI'S |  | PARK/TRAIL |  | ROADWAY CONNECTIONS |
|  | MULTIPLE FAMILY
(PRIVATE ROAD DEVELOPMENT) |  | PROVINCIALY SIGNIFICANT WETLAND | | |
|  | MULTIPLE FAMILY (APARTMENT) |  | OTHER NATURAL HERITAGE
FEATURES AND BUFFERS | | |
|  | MIXED USE |  | STORMWATER MANAGEMENT POND | | |



UPPER CANADA
CONSULTANTS
ENGINEERS / PLANNERS

NORTH BRIDGEBURG
FORT ERIE
NEIGHBOURHOOD PLAN
CONCEPT 1

DATE	2022-07-20
SCALE	N.T.S.
REF No.	.
DWG No.	2158-NBH

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APPENDIX B

Table B-1: List of Industrial and Non-Industrial Facilities Around the Proposed Development with Potential for Air/Noise Emissions

Map Icon Number	Business Name	Address	Type of Approval / Facility / Equipment ^[1]	Approval / Registration Number	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) ^[2]	D-6 Classification ^[3]	Area of Influence (m)	Minimum Separation Distance (m)	Within Min Sep Dist?	Within Area of Influence?
1	Fort Erie Wastewater Treatment Plant	1 Anger Avenue	-	-	This facility is a wastewater treatment plant for the processing and treatment of local wastewater. The NAICS code of the facility is 221320 – Sewage Treatment Facilities. The facility has significant outdoor operations including settling ponds, aeration tanks, clarifiers, and digester units. There are several open processes treating municipal wastewater that has the potential to be a significant source of odour emissions. In accordance with section 1.2.4 of the D-6 guideline sewage treatment plants do not fall under the scope of D-6 assessments and is addressed using the criteria outlined in MECP guideline D-2. For facilities with capacities greater than 25,000 m³/day the D-2 guideline suggest a minimum separation distance of 150 m. However, there are existing residential dwellings located directly to the northeast adjacent to the plant and at setback of 20 m based on property lines and approximately 105 m from the facade to the closest outdoor source. This suggests that closer setback distances could still be acceptable relative to the conservative D-2 guidelines. However, additional analysis is considered necessary for stationary noise sources and air quality emissions at the detailed design phase.	No	20 ^[4]	N/A	-	-	-	-
2	Barbican Shipping and Receiving Facility	425 Phipps Street	-	-	Barbican is a lighting and office space designer. The actual manufacturing facility is located at 479 Central Avenue outside of the 1 km radius from the proposed development. The highlighted facility here is a shipping and receiving building. Based on aerial imagery, no outdoor storage is observed which is justified by the sensitivity of the products. Some shipping trucks are anticipated to and from the site. However, given the infrequent nature of the operations and the existing intervening homes which are located closer to the facility, no adverse impacts are anticipated at the proposed development. The proposed development is within the minimum separation distance as well as the potential influence area of this Class I facility. However, no manufacturing activities are carried out on site. Given the infrequent nature of the operations, the air quality and noise impact from the shipping activities on site would not be significant. In particular, a review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually. In addition, there are existing intervening homes located closer to the facility, indicating that the proposed development would not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality and noise impacts on the proposed development.	No	16	Class I	70	20	Yes	Yes
3	Acorn Products Inc.	15 Crooks Street	-	-	The facility is listed on the town website under the category of manufacturing and machine shops. The facility is self-contained with no tall stacks. Aerial Imagery shows a limited outdoor yard, bay doors and a couple rooftop HVAC equipment. Some truck movements are anticipated with the facility. Existing intervening homes are located closer to the facility with existing homes across the street.	No	195	Class I	70	20	-	-
4	Attar Metals Inc.	177 Dunlop Street	-	-	Attar Metals Inc specializes in scrap metal and electronics recycling. The facility deals with all ferrous and non-ferrous metal. The published hours online are daytime only, with no operation on Sundays. The activities are done on large unpaved outdoor yard with a number of material stockpiles. Existing homes to the north of the facility are located relatively closer to the facility. Frequent truck activities are anticipated to move material onsite in addition to shipping and receiving. Rail track is connected to the facility for freight shipments. Despite the site has an outdoor yard for storage and recycling activities, it does not consist of any tall stacks. Any air quality impacts from the site are expected to be localized. The development is located at a setback greater than the minimum separation distance but within the potential influence area of this Class II facility. However, the existing homes to the north of the facility are located relatively closer to the facility, indicating that the proposed development would not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality impacts on the proposed development. Identified significant sources of noise include: truck and freight movements, heavy mobile equipment as cranes, material handling and dropping and rooftop HVAC equipment.	No	165	Class II	300	70	-	Yes
5	Miller Metal Inc.	408 Jarvis Street	-	-	Miller Metal Inc is specialized in fabrication, machining and sheet metal. The published hours online are daytime only during the weekday and are closed on the weekends. A small unpaved outdoor storage yard is located to the north of the facility. Existing intervening homes are located closer to the facility with existing homes across the street. The development is located at a setback greater than the minimum separation distance, but within the potential influence area of this Class II facility. However, the industrial activities of this facility are carried out indoor, and the materials stored in the outdoor storage yard are generally metals, storage of which would not cause any air emissions. Significant fugitive emissions from the unpaved yard are not expected either due to the limited size of the storage yard. No tall stacks are installed on site. A review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually. Existing intervening homes are located closer to the facility with existing homes across the street, indicating that the proposed development would not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality impacts on the proposed development. Identified significant sources of noise include: bay doors, truck movements and rooftop HVAC equipment. Published operational hours are limited to daytime only. Although the development is located at a setback less than the minimum separation distance of this Class II facility, it is not anticipated that sources from this facility would have a significant impact at the proposed development given the scale of the facility and the existing intervening homes.	No	255	Class II	300	70	-	Yes
6	Heritage Cannabis East Corporation	333 Jarvis Street	-	-	Heritage Cannabis East Corporation is Cannabis extraction facility to produce a range of medical and recreational products. The facility is self contained with no outdoor yards used for storage but rather for shipping/receiving which align with the sensitivity for the product. The setback distance of 285m is based on measurements from the property lines; however, actual setback to the facility building and operations is well beyond 400m. The facility is self contained with no outdoor storage. Cannabis extraction activities are carried out indoor and any emissions would be exhausted through low-lying stacks. Despite that there are outdoor shipping and receiving activities, the actual setback distance to the facility building is well beyond the potential influence area and the minimum separation distance. In addition, a review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually. Existing intervening homes to the north of the facility are located closer to the facility, indicating that the proposed development would not be precluded due to the facility. Therefore, the facility is not anticipated to have adverse air quality impacts on the proposed development. Identified significant sources of noise include: bay doors, truck movements and rooftop HVAC equipment. Existing intervening homes are located closer to the facility with existing homes across the street.	No	285	Class II	300	70	-	Yes

Map Icon Number	Business Name	Address	Type of Approval / Facility / Equipment ^[1]	Approval / Registration Number	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) ^[2]	D-6 Classification ^[3]	Area of Influence (m)	Minimum Separation Distance (m)	Within Min Sep Dist?	Within Area of Influence?
7	Miscow Generator and Electric	1899 Thompson Road	-	-	Miscow Generator and Electric is a provider for generators. The facility also provides repair and routine maintenance services. There is an outdoor paved yard where products are stored with some storage under a tarp. Two baydoors are located to the north and south of the building. Significant sources of noise include noise emanating from the baydoors from maintenance activities and infrequent truck movements for shipping and receiving. Existing intervening homes are located right to the north of the facility.	No	355	Class I	70	20	-	-
8	Turgeon Motors / ETA Field Service Ltd	1818 Thompson Road	-	-	Turgeon Motors is a used truck dealership in addition to auto repair services. ETA Field Services Ltd is a machinery and equipment repair and maintenance. The classification of the facility as a Class II is attributed to the larger outdoor yard and stockpile of materials. The lands was previously owned by O/A KRP Enterprises working under the CoFA #7940-5XNMGP dated April 5, 2004. The CoFA included the use of a paint spray booth. Existing intervening homes are located north of the facility. With the large outdoor yard, there is potential for fugitive dust, however, the facility is located beyond the minimum separation distance and the potential area of influence with residential located closer to the facility than the proposed development, therefore, it is not anticipated the facility will impact the proposed development.	No	455	Class II	300	70	-	-
9	Thompson Road Pumping Station	1800 Thompson Road	CoFA - Air	3923-7VYM9U	Thompson road pumping station has applied for Air CoFA because the stations incudes a generator with capacity of 900 kW intended for emergency situations. The facility is self-contained with some ventilation louvres and fans in addition to the generator combustion stack going through the roof. However, given the setback distances and the existing intervening homes located to the north, no adverse impacts are anticipated at the proposed development.	No	570	N/A	-	-	-	-
10	Durez Canada Company	100 Dunlop Street	ECA	7659-CCKM6J	Durez Canada Company manufactures phenolic resins and phenolic moulding compounds and now part of the SBHPP. These products are used by customers to produce automobile brake linings, brake pads, water pumps, clutch facings, grinding wheels, abrasive papers, and has many other applications in appliance and electrical industries. The facility operates under the ECA #7659-CCKM6J issued on September 19, 2022 and amended on May 10, 2024. The facility has large outdoor storage area for materials. Existing homes to the east and south are located at less than 300m setback. The presence of these sensitive receptors within the Class III minimum separation distance provides an indication that actual impacts from the facility's operation are more consistent with a Class II operation. Existing intervening homes are located north of the facility. The development is located at a setback greater than the minimum separation distance, but within the potential influence area of this Class III facility. There are manufacturing activities as well as storage outdoors. It has multiple tall stacks for the two natural gas-fired boilers and also a natural gas-fired regenerative thermal oxidizer. The ECA ensures the facility meets the limits on the ground level at the property line and beyond. The proposed development may introduce elevated points of reception at greater height which were not considered when the facility was designed and approved. Despite that a review of local wind data shows that winds blowing from this facility towards the proposed development are infrequent, accounting for less than 6% of the time annually, an additional quantitative assessment is still recommended to ensure the facility will not have any air quality impacts on the proposed development. Identified significant sources of noise include boilers, regenerative thermal oxidizer, two dust collectors, HVAC equipment, truck movements, baydoors, and material unloading to tanks.	Yes	575	Class III	1000	300	-	Yes
11	Lancaster Technologies Inc.	313 Jarvis Street	-	-	Lancaster Technologies Inc. is a pharmaceutical and manufacturing facility. The facility has an unpaved yard south of the facility. Existing home share the east property lines with multiple homes are located across the street to the north. Identified significant sources of noise include: bay doors, truck movements and rooftop HVAC equipment.	No	580	Class II	300	70	-	-
12	Zanchin Truck and Trailer Inc.	929 Bowen Road	-	-	Zanchin Truck and Trailer Inc. is a repair and maintenance facility for diesel trucks. The facility is limited to daytime only, with no operation on the weekends. The facility is classified as Class II due to the large unpaved outdoor yard and the scale of the maintenance shop. Existing intervening homes to the east are located at actual setback distance of 260 m. Significant sources of noise include truck movements and open baydoors.	No	625	Class II	300	70	-	-
13	Border City Castings	19 Warren Street	ECA	1732-A29NHT	Border City Castings is a facility specialized in producing castings from a diverse materials including stainless steel, carbon steel, iron alloys and bronze. The facility is operating under ECA #1732-A29NHT issued on September 17, 2015. The facility includes two induction furnaces, one mechanical shaker baghouse, one general exhaust and welding operations. Sand storage piles are located in unpaved outdoor yard. Existing intervening homes are located to the north. Moreover, existing homes are located across the rail line to the east. Significant sources of air and noise includes a baghouse, baydoors and stacks, as well as truck movements for noise.	No	780	Class II	300	70	-	-
14	Peninsula Plastics Limited	620 Insudtrial Drive	ECA	0015-9HUQUR	Peninsula Plastics Limited is specialized in custom injection moulding services. The facility is operating under ECA #0015-9HUQUR issued on April 14, 2014. The published working hours are daytime only, with no operations occurring on the weekends. The facility includes multiple exhaust systems serving fugitive emissions, one cooling tower, 4 silos. Some material are stored at unpaved area southeast of the facility. Additional sources of noise would include material unloading into silos, baydoors and truck movements. Existing intervening homes are located north of the facility at setbacks less than 300m.	Yes	840	Class II	300	70	-	-
15	Stehling Metals Inc.	550 Insudtrial Drive	-	-	Stehling Metals Inc. purchases and recycles scrap catalytic converters and oxygen sensors to be eventually exported for refining facilities for recovery of contained Platinum, Palladium and Rhodium. The published working hours are daytime only excluding weekends. The facility is self-contained with no obvious outdoor activities except for truck movements. No rooftop equipment were identified from aerial imagery, Few baydoors are located in different sides of the building. Existing homes are located at closer setbacks including to the north direction towards the proposed development. Moreover, an existing home to the south is located across the street.	No	845	Class II	300	70	-	-
16	Fyke Trading and Logistics	570 Insudtrial Drive	-	-	Fyke Trading and Logistics is a warehouse that runs a fleet of trucks as a fully integrated logistics service provider. The building is self-contained with two baydoors. No rooftop or outdoor mechanical equipment has been identified based on aerial imagery. Frequent truck traffic is anticipated onsite. Published working hours are limited to daytime, with no operations on Sundays. Existing homes are located at closer setbacks including to the north direction towards the proposed development. Moreover, an existing home to the southeast is located across the street.	No	850	Class II	300	70	-	-
17	Yoke-Niagara	580 Insudtrial Drive	-	-	Yoke-Niagara manufactures and supplies a wide variety of components to the fall protection, arborist and utility industries. Working hours is limited to daytime only, with no operations on the weekend. The facility has two baydoors to the south and west with multiple mandors to the east. The facility is self-contained with a few rooftop stacks potentially for the heating systems. No outdoor storage is identified on the yard based on aerial photography. Infrequent truck traffic is expected for shipping and receiving deliveries. Existing homes are located at closer setbacks including to the north direction towards the proposed development.	No	850	Class I	70	20	-	-
18	Cilca Industrial Equipment & Machinery Inc.	40 Dunlop Street	-	-	Cilca Industrial Equipment & Machinery Inc.'s facility appears to abandoned. Reviewing the businesses list on the town of Fort Erie website did not indicate any active business at this address. No major outdoor or rooftop mechanical equipment other than few stacks and exhaust fans. The facility was included in the list given the scale of the building and for completeness. Existing intervening homes to the north are located closer to the facility with existing homes directly to the south. The existing residences in addition to the large setback distance means that any future uses of the facility are not anticipated to adversely impact the proposed development	No	860	Class II	300	70	-	-

Map Icon Number	Business Name	Address	Type of Approval / Facility / Equipment ^[1]	Approval / Registration Number	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) ^[2]	D-6 Classification ^[3]	Area of Influence (m)	Minimum Separation Distance (m)	Within Min Sep Dist?	Within Area of Influence?
19	Plastics Peninsula Plant 2	577 Industrial Drive	ECA	2897-5FGLYT	Plant 2 is auxiliary to the Plastics Peninsula facility at 620 Industrial drive. The plant includes few offices in addition to large outdoor storage area. Baydoors are existing to the north and west of the facility's building. Few stacks and exhaust fans are located on the roof of the building. Frequent truck traffic is anticipated for shipping and receiving deliveries. Existing homes are located at closer setbacks including to the north direction towards the proposed development. Moreover, an existing home to the east is sharing property line with the facility.	No	940	Class II	300	70	-	-
20	Abatement Technologies Ltd	585 Industrial Drive	EASR	R-010-4113489830	Abatement Technologies Ltd manufacture abatement and containment products designed to improve the air quality. The facility has two main buildings at 1481 Harber Court and 7 High Street. However, EASR database indicates that the building at 585 Industrial Drive also belongs to Abatement Technologies Ltd. The building was previously the National Committee for the National Pilgrim Virgin of Canada, which is religious institutional building. Upon communication, it has been confirmed that the building is intended for the manufacturing of rotational mouldings by Abatement Technologies Ltd. The building is self-contained with one baydoor to the south. Few rooftop stacks are identified potentially for the heating systems. Large unpaved outdoor yard are observed but not used for storage based on available aerial photography. Frequent truck traffic is anticipated for shipping and receiving deliveries. Existing homes are located at closer setbacks including to the north direction towards the proposed development.	No	940	Class II	300	70	-	-
21	Orca Transportation	625 Insudtrial Drive	-	-	The facility is intended for docking activities and transportation truck deliveries in addition to warehousing and storage. The facility was previously owned by Industrial Plastics Canada Ltd. which was specialized in industrial mould manufacturing but no longer operates at this address based on available information online and upon communication with Orca Transportation. The facility only operates daytime only. The facility has one baydoor to the north. The facility is self-contained with no significant rooftop or outdoor mechanical equipment. No outdoor storage is identified on the yard based on aerial photography. Infrequent truck traffic is expected for shipping and receiving deliveries. Existing homes are located at closer setbacks including to the north direction towards the proposed development.	No	945	Class I	70	20	-	-
22	Fort Erie Metal Products	635 Insudtrial Drive	ECA	2357-9EIRGG	Fort Erie Metal Products is a metal manufacturing facility specialized in plate work and fabricated structural products. The facility operates under ECA #2357-9EIRGG issued on February 13, 2014. The facility contains eight baghouses connected in series. Welding and plasma cutting operations are conducted in addition to a powder coating booth. The facility also includes a paint curing oven. Materials are stored in bins and trailers in unpaved yard to the east. The main building includes a number of baydoors. No rooftop or outdoor mechanical equipment has been identified based on aerial imagery. Frequent truck traffic is anticipated onsite for shipping and receiving purposes. Existing homes are located at closer setbacks including to the north direction towards the proposed development.	No	945	Class II	300	70	-	-
23	Dufferin Motors & Collision Centre Inc.	48 Dufferin Street	ECA	4267-5L4QBS	Dufferin Motors & Collision Centre Inc. is a car body repair facility. The facility operates under ECA #4267-5L4QBS issued on May 27, 2003. The facility includes one paint spray booth, induction furnaces, one mechanical shaker baghouse, one general exhaust and welding operations. Sand storage piles are located in unpaved outdoor yard. Based on aerial imagery, it appears that this facility has been demolished and is no longer in operation.	No	925	N/A	-	-	-	-

Notes:

[1] ECA - Environmental Compliance Approval; EASR - Environmental Activity Sector Registry; CoFA - Certificate of Approval

[2] Distances are measured parcel edge to edge.

[3] Classification is based on a combination of considering D-6 category examples as well as site specific factors such as proximity to existing residential, presence or absence of tall stack(s), presence of mitigation measures stated in ECA, and proximity of site to the proposed development.

[4] The facility shares the same property line with the proposed development. The reported distance is to the closest outdoor emission source.