

KILLALY STREET EAST

PORT COLBORNE, ONTARIO

LAND USE COMPATIBILITY STUDY

RWDI # 2205224

July 26, 2023

SUBMITTED TO

SG Real Estate Developments LP III
c/o John Cheung

36-620 Davenport Rd
Waterloo, Ontario, N2V 2C2
T: 289.8342.2086

lohncheung@zamcaninc.com

SUBMITTED BY

Rachel Skeoch, B.E., CAPM
Project Manager

Rachel.Skeoch@rwdi.com

Tara Bailey

Senior Engineer, Air Quality
tara.bailey@rwdi.com

Gillian Redman

Senior Engineer, Noise and Vibration
gillian.redman@rwdi.com

RWDI AIR Inc.

Consulting Engineers & Scientists

600 Southgate Drive
Guelph, ON N1G 4P6
T: 519.823.1311

F: 519.823.1316



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1 INTRODUCTION

RWDI AIR Inc. (RWDI) was retained by SG Real Estate Developments LP III to undertake a land use compatibility study for a proposed residential development to be located on Killaly Street East in Port Colborne, Ontario. The subject lands are located south of Killaly Street East, east of James Street, and north of the Friendship Trail. These lands are shown in **Figure 1**. The proposed development at the subject lands will consist of a residential subdivision composed of detached homes and townhouses. The subject lands are currently designated residential development. These land use designations are presented in Schedule A6 of the City of Port Colborne By-Law 6575/30/18m as provided in **Appendix A**.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 City of Port Colborne Official Plan

Schedule A of The City of Colborne's Official Plan¹ provides a City-wide land use map. This land-use map is presented in **Figure 2** and indicates that the subject lands are designated as Urban Residential. Section 3.2 of the Official Plan defines Urban-Residential as:

"..lands that are primarily used for residential purposes and represent the existing and planned built-up areas within the Urban Area Boundary. The predominant uses for lands designated Urban Residential shall include, but not be limited to; residential uses; neighbourhood commercial uses such as a convenience store, beauty salon, post office, and doctor's office all of limited size; cemeteries, parks, schools, community facilities and institutional uses normally located in residential areas."

The official plan also requires buffering between industrial/employment areas and sensitive land uses as per Section 3.10.1 of the Corporation of the City of Port Colborne Official Plan, which states the following:

"Buffering is required between industrial/employment area uses and sensitive land uses, such as residential, including but not limited to, increased setbacks, berming, a high degree of landscaping, screening, and fencing."

¹ City of Port Colborne Official Plan. available online at: <https://www.portcolborne.ca/en/business-and-development/resources/Documents/Planning/2020-Updated-Official-Plan-COMPLETE.pdf>

2.2 Provincial Policy Statement

Sections 1.2.6.1 and 1.2.6.2 of Part V of the Provincial Policy Statement 2020 (<https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>) 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 1.6.8.3 of Part V of the Provincial Policy Statement 2020 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, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”

Section 6.0 of Part V of the Provincial Policy Statement 2020 defines sensitive land uses as:

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

2.3 Provincial Compatibility Guidelines

The Ontario Ministry of the Environment, Conservation and Parks (MECP)'s 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, <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>). 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: Guideline D-6 Industry Classification Scheme

Class	Descriptors
I	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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: Guideline D-6 Separation Distances

Industry Class	Potential Influence Area (m)	Minimum Separation Distance (m)
I	70	20
II	300	70
III	1000	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)

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 following items were reviewed:

- The official plan and zoning by-laws for the surrounding area;
- Published satellite imagery and street-based photography;
- Notes from the in-person site visit by RWDI personnel on May 25th, 2022, to confirm existing uses and operations;
- MECP Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1000 m of the subject lands;
- Pending applications for amendment to ECA's of any major facilities, posted on the Environmental Registry;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for industries within 1000 m of the subject lands;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the Ministry of the Environment, Conservation and Parks (MECP); and
- Meteorological data for the study area.

RWDI reviewed wind data from Niagara Central Dorothy Rungeling Airport, which is the nearest meteorological station to the subject site. A summary of the frequency distribution of winds over a period from 2006-2020 is shown in **Figure 3**. The wind directions in the figure refer to the direction from which the wind blows, while the annual frequency of a given wind direction is shown as a distance radially from the centre. The most frequent winds originate from the west-northwest (WNW) through south (S) and east-northeast (ENE) directions. Winds from the east-southeast (ESE) through southeast (SE) and north-east (NE) through northwest (NW) directions are less frequent, only occurring 2-5% of the time.

4 RESULTS

The review considered the influence of the potential future residential development on industrial uses in the surrounding industrial areas, including any proposed expansions or intensifications that are known. Potential future uses in the industrial areas that are not currently proposed are also considered, as well as the influence of transportation systems. The results of the review are outlined below.

4.1 Existing Zoning

The current zoning maps for the surrounding area under City of Port Colborne Zoning By-Law 6575 are provided in **Appendix A**. The subject land is currently identified as Residential Development, which allows detached dwellings along with their accessory uses, structures, and buildings as permitted uses. Residential Development lands are also located to the east and varying density residential to the west and north. The subject lands are close to existing heavy industrial lands located to the south.

4.2 Existing and Proposed Industrial Uses

Three (3) industrial facilities within 1000 m of the subject lands were identified through the review of satellite imagery and the MECP ECA and EASR document search. Table B-1 in **Appendix B** lists all the Class I, II, and III industries within 300 m and Class II and III industries within 1000 m of the subject lands. These facilities are shown in **Figure 4**. Class I industries located more than 300 m from the subject lands were not documented, as their potential influence areas fall far short of the subject lands.

There are two (2) Class II facilities and one (1) Class III facility within the study area whose respective D-6 assigned potential influence areas overlap with the subject lands. Detailed noise modelling and mitigation is presented, for the facilities, in the report titled "Noise and Vibration Impact Study – Killaly Street East". These facilities are discussed from an air quality perspective in detail below.

4.2.1 JTL Machine Limited – 857 Reuter Rd. (Class II)

JTL Machine Limited is a medium scale industrial operation engaged in metal fabrication, welding, sand blasting and painting. The facility yard is paved and has minimal outdoor storage; there were no visible indications of any outdoor operations that could result in fugitive dust or fugitive odour emissions. Emissions from the facility appear to be directed to the atmosphere via low lying point source exhausts. The approval for the facility indicates that there is a painting operation utilizing 3.6 L per hour of solvent-based coatings. This activity could generate odour emissions. As per the facility ECA, emissions from the facility need to be in compliance with the MECP air quality benchmarks at its property line and beyond.



JTL Machine Limited is located within approximately 100 metres of existing low-rise residential properties to the north-west. The proposed development would introduce low-rise residential uses with similar setback distances to the existing residential uses. The facility's ECA includes an assessment of environmental noise and air emissions, and thus the facility would be expected to be compliant at the existing residences. Noise emissions from the facility observed and recorded by RWDI personnel during a site visit on May 25, 2022, confirmed this that noise levels are in compliance with the relevant guideline limits. Therefore, the subject lands and the facility are expected to be compatible from both an air quality and noise perspective.

4.2.2 IMT Partnership/R&G Holdings Corp PC Forge Site – 837 Reuter Rd. (Class II)

This facility is a medium scale industrial site with gas-fired billet-heating furnaces, dust collection equipment, a cooling tower, forge hammer and other associated equipment. There is an unpaved yard with some outdoor storage which indicates the potential for onsite vehicle traffic and nuisance dust emissions. The facility has an MECP approved fugitive dust management plan which is to be implemented at the facility and is expected to minimize dust impacts. The facility's approval requires compliance with MECP air quality benchmarks at the property line and beyond. This environmental approval does not have any conditions related to odour which indicate that odour should not be a concern.

The facility is located within approximately 200 metres of existing low-rise residential properties to the north-west. The proposed development would introduce low-rise residential uses no closer than the existing residential uses. The facility's ECA includes an assessment of environmental noise and air quality, and thus the facility would be expected to be compliant at the existing residences. Steady-state noise emissions from the facility observed and recorded by RWDI personnel during a site visit on May 25, 2022, confirmed that noise levels are in compliance with the relevant guideline limits. However, impulsive sources from the facility were observed to exceed the applicable guidelines at both existing receptors and the subject lands. Exceedances were recorded to be similar or higher at existing receptors than the subject lands. Consequently, the effect on the environmental noise compliance status of IMT Partnership with their ECA is not expected to be affected by the introduction of residences at the subject lands. However, as impulsive sound levels were recorded well above the limit, mitigation measures to reduce the potential for an adverse effect at the subject lands are recommended. Mitigation measures are quantified in the Noise and Vibration Impact Study.

4.2.3 Vale Canada Limited – 187 Davis Street (Class III)

The Vale facility is a large metal refinery with significant industrial operations. An online review of news media revealed that the site was subject to a class action lawsuit by concerned residents centered around contamination related to the site's operations². In addition, a comprehensive Community Based Risk Assessment was undertaken to address contamination of properties near the plant³ due to historical operations at the Facility. A visit to the area surrounding the facility was conducted on May 25, 2022. During this visit, no odour was observed in relation to the site, nor were any fugitive dust emissions observed. A desktop review of satellite imagery indicates the presence of a tall stack. The facility's ECA indicates that there are scrubber exhausts serving numerous process tanks. Emissions from the facility's equipment are required to meet MECP air quality criteria at the property line and beyond. The facility also appears to have an approved industrial non-hazardous waste disposal operation (landfill) located in the northern section of its property. Based on its scale and equipment, the facility meets the criteria for a D-6 Class III facility. However, except for the landfill area, all industrial operations and related emission points at this facility are located beyond the Class III potential influence area of 1000 m from the subject lands, with the tall stack located approximately 1400 m away. Therefore, significant air quality impacts from the operations are not expected at the subject lands.

The northern portion of Vale's property contains an active landfill site with unpaved onsite roadways. Operations of vehicles on these unpaved roads and operations at the landfill may have the potential to generate fugitive dust and odours however, the landfill site is located within 60m of existing residential developments on Colborne Street. This suggests that the actual influence area of the landfill is likely to be approximately 60m and as such is not expected to extend to the subject lands which are located more than 400 m away. Based on the above, Vale's current industrial operations and landfill operations are not expected to impact air quality at the subject lands and as a result, is considered to be compatible.

The facility is located within approximately 40 m of existing low-rise residential properties to the north. The proposed development would introduce low-rise residential uses no closer than the existing, intervening residential uses. The facility was not audible at the subject lands during the site visit by RWDI personnel. The facility's ECA includes an assessment of environmental noise, and thus the facility would be expected to be compliant at the existing residences and consequently the subject lands.

4.3 Future Industrial Uses

There is potential for the uses within the current industrial zoned lots to intensify in the future; however, given the existing residential uses located to the west of the subject lands, and the existing zoning on the subject lands, the future development would result in additional restrictions for future industrial development or intensification beyond what is already required under the D-Series Guidelines.

² Port Colborne Class Action Lawsuit Against Vale, Canada. Available online at: <https://ejatlas.org/conflict/port-colborne-class-action-lawsuit-against-vale>

³ Niagara Falls Review. Vale to deal with historic soil contamination in Port Colborne. Available online at: <https://www.niagarafallsreview.ca/news/niagara-region/2019/06/11/vale-to-deal-with-historic-soil-contamination-in-port-colborne.html>

4.4 Transportation

4.4.1 Nearby Transportation Sources

The only significant roadway in the area is Killaly Street East located approximately 115 m to the north.

4.4.2 Air Quality Impact

While the City of Port Colborne has no specific requirements regarding air quality from transportation sources, the City of Toronto's report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (October 2017) is informative in this regard. The report indicates that sensitive land uses adjacent to nearby highways and major roadway experience adverse air quality impacts. This report also states that the most widely reported mitigation strategy for traffic-related air pollutants (TRAP) is separation distances or buffer zones, with some environmental agencies (California and British Columbia) recommending a setback of 500 ft (approx. 150m) from major highways and 100m from roads with annual average traffic volumes of 15,000 vehicle or more per day."

Killaly Street is expected to have 5,000 vehicles per day based on a traffic study done in the area and is not expected to be a significant source of air emissions. Therefore, traffic related impacts are not anticipated.

4.4.3 Noise Impact

MECP guideline NPC-300 was used to assess road traffic noise influence on the development. The detailed noise impact from Killaly St E. is presented in the report titled "Noise and Vibration Impact Study – Killaly Street East".

5 CONCLUSIONS

From an air quality perspective, the proposed low-rise residential uses on the subject lands are compatible with surrounding industrial uses. The existing industrial uses and zone lands are already currently constrained by existing low-rise residential within the study area.

From a noise perspective, the subject lands require further detailed modelling to quantify the mitigation measures required for compatibility of the proposed development. This detailed work is presented in the report titled "Noise and Vibration Impact Study – Killaly Street East".



6 STATEMENT OF LIMITATIONS

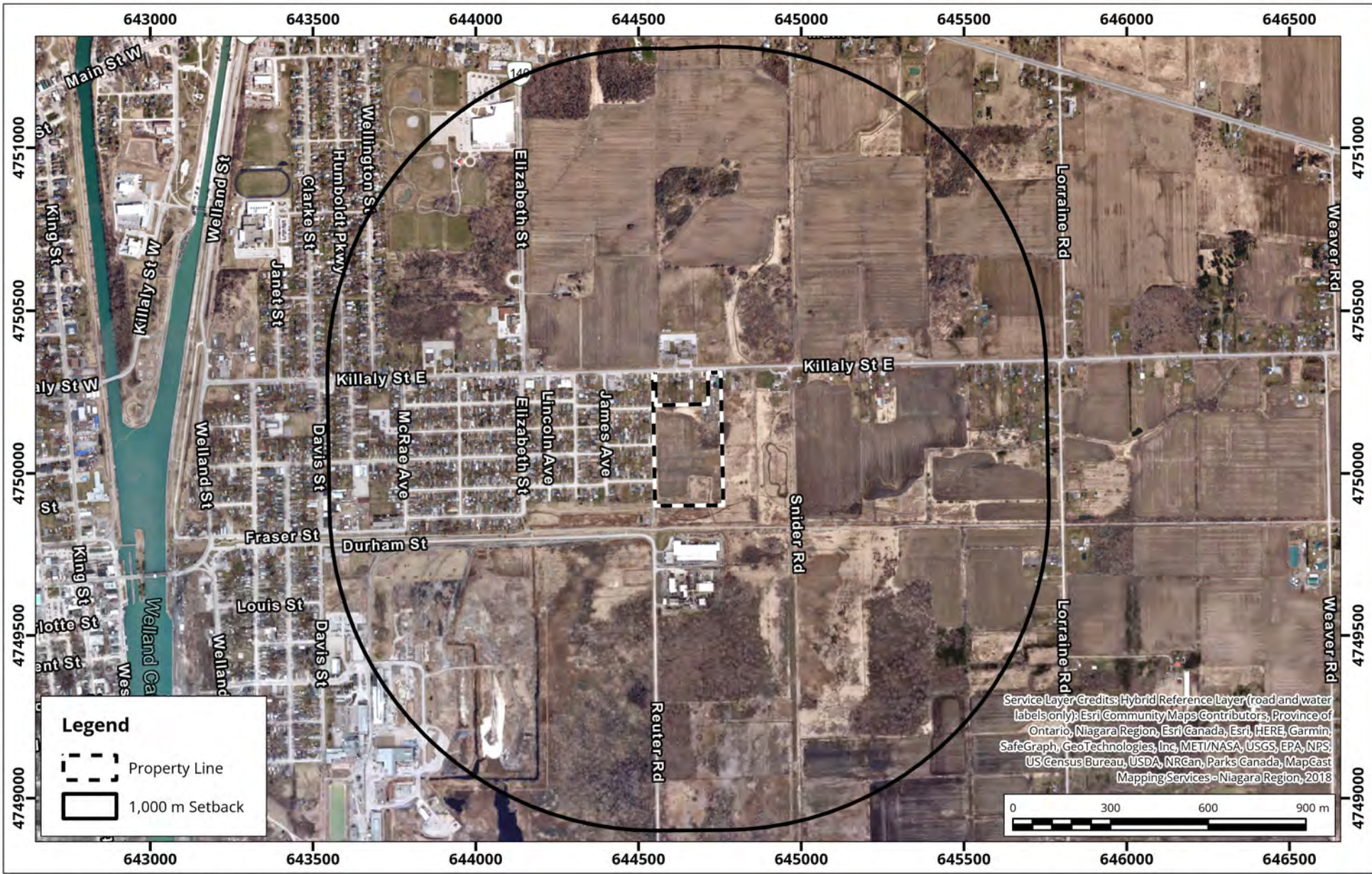
This report entitled Killaly Street East Land Use Compatibility Study dated June 26, 2023, was prepared by RWDI AIR Inc. ("RWDI") for SG Real Estate Developments LP III ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report 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 the results and recommendations provided in this report be verified at that time to ensure that they reflect the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report 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 report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

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FIGURES



Site Location and Study Area

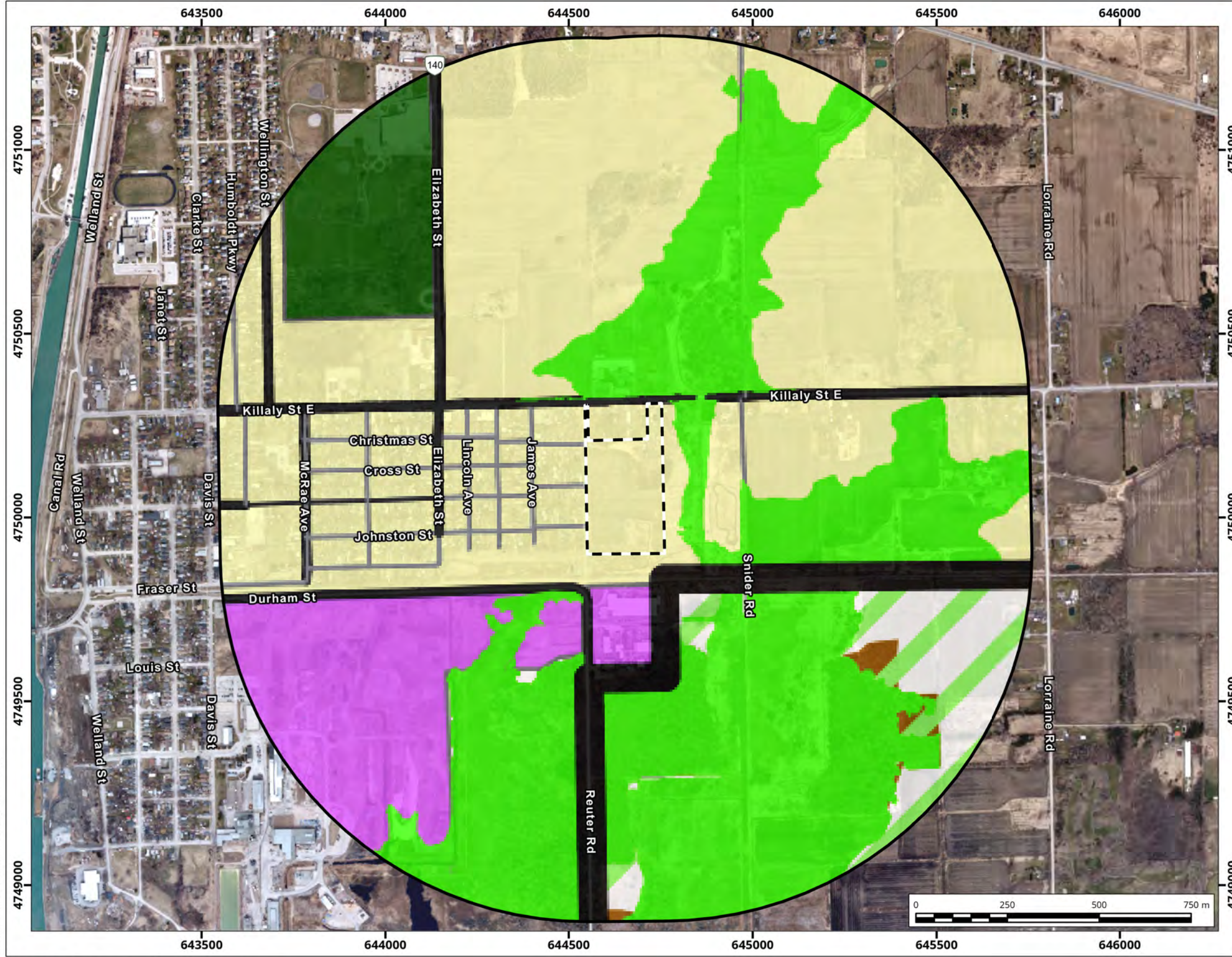
Map Projection: NAD 1983 UTM Zone 17N
 Killalyl Street East - Port Colborne, ON



Drawn by: RCL	Figure: 1
Approx. Scale: 1:16,500	
Date Revised: Jun 29, 2022	



Project #: 2205224



Legend

- Property Line
- 1,000 m Setback
- Land Use**
- Municipal Boundary
- Urban Area Boundary
- EPA
- ECA
- Agricultural
- Hamlet
- Urban Residential
- Rural
- Downtown Commercial
- Commercial Plaza
- Highway Commercial
- Marine Commercial
- Industrial / Employment Area
- Mineral Aggregate Operation
- Gateway Economic Centre
- Rural Employment
- Parks and Open Space
- Private Open Space
- Special Study Area
- Secondary Plan Area
- Major Port
- Former Waste Management Facility

Service Layer Credits: Official Plan Map - City of Port Colborne Schedule A: City-Wide Land Use, 2012; Hybrid Reference Layer (road and water labels only); Esri Community Maps Contributors, Province of Ontario, Niagara Region, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada, MapCast Mapping Services - Niagara Region, 2018

Official Plan in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
Killaly Street East - Port Colborne, ON



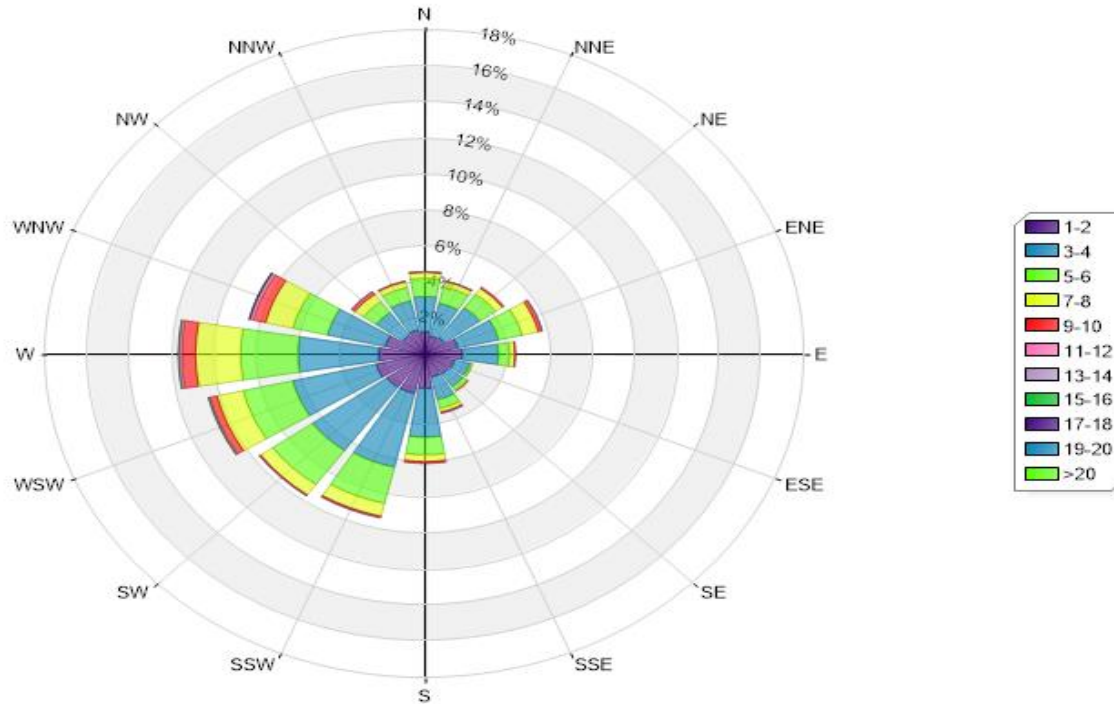
Drawn by: RCL	Figure: 2
Approx. Scale: 1:11,500	
Date Revised: Jun 29, 2022	



Project #: 2205224

Map Document: D:\GIS\99_closed\2022\24_JUN2025224_KillalyStreetEast.aprx

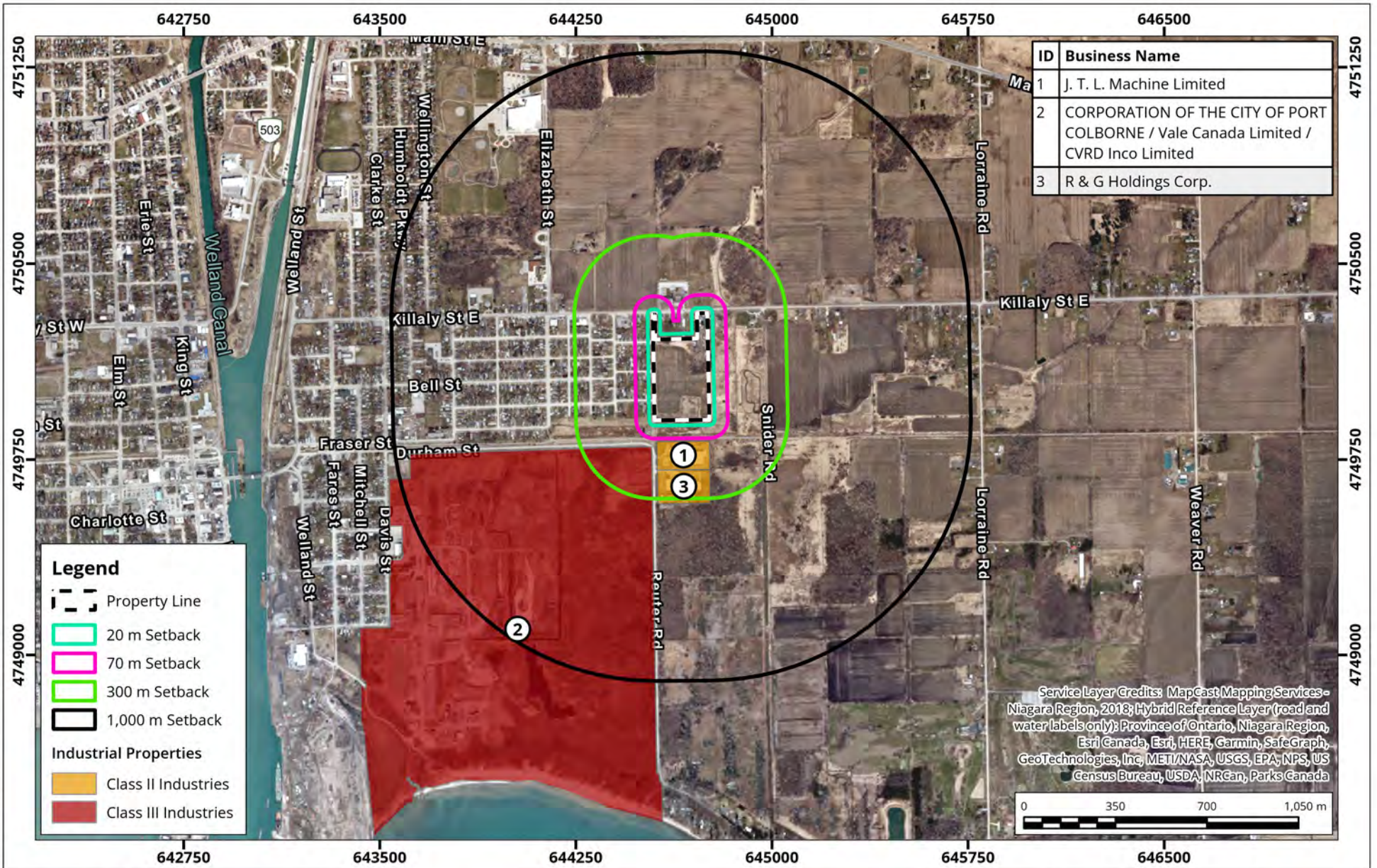
Directional Distribution (%) of Winds in m/s (Blowing From)
Niagara Central Dorothy Rungeling Airport, (2006-2020)



Directional Distribution (%) of Winds in m/s (Blowing From)
Niagara Central Dorothy Rungeling Airport (2006 - 2020)

Drawn by: TJB	Figure: 3
Approx. Scale: not to scale	
Date Revised:	June 29, 2022





Industrial Facilities in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
Killaly Street East - Port Colborne, ON



Drawn by: RCL	Figure: 4
Approx. Scale: 1:20,500	
Date Revised: Jul 4, 2022	



Project #: 2205224



Roadway Noise Requirements

Port Colborne, Ontario

Drawn by: GER

Figure: 5

Project #:

2205224

Date:

2022-07-06



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APPENDIX A

See Schedule "A2"

City of Port Colborne

PORT COLBORNE
SCHEDULE "A5"
to By-law No. 6575/30/18

LEGEND

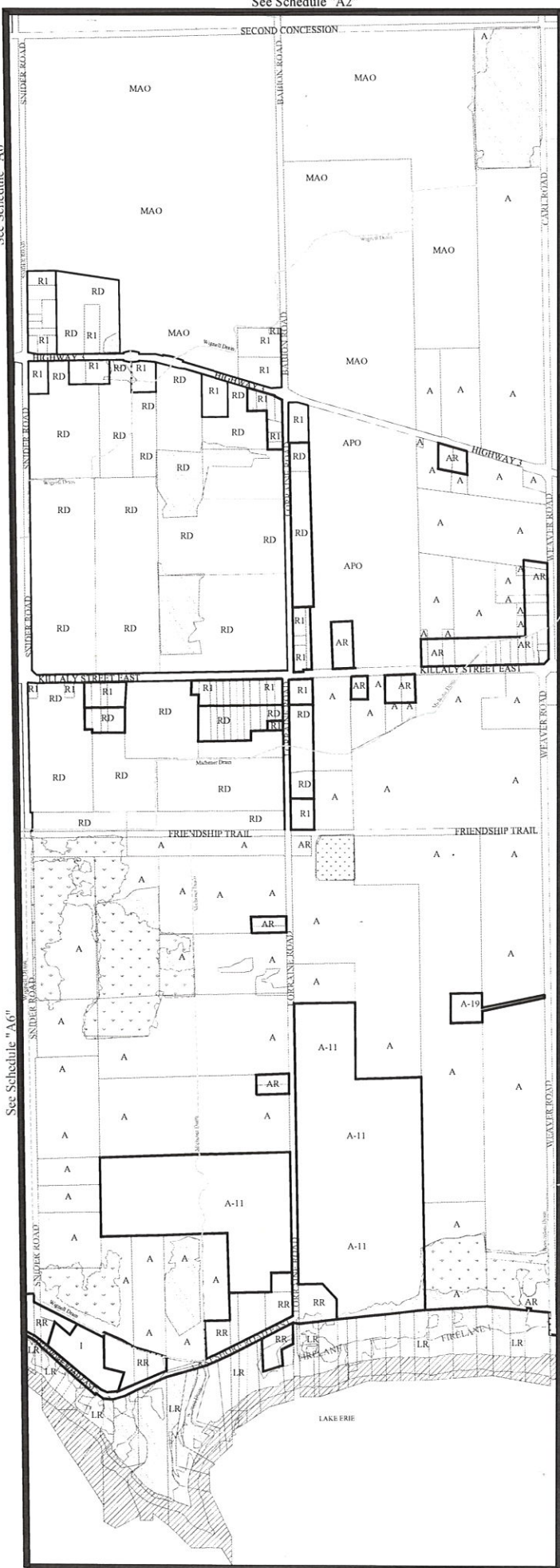
Symbol	Zone
A	AGRICULTURAL
AR	AGRICULTURAL RESIDENTIAL
APO	AGRICULTURAL PURPOSES ONLY
RU	RURAL
RR	RURAL RESIDENTIAL
R1	FIRST DENSITY RESIDENTIAL
RD	RESIDENTIAL DEVELOPMENT
LR	LAKESHORE RESIDENTIAL
I	INSTITUTIONAL
P	PUBLIC AND PARK
MAO	MINERAL AGGREGATE OPERATIONS
(Dotted pattern)	ENVIRONMENTAL PROTECTION
(Diagonal lines)	HAZARD
(Horizontal lines)	ENVIRONMENTAL CONSERVATION

This is Schedule "A5" to By-law No. 6575/30/18
Passed the 23rd day of April 2018.

John Maloney, Mayor
John Maloney, Mayor

Amber LaPointe, City Clerk
Amber LaPointe, City Clerk

See Schedule "A6"



See Schedule "A4"

See Schedule "A2"

City of Port Colborne

PORT COLBORNE
SCHEDULE "A6"
to By-law No. 6575/30/18

LEGEND

Symbol	Zone
A	AGRICULTURAL
AR	AGRICULTURAL RESIDENTIAL
RR	RURAL RESIDENTIAL
LR	LAKE SHORE RESIDENTIAL
R1	FIRST DENSITY RESIDENTIAL
R2	SECOND DENSITY RESIDENTIAL
R3	THIRD DENSITY RESIDENTIAL
R4	FOURTH DENSITY RESIDENTIAL
RD	RESIDENTIAL DEVELOPMENT
MU	MIXED USE
NC	NEIGHBOURHOOD COMMERCIAL
DC	DOWNTOWN COMMERCIAL
HC	HIGHWAY COMMERCIAL
I	INSTITUTIONAL
P	PUBLIC AND PARK
LI	LIGHT INDUSTRIAL
HI	HEAVY INDUSTRIAL
MAO	MINERAL AGGREGATE OPERATIONS
GI	GATEWAY INDUSTRIAL
ID	INDUSTRIAL DEVELOPMENT
[Stippled Pattern]	ENVIRONMENTAL PROTECTION
[Hatched Pattern]	HAZARD
[Dotted Pattern]	ENVIRONMENTAL CONSERVATION

This is Schedule "A6" to By-law No. 6575/30/18
Passed the 23rd Day of April 2018.



John Maloney, M.P.

Amber LaPointe, City Clerk



See Schedule "A7"

See Schedule "A7"

See Schedule "A4"

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APPENDIX B

Table B-1 - Relevant Sites Within 1km of the Subject Lands

Map Icon Number	BUSINESS NAME	ADDRESS	TYPE OF FACILITY/EQUIPMENT/APPROVAL	APPROVAL / REGISTRATION NUMBER	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m)	D-6 Classification
1	J. T. L. Machine Limited	857 Reuter Rd	Heavy industrial metal fabrication Shop with an ECA-AIR.	0205-9P7R4M	The site is a medium scale industrial operation engaged in metal fabrication, welding, sand blasting and painting. The facility yard is paved and has minimal outdoor storage; there are no indication of any outdoor operations that could result in fugitive dust or fugitive odour emissions. Emissions from the facility appear to be directed to the atmosphere via low lying point source exhausts. The approval for the facility indicates there is a painting operations utilizing 3.6 L per hour of solvent based coatings. This activity could generate odour emissions. As per the facility ECA, emissions from the facility need to be in compliance with MECP air quality benchmarks at its property line and beyond. The paint stacks are located approximately 100 m from the subject lands property line. The stacks are vertical at 1.5m above the roof along the outside wall of the building.	No	81	Class II
2	IMT Partnership / R & G Holdings Corp.	837 Reuter Rd	Commercial Forging Facility with an ECA-AIR.	2346-7NGMG8	Facility is a medium scale industrial site with gas fired billet heating furnaces, dust collection equipment, a cooling tower, forge hammer and other associated equipment. The facility has an unpaved yard with some outdoor storage which gives indication of onsite vehicle traffic and the potential for nuisance dust emissions. The facility has an MECP approved fugitive dust management plan which is to be implemented at the facility and is likely to minimize dust impacts. The facility's approval requires compliance with MECP air quality benchmarks at the property line and beyond. This environmental approval does not have any conditions related to odour which gives indication that the MECP is not concerned with odour.	No	191	Class II
3	Vale Canada Limited/INCO/CVRD/INCO	187 Davis St	Nickel refining facility with multiple ECAs for air and One ECA for a landfill site.	0672-7RYGTX 3890-6Y9KKL 7110-8T9NNR 9133-7RSH5T A120310 (Landfill)	The facility is a large metal refinery whose ECAs indicate the presence of scrubber exhausts serving various process tanks. The facility also appears to have an approved waste disposal operation (landfill) on site. Emissions from the facility's equipment are required to meet MECP air quality criteria at the property line and beyond. All industrial operations and related emission points at this facility are located beyond 1000m of the subject lands. These operations are far enough away to not be of any concern with respect to the subject lands since they are well outside of Guideline D-6's potential influence area for a Class III facility. The assumed northern edge of the property line at the landfill is approximately 430 m from the subject lands however there is existing residential located much closer, approximately 60 m away which suggests that the influence of the landfill is likely much less than 300m and as such is not expected to extend to the subject lands. The landfill is for solid non-hazardous industrial waste and not used for putrescibles.	Yes	102	Class III