FINAL REPORT

1200 KING ROAD

BURLINGTON, ONTARIO

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

RWDI # 2306527

February 27, 2026

SUBMITTED TO

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1 INTRODUCTION

Alinea Land Corporation retained RWDI to undertake a Land Use Compatibility study for the proposed development of the lands located at 1200 King Road in Burlington, Ontario (the "subject lands"). The site area is approximately 49.1 hectares with a net developable area of 33.4 hectares. The majority of the undeveloped land is in the western half which would mostly remain as a part of the Natural Heritage System with a planned institutional campus in its middle. The land uses include residential, retail, campus, entertainment district, park space, community and hotel.

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 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 employment areas and/or major facilities.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Environmental Protection Act

Section 9 of Ontario's Environmental Protection Act (EPA) requires industrial facilities to obtain an Environmental Compliance Approval (ECA) before constructing, altering or operating a source of a contaminant. Alternately, section 20.21 of the EPA requires specified lower-risk facilities to register on the Environmental Activity and Sector Registry (EASR), in accordance with O. Reg. 1/17, Registrations Under Part Ii.2 Of the Act - Activities Requiring Assessment of Air Emissions (Air Emission EASR). Some facilities may also be able to register low risk activities on the EASR using a permit-by-rule system however these facilities are low risk and not expected to pose a significant risk of adverse effects. In order to obtain an ECA or register an Air Emission EASR, the facility must demonstrate compliance with applicable regulations, standards and guidelines, which includes dispersion model predictions, dust management plans and, in some cases, monitoring before issuing an ECA or registering on the EASR. Section 14 of the EPA generally prohibits anyone from causing an adverse effect, such that industries can be and do get prosecuted when problems occur.

2.1.1 Ontario Regulation 419/05: Local Air Quality

Of the regulations that apply to industrial air emissions in Ontario, Ontario Regulation 419/05: Local Air Quality (O. Reg. 419/05) sets out emission estimation, dispersion modelling and reporting requirements for a facility to demonstrate compliance with the air quality Standards listed in the regulation. This regulation also reaffirms the prohibition under the EPA from causing an adverse effect. Industries that are unable to demonstrate compliance with the O. Reg. 419/05 Standards based on the requirements within the regulation may be prosecuted for failing to demonstrate compliance. Furthermore, a facility must be able to demonstrate that it meets the requirements of O. Reg. 419/05 in order to obtain an ECA or register on the EASR under O. Reg. 1/17.

2.2 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".

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 Halton Region Official Plan

Section 143(10) of the Regional Official Plan (Halton, 2022) calls for the development of Land Use Compatibility Guidelines whose purpose is to:

> *"Develop, in consultation with the Local Municipalities, the Province, Federal government and the railway agencies, Land Use Compatibility Guidelines to minimize the adverse effects of noise, vibration, odour and air pollution from industrial, transportation and utility sources on sensitive land uses, including the application of separation distance between these non-compatible uses."*

2.5 Halton Region Land Use Compatibility Guidelines

Halton Region has created a guideline document to provide guidance and identify a process for assessing land use compatibility (Halton, 2014). The intent of the guideline is to "minimize adverse effects of "industrial, transportation and utility" uses that emit noise (vibration), odour or air pollution on sensitive uses (e.g., residential)". The Halton Region guidelines adopt the Ministry of the Environment, Conservation, and Park's D-6 Land-Use Compatibility Guidelines which are discussed in Section 2.4 below. Furthermore, some of the referenced documents have since been superseded, primarily the Provincial Policy Statement. For the purposes of this study, the latest versions of the referenced documents have been used.

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 subject lands;
- 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 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 1,000 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);
- Meteorological data for the study area; and
- Dillon Consulting report prepared for the Corporation of the City of Burlington, entitled "Major Transit Station Areas Land Use Compatibility Study", dated May 2023.
- 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 Hamilton RBG Meteorological Station located in Hamilton, Ontario 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 west and southwest, and least frequently from the south.

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

The MECP Halton-Peel District office was previously contacted to request complaint history for industries in the vicinity of the subject lands. The MECP was unable to provide complaint related information directly and requested that the request be directed 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 do 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 was found.

4 RESULTS

4.1 Existing and Proposed Industrial Uses

Table B-1 in **Appendix B** lists all identified industries with MECP 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 subject lands. There are twelve (12) Class II facilities and three (3) Class III identified within 1,000 m of the subject lands. **Table 3** lists the facilities whose potential influence areas extend to the proposed development on the subject lands, 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, five (5) non-industrial uses are located in close proximity to the subject lands and were also reviewed in detail.

Table 3: Facilities whose Potential Influence Areas Impact the Subject Lands

Industry Class	Industry	Address	Potential Influence Area	Recommended Minimum Separation Distance	Actual Separation Distance [1]
Class III	CN Aldershot Yard	1150 King Road	1000	TBD [2]	0 (adjacent)
N/A	Commercial Plaza 1	1056-1062 King Road	-	-	0 (adjacent)
N/A	Sports Distributors of Canada Limited	1187 King Road	-	-	27
Class I	Seals Unlimited	1177 King Road	70	20	27
Class II	Pollard Windows Inc	1217 King Road	300	70	29
N/A	JKM Towing Inc/Riewald Garage Mechanic	1231 King Road	-	-	29
N/A	Commercial Plaza 2	1159&1163 King Road	-	-	30
Class II	Ideal Excavating Inc	1147 King Road	300	70	53
Class II	Power & Tel of Canada Ltd.	1141 King Road	300	70	57
Class II	IKEA Burlington External Pick-Up Warehouse	1135 King Road	300	70	103
Class II	Ippolito Fruit and Produce Ltd.	201 North Service Road	300	70	103
Class II	Aldershot GO Station	1199 Waterdown Road	300	70	145
N/A	Storage Yard	1102 King Road	-	-	202
Class II	Filter Solutions Inc.	649 Enfield Road	300	70	256
Class II	The Cultivated B Canada Ltd.	649 North Service Road	300	70	269
Class III	Canada Brick Limited	1570 Yorkton Court	1000	300	426
Class III	King Paving & Construction Ltd.	1077 Howard Road	1000	300	717

Notes: [1] Separation distance is from the property line of the subject lands to the property line of the industry.
[2] A more detailed Rail Assessment Study may be completed to determine the selection of an appropriate minimum separation distance.

4.2 Detailed Review of Existing and Proposed Industrial Uses

4.2.1 CN Aldershot Yard

4.2.1.1 Description

Facility is a freight rail yard, which under MECP Guideline D-6 is considered to be a Class III industry with 1000 m area of influence. The yard shares property line with the subject lands. Existing homes are located approximately 50 m from the rail yard. A more detailed Rail Assessment Study may be completed to determine an appropriate minimum separation distance.

4.2.1.2 Sound

Continuous noise from locomotive operation, idling locomotives and impulsive noise from train coupling are expected to be audible at times at the property line of the facility. Given the close setback distance, noise impacts are to be assessed in detail. The areas of the site closest to the rail yard are the residential portion at the southwest corner and the institutional campus/residential in the middle of the natural heritage system. Given the proximity to the rail yard, consideration may be required for site layout design, designated building uses, and/or a request for a Class 4 area designation. An assessment of the CN Aldershot Yard was completed under a separate cover.

4.2.1.3 Vibration

Based on the development site plans, the southwest residential buildings are within 75 m from the freight rail tracks. Thus, additional analysis is required to assess vibration impacts from train activity within the rail yard.

4.2.1.4 Air Quality

Air quality impacts from idling diesel locomotives have been assessed as part of the Transportation Related Air Pollutants (TRAP) study which has been completed under separate cover.

4.2.2 Commercial Plaza 1

4.2.2.1 Description

This refers to the commercial plaza at 1056-1062 King Road that shares property line with proposed development. It consists mainly of four buildings with typical commercial activities. The plaza is a non-industrial use but was included herein given the close proximity to the subject lands. The plaza shares property line with the subject lands.

4.2.2.2 Sound

The activities within the commercial stores are not anticipated to impact the proposed development. However, given the close proximity to the development, the rooftop HVAC equipment should be investigated in detail to assess for any potential sound impacts.

4.2.2.3 Air Quality

From an air quality perspective, the only sources of air emissions are from natural gas fired heating equipment. These sources are considered insignificant in nature and are normally exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest at the property line of the commercial plaza. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.3 Sports Distributors of Canada Limited

4.2.3.1 Description

Sports Distributors of Canada Limited is a sporting goods distributor. The building is a corporate office which is a non-industrial use but was included herein given the close proximity to the subject lands. The building also includes small warehousing activities.

4.2.3.2 Sound

Rooftop HVAC equipment in addition to warehousing activities were identified as stationary sources of noise with a potential to affect the proposed development. As assessment of this facility was completed under separate cover.

4.2.3.3 Air Quality

From an air quality perspective, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest at the property line of the commercial plaza. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.4 Seals Unlimited

4.2.4.1 Description

Seals Unlimited is a supplier of seals and gaskets. They are specialized in cutting, molding, extruding and custom rubber products. Based on a review of available information, RWDI has classified Seals Unlimited as a Class I facility, with a minimum separation distance of 20 m and a potential area of influence of 70 m. The subject lands are within the potential area of influence at a setback distance of approximately 27 m.

4.2.4.2 Sound

Onsite manufacturing is a part of the facility's operations, with no outdoor stationary sources of noise identified. Since the development is located within the area of influence and operations include onsite manufacturing, additional investigation for noise impacts is considered necessary. An assessment of this facility was completed under separate cover.

4.2.4.3 Air Quality

From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or rooftop equipment or stacks. The facility does not have an ECA or EASR Registration and while the facility does have some manufacturing operations, there is no evidence of sources of significant air emissions. Although the property lines of the Seals Unlimited's facility and the subject lands are separated by less than 70m, the distance to the closest sensitive land use area at the proposed development is more than 200 m. Therefore, air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.5 Pollard Windows Inc

4.2.5.1 Description

Pollard Windows Inc is a manufacturer of windows and doors. The facility has an ECA # 7313-9H3K64 and EASR for Heating System # R-003-1123168641. 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 subject lands are within the potential area of influence at a setback distance of approximately 29 m. Dust collectors, paint booths and a vacuum treatment line are identified on the ECA. Multiple HVAC equipment are located on the rooftop of the facility. A number of bay doors may have a potential of emanating break-out noise from the facility's interior. The facility has a potential for 24-hour operation. Noise is expected to be audible offsite.

4.2.5.2 Sound

Since the development is located at a setback less than the minimum separation distance of this Class II facility, and with the identified noise sources of dust collectors, paint booths, HVAC equipment and bay doors, an investigation for noise impacts is deemed necessary. An assessment of the Pollard Windows facility was completed under a separate cover.

4.2.5.3 Air Quality

From an air quality perspective, no fugitive dust and odour emissions are expected since the facility is well contained and there is no evidence of outdoor storage of materials that could contribute to emissions. Most emission points at the facility, including paint booths, appear to be directed using exhausts and there are no tall stacks. A large, tall dust collector located approximately 200 m from sensitive land use area of the proposed development could potentially impact elevated receptors at the subject lands. Given the vintage of the ECA and the timelines of approval, the facility may not have evaluated air quality compliance with the newer AERMOD regulatory dispersion model which came into effect for all Ontario facilities in February 2020. Further analysis to assess air quality impacts at the proposed development is recommended.

4.2.6 JKM Towing Inc/Riewald Garage Mechanic

4.2.6.1 Description

JKM Towing Inc. is a towing company with a large outdoor yard where tow trucks and towed cars are parked. The site also includes Riewald Garage Mechanic. The site is a non-industrial use but was included herein given the close proximity to the subject lands. The site is located at approximately 29 m setback from the subject lands.

4.2.6.2 Sound

No major significant stationary sources of noise were identified on JKM Towing. Infrequent traffic on that site is not anticipated to adversely impact the proposed development.

Riewald Garage is understood to have only daytime business hours. Potential noise sources including air tool noise through open bay doors. An assessment of this facility was completed under separate cover.

4.2.6.3 Air Quality

Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.7 Commercial Plaza 2

4.2.7.1 Description

This refers to the commercial plaza at 1159 and 1163 King Road. It consists mainly of two buildings with typical commercial activities. The plaza is a non-industrial use but was included herein given the close proximity to the subject lands. The plaza is located at approximately 30 m setback from the subject lands.

4.2.7.2 Sound

The activities within the commercial stores is not anticipated to impact the proposed development. However, given the close proximity to the development, the rooftop HVAC equipment should be investigated in detail to assess for any potential sound impacts. An assessment of the commercial plaza was completed under a separate cover.

4.2.7.3 Air Quality

From an air quality perspective, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest at the property line of the commercial plaza. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.8 Ideal Excavating Inc

4.2.8.1 Description

Ideal Excavating Inc. is local excavating contractor. The site seems to be mainly used for parking the heavy excavating equipment including haul trucks and excavators. Based on a review of available information, RWDI has classified the facility as Class II given the outdoor activities involved, with a minimum separation distance of 70 m and a potential area of influence of 300 m. The subject lands are within the potential area of influence at a setback distance of approximately 53 m.

4.2.8.2 Sound

The onsite activity includes periodic movement of equipment. Even though the development is flagged to be within the facility's potential area of influence based on property line setbacks, the actual distance to the excavation equipment yard is more than 200 m. No adverse sound impacts are anticipated at that actual setback distance from the subject lands. No further investigation is deemed necessary.

4.2.8.3 Air Quality

The facility is located more than 300m from the closest sensitive land use area at the proposed development. Small outdoors storage area has low probability of fugitive emissions. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.9 Power & Tel of Canada Ltd.

4.2.9.1 Description

Power & Tel of Canada Ltd. provides products needed to build and maintain communication networks. The facility is anticipated to be associated with truck deliveries with some of the loading bay doors facing the development. Multiple HVAC equipment was identified on the rooftop of the facility. Based on a review of available information, RWDI has classified the facility as Class II given the outdoor activities involved, with a minimum separation distance of 70 m and a potential area of influence of 300 m. The subject lands are within the potential area of influence at a setback distance of approximately 57 m.

4.2.9.2 Sound

Since the development is located at a setback less than the minimum separation distance of this Class II facility, and with the identified noise sources of onsite trucks, HVAC equipment and bay doors, an investigation for noise impacts is deemed necessary. An assessment of the Power & Tel facility was completed under a separate cover.

4.2.9.3 Air Quality

From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or rooftop stacks. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.10 IKEA Burlington External Pick-Up Warehouse

4.2.10.1 Description

IKEA Burlington External Pick-Up Warehouse is a storage building for furniture to be picked by customers. Incoming truck deliveries to this site are anticipated to be frequent based on aerial photography, which includes pass-by and coupling noise. A number of HVAC equipment has been identified on the rooftop and at grade level. Other sources of noise are potentially loading dock noise and forklift activity in the yard. Based on a review of available information, RWDI has classified the facility as Class II given the outdoor activities involved, with a minimum separation distance of 70 m and a potential area of influence of 300 m. The subject lands are within the potential area of influence at a setback distance of approximately 103 m.

4.2.10.2 Sound

Since the development is located at a setback less than the minimum separation distance of this Class II facility, and with the potential noise sources of trucks, loading docks, forklifts and HVAC equipment, an investigation for noise impacts is deemed necessary. An assessment of the IKEA warehouse was completed under a separate cover.

4.2.10.3 Air Quality

The facility has a large outdoor unpaved storage area, depending on on-site traffic, fugitive dust emissions could be expected. However, the facility is located more than 300m from the closest sensitive land use area at the proposed development, and therefore air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.11 Ippolito Fruit and Produce Ltd.

4.2.11.1 Description

Ippolito Fruit and Produce Ltd. Is a fresh fruit and vegetables supplier. The facility has two green vegetables processing lines and icing operations. To refrigerate food, multiple HVAC units and air-cooled condensers are located on the rooftop. Frequent inbound and outbound truck traffic is anticipated onsite. Truck fleet was identified to include reefers. Based on aerial imagery, truck-trailer coupling impulsive noise occurs onsite. Based on a review of available information, RWDI has classified the facility as Class II given the outdoor activities involved, with a minimum separation distance of 70 m and a potential area of influence of 300 m. The subject lands are within the potential area of influence at a setback distance of approximately 103 m.

4.2.11.2 Sound

Since the development is located within the area of influence of a Class II facility and the identified noise sources includes trucks/reefers/HVAC equipment, an investigation for noise impacts is deemed necessary to confirm stationary noise is not a concern for the development. An assessment of the facility was completed under a separate cover.

4.2.11.3 Air Quality

The facility has a large outdoor unpaved storage area, depending on on-site traffic, fugitive dust emissions could be expected. However, the facility is located more than 300 m from the closest sensitive land use area at the proposed development, and therefore air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.12 Aldershot GO Station

4.2.12.1 Description

Aldershot GO Station is a main transit station for buses and trains. This GO station is not a layover yard. However, the operations within the station includes GO train refueling. Based on RWDI's experience in assessing emissions from passenger rail facilities, RWDI has classified the GO station as Class II given the nature of the operations, with a minimum separation distance of 70 m and a potential area of influence of 300 m. The subject lands are within the potential area of influence at a setback distance of approximately 145 m.

4.2.12.2 Sound

Significant sources of noise include idling Go trains and re-fueling trucks. Since the development is located at a setback less than the minimum separation distance of this Class II facility, an investigation for noise impacts is deemed necessary. An assessment of the Aldershot GO Station was completed under separate cover.

4.2.12.3 Air Quality

Air quality impacts from idling diesel locomotives, passenger vehicle traffic, and busses have been assessed as part of the Transportation Related Air Pollutants (TRAP) study which has been completed under separate cover.

Refueling of diesel locomotives also occurs at the south edge of the station, adjacent to the Aldershot Station South Parking Lot. Emissions of volatile organic compounds and odours are normally expected from diesel refueling operations, however the distance from the refueling area to the residential portions of the proposed development is well over 800 metres, and therefore air quality impacts at these residential portions of the proposed development due to emissions from this facility are expected to be insignificant. Furthermore, diesel refueling operations would only take place when trains are present at the station and would therefore be of limited frequency.

4.2.13 Storage Yard

4.2.13.1 Description

Storage yard of trailers, trucks and cars is located at 1102 King Road. A mobile screener and stockpiles are identified on aerial photography. The yard shares property line with existing houses to the west. The yard is a not a confirmed industrial use but was included herein given the relatively close proximity to the subject lands and the necessity to clarify its actual current operations. The yard is located at approximately 202 m setback from the subject lands.

4.2.13.2 Sound

Infrequent traffic movement is an identified source of noise but is not anticipated to significantly impact the subject lands. However, a mobile screener, if confirmed to be a part of the current operations of the yard, has a potential to be a significant source of noise for the development, in which additional noise controls (e.g. localized barriers) may be required. An assessment of the Storage Yard was completed under separate cover.

4.2.13.3 Air Quality

The facility is located adjacent to existing residential and more than 300m from the closest sensitive land use area at the proposed development. Small outdoors storage area has low probability of fugitive emissions. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.14 Filter Solutions Inc

4.2.14.1 Description

Filter Solutions Inc. is a manufacturer of bag and cartridge housings, strainers, separators, and other related filtration equipment. Welding, plasma and multi-axis water jet equipment are used in the manufacturing of the products. The facility was issued an ECA (6831-86JHRZ) related to its paint booth exhaust which discharges at a volumetric flow rate of 3.78 cubic metres per second. The stack diameter is 0.61 m and extends 4.5 m above the roof and 9 m above grade. The facility has two bay doors pointing south away from the proposed development with some anticipated truck traffic. One office HVAC unit has been identified on the rooftop. Based on a review of available information, RWDI has classified the facility as Class II given the outdoor activities involved, with a minimum separation distance of 70 m and a potential area of influence of 300 m. The subject lands are within the potential area of influence at a setback distance of approximately 256 m.

4.2.14.2 Sound

Since the development is located at a setback less than the minimum separation distance of this Class II facility, and with the identified noise sources of trucks, bay doors, paint booth and HVAC equipment, an assessment of noise impacts is deemed necessary. An assessment of the facility was completed under separate cover.

4.2.14.3 Air Quality

From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or large rooftop equipment or tall stacks. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.15 The Cultivated B Canada Ltd.

4.2.15.1 Description

The Cultivated B Canada Ltd. Is a research and manufacturing facility for alternative protein and cellular agriculture technologies. As a food manufacturing facility, multiple HVAC rooftop equipment have been identified. Truck deliveries are anticipated to be associated with the facility. Based on a review of available information, RWDI has classified the facility as Class II, given the medium scale of the facility and the outdoor activities involved, with a minimum separation distance of 70 m and a potential area of influence of 300 m. The subject lands are within the potential area of influence at a setback distance of approximately 269 m.

4.2.15.2 Sound

Since the development is located at a setback less than the minimum separation distance of this Class II facility, and with the identified noise sources of trucks and HVAC equipment, an investigation for noise impacts is deemed necessary. An assessment of the facility was completed under separate cover.

4.2.15.3 Air Quality

From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or tall stacks. Air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.16 Meridian Brick Canada Limited

4.2.16.1 Description

Meridian Brick Canada Limited is a brick manufacturing facility. The facility operates under certificate of approval #8-3729-98-996 for air emissions since 1999. On the same manufacturing site, quarry activities take place for clay brick production. Based on a review of available information, RWDI has classified the facility as a Class III facility within 1 km radius. A Class III facility has a minimum separation distance of 300 m and a potential area of influence of 1000 m. Quarry activities are anticipated to include loaders, excavators and haul truck movements. The manufacturing facility includes multiple process-related stacks, a scrubber, a dust collector, multiple rooftop HVAC equipment. Outdoor product storage occurs to the east, west and south of the facility. The subject lands are within the potential area of influence at a setback distance of approximately 426m.

4.2.16.2 Sound

The Burlington Christian Academy is identified as a closer intervening noise-sensitive receiver to Canada brick Limited but is a daytime receiver only. However, the proposed development would benefit from elevated ambient levels at nighttime from the Highway 403 located between Canada Brick and the proposed development.

Given the facility is a Class III within 1 km radius, compliance with applicable sound limits should be confirmed as part of the noise study.

4.2.16.3 Air Quality

The facility is a major brick manufacturing operation with onsite quarry. It has large outdoor unpaved areas, both open and enclosed processes, and significant fugitive dust emissions are expected. A tall stack likely serving a dry-lime scrubber to control emissions from the brick kilns, and several dust collectors could potentially impact elevated receptors at the subject lands. Given the vintage of the approval #8-3729-98-996 for air emissions since 1999, the facility may not have evaluated air quality compliance with the newer AERMOD regulatory dispersion model which came into effect for all Ontario facilities in February 2020. Further analysis to assess air quality impacts at the proposed development is recommended.

4.2.17 King Paving & Construction Ltd.

4.2.17.1 Description

King Paving & Construction is a batch and/or drum hot mix asphalt plant with an ECA for several sources including the following: aggregate and recycled asphalt pavement receiving, storage, processing and shipping, asphalt cement receiving and storage, aggregate drying and hot-mix asphalt production, storage and shipping. The facility has a production limit of up to 210,000 tonnes per year of hot-mix asphalt production and 730,000 tonnes per year of aggregate materials delivered/shipped. This site has evidence of outdoor storage piles and outdoor material handling that could contribute to fugitive dust or odour. Frequent trucks movements are expected in and around the facility, including travel on unpaved portions of the site. Based on a review of available information, RWDI has classified the facility as a Class III facility. A Class III facility has a minimum separation distance of 300 m and a potential area of influence of 1000 m.

The facility shares a property line with an existing residential property and is located approximately 140 m away from a Long-Term Care facility. The presence of these sensitive receptors within the Class III minimum separation distance provides an indication that actual impacts from the King Paving operation are more consistent with a Class II operation.

4.2.17.2 Sound

A detailed assessment of noise impacts is not considered necessary, given the large separation distance and closer intervening noise sensitive homes.

4.2.17.3 Air Quality

This facility is expected to have outdoor fugitive dust emissions; however, they are required to prepare and implement a Best Management Practices Plan for fugitive dust as a condition of their ECA. Fugitive dust emission sources are generally near the ground, therefore worst-case impacts are expected to occur close to ground level. The facility is also expected to emit odours, associated with asphalt cement delivery and storage, and the mixing, storage, and loadout of hot-mix asphalt. Similar to emissions of fugitive dust, the highest odour impacts due these operations are typically at or near ground level and are highest at or near the property line. RWDI has considerable experience with air quality assessment for the hot-mix asphalt industry, and with a separation distance of over 700 metres from the proposed development, air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

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 and north of the subject lands are zoned as Employment and are designated as General Employment and Business Corridor under the Official Plan. Zoning in the areas immediately to the west are covered under Bylaw 4000-3 but currently has an established carpool parking use. The majority of the lands to the south are zoned Residential, with few Employment, Development & Utilities zoned lands and are mainly designated as Residential – Low Density under the Official Plan.

Of the permitted uses, transportation equipment industries, mineral production, food manufacturing, metal manufacturing and petro chemical laboratories are likely to carry out activities that could adversely affect the proposed development. Given the separation distances and high ambient noise from highway 403, noise and air 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 meters of the subject lands. Upon reviewing publicly available information, Canada Brick Limited has planned for future quarry excavation on the east quarry site located west of the Tyandaga neighbourhood. This is not anticipated to impact the proposed development, since it would be outside the 1 km area of influence and closer existing residences are located to the east.

Upon reviewing the Burlington development map for current applications, an industrial application by King Paving and Construction Ltd. was identified at 291 North Service Road. The development is for a new asphalt plant. The site property line is approximately 110 m north of the subject lands. The asphalt plant is proposed to the north of the site, with a storm water management plant as buffer towards the south property line. The closest part of the subject lands, to the south of the proposed King Paving and Construction Ltd. site, is the institutional campus within the natural heritage system. The campus would benefit from the elevated ambient levels from the intervening major roadway. However, additional review is recommended at a later stage as more details become available regarding the asphalt plant and as the plans for the subject lands are developed as well.

4.4 Transportation Corridors

The subject lands are located south of Highway 403 and North Service Road, and approximately 80 m north of the Metrolinx GO Lakeshore West rail corridor. There is also a proposed future transitway that may run parallel to the subject lands. Exact location of the transitway has not been determined.

4.4.1 Noise Impacts

Elevated sound levels on the proposed development due to road and rail traffic are expected. Upgraded façade components such as window glazing and balcony doors are anticipated to be necessary. Outdoor living areas may in some cases, based on the location and shielding, need barriers to achieve acceptable sound levels. An assessment of the transportation noise mitigation has been completed under separate cover.

4.4.2 Vibration Impacts

The recommended minimum vibration influence to be considered is 75 meters from a railway corridor or rail yard. The rail corridor is located further than 75 m from the proposed sensitive uses, therefore no vibration impacts associated with the corridor are anticipated. Block 14 is within 75 m of the rail yard, therefore an assessment of vibration from the rail yard is recommended.

4.4.3 Air Quality Impacts

Air quality impacts from Highway 403, GO transit railway, Aldershot GO station and Canadian National (CN) Aldershot rail yard were assessed as part of the TRAP study for the proposed development. Please refer to this study for further details.

5 CONCLUSIONS AND RECOMMENDATIONS

The proposed mixed-use development on the subject lands is expected to be compatible with surrounding employment uses and transportation corridors, subject to the following:

5.1 Sound

- Regarding surrounding Stationary Noise, additional analysis under separate cover was completed to confirm if the applicable guideline limits will be met, and if additional noise control measures are required for the surrounding industries. In addition, given the proximity to the CN Aldershot Rail Yard, the application of a Class 4 Area Designation is required for this development.
- Regarding Transportation Noise, additional analysis is required based on the high railway volumes and close proximity of the rail line to the south, close proximity to Highway 403 to the north and the potential future transitway. Upgraded glazing and acoustical barriers are considered to be necessary for the development to address transportation noise impacts. These noise mitigation measures are to be determined in the noise study.
- A Noise study is required at this time for further analysis of stationary and transportation noise sources, which was completed under a separate cover by Valcoustics Canada Ltd. in their report entitled “Environmental Noise Feasibility Study, 1200 King Road, Proposed Mixed-Use Development”, Valcoustics Project No. 122-0031.
- A Vibration study will be required for further analysis of railway sources.

5.2 Air Quality

- From an air quality perspective, the proposed development should incorporate any recommendations included in the TRAP Study, which was completed under separate cover and assessed the potential air quality impacts from traffic on Highway 403, GO transit railway, Aldershot GO station and Canadian National (CN) Aldershot rail yard. Additionally, further study of the facilities identified in section 4.1 is required to assess air quality impacts at elevated receptors at the proposed development.

6 REFERENCES

1. 2017, *Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure*, City of Toronto, Toronto, viewed 15 May 2023, <https://www.toronto.ca/legdocs/mmis/2017/pe/bgrd/backgroundfile-108667.pdf>.

2. Government of Ontario 2020, *Provincial Policy Statement, 2020*, Government of Ontario, Toronto, viewed 20 January 2023, <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>.

3. Halton Region 2022, Official Plan, viewed 15 September 2023, <ROP-Office-Consolidation-Text (halton.ca)>

4. Halton Region 2014, Land use Compatibility Guidelines, viewed 15 September 2023, <Microsoft Word - IMLC01-14 DUSC 1-11 - Land Use Compatibility Guidelines (halton.ca)>

5. Ministry of the Environment 1995, *Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses*, Ministry of the Environment, Toronto, viewed 20 January 2023, <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>.

6. The Railway Association of Canada (RAC), Guidelines for New Development in Proximity to Railway Operations (RAC, 2013).

7 STATEMENT OF LIMITATIONS

This report entitled "1200 King Road – Land-Use Compatibility Study (Air Quality & Noise)" dated February 27, 2026, was prepared by RWDI AIR Inc. ("RWDI") for Alinea Land Corporation ("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



Site Location

Map Projection: NAD 1983 UTM Zone 17N

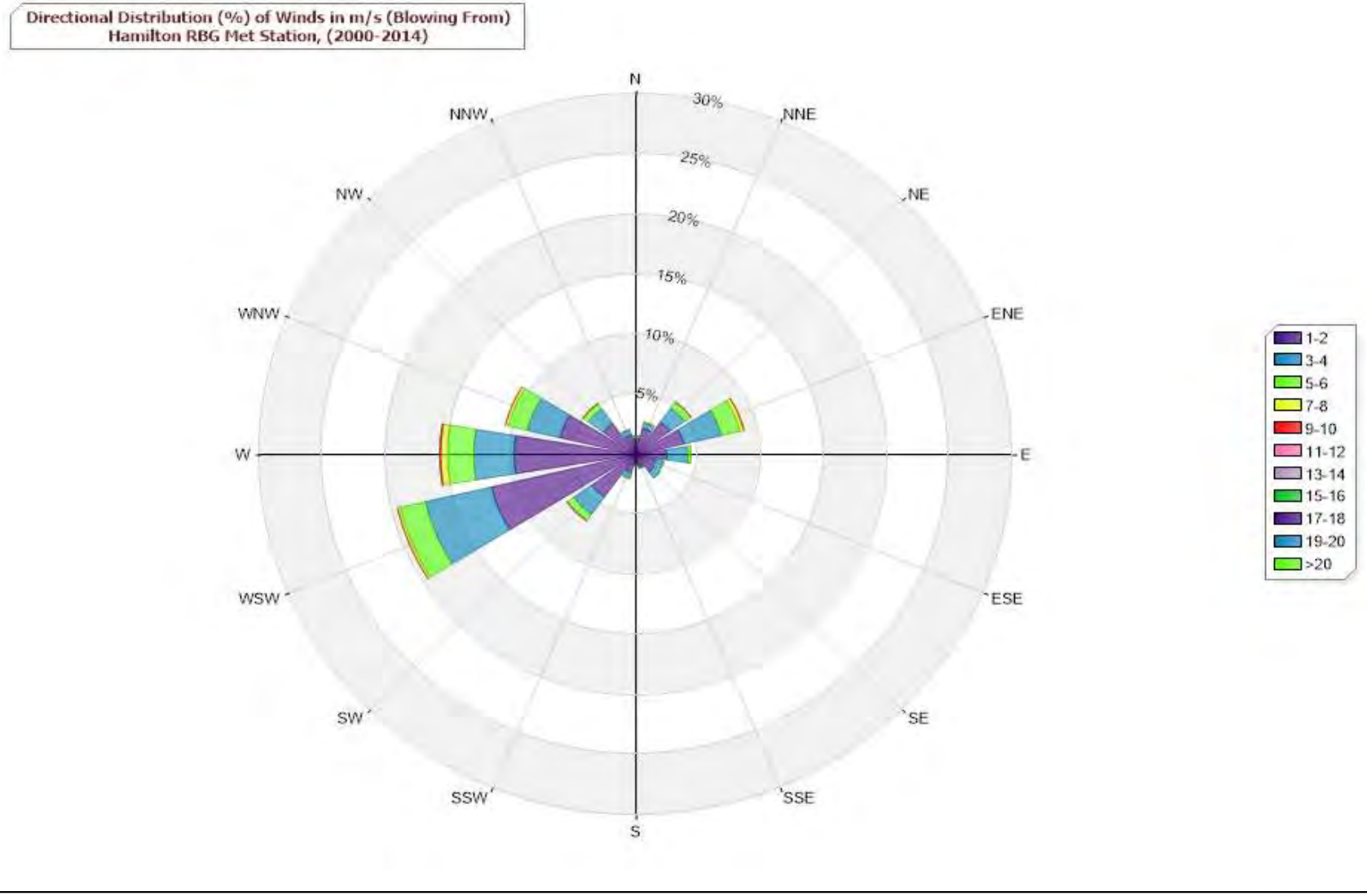
1200 King Road - Burlington Ontario

True North

Project #: 2306527

Drawn by: PIP		Figure:	1
Approx. Scale:	1:10,000		
Date Revised:	Aug 1, 2023		

Map Document: (C:\Work\KingFolder\Jobs_Guelph_1\P2306527_1200KingRd\P2306527_1200KingRd.aprx

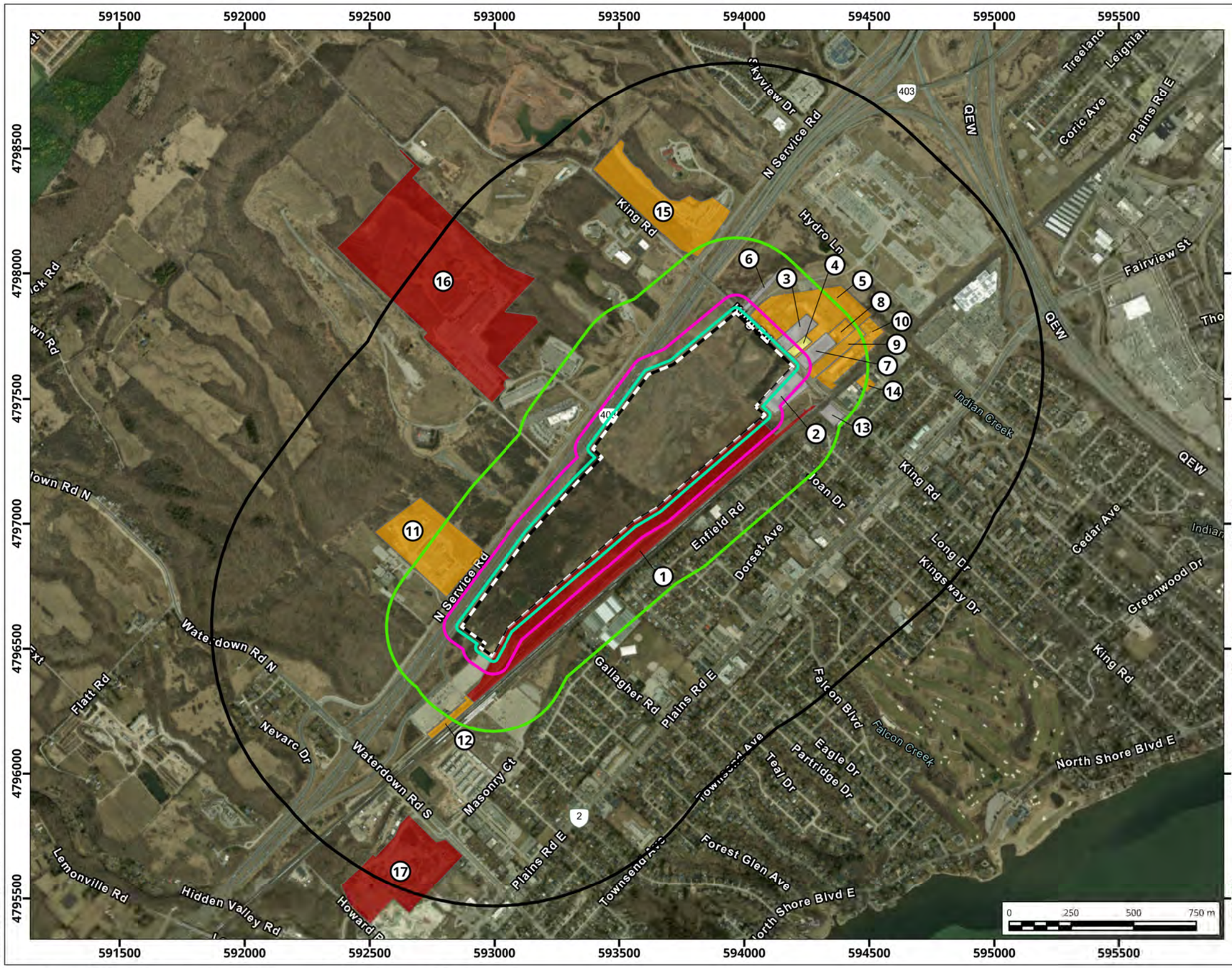


Directional Distribution (%) of Winds in m/s (Blowing From)
Hamilton RBG Meteorological Station

Drawn by: JLC	Figure: 2	
Approx. Scale: not to scale		
Date Revised: October 6, 2023		

1200 King Road, Burlington

RWDI# 2306527



Legend

- Property Line
- Class I Industries
- Class II Industries
- Class III Industries
- NA
- 20 m Setback
- 70 m Setback
- 300 m Setback
- 1,000 m Setback

ID	Business Name	Class
1	CN Aldershot Yard	III
2	Commercial Plaza 1	NA
3	Sports Distributors of Canada Limited	NA
4	Seals Unlimited	I
5	Pollard Windows Inc	II
6	JKM Towing Inc/Riewald Garage Mechanic	NA
7	Commercial Plaza 2	NA
8	Ideal Excavating Inc	II
9	Power & Tel of Canada Ltd.	II
10	IKEA Burlington External Pick-Up Warehouse	II
11	Ippolito Fruit and Produce Ltd.	II
12	Aldershot GO Station	II
13	Storage Yard	NA
14	Filter Solutions Inc.	II
15	The Cultivated B Canada Ltd.	II
16	Canada Brick Limited	III
17	King Paving & Construction Ltd.	III

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Burlington, City of Hamilton, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada
World Imagery: Town of Oakville, Maxar

Proposed Development and Surrounding Sites of Interest

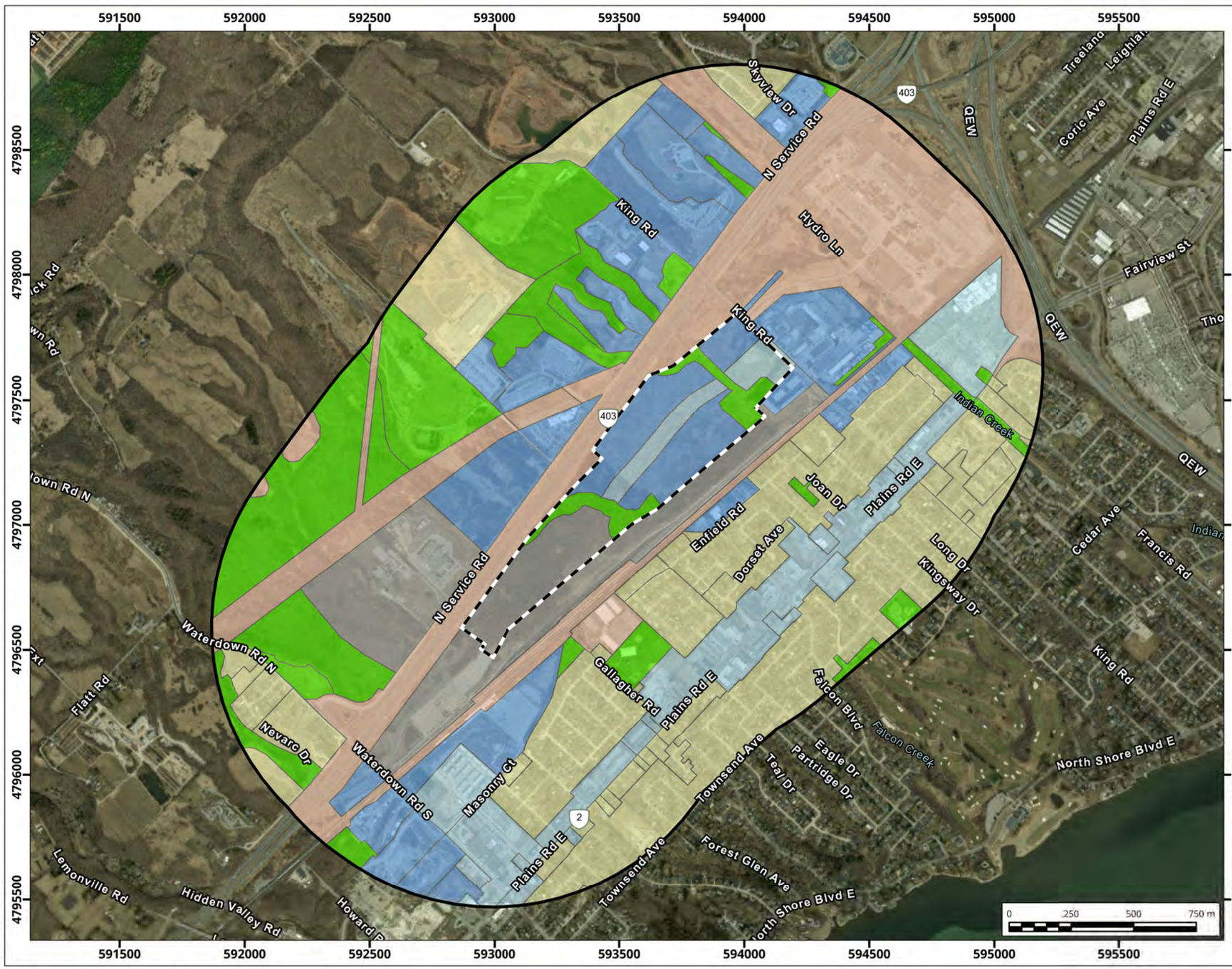
Map Projection: NAD 1983 UTM Zone 17N
1200 King Road - Burlington, Ontario

True North

Project #: 2306527

Drawn by:	PIP	Figure:	3
Approx. Scale:		1:17,000	
Date Revised:		Oct 18, 2023	

Map Document: C:\Working\Folder\jobs_Guelph_1\P2306527_1200KingRd\P2306527_1200KingRd.aprx



Legend

- Property Boundary
- 1,000m

Zoning Classification

- Commercial
- Development & Utilities
- Employment
- Mixed Use
- Open Space & Parks
- Residential
- See By-Law 4000-3

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Burlington, City of Hamilton, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada
World Imagery: Town of Oakville, Earthstar Geographics, Zoning Data from City of Burlington

Zoning in the Study Area

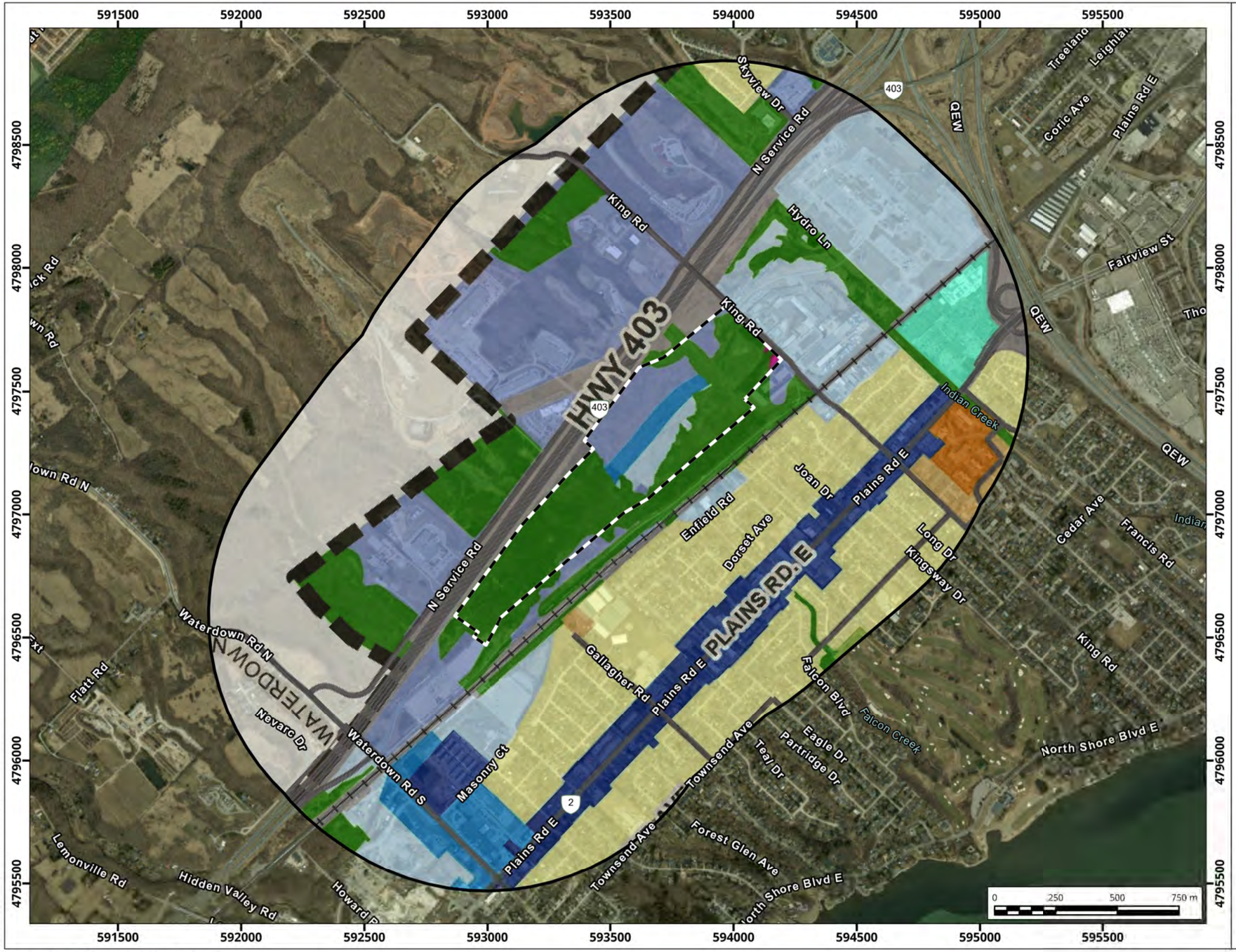
Map Projection: NAD 1983 UTM Zone 17N
1200 King Road - Burlington Ontario

True North

Project #: 2306527

Drawn by:	PIP	Figure:	4
Approx. Scale:		1:17,000	
Date Revised:		Aug 1, 2023	

Map document: C:\Working\Folder\Jobs_Guelph_1\P2306527_1200KingRd\P2306527_1200KingRd.aprx



Legend

- Property Boundary
- 1,000m

Land Use Designations*

- General Employment
- Business Corridor
- Mixed Use Commercial Centre
- Residential - Low Density
- Residential - High Density
- Urban Corridor
- Urban Corridor - Employment
- City's Natural Heritage System

* Area in white falls under North Aldershot. This region is urban but mostly green systems.

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Burlington, City of Hamilton, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada
World Imagery: Town of Oakville, Earthstar Geographics, Official Plan from City of Burlington

Official Plan in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
1200 King Road - Burlington Ontario

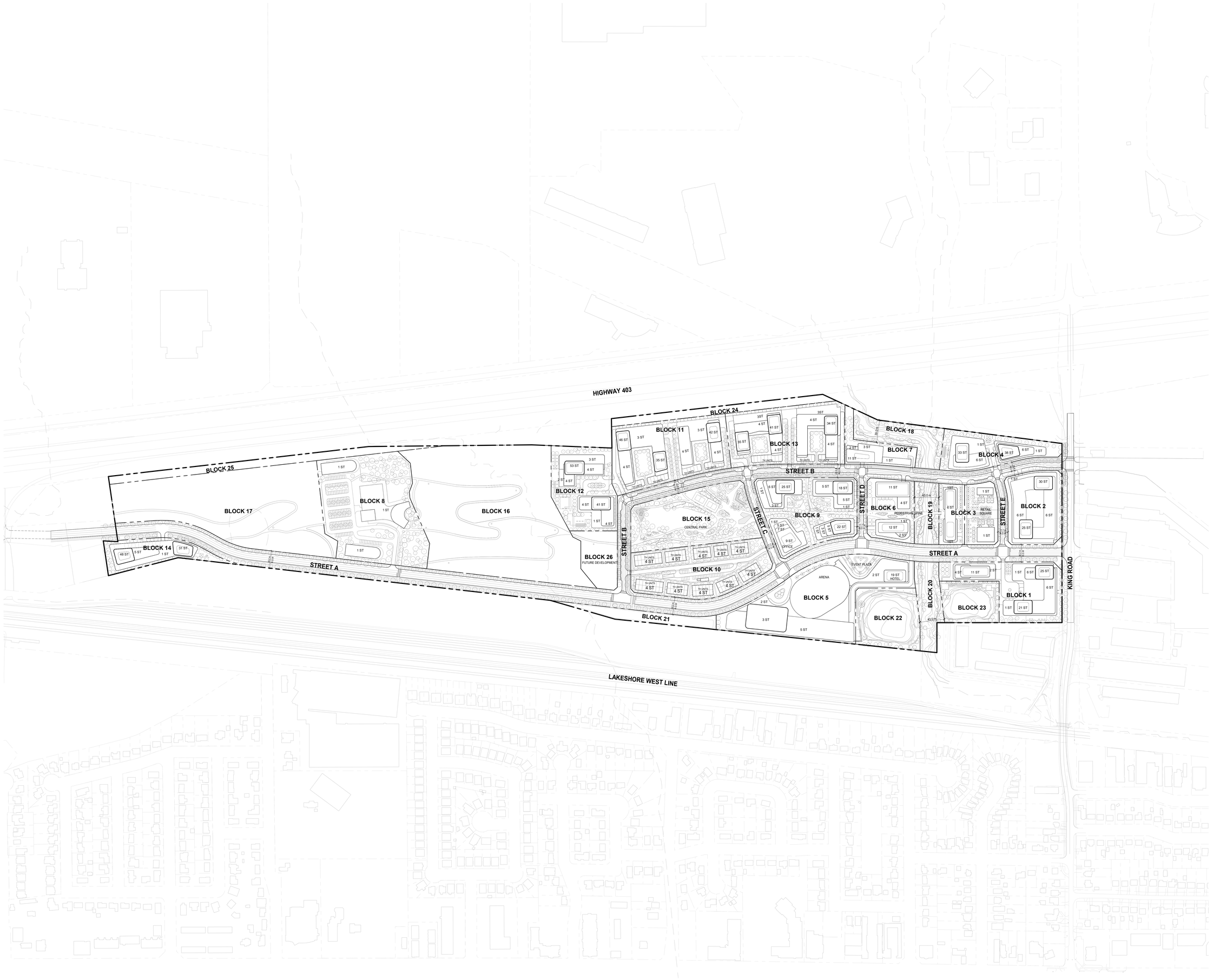
True North

Drawn by:	PIP	Figure:	5
Approx. Scale:			1:17,000
Date Revised:			Aug 1, 2023

Project #: 2306527

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APPENDIX A



1 / A0.07 SITE AND LANDSCAPE PLAN
1 : 2000

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Revision Date

NOT FOR CONSTRUCTION

WITHOUT PREJUDICE

ISSUED FOR COORDINATION 26-02-06

Revision	Date
5 ISSUED FOR COORDINATION	2026-02-06
4 ISSUED FOR COORDINATION	2025-12-22
3 ISSUED FOR UDB	2025-02-14
2 ISSUED FOR DRAFT ZBA	2024-09-26
1 ISSUED FOR OPA SETTLEMENT	2024-08-09

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1200 KING ROAD

1200 King Road, Burlington, ON

SHEET TITLE

SITE AND LANDSCAPE PLAN

DRAWN BY:	Author
CHECKED BY:	Checker
PROJECT START DATE:	02/15/24
PROJECT NO.:	23117
SHEET NUMBER	

A0.07

PLOT DATE: 2026-02-06 12:37:04 PM

Site Summary	(m^2)	(sf)	(ha)	(ac)
Gross Site Area	491,018.3	5,285,277	49.10	121.33
NHS (Blocks 16,17)	101,331.8	1,090,726	10.13	25.04
Creek (Blocks 18,19,20)	18,752.3	201,848	1.88	4.63
MTO Buffer (Blocks 24,25)	12,725.4	136,975	1.27	3.14
Net Developable Area (Net Site Area)	358,208.8	3,855,728	35.82	88.52
Net Site Area (Minus Public Road)	277,987.1	2,992,229	27.80	68.69
Net Site Area (Minus Public Road, Storm Pond, Landscape Buffer)	254,711.1	2,741,688	25.47	62.94
Net Site Area (Minus Public Road, Storm Pond, Landscape Buffer,Park)	234,375.2	2,522,793	23.44	57.92

Land Area by District/Use	(m^2)	(sf)	(ha)	(ac)
Residential (Blocks 9,10,11,12,13,14)	105,275.8	1,133,180	10.53	26.01
Mixed-Use Residential (Blocks 1,2,3,4)	48,367.5	520,623	4.84	11.95
Entertainment District (Block 5)	29,296.8	315,348	2.93	7.24
Campus Mixed-Use (Blocks 6,7)	14,515.8	156,247	1.45	3.59
Campus Mixed-Use (Block 8)	30,688.5	330,329	3.07	7.58
Future Development (Block 26)	6,230.7	67,066	0.62	1.54
Park (Block 15)	20,336.0	218,895	2.03	5.03
Landscape Buffer (Block 21)	4,589.6	49,402	0.46	1.13
Creek (Blocks 18,19,20)	18,752.3	201,848	1.88	4.63
Storm Pond (Blocks 22,23)	18,686.4	201,138	1.87	4.62
NHS (Blocks 16,17)	101,331.8	1,090,726	10.13	25.04
MTO Buffer (Blocks 24,25)	12,725.4	136,975	1.27	3.14
Public Roads	80,221.7	863,499	8.02	19.82

GFA Summary	(m^2)	(sf)
Residential GFA	598,360	6,440,698
Retail GFA	11,738	126,342
Institutional (Campus) GFA	26,525	285,518
Community GFA	13,607	146,466
Arena GFA	16,275	175,183
Hotel GFA	16,297	175,423
Total GFA	695,923	7,490,852
Above Grade Parking*	61,049	657,125

*Above Grade Parking not included in GFA

Residential Units	Count
Total Residential Units	8,823

FSI (GFA/Gross)	1.42
FSI (GFA/(Net Developable-Public Roads- Storm Pond-Entertainment District-Park-Landscape Buffer))	3.39

	Height in Storeys		Building Height	Floor Area (m^2)												Unit Count
					TOTAL GCA	TOTAL GFA* (not including Above Grade Parking)	Residential GFA (90% of RES GCA)	NET Res. (90% of RES GFA)	Above Grade Parking*	Retail GFA	Institutional (Campus) GFA	Office GFA	Community GFA	Arena GFA	Hotel GFA	Total
Block 1																Block 1
Total	25		84.4m		59519.0	**52656.1**	51056.2	45950.6	0.0	1231.3	0.0	0.0	368.6	0.0	0.0	**760**
Block 2																Block 2
Total	30		99.9m		69928.3	**62489.9**	60196.1	54176.5	0.0	2293.8	0.0	0.0	0.0	0.0	0.0	**896**
Block 3																Block 3
Total	6		24.4m		11680.4	**10165.8**	7871.8	7084.6	0.0	2294.0	0.0	0.0	0.0	0.0	0.0	**117**
Block 4																Block 4
Total	38		123.9m		65932.0	**58735.3**	56085.3	50476.8	0.0	2650.0	0.0	0.0	0.0	0.0	0.0	**835**
Block 5																Block 5
Total	19		65.4m		75,329.5	**46,104.5**	0.0	0.0	28,825.0	702.7	0.0	0.0	12,829.5	16,275.0	16,297.3	0
Block 6																Block 6
Total	12		48.0m		31385.0	**30108.9**	11485.2	10336.6	0.0	385.8	18238.0	0.0	0.0	0.0	0.0	**171**
Block 7																Block 7
Total	11		41.8m		14700.0	**13719.2**	8827.6	7944.9	0.0	0.0	4891.5	0.0	0.0	0.0	0.0	**131**
Block 8																Block 8
Total	1		30.8m		5985.0	**5985.0**	0.0	0.0	0.0	2180.0	3396.0	0.0	409.0	0.0	0.0	0
Block 9																Block 9
Total	25		83.4m		78065.0	**71570.5**	58450.5	52605.5	0.0	0.0	0.0	13120.0	0.0	0.0	0.0	**870**
Block 10																Block 10
Total	4		12.5m		27360.0	**24624.0**	24624.0	22161.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**240**
Block 11																Block 11
Total	46		146.9m		122377.0	**98174.8**	98174.8	88357.3	13293.9	0.0	0.0	0.0	0.0	0.0	0.0	**1483**
Block 12																Block 12
Total	53		168.4m		85402.0	**70827.3**	70827.3	63744.6	6705.0	0.0	0.0	0.0	0.0	0.0	0.0	**1054**
Block 13																Block 13
Total	41		131.9m		113118.0	**90803.7**	90803.7	81723.3	12225.0	0.0	0.0	0.0	0.0	0.0	0.0	**1372**
Block 14																Block 14
Total	48		152.9m		66620.0	**59958.0**	59958.0	53962.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**893**
Grand Total					827,401.3	**695,922.9**	598,360.4	538,524.4	61,048.9	11,737.6	26,525.5	13,120.0	13,607.1	16,275.0	16,297.3	**8823**

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Revision Date

NOT FOR CONSTRUCTION

WITHOUT PREJUDICE

ISSUED FOR COORDINATION 26-02-10

Revision	Date
5 ISSUED FOR COORDINATION	2026-02-10
4 ISSUED FOR COORDINATION	2025-12-22
3 ISSUED FOR UDB	2025-02-14
2 ISSUED FOR DRAFT ZBA	2024-09-26
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1200 KING ROAD

1200 King Road, Burlington, ON

SHEET TITLE

STATISTICS

DRAWN BY:	Author
CHECKED BY:	Checker
PROJECT START DATE:	02/15/24
PROJECT NO.:	23117
SHEET NUMBER	A0.02

PLOT DATE: 2026-02-10 1:58:39 PM

APPENDIX B

1200 King Road, Burlington ON RWDI# 2306527

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	Approval / Registration Number	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) [1]	D-6 Classification [2]	Area of Influence (m)	Minimum Separation Distance (m)	Within Min Sep Dist?	Within Area of Influence?
1	CN Aldershot Yard	1150 King Road	-	-	Facility is a freight rail yard. Continuous noise sources include locomotives in opertion and idling locomotives. Sound from idling locomotives could be audible at times at the property line of the facility. Impulsive noise sources include rail coupling. Vibration sources include locomotive operation on-site. Air quality impacts assessed as part of the TRAP study.	No	0	Class III	1000	TBD [4]	Yes	Yes
2	Commercial Plaza 1	1056-1062 King Road	-	-	A commercial plaza at 1056&1062 King Rd consists mainly of four buildings. The activities within the commercial stores is not anticipated to impact the proposed development. However, given the close proximity to the development, the rooftop HVAC equipment should be investigated in detail to assess for any potential sound impacts. From an air quality persepctive, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest atthe property line of the commercial plaza. Therefore, this facility is not expected to impact air quality at the subject lands.	No	0	N/A	-	-	-	-
3	Sports Distributors Of Canada Limited	1187 King Road	-	-	Sports Distributors Of Canada Limited is a sporting goods distributor. The building is a corporate office but includes small warehousing too. Rooftop HVAC equipment were identified as stationary sources of noise with a potential to affect the proposed development. It is recommended to be investigated in detail to assess for any potential sound impacts. From an air quality persepctive, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest atthe property line of the commercial plaza. Therefore, this facility is not expected to impact air quality at the subject lands.	No	27	N/A	-	-	-	-
4	Seals Unlimited	1177 King Road	-	-	Seals Unlimited is a supplier of seals and gaskets. They are specialized in cutting, molding, extruding and custom rubber products. Onsite manufacturing is a part of the facility's operations. No outdoor stationary sources of noise were identified to have a potential to affect the proposed development. From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or rooftop equipment or stacks. The facility does not have an ECA or EASR Registration and while the faciltiy does have some manufacturing operations, there is no evidence of sources of significant air emissions. This faciltiy is not deemed to impact the air quality at the subject lands.	No	27	Class I	70	20	-	Yes
5	Pollard Windows Inc	1217 King Road	ECA EASR-Heating System	7313-9H3K64 R-003-1123168641	Pollard Windows Inc is a manufacturer of windows and doors. The facility is classified as Class II given the scale of the facility, outdoor material storage and frequent truck traffic. Two dust collectors and paint booths and a vacuum treatment line were identified within the facility. Multiple HVAC equipment are located on the rooftop of the facility. A number of bay doors may have a potential of emanating break-out noise from the facility's interior. The facility has a potential for 24-hour operation. Noise is expected to be audible offsite. From an air quality persepctive, no fugitive dust and odour emissions are expected since the facility is well contained and there is no evidence of outdoor storage of materials that could contribute to emissions. Most emission points at the facility, including paint booths, appear to be directed using exhausts and there are no tall stacks. A large tall dust collector located approximately 200 m from the residential use area of the proposed development could cause adverse air quality impacts at elevated receptors at the proposed development. Further study for AQ impacts is deemed necessary.	Yes	29	Class II	300	70	Yes	Yes
6	JKM Towing Inc/Riewald Garage Mechanic	1231 King Road	EASR-Waste Management System	R-004-6112899529 (JKM Towing Inc)	JKM TOWING INC. is a towing company with a large outdoor yard where tow trucks and towed cars are parked. No major significant stationary sources of noise were identified on the towing company. Infrequent traffic on that site is not anticipated to adversely impact the proposed development. Riewald Garage is understood to have only daytime business hours. Potential noise sources including air tool noise through open bay doors. Additional analysis is required to investigate any potential noise impacts. Air quality impacts are not expected from this facility.	No	29	N/A	-	-	-	-
7	Commercial Plaza 2	1159&1163 King Road	-	-	A commercial plaza at 1159&1163 King Rd consists mainly of two buildings. The activities within the commercial stores is not anticipated to impact the proposed development. However, given the close proximity to the development, the rooftop HVAC equipment should be investigated in detail to assess for any potential sound impacts. From an air quality persepctive, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest atthe property line of the commercial plaza. Therefore, this facility is not expected to impact air quality at the subject lands.	No	30	N/A	-	-	-	-
8	Ideal Excavating Inc	1147 King Road	-	-	Ideal Excavating Inc is local excavating contractor. The site seems to be mainly used for parking the heavy excavating equipment including haul trucks and excavators. The onsite activity includes periodic movement of equipment. No adverse sound impacts are anticipated at that actual setback distance from the subject lands. No further investigation is deemed necessary. Air quality impacts are not expected from this facility. Small outdoors storage area located further away from the proposed development.	No	53	Class II	300	70	Yes	Yes
9	Power & Tel of Canada Ltd.	1141 King Road	-	-	Power & Tel of Canada Ltd. provides products needed to build and maintain communication networks. Truck deliveries, loading bay doors facing the development and rooftop HVAC equipment warrant a detailed investigation for noise impacts on the proposed development. From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or rooftop equipment or stacks. Air quality impacts are not expected from this facility.	No	57	Class II	300	70	Yes	Yes
10	IKEA Burlington External Pick-Up Warehouse	1135 King Road	-	-	IKEA Burlington External Pick-Up Warehouse is a storage building for furniture to be picked by customers. Incoming truck deliveries to this site are anticipated to be frequent based on aerial photography, which includes pass-by and coupling noise. A number of HVAC equipment has been identified on the rooftop and at grade level. Other sources of noise are potentially loading dock noise and forklift activity in the yard. The facility has a large outdoor unpaved storage area, depending on on-site traffic, fugitive dust emissions could be expected. The facility is located more than 300m from the closest sensitive land use area at the proposed development, air quality impacts are not expected.	No	103	Class II	300	70	-	Yes
11	Ippolito Fruit and Produce Ltd.	201 North Service Road	-	-	Ippolito Fruit and Produce Ltd. is a fresh fruit and vegetables supplier. The facility has two green vegetables processing lines and icing operations. To refrigerate food, multiple HVAC units and air-cooled condensers are located on the rooftop. Frequent inbound and outbound truck traffic is anticipated onsite. Truck fleet was identified to include reefers. Based on aerial imagery, truck-trailer coupling impulsive noise occurs onsite. Since the development is located within the potential area of influence of this Class II facility, a detailed investigation for noise impacts is deemed necessary. The facility has a large outdoor unpaved storage area, depending on on-site traffic, fugitive dust emissions could be expected. Since this facility is located more than 300 m from the closest sensitive land use area at the proposed development, air quality impacts are not expected.	No	103	Class II	300	70	-	Yes

Map Icon Number	Business Name	Address	Type of Approval / Facility / Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) [1]	D-6 Classification [2]	Area of Influence (m)	Minimum Separation Distance (m)	Within Min Sep Dist?	Within Area of Influence?
12	Mercedes Benz Burlington	441 N Service Road	-	-	Mercedez Benz Burlington is a car dealership and service facility. Noise sources include rooftop HVAC equipment, various exhaust fans and potentiall automated car wash. Given the large separation distance and high ambient noise from Highway 403, noise is are not anticipated at the proposed development. From an air quality persepctive, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest at the property line of the facility. Therefore, this facility is not expected to impact air quality at the subject lands.	No	116	Class I	70	20	-	-
13	Burlington Christian Academy	521 N Service Road	-	-	Burlington Christian Academy is an elementary school. Emission sources are expected to be limited to HVAC units, and various small exhaust fans. Given the large separation distance and high ambient noise from Highway 403, noise impacts are not anticipated at the proposed development. From an air quality persepctive, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest at the property line of the facility. Therefore, this facility is not expected to impact air quality at the subject lands.	No	116	Class I	70	20	-	-
14	The Cumis Group Limited	151 North Service Rd.	ECA-AIR	7011-58EPFH	Financial institution with 4 boilers and a generator. Sound is not expected to be audible off-site. Minor emissions to air expected from the combustion equipment; no noise impacts expected on the subject lands due to separation distance. Air quality impacts are not expected from this facility.	No	117	Class I	70	20	-	-
15	Mc Alpine's Custom Meats Ltd	445 Enfield Road	-	-	A small-scale meat processing plant with a rooftop HVAC packaged unit. Sound is not expected to be audible off-site. No sound impacts expected on the subject lands due to separation distance. Air quality impacts are not expected from this facility.	No	136	Class I	70	20	-	-
16	Commercial (various)	423 to 489 Enfield Road	-	-	Various commercial buildings, with rooftop HVAC units. From an air quality persepctive, the only sources of air emissions are from natural gas fired heating equipment. These sources are insignificant in nature and are also exempt from MECP permitting requirements. Any impacts from air emissions from these types of sources are nearfield and would be greatest at the property line of the commercial buildings. Therefore, this facility is not expected to impact air quality at the subject lands.	No	136	N/A	-	-	-	-
17	1582974 Ontario Ltd. (Busche Granite and Quartz)	425 Enfield Road	ECA-AIR	7091-6F5RU7	Busche Granite and Quartz imports and cuts granite countertops, marble floors, marble showers, quartz countertops. They have an ECA for 2 exhaust stacks related to the grinding operations. Each stack discharges into the atmosphere at a volumetric flow rate of 2.41 actual cubic metres per second. Each stack has an exit diameter of 0.4 metre, extending 0.5 metre above the roof and 6.9 metres above grade. Bay doors are pointed south away from the proposed development. Closer residences are located to the south and west of the facility. At the setback distance from the development, no sound impacts are expcted on the subject lands. From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or large rooftop equipment or tall stacks. Air quality impacts are not expected from this facility.	No	137	Class I	70	20	-	-
18	Aldershot GO Station	1199 Waterdown Rd	-	-	Aldershot GO Station is a main transit station for buses and trains. This Go station is not a layover yard. However, the operations within the station includes GO train re-fueling. Sources of noise include idling Go trains and re-fueling trucks. Air quality impacts assessed as part of the TRAP study.	No	145	Class II	300	70	-	Yes
19	Storage Yard	1102 King Road	-	-	Storage yard of trailers, trucks and cars. Infrequent traffic movement is an identified source of noise but is not anticipated to significantly impact the subject lands. A mobile screener and stockpiles are identified on aerial photography. The yard shares property line with existing houses to the west. The nature of operations within this yard is recommended to be confirmed in the detailed noise study and assessed if necessary. Air quality impacts are not expected from this facility.	No	202	N/A	-	-	-	-
20	Crossroads Refrigeration	617 Enfield Rd	-	-	Crossroads Refrigeration specializes in the installation, service, and maintenance of cold storage facilities and supermarkets. Few baydoors and office HVAC were identified as stationary sources of noise. At the setback distance from the development, no sound impacts are expcted on the subject lands. Air quality impacts are not expected from this facility.	No	213	Class I	70	20	-	-
21	Commercial Strip 1	633 & 635 Enfield Road	-	-	Commercial/Warehouse strip includes 6 facilities: Two Way Radio Rentals, Sunrise Construction, It's A Good Sign, Dental Orx, Canadian In-Floor Radiant Solutions Inc, and Dutch Canuck landscaping. Office HVAC and closed baydoors were identified at the strip as stationary sources of noise. At the setback distance from the development, no sound impacts are expected on the subject lands. Air quality impacts are not expected from this facility.	No	229	Class I	70	20	-	-
22	FlexLink Systems Canada/Reiser	1549 Yorkton Crescent	-	-	FlexLink is an industrial equipment suppliers which serves a broad customer base, ranging from local producers to global corporations and end-users to machine manufacturers. FlexLink serves manufacturing industries such as food, beverages, tissues, personal care, pharmaceutical, automotive, batteries and electronics. Reiser is a supplier of processing and packaging equipment solutions for food industries. Few baydoor pointing northeast away from the development and a number of office HVAC equioment were identified as stationary sources of noise. However, at the setback distance from the development, no sound impacts are expcted on the subject lands. Air quality impacts are not expected from this facility.	No	230	Class I	70	20	-	-
23	Commercial Strip 2	1550 Yorkton Court	-	-	Commercial/Warehouse strip includes; Dawn Victoria Homes, Beray International, Programmable Contril Systems Ltd,roger's Security Systems, Imrex, Horne Construction, Viking's Landing, Vetrex, Millennium Signatures, the Stager's warehouse, Furniture and Accessory Rentals, Turfsystems, Custom Renovations nc., CNC Tech, Niet Outdoors and Exotic Feeders. Rooftop HVAC equipment and baydoors to the south were identified as significant sources of noise. A low-lying rooftop stack is identified to be associated with Horne Construction unit. At the setback distance from the development, no sound impacts are expected on the subject lands. Air quality impacts are not expected from this facility.	No	251	Class I	70	20	-	-

Map Icon Number	Business Name	Address	Type of Approval / Facility / Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) [1]	D-6 Classification [2]	Area of Influence (m)	Minimum Separation Distance (m)	Within Min Sep Dist?	Within Area of Influence?
24	Filter Solutions Inc.	649 Enfield Road	ECA-AIR	6831-86JHRZ	Filter Solutions Inc. is a manufacturer of Bag and Cartridge Housings, Strainers, Separators, and other related filtration equipment. Welding, plasma and multi-axis water jet equipment are used in the manufacturing of the products. The facility got an ECA related to its paint booth exhaust which discharges at a volumetric flow rate of 3.78 cubic metres per second. The stack diameter is 0.61 metre and extends 4.5 metres above the roof and 9 metres above grade. The facility got two bay doors pointing south away from the proposed development and one office HVAC rooftop unit. Since the development is located within the potential area of influence of this Class II facility, a detailed investigation for noise impacts is deemed necessary. From an air quality perspective, the facility is fully enclosed with no evidence of outdoor storage or large rooftop equipment or tall stacks. Air quality impacts are not expected from this facility.	Yes	256	Class II	300	70	-	Yes
25	The Cultivated B Canada Ltd.	649 North Service Road	-	-	The Cultivated B Canada Ltd. is a research and manufacturing facility for alternative protein and cellular agriculture technologies. As a food manufacturing facility, multiple HVAC rooftop equipment have been identified. Since the development is located within the potential area of influence of this Class II facility, a detailed investigation for noise impacts is deemed necessary. Air quality impacts are not expected from this facility.	No	269	Class II	300	70	-	Yes
26	My Smart Automotive Centre Inc	1084 King Road	-	-	My Smart Automotive Centre Inc is an auto repair shop that provides general automotive repair services. The facility only operates during daytime hours. Potential noise sources include air tools. The open baydoors are facing east and south away from the subject lands. At the setback distance from the development, no sound impacts are expected on the subject lands. Air quality impacts are not expected from this facility.	No	280	N/A	-	-	-	-
27	Canada Brick Limited	1570 Yorkton Court	ECA-AIR	8-3729-98-996	Canada Brick Limited is a brick manufacturing facility. The facility has certificate of approval #8-3729-98-996 for air emissions since 1999. On the same manufacturing site, quarry activities take place for clay brick production. Thus, the facility is classified as the only Class III facility within 1 km radius. Quarry activities are anticipated to include loaders, excavators and haul truck movements. The manufacturing facility includes multiple process-related stacks, a scrubber, a dust collector, multiple rooftop HVAC equipment. Outdoor product storage occurs to the east, west and south of the facility. Future quarry excavation is planned to include the east quarry site located west of the Tyandaga neighbourhood. This is not anticipated to impact the proposed development, since it would be outside the 1 km area of influence and closer existing residences are located to the east. For environmental noise, the Burlington Christian Academy is a closer intervening noise-sensitive receiver but it is a daytime receiver only. However, the proposed development would benefit from elevated ambient levels at nighttime from the Highway 403 located between Canada Brick and the proposed development. Given the facility is a Class III, compliance with applicable sound limits should be confirmed during the detailed study phase. From the AQ perspective, The facility has a large outdoor unpaved area, fugitive dust emissions are expected. A tall stack and several dust collectors could potentially impact elevated receptors at the subject lands. Further analysis to assess air quality impacts at the proposed development is required.	Yes	426	Class III	1000	300	-	Yes
28	Hydro One Burlington Transmission Station	Hydro Lane	-	-	Hydro One Burlington Transmission Station is a large outdoor yard with multiple high voltage towers and transformers. These electrical equipment have the potential to be audible off site . However, at the setback distance from the development, no sound impacts are expected on the subject lands. Air quality impacts are not expected from this facility.	No	488	Class I	70	20	-	-
29	Alldoor Supply Co	559 King Forest Crescent	-	-	Alldoor Supply Co is a supplier of doors, building supplies, hardware and finish items. The facility is classified as Class II given the outdoor storage. Frequent truck traffic for shippings and deliveries is anticipated onsite. However, at the setback distance and being north of the highway, no sound impacts are expected on the subject lands. Air quality impacts are not expected from this facility.	No	528	Class II	300	70	-	-
30	OSG Canada Ltd, Gypsum Technologies Inc, Keltech	538, 578 & 598 King Forest Crescent	-	-	Each building is considered to be a commercial office building. Noise sources include rooftop HVAC units. Air quality impacts are not expected from these facilities.	No	528	N/A	-	-	-	-
31	Slagter Construction Ltd	29 Panin Road	-	-	Slagter Construction Ltd is a construction contractor. The site represents their main office and in their yard heavy construction equipment are parked. This equipment include haul trucks, forklifts and excavators. Infrequent movement of equipment is anticipated at the site. The facility shares property line with residential houses. No sound impacts expected on the subject lands due to separation distance. Air quality impacts are not expected from this facility.	No	673	Class II	300	70	-	-
32	Bulkwood Products Inc.	1140 Waterdown Road	ECA-AIR	4307-8XUJ9Q	Bulkwood Products Inc. is a mulch supplier. The facility has a horizonal wood grinder which uses a diesel fired engine. Frequent trucks movements are expected in and around the facility. This site has evidence of outdoor storage piles and outdoor material handling that could contribute to fugitive dust; however, they are required to prepare and implement a Best Management Practices Plan for the control of fugitive dust emissions as a condition of their ECA. The facility has no tall stacks and impacts are expected to be near ground level. Existing residences are located approximately 210 m from the facility in the same east direction as the proposed development. No sound impacts expected on the subject lands due to separation distance.	No	699	Class II	300	70	-	-
33	King Paving & Construction Ltd.	1077 Howard Road	ECA-AIR	2090-BXNT5G	King Paving & Construction is a batch and/or drum hot mix asphalt plant with an ECA for several sources including the following: aggregate and recycled asphalt pavement receiving, storage, processing and shipping, asphalt cement receiving and storage, aggregate drying and hot-mix asphalt production, storage and shipping. The facility has a production limit of up to 210,000 tonnes per year of hot-mix asphalt production and 730,000 tonnes per year of aggregate materials delivered/shipped. This site has evidence of outdoor storage piles and outdoor material handling that could contribute to fugitive dust or odour. Frequent trucks movements are expected in and around the facility, including travel on unpaved portions of the site. This facility is expected to have outdoor fugitive dust emissions; however, they are required to prepare and implement a Best Management Practices Plan for fugitive dust as a condition of their ECA. Fugitive dust emission sources are generally low, therefore worst-case impacts are expected to occur close to ground level. The facility shares a property line with an existing residential property and is located approximately 140 m away from a Long Term Care facility. The presence of these sensitive receptors within the Class III minimum separation distance provides an indication that actual impacts from the King Paving operation are more consistent with a Class II operation. No sound impacts expected on the subject lands due to separation distance. Air quality impacts are not expected from this facility.	Yes	717	Class III	1000	300	-	Yes

Map Icon Number	Business Name	Address	Type of Approval / Facility / Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) [1]	D-6 Classification [2]	Area of Influence (m)	Minimum Separation Distance (m)	Within Min Sep Dist?	Within Area of Influence?
34	St. Marys Cement Inc. (Canada) operating as CBM Ready Mix	1093 Howard Road	ECA-AIR	9841-BNUR2A	St. Marys Cement Inc. is a ready-mix plant with amximum production of 1,000 cubic metres per day with four baghouses with a maximum volumetric flow rate of 0.43 cubic metre per second and fifth baghouse with a maximum volumetric flow rate of 3.1 cubic metre per second. The loading point has a dust collection system discharging to the air with a maximum volumetric flow rate of 2.36 cubic metre per second. All dust collectors are equipped with a pulse-jet cleaning system. one portable ready-mix concrete batching plant operated on a permanent basis, having a maximum production rate of 375 cubic metres per day. the tallest stack onsite extends for 25.5 m above grade. The ECA indicates that noise mitigation measures to be included in the facility within 6 months from approval date of April 29, 2020. The presence of noise-sensitive receptors within the Class III minimum separation distance provides an indication that actual impacts from St. Marys Cement Inc. operation are more consistent with a Class II operation. No sound impacts expected on the subject lands due to large separation distance (almost 1 km) in addition to the presence of intervening residences between the facility and the proposed development. Air quality impacts are not expected from this facility.	Yes	977	Class II	300	70	-	-

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 subject lands.

[4] A more detailed Rail Assessment Study may be completed to determine the selection of an appropriate minimum separation distance.