

DILLON
CONSULTING

THE CORPORATION OF THE CITY OF BURLINGTON

Major Transit Station Areas Land Use Compatibility Study

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Executive Summary

Dillon Consulting Limited (Dillon) was retained by the City of Burlington (the City) to review land use compatibility for the Burlington GO (including the Downtown Burlington Urban Growth Centre [UGC]), Aldershot GO and Appleby GO Major Transit Station Areas (MTSAs), in Burlington, Ontario. This Land Use Compatibility Study includes consideration of nuisance contaminants, including odour, dust, noise, and vibration, as well as other air quality contaminants, from industry and transportation infrastructure (road and rail). This study will inform the development of the Area-Specific Plans (ASPs) for the MTSAs, as part of the Area-Specific Planning Project.

This study was made in consideration of guidelines, policies, regulations, and acts made by the City of Burlington, Halton Region, the Ministry of the Environment, Conservation and Parks (MECP), the Railway Association of Canada, and the Federation of Canadian Municipalities. The high-level review that was completed is based on publicly-available information and best practices for land use compatibility assessments, as a screening level review to identify areas with the potential for compatibility issues for sensitive land uses.

This study looked at industries and transportation corridors within 1,000 m of each MTSA (the MTSA Study Area). The MTSA boundaries defined in the Recommended Preliminary Preferred Precinct Plans (December 2021) were applied. The key findings of the Land Use Compatibility Study are as follows:

- The Burlington GO UGC/MTSA, Aldershot GO MTSA and Appleby GO MTSA are within the Potential Influence Area of several existing industries which are potentially incompatible with sensitive lands due to potential air quality and noise impacts.
- The UGC/MTSAs are within the Recommended Minimum Separation Distance of a number of the industries mentioned above and inclusion of sensitive land uses on those portions of MTSAs should be avoided where possible due to potential air quality and noise impacts.
- The Aldershot GO MTSA and Appleby GO MTSA Study Areas have 3 and 6 existing industries, respectively, that meet the criteria of the most intensive class of industry based on existing activities located within the MTSA boundaries under the MECP's guidance for air and noise. There is also a vacant, industrially zoned property within the Appleby GO MTSA that permits uses consistent with the most intensive class of industry. There were no industries of this class identified for the Burlington GO UGC/MTSA Study Area.
- All UGC/MTSAs are intersected by the CN and/or GO Transit Oakville Subdivision rail line and are in proximity to Highway 403/QEW and multi-purpose and minor arterial roads. These transportation corridors have possible implications for noise, vibration and air quality.
- The MECP's guidance recommends that the introduction of any sensitive use (e.g. residential uses) through intensification requires technical studies to demonstrate compatibility before proceeding. This may include stationary noise studies, industrial vibration studies, air quality studies, transportation noise assessments, and transportation vibration assessments, as appropriate.

- A Terms of Reference for land use compatibility assessment, based on MECP guidelines and best practices, is recommended to be developed by the City to assist developers and their consultants in scoping and preparing a study, in support of a planning application to the City.
- The use of Class 4 area designation may help promote land use compatibility with respect to noise. Additionally, there are mitigation strategies such as at-source and/or at-receptor mitigation that can be utilized to promote compatibility.
- It is recommended that should the City wish to pursue the use of a Class 4 designation, the City should formalize the procedures for assessing Class 4 applications, including the requirement for a detailed noise impact assessment in accordance with NPC-300. The City should also consider developing a set of guidelines that would be applicable City-wide and would be supported by best practices to guide the use and application of a Class 4 designation.
- With respect to the Burlington GO UGC/MTSA and Aldershot GO MTSA, it is recommended that the ASPs include a policy stating that for any proposed development containing sensitive uses, a land use compatibility assessment shall be prepared in accordance with a Terms of Reference approved by the City, that considers applicable MECP guidelines and best practices, and demonstrates that the applicable land use compatibility requirements of the PPS (2020)¹ are met.
- With respect to the Burlington GO UGC/MTSA and Aldershot GO MTSA, the need to protect the operational and economic viability of industries expected to transition out of the MTSA still exists in the interim. When assessing land use compatibility between sensitive land uses and such industries, consideration should be given to both the full range of permitted uses as well as any known future operating plans.
- There are two options identified for the City when considering land use compatibility in the Appleby GO MTSA at the ASP level:
 - Option 1: A comprehensive land use compatibility study at the ASP level including assessments of air quality, noise and vibration impacts from existing and permitted industrial lands on proposed sensitive land uses; or,
 - Option 2: An ASP policy to require that land use compatibility is addressed at the development application stage through a site-specific land use compatibility assessment, in accordance with a Terms of Reference developed by the City and the applicable MECP guidelines and PPS (2020)¹ policies.
- The City can take one of two approaches for their role in the comprehensive land use compatibility study (Option 1) for the Appleby GO MTSA at the ASP level: Lead for Technical Analysis or Lead for Convening Stakeholders.
- The planning tools available to implement Option 1 or Option 2, for the Appleby GO MTSA at the ASP level, are an interim control by-law and holding provisions. The applicability of these tools in Option 2 is case specific.

¹ Ministry of Municipal Affairs and Housing (2020). *Provincial Policy Statement*. Retrieved from: <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

- Given the potential for duplication of efforts at the comprehensive study stage (Option 1) and development application stage, barring strong support from industry and landowners for Option 1, Option 2 is recommended to address land use compatibility in the Appleby GO MTSA.

1.0 Introduction

1.1 Study Background and Purpose

Dillon Consulting Limited (Dillon) was retained by the City of Burlington (the City) to review land use compatibility from an air quality (dust, odour and other contaminants) and environmental noise and vibration perspective for the Burlington GO (including the Downtown Burlington Urban Growth Centre [UGC]), Aldershot GO and Appleby GO Major Transit Station Areas (MTSAs), in Burlington, Ontario. This Land Use Compatibility Study provides an overview of potential land use compatibility issues from industry and transportation infrastructure (road and rail) to inform the development of the Area-Specific Plans (ASPs) for the MTSAs, as part of the Area-Specific Planning Project.

The inclusion of the Burlington GO UGC/MTSA, Aldershot GO MTSA and Appleby GO MTSA in the Halton Region Official Plan protects them as locations for the development of higher density, mixed use communities. The MTSAs will accommodate intensification and residential uses where none existed before. Since some will continue to have employment uses and industrial uses within close proximity, land use compatibility must be considered when developing the Area-Specific Plans.

This Land Use Compatibility Study includes the following:

- An overview of the Burlington GO UGC/MTSA, Aldershot GO MTSA and Appleby GO MTSA Study Areas and the applicable planning context;
- A summary of the applicable guidelines, regulations, and planning documents applicable to assessing land use compatibility within the MTSAs from an air quality (dust, odour and other contaminants) and environmental noise and vibration perspective;
- A review of the industrial uses within the MTSAs and the potential for compatibility issues based on proximity to the MTSAs; and
- A framework for further technical studies to evaluate compatibility between existing industrial uses and individual future sensitive land uses.

From an air quality and noise perspective, sensitive land uses or sensitive receptors typically include: residential uses, schools, daycares, places of worship, health care facilities, and certain institutional uses such as hotels.

1.2 Background Reports

As part of the original area-specific planning process, referred to as the “Mobility Hub Study”, the following technical studies were completed by Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited (Wood):

- “Air Quality Assessment Report – GO Mobility Hubs, ver.1.3” (the Air Quality Background Report), dated November 2021; and
- “Pre-Feasibility Noise and Vibration Study – Burlington Mobility Hubs” (the Noise Background Report), dated August 2021.

The Air Quality Background Report and Noise Background Report (the Background Reports) were based on the Preferred Land Use Concepts developed during the Mobility Hubs Study.

A major purpose of the Noise Background Report was to identify the feasibility of introducing new sensitive land uses in proximity to existing stationary and transportation noise sources which exist within or outside the applicable Mobility Hub study areas. The purpose of the Air Quality Background Report was to determine potential effects of emissions from industrial and transportation sources which exist within or outside the applicable Mobility Hub study areas and to recommend mitigation measures where appropriate.

The Area-Specific Planning (ASP) Project is currently ongoing and is a continuation of the Mobility Hub Study, which was paused in 2019. This Land Use Compatibility Study is based on the Recommended Preliminary Preferred Precinct Plans (RPPP), dated December 2021, that have been prepared as part of the ASP Project, and MTSA boundaries that have been updated since the issuance of the Air Quality Background Report and the Noise Background Report. The Provincial Policy Statement (2020), which was issued following the completion of the original versions of the Background Reports, has also been considered in this report.

This Land Use Compatibility Study considers the land use inventories completed and the recommendations made in the Background Reports, as applicable.

2.0 Description of the Study Area

This section provides an overview of each of the MTSA Study Areas and the corresponding planning context for the subject lands.

2.1 Overview

The City of Burlington has three MTSA's centred around the GO Stations in Burlington: Burlington GO (including the Downtown Burlington UGC), Aldershot GO and Appleby GO as shown in **Figures A.1, B.1, and C.1** in the Appendix section.

The Study Area for each MTSA (the MTSA Study Area), also shown in **Figures A.1, B.1, and C.1**, is considered as the area extending approximately 1 km from the boundary of each respective MTSA boundary, based on guidance from the Ministry of the Environment, Conservation and Parks (MECP).

2.1.1 Burlington GO UGC/MTSA

The existing areas within and adjacent to the Burlington GO UGC/MTSA currently contain large-scale and/or auto-centric commercial uses as well as industrial uses. The Burlington GO MTSA also includes the Downtown Burlington Urban Growth Centre (UGC), identified through the Halton Region Official Plan Amendment 48 (ROPA 48). There are few existing residential uses within the Burlington GO MTSA/UGC, with the exception of the current construction of a high-rise residential building and some low-density residential properties. A copy of the Burlington GO UGC/MTSA Recommended Preliminary Preferred Precinct Plan (RPPP), dated December 2021, is shown in **Appendix D**. As per the RPPP, this UGC/MTSA includes ten distinct precincts which accommodate residential, commercial, cultural, recreational major office and other employment uses.

2.1.2 Aldershot GO MTSA

The existing area around the Aldershot GO station area comprises several established residential areas adjacent to the MTSA boundary as well as residential high-rise buildings located in the southwest portion of the MTSA. There are existing commercial and industrial uses within the MTSA, including extensive industrial sites. A copy of the Aldershot GO MTSA Recommended Preliminary Preferred Precinct Plan (December 2021) is provided in **Appendix D**. As shown in the RPPP, this MTSA includes five distinct precincts each accommodating a mix of residential, commercial and employment uses.

2.1.3 Appleby GO MTSA

The existing area within the Appleby GO MTSA consists largely of employment uses north of the rail line including offices, manufacturing and industrial uses. The area south of the rail line is characterized by low and mid-rise residential development south of Fairview Street as well as industrial lands along the north side of Fairview Street, some of which are vacant or undeveloped in the area around the Appleby Line and Fairview Street intersection. A copy of the Appleby GO MTSA Recommended Preliminary Preferred Precinct Plan (December 2021) is shown in **Appendix D**. As per the RPPP, this MTSA includes six distinct precincts. Precincts north of the rail line will accommodate more intensive office and employment uses while supporting existing major facilities. Precincts south of the rail line will incorporate a mix of employment, residential and commercial uses.

2.2 Planning Context

The following documents were reviewed to provide planning context to the Land Use Compatibility Study:

- Halton Region Official Plan (Interim Office Consolidation November 4, 2022);
- Halton Region Land Use Compatibility (June 2014);
- City of Burlington Official Plan (April 2018);
- City of Burlington Zoning By-law 2020; and
- Bill 23, More Homes Built Faster Act, 2022.

2.2.1 Halton Region Official Plan (Interim Office Consolidation November 4, 2022)

The Halton Region Official Plan (ROP) (Interim Office Consolidation November 4, 2022) includes Regional Official Plan Amendments (ROPAs) 48 and 49 which were approved by the Ministry of Municipal Affairs and Housing on November 10, 2021 and November 4, 2022, respectively.

ROPA 48 implements components of the Regional Urban Structure to establish a hierarchy of strategic growth areas in the ROP. ROPA 48 delineates the final boundaries for the MTSAs and establishes guiding policies to direct the development of Area-Specific Plans for MTSAs. It was the first amendment to be adopted by Regional Council as part of the Regional Official Plan Review.

ROPA 49 implements the Integrated Growth Management Strategy which considers how to accommodate growth in Halton Region to the year 2051. ROPA 49 is the second amendment to be considered by Regional Council as part of the Regional Official Plan Review and builds on the Regional Urban Structure defined by ROPA 48.

The ROP guides land use planning within Halton Region and contains goals, objectives and policies to manage growth and development as well as social, economic and natural environments. In general, the ROP contains the following policies related to land use compatibility:

- Section 143(11) encourages local municipalities to permit land uses requiring minimal noise, vibration, odour and air pollution abatement measures adjacent to industrial, transportation and utility uses and to require proponents of development in those areas to do impact analysis and implement abatement to comply with Halton Region and MECP guidelines; and
- Section 79.3(12) states that it is the policy of Halton Region to ensure the long-term operational and economic viability of existing or planned major facilities, and achieve land use compatibility between major facilities and sensitive land uses within or adjacent to Strategic Growth Areas in accordance with Section 143(12) of the ROP by:
 - Requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, and, to 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;
 - Where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial and Regional guidelines, standards and procedures:
 - i. there is an identified need for the proposed use;
 - ii. alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - iii. adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - iv. potential impacts to industrial, manufacturing or other uses are minimized and mitigated;
 - Requiring an air quality study based on Air Quality Impact Assessment Guidelines (to be established, as per Section 143(2.1)), is required for development proposals with sensitive land uses located within 30 m of a Major Arterial or Provincial Highway, or 150 m of a Provincial Freeway (defined in Map 3 of the ROP).

2.2.2 Halton Region Guidelines

The Ministry of Municipal Affairs and Housing's (the MMHA's) decision on ROPA 49 has removed references to the following Halton Region guidelines which are therefore no longer considered in the Land Use Compatibility Study:

- Land Use Compatibility Guidelines – Regional Official Plan Guidelines (the LUC Guidelines);
- Air Quality Guidelines – Regional Official Plan Guidelines (AQG); and
- Noise Abatement Guidelines – Regional Official Plan Guidelines.

The ROP defers to the MECP guidelines and Provincial Policy Statement (2020) requirements for land use compatibility assessments of air quality and noise. The ROP calls for the preparation of certain guidelines or protocols to provide more detailed directions in the implementation of its policies. Section 143 of the ROP states it is the policy of Halton Region to:

“143(2.1) Establish Air Quality Impact Assessment Guidelines to assist with the review of development applications to protect the health of Halton residents.

143(10) 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.

143(13) Adopt Regional guidelines concerning noise abatement measures on Regional roads and facilities, and encourage the Local Municipalities to adopt similar guidelines on Local Roads and facilities.”

2.2.3 City of Burlington Official Plan (November 30, 2020)

The City of Burlington's Official Plan, as approved by Halton Region, November 30, 2020, provides a policy framework to implement Provincial policy and chart a course for development in the City, including the Area-Specific Plans.

Policies under Section 4.6.2 a) and b) the City of Burlington Official Plan are consistent with Section 143(12) of the Halton Region ROP. Under Section 4.6.3 c) of the City of Burlington Official Plan, proponents of a proposed development may be required to submit studies and undertake necessary actions to mitigate adverse effects to the satisfaction of the City of Burlington and Halton Region. Section 4.6.3 c) refers to Provincial guidelines and Regional Land Use Compatibility and Air Quality Guidelines while Section 4.6.3 d) refers to Regional Noise Abatement Guidelines for direction in land use planning decisions.

2.2.4 City of Burlington Zoning By-law 2020

Zoning By-law 2020 establishes the current permitted uses within the three MTSA's.

Current zoning of the Burlington GO UGC/MTSA includes primarily General Employment lands north of the rail line, with some Mixed Use Corridor lands to the west and Residential lands to the east. South of the rail line is predominantly Mixed Use Corridor with smaller areas zoned as Commercial, Open Space and Residential.

The lands in the Aldershot GO MTSA are predominantly zoned as General Employment or Mixed Use Corridor, with some areas zoned as Commercial south of Plains Road West, and smaller areas zoned as Residential south of Masonry Court and Plains Road East.

The Appleby GO MTSA is primarily comprised of Employment (Business Corridor and General) lands north of the rail line, and Mixed Use Corridor lands south of the rail line. There are some lands designated as Open Space throughout the MTSA.

Dillon understands that a Zoning By-law amendment will be prepared following completion of the Area-Specific Plans and implementing Official Plan Amendments.

2.2.5

Bill 23, More Homes Built Faster Act, 2022

On October 25, 2022, Ontario introduced a housing initiative under the More Homes Built Faster: Ontario's Housing Supply Action Plan: 2022-2023 to support the Province's commitment to build 1.5 million new homes over the next 10 years. Central to this is Bill 23, *More Homes Built Faster Act, 2022* (Bill 23) with a number of elements being passed by the Province of Ontario Legislature on November 28, 2022 and in effect.

Bill 23 changes existing statutes including:

- The Planning Act;
- The Ontario Heritage Act;
- The Development Charges Act;
- The Conservation Authorities Act; and
- The Ontario Land Tribunals Act.

The impact of Bill 23 on specific aspects of the municipal development approvals process remains unclear. However, with respect to the Planning Act, the changes through Bill 23 that removes land use planning responsibilities from certain upper-tier municipalities, including Halton Region, through the definition of "upper-tier municipality without planning responsibilities" will receive royal assent at a date to be determined by the Province. With regards to an upper-tier municipality's role in planning approvals, Bill 23 mandates that:

- Any portion of an upper-tier municipality's official plan which applies to a lower-tier municipality is deemed to constitute an official plan of the lower-tier municipality until the lower-tier municipality revokes it, amends it, or provides otherwise;
- Where applications for official plan amendments have been submitted to upper-tier municipalities without planning responsibilities, the relevant lower-tier municipality take over responsibility for the relevant, plan, process, or amendment application with some assistance from the upper-tier municipality;
- An upper-tier municipality's approval authority is removed for lower-tier official plans, and that approval authority is assigned to the Province;
- An upper-tier municipality's appeal rights and party status rights at hearings are removed; and
- An upper-tier municipality is only enabled to provide advice and assistance to lower-tier municipalities on planning matters, generally.

3.0

Summary of Relevant Land Use Policies, Regulations and Guidelines

The following documents were reviewed and summarized to guide the analysis of the Study Area:

- The Provincial Policy Statement (PPS) (2020);
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
- The City of Burlington Nuisance and Noise By-law 019-2003;
- The Ontario Environmental Protection Act (EPA);
- The MECP D-Series of Guidelines for land use compatibility between industrial and sensitive land uses;
- The MECP's local air quality regulation, Ontario Regulation 419/05 and the Environmental Activity and Sector Registry (EASR) regulation, Ontario Regulation 1/17;
- The MECP's Environmental Noise Guideline, Noise Pollution Control, NPC-300;
- The MECP's Impulsive Vibration in Residential Buildings guideline, NPC-207;
- The Guidelines for New Development in Proximity to Railway Operations, the Railway Association of Canada (RAC) and the Federation of Canadian Municipalities (FCM); and
- The Ministry of Transportation's Public Transportation and Highway Improvement Act.

3.1

Provincial Policy Statement (2020)

The latest update to the Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The update to the PPS supports the government's goals related to increasing housing, supporting jobs, and reducing red tape.

In April 2023, the Ministry of Municipal Affairs and Housing proposed a draft Provincial Policy Statement that takes policies from A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Provincial Policy Statement (2020) to support the achievement of housing objectives. The Land Use Compatibility Study was prepared prior to the consultation release of the draft 2023 PPS, and therefore considers the current PPS (2020).

The PPS (2020) states under Part V Section 1.2.6:

“1.2.6.1 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.

1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

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

For the existing or planned lands for uses including manufacturing or industrial, the PPS provides direction to avoid conflicting development between more sensitive land uses, for example residential². However, as noted in Section 1.2.6.2, where avoiding conflict between adjacent land uses is not possible, it is the planning authorities’ responsibility to ensure that negative impacts are avoided, minimized, or mitigated. It is Dillon’s understanding that in the context of the Burlington GO UGC/MTSA, Aldershot GO MTSA, and Appleby MTSA, avoidance by locating sensitive land uses outside of a facility’s area of influence is not possible, given the planning focus for intensification in the MTSA. In accordance with the PPS, negative impacts will be minimized or mitigated, which will include completion of comprehensive and/or site-specific technical assessments.

The Environmental Protection Act and subsequent regulations provide a framework to assess the encroachment of potentially incompatible land uses.

² Ministry of Municipal Affairs and Housing (2020). *Provincial Policy Statement. Part V, Section 1.2.6 (Land Use Compatibility)*. Retrieved from: <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

Employment Areas are defined under the PPS as “those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.”

The PPS states the following related to Employment Areas in Section 1.3.2:

“1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.

Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

“1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.”

Within the MTSAs, there are lands designated by the Halton Region Official Plan which are considered as employment areas with industrial, mixed business and service commercial uses. The planning and design of uses on these lands would need to integrate adequate separation or mitigation from sensitive land uses to maintain economic viability of the planned uses and function of the area.

3.2

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)

The Growth Plan provides guidance to municipalities within the Greater Golden Horseshoe on community design and development, including the development of infrastructure and the interface between various land uses.

Section 2.2.5, Employment, outlines policies related to the compatibility of employment uses with sensitive land uses, and states:

“7. Municipalities will plan for all employment areas within settlement areas by:

- a. prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use*
- b. prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
- c. providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

8. The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.”

It is Dillon’s understanding that in the context of the Burlington GO UGC/MTSA, Aldershot GO MTSA, and Appleby MTSA, avoidance by locating sensitive land uses outside of a facility’s area of influence is not possible, given the planning focus for intensification in the MTSAs as directed through provincial policy. In accordance with the Growth Plan, adverse impacts on industrial, manufacturing or other uses will be minimized or mitigated, which will include completion of comprehensive and/or site-specific technical assessments.

Section 3.2.5, Infrastructure Corridors, Section 1 states:

“In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:

- a encourage the co-location of linear infrastructure where appropriate*
- e. for existing or planned corridors for transportation:*
 - i. consider increased opportunities for moving people and goods by rail.”*

These policies underscore the importance of considering the land use compatibility of employment uses, while also highlighting the importance of rail corridors to transportation and development.

3.3 Environmental Protection Act

The Ontario Environmental Protection Act (EPA) provides a framework under which industrial compliance and land use compatibility are assessed. The EPA provides direction that:

1. Under Section 9 of the EPA, all regulated industrial and commercial facilities must apply for and obtain approval for any activities that may cause or results in contaminants to be discharged to the natural environment, as described in regulations 419/05 and 1/17; and
2. Under Section 14 of the EPA, a person shall not discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment, if the discharge causes or may cause an adverse effect. Adverse effects are defined within the EPA as:

“one or more of,

- a. impairment of the quality of the natural environment for any use that can be made of it,*
- b. injury or damage to property or to plant or animal life,*
- c. harm or material discomfort to any person,*
- d. an adverse effect on the health of any person,*
- e. impairment of the safety of any person,*
- f. rendering any property or plant or animal life unfit for human use,*
- g. loss of enjoyment of normal use of property, and*
- h. interference with the normal conduct of business;”*

The EPA’s definition of a contaminant includes but is not limited to: air contaminants, odours, noise, and vibration, and has been determined in past decisions to include light.

Obtaining approval for air and noise requires that a facility demonstrate, through a technical assessment, compliance with the applicable guidelines and regulations such as Ontario Regulation 419/05 and NPC-300.

The adverse effect clause in the EPA is applicable to, amongst other items, the assessment of nuisance complaints in a land use compatibility context. Nuisance impacts, such as dust and odour, may result in complaints which may be determined to fall under the adverse effects clause. When considering land use changes which may introduce new sensitive receptors in an area, it is important to consider a facility’s current environmental approval as well as the potential for their operations to result in a nuisance impact.

3.4

Ontario Regulations 419/05 and 1/17 – Local Air Quality

The MECP’s environmental permissions framework includes Environmental Compliance Approvals (ECA) (formerly Certificate of Approvals) issued under Section 9 of the EPA and following the requirements of Ontario Regulation 419/05 (O.Reg. 419/05), and Environmental Activity and Sector Registry (EASR) approvals issued under Section 9 of the EPA and following the requirements of Ontario Regulation 1/17 (O.Reg. 1/17). The applicability of the two instruments (ECA and EASR) is based on the facility’s industrial operations. Both instruments are equivalent regulatory instruments; the EASR approach allows less-intensive industries to follow a streamlined review process.

Both approval mechanisms require the same supporting technical studies and reporting and for the purpose of this report will collectively be referred to as “Environmental Permissions”. The Environmental Permissions process requires that industries assess their air quality (including dust, and odour), noise, and vibration emissions, and compare impacts to regulatory criteria.

The MECP requires any industry applying for Environmental Permissions to perform an assessment of air emissions as described in O.Reg. 419/05 and associated guidance documents. O.Reg. 419/05 outlines the requirements of the technical assessment and provides contaminant-specific air quality standards to be applied. All contaminants are required to be in compliance with these standards at all points off-site, while nuisance contaminants such as odours are regulated at sensitive receptors such as residences, schools, and places of worship. The implications of O.Reg. 419/05 from a land use compatibility perspective are:

- All industries, to operate in compliance with an approval, should meet the air quality standards for regulated contaminants at all points off-site which are allowed under current zoning, regardless of existing land use. Industries do not have to demonstrate compliance at elevated receptors where zoning does not allow for their construction. Note that these assessments would not consider ambient air quality (i.e., the ambient concentration of contaminants without the influence of the industry).
- Zoning changes to allow for elevated receptors in an area may impose new regulatory obligations for existing industries and can lead to compliance issues, as such locations would not have been assessed during the regulatory application process. Land use compatibility assessments should consider the potential impact on a facility’s existing Environmental Permission, including requirements for or updates to Odour Screening Reports and Odour Control Reports and Best Management Practices Plans for odour or fugitive dust.
- Existing industries are not required to meet odour standards at lands which are not zoned for sensitive uses. Where zoning changes are proposed, a land use compatibility study (as described in the D-Series Guidelines section) should be performed to determine compatibility.

3.5 MECP D-Series Guidelines

The intent of the MECP's D-Series of Guidelines is to minimize or prevent, through the use of buffers and separation of uses, the encroachment of incompatible land uses. Guideline D-6 Compatibility between Industrial Facilities (Guideline D-6) delegates responsibility to the planning authorities and requires that they be followed where there is potentially encroachment of sensitive land uses to existing industrial lands and vice versa.

With respect to Guideline D-6, sensitive receptors include: residences, senior-citizen homes, schools, day care facilities, hospitals, and churches or similar institutional uses, as well as recreation areas deemed by the planning authority to be sensitive. Certain commercial and institutional uses may be deemed sensitive on a case-by-case basis and based on typical operating hours.

Guideline D-6 prescribes Recommended Minimum Separation Distances and Potential Influence Areas based on three industrial classifications (i.e., Class I, Class II, and Class III). The Potential Influence Area is the area within which adverse effects from an industry **may be experienced** at a sensitive receptor. It also represents the area between an industry and sensitive receptors within which technical studies should be performed to demonstrate the uses are compatible prior to approval. These studies may include air dispersion modelling and / or noise modelling to determine the actual influence area, which is defined by Guideline D-6 as the overall range within which an adverse effect **would be or is experienced**. Should the actual influence area intersect with the proposed use, further detailed assessment may be required to assess compatibility and determine mitigative solutions, as required.

The Recommended Minimum Separation Distance from an industry represents the area within which adverse effects to a sensitive land use are likely to occur. Developing a sensitive land use within an industry's Recommended Minimum Separation Distance requires detailed technical studies (e.g., air dispersion modelling) to demonstrate that the land uses are compatible. The Recommended Minimum Separation Distance was established based on MECP studies and historical complaint data.

The Guideline D-6 Industrial Categorization Criteria, Potential Influence Area, and Recommended Minimum Separation Distances are based on Industry Class and are discussed further in **Section 4.0**.

A draft version of the MECP's proposed update to the Land Use Compatibility Guideline was made available to the public on May 4, 2021. The MECP is not proceeding with the proposed Land Use Compatibility Guideline as a result of feedback received through the Environmental Registry. Therefore, the Land Use Compatibility Study has been completed based on the current D-Series of Guidelines.

3.6 The City of Burlington Nuisance and Noise By-law 019-2003

The by-law encompasses more than land use compatibility; including construction activities and home owner sources of noise. With respect to land use compatibility, the by-law typically follows MECP's NPC-300, with the exception of Common Amenity Space requirements.

3.7 MECP NPC-300

The 2013 Environmental Noise Guideline: Stationary and Transportation Sources (NPC-300 Guideline) is the primary guideline used in Ontario to assess and control noise emissions.

NPC-300 provides sound level limits for stationary sources, such as industries and commercial properties, affecting receptors in noise sensitive land uses. These limits apply to existing and planned stationary sources and are required to be met for the issuance of Environmental Permissions under Section 9 of the EPA. The noise limits specific to stationary sources are defined using area classifications (not to be confused with the D-6 industrial classifications), which are based on characteristics of the receptor's existing acoustic environment. NPC-300 area classifications are as follows:

- Class 1 – An area with an acoustical environment typical of a major population centre, where background sound level is dominated by the activities of people, usually road traffic, often referred to as “urban hum”;
- Class 2 – An area with an acoustical environment that has qualities representative of a Class 1 area during daytime hours, and representative of a Class 3 area during evening and night-time hours;
- Class 3 – A rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic; and
- Class 4 – An area or specific site that would otherwise be defined as Class 1 or Class 2 and which:
 - Is an area intended for development with new noise sensitive land use(s) that are not yet built; and
 - Is in proximity to existing, lawfully established stationary source(s); and has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

NPC-300 also outlines how to assess stationary and transportation noise impacts on proposed noise sensitive developments. Part C of the guideline is intended to provide a common framework for land use planning authorities, developers, and consultants to address noise impacts on proposed noise sensitive land uses. The objectives of Part C of NPC-300 (which also adheres to the D-Series Guidelines) are to:

1. Create a suitable acoustical environment for the protection of users/occupants/residents of the proposed noise sensitive land uses;

2. To protect the lawful operations of any stationary source(s) located close to a proposed noise sensitive land use (stationary sources need to be able to maintain compliance with the legal requirements of their MECP approval, when the development of new noise sensitive land uses are introduced in their proximity);
3. To protect existing and/or formally approved transportation corridors and transportation sources of noise when the development of new noise sensitive land uses are introduced in close proximity; and
4. To create compatible land uses and avoid potential adverse effects due to noise.

All industries, to operate in compliance with Environmental Permissions, should meet the NPC-300 noise guideline limits (with the exception of potential temporary exceedances through a Noise Abatement Action Plan) at all points of reception which are allowed under current zoning. Industries are not required to meet nuisance impact limits for noise, dust, and odour, at lands which are not zoned for sensitive uses.

Zoning changes to allow for sensitive land uses may impose new obligations for existing industries and can lead to compliance issues. As such, land use compatibility assessments should consider the potential impact on a facility's existing Environmental Permissions. Where zoning changes are proposed, a land use compatibility study (as described in the D-Series Guidelines section) should be performed to determine compatibility.

3.8 MECP NPC-207

The MECP publication NPC-207 is titled: Impulse Vibration in Residential Buildings (November, 1983) and it is intended to provide an assessment method for determining vibration levels inside occupied residential buildings that are caused by operation of stationary sources of vibration at industrial facilities (e.g., stamping presses, forging hammers). The publication also provides vibration limits for frequent and infrequent impulses of vibration. The vibration limits are expressed in terms of peak vibration velocity in mm/s and duration of impulses.

3.9 New Developments in Proximity to Railway Operations

These guidelines were prepared in May, 2013 through the collaboration of the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC). These guidelines built off and replaced the FCM /RAC Proximity Guidelines and Best Practices Report, which were originally prepared and published in 2004 and reprinted in 2007. The intent of these guidelines is to provide guidance for municipalities and developers who seek to develop lands in proximity to railway operation (i.e., CN, CP, Metrolinx, industrial spur lines, etc.).

The guidelines contain recommended procedures for performing noise and vibration assessments. These procedures include details on data collection, calculations, criteria, and report contents for noise and vibration assessments for developments near railway activity.

3.10

Ministry of Transportation: Public Transportation and Highway Improvement Act

The Ministry of Transportation of Ontario (MTO) is a commenting agency for land use planning applications under the Planning Act, providing recommendations to the applicable planning authority. Under the authority of the Public Transportation and Highway Improvement Act, the MTO regulates the permit-controlled area for buildings, structures, roads, entrances and the placement of signs. MTO Permit Control Areas are illustrated in Section 1.1.3 of the MTO's Highway Corridor Management Manual (April 2022), which includes an 800 m Control Area for the use of any land that causes persons to congregate in large numbers (large traffic generators). As per the Highway Corridor Management Manual, an MTO Building and Land Use Permit is required for a construction project, commercial development, or residential development within the MTO's Permit Control Area.

4.0

Land Use Classification within the MTSA Study Areas

Dillon reviewed the MTSA Study Areas in order to classify the existing industrial lands, using the MECP's D-Series framework. The Background Reports were used as a basis when identifying and classifying industries. Classifications were confirmed and/or adjusted based on judgement of the assessment team, satellite imagery, review of existing MECP approvals documents, and through publicly available information. In accordance with the scope of work for the high-level review of land use compatibility, site visits to the MTSA Study Areas were not completed as part of this Land Use Compatibility Study.

Transportation sources which require consideration in compatibility studies were also identified; including:

- Canadian National (CN) "Oakville Subdivision" track (freight and passengers);
- GO Transit "Oakville Subdivision" track (freight and passengers, including VIA Rail trains);
- Highway 403;
- Queen Elizabeth Way (QEW); and
- Arterial roads including Plains Road, Waterdown Road, Fairview Street, Appleby Line, Guelph Line, Burloak Drive, and Brant Street.

4.1

MECP D-Series Industrial Classification and Compatibility

The Industrial Categorization Criteria presented in Appendix A of Guideline D-6 is provided in **Table 1**. Note that the examples provided in this table should not be considered a comprehensive list but are to be used to provide examples of each industrial category. Additionally, the examples listed in **Table 1** may not apply to all instances of a particular industry type; for example, some electronics manufacturing and repair facilities may meet the definition of a Class II or Class III facility.

Table 1: Industrial Categorization Criteria

Class	Outputs	Scale	Process	Operations/Intensity	Possible Examples
I	Noise: Sound not audible off property Dust and/or Odour: Infrequent and not intense Vibration: No ground borne vibration on plant property	No outside storage Small scale plant or scale is irrelevant in relation to all other criteria for this Class	Self-contained plant or building which produces/stores a packaged product Low probability of fugitive emissions	Daytime operations only Infrequent movement of products and/or heavy trucks	Electronics manufacturing and repair Furniture repair and refinishing Beverages bottling Auto parts supply
II	Noise: Sound occasionally audible off property Dust and/or Odour: Frequent and occasionally intense Vibration: Possible ground borne vibration, but cannot be perceived off property	Outside storage permitted Medium level of production allowed	Open process Periodic outputs of minor annoyance Low probability of fugitive emissions	Shift operations permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Magazine printing Paint spray booths Metal command Electrical production manufacturing Manufacturing of dairy products
III	Noise: sound frequently audible off property Dust and/or Odour: Persistent and/or intense Vibration: Ground-borne vibration can frequently be perceived off property	Outside storage of raw and finished products Large production levels	Open process Frequent outputs of major annoyances High probability of fugitive emissions	Continuous movement of products and employees Daily shift operations permitted	Manufacturing of paint and varnish Organic chemicals manufacturing Solvent recovery plants Metal manufacturing

The classifications assigned in this study are presented for each MTSA, starting in **Section 4.2**. The classifications were based on judgement of the assessment team, in consideration of the Background Reports and a desktop review of aerial imagery and publicly available online information only (i.e., no site visit was completed). This approach is considered reasonable for the MTSA Study Area level of

analysis that was completed. A site visit and engagement with the relevant industrial and commercial land uses during the detailed technical study phase is highly recommended to confirm industrial classifications in the context of Guideline D6.

4.1.1 Industrial Land Use Compatibility Distances

For the purpose of this study, industrial setbacks were assessed using the Potential Influence Area and Recommended Minimum Separation Distances described by Guideline D-6. The Potential Influence Area is defined as the distance between land uses where adverse effects may be experienced by a sensitive land use, due to fugitive emissions of the industrial land use. The Recommended Minimum Separation Distance is used to identify the area surrounding an industrial land use where incompatible developments should not occur. The Potential Influence Area and Recommended Minimum Separation Distances are provided in **Table 2**. The described distances vary for Class I, II, and III industries due to the frequency and magnitude of potential adverse effects.

Table 2: Industrial Classification Study Distances

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

In the assessment of distances between the MTSAs and surrounding industries, the distance was considered to be the shortest length measured between the industry boundary and MTSA boundary.

For the purposes of this study, the entire area inside each MTSA was considered as a sensitive land use, as a majority of the precincts defined in the RPPPs include residential land uses. It is understood that the Urban/General Employment precincts in the Burlington GO and Appleby GO MTSAs do not include residential land uses. The general application of sensitive land uses to the entire MTSA is considered reasonable for this MTSA Study Area level of analysis. Actual locations of sensitive land uses within the MTSA, and their proximity to existing industries, should be considered at the individual development analysis stage. If employment use land types are to include sensitive receptors - for example a daycare within the General Employment precinct - such uses would also need to be considered and assessed for compatibility.

Table 2 above provides the Potential Influence Areas for each industrial categorization. Technical studies are required to establish the actual influence area which is defined by Guideline D-6 as the **overall range within which an adverse effect would be or is experienced**. Should the actual influence area intersect with the proposed sensitive land use, detailed technical studies are required to assess compatibility and potential mitigations options as required. These studies are described further in **Section 7.0**.

The Industrial Categorization Criteria presented in Appendix A of Guideline D-6 is intended to be a guide when determining the appropriate distances between industries and sensitive land uses. Where there is disagreement on the assignment of an industrial classification, an industry's Actual Influence Area should be determined to assess compatibility potential mitigations options as required. As per Guideline D-6, determination of the Actual Influence Area is based on specific substantiating information normally obtained through technical studies.

4.2 Burlington GO UGC/MTSA

Figure A.2 in Appendix A shows the Class I, Class II, and Class III industries identified for the Burlington MTSA Study Area. **Table A.1 of Appendix A** provides a list of Class I, Class II and Class III industries identified in **Figure A.2** and includes the following for each industry:

- A description of operations;
- The location relative to the MTSA;
- Whether the Potential Influence Area and/or Minimum Recommended Separation Distance intersects the MTSA; and
- Whether an Environmental Permissions has been identified.

Figures A.3 and A.4 in Appendix A show the Potential Influence Area and Recommended Minimum Separation Distance of the classified industries, respectively. **Figures A.3 and A.4** show that that all of the Burlington GO MTSA is within the Potential Area of Influence and portions of the MTSA are in the Minimum Recommended Setback Distance of a number of industries.

The following summarizes the industrial lands uses (existing and permitted) within the Burlington GO MTSA Study Area:

- Following the classification system presented in Guideline D-6, the Burlington MTSA is within the Potential Influence Area of 4 Class I industries and 7 Class II industries; and
- Inclusive of the quantification above, the Burlington GO MTSA is within the Minimum Recommended Setback Distance of 4 Class I industries and 4 Class II industries.

No Class III industries were identified where their Potential Influence Area or Recommended Minimum Separation Distance intersects with the Burlington GO MTSA.

As the Potential Influence Area of an industry corresponds to the area in which an adverse effect may be experienced, the areas where industries' Potential Influence Areas intersect with the Burlington GO MTSA are recognized as being areas that would have potential compatibility issues for sensitive land uses.

The Recommended Minimum Separation Distance of an industry is the area where no incompatible development should occur. The areas where industries' Recommended Minimum Separation Distance intersects with the Burlington GO MTSA are considered as areas where there is high probability of compatibility issues for sensitive land uses.

4.3 Aldershot GO MTSA

Figure B.2 in Appendix B shows the Class I, Class II, and Class III industries identified for the Aldershot MTSA GO Study Area. **Table B.1 of Appendix B** provides a list of Class I, Class II and Class III industries identified in **Figure B.2** and includes the following for each industry:

- A description of operations;
- The location relative to the MTSA;
- Whether the Potential Influence Area and/or Minimum Recommended Separation Distance intersects the MTSA; and
- Whether an Environmental Permissions has been identified.

Figures B.3 and B.4 in Appendix B show the Potential Influence Area and Recommended Minimum Separation Distance of the classified industries, respectively. **Figures B.3 and B.4** show that that all of the Aldershot GO MTSA is within the Potential Area of Influence and portions of the MTSA are in the Minimum Recommended Setback Distance of a number of industries.

The following summarizes the industrial land uses (existing and permitted) within the Aldershot GO MTSA Study Area:

- Following the classification system presented in Guideline D-6, the Aldershot GO MTSA is within the Potential Influence Area of 5 Class I industries, 3 Class II industries and 3 Class III industries; and
- Inclusive of the quantification above, the Aldershot MTSA is within the Minimum Recommended Setback Distance of 5 Class I industries, 3 Class II industries and 2 Class III industries.

As the Potential Influence Area of an industry corresponds to the area in which an adverse effect may be experienced, the areas where industries' Potential Influence Areas intersect with the Aldershot GO MTSA are recognized as being areas that would have potential compatibility issues for sensitive land uses.

The Recommended Minimum Separation Distance of an industry is the area where no incompatible development should occur. The areas where industries' Recommended Minimum Separation Distance intersects with the Aldershot GO MTSA are considered as areas where there is high probability of compatibility issues for sensitive land uses.

4.3.1 Description of Class III Industries in the Aldershot MTSA

A description of the industries assessed as Class III is included below. This is in consideration of the significant impact such industries can have from a land use compatibility perspective as well as the large portion of the Aldershot GO MTSA which is within the Potential Area of Influence of the Class III industries.

4.3.1.1 King Paving & Construction Ltd.

King Paving & Construction Ltd. operates a hot mix asphalt plant at 1077 Howard Road. Based on the facility's existing Amended ECA, site operations consist of:

- 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's existing Amended ECA includes a requirement for a Best Management Practices Plan for the control of fugitive dust emissions. King Paving & Construction Ltd. has been considered a Class III industry based on its open process operations, the potential for persistent and/or intense dust, odour and noise emissions and vibration associated with regular operations, and continuous movement of products and employees. The facility is located within the Aldershot MTSA, in the Aldershot GO Central precinct, as per the RPPP (December 2021).

4.3.1.2 CN Rail Aldershot Yard

CN operates a freight rail yard along the CN Oakville Subdivision rail line, in the southeast corner of Highway 403 and Waterdown Road. Typical operations of a freight rail yard can occur 24 hours a day and include the movement, loading, and shunting of railcars. The rail yard has been considered to be a Class III industry based on the continuous movement of products and employees as well as frequent outputs of major noise annoyances. Potential emissions from a freight rail yard may include continuous noise that is audible off property and ground-borne vibration. The rail yard is located adjacent to the Aldershot GO Central and Mid-Rise Residential precincts of the Aldershot GO MTSA, as per the RPPP (December 2021).

As per the *Guidelines for New Developments in Proximity to Railway Operations, 2013*, published by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC), all residential developments should have a standard recommended building setback of 300 m from freight rail yards. Where the recommended setbacks are not technically or practically feasible, a Development Viability Assessment should be undertaken by the proponent. The Development Viability Assessment is explained in Appendix A of the *Guidelines for New Developments in Proximity to Railway Operations*. Appendix C of the *Guidelines for New Developments in Proximity to Railway Operations* provides the

recommended procedures for the preparation of noise impacts studies for sensitive lands in proximity to rail yards.

Additionally, the ROP and the City of Burlington's Official Plan requires the following:

- A noise study, if the development is within 1000 m of a railway yard;
- A vibration study, if the development is within 75 m of a railway yard; and
- An air quality study, if the development contains sensitive land uses and is within 1,000 m of a railway yard.

4.3.1.3

Meridian Brick Canada Ltd.

Meridian Brick Canada Ltd. operates a clay brick manufacturing facility at 1570 Yorkton Court. In 2002, an Air Certificate of Approval (No. 8-3729-98-996) was issued to Canada Brick Limited, which detailed a production output of 150,000,000 brick equivalent per year for the facility. This facility was considered as a Class III industry based on the large production levels and open process observed from aerial imagery and assumed continuous movement of products and employees. Potential emissions from the facility include dust and noise. The facility is located approximately 1,000 m from the Aldershot MTSA boundary (i.e., the MTSA lies just within the edge of the 1,000 m Potential Influence Area of this Class III facility).

4.4

Appleby GO MTSA

Figure C.2 in **Appendix C** shows the Class I, Class II, and Class III industries identified for the Appleby MTSA Study Area. **Table C.3** of **Appendix C** provides a list of Class I, Class II and Class III industries identified in **Figure C.2** and includes the following for each industry:

- A description of operations;
- The location relative to the MTSA;
- Whether the Potential Influence Area and/or Minimum Recommended Separation Distance intersects the MTSA; and
- Whether an Environmental Permissions has been identified.

Figures C.3 and C.4 in **Appendix C** show the Potential Influence Area and Recommended Minimum Separation Distance of the classified industries, respectively. **Figures C.3 and C.4** show that that portions of the Appleby MTSA are within the Potential Area of Influence and Minimum Recommended Setback Distance of a number of industries.

The following summarizes the industrial lands within the Appleby MTSA Study Area:

- Following the classification system presented in Guideline D-6, the Appleby MTSA is within the Potential Influence Area of 16 Class I industries, 13 Class II industries and 7 Class III industries; and
- Inclusive of the quantification above, the Appleby MTSA is within the Minimum Recommended Setback Distance of 15 Class I industries, 8 Class II industries and 6 Class III industries.

As the Potential Influence Area of an industry corresponds to the area in which an adverse effect may be experienced, the areas where industries' Potential Influence Areas intersect with the Appleby GO MTSA are recognized as being areas that would have potential compatibility issues for sensitive land uses.

The Recommended Minimum Separation Distance of an industry is the area where no incompatible development should occur. The areas where industries' Recommended Minimum Separation Distance intersects with the Appleby GO MTSA are considered as areas where there is high probability of compatibility issues for sensitive land uses.

4.4.1 Description of Class III Industries in the Appleby GO MTSA

A description of the industries assessed as Class III is included below. This is in consideration of the significant impact such industries can have from a land use compatibility perspective as well as the large portion of the Appleby GO MTSA which is within the Potential Area of Influence of the Class III industries.

4.4.1.1 Fearman's Pork-Sofina Foods Inc.

Fearman's Pork-Sofina Foods Inc. operates as a meat processing facility located at 821 Appleby Line. In 2007, an Air Certificate of Approval (No. 4494-685MWW) was issued for to Maple Leaf Foods Inc. for the facility comprising of the following operations:

- Receiving and holding live animals;
- Processing (including slaughtering, eviscerating, deboning, chilling); and
- Shipping animal products.

Fearman's Pork-Sofina Foods Inc. was considered a Class III industry based on its large production levels, the potential for persistent and/or intense odour and noise emissions associated with regular operations and continuous movement of products and employees. The facility is located within the Appleby GO MTSA, in the Urban Employment precinct, as per the RPPP (December 2021).

4.4.1.2

Dominion Nickel Alloys Ltd.

Dominion Nickel Alloys Ltd. operates as a scrap metal recycling facility located at 834 Appleby Line. No Environmental Permissions have been identified for this facility. Based on a review of aerial imagery, the facility is assumed to receive, store and process large quantities of scrap metal. This facility was considered a Class III industry based on its open process operations, the outdoor storage of products, large production levels, and a high probability of fugitive emissions. Potential emissions from the facility include dust and noise resulting from the movement of products and employees. The facility is located within the Appleby GO MTSA, in the General Employment and Urban Employment precinct, as per the RPPP (December 2021).

4.4.1.3

Aim Recycling Burlington

Aim Recycling Burlington operates as a scrap metal recycling facility located at 4350 Harvester Road. No Environmental Permissions have been identified for this facility. Based on a review of aerial imagery and the facility's website, the facility's operations include receiving, storing and processing large quantities of scrap metal. This facility was considered a Class III industry based on its open process operations, the outdoor storage of products, large production levels, and a high probability of fugitive emissions. Potential emissions from the facility include dust and noise resulting from the movement of products and employees. The facility is located approximately 30 m from the Appleby GO MTSA boundary.

4.4.1.4

Laurel Steel, a Division of Harris Steel ULC

Laurel Steel operates as a machining steel product manufacturing facility located at 5400 Harvester Road. Based on the facility's Amended ECA (No. 9602-A5WQQK), the facility has a production limit of up to 294,000 tonnes of steel bar and wire mesh products per year and the site operations consist of the following processes and support units:

- Coil blasting;
- Pickling;
- Mesh fabrication;
- Drawing machines;
- Teurema (cold rolling) line; and
- Galvanizing line.

Laurel Steel has been considered a Class III industry based on the outdoor storage of products and large production levels. Potential emissions from the facility include odour and noise from the regular operations. The facility is located approximately 30 m from the Appleby GO MTSA boundary.

4.4.1.5 Triple M Burlington

Triple M Burlington operates as a scrap metal recycling facility and end-of-life vehicle waste disposal site located at 961 Zelco Drive. The facility operates under an EASR for end-of-life vehicle waste disposal sites (No. R-007-37111981090). Based on a review of aerial imagery and the facility's website, the facility's operations include receiving, storing and processing large quantities of scrap metal and processing end-of-life vehicles. The facility has been considered a Class III industry based on the outdoor storage of products and large production levels. Potential emissions from the facility include noise and dust from regular operations. The facility is located approximately 100 m from the Appleby GO MTSA Boundary.

4.4.1.6 Associate Paving & Materials

Associate Paving & Materials operates as a hot mix asphalt plant located at 850 Syscon Court. Based on the facility's amended ECA (No. 8840-BCENZE), the site has a maximum production rate of 300 tonnes of hot mix asphalt per hour, 3,600 tonnes per day, and 300,000 tonnes per year. Operational equipment at the facility consists of:

- One dryer/mixer with a natural gas fired burden and particulate emissions controlled by one baghouse dust collector;
- Three liquid asphalt cement storage tanks;
- Four hot mix asphalt storage silos; and
- One electric powered crusher to crush broken concrete and broken asphalt.

The ECA's Terms and Conditions require Associate Paving & Materials to restrict crushing operations to the daytime and evening hours as well as implementing noise control measures detailed in the facility's Acoustic Assessment Report. Additionally, the ECA includes a requirement for a Best Management Practices Plan for the Control of Fugitive Dust Emissions. The facility has been considered a Class III industry based on the outdoor storage of products, the potential for persistent and/or intense dust, odour and noise emissions associated with regular operations, and a high probability of fugitive emissions. The facility is located approximately 370 m from the Appleby GO MTSA boundary.

4.4.1.7 5200 Harvester Road (Vacant Property)

A vacant property, located at 5200 Harvester Road, is currently zoned as General Employment (GE1) under the City of Burlington Zoning By-law 2020. Permitted uses under the GE1 zoning include, but are not limited to:

- Transportation equipment industries;
- Non-metallic mineral production industries;
- Food processing and manufacturing;
- Metal rolling, casting, and extruding;
- Petro chemical laboratories;

- Waste transfer station;
- Recycling facility; and
- Metal, wood, paper, plastic, machine, and chemical industries.

With respect to the Industrial Categorization Criteria in **Table 1**, it is expected that some of the permitted uses under the GE1 zoning have the potential to have:

- Sound frequently audible off property;
- Persistent and/or intense dust and/or odour emissions;
- Outside storage of raw and finished products;
- Large production levels;
- Open process;
- Frequent outputs of major annoyances
- High probability of fugitive emissions;
- Continuous movement of products and employees; and
- Daytime and night-time shift operations.

As per Guideline D-6, vacant lots should be assessed assuming the “worst-case” land use allowable under the existing zoning. Therefore, the vacant industrial lands at 5200 Harvester Road have been classified as a Class III industry.

4.5 Transportation Sources

4.5.1 Railways

The Aldershot GO, Burlington GO and Appleby GO MTSAs are intersected by the CN and/or GO Transit Oakville Subdivision rail line. As per the *Guidelines for New Developments in Proximity to Railway Operations, 2013*, published by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC), rail traffic noise impacts should be assessed on all sensitive land uses that are within 300 m from a principle main line, 250 m from a secondary main line, 150 m from a principle branch line, 75 m from a secondary branch line, and 75 m from spur lines.

Part C of NPC-300 provides guidelines for rail traffic noise impact assessments as well as sound level criteria for noise sensitive spaces such as living/dining areas, sleeping quarters, and outdoor living areas.

In addition to rail traffic noise, an assessment of ground borne vibration is required if there is proximity to a rail line. It is recommended by *The Guidelines for New Development in Proximity to Railway Operations, 2013*, published by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC), that a vibration impact study be completed for all sensitive land uses that are within 75 m of a railway corridor or rail yard. The recommended procedures for the completion of a

vibration impact study is provided in Appendix C of the *Guidelines for New Development in Proximity to Railway Operations, 2013*, published by the FCM and RAC.

4.5.2 Roadways

The Aldershot MTSA is located approximately 100 m south of Highway 403, while portions of the Burlington and Appleby MTSA's border Highway 403/QEW.

As per the ROP³, all three MTSA's include multi-purpose arterial roads (such as Plains Road and Fairview Street) and minor arterial roads (such as Appleby Line and Harvester Road).

Part C of NPC-300 provides guidelines for the assessment of road traffic noise however the completion of road traffic noise impact assessments is required at the discretion of the land use planning authority. Road traffic noise impacts are anticipated where sensitive land uses are proposed with proximity to highways, arterial roads, and collector roads. Road traffic noise sources that have the potential to impact sensitive land uses within the MTSA's may include but are not limited to the following:

- Highway 403;
- The QEW;
- Waterdown Road;
- Plains Road East;
- Brant Street;
- Harvester Road;
- Fairview Street; and
- Appleby Line.

As the roadway traffic patterns and building massing (acoustic screening) throughout the MTSA Study Areas may change over time, consultation with the City to determine which roadways are to be included in the transportation noise study should be completed at the time of assessment.

In contrast to air-borne noise, ground-borne vibration is not typically a concern from automobiles, buses, or trucks. Roadways throughout the MTSA's are not anticipated to generate ground-borne vibration levels that would be perceptible beyond the road boundary.

As per the ROP, an air quality study is required for development proposals within 30 m of a Major Arterial or Provincial Highway, or 150 m of a Provincial Freeway, as defined by the ROP. Highway 403 and the QEW are defined as a Provincial Freeway, as per the ROP².

³ Halton Region Official Plan. (2022). *Map 3 – Functional Plan of Major Transportation Facilities*. Retrieved from: <https://www.halton.ca/Repository/ROP-Office-Consolidation-Maps-All>

5.0

Noise Background Report Applicable Findings

Pre-feasibility noise and vibration studies related to stationary and transportation for the defined Aldershot, Burlington and Appleby GO Mobility Hubs were completed in the Noise Background Report. The report was originally issued in June 2018 and an updated report, based on peer review comments, was issued in August 2021.

Noise receptor locations were selected based on the Preferred Land Use Concept developed for each hub during the Mobility Hubs Study, which indicate “low mid-scale intensity” and “mid high scale intensity” mixed use areas. Noise receptor locations were considered only at mixed-use areas identified in the Preferred Land Use Concept and lands designated for employment use were not assessed.

5.1

Stationary Noise

The Noise Background Report indicates that a detailed assessment of stationary noise sources was not completed. Instead, Guideline D-6 was applied to assess risk related to land use compatibility as the details regarding the source and/or receiving development are not known with enough specificity to complete a meaningful detailed noise impact study.

The findings of the stationary noise component of the Noise Background Report that are applicable to policy development for the ASPs are as follows:

- There are many different industrial facilities within and adjacent to the MTSAs, and individual assessments are required to accurately predict impacts on nearby sensitive land uses;
- Noise levels due to shunting operations at CN Rail’s Aldershot Yard may require stationary noise mitigation such as a noise barrier at rail line right of way (ROW), upgraded building components and/or a minimum setback distance; and
- A Class 4 designation may be helpful for addressing stationary noise impacts from the industrial facilities.

The concept of applying a Class 4 designation, under MECP Publication NPC-300, is discussed further in **Section 6.0**.

5.1.1

CN Rail Aldershot Yard

The Noise Background Report includes an assessment of noise impacts from shunting operations taking place at the CN Rail Aldershot Yard. In accordance with MECP Publication NPC-300, shunting operations are assessed in the report as a stationary noise source, as opposed to a transportation noise source. The predicted noise levels at selected receptors, due to shunting operations, are expected to exceed the applicable NPC-300 criteria limits during the daytime and nighttime. The report is based on the Preferred Concepts plan (2017), and the Aldershot MTSA boundary has since been updated as per the Recommended Preliminary Precinct Plan (December 2021). Based on the UTM coordinates provided in the report, the location of some of the assessed receptors is on or immediately adjacent to the CN rail line, which is unlikely to be the location of a residential building façade or outdoor amenity area (e.g., rooftop terrace). Furthermore, one of these receptors is no longer located within or on the updated MTSA boundary. An updated assessment of noise impacts based on reasonable potential sensitive receptor locations is required to determine the required setback distance from the rail yard and other appropriate mitigation strategies.

The Noise Background Report indicates that a minimum setback distance of 300 m for dwellings is required for railway yards, however a reference for this requirement is not provided. The *Guidelines for New Developments in Proximity to Railway Operations, 2013*, published by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC), provides a standard *recommended* building setback of 300 m for new residential development in proximity to a freight rail yard. Dillon has classified the rail yard as a Class III industry under Guideline D6 and the corresponding *recommended* minimum setback distance from a sensitive land use is 300 m. However, it should be noted that the FCM/RAC and Guideline D6 setback distances are a recommendation, only. Developments may be permitted within the recommended 300 m setback, provided that the appropriate studies are conducted and relevant air quality and noise guidelines are met. This includes a site-specific noise impact study, based on the location of a sensitive receptor (e.g., residential building façade, rooftop terrace) to determine the appropriate layout, design and required control measures. Note that the Noise Background Report suggests upgraded building components/glazing at building façade as a possible mitigation option to address noise impacts from shunting operations. However, upgraded glazing is not considered an allowable mitigation option under NPC-300 in a Class 1, 2 or 3 acoustic environment because the sound level limits for stationary source levels apply to the outdoor planes of windows and windows are assumed to be open. Allowable mitigation options to address noise impacts from shunting operations are provided in **Section 8.0**.

5.2 Transportation Noise and Vibration

The studies assessed rail noise and vibration impacts from the trains operated by GO Transit, CN and VIA along the Oakville Subdivision rail line. Road traffic noise from the following roadways was assessed:

- Burlington GO Hub: Fairview Street and Brant Street;
- Aldershot GO Hub: Highway 403, Plains Road and Waterdown Road; and
- Appleby GO Hub: Fairview Street and Appleby Line.

The results of the Background Noise Report that are applicable to policy development for the ASPs are as follows:

- New sensitive land uses with proximity to road and rail traffic may require transportation noise mitigation in the form of noise barriers or other shielding to protect outdoor living areas and upgraded building components to protect indoor living spaces;
- QEW transportation noise is not deemed a noise concern at Appleby and Burlington hubs as proposed adjacent land uses are designated for employment use in the Preferred Land Use Concept. Employment uses are not classified as a sensitive land use, as per NPC-300; and
- Sensitive land uses should be setback from active rail lines to reduce vibration levels and/or, where necessary, the implementation of building isolation is recommended.

The policy recommendations included in the Noise Background Report are applicable and are presented in **Section 7.0** below.

The transportation noise sources assessed in the Noise Background Report does not include all roadways identified in **Section 4.5.2**. **It is Dillon’s recommendation that any roadways including but not limited to highways, arterial roads, and collector roads are considered for potential road traffic noise impacts on proposed sensitive land uses of the MTSAs.**

5.3 Air Quality Background Report Applicable Findings

The Air Quality Background Report was originally issued in June 2018 and an updated report, based on peer review comments, was issued in November 2021. The Air Quality Background Report applied the relevant land use compatibility guidelines to identify, and in some cases quantitatively assess, the potential for emissions from industrial uses and transportation sources on the sensitive land uses within the defined hub study areas. A summary of the applicable findings from the Air Quality Background Report are:

- Class I facilities are unlikely to result in significant land use compatibility issues with the exception of minor odour or dust nuisance effects;
- Class II and III land uses may result in incompatibilities with any future sensitive land uses;

- Odour is the most complex potential nuisance as it may be caused by stationary points; area sources; buildings, outdoor sources or fugitive sources;
- Odour mitigation measures that could be incorporated in into high-rise developments, as an outcome of required detailed assessments, include:
 - Commercial space to be used a buffer as a part of site design;
 - Air filtration for odour free indoor spaces; and
 - In highest impact locations, implement sealed units (no open balconies);
- Vehicular traffic related air emissions are significant and will likely impact the developments;
- Site-specific land use compatibility studies (air quality, noise, dust, odour) should be conducted for each proposed development;
- Developments may be subject to MTO approvals depending on if they lie within the MTO permit control area under the Public Transportation and Highway Improvement Act;
- Developments within close proximity to major highways should include:
 - Separation distances which set a minimum distance between high-traffic roadways and places where people live, work and play;
 - Strategic orientation of buildings, play areas and air intakes;
 - Maintain slightly positive air pressures in buildings;
 - Incorporate vegetative and physical barriers; and
 - Incorporate superior ventilation filtration and air conditioning systems into building designs.

MECP NPC-300 Class 4 Considerations

MECP Publication NPC-300 outlines applicable noise criteria for any proposed sensitive use developments associated with surrounding industrial and commercial stationary noise sources. The noise criteria are defined using area classifications (not to be confused with the Guideline D-6 industrial classifications), which are based on the receptor's existing acoustical environment. As outlined in NPC-300, different noise level limits apply to each area classification.

The current acoustic environment throughout the Burlington GO UGC/MSTA, Aldershot GO MTSA and Appleby GO MSTA is primarily dominated by the activities of people, including a mix of industrial and transportation sources of noise. Based on the nature of the area, the overall acoustic environment of each MTSA is consistent with a Class 1 designation. However, as the uses throughout the MTSAs are dynamic, the acoustic environment will be site specific and may transition over time. The classification of the acoustic environment should therefore be reviewed by an Acoustical Consultant, and the City, at the time of each noise impact assessment.

Where the noise impact from a stationary source exceeds the applicable NPC-300 sound level limits, mitigation is required to achieve compliance at the new sensitive land use. The preferred noise control option is the use of source-based noise control measures (such as silencers, barriers, low noise equipment replacement, etc.) implemented on the property of the stationary source(s). These are normally the most economical and practical noise control measures. New noise sensitive land uses will generally require agreements between the owner of the stationary source(s) and the development proponent. Without such an agreement, the following noise control measures are acceptable for implementation at the noise sensitive land use:

1. Outdoor noise control measures (such as barriers and/or berms);
2. Site configuration noise control measures (such as minimum setbacks, central courtyards and location of spaces that are not noise sensitive); and
3. Receptor based "on building" noise control measures, under the condition that the noise sensitive land use is classified as a Class 4 area.

As outlined in NPC-300, a Class 4 area can be applied to a proposed site under the following conditions:

- The site would otherwise be defined as a Class 1 or Class 2 area;
- The proposed site is an area intended for development with new noise sensitive land uses that are not yet built;
- The site is in proximity to existing, lawfully established stationary sources; and
- The site has formal confirmation from the land use planning authority (City of Burlington) with the Class 4 area designation.

Further requirements for a Class 4 designation are outlined in NPC-300.

The majority of parcels throughout each of the MTSAs are located within the Potential Influence Area and/or within Recommended Minimum Separation Distance of at least one industrial property. Accordingly, any parcel that is intended for the development of a new sensitive use may be appropriate for a Class 4 designation. **It is recommended that should the City wish to pursue the use of a Class 4 designation, the City should formalize the procedures for assessing Class 4 applications, including the requirement for a detailed noise impact assessment in accordance with NPC-300. The City should also consider developing a set of guidelines that would be applicable City-wide and would be supported by best practices to guide the use and application of a Class 4 designation.**

As per NPC-300, owners of the surrounding stationary noise source(s) should be provided with a copy of the approved studies and confirmation of the Class 4 designation from the City to allow for use of the appropriate classification and sound level limits in applications of MECP approvals.

It should be noted that some industrial properties may not have an existing completed noise study or provincial approval (EASR or ECA/CoA), due to lack of land use planning requirements at the time of permitting, no existing adjacent sensitive receptors, or exemptions from provincial approvals. Furthermore, the industry or industries may have little to no details regarding facility noise impacts, which may make the detailed noise impact assessments more challenging to complete. The detailed noise impact assessment, required by the proponent, should include input from the surrounding industries to ensure accurate information is used in the assessment.

6.1 CN Rail Aldershot Yard

The Noise Background Report, issued by Wood in August 2021, indicates that a Class 4 designation may aid in achieving compliance with respect to noise impacts at sensitive receptors from CN Rail's Aldershot Yard. The report indicates that the NPC-300 limits are exceeded by 4-24 dB in the daytime, and 7-29 dB in the nighttime. A Class 4 designation increases the applicable limits by 5-10 dB, as indicated in the Noise Background Report, and therefore cannot address the full potential range of exceedances at all of the locations assessed in the report by Wood. However, with a Class 4 designation (and only a Class 4 designation) proponents are allowed to include receptor based "on building" noise control measures in their design. As there are few practical source-based noise controls available to rail yard operations, these receptor based "on building" noise controls would likely be required for compatibility of any proposed developments in close proximity to and/or overlooking the railyard.

It is recommended that for any sensitive land uses proposed within 1000 m of the CN Rail Aldershot Yard, a detailed noise impact assessment is required to be completed prior to seeking a Class 4 area designation. The assessment should follow the recommended procedure in Appendix C of the *Guidelines for New Development in Proximity to Railway Operations, 2013*, published by the FCM and

RAC. The results of the analysis should be compared to sound level criteria found in the *Guidelines for New Development in Proximity to Railway Operations, 2013* and NPC-300.

Class 4 designations are considered an appropriate instrument to contribute to compliance with noise limits for proposed sensitive land uses in proximity to the rail yard, and would likely need to be coupled with additional mitigation strategies such as those identified in **Section 8.1**. **It is recommended that the City require that a peer review of the detailed noise impact assessment be completed by a qualified acoustic consultant to confirm that the application of mitigation strategies and qualification of a Class 4 designation are appropriate.** See **Section 7.1.6** for further guidance on peer reviews.

If a Class 4 designation is approved by the planning authority, registration on title of an appropriate warning clause to notify purchasers that the applicable Class 4 area sound level limits of the dwelling are protective of indoor areas and are based on the assumption of closed windows is recommended, as per MECP Publication NPC-300.

7.0 Discussion of Technical Study Requirements

Where sensitive land uses are proposed within the Potential Influence Area or Minimum Recommended Setback Distance of an industrial use, technical studies are required to demonstrate that compatibility between the land uses can be achieved. These studies should be site-specific, meaning they should be based on a proposed development concept, with possible building massing location and height, to understand expected nuisance impacts and determine the appropriate layout, design and required control measures, if applicable. A general discussion of technical study components is provided below which are required to effectively assess land use compatibility. **It is recommended that these components are considered by the City when forming a Terms of Reference, to assist developers and their consultants in scoping and preparing a study, in support of a planning application to the City. The requirements for Transportation Studies listed in Section 7.2 are also recommended to be considered when forming a Terms of Reference.**

These technical studies are typically required to be submitted by the proponent, as part of the development application and planning approvals process, when site plan/design concepts are available. In addition to land use compatibility assessment at the development application stage, an option for the City to approach and understand the potential for land use compatibility issues earlier, at the Area-Specific Plan stage, is presented in **Section 9.0**.

7.1 Guideline D-6 Studies

Guideline D-6 specifically addresses the study requirements for noise, vibration, dust, and odour, however study requirements for regulated contaminants should also be considered when assessing land use compatibility.

7.1.1 Applicability of Guideline D-6 Studies

For each MTSA, a summary of industries whose Potential Influence Area and/or Minimum Recommended Separation Distance intersects with the MTSA is provided in **Section 4.0**. Due to the proximity of these industrial lands to the MTSA, if a land use change to sensitive use is proposed, some or all of the technical studies described below should be performed by the applicant, with consideration for the existing uses outlined in **Tables A.1, B.1, and C.1**. An updated review of existing industries surrounding a proposed development is required at the time of the development application, to confirm new, relocated, or missed industries.

With respect to Guideline D-6, sensitive receptors include: residences, senior-citizen homes, schools, day care facilities, hospitals, and churches or similar institutional uses, as well as recreation areas deemed by the planning authority to be sensitive. Certain commercial and institutional uses may be deemed sensitive on a case-by-case basis and based on typical operating hours.

7.1.2 Who Can Complete a Study

A study is to be prepared on behalf of the proponent by consultants that are fully accredited, qualified and/or certified in the relevant matters being evaluated and recommended (for example air quality assessments should be performed by an engineer/practitioner fully accredited in such field, etc.).

7.1.3 Study Methodologies

A qualified practitioner should perform Guideline D-6 studies using the following approach as appropriate:

1. The Potential Influence Area and Recommended Minimum Separation Distance for each industrial use in the area should be established.
2. For each industrial use where the Potential Influence Area intersects the proposed sensitive land use, an evaluation is performed to determine the Actual Influence Area (defined in Guideline D-6 as the overall range within which an adverse effect would be or is experienced). As per Guideline D-6, determination of the Actual Influence Area is based on specific substantiating information normally obtained through technical studies. While not specified in Guideline D-6, technical studies should be based on best practices and may include air dispersion modelling and/or noise propagation modelling. Should these studies determine that the actual influence area intersects the proposed land use, detailed technical studies should be performed.
3. For each industrial use where the Recommended Minimum Separation Distance or Potential Influence Area, or where known, the Actual Influence Area, intersects with the proposed land use, detailed technical studies for noise, vibration, dust, and odour are performed, as applicable, to identify compatibility issues. These studies include consideration of the industry's operations and emissions, background conditions (such as the existing acoustical environment or ambient air quality), local meteorology, the presence or absence of complaints related to that industry, and the nature of existing sensitive receptors in each MTSAs.
4. Where incompatible land uses are identified, compatibility may be improved through the use of approved mitigation measures, where additional technical studies (see below) may be required by the City as identified through ongoing consultation in the development application process. Approaches to mitigation are outlined in **Section 8.0**.
5. Conclusions, including a determination regarding the compatibility of the proposed land use with the existing and planned surrounding uses, should be provided.
6. If applicable, confirmation that the proposed development is not expected to impact any industry's ability to comply with applicable environmental permissions should be provided. Environmental permissions include, but are not limited to, Environmental Compliance Approvals (ECAs), registrations to the Environmental Activity and Sector Registration (EASR), Odour Screening Reports, Odour Control Reports, and Best Management Practices Plans for odour or fugitive dust. Zoning changes to allow for elevated receptors in an area may impose new regulatory obligations for existing industries as such locations would not have been assessed during the industry's regulatory application process. As per Guideline D-1-1 Land Use Compatibility: Procedure for Implementation,

the costs of studies and mitigation, where an existing land use is in compliance with government legislation, regulations, codes and standards, is normally the responsibility of the proponent of the new development.

7.1.4 Detailed Technical Studies

Detailed technical studies of noise, vibration, dust, and odour impacts should be performed in accordance with the relevant Regulations and guidelines, as follows:

- Perform transportation noise studies for proposed sensitive land uses that are located in proximity to a roadway;
- Perform stationary noise and transportation noise studies in accordance with MECP's NPC-300;
- Perform industrial vibration studies in accordance with NPC-207; and
- Perform air quality studies in accordance with MECP publications Guideline A-10: Procedure for Preparing an Emission Summary and Dispersion Modelling (ESDM) Report, Guideline A-11: Atmospheric Dispersion Modelling Guideline for Ontario, and the MECP's Technical Bulletin on the Methodology for Modelling Assessments of Contaminants with 10-Minute Average Standards and Guidelines for Odour under O. Reg. 419/05.

7.1.5 Additional Considerations

Additional considerations for the assessment of land use compatibility are as follows:

- A site visit to the study area and engagement with the relevant industrial and commercial land uses during the detailed technical study phase is considered best practice and is highly recommended. Description of the engagement completed with industry owners, including who was contacted, how they were contacted, and how the input was incorporated into the compatibility study, should be provided.
- Guideline D-6 stipulates that when performing technical studies, vacant lots should be assessed assuming the "worst-case" land use allowable under the existing zoning. The City should ensure that detailed technical studies supporting land use changes include consideration of vacant lands and allowable uses.
- Should a Class 4 designation be proposed as a mitigation option as part of a technical noise study (Noise Impact Study), formal approval of the Class 4 designation by the land use planning authority (i.e., the City) is required. A peer review of the technical noise study is highly recommended to confirm compliance with NPC-300 and to provide an opinion to the City on the appropriateness of the application of a Class 4 designation. Additional recommendations for peer reviews are provided in the following section.
- Guideline D-6 acknowledges that industrial uses may operate in compliance with an MECP approval while still being incompatible with nearby sensitive uses, due to the limitations of the supporting studies as well as the fact that MECP approvals are evaluated against an acceptable risk threshold which does not apply to an individual's perception of a nuisance. As an example, the MECP regulates odours based on an allowable frequency of exceedance of relevant criteria. Industries are allowed to

exceed odour thresholds at a 0.5% frequency (i.e., 44 hours per year), meaning that a facility may be operating in compliance with the applicable regulations and odours may be perceptible off-site.

7.1.6 Peer Reviews of Studies

It is highly recommended that the City, at their discretion, engage a qualified independent party to peer review a Guideline D-6 study and associated technical studies, as part of the development planning approval process. The objective of the peer review is to confirm the appropriate application of relevant Acts, Regulations, policies, and guidelines, and that a land use compatibility assessment follows industry best practice. Typically, peer reviews are coordinated by the planning authority, at the expense of the applicant. The requirement for a peer review, to be completed at the expense of the applicant, could be specified in a Terms of Reference.

7.2 Transportation Studies

In addition to the Guideline D-6 technical studies, transportation noise, vibration and air quality impacts should also be assessed for compatibility.

Transportation Noise Assessments in support of any proposed sensitive use shall adhere to NPC-300 and the Halton Region Noise Abatement Guidelines. NPC-300 outlines noise level criteria for sensitive land uses, which assist in determining requirements for façade construction, ventilation requirements, warning clauses, and potential noise barriers for the proposed development.

As there are no MECP guidelines with respect to railway vibration, Transportation Vibration Assessments in support of any proposed sensitive use shall adhere to the *Guidelines for New Development in Proximity to Railway Operations, 2013* (FCM/RAC).

Air quality impacts from significant transportation sources (road and rail) should be quantified by a qualified professional in accordance with relevant guidance, such as the MTO's *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects*.

All studies may be subject to independent peer review as described in **Section 7.1.6**, at the discretion of the City.

Approaches to Mitigation

Mitigation of potential compatibility issues is highly dependent on the type of nuisance and site-specific factors including source configuration and location of the receptor. While determination of mitigation measures is site-specific and typically addressed at the development application stage, **a policy approach which considers the broader site context and promotes consistency and continuity across developed sites is recommended, particularly in instances where pathway mitigation measures are involved (see below). Dillon also recommends that the City require formal commitments from proponents with respect to mitigation implementation prior to the approval of an application.** Mitigation can generally be described as at-source, pathway mitigation, or at-receptor, as described below:

At-source mitigation reduces the emissions of nuisance contaminants from the existing use. This could include but is not limited to upgrading air emission control equipment, installing silencers on noise sources, replacement of equipment, paving parking lots, or changing facility operations. At-source mitigation is typically the most effective approach for all contaminant types (i.e. odour, dust, noise, vibration), and requires cooperation between the developer and industrial uses. In the case where sensitive uses are proposed and there are existing industrial uses, mitigation is typically paid for by the developer of the sensitive uses.

Pathway mitigation involves introducing a barrier between the source of emissions and the sensitive receptor. Barriers can be highly effective in mitigating noise emissions when they are placed close to the source, block line-of-sight, and are appropriately designed. Vegetated barriers (i.e. trees) can reduce the impacts of some air emissions (i.e., dust and particulate based contaminants), and can be effective near roadways or railway corridors. Depending on the context, there may be opportunities for the City to encourage a consistent approach to pathway mitigation across multiple sites (where redevelopment is occurring across a broader area – in these instances, it may be desirable to have, for example, similar types of noise walls and/or landscaping).

At-receptor mitigation includes a number of design approaches to reduce the impacts at the sensitive use. Upgraded windows, upgraded facades, mandatory air conditioning, foundation isolation, and upgraded HVAC filtration can all reduce impacts at the development. Additionally, good site plan design can play a significant role in reducing impacts and limiting mitigation requirements. For example, using commercial buildings to screen sensitive uses is often an effective noise control measure. Based on the requirements of transportation noise assessments outlined in NPC-300, compatibility issues between transportation sources and developments are typically easier to mitigate at-receptor through building design.

The use of at-receptor mitigation for stationary noise impacts is limited in allowable use. As per NPC-300, it may only be applied to proposed developments that are located within a Class 4 area, and the allowable mitigation options are limited in scope (e.g., site plan design or enclosed buffer balconies).

8.1 CN Rail Aldershot Yard Noise Mitigation

As per MECP Publication NPC-300, shunting operations are assessed as a stationary noise source, as opposed to a transportation noise source. Allowable mitigation options to address noise impacts from shunting operations may include:

- Receptor based outdoor noise control measures, for example, ground or berm mounted acoustic barriers;
- Receptor based “on building” noise control measures, such as enclosed noise buffers, under the condition that the noise sensitive land use is classified as Class 4 area (refer to **Section 6.0**); and
- Receptor based site configuration noise control measures, such as the orientation of buildings and outdoor living areas with respect to noise sources and spatial separation.

Although not able to be used in place of a physical noise control measure to identify an excess over the applicable sound level limits, a warning clause may be used for stationary sources, in agreements that are registered on title to the lands, to warn of potential annoyance due to the rail yard. As per the FCM’s and RAC’s *Guidelines for New Developments in Proximity to Railway Operations, 2013*, planning authorities are encouraged to promote the use of rail operations warning clauses, in consultation with the appropriate railway, to notify those who may acquire an interest in a subject property that complaints should not be directed to the railways.

9.0

Conclusions and Recommendations

This report demonstrates that all three MTSA's are in sufficient proximity to a number of existing industrial uses such that detailed technical studies are required to demonstrate compatibility and appropriate mitigation strategies. Typically, technical assessment of land use compatibility occurs during the development approvals process, when site design information (e.g., building massing, building location, outdoor amenity area locations) is available. However, in some cases, the development application stage may be too far along to be a key decision point for incompatibility, and this may be duplicative or ineffective in addressing compatibility. Furthermore, since the ASP process is undertaking a comprehensive review of land uses in each of the MTSA's, the ASP process is an ideal time to address the potential for issues in a proactive manner.

9.1

Burlington GO UGC/MTSA & Aldershot GO MTSA Recommendations

Class I and II industries have been identified in the Burlington GO UGC/MTSA and Class I, II, and III industries have been identified in the Aldershot GO MTSA. For both of these MTSA's, sensitive land uses designated in the Recommended Preliminary Precinct Plans fall within the Potential Area of Influence and/or Minimum Recommended Setback Distance of these industries. As part of the approvals process for any future development containing sensitive uses, detailed land use compatibility studies shall be required for each new development within the Burlington GO UGC/MTSA and Aldershot GO MTSA. **It is recommended that the Area-Specific Plans include a policy stating that for any proposed development containing sensitive uses, a land use compatibility assessment shall be prepared in accordance with a Terms of Reference approved by the City, that considers applicable MECP guidelines and best practices, and demonstrates that the applicable land use compatibility requirements of the PPS (2020)⁴ are met.** This recommendation refers to the policies of the current PPS (2020) as opposed to the draft PPS (2023) which is not in force and effect at this time. The study components outlined in **Section 7.0** of this report may be considered by the City when forming a Terms of Reference for land use compatibility assessments.

When considering long-term planning in the Aldershot GO MTSA, it is assumed that some industries are expected to transition out of the MTSA over time given their employment conversion status or plans for relocation. **Figure B.5 in Appendix B** illustrates the Class III industries remaining to be designated as Employment in the Aldershot GO MTSA. The need to protect the operational and economic viability of industries expected to transition out of the MTSA still exists in the interim. When assessing land use compatibility between sensitive land uses and such industries, consideration should be given to both the full range of permitted uses as well as any known future operating plans of nearby industries. Engagement between the land owners/their retained consultants and industries is critical to understand

⁴ Ministry of Municipal Affairs and Housing (2020). *Provincial Policy Statement*. Retrieved from: <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

the industry's future operating plans (e.g., facility closure within one year) and determine a worst-case operating scenario to be included in the technical assessment(s). Mitigation measures to achieve compatibility should be discussed with the land owners, industry, and the City, to arrive at a feasible solution that considers the industry's future operating plans.

9.2 Appleby GO MTSA Recommendations

The ASP will continue to permit the Employment designation of lands north of the CN and GO Transit rail line intersecting the Appleby Go MTSA, while land use conversions, including conversions mixed-use (including residential), are planned for the MTSA lands south of the rail line. There is a need to protect the operational and economic viability of the non-converted employment lands, as per the PPS.

Figure C.3 demonstrates that all of the MTSA lands south of the rail line are within the existing industries' combined Potential Influence Areas and **Figure C.4** demonstrates that portions of these MTSA lands are within the combined Recommended Minimum Setback Distances. **Figure C.5** in **Appendix C** illustrates the Class III industries remaining to be designated as Employment.

The quantity and type of industrial uses within and adjacent to Appleby GO MTSA, combined with the expected long-term employment function of the area, suggests that more detailed technical information is required to adequately plan for long-term land use in the Appleby GO MTSA.

There are two options recommended for the consideration of land use compatibility in the Appleby GO MTSA:

- **Option 1:** Completion of a comprehensive land use compatibility study for the Appleby GO MTSA at the Area-Specific Plan level, including assessments of air quality (odour, dust, and air contaminants), noise and vibration impacts from existing and permitted industrial lands on proposed sensitive land uses (e.g., residential or prestige office developments); or
- **Option 2:** Inclusion of an Area-Specific Plan policy to require that land use compatibility is addressed at the development application stage through a site-specific land use compatibility study, in accordance with a Terms of Reference developed by the City, and applicable MECP guidelines and PPS (2020) policies.

Both options are considered valid to address land use compatibility in the Appleby GO MTSA at the ASP level. Each option has its advantages and disadvantages which are described below, to assist the City in making a choice as to how to proceed.

9.2.1

Option 1: Comprehensive Land Use Study

The City has the option to consider land use compatibility at the ASP stage through a comprehensive study.

In this option, Dillon recommends that, where applicable, industries identified as Class I under Guideline D-6 are addressed qualitatively, while Class II and Class III industries are assessed quantitatively. In general, the comprehensive study should meet the technical study requirements outlined in **Section 7.0** of this report. **It is recommended that one comprehensive study (final deliverable) be completed, and encompasses all known, proposed sensitive land uses in proximity to the relevant Appleby MTSA industries.**

To provide a useful and effective land use compatibility assessment of existing industries and proposed sensitive land uses at the ASP level, air and noise emissions data (e.g., air dispersion and noise propagation model inputs) from existing industries is required. It is Dillon's understanding that based on the City's previous engagement with select industries, this information can be made available. From the development land owners, conceptual development plans with approximate building massing locations and heights will be needed to understand the characteristics of a development that would be compatible with existing industries.

In accordance with Guideline D-6, the comprehensive land use compatibility study should include assessment of vacant lands assuming the "worst-case" land use allowable under the existing zoning. Land owners of vacant industrial lands would be responsible for providing the potential operations/source and emission types to be assessed. The degree of incompatibility between the permitted industrial uses and sensitive land uses may change once the actual industrial land use is known.

Within land use compatibility assessments, there can be limited exchange of information and often a non-collaborative relationship between land owners/their retained consultants and industries. Refusal to participate in information exchange results in modelling assumptions and reduced accuracy of modelling results. Facilitation of engagement by the City and cooperation between all stakeholders is required between to avoid this. The comprehensive land use study is expected to break down traditional barriers between the stakeholders and provide an opportunity to generate solutions collaboratively.

For any proposed development included in the comprehensive study, it is recommended that an update to the technical assessment is required at the development application stage. Should Option 1 be selected, it is recommended that the Area-Specific Plan includes a policy to address this requirement. The updated technical assessments should be prepared in accordance with a Terms of Reference approved by the City and should be based on any changes to site-specific design components assumed in the comprehensive study (e.g., building massing location, building height).

Dillon proposes two options for the City's role in addressing land use compatibility at the ASP level, through a comprehensive study:

- **Role 1:** City acts as lead for technical analysis; or
- **Role 2:** City acts as lead for convening stakeholders.

9.2.1.1

Role 1: City as Lead for Technical Analysis

As the Lead for technical analysis, the City's role is to lead the comprehensive study, and coordinate with land owners and industries to obtain pertinent information required for the technical assessments. The City would retain a qualified consultant to complete the technical assessments of impacts at proposed sensitive land uses, including air quality dispersion modelling, noise propagation modelling, and vibration assessment.

Role 1 Advantages:

- The City will have a higher level of control on the timing of the study's progress and deliverable(s); and,
- The City will have a higher level of control on the quality of the study.

Role 1 Disadvantages:

- Time and cost to the City to retain a qualified consultant and coordinate land owners and industries; and,
- Perceived transfer of risk (see note below).

Note that quality control and ownership of the technical work delivered by the consultant would rest with the City (which could be considered both an advantage and disadvantage).

9.2.1.2

Role 2: City Lead for Convening Stakeholders

For Role 2, the detailed technical assessments are the responsibility of the development land owners. As the Convenor of stakeholders, the City's role includes the following:

- Facilitate communication and data sharing between stakeholders (i.e., the development land owners and industries);
- Communicate needs for the MTSA, which would be a single comprehensive study with inputs from all relevant industries and applicable land owners;
- Provide minimum requirements (e.g., Terms of Reference) for the technical studies; and
- Review the technical assessments to ensure they align with the minimum requirements, including a peer review of the assessments to be completed by a qualified consultant.

Role 2 Advantages:

- Less time, effort and cost are anticipated to be required on the City's behalf, compared to Role 1, to facilitate communication and provided guidance to stakeholders, since stakeholders are leading the study; and,
- Dillon understands there would be no change in the City's liability between Role 2 and the typical process of reviewing land use compatibility studies submitted by the land owner at the development application stage.

Role 2 Disadvantages:

- The City will have less control of timing of the study's progress and deliverable(s), compared to Role 1; and,
- The City will have less control of quality of the study, compared to Role 1.

In both role options, the outcome of the comprehensive study should be used to identify specific mitigation requirements (at-source and/or receptor-based) to promote compatibility. This would allow for appropriate densification in the Appleby GO MTSA, with respect to land use compatibility, and improvement of nuisance impacts for those currently living in the area. In most cases, compatibility can be achieved through a combination of detailed technical studies, proper site plan design, mitigation measures, and cooperation between existing landowners and developers. Approaches to mitigation are provided in **Section 8.0**.

9.2.1.3

Summary of Option 1

Land use compatibility for the Appleby GO MTSA may be considered at the ASP stage through a comprehensive study. An interest in participation and engagement would be required from developers and industry owners involved in a comprehensive study, in order to arrive at the most effective study outcome.

Two options have been presented for the City's role in a comprehensive study:

- **Role 1:** City acts as lead for technical analysis; or
- **Role 2:** City acts as lead for convening stakeholders.

While Role 1 is expected to offer a higher level of control on the timing of the study, quality control and ownership of the technical work delivered by consultants would rest with the City. Under Role 2, less time, effort and cost are anticipated to be required on the City's behalf.

For any proposed development included in the comprehensive study, it is recommended that an update to the technical assessment is required at the development application stage. In the event there is a lack of study information available at the time the comprehensive study is completed, study efforts may be duplicated for the comprehensive study stage and development application stage.

9.2.2 Option 2: ASP Policy Approach to Address Land Use Compatibility at the Development Application Stage

Option 2 presents an Area-Specific Plan policy approach to ensure land use compatibility is addressed at the development application stage. Policy framework at the ASP level will help to protect the operational and economic viability of the non-converted employment lands in the Appleby GO MTSA, and establish a long-term vision for the converted lands in the MTSA. The ASP policy would require land use compatibility assessments, related to air quality, noise, and vibration impacts, for all development applications proposing sensitive land uses within MTSA lands south of the CN and GO Transit rail line. In this option, the ASP will only permit the existing land uses as currently designated in the City of Burlington's Official Plan (2020), unless it can be demonstrated that land use compatibility can be achieved by meeting the requirements of the PPS and in accordance with the applicable Provincial guidelines (i.e., Guideline D-6) and best practices. **It is recommended that the policy framework requires that the technical studies are prepared in accordance with a terms of reference developed by the City. Recommended components of a Terms of Reference have been provided in Section 7.0.**

9.2.3 Planning Tools for Appleby GO MTSA Option 1 and Option 2

As per discussions with the City, Dillon understands that to allow for the completion of a comprehensive land use compatibility study at the ASP stage (Option 1), an interim control bylaw or holding provisions are available planning tools. These tools may also be applicable to the ASP policy approach (Option 2).

9.2.3.1 Interim Control By-law

An interim control bylaw (ICBL) would put a temporary “freeze” on the development in the Appleby GO MTSA while the City completes the comprehensive land use compatibility study, under Option 1, or requires complex coordination between development applications, under Option 2. The use of an interim-control by-law under Option 2 is less appropriate, as land use compatibility is being assessed at the development application stage on a site by site basis, however, there may be circumstances where the City consider the use of this tool. For example, should multiple, complex development applications be proposed in a focused area at similar times, coordination amongst the development proponents and surrounding industries may warrant an ICBL.

The advantages to the ICBL is that the City is not required to re-designate land uses until the level of mitigation effort and compatibility or incompatibility between industries and sensitive land uses is fully understood. A disadvantage of the ICBL tool is the time expiration of the ICBL (a period of one year, with maximum extension of a second year), as one year may not provide enough time to allow for the comprehensive land use compatibility study process. Another disadvantage of the ICBL tool is the political risk with respect to stakeholders. The ICBL suspends land owners' development rights as well as existing industries' expansion plans for at least one year and a maximum of two years. Furthermore, an

ICBL can sometimes be viewed as a blunt instrument which frustrates investors, developer, industry, etc. (e.g., there are limited appeal rights for private land owners when the City passes an ICBL)⁵.

9.2.3.2

Holding Provisions

When a holding provision is added to a zone under the City's zoning by-law, the land uses permitted by the given zone are delayed until certain conditions have been met, such as the completion of a land use compatibility study (Option 1) or coordination between multiple, complex development applications in a focused area (potential scenario under Option 2). The advantage to this instrument is that it puts the onus on the land owner to demonstrate compatibility at a site-specific level and determine appropriate mitigation strategies. Under this instrument, the City would provide the minimum requirements (e.g., Terms of Reference) for the technical assessments to be completed. The main disadvantage to this approach is that holding provisions are usually tied to site-specific studies and it would be difficult to add a holding zone to each property within the MTSA and tie the provision to the completion of a comprehensive land use compatibility study. A further disadvantage is that industries operating under MECP environmental (air and noise) approvals would be required to comply with the applicable standards at any lands zoned with a sensitive land use designation (e.g., residential), including those with a holding provision. These new sensitive receptors might receive worst case impacts compared to the existing receptors, and industries may not be able to maintain compliance with MECP requirements. Pre-designating lands for sensitive uses without a thorough understanding of the compatibility implications is a risky strategy for long range planning.

9.2.4

Recommended Option for the Consideration of Land Use Compatibility in the Appleby GO MTSA

Two options have been presented for the consideration of land use compatibility in the Appleby GO MTSA:

- **Option 1:** Completion of a comprehensive land use compatibility study at the Area-Specific Plan; or,
- **Option 2:** Inclusion of an Area-Specific Plan policy to require that land use compatibility is addressed at the development application stage through a site-specific land use compatibility study.

For both options, the objective is to understand the potential for compatibility issues and to identify specific mitigation requirements (at-source and/or receptor-based) to promote compatibility. If completed under ideal conditions, the comprehensive study would help to inform the appropriate land use characteristics of the Appleby GO MTSA at the ASP stage (prior to the development application stage). However, unless the City receives a strong expression of interest from proponents of developments and surrounding industry owners to participate in such a study, it is expected that major components of the study would be pushed to the development application stage due to a lack of

⁵ Private landowners may not appeal a municipality's decision to implement an ICBL, however, the Minister may appeal the decision within 60 days. Should a municipality need to extend an ICBL beyond the permitted one-year time frame to a second year, to complete the ICBL study, the Planning Act allows private land owners to appeal the extension decision to the OLT.

information available. Given the potential for duplication of efforts at the comprehensive study stage and development application stage, barring strong support from industry and landowners for Option 1, Option 2 is recommended to address land use compatibility in the Appleby GO MTSA.

Appendix A












Burlington GO UGC/MTSA Figures and Industry Summary





BURLINGTON GO UGC/MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

BURLINGTON GO UGC/MTSA STUDY AREA
FIGURE A.1

-  MTSA Boundary as per December 2021 Preliminary Preferred Precinct Plan
-  Study Area (1 km)
-  Railway
-  Expressway / Highway / Freeway
-  Ramp
-  Arterial Road
-  Collector Road
-  Local Road
-  Watercourse
-  Waterbody
-  Municipal Boundary

0 125 250 500 m

SCALE 1:25,000



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MAP CREATED BY: LK / DR
MAP CHECKED BY: CH
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

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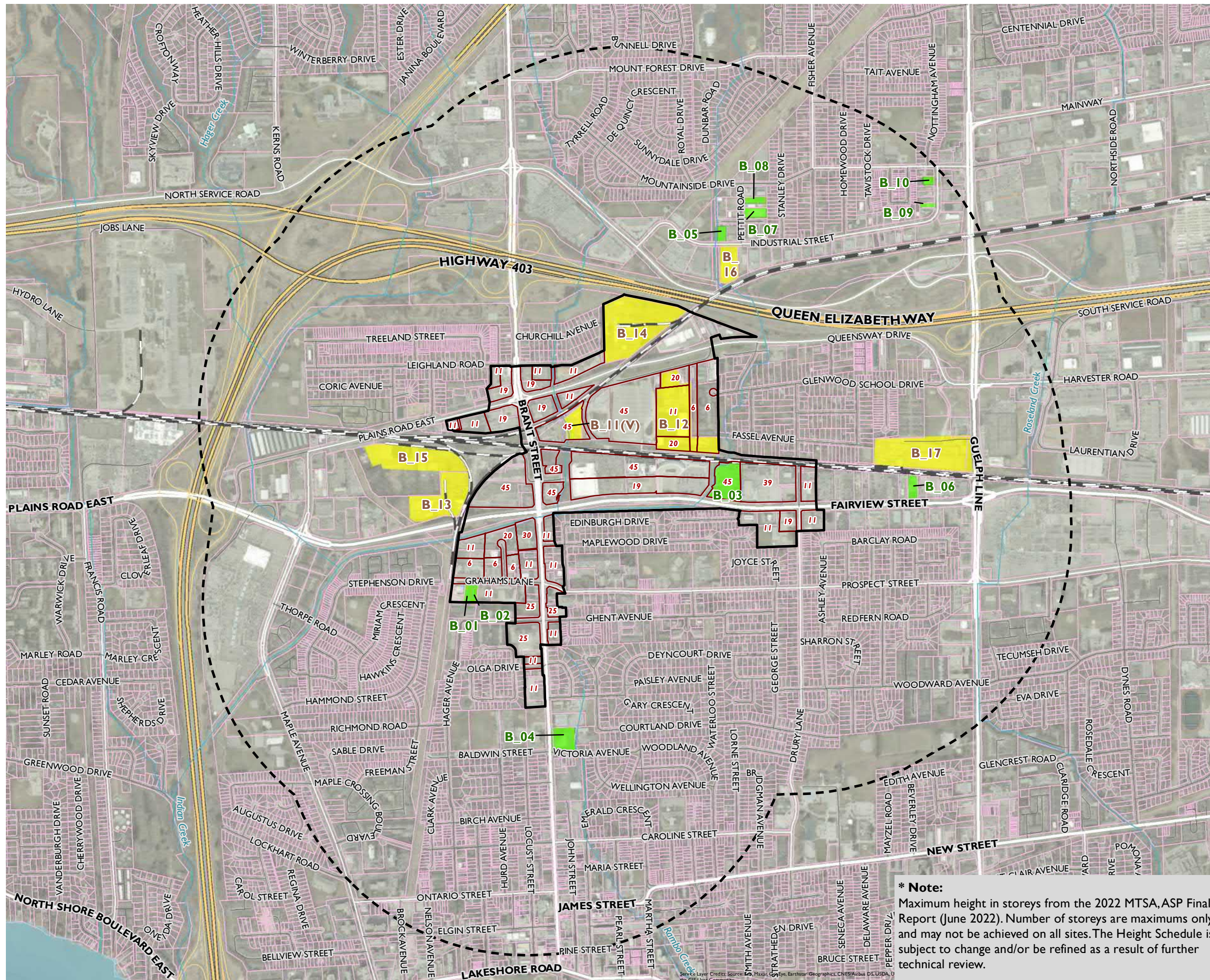


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BURLINGTON GO UGC/MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

BURLINGTON GO UGC/MTSA
INDUSTRIAL CLASSIFICATIONS
FIGURE A.2

- MTSA Boundary as per December 2021
 - Preliminary Preferred Precinct Plan
 - Study Area (1 km)
 - Railway
 - Expressway / Highway / Freeway
 - Ramp
 - Arterial Road
 - Collector Road
 - Local Road
 - Watercourse
 - Waterbody
 - Parcel Fabric
 - Maximum Height (Storeys) *
- Industrial Classification**
- Class 1
 - Class 2



*** Note:**
Maximum height in storeys from the 2022 MTSA, ASP Final Report (June 2022). Number of storeys are maximums only and may not be achieved on all sites. The Height Schedule is subject to change and/or be refined as a result of further technical review.

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MAP CREATED BY: LK / DR
MAP CHECKED BY: CH
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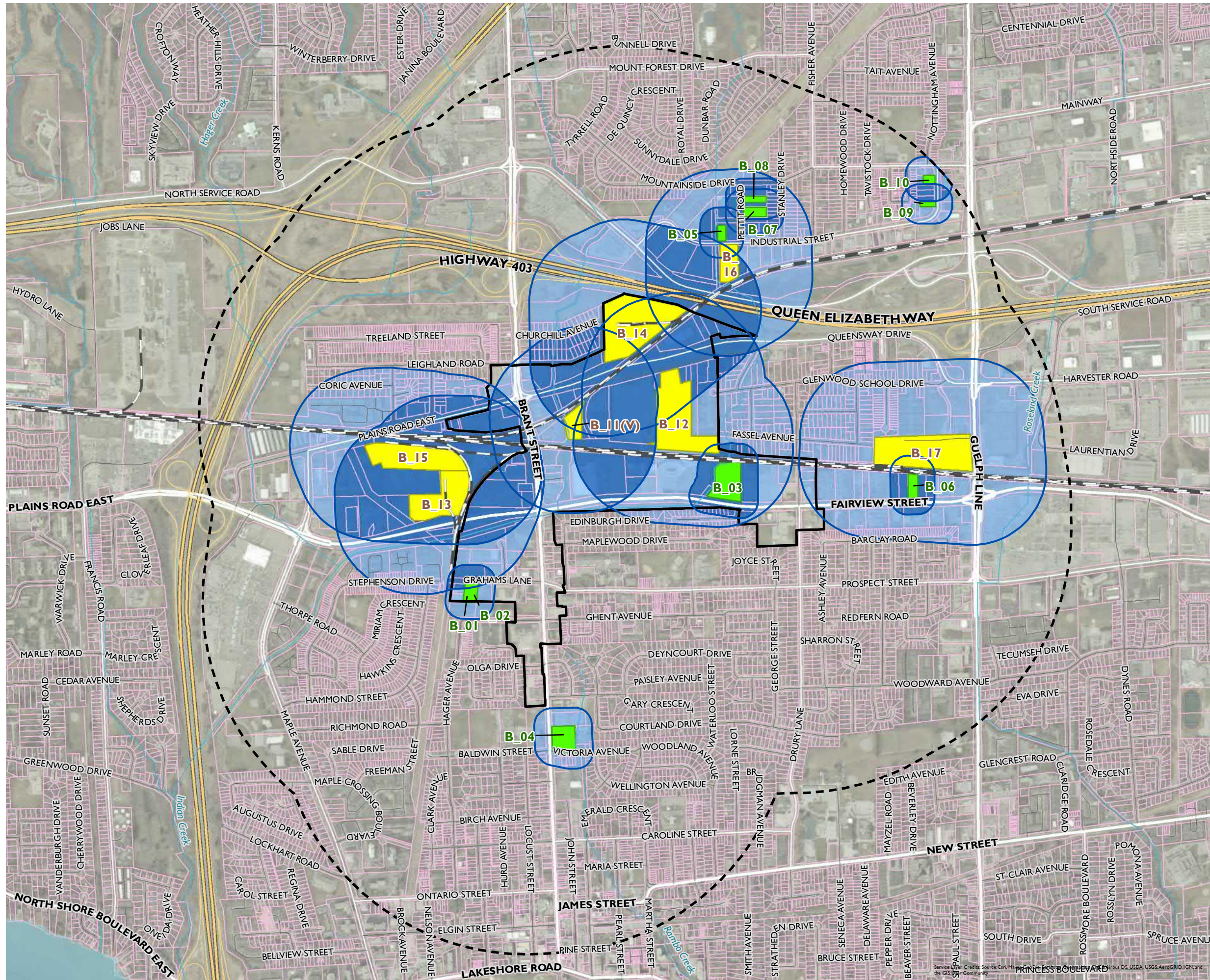
Table A.1 - Summary of Industries Identified within the Burlington GO UGC/MTSA Study Area

Facility Name	Address	Description of Operations	Guideline D-6 Classification	D-6 Classification Justification (1)	Potential Nuisance Emissions (2)	Location as per Sept 2021 Preliminary Preferred Precinct Plan	MTSA is located within PIA and/or MRSD? (3)	Environmental Permissions Identified (4) (ECA, CoA, EASR)	Industry ID
Smit Auto Body	1400 Graham's Lane	Auto Body Shop - Paint Spray Booth	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Legind Node	PIA and MRSD	2361-5PFQ9L (CoA issued 2003)	B_01
Hi Tech Collision	1392 Graham's Lane	Auto Body Shop	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Legion Node	PIA and MRSD	NA	B_02
Leggat Pontiac Buick Cadillac Limited	2207 Fairview Street	Auto Body Shop	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Drury Node	PIA and MRSD	NA	B_03
Leggat Collision Centre	629 Brant Street	Auto Body Shop - Paint Spray Booth	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Outside of MTSA (approx 20m from MTSA boundary)	PIA and MRSD	EASR Registration Number R-001-9606301705	B_04
Detour Coffee Inc.	2234 Harold Road	Coffee Roaster	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Odour	Outside of MTSA (approx 315m from MTSA boundary)	No	1648-A8WKAD	B_05
Aro Motors Collision Ltd.	2397 Fairview Street	Auto Body Shop - Paint Spray Booth	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Outside of MTSA (approx 370m from MTSA boundary)	No	8434-72SN22	B_06
Rice Tool & Manufacturing Inc.	2247 Harold Road	Manufacturer of Manually Machined Components	Class I	Self contained plant Low probability of fugitive emissions	Dust Odour Noise	Outside of MTSA (approx 430m from MTSA boundary)	No	2002-4RXM62	B_07
CSN CARS West	1167 Pettit Road	Auto Body Shop - Paint Spray Booth	Class I	No outside storage Self contained plant	Odour Noise	Outside of MTSA (approx 500m from MTSA boundary)	No	2001 to Randy Pickard Incorporated operating as City	B_08
Mountain Collision Service Inc.	2481 Industrial Street	Auto Body Shop - Paint Spray Booth	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Outside of MTSA (approx 850m from MTSA boundary)	No	1484-4UQDC	B_09
Burlington Crown Line-X (1263337 Ontario Inc.)	2499 Industrial Street	Rust Control Centre	Class I	Small scale plant Low probability of fugitive emissions Daytime operations only	Odour	Outside of MTSA (approx 950m from MTSA boundary)	No	1127-7P4PKM	B_10
Vacant	2078 Queensway Drive	Unknown/Vacant	Class II (potentially)	Class II based on permitted uses under GE2 zoning permitted uses (City of Burlington Zoning Bylaw 2020). GE2 uses are consistent with Class II examples shown in Table 1. Permitted uses have potential to allow for: Outside storage Medium production levels Daily shift operations Periodic outputs of minor annoyance Low probability of fugitive emissions	Dust Odour Noise	Burlington GO Central	PIA and MRSD	NA	B_11(V)
Bull Moose Tube Ltd.	2170 Queensway Drive	Mechanical Steel Tubing Manufacturing Facility	Class II	Outside storage permitted Medium level of production allowed Low probability of fugitive emissions	Dust Odour Noise	Queensway Main Street	PIA and MRSD	6419-AXBH6F	B_12
Solenis Canada ULC (formerly Ashland Canada Corp.)	942 Brant St	Manufacturer of Specialty Chemicals (e.g., defoamers, emulsions)	Class II	Outside storage permitted Frequent movement of products	Odour Noise	Outside of MTSA (adjacent MTSA boundary)	PIA and MRSD	3448-8PJRH9	B_13
NALCO Canada ULC	1055 Truman Street	Manufacturer of Chemicals for Water and Process Treatment	Class II	Outside storage permitted Periodic outputs of minor annoyance Medium level of production allowed Low probability of fugitive emissions Frequent movement of products	Odour Noise	Urban Employment	PIA and MRSD	1357-9SYQ4B	B_14
Sun Chemical Limited	1274 Plains Road East	Manufacturer of Printing Ink and Pigment	Class II	Outside storage permitted Medium level of production allowed Low probability of fugitive emissions Frequent movement of products	Dust Odour Noise	Outside of MTSA (approx 200m from MTSA boundary)	PIA	0564-4R5SFL	B_15
Taliman Technologies Inc.	2220 Industrial Street	Manufacturer of Steelmaking and Ironmaking Technologies	Class II	Outside storage permitted Medium level of production allowed Low probability of fugitive emissions Frequent movement of products	Dust Odour Noise	Outside of MTSA (approx 200m from MTSA boundary)	PIA	0251-63KL4F (CoA issued in 2004 to A. H. Taliman Bronze Company, Limited)	B_16
Hood Packaging Corporation	2380 McDowell Road	Manufacturer of Flexible Packaging and Bags	Class II	Medium level of production allowed Low probability of fugitive emissions Frequent movement of products	Dust Odour Noise	Outside of MTSA (approx 240m from MTSA boundary)	PIA	1451-5C4RY5	B_17

Notes:
 (1) Industrial classification based on criteria provided in Guideline D-6 Appendix A. For some industry types, characteristics were assumed based on nature of operations. Justification based on high level desktop review of aerial imagery and publicly available online information.
 (2) Guideline D-6 specifically addresses the requirements for studies for nuisance impacts including noise, vibration, dust, and odour. For regulated industries (i.e., those that have been identified to operate under a Certificate of Approval, Environmental Compliance Approval, or Environmental Activity and Sector Registry registration, air contaminant emissions (other than odour and dust) may be associated with site operations.
 (3) PIA = Potential Influence Area, MRSD = Minimum Recommended Separation Distance, as per Guideline D-6.
 (4) Environmental Permissions were identified using the MECP's online database. ECA = Environmental Compliance Approval, CoA = Certificate of Approval, EASR = Environmental Activity Sector Registry registration.

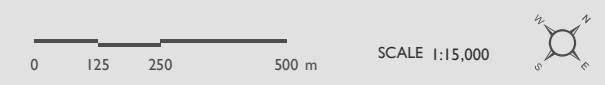
BURLINGTON GO UGC/MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

BURLINGTON GO UGC/MTSA POTENTIAL INFLUENCE AREA
FIGURE A.3



- MTSA Boundary as per December 2021
- Preliminary Preferred Precinct Plan
- Study Area (1 km)
- Railway
- Expressway / Highway / Freeway
- Ramp
- Arterial Road
- Collector Road
- Local Road
- Watercourse
- Waterbody
- Parcel Fabric

- Industrial Classification**
- Class 1
 - Class 2
 - Potential Influence Area (PIA) Coverage
 - Area of PIA Overlap



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BURLINGTON GO UGC/MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

**BURLINGTON GO UGC/MTSA MINIMUM
RECOMMENDED SEPARATION DISTANCE
FIGURE A.4**

MTSA Boundary as per December 2021
Preliminary Preferred Precinct Plan

Study Area (1 km)

Railway

Expressway / Highway / Freeway

Ramp

Arterial Road

Collector Road

Local Road

Watercourse

Waterbody

Parcel Fabric

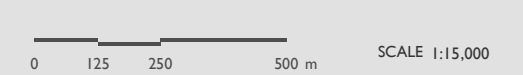
Industrial Classification

Class 1

Class 2

Recommended Minimum Separation Distance
(RMSD) Coverage

Area of RMSD Overlap



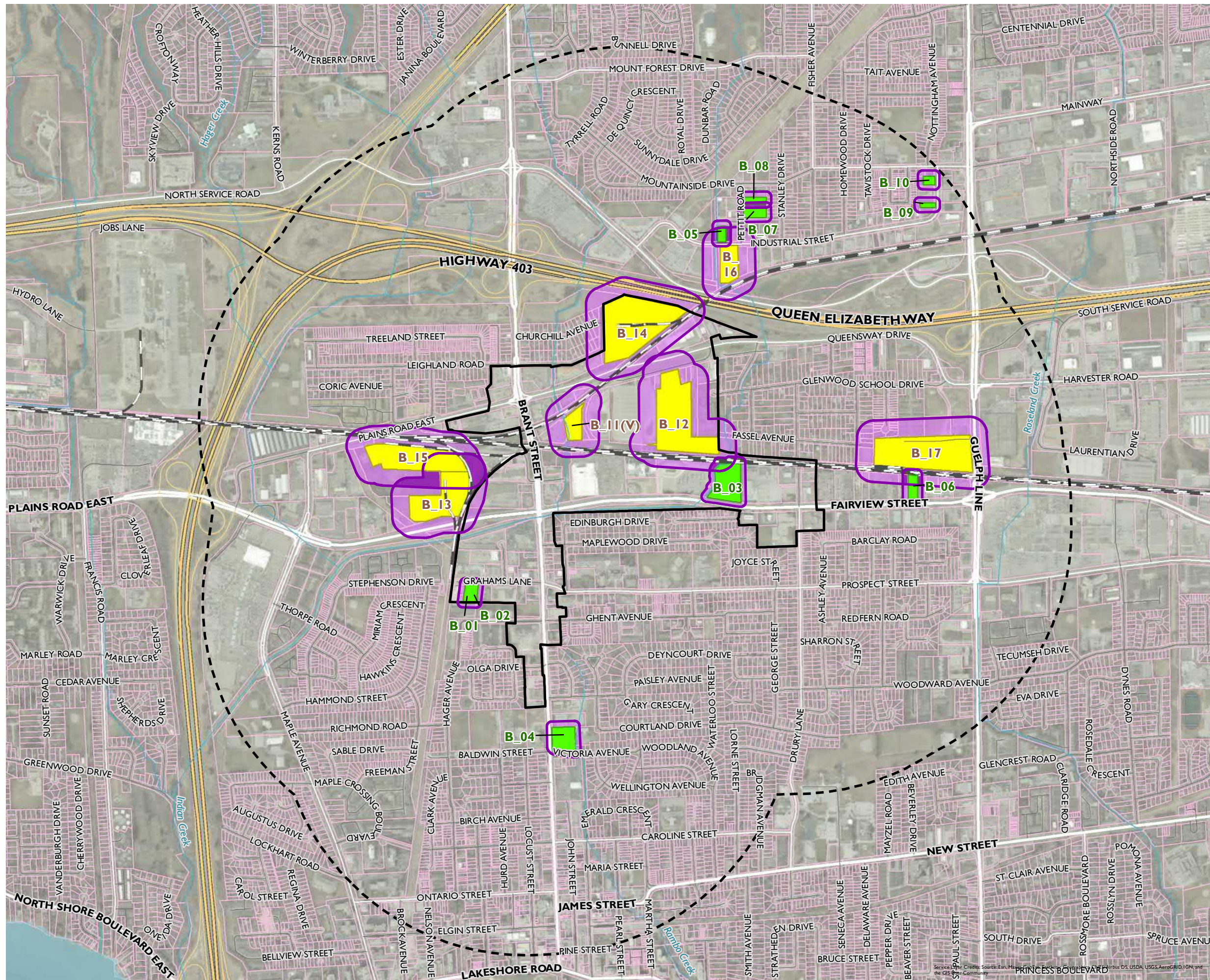
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









Appendix B

Aldershot GO MTSA Figures and Industry Summary



ALDRSHOT GO MTSA STUDY AREA
FIGURE B.1

-  MTSA Boundary as per December 2021
-  Preliminary Preferred Precinct Plan
-  Study Area (1 km)
-  Railway
-  Expressway / Highway / Freeway
-  Ramp
-  Arterial Road
-  Collector Road
-  Local Road
-  Watercourse
-  Waterbody
-  Municipal Boundary

0 125 250 500 m

SCALE 1:25,000



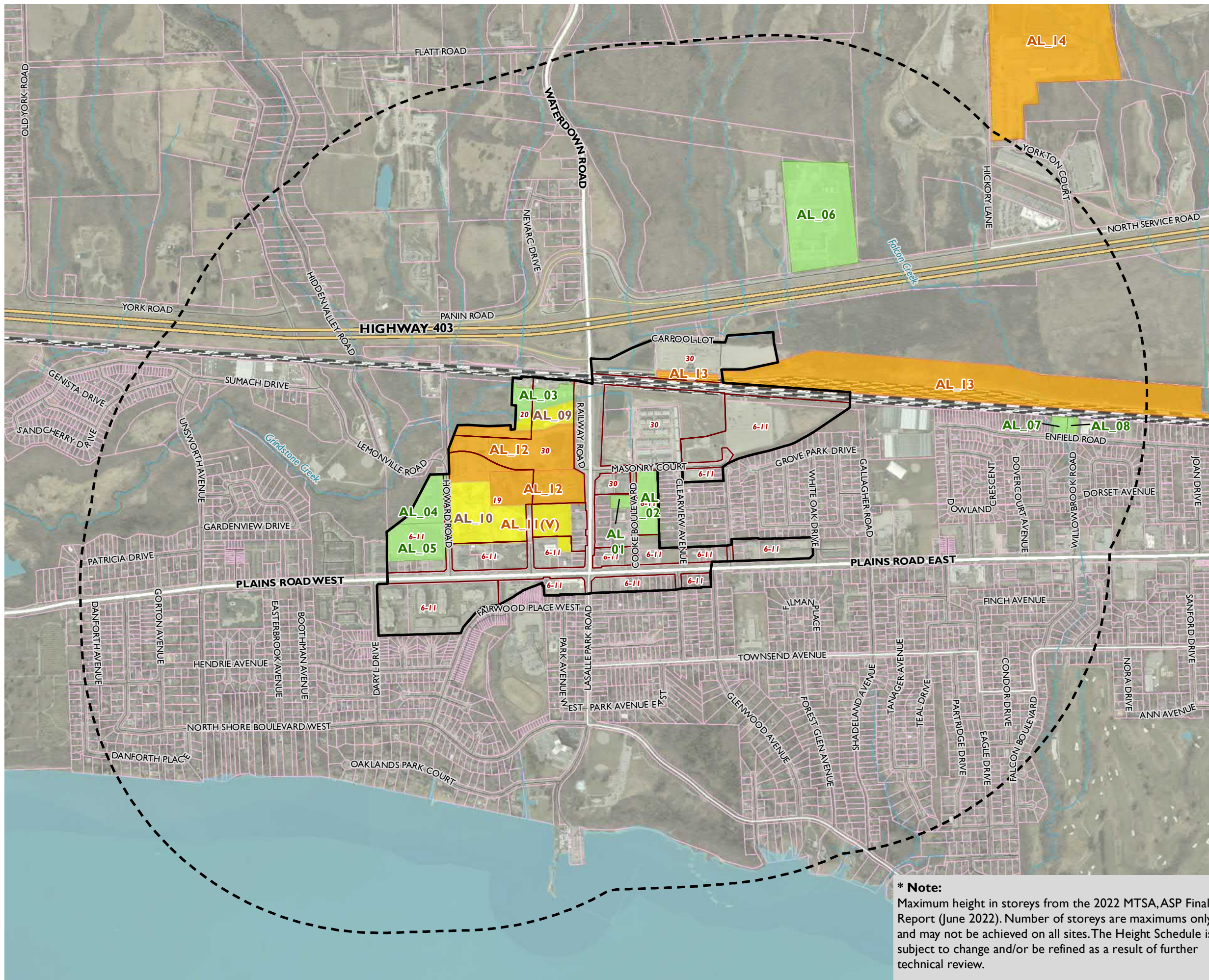
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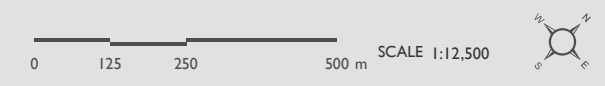
ALDERSHOT GO MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

ALDERSHOT GO MTSA INDUSTRIAL CLASSIFICATIONS
FIGURE B.2

- MTSA Boundary as per December 2021 Preliminary Preferred Precinct Plan
- Study Area (1 km)
- Railway
- Expressway / Highway / Freeway
- Ramp
- Arterial Road
- Collector Road
- Local Road
- Watercourse
- Waterbody
- Parcel Fabric
- Maximum Height (Storeys) *

Industrial Classification

- Class 1
- Class 2
- Class 3



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*** Note:**
Maximum height in storeys from the 2022 MTSA, ASP Final Report (June 2022). Number of storeys are maximums only and may not be achieved on all sites. The Height Schedule is subject to change and/or be refined as a result of further technical review.



PROJECT: 212562
STATUS: DRAFT
DATE: 2023-04-13

Table B.1 - Summary of Industries Identified within the Aldershot GO MTSA Study Area

Facility Name	Address	Description of Operations	Guideline D-6 Classification	D-6 Classification Justification [1]	Potential Nuisance Emissions [2]	Location as per Sept 2021 Preliminary Preferred Precinct Plan	MTSA is located within PIA and/or MRSD? [3]	Environmental Permissions Identified [4] (ECA, CoA, EASR)	Industry ID
Category 5 Imaging Ltd.	1062 Cooke Boulevard	Digital Printing, Print Dryers	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour Noise	Cooke Commons	PIA and MRSD	3066-7P7RVU	AL_01
Gentherm (formerly Etratech Inc.)	1047 Cooke Boulevard	Electronics manufacturer	Class I	No outside storage Self contained plant Low probability of fugitive emissions Small scale plant Infrequent movement of products and/or heavy trucks	Odour Noise	Cooke Commons	PIA and MRSD	0441-A4RS6Q (issued to Etratech Inc.)	AL_02
A Cosmos Concrete & Paving Ltd	1160 Waterdown Rd	Storage Yard	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Dust Noise	Aldershot GO Central	PIA and MRSD	NA	AL_03
Ippolito Fruit & Produce/Mission Produce	1060 Howard Rd	Greens Processing, Warehouse and Packing Operations	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Noise	Mid-Rise Residential	PIA and MRSD	NA	AL_04
Ippolito Fruit & Produce/Agro Wholesale Produce Ltd.	1032 Howard Rd	King Operations, Warehouse and Packing Operations	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Noise	Mid-Rise Residential	PIA and MRSD	NA	AL_05
Ippolito Fruit & Produce	201 North Service Rd	Greens Processing, Warehouse and Packing Operations	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Noise	Outside of MTSA (approx 300m from MTSA boundary)	No	NA	AL_06
Povey Custom Woodworking	419 Enfield Rd	Cabinetry Manufacturer	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Dust Odour Noise	Outside of MTSA (approx 700m from MTSA boundary)	No	NA	AL_07
Busche Granite (1582974 Ontario Ltd.)	425 Enfield Rd	Granite Works	Class I	No outside storage Small scale plant Self contained plant Low probability of fugitive emissions	Dust Noise	Outside of MTSA (approx 740m from MTSA boundary)	No	7091-6FSRU7 (CoA issued 2005)	AL_08
Bulkwood Products Inc.	1140 Waterdown Road	Wood Chipping for Mulch Production	Class II	Outside storage permitted Low probability of fugitive emissions Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Dust Noise	Aldershot GO Central	PIA and MRSD	4307-8XLU9Q	AL_09
St. Mary's Cement Inc. (Canada) operating as CBM Ready Mx	1035 Howard Road	Ready Mx Cement Plant	Class II	Open process Outside storage permitted Medium level of production allowed Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours Assumptions: No on-site crushing operations Facility operating in accordance with environmental approval (e.g. BMPP for Fugitive Dust Control)	Dust Noise	Emery Commons	PIA and MRSD	9841-BNUR2A	AL_10
Vacant	1020, 1021 Emery Avenue	Unknown/Vacant	Class II (potentially)	Potential Class II based on permitted uses under GE2 zoning (City of Burlington Zoning Bylaw 2020). GE2 uses are consistent with Class II examples shown in Table 1. Permitted uses have potential to allow for: Outside storage Medium production levels Daily shift operations Periodic outputs of minor annoyance Low probability of fugitive emissions	Dust Odour Noise	Emery Commons	PIA and MRSD	NA	AL_11(V)
Kinx Paving & Construction Ltd.	1077 Howard Road	Hot Mx Asphalt Plant Aggregate and Recycled Asphalt Pavement Processing Plant	Class III	Open process Potential for persistent and/or intense dust, odour and noise emissions and vibration associated with regular operations High probability of fugitive emissions Continuous movement of products and employees	Dust Odour Noise Vibration	Aldershot GO Central	PIA and MRSD	2090-BXNT5G	AL_12
CN Rail Aldershot Yard	Hwy 403/Waterdown Rd	Shunting Operations	Class III	Continuous movement of products and employees Frequent outputs of major annoyances	Noise	Aldershot GO Central	PIA and MRSD	NA	AL_13
Meridian Brick Canada Ltd.	1570 Yorkton Court	Quarry/Brick Manufacturing	Class III	Open process High probability of fugitive emissions Continuous movement of products and employees	Dust Noise	Outside of MTSA (approx 1000m from MTSA boundary)	PIA	8-3729-98-996 (CoA issued in 2002 to Canada Brick Limited)	AL_14

Notes:

[1]: Industrial classification based on criteria provided in Guideline D-6 Appendix A. For some industry types, characteristics were assumed based on nature of operations. Justification based on high level desktop review of aerial imagery and publicly available online information.
















[2]: Guideline D-6 specifically addresses the requirements for studies for nuisance impacts including noise, vibration, dust, and odour. For regulated industries (i.e., those that have been identified to operate under a Certificate of Approval, Environmental Compliance Approval, or Environmental Activity and Sector Registry registration, air contaminant emissions (other than odour and dust) may be associated with site operations.

[3]: PIA = Potential Influence Area, MRSD = Minimum Recommended Separation Distance, as per Guideline D-6.

[4]: Environmental Permissions were identified using the MECP's online database. ECA = Environmental Compliance Approval, CoA = Certificate of Approval, EASR = Environmental Activity Sector Registry registration.

ALDRESHOT GO MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

ALDRESHOT GO MTSA POTENTIAL INFLUENCE AREA
FIGURE B.3

-  MTSA Boundary as per December 2021 Preliminary Preferred Precinct Plan
 -  Study Area (1 km)
 -  Railway
 -  Expressway / Highway / Freeway
 -  Ramp
 -  Arterial Road
 -  Collector Road
 -  Local Road
 -  Watercourse
 -  Waterbody
 -  Parcel Fabric
- Industrial Classification**
-  Class 1
 -  Class 2
 -  Class 3
-  Potential Influence Area (PIA) Coverage
-  Area of PIA Overlap



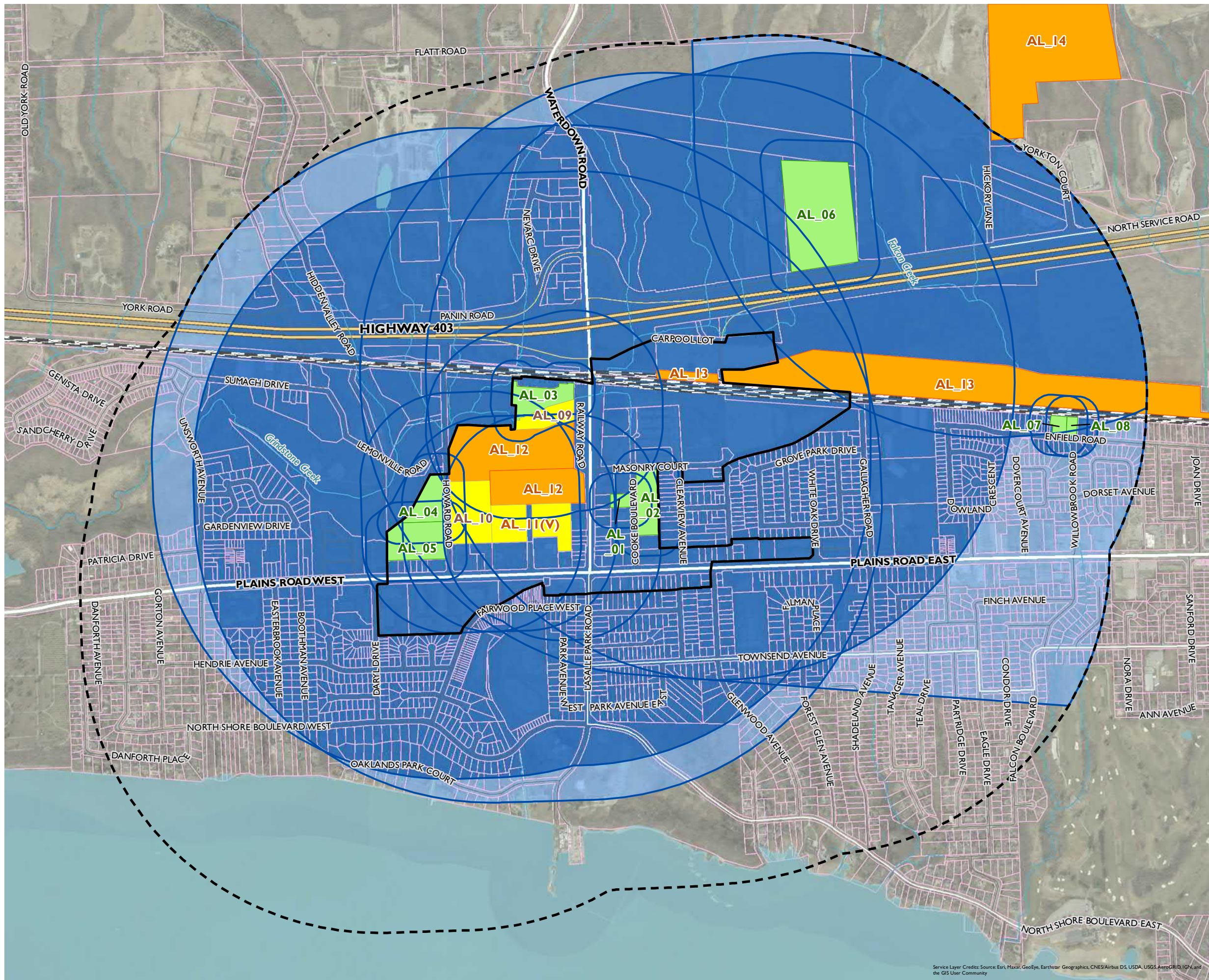
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DATA PROVIDED BY MNRFC, CITY OF BURLINGTON

MAP CREATED BY: LK / DR
MAP CHECKED BY: CH
MAP PROJECTION: NAD 1983 UTM Zone 17N

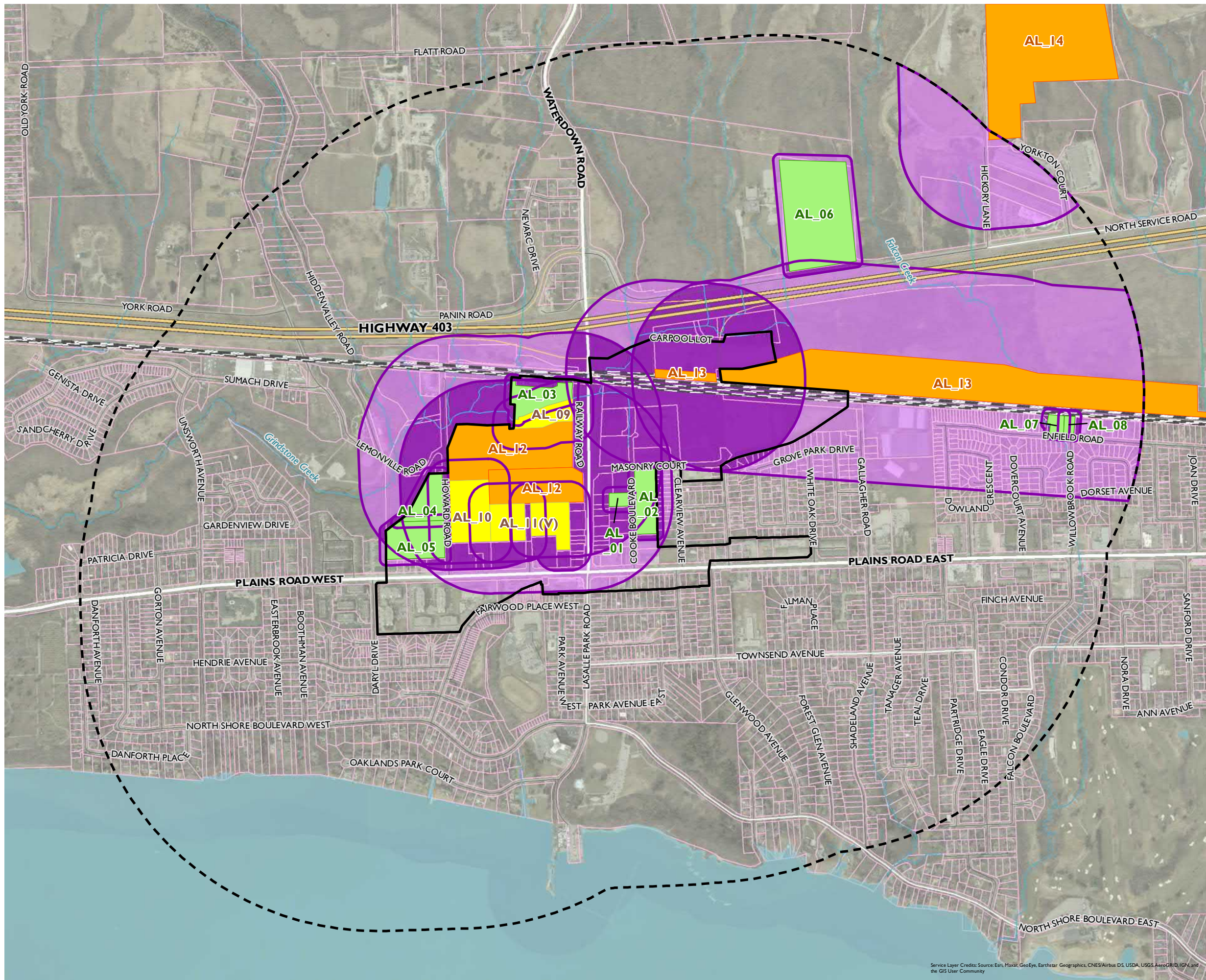
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ALDERSHOT GO MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

**ALDERSHOT GO MTSA MINIMUM
RECOMMENDED SEPARATION DISTANCE
FIGURE B.4**

MTSA Boundary as per December 2021
Preliminary Preferred Precinct Plan

Study Area (1 km)

Railway

Expressway / Highway / Freeway

Ramp

Arterial Road

Collector Road

Local Road

Watercourse

Waterbody

Parcel Fabric

Industrial Classification

Class 1

Class 2

Class 3

Recommended Minimum Separation Distance
(RMSD) Coverage

Area of RMSD Overlap

0 125 250 500 m SCALE 1:12,500

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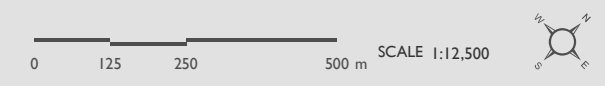
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ALDRESHOT GO MTSA
CITY OF BURLINGTON MTSA's
LAND USE COMPATIBILITY STUDY

ALDRESHOT GO MTSA NON-CONVERTED (EMPLOYMENT) CLASS III INDUSTRIES
FIGURE B.5

- MTSA Boundary as per December 2021 Preliminary Preferred Precinct Plan
- Study Area (1 km)
- Railway
- Expressway / Highway / Freeway
- Ramp
- Arterial Road
- Collector Road
- Local Road
- Watercourse
- Waterbody
- Parcel Fabric
- Maximum Height (Storeys) *
- Non-Converted Class III Industry
- Recommended Minimum Separation Distance (RMSD) Coverage
- Area of RMSD Overlap



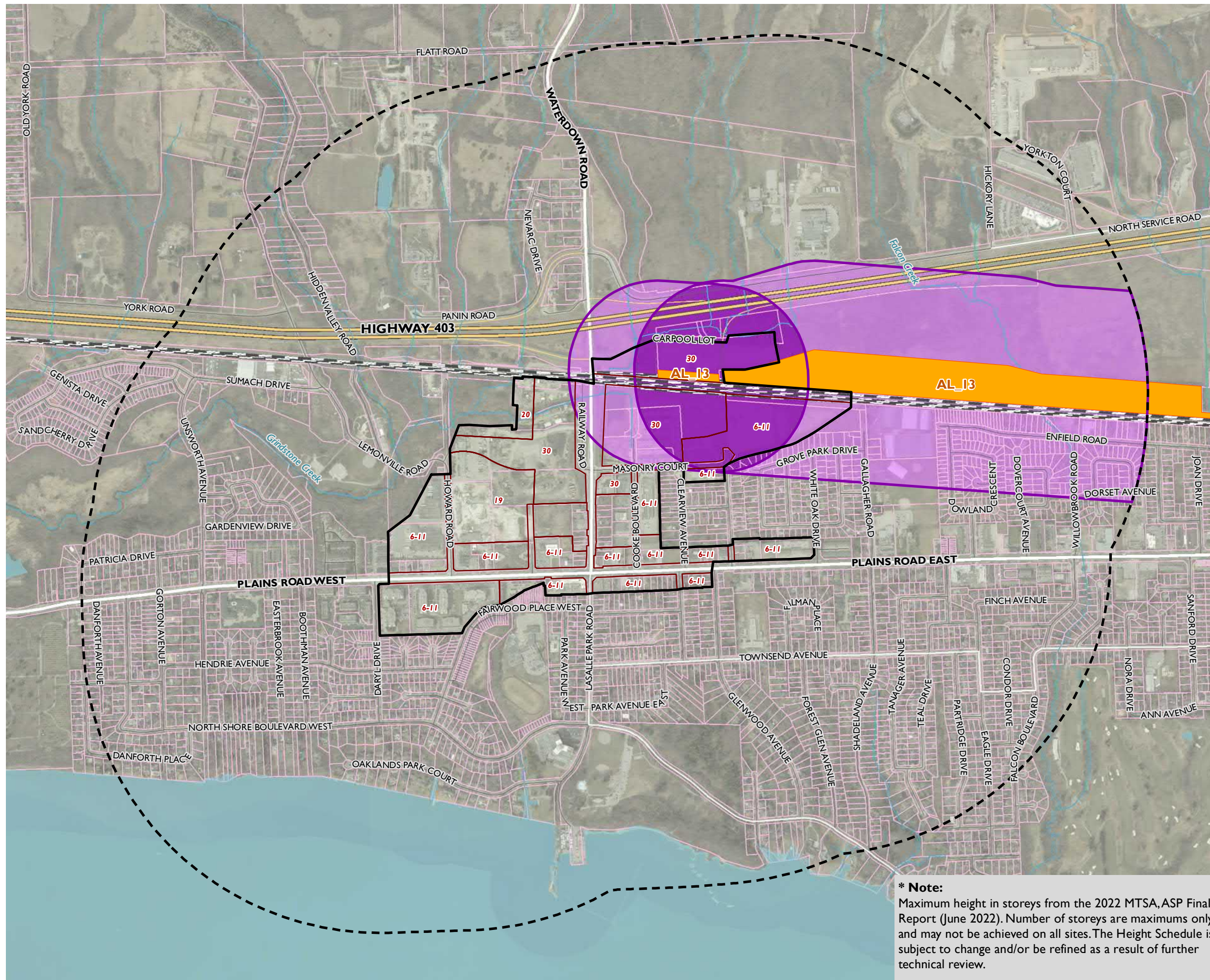
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












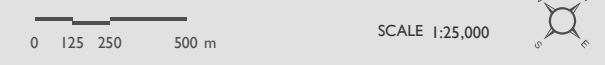
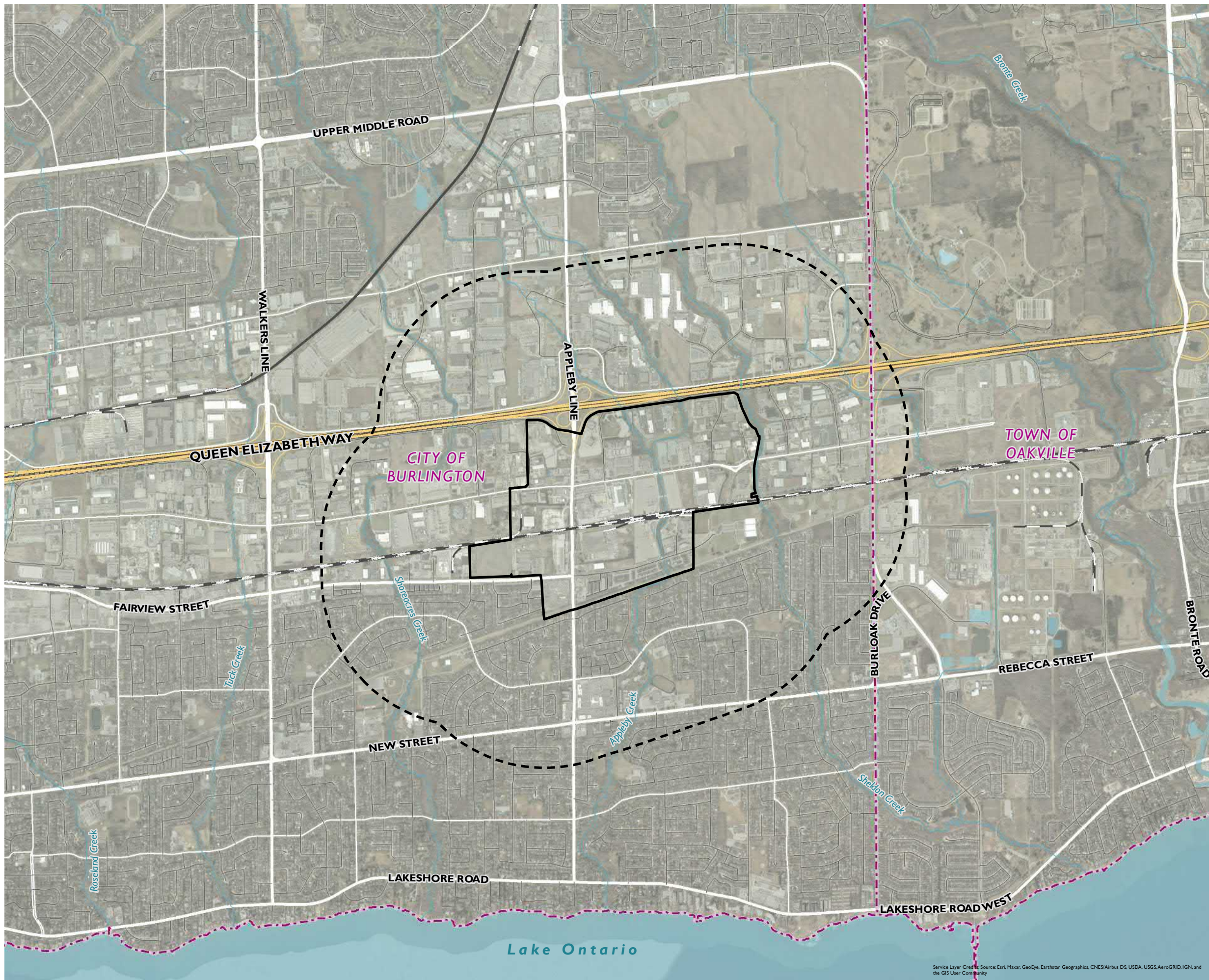
*** Note:**
Maximum height in storeys from the 2022 MTSA, ASP Final Report (June 2022). Number of storeys are maximums only and may not be achieved on all sites. The Height Schedule is subject to change and/or be refined as a result of further technical review.

Appendix C

Appleby GO MTSA Figures and Industry Summary

APPLEBY GO MTSA STUDY AREA
FIGURE C.1

-  MTSA Boundary as per December 2021
-  Preliminary Preferred Precinct Plan
-  Study Area (1 km)
-  Railway
-  Expressway / Highway / Freeway
-  Ramp
-  Arterial Road
-  Collector Road
-  Local Road
-  Watercourse
-  Waterbody
-  Municipal Boundary



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRFC, CITY OF BURLINGTON

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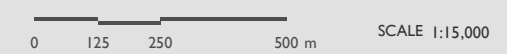
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APPLEBY GO MTSa
CITY OF BURLINGTON MTSAs
LAND USE COMPATIBILITY STUDY

APPLEBY GO MTSa INDUSTRIAL CLASSIFICATIONS
FIGURE C.2

- MTSa Boundary as per December 2021
 - Preliminary Preferred Precinct Plan
 - Study Area (1 km)
 - Railway
 - Expressway / Highway / Freeway
 - Ramp
 - Arterial Road
 - Collector Road
 - Local Road
 - Watercourse
 - Waterbody
 - Parcel Fabric
 - Maximum Height (Storeys) *
- Industrial Classification**
- Class 1
 - Class 2
 - Class 3



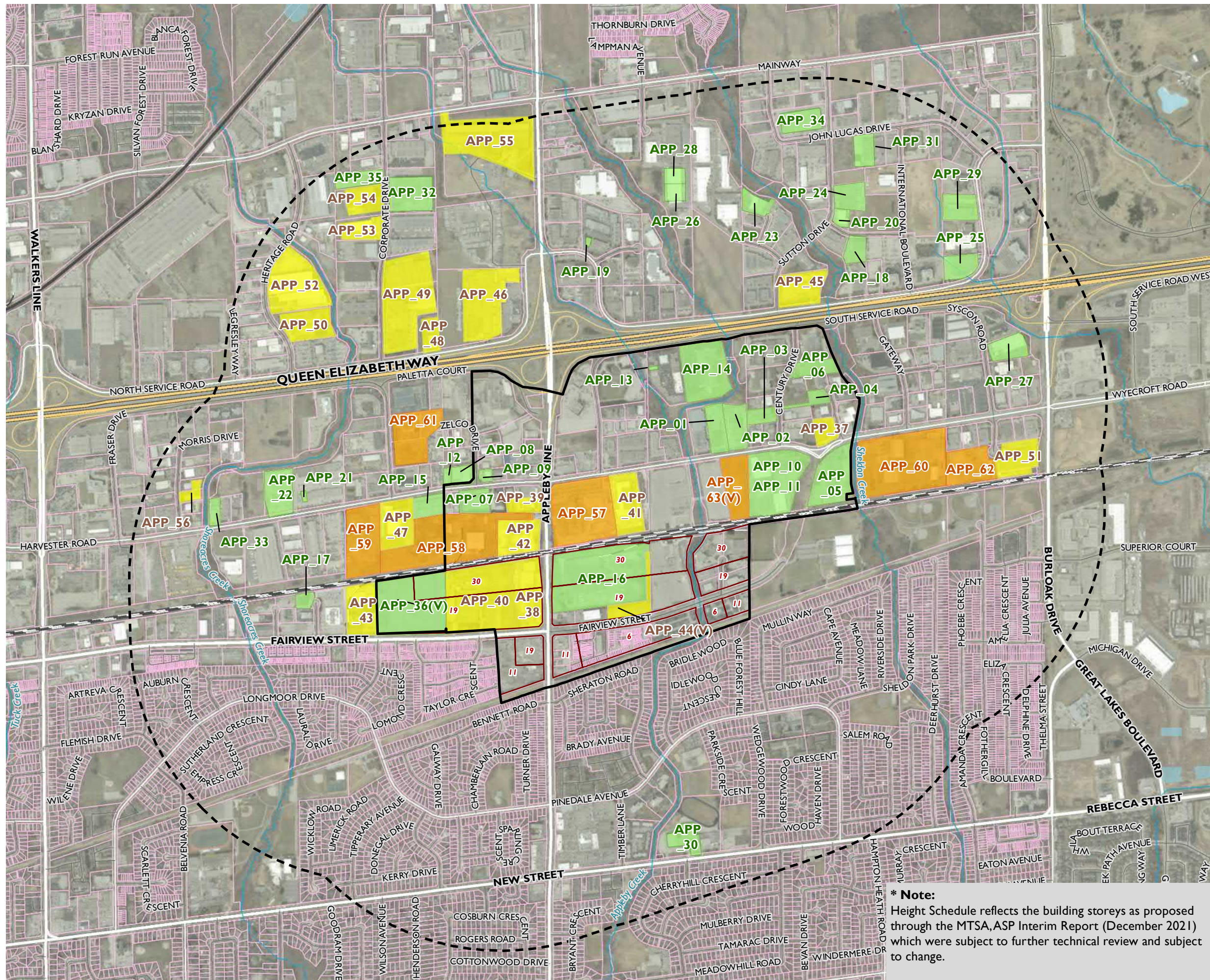
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*** Note:**
Height Schedule reflects the building storeys as proposed through the MTSa, ASP Interim Report (December 2021) which were subject to further technical review and subject to change.

Table C.1 - Summary of Industries Identified within the Appleby GO MTSA Study Area

Facility Name	Address	Description of Operations	Guideline D-6 Classification	D-6 Classification Justification ^[1]	Potential Nuisance Emissions ^[2]	Location as per Sept 2021 Preliminary Preferred Precinct Plan	MTSA is located within PIA and/or MRSD? ^[3]	Environmental Permissions Identified ^[4] (ECA, CoA, EASR)	Industry ID
Corporate Autoworks	5195 Harvester Road	Automotive Repair Shop	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Noise	General Employment	PIA and MRSD	NA	APP_01
Arteraf Label Inc.	5205 Harvester Road	Print Shop	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour	General Employment	PIA and MRSD	2652-72RPLW	APP_02
Fluid Power House	920 Century Drive	Industrial Equipment Supplier	Class I	Self contained plant Low probability of fugitive emissions	Noise	General Employment	PIA and MRSD	NA	APP_03
Interprovincial Corrosion Control	830 Sheldon Court	Manufacturer of Corrosion Control/Cathodic Protection Materials	Class I	Small scale plant Self contained plant Low probability of fugitive emission	Dust Noise	General Employment	PIA and MRSD	4075-8ALJG8 (issued in 2013 to Cant Rust Company Limited)	APP_04
Sylvite Transportation Group	5300 Harvester Road	Agricultural	Class I	Small scale plant No outside storage Self contained plant Low probability of fugitive emissions	Noise	General Employment	PIA and MRSD	NA	APP_05
PCI Pharma Services Canada Inc.	977 Century Drive	Pharmaceutical Company - Laboratory	Class I	Small scale plant No outside storage Self contained plant Low probability of fugitive emissions	Odour	Urban Employment	PIA and MRSD	7028-6DUR9N (CoA issued in 2006 to Patheon Inc.)	APP_06
ControlChem Canada Ltd.	4460 Harvester Road	Water Treatment Provider	Class I	Small scale plant Self contained plant Low probability of fugitive emissions	Odour Noise	General Employment	PIA and MRSD	8716-4LFHFP (CoA issued in 2000 to Premier Fluid Systems Inc.)	APP_07
Homestead Foods	4445 Harvester Road	Food Products Supplier	Class I	Small scale plant No outside storage Self contained plant Low probability of fugitive emissions	Noise	Outside of MTSA (adjacent to MTSA boundary)	PIA and MRSD	NA	APP_08
CSN CARS Auto Collision Ltd East	4471 Harvester Road	Auto Body and Repair Shop - Paint Spray Booth	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	General Employment	PIA and MRSD	EASR Registration # R-001-4274572960	APP_09
Thames River Chemical Corp.	5230 Harvester Road	Chemical Manufacturing	Class I	No outside storage Self contained plant Small scale plant Low probability of fugitive emissions	Odour Noise	General Employment	PIA and MRSD	6658-AR6R8Q	APP_10
Bristol Powdercoat & Shotblast by The Metal Finishing Centre	4-5230 Harvester Road	Powder Coating	Class I	No outside storage Self contained plant Small scale plant Low probability of fugitive emissions	Odour Noise	General Employment	PIA and MRSD	NA	APP_11
Nell's Auto Body & Sales Ltd.	4431 Harvester Road	Auto Body and Repair Shop - Paint Spray Booth	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Outside of MTSA (adjacent to MTSA boundary)	PIA and MRSD	NA	APP_12
Bramur Plastics	5100 South Service Road Unit 46	Custom Plastic Fabrication	Class I	Small scale plant Low probability of fugitive emissions Daytime operations only Infrequent movement of products and/or heavy trucks	Odour	Urban Employment	PIA and MRSD	3268-5ZLPA9 (C of A issued in 2004 to 987016 Ontario Inc. Operating as Bramur Plastics at 1040 Sutton Drive. Facility has relocated to 5100 South Service Road)	APP_13
Boehringer Ingelheim (Canada) Ltd.	5180 South Service Road	Pharmaceutical Company	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Odour Noise	Urban Employment	PIA and MRSD	CoA (Air) 9275-8FNLK6	APP_14
Seymour-Smith Electric Motor & Pump Service Inc.	4380 Harvester Road	Repair Shop - Spray Booth, Oven	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks Daytime operations only	Dust Odour	Outside of MTSA (approx 35 m from MTSA boundary)	PIA	9344-6FJNFC	APP_15
York Warehousing & Transportation	747 Appleby Line	Warehousing Space	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Noise	Appleby Go Central	PIA and MRSD	NA	APP_16
Lairman A. Lowe	750 Darlene Court	Autobody - Spray Booth	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks Daytime operations only	Odour Noise	Outside of MTSA (approx 250 m from MTSA boundary)	No	9738-6BRPPD	APP_17
Hamsar Diversco Inc.	5320 Downey Street	Lighting Manufacturer	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Dust Odour Noise	Outside of MTSA (approx 300 m from MTSA boundary)	No	8008-2NMOK9	APP_18
Baycomp Company	5035 North Service Road	Fiberglass Product Manufacturing	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour	Outside of MTSA (approx 410m from MTSA boundary)	No	3318-ACULX5	APP_19
Asbury Wilkinson Inc.	1115 Sutton Drive	Steel shots recycling and repackaging facility	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Dust Noise	Outside of MTSA (approx 415 m from MTSA boundary)	No	4222-BGKNVT	APP_20

Notes:
 [1] Industrial classification based on criteria provided in Guideline D-6 Appendix A. For some industry types, characteristics were assumed based on nature of operations. Justification based on high level desktop review of aerial imagery and publicly available online information.
 [2] Guideline D-6 specifically addresses the requirements for studies for nuisance impacts including noise, vibration, dust, and odour. For regulated industries (i.e., those that have been identified to operate under a Certificate of Approval, Environmental Compliance Approval, or Environmental Activity and Sector Registry registration, air contaminant emissions (other than odour and dust) may be associated with site operations.
 [3] PIA = Potential Influence Area, MRSD = Minimum Recommended Separation Distance, as per Guideline D-6.
 [4] Environmental Permissions were identified using the MECPs online database. ECA = Environmental Compliance Approval, CoA = Certificate of Approval, EASR = Environmental Activity Sector Registry registration.

Table C.1 Continued - Summary of Industries Identified within the Appleby GO MTSA Study Area

Facility Name	Address	Description of Operations	Guideline D-6 Classification	D-6 Classification Justification ⁽¹⁾	Potential Nuisance Emissions ⁽²⁾	Location as per Sept 2021 Preliminary Preferred Precinct Plan	MTSA is located within PIA and/or MRSD? ⁽³⁾	Environmental Permissions Identified ⁽⁴⁾ (ECA, CoA, EASR)	Industry ID
Fast Signs	4325 Harvester Road	Sign Manufacturer - Paint Spray Booth, HVAC	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour	Outside of MTSA (approx 430 m from MTSA boundary)	No	2659-652K3R (CoA issued in 2006 to 1166908 Ontario Inc. operating as Fast Signs)	APP 21
Semtech Canada Corporation	4281 Harvester Road	Electronics Manufacturer - HVAC	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour	Outside of MTSA (approx 460m from MTSA boundary)	No	4205-9HKH4	APP 22
Aluminum Surface Technologies	1055 Pachino Court	Metal Heat Treating Facility	Class I	Daytime operations only Self contained plant Low probability of fugitive emissions	Dust Odour Noise	Outside of MTSA (approx 475 m from MTSA boundary)	No	NA	APP 23
Pro Distribution Services	1145 Sutton Drive	Material Logistics and Shipping Business	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Noise	Outside of MTSA (approx 500 m from MTSA boundary)	No	NA	APP 24
Goodrich Aerospace Canada Ltd.	5415 North Service Road	Aerospace Manufacturing	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Noise	Outside of MTSA (approx 540m from MTSA boundary)	No	NA	APP 25
ALS Canada Ltd.	1435 Norjohn Court	Laboratory	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour	Outside of MTSA (approx 560 m from MTSA boundary)	No	7132-9Z5HKT	APP 26
Hadrian	865 Syscon Road	Toilet Partition and Locker Manufacturer	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Dust Odour Noise	Outside of MTSA (approx 560 m from MTSA boundary)	No	NA	APP 27
TCI Powder Coating Canada Inc.	1435 Norjohn Court	Powder Coating	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour Dust	Outside of MTSA (approx 560m from MTSA boundary)	No	5220-9Y7KVF	APP 28
Alisco Canada Corporation	5475 North Service Road	Uniform Supply	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Noise	Outside of MTSA (approx 640 m from MTSA boundary)	No	7000-6HYRHR	APP 29
Haltom District School Board	5151 New Street	Spray Booth and Paint Mix Room Exhaust	Class I	No outside storage Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour	Outside of MTSA (approx 675 m from MTSA boundary)	No	6217-68LQJ5	APP 30
BSB Manufacturing	5316 John Lucas Drive	Machining Manufacturing	Class I	Small scale plant Self contained plant Low probability of fugitive emissions	Dust Noise	Outside of MTSA (approx 685 m from MTSA boundary)	No	NA (CoA # 9677-7M6MP7 issued to GE Betz Canada in 2009, revoked as per MECP online database)	APP 31
Hunter Amenities International Ltd.	1205 Corporate Drive	Spa Supplier - HVAC	Class I	No outside storage Self contained plant Low probability of fugitive emissions	Odour Noise	Outside of MTSA (approx 685 m from MTSA boundary)	No	7148-B8FKQW	APP 32
Parkway Collision	4169 Harvester Road	Autobody - Paint Booth	Class I	No outside storage Small scale plant Low probability of fugitive emissions Daytime operations only	Odour Noise	Outside of MTSA (approx 690 m from MTSA boundary)	No	7737-5VST67 (CoA issued in 2004 to 567179 Ontario Inc.)	APP 33
MilliporeSigma	5295 John Lucas Drive	Biotechnology Company	Class I	No outside storage Small scale plant Self contained plant Low probability of fugitive emissions	Odour	Outside of MTSA (approx 800 m from MTSA boundary)	No	EASR Registration R-010-7110473513, issued to Natrix Separations Inc. in 2018. MilliporeSigma has since acquired Natrix Separations Inc.	APP 34
M.G. Chemicals Ltd.	1210 Corporate Drive	Chemical Manufacturing	Class I	No outside storage Small scale plant Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks	Odour	Outside of MTSA (approx 870m from MTSA boundary)	No	7496-SSBQ7R	APP 35
Vacant	4415 Fairview Street	Unknown/Vacant	Class I	Class I based on permitted uses under MOC (Commercial Corridor) zoning (City of Burlington Zoning Bylaw 2020). MOC permitted uses are consistent with Class I examples shown in Table 1. Permitted uses have potential to allow for: No outside storage Self contained plant Low probability of fugitive emissions Medium level of production allowed	Odour Dust Noise	Fairview Frequent Transit Corridor	PIA and MRSD	NA	APP 36(V)
Cargill Limited	5305 Harvester Road	Food Manufacturing	Class II	No outside storage Small scale plant Self contained plant Low probability of fugitive emissions Infrequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Dust Odour Noise	General Employment	PIA and MRSD	6946-9PRN7E	APP 37
Unoccupied or unknown facility use	750 Appleby Line	Unknown	Class II (potentially)	Permitted uses under MOC zoning includes GE2 permitted uses (City of Burlington Zoning Bylaw 2020). GE2 uses are consistent with Class II examples shown in Table 1. Permitted uses have potential to allow for: Outside storage Medium production levels Daily shift operations Periodic outputs of minor annoyance Low probability of fugitive emissions	Dust Odour Noise	Fairview Frequent Transit Corridor	PIA and MRSD	NA (ECA exists for Fisher & Ludlow Steel, which is believed to no longer occupy the facility)	APP 38
Haltom Chemical Inc.	840 Appleby Line	Chemical Blends Manufacturer	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Dust Odour Noise	Urban Employment	PIA and MRSD	6504-9KBL97	APP 39
Henniges Automotive Schlegel	4445 Fairview Street	Automotive material manufacturing	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Dust Odour Noise	Fairview Frequent Transit Corridor	PIA and MRSD	8300-AKELUU	APP 40

Notes:
 [1] Industrial classification based on criteria provided in Guideline D-6 Appendix A. For some industry types, characteristics were assumed based on nature of operations. Justification based on high level desktop review of aerial imagery and publicly available online information.
 [2] Guideline D-6 specifically addresses the requirements for studies for nuisance impacts including noise, vibration, dust, and odour. For regulated industries (i.e., those that have been identified to operate under a Certificate of Approval, Environmental Compliance Approval, or Environmental Activity and Sector Registry registration, air contaminant emissions (other than odour and dust) may be associated with site operations.
 [3] PIA = Potential Influence Area, MRSD = Minimum Recommended Separation Distance, as per Guideline D-6.
 [4] Environmental Permissions were identified using the MECP's online database. ECA = Environmental Compliance Approval, CoA = Certificate of Approval, EASR = Environmental Activity Sector Registry registration.

Table C.1 Continued - Summary of Industries Identified within the Appleby GO MTA Study Area

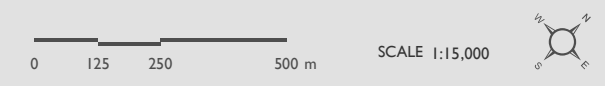
Facility Name	Address	Description of Operations	Guideline D-6 Classification	D-6 Classification Justification (1)	Potential Nuisance Emissions (2)	Location as per Sept 2021 Preliminary Preferred Precinct Plan	MTSA is located within PIA and/or MRSD (3)	Environmental Permissions Identified (4) (ECA, CoA, EASR)	Industry ID
Approved Cold Storage Inc.	5100 Harvester Road	Cold Storage Facility	Class II	Period outputs of minor annoyances Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Noise	Urban Employment	PIA and MRSD	NA	APP_41
Lafarge Canada Inc.	800 Appleby Line	Ready Mix cement plant	Class II	Open process Outside storage permitted Medium level of production allowed Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours Assumptions: No on-site crushing operations Facility operating in accordance with environmental approval (e.g., BMPP for Fugitive Dust Control)	Dust Noise	Urban Employment	PIA and MRSD	8783-6P7PER	APP_42
Top Nitch Cabinets Inc. Unoccupied unit (available for lease)	4365 Fairview Street	Cabinet Maker (Unknown/Vacant)	Class II (based on existing woodworking operations and MIE zoning for vacant unit)	Permitted uses under MIE zoning includes GE2 permitted uses (City of Burlington Zoning Bylaw 2020). GE2 uses are consistent with Class II examples shown in Table 1. Existing wood working use and permitted uses have potential to allow for: Outside storage Medium production levels Daily shift operations Periodic outputs of minor annoyance Low probability of fugitive emissions	Dust Odour Noise	Outside of MTA (adjacent to MTA boundary)	PIA and MRSD	NA	APP_43
Vacant	5091 Fairview Street	Unknown/Vacant	Class II (potentially)	Permitted uses under MIE zoning includes GE2 permitted uses (City of Burlington Zoning Bylaw 2020). GE2 uses are consistent with Class II examples shown in Table 1. Permitted uses have potential to allow for: Outside storage Medium production levels Daily shift operations Periodic outputs of minor annoyance Low probability of fugitive emissions	Dust Odour Noise	Fairview Frequent Transit Corridor	PIA and MRSD	NA	APP_44(V)
Liebherr-Canada	1015 Sutton Drive Burlington	Machinery repair and maintenance	Class II	Medium production levels Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Odour Noise	Outside of MTA (approx 130 m from MTA boundary)	PIA	4378-AHXPW2	APP_45
Voodman Cookies Limited	4455 North Service Road	Cookie Manufacturing	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours Periodic outputs of minor annoyance	Dust Odour Noise	Outside of MTA (approx 140 m from MTA boundary)	PIA	8944-5B7AMU	APP_46
Dawn Food Products, Inc.	4370 Harvester Road	Baking Ingredients Manufacturer	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours Periodic outputs of minor annoyance	Dust Odour Noise	Outside of MTA (approx 160 m from MTA boundary)	PIA	7843-7XARTG (Calculated in 2006 to Cargill Canada Holdings III (2006) Inc.)	APP_47
Tell-Line Limited	4415 North Service Road	Industrial Coating Services - Spray booth and oven	Class II	Outside storage permitted Low probability of fugitive emissions Outside storage permitted	Dust Odour Noise	Outside of MTA (approx 160 m from MTA boundary)	PIA	1029-63SLX9 R-010-9110626365	APP_48
Genek Building Products Limited	1001 Corporate Drive	Building Products	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Odour Noise	Outside of MTA (approx 200m from MTA boundary)	PIA		APP_49
Stronzo Limited Partnershi	1051 Heritage Road	Construction Equipment Supplier	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Odour Noise	Outside of MTA (approx 570m from MTA boundary)	No	1819-7U7LA6	APP_50
Beritac Inc.	835 Sycron Court	Plastic Product Manufacturing	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Dust Odour Noise	Outside of MTA (approx 600 m from MTA boundary)	No	1136-62CNBU	APP_51
Crawford Metal Corporation	1091 Heritage Road	Steel Distributor	Class II	Outside storage permitted Medium level of production allowed	Noise	Outside of MTA (approx 650m from MTA boundary)	No	NA	APP_52
Atech Canada Ltd.	1180 Corporate Drive	Plating Services	Class II	Low probability of fugitive emissions Medium level of production allowed	Odour	Outside of MTA (approx 660m from MTA boundary)	No	8080-826PEO	APP_53
Capo Industries Limited	1200 Corporate Drive	Chemical Manufacturing	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Odour	Outside of MTA (approx 750m from MTA boundary)	No	3928-63LTJP	APP_54
Samuel, Son & Co.	1250 Appleby Line	Manufacturing - Casperite, HVAC, Steel distribution	Class II	Outside storage permitted Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	Odour Noise	Outside of MTA (approx 750m from MTA boundary)	No	NA	APP_55
Marswell Metal Industries Ltd.	4130 Merris Drive	Lead Casting Facility	Class II	Outside storage permitted Periodic outputs of minor annoyance	Odour Noise	Outside of MTA (approx 780m from MTA boundary)	No	1786-ACEMBP	APP_56
Feaman's Pork-Solna Foods Inc.	821 Appleby Line	Pork Processing Facility	Class III	Open process Outside storage of raw and finished products Large production levels High probability of fugitive emissions	Dust Odour Noise	Urban Employment	PIA and MRSD	4484-685AMW	APP_57
Dominion Nickel Alloys	834 Appleby Line	Scrap metal recycling company	Class III	Open process Outside storage of raw and finished products Large production levels High probability of fugitive emissions	Noise Dust	General Employment and Urban Employment	PIA and MRSD	NA	APP_58
AM Recycling Burlington	4360 Harvester Road	Metal Recycling Center	Class III	Open process Outside storage of raw and finished products Large production levels High probability of fugitive emissions	Dust Noise	Outside of MTA (approx 30 m from MTA boundary)	PIA and MRSD	NA	APP_59
Laurel Steel, A division of Harris Steel ULC	5400 Harvester Road	Steel Product Manufacturing from Purchased Steel	Class III	Outside storage of raw and finished products Large production levels High probability of fugitive emissions	Dust Odour Noise	Outside of MTA (approx 30m from MTA boundary)	PIA and MRSD	8662-6WQKQ	APP_60
Traje M Burlington	961 Zetco Drive	Scrap metal recycling facility, End-of-life Vehicle Waste Disposal Site	Class III	Outside storage of raw and finished products Large production levels High probability of fugitive emissions	Noise Dust	Outside of MTA (approx 100m from MTA boundary)	PIA and MRSD	EASR Registration #R-007-3111981080	APP_61
Associate Paving & Materials	850 Sycron Court	Hot Mix Asphalt Plant	Class III	Outside storage of raw and finished products Large production levels High probability of fugitive emissions	Dust Odour Noise	Outside of MTA (approx 370 m from MTA boundary)	PIA	8840-8CFENZE	APP_62
Vacant	8200 Harvester Road	Unknown/Vacant	Class III (potentially)	Class III based on permitted uses under GE1 zoning (City of Burlington Zoning Bylaw 2020). GE1 uses are consistent with Class II and Class III examples. Zoning designation has potential to allow for: Outside storage permitted Large production levels Daily shift operations Continuous movement of products High probability of fugitive emissions	Dust Odour Noise	Urban Employment	PIA and MRSD	NA	APP_63(V)

Notes:
 (1) Industrial classification based on criteria provided in Guideline D-6 Appendix A. For some industry types, characteristics were assessed based on nature of operations. Justification based on high level desktop review of aerial imagery and publicly available online information.
 (2) Guideline D-6 specifically addresses the requirements for studies for nuisance impacts including noise, vibration, dust, and odour. For regulated industries (i.e., those that have been identified to operate under a Certificate of Approval, Environmental Compliance Approval, or Environmental Activity and Sector Registry registration, all contaminant emissions (other than odour and dust) may be associated with site operations.
 (3) PIA = Potential Influence Area, MRSD = Minimum Recommended Separation Distance, as per Guideline D-6.
 (4) Environmental Permissions were identified using the MECPS online database. ECA = Environmental Compliance Approval, CoA = Certificate of Approval, EASR = Environmental Activity Sector Registry registration.

APPLEBY GO MTSA
CITY OF BURLINGTON MTSAs
LAND USE COMPATIBILITY STUDY

APPLEBY GO MTSA POTENTIAL INFLUENCE AREA
FIGURE C.3

- MTSA Boundary as per December 2021
 - Preliminary Preferred Precinct Plan
 - Study Area (1 km)
 - Railway
 - Expressway / Highway / Freeway
 - Ramp
 - Arterial Road
 - Collector Road
 - Local Road
 - Watercourse
 - Waterbody
- Industrial Classification**
- Class 1
 - Class 2
 - Class 3
 - Potential Influence Area (PIA) Coverage
 - Area of PIA Overlap



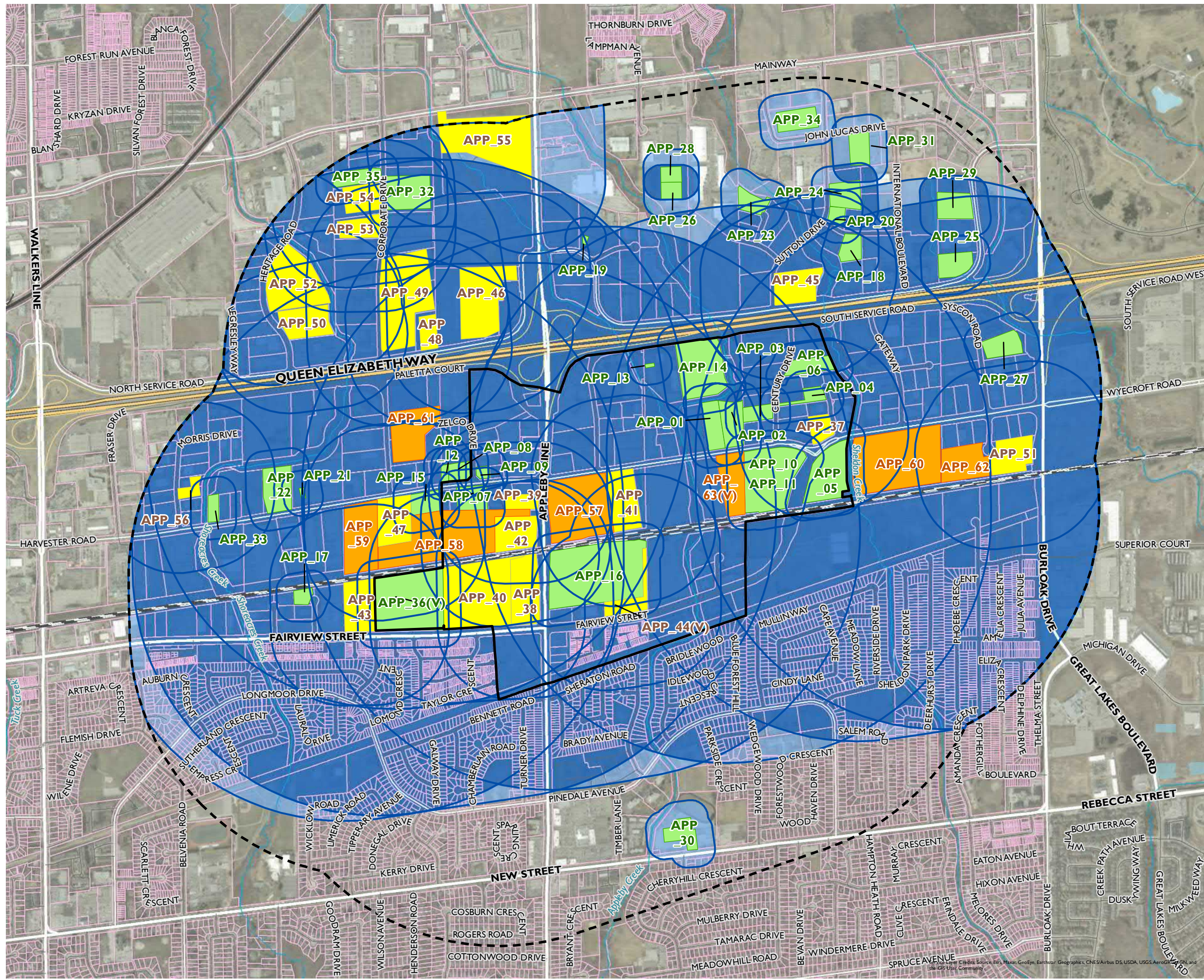
MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, CITY OF BURLINGTON

MAP CREATED BY: LK / DR
MAP CHECKED BY: CH
MAP PROJECTION: NAD 1983 UTM Zone 17N

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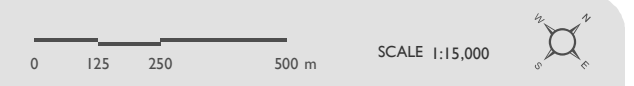
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STATUS: DRAFT
DATE: 2023-04-13



APPLEBY GO MTSA
CITY OF BURLINGTON MTSAs
LAND USE COMPATIBILITY STUDY

APPLEBY GO MTSA MINIMUM RECOMMENDED SEPARATION DISTANCE
FIGURE C.4

- MTSA Boundary as per December 2021
 - Preliminary Preferred Precinct Plan
 - Study Area (1 km)
 - Railway
 - Expressway / Highway / Freeway
 - Ramp
 - Arterial Road
 - Collector Road
 - Local Road
 - Watercourse
 - Waterbody
- Industrial Classification**
- Class 1
 - Class 2
 - Class 3
- Recommended Minimum Separation Distance (RMSD) Coverage
- Area of RMSD Overlap



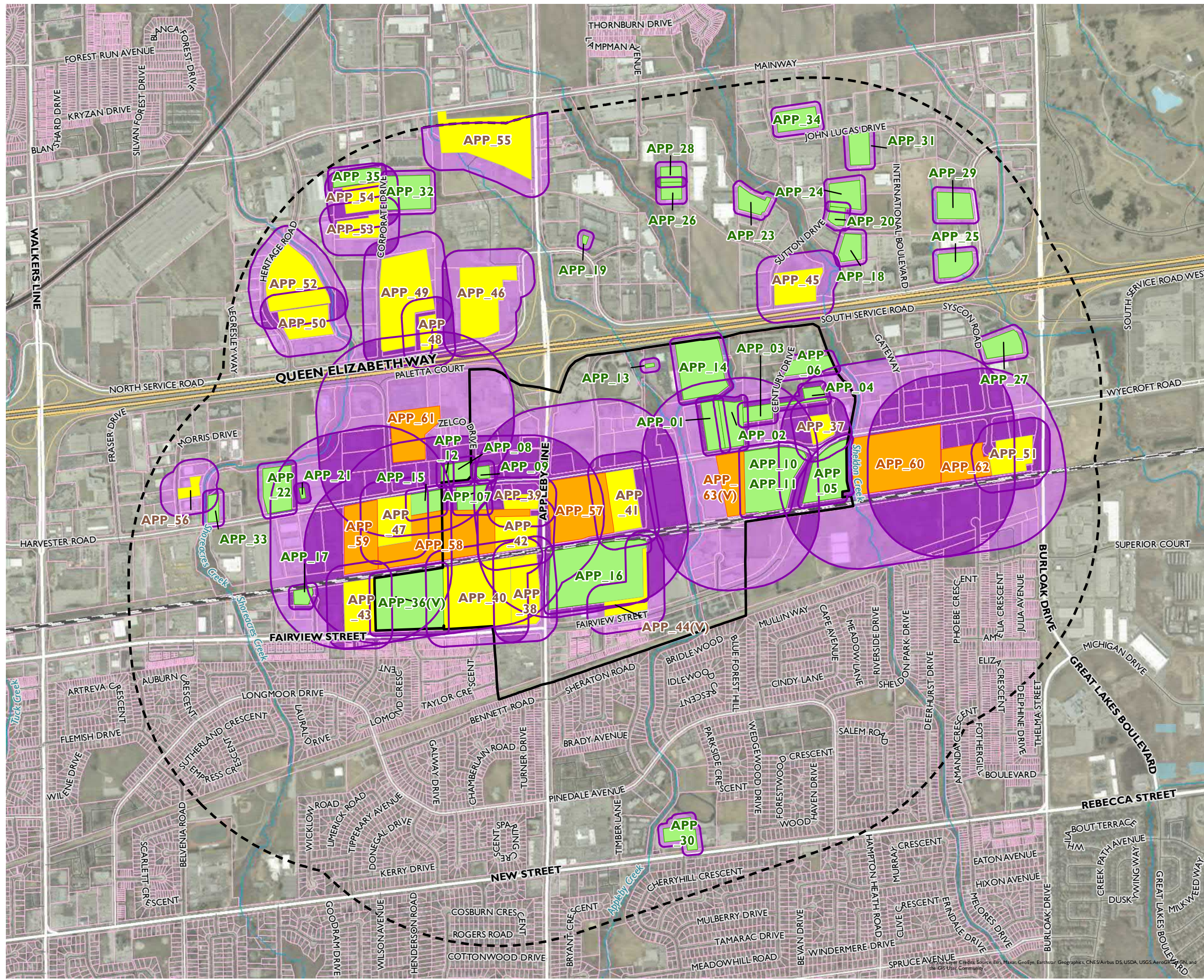
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DATA PROVIDED BY MNRF, CITY OF BURLINGTON

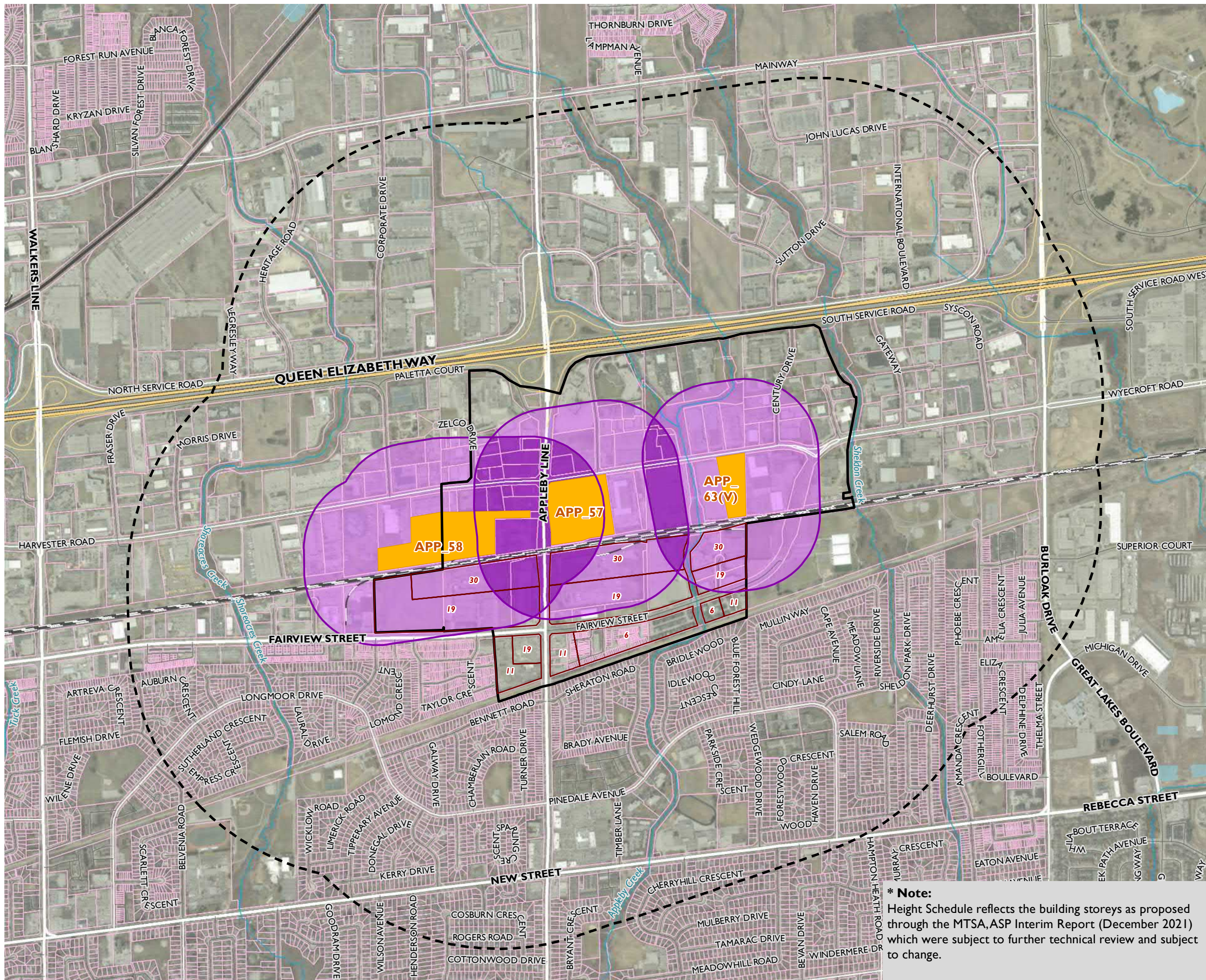
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PROJECT: 212562
STATUS: DRAFT
DATE: 2023-04-13





APPLEBY GO MTSA
CITY OF BURLINGTON MTSAs
LAND USE COMPATIBILITY STUDY

APPLEBY GO MTSA NON-CONVERTED (EMPLOYMENT) CLASS III INDUSTRIES
FIGURE C.5

- MTSA Boundary as per December 2021
- Preliminary Preferred Precinct Plan
- Study Area (1 km)
- Railway
- Expressway / Highway / Freeway
- Ramp
- Arterial Road
- Collector Road
- Local Road
- Watercourse
- Waterbody
- Parcel Fabric
- Maximum Height (Storeys) *
- Non-Converted Class III Industry
- Recommended Minimum Separation Distance (RMSD) Coverage
- Area of RMSD Overlap

0 125 250 500 m SCALE 1:15,000

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, CITY OF BURLINGTON

MAP CREATED BY: LK / DR
MAP CHECKED BY: CH
MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION: K:\2021\212562 - Burlington
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*** Note:**
Height Schedule reflects the building storeys as proposed through the MTSA, ASP Interim Report (December 2021) which were subject to further technical review and subject to change.

Appendix D

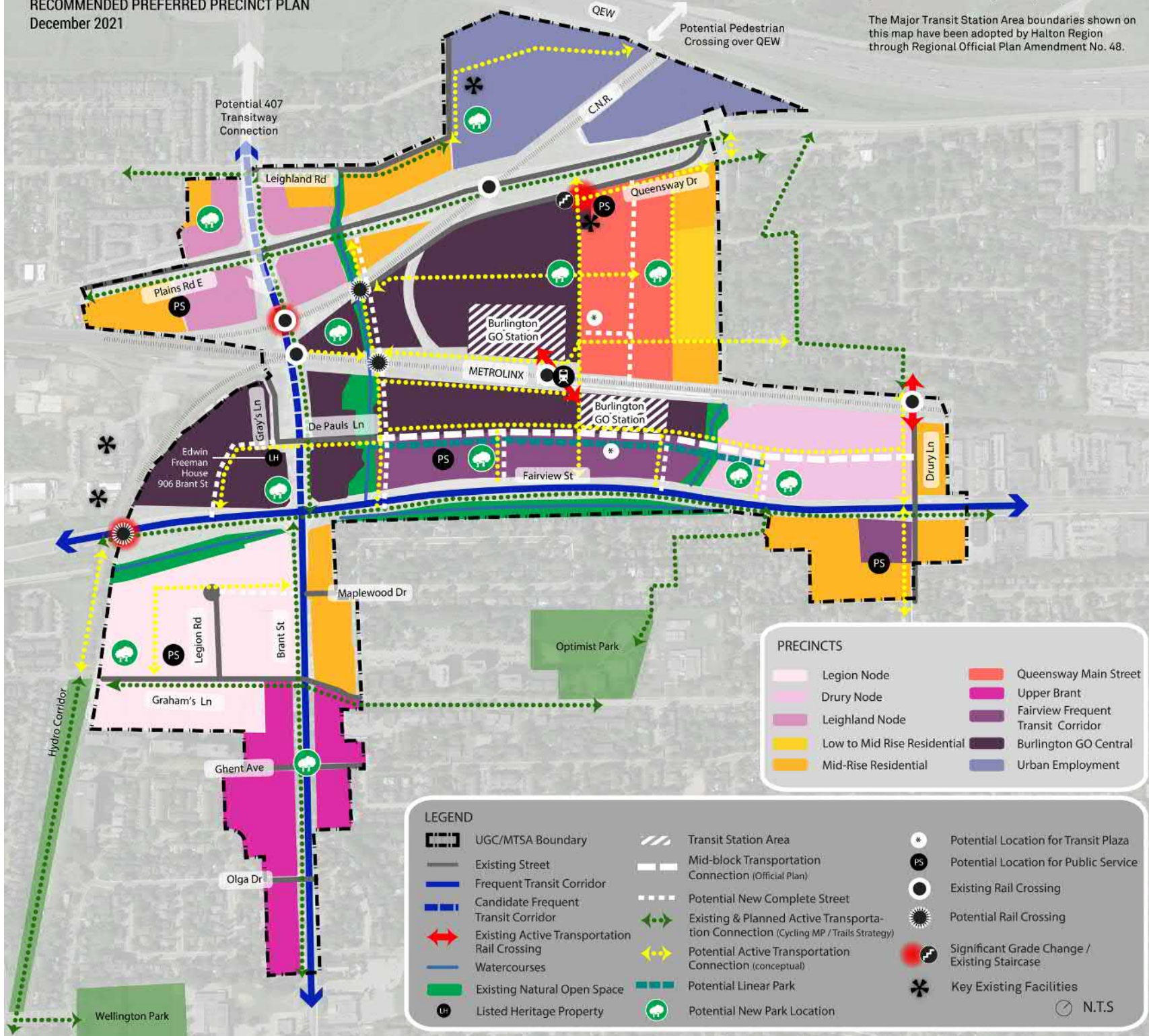
Recommended Preliminary Preferred Precinct Plans (December 2021)



DOWNTOWN BURLINGTON UGC/BURLINGTON GO MTSA
RECOMMENDED PREFERRED PRECINCT PLAN
 December 2021

In addition to Key Existing Facilities identified on the map, there will be additional facilities considered as part of the land use compatibility analysis.

The Major Transit Station Area boundaries shown on this map have been adopted by Halton Region through Regional Official Plan Amendment No. 48.



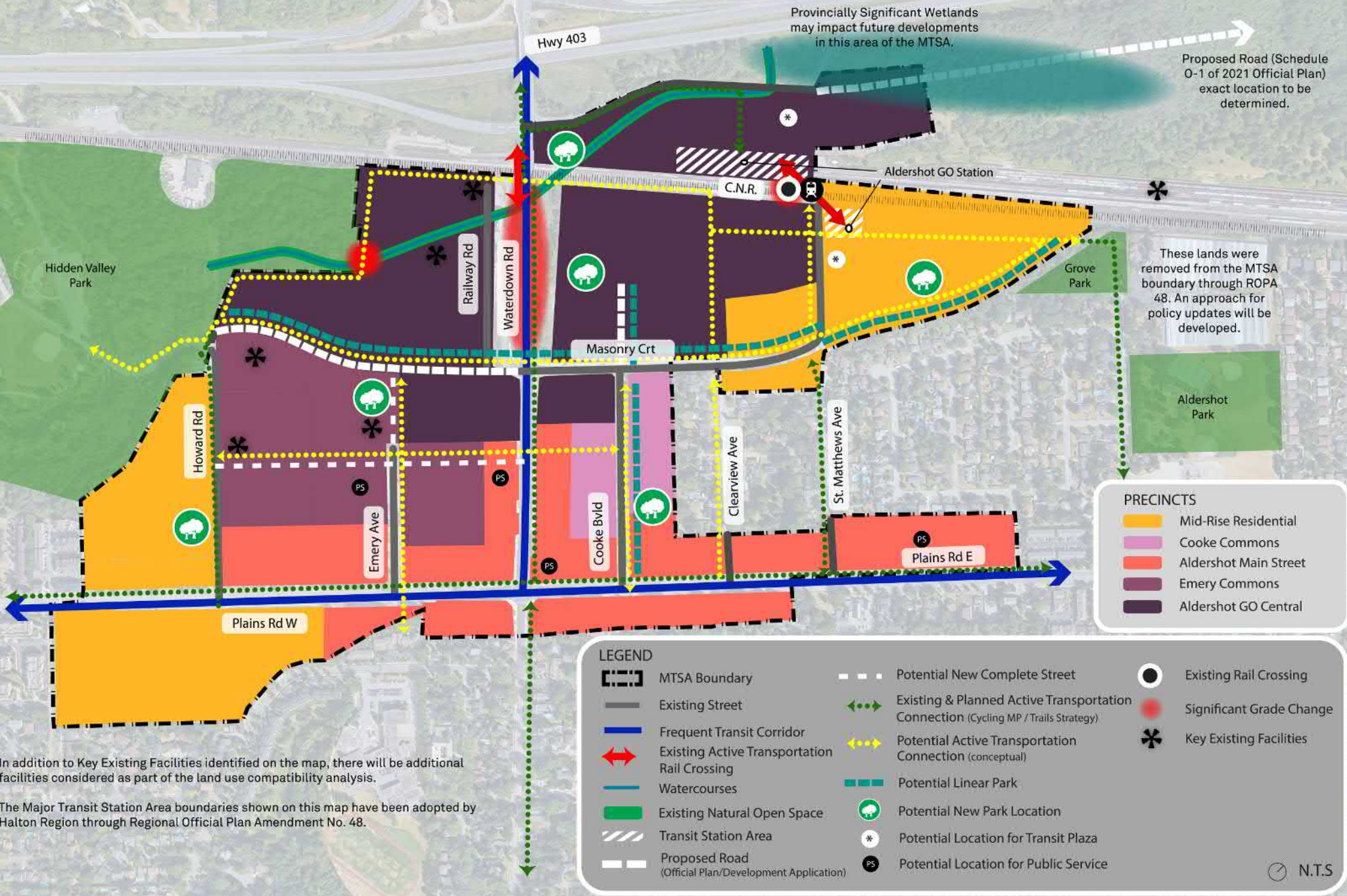
PRECINCTS

Legion Node	Queensway Main Street
Drury Node	Upper Brant
Leighland Node	Fairview Frequent Transit Corridor
Low to Mid Rise Residential	Burlington GO Central
Mid-Rise Residential	Urban Employment

LEGEND

UGC/MTSA Boundary	Transit Station Area	Potential Location for Transit Plaza
Existing Street	Mid-block Transportation Connection (Official Plan)	Potential Location for Public Service
Frequent Transit Corridor	Potential New Complete Street	Existing Rail Crossing
Candidate Frequent Transit Corridor	Existing & Planned Active Transportation Connection (Cycling MP / Trails Strategy)	Potential Rail Crossing
Existing Active Transportation Rail Crossing	Potential Active Transportation Connection (conceptual)	Significant Grade Change / Existing Staircase
Watercourses	Potential Linear Park	Key Existing Facilities
Existing Natural Open Space	Potential New Park Location	N.T.S.
Listed Heritage Property		

ALDRESHOT GO MTSA
RECOMMENDED PRELIMINARY PREFERRED PRECINCT PLAN
 December 2021



Provincially Significant Wetlands may impact future developments in this area of the MTSA.

Proposed Road (Schedule O-1 of 2021 Official Plan) exact location to be determined.

These lands were removed from the MTSA boundary through ROPA 48. An approach for policy updates will be developed.

PRECINCTS

- Mid-Rise Residential
- Cooke Commons
- Aldershot Main Street
- Emery Commons
- Aldershot GO Central

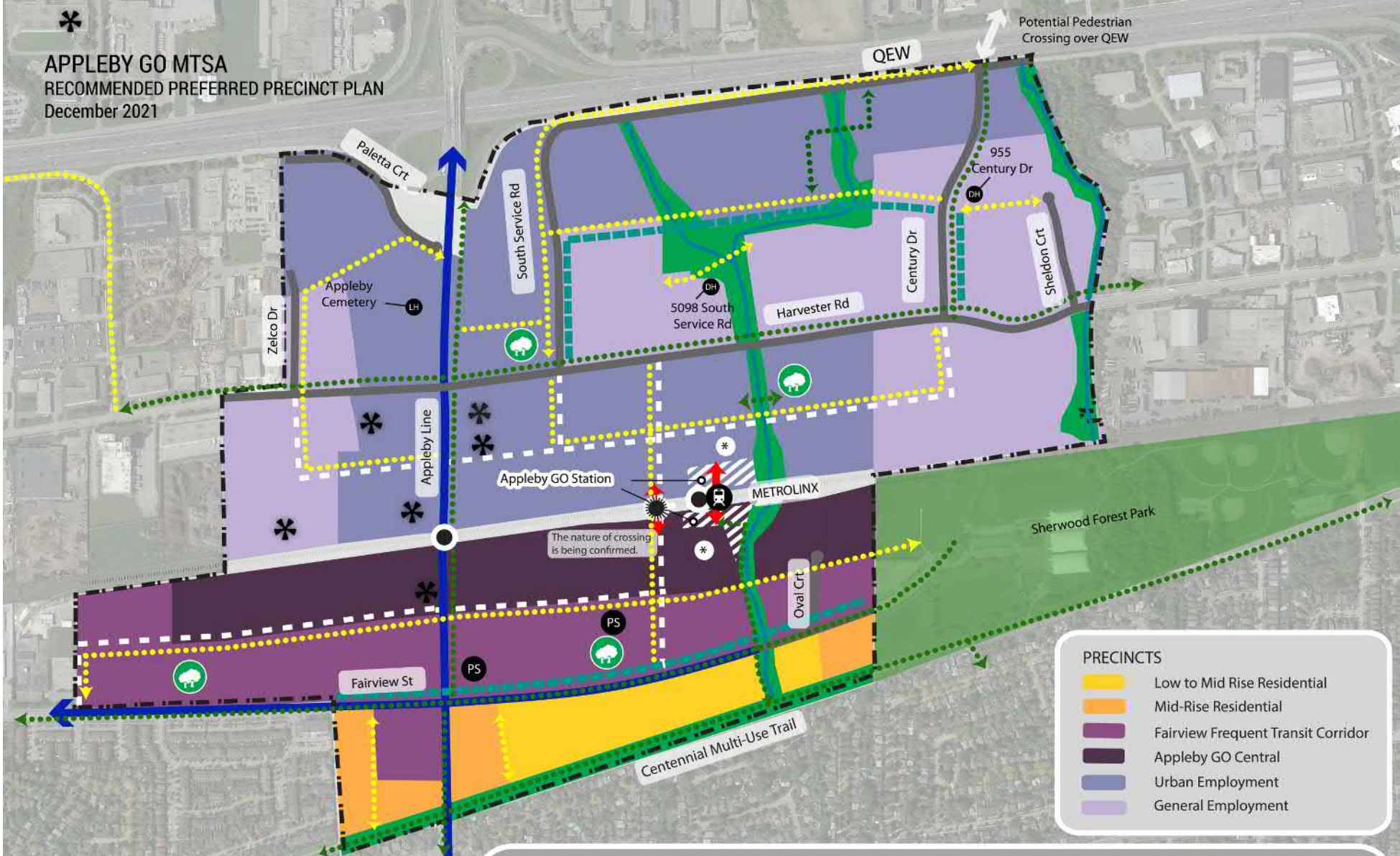
LEGEND

MTSA Boundary	Potential New Complete Street	Existing Rail Crossing
Existing Street	Existing & Planned Active Transportation Connection (Cycling MP / Trails Strategy)	Significant Grade Change
Frequent Transit Corridor	Potential Active Transportation Connection (conceptual)	Key Existing Facilities
Existing Active Transportation Rail Crossing	Potential Linear Park	
Watercourses	Potential New Park Location	
Existing Natural Open Space	Potential Location for Transit Plaza	
Transit Station Area	Potential Location for Public Service	
Proposed Road (Official Plan/Development Application)		

In addition to Key Existing Facilities identified on the map, there will be additional facilities considered as part of the land use compatibility analysis.

The Major Transit Station Area boundaries shown on this map have been adopted by Halton Region through Regional Official Plan Amendment No. 48.

APPLEBY GO MTSA
RECOMMENDED PREFERRED PRECINCT PLAN
 December 2021



PRECINCTS

- Low to Mid Rise Residential
- Mid-Rise Residential
- Fairview Frequent Transit Corridor
- Appleby GO Central
- Urban Employment
- General Employment

LEGEND

MTSA Boundary	Transit Station Area	Potential Location for Public Service
Existing Street	Potential New Complete Street	Existing Rail Crossing
Frequent Transit Corridor	Existing & Planned Active Transportation Connection (Cycling MP / Trails Strategy)	Potential Rail Crossing
Existing Active Transportation Rail Crossing	Potential Active Transportation Connection (conceptual)	Key Existing Facilities
Watercourses	Potential Linear Park	
Existing Natural Open Space	Potential Park Location	
Listed Heritage Property	Potential Location for Transit Plaza	
Designated Heritage Property		

In addition to Key Existing Facilities identified on the map, there will be additional facilities considered as part of the land use compatibility analysis.

The Major Transit Station Area boundaries shown on this map have been adopted by Halton Region through Regional Official Plan Amendment No. 48.

N.T.S

