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July 4, 2022

Regional Chair Nando Iannicca and Members of Region of Peel Council
Region of Peel
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Dear Mesdames and Sirs:

Re: Ahmed Group
1000 & 1024 Dundas Street East, Mississauga
Region of Peel New Official Plan

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED ☒ _____

We are counsel to Ahmed Group (1000 Dundas St. E.) Inc. and Ahmed Group (1024 Dundas St. E.) Inc. (together the "**Ahmed Group**"). The Ahmed Group owns the lands known municipally as 1000 and 1024 Dundas Street East, in the City of Mississauga (the "**Subject Lands**"). As Council is aware, our client has plans to redevelop the Subject Lands with 462 purpose-built rental apartment units (the "**Redevelopment**") which is opposed by Mother Parker's.

We previously made written and oral submissions to Council with respect to our client's Redevelopment in the context of the employment designations set out in Schedule E-4 of the New Region of Peel Official Plan (the "**New ROP**") to which Mother Parker's objects.

We have reviewed Mother Parker's Tea & Coffee Inc.'s (herein "**Mother Parker's**") submission dated June 17, 2022 that was in response to our submission dated June 9, 2022. We disagree with a number of assertions in Mother Parker's June 17 letter and provide the following new and/or additional information:

1. First, Mother Parker's suggests that a number of sensitive receptors on Greta Gate, Mississauga are subject to higher noise level limits because they abut Dundas Street East and therefore are not experiencing higher noise levels than permitted under NPC-300. However, according to the noise contours submitted by Mother Parker's in their letter, it is clear that several sensitive receptors are beyond the boundary of the area subject to higher noise limits and with respect to those receptors, **Mother Parker's is out of compliance.**
2. Second, Mother Parker's suggestion that the Class 4 designation is only intended for extraordinary situations is patently incorrect. In fact, Class 4 is a tool provided by the Ministry to accommodate intensification where compliance would otherwise be impossible, including in at least two prior instances, within the City of Mississauga. The situation in this case is precisely what Class 4 is intended to address.
3. Third, Mother Parker's suggests that Ahmed Group's primary argument for approval is that Mother Parker's might leave the area. In fact, our client has consistently taken the

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position that the Redevelopment and Mother Parker's can co-exist under a Class 4 designation and has tried to engage Mother Parker's on a number of occasions to discuss how the uses could be made compatible.

4. Finally, we attach a Land Use Compatibility Study prepared by Rowan Williams Davies & Irwin Inc., land use compatibility engineers and experts who confirm compatibility of the Redevelopment with Mother Parker's operations, provided that a Class 4 designation applies to the lands in question.

In reviewing the Staff Report titled Delegation from Mother Parker's Tea and Coffee Inc. (Referred Motion), it is clear that staff do not support modifying the New Official Plan to designate the Subject Property as being within *Employment Areas*. As staff clearly articulate in the report, the current designation of the Subject Property is appropriate and implements the findings of the Dundas Connects Master Plan which contemplates the possibility of sensitive uses being introduced on the Subject Property.

In this regard, we urge Regional Council to follow the staff recommendation and not seek modifications to the adopted New Regional Plan.

Sincerely,

Gowling WLG (Canada) LLP



Peter Gross

1000 AND 1024 DUNDAS STREET EAST

MISSISSAUGA, ONTARIO

LAND-USE COMPATIBILITY/MITIGATION STUDY
(AIR QUALITY AND NOISE)

RWDI # 2200461

June 29, 2022

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1 INTRODUCTION

RWDI was retained by The Ahmed Group to undertake a land use compatibility/mitigation study in support of a site specific Official Plan Amendment and Zoning By-law Amendment to permit mixed use development with a residential component on the subject lands. The proposal for the subject lands includes a 16-storey and 20-storey mixed-use buildings, comprised of 12 and 16 storey towers on top of a 4-storey podium with retail and residential uses on the properties municipally known as 1000 and 1024 Dundas Street East, in the city of Mississauga, Ontario. The location of the subject lands is shown on **Figure 1**. Detailed architectural drawings are included in **Appendix A**.

The subject lands are currently used for commercial purposes. The surrounding land use consists primarily of residential uses to the north, and commercial, and industrial lands to the south.

The scope of this study was to identify any existing and potential land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and nearby employment areas and/or major facilities. The compatibility impacts as they pertain to noise and vibration have been assessed in detail in the "1000 and 1024 Dundas Street East Noise and Vibration Impact Study" by RWDI dated December 10, 2021 (NVIS). The noise and vibration report is summarized within this report for ease of review.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Dundas Connects Land Use Compatibility Terms of Reference

The City of Mississauga has endorsed the Dundas Connects Master Plan (DCMP) which includes recommendations for parcels identified for potential conversion from employment use to employment mixed-use designation. The Dundas Connects Land Use Compatibility Terms of Reference (ToR) ^[1] identifies the criteria for the City of Mississauga to assess when considering the compatibility for such conversions. The ToR is intended as a tool for developers to scope the required studies to be submitted to the City for review. The ToR outlines appropriate assessments of air quality, noise, and vibration impacts to ensure feasibility of development through design and/or mitigation measures.

2.2 Provincial Policy Statement

Sections 1.2.6.1 and 1.2.6.2 of Part V of the Provincial Policy Statement 2020 (<https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>) states the following:

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

Section 1.6.8.3 of Part V of the Provincial Policy Statement 2020 further states that:

“New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”

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

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

2.3 Provincial Compatibility Guidelines

The Ministry of Environment, Conservation and Parks' (MECP) D-series guidelines deal with land use compatibility in Ontario. The most relevant guideline in the present case is D-6 (Compatibility between Industrial Facilities, <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>). It provides a classification scheme for industries based their potential for emissions that could cause adverse effects. The classification scheme is summarized in **Table 1**.

Table 1: D-6 Industry Classification Scheme

Class	Descriptors
I	<ul style="list-style-type: none">• Small scale• Self-contained• Packaged product• Low probability of fugitive emissions• Daytime operations only• Infrequent and/or low intensity outputs of noise, odour, dust, vibration
II	<ul style="list-style-type: none">• Medium scale• Outdoor storage of wastes or materials• Periodic outputs of minor annoyance• Low probability of fugitive emissions• Shift operations• Frequent movement of products and/or heavy trucks during daytime
III	<ul style="list-style-type: none">• Large scale• Outside storage of raw and finished products• Large production volumes• Continuous movement of products and employees during shift operations• Frequent outputs of major annoyance• High probability of fugitive emissions

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



Table 2: D-6 Separation Distances

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

Guideline D-6 recommends the following:

1. "...no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II or III industrial land uses, without evidence to substantiate the absence of a problem." (Sec. 4.5.1 of Guideline D-6).
2. "No incompatible development other than that identified in Section 4.10, *Redevelopment, Infilling and Mixed-Use Areas* should occur [within the recommended minimum separation distances]" (Sec. 4.3 of Guideline D-6)
3. "When a change in land use is proposed [in an area of urban redevelopment, infilling or transition to mixed use] for either industrial or sensitive land use, less than the minimum separation distance ... may be acceptable subject to either the municipality or the proponent providing a justifying impact assessment (i.e., a use specific evaluation of the industrial processes and the potential for off-site impacts on existing and proposed sensitive land uses). Mitigation is the key to dealing with less than the minimum to the greatest extent possible." (Sec. 4.10.3 of Guideline D-6).
4. With respect to how separation distance should be measured, the guideline states that "measurement shall normally be from the closest existing, committed and proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use." However, it does allow the measurement to include areas within the lot lines (on-site buffers) where site-specific zoning or site plan control precludes the use of the area for a sensitive use in the case of the sensitive land use, and for an activity that could create an adverse effect in the case of the industrial land use.

When dealing with vacant industrial lands, the guideline states that "determination of the potential influence area shall be based upon a hypothetical worst-case scenario for which the zone area is committed".



3 METHODOLOGY

The tasks for this study consisted of reviewing the following items:

- The official plan and zoning by-laws for the surrounding area;
- Published satellite imagery and street-based photography;
- MECP Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1000 m of the subject lands;
- Pending applications for amendment to ECA's of any major facilities, posted on the Environmental Registry;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for industries within 1000 m of the subject lands;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the MECP;
- Meteorological data for the study area; and,
- Any recent complaint history available from the applicable MECP District Office to determine if there are any air quality or noise concerns within the area.

RWDI reviewed wind data from Toronto International Airport, the nearest meteorological station to the subject lands, to assist in the assessment. A summary of the directional distribution of winds over a period from 2000-2020 is shown in **Figure 2**. The wind directions in the figure refer to the direction from which the wind blows, while the annual frequency of a given wind direction is shown as a distance radially from the centre. The most frequent winds originate from the southwest to north with winds from the south and northeast less frequent.

It is our understanding that the MECP is unable to provide complaint related information directly and such inquiries are to be directed via the Ministry's Freedom of Information (FOI) office. While complaint history for the area is a helpful tool in the initial screening of industries, due to the length of time to complete the process as well as the existing character of the study area, we did not consider this task to be essential in completing the assessment for this site. An online search was conducted for complaints in the area but no such articles or reports were found.

4 RESULTS

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

4.1 Existing and Proposed Industrial Uses

The area within a 1000 m radius of the subject lands is, for the most part, residential, commercial, and industrial land use. The majority of the residential lands in the study area consist of single detached houses and low-rise buildings north of Dundas Street East, with some high-rise developments. It is anticipated that residential uses will intensify in this area based on the Dundas Connects Master Plan. Table B-1 in **Appendix B** lists all identified Class I, II and III industries within 300 m Class II and Class III industries within 1000 m. Class I industries beyond 300 m were not documented as their potential influence areas fall far short of the subject lands. The locations of the identified industries are presented in **Figure 3**. More details on these industries are presented in **Appendix B**.

Three of the identified facilities have potential areas of influence that extend to the subject lands. These facilities are discussed below. In addition, one site considered to be commercial rather than industrial is discussed as it shares a property line with the subject lands. The facilities that are discussed in detail here are summarized in **Table 3**.

Table 3: Facilities Potentially Influencing the Proposed Development

Industry Class	Industry	Potential Influence Area	Actual Separation Distance
N/A	Closeout King – Retail Outlet (shared property line)	-	15 m (inclusive of buffer areas)
II	Mother Parker's Tea and Coffee Inc. (2530 Stanfield Rd) – Food and Beverage Manufacturing	300 m	125 m
II	Mother Parker's Tea and Coffee Inc. (2470 Stanfield Rd) – Food and Beverage Manufacturing	300 m	178 m
III	Tonolli Canada Ltd. – Secondary Lead Smelting Facility	1000 m	744 m

4.1.1 Closeout King

Closeout King is a large-sized retail building located immediately adjacent to the subject lands to the southeast. The site has a paved yard and no outdoor storage. There are two areas on the property with shipping bays, the first is along the northeast wall of the building and houses 9 bays and the other is at the southwest corner of the building with approximately 15 bays. Due to the nature of the sources at the retail building, it is assumed to be exempt from any environmental permitting requirements. Based on a review of aerial imagery, noise and air quality



emissions from the site are expected to be limited to small to medium-sized rooftop HVAC units and shipping and receiving trucks.

Noise from the rooftop HVAC units is not expected to be significant given the size of the units and the separation distances between the equipment and the proposed site buildings. There is potential that noise from the transport trucks could be significant if there are residential units located on the southeast face of the podium of the building. This has been evaluated in detail in the NVIS. Upgraded windows are not required, but air-conditioning will be required. With these mitigation measures in place, the site will not cause adverse noise impacts at the subject lands.

From an air quality perspective retail/warehouse operations such as the one at the facility are not expected to generate any odour emissions. Potential for dust emissions is nonexistent; the warehouse/retail outlet itself is not a source of dust emissions and outdoor areas are paved with no storage thus the potential for fugitive dust from onsite vehicle travel and outdoor activities is negligible. Potential air quality emissions from the site are due to:

1) Trucks utilizing onsite roadways and shipping docks:

These trucks generate tail pipe emissions however these emissions are not likely to be significant since the site does not appear to have a high volume of truck traffic. Furthermore, the shipping docks are more than 70m away from subject lands which would ensure that any emissions are not likely cause adverse air quality impacts at the subject lands.

2) Rooftop mounted HVAC units that are natural gas fired:

Natural gas fired HVAC units release nitrogen oxides as a by product of combustion however these emissions are likely insignificant. With respect to gas fired equipment, Table B3-B in Appendix B of the MECP's Guideline A-10¹ states that gas fired heating equipment with a total facility wide heat input of less than 20 million kilojoules per hour are negligible sources of emissions. The total heat input of such equipment at the Closeout King is likely to be less than 20 million kilojoules per hour and as a result any emissions can be expected to be negligible. Conversely, if this facility were to have a total heat input greater than 20 million kilojoules per hour then it would need to obtain an MECP approval which requires compliance with MECP air quality benchmarks at the facility's property line. In such a scenario if a given facility meets MECP compliance at its own receptors and property line, then it is expected that there will be no adverse air quality impacts at the subject lands as well.

Based on the above considerations the site is not expected to cause adverse air quality impacts at the subject lands.

4.1.2 Mother Parker's Tea and Coffee Inc. (2530 and 2470 Stanfield Road)

Mother Parker's Tea and Coffee Inc. owns and operates a number of buildings in the vicinity of the subject lands. Two of the facilities that house manufacturing processes are within the Class II zone of influence of 300 m, but are outside of the 70 m minimum separation distance.

Significant noise sources at both facilities include: process exhausts, boilers, dryers, baghouses, HVAC equipment, and truck movements. The facility to the east (2530 Stanfield Road) includes a Noise Abatement Action Plan (NAAP)

¹ Ontario Ministry of the Environment, Conservation and Parks. 2018. *Table B3-B: Specific Examples of Sources that may Emit Contaminants in Negligible Amounts* in Procedure for Preparing an Emission Summary and Dispersion Modelling Report [Guideline A-10].



to reduce noise emissions at the facility. For both facilities, the proposed development would be the new closest noise sensitive receptor located less than 200 m from each facility. Given the scale of operations and types of noise sources, noise above the sound level limits could be expected at the subject lands. Excess sound levels can be addressed through mitigation at-source or a Class 4 designation to allow for elevated sound level limits and potentially the use of on-building, receptor-based mitigation, such as enclosed noise buffers. A Class 4 designation is applicable for properties in this area, where developments are infilling in proximity to existing lawfully established stationary sources. The NVIS completed a detailed study of sound from these facilities to determine if Class 4 designation would achieve compliance at the subject lands. It was determined that achieving the Class 1 sound level limits at existing surrounding sensitive receptors would result in compliance with Class 4 limits at the subject lands without any at-source mitigation.

From an air quality perspective, the site at 2530 Stanfield Road has paved outdoor areas with little or no outdoor storage. This implies that there are no outdoor activities that would result in emissions of fugitive dust or odour emissions. Operation at the site will generate air quality, dust and odour emissions that are released via low lying point sources. As per its MECP approval # 9340-AHXLJM, the site has coffee roasting equipment as well as catalytic afterburners that control roaster emissions. Any odours generated from roasting are likely to be burned off by these afterburners prior to being exhausted to the atmosphere. The facility's processes generate particulate matter emissions, but these emissions are mitigated using dust collection equipment prior to being emitted. Since there is sufficient mitigation onsite, dust and odour emissions from the facility are not likely to impact air quality at the subject lands. Any emissions from the facility are released from low lying sources that will likely result in maximum air quality impacts near the property line. These emissions are not expected to adversely impact the subject lands. The facility's MECP approval requires that emission impacts need to be compliant with MECP air quality benchmarks at the property line and beyond. Taking these considerations into account, this facility is not expected to adversely impact air quality at the subject lands which are located more than 100m away.

The facility at 2470 Stanfield Road consists of multiple buildings and according to its MECP permit (#1558-9J9N4T), has the same type of equipment and mitigation measures as the facility at 2530 Stanfield Road. The same considerations as the 2530 Stanfield Road facility were applied when determining this facility's emissions impacts at the subject lands. Based on these considerations it was determined that the facility at 2470 Stanfield Road would not have any adverse air quality impacts at the subject lands which are located more than 150m away.

4.1.3 Tonolli Canada Ltd.

This site is located at 1333 Tonolli Road and is now owned by Terrapure Environmental. Based on review of information on the Terrapure website, the activities at the former Tonolli facility are still taking place. As per its MECP permit (#1198-8Q7KM6) the Tonolli facility engaged in secondary lead smelting to manufacture lead and lead alloys. Operations and equipment at the facility includes battery breaking and shredding, smelting furnaces, refining kettles and casting operations.

The site was featured in a local news report in 2019 due to an onsite fire². RWDI contacted Tonolli to obtain information on this event and an explosion that occurred in the facility in 2018. Tonolli were co-operative and

² Mississauga.com news website article accessed on January 18th 2021:



provided the following description of the events and any safety and prevention measures that were taken in the aftermath of these accidents:

August 2019 Fire:

Started in a building used for processing plastic chips (PP) from battery cases. This building is a separate building from the Main Process Building. The fire destroyed part of the building where this plastic processing took place. After the fire Terrapure-Tonolli demolished what was left of this fire damaged building. The industrial process at which the fire originated is no longer operated/undertaken at the facility. After the fire, Tonolli have installed smoke/fire detection equipment in the office building and two electrical distribution rooms to minimize the risk of fire.

2018 explosion:

This explosion occurred at the furnace burner system, on one of the furnaces where an outside contractor was performing work. The explosion was caused by delayed ignition during testing of the burner system. After this explosion, the facility made upgrades to the Burner System to reduce risk of such an event occurring again. This upgrade work was in accordance with TSSA regulations. Upgrades were also made in the refinery where an oil heating system was replaced with a gas fired system incorporating PLC oversight and alarm systems to ensure safe operation. This work was certified by the TSSA.

A review of available ECA information and aerial and street-level imagery indicates that this facility has multiple tall stacks and a large outdoor storage area, portions of which are not paved. Facility must comply with a 90,000 tonnes of lead bearing waste processing limit set in the ECA. Due to the size and nature of the operations at this facility, it has been designated as a Class III facility.

Although the Tonolli's facility is large scale with significant sources of noise, impacts at the subject lands are not anticipated to be significant due to the separation distance. Although the subject lands would be a new nearest receptor to the west, there are much closer residential uses to the northwest and southeast where impacts will be more significant. Therefore, the subject lands are compatible with the Tonolli facility from a noise perspective.

From an air quality perspective, the ECA indicates that the facility has a dust management plan which should minimize fugitive dust emissions to insignificant levels. A review of aerial imagery did not provide evidence of any fugitive odour sources. The facility's permit indicates that the MECP has identified lead and total particulate matter (TPM) as significant emissions from the facility. As per its permit, the facility had to establish an ambient monitoring program for lead and TPM. A previous lead monitoring program captured lead and TPM emissions impacts from all lead emitters in the area. The results of this program indicated that maximum lead emission impacts from all lead emitting facilities in the area, 0.08 ug/m3 are well below MECP benchmarks of 0.5 ug/m3 - 24-Hour average. Therefore, with respect to odours, dust and other emission from low-level sources, the subject lands do not introduce any new constraint on the facility than what already exists due to existing low-rise residential uses much closer to the facility.

<https://www.mississauga.com/news-story/9572131-fire-at-mississauga-battery-recycling-plant-deemed-accidental/>



However, the proposed 20 storey development at the subject lands introduces new elevated sensitive receptors in the area and any TPM and lead emission from the tall stacks may have the potential to impact air quality at the subject lands at these elevations. Thus the subject lands may introduce a new constraint on Tonolli Canada's operations by compromising the ability of its tall stacks to ensure that their emissions will be compliant with MECP air quality benchmarks.

Prior to site plan approval, further air quality investigation should be undertaken to address this question. The study would consist of obtaining a copy of Tonolli's current Emission Summary and Dispersion Modelling Report (ESDM) and using that information to develop and run a computer dispersion modelling simulation that includes elevated points of reception at the subject property. RWDI contacted Tonolli for this information and was provided with 1) the Executive Summary for the ESDM which contained the facility's Emissions Summary Table and 2) the Executive Summary for the Acoustic Assessment Report which contained the facility's Acoustic Summary Table. From an air quality perspective, the emission summary table while useful, does not provide enough information to conduct a detailed air quality modelling assessment. To conduct this type of assessment RWDI would require a copy of the facility's ESDM report which contains its source summary table (which provides a list of emissions by source as well as source parameters). In light of this, a request to was sent to the MECP via the provincial Freedom of Information (FOI) office to obtain the facility's complete ESDM report which contains the information RWDI requires to conduct a detailed modelling assessment. RWDI is currently awaiting the response to this request. Typically, the FOI office seeks input from Tonolli before releasing the report, in case any parts of it need to be redacted for confidentiality reasons. The FOI request process is lengthy and as soon as RWDI receives the information requested, we will review and advise on next steps to be taken.

4.2 Future Industrial Uses

The zoning map for the surrounding area is provided in **Figure 4**. Southeast of the subject lands are industrial zoned areas which are part of a designated employment area. Northwest of Dundas Street East is predominantly residential uses.

The parcel immediately southeast of the subject lands, currently occupied by a retail outlet, is zoned Employment (E2). Under the City of Mississauga zoning by-law, the existing retail use could be converted to a Class I or Class II industry such as manufacturing. The Province of Ontario has designated these lands (and other lands to the south) as a "Provincially Significant Employment Zone", indicating the area is likely to remain employment/industrial. However, with the implementation of the Dundas Connects Master Plan residential uses are likely to intensify within the surrounding area; therefore, the intensification of industry in the vicinity of Dundas Street East will likely be restricted by these already planned intensified residential uses. Other intensification of industry in the area is bound by existing residential uses and the DCMP. Therefore, the potential future development on the subject lands is not expected to have a significant effect on the ability of new uses to locate in the employment area.



4.3 Transportation Facilities

The subject lands are located approximately 165 m northwest of the Canadian Pacific Rail Corridor on which Metrolinx operates its Milton line. The subject lands are located between Dixie and Cooksville GO Stations. The closest major roadways are Dundas Street East located adjacent to the northwest, Stanfield Road located approximately 250 m to the northeast, and Token Road approximately 70 m to the southwest. In addition, the proposed Dundas Bus Rapid Transit (BRT) project and associated widening of Dundas Street East will affect sound levels at the subject lands. The road widening will shift the eastbound paved vehicle travel lanes further to the south, towards the subject lands. The current architectural plans for the proposed project recognize that a portion of the 1000 and 1024 Dundas Street East site located within 3.5 m of the existing road allowance be dedicated to the City of Mississauga for the road widening.

4.3.1 Noise

Elevated sound levels on the proposed development due to the Dundas BRT, road, and train traffic are expected. The potential effects from noise from the rail corridor and the required mitigation measures have been evaluated as part of NVIS. Upgraded STC ratings for façade components including windows, walls and doors are required at the subject lands as detailed in the NVIS. Vibration from rail is not expected to be of concern. The Rail Association of Canada (RAC) provides setback distances where vibration effects from rail require study³. The 165 m setback distance is beyond the 75 m setback recommended by RAC.

4.3.2 Air Quality

The current train volume on the Metrolinx rail corridor is 44 trains per day (2021 Email correspondence with Metrolinx). The GO Rail Network Electrification Environmental Project Report Addendum – Lakeshore East Study⁴ (https://www.metrolinxengage.com/sites/default/files/appendix_f4_-_go_rail_network_electrification_lse_aq_report_18may21.pdf) was reviewed to get a sense of air quality effects around Metrolinx rail corridors. The Lakeshore East segment has significantly more diesel train traffic than the Milton corridor, at greater than 100 trains per day compared to less than 44. The Lakeshore East Study indicated that air quality impacts decrease sharply with distance and are generally low (within 20% of background) beyond 50 meters. Therefore, the subject lands are more than sufficiently separated from the rail corridor to avoid adverse air quality effects.

In terms of road traffic, the subject lands are located adjacent to Dundas Street East which has a current Annual Average Daily Traffic volume (AADT) of 17,115 vehicles per day. This value is expected to decline in the future; 2031 estimates of AADT are 15,186 vehicles per day. This decrease is likely due to the Dundas Bus Rapid Transit (BRT) project which, when implemented, is expected to decrease traffic volumes. The City of Toronto's report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (October 2017) indicates sensitive land uses adjacent to nearby highways and major roadway experience adverse air quality impacts. This report also states that the most widely reported mitigation strategy for traffic-related air pollutants (TRAP) is

³ Rail Association of Canada Guidelines for New Development in Proximity to Railway Operations, 2013

⁴ Gannett Fleming, 2021. Final Local Air Quality Study – Lakeshore East Rail Corridor, GO Rail Network Electrification Project. Pages 1 to 82.



separation distances or buffer zones, with some environmental agencies (California and British Columbia) recommending a setback of 500 ft (approx. 150m) from major highways and 100m from roads with annual average traffic volumes of 15,000 vehicle or more per day.” However, the report acknowledges that it is not feasible to restrict development within the recommended buffer zones and meet Toronto’s growth projections. As an alternative, the report outlines TRAP mitigation measures. These measures will need to be considered for the subject lands, during detailed design of the proposed development.

In terms of land use planning at the site level, the City’s TRAP report identifies the following mitigation strategies:

- Locating residential units and outdoor use areas (particularly ones for prolonged use) as far as possible from the roadways and buffered by transitional uses;
- Vegetation that is designed as a barrier (as a complement to other mitigation measures);
- Physical barriers such as sound barriers;
- Mechanical rather than passive building ventilation with air particle filtration;
- Location of ventilation air intakes away from known pollution sources and roads;
- Only opening windows on the side of the buildings that face away from TRAP sources;
- Optimizing timing and quantity of ventilation make-up air; and,
- Management of outdoor activities.

The current design for the subject lands consists of a 16-storey and 20-storey mixed use building comprised of a two towers, Building A and B that are 12 and 16 storeys respectively. These towers sit atop of a 4-storey podium. Buildings A and B are located within 12m and 63m respectively from Dundas Street East and both have balconies facing the roadway. These setback distances are less than the recommended 100m set back distance identified in the above-mentioned City of Toronto report and it is likely that sensitive uses at both buildings are likely to be impacted by transportation pollution from Dundas Street East. The City of Toronto has recognized that a 100 m setback from roads carrying traffic volumes of 15,000 or more vehicles per day is unduly onerous. Therefore, the City of Toronto has approved the construction of new buildings containing sensitive land uses at the street line and has not required that such buildings be setback 100 m from the street. RWDI recommends the following mitigation measures be considered at Buildings A and B in order to reduce the impact of transportation pollution:

- Where possible, the provision of mechanical rather than passive building ventilation with air particle filtration;
- Location of ventilation air intakes away from Dundas Street East; and,
- Optimizing timing and quantity of ventilation make-up air.

In addition, the proposed development features:

- An outdoor amenity on the Level 5 terrace is proposed on the roof of the east-west 4 storey podium adjacent to Dundas Street East;
- An outdoor bridge shall be incorporated into the design of the building to link the outdoor amenity on the Level 5 terrace on the roof of the north-south 4 storey podium to the Level 5 terrace on the east-west 4 storey podium adjacent to Dundas Street East.



- An outdoor running track would be constructed on this bridge to connect the outdoor running track envision within the Level 5 terraces on the roof of both the east-west and north south 4 storey podium; and
- A noise attenuation wall would be installed on the north side of the outdoor amenity on the Level 5 terrace on the east-west 4 storey podium facing toward Dundas Street East, as well as along west and south facing side of this terrace.

The outdoor amenity area on the level 5 terrace on the roof of the north-south 4 storey podium and the running track in this area appears to be: 1) elevated and away from Dundas Street East and 2) is partially shielded from Dundas Street East by Building A. The highest impacts from traffic pollution on Dundas Street East are likely to occur closer to ground level in the vicinity of the roadway and given the outdoor amenity area is elevated and partially shielded and located as far south as possible, it is RWDI's opinion that this area is appropriately placed.

The outdoor amenity area on Level 5 terrace on the east-west 4 storey podium adjacent to Dundas Street East and the running track in this area is: 1) elevated relative to Dundas Street East and 2) shielded from Dundas Street East by a noise attenuation wall and 3) is a relatively small space where prolonged use by occupants is not expected. Given this elevated height, shielding, and relatively small size which discourages prolonged use of the area, RWDI believes that this area is appropriately placed since it employs reasonable measures to help reduce occupant's exposure to pollution levels on Dundas Street East.



5 CONCLUSIONS

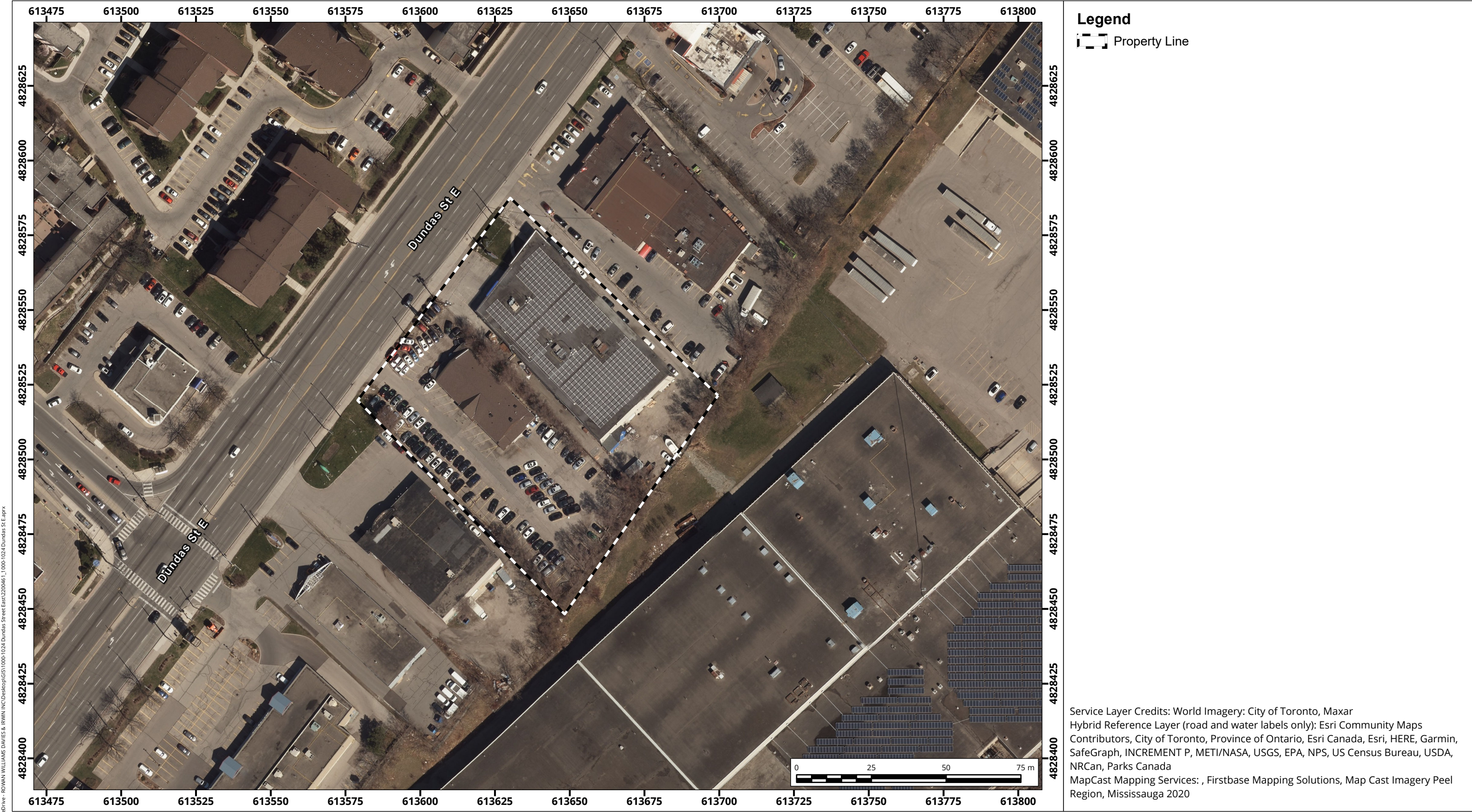
Mixed use development including residential uses on the subject property is compatible with surrounding employment uses and the transportation corridors. However, further studies are recommended to determine what, if any mitigation strategies, are needed. RWDI completed the following additional noise studies to identify the mitigation strategies which are required to address the effects of noise from transportation corridor and stationary noise sources:

- Noise impact assessment for Closeout King noise sources to confirm expected compatibility (included in NVIS).
- Noise impact assessment for Mother Parker's Tea and Coffee Inc. to confirm the requirement for a Class 4 designation and specify on-building noise control measures if required (included in NVIS).
- Noise assessments to determine appropriate design concepts and mitigation measures for traffic related noise and air pollutants from the CPR Rail Corridor and Dundas Street East (included in NVIS).
- Air quality assessment of impacts of emissions from the Tonolli Canada Ltd facility.

In addition, the following mitigation measures are recommended in order to reduce proposed sensitive receptors exposure to transportation air pollution generated along Dundas Street East:

- Provision of mechanical rather than passive building ventilation with air particle filtration;
- Location of ventilation air intakes away from Dundas Street East; and,
- Optimizing timing and quantity of ventilation make-up air.

FIGURES



Map Document: C:\Users\JUNO\OneDrive - ROWAN WILLIAMS DAVIES & IRWIN INC\Desktop\GIS\1000-1024 Dundas Street East\200461_1000-1024 Dundas St E.aprx

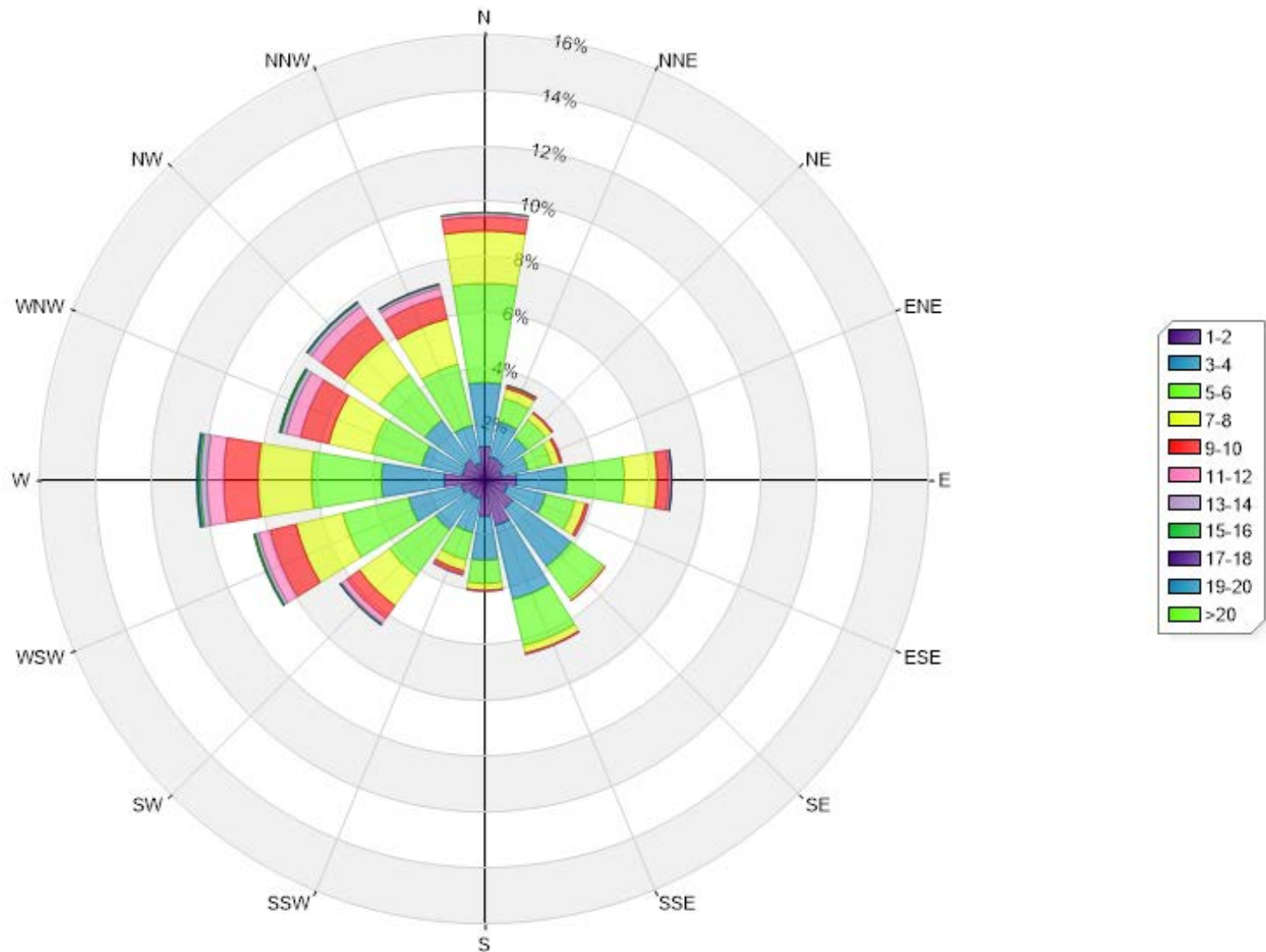
Site Location
Map Projection: NAD 1983 UTM Zone 17N
1000 & 1024 Dundas Street East - Mississauga, ON

True North

Project #: 2200461

Drawn by: LJN	Figure: 1
Approx. Scale: 1:1,200	
Date Revised: Nov 8, 2021	

Directional Distribution (%) of Winds in m/s (Blowing From)
Toronto Pearson International Airport, (2000-2020)



**Wind Speed and Direction Frequencies for Toronto Pearson
International Airport (2000-2020)**

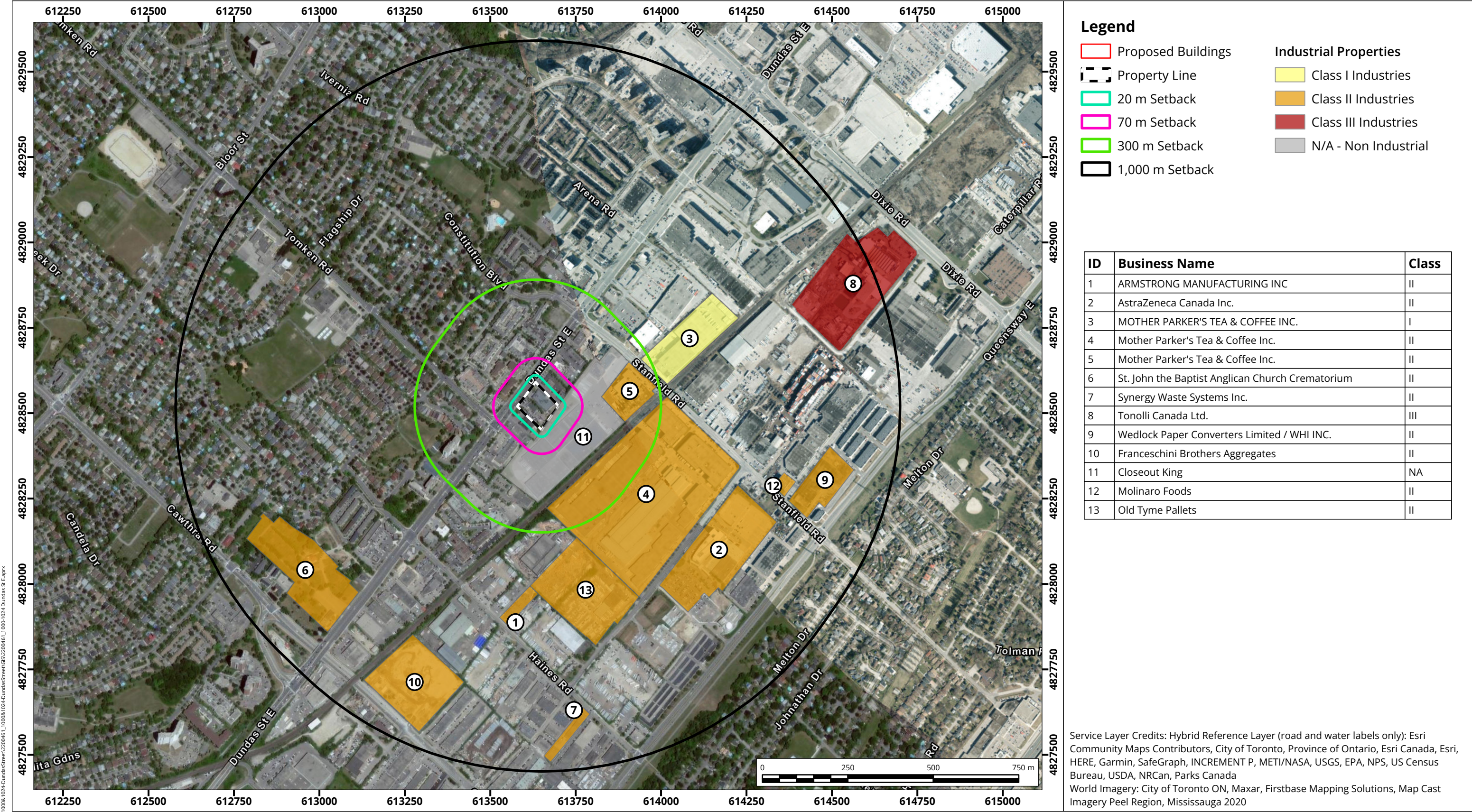
1000 & 1024 Dundas Street East, Mississauga, ON.

Project Number #2200461

Figure: 2

Date: December 5, 2021





Facilities in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
1000-1024 Dundas Street East - Mississauga, ON

True North

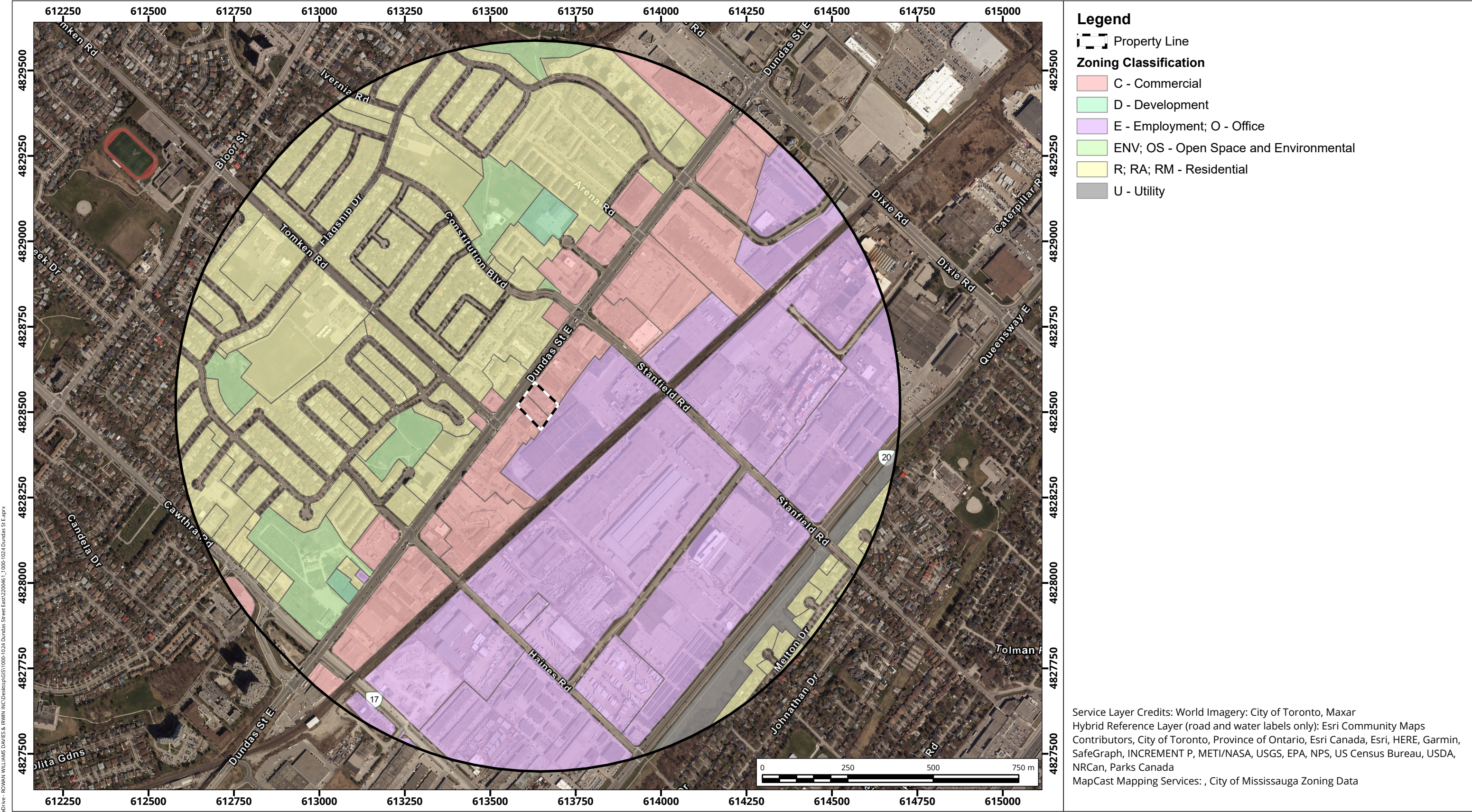
Project #: 2200461

Drawn by: RL

Figure: 3

Approx. Scale: 1:10,500

Date Revised: Jan 17, 2022



Legend
[Dashed Line] Property Line
Zoning Classification
[Pink] C - Commercial
[Light Green] D - Development
[Purple] E - Employment; O - Office
[Light Green] ENV; OS - Open Space and Environmental
[Yellow] R; RA; RM - Residential
[Grey] U - Utility

Service Layer Credits: World Imagery: City of Toronto, Maxar
Hybrid Reference Layer (road and water labels only): Esri Community Maps
Contributors, City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada
MapCast Mapping Services: , City of Mississauga Zoning Data

The cover of Appendix A features a large, light gray circular shape on the right side, partially overlapping a blue triangular shape on the left. The text 'APPENDIX A' is centered within the gray circle in a blue, sans-serif font.

APPENDIX A

**ARCHITECTURAL
DRAWINGS**



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DUNDAS
STREET EAST

STANFIELD
ROAD

50 m

12.10-25



1000 - 1024 DUNDAS STREET EAST

1. Proposed building GFA

Gross Floor Area Calculation for Residential												
the sum of areas of each storey of a building measured from the exterior of outside walls but shall not include any part of the building used for motor vehicle parking												
Gross Floor Area Calculation for Non Residential												
the sum of areas of each storey above or below established grade, measured from exterior of outside wall but excluding the following:												
A) mechanical floor area												
B) stairwells, washrooms or elevators												
C) enclosed area used for collection or storage of disposable or recyclable waste												
D) above or below established grade used for motor vehicle parking or loading spaces												
E) lunch room, lounges or fitness below grade												
F) accessory outdoor tank												
PRELIMINARY GFA										Res GFA + Indoor Amenity		
PROPOSED BUILDING GFA	RESIDENTIAL GFA		INDOOR AMENITY		OUTDOOR AMENITY		RETAIL		TOTAL RESIDENTIAL GFA		USABLE RES AREA	EFFICIENCY %
	sm	sf	sm	sf	sm	sf	sm	sf	sm	sf	sm	USABLE RES /
ABOVE GRADE												TOTAL RES GFA
GROUND	2,786	29,988	209	2,250	215	2,314	790	8,503	2,995	32,238	1,871	62%
2ND	4,100	44,132							4,100	44,132	3,593	88%
3RD	4,064	43,744							4,064	43,744	3,562	88%
4TH	4,064	43,744							4,064	43,744	3,562	88%
5TH (450-BLDG A)(335-BLDGB)	845	9,095	715		709	7,632			1,560	16,792	630	40%
6TH (780X2)BLDG A+B	1,560	16,792							1,560	16,792	1,340	86%
7TH	1,560	16,792							1,560	16,792	1,340	86%
8TH	1,560	16,792							1,560	16,792	1,340	86%
9TH	1,560	16,792							1,560	16,792	1,340	86%
10TH	1,560	16,792							1,560	16,792	1,340	86%
11TH	1,560	16,792							1,560	16,792	1,340	86%
12TH	1,560	16,792							1,560	16,792	1,340	86%
13TH	1,560	16,792							1,560	16,792	1,340	86%
14TH	1,560	16,792							1,560	16,792	1,340	86%
15TH	1,560	16,792							1,560	16,792	1,340	86%
16TH	1,560	16,792							1,560	16,792	1,340	86%
17TH (750-BLDG B)	780	8,396							780	8,396	670	86%
18TH	780	8,396							780	8,396	670	86%
19TH	780	8,396							780	8,396	670	86%
20TH	780	8,396							780	8,396	670	86%
TOTAL	36,139	388,997	924	9,946	924	9,946	790	8,503	37,063	398,942	30,638	83%
*Note 1: balconies are excluded in residential GFA												
Note 2: main loading area is shared with Retail therefore excluded in the GFA												
Note 3: parking ramp from ground going down to P1 is part of below grade therefore excluded from GFA												
RESIDENTIAL GFA TOTAL **	37,063											
RETAIL AREA	790											
TOTAL AREA ON SITE	37,853											
**Residential GFA total includes Indoor amenity and common spaces such as elevators, elevator lobbies, corridors and lobby areas												
DENSITY												
SITE AREA	8,115.12											
AREA ON SITE	37,853											
PROPOSED DENSITY OVER ENTIRE SITE	4.66											

2. Proposed building unit mix

PROPOSED BUILDING UNIT MIX						
PODIUM	1BED	1BED+D	2BED	2BED+D	3BED	TOTAL
GROUND	3	12	6	3	2	26
2ND	6	17	9	4	10	46
3RD	8	16	8	4	11	47
4TH	8	16	8	4	11	47
TOTAL PODIUM UNITS	25	61	31	15	34	166
TOWER A	1BED	1BED+D	2BED	2BED+D	3BED	TOTAL
5TH	4		2			6
6TH - 16TH (X11/FL)	77		33		11	121
TOTAL TOWER A UNITS	81		35		11	127
TOWER B	1BED	1BED+D	2BED	2BED+D	3BED	TOTAL
5TH	2		2			4
6TH - 20TH (X15/FL)	105		45		15	165
TOTAL TOWER B UNITS	107		47		15	169
TOTAL UNITS ON SITE	213	61	113	15	60	462
Percentage	46.1%	13.2%	24.5%	3.2%	13.0%	100%

3a. PARKING REQUIREMENTS

	UNIT COUNT	RESIDENTIAL / VISITORS RATIO REQUIRED	TOTAL
PROPOSED	462	0.9	415
TOTAL PARKING REQUIRED (RESIDENTIAL + VISITORS)			415

3b. NEW BUILDING PROPOSED PARKING SUPPLY

RESIDENTIAL / VISITORS	PROPOSED	SITE TOTAL
P1	201	415
P2	205	

PRELIMINARY

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, Ontario

STATISTICS

Project No:
07395.000

Date
AUGUST 23, 2021

Scale:
1:300

Drawing No:
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PRELIMINARY

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, Ontario

P1 PARKING LEVEL



Project No: 07395.000	Date AUGUST 23, 2021
Scale: 1:300	Drawing No: 3



PRELIMINARY

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, Ontario

P2 PARKING LEVEL



Project No: 07395.000	Date AUGUST 23, 2021
Scale: 1:300	Drawing No: 4



PRELIMINARY

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, Ontario

5TH FLOOR PLAN



Project No:
07395.000

Date
AUGUST 23, 2021

Scale:
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PRELIMINARY

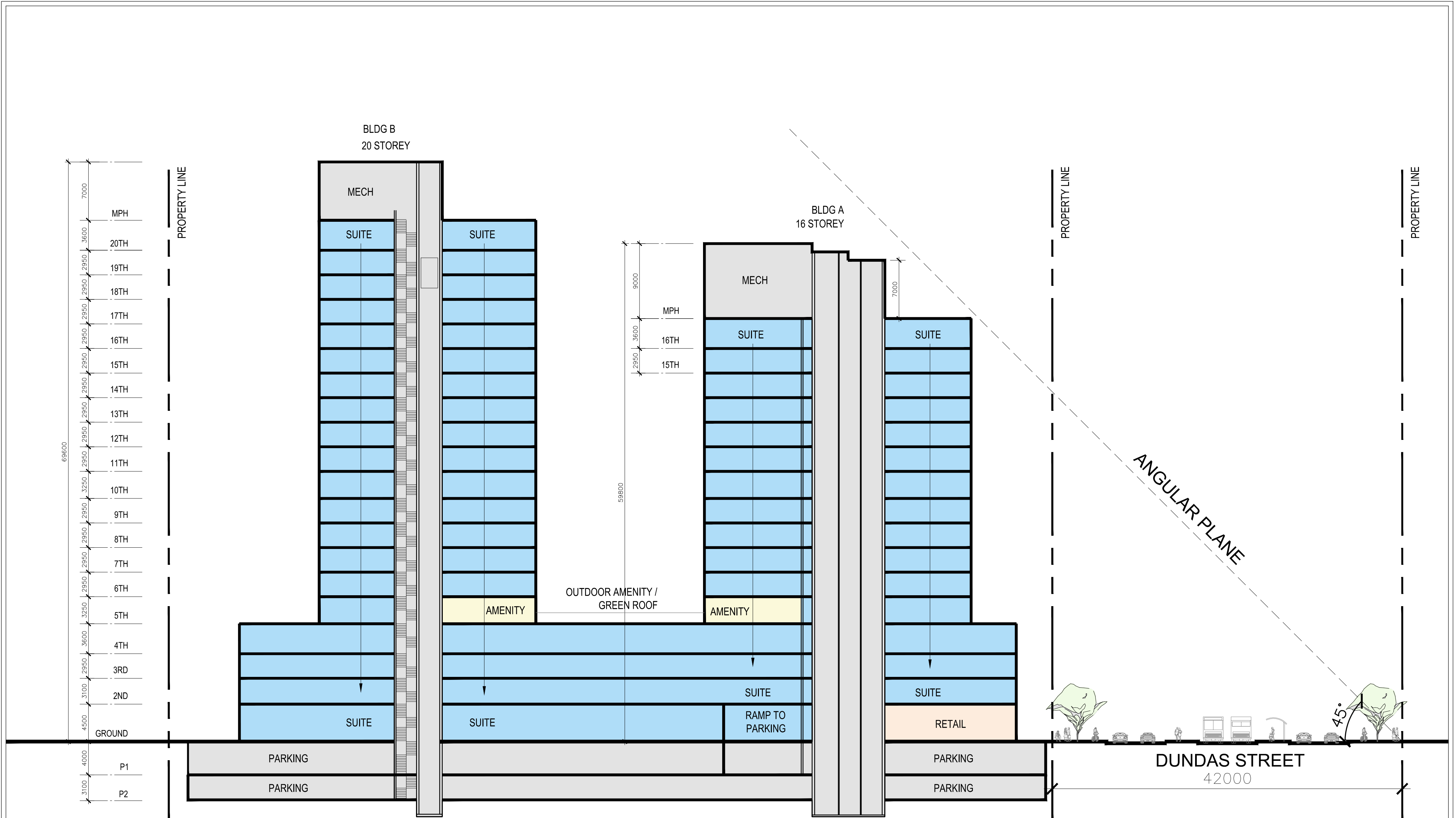
WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, Ontario

6TH - 17TH FLOOR PLAN (BLDG A)
6TH - 19TH FLOOR PLAN (BLDG B)



Project No: 07395.000	Date AUGUST 23, 2021
Scale: 1:300	Drawing No: 9



PRELIMINARY

WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, Ontario

BUILDING SECTION



Project No: 07395.000	Date AUGUST 23, 2021
Scale: 1:300	Drawing No: 10



PRELIMINARY

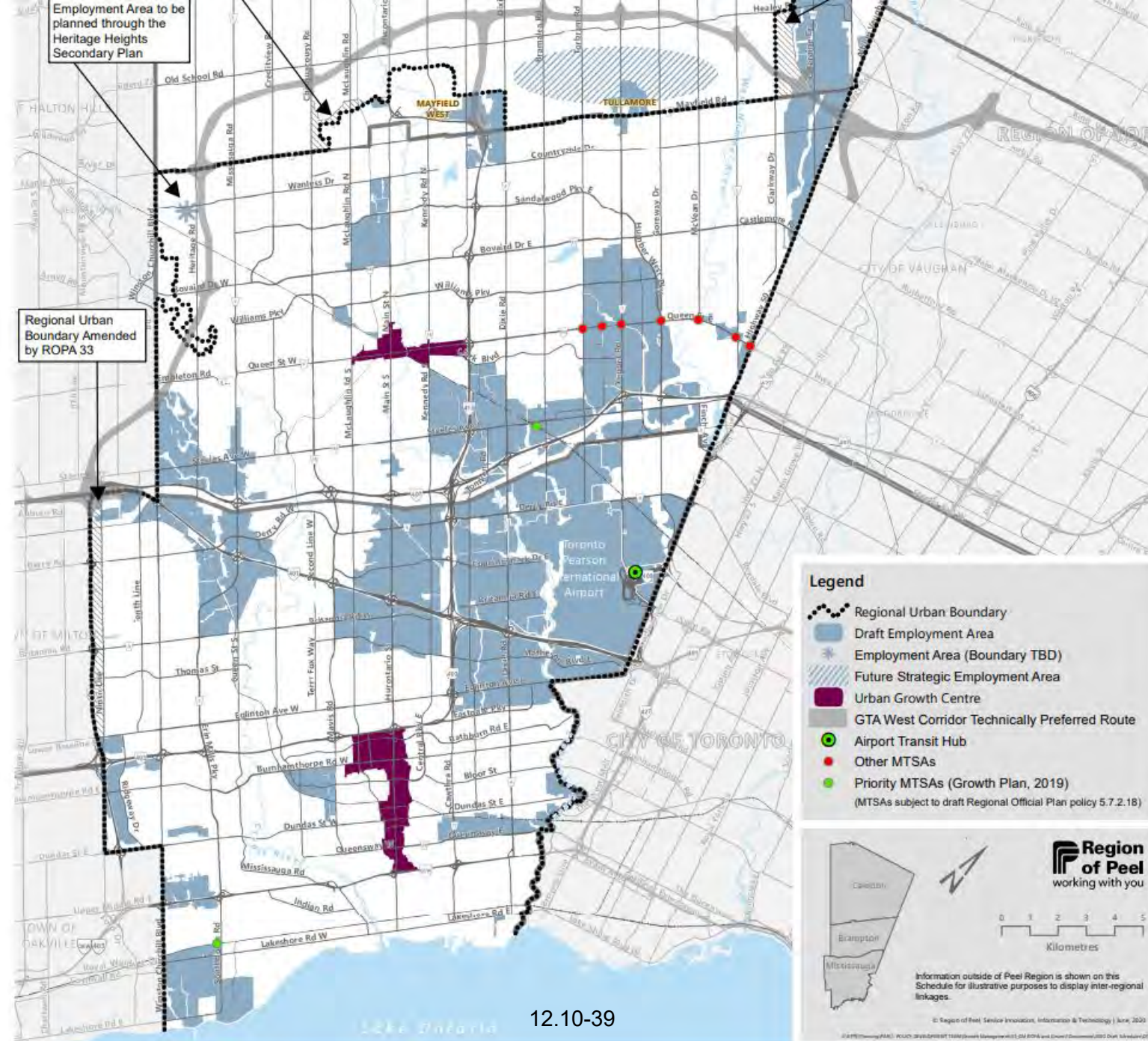
WZMH ARCHITECTS

1000-1024 DUNDAS
MISSISSAUGA, Ontario

3D IMAGES

Project No: 07395.000	Date AUGUST 23, 2021
Scale: NTS	Drawing No: 11

Appendix C



Appendix D





Appendix E



Appendix F



Appendix G



Appendix H



Appendix I



12.10-52

A large decorative graphic on the left side of the page, featuring a blue triangle at the top left and a large, light gray curved shape that dominates the lower half of the page.

APPENDIX B

INDUSTRIAL CLASSIFICATIONS

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

Map Icon Number	BUSINESS NAME	ADDRESS	TYPE OF APPROVAL/FACILITY/EQUIPMENT	APPROVAL / REGISTRATION NUMBER	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m)	D-6 Classification
1	ARMSTRONG MANUFACTURING INC	2485 HAINES RD	EASR-Heating System; ECA-AIR for a Liquid and Powder Janitorial and Specialty Cleaning Products	R-003-3168643065; 0563-AJTTG9	Facility mixes and blends raw materials, stores and packages cleaning product and has a production limit of 2.5 million kg/year. Facility is small to medium scale with low lying exhausts which indicates that emissions are likely to cause biggest impacts close to their property line. Facility's MECP permits require air emission impacts be compliant with MECP benchmarks at the property line and beyond. Outdoor areas are paved and have little or no storage; this implies that the site has little no potential for fugitive dust or odour impacts from outdoor operations.	No	458	II
2	AstraZeneca Canada Inc.	1004 Middlegate Rd	ECA-AIR for HVAC and Emergency Power Equipment	5067-95GSTB	ECA for biotechnology company. Permitted sources include emergency generators, HVAC equipment, cooling towers, and boilers. Facility appears to be medium scale operation, with low lying emissions sources and no tall stacks. All outdoor areas appear to be paved and have no outdoor storage. There is no indication of any odourous operations on site nor is there any potential for fugitive dust emissions. Since emissions from the facility are released from low lying sources, the maximum impact of these emisisions are likely near the property line. These emission impacts will need to compliant with MECP benchmarks at the property line and beyond. Based on this and the fact that the subject lands are located more than 500m away, it is unlikely that the facility's emission will adversely impact the subject lands.	No	551	II
3	MOTHER PARKER'S TEA & COFFEE INC.	2531 Stanfield RD	EASR-Heating System	R-003-9626497897 R-003-1626399133	EASR for heating system of Sales and Distribution building for Mother Parker's Tea and Coffee Inc. No significant sources of noise or air quality expected or identified through aerial and street-level imagery.	No	277	I
4	Mother Parker's Tea & Coffee Inc.	2450 & 2470 Stanfield Road and 1045 Middlegate Rd	ECA-AIR	1558-9J9N4T	ECA for a medium scale food and beverage manufacturing facility. Permitted sources include: process exhausts, boilers, dryers, baghouses, and HVAC equipment. The site has paved outdoor areas with little or no outdoor storage. This implies that there are no outdoor activities that would result in emissions of fugitive dust or odour emissions. Operation at the site will generate air quality, dust and odour emissions that are released via low lying point sources. The site has coffee roasting equipment as well as catalytic afterburners that control roaster emissions. Any odours generated from roasting are likely to be burned off by these afterburners. The facility's processess could generate particulate matter emissions but these emissions are mitigated using dust collection equipment. Since there is sufficient mitigation onsite, dust and odour emissions from the facility are not likely to impact air quality at the subject lands. Emissions from the facility are released from low lying sources that are likely that result in maximum impact near the property line. The facility's MECP approval requires that emission impacts will need to compliant with MECP air quality benchmarks at the property line and beyond.	No	178	II
5	Mother Parker's Tea & Coffee Inc.	2530 Stanfield Rd	ECA-AIR; EASR-Heating System	9340-AHXLJM R-003-1626399133	ECA for food and beverage manufacturing facility. Permitted sources include: process exhausts, boilers, dryers, baghouses, and HVAC equipment. ECA includes a Noise Abatement Action Plan to reduce sound from sources at the facility. The site has paved outdoor areas with little or no outdoor storage. This implies that there are no outdoor activities that would result in emissions of fugitive dust or odour emissions. Operation at the site will generate air quality, dust and odour emissions that are released via low lying point sources. The site has coffee roasting equipment as well as catalytic afterburners that control roaster emissions. Any odours generated from roasting are likely to be burned off by these afterburners. The facility's processess could generate particulate matter emissions but these emissions are mitigated using dust collection equipment. Since there is sufficient mitigation onsite, dust and odour emissions from the facility are not likely to impact air quality at the subject lands. Emissions from the facility are released from low lying sources that are likely that result in maximum impact near the property line. The facility's MECP approval requires that emission impacts will need to compliant with MECP air quality benchmarks at the property line and beyond.	No	125	II
NA	Rodenbury Investments Limited	2450 & 2470 Stanfield Road and 1045 Middlegate Rd	ECA-AIR Comfort Heating Equipment	6316-823SMN	This facility may no longer be operating at this location. The 2450 & 2470 Stanfield locations are now the site of the Mother Parker Coffee roasting operation mentioned above. The 1045 Middlegate Rd facility appears to be a small to medium scale industrial and commercial building with low lying exhausts serving HVAC equipment. Impacts of emissions from this equipment must comply with MECP air quality benchmarks at the property line and beyond. The site appears to be well contained with paved outdoor areas and no outside storage. The site does not appear to generate any fugitive dust or odour emissions that could impact the subject lands. On taking the above factors into account the subject lands are considered to be compatible with this site.	No	178	I
NA	Samuel, Son & Co., Limited	2304 Dixie Rd to 2370 Dixie Rd	ECA for standby diesel generator	3885-5YGPPQ	This faciliy is no longer in operation. Online media reports that the site will be demolished. Reference: https://www.mississauga.com/news-story/10308691--what-s-going-on-here-former-samuel-steel-building-in-mississauga-being-demolished/	No	835	II

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

Map Icon Number	BUSINESS NAME	ADDRESS	TYPE OF APPROVAL/FACILITY/EQUIPMENT	APPROVAL / REGISTRATION NUMBER	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m)	D-6 Classification
6	St. John the Baptist Anglican Church	737 Dundas St E	ECA-AIR - Cemetary and Crematorium	0751-8BFRFJ	Site is cemetary with a small scale crematorium that has 2 cremation units for human remains and a dust collection unit serving cremains processing. Review of aerial imagery indicates the site has paved outdoor areas with no outdoor storage. Site is well contained with low lying emisison sources. These emisison sources consist of cremation units whose performace is monitored as per MECP protocols listed in the facility's permit. Since emissions sources are low lying, their emissions are likely to have the greatest impact along or close to the property line. The facility's MECP approval requires that emission impacts are in compliance with air quality benchmarks at the property line or beyond. The site is located in very close proximity to existing residential, less than 100m away. This indicates that the facility's actual influence area is much less than a D-6 Class II facility potential influence area. Taking these factors into account and given the more than 700m separation distance to the subject lands, the site is unlikely to cause adverse air quality impacts at the subject lands.	No	701	II
7	Synergy Waste Systems Inc.	2380 Haines Rd	ECA-WASTE DISPOSAL SITES	2038-8ZKKA3	Site is a medium scale processor waste processing facility with paved outdoor areas and little or no outside storage. There is little or no potential for nuisance dust or odour related to any outdoor operations that may occur. The facility is approved by the MECP to process solid, non-hazardous waste consisting of industrial, commercial, institutional (ICI), waste which can be recycled and construction and demolition (C&D) waste, non-anatomical biomedical waste, excluding wastes listed in Section 5.1 of Guideline C-4 and pharmaceutical waste. The site is located approximately 290m away from existing residential on Melton Drive, while the subject lands are located more than 800m away to the north. The processing of waste may generate odour emissions however the site has no tall stack and all emission sources are low lying. This implies that these emissions are likely to have the greatest impacts close to the facility property line. The fact that the facility is less than 300m away from existing residential indicates that its actual influence area is likely to be less than 300m. Give the 800m separation distance to the subject lands this facility's influence is not expected to extend to the subject lands nor is it expected to adversely impact air quality at the subject lands.	No	822	II
8	Tonolli Canada Ltd.	1333 Tonolli Rd	ECA (Air) for a Secondary lead smelting facility manufacturing lead and lead alloys.	1198-8Q7KM6	This site is now owned by Terrapure Environmental. Based on review of information on the Terrapure website, it was assumed that the activities at the former Tonolli facility are still taking place. The Tonolli facility engaged in secondary lead smelting to manufacture lead and lead alloys. Operations and equipment at the facility includes battery breaking and shredding, smelting furnaces, refining kettles and casting operations. The facility has a large outdoor storage area portions of which are not paved. Facility must comply with a 90,000 tonnes of lead bearing waste processing limit set in the ECA. The ECA indicates that the facility has a dust management plan which should minimize fugitve dust emissions to insignificant levels. A review of aerial imagery did not provide evidence of any fugitive odour sources. The facility's permit indicates that the MECP has identified lead and total particulate matter (TPM) as significant emissions from the facility. As per its permit the facility had to establish an ambient monitoring program for lead and TPM. A previous lead monitoring program captured lead and TPM emissions impacts from all lead emitters in the area. The results of this program indicated that maximum lead emisison impacts from all lead emitting facilities in the area, 0.08 ug/m3 are well below MECP benchmarks of 0.5 ug/m3 - 24-Hour average. However, the development of the subject lands introduces elevated sensitive receptors in the area and any PM and lead emission from the tall stacks may have the potential to adversely impact air quality at the subject lands.	Yes	744	III
9	Wedlock Paper Converters Limited WHI INC.	2327 Stanfield Rd	ECA-AIR for a retail store and Printing Operation specializing in paper and plastic based food packaging. EASR-Air Emissions	5853-A7QRHK R-010-7111112274	Site is a small to medium scale printer of paper and plastic packaging with a retail packaging outlet. The site is located within 150m of existing residential on Promenade Court and Melton Drive. Facility is well contained and has paved outdoor areas with no outdoor storage as a result there is little or no potential for fugitive dust or odour from outdoor activities. Printing using solvent based inks and natural gas combustion to provide comfort heat are the emissions generating processes at the facility. Of these printing has the potential for generating some odour emissions. These emissions however are released from low lying sources; the impacts of which are likely to be greatest close to the property line. Facility's MECP permits require air emission impacts be compliant with MECP benchmarks at the property line and beyond. Based on this the site is not expect to extend its influence to the subject lands which are more than 700m away. As a result the facility's emissions are unlikely to adversely impact air quality at the subject lands which are more than 700m away.	No	728	II

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

Map Icon Number	BUSINESS NAME	ADDRESS	TYPE OF APPROVAL/FACILITY/EQUIPMENT	APPROVAL / REGISTRATION NUMBER	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m)	D-6 Classification
10	Franceschini Brothers Aggregates	2531 Cawthra Rd	Aggregates Facility	N/A	Large-scale aggregate facility that does not operate under an ECA. From aerial and street-level imagery, significant sources include crushing and screening, truck movements, loaders, and outdoor storage of materials. The site is located in close proximity to existing high rise residential at 600 & 620 Lolita Gardens which are approximately 300m to the east of it. From an air quality perspective this site has the potential to generate generate dust and chemical emissions from outdoor storage and onsite activities. Given its proximity to existing residential, the site's actual influence area with respect to air quality is likely to be approximately 300m which is indicative of a D-6 Class II facility. Air emissssion from this site are not likley to adversely impact air quality at the subject lands given that the subject lands are located more than 700m away and because air emissions from the site are released from low lying sources that are likely to have maximum impacts closer to the facility property line.	No	725	II
11	Closeout King	2562 Stanfield Rd	Retail Store	N/A	Large retail building located immediately south of the subject lands. From aerial and street-level imagery, significant sources include: rooftop HVAC equipment and truck movements between the building and the subject lands. No significant air quality impacts are expected since 1) the building appears to be used for a retail/warehouse operation (no process emissions) and 2) site appears to have low lying general ventilation exhausts and HVAC units that are gas fired or electric; these exhausts are not considered to have significant air quality emissions.	No	15	N/A
13	Old Tyme Pallets	955 Middle Gate Road	None Available	N/A	Medium to large scale site that appears to be a wood pallet manufacturing facility. The site has a large outdoor storage yard which appears to be paved and used for storing pallets and trailers. Site is located approximately 300m northwest from existing midrise residential at Riley Court. From an air quality perspective, this site is equivalent to a D-6 Class II facility. Evidence for this is based on 1) the scale of the facility and 2) the extent of outdoor storage which indicates considerable industrial output. Emission sources at the facility appear to be low lying. Wood pallet manufacturing is not associated with odour emissions thus there is no concern with respect to odour impacts at this site. Fugitive dust emissions due to outdoor from outdoor storage and onsite vehicle movement are expected to be negligble since the yard is paved and only pallets and trailers are stored.	No	307 [1]	II
12	Molinaro Foods	2345 Stanfield Rd #50, Mississauga, ON L4Y 3Y3	None Available		Facility is a small to medium scale food product packaging and preparation centre that shares a building with the Garda Security Facility mentioned earlier. The Molinaro facility is located in the north east portion of the building. Site is a well contained industrial site with paved outdoor areas and no outside storage. Review of aerial imagery indicates numerous roof top mounted HAVC units and process exhausts that are low lying in the portion of the building occupied by the facility. These give the indication that the site has considerable industrial output. The site is located within 220m of existing residential to the south east on Melton Drive. Given the scale of the site, the assumed industrial output and proximity to existing residential, this site appears to have an area of influence similar to a D-6 Class II facility. From an air quality perspective the type of operation at the site indicates that it does not have the potential to generate nuisance dust emission. Processes at the site may generate some odours however these are emitted via low lying point sources; these emissions are likely to have the greatest impact closer to the property line than further afield. Given this and the fact that the subject lands are located more than 700m from the subject lands, operations at this site are not expected to cause adverse air quality impacts at them.	No	720	II