

REPORT



"O" HUMBER STATION ROAD

CALEDON, ONTARIO

LAND-USE COMPATIBILITY (AIR QUALITY & NOISE)

RWDI # 2603381

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SUBMITTED TO

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1 INTRODUCTION

RWDI AIR Inc. (RWDI) has been retained by Mr. Satwant Deol to complete a Land Use Compatibility Study for the proposed mixed use development 'O' Humber Station Road located in Bolton, Ontario. The proposed development is approximately 2.62 hectares (6.47 acres) in size and is located north of King Street, fronting on the east side of the Humber Station Road. This study was completed in support of a Zoning By-law Amendment Application submitted to the Town of Caledon.

A site plan of the proposed development can be found in **Appendix A**. The location of the proposed development is shown in **Figure 1**.

The scope of this study was to identify any existing and potential land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and nearby employment areas and other major industrial facilities.

2 APPLICABLE POLICIES AND GUIDELINES

2.1 Town of Caledon Official Plan

Section 8.3 of the Future Town of Caledon Official Plan (October 2025)^[1] states the followings related to the issues of Land Use Compatibility:

Section 8.3.1 "*Major facilities and sensitive land uses* will be 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, 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 8.3.2 "The Town will plan for and develop employment and industrial uses near and adjacent to *major goods movement facilities and corridors*, including highways, rail facilities, airports, haul routes, major truck terminals, and *major facilities*, to serve as a transition *buffer* with sensitive uses."

Section 8.3.3 "To ensure the long-term operational and economic viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment, the planning and *development* of any proposed adjacent *sensitive land uses* is only permitted if potential *adverse effects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards, and procedures."

2.2 Provincial Planning Statement

Section 3.5.1 of the Provincial Planning Statement 2024 ^[2] ("PPS") states the following:

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

Section 3.5.2 of the PPS states the following:

“Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Section 3.3.3 of the Provincial Planning Statement 2024 further states that:

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

2.3 Provincial Compatibility Guidelines

To evaluate the objectives of the PPS, the Ministry of Environment, Conservation and Parks’ (MECP) D-series guidelines are typically applied in considering land use compatibility in Ontario. The most relevant guideline in the present case is Guideline D-6 *Compatibility between Industrial Facilities* ^[3]. It provides a classification scheme for industries based on 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 the 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).

With respect to how the 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 separation distance 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”.

In practice, the “hypothetical worst-case scenario” would be evaluated based on a reasonable surrogate industry that could exist given the site geometry, other existing uses in the area, and potential servicing limitations. For example, a site of a few hectares may not be considered for a mine or oil refinery (if permitted) but could be considered for an aggregate storage facility or fuel depot.

2.4 Town of Caledon’s Terms of Reference

According to the Town of Caledon’s Terms of Reference “Compatibility and Mitigation Study” (March 2023)^[4], which indicated that the purpose of a compatibility and mitigation study is required to assess potential adverse effects to sensitive land uses and impacts to major facilities (as defined in the Provincial Policy Statement) and recommend separation distances and mitigation measures to prevent adverse effects or impacts to surrounding land uses. The detailed outline of main content of a land use compatibility and mitigation study were provided in the Terms of Reference.

The land use compatibility study may be required in support of the following applications:

- Official Plan Amendment (including Secondary Plans and Block Plans)
- Zoning By-law Amendments
- Draft Plans of Subdivision
- Draft Plan of Condominium
- Consents
- Minor Variances
- Site Plans

3 METHODOLOGY

To complete the compatibility analysis, the following items were reviewed:

- The Official Plan and applicable secondary plans or regeneration areas, relevant decisions by the Ontario Land Tribunal, Site and Area Specific Policies, and zoning by-laws for the surrounding area;
- Development proposals posted on the Town's or City's website for the surrounding area, if any;
- Published satellite imagery and street-based photography;
- Reviewing the Ministry of the Environment, Conservation and Parks (MECP) Access Environment website for Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1,000 m of the subject lands;
- Pending applications for amendments to ECAs of any major facilities, posted on the Environmental Registry;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for industries within 1000 m of the subject lands;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the Ministry of the Environment, Conservation and Parks (MECP);
- 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.

Toronto Pearson International Airport is considered as one of the nearest meteorological stations to the subject lands, which was reviewed as a reference to understand the wind rose distribution of the region. A summary of the directional distribution of winds over the period from 2004 to 2024 is shown in **Figure 2**. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in m/s as indicated in the legend. The prevailing winds in the study area are mainly westerly, west-southwesterly and northerly winds throughout the year, while south-southwesterly winds, southerly winds, and northeasterly winds are comparatively less frequent.

A review of the Environmental Registry of Ontario (ERO) revealed that there is no notice open for comment recently for any facilities within the study area may impact the proposed development. In addition, a Freedom of Information (FOI) request was submitted to the MECP to obtain the complaint history arising from the nearby facilities. MECP replied on June 9, 2026 that no complaint records related to air quality or odour impacts were found in associated with facilities in the surroundings of the proposed development.

4 RESULTS

4.1 Existing and Proposed Industrial Uses

Table B-1 in **Appendix B** lists all identified Class I, II and III industries with MECP permits within 1,000 m of the subject lands. **Figure 3** shows all facilities identified as listed in **Table B-1**. No Class III facility is identified within the study area. Of the facilities identified, two (2) Class I facility does not fulfill both the potential influence area and the minimum separation distance requirement. Two (2) Class II facilities fall within the potential influence area, and only one (1) of these facilities could not meet the minimum separation distance.

Table 3 lists the industrial facility identified for which the subject lands fall within their potential influence area, or within the minimum required separation distances. Guideline D-6 recommends that no new sensitive uses be permitted within the influence areas "without evidence to substantiate the absence of a problem". Those major industrial uses that would likely contribute air quality impacts on the proposed development are discussed below.

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

Number of Items	Industry	Address	Industry Class	Potential Influence Area	Actual Separation Distance ^[1]
1	Cavalier Transportation Services	14091 Humber Station Road	II	300	0
2	Ontario Hardwood Products	8068 King Street	II	300	0
3	Bains Bros Haulage	14025 Humber Station Road	II	300	170
4	Banas Porcelain / Banas Stones & Porcelain Inc.	8144 and 8186 King Street	II	300	130
5	Alliance Agri-Turf Inc.	8112 King Street West	II	300	40

Note:

1. The separation distance is generally from the property line of the subject lands to the property line of the industry.
2. Classification is based on a combination of considering D-6 category examples as well as site specific factors such as proximity to existing residential, presence or absence of tall stack(s), presence of mitigation measures stated in ECA, and proximity of site to the subject lands.

4.1.1.1 Cavalier Transportation Services

Cavalier Transportation Services is a logistics centre, which provides services to fulfill varied transportation requirements. There is no Environmental Compliance Approval (ECA) or Environmental Activity and Sector Registry (EASR) associated with the site.

The facility is self-contained with a partially paved yard used for the storage of heavy vehicles and transport trailers. Minor dust emissions are expected from on-site traffic. Mild diesel odours may be discernible from time to time associated with heavy truck movements in the yard.

The facility is located adjacent to the proposed development with heavy trucks parked along the property boundary. Based on the site plan dated December 11, 2025 residential uses are located approximately 40 m from the eastern property boundary providing additional separation. In addition, there will be considerable green space between the proposed development and the western boundary of the transportation yard. Vegetation such as this can be beneficial in decreasing the likelihood of dust impacts at the proposed development. The facility is located immediately east of the proposed development. Based on the wind rose provided in **Figure 2**, predominant winds are from the west, away from the proposed development with winds from the east occurring approximately 7% of the time. This decreases the likelihood of dust and odour impacts from yard operations.



There is an existing residential house located approximately 50 m south, downwind of the facility. This suggests that the facility has a smaller area of potential influence area compared to a typical Class II facility of 300 m.

While occasional dust and odour impacts may occur at the proposed development from time to time the frequency and magnitude of these events are expected to be low. In order to minimize the potential for dust and odour impacts it is recommended that the design of the proposed development should locate the sensitive uses (amenity spaces, air intakes, balconies, etc.), as far away as possible from the eastern property boundary. Vegetative barriers along the eastern property boundary should be maintained in order to minimize the potential for fugitive dust impacts. While these controls will assist in reducing the potential for dust and odour related impacts given the nature of the activities at Cavalier Transportation Services occasional dust and odour impacts may be experienced at the proposed development.

Noise emissions from the facility are expected from truck activity, truck loading/unloading activity, noise associated with maintenance activities from open bay doors. There is an existing house directly across Humber Station Road from the facility, with a similar setback distance as the proposed development. However, there are large bay doors facing the west towards the proposed development, which may result in elevated sound levels associated with loading/unloading activity and maintenance activities. Noise emissions from the facility should be considered in a detailed noise study.

4.1.1.2 *Ontario Hardwood Products*

Ontario Hardwood Products Ltd. is a hardwood lumber company, which supplies kiln-dried lumber. There is no ECA or EASR associated with facility operations.

The facility is self-contained, with the exception of products stored in the paved section of the yard. Green lumber is delivered to site where it is air dried in the yard before being further dried in 5 large kilns. Dried wood is inspected, graded, and packaged for shipping. The facility is located adjacent to the proposed development. However, based on aerial imagery current operations on site are limited to the eastern side of the site providing an additional 100 m of separation. There is the potential for fugitive dust emissions associated with material handling and truck movements within the yard. Emissions could increase over time if the facility chose to expand operations further west towards the proposed development. There is a small amount of mechanical equipment and low-lying stacks on the rooftop of the buildings likely associated with kiln operations. Odour emissions are not expected from the facility.

There are existing residences located approximately 120 m northeast of the facility which suggest its zone of influence is less than that of a typical Class II facility of 300 m. Based on the wind rose provided in **Figure 2**, predominant winds are from the west, away from the proposed development with winds from the southeast occurring less frequently, approximately 6% of the time. This decreases the likelihood of dust impacts from yard operations.

In order to minimize the potential for dust impacts resulting from future intensification of operations on site, it is recommended that the design of the proposed development should locate the sensitive uses (amenity spaces, air intakes, balconies, etc.), as far away as possible from the eastern property boundary. Vegetative barriers along the eastern property boundary should be maintained in order to minimize the potential for fugitive dust impacts. While these controls will assist in reducing the potential for dust related impacts given the nature of Ontario Hardwood Products Ltd., occasional dust impacts may be experienced at the proposed development.

Noise sources on site are expected to consist of truck activity, forklift activity, and noise emitted from open bay doors. There are existing houses to the northeast and southwest of the facility at similar setback distances as the proposed development. However, the proposed development will be exposed to noise from the facility in a new direction and will be its new tallest receptor. Noise emissions from the facility should be considered in a detailed noise study.



4.1.1.3 *Bains Bros Haulage*

Bains Bros Haulage is a trucking and heavy haulage transport company, which operates heavy-duty trucks to haul aggregate materials like gravel and sand, provides short-haul and local logistics directly to and from construction sites and operates related logistics and freight business. The facility does not have an ECA or EASR associated with their operations.

The facility is primarily a large unpaved yard used for the storage of aggregate haul trucks. Based on aerial imagery there is no evidence to suggest aggregate materials are handled on site. There is a potential for fugitive dust emissions associated with vehicle movements in and out of the site. In addition, there is a potential for odour emissions associated with diesel vehicle movement/idling.

The facility is located approximately 170 m away from the property line of the proposed development, which falls within the potential influence area of 300 m but beyond the minimum recommended separation distance of 70 m. There are existing residences located approximately 15 m southwest of the facility which suggest its zone of influence is less than that of a typical Class II facility of 300 m. Based on the wind rose provided in **Figure 2**, predominant winds are from the west, away from the proposed development with winds from the southeast occurring less frequently, approximately 6% of the time. Given the presence of existing residential receptors in close proximity to the facility and the infrequency of winds blowing towards the proposed development, this facility is expected to be compatible with the proposed development.

Noise sources on site are expected to mainly consist of truck activity, loader activity, noise emitted from open bay doors, and miscellaneous maintenance activities. Given there is an existing house located directly across Humber Station Road from the facility, with a significantly smaller setback distance than the proposed development, which suggests that compatibility may currently exist between the facility and existing noise sensitive uses. However, given the proposed development is within the facility's potential area of influence and will be the new tallest noise-sensitive receptor in a new direction from the facility, noise emissions from Bains Bros Haulage should be considered in a detailed noise study.

4.1.1.4 *Banas Porcelain / Banas Stones & Porcelain Inc.*

These facilities are natural stone and porcelain wholesale distributors, specializing in the fabrication of natural stone and porcelain products. The facilities do not have an ECA or EASR associated with their operations. The facilities each have a small office building with large unpaved storage yards. These yards are used primarily to store raw materials and finished products. Based on aerial imagery there are no piles of loose or aggregate materials which decreases the likelihood of fugitive dust emissions. However, given the yards are unpaved, there is a potential for fugitive dust emissions resulting from heavy truck traffic for the delivery and export of products. No odour sources were identified at either of these facilities.

Both facilities are located approximately 130 m away from the proposed development, which falls within the potential influence area of 300 m but beyond the minimum recommended separation distance of 70 m. In addition, there are existing residential houses located to the immediate southeast of the facility at approximately 30 m, suggesting a smaller area of influence than a typical Class II facility. Based on the wind rose provided in **Figure 2**, predominant winds are from the west, away from the proposed development with winds from the northeast occurring less frequently, approximately 3% of the time. These facilities are constrained by the existing residences, and the potential for air quality impacts influencing the proposed development is limited.

Noise sources on site are expected to consist of truck activity and forklift/telehandler activity in the yard. There are existing houses located across King Street in closer proximity to the facility than the proposed development. However, the proposed development is the new tallest noise-sensitive receptor in a new direction from the facility. Noise emissions from the facility should be considered in detailed noise study.

4.1.1.5 Alliance Agri-Turf Inc.

The site is the headquarters of Alliance Agri-Turf Inc, which is a crop input supplier of fertilizer. The facility does not have an ECA or EASR associated with their operations. The facility is self-contained with a medium-sized seed sorting and storage facility located along the southern property boundary. The yard is paved and well maintained and is not expected to contribute to the potential for fugitive dust emissions. However, there is a rail spur that enters the south portion of the site which appears to be used for seed handling operations. The handling of seed material is a potential minor source of fugitive dust emissions.

There are no tall stacks identified within facility and no substantial outdoor storage. The facility does store fertilizer materials which have the potential to contribute to odour emissions. However, based on aerial imagery there is no outdoor storage of odourous material at the site.

The facility is located approximately 40 m away from the proposed development and falls within the potential influence area of 300 m. When considering the onsite setback to residential receptors this separation can be increased to 70 m which meets the minimum recommended setback. There are existing residences located approximately 40 m east of the facility which suggest its zone of influence is less than that of a typical Class II facility of 300 m. Based on the wind rose provided in **Figure 2**, predominant winds are from the west, away from the proposed development with winds from the east occurring less frequently, approximately 7% of the time.

Given the infrequent easterly winds, proximity to existing residences, and lack of significant outdoor operations, the potential for fugitive dust impacts on the proposed development from Alliance Agri-Turf Inc. is expected to be limited.

Noise sources on site are expected to consist of truck activity, potential noise emissions from the seed sorting building (motors, conveyors/elevators, blowers, etc.), dust collectors, truck and rail loading/unloading, and rail coupling. The majority of the noise sources associated with the facility are located in the south/central area of the site, further than 200 m away from the proposed development. There are existing houses east of King Street, that are located at a similar setback to the majority of the noise sources associated with Alliance Agri-Turf Inc., which suggests that compatibility may currently exist between the facility and existing noise sensitive uses. However, based on the setback distances and expected noise sources onsite it is recommended that noise emissions from Alliance Agri-Turf should be considered in a detailed noise study.

4.2 Future Industrial Uses

The current Zoning By-law permissions and land use designations from Town of Caledon Official Plan are shown in **Figure 4** and **Figure 5**, respectively.

The proposed development and its immediate surroundings are zoned as Unserviced Industrial Zones ("MU") as shown in **Figure 4**. South, east, and north of the proposed development are Environmentally Policy Areas (i.e. EPA1 and EPA2). These zonings differ from the land designations as shown in the Official Plan (**Figure 5**). Areas to the east of the proposed development are designated as dry industrial. Lands to the south are designated as residential. Lands to the west are shown as mix-used with environmental lands to the north.

In accordance with Section 8 Industrial Zones of the Town of Caledon Comprehensive Zoning By-law 2006-50^[5], lands designated Unserviced Industrial "MU" are subject to the restrictions of uses, and the permitted uses are listed. Under the permitted uses of "MU", industrial uses including Classes II or III industries including dry cleaning or laundry plant, gravel pit, industrial hemp-related use-indoor, light equipment rental establishment, motor vehicle gas bar, quarry, sewage treatment facility, training facility, waste processing facility, and waste transfer facility, etc. are not permitted.



Some light industry such as motor vehicle body shop, motor vehicle repair facility, transportation depot and warehouse facilities are permitted.

All of the existing industries identified within the study area have been classified as either D-6 Classes I and II facilities. There are existing residential houses identified in close proximity to these existing industrial facilities, which already constrain future intensification of these existing industries. As such, further expansion or intensification of these existing industrial uses (i.e. "MU" sites) are not anticipated.

4.3 Transportation Corridors

4.3.1 Road

The proposed development is bound by nearby road networks. Humber Station Road is located to the immediate west of the proposed development, while King Street is located to its south.

The City of Toronto Report: "Reducing Health Risks from Traffic Related Air Pollution (TRAP) in Toronto" ^[4] (P.E23.7, October 16, 2027) states that:

"Health risk from TRAP is higher within 500 m of highways with an average daily traffic volume of 100,000 vehicles or more, and within 100 m of arterial roads with an average daily traffic volume of 15,000 vehicles or more".

The City's report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (October 2017) states that the most widely reported mitigation strategy for traffic-related air pollutants (TRAP) is separation distances or buffer zones, with some environmental agencies (California and British Columbia) recommending a setback of 150 m from major highways with annual average traffic volumes of 100,000 vehicle or more per day and 100 m from roads with annual average traffic volumes of 15,000 vehicle or more per day.

According to the "Bolton West Secondary Plan, Public Open House Presentation on October 29, 2025", issued by Town of Caledon^[6], Humber Station Road and King Street are existing arterial roads. In addition, it is planned that the Humber Station Road will be upgraded to a 4 lanes arterial road. With reference to Multi-Modal Transportation Master Plan (June 2024) issued by Town of Caledon^[7]. The separation distance between the proposed development and Humber Station Road is only about 7 m and does not meet the recommend buffer distance of 100 m for major arterial roads. There are potential adverse air quality impacts induced by the vehicular emissions from Humber Station Road on the proposed development as a result of future expansion of the transportation network. King Street is located approximately 330 m to the south of the proposed development, which meets the minimum buffer distance recommended. A detailed TRAP study is recommended to be carried out to evaluate the impacts of vehicular emissions arising from Humber Station Road and others nearby road network on the proposed development in the detailed design stage. This study should take into consideration the planned expansion of Humber Station Road.

Potential for elevated sound levels due to road traffic from King Street and Humber Station Road should be evaluated in a detailed noise study. Elevated sound levels from road transportation sources can be addressed by specifying elevated Sound Transmission Class (STC) ratings for building façade components and by specifying noise barrier requirements for Outdoor Living Areas (OLAs). Warning clauses may also be required to address elevated sound levels from transportation noise sources.



4.3.2 Rail

The Canadian Pacific Kansas City (CPKC) MacTier subdivision is located to the immediate east of the proposed development at approximately 15 m away from its property line. In addition, according to "Bolton GO Station Study Area, Town of Caledon" ^[8], the proposed Metrolinx GO Stations of Caledon GO and Bolton GO are under planning. The proposed development falls within the Bolton GO Station Study Area. The alignment of the proposed railway line are not available from the public domain, but preliminary plans shown in the "Bolton West Secondary Plan, Public Open House" show the proposed Bolton Go Station just north of the proposed development. It is anticipated that the railway lines of future GO transit will have similar separation distance away from the proposed development of 15 m.

Metrolinx confirmed to RWDI via email on June 3, 2026, that Metrolinx does not currently operate on the adjacent railway, and that they do not have any information regarding the potential future station or rail traffic forecast. The email correspondence with Metrolinx is provided in **Appendix C**. Noise emissions from the future GO rail traffic and station should be considered should information become available.

Given the small separation distance between the proposed development and the adjacent railway corridor, noise and vibration levels should be evaluated in a detailed Noise and Vibration Impact Study. The study should include vibration measurements of the rail passbys to determine if mitigation measures are required for the proposed development to address ground-borne vibration levels, as outlined in the Railway Association of Canada's "Guidelines for New Development in Proximity to Railway Operations". Façades facing the railway will require a minimum brick veneer or masonry equivalent exterior wall construction. Similar to road noise, elevated rail sound levels can be addressed specifying elevated Sound Transmission Class (STC) ratings for building façade components and by specifying noise barrier requirements for Outdoor Living Areas (OLAs). Warning clauses may also be required to address elevated sound levels from transportation noise sources.

Referring to Section 3.3.1 of "Guidelines for New Development in Proximity to Railway Operations" prepared for the Federation of Canadian Municipalities and the Railway Association of Canada in May 2013, which provides standard recommendation building setbacks for new residential development in proximity to railway operations. The recommendation for the principal main line of the railway is about 30 m. As the existing CPKC and future GO Transit railway lines identified to the east of the site is the railway lines are less than 30 m from the proposed development, there is potential air quality impacts arising from diesel locomotive emissions induced by the nearby railway lines on the proposed development. Therefore, a detailed TRAP study is recommended to be carried out at detailed design stage to assess the potential impacts arising from diesel locomotive emissions from both the existing CPKC and planned GO Transit railway lines.

Based on studies completed for similar traffic corridors, air quality impacts above ambient air quality criteria can be expected on the subject lands at ground level and potentially up to 30 m above grade. Areas with sensitive land uses, such as residential and outdoor amenity areas, will require mitigation measures to ensure compatibility with the traffic corridor. The following mitigation measures to consider include those identified within the "Avoiding the Trap" report, including:

- 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 the timing and quantity of ventilation make-up air; and,
- Management of outdoor activities.



5 CONCLUSIONS

Based on the above analysis, the proposed development can be made compatible with nearby transportation corridors with respect to air quality emissions, provided that the followings assessments could be considered at the detail design stage:

- Incorporation of TRAP mitigation to minimize potential vehicular emissions from nearby road networks including Humber Station Road and King Street on the residential units and sensitive uses located within the proposed development.
- Incorporation of TRAP analysis is recommended to be conducted in the detailed design stage to evaluate the potential diesel locomotive emissions arising from the nearby existing railway lines as well as the proposed Bolton GO expansion on the proposed development.

The proposed development is expected to be compatible with respect to noise and vibration from the surrounding transportation corridors, provided the following are evaluated and specified in a detailed Noise and Vibration Impact Study:

- Requirements for elevated Sound Transmission Class (STC) ratings for exterior wall building components based on predicted sound levels from Humber Station Road, King Street, and the adjacent railway.
- Requirements for Outdoor Living Area (OLA) noise barriers based on predicted sound levels from Humber Station Road, King Street, and the adjacent railway.
- Requirements for warning clauses to address elevated transportation sound levels.
- Requirements for vibration mitigation due to vibration levels from the adjacent railway, if applicable.

The proposed development is expected to be compatible with surrounding existing industrial facilities with respect to air quality emissions; however the following mitigation should be considered in order to minimize the potential impacts of dust and odour:

- Locate outdoor amenity spaces and building air intakes as far as possible from the eastern and northern property boundaries which are shared with industrial facilities.
- Maintain vegetative barriers along the eastern and northern property boundaries to decrease the likelihood of fugitive dust impacts.

The proposed development is expected to be compatible with surrounding existing industrial facilities with respect to noise emissions, provided the following is evaluated and specified in a detailed Noise and Vibration Impact Study:

- Detailed stationary noise assessments for the following facilities:
 - Banas Porcelain / Banas Stones & Porcelain Inc.
 - Cavalier Transportation Services
 - Ontario Hardwood Products
 - Bains Bros Haulage
 - Alliance Agri-Turf Inc.
- Requirements for noise mitigation, if applicable, based on predicted sound level emissions from each facility.



6 REFERENCES

1. Future Town of Caledon Official Plan (October 2025), Link: < <https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Policy/Future-Caledon/Future-Caledon-Official-Plan---Consolidation-2025-ACCESSIBLE.pdf> >
2. Sections 3.33, 3.5.1 and 3.5.2 of the Provincial Planning Statement 2024, Link: < <https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf> >
3. Ontario Ministry of the Environment (MOE) Publication Guideline D-6, “Compatibility Between Industrial Facilities and Sensitive Land Uses”, July 1995 (MOE, 1995).
4. Town of Caledon’s Terms of Reference “Compatibility and Mitigation Study” (March 2023), Link: < <https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Development-Services/Terms-of-Reference/Compatibility-and-Mitigation-Study---March-2023.pdf> >
5. Town of Caledon Comprehensive Zoning By-law 2006-50, Link: < <https://www.caledon.ca/en/town-services/zoning.aspx#Zoning-By-law-Sections> >
6. Town of Caledon “Bolton West Secondary Plan, Public Open House Presentation on October 29, 2025, Link: < https://ehq-production-canada.s3.ca-central-1.amazonaws.com/2fabd3b243b3614fbd474341116a8c63ae378ec3/original/1761849384/ccbbc59e1bb133952adb0a07ec82934a_Bolton%20West%20SP%20Presentation%20Slides%20Oct%2029%20ACCESSIBLE.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIA4KKNOAKIII4DU7AG%2F20260521%2Fca-central-1%2Fs3%2Faws4_request&X-Amz-Date=20260521T125051Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=0391cfd805cfd835a96491b621a7c7b5b590c2d1abfd0aeb45bd6faa4c55d4f5 >
7. Town of Caledon “Multi-Model Transportation Master Plan (June 2024), Link: < <https://www.caledon.ca/en/resources/pdfs/MMTMP/Caledon-MMTMP-Final-June-2024.pdf> >
8. Town of Caledon “Bolton GO Station Study Area”, Link: < https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Policy/Caledon-Major-Transit-Station-Areas-Study/Bolton_GO_Station_Study_Area_Accessible.pdf >



7 STATEMENT OF LIMITATIONS

This report was prepared by Rowan Williams Davies & Irwin Inc. ("RWDI") for Mr. Satwant Deol ("Client") and the planning consultant Gagnon Walker Domes Ltd. ("GWD"). The findings and conclusions presented in this letter have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this letter was prepared. Because the contents of this letter may not reflect the final design of the Project or subsequent changes made after the date of this letter, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this letter have been correctly interpreted in the final design of the Project.

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

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

FIGURES

Map Document: C:\WorkingFolder\Jobs_AMER\2603381\2603381.aprx



Legend

 Property Boundary

Site Location

Map Projection: NAD 1983 UTM Zone 17N
"0" Humber Station Road - Caledon, Ontario

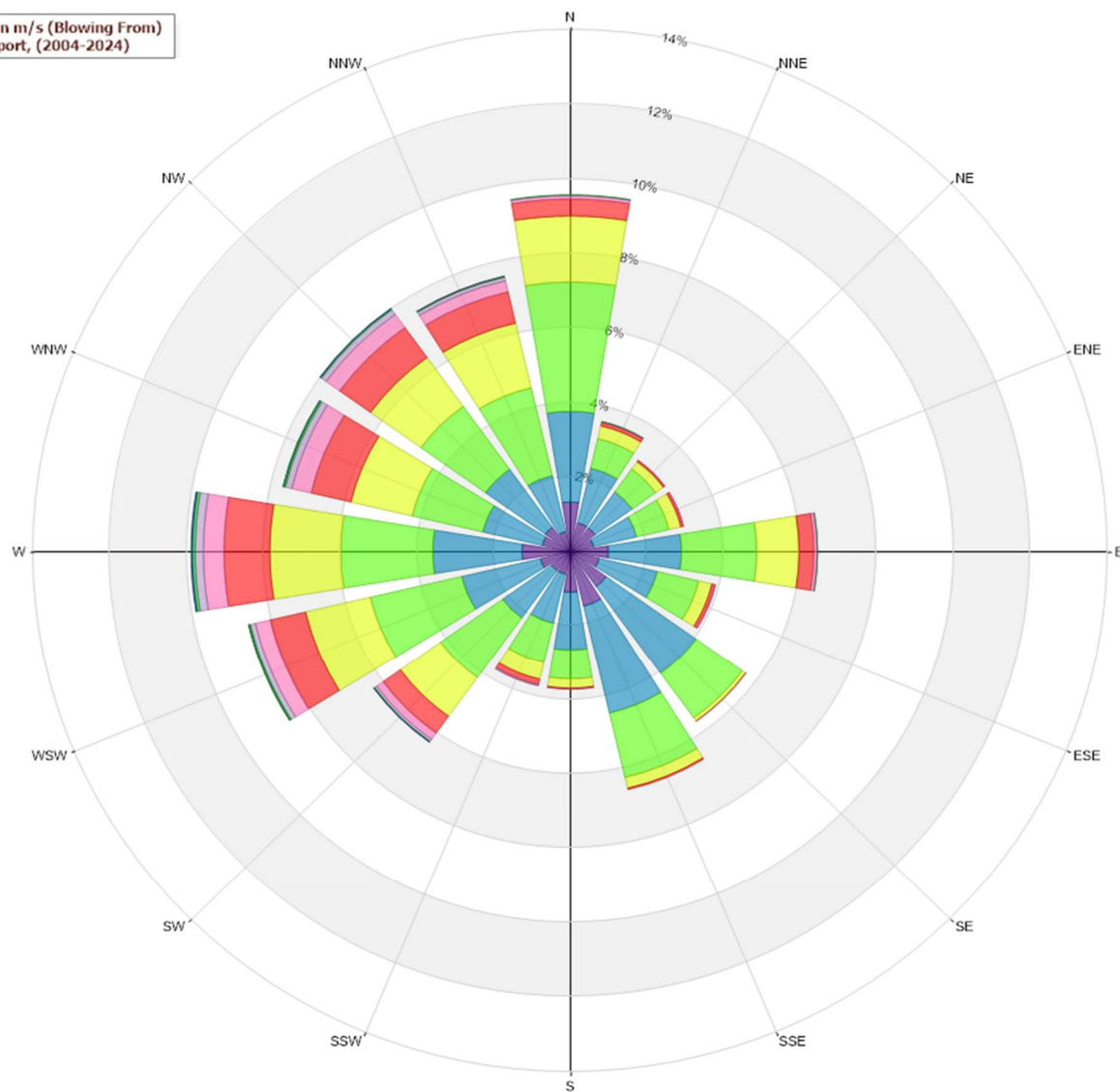


Drawn by: PIP	Figure: 1
Approx. Scale: 1:2,000	
Date Revised: Apr 22, 2026	

Project #: 2603381



Directional Distribution (%) of Winds in m/s (Blowing From)
Toronto Pearson International Airport, (2004-2024)



Toronto Pearson International Airport (2004 – 2024)
Wind Direction and Magnitude

“0” Humber Station Road, Caledon, Ontario
RWDI#2603381

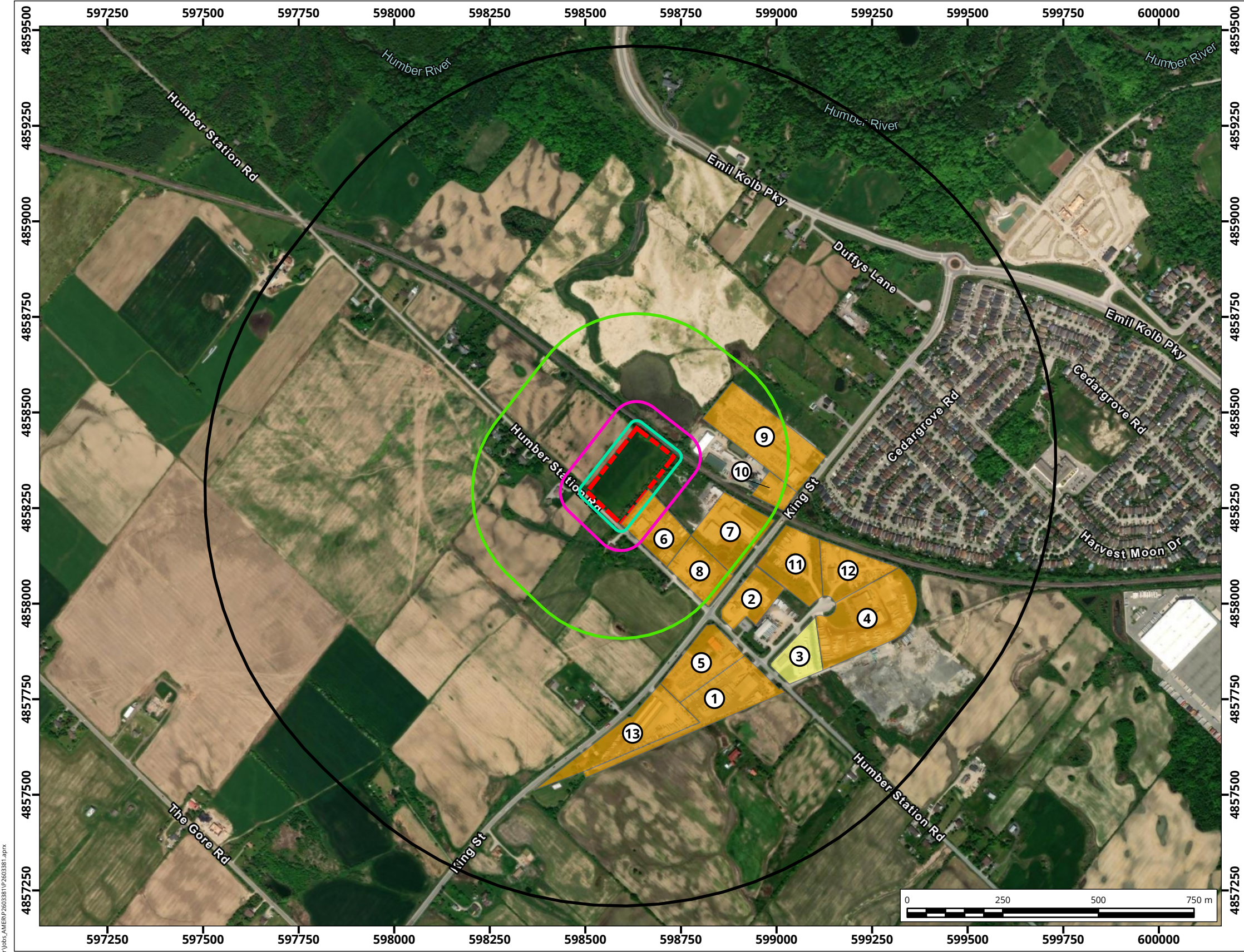
Drawn by: CY

Figure: 2

Approx. Scale: Not to Scale

Date Revised: May 20, 2026





Legend

Class I

Class II

Property Line

20 m Setback

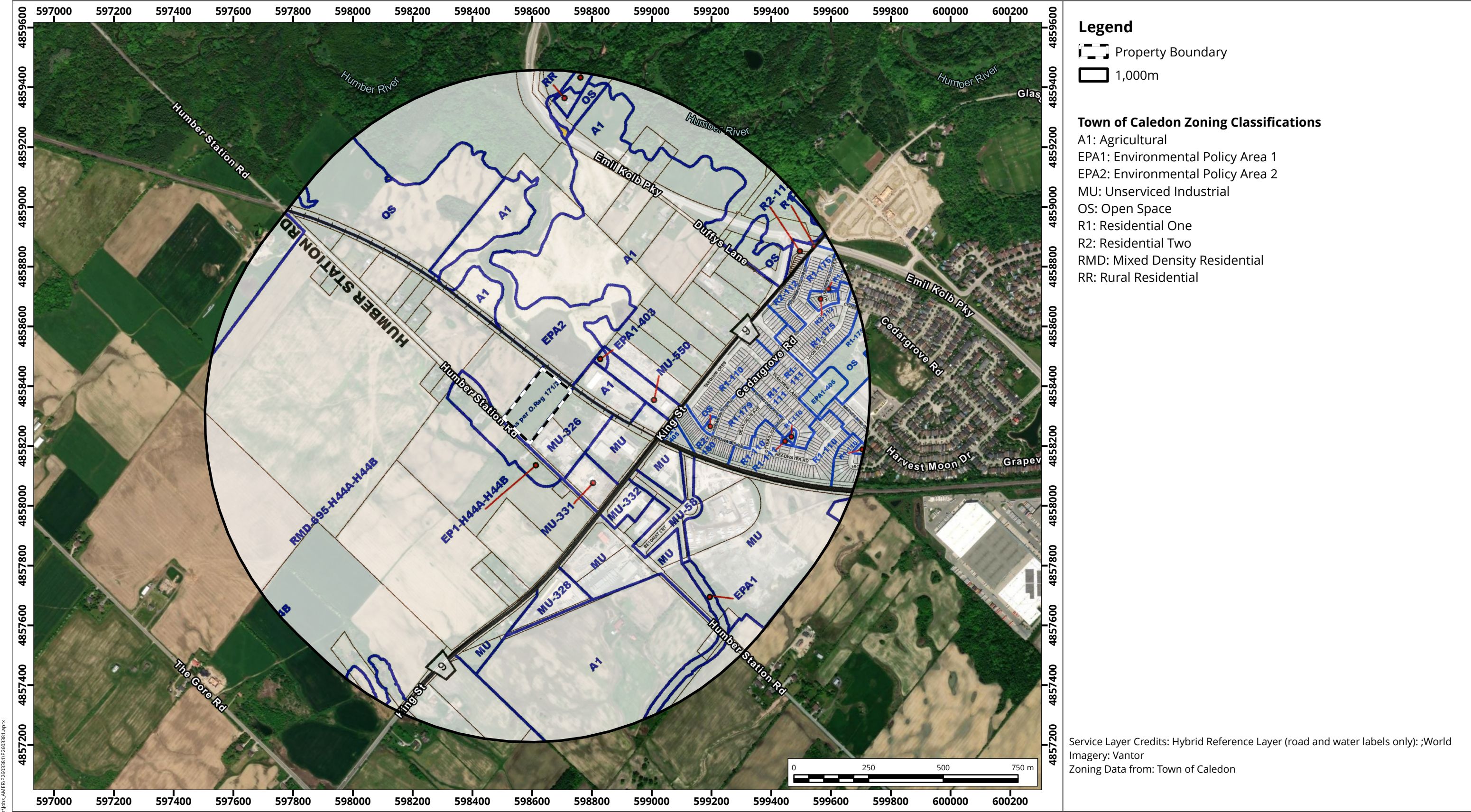
70 m Setback

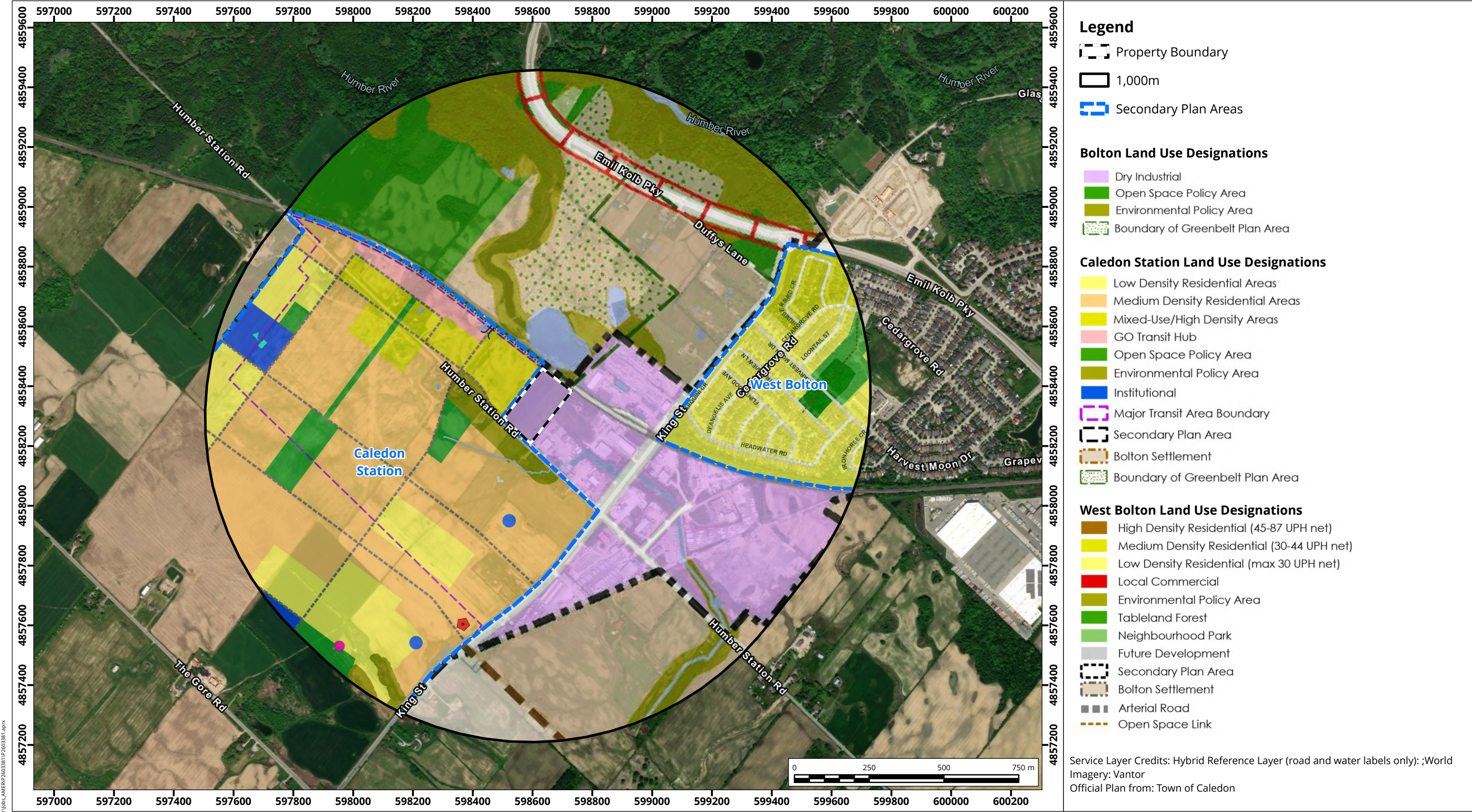
300 m Setback

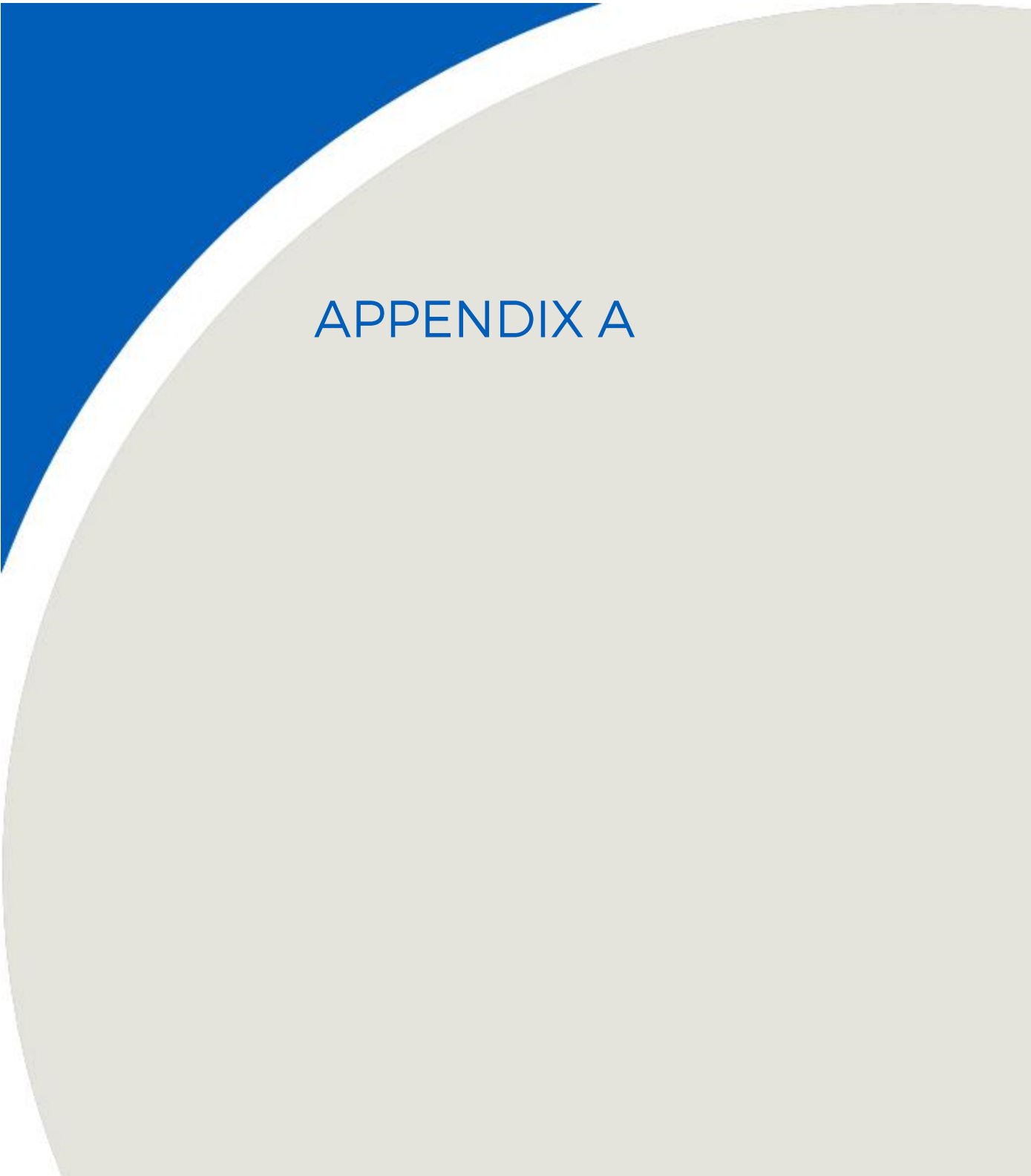
1,000 m Setback

ID	Business Name	Class
1	Sun Transportation Systems	Class II
2	All Mix Concrete (Lafarge Canada Inc.)	Class II
3	Superior Propane	Class I
4	Permacon Bolton	Class II
5	S.W. Stoneworks / Sheehan Equipment Co. Inc.	Class II
6	Cavalier Transportation Services	Class II
7	Ontario Hardwood Products	Class II
8	Bains Bros Haulage	Class II
9	Banas Porcelain / Banas Stones & Porcelain Inc.	Class II
10	Alliance Agri-Turf Inc.	Class II
11	FGM Truck Lines	Class II
12	Iron Forming	Class II
13	Thunder Transport	Class II

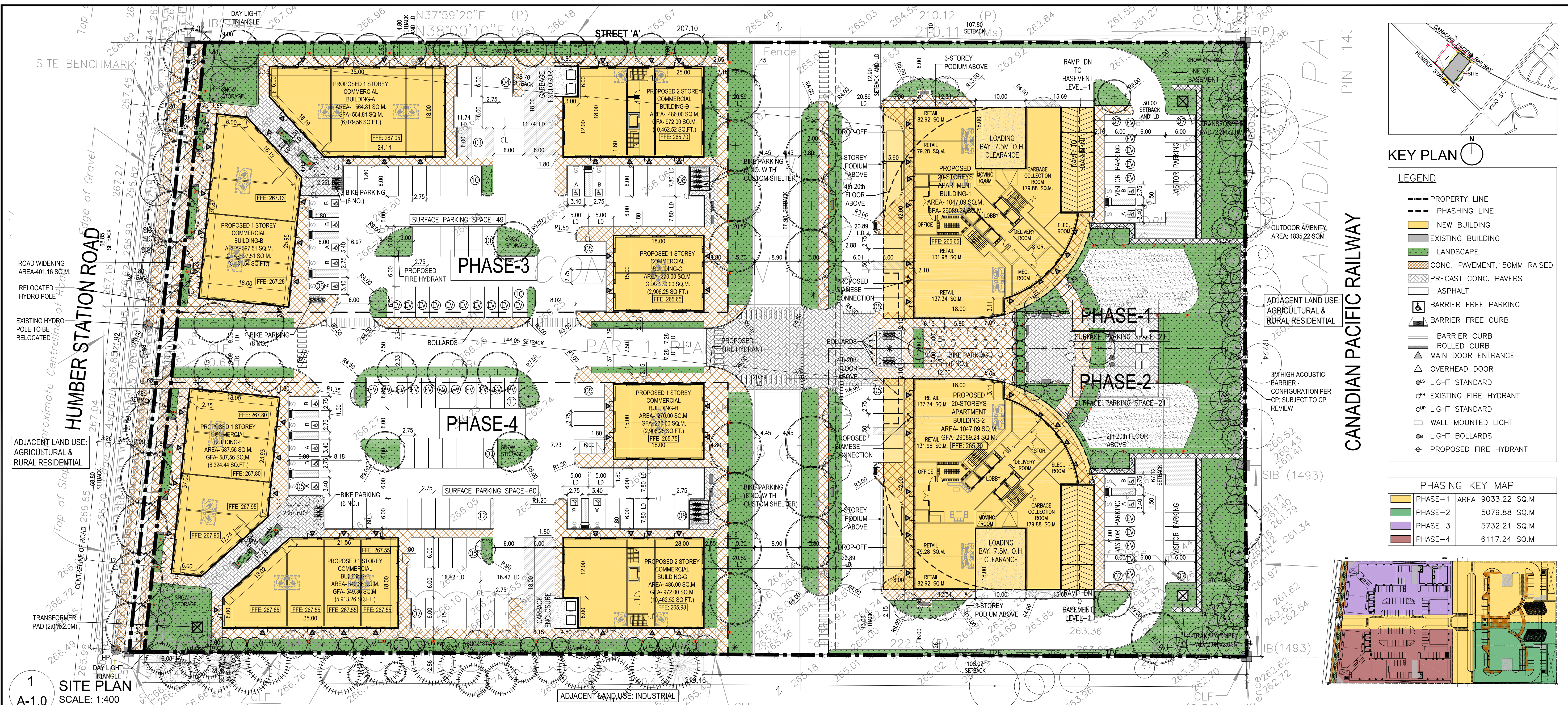
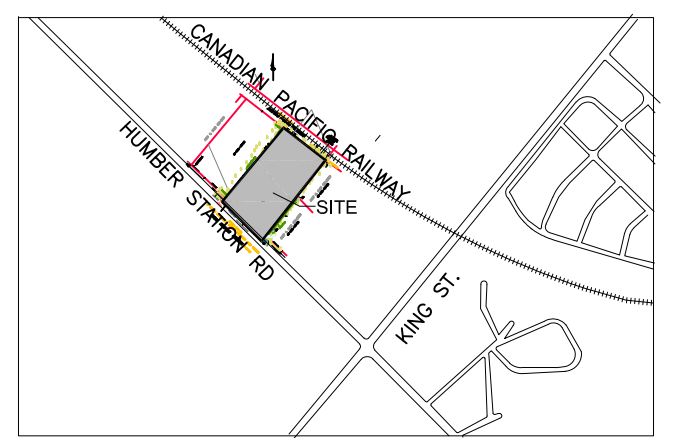
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World Imagery: Vantor





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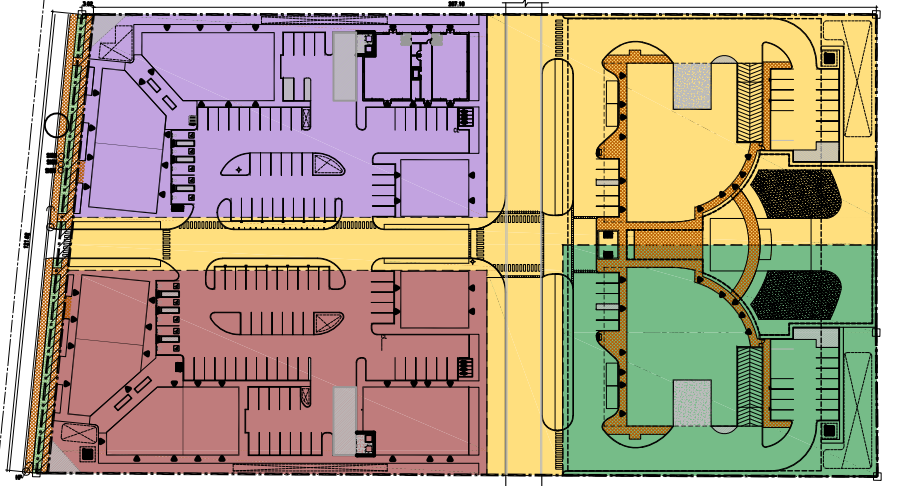
APPENDIX A



- KEY PLAN**
- LEGEND**
- PROPERTY LINE
 - PHASING LINE
 - NEW BUILDING
 - EXISTING BUILDING
 - LANDSCAPE
 - CONC. PAVEMENT, 150MM RAISED
 - PRECAST CONC. PAVERS
 - ASPHALT
 - BARRIER FREE PARKING
 - BARRIER FREE CURB
 - BARRIER CURB
 - ROLLED CURB
 - MAIN DOOR ENTRANCE
 - OVERHEAD DOOR
 - LIGHT STANDARD
 - EXISTING FIRE HYDRANT
 - LIGHT STANDARD
 - WALL MOUNTED LIGHT
 - LIGHT BOLLARDS
 - PROPOSED FIRE HYDRANT

PHASING KEY MAP

PHASE-1	AREA 9033.22 SQ.M
PHASE-2	5079.88 SQ.M
PHASE-3	5732.21 SQ.M
PHASE-4	6117.24 SQ.M



1
A-1.0
SITE PLAN
SCALE: 1:400

PHASE-1 (APARTMENT BUILDING-1)					
PARKING CALCULATION		PROPOSED	SETBACKS		PROPOSED
APARTMENT - RETAIL (431.52 SQM)	231 (0.7 SPACES PER UNIT)	220 (INC. B.F + EV PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	12.90 M.
ACCESSIBLE PARKING		10	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	67.12 M.
RETAIL (431.52 SQM)	22 (1 PER 20 SQ.M. OF GFA)	05	EAST SIDE (REAR LOT LINE)	3 M.	30.00 M.
VISITOR PARKING (0.10 SPACES PER UNIT)	33	14 (INC. B.F + EV PARKING)	WEST SIDE (FRONT LOT LINE)	NIL	138.70 M.
TOTAL PARKING	264	239			
BIKE PARKING		78			
PHASE-2 (APARTMENT BUILDING-2)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
APARTMENT - RETAIL (431.52 SQM)	231 (0.7 SPACES PER UNIT)	220 (INC. B.F PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	66.90 M.
ACCESSIBLE PARKING		10	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	13.03 M.
RETAIL (431.52 SQM)	22 (1 PER 20 SQ.M. OF GFA)	05	EAST SIDE (REAR LOT LINE)	3 M.	30.17 M.
VISITOR PARKING (0.10 SPACES PER UNIT)		14 (INC. B.F PARKING)	WEST SIDE (FRONT LOT LINE)	NIL	144.05 M.
TOTAL PARKING	33	239			
BIKE PARKING	264	78			
PHASE-3 (COMMERCIAL BUILDINGS-A, B, C, D)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
COMMERCIAL - 2404.32 SQM.	120 (1 PER 20 SQ.M. OF GFA)	49 (INC. B.F + EV PARKING)	NORTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	4.80 M.
ACCESSIBLE PARKING		07	SOUTH SIDE (INTERIOR SIDE LOT LINE)	3 M.	68.39 M.
TOTAL PARKING	120	49	EAST SIDE (REAR LOT LINE)	3 M.	107.80 M.
BIKE PARKING		22	WEST SIDE (FRONT LOT LINE)	NIL	3.80 M.
PHASE-4 (COMMERCIAL BUILDINGS-E, F, G, H)					
PARKING CALCULATION	REQUIRED	PROPOSED	SETBACKS	REQUIRED	PROPOSED
COMMERCIAL - 2378.92 SQM.	119 (1 PER 20 SQ.M. OF GFA)	60 (INC. B.F + EV PARKING)	NORTH SIDE (SIDE LOT LINE)	3 M.	67.96 M.
ACCESSIBLE PARKING		07	SOUTH SIDE (EXTERIOR SIDE LOT LINE)	3 M.	4.82 M.
TOTAL PARKING	119	60	EAST SIDE (INTERIOR REAR LOT LINE)	3 M.	108.87 M.
BIKE PARKING		14	WEST SIDE (FRONT LOT LINE)	NIL	3.80 M.

PROJECT STATISTICS		
ADDRESS: "0" HUMBER STATION RD CALEDON		
PROPOSED ZONING: RMD		
	REQUIRED	PROPOSED
TOTAL LOT AREA	NIL	26328.55 SQ.M. (6.50 Acre)
ROAD WIDENING AREA (DEDUCTION)		365.79 SQ.M.
PROPOSED LOT AREA		25962.76 SQ.M. (6.41 Acre)
LOT FRONTAGE	NIL	121.92 M.
TOTAL PAVED AREA		15435.9 SQ.M. (59.46%)
TOTAL LANDSCAPED AREA	15% OF LOT	4621.44 SQ.M. (17.80%)
BUILDING HEIGHT (MAX.)	20 STOREYS	20 STOREYS
TOTAL NO. OF RESIDENTIAL UNITS		660
BASEMENT LEVELS		2
TOTAL PARKING SPACES		587
EV READY PARKING SPACES (RESIDENTIAL PHASE 1 & 2)		94
EV READY PARKING SPACES (COMMERCIAL PHASE 3 & 4)		21
TOTAL LOADING AREAS		4
PLANTING STRIP	3M ALONG A STREET	
AMENITY AREA (BUILDING 1 & 2) (GYM+PARTY HALL+CO-SHARING OFFICE)	1320 SQ.M. (2M ² PER UNIT)	1243.14 SQ.M.
OUTDOOR AMENITY AREA	2592.74 SQ.M. (10% OF SITE AREA)	1835.22 SQ.M. (6.97%)
NUMBER OF UNITS FOR EACH APARTMENT BUILDING IN PHASE 1 AND 2: 330 UNITS (145 (1BR UNIT), 179 (2BR UNITS), 6 (3BR UNITS))		
PARKING SIZES: SURFACE PARKING SIZE (2.6M X 5.8M) UNDERGROUND PARKING SIZE (2.75M X 6.0M) ACCESSIBLE PARKING SIZE (TYPE-A-3.4M X 6.0M) (TYPE-B-2.75M X 6.0M)		
MUNICIPAL ADDRESS & LEGAL DESCRIPTION		
PART OF LOT 11 CONCESSION 5 (FORMERLY TOWNSHIP OF ALBION, COUNTY OF PEEL) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEEL		
SURVEY INFORMATION TAKEN FROM:		
2 HOLLAND DRIVE, UNIT 5, BOLTON, ONTARIO L7E 1E1		
PHONE 905.951.6000/ FAX 905.857.4811 /EMAIL-info@maurogroup.ca		
OWNER:		
SATWANT DEOL, 188 La Rocca Avenue, Woodbridge, Ontario, L4H 2M3		



n Architecture Inc
PRINCIPAL: NITIN MALHOTRA, ARCHITECT.
9120 Leslie Street, Suite-208
Richmond Hill, Ontario. L4B 3J9
T : 4 1 6 . 2 5 6 . 9 7 4 1
E : info@narchitecture.com
www.narchitecture.com



11 DEC. 2025

PROJECT NORTH

11th DECEMBER 2025
ISSUED FOR OPA APPLICATION #1
NOT FOR CONSTRUCTION

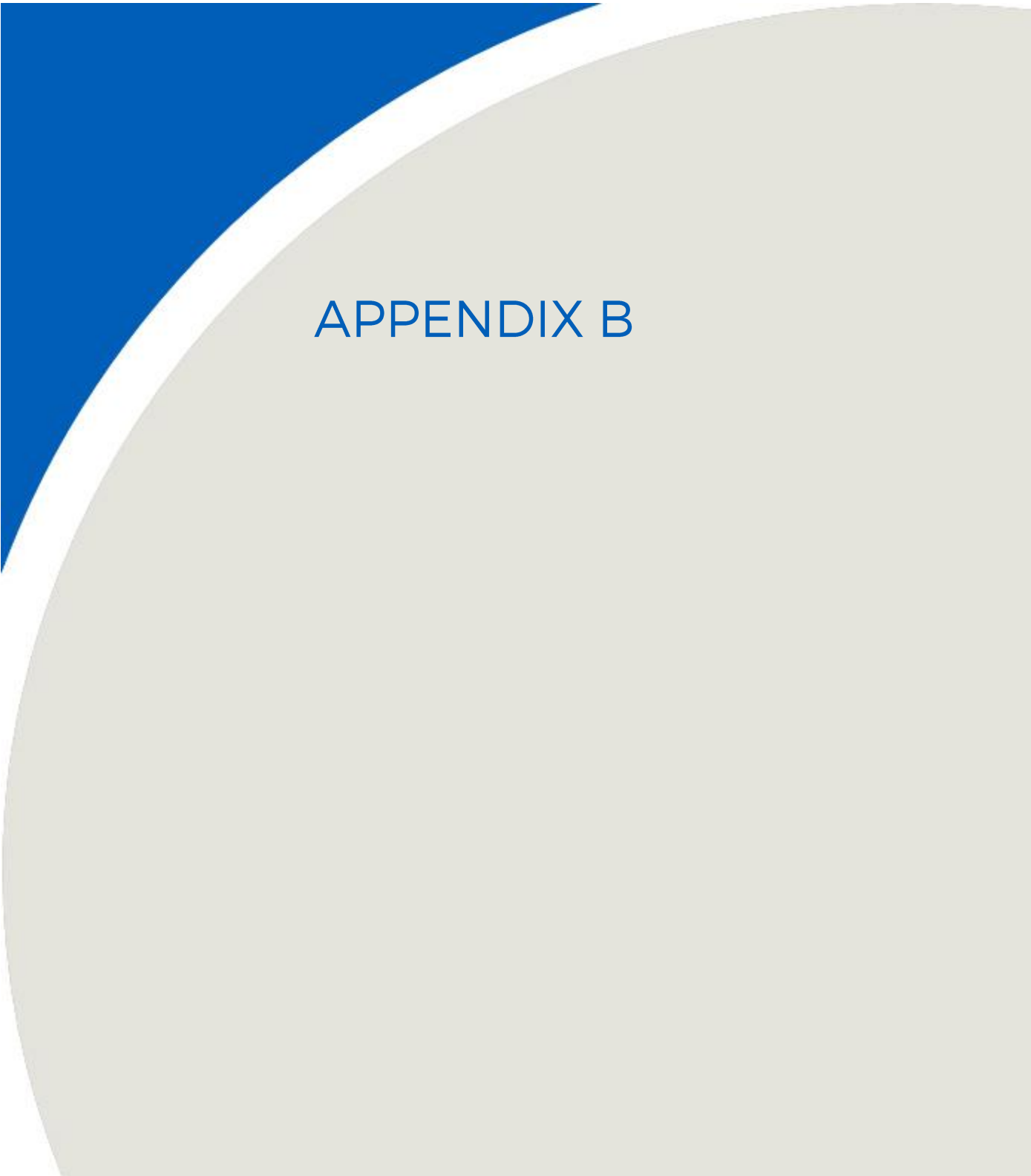
1.	11 DEC. 2025	ISSUED FOR OPA APPLICATION #1	MG.
No.	Date	Version	Dwn.

This drawing is copyright property of 'n Architecture Inc'. Not to be reproduced. Contractor must verify all job dimensions, drawings, details and specifications and report any discrepancies to the architect before proceeding with work.

PROJECT:
"0" HUMBER STATION RD CALEDON, ON.

DRAWING TITLE:
SITE PLAN: GROUND LEVEL

DRAWN BY: MB	DATE: 08 JAN. 2025
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.: 24-66	DRAWING NO.: A-1.0

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APPENDIX B

Table B-1: List of Industrial Facilities Identified Around the Proposed Development

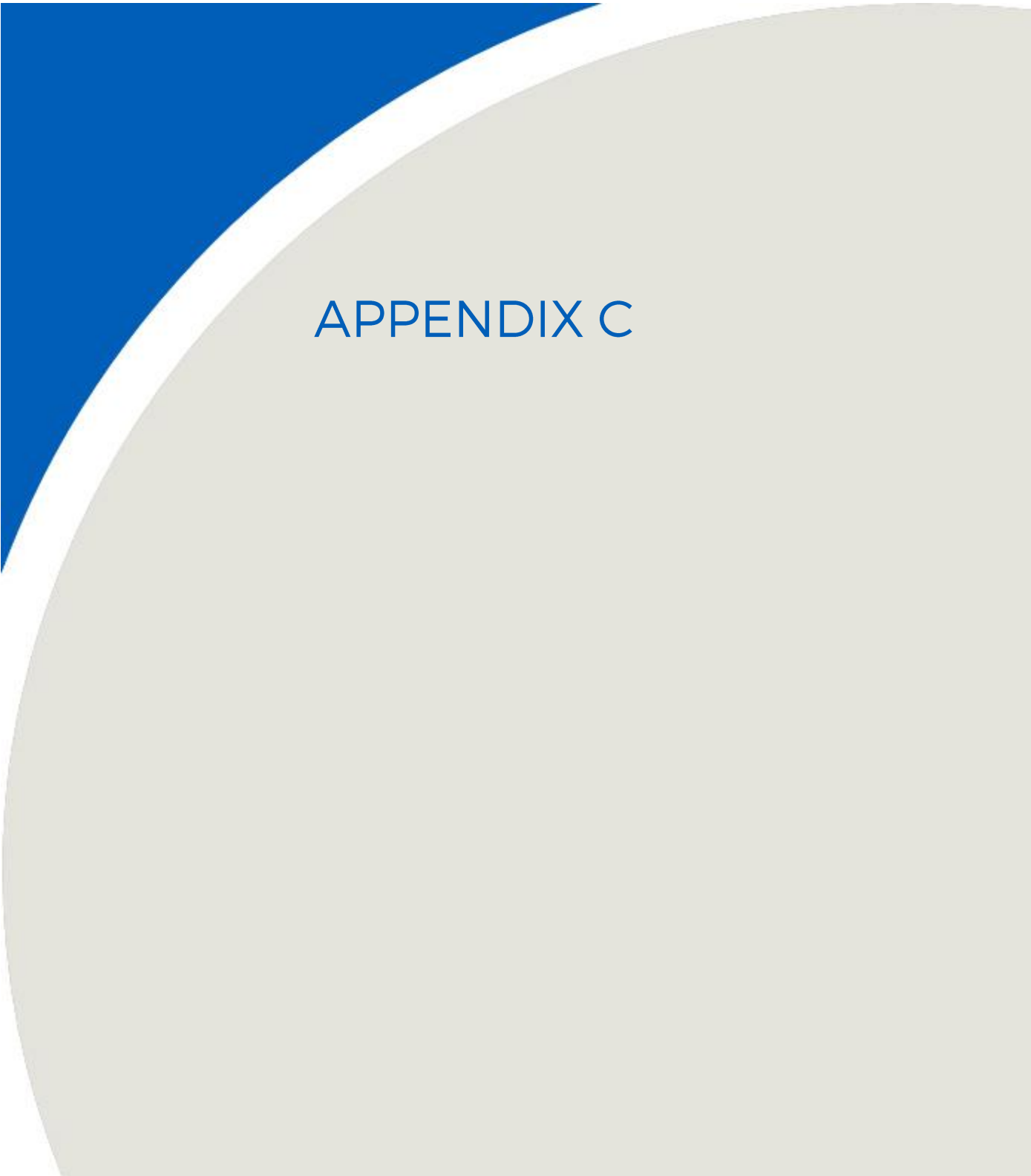
Map Icon Number	Business Name	Address	Type of Approval/Facility/ Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present (Y: Yes /N: No)	Approximate Distance to Site (m)	D-6 Classification
1	Sun Transportation Systems	13930 Humber Station Rd	N/A	N/A	The facility is a medium sized transportation company. The facility is self-contained and with a large yard used for the storage of transport trucks, and private vehicles. There is no ECA or EASR associated with their operations. The yard is paved and there is no outdoor storage of raw materials. Hence, no evidence of potential fugitive dust or odour emission source is identified within the facility. Noise emissions are not expected to have an adverse effect at the proposed development, given the setback distance. This facility is well beyond the recommended potential influence area of 300 m and is expected to be compatible with the proposed development.	N	470	II
2	All Mix Concrete (Lafarge Canada Inc.)	13975 Humber Station Rd	ECA-AIR	9655-ANBN9	All Mix Concrete operates as a subsidiary of Lafarge Canada Inc. which is a concrete batching plant in producing and supplying concrete. The facility is a ready-mix concrete batching plant having a maximum production rate of 1,060 cubic metres per day, and it consists of baghouses dust collectors controlling emissions from cementitious materials storage silos, loading point dust collectors and natural gas fired hot water boiler. There are several large uncovered aggregate storage piles located along the west and north property boundaries. Frequent truck movements within the facility for transportation raw materials and concrete product is expected. Yard operations have the potential to contribute emissions of fugitive dust resulting from the delivery, storage, and transfer of materials associated with ready-mix concrete batching operations. However, yard operations are managed through the facility's Dust Best Management Practices Plan (BMPP) as per their ECA which is designed to decrease the probability of fugitive dust. Noise sources on site are expected to include truck activity, loader activity, dust collectors, mixer truck loading, cement powder deliveries, and truck washout activities. The facility's current ECA includes noise mitigation requirements for existing houses that are in closer proximity to the facility than the proposed development. Considering the facility has noise mitigation measures in place to comply with sound level limits at existing houses based on their ECA, and considering the proposed development is outside the Class II facility's potential area of influence, sound emissions from All Mix Concrete are not expected to have adverse effects at the proposed development.	N	350	II
3	Superior Propane	1 Betomat Court	ECA-AIR	0573-6MXSEZ	This facility formally known as Caledon Propane Inc., was acquired by Superior Propane in 2016. The facility operates under an ECA for painting operations. The facility consists of one paint spray booth for the application of solvent based coatings at a maximum rate of 6.8 litres per hour. Paint operations have the potential to contribute to odour emissions. The facility is well-contained and the yard is paved. A few low-lying stacks are visible on the rooftop of the building. Outdoor storage includes a large propane tank and some vehicle storage. Yard activities are not expected to contribute to fugitive dust emission. This facility is well beyond the recommended separation distance of 70 m and is expected to be compatible with the proposed development.	N	540	I
4	Permacon Bolton	3 Betomat Court	ECA-AIR	8680-7ZUG5	Permacon Bolton is a concrete products manufacturing facility, which consists of baghouse dust collectors, combustion equipment, and general building exhausts. Its operation activities including delivery, storage and transfer of raw materials. The facility's manufacturing process is self-contained. There is a large unpaved yard used primarily for finished product storage along with containers and heavy equipment. Finished products are not expected to be a source of fugitive dust emissions. Minor dust emissions may be associated with heavy equipment operating in the yard for the handling of finished products. There is a smaller paved section of the yard for the storage of raw materials which has the potential to contribute fugitive dust emissions resulting from the handling of raw materials. No odour sources were identified. Noise emissions are not expected to have an adverse effect at the proposed development, given the setback distance.	N	550	II
5	S.W. Stoneworks / Sheehan Equipment Co. Inc.	13970 Humber Station Road	N/A	N/A	S.W. Stoneworks is an Ontario-based supplier specializing in natural stone, hardscape materials, and landscape products for residential and commercial projects. The facility does not have an ECA or EASR associated with their operations. The property is shared with Sheehan Equipment, which provides a wide range of heavy equipment, including asphalt pavers, rollers and track loaders and skid steers which are stored on the paved section of the site. The building of S.W. Stone is well-contained with no visible stacks or emission sources. There is a large unpaved storage yard to the rear of the building. The majority of the yard is used for the storage of large landscaping materials. There are a series of small aggregate, soil, and mulch storage piles located along the southern property boundary. This yard has the potential to contribute to fugitive dust emissions resulting from heavy truck traffic on the unpaved yard and material handling. No odour sources were identified. Noise emissions are not expected to have an adverse effect at the proposed development, given the setback distance.	N	340	II
6	Cavalier Transportation Services	14091 Humber Station Road	N/A	N/A	Cavalier Transportation Services is a logistics centre, which provides services to fulfill varied transportation requirements. There is no Environmental Compliance Approval (ECA) or Environmental Activity and Sector Registry (EASR) associated with the site. The facility is self-contained with a partially paved yard used for the storage of heavy vehicles and transport trailers. Minor dust emissions are expected from on-site traffic. Mild diesel odours may be discernible from time to time associated with heavy truck movements in the yard. The facility is located adjacent to the proposed development with heavy trucks parked along the property boundary. Based on the site plan dated December 11, 2025 residential uses are located approximately 40 m from the eastern property boundary providing additional separation. There is an existing residential house located approximately 50 m south, downwind of the facility. This suggests that the facility has a smaller area of potential influence area compared to a typical Class II facility of 300m. Noise emissions from the facility are expected from truck activity, truck loading/unloading activity, noise associated with maintenance activities from open bay doors. There are large bay doors facing the west towards the proposed development, which may result in elevated sound levels associated with loading/unloading activity and maintenance activities. Noise emissions from the facility should be considered in a detailed noise study.	N	0	II
7	Ontario Hardwood Products	8068 King Street	N/A	N/A	Ontario Hardwood Products Ltd. is a hardwood lumber company, which supplied kiln-dried lumber. There is no ECA or EASR associated with facility operations. The facility is self-contained, with the exception of products stored in the paved section of the yard. Green lumber is delivered to site where it is air dried in the yard before being further dried in 5 large kilns. Dried wood is inspected, graded, and packaged for shipping. The facility is located adjacent to the proposed development. However, based on aerial imagery current operations on site are limited to the eastern side of the site providing an additional 100 m of separation. There is the potential for fugitive dust emissions associated with material handling and truck movements within the yard. Emissions could increase over time if the facility chose to expand operations further west towards the proposed development. There is a small amount of mechanical equipment and low-lying stacks on the rooftop of the buildings likely associated with kiln operations. Odour emissions are not expected from the facility. There are existing residences located approximately 120 m northeast of the facility which suggest its zone of influence is less than that of a typical Class II facility of 300 m. Noise sources on site are expected to consist of truck activity, forklift activity, and noise emitted from open bay doors. There are existing houses to the northeast and southwest of the facility at similar setback distances as the proposed development. However, the proposed development will be exposed to noise from the facility in a new direction, and will be its new tallest receptor. Noise emissions from the facility should be considered in a detailed noise study.	N	0	II

Map Icon Number	Business Name	Address	Type of Approval/Facility/ Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present (Y- Yes /N - No)	Approximate Distance to Site ^[1] (m)	D-6 Classification
8	Bains Bros Haulage	14025 Humber Station Road	N/A	N/A	<p>Bains Bros Haulage is a trucking and heavy haulage transport company, which operates heavy-duty trucks to haul aggregate materials like gravel and sand, provides short-haul and local logistics directly to and from construction sites and operates related logistics and freight business. The facility does not have an ECA or EASR associated with their operations. The facility is primarily a large unpaved yard used for the storage of large aggregate haul trucks. Based on aerial imagery there is no evidence to suggest aggregate materials are handled on site. There is a potential for fugitive dust emissions associated with vehicle movements in and out of the site. In addition, there is a potential for odour emissions associated with diesel vehicle movement/idling.</p> <p>The facility is located approximately 170 m away from the property line of the proposed development, which falls within the potential influence area of 300 m but beyond the minimum recommended separation distance of 70 m. There are existing residences located approximately 15 m southwest of the facility which suggest its zone of influence is less than that of a typical Class II facility of 300 m.</p> <p>Noise sources on site are expected to mainly consist of truck activity, loader activity, noise emitted from open bay doors, and miscellaneous maintenance activities. Given there is an existing house located directly across Humber Station Road from the facility, with a significantly smaller setback distance than the proposed development, noise emissions from Bains Bros Haulage are not anticipated to be a major concern with respect to noise emissions for the proposed development. However, given the proposed development is within the facility's potential area of influence, and will be the new tallest noise-sensitive receptor in a new direction from the facility, noise emissions from Bains Bros Haulage should be considered in a detailed noise study.</p>	N	170	II
9	Banas Porcelain / Banas Stones & Porcelain Inc.	8144 and 8186 King Street	N/A	N/A	<p>These facilities are natural stone and porcelain wholesale distributor, specializing in the fabrication of natural stone and porcelain products. The facilities do not have an ECAs or EASRs associated with their operations. The facilities each have a small office building with large unpaved storage yards. These yards are used primarily to store raw materials and finished products. Based on aerial imagery there are no piles of loose or aggregate materials which decreases the likelihood of fugitive dust emissions. However, given the yards are unpaved there is a potential for fugitive dust emissions resulting from heavy truck traffic for the delivery and export of products. No odour sources were identified at either of these facilities.</p> <p>Both facilities are located approximately 130m away from the proposed development, which falls within the potential influence area of 300 m but beyond the minimum recommended separation distance of 70 m. In addition, there are existing residential houses located to the immediate southeast of the facility at approximately 30m, suggesting a smaller area of influence than a typical Class II facility.</p> <p>Noise sources on site are expected to consist of truck activity and forklift/telehandler activity in the yard. There are existing houses located across King Street in closer proximity to the facility than the proposed development. However, the proposed development is the new tallest noise-sensitive receptor in a new direction from the facility. Noise emissions from the facility should be considered in a detailed noise study.</p>	N	130	II
10	Alliance Agri-Turf Inc.	8112 King Street West	N/A	N/A	<p>The site is the headquarters of Alliance Agri-Turf Inc, which is a crop input supplier of fertilizer. The facility does not have an ECA or EASR associated with their operations. The facility is self-contained with a medium-sized seed sorting and storage facility located along the southern property boundary. The yard is paved and well maintained and is not expected to contribute to the potential for fugitive dust emissions. However, there is a rail spur that enters the south portion of the site which appears to be used for seed handling operations. The handling of seed material is a potential minor source of fugitive dust emissions.</p> <p>There are no tall stacks identified within facility and no substantial outdoor storage. The facility does store fertilizer materials which have the potential to contribute to odour emissions. However, based on aerial imagery there is no outdoor storage of odorous material at the site.</p> <p>The facility is located approximately 40 m away from the proposed development and falls within the potential influence area of 300 m. When considering the onsite setback to residential receptors this separation can be increased to 70 m which meets the minimum recommended setback. There are existing residences located approximately 40 m east of the facility which suggest its zone of influence is less than that of a typical Class II facility of 300 m.</p> <p>Noise sources on site are expected to consist of truck activity, potential noise emissions from the seed sorting building (motors, conveyors/elevators, blowers, etc.), dust collectors, truck and rail loading/unloading, and rail coupling. The majority of the noise sources associated with the facility are located in the southeast area of the site, further than 200 m away from the proposed development. There are existing houses east of King Street, that are located closer to the majority of the noise sources associated with Alliance Agri-Turf Inc., which suggests the proposed development is likely compatible with the facility with respect to noise. However, noise emissions from Alliance Agri-Turf should be considered in a detailed noise study.</p>	N	40	II
11	FGM Truck Lines	4 Betomat Court	N/A	N/A	<p>FGM Trucklines is a small-scale transport carrier and freight transport company. There is no ECA or EASR associated with facility operations. The yard is unpaved and is used for the storage of transport vehicles. There is a small office building located on site with no tall stacks or visible processing equipment of any kind. There is potential for fugitive dust associated with truck traffic through the unpaved yard. There is a potential for odour emissions associated with diesel vehicle movement/idling. This facility is well beyond the potential influence area of 300 m and is expected to be compatible with the proposed development.</p> <p>Noise emissions are not expected to have an adverse effect at the proposed development, given the setback distance.</p>	N	370	II
12	Iron Forming	5 Betomat Court	N/A	N/A	<p>Iron Forming is one of the subsidiary company of Roni Group, which delivers formwork and supply forming systems for projects used in high-rise construction. There is no ECA or EASR associated with facility operations. The yard is unpaved and is used for the storage of construction materials including metal, iron, steel, and heavy equipment. There is a potential for fugitive dust emissions associated with material and heavy truck movements within the yard. No odour sources were identified at the site. There is a small office building on site with no tall exhausts. This facility is well beyond the potential influence area of 300 m and is expected to be compatible with the proposed development.</p> <p>Noise emissions are not expected to have an adverse effect at the proposed development, given the setback distance.</p>	N	470	II
13	Thunder Transport	7865 King Street	N/A	N/A	<p>The facility is a freight, trucking and transport company storage yard. The yard a mix of paved and unpaved areas used for the storage of trailers, trucks, boats, and other vehicles. Fugitive dust emissions may be arising during vehicle moving within the site. There is a potential for odour emissions associated with diesel vehicle movement/idling. This facility is well beyond the potential influence area of 300m and is expected to be compatible with the proposed development.</p> <p>Noise emissions are not expected to have an adverse effect at the proposed development, given the setback distance.</p>	N	380	II

Notes:

[1] Distances are measured parcel edge to edge.

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

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 C

Caelan Weber-Martin

From: David Tsai <David.Tsai@metrolinx.com>
Sent: Wednesday, June 3, 2026 7:43 AM
To: Amy O'Neill
Cc: Caelan Weber-Martin; Khalid Hussein
Subject: RE: Metrolinx Rail Data Request - "0" Humber Station Road (#2603973)

Good morning Amy,

Thank you for the inquiry.

Metrolinx does not currently operate on this track, and we do not have any information regarding the potential future station and rail traffic forecast.

Any future GO Expansions will be published on our website linked here: <https://www.metrolinx.com/en/projects-and-programs/go-expansion>

Thank you,

David Tsai, MCIP, RPP
Project Manager, Heavy Rail (GO)
Adjacent Construction Review
Integrated Delivery Division
Metrolinx
20 Bay Street – Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-706-5261



Should you require additional assistance regarding this or any other matter, please contact Alvin Chan, Manager, Adjacent Construction Review (Alvin.Chan@metrolinx.com)

From: Amy O'Neill <Amy.ONeill@rwdi.com>
Sent: June 3, 2026 9:35 AM
To: David Tsai <David.Tsai@metrolinx.com>
Cc: Caelan Weber-Martin <Caelan.Weber-Martin@rwdi.com>; Khalid Hussein <Khalid.Hussein@rwdi.com>
Subject: Metrolinx Rail Data Request - "0" Humber Station Road (#2603973)

You don't often get email from amy.oneill@rwdi.com. [Learn why this is important](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

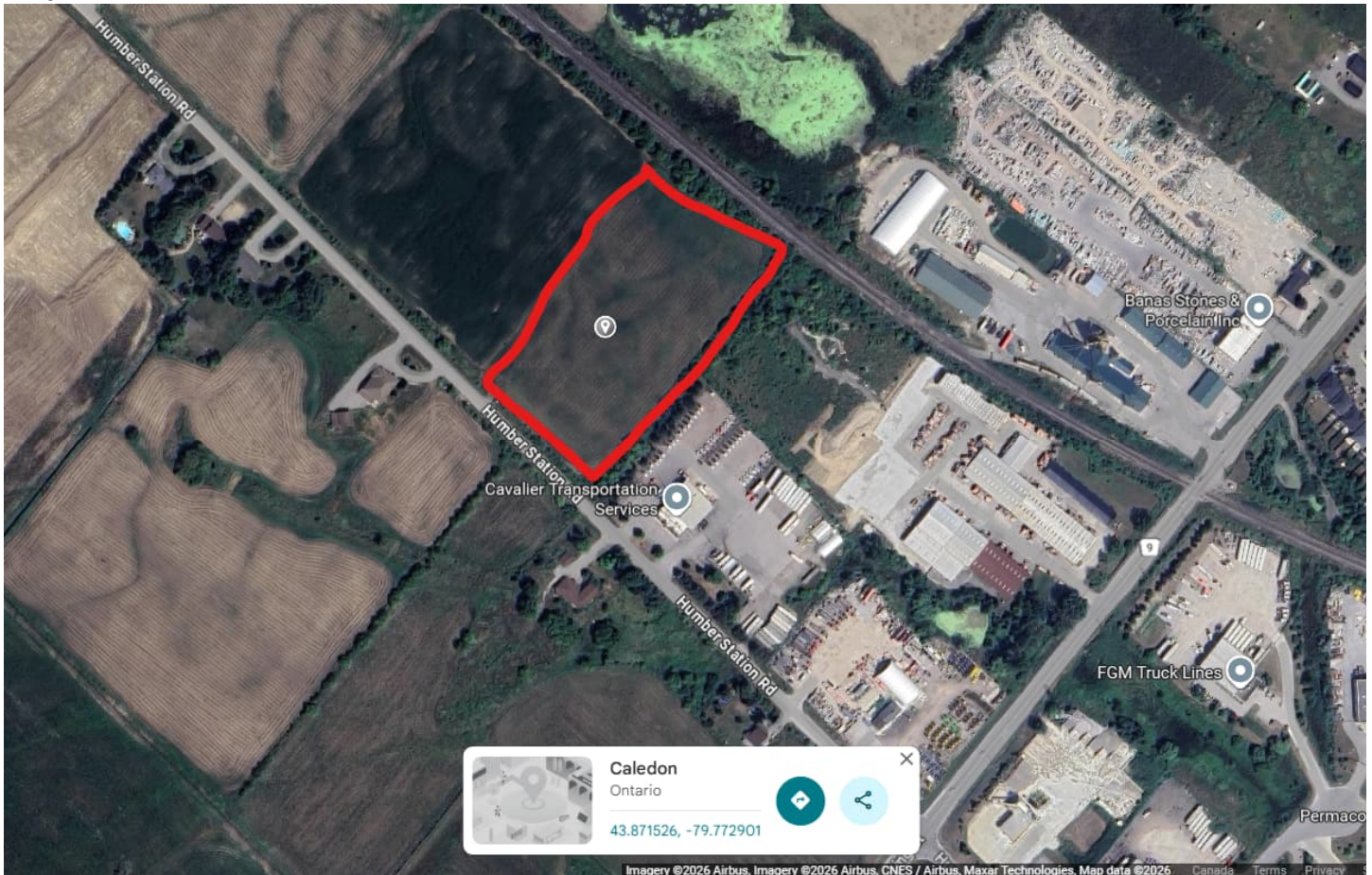
Good Day,

We are doing a noise study for a proposed development at "0" Humber Station Road in Bolton, Ontario. There is a proposed future Bolton GO station in close proximity to our proposed development. Do you

have any information available for this proposed GO station? If you can provide forecasted GO rail traffic it would be very helpful.

Thank you.

Amy



Amy O'Neill (she/her) | Operations Coordinator
Noise/Acoustics/Vibration
RWDI

Climate & Performance Engineering

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