

07/23/2026

# REPORT



## 6404 MAYFIELD ROAD

CALEDON, ONTARIO

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

RWDI # 2512050

August 26, 2025

#### SUBMITTED TO

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For Noise Only

#### SUBMITTED BY

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For Air Quality Only  
2025-08-27



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# 1 EXECUTIVE SUMMARY

RWDI AIR Inc. (RWDI) was retained by Ishaan Holdings Inc to complete an air quality and noise compatibility study in support of a Temporary Use Zoning By-law Amendment for the redevelopment of 6404 Mayfield Road, Caledon into a 0.92 hectare transportation terminal. The project retains the existing dwelling and garage, adds 62 parking spaces for trucks, trailers, and cars, and includes landscaped areas.

Findings indicate the site is compatible with nearby sensitive uses if chemical dust suppressants are regularly applied and strict engine idling limits are enforced. A detailed noise study is recommended to confirm potential impacts; mitigation such as truck volume limits or noise barriers may be required based on results.

# 2 INTRODUCTION

RWDI was retained to undertake a land use compatibility and mitigation study for air and noise in support of a Temporary Use Zoning By-law Amendment Application for the redevelopment of the site. The subject lands located at 6404 Mayfield Road, Caledon, Ontario ("subject lands") will be redeveloped into a transportation terminal. The proposed site is approximately 0.92 hectares in size, and is located on the north side of Mayfield Road, west of Innis Lake Road. The current site is occupied by a single detached residential unit and the proposed redevelopment will consist of an existing dwelling, existing garage, 62 parking spaces for trucks, trailers and automobiles and a landscaped area. The conceptual plan is provided in **Appendix A**.

The location of the subject lands is shown in **Figure 1**. This study assumes the entire project will be designed, apply for and obtain necessary approvals, and be constructed concurrently (i.e. without phasing, and without requiring separate analysis, reporting or submissions for different portions of the development).

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 subject land development and nearby sensitive land areas.

# 3 CONTEXTUAL ANALYSIS

The subject lands will consist of a transportation terminal which will include an existing dwelling, existing garage, and 62 parking spaces for trucks, trailers and automobiles. Fugitive dust emissions are expected from the facility as the parking lot will remain as unpaved gravel and there will be a number of vehicles travelling within the gravel parking lot regularly. Truck activity within the yard will include coupling and uncoupling of truck trailer units which will generate impulsive noise that is expected to be audible offsite. According to Table 1, this type of industry would be classified as a Class II facility. Therefore, the minimum separation distance and the potential influence area would be 70 and 300 m, respectively.

The land use in the study area consists primarily of agricultural and industrial land uses adjacent to the subject lands. Residential areas are primarily present to the south with a couple of residences located to the east of the



subject lands. The nearest residential area is located approximately 90 m to the southwest of the subject land with a residence sharing the easterly property line of the subject lands. Highway 407, the nearest highway, is located to the south of the subject lands at approximately 10 km.

**Figure 3** shows the subject lands as well as the buffer zones delimited by the 70 and 300 m boundaries. As shown in the figure, there is one residence located within the 70 m minimum separation area boundary and two residences located within the potential 300 m influence area.

## 4 LAND USE COMPATIBILITY ASSESSMENT

### 4.1 METHODOLOGY

The tasks consisted of reviewing the following:

- 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.
- Applying Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the MECP.
- Meteorological data for the study area.

RWDI reviewed wind data from Toronto Pearson 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 2001-2021 is shown in **Figure 2**. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in m/s as indicated in the legend. The wind in the study area comes most frequently from directions between west-southwest and north, and least frequently from the south-southwest, south and directions between north-northeast and east-northeast.

## 5 KEY FINDINGS AND MITIGATION

### 5.1 Existing and Proposed Industrial Uses

From an air quality perspective, with dominant winds blowing from the west and the subject lands located upwind and next to the residences, it will be essential for the subject lands to regularly apply chemical dust suppressants on the gravel lot to ensure fugitive dust from the subject lands are minimally impacting the existing residences. With the subject lands applying chemical suppressants for fugitive dust, minimal impacts at the existing residences are



expected. There is also the potential for diesel odours from the trucking activities to adversely impact the nearest adjacent residence given its close proximity and there must be restrictions placed on engine idling to prevent and minimize this possibility.

From a noise perspective, the site will have incoming and outgoing truck activity, including the potential for idling on site and impulsive coupling and uncoupling which is expected to impact nearby residential areas, particularly the residence located within the minimum separation distance. Given that several surrounding receptors fall within the potential area of influence, a detailed noise assessment is warranted to evaluate and address potential noise impacts on the surrounding environment. Depending on the findings, it may be necessary to implement noise measures such as limiting truck volumes and/or installing noise barriers. These measures will be determined based on the results of the detailed assessment.

## 5.2 Future Residential Uses

The current zoning designations and official plan are provided in **Figure 4** and **Figure 5**, respectively. The majority of the lands surrounding the subject lands are zoned as Agricultural and Industrial and are designated as Agricultural and Industrial in the official plan.

The introduction of residential land use close to the subject lands, outside of the pre-existing, would require rezoning of the area, which is unlikely.

# 6 POLICY ANALYSIS

## 6.1 Region of Peel Official Plan

The Region of Peel Official Plan states the following:

Section 5.3.3:

"...*major facilities* and *sensitive land uses* to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise, and other contaminants to minimize risk to public health and safety, in accordance with the PPS, and to ensure the long-term operational and economic viability of *major facilities* in accordance with the applicable provincial guidelines, standards and procedures."

Section 5.10.38.8 Support a safe and efficient railway network by:

"c) Ensuring that noise, odour, vibration and safety issues are addressed for development adjacent to railway corridors and terminal facilities."

Section 6.6.7:

"Plan and develop *waste* management sites and facilities to ensure *sensitive land uses* are buffered and/or separated to prevent adverse effects from odour, noise and other contaminants, and to minimize risk to public health and safety."



## 6.2 Provincial Planning Statement

Sections 3.5 of Chapter 3 of the Provincial Planning Statement 2024 (<https://www.ontario.ca/page/provincial-planning-statement-2024>) states the following:

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

Section 3.3 of Chapter 3 of the Provincial Planning Statement 2024 further states that:

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

Section 8.0 of the Provincial Planning Statement 2024 defines sensitive land uses as:

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

## 6.3 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 on their potential for emissions that could cause adverse effects. The classification scheme is summarized in Table 1: D-6 Industry Classification Scheme.

**Table 1: D-6 Industry Classification Scheme**

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

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.
5. 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”.

## **7 CONCLUSIONS**

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 subject land and nearby sensitive lands in the area.

Based on this assessment, from an air quality perspective, the subject land is compatible with sensitive land uses in the area only when 1) the subject lands implement the regular use of common chemical dust suppressants (such as calcium chloride) to minimize fugitive dust impacts at existing residences, 2) strict limits placed on engine idling to minimize diesel odours.

From a noise perspective, the noise impacts on the surrounding residential areas should be assessed through a detailed noise impact study. Additional analysis is required to evaluate compatibility with nearby land uses. Depending on the findings, it may be necessary to implement noise measures such as limiting truck volumes and/or installing noise barriers. These measures will be determined based on the results of the detailed assessment.



## 8 REFERENCES

1. The Region of Peel Official Plan April 2022, viewed 12 August 2025, Link: (<https://peelregion.ca/business/planning/official-plan/download-official-plan>).
2. Government of Ontario 2024, *Provincial Policy Statement, 2024*, policy 3.5.1, 3.5.2, 3.3.3, Government of Ontario, Toronto, viewed 29 July 2025, < <https://www.ontario.ca/page/provincial-planning-statement-2024>>.
3. Ministry of the Environment 1995a, *Land Use Compatibility*, Ministry of the Environment, viewed 29 July 2025, <<https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>>.
4. Town of Caledon 2023, *Terms of Reference: Compatibility and Mitigation Study*, Town of Caledon, viewed 12 August 2025, <https://www.caledon.ca/en/town-services/resources/Business-Planning--Development/Development-Services/Terms-of-Reference/Compatibility-and-Mitigation-Study---March-2023.pdf>.



## 9 STATEMENT OF LIMITATIONS

This report, entitled 6404 Mayfield Road, was prepared by RWDI for Ishaan Holdings Inc ("Client"). The findings and conclusions presented in this letter have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this letter are based on the information available to RWDI when this letter was prepared. Because the contents of this 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\_America\12512050\12512050.aprx



## Site Location

Map Projection: NAD 1983 UTM Zone 17N  
6404 Mayfield Road - Caledon, Ontario

True North



Project #: 2512050

Drawn by: PIP

Figure: 1

Approx. Scale:

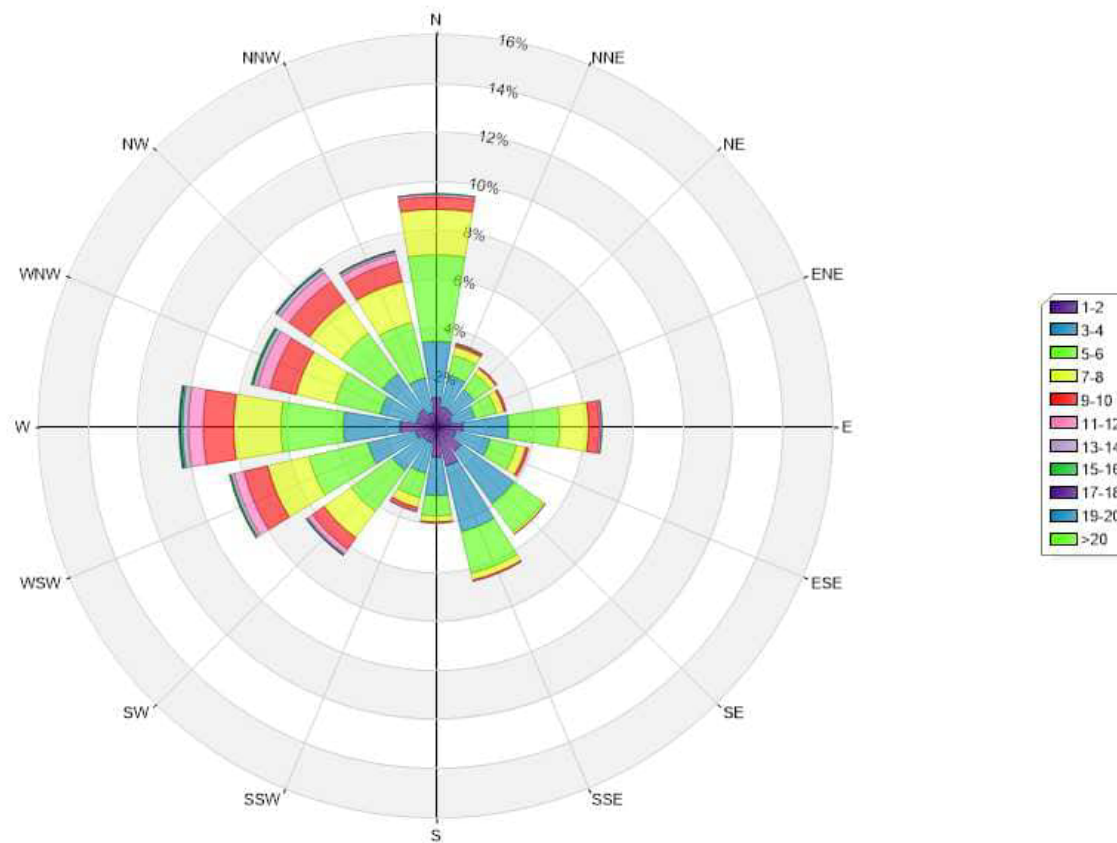
1:1,500

Date Revised:

Jul 16, 2025



Directional Distribution (%) of Winds in m/s (Blowing From)  
Toronto Pearson International Airport, (2001-2021)



Directional Distribution (%) of Winds in m/s (Blowing From)  
Toronto Pearson International Airport (2001-2021)

Drawn by: TR

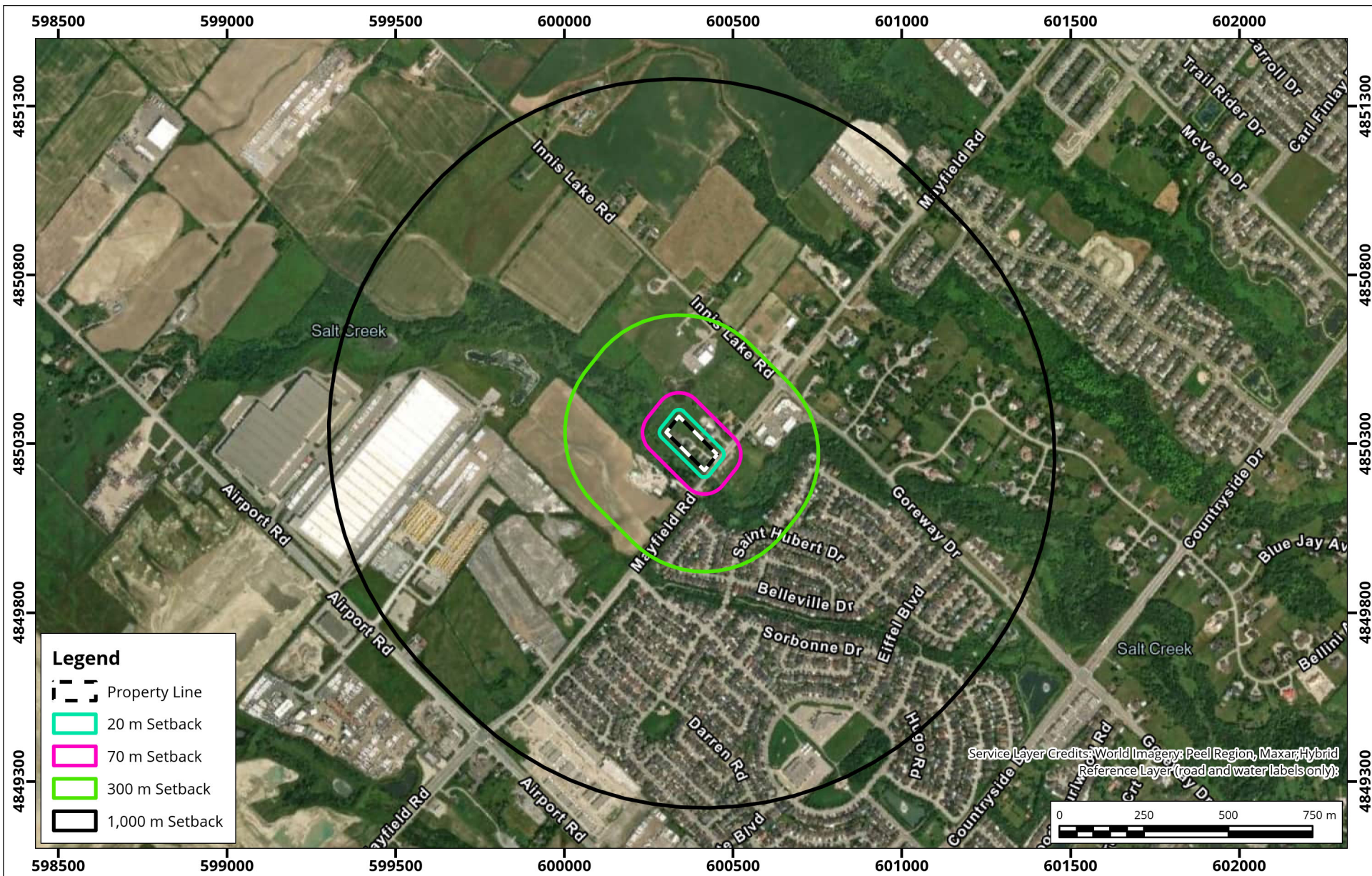
Figure: 2

Approx. Scale: not to scale

Date Revised: July 29, 2025



Map Document: C:\WorkingFolder\Jobs\_America\2512050\2512050.aprx



## Proposed Development and Surrounding Sites of Interest

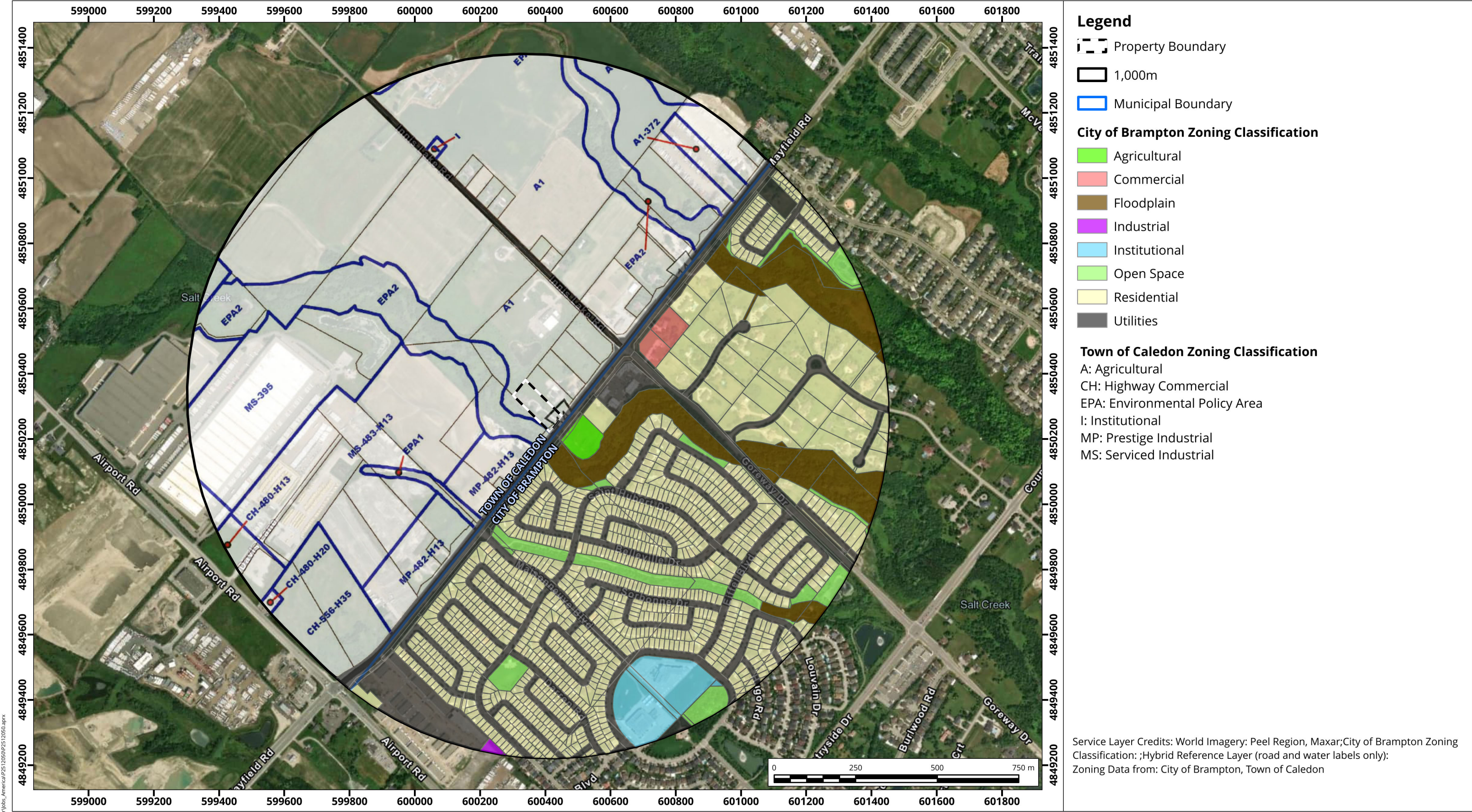
Map Projection: NAD 1983 UTM Zone 17N  
6404 Mayfield Road - Caledon, Ontario

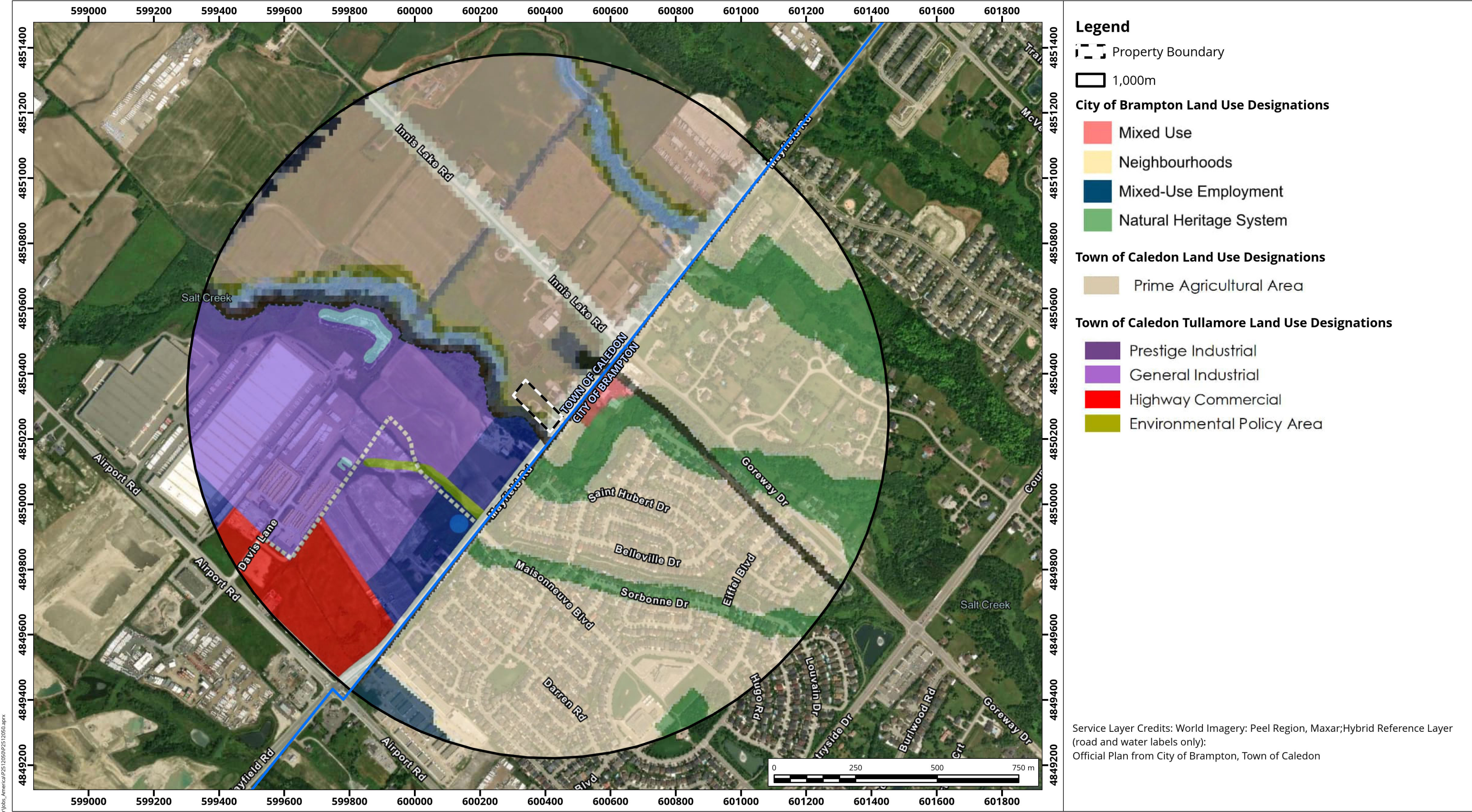


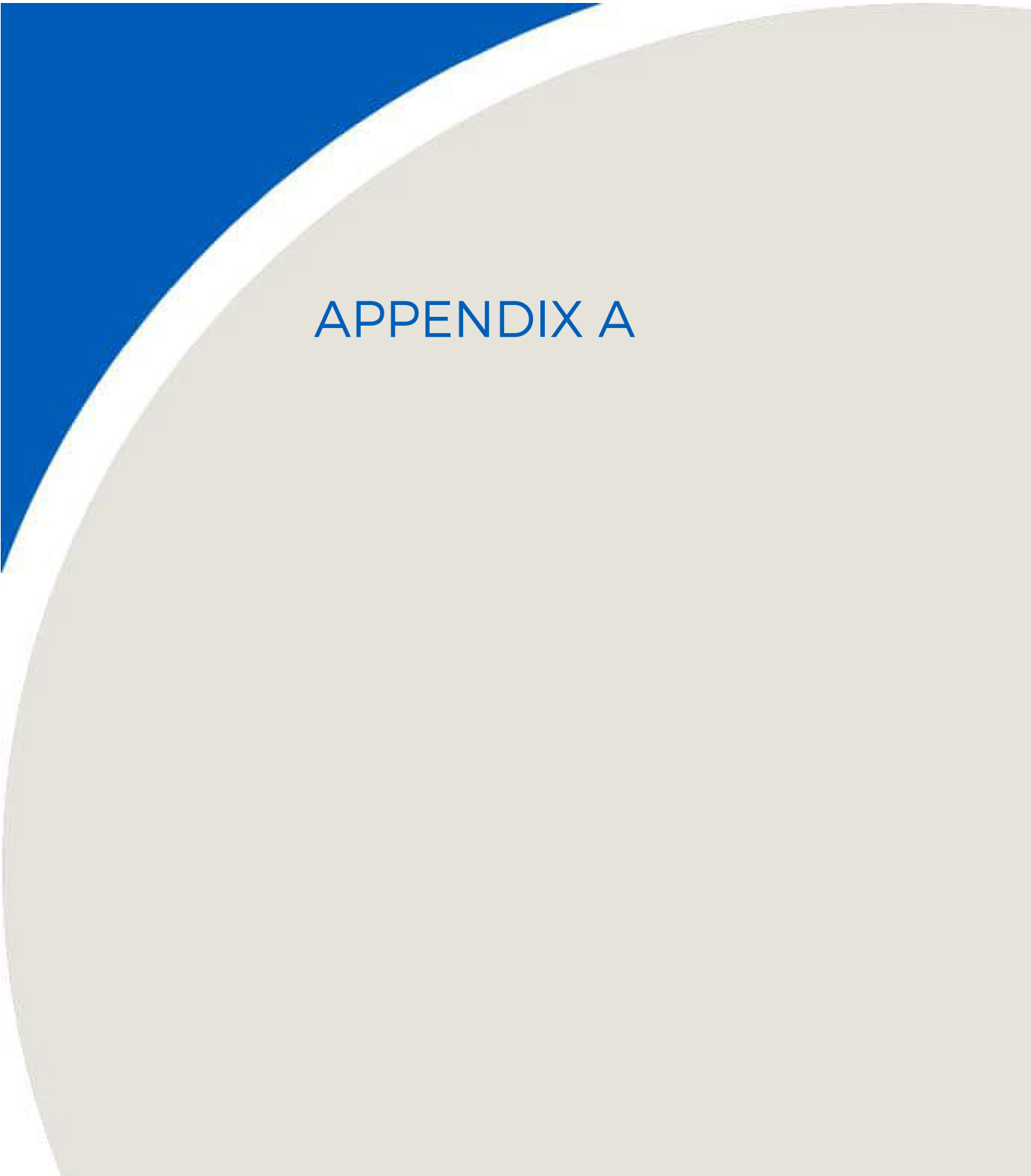
|                           |           |
|---------------------------|-----------|
| Drawn by: PIP             | Figure: 3 |
| Approx. Scale: 1:16,000   |           |
| Date Revised: Aug 8, 2025 |           |

Project #: 2512050

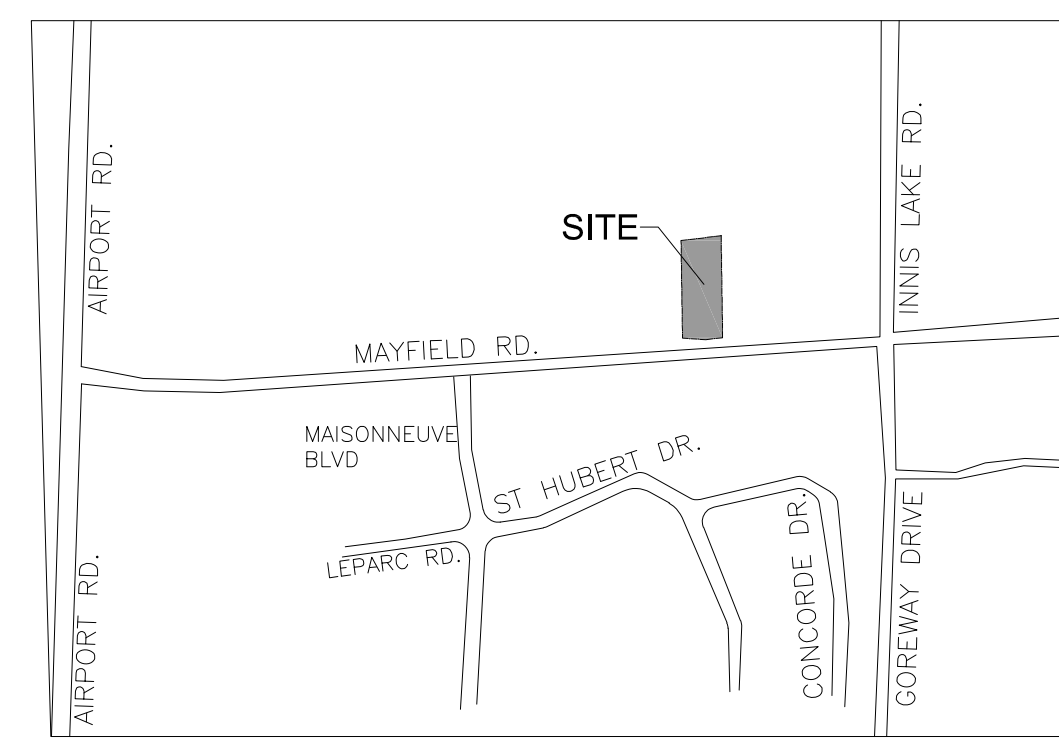






The background features a large, light beige circular shape on the right side, partially overlapping a solid blue rectangular area on the left. The text 'APPENDIX A' is centered within the beige area.

# APPENDIX A



2  
A-1.0

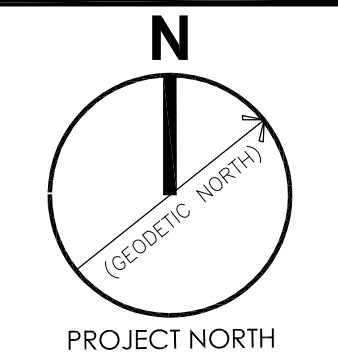
KEY PLAN  
SCALE: NTS

**n Architecture Inc**

---

PRINCIPAL: NITIN MALHOTRA, ARCHITECT.

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21st JULY 2025

21st JULY 2025  
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ZONING BY-LAW AMENDMENT

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| 1.  | 21 JULY 2025 | ISSUED FOR TEMPORARY USE<br>ZONING BY-LAW AMENDMENT | JH.  |
| No. | Date         | version                                             | Dwn. |

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PROJECT:

**PROPOSED TRUCK  
PARKING AT  
6404 MAYFIELD RD,  
TOWN OF CALEDON, ON.**

DRAWING TITLE:

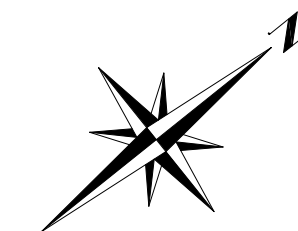
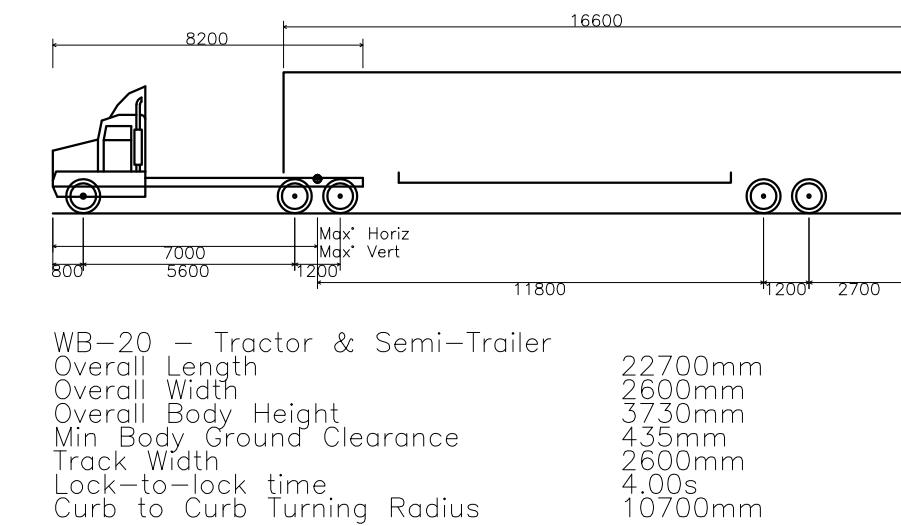
## SITE PLAN

|                |                   |
|----------------|-------------------|
| DRAWN BY: JH   | DATE: 01 MAY 2024 |
| CHECKED BY: NM | SCALE: AS NOTED   |
| PROJECT NO.:   | DRAWING NO.:      |

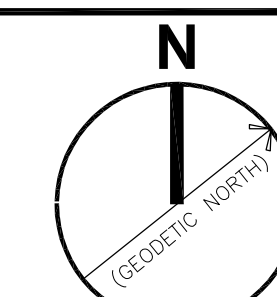
**25-25**

## A-1.0

1 SITE PLAN  
A-1.0 SCALE: 1:400



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  
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21 JULY 2025

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PROJECT:

**PROPOSED TRUCK  
PARKING AT  
6404 MAYFIELD RD,  
TOWN OF CALEDON, ON.**

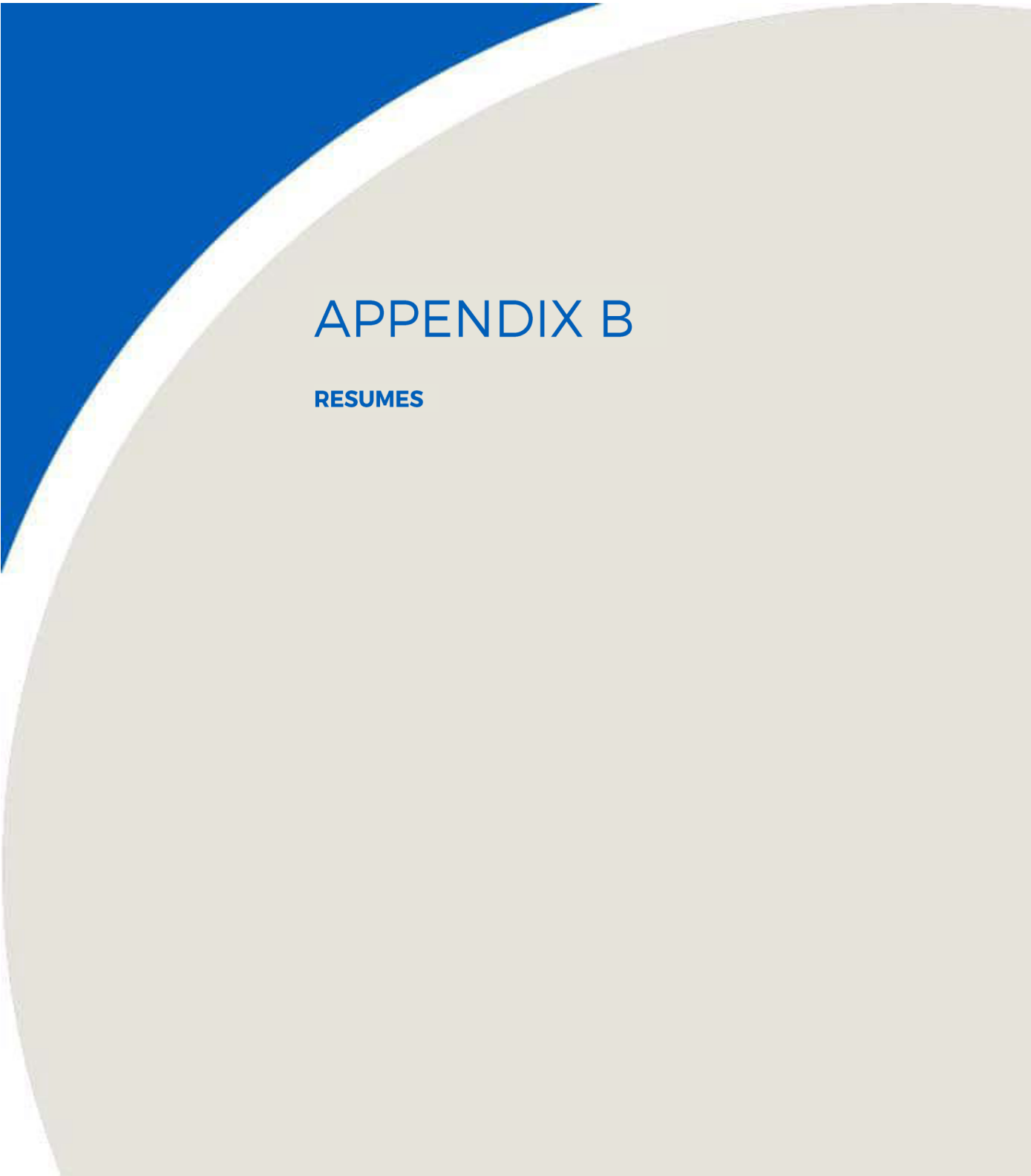
DRAWING TITLE

## TRUCK MOVEMENT PLAN

|                |                   |
|----------------|-------------------|
| DRAWN BY: JH   | DATE: 01 MAY 2024 |
| CHECKED BY: NM | SCALE: AS NOTED   |
| PROJECT NO.:   | DRAWING NO.:      |

**25-25**

## A-1.1

The background features a large, light beige curved shape on the right side, and a blue triangular shape on the top left corner. A thin white curved line separates the blue triangle from the beige shape.

# APPENDIX B

## RESUMES



# KHALID HUSSEIN, P.ENG.

## SENIOR NOISE AND VIBRATION ENGINEER

T: 519-823-1311 X 2105 | [Khalid.Hussein@rwdi.com](mailto:Khalid.Hussein@rwdi.com)

Khalid is a senior engineer with over 10 years of experience in the environmental sector, with a strong technical background. Khalid supports our clients with a range of noise-related processes, including permitting, compliance, modeling, and complaint investigation. His project experience spans a range of industries, including renewable energy, transportation, manufacturing, utilities and distribution, pits/quarries and mining, food and beverage, wastewater treatment, waste disposal and land use planning. Our clients benefit from Khalid's ability to identify potential project challenges before they arise as well as his ability to communicate complex information in a clear and concise manner.

### Employment History

2025 - Present  
**Senior Noise and Vibration Engineer, RWDI**

2021-2025  
**Project Manager, RWDI**

2014-2021  
**Noise and Vibration Engineer, RWDI**

### Education

**Bachelor of Engineering (Environmental Engineering), University of Guelph, Canada**

### Affiliations

**Professional Engineer, Ontario**

### Project Experience

- **Environmental Assessment Studies (EA)**
- **Environmental Compliance Approval (ECA)**
- **Environmental Activity and Sector Registry (EASR)**
- **Mitigation Plans**
- **Annual Regulatory Reporting**
- **Best Management Practice Plans**
- **Design Review**

### Specialties

- **ArcGIS software**
- **CadnaA software**
- **Environmental noise**
- **Environmental engineering**
- **On-site measurement**
- **Predictive modeling**
- **Regulatory compliance**
- **Renewable energy**
- **Vibration**



MATT COSTIGANE, P.ENG.  
TECHNICAL DIRECTOR – AIR QUALITY  
M: 416-660-8882 | Matt.Costigane@rwdi.com



Matt is a senior professional engineer with 25 years of experience in preparing air emission inventories, dispersion modelling, land use compatibility studies, and air pollution control technology reviews to evaluate company needs, risks, and opportunities related to implementing innovative strategies to reduce air emissions.

He has conducted many air quality, odour, fugitive dust, and GHG studies in support of Environmental Compliance Approvals (ECA/EASR), Environmental Assessments (EA), and land use compatibility studies. He is an active member in the Ontario Air Quality Practitioners' Group and was also previously involved in management of the Ontario Environmental Activity Sector Registry (EASR) program. Matt brings deep knowledge and experience in environmental regulations and reporting requirements and presents complex air quality concepts in clear, practical terms.

### Specialties

- Emission Inventories
- Air Dispersion Modelling
- GHG Assessments and Decarbonization
- Land-Use Compatibility
- Odour Assessments
- Fugitive Dust Studies
- Transportation / Roadway Air Quality
- Pollution Control Technologies
- Stakeholder Engagement
- Expert Witness Testimony
- Industrial, Energy, Mining, Waste, and Healthcare Sectors

### Employment History

2023-Present  
**Technical Director,  
Air Quality  
RWDI**

2021-2023  
**Senior Managing  
Engineer,  
Ramboll**

2018-2020  
**Manager, Business  
Transformation Branch,  
Ontario Ministry of the  
Environment,  
Conservation and Parks**

2014-2018  
**Senior Air Quality  
Engineer/Project  
Manager,  
AECOM**

2010-2013  
**Senior Air Quality  
Engineer/Project  
Manager,  
AMEC (now WSP)**

2000-2010  
**Air Quality Engineer,  
Conestoga-Rovers (now  
GHD)**

### Education

**Honours Bachelor  
of Environmental  
Engineering,  
University of Guelph**

### Affiliations

**Professional Engineers  
Ontario (PEO)**  
  
**Air & Waste  
Management Association  
(A&WMA)**  
  
**Ontario Air Quality  
Practitioner's Group**

