


**First Capital Realty  
2150 Lake Shore Boulevard West**

**Land Use Compatibility Study**



					
May 15, 2020	A	Melissa Alexander	Felipe Vernaza	Darcy Snyder	FINAL
<b>Date</b>	<b>Rev.</b>	<b>Prepared By</b>	<b>Checked By</b>	<b>Approved By</b>	<b>Status</b>
<b>HATCH</b>					

## **Executive Summary**

A Land Use Compatibility Assessment was prepared to support the combined Zoning By-law Amendment application, Draft Plan of Subdivision application, and Official Plan resubmission for the redevelopment of the 27.7 acre/11.2 hectare site located on the northeast corner of Park Lawn Road and Lake Shore Boulevard West, municipally known as 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road site. The proposed development introduces a mixed land use development designation to permit a transit hub, residential condominium, and commercial spaces to a former industrial site surrounded by commercial and industrial land uses.

It is not expected that nearby industrial land uses will adversely impact, or be adversely impacted by, the proposed development. The proposed development complies with the Planning Act, Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe Area. For these reasons, this Land Use Compatibility Assessment concludes that the proposed land use is compatible with the surrounding land uses.

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## **1. Introduction**

### **1.1 Project Description**

#### **1.1.1 *The Original Master Plan Proposal (October 2019)***

In October 2019, FCR (Park Lawn) LP and CPPIB Park Lawn Canada Inc. ('the Owners') made an application for an Official Plan Amendment (OPA) in support of a proposed Master Plan for the redevelopment of the 27.7 acre/11.2 hectare site located on the northeast corner of Park Lawn Road and Lake Shore Boulevard West, municipally known as 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road site ("the site" or "2150 Lake Shore"). The original Master Plan proposal envisioned a vibrant, mixed-use, transit-oriented redevelopment of the site. The Master Plan included a new Park Lawn GO Station, related Toronto Transit Commission (TTC) transit improvements, a fine-grained network of new streets and connections, a range of new open spaces including a new public park, and a diverse mix of residential, retail, service, entertainment and employment uses. At that time, the Master Plan contemplated a range of built form typologies including low, mid and high-rise buildings, fifteen towers ranging in height from 22 to 71 storeys.

#### **1.1.2 *The Revised Master Plan Proposal***

The Master Plan for the site has further evolved, both in response to comments and suggestions from stakeholders, including City staff, and as a result of a more detailed review to support this combined Zoning By-law Amendment application, Draft Plan of Subdivision application, and OPA resubmission ('the Application'). The fundamental vision and key elements of the Master Plan remain consistent, including:

- **An Integrated Transit Hub:** the new Park Lawn GO Station is located along the northern edge of the site, with the platform spanning the Park Lawn Road right of way and a direct interface with the redeveloped site. A TTC streetcar loop is proposed to bring streetcars into the site, integrating directly with the GO station. Bus service stops are located on Park Lawn Road, also in close proximity to entrances to the GO platform, providing seamless connections between public transit modes;
- **The Relief Road:** a new relief road (Street A) is proposed along the northern edge of the site, connecting the Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east. The proposed relief road works to divert vehicular traffic away from Park Lawn Road and Lake Shore Boulevard West to relieve existing congestion in the area. It also provides access to the proposed shared below-grade parking and servicing areas within the site, significantly minimizing the impacts of vehicles on the public realm;
- **New Local Street Network:** new internal streets extend from the surrounding street network, responding to the unusual shape of this large site to create a loop road (Street B) with spokes that will draw transit vehicles, cars, pedestrians and bikes into the site, and create a multi-modal transit node at the GO station;

- **Diverse Open Space Network:** a range of new interconnected open spaces are proposed across the site, including a new public park, two large squares, a covered galleria (discussed below), and a series of groves, largos (enlarged sidewalks), lanes and mews, which together provide a rich network of places for every-day community interaction, recreation, play and relaxation;
- **The Galleria:** the galleria functions as a covered pedestrian street lined with a variety of retail, services and amenities. It is open to the elements while still offering protection from wind, rain and snow, extending opportunities for vibrant activity during all seasons. The galleria and public park are located at the centre of the site, creating a vibrant 'dual-heart' for the project;
- **Employment, Retail Services & Entertainment:** 64,392 m<sup>2</sup> of employment/office Gross Floor Area (GFA) is included in the Master Plan, creating a significant cluster of new office-type jobs at the GO station and within the galleria. This is complemented by a range of retail, service, amenity and entertainment uses that together make up 36,659 m<sup>2</sup> of GFA, providing a regionally accessible employment cluster that contributes to the creation of a complete community;
- **A Range of New Homes:** the Master Plan includes a substantive residential component, including 557,642 m<sup>2</sup> of residential GFA, estimated as approximately 7,139 units. This includes a range of unit sizes, typologies and tenure, including a significant commitment to affordable housing and a high percentage of larger units appropriate for families (10% 3+ BD, 15% 2B+Den, 25% 2B); and
- **Distinct Architecture:** the Master Plan features a range of building types that blend forms and uses, and respond to the distinct geometry of the proposed street and block pattern. Fifteen towers are proposed on the site with heights ranging from 16 to 70 storeys, with the tallest towers generally clustered near the GO station. The towers feature generous separation distances, and are interspersed with a range of standalone mid-rise and low-rise building typologies to create a sense of place and urban fabric that appears to have evolved over time.

## 1.2 Purpose of Report

This Land Use Compatibility Assessment has been prepared in support of the application for the site. The Application proposes to introduce a sensitive land use, namely a mix of residential, retail, employment, two potential elementary schools, and other potential community services and facilities to a former industrial site, with surrounding residential, commercial, and open space land uses. At a high level, the site proposes new residential land uses along Park Lawn Road, Lake Shore Boulevard West and the interior of the site, and maintains a portion of the site as a *General Employment Area* along the northern edge of the site where it interfaces with the rail corridor, Gardiner Expressway, and Ontario Food Terminal. The site may also consider strata residential areas above the employment uses within the *General Employment Area*.

This Land Use Compatibility Assessment assesses the following:

- The potential impacts of noise, vibration, odour and dust emissions from industrial facilities on the proposed development, a sensitive land use;
- The potential impacts of noise, vibration, odour and dust emissions from the proposed development on nearby sensitive land uses; and
- The potential for the proposed development to impact the environmental approvals and operating capability of nearby employment zones.

## 1.3 Assessment Criteria

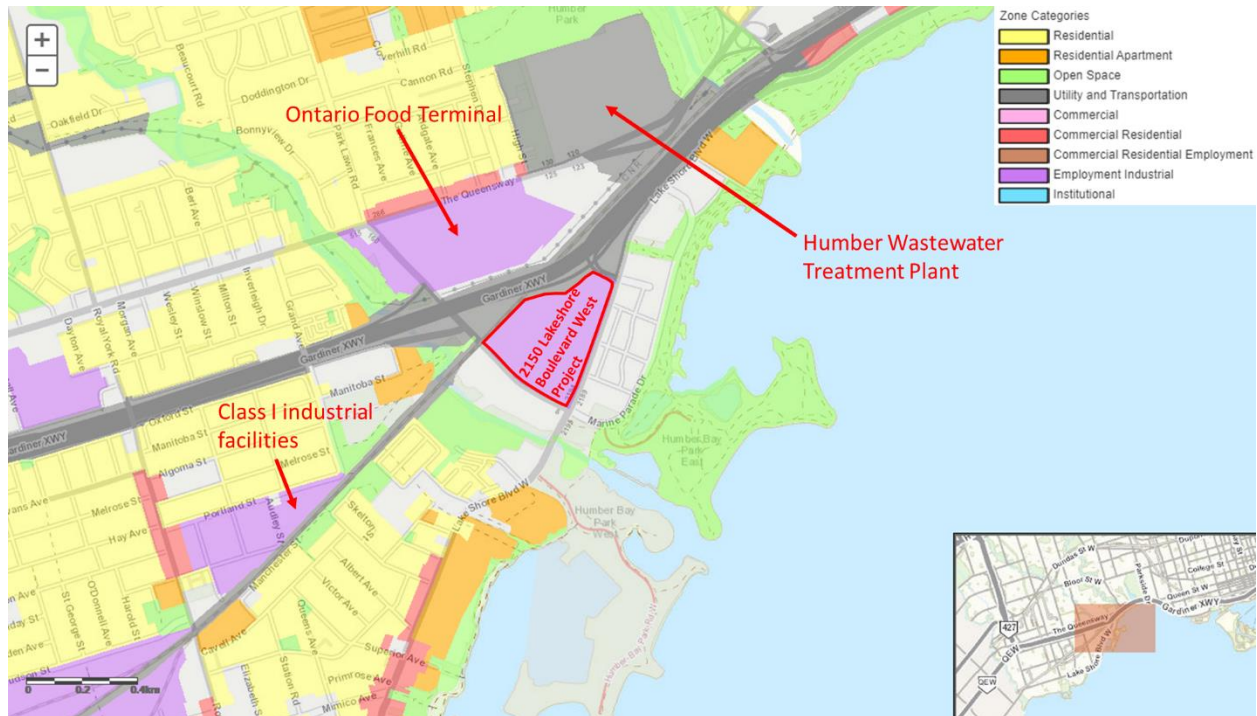
The assessment has been prepared in accordance with the following Ministry of the Environment, Conservation, and Parks (MECP) Guidelines and municipal standards:

- D-1: Land Use and Compatibility (Ministry of the Environment, Conservation and Parks, 1995);
- D-2: Compatibility between Sewage Treatment and Sensitive Land Use (Ministry of the Environment, Conservation and Parks, 1996);
- D-6: Compatibility between Industrial Facilities (Ministry of the Environment, Conservation and Parks, 1995); and
- Development Guide - Application Support Material: Terms of Reference. (City of Toronto)

In addition, noise, vibration, and air quality criteria apply to the site and are described in the Air Quality Impact Assessment Report (Hatch, 2020) and the Noise & Vibration Impact Assessment (Hatch, 2020).

### 1.3.1 Study Area

This Land Use Compatibility Assessment investigates the potential impacts of noise, vibration, odour and dust emissions resulting from industrial land uses within 1 kilometre (km) of the proposed development. The Study Area is shown in Appendix A, and the zoning classification of lands within the study area is shown in Figure 1-1.



**Figure 1-1: Zoning Within Study Area**

Generally, the land uses surrounding the proposed development include a mix of industrial, commercial, residential, and institutional land uses (Table 1-1).

**Table 1-1: Surrounding Land Uses**

Direction from Proposed Development	Land Uses
North	Industrial, Commercial, Residential
East	Commercial, Residential, Institutional (school)
South	Commercial, Residential
West	Industrial, Commercial, Residential

### 1.3.2 MECP Industrial Facility Classification

Industrial facilities are classified as Class 1, 2, or 3 in accordance with the criteria specified in Guideline D-6 (Ministry of the Environment, Conservation and Parks, 1995), included in Table 1-2 on the following page.



**Table 1-2: MECP Industrial Facility Classification Criteria**

<b>Classification</b>	<b>Potential Impacts</b>	<b>Scale</b>	<b>Processes</b>	<b>Operation &amp; Intensity</b>
Class 1	<p><i>NOISE:</i> Sound not audible off property.</p> <p><i>DUST and/or ODOUR:</i> Infrequent and not intense.</p> <p><i>VIBRATION:</i> No ground borne vibration on plant property.</p>	<p>No outside storage.</p> <p>Small scale plant or scale is irrelevant in relation to all other criteria for this class.</p>	<p>Self-contained plant or building which produces /stores a packaged product. Low probability of fugitive emissions.</p>	<p>Daytime operations only.</p> <p>Infrequent movement of products and/or heavy trucks.</p>
Class 2	<p><i>NOISE:</i> Sound occasionally audible off property.</p> <p><i>DUST and/or ODOUR:</i> Frequent and occasionally intense.</p> <p><i>VIBRATION:</i> Possible ground-borne vibration, but cannot be perceived off property.</p>	<p>Outside storage permitted.</p> <p>Medium level of production.</p>	<p>Open process.</p> <p>Periodic outputs of minor annoyance.</p> <p>Low probability of fugitive emissions.</p>	<p>Shift operations permitted.</p> <p>Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours.</p>
Class 3	<p><i>NOISE:</i> sound frequently audible off property.</p> <p><i>DUST and/or ODOUR:</i> Persistent and /or intense.</p> <p><i>VIBRATION:</i> Ground-borne vibration can frequently be perceived off property.</p>	<p>Outside storage of raw and finished products.</p> <p>Large production levels.</p>	<p>Open process.</p> <p>Frequent outputs of major annoyances.</p> <p>High probability of fugitive emissions.</p>	<p>Continuous movement of products and employees.</p> <p>Daily shift operations permitted.</p>

### 1.3.3 **MECP Recommended Separation Distance and Potential Influence Distance**

This assessment reviewed facilities surrounding the site in accordance with the recommended separation distance and potential influence distance between an industrial facility and sensitive land use as specified in Guideline D-6 (Ministry of the Environment, Conservation and Parks, 1995) as summarized in Table 1-3.

**Table 1-3: Industrial Facility Separation Distance and Potential Influence Area**

Facility Classification	Recommended Separation Distance (m)	Potential Influence Distance (m)
1	20	70
2	70	300
3	300	1000

In addition, the assessment considered the recommended separation distance between a sewage treatment plant (Humber Treatment Plant) and sensitive land use is consistent with Guideline D-2 (Ministry of the Environment, Conservation and Parks, 1996) as summarized in Table 1-4.

**Table 1-4: Sewage Treatment Separation Distance**

Plant Capacity (m <sup>3</sup> /day)	Recommended Separation Distance (m)
<500	100
500 < x < 25,000	150
>25,000	150, upon additional consideration

The potential impacts of facilities located within the potential influence distance and/or recommended separation distance are discussed in Section 3.

## 2. **Policy Review**

### 2.1 **Provincial Policy Review**

The overarching goals of the *Planning Act* (Government of Ontario, 2020), as directed in the *Provincial Policy Statement* (Government of Ontario, 2020) and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Government of Ontario, 2019) are:

- Increasing housing;

- Supporting jobs; and
- Reducing red tape.

As a high-density residential complex in close proximity to many employment areas, the proposed development increases housing and supports employment. Summary analysis of these documents is provided below; a comprehensive review of these provincial and municipal policy documents is included in the Planning & Urban Design Rationale report, also included with this application.

## 2.1.1 **Provincial Policy Statement**

Three overarching policy objectives of the Provincial Policy Statement (PPS) (Government of Ontario, 2020) are particularly relevant to this Land Use Compatibility Study:

- Building Strong Healthy Communities;
- Wise Use and Management of Resources; and
- Protecting Public Health and Safety.

Relevant sections of the PPS are documented in Table 2-1.

**Table 2-1: Provincial Policy Statement - Relevant Sections**

Section	Relevance to Proposed Development
1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns; 1.1.1 e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.	<p>The proposed development incorporates mixed-land uses including residential, retail, institutional (school) and commercial uses. Furthermore, the development will feature publicly accessible spaces such as the park, Station Square and Boulevard Square. As all of these land uses will be located near to each other, the design of the development features efficient land uses. For example, it encourages active transportation as many of the future residents' needs can be accomplished via a short walk or bike ride.</p> <p>Also, the development will integrate the future Park Lawn GO Station, with transportation supplemented through an internal TTC connection. These provide a very convenient link to downtown Toronto and the TTC subway system.</p>
1.2.6 - Land Use Compatibility	The proposed development has been designed with sufficient separation distance to avoid potential adverse effects from major facilities.

### **2.1.2 Growth Plan for the Greater Golden Horseshoe**

The Growth Plan for the Greater Golden Horseshoe (GPGGH) (Government of Ontario, 2019) identifies minimum intensification and density targets. The proposed development advances these targets by introducing a high-density residential development in an Urban Growth Centre within the City of Toronto, as defined in the Plan. Specifically, the proposed development introduces approximately 7,139 units in an area of 11.2 hectares.

## **2.2 Municipal Policy Review**

### **2.2.1 City of Toronto Official Plan**

The Official Plan (City of Toronto, 2019) identifies the need for increased housing capacity for the significant forecasted growth of the City. The proposed development introduces 7,139 units to a previously undeveloped parcel of land, helping to achieve this goal.

### **2.2.2 City of Toronto Zoning By-Law**

The current zoning by-law designates the land as employment industrial, which has not been updated to reflect the introduction of a Regeneration Area designation on the majority of the site within Site and Area Specific Policy 15 of the Official Plan. The proposed draft Zoning By-law Amendment that is the subject of this application seeks to introduce a Commercial Residential Employment designation on the majority of the site, to permit a mixed use development, including a transit hub, commercial complex, open space, and residential condominium.

### **2.2.3 Development Applications**

Development application (#20 126617 WET 03 OZ) has been made for a 13-storey hotel building at 2157 Lake Shore Boulevard West. It is not expected that this development application will impact the proposed development from a municipal policy perspective.

## **3. Facilities with Potential Impacts**

All industrial facilities within the study area have been classified in accordance with Section 1.3.1, and are summarized in Appendix B. Facilities that are within the potential influence area of the proposed development are discussed in the following sections.

### **3.1 Sewage Treatment Plants**

#### **3.1.1 Humber Treatment Plant**

A sewage treatment plant, Humber Treatment Plant, was identified within 1 km of the proposed development. The Humber Treatment Plant is separated from the proposed development by more than 400 m. Guideline D-6 (Ministry of the Environment, Conservation and Parks, 1995) recommends a minimum separation distance of 150 m for sewage treatment plants, and 400 m for waste stabilization ponds. As these minimum separation distance have been met, it is not expected that the Humber Treatment Plant will impact the proposed development.

Odour complaints were logged against the Humber Treatment Plant from residential receivers in close proximity to the proposed development. The potential for odour emissions to impact the proposed development have been investigated in detail in the Air Quality Impact Assessment (AQIA) (Hatch, 2020) included in this package. The AQIA concludes that potential odour impacts are expected less than 1 percent of the time. Therefore, it is not expected that odour impacts from the Humber Treatment Plant will adversely impact the proposed development.

## **3.2 Industrial Facilities**

### **3.2.1 *Ontario Food Terminal***

The Ontario Food Terminal is located within approximately 130 m of the proposed development. The facility has been classified as a Class 2 facility because of the outdoor storage and frequent daily truck traffic. From a noise perspective, noise may be audible outside the property, but as shown in the Noise and Vibration Impact Assessment (NVIA) (Hatch, 2020), noise from the Ontario Food Terminal is insignificant given the elevated background noise levels from the Gardiner Expressway. A Class 3 classification is not warranted because of the restriction of operating times (not 24 hours/day), and low probability of emissions relative to the emissions of the Gardiner Expressway separating the Ontario Food Terminal from the proposed development, as evidenced in the AQIA (Hatch, 2020).

The Ontario Food Terminal is in closer proximity to sensitive receptors (residential land uses) to the north, such as residential land uses along the north side of the Queensway. As there are not adverse effects on these nearer, more impacted sensitive receptors, it is not anticipated that the proposed development will be adversely impacted.

If complaints have been made from residents living in near-proximity to the Ontario Food Terminal, the implications of the complaint on the proposed development will be investigated further. At this point, a review of publicly-available information does not indicate that any complaints have been made. As indicated in section 3.4, this report will be updated if the FOI requests placed with the MECP and City of Toronto provide any pertinent information.

Potential air and odour emissions, and noise and vibration emissions, have been investigated and summarized in the AQIA (Hatch, 2020a) and NVIAs (Hatch, 2020b), respectively. Both reports indicate that potential air, odour, noise, and vibration emissions are not expected to adversely impact the proposed development.

## **3.3 Future Development Conflicts**

Land use surrounding the site consists of industrial, commercial, utility, residential and open space land uses. The industrial, commercial, and utility land uses are in closer proximity to other sensitive receptors which include residential uses along the north side of the Queensway, and along the west side of High Street. If major facilities such as the Ontario Food Terminal or Humber Treatment Plant pursue future intensification, operational changes, and/or expansion, these changes will need to respond to and mitigate the relationship with existing sensitive

receptors along the Queensway and High Street, effectively ensuring compatibility with the more distant proposed development as well. These major facilities will have to meet environmental regulatory requirements at these nearer receptors and therefore, the proposed development will not have environmental regulatory conflicts with these major facilities.

There are no undeveloped or proposed employment areas within the study area, as a result, it is anticipated that there will be no major facilities developed within the study area.

### **3.4 Summary of Complaints from Facilities with Potential Impacts**

Freedom of Information (FOI) requests have been submitted with the MECP and City of Toronto for complaints and technical environmental reports relating to the facilities identified above that are within the potential influence area of the proposed development. As of the date of this report, information has not been received. Upon receipt of this information, this report will be updated.

## **4. Potential Impacts of the Proposed Development**

The proposed development is not anticipated to be a significant source of odour, dust, noise, or vibration emissions, and for this reason, it is not anticipated that the proposed development will impact nearby sensitive receptors.

Nearby major facilities are anticipated to maintain compliance with applicable environmental regulations given the location of the proposed development compared to other sensitive receptors. The Humber Treatment Plant is closer to sensitive receptors along Lake Shore Boulevard West, High Street, Stephen Drive, and Stonegate Road. Similarly, the employment areas, and associated industrial facilities, located along Portland Street are closer to sensitive receptors on Portland Street and Grand Avenue. It is likely that the potential impacts from these facilities are documented in the Emission Summary and Dispersion Modelling (ESDM) Reports, Acoustic Assessment Reports (AAR), and Odour Impact Assessments associated with the facilities' Environmental Compliance Approvals. This statement will be confirmed upon receipt of the technical reports requested under the FOI described in section 3.4; if contradictory information is identified in those reports, this Land Use Compatibility Study will be updated. It is anticipated that these documents would demonstrate compliance with environmental regulatory requirements at the closer sensitive receptors and therefore would also be in compliance at the proposed development. For this reason, it is not anticipated that the proposed development will cause any changes to the compliance of these facilities with environmental regulations, as well as any associated operational constraints.

## **5. Conclusions and Recommendations**

The proposed development meets the minimum separation distance from nearby industrial facilities recommended by Guideline D-6 (Ministry of the Environment, Conservation and Parks, 1995). For this reason, the proposed development is deemed to be compatible with the nearby and future existing land uses without the need for additional mitigation measures.

## **6. References**

City of Toronto. (2019). Official Plan.

City of Toronto. (n.d.). *Development Guide - Application Support Material: Terms of Reference*.

Government of Ontario. (2019). A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Government of Ontario. (2020). Planning Act, R.S.O. 1990, c. P.13.

Government of Ontario. (2020). Provincial Policy Statement.

Hatch. (2020). 2150 Boulevard West Noise & Vibration Impact Assessment Report.

Hatch. (2020). 2150 Boulevard West Air Quality Impact Assessment Report.

Ministry of the Environment, Conservation and Parks. (1995). *D-1 Land Use and Compatibility*.

Ministry of the Environment, Conservation and Parks. (1995). *D-6 Compatibility between Industrial Facilities*.

Ministry of the Environment, Conservation and Parks. (1996). *D-2 Compatibility between Sewage Treatment and Sensitive Land Use*.

# **Appendix A**

## **Study Area**





<b>LEGEND</b> <div><div></div>Project Location</div> <div><div></div>Study Area</div>		<b>NOTES</b> 1. Coordinate system - UTM NAD 1983 Zone 17N 2. Sources: Roads, Railways, Watercourses - Land Information Ontario; RNFP, City of Toronto 2019.		Project: 2150 Lakeshore	
		<div><div>02505001,000</div><div>1:15,000Meters</div></div>		Figure Title: Land Use Compatibility - Study Area	
				Prepared By: <b>HATCH</b>	Date: April 30, 2020
				Version: 1	Review:  TORONTO
				Figure: 1-1	Page: 1 of 1



# **Appendix B**

## **Industrial Facility Classification and Separation Distance**

Address	Facility Name	Facility Operations	Classification	Potential Emissions	Separation Distance (m)	Comment
130 The Queensway, Etobicoke	Humber Wastewater Treatment Plant	Wastewater Treatment Plant	N/A - Sewage Treatment	Noise, Vibration, Odour	405	Recommended Separation Distance Met
165 The Queensway, Etobicoke	Ontario Food Terminal	Food Shipping/Receiving	2	Noise, Dust, Odour	135	Within Potential Influence Area
126 Park Lawn Rd, Etobicoke	Queensway Service Centre	Automotive Servicing	1	Noise, Dust, Odour	160	Outside of Potential Influence Area
140 Park Lawn Rd, Etobicoke	Restaurant Supply	Commercial Food Supply	1	Noise, Dust, Odour	260	Outside of Potential Influence Area
144 Park Lawn Rd, Etobicoke	Canada Herb	Produce Wholesaler	1	Noise, Dust, Odour	260	Outside of Potential Influence Area
158 Park Lawn Rd, Etobicoke	Down 2 Earth Garden Centre	Garden Centre	1	Dust	360	Outside of Potential Influence Area
186 The Queensway, Etobicoke	Active Green+Ross Tire & Automotive Centre	Automotive Servicing	1	Noise, Dust, Odour	415	Outside of Potential Influence Area
150 The Queensway Unit 1, Etobicoke	Elegant Motoring & Protection Center	Automotive Servicing	1	Noise, Dust, Odour	445	Outside of Potential Influence Area
20 Fleeceline Rd, Etobicoke	Johnston Industrial Plastics Limited	Plastic Fabrication	1	Noise, Dust, Odour	490	Outside of Potential Influence Area
25 Portland St, Etobicoke	PEG Corporation	Construction Support	1	Noise, Dust	730	Outside of Potential Influence Area
29 Portland St, Etobicoke	Noram Contract Inc.	Furniture manufacturer	1	Noise, Dust	800	Outside of Potential Influence Area
39 Portland St, Etobicoke	West Automotive	Automotive Servicing	1	Noise, Dust, Odour	883	Outside of Potential Influence Area
2 Audley St, Etobicoke	Suki Suki Distributors	Commercial Distribution	1	Noise, Dust	920	Outside of Potential Influence Area

# **Appendix C**

## **City of Toronto Terms of Reference Checklist**

Required Contents	Applicable Section of Report
Provide details of assessment criteria.	Section 1.3
Provide details regarding the methodology used and assessment locations.	Section 1.3
Discuss how the proposed development is consistent with the Provincial Policy Statement, is in accordance to the Planning Act (as amended), and conforms to The GPGGH, as such policy and regulations may be amended or replaced from time to time, as it applies to the planning and development of sensitive land uses in proximity to Employment Areas.	Provincial Policy Statement - Section 2.1.1 Planning Act - Section 2.1 The Growth Plan for the Greater Golden Horseshoe - 2.1.2
Discuss all of the required technical details listed in the "Description" for the Study as listed below.	
Any potential land use compatibility impacts by type (i.e., traffic, noise, vibration, and emissions, including dust and odour) and the severity, frequency and duration of such impacts, as may be appropriate for each type, that may cause an adverse effect on the proposed development;	Section 3.1, 3.2
Any existing approval or other authorization from the Ministry of the Environment and Climate Change (MOECC), such as an Environmental Compliance Approval or a registration in the Environmental Activity and Sector Registry, for major facilities whose influence areas include any portion of the applicant's property and the extent to which the proposed development may affect the major facilities' compliance with applicable environmental policy, regulations, approvals, authorizations and guidelines, including the noise provisions of the City's Municipal Code.	Section 4
Within the immediate area of the proposed development, the history of any complaints received by the City and MOECC.	Section 3.4 - only for facilities that may potentially impact the proposed development
Reasonable potential intensification, operational changes and expansion plans for existing major facilities and the potential for new employment uses to be established in the Employment Areas and the potential impacts of such changes.	Section 3.3
The potential land use compatibility issues the proposed development may create that could have a negative impact on the integrity of adjacent or nearby Employment Areas and major facilities. Impacts on the integrity of Employment Areas and major facilities shall be considered.	Section 4
Identify and analyse the potential impact current, future and reasonable potential operations and activities of the nearby Employment Areas and/or major facilities may have on the proposed development.	Section 3.1, 3.2, 3.3
Identify and analyse the impact the proposed development may have on the current and reasonable future operations and activities of the nearby Employment Areas and/or major facilities. This will include an	Section 4

Required Contents	Applicable Section of Report
assessment of all existing approvals or other authorizations from the MOECC, such as an Environmental Compliance Approval or a Registration in the Environmental Activity and Sector Registry for major facilities whose influence area includes any portion of the applicant's property. It will also include a description of the extent to which the proposed development may affect the existing approvals or other authorizations from the MOECC, such as an Environmental Compliance Approval or a Registration in the Environmental Activity and Sector Registry.	
Identify and analyse any complaints received by the City and/or the MOECC concerning nearby Employment Areas and/or major facilities.	Section 3.4
Recommend mitigation measures for incorporation into the proposed development, Employment Areas and/or the major facilities.	Not Applicable
Demonstrate how the recommendations adhere to all MOECC minimum standards for noise, dust and odour as set out in all applicable environmental legislation, regulations and guidelines and how the recommendations allow for Employment Areas to be planned/used for their intended purpose.	Sections 3, 5