

**First Capital
2150 Lake Shore Boulevard West
Land Use Compatibility Assessment**



02/24/2021	0	Darcy Snyder	Mark Armstrong	Felipe Vernaza	Final Report
05/01/2020	A	Darcy Snyder	Mark Armstrong	Felipe Vernaza	Draft Report
Date	Rev.	Prepared By	Checked By	Approved By	Status
HATCH					

Executive Summary

A Land Use Compatibility Study was prepared to support the combined Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Application resubmission for the redevelopment of the 27.7 acre/11 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 ('the site'). The proposed development introduces a mix of land use designations to permit a transit hub, residential condominiums, two potential schools, a number of potential community facilities, and commercial spaces to a former industrial site, in the vicinity of employment industrial land uses, as well as the Humber Water Treatment Plant located to the northwest and north of the site, respectively.

This Land Use Compatibility Study 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.

The Ontario Food Terminal is located within approximately 135 m of the proposed development. The facility has been classified as a Class 3 facility because of the outdoor storage and frequent truck traffic. Potential air and odour emissions, and noise and vibration emissions, have been investigated and summarized in the AQIA (Hatch, 2021) and NVIAs (Hatch, 2021), respectively. Both reports indicate that potential air, odour, noise, and vibration emissions are not expected to adversely impact the proposed development.

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.

Generally, the land uses surrounding the proposed development include a mix of industrial, commercial, residential, and institutional 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 2150 Lake Shore 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. Additionally, there are no undeveloped or proposed employment areas within the study area, and as a result, it is anticipated that there will be no major facilities developed within the study area.

It is not expected that nearby employment industrial land uses, including the Ontario Food Terminal and the Humber Water Treatment Plant will adversely impact, or be adversely impacted by, the proposed development. The proposed development complies with the Planning Act, the Provincial Policy Statement, and the Growth Plan for the Greater Golden Horseshoe Area. For these reasons, this Land Use Compatibility Study concludes that the proposed land uses are compatible with the surrounding land uses.

Table of Contents

1. Introduction	1
1.1 Project Description	1
1.1.1 The Original Master Plan Proposal (October 2019)	1
1.1.2 The May 2020 Master Plan Proposal	1
1.1.3 The Current Master Plan Proposal (February 2021)	2
1.2 Purpose of Report	3
1.3 Assessment Criteria	4
1.3.1 Study Area	4
1.3.2 MECP Industrial Facility Classification	5
1.3.3 MECP Recommended Separation Distance and Potential Influence Distance	7
2. Policy Review	7
2.1 Provincial Policy Review	7
2.1.1 Provincial Policy Statement	8
2.1.2 Growth Plan for the Greater Golden Horseshoe	8
2.2 Municipal Policy Review	8
2.2.1 City of Toronto Official Plan	8
2.2.2 City of Toronto Zoning By-Law	9
2.2.3 Development Applications	9
3. Facilities with Potential Impacts	9
3.1 Sewage Treatment Plants	9
3.1.1 Humber Treatment Plant	9
3.2 Industrial Facilities	10
3.2.1 Ontario Food Terminal	10
3.3 Future Development Conflicts	10
3.4 Summary of Complaints from Facilities with Potential Impacts	11
4. Potential Impacts of the Proposed Development	11
5. Conclusions and Recommendations	11
6. References	12

List of Tables

Table 1-1: Surrounding Land Uses	5
Table 1-2: MECP Industrial Facility Classification Criteria	6
Table 1-3: Industrial Facility Separation Distance and Potential Influence Area	7
Table 1-4: Sewage Treatment Separation Distance	7
Table 2-1: Provincial Policy Statement - Relevant Sections	8

List of Figures

Figure 1-1: Zoning Within Study Area..... 5

List of Appendices

Appendix A

Study Area

Appendix B

Industrial Facility Classification and Separation Distance

Appendix C

City of Toronto Terms of Reference Checklist

1. Introduction

1.1 Project Description

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

In October 2019, First Capital (Park Lawn) Corporation filed an Official Plan Amendment (OPA) application on behalf of First Capital (Park Lawn) Corporation and 2253213 Ontario Limited ('the Owners') that establishes a framework for a transit-oriented mixed-use master plan redevelopment of a 27.7 acre/11 hectare site 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 ("the site" or "2150 Lake Shore").

The initial Master Plan Proposal introduced a new proposed Park Lawn GO station integrated with Toronto Transit Commission (TTC) streetcar and bus stations. A network of fine-grained internal streets was proposed and connected the site to the surrounding network, while a new 'relief road' was proposed along the northern edge of the site to function as an alternative access to the Gardiner Expressway and a bypass route for through traffic on Park Lawn Road and Lake Shore Boulevard West, providing traffic relief to the community.

A diverse open space system was proposed across the site, including a new 0.5-hectare public park, a covered Galleria, three urban squares and a series of largos (enlarged sidewalks), lanes and pedestrian mews woven into a rich public realm network. The existing water tower on the site was proposed to be retained as a historic landmark.

A diverse mix of uses were proposed including significant employment uses comprising office-type, retail, entertainment, and service uses. 1.4 hectares of General Employment Areas were proposed along the Gardiner Expressway on the north edge of the site. Significant residential uses were also proposed with approximately 7,500 new units, including larger 2- and 3-bedroom family-sized units, as well as affordable housing units. The proposal featured a distinct assembly of built form typologies including low, mid and high-rise buildings. Fifteen towers were proposed, ranging in height between 22 and 71 storeys.

1.1.2 *The May 2020 Master Plan Proposal*

The May 2020 Master Plan proposal maintained the fundamental vision and features of the initial 2019 Master Plan proposal, including the provision of an integrated GO/TTC transit hub, a new relief road and a fine-grained internal street network, a covered galleria lined with retail and amenities, significant employment, diversity of housing options, and unique architecture featuring a blend of built form and uses. The height of proposed towers ranged from 16 to 70 storeys. The May 2020 proposal featured the following key changes:

- Provision of an enlarged park of approximately 1 hectare
- Accommodation of two potential elementary schools in response to the Toronto District School Board and Toronto Catholic District School Board's interest in co-locating schools within the Master Plan site

- Increased provision of employment GFA by approximately 33%, and locating the General Employment Areas around the GO station and in the central Galleria block, creating a cluster of office-type uses proximate to regional transit, public park, and retail and amenities in the Galleria
- Refinements to the built form to reinforce a pedestrian-scaled street wall along Park Lawn Road and Lake Shore Boulevard West through measures such as shifting towers behind mid-rise buildings and introducing setbacks
- Conversion of previously proposed street into a pedestrian plaza that extends Station Square to Park Lawn Road, creating a safe and convenient pedestrian connection between the proposed TTC bus activity along Park Lawn Road and the GO station

1.1.3 *The Current Master Plan Proposal (February 2021)*

The current Master Plan proposal has further evolved as a result of the continued effort to align with key feedback from various City departments and commenting agencies, as well as with policy directions emerging out of the City's draft Christie's Secondary Plan. The current proposal maintains the vision and key features of the May 2020 Master Plan proposal, incorporating the following additional revisions:

- **Boulevard Square Park:** In addition to the 1- hectare Community Park, the current proposal adds the 2,500 m² Boulevard Square as a public park. This addition brings the proposed total on-site parkland provision to 1.25 hectares, nearly 2.5 times the size in the initial Master Plan proposal. As Boulevard Square was previously proposed as a privately-owned publicly-accessible space (POPS) with an underground parking structure below, this change required a reconfiguration and redistribution of parking areas to ensure that Boulevard Square Park is now fully unencumbered. The overall open space system continues to make up 42.6% of the net site area.
- **New Community Uses:** Discussions on community benefits with City staff have advanced since the May 2020 proposal. The current proposal now includes two daycares, a community recreation centre, a public library, and a not-for-profit community agency space, all to be delivered on site in contributing to the Master Plan vision of creating a complete community. These facilities are intended to be secured through a Section 37 agreement with the City, subject to review and finalization. These new facilities are proposed in addition to the space allocated for two potential schools within the site. It is noted that the actual realization of these schools rely on a number of factors including approval and funding by the Ministry of Education, to be secured by the two School Boards.
- **A Sunnier Community Park:** Access to sunlight in the proposed Community Park has been improved by shifting height and density away from the south and east of the park. With the exception of shadows cast by the existing context surrounding the site, the May 2020 proposal achieved no new net shadow on 70% of the park for 5 continuous hours during spring and autumn equinoxes. With the redistribution of height and density, the current Master Plan exceeds the more rigorous sunlight metric in the draft Christie's Secondary Plan to create no new shadows on 85% of the park or more for 5 continuous hours, achieving 6 continuous hours between 9:18 and 15:18.

- **Enhanced Street Wall along Park Lawn, Lake Shore, and the Loop Road:** A number of built form refinements have been made in reinforcing pedestrian-scaled street walls along Park Lawn Road, Lake Shore Boulevard West, and the loop road. This involved reducing street wall heights to be no taller than the width of the right-of-way on these streets, and stepping back upper floors of some mid-rise and podium buildings.
- **Retention of the Water Tower in Station Square:** As a response to City Staff comments, the historic water tower is now proposed to be located in Station Square, from its previous location in the Community Park. At this location, the water tower will have visual prominence as it will remain visible from the Gardiner Expressway, and also visible from a number of other key locations including Park Lawn Road, the loop road, and the proposed Community Park.
- **Overall Redistribution of Height and Density:** The revisions noted above; enhanced sunlight in the Community Park, new community facilities, and reinforcing the pedestrian scale; have all resulted in overall shifts in heights and distribution of density across the site. This has generally resulted in taller tower heights to the north of the Community Park and along Park Lawn Road, and lower tower heights to the immediate south and east of the Park. As a result, tower heights now range between 28 and 70 storeys, maintaining the 70 storey height peak at the proposed GO station. These revisions have also resulted in a modest increase in the overall density of the project. This includes non-residential density associated with the introduction of the proposed library, community recreation centre, two daycares, and community agency space, along with a 4.9% increase in residential density above the May 2020 Proposal associated with the costs of delivering the comprehensive package of new community benefits identified by the City.
- **A Wider Loop Road:** The central loop road has been widened from a 23-metre right-of-way in the May 2020 submission to a 26-metre right-of-way in discussion with City staff. The portion of the street along the proposed Community Park has also been widened from 20 metres to 22 metres. Taking a complete streets approach, the widened right-of-way accommodates wider pedestrian zones, vehicle lanes, planting zones, a bi-directional multi-use trail, and TTC streetcar tracks, balancing the needs of all users.

1.2 Purpose of Report

This Land Use Compatibility Study has been prepared in support of the 2150 Lake Shore Boulevard West OPA, Zoning By-law Amendment, and Draft Plan of Subdivision Application resubmission. The Application proposes to introduce a mix of residential, 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 Study 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, 2021) and the Noise & Vibration Impact Assessment (Hatch, 2021).

1.3.1 Study Area

This Land Use Compatibility Study 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 Figure 1, and the zoning classification of lands within the study area is shown in Figure 1-1.

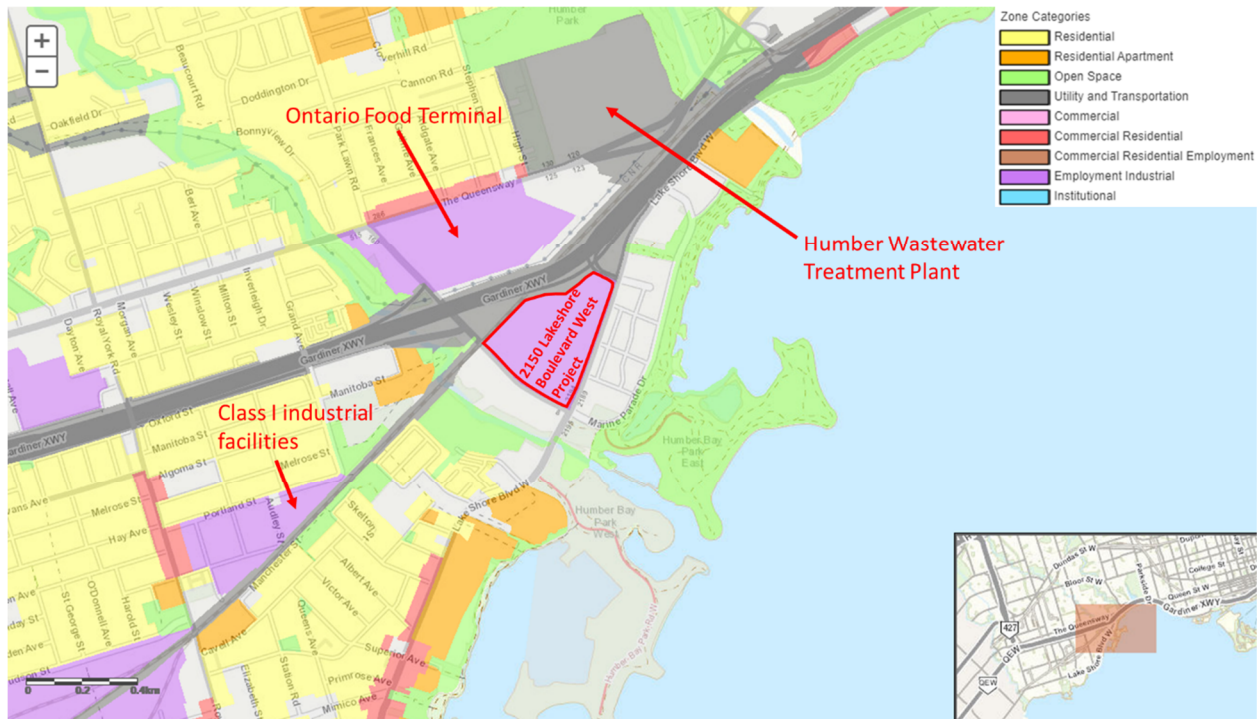


Figure 1-1: Zoning Within Study Area

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.

Table 1-2: MECP Industrial Facility Classification Criteria

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

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

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 ³ /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 mixed use 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
<p>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>	<p>The proposed development incorporates mixed-land uses including residential, retail, institutional (potential schools, daycares, community centre, human agency and library) and commercial uses. Furthermore, the development will feature publicly accessible spaces such as the Community Park, Station Square and Boulevard Square Park. 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>
<p>1.2.6 - Land Use Compatibility</p>	<p>The proposed development has been designed with sufficient separation distance to avoid potential adverse effects from major facilities.</p>

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 within the City of Toronto, as defined in the Plan. Specifically, the proposed development introduces approximately 7,504 units in an area of 11 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 approximately 7,500 units to a previously undeveloped parcel of land, helping to achieve this goal.

2.2.2 City of Toronto Zoning By-Law

The harmonized Zoning By-law 569-2013 was enacted on May 9, 2013, however the entire By-law remains under appeal under Section 34(19) of the Planning Act. Therefore, the previous Etobicoke Zoning Code also applies to the site. Portions of the site that have yet to be harmonized into the current By-law (569-2013), continue to be zoned under the Etobicoke Zoning Code. Under the harmonized Zoning By-Law, the majority of the site is designated as Employment Industrial, and the area north of the rail corridor is designated as Utility and Transportation. Under the Etobicoke Zoning Code, the site is zoned as Class 1 Industrial.

Neither zoning by-law has been updated to reflect the introduction of a Regeneration Area designation on the majority of the site within the Site and Area Specific Policy 15 of the Official Plan. This Application seeks to introduce namely a mix of residential, retail, 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.

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 qualitatively in the Air Quality Impact Assessment (AQIA) (Hatch, 2021) 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 135 m of the proposed development. The facility has been classified as a Class 3 facility because of the outdoor storage and frequent truck traffic.

From a noise perspective, as shown in the Noise and Vibration Impact Assessment (NVIA) (Hatch, 2021), noise from the Ontario Food Terminal is insignificant given the elevated background noise levels from the Gardiner Expressway. This study shows compliance with MECP's NPC-300 sound level criteria from stationary sources. A site visit conducted by Hatch personnel on June 4th, 2020 confirmed that noise emanating from the Ontario Food Terminal was inaudible. The site visit was completed during Ontario Food Terminal operational hours. These observations were undertaken at 5:50 AM, when vehicular traffic was fairly low and thus background noise from the Gardiner Expressway was low.

The AQIA (Hatch, 2021) has assessed the air emissions from the Ontario Food Terminal, and has determined that these emissions are not expected to adversely impact the proposed development. 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, 2021) and NVIAs (Hatch, 2021), 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 2150 Lake Shore 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. It is noted that at the time of writing, details regarding Heating, Ventilation and Air Conditioning (HVAC), underground garage ventilation, and parking garage door equipment was not available. These details will be refined at the Site Plan Application stage. However, noise from such equipment can be mitigated through proper positioning, enclosures, equipment selection, such that they do not pose impacts on sensitive uses within the subject site and its surroundings.

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

Based on the MECP D-Series Guidelines (Ministry of the Environment, Conservation and Parks, 1996) for assessing land use compatibility and findings of the AQIA (Hatch, 2021) and NVIA (Hatch, 2021), the proposed development is not anticipated to adversely impact or be

adversely impacted by the surrounding land uses. For this reason, the proposed development is deemed to be compatible with the nearby existing and future land uses.

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. (2021). 2150 Boulevard West Air Quality Impact Assessment Report.
- Hatch. (2021). 2150 Boulevard West Noise & Vibration 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

User Name: DOAM96940



Document Path: T:\Maps\GIS_Data\CR2150_Lakeshore\MXD\Fig1-1_LUC.mxd

LEGEND

- Project Location
- Study Area

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; RNFP, City of Toronto 2019.



Project: 2150 Lakeshore	
Figure Title: Land Use Compatibility - Study Area	
Prepared By:	Date: April 30, 2020
Version: 1	Review:
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 <i>Planning Act</i> (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, Conservation and Parks (MECP), 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 MECP.	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 assessment of all existing approvals or other authorizations from the MECP, 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	Section 4

Registration in the Environmental Activity and Sector Registry.	
Identify and analyse any complaints received by the City and/or the MECP 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 MECP 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