

1544 & 1546 FOUR MILE CREEK ROAD

NIAGARA-ON-THE-LAKE, ONTARIO

LAND-USE COMPATIBILITY STUDY (AIR QUALITY AND NOISE)

RWDI # 2507752

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SUBMITTED TO

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1 INTRODUCTION

RWDI was retained by Times Group Corp. to undertake a land use compatibility study for the proposed 1544 & 1546 Four Mile Creek Road Development, located in the community of Virgil within the Town of Niagara-On-The-Lake (NOTL), Ontario.

The proposed development will consist of a 4-storey residential building and a 2-storey commercial building. The location of the subject lands is shown in **Figure 1**. This study was based on the development site plan, dated December 3, 2024 (refer to **Appendix A**).

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

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Niagara Region Land Use Compatibility Study Terms of Reference

Niagara Region has created a guideline document entitled "Land Use Compatibility Study Terms of Reference" (August 2023) to provide guidance and identify a process for assessing land use compatibility.

As indicated in the Terms of Reference, the Compatibility Study is described as: *"A Land Use Compatibility Study is a technical report that provides a written description of the land use compatibility of sensitive land uses, where permitted or proposed adjacent to, or near to industrial uses; or within the influence area of major facilities; or in proximity to transportation and utility sources. The report will identify any existing and potential land use compatibility issues and will identify and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and existing uses".*

The Niagara Region guidelines adopt the Ministry of the Environment, Conservation, and Parks D-6 Land-Use Compatibility Guidelines which are discussed in Section 2.4.



2.2 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.”

2.3 Provincial Compatibility Guidelines

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

Table 1: D-6 Industry Classification Scheme

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

Class	Descriptors
III	<ul style="list-style-type: none"> • Large scale • Outside storage of raw and finished products • Large production volumes • Continuous movement of products and employees during shift operations • Frequent outputs of major annoyance • High probability of fugitive emissions

For each class of industry, the guideline provides an estimate of the potential influence area and a minimum recommended separation distance, which is 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".



3 METHODOLOGY

The tasks for this study consisted of the following:

- Reviewing the official plan and zoning by-laws for the surrounding area.
- Reviewing published satellite imagery and street-based photography.
- Reviewing MECP Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1,000 m of the subject lands.
- Reviewing pending applications for amendment to ECA's of any major facilities, posted on the Environmental Registry.
- Reviewing 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.
- Reviewing meteorological data for the study area.

RWDI reviewed wind data from St. Catharines Niagara District 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 2002-2022 is shown in **Figure 2**. The wind directions in the figure refer to the direction from which the wind blows, while the annual frequency of a given wind direction is shown as a distance radially from the centre. The most frequent winds originate from the southwest to north with winds from the south and northeast less frequent.

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

4 RESULTS

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



4.1 Existing and Proposed Industrial Uses

The area within a 1,000 m radius of the subject lands is, for the most part, residential, village commercial, open space and institutional land use. The majority of the residential lands in the study area consist of one and two-storey residences. Table B-1 in **Appendix A** lists all identified Class I industries within 70 m, Class II industries within 300 m, and Class III industries within 1,000 m. The locations of the identified industries are presented in **Figure 3**. Further detail on these industries is presented in **Appendix A**.

Several of the identified facilities have potential areas of influence that extend to the subject lands. The facilities are discussed in detail in **Table 3**.

Table 3: Facilities with Potential to Impact the Subject Lands

Industry Class	Industry	Potential Influence Area	Actual Separation Distance ^[1]
II	Greaves Jams & Marmalade Factory & Office - 1 Walker Road	300 m	268 m
II	Shaw Festival Scenic Construction - 3 Walker Road	300 m	292 m
II	Millbrook Cabinetry Inc. - 15 Henegan Road	300 m	223 m
II	Niagara On-The-Lake Municipal Office - 1593 Four Mile Creek Road	300 m	128 m

1. Unless stated in the above table, the separation distance is from the property line of the subject lands to the property line of the industry.

The air quality and noise findings for the above industries are presented in the following sections.

4.1.1 Greaves Jams & Marmalade Factory & Office - 1 Walker Road

Greaves Jams & Marmalades (GJ&M) manufactures and warehouses jams and marmalades at this location. The factory was classified as Class II industry as there appears to be outdoor storage and there is the potential for shift work, especially during the harvest seasons when jam and marmalade production would be at a peak. The proposed development is within the recommended minimum separation distance and area of influence. Therefore, a screening-level air quality modelling assessment is recommended to ensure the facility will not have air quality impacts at the proposed development.

A detailed assessment of noise impacts is not considered necessary, given the large separation distance and low potential for significant noise sources in the outdoor storage area.

4.1.2 Shaw Festival Scenic Construction - 3 Walker Road

Shaw Festival Scenic Construction (SFSC) manufactures sets for theatre productions and is operating under the MECP CofA (Air) No. 7025-66KRAE dating back to 2004. Sources of noise and air emissions at the facility include one paint spray booth, one fibreglass lay-up booth, one dye room, and HVAC equipment. This facility was classified as a Class II industry as it is considered to be medium-scale and has the potential for shiftwork during peak periods.



The proposed development is within the recommended minimum separation distance. Therefore, a screening-level air quality modelling assessment is recommended to ensure the facility will not have air quality impacts at the proposed development.

A detailed assessment of noise impacts is not considered necessary, given the large separation distance of approximately 300m and few vehicle movements expected at the facility.

4.1.3 Millbrook Cabinetry Inc. - 15 Henegan Road

Millbrook Cabinetry Inc. manufactures cabinets and is operating under MECP CofA (Air) No.2537-5A6P38 dating back to 2002. Sources of air and noise emissions at the facility include two paint spray booths and one dust collector. This facility was classified as Class II as it is considered to be medium-scale and has significant sources of air emissions. The proposed development is within the recommended minimum separation distance. Therefore, a screening-level air quality modelling assessment is recommended to ensure the facility will not have air quality impacts at the proposed development.

Sources of noise at the facility include a rooftop cooling tower, therefore a screening level noise assessment should be conducted to ensure that the facility will not have noise impacts at the proposed development.

4.1.4 Niagara On-The-Lake Municipal Office - 1593 Four Mile Creek Road

Niagara On-The Lake Municipal Yard is a medium-sized facility that has outdoor aggregate storage, front loaders and dump trucks. The facility was classified as a Class II due to the size of the facility, outdoor storage, potential for fugitive dust and potential for frequent movement of trucks and products during daytime.

Sources of air quality at the facility could include fugitive dust from the outdoor storage as well as from the unpaved parking lot. The dominant winds are blowing from the southwest and therefore the facility is not anticipated to have fugitive dust impacts at the proposed development. However, a screening-level air quality modelling assessment is recommended to ensure the facility will not have air quality impacts at the proposed development.

Sources of noise at the facility including a front loader and dump truck could have noise impacts at the proposed development, therefore a screening level noise assessment should be conducted.

4.2 Future Industrial Uses

The zoning map and official plan for the surrounding area are provided in **Figure 4** and **Figure 5**. Enterprise (E) lands are located on the adjacent lands west of the development, within the Virgil Business Park. Residential lands are located east as well as west of the proposed development. Village Commercial (VC) is located to the east along Four Mile Creek Road. Institutional (I) zoned lands are located to the west and northeast of the development lands, with Open Space (OS) and Escarpment Natural lands located to the west, adjacent to the development lands. The remaining lands to the south are zoned Rural (A) and Agricultural Purposes Only (APO).



Residential (R) and Residential Development (RD) zones are located to the west, east and north of the development throughout the community of Virgil.

Should a new industry be constructed on existing lands and/or an existing industry be modified, a review must be completed for the potential to impact the development lands.

Lands designated Enterprise are subject to the restrictions of By-Law 4316-09, Section 10.8, which lists the permitted uses for the current designations. Of the permitted uses, only the manufacturing establishment, warehouse, and winery production facility are likely to carry out activities that could adversely affect the proposed development. Given the lot sizes, any future facilities are anticipated to be smaller Class I or II industries where potential AQ or Noise emissions can be addressed as part of the design. This may include and is not limited to, site layout design, placement of equipment, equipment selection, and/or inclusion of control measures.

Based on the above, the future development on the subject lands is not expected to have a significant effect on the ability of new or intensified industrial uses within the surrounding Enterprise or Village Commercial lands.

4.3 Transportation Facilities

The subject lands are bound by Line 2 Road to the south, Lower Virgil Reservoir to the west, Four Mile Creek Road to the east and Niagara Stone Road to the north. The nearest rail line is the CN Grimsby subdivision more than 8km away and the Queen Elizabeth Highway (QEW) is approximately 7 km to the southwest. Neither rail nor highway road traffic noise is expected to affect the proposed development.

4.3.1 Air Quality

The subject lands are well separated from major rail corridors and 400 series highways as such there are no air quality-related concerns with respect to these corridors.

In terms of road traffic, the subject lands are located adjacent to Dundas Street East to the south which is a major arterial roadway. The City of Toronto's report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (October 2017) indicates sensitive land uses adjacent to nearby highways and major roadways experience adverse air quality impacts. This report also states that the most widely reported mitigation strategy for traffic-related air pollutants (TRAP) is separation distances or buffer zones, with some environmental agencies (California and British Columbia) recommending a setback of 500 ft (approx. 150 m) from major highways and 100 m from roads with "annual average traffic volumes of 15,000 vehicles or more per day." The subject lands are all beyond the recommended setback distance of 100 m, therefore traffic-related impacts are not anticipated.



4.3.2 Noise

The nearest road is Four Mile Creek Rd, which shares a property line with the proposed development. Given the small setback distance, there is a significant chance that a detailed study would show that NPC-300 limits for road noise are exceeded. In that case, air conditioning in the units and upgraded glazing on the façade may be necessary, this should not affect the feasibility of the proposed development.

The Niagara District Airport is located 4km away from the proposed development. At the time of the assessment, Niagara District Airport NEF noise contours could not be identified. However, the proposed development is located in an area where the city is developed, thus it is assumed that airport noise is not a concern.

The closest railway is the CN Grimsby subdivision, which is located approximately 8 km from the development site. Given the separation distance, noise and vibration are not a concern for the proposed development.

5 CONCLUSIONS

From an air quality perspective, the proposed development on the subject property is compatible with surrounding uses and the transportation corridors, in general. Screening level air quality modelling is recommended to identify any potential impacts from Greaves Jam & Marmalade Factory, Shaw Festival Scenic Construction and Millbrook Cabinetry onto the proposed development on the subject property.

From a noise perspective, the proposed development on the subject property is compatible with surrounding uses and the transportation corridors, in general. Screening level noise modelling is recommended to identify impacts from Millbrook Cabinetry and Niagara On-The Lake Municipal Yard onto the proposed property.



6 STATEMENT OF LIMITATIONS

This report entitled “1544 & 1546 Four Mile Creek Road – Land-Use Compatibility (Air Quality And Noise)” was prepared by Rowan Williams Davies & Irwin Inc. (“RWDI”) for Times Group Corp. (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein (“Project”). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by the Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report 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 report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

FIGURES

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Site Location

Map Projection: NAD 1983 UTM Zone 17N
1546 Four Mile Creek Road - Niagara-On-The-Lake, Ontario

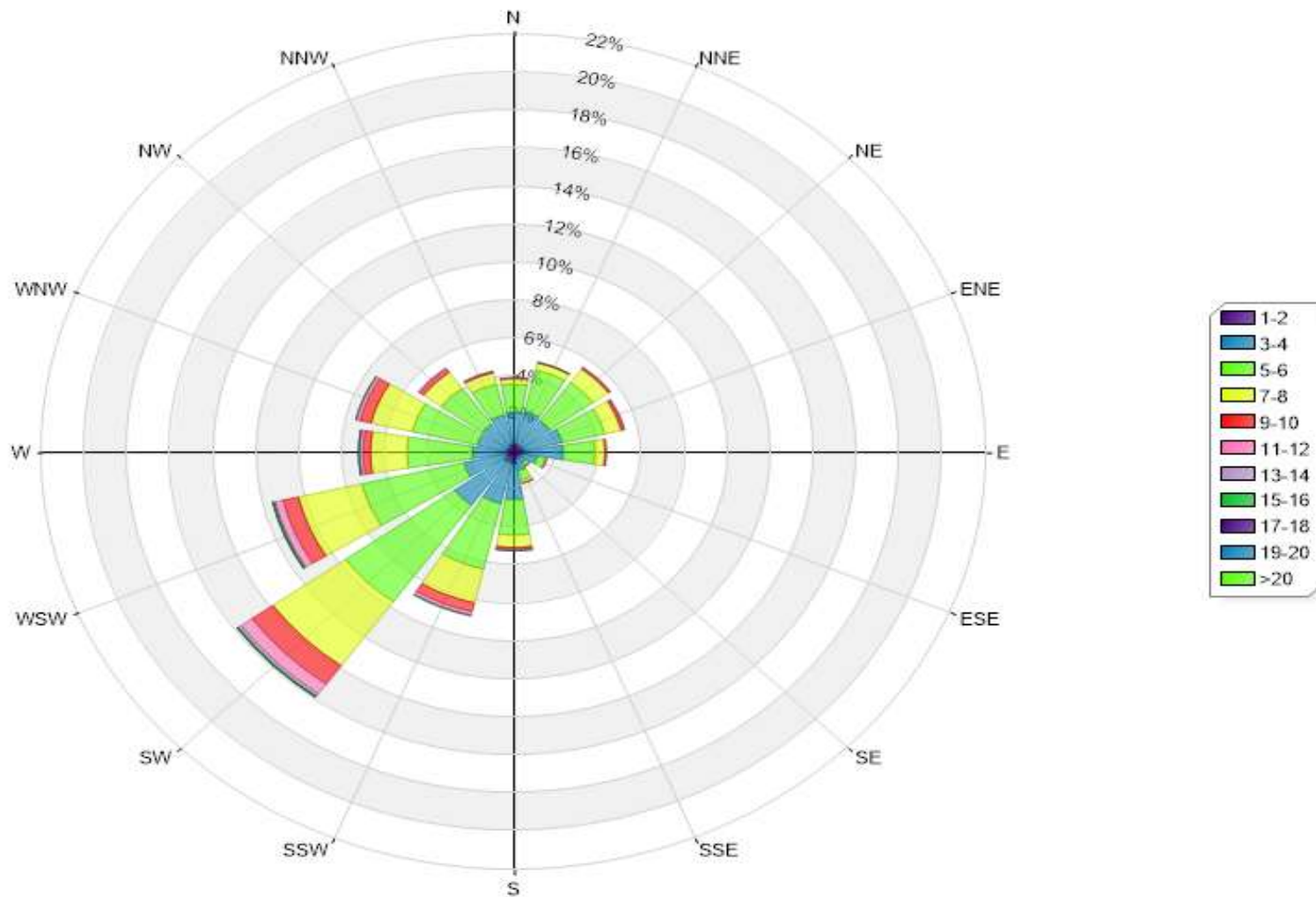


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Project #: 2507752



Directional Distribution (%) of Winds in m/s (Blowing From)
St. Catharines Niagara District Airport, (2000-2020)



Directional Distribution (%) of Winds in m/s (Blowing From) St. Catherines Niagara District
Airport (2000-2020)

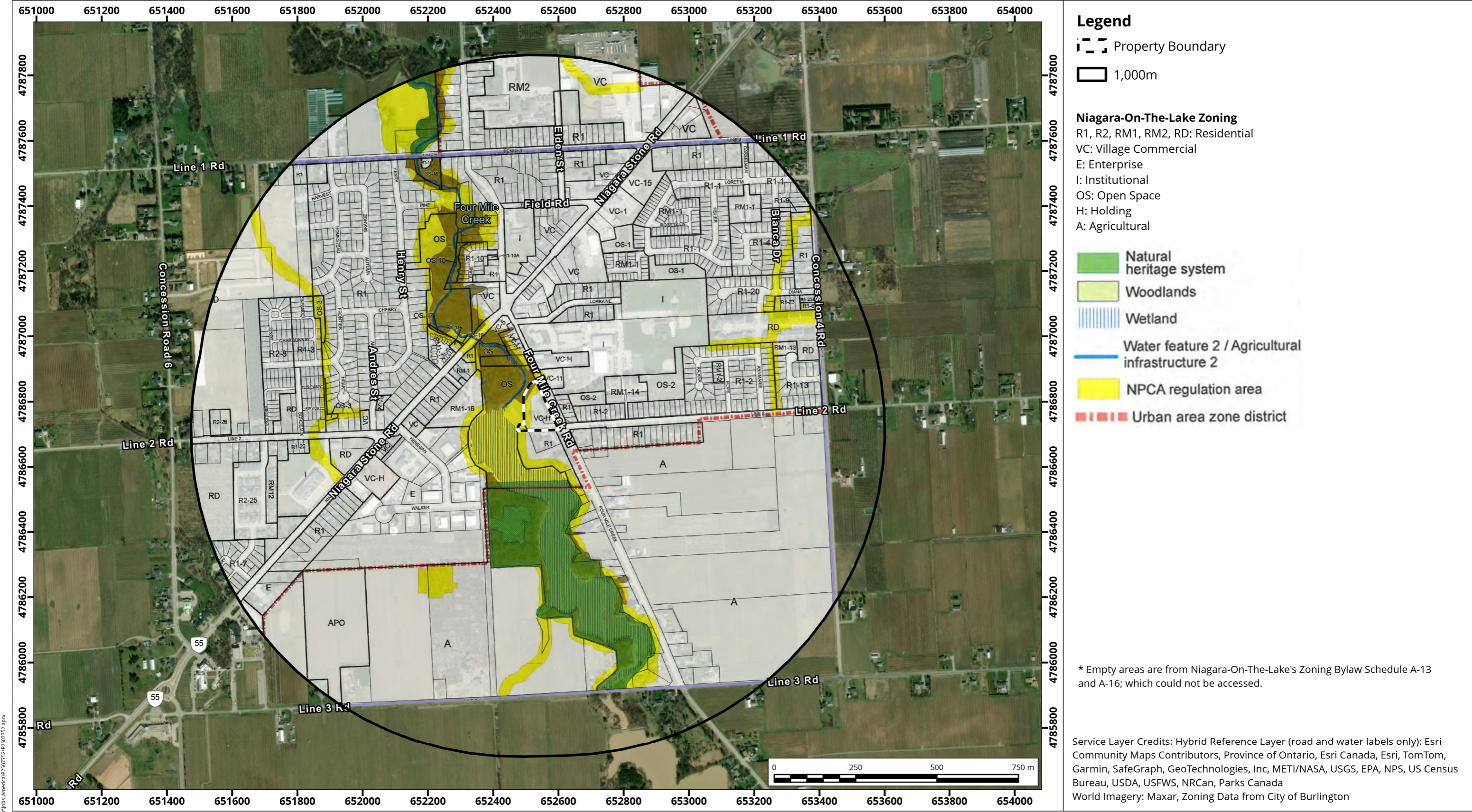
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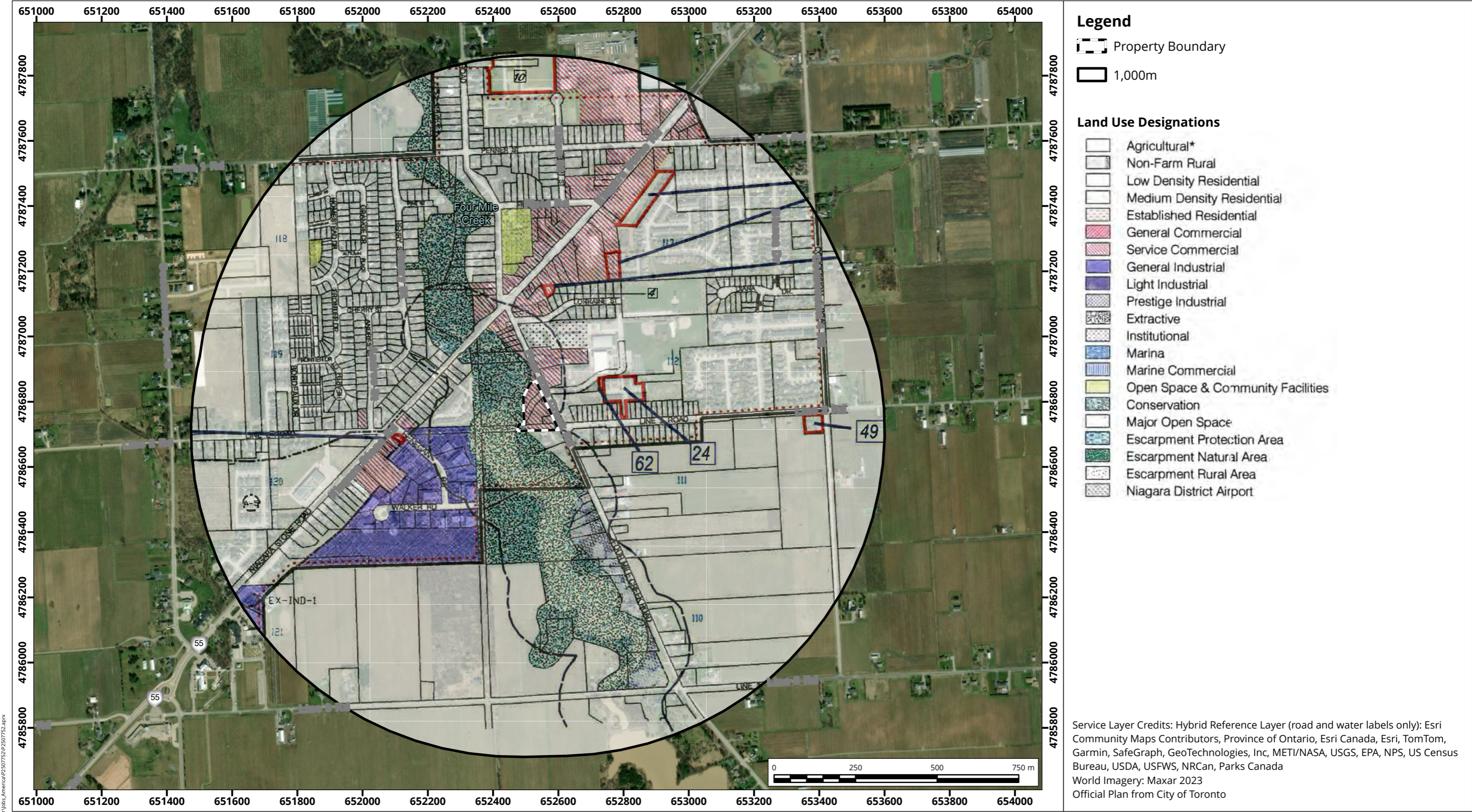
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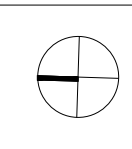
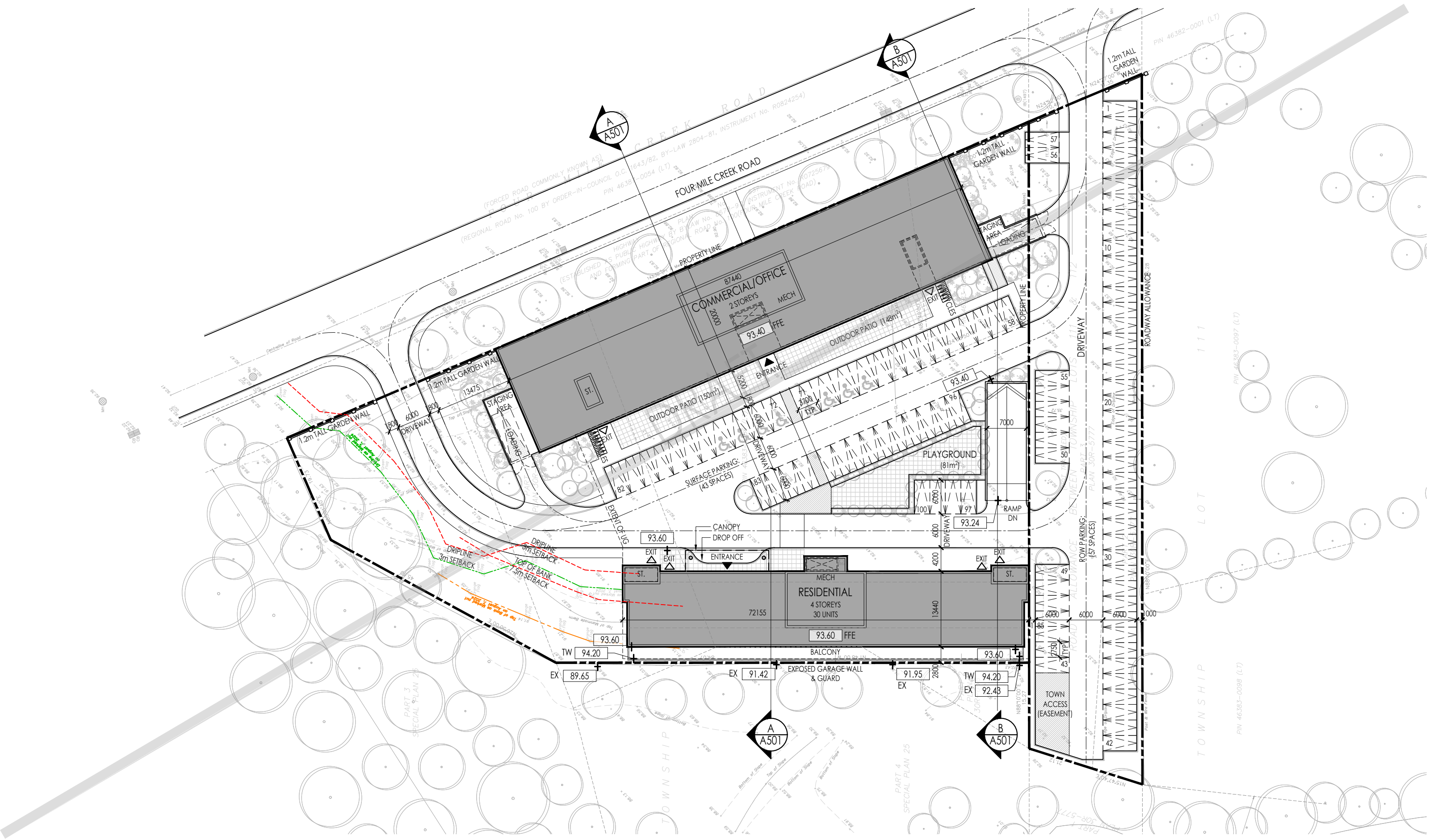


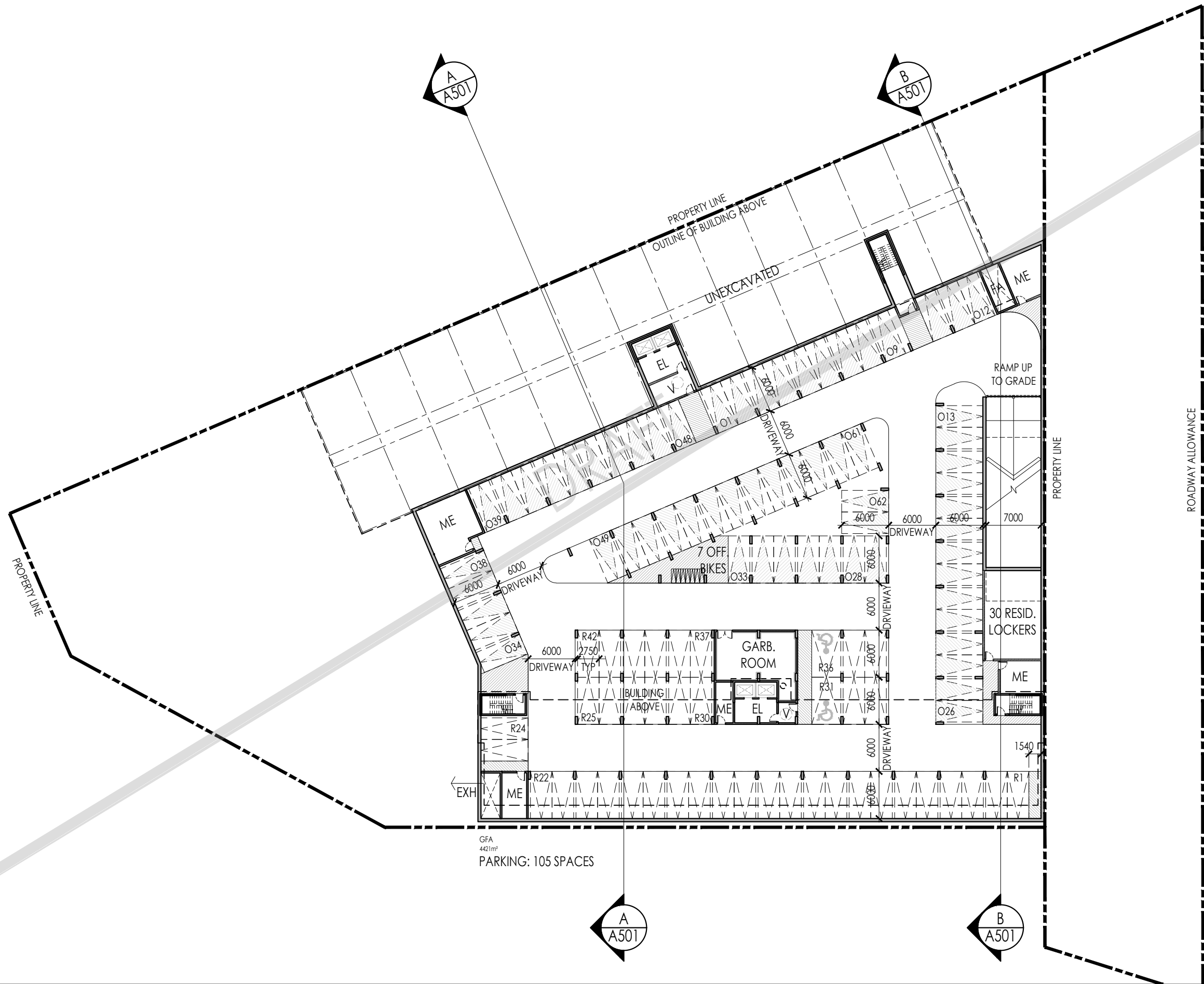


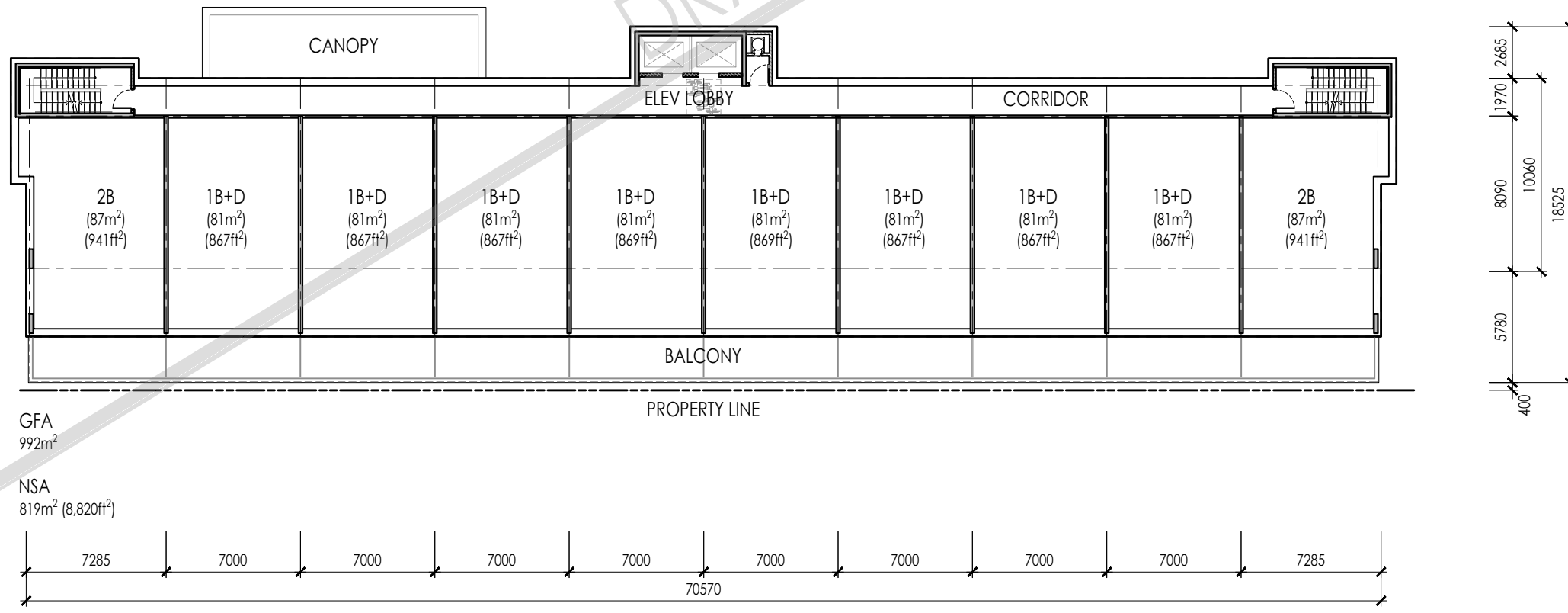


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APPENDIX A

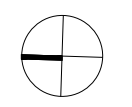
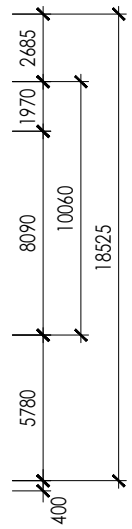
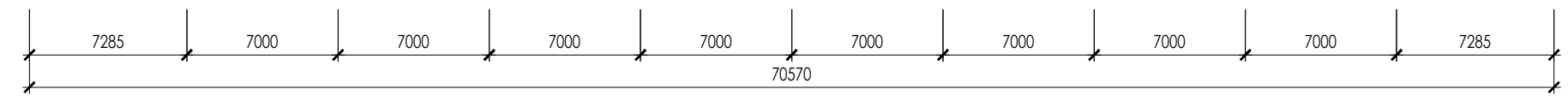




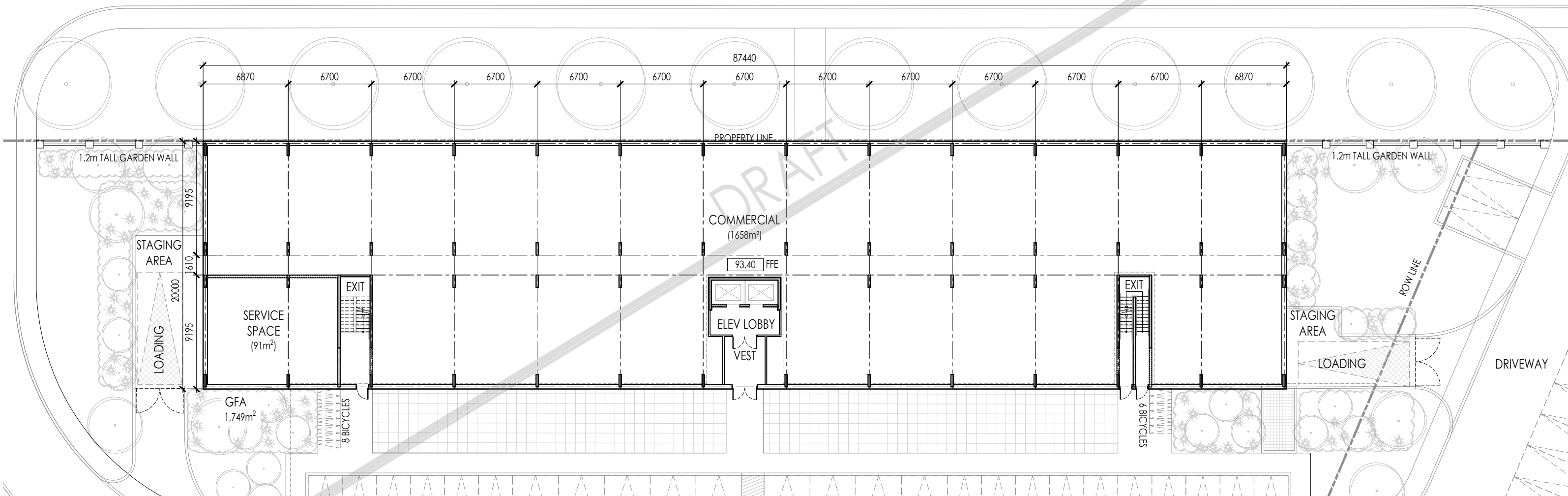


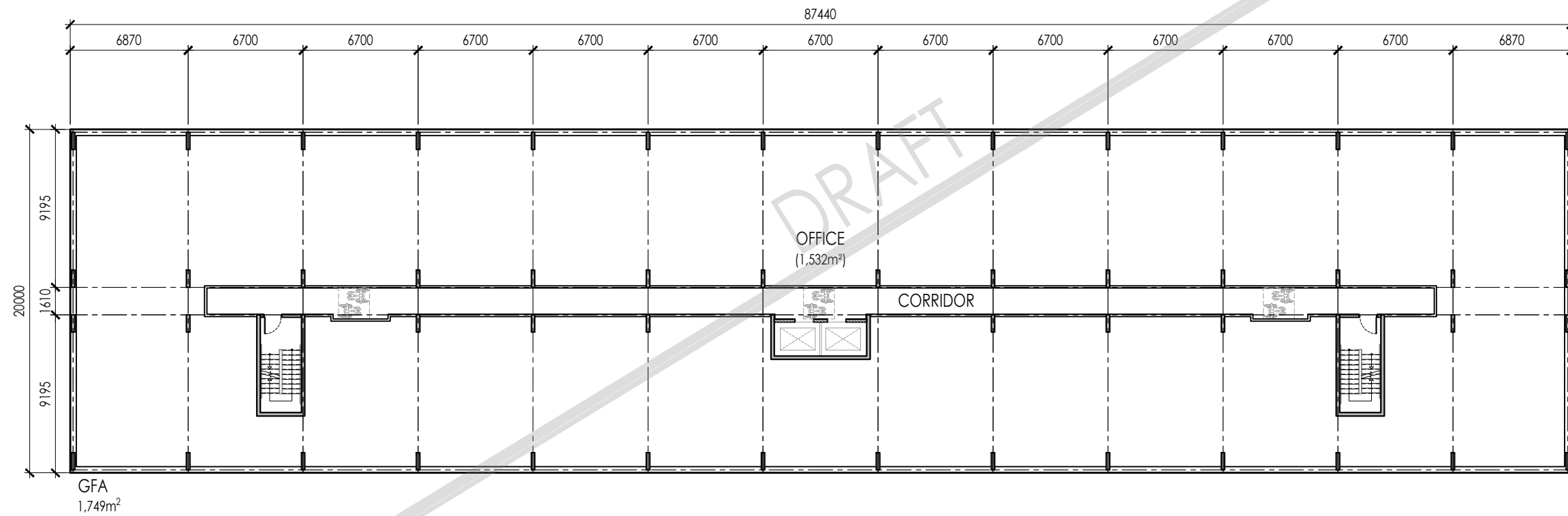
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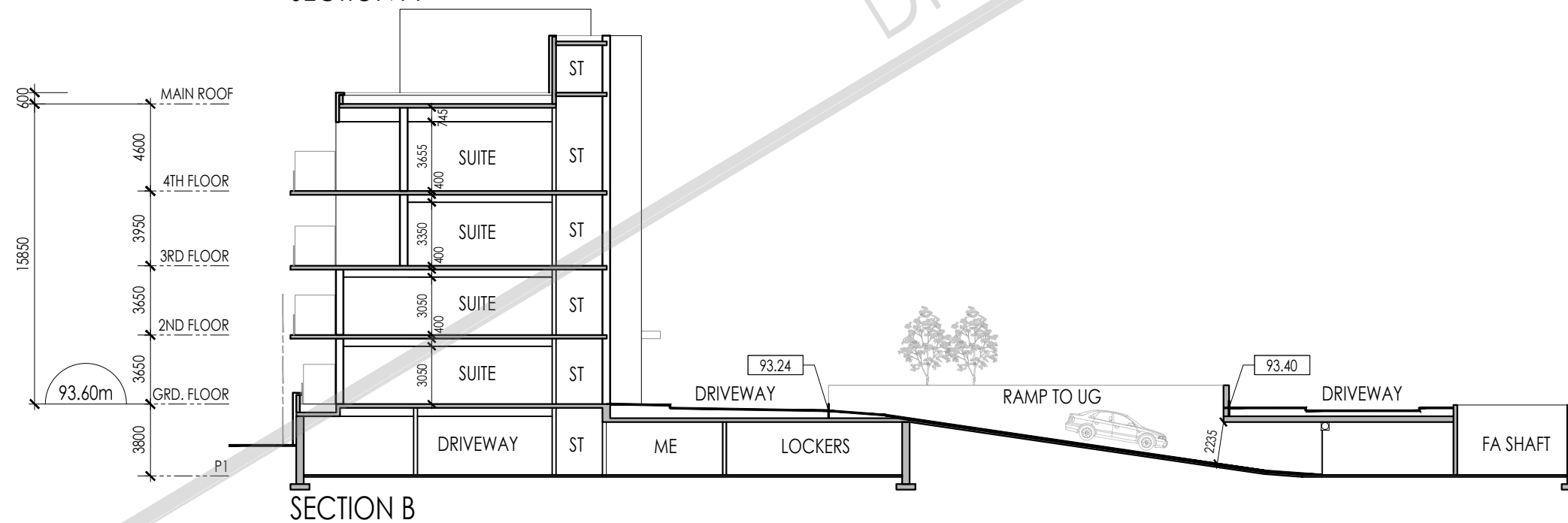
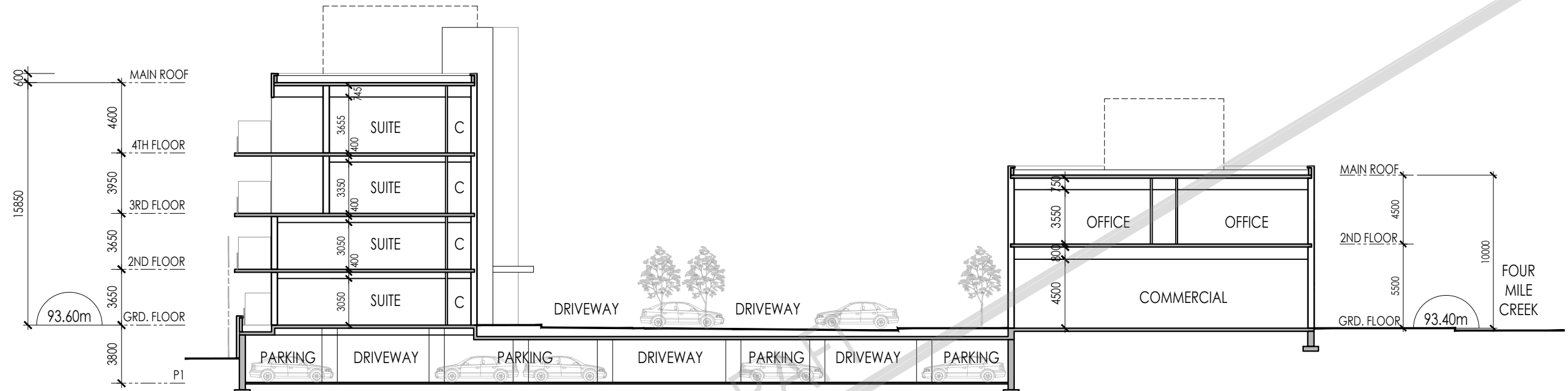
NSA
819m² (8,820ft²)



FOUR MILE CREEK







SECTION A

SECTION B

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APPENDIX B

1546 Four Mile Creek Road
Niagara-on-the-Lake, Ontario

RWDI# 2507752

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

Map Icon Number	BUSINESS NAME	ADDRESS	TYPE OF APPROVAL / FACILITY / EQUIPMENT	APPROVAL / REGISTRATION NUMBER	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m) ^[1]	D-6 Classification	Area of Influence (m)	Minimum Separation Distance (m)	Within Area of Influence?	Within Min Sep Dist?
1	Greaves Jams & Marmalade Factory & Office	1 Walker Road	NA	NA	Jam factory and warehouse with outdoor storage and the potential for shift work.	N	268	Class II	300	70	Yes	No
2	Unidentified Business	2 Walker Road	NA	NA	Appears to be a warehouse facility with outdoor storage. No evident emission sources, or sources of odour, noise, or dust. Facility includes the potential for low trucking volumes.	N	191	Class I	70	20	No	No
3	Shaw Festival Scenic Construction	3 Walker Road	CofA-AIR	7025-66KRAE	Operating under ECA for one paint spray booth, one fiberglass lay-up booth, and one dye room. Medium-scale and has the potential for shift-work during peak periods.	N	292	Class II	300	70	Yes	No
4	Kurtz Orchards	5 Walker Road	NA	NA	Gourmet food manufacturing and warehouse. Likely shift work, and large exhaust vents with the potential for odour emissions.	N	321	Class II	300	70	No	No
5	Niagara Race Crafters Inc.	7 Walker Road	NA	NA	Motorcycle Dealer and also provides general service and maintenance. All roll up doors observed to be closed during summer hours. Low probability for fugitive emissions.	N	365	Class I	70	20	No	No
6	DiSante Electrical	8 Walker Road	NA	NA	Previously Electrical/HVAC Repair Shop. Currently, the main office building for consulting engineering services provider. Consulting services include Mechanical Engineering (HVAC, plumbing & drainage, fire protection) and Electrical Engineering (power distribution, lighting, data& communications, fire alarm).	N	340	Class I	70	20	No	No
7	Masters Car Care	9 Walker Road	NA	NA	Auto Repair Shop with low probability for fugitive emissions. Potential noise sources include periodic use of air tools, with noise emitted through open roll-up doors.	N	388	Class I	70	20	No	No
8	Niagara Mini Storage	10 Walker Road	NA	NA	Self storage facility with individual units and outdoor locations.	N	366	Class I	70	20	No	No
9	Niagara-on-the-Lake Water Tower	11 Walker Road	NA	NA	The water tower does not produce any air emissions. Noise sources include individual HVAC units on various structures.	N	426	Class II	300	70	No	No
10	Shaw Festival Scenic Construction	12 Walker Road	CofA-AIR	7216-672RYX	Operating under ECA for one paint spray booth, one solvent based coating application area, and one welding exhaust system. Medium-scale and has the potential for shift-work during peak periods.	N	468	Class II	300	70	No	No
11	Niagara-on-the-Lake Storage Lot	13 Walker Road	NA	NA	Storage lot for NOTL equipment. On-site activity would be minimal given small size (approx. 25 m x 25 m). Access is not anticipated to be a regularly scheduled event by NOTL personnel.	N	482	Class I	70	20	No	No
12	Gemcraft Screen Products Inc. / Gemcraft Chemical Limited	15 Walker Road	NA	NA	Producer of aluminum screen filters, and supplier of cleaning chemicals and services including chemical cleaning options, chemical cleaning equipment supply (sales/lease/rental) and equipment servicing. Medium scale facility with the potential for shift work, and minimal emissions. Noise observed to be audible off-site.	N	504	Class II	300	70	No	No
13	Virgil Truck & Car Wash / Enns Wash & Shine, and Vino Velo Bike Wine Tours & Bike Rentals and Bike Shop	5 Henegan Road	NA	NA	24-hr coin-op carwash facility. Bicycle Rental and repair facility located in a separate building on site.	N	208	Class I	70	20	No	No
14	Whirlpool Jet Boat Tours	7 Henegan Road	NA	NA	Office and warehouse, with outdoor storage yard. Minimal outdoor activity observed and anticipated based on type of operation. Low probability for fugitive emissions.	N	145	Class I	70	20	No	No
15	Niagara-on-the-Lake Hydro	8 Henegan Road	NA	NA	Hydro office and outdoor equipment storage area.	N	282	Class I	70	20	No	No
16	Tree Amigos	10 Henegan Road	NA	NA	Landscaping office and outdoor equipment storage area. Daytime activity only anticipated, with no heavy equipment (ie. Loader) observed on site or in aerial photography.	N	267	Class I	70	20	No	No
17	Closets by Design	11 Henegan Road	NA	NA	Showroom and manufacturing facility with low probability for fugitive emissions.	N	156	Class I	70	20	No	No
18	Gould Auto Repair	12 Henegan Road	NA	NA	Auto repair shop with low probability for fugitive emissions.	N	267	Class I	70	20	No	No
19	Walls Countrywide Distribution Centre / Limited Distillery	14 Henegan Road	NA	NA	Small Scale distribution centre, with indoor storage only. Minimal trucking activity anticipated. Limited Distillery is a craft distillery with a focus on producing small batches.	N	293	Class I	70	20	No	No
20	Penninsula Flooring	13 Henegan Road	NA	NA	Showroom and warehouse.	N	160	Class I	70	20	No	No
21	Millbrook Cabinetry Inc.	15 Henegan Road	CofA-AIR	2537-5A6P38	Cabinet maker with ECA for two paint spray booths and one dust collector. Medium-scale and has significant sources of air emissions. There is also a cooling tower located at the facility on the rooftop.	N	223	Class II	300	70	Yes	No
22	Stone Road Collision	1357 Niagara Stone Road	NA	NA	Auto body repair and painting with daytime operations only.	N	482	Class I	70	20	No	No
23	Trius Winery at Hillebrand	1249 Niagara Stone Road	NA	NA	Winery and restaurant. Medium-scale with a small degree of outside storage.	N	962	Class II	300	70	No	No
24	Andrew Peller Limited / Wayne Gretzky Estates	1219 Niagara Stone Road	EASR-Air Emissions	R-010-8110223973	Winery, restaurant, and kraft distillery to opened in 2017. Based on EASR, facility is not required to have a fugitive dust or odour best management practices plan in place, therefore do not expect impacts from this facility at the proposed development. A Noise Abatement Action Plan is to be implemented as stated in the EASR.	N	962	Class II	300	70	No	No
25	Silversmith Brewing Company	1523 Niagara Stone Road	NA	NA	Produces craft beer on-site and also operates as a brewpub. The location of the facility is small and would not be classified as a macro brewery. As per MECP Environmental Activity and Sector Registry (EASR), a facility that produces less than 20 ML/year annual production rate require a 250 metre setback distance from the facility to the points of odour reception. This facility is located greater than 300m from the proposed development and therefore odour impacts from the brewery on the proposed development are anticipated to be minimal.	N	302	Class II	300	70	No	No
26	Niagara Motors Limited	1542 Niagara Stone Road	EASR-Automotive Refinishing Facility	R-001-3279961803	Auto body repair and painting with daytime operations only.	N	461	Class I	70	20	No	No
27	Penner Properties (Niagara) Inc.	700 Penner St Virgil	ECA-AIR	0178-8AMP56	Home Hardware is a medium sized facility that operates under ECA for one standby diesel generator used for emergency situations. Based on aerial imagery, outdoor storage is located on-site which can lead to a potential for fugitive dust. Some storage piles are contained with 3 sided walls to help minimize fugitive dust. The facility has low lying exhausts, daytime operations and has frequent traffic movement.	N	784	Class II	300	70	No	No
28	Piles of Soil	South of Walker Rd	NA	NA	There are a large number of soil piles located to the south of Walker Road. The piles started to accumulate between 2021 and 2023 and based on aerial imagery are still present. It is understood that this parcel of land may be developed into residential. It is unclear what these piles are for, however, are considered a fugitive emissions source. These piles are located greater than 300 m from the proposed development and are likely to have minimal impacts on the proposed development as these piles are located outside the area of influence.	N	>300	Class II	300	70	No	No
29	Niagara On-The Lake Municipal Yard	1593 Four Mile Creek Road	NA	NA	Niagara On-The Lake Municipal Yard has aggregate storage. Based on aerial imagery, outdoor storage and an unpaved parking lot is located on-site which can lead to a potential for fugitive dust. The facility has the potential for front loader and drump truck movement operations.	N	128	Class II	300	70	Yes	No

Notes:
- ECA - Environmental Compliance Approval; EASR - Environmental Activity Sector Registry; CofA - Certificate of Approval