

RIVERFRONT COMMUNITY PHASE 2A

NIAGARA FALLS, ONTARIO

AIR QUALITY AND ODOUR IMPACT STUDY

RWDI #2206772

September 13, 2023

SUBMITTED TO

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VERSION HISTORY

Index	Date	Description	Prepared by	Reviewed by
1	March 6, 2023	Draft - AQ	JWS	ADS
2	September 13, 2023	Final - AQ	JWS	ADS



EXECUTIVE SUMMARY

GR(CAN) Investment Co. Ltd. retained RWDI to prepare an Air Quality and Odour Impact Study for the proposed Phase 2A development of the Riverfront Community development located in Niagara Falls, Ontario. This assessment has been completed to support a zoning by-law amendment for a mixed-use commercial centre including retail and residential uses. This assessment is based on a design drawing dated January 2023 and provided in **Appendix A**.

The proposed development on the subject lands is compatible with the surrounding employment uses and transportation corridors.

This is based on the requirement that any warning clause specified by CP Rail is inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit.



TABLE OF CONTENTS

1	INTRODUCTION	1
2	LAND USE COMPATIBILITY POLICIES AND GUIDELINES	1
	2.1 Provincial Policy Statement	1
	2.2 Provincial Compatibility Guidelines	2
3	METHODOLOGY	4
4	RESULTS	4
	4.1 Existing and Proposed Industrial Uses	4
	4.2 Future Industrial Uses	5
	4.3 Transportation Corridors	6
5	CONCLUSIONS	7
6	REFERENCES	7
7	STATEMENT OF LIMITATIONS	8

LIST OF TABLES

- Table 1:** D-6 Industry Classification Scheme
Table 2: D-6 Separation Distances

LIST OF FIGURES

- Figure 1:** Site Context Plan
Figure 2: Wind Speed and Direction Frequencies for St. Catharines Niagara District Airport (2000 – 2020)
Figure 3: Facilities of Interest in the Study Area

LIST OF APPENDICES

- Appendix A:** Design Drawings
Appendix B: Industrial Classifications
Appendix C: Zoning
Appendix D: CP Rail Industrial Spur Line Requirements



1 INTRODUCTION

RWDI was retained to undertake an air quality and odour impact study in support of a zoning by-law amendment for a proposed mixed-use commercial centre, including retail and residential uses, located in the Riverfront Community development located in Niagara Falls, Ontario (the “subject lands” or “proposed development” or “Phase 2A”). The proposed site plan consists of a residential neighbourhood (A06), a seniors’ condominium (A05), a hotel condominium (A01-2), and luxury condominium residences (A01-1) located above commercial facilities in the eastern part of the commercial lands (A01-1). The proposed site plan for Phase 2A is provided in **Appendix A**.

The location of the proposed Phase 2A of Riverfront Community is shown in **Figure 1**.

The land use in the study area consists primarily of vacant land, future residential, and light to medium employment land uses. The land uses immediately adjacent to the subject lands include vacant land, future residential of Riverfront Community Phase 1, along with medium industrial uses to the northeast. A CP Rail industrial spur line is immediately south of Phase 2.

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

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Provincial Policy Statement

Sections 1.2.6.1 and 1.2.6.2 of Part V of the Provincial Policy Statement 2020 ^[1] 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.”

Further to Section 1.2.6.1, Section 1.2.6.2 of Part V of the PPS states the following:

“Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

- a) There is an identified need for the proposed use;
- b) Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;



- c) Adverse effects to the proposed sensitive land use are minimized and mitigated; and
- d) Potential impacts to industrial, manufacturing, or other uses are minimized and mitigated. "

Section 1.6.8.3 of Part V of the Provincial Policy Statement 2020 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 6.0 of Part V of the Provincial Policy Statement 2020 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, day care centres, and educational and health facilities.

2.2 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)^[2]. It provides a classification scheme for industries based their potential for emissions that could cause adverse effects. The classification scheme is summarized in **Table 1**.

Table 1: D-6 Industry Classification Scheme

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



For each class of industry, the guideline provides an estimate of potential influence area and a minimum recommended separation distance, which are set out in **Table 2**.

Table 2: D-6 Separation Distances

Class	Potential Influence Area (m)	Minimum Separation Distance (m)
I	70	20
II	300	70
III	1000	300

Guideline D-6 recommends the following:

1. "...no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II or III industrial land uses, without evidence to substantiate the absence of a problem." (Sec. 4.5.1 of Guideline D-6).
2. "No incompatible development other than that identified in Section 4.10, *Redevelopment, Infilling and Mixed-Use Areas* should occur [within the recommended minimum separation distances]" (Sec. 4.3 of Guideline D-6).
3. "When a change in land use is proposed [in an area of urban redevelopment, infilling or transition to mixed use] for either industrial or sensitive land use, less than the minimum separation distance ... may be acceptable subject to either the municipality or the proponent providing a justifying impact assessment (i.e., a use specific evaluation of the industrial processes and the potential for off-site impacts on existing and proposed sensitive land uses). Mitigation is the key to dealing with less than the minimum to the greatest extent possible." (Sec. 4.10.3 of Guideline D-6).
4. With respect to how separation distance should be measured, the guideline states that "measurement shall normally be from the closest existing, committed and proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use." However, it does allow the measurement to include areas within the lot lines (on-site buffers) where site-specific zoning or site plan control precludes the use of the area for a sensitive use in the case of the sensitive land use, and for an activity that could create an adverse effect in the case of the industrial land use.

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 consisted of reviewing the following items:

- Drawings of the proposed commercial development;
- Potential sources that may cause land use compatibility impacts;
- The official plan and zoning by-laws for the surrounding area;
- Published satellite imagery and street-based photography;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the Ministry of the Environment, Conservation and Parks (MECP); and
- 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 2000-2020 is shown in Figure 2. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in m/s as indicated in the legend. The wind in the study area comes most frequently from directions between west-southwest and south-southwest, and least frequently from directions between east and south-southeast.

4 RESULTS

4.1 Existing and Proposed Industrial Uses

Table B-1 in **Appendix B** lists all identified Class I and II and industries within 1000 m. There were no Class III industries identified, and there were no Class I facilities within 300 m. Class I industries without a MECP ECA or EASR located beyond 300 m were not documented as their potential influence areas fall far short of the subject lands. Facilities of that nature are considered low-risk and have small areas of influence. In addition to a review of available permits, a review of satellite images was conducted to verify there are no significant small industrial facilities that are not subject to environmental permits. None were noted in the immediate vicinity and were not expected given the current nature of the area. **Figure 3** shows all Class II facilities of interest within 1000m of the subject lands, with further details presented in **Appendix B**.

As shown in **Appendix B**, there are no identified facilities that have potential areas of influence that extend to the subject lands. Therefore, the proposed development is expected to be compatible with existing and proposed land uses.

4.2 Future Industrial Uses

Under the City of Niagara Falls Zoning By-law No. 79-200 ^[3], current zoning of the properties immediately surrounding the subject lands includes open space, environmental protection area, residential, and industrial uses. Under By-law 79-200, Class I, II, or III industrial activity is not permitted in the Open Space, Environmental Protection Area, and Residential zones. The subject lands are part of the lands governed by the Riverfront Community Plan (RCP), which was adopted as Official Plan Amendment No. 128 in 2019.^[4] The RCP has designated mixed-use development, with primarily residential, commercial, open space, and environmental protection, with industrial to the east, north, and west across the Welland River. Current zoning in these industrial areas is designated Prestige Industrial ("PI") and General Industrial ("GI") under the City of Niagara Falls Zoning By-law No. 79-200.

Lands designated "PI" are subject to the restrictions of By-Law 79-200 Section 11.1, which lists the permitted uses for the current designations. Of the permitted uses, only 11.1.1a, "Manufacturing, compounding, processing, packaging, crating, bottling, assembling of raw or semi-processed or fully processed materials" could carry out activities that could adversely impact air quality at the subject lands, although a clause associated with this use in zone "PI" requires that "no such use is dangerous, obnoxious or offensive by reason of the presence, emission or production of odour, smoke, noise, gas fumes, cinders, vibration, radiation, refuse matter or water carried waste."

Lands designated as "GI" are subject to the restrictions of By-Law 79-200 Section 11.3. "Manufacturing, compounding, processing, packaging, crating, bottling, assembling of raw or semi-processed or fully processed materials" is also permitted in zone "GI" and has no clause restricting "dangerous, obnoxious or offensive" emissions. Some of the specified permitted uses, including, but not limited to, artificial fertilizer processing, tanning and leather finishing, food and meat products processing, and soap manufacture, are likely to carry out activities that could adversely impact air quality at the subject lands.

The current industries in the immediate vicinity of the subject lands are industrial sites equivalent to D-6 Class I and II for air quality. The subject lands are part of the Riverfront Community Plan which provides for buffer zones comprising of Open Space and Environmental Protection Areas (EPAs) between existing or possible future industrial facilities and the Riverfront Community sensitive land uses. Given the character of the study area and the mixed-use community development focus of the City of Niagara Falls Official Plan as amended for this area, any future industries that may establish in the industrial-zoned areas to the west, north, and east are likely to be Class I or Class II, and these appear to have adequate buffer space from sensitive land uses through open space and EPAs. Therefore, larger (Class III) industrial uses or intensification of existing industrial uses are not likely to occur in the immediate vicinity of the subject lands, and the mixed-use development proposed for the subject lands would be compatible with expected future industrial uses.

4.3 Transportation Corridors

The subject lands are located with Dorchester Road to the west and Chippawa Parkway to the south. The QEW is further to the west across the Welland River. Currently, there is no crossing of the Welland River to the south and west. Thus, the subject lands are accessed only by Dorchester Road from the north and Chippawa Parkway from the east. Dorchester Road is located adjacent to the subject lands, with the hotel condo setback approximately 30 m from the roadway. Chippawa Parkway joins to Dorchester Road at the railway crossing, approximately 170 m to the south of Phase 2A. The QEW is over 500 m to the west.

Based on previous experience with highway modelling assessments and publicly available studies, such as The City of Toronto produced report “Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure” (October 2017), the most widely reported mitigation strategy for traffic-related air pollution is separation distances or buffer zones. Some environmental agencies (California and British Columbia) recommend a setback of 500 ft (approx. 150m) from major highways and 100m from roads with Annual Average Traffic Volumes (AADT) of 15,000 vehicle or more per day. Separation distances from the subject lands to the QEW and Chippawa Parkway are greater than these recommended setbacks, and therefore traffic-related pollution from these roadways would not be expected to impact the proposed development. Section 4 of the Official Plan Amendment No. 128 identifies both Dorchester Road and Chippawa Parkway as local municipal arterial roads that do not require expansion of their current two-lane configuration to support development of Riverfront Community.^[4] Therefore, given the current isolation from through-traffic it is unlikely that Dorchester Road will exceed an AADT of 15,000 vehicles per day. The Official Plan Amendment No. 128 also identifies that construction of a bridge over the Welland River, as recommended in the 2017 Niagara Region Transportation Master Plan, is not required prior to completion of Phase 1 of Riverfront Community. Any potential changes to traffic volumes on Dorchester Road and Chippawa Parkway caused by construction of a bridge over the Welland River would be assessed during the Class EA process prior to its construction. Therefore, vehicle traffic-related air pollution is not expected to adversely impact air quality and the proposed development is considered to be compatible with existing roadways.

CP Rail operates the Montrose Subdivision industrial spur line located immediately south of the subject lands. Estimated rail traffic on the line is up to 23 trains per day with 16 during daytime hours, and seven at night.^[5] The GO Rail Network Electrification Environmental Project Report Addendum^[6] was reviewed for air quality effects in proximity to rail corridors. The modelled baseline (2015) train volume on the Kitchener rail corridor at Malton, Ontario was 34 diesel trains per day, approximately 48% higher than projected traffic on the CP Rail spur line. Results from the Metrolinx study suggest: 1) contribution to contaminant concentrations from modelled rail traffic sources is a fraction of the ambient background level; 2) most contaminants were found to be within air quality objectives; 3) where exceedances of air quality objectives occurred, these were dominated by the ambient background concentrations; 4) receptors within 30 m of the rail line were most impacted by higher maximum cumulative concentrations; 5) air quality impacts from rail traffic decrease sharply with distance, and are generally low (within 20% of background) beyond 50 meters. The first row of houses in the proposed residential area (A06) is located approximately 21 m from the tracks, and the second row of houses is located approximately 55m away.



The Noise and Vibration Impact Study for Riverfront Community Phase 2A has recommended central air conditioning to allow doors and windows to remain closed and reduce transportation sound levels; locating air intakes as far as possible from the rail spur for the seniors' condominium and houses in the residential area and providing air particle filtration for these air conditioning units could further benefit indoor air quality. Given the dominating influence of ambient background concentrations on cumulative concentrations of contaminants in proximity to rail traffic, the subject lands are believed to be sufficiently separated from this industrial rail spur to limit air quality impacts due to rail traffic emissions, subject to the conditions noted in the CP Rail Industrial Spur Line Requirements, as shown in **Appendix D**. Therefore, the potential future development of the subject lands is considered compatible with normal operations of this rail corridor.

5 CONCLUSIONS

The proposed development on the subject lands is compatible with the surrounding employment uses and transportation corridors.

This is based on the requirement that any warning clause specified by CP Rail is inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit.

6 REFERENCES

1. Part V of the Provincial Policy Statement 2020, Link: <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf> (accessed 2023-02-23)
2. Ontario Ministry of the Environment (MOE) Publication Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses", July 1995 (MOE, 1995). <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>.
3. City of Niagara Falls. By-law No. 79-200. Accessed February 23, 2023, at <https://niagarafalls.ca/pdf/planning/zoning-by-law-79-200.pdf>.
4. City of Niagara Falls. Official Plan Amendment No. 128. Accessed February 23, 2023 at <https://niagarafalls.ca/city-hall/planning/riverfront-community-master-plan-formerly-thundering-waters.aspx>.
5. RWDI. (2023). Riverfront Community Phase 2A, Noise and Vibration Impact Study.
6. Metrolinx 2021, *GO Rail Network Electrification Final Environmental Project Report Addendum*, report prepared by Gannett Fleming & Morrison Hershfield. Accessed February 23, 2023, at https://assets.metrolinx.com/image/upload/v1663237141/Documents/Metrolinx/GO_Rail_Network_Electrification_EPR_Addendum_17May21_Protected_1.pdf.



7 STATEMENT OF LIMITATIONS

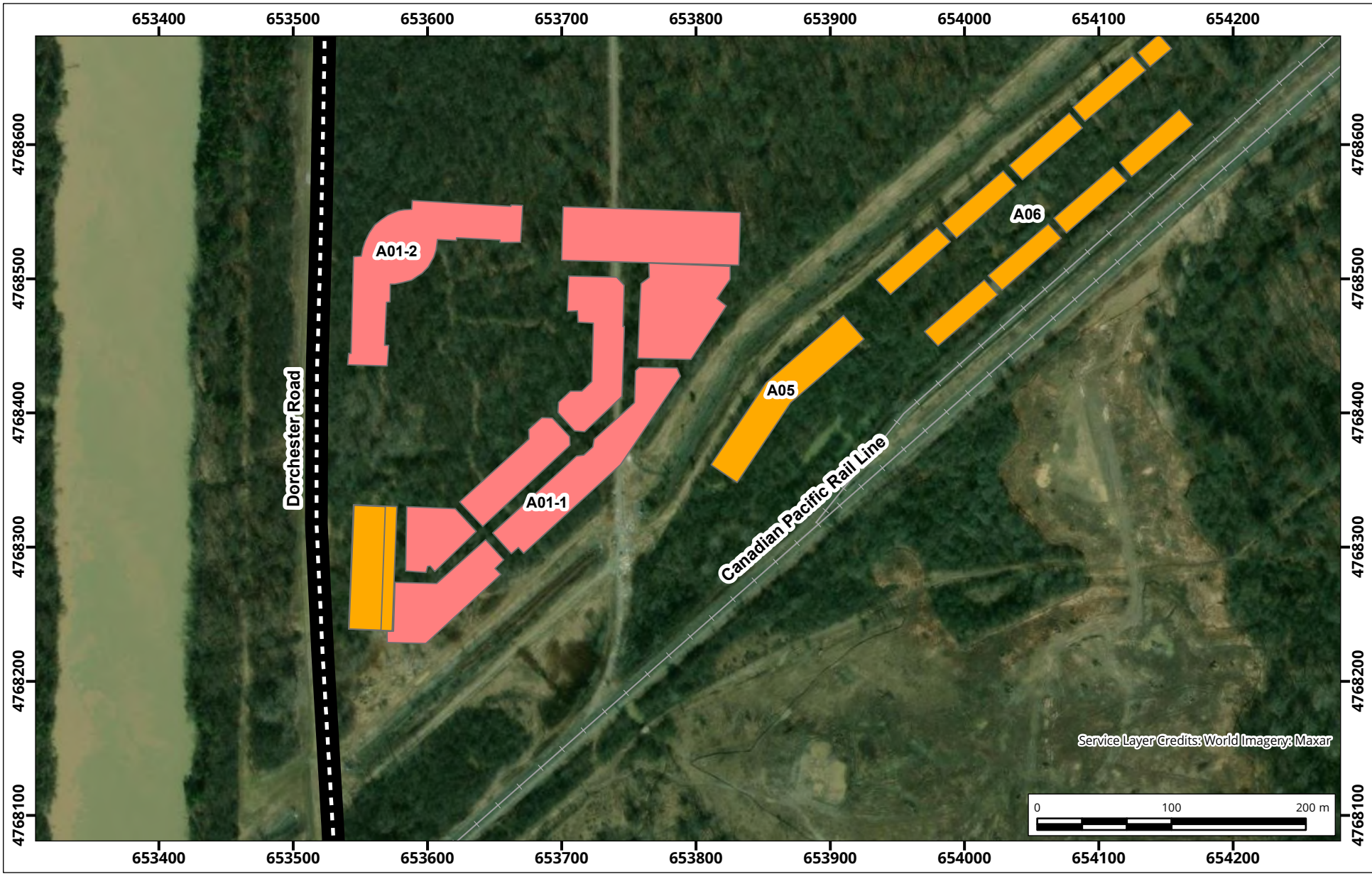
This report entitled Riverfront Community Phase 2A was prepared by RWDI ("RWDI") for GR(CAN) Investment Co. Ltd. ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations 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 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.

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FIGURES



Site Context Plan

Map Projection: NAD 1983 UTM Zone 17N
 Riverfront Phase 2A-Niagara Falls, Ontario

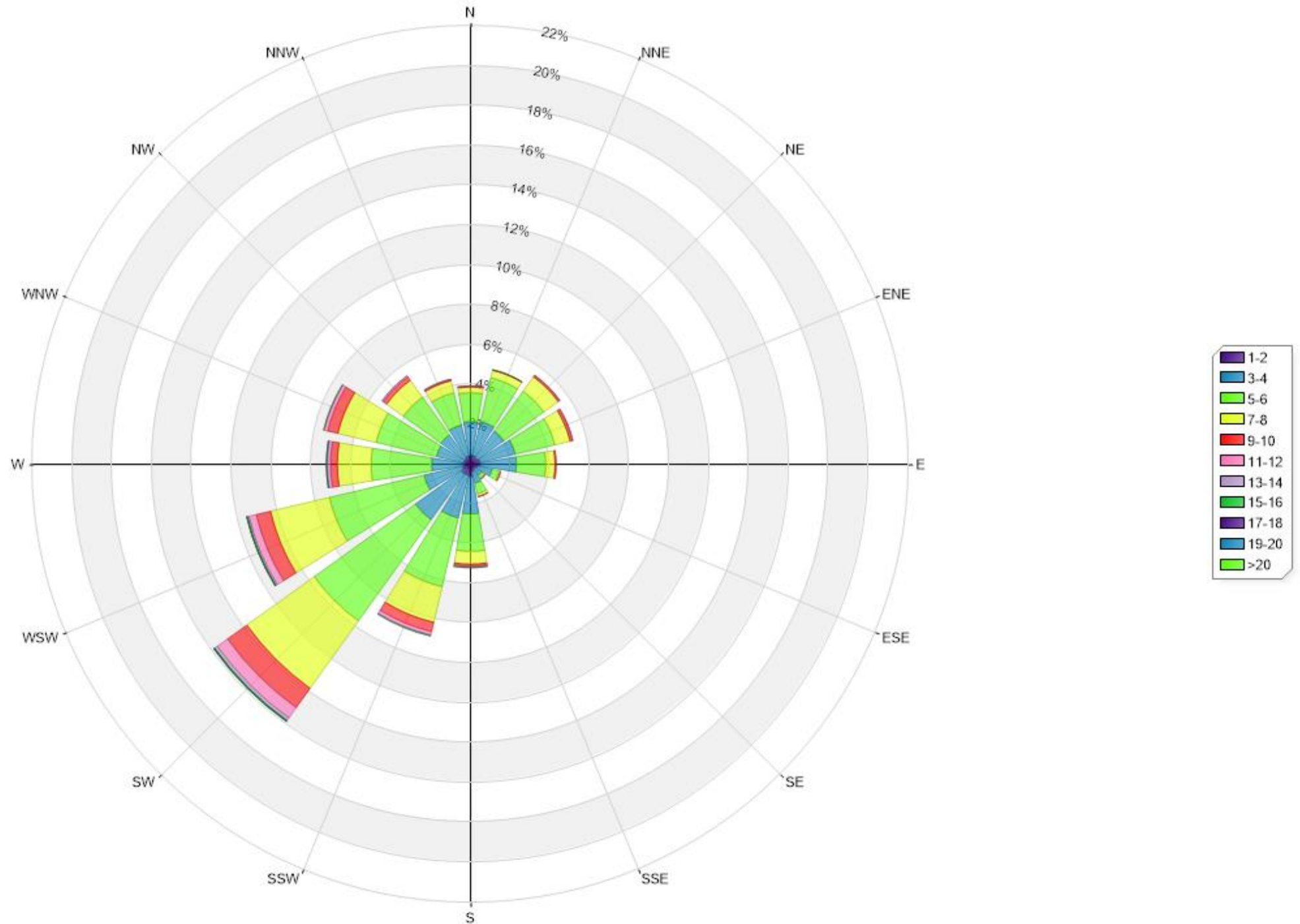


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	Approx. Scale: 1:4,000	
	Date Revised: Sep 7, 2023	



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



Wind Speed and Direction Frequencies
For St. Catharines Niagara District Airport (2000 - 2020)

Riverfront Community, Phase 2 - Niagara Falls, Ontario

Drawn by: JWS

Figure: 2

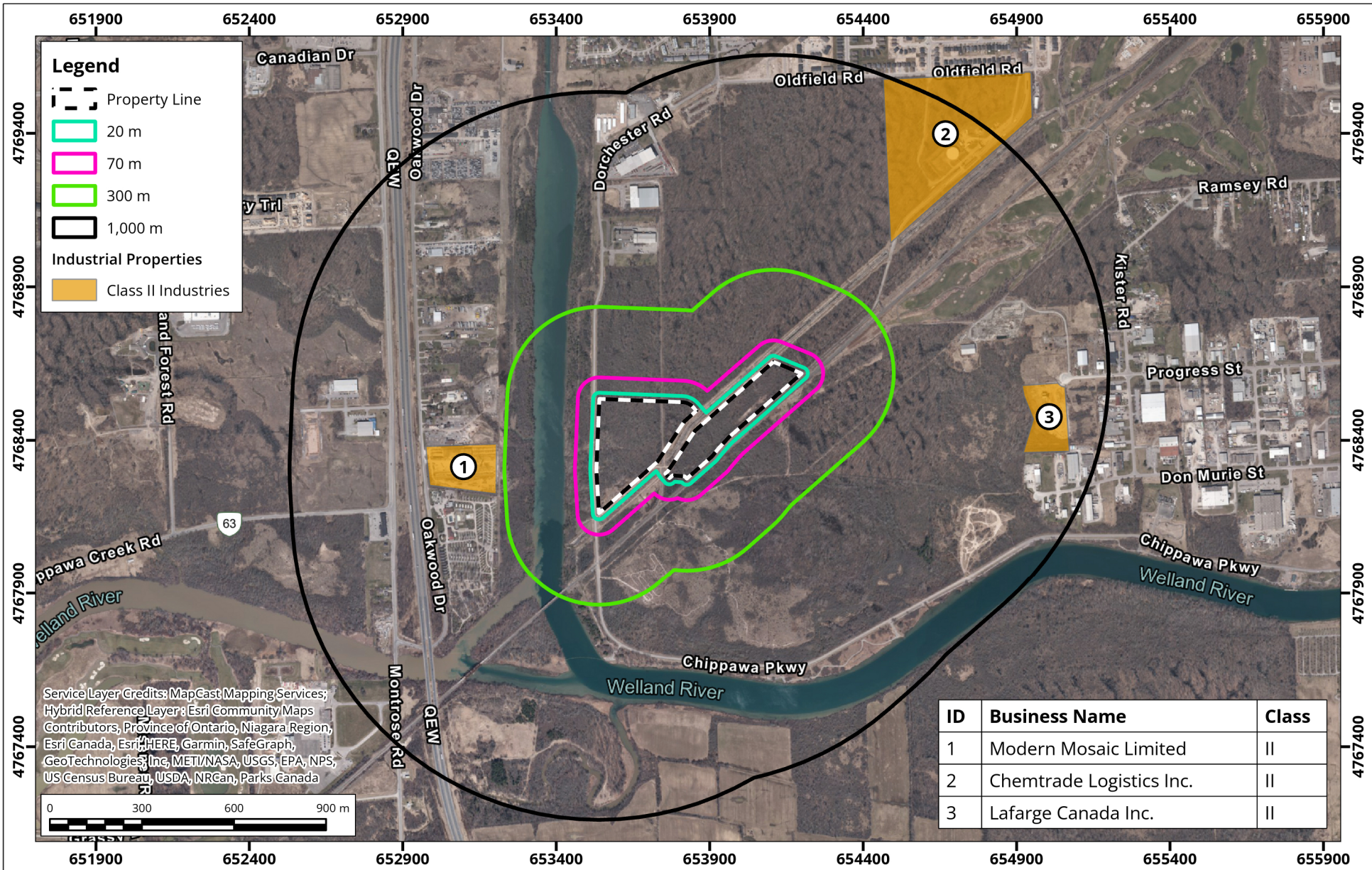
Project #:

2206772

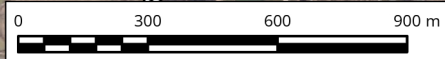
Date:

2023-02-22





Service Layer Credits: MapCast Mapping Services;
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 Contributors, Province of Ontario, Niagara Region,
 Esri Canada, Esri, HERE, Garmin, SafeGraph,
 GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS,
 US Census Bureau, USDA, NRCAN, Parks Canada



ID	Business Name	Class
1	Modern Mosaic Limited	II
2	Chemtrade Logistics Inc.	II
3	Lafarge Canada Inc.	II

Facilities of Interest in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
 Riverfront Community, Phase 2A - Niagara Falls, ON



Drawn by: RCL Figure: 3

Approx. Scale: 1:17,500

Date Revised: Feb 23, 2023

Project #: 2206772

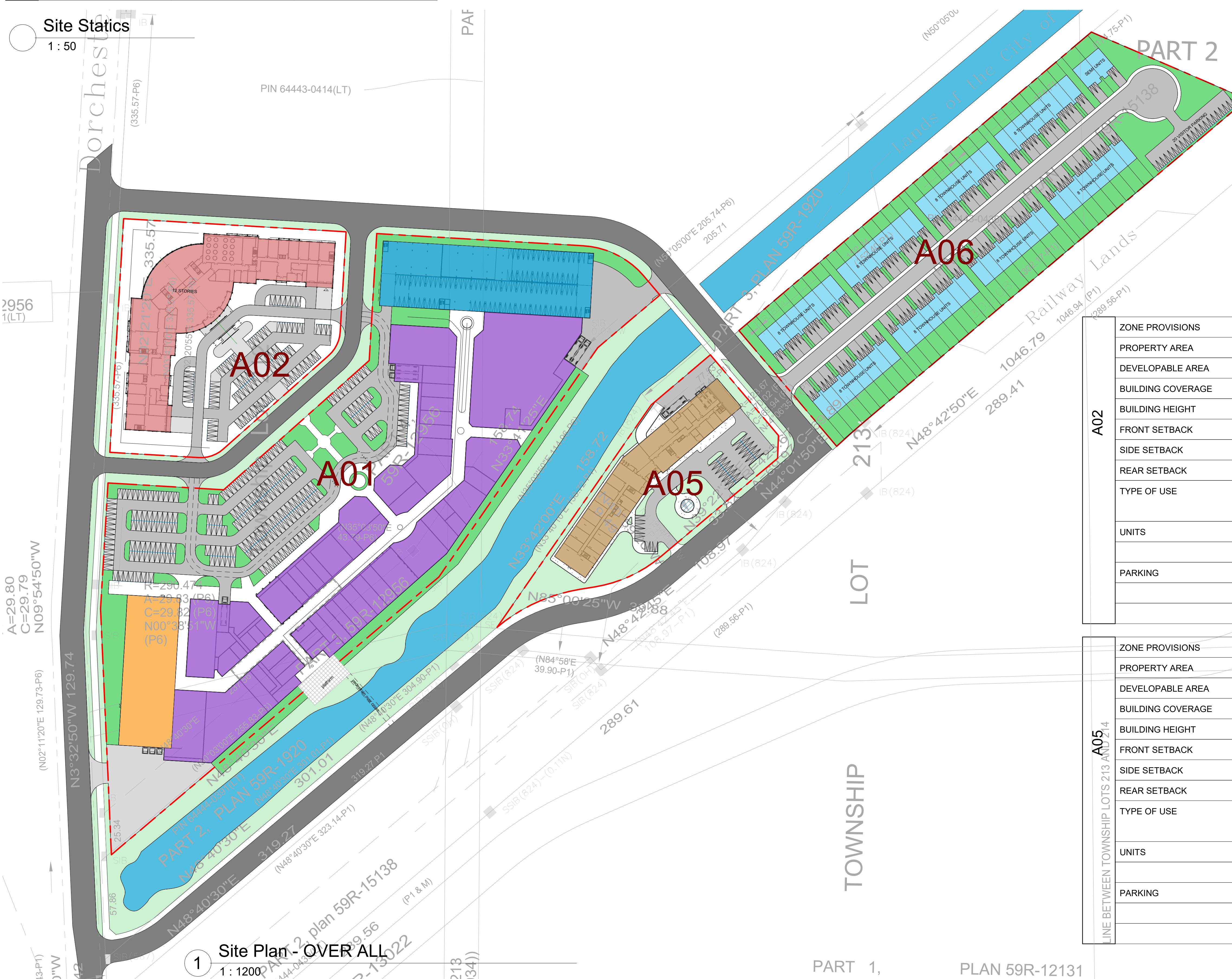


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APPENDIX A

OVERALL	ZONE PROVISIONS	REQUIRED BY ZONING	PROPOSED DEVELOPMENT
	PROPERTY AREA	NA	122644 SQM
	DEVELOPABLE AREA	NA	00
	BUILDING COVERAGE	NA	LOT SPECIFIC
	BUILDING HEIGHT	NA	LOT SPECIFIC
	FRONT SETBACK	NA	LOT SPECIFIC
	SIDEBACK	NA	LOT SPECIFIC
	REAR SETBACK	NA	LOT SPECIFIC
	TYPE OF USE	NA	LOT SPECIFIC

Site Statics
1: 50



A01	ZONE PROVISIONS	REQUIRED BY ZONING	PROPOSED DEVELOPMENT
	PROPERTY AREA	NA	48,838.43 SQM
	DEVELOPABLE AREA	NA	48,834.43 SQM
	BUILDING COVERAGE	NA	23,780.29 SQM (48.7%)
	BUILDING HEIGHT	NA	12 M
	FRONT SETBACK	NA	6M
	SIDE SETBACK	NA	4M
	REAR SETBACK	NA	4M
	TYPE OF USE	NA	COMMERCIAL RETAIL, RESTAURANT, INDOOR PLAYGROUND, CONDO, PARKING STRUCTURE

A06	ZONE PROVISIONS	REQUIRED BY ZONING	PROPOSED DEVELOPMENT
	PROPERTY AREA	NA	25,978.77 SQM
	DEVELOPABLE AREA	NA	25,978.77 SQM
	BUILDING COVERAGE	NA	6,552 SQM (25.2%)
	BUILDING HEIGHT	NA	15M
	FRONT SETBACK	NA	10M
	SIDE SETBACK	NA	6M
	REAR SETBACK	NA	9M
	TYPE OF USE	NA	RESIDENTIAL TOWNHOUSE

A02	ZONE PROVISIONS	REQUIRED BY ZONING	PROPOSED DEVELOPMENT
	PROPERTY AREA	NA	15,468 SQM
	DEVELOPABLE AREA	NA	15,468 SQM
	BUILDING COVERAGE	NA	5,317.16 SQM (33.65%)
	BUILDING HEIGHT	NA	53 M
	FRONT SETBACK	NA	6M
	SIDE SETBACK	NA	6M
	REAR SETBACK	NA	6M
	TYPE OF USE	NA	HOTEL CONDO, RESIDENTIAL CONDO,
	UNITS	CONDO	180
		HOTEL CONDO	320
	PARKING	SURFACE	77
		GARAGE	253
		TOTAL	330

A05	ZONE PROVISIONS	REQUIRED BY ZONING	PROPOSED DEVELOPMENT
	PROPERTY AREA	NA	9,451 SQM
	DEVELOPABLE AREA	NA	9,451 SQM
	BUILDING COVERAGE	NA	3,070 SQM (32.7%)
	BUILDING HEIGHT	NA	26.5 M
	FRONT SETBACK	NA	6M
	SIDE SETBACK	NA	6M
	REAR SETBACK	NA	6M
	TYPE OF USE	NA	Senior Condo, Senior Care Home
	UNITS	Senior Condo	135
		Senior Care Home	132
	PARKING	SURFACE	28
		GARAGE	174
		TOTAL	202

REVISION RECORD		
No.	Description	Date

ISSUE RECORD

Z SQUARE CONSULTING INC.
2710 14th AVE, MARKHAM, ON L3R 0J1
info@zsquareconsulting.com
1-416-502-1616

Project Name
Street
City, State Zip
for Owner

23010	As indicated	Author	Checker
PROJECT SCALE		DRAWN	REVIEWED

Overall Site Plan
A001

Note: This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.

1 Site Plan - OVER ALL
1: 1200

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APPENDIX B

Appendix B: Riverfront Community Phase 2A Air Quality Assessment
Niagara Falls, Ontario

RWDI# 2206772

Table B-1: List of Industrial and Non-Industrial Facilities Around the Proposed Development with Potential for Air 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)	D-6 Classification
1	Modern Mosaic Limited	8620 OAKWOOD DR	ECA-AIR	8501-53NP4J	TKL Group / Modern Mosaic Limited (https://www.tklgroup.com/services/) operates a manufacturing facility for sustainable precast concrete solutions. MECP permitted processes include operation of baghouse dust collectors to reduce air emissions from cement storage silos and concrete mixing, and one area for sandblasting operation equipped with water line and tarp enclosure to reduce emissions. The site has partially paved outdoor areas, with storage of finished concrete forms and open bins containing aggregate material; thus there is potential for fugitive dust emissions. After assessment of additional operational information received from site, this site was assigned a D-6 Classification of Class II during the air quality and noise assessment performed in support of the Thundering Waters Secondary Plan study in 2016. Based on apparent continuation of similar industrial activity, the D-6 Classification of Class II has been retained. The facility is located adjacent to a campground which is considered a sensitive receptor under D-6 classification; the subject lands are located 326m away across the Welland River, and are expected to be beyond the facility's potential influence area.	No	326	II
-	T. T. & H. Montgomery Construction (Niagara) Limited	8550 OAKWOOD DR	ECA-WASTE MANAGEMENT SYSTEMS	2721-8A8PZW	Review of satellite and street-level imagery indicates this site is permanently closed.	No	329	N/A
-	Eugene T. Willick (operating as The Chair Experts)	8230-8252 OAKWOOD DR	ECA-AIR	2324-4JJMHH	This business no longer operates at this site. Review of satellite and street-level imagery suggests this site is now a Premier Truck Group facility, although this location is not included on the company website (https://www.premiertruck.com/locations.aspx). The site has unpaved outdoor areas, but no apparent storage of materials that could generate fugitive dust or odour emissions. Based on apparent current operations at this site, the facility has been assigned a D-6 Classification of Class I.	No	405	I
-	CYRO Canada Inc.	8100 DORCHESTER RD	ECA-AIR	4622-4LRL63	No longer in operation at this site.	No	427	N/A
-	Laurcoat Inc.	8100 Dorchester Rd Building "B"	ECA-AIR	5650-8S6LVJ	No longer in operation at this site. (https://laurcoat.com/contact)	No	427	N/A
-	WRB Sales	8100 Dorchester Rd	N/A	N/A	WRB Sales is an importer of party supplies, seasonal products, and festival items, operating a warehouse at this location. There is no evidence of industrial activity at the site, other than warehousing. This facility has been assigned a D-6 Classification of Class I.	No	427	I
2	Chemtrade Logistics Inc.	6300 OLDFIELD RD	ECA-AIR / ECA-AIR / ECA-AIR / ECA-AIR / EASR-Air Emissions	8-2016-95-006 / 8-2069-97-006 / 8-2082-89-997 / 8-2157-90-006 / 3355-9TZLBT / R-010-6111569981	Chemtrade Logistics Inc. operates a chemical storage facility at this site. MECP permitted processes include the transfer and storage of chemicals between storage tanks, railway tankers, and transport trucks with a Facility Transfer Limit specified in its most recent ECA of up to 50,000 tonnes of 93% sulphuric acid, 20,000 tonnes of 98% sulphuric acid, 15,000 tonnes of molten sulphur, and 5,000 tonnes of sulphur dioxide throughput per year. Based on review of current satellite and street-level imagery, no tall stacks are apparent and the site has mostly paved outdoor areas with no apparent storage of materials that could generate fugitive dust emissions. Thus, any emissions that may occur would be released from low-lying sources, and impacts from any air emissions are expected to be greatest in close proximity to the property line and are required to meet MECP air contaminant benchmarks at the property line and beyond. Air quality and noise impacts from this facility were assessed as part of the Thundering Waters Secondary Plan study in 2016 and operations were not expected to create significant air quality or steady-state noise impacts on the development proposed at that time. The current Phase 2 development proposal is for residential located further from Chemtrade than the previous proposal (515m vs. 145m). There is also existing residential development to the north on Oldfield road that is within 250m of Chemtrade operations. This suggests the established influence area of the facility is less than 300m, and the it has been assigned a D-6 Classification of Class II.	No	515	II
3	Lafarge Canada Inc.	6224 PROGRESS ST	ECA-AIR	4664-7S8L3G	This facility was investigated as part of a previous study, "Riverfront Community Phase 1A and 1B, Air Quality, Noise and Vibration Assessment, August 2021", and was found to be compatible with the proposed residential development of Phase 1. The Certificate of Approval originally issued to on May 29, 2009 to Centennial Concrete was amended to the current ECA on December 21, 2021 to identify that the "Best Management Practices Plan for the Control of Fugitive Dust Emissions", dated May 2021 and prepared by Lafarge Canada is in place at the facility. Based on the previous assessment for Riverfront Community Phase 1, this site has been assigned a D-6 Classification of Class II. Since Riverfront Community Phase 1 is in closer proximity to this site, it is expected that any air emissions will not impact the development proposed for Riverfront Community Phase 2.	No	719	II

Appendix B: Riverfront Community Phase 2A Air Quality Assessment
Niagara Falls, Ontario

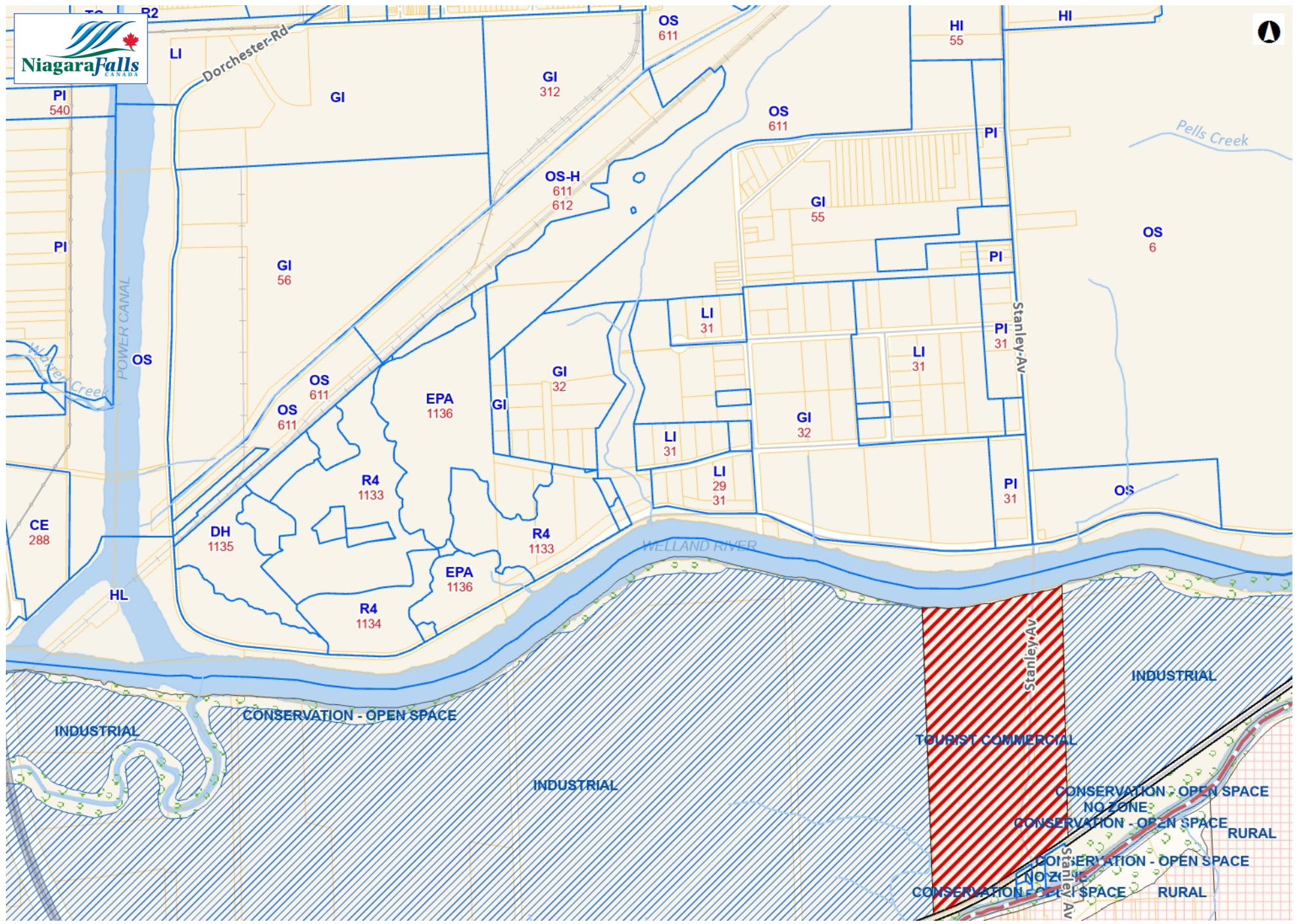
RWDI# 2206772

Table B-1: List of Industrial and Non-Industrial Facilities Around the Proposed Development with Potential for Air 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)	D-6 Classification
-	1019537 Ontario Limited (operating as Vac-Mat Environmental)	6255 DON MURIE ST	ECA-WASTE MANAGEMENT SYSTEMS	A821129	This business is no longer in operation at this site and has been replaced by Gordon Wright, a trade contractor providing electrical and mechanical construction, service, and maintenance for industrial, commercial, and institutional sectors (https://gordonwrightltd.com/). There is no apparent industrial activity occurring at the site other than the storage of equipment and vehicles. Based on this, the site has been assigned a D-6 Classification of Class I.	No	766	I
-	The Corporation of the City of Niagara Falls	9240 MONTROSE RD	ECA-AIR	8120-72DGYB	This ECA is for one standby generator set, having an initial rating of 100 kW, to provide power for the Grassy Brook Sewage Pumping Station during emergency situations. Air emissions from this site are not expected to impact the subject lands.	No	900	I
-	CONSTANTIN SARUC	7868 OAKWOOD DR	EASR-Automotive Refinishing Facility	R-001-3110412945	This site is an automotive refinishing facility, with MECP permitted operations including one paint spray booth with a coating application rate of 2 to 3 litres per hour. Based on the type and scale of operations, this site has been assigned a D-6 Classification of Class I.	No	904	I
-	Marine Clean Ltd.	6220 Don Murie St	ECA-WASTE MANAGEMENT SYSTEMS / ECA-WASTE MANAGEMENT SYSTEMS	8117-8CDNGN / A820068	Review of current satellite and street-level imagery and search of publicly available information suggests this business is no longer in operation at this site. Marine Clean Ltd joined Envirosystems in 2017, and apparently was subsequently acquired by GFL but is no longer shown as a GFL operating location (https://gflenv.com/marine-clean/).	No	913	N/A
-	AIRWOOD VENTS INC	6167 DON MURIE ST	EASR-Air Emissions	R-010-3111289481	Airwood Flooring Accessories operates a manufacturing facility for hardwood floor products (https://airwood.ca/pages/about-us). MECP permitted processes include receipt of raw wood, millworking activities (cutting, sanding) and staining. Wood working and staining products are a potential emission source for particulate matter and volatile organic compounds (VOCs). There are no tall stacks apparent in satellite imagery so any emissions to air would be from low-lying point sources with impacts from these emissions expected to be greatest in close proximity to the property line and are required to meet MECP air contaminant benchmarks at the property line and beyond. Potential for noise impacts at this facility from its daytime operations was assessed in a previous study, "Riverfront Community Phase 1A and 1B, Air Quality, Noise and Vibration Assessment, August 2021" and were found to be below the daytime limit with no further action required. Based on this, the site has been assigned a D-6 Classification of Class I.	No	940	I
-	Niagara Pattern Limited	6135 DON MURIE ST	ECA-AIR	5857-8AFRRE	Niagara Pattern Limited no longer has operations at this site (https://www.niagarapattern.com/default.html). The facility has moved to 6537 Kister Road, Niagara Falls, which is beyond the study area of this assessment.	No	986	N/A
-	Riverfront Community Sewage Pumping Station (Proposed)	Street "E" and Chippawa Parkway	N/A	N/A	The potential for odour impacts from the proposed Riverfront Community Sewage Pumping Station on the Phase 1 residential development was investigated as part of the previous study, "Riverfront Community Phase 1A and 1B, Air Quality, Noise and Vibration Assessment, August 2021". Odour mitigation was recommended at the pumping station to reduce impacts on nearby sensitive receptors. Since the Phase 2 development is over 730m from the pumping station, mitigation measures to reduce odour impacts in proximity to the pumping station would effectively address any potential concerns for the Phase 2 development.	No	730	II

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APPENDIX C



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APPENDIX D



INDUSTRIAL SPUR LINE REQUIREMENTS

1. Setback of dwellings from the railway right-of-way to be a minimum of 15 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer.
 2. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
 3. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
 4. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
 5. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.
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