REPORT

19-281 AGERTON NEW URBAN LTD DEVELOPMENT

MILTON, ONTARIO

LAND-USE COMPATIBILITY (AIR QUALITY & NOISE)
RWDI # 2402083
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SUBMITTED TO

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1 INTRODUCTION

Agerton New Urban Ltd. (Agerton) retained RWDI to undertake a Land Use Compatibility Study in support of a proposed development located in the Town of Milton's Urban Expansion Area, Ontario. The proposed development is the master plan for the Agerton Secondary Plan (i.e., the "subject lands" or "proposed development"), which is located in Milton's Urban Expansion Area. The development area is generally bounded by Highway 401 to its north, Eighth Line to its east, Derry Road to its south, as well as Greenbelt Plan Area to its west. The Agerton Secondary Plan is comprised of employment areas and a transit-supportive mixed-use high-density community, which supports the extension of higher-order transit to this part of Milton. It provides policies to facilitate the development of a Major Transit Station Area and also an office-priority Employment Area in the northern and eastern portions. These proposed employment lands benefit from proximity to the interchange of Highway 401 with Trafalgar Road and Highway 407 with Derry Road and are compatible with nearby rail facilities and hydro infrastructure. Sensitive uses, such as residential, are located in the southern portion of the proposed development.

A copy of the master site plan for this site can be found in **Appendix A**. The location of the proposed development is shown in **Figure 1**.

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. This study was completed as per the terms of reference for the Agerton Secondary Plan Land Use Compatibility Study dated May 2025 and aligns with the applicable requirements contained in the Halton Region documents titled "Air Quality Guidelines" and "Noise Abatement Guidelines". This report was updated to address peer review comments from WSP, dated September 16, 2025.

2 APPLICABLE POLICIES AND GUIDELINES

2.1 Town of Milton Official Plan

On July 1, 2024, through changes to the Planning Act, the Region of Halton became an "upper-tier municipality without planning responsibilities". As a result, the Regional Official Plan became an official plan of the lower-tier municipalities in Halton including the Town of Milton. Hence, there are two Official Plans which apply to the Town of Milton: the Halton Regional Official Plan, 2024, and the Town of Milton Official Plan, 2024 [1].

The Town of Milton's Official Plan sets long-term goals and objectives, guides by-laws, and informs Council on land-use decisions and how to manage change. It addresses land-use compatibility in terms of how a new development aligns with provincial policies and objectives, including the Provincial Planning Statement. The proposed development is to be considered under the December 2024 Milton Official Plan.

2.2 Provincial Planning Statement

Section 3.5.1 of the Provincial Planning Statement 2024 [2] ("PPS") 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 3.5.2 of the PPS states the following:

> "Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Section 3.3.3 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, or where avoidance is not possible, minimise and mitigate negative impacts on and adverse effects from the corridor and transportation facilities."

2.3 Provincial Compatibility Guidelines

To evaluate the objectives of the PPS, the Ministry of Environment, Conservation and Parks' (MECP) D-series guidelines are typically applied in considering land use compatibility in Ontario. The most relevant guideline in the present case is Guideline D-6 *Compatibility between Industrial Facilities* [3]. 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**.

Table 1: D-6 Industry Classification Scheme

Class	Descriptors
I	• 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	• 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	• 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 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).

With respect to how the 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 separation distance 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".

In practice, the "hypothetical worst-case scenario" would be evaluated based on a reasonable surrogate industry that could exist given the site geometry, other existing uses in the area, and potential servicing limitations. For example, a site of a few hectares may not be considered for a mine or oil refinery (if permitted) but could be considered for an aggregate storage facility or fuel depot.

2.4 Terms of Reference

Terms of Reference (ToR) for the proposed Secondary Plan area were developed and reviewed by the Town of Milton and their consultant, WSP. The proposed ToR and the applicable comments are included in **Appendix B**.

3 METHODOLOGY

To complete the compatibility analysis, the following items were reviewed:

- The official plan and applicable secondary plans or regeneration areas, relevant decisions by the Ontario Land Tribunal, Site and Area Specific Policies, and zoning by-laws for the surrounding area;
- Development proposals posted on the Town's or City's website for the surrounding area, if any;
- Published satellite imagery and street-based photography;
- Searching the MECP Access Environment website for Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1000 m of the subject lands;
- Pending applications for amendment to ECA's of any major facilities, posted on the Environmental Registry;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for industries within 1000 m of the subject lands;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the Ministry of the Environment, Conservation and Parks (MECP);
- Meteorological data for the study area; and,
- Any recent complaint history available from the applicable MECP District Office to determine if there are any air quality or noise concerns within the area.

Toronto Pearson International Airport is considered as one of the nearest meteorological stations to the subject lands, which was reviewed as a reference to understand the wind rose distribution of the region. A summary of the directional distribution of winds over the period from 2004 to 2024 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 prevailing winds in the study area are mainly westerly, west-southwesterly and northerly winds throughout the year, while south-southwesterly winds, southerly winds, and northeasterly winds are comparatively less frequent.

A review of the Environmental Registry of Ontario (ERO) revealed that there were a few posted proposals for water facilities near to or within the study area in last 1 to 2 years. Most of these proposals related to permit for water works and had been closed; hence, these works would not cause any potential impacts on the proposed development. There is an ERO notice issued on January 22, 2025, for an ECA for Portland Energy Centre L.P. at 7870 Sixth Line, Halton Hills, Ontario for a natural gas-fired power plant, also known as the Halton Hills Generating Station (HHGS). The HHGS is operated by Atura Power, which is the brand name for a subsidiary of Ontario Power

Generation. It also operates the Portlands Energy Centre in downtown Toronto. The ECA for this facility and its associated potential effects will be discussed in Section 4 below.

The proposed residential lands are not within the potential area of influence of any existing industry, except the CPKC Intermodal Rail Yard. The CPKC Intermodal Rail Yard is a federally regulated facility and does not possess an environmental permit with the MECP. As such, a Freedom of Information request to the MECP is not required.

While a complaint history for the area is a helpful tool in the initial screening of industries, RWDI's experience has shown that making such requests does not produce valuable information within appropriate timelines. However, based on the nature of the industries within the study area (i.e., not significant sources of odour, dust or noise), it is not expected that the conclusions within this compatibility study would change should there be any complaints on record. An internet search for complaints in the local area was undertaken, but no information related to odour, dust, or noise complaints was found.

4 RESULTS

4.1 Existing Industrial Uses

Table C-1 in **Appendix C** lists all facilities/industries within 1000 m of the proposed residential lands with potential emissions of concern, including those with Environmental Compliance Approval – Air (ECA) or Environmental Activity and Sector Registry (EASR) permits granted by the Ministry of the Environment.

There are five Class I, four Class II, and two Class III facilities identified within 1000 m of the proposed residential lands. **Table 3** lists the representative industrial facilities identified within 1000m. Some additional industries further than 1000m were identified in correspondence with the municipality's peer reviewer and hence are discussed below as additional due diligence. These facilities are shown in **Figure 3** and more detailed information related to their classification is included in **Appendix C**.

Table 3: Facilities whose Potential Influence Areas Impact the Subject Lands

ID	Industry	Address	Industry Class	Potential Influence Area (m)	Separation Distance[1] (m)
1	Atura Power - Halton Hills Generating Station	7870 Sixth Line	III	1000	1470
2	Re-Flex 2000 Incorporated	7729 Eighth Line	I	70	2205
3	Brampton Pallet Inc., Ledcor, Day to Day Logistics Inc., Wingenback Ltd., TOS America Inc., ICONIX Waterworks, Walker Machinery Ltd., Klimer Platforms Inc.	7125 Auburn Road	II	300	454[2]
4	Canadian Broadcasting Corporation (CBC)	7524 Auburn Road	I	70	1140[3]
5	Enbridge Consumers Gas	6710 Ninth Line	II	300	1022
6	CPKC Intermodal Rail Yard	7251 Trafalgar Road	III	1000	300[4]
7	Future Development	6728 Sixth Line	II	70	798
8	Rebel Line Hauls / Nishan Transport	Eighth Line, between Steeles Ave and Hwy 401	I	70	2102
9	Construction Equipment Yard	Along the northeast side of Eighth Line, between the CP rail line and Derry Rd E	I	70	700
10	Enbridge Consumers Gas	Along the northeast side of Eighth Line, south of Derry Rd E	II	300	707
11	407 Patrol Yard	14500 Derry Rd	I	70	1157

1. The separation distance is generally from the property line of the potential sensitive uses to the property line of the industry unless otherwise noted.
2. The facilities are located in the employment area within the proposed development. However, the shortest separation distance between the facility and potential sensitive uses is 454m.
3. The facility is located in the employment area within the proposed development. However, the shortest separation distance between the facility and potential sensitive uses is 1140m.
4. The facility is located in the employment area within the proposed development. However, the separation distance between the intermodal terminal, where rail car loading and unloading activities are expected to occur, and the proposed sensitive uses is approximately 300m.

Guideline D-6 recommends that no sensitive uses be permitted within the influence areas "without evidence to substantiate the absence of a problem". On this basis, all of the industries noted in **Table 3** would be outside the expected influence area of the proposed sensitive uses, with the exception of the CPKC rail yard. Additional discussion on the noted industrial uses above are discussed below.

4.1.1.1 Atura Power – Halton Hills Generating Station

The Halton Hills Generating Station is owned by Portlands Energy Centre LP and operated by Atura Power, which is a subsidiary of Ontario Power Generation. The facility is a gas-fired electricity generation station with two natural gas / hydrogen gas-fired combustion turbines, two horizontal heat recovery system generators, one steam turbine generator, one natural gas fired auxiliary boiler and some associated sources (e.g. generators, heaters and fan steam, etc.). As it is a power generating facility and has two tall stacks with height of 61m above grade, it is classified as a Class III facility. The facility is located approximately 1,470m from future sensitive uses in the proposed development, which is greater than the potential influence area of 1000m for a Class III facility.

The facility's operation and its emissions are regulated by the MECP. From a noise perspective, given the setback distance to the proposed development, the facility is not expected to have any adverse effect on the proposed development particularly given the proximity of existing sensitive uses that are closer to the facility and its need to meet provincial noise guidelines.

It is also anticipated that potential air quality levels from the facility at the proposed development would meet provincial limits per its ECA and hence would not be of concern for compatibility purposes. Nevertheless, since the facility is a Class III facility with tall stacks, and there are planned medium density residential or mixed-use high-rise residential buildings within the proposed development, a screening level air modelling assessment was conducted. The details of this screening level air quality assessment are presented and discussed in Section 5 below.

4.1.1.2 Re-Flex 2000 Incorporated

The facility is a manufacturer of screen-printed heat transfers. An Emission Summary and Dispersion Modelling (ESDM) Report was submitted with the facility's ECA application.

The facility is well-contained without any obvious fugitive dust sources identified. It has some heavy vehicles parking within the facility, but no outdoor storage is identified. No tall stack emission is identified. As such, it is classified as a Class I industry use. The facility would be expected to meet provincial air quality standards at its property line to obtain its ECA.

The separation distance between the facility and the future sensitive uses of the proposed development is approximately 2,205m, which is more than the potential influence area of 70m for a Class I facility. Therefore, there are no adverse air quality and noise effects expected on the proposed development.

4.1.1.3 Brampton Pallet Inc., Ledcor, Day to Day Logistics Inc., Wingenback Ltd., TOS America Inc., ICONIX Waterworks, Walker Machinery Ltd., and Kilmer Platforms Inc.

There is one ECA record in this area, which is owned by J&M Recycling Inc, and no permits noted for the other facilities. The J&M ECA mentions there is one industrial tub grinder to grind unsalvageable wood pallets into wood chips and has a stack of 2.4m above grade for discharging the exhaust to the atmosphere. However, the facility is currently named as "Brampton Pallet Inc.", which is a manufacturer of new, re-manufactured, and recycled wooden pallets. The facility is well-contained without any tall stack observed. It has outdoor storage of wooden pallets and are well organized. No obvious fugitive dust source is identified. As a result, it is considered a Class II industry.

Conservatively, the other facilities in this area were also considered as Class II industries despite the lack of any obvious sources of concern beyond trucking.

The facilities in this area are within the proposed employment area of the Agerton Secondary Plan. The shortest separation distance between the facilities and future sensitive uses is 454m which is more than the potential influence area of 300m for a Class II industry. Therefore, adverse air quality and noise impacts on the proposed development are not expected from these industries.

4.1.1.4 Canadian Broadcasting Corporation

The land is currently managed by the Canadian Broadcasting Corporation (CBC). The facility has one standby diesel generator set, having a rating of 275 kilowatts, to provide power for the transmitter station during emergency situations.

The facility is well-contained and without any tall stack identified. There is no outdoor storage area, and no fugitive dust source is identified. Given these factors and the emergency purpose of the only noted source, it was classified as a Class I industry.

The facility lies within the proposed development site boundary, in the employment area district. The shortest separation distances between the facility and future sensitive uses is 1,140m, which is more than the potential influence area of 70m for a Class I industry. Therefore, adverse air quality and noise impacts on the proposed development are not expected.

4.1.1.5 Enbridge Consumers Gas – 6710 Ninth Line

The facility is an energy transportation and distribution company that includes a natural gas-fired generator set, and eight natural gas-fired low-NOx boilers. This Enbridge facility is expected to be associated with natural gas distribution.

Some stacks and exhaust vents are found at the facility, which also includes enclosed pipeline connections identified on the ground expected to be associated with natural gas transmission. There is no outdoor storage area and no obvious fugitive dust sources identified within the facility. Given its size and potential sources, it was conservatively classified as a Class II facility.

The separation distance between the facility and future sensitive uses is approximately 1,022m, which is more than the potential influence area of 300m for a Class II facility. Therefore, adverse air quality and noise impacts on the proposed development are not expected.

4.1.1.6 CPKC Milton Intermodal Rail Yard

The CPKC Milton Yard located at 7251 Trafalgar Road is an intermodal rail yard that supports freight rail operations and associated logistics activities. The location of the CPKC Milton Yard is indicated on **Figure 3**. Based on historical imagery, the rail yard appears to have had two distinct historical operations, the intermodal terminal where rail car loading and unloading activities are expected to occur and an associated car port located south of the rail line which can be seen in the images below.

Intermodal Terminal (2018 image)

Car port (2018 image)

The car port appears to have been established in late 2017 with activities lasting until 2019. Current aerial imagery shows no activity in this area and lack of any discernible maintenance as the site is overgrown. The intermodal operations are considered to be a Class III industrial use. The activities at the historical car port location are anticipated to be minor (i.e., storage of cars over weeks or months) but were conservatively considered Class II due to the potential for 24-hour activity.

The CPKC facility is within the proposed employment area of the Agerton Secondary Plan. The property boundary of the facility is adjacent to proposed sensitive uses and some are on the CPKC property. However, the intermodal terminal portion of the facility is located approximately 300m from the proposed sensitive uses to the south. CPKC is part of the development plans and has control over the land uses within this area including proposed sensitive uses. Development within this area may need to incorporate non-sensitive uses such as commercial areas to act as buffer areas for any planned sensitive uses, subject to the results of a detailed assessment of the rail yard, however development is expected to be feasible and able to be designed to be compatible.

There are no relevant ECA or EASR records related to air or noise emissions for this facility which is expected since it is federally regulated. Federal facilities are not required to obtain provincial environmental permits but may do so voluntarily in some instances. Rail companies generally do not pursue these, although some federal government institutions do.

From an air quality perspective, fugitive emissions may arise from transloading of raw materials (from rail cars/tankers to trucks) which could cause impacts at the future residential areas. However, our experience at other similar yards suggests potential fugitive dust that may be generated from bulk solid transfers is limited due to controls such as fully enclosed conveyers, the use of sock drop chutes, or stockpiling to limit the dropping height. Other raw materials such as liquid or gases are usually transferred via closed loop systems, hence there are no emissions as vapors would be recycled back into the tank car headspace.

From a noise perspective, noise sources at the rail yard are expected to consist of diesel locomotive and freight car movements, and impulsive noise from rail shunting. The Federation of Canadian Municipalities and Railway Association of Canada proximity guidelines generally suggest vibration be concerned within 100m of rail facilities. Vibration is not expected to be a concern given the proposed sensitive uses are more than 100m away from the rail movements and shunting.

Details of the specific activities in use at the rail yard are not currently known, but common on-site mitigation measures can allow the proper control of fugitive dust emissions. Provided sufficient separation distance and transition uses are considered relative to the future residential areas, adverse air quality, noise, and vibration impacts are not anticipated.

With the recommendation for non sensitive buffer uses within the proposed Neighbourhood Centre Mixed Use Area, the proposed development is expected to be compatible with the existing CPKC Rail Yard.

During the detailed air and noise assessment for the proposed development a review of the yard's current and future operations will be conducted to confirm that there is no potential for adverse impacts at nearby proposed sensitive uses.

4.1.1.7 Future Development - 6728 Sixth Line

A review of the Town of Milton Planning website indicates one future development within 1000m of the proposed development. This future development is municipally identified as 6728 Sixth Line and is a business park development project currently in review. The development is located approximately 798m away from the future residential lands, and is shown in **Figure 3**. Based on the proposed 6728 Sixth Line development drawings included in its Notice of Complete Application, the proposed development will consist of 3 one-storey industrial buildings with truck loading bays and parking lots. Therefore, it is anticipated that uses at this proposed business park subdivision would be predominately Class I industries such as light industry or commercial uses[5].

As it is a proposed business park, there is no air quality concern. The proposed development is located beyond the potential influence area for both Class I and Class II industries and therefore is anticipated to be compatible.

4.1.1.8 Rebel Line Hauls / Nishan Transport

The facility is a company providing cross border truck logistic solutions, which is neither included in the ECA nor EASR database. The facility only consists of one simple building structure with most of its area used for vehicle or truck parking. No stack, emission sources of outdoor storage and obvious fugitive dust emission is identified within the site. Hence, it is classified as a Class I facility. It is located 2,102m from the future residential lands, greater than the potential influence area for the facility of 70m. Therefore, there is no compatibility concern.

4.1.1.9 Construction Equipment Yard

There is an existing property located along the northeast side of Eighth Line, between the CP rail line and Derry Rd E, that appears to have a construction equipment yard. This appears to be a small storage yard and is not likely to be a significant source of air emissions or noise. Hence it is classified as a Class I facility. It is 700m from the future residential lands, greater than the potential influence area for the facility of 70m.

4.1.1.10 Enbridge Consumers Gas – Along the Northeast side of Eighth Line

There is another Enbridge Consumers Gas facility located along the northeast side of Eighth Line, just south of Derry Road E. This facility is likely to consist of similar operations to the neighbouring Enbridge facility at 6710 Ninth Line and would also be considered a Class II facility. The separation distance between the facility and the future sensitive uses is approximately 707m, which is more than the potential influence area of 300m for a Class II facility. Therefore, adverse air quality and noise impacts on the proposed development are not expected.

4.1.1.11 407 Patrol Yard

There is a 407 Patrol Yard located at 14500 Derry Rd. This facility appears to be a maintenance and operations facility supporting highway upkeep and winter control. The facility is classified as a Class I facility. The separation distance between the facility and the future residential lands is approximately 1,157m, which is more than the potential influence area of 70m for a Class I facility. Therefore, adverse air quality and noise impacts on the proposed development are not expected.

4.2 Future Industrial Uses

According to the Town of Milton and Town of Halton Hills, the current zoning designations are provided in **Figure 4.** Current designations under the Town of Milton Official Plan for the surrounding area are provided in **Figure 5**.

There are general industrial areas located within the proposed Agerton Secondary Plan, and also some prestige industrial areas are located to the north and northwest of the site. Existing zoning in these areas are designated as General Industrial Zone ("M2") under the Town of Milton Comprehensive Zoning By-Law 016-2014. Lands designated "M2" are subject to the restrictions of By-Law 016-2024 Section 8.1, which lists the restrictions for the permitted uses. Of the permitted uses for "M2", some general non-residential uses are permitted including but not limited to:

- Adult entertainment parlour, video store, aggregate recycling facility, bulk fuel depot, bulk propane storage depot, commercial school, commercial storage facility, concrete batching plant, contractor's yard, motor vehicle body shop, motor vehicle repair garage, and transportation terminal.

As shown on Appendix A, there is a planned Neighbourhood Centre Mixed Use / Mixed-Use High Density Residential and mixed commercial area situated to the east and west sides of Trafalgar Road within the proposed development, which are approximately 400m and 200m away from the General Industries (i.e. M2 zone), respectively. Future industrial uses within the M2 zoned areas are constrained by the proposed sensitive lands shown in the Agerton Secondary Plan. Future industries could be limited to Class I or Class II industries, as there are proposed residential uses within the recommended minimum setback distance of 300m from a Class III industry. Future industries within the Agerton Secondary Plan boundary should be planned to consider any potential air and noise impacts on the existing and future residential lands during their planning stages and propose mitigation measures where required.

Within the Agerton Secondary Plan area, the existing industries are light industrial sites that are mainly classified as Class I and Class II under Guideline D-6, with the exception of the CPKC Intermodal Rail Yard. RWDI has not found evidence of plans for the expansion or intensification of existing employment uses located to the north that would

result in the introduction of Class III facilities. However, the introduction of high density residential and medium density residential land uses within the proposed development may constrain the introduction of medium-sized (Class II) industries that could operate in the proposed employment area of the Secondary Plan.

As shown in **Figure 6**, the proposed employment area block located south of the rail line and east of Trafalgar Road has the potential to impact the proposed mixed-used residential areas also located east of Trafalgar Road and existing sensitive land uses to the east of Eighth Line. Potential incompatibilities can be mitigated by incorporating lighter uses such as Class I industries on the boundaries of the employment lands to increase the buffer area for any proposed larger scale Class II industries which should be planned centrally within the employment lands. This is a similar principle to the mixed commercial area and public use areas such as the district park and community centre, which provide buffer areas between the residential uses and potential industrial uses.

Potential impacts arising from the proposed employment area within the Agerton Secondary Plan area can be minimized through site design and incorporation of buffer areas to ensure adequate setback distances. As a result, appropriate designs should be considered as early as possible during the planning stage of any proposed industrial developments.

Located to the south of the proposed development is the approved Trafalgar secondary plan area, which can be seen in **Figure 5**. The Agerton and Trafalgar Secondary Plan areas are being developed together and are part of Milton's next phase of growth and development. As such a review was completed of the interface between both Secondary Plan areas to confirm no potential incompatibility exists.

Land uses within the Agerton Secondary plan land that are adjacent to the Trafalgar Road Secondary Plan area are designated residential or commercial thereby reducing the potential for incompatibility as shown in **Figure 6**. The separation distance between the Agerton proposed employment lands and future sensitive uses to the south of Derry Road are approximately 240m, thereby permitting Class I industries anywhere in the employment lands and potentially limiting Class II industries to areas more central to the Agerton employment lands. A more detailed review of potential industry types could further relax and potential constraints.

4.3 Transportation Corridors

Highway 401 is located to the immediate northwest of the proposed development, while Highway 407 is located to the northeast of the Site at a distance of approximately 850m. Both highways are classified as major arterial roads [4]. Trafalgar Road is located within the proposed development and aligns across the site from northwest to the southeast. It is classified as an arterial road, which aligns to Appendix B of Vision 2057 namely "Trafalgar Road Corridor Study – Terms of Reference" issued by Town of Oakville [6]. The proposed development is bounded by Derry Road to the south. Traffic information provided by Halton Region in 2024, indicates that the Ultimate Annual Average Daily Traffic (UAADT) for both Derry Road and Trafalgar Road is 51,000 vehicle per day. The proposed development is also adjacent to the CPKC Galt Subdivision rail line on which Metrolinx, VIA, and CP may operate. Within the development there is a proposed GO Transit Station to be located in the Mixed – Use High Density Residential area of the Secondary Plan as shown in **Figure 6**.

Transportation emissions are not expected to be a compatibility concern but may require mitigation consideration in some areas. The following sections review the influence of transportation for air quality and noise.

4.3.1 Air Quality

The City of Toronto Report: "Reducing Health Risks from Traffic Related Air Pollution (TRAP) in Toronto" (P.E23.7, October 16, 2017) states that:

> "Health risk from TRAP is higher within 500m of highways with an average daily traffic volume of 100,000 vehicles or more, and within 100m of arterial roads with an average daily traffic volume of 15,000 vehicles or more".

The City's report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (October 2017) 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 150m from major highways with annual average traffic volumes of 100,000 vehicle or more per day and 100m from roads with annual average traffic volumes of 15,000 vehicle or more per day.

Both Highway 401 and 407 are located more than 150m away from sensitive uses within the proposed development, hence potential adverse vehicular emissions arising from the highways is anticipated to be minimal. Trafalgar Road runs through the middle of the project site and is located next to some proposed residential uses and hence would be within the recommended 100m setback. This 100m setback from Trafalgar and Derry roads should be considered where feasible in the design of sensitive uses. A detailed TRAP assessment is recommended to be carried out at a later design stage to evaluate if vehicular emissions may be a concern.

Referring to Section 3.3.1 of "Guidelines for New Development in Proximity to Railway Operations" [7], which provides recommended building setbacks for new residential development in proximity to railway operations, the setback for a principal main line is 30m. This setback should be respected where feasible unless detailed assessment suggests it can be reduced. For air quality, idling diesel locomotives will be the main source of emissions but these are not expected to occur in proximity to any proposed sensitive uses with the possible exception of the proposed GO station. Regardless, such idling would be brief and expected to be limited to minutes per hour.

The U.S. Environmental Protection Agency (EPA) recommends attention be given to sensitive uses within approximately 150-200 meters (500-600 feet) of locomotive operations. Planned sensitive uses adjacent to the existing railway line and new GO station should consider this setback in design development. Where necessary, air quality assessment of diesel locomotives emissions is recommended where these setbacks cannot be maintained.

The CPKC Galt Subdivision rail line is located approximately 225m from the planned Neighbourhood Centre Mixed Use Area which is greater than the U.S. EPA setback recommendations for diesel locomotives. Activities at this site will be considered as part of future air quality assessment to confirm the lack of impacts and to inform if mitigation is needed.

Sensitive land uses, such as residential and outdoor amenity areas, that may be in proximity to traffic corridors can include mitigation measures such as the following to reduce the effect of transportation-related air pollutants:

- Locating residential units and outdoor use areas (particularly ones for prolonged use) as far as possible from the roadways and buffered by transitional uses;
- Vegetation that is designed as a barrier (as a complement to other mitigation measures);

- Physical barriers such as sound barriers;
- Mechanical rather than passive building ventilation with air particle filtration;
- Location of ventilation air intakes away from known pollution sources and roads;
- Only opening windows on the side of the buildings that face away from TRAP sources;
- Optimizing the timing and quantity of ventilation make-up air; and,
- Management of outdoor activities.

4.3.2 Noise

Sound levels at the proposed noise sensitive blocks within the Agerton Secondary plan area are anticipated to be elevated due to road traffic especially at blocks abutting Derry Road and Trafalgar Road. Screening level modelling based on UAADTs for both Derry Road and Trafalgar Road has been completed to determine the setback distance required before sound levels trigger the requirement to upgrade façade components for noise sensitive uses.

Modelling indicates that upgraded façade components (i.e., beyond minimum Ontario Building Code requirements) will be required for noise sensitive uses located approximately 150 m from Trafalgar Road and 270 m from Derry Road. Results are provided in **Appendix D**. The setback distance is anticipated to reduce once block design is complete and building screening is considered. Upgraded façade components such as window glazing and balcony doors are expected to be required for certain buildings within the secondary plan area, particularly facades facing transportation corridors. Outdoor living areas, based on the location and shielding, may need barriers to achieve acceptable sound levels. Further transportation noise mitigation analysis is recommended to be completed in the detailed noise and vibration study once building locations and block design have been established.

An assessment of railway noise impacts will be required given that noise-sensitive blocks are expected to be located directly adjacent to the CPKC Galt Subdivision. NPC-300 guidance recommends that the exterior walls of the first row of dwellings next to railway tracks are to be built to a minimum of brick veneer or masonry equivalent construction, from the foundation to the rafters when the rail traffic 24-hour equivalent sound level is greater than 60 dBA, and when the first row of dwellings is within 100 metres of the tracks.

An assessment of the proposed GO Transit Station to be located within the proposed development will also be required. Expected sources of noise can include trains travelling through and idling at the station, and mechanical noise sources associated with the station itself (e.g., HVAC, speaker systems, and emergency generator). The assessment will determine potential noise and vibration impacts should sensitive uses be integrated into the station or near the station. The detailed noise and vibration study will outline any recommended noise and vibration mitigation measures to be incorporated into the station design once detailed information is available.

4.3.3 Vibration

An assessment of vibration impacts will also be required given that proposed sensitive blocks are expected to be located within 75 m of the rail line. Measurements of potential vibration levels will be completed as per the Noise and Vibration Study Terms of Reference for the Agerton Secondary Plan (see **Appendix B**). Any required vibration mitigation measures for proposed buildings that are found to exceed the vibration guideline limits will be outlined in the detailed noise and vibration study.

5 SCREENING LEVEL AIR QUALITY ASSESSMENT

As discussed above, the Halton Hills Generating Station is a Class III facility with tall stacks. A screening level modelling assessment was conducted to evaluate the predicted air quality levels arising from the facility on the proposed Secondary Plan, especially at planned high density residential buildings.

5.1.1 Halton Hills Generating Station Emissions

Nitrogen Oxide (NO_X) is the major pollutant emitted from the stack of the power generating station, therefore it is selected as the representative pollutant to simulate air quality impacts arising from the stacks. Based on the facility's latest ECA (No. A-500-1219118959 Version 2.0 dated January 22, 2025), the maximum NOx emission limit from the stack is 25 ppmv. The emission rates are estimated according to the ECA information and are tabulated in **Table 4** below:

Table 4: Emission Summary Table for the Power Generation Station

Emission ID	Items	Exit Temperature (K)	Stack Diameter (m)	Stack Height (m)	Stack Exit Velocity	NO_X Conc. Limit (ppmv)	NO_X Conc. (g/s)
STK 1	Combustion Turbines and Heat Recovery Stream Generators	365.25	6.25	61	17.93	25	25.87
STK 2	Combustion Turbines and Heat Recovery Stream Generators	365.25	6.25	61	17.93	25	25.87

5.1.2 Methodology

Boundary Receptors at the Proposed Development

Representative receptors were selected on the nearest high density residential buildings facing the Halton Hills Generating Station, with their assumed locations placed at the boundary of the building block. As maximum building height limit of the high-density residential building is not confirmed at this stage, hence the height of the building was conservatively assumed to be 50 storeys, consistent with many taller high-rise buildings. The receptors are located starting from 1.5m above ground and extend for every 3m above the first level up to the 50 storeys. The emission sources and receptor Locations for air modelling input are shown in **Figure 7** and results are presented in **Appendix E**.

Source Information and Assumptions

The following data and assumptions were adopted in the air modelling:

- The major emission sources from the generation station are the stack emissions, and where the only point sources included using emission rates based on data from the approved ECA.

- Meteorological data from 1996 to 2000 for suburban land use in the Toronto region as obtained from the MECP.
- Rural mode is used in AERMOD.
- DEM data "cdem_dem_030M" obtained from the MECP was adopted for AERMAP.
- NO_X is selected as the representative pollutant.
- Maximum 1-hour and the maximum daily results of NO_X are compared to Ontario's Ambient Air Quality Criteria (AAQC).

Dispersion Model

The current regulatory air dispersion model for Ontario, i.e. U.S. EPA AERMOD dispersion model (Version 22112), was used in this assessment. The modelling analysis was conducted in accordance with MECP Guideline A11: *Air Dispersion Modelling Guideline for Ontario*.

5.1.3 Results

The maximum predicted NO_X values are shown in **Table 5**.

Table 5: Concentrations at Proposed Receptors due to Halton Hills G.S.

	Maximum Predicted NO_X Concentration ($\mu g/m^3$)	Ontario's AAQC ($\mu g/m^3$)
Maximum 1-Hour	223	400
Maximum 24-Hour	41	200

The results demonstrate that predicted NO_X concentrations at conservative receptor locations due to emissions from the Halton Hills Generating Station are predicted to meet the Ontario AAQC limits. Hence, the Halton Hills Generating Station is predicted to have no adverse effect on the proposed Agerton development.

6 CONCLUSIONS

Based on the above analysis, the proposed Agerton Secondary Plan development is compatible with existing industrial uses and can be made compatible with proposed industrial uses within the secondary plan through appropriate design considerations. Transportation corridors are also expected to be compatible but will be subject to design recommendations from later detailed assessments. The following summarise the recommendations:

- Regarding surrounding Stationary Noise, additional analysis is required to confirm what setbacks and built forms will be required to meet the applicable guideline limits for the CPKC rail yard.
- Regarding Transportation Noise, additional analysis is required for Trafalgar Road and Derry Road to assess façade elements. Upgraded glazing and acoustical barriers are potentially required for certain areas of the development to address transportation noise impacts. These noise mitigation measures are to be confirmed and determined, if necessary, in the detailed noise and vibration study.

- Regarding Rail Vibration, additional analysis and measurements are required for rail activity on CPKC Galt Subdivision. Vibration mitigation measures are to be confirmed and determined, if necessary, in the detailed noise and vibration study.

No air quality compatibility issues are anticipated based on the results of the above analysis.

7 REFERENCES

1. Official Plans of the Town of Milton, Link: https://www.milton.ca/en/business-and-development/official-plan.aspx#Official-Plan-maps-and-schedules
2. Sections 3.33, 3.5.1 and 3.5.2 of the Provincial Planning Statement 2024, Link: Provincial Planning Statement, 2024 (accessed 2025-5-14)
3. Ontario Ministry of the Environment (MOE) Publication Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses", July 1995 (MOE, 1995).
4. City of Toronto. Chapter 3: City-Wide List. City of Toronto Road Classification of Streets List. 2018.
5. Notice of Complete Application – 6728 Sixth Line, Link: https://www.milton.ca/en/news/notice-of-complete-application-6728-sixth-line.aspx
6. Town of Oakville. Appendix B of Vision 2057. "Trafalgar Road Corridor Study – Terms of Reference".
7. Federation of Canadian Municipalities and Railway Association of Canada. "Guidelines for New Development in Proximity to Railway Operations". May 2013.

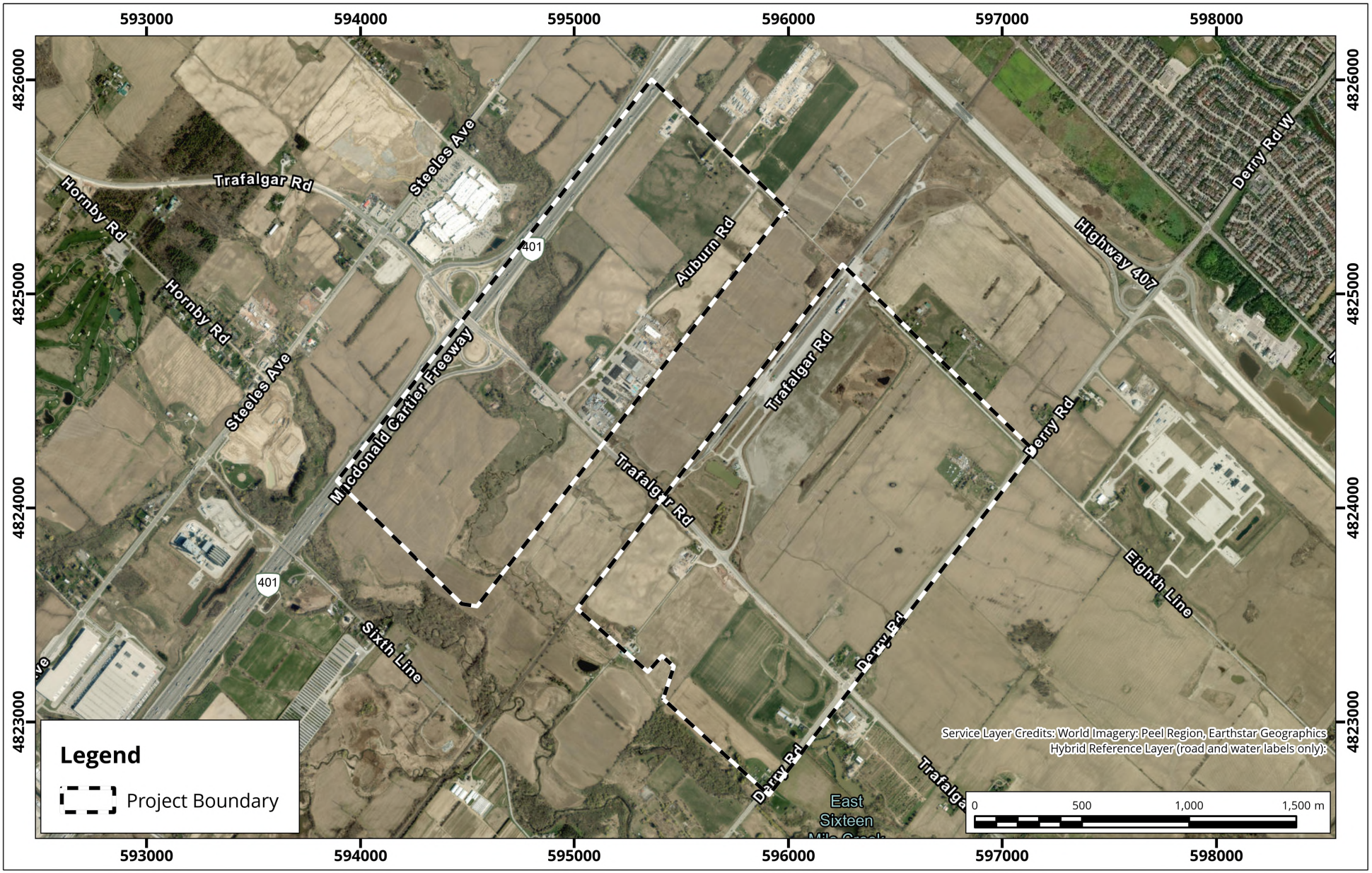
8 STATEMENT OF LIMITATIONS

This report was prepared by Rowan Williams Davies & Irwin Inc. ("RWDI") for Agerton New Urban Ltd. (Agerton) ("Client"). The findings and conclusions presented in this letter have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this letter was prepared. Because the contents of this letter may not reflect the final design of the Project or subsequent changes made after the date of this letter, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this letter have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this letter have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the letter and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this letter carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

FIGURES



Site Location

Map Projection: NAD 1983 UTM Zone 17N

19-280 Agerton New Urban LUC - Milton, Ontario

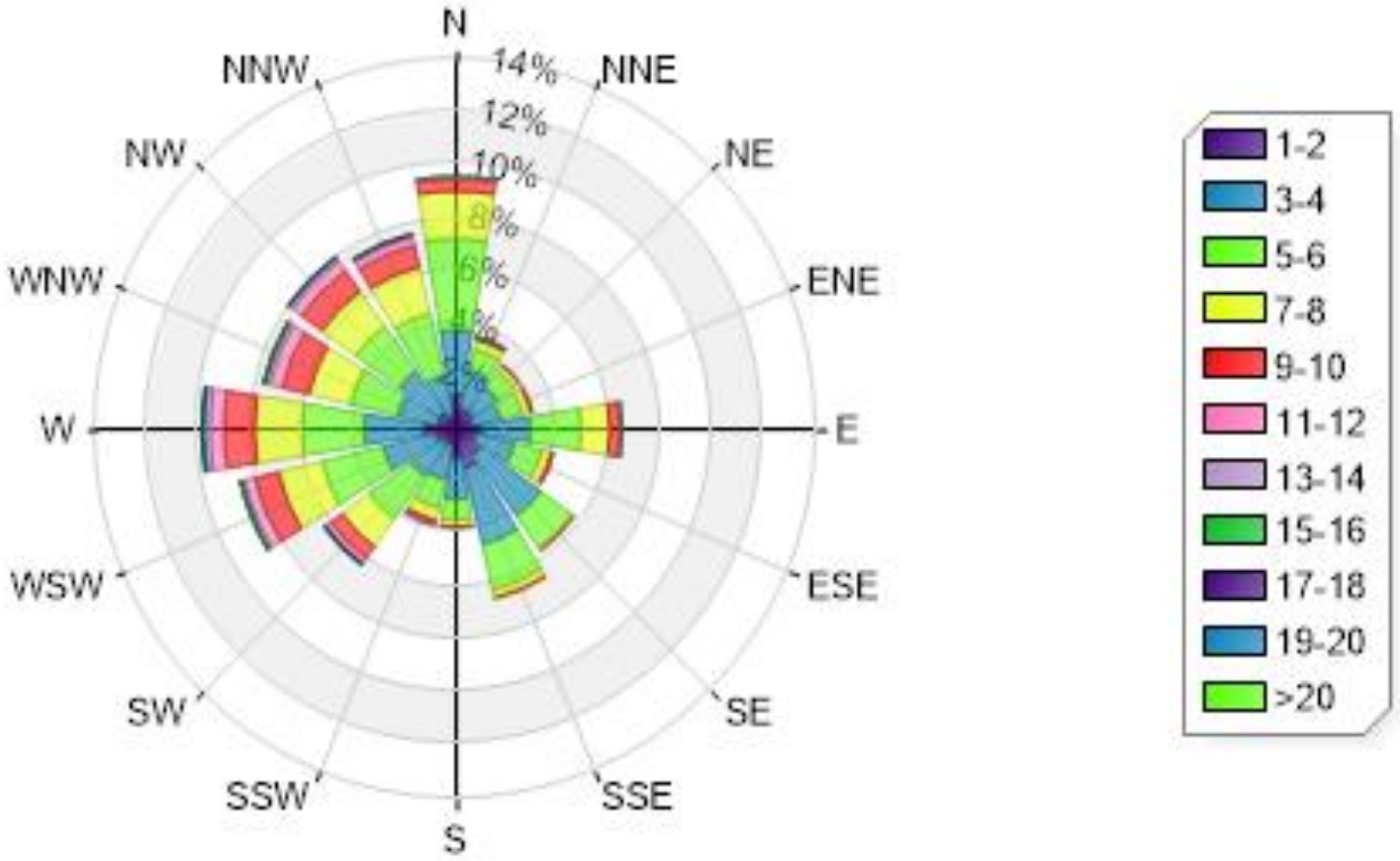
True North

Project #: 2402083

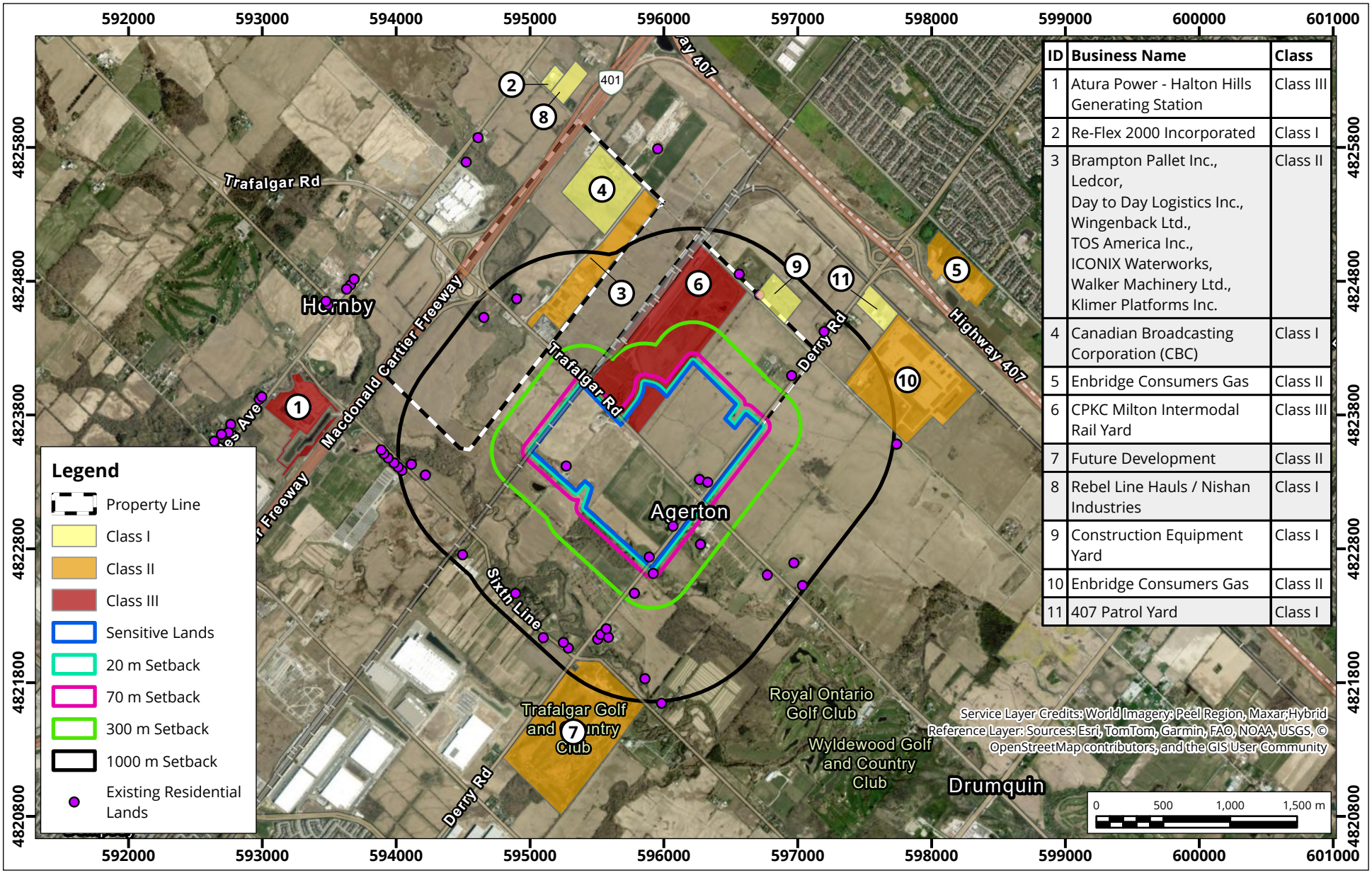
Drawn by: PIP	Figure: 1
Approx. Scale:	1:25,000
Date Revised:	Jun 16, 2025

Map Document: C:\Working\Folder\Jobs_America\P2402083\P2402083.aprx

Directional Distribution (%) of Winds in m/s (Blowing From) Toronto Pearson International Airport, (2004-2024)



Directional Distribution (%) of Winds in m/s (Blowing From) Toronto Pearson International Airport (2004 – 2024)	Drawn by: CY / Figure: 2 Approxi. Scale: Not to Scale Date Revised: June 24, 2025	
19-281 Agerton New Urban Ltd Development, Milton Ontario — Project Number #2402083		



ID	Business Name	Class
1	Atura Power - Halton Hills Generating Station	Class III
2	Re-Flex 2000 Incorporated	Class I
3	Brampton Pallet Inc., Ledcor, Day to Day Logistics Inc., Wingenback Ltd., TOS America Inc., ICONIX Waterworks, Walker Machinery Ltd., Klimer Platforms Inc.	Class II
4	Canadian Broadcasting Corporation (CBC)	Class I
5	Enbridge Consumers Gas	Class II
6	CPKC Milton Intermodal Rail Yard	Class III
7	Future Development	Class II
8	Rebel Line Hauls / Nishan Industries	Class I
9	Construction Equipment Yard	Class I
10	Enbridge Consumers Gas	Class II
11	407 Patrol Yard	Class I

Proposed Development and Surrounding Sites of Interest

True North

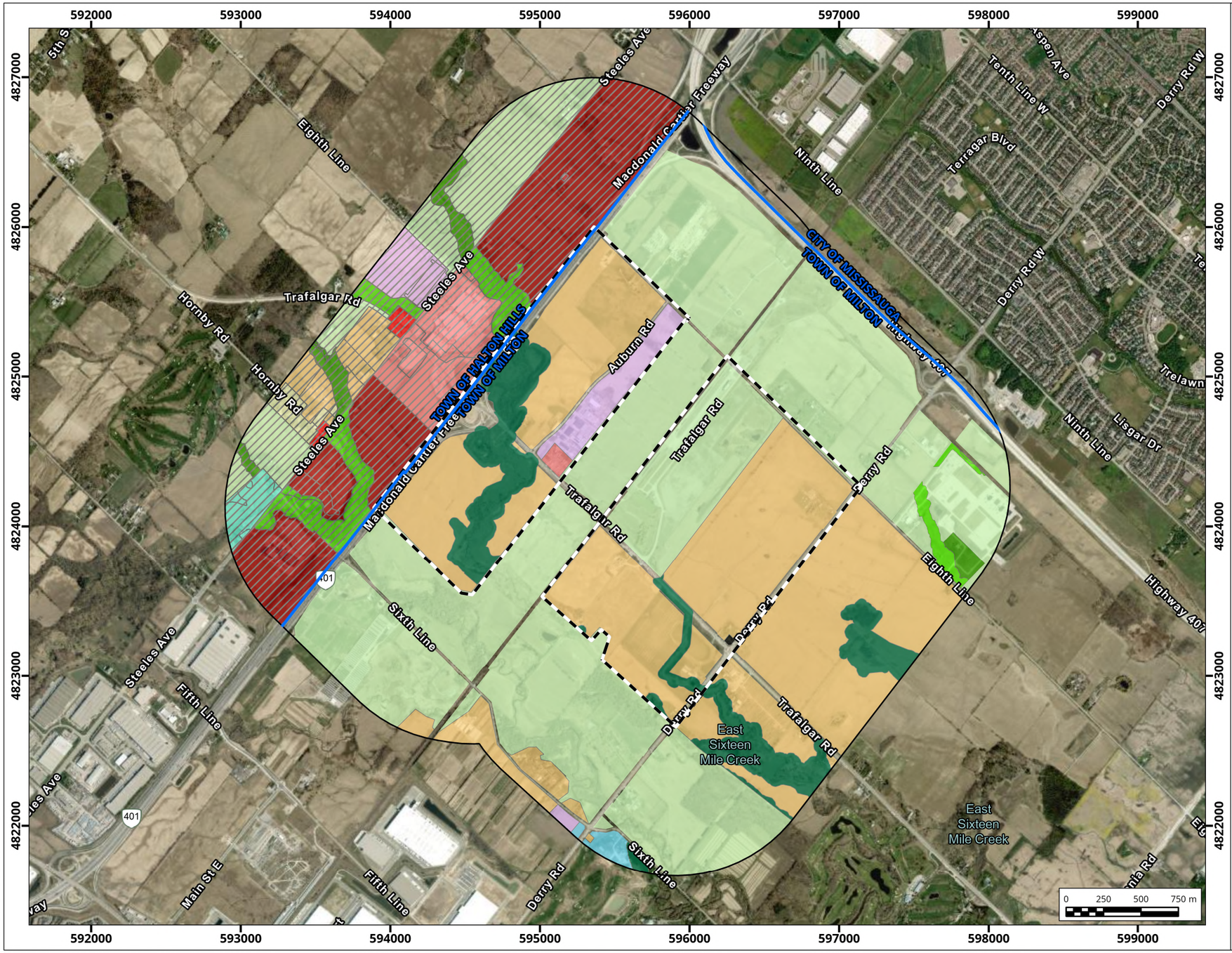
Map Projection: NAD 1983 UTM Zone 17N

19-280 Agerton New Urban LUC - Milton, Ontario

Project #: 2402083

Drawn by: PIP	Figure: 3
Approx. Scale:	1:40,000
Date Revised:	Oct 8, 2025

Map Document: C:\Users\002084\Downloads\GIS_Agerton_CWMP2402083_251007.aprx



Legend

- Project Boundary
- 1,000m

Milton Urban Zoning Classification

- Auto Commercial
- Business Park
- Future Development
- General Industrial
- Natural Heritage System
- Subject to provision of By-Law 61-85

Milton Rural Zoning Classification

- Agricultural
- Golf Course
- Greenlands
- Open Space

Halton Hills Zoning Classification

- Agricultural
- Conservation Special
- Development
- Environmental Protection
- Gateway
- Prestige Industrial
- Protected Countryside
- Rural Commercial
- Rural Residential
- 401 Corridor Prestige Industrial

Service Layer Credits: Milton Urban Zoning Classification: ;World Imagery: Peel Region, Earthstar Geographics;Milton Rural Zoning Classification: ;Hybrid Reference Layer (road and water labels only): ;Halton Hills Zoning Classification:

Zoning in the Study Area

Map Projection: NAD 1983 UTM Zone 17N

19-280 Agerton New Urban LUC - Milton, Ontario

True North

Project #: 2402083

Drawn by:	PIP	Figure:	4
Approx. Scale:			1:28,000
Date Revised:			Jun 16, 2025

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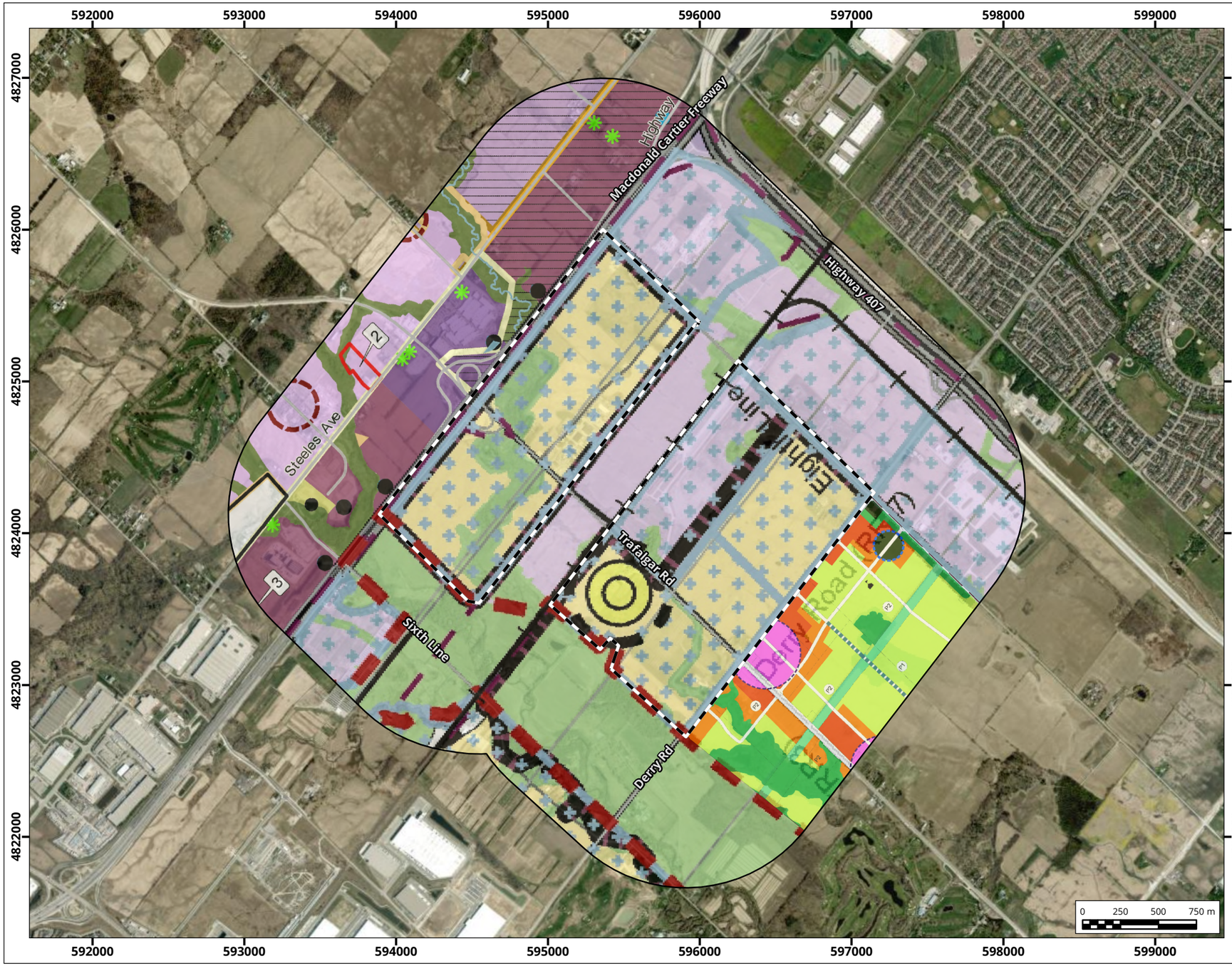


Legend

- Project Boundary
- 1,000m

Town of Milton Land Use Designations

- Proposed Major Transit Station
- Agricultural Area
- Natural Heritage System
- Urban Area
- Employment Area
- Greenbelt Plan Protected Countryside Boundary

Town of Halton Hills Land Use Designations

- Phase 1B Employment
- Phase 2B Employment
- Prestige Industrial
- Gateway Area
- Major Parks and Open Space
- Private Open Space
- Greenlands
- Employment Phase 1A
- Employment Phase 1B
- Employment Phase 2A (Regional Phasing 2021-2031)
- Waterbody
- Watercourse
- Building with Historic Significance
- Stormwater Management Pond
- Potentially Unstable Slopes
- Existing Rural Residential Concentration
- Special Policy
- HPBATS/GTA West Corridor Protection Area

Trafalgar Community Land Use Designations

- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- GREENSPACE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL I
- MEDIUM DENSITY RESIDENTIAL II
- NEIGHBOURHOOD CENTRE MIXED USE II
- MEDIUM DENSITY MIXED USE

Service Layer Credits: World Imagery: Peel Region, Earthstar Geographics
Official Plan from Town of Milton, Town of Halton Hills

Official Plan in the Study Area

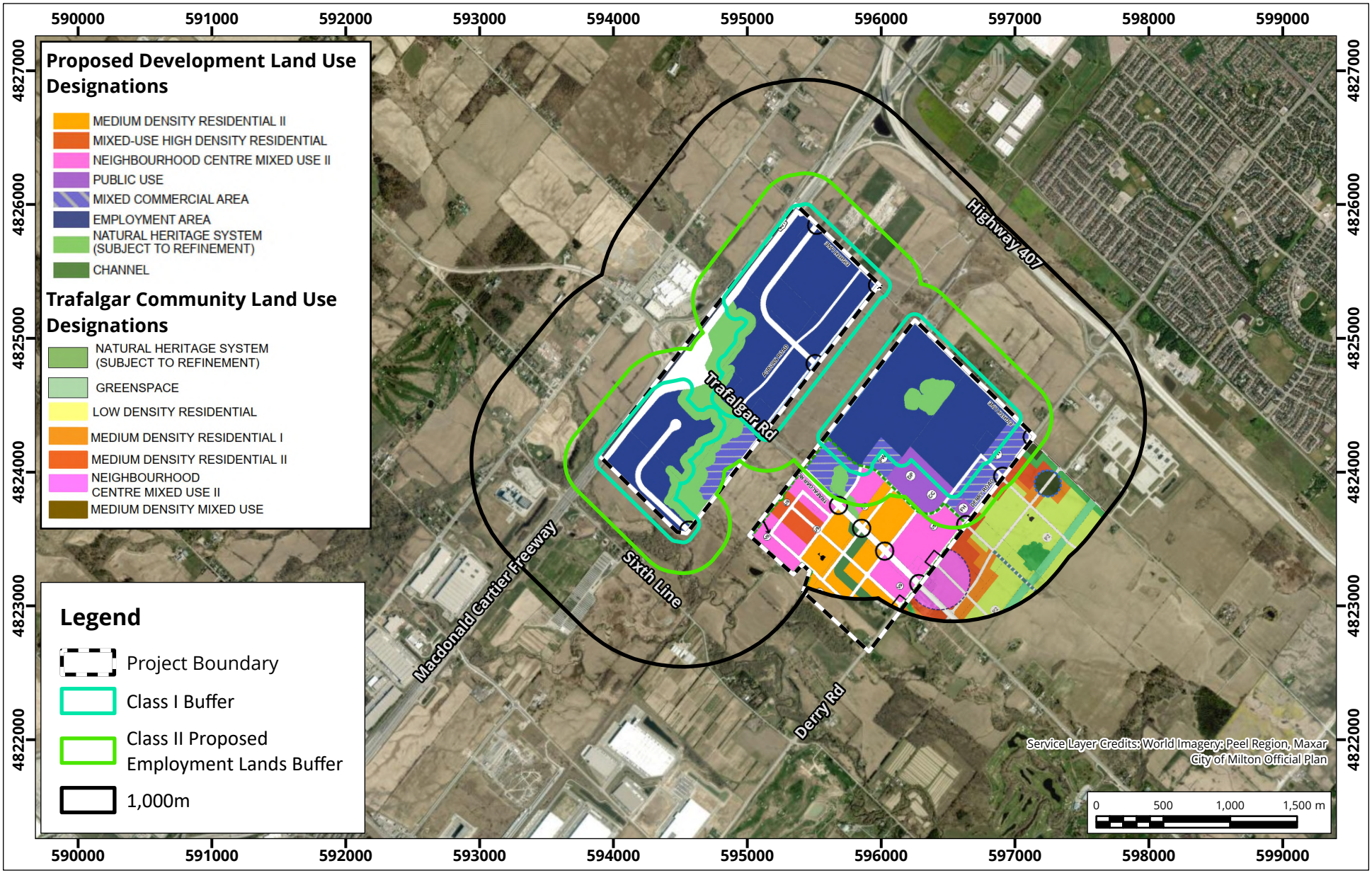
Map Projection: NAD 1983 UTM Zone 17N
19-280 Agerton New Urban LUC - Milton, Ontario

True North

Project #: 2402083

Drawn by:	PIP	Figure:	5
Approx. Scale:			1:28,000
Date Revised:			Jul 29, 2025

Map Document: C:\Work\Folder\Jobs_America\P2402083\P2402083.aprx



Proposed Employment Lands within the Subject Lands

True North

Drawn by: PIP | Figure: 6

Approx. Scale: 1:40,000

Date Revised: Jul 30, 2025

Map Projection: NAD 1983 UTM Zone 17N

19-280 Agerton New Urban LUC - Milton, Ontario

Project #: 2402083

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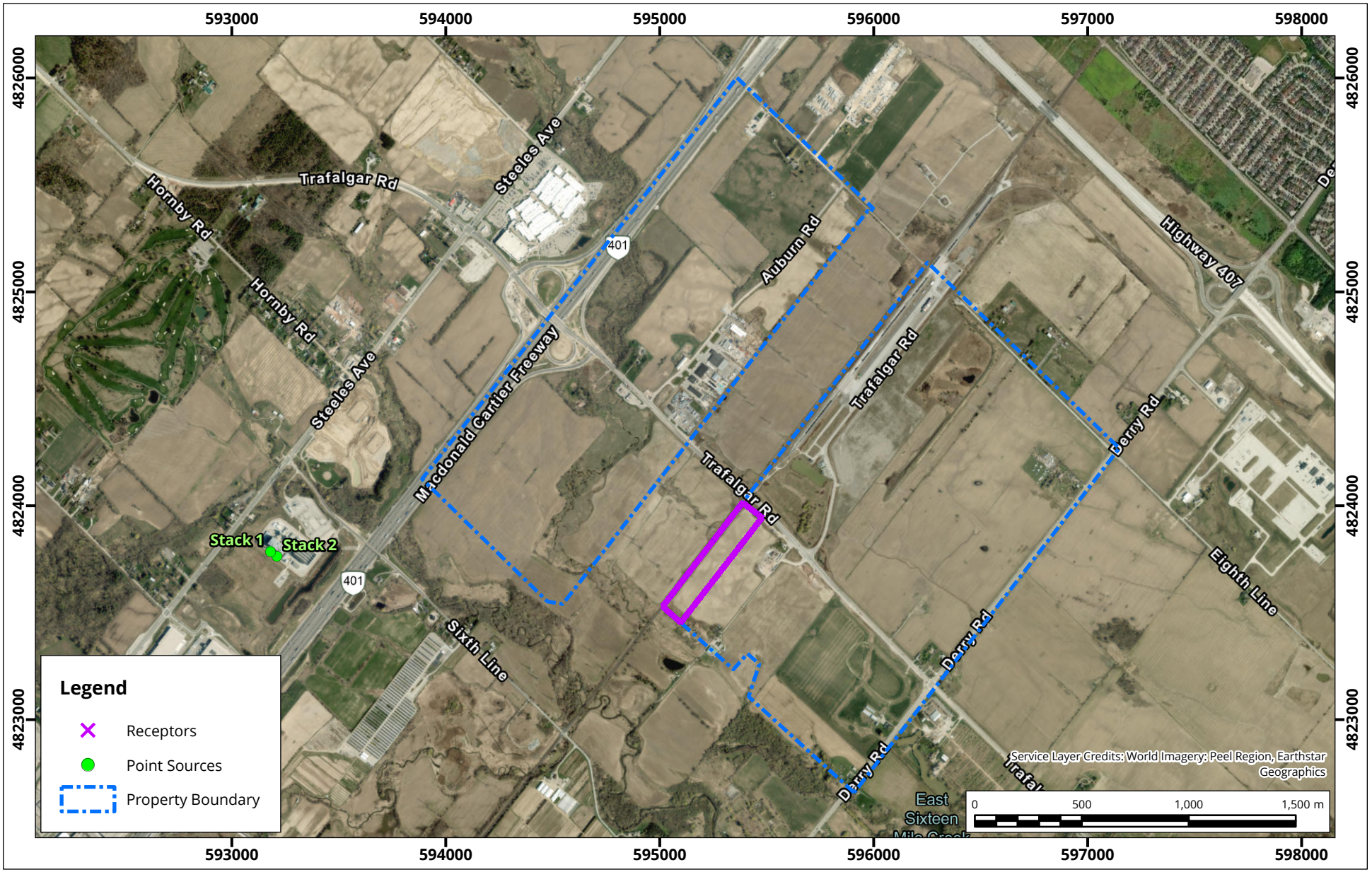


Site Plan Showing Significant Sources, Buildings, and Property Boundary

Figure Subtitle

Map Projection: NAD 1983 UTM Zone 17N

19-280 Agerton New Urban LUC - Milton, Ontario

Project #: 2402083

True North

Drawn by: PIP	Figure: 7
Approx. Scale:	1:25,000
Date Revised:	Oct 7, 2025

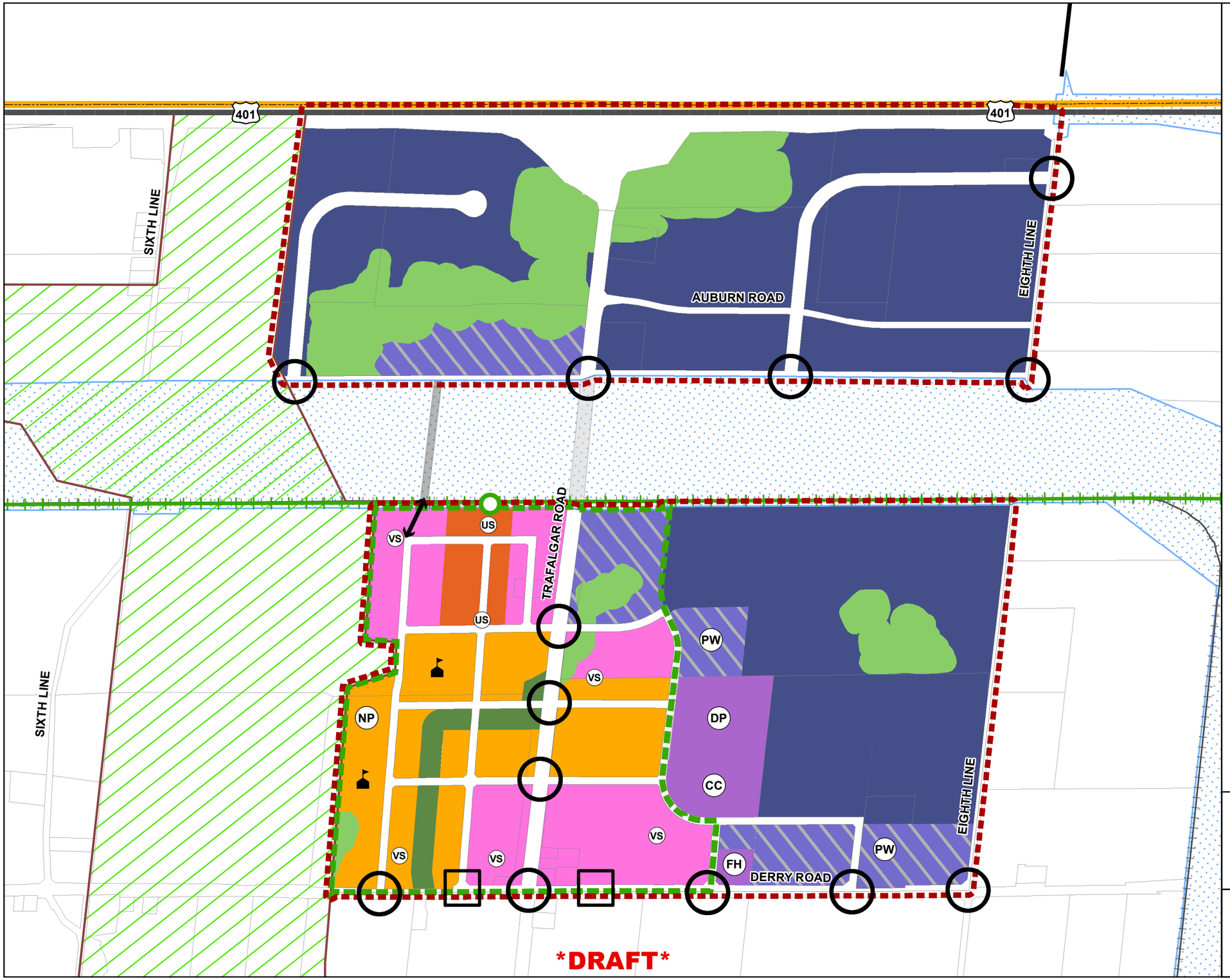
Map Document: C:\WorkingFolder\Jobs_America\P2402083\P2402083_251007.aprx

APPENDIX A

TOWN OF MILTON OFFICIAL PLAN

Schedule C.X.C

AGERTON SECONDARY PLAN LAND USE PLAN



- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN PROTECTED COUNTRYSIDE
- PARKWAY BELT WEST PLAN AREA
- CANADIAN PACIFIC RAIL LINE
- GO STATION
- GO TRANSIT ROUTE
- MAJOR TRANSIT STATION AREA
- MEDIUM DENSITY RESIDENTIAL II
- MIXED-USE HIGH DENSITY RESIDENTIAL
- NEIGHBOURHOOD CENTRE MIXED USE II
- PUBLIC USE
- MIXED COMMERCIAL AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- CHANNEL
- POTENTIAL ARTERIAL ROAD CONNECTION
- POTENTIAL GO STATION ACCESS
- POTENTIAL FULL-MOVES INTERSECTION
- POTENTIAL RIGHT-IN RIGHT-OUT INTERSECTION
- POTENTIAL CONNECTION
- SCHOOL
- FH — FIRE HALL
- CC — COMMUNITY CENTRE
- PW — PLACE OF WORSHIP
- DP — DISTRICT PARK
- NP — NEIGHBOURHOOD PARK
- US — URBAN SQUARE
- VS — VILLAGE SQUARE

0 200 400 800

metres

NAD 1983 - UTM Zone 17N

This schedule forms part of the Official Plan and should be read in conjunction with the text.

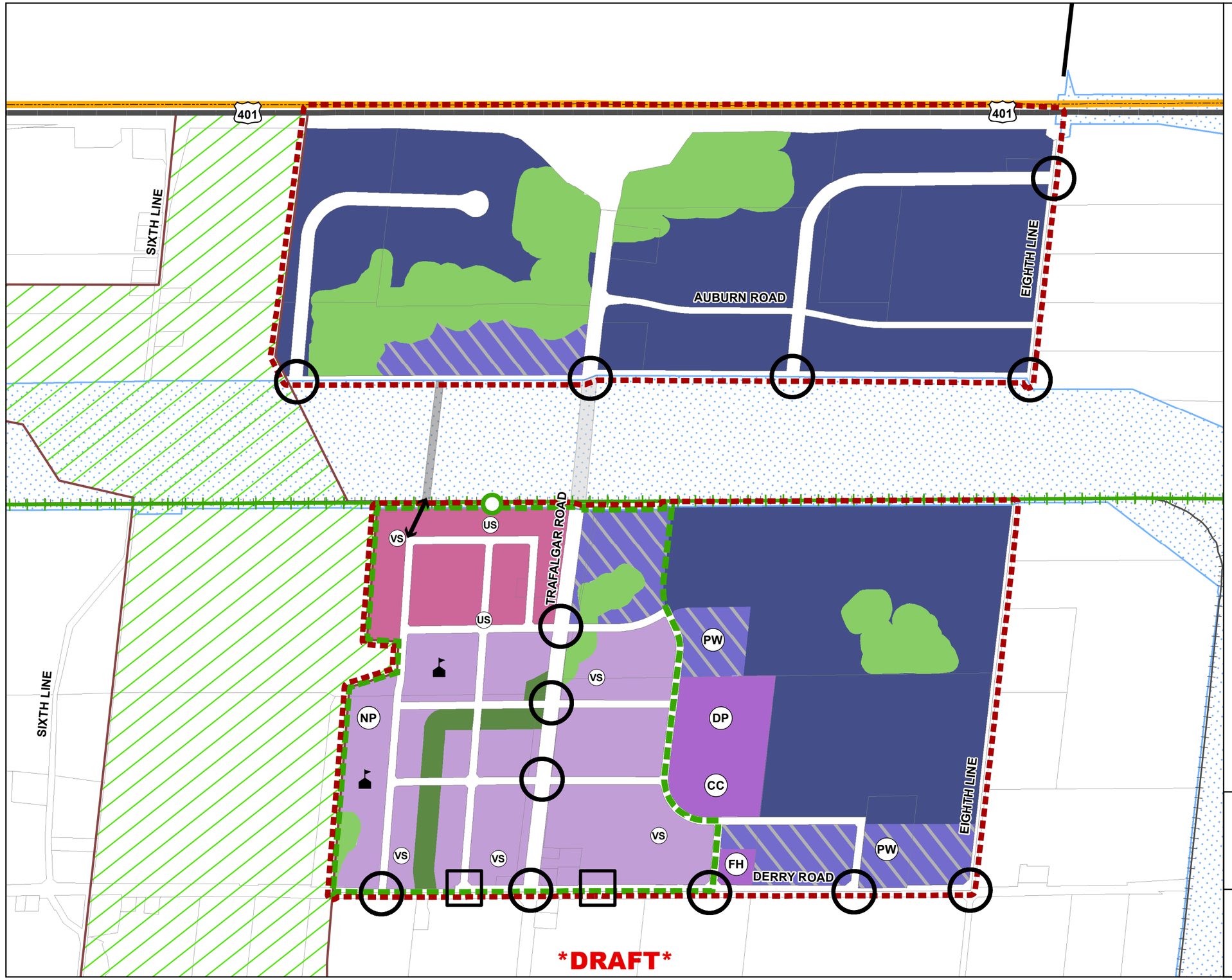
Prepared by: Malone Given Parsons Ltd.

June 2025

TOWN OF MILTON OFFICIAL PLAN

Schedule C.X.A

AGERTON SECONDARY PLAN COMMUNITY STRUCTURE PLAN



- SECONDARY PLAN AREA
- MUNICIPAL BOUNDARY
- GREENBELT PLAN PROTECTED COUNTRYSIDE
- PARKWAY BELT WEST PLAN AREA
- CANADIAN PACIFIC RAIL LINE
- GO STATION
- GO TRANSIT ROUTE
- MAJOR TRANSIT STATION AREA
- TRANSIT-ORIENTED COMMUNITY
- TRANSIT-SUPPORTIVE COMMUNITY
- MIXED COMMERCIAL AREA
- PUBLIC USE
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM (SUBJECT TO REFINEMENT)
- CHANNEL
- POTENTIAL ARTERIAL ROAD CONNECTION
- POTENTIAL GO STATION ACCESS
- POTENTIAL FULL-MOVES INTERSECTION
- POTENTIAL RIGHT-IN RIGHT-OUT INTERSECTION
- POTENTIAL CONNECTION
- FH FIRE HALL
- CC COMMUNITY CENTRE
- PW PLACE OF WORSHIP
- DP DISTRICT PARK
- NP NEIGHBOURHOOD PARK
- US URBAN SQUARE
- VS VILLAGE SQUARE

0 200 400 800

metres

NAD 1983 - UTM Zone 17N

This schedule forms part of the Official Plan and should be read in conjunction with the text.

Prepared by: Malone Given Parsons Ltd.

June 2025

APPENDIX B

Report	Comments	Consultant

General Comments	As a first step in the recommencement process for the Agerton Secondary Plan, the Terms of Reference for the Technical Study Updates should be updated to reflect the terms set out in the Memorandum of Understanding and as discussed during the Workshops held between the Town and Landowners Group. In general, the terms of reference should reflect/address:
	- The Scope of Work and Required Work to be Completed as set out in the Agerton/Trafalgar Gap Analysis (see attached)
	- The timeframe of analysis as a 30-year planning horizon not just a shorter-term 5–10-year horizon which may be needed for Station Funding purposes but is more typical of a development application timeframe not secondary planning.
	- How the Technical Study Updates will address the comprehensive analysis of planning for the Trafalgar Corridor, including:
	  o Population and employment targets for the corridor as a whole (85,000 people and jobs by 2051) and the impact on population-related requirements
	  o Any continuity in Urban Structure, Road Network, etc. from Trafalgar Secondary Plan
	- How the Technical Study Updates will assess and address the requirements for the entire Agerton Secondary Plan area including MTSA and Employment Areas. Including the population and employment mix targets and absolute numbers set out in the MOU.
	- Population-related studies should include updates to the background data to reflect current Census and update existing conditions
	The Region's latest sub-area model should be used to update the Transportation Master Plan	

Community Facilities Study	At minimum, Section 1.2 of the CSFS should be updated to reflect the current Study Area Context including both Agerton and Trafalgar Secondary Plan areas.	**MGP**
	Chapter 2 and Chapter 3 of the CSFS are not mentioned in the TOR, however, the existing community profile and facility needs based on existing standards should be reviewed and updated where any changes from the original report are in effect.	
	An updated analysis for schools, parks, libraries, community/ recreation centres, places of worship and parks and open space needs to be completed as all have population-related triggers.	
Parks, Recreation & Library Analysis	Trafalgar is mentioned in the MOU for the LOG but not in the quote from SGL though it forms part of the overall Trafalgar Corridor. Our Preliminary Gap Analysis in 2019 factored in the needs of both Secondary Plan areas particularly for Type 1 Parkland and a multi-use community centre. There is a need to consider the needs of both secondary plans together which does not appear to be the case in the MOU/TOR, unless included through references to the 'Trafalgar Corridor'.	**Monteith Brown Planning Consultants**
Office Market Analysis/Retail Commercial Market Assessment	The purpose of the report should be to identify the economic development opportunity and labor market and the report fails to do that. It should consider and reflect the Town's economic development work and strategic planning, including accommodating the employment forecasts established by the Town.	**MGP**
	The report still needs to deliver on the original terms of reference established by the Town for the Agerton/Trafalgar Secondary Plans, including items that are outlined in the Gap Analysis as required. Without delivering on the items identified in the Town's Terms of Reference and the Gap Analysis there isn't sufficient information to inform the preparation of policies for the Secondary Plan. Some of the key items missing from this report include: - A policy overview, and interrelation with the Town's Official Plan and economic development work - A retail/commercial structure hierarchy including type, role and function - Location and distribution of each type of retail/commercial use - Identification of the office market potential for each Secondary Plan - Inputs for the MTSA business case	
	In absence of doing an employment forecast that is comprehensive for the area, at a minimum, the report needs to demonstrate how the Watson employment forecast by type would be distributed throughout the Secondary Plan area and provide policy directions.	
	This report is not a peer review of the CW or Ward Reports. It is, or should be, an update to it. As such, things like changes in market trends, policy and progress on the GO Station, attracting post-secondary institutions etc. should be reflected and used to justify why there may be changes in the office/retail/commercial recommendations set out by CW and Ward. The purpose of the report is not to refute CW and Ward.	
	The report should consider/conduct a comprehensive analysis for the Trafalgar Corridor (Trafalgar and Agerton) as directed by the MOU, including the increased populations for both Secondary Plans.	

Report	Comments	Consultant
	The analysis should be based on a 30 year planning horizon/build-out not just a shorter-term 5-10 year horizon which may be needed for Station Funding purposes but is more typical of a development application timeframe not secondary planning.	
	The report also captures the Ward Report incorrectly. The Ward report analyzed the demands for Agerton and Trafalgar together and made recommendations for the quantum and distribution for both secondary plans. The Colliers report appears to define the Study Area as only Agerton. In reviewing the Ward Report again, I'm not sure Colliers and Ward are that far apart on the recommended retail commercial space for Agerton only.	
Retail/Commercial Market Assessment	As requested by the Town, to provide an update of the Ward Land Economics Inc. ("WLE") report titled "Retail Commercial Market Assessment, Agerton Secondary Plan and Trafalgar Secondary Plan, Town of Milton" dated October 2018 (the "WLE 2018 Report") and to provide input to the formulation of the Agerton Secondary Plan, it is recommended that in addition to the Colliers TOR components, the TOR account for, address, and include the following. - The increased target populations (people and jobs) for both the Agerton and Trafalgar Secondary Plan areas, not just the Agerton Secondary Plan. - Market analysis based on the build-out population and employment target within the Agerton and Trafalgar Secondary Plans rather than a 10-year time horizon. - Retail commercial data and analysis separated out from office. - Market analysis of retail commercial space not just retail space and separated out from office. - Account for inflow trade with the increased build-out population target of the Trafalgar Secondary Plan area. - Identify the amount, type, role and function of retail commercial space appropriate to serve and meet the needs of the build-out population and employees of the Agerton Secondary Plan and Trafalgar Secondary Plan. - Identify location criteria for allocating commercial space by category type and within a retail commercial hierarchy/structure for the Agerton Secondary Plan.	**Ward Land Economics**
Transportation Master Plan	The ultimate horizon year should be 2051, in line with the Region's TMP and the Region's Activity-based Model for travel demand forecasting. 2031 is no longer a realistic horizon year for build out of the Agerton Secondary Plan Area.	**WSP - TMP**
	TY Lin should liaise with Halton Region about extracting a sub-area model or at least growth rates from the Region's model to understand background traffic in the year 2051.	
	All study intersections shown in the WSP work should be analyzed by TY Lin, for both Agerton and Trafalgar Secondary Plan Areas. This includes any new intersections of collector roads with Town or Regional arterial roads. This was a Regional requirement for the WSP work.	
	Speaking of Halton Region, while WSP worked with the Town of Milton to prepare the TMP, Regional approval was required to complete the project. I would expect TY Lin's work would also be reviewed by the Region. In that case, the Region may also want to review and approve the scope of work, especially relating to extracting data from the Regional model.	
	We do not believe that the existing conditions data needs to be updated – the main concern is with future conditions.	
	Assessing only one scenario for future conditions, with the planned Agerton GO Station, should be confirmed with Halton Region. It was the Region's expressed requirement that a scenario without the GO Station also be assessed. Halton Region may require that of this update as well.	
Area Servicing Plan	See marked up PDF of DSEL Terms of Reference.	**WSP -ASP**
Urban Design Guidelines	The introduction should include an existing context analysis	**MGP**
	Urban Design Guidelines shall be prepared as a companion document to the Secondary Plan, providing more detailed direction with regard to placemaking (vision) and urban design objectives.	
	Urban Design Guidelines should give more detailed expression to the physical plan and urban design concepts that underpin the Secondary Plan / Community Structure and provide design direction and recommendations in support of the overall vision.	

Report	Comments	Consultant
	Urban Design Guidelines shall set the stage for design excellence throughout the plan area, provide guidance at the community and neighbourhood scales related to opportunities and constraints, community structure, parks and open space, pedestrian connections and trails, community focal points and nodes, street and block patterns, streetscape treatments, built form characteristics, and sustainable development.	
	Urban Design Guidelines are meant to guide future planning and design within the Agerton Secondary Plan Area.	
	The UDGs should include guidance for Sustainable Design and Green Development Measures	
Agricultural Impact Assessment	The proposal indicates that the update will be based on data collected during the original Secondary Plan Area fieldwork, conducted in 2017/2018. To ensure accuracy, a new land use survey should be conducted to verify the identified land uses, identify any new or previously overlooked land uses, and assess the current suitability of agricultural buildings for housing livestock.	**Colville Consulting**
Archaeology & Cultural Heritage	The scope of the studies should include all additional urban boundary expansion lands, not just MTSA lands.	**Archeoworks Inc. & MHBC**
	Terms of Reference for Archaeological Assessment update need to be provided, that specifically addresses archaeological requirements for the added lands within the newly expanded Secondary Plan Area.	
	Completion of the Provincial Checklist “Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes” for the additional study area should be part of the scope of work.	
	Site assessment should not be limited to identifying and documenting ‘extant properties with CHVI’; it should also include the identification of properties with potential CHVI. At this point, it may not be known if they have CHVI without using O. Reg 9/06.	
	Provide the existing baseline cultural heritage conditions of both known and potential resources; a preliminary evaluation under O. Reg 9/06 can be used as part of this exercise but a full evaluation is not expected- it is only being used to facilitate the identification of potential cultural heritage resources;	
	Identify preliminary potential impacts to resources and provide measures to avoid or mitigate potential negative impacts.	
Land Use Compatibility	The Terms of Reference should be updated to address the Air Quality Assessment requirements as detailed in the Gap Analysis.	**WSP – Air, Noise & Vibration**
	WSP agrees with approach RWDI is taking to complete the Land Use Compatibility Study which includes a site visit and identifies the correct guidelines to use (MECP D-6 Guidelines).	
	WSP agrees that any commercial or industrial facilities that are identified within the Land Use Compatibility study as potential concern and recommended for further assessment be included within the Noise and Vibration Study for further analysis.	
	WSP agrees with the approach that the Noise Feasibility Study will be completed as provided in the TOR.	
	WSP agrees with the potential noise sources identified such as: Transportation Sources - Railway – GO, Freight and VIA along the CP Galt Subdivision - Road – Trafalgar Road, Derry Road, and future collector roads within the development. (Major Highways 401 and 407 are over a kilometer away) - Airport – there are no airports nearby to be of any potential concern. Stationary Sources - From surrounding industries that were identified as part of the Land Use Compatibility review - Major Transit Station proposed	
	WSP agrees that it should be completed in accordance with NPC-300 guidelines, including Town of Milton and Halton Region Requirements.	

Report	Comments	Consultant
	WSP agrees that impacts should be assessed and where needed recommendations for noise controls such as ventilation, building components, barriers, etc. should be provided and included within a report.	
	WSP agrees that a vibration study should be included as the proposed development could be located within 75 m of the CP Galt Subdivision.	
	WSP notes that if any identified industrial facilities identified within the Land Use Compatibility Study have stamping processes or other processes that are known to produce ground-borne vibrations that they be included within the vibration study.	
	WSP agrees that it should be completed in accordance with FCM/RAC Guidelines for New Development in Proximity to Railway Operations	
	WSP agrees that measurements are required to comply with the FCM/RAC Guidelines.	
	WSP notes that the FCM/RAC Guidelines note a minimum of five (5) train passbys should be recorded at each measurement location.	
	WSP notes that the TOR does not include the distances of which measurements will be taken (i.e. 15 metres, 30 metres) from the rail corridor, and where the proposed setback would be from the rail corridor the proposed development could be and will it be captured within the measurements.	
	WSP notes that as per the FCM/RAC Guidelines that measurements should be conducted at the distance corresponding to the closest proposed residential receptor or on the minimum setbacks based on the classification of the rail line (which in this case the FCM/RAC Guidelines have recommended residential building setback distances from a principle main line rail to be 30 metres.).	
	WSP notes that the TOR does not include the locations of which measurements will be taken, the proposed development is approximately 1 km along the railway and the ground conditions can vary significantly at that distance. Will there be a soil conditions survey completed to confirm conditions are similar along the rail? - WSP notes that the FCM/RAC Guidelines mention that measurements should be conducted for all proposed residential/institutional type developments on the same side of the tracks, and that it is not acceptable to conduct measurements conducted at other locations such as on the opposite side of the tracks, further down the tracks, etc.	
	WSP agrees that impacts should be assessed and where needed recommendations for vibration controls should be provided and included within a report.	
Other	A Terms of Reference is not required for the Population, Employment and Housing Report or Policy Directions Report, which are being undertaken by the Town's consultant (MGP).	**MGP**

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January 16, 2025

Paul Brown & Associates
c/o Justin Mamone
T: 905.520.5247
E : justinm@pbpm.ca

Re: Proposed Terms of Reference - Land Use Compatibility Study
Agerton New Urban Ltd.
RWDI Reference No. 2402083

RWDI was retained by Paul Brown & Associates Inc. to complete a Land Use Compatibility (LUC) Study in relation to a Agerton New Urban Ltd. Development, located between Appleby Line and the railway, and include lands east and west of Trafalgar Road in Milton Ontario. The proposed development is expected to include a mixture of residential buildings (high-rise, mid-rise, low-rise), office/employment buildings, institutional buildings, stormwater management ponds, park space and a future GO Station. The surroundings includes roadways (Derry Road, Trafalgar Road), the railway (CP Galt Subdivision), vacant lands, the CPKC Milton Yard, and various industries.

As requested, the following Terms of Reference is provided for review by the Town of Milton, and Halton Region. The following Terms of Reference is provided for the LUC study and is separated into the general section, applicable to Air Quality/Noise/Vibration, and a section related to Air Quality specific requirements.

GENERAL

The LUC Study will be completed by qualified consultants in Air Quality and Noise/Vibration, and in accordance with the Ministry of the Environment D-6 series guidelines and other Provincial land use compatibility guidelines, where applicable. The Terms of Reference aligns with the requirements contained in the Halton Region documents titled “Air Quality Guidelines” and “Noise Abatement Guidelines”.

The LUC Study will include the following, which is considered generally applicable to Air Quality, Noise and Vibration:

1. A review will be completed within a 1000 m distance from the development for the following:
    a. all current industrial land uses.
    b. vacant lands
    c. potential future expansions or applications for new facilities.
2. Classifications per MECP Guideline D-6 of the industrial land uses identified above, and their distances to the proposed development, as measured between property lines.

3. For facilities located such that the area of influence defined under MECP Guideline D-6 reaches the property line of the proposed development, the following shall be provided:
    a. Copies of any issued Environmental Compliance Approvals (ECAs);
    b. A history of complaints received by the MECP;
    c. Record of attempts to contact these facilities regarding site specific operation/activity, future expansions, and available documentation such as Emission Summary and Dispersion Modelling (ESDM) Reports or Emission Summary Tables, as defined under O. Reg. 419/05 and associated guidelines, and Acoustic Assessment Reports (AAR) prepared in accordance with Ministry of the Environment, Conservation and Parks (MECP) guidelines;
    d. Record of correspondence received as a result of contacting these facilities; and,
    e. Copies of Emission and Acoustic Assessment Summary Tables provided by these industries, subject to any confidentiality requirements.
4. For vacant lots identified above, a review will be completed of the zoning classifications and allowable uses. A general discussion will be included regarding the potential uses and compatibility with the proposed development.
5. A review of future expansions and applications for new facilities will be completed based on a review of MECP postings and through attempts to contact existing industries in operation.
6. The above will be summarized in a report, including the following:
    a. discussion on consistency with the Provincial Policy Statement (2024),
    b. description of the land use compatibility by type (air quality, dust, odour, noise, vibration);
    c. summary of items included in item 3, 4 and 5 above;
    d. summary of the Air Quality Assessment, described below;
    e. reference to the Noise and Vibration Study, completed under a separate cover; and
    f. concluding statements on land use compatibility between the surrounding land uses and the proposed development.
7. The LUC Study will include a discussion regarding the phasing of the development, and how the phasing affects recommendations regarding air quality, odour, dust, and noise. Where necessary, this shall include specific thresholds which must be met before subsequent phases may proceed.

NOISE AND VIBRATION

Based on the above review, recommendations will be made for additional assessment in the Noise and Vibration Feasibility Study (NVFS). The facilities with a potential to impact the development includes the LUC industry review facilities, vacant lands review and facilities identified with confirmed expansion plans. As mentioned above, the NVFS Terms of Reference will be provided under a separate cover for review and approval.

AIR QUALITY

In addition to the above general requirements, the Air Quality component of the LUC Study shall include the following:

1. Methodology and results of any air sampling, odour community surveys, and dust sampling required as part of the Study process;
2. Identification and analysis of the impact of air emissions, odour, and dust generated by industrial operations within the vicinity of the proposed development;
3. Identification and analysis of the impact of air emissions, odour, and dust generated from transportation systems (highways, railways, airports, ports) within the vicinity of the proposed development;
4. Identification and analysis of the impact of air emissions generated within the proposed development on itself, if relevant; and
5. Recommendations for air emission mitigation, if any, including:
    a. Potential emission control upgrades at nearby industrial sources;
    b. Potential mitigation at the proposed development to ensure that nearby industrial facilities are able to continue to operate in compliance with MECP requirements, and to minimize the potential for complaints from future residents due to continued operations at the industrial facilities; and / or,
    c. Potential mitigation at the proposed development to ensure that impacts due to transportation systems are within acceptable levels at the proposed development, based on Ontario's Ambient Air Quality Criteria.

CLOSING

The above Terms of Reference is provided for review and approval. Should you have any questions or concerns, please do not hesitate to contact us to discuss further.

Yours truly,

MCostigane

Matt Costigane, P.Eng.
Technical Director, Air Quality

Daniel Kremer, M.Sc., P.Eng.
Senior Noise and Vibration Engineer

MC/DK/AJC/klm

Town of Milton Memo

To: Paul Brown, PBPM

From: David Twigg, Director of Policy Planning, Town of Milton

Date: Tuesday, March 25, 2025

Subject: Agerton Secondary Plan – Policy Changes and Terms of Reference

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Introduction

The Agerton Secondary Plan framework was endorsed by Council on March 25, 2019. Due to several factors including uncertainty regarding the potential GO Station, the Agerton Secondary Plan was put on hold. Since the beginning of the Agerton Secondary Plan process, there have been fundamental changes to many of the original assumptions, context, and policy framework and as a result, new technical studies are required rather than updates to the previous studies. In particular, the following changes are of note:

- Secondary Plan Changes
    - The population and employment targets have increased in both the Agerton and Trafalgar Secondary Plans. The updated targets for Agerton are 17,500 jobs, 14,100 people, and 6,600 units associated with the Milton Trafalgar GO Station. The updated targets for Trafalgar are 41,300 people, 8,400 jobs, and 13,800 units. All studies will need to reflect these updated targets.
    - The Town will be proceeding with detailed land uses provided for the Agerton Secondary Plan on the basis that there is more certainty for the MTSA. The plan will include policies for interim uses permitted prior to the delivery of a GO Station as well as policies should the GO Station not proceed.
        - With more detailed land uses implemented in the MTSA through the Secondary Plan, the tertiary plan requirement will be removed from the Secondary Plan. The Secondary Plan will however include policies for an optional tertiary plan. As a result of removing this level of process, the technical studies for the Secondary Plan will now need to include the study requirements typically required to for a tertiary plan.

    - The Town will be proceeding with an employment cluster to support the MTSA and will be updating the previous employment policies in the Secondary Plan to reflect the most recent policy changes.
    - The Secondary Plan boundary has been adjusted to include Urban Expansion Area (CP Lands).
    - The mixed-use component has been expanded beyond just a focused MTSA to include Node and Corridor structural elements.
- Policy Changes
    - Changes to the *Planning Act* which provide direction/requirements for planning Major Transit Station Areas.
    - The new Provincial Planning Statement (2024) (PPS 2024) came into effect on October 20, 2024, replacing both the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe (2020).
        - The PPS 2024 includes changes to the definition of Employment Areas which will influence how employment lands are designated and protected for.
    - Land use planning responsibilities were removed from Halton Region on July 1, 2024.
    - The new Milton Official Plan was adopted by Council on March 17, 2025.
        - The new Milton Official Plan incorporates the relevant Halton Region Official Plan policies and implements the Milton Official Plan Review.
- Additional Changes
    - The 2021 Census data has been released; whereas, the 2016 Census was used in the 2018 technical studies. All studies relying on Census data will need use the 2021 Census data.
    - The Town has implemented a new approach to parks. Park Type 1 and Park Type 2 will no longer be used. All studies relating to parks will need to reflect the new parks typologies and reference District Parks and Community Parks.

The following provides a draft terms of reference and scope of work for the new supporting technical studies required for Secondary Plan approval that will be prepared by the Landowners Group's Consultant Team. Area Servicing Plan and Transportation Study scopes of work will be confirmed through consultation with the Town and Region.

Supporting Technical Studies Draft Scope of Work

Community Facility & Human Services Study

This study is to identify and evaluate what community facilities and services (e.g., community centres, parks, schools, places of worship, fire stations) are needed to adequately support the planned population. A description of where, how, and when the

public services should be provided is a critical part of this analysis. Opportunities for the development of a 'community hub' will also need to be assessed. The analysis will need to be in keeping with the Region's Guidelines for the preparation of Community Infrastructure Plans and the Consultant should draw upon the preliminary analysis undertaken as part of the LBA, and Town Official Plan policies.

At a minimum, the Community Facility & Human Services Study must:

- Acknowledge the Trafalgar Corridor as a whole (Agerton & Trafalgar Secondary Plans) as some facilities are based on demand from both Secondary Plan Areas (i.e. community park and community centre);
- Provide an inventory of existing facilities including schools, emergency facilities, libraries, community centres and facilities, places of worship, and parks and open space;
- Assess the facility needs based on existing standards;
- Provide recommendations regarding the location, configuration, and quantum, confirmed with consideration for service standards of schools, Community Parks, District Parks, Neighbourhood Parks and Village Squares within the Agerton Secondary Plan Area;
- Provide recommendations regarding the potential location of libraries, community centres, emergency services, and places of worship; and,
- Reflect the Town's latest park strategy, standards, and typologies and provide a recommended parkland distribution in accordance with these updated standards. Although the Park Type 1 and Park Type 2 typologies were used in the 2018 Agerton/Trafalgar reports, the Town no longer intends to use these typologies.

Key deliverables:

- Community Facility, Human Services & Infrastructure Plan
- In collaboration with Town staff, the findings of this study will provide inputs to the Fiscal Impact Study.

Parkland and Recreational Facility Strategy

This study will carry out an updated analysis of the requirements, opportunities and constraints for parks, open space/greenlands and trails (trails will be reviewed in conjunction with and drawing upon transportation plans such as the Active Transportation Strategy), including recreation facilities (indoor and outdoor), within the study area. The Consultant will review with Town staff the current municipal goals, standards, objectives, criteria, Official Plan, the Town's current, existing data base and any ongoing updates being undertaken by the Town. The study will be prepared to address the needs of the Agerton Secondary Plan area that also considers the needs of the Trafalgar Secondary Plan area, including Community Parkland and a multi-use community centre.

At a minimum, the Parkland and Recreational Facility Strategy must:

- Acknowledge the Trafalgar Corridor as a whole (Agerton & Trafalgar Secondary Plans) as some facilities are based on demand from both Secondary Plan Areas (i.e. community park and community centre);
- Reflect the Town's latest park strategy, standards, and typologies and provide a recommended parkland distribution in accordance with these updated standards. Although the Park Type 1 and Park Type 2 typologies were used in the 2018 Agerton/Trafalgar reports, the Town no longer intends to use these typologies.
- Recommend preliminary updated requirements for parkland and recreation facilities;
- Confirm parkland and trails classifications, standards, provision assumptions, and criteria;
- Develop an updated list of indoor & outdoor recreation facilities including potential land area requirements; and,
- Provide recommendations relating to potential strategies for establishing a comprehensive system of parks, open space/greenlands, and trails within the Secondary Plan Area based on precedent research.

Key deliverables:

- Parkland and Recreational Facility Strategy
- In collaboration with Town staff the findings of this study will provide inputs to the Fiscal Impact Study.

Urban Design Guidelines

This task will involve evaluating and formulating urban design recommendations that assist in the interpretation of the Town's Official Plan policies. Building upon the Town's existing Urban Design Guidelines, Mid-rise and Tall Building guidelines, and Official Plan policies, the guidelines will provide design direction for the Secondary Plan and preparation of future development proposals.

The Urban Design Guidelines will be prepared as a companion document to the Secondary Plan, providing more detailed direction with regard to placemaking (vision) and urban design objectives. The Urban Design Guidelines are meant to guide future planning and design within the Agerton Secondary Plan Area. Urban Design Guidelines should give more detailed expression to the physical plan and urban design concepts that underpin the Secondary Plan / Community Structure and provide design direction and recommendations in support of the overall vision.

At a minimum, the Urban Design Guidelines must:

- Set the stage for design excellence throughout the plan area;
- Include an existing context analysis;
- Provide guidance at the community and neighbourhood scales related to opportunities and constraints, community structure, parks and open space,

pedestrian connections and trails, community focal points and nodes, street and block patterns, streetscape treatments, built form characteristics, and sustainable development; and,
- Provide guidance for Sustainable Design and Green Development Measures.

Key deliverables:

- Urban Design Guidelines

Retail/Commercial Market Analysis, Office Market Analysis and Economic Development and General Employment Analysis

These studies will include an economic development outlook with an assessment of retail/commercial needs, office, and general employment needs and will address the scope of work for the Retail/Commercial Market Analysis assessment and Office Market Analysis.

Retail/Commercial Market Analysis

This study will determine the total amount, type, role and function of retail commercial space to properly serve residents in the Secondary Plan Area and surrounding areas. Further, the study will recommend the distribution of retail space within a retail structure/hierarchy, consistent with the warranted space and the community vision, with an emphasis on mixed uses. The study will also recommend the most appropriate locations for designating retail commercial space by type. The study will account for the vision that the form of retail commercial development will not reflect traditional automobile-oriented shopping centres. The analysis of demand will recognize a retail/commercial development pattern within the context of a transit supportive community, including “main street” principals, neighbourhood centres, and a mixed-use employment centre, surrounding the future Major Transit Station Area.

Office Market Analysis

The study will determine the office market potential of the MTSA by analyzing historic and current office market drivers and trends in the GTA, GTA West, and the Town of Milton. This study will provide data on various market metrics including total inventory, vacancy rates, absorption rates, leasing activity, new supply pipeline, rental rates, and land values. It will also provide a case study analysis of other mobility hubs/MTSA’s within the GTA, determine the office demand projections for Halton Region and the Town of Milton, determine the Milton MTSA demand estimate, and conduct a stress test to project the economic rent that would be required for the financial viability of the office development. The study will also indicate the placement of office space hubs dependent on office-user hierarchy.

Economic Development and General Employment Analysis

The study will look at establishing the Secondary Plan Area as an employment cluster that serves the immediate community, Town of Milton, and is interconnected with other GTA municipalities. The study will be prepared in collaboration with the Town to ensure

the Town's most current economic development work and strategic planning are reflected. The study should also ensure that the employment forecast established by the Town is accommodated through appropriate planning of the various employment types, i.e. population-related employment, office, and other general employment.

The study will provide a policy overview of the Town's Official Plan and economic development strategies and indicate how the distribution of the retail/commercial space and employment contributes to the MTSA business case.

At a minimum, the Economic Development and Employment Needs Study must:

- Include an overview of the relevant policy framework, including the PPS 2024 and Town of Milton Official Plan;
- Include an overview and interrelate with the Town's economic development work and strategic planning;
- Account for the increased target populations (people and jobs) for the Trafalgar Corridor as a whole (Agerton & Trafalgar Secondary Plans), including by accounting for inflow trade with the increased build-out target population of the Trafalgar Secondary Plan Area;
- Conduct the market analysis based on the build-out population and employment target within the Agerton and Trafalgar Secondary Plans;
- Assess commercial/retail, office, and general employment needs;
- Provide a retail/commercial structure hierarchy including type, role, function, and location criteria;
- Identify the location and distribution of each type of retail/commercial use;
- Identify the office market potential for the Secondary Plan;
- Identify the location of office space hubs dependent on office-user hierarchy;
- Provide an economic development outlook; and,
- Provide recommendations for policies to designate and protect commercial/retail, office, and employment lands over the long term.

Key deliverables:

- Retail/Commercial Market Analysis
- Office Market Analysis
- Economic Development and General Employment Analysis
- In collaboration with Town staff the findings of this study will provide inputs to the Fiscal Impact Study.

Cultural Heritage Resource Assessment

This study is to identify, inventory, and assess significance of cultural heritage resources (built heritage resources and cultural heritage landscapes) within and in close proximity to the study area. Further, it is to provide recommendations for the conservation of the cultural heritage resources within the study area. The Consultant will need to draw upon

the work and recommendations of the LBA and Town Official Plan policies. Information from the Town's Heritage Inventory, among other plans and studies, should be used to inform this analysis. The heritage Consultant(s) submitting the Heritage Resource Assessment must be members in good standing of the Canadian Association of Heritage Professionals (CAHP) with appropriate expertise.

At a minimum, the Cultural Heritage Resource Assessment must:

- Include a Cultural Heritage Screening - historical property research and summary for up to 5 properties.
    - This includes but is not limited to archival and Census data, historical documentation and related and relevant cultural heritage and archaeological studies.
- Include a Preliminary Heritage Evaluation based on O. Reg 9/06 criteria, as required.
    - This includes completion of Provincial checklist "Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes".
- Address Interim Cultural Heritage Management.
    - This includes preliminary commentary on as found conditions and guidance on conservation and mitigation measures to avoid or mitigate potential negative impacts for identified Cultural Heritage Resources, as required.

Key deliverables:

- Heritage Resource Assessment Report

The Cultural Heritage Resource Assessment Terms of Reference prepared by Heritage Downtowns Ltd. dated January 30, 2025, and received by the Town is acceptable.

Archaeological Assessment

This study is to identify, assess, and inventory significant archaeological resources and to develop a strategy to conserve those archaeological resources. The Consultant will need to draw upon the work and recommendations of the LBA, and Town Official Plan policies. The purpose of the proposed Stage 1 Archaeological Assessment is to provide a single Stage 1 Archaeological Assessment report which covers the limits of the Secondary Plan and will report on all previous archaeological reports. This study will also fill the Study Area gaps not subject to any previous Stage 1 Archaeological Assessment. Information from the Region's Archaeological Master Plan, among other plans and studies, should be used to inform this analysis.

At a minimum, the Archaeological Assessment must:

- Conduct a review of relevant policies, plans, and other resources;
- Identify significant archaeological resources;
- Assess significant archaeological resources;
- Inventory significant archaeological resources; and,

- Provide a strategy to conserve significant archaeological resources.

Key deliverables:

- Archaeological Assessment

The Archaeological Assessment Terms of Reference prepared by Irvin Heritage Inc. dated January 29, 2025, and received by the Town is acceptable.

Agricultural Impact Assessment

This study is to evaluate the impact a proposed development could have on agricultural resources. The evaluation will need to consider how the change in land use will adversely affect existing and future agricultural production or activities in the area surrounding it. The AIA will also assess the potential impact a development may have on agriculture in the area and identify possible adverse impacts on agricultural production, infrastructure and operations. The Consultant will need to draw upon the work and recommendations of the LBA and Town Official Plan policies. Information from the Region of Halton's AIA Guidelines, the OMAFRA Draft Agricultural Impact Assessment (AIA) Guidance Document (March 2018), as well as the Minimum Distance Separation Formulae, among other plans and studies, should be used to guide this analysis.

At a minimum, the Agricultural Impact Assessment must:

- Review all Provincial and municipal policies and guidelines;
- Include the following sections:
    - Introduction (including process);
    - Study areas (including descriptions of existing conditions);
    - Assessment of impacts to the agricultural system (including both the agricultural land base and the agri-food network);
    - Measures to address impacts (including both minimize and mitigate);
    - Recommendations and conclusions; and,
    - Appendices.
- Address the Minimum Distance Separation Formulae;
    - Including identifying the existing agricultural land use and agricultural facilities (barns and operations) for the purpose of determining the suitability for housing livestock and completing the Minimum Distance Separation calculations; and,
- Identify potential impacts and mitigation required with respect to access to local agricultural services and infrastructure (cold storage, equipment dealers, markets, etc.).

Key deliverables:

- Agricultural Impact Assessment

The Agricultural Impact Assessment Terms of Reference prepared by DBH Soil Services Inc. Ltd. dated October 1, 2024, and received by the Town is acceptable.

Land Use Compatibility Study

The Land Use Compatibility Study (LUC Study) will include an Air Quality Assessment and a Noise and Vibration Feasibility Study which are described in greater detail below.

At a minimum, the Land Use Compatibility Study must:

- Review within a 1000 m distance from the development for the following:
    - all current industrial land uses;
    - vacant lands;
    - potential future expansions or applications for new facilities; and,
    - employment areas and transportation and utility sources as per the Halton Region Land Use Compatibility Guidelines and Air Quality Guidelines.
- Provide classifications per MECP Guideline D-6 of the industrial land uses identified above, and their distances to the proposed development, as measured between property lines.
- For facilities located such that the area of influence defined under MECP Guideline D-6 reaches the property line of the proposed development, the following shall be provided:
    - Copies of any issued Environmental Compliance Approvals (ECAs);
    - A history of complaints received by the MECP;
    - Record of attempts to contact these facilities regarding site specific operation/activity, future expansions, and available documentation such as Emission Summary and Dispersion Modelling (ESDM) Reports or Emission Summary Tables, as defined under O. Reg. 419/05 and associated guidelines, and Acoustic Assessment Reports (AAR) prepared in accordance with Ministry of the Environment, Conservation and Parks (MECP) guidelines;
    - Record of correspondence received as a result of contacting these facilities; and,
    - Copies of Emission and Acoustic Assessment Summary Tables provided by these industries, subject to any confidentiality requirements.
- For vacant lots identified above, a review will be completed of the zoning classifications and allowable uses. A general discussion will be included regarding the potential uses and compatibility with the proposed development.

- A review of future expansions and applications for new facilities will be completed based on a review of MECP postings and through attempts to contact existing industries in operation.
- Analyze the future GO Station;
- Include the following:
    - Discussion on consistency with the Provincial Policy Statement (2024),
    - Description of the land use compatibility by type (air quality, dust, odour, noise, vibration);
    - Concluding statements on land use compatibility between the surrounding land uses and the proposed development.
- Discuss the phasing of the development, and how the phasing effects recommendations regarding air quality, odour, dust, and noise. Where necessary, this shall include specific thresholds which must be met before subsequent phases may proceed.

Air Quality Assessment

The Air Quality Assessment (AQA) will primarily involve assessing the compatibility of sensitive land uses (residential and natural heritage) in proximity to industrial sources, utility sources, and within 30 metres of arterial roads and 150 metres of Provincial highways. The assessment will focus primarily on the air contaminants listed in Halton Region's Draft Air Quality Assessment Guidelines dated December 2012. The assessment will also identify opportunities for alternative energy use, reducing greenhouse gas emissions, and design that promotes adaptation to climate change.

Based on Halton Region's Draft Air Quality Assessment Guidelines, a Tier 2 assessment for Sensitive Land Uses is required for the Agerton Secondary Plan. The Proposed Tier 2 assessment will include the following:

1. Determine whether new sensitive land use meets required separation distances from existing emission sources within the Study Area;
2. Assessment of emissions from the proposed development(s) if the developments do not meet the separation distances outlined in the Halton Region's Air Quality Assessment Guidelines;
3. Identify the potential adverse effects on sensitive uses within the Study Area;
4. Comparison of proposed development emissions to existing residential emissions;
5. Summary of emission reduction options including the alternative energy and potential GHG reduction options; and,
6. Provide potential opportunities that could be included in the designs to assist in adaptation to climate change

The AQA will be completed using applicable government regulations and policies as well as Halton Region's Air Quality Assessment Guidelines, Air Quality Guidelines, and Land Use Compatibility Guidelines. In preparing this scope, it is assumed that the Region of Halton will provide the Region's 2005 Emissions Inventory to be used for the assessment.

At a minimum, the Air Quality Assessment:

- Provide methodology and results of any air sampling, odour community surveys, and dust sampling required as part of the Study process;
- Identify and analyze the impact of air emissions, odour, and dust generated by industrial operations within the vicinity of the proposed development;
- Identify and analyze the impact of air emissions, odour, and dust generated from transportation systems (highways, railways, airports, ports) within the vicinity of the proposed development;
- Identify and analyze the impact of air emissions generated within the proposed development on itself, if relevant; and
    - Provide recommendations for air emission mitigation, if any, including: Potential emission control upgrades at nearby industrial sources;
    - Identify potential mitigation at the proposed development to ensure that nearby industrial facilities are able to continue to operate in compliance with MECP requirements, and to minimize the potential for complaints from future residents due to continued operations at the industrial facilities; and / or,
    - Identify potential mitigation at the proposed development to ensure that impacts due to transportation systems are within acceptable levels at the proposed development, based on Ontario's Ambient Air Quality Criteria.

Noise and Vibration Feasibility Study

The study will include an assessment of noise and vibration impacts from the surrounding transportation sources, surrounding industries/commercial properties, and the development mechanical systems. The following sections outline the approach to be taken.

The study is required to be completed by a qualified noise consultant, and in accordance with the following:

- Ministry of the Environment, Conservation and Parks (MECP) D-6 series guidelines;
- MECP NPC guidelines;
- Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Developments in Proximity to Railway Operations Guideline (2013);

- Halton Region's Noise Abatement Policy and Noise Abatement Guidelines (2014);
- Town of Milton Terms of Reference for Noise and Vibration Study (2023); and,
- Professional Engineers Providing Acoustical Engineering Services in the Land-Use Planning Process (2024).

At a minimum, the Noise and Vibration Feasibility Study must:

- Transportation Noise
    - Roadway Noise modelling will be completed as follows:
        - Analysis of roadway noise will be completed for roads with the potential to impact the development, which includes Derry Road and Trafalgar Road. An assessment of Highway 401 traffic noise is not considered necessary, given the large separation distance (approx. 1.2 kms, and absorptive intervening grounds).
        - Regional road traffic data will be obtained from Halton Region as "mature state of development" volumes. As municipal roads are not located within the surrounding area, an assessment is not considered necessary.
        - Roadway noise levels will be predicted using the STAMSON software or the ORNAMENT algorithms, as outlined in NPC-300. Should alternative software packages be used (e.g. RLS-90 or TNM), a sample output file will be provided to validate the noise modelling result against STAMSON/ORNAMENT.
    - Railway Noise modelling will be completed as follows:
        - Analysis of railway noise from the CP Galt Subdivision, including GO Trains, Freight Trains and VIA passenger trains are to be completed.
        - GO Train traffic data will be obtained from Metrolinx as future volumes.
        - As traffic data is no longer unavailable from CP, historical traffic data on file will be applied for Freight and VIA train volumes. Future volumes will be determined, based on an annual growth rate of 2.5% per annum and a minimum 10-yr future projection.
        - Railway noise modelling will be completed using the FTA calculation algorithms for GO/VIA passenger trains and FRA calculation algorithms for Freight trains, where FTA/FRA have been accepted by Metrolinx, CN and CP as an alternative modelling algorithms to STEAM.
    - Transportation (road and rail) noise levels will be compared to the NPC-300 guideline limits.
    - Noise sensitive spaces, such as living rooms, bedrooms and outdoor amenity areas will be assessed, as defined in NPC-300.
    - Should an assessment of upgraded glazing be required, STC ratings will be determined using NRC Publication BPN-56 – Controlling Sound

Transmission Into Buildings, or equivalent. Where possible, site-specific parameters, such as room dimensions, room types and façade plans will be applied.

- If required, an assessment of acoustic barriers will be completed based on the Halton Region Noise Abatement Guidelines and NPC-300 as required.

- Surrounding Stationary Noise
    - An assessment of surrounding stationary noise sources with a potential to impact the development will be assessed, based on a Land Use Compatibility Review for Noise and Vibration based on the following:
        - A review of the current industrial land uses within a 1000 m radius of the development lands.
        - Classifications per MECP Guideline D-6 of the industrial land uses for the above identified industries, based on identified operations and separation distances.
        - For facilities located such that the area of influence defined under MECP Guideline D-6 reaches the property line of the proposed development, additional assessment will be completed as part of the Noise and Vibration Study.
    - Noise measurements will be completed in accordance with MECP guidelines NPC-102 – Instrumentation and NPC-103 – Procedures. Noise measurements from publicly accessible areas may be completed to approximately facility-specific sound levels, wherever possible.
    - Where available, site-specific information will be applied in the stationary noise modelling. Otherwise, typical noise source data from RWDI's database will be applied in the assessment.
    - Noise impact modelling will be completed using CadnaA noise modelling software, which is based on the ISO-9613 calculation algorithms. Alternative noise modelling software, based on ISO-9613 is also considered acceptable.
    - Noise impacts will be predicted for the noise sensitive spaces within the development for representative plane-of-window and outdoor points of reception, as defined in NPC-300.
    - Noise impacts will be compared to the NPC-300 Class 1 guideline limits, which includes an assessment of ambient noise.
    - Ambient noise will be predicted, as per the transportation noise modelling above, using existing road traffic data obtained from the Halton Region. Should existing road traffic data be unavailable, traffic count data will be obtained from the Traffic Consultant for the development project. Ambient noise should be based on the quietest hour of the day, evening, and nighttime.
    - An assessment of the combined impacts from all facilities on the proposed development will be completed as a conservative assessment of impacts.

Facility impacts may be assessed separately against the applicable guideline limits to be consistent with MECP ECA/CofA/EASR permitting requirements, which are individual facility specific.

  - Should meeting the Class 1 guideline limits not be met, justification will be provided regarding infeasibility of a potential mitigation measure. Potential mitigation measures are outlined in NPC-300 and include, but are not limited to, source-based mitigation, site layout, architectural design (blank facades), etc.
  - Pending the preliminary assessment of mitigation measures, a recommendation will be made regarding the request for a Class 4 area designation.

- Development Mechanical System Stationary Noise
  - At this time, insufficient information is expected to be available for a detailed assessment, and a general review and discussion will be provided for the development's potential mechanical systems (e.g. cooling equipment, HVAC units, parking garage fans, emergency generators, etc.).
  - The discussion on potential impacts of the Secondary Plan's stationary noise sources should be reflective of not only impacts on itself but on any potential surrounding noise sensitive receptors.
- Vibration
  - Transportation Vibration assessment will be completed as follows:
    - As the development lands are bounded by the CP Galt Subdivision railway, a transportation vibration assessment will be completed.
    - Vibration measurement are to be completed of train pass-bys on the development site at location representative of the proposed building foundations.
    - Vibration measurements are required to capture a minimum of 5 train pass-bys.
    - Vibration levels are to be assessed against the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations guideline limit of 0.14 mm/sec RMS, measured between 4 Hz and 200 Hz with an RMS averaging time constant of 1 second.
    - Given the large size of the site, measurements are to be completed at various locations across the "width" (i.e.. east-west) of the development lands, where there are proposed buildings with 75 m of the rail right of way, at the approximate location of the building.
      - If building specific locations are yet to be determined, measurements will be taken concurrently at approximate distances of 30 m and 50 m from the rail right of way. These measurements will be used to determine the appropriate

setback to meet the 0.14 mm/sec RMS FCM/RAC criteria. Four locations across the proposed site are required to establish vibration propagation across the site.
                - Alternatively, justification will be provided regarding geology/ground types to support the measurements are representative for the span of the development lands.
            - Should excesses of the vibration guideline limits be shown with measurements, mitigation recommendations will be provided for path treatments and/or building treatments, as source mitigation is not considered practical for an existing rail line.
        - Industrial Vibration will be completed as follows:
            - Should the development buildings be located within 100 m of an industrial impulsive vibration source (e.g. automotive parts heavy metal stamping), an industrial vibration assessment will be completed.
            - Industrial vibration measurements will be completed in accordance with the MECP guideline NPC-207 – Impulse Vibration in Residential Buildings.
            - Measured industrial vibration levels will be compared to the NPC-207 guideline limits.
            - Should excesses of the guideline limits be measures, mitigation recommendations will be provided, with a focus on at-source mitigation measures.
- Reporting
    - Be prepared in a report suitable for submission to the Halton Region and Town of Milton, summarizing the above results, recommendations and conclusions.

Key Deliverables:

- Land Use Compatibility Study including an Air Quality Assessment and Noise and Vibration Feasibility Study.
- A detailed scope of work for review, comment, and confirmation by Halton Region, the Town of Milton, and the Town's Consultants prior to the initiation of the study.

Land Use Compatibility Study

The Land Use Compatibility Study (LUC Study) will include a review of land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and employment areas and/or major transportation hubs.

At a minimum, the Land Use Compatibility Study must:

- Review within a 1000 m distance from the development for the following:
  - all current industrial land uses;
  - vacant lands;
  - potential future expansions or applications for new facilities; and,
  - employment areas and transportation and utility sources as per the Halton Region Land Use Compatibility Guidelines and Air Quality Guidelines.

WSP Comment: With regards to the Halton Region Land Use Compatibility Guidelines and Air Quality Guidelines, the Town of Milton has confirmed that Provincial guidelines will be sufficient for the purpose of the Land Use Compatibility Study.

- Provide classifications per MECP Guideline D-6 of the industrial land uses identified above, and their distances to the proposed development, as measured between property lines.

WSP Comment: WSP agrees with the use of the MECP D-6 Guideline for the purpose of the Land Use Compatibility Study. The assessment should also consider all D-Series guidelines where relevant.

- For facilities located such that the area of influence defined under MECP Guideline D-6 reaches the property line of proposed sensitive uses in the development, the following shall be obtained for the facilities if possible, unless there are existing constraints that restrict the facility's operations:
  - Copies of any issued Environmental Compliance Approvals (ECAs);
  - A history of complaints received by the MECP;
  - Record of attempts to contact these facilities regarding site specific operation/activity, future expansions, and available documentation such as Emission Summary and Dispersion Modelling (ESDM) Reports or Emission Summary Tables, as defined under O. Reg. 419/05 and associated guidelines, and Acoustic Assessment Reports (AAR) prepared in accordance with Ministry of the Environment, Conservation and Parks (MECP) guidelines;
  - Record of correspondence received as a result of contacting these facilities.

WSP Comment: WSP agrees with this approach assuming a Freedom of Information (FOI) request is submitted to the MECP if information is not provided by the industry. The land use compatibility assessment should also consider:

- Existing and potential new facilities
- Environmental Activity Sector Registry (EASR) information
- All sources of noise and vibration at the existing or potential facility (i.e. sources typically considered for permitting for ECA/EASR and sources that may be exempt from requiring approval such as backup beepers).
- In the absence of available information, a consideration of the full potential build-out scenario needs to be undertaken (i.e., worst-case scenario)
- If there are existing constraints (e.g., existing sensitive land uses, or environmental regulation that require limits be met at property lines) that restrict the facility's operations, the above detailed information may not be required. In such instances, rationale and explanation of the constraints are to be provided to appropriately justify the exclusion.

WSP Comment: If new elevated receptors are to be introduced, this could impact existing facility compliance despite existing sensitive land uses in the study area. In addition, new sensitive land uses could result in dust/odour complaints and potential incompatibility. This should be considered in the assessment; however, WSP agrees that rationale and explanation of the constraints should be provided to appropriately justify the exclusion of the above-mentioned details. Care should be taken when relying on existing constraints associated with environmental regulation (i.e. natural areas protected under a specific guideline) as these constraints can change over time.

- For vacant lots identified above, a review will be completed of the zoning classifications and allowable uses. A general discussion will be included regarding the potential uses and compatibility with the proposed development.

WSP Comment: WSP agrees with this approach but notes that a conservative interpretation of potential uses should be considered in an effort to promote good land use planning. The discussion should include potential mitigation at the proposed development if located within the potential influence area of industrial lands which should be determined based on worst-case allowable uses.

- A review of future expansions and applications for new facilities will be completed based on a review of MECP postings and through attempts to contact existing industries in operation.

WSP Comment: WSP agrees with this approach, The Town's development applications website would also be a helpful resource to determine any new facility development.

- Discuss potential compatibility issues with the future GO Station;
- Include the following:
    - Discussion on consistency with the Provincial Policy Statement (2024),
    - Description of the land use compatibility by type (air quality, dust, odour, noise, vibration);
    - Concluding statements on land use compatibility between the surrounding land uses and the proposed development.
- Discuss the phasing of the development, and how the phasing effects recommendations regarding air quality, odour, dust, and noise. Where necessary, this shall include specific thresholds which must be met before subsequent phases may proceed.
- Subject to the results of the Land Use Compatibility assessment, include recommendations for more detailed study, such as an Air Quality Assessment or Noise and Vibration Feasibility Study.

WSP Comment: WSP agrees with this approach related to the four bullets above and recommends that a conservative interpretation of emission sources be considered.

Air Quality Assessment

An Air Quality Assessment (AQA) may be required as a result of the Land Use Compatibility assessment. Where necessary, the Air Quality Assessment (AQA) will primarily involve assessing the compatibility of sensitive land uses (residential and natural heritage) in proximity to industrial sources, utility sources, and within 30 metres of arterial roads and 150 metres of Provincial highways. The assessment will focus primarily on the air contaminants listed in Halton Region's Draft Air Quality Assessment Guidelines dated December 2012. The assessment will also identify opportunities for alternative energy use, reducing greenhouse gas emissions, and design that promotes adaptation to climate change. Based on Halton Region's Draft Air Quality Assessment Guidelines, a Tier 2 assessment for Sensitive Land Uses is required for the Agerton Secondary Plan. The Proposed Tier 2 assessment will include the following:

1. Determine whether new sensitive land use meets required separation distances from existing emission sources within the Study Area;
2. Assessment of emissions from the proposed development(s) if the developments do not meet the separation distances outlined in the Halton Region's Air Quality Assessment Guidelines;
3. Identify the potential adverse effects on sensitive uses within the Study Area;

WSP Comment: As previously mentioned, the Town of Milton has confirmed that Provincial guidelines will be sufficient for the purpose of the Air Quality Assessment. The Halton Region's Draft Air Quality Assessment Guideline may be more conservative than WSP's typical approach for similar studies based on MTO guidance and transportation studies completed for the City of Toronto. This may change the proposed methodology for the study.

The air quality assessment should include a discussion on existing and vacant industrial lands which have the potential to adversely impact air quality at the proposed development. In addition, the assessment should consider whether new sensitive land uses will impact the ability of existing industrial facilities to maintain compliance with O. Reg. 419/05.

The contaminants listed in the Halton Region's Draft Air Quality Assessment Guideline does not include PM_{10}, volatile organic compounds (VOCs), and benzo(a)pyrene (B(a)P), which are listed in the MTO guidance for transportation studies. Although the project is not a transportation project or environmental assessment, WSP recommends that PM_{10} be included in the assessment given than $PM_{2.5}$ would be primarily emitted from combustion sources and would not include other sources such as road dust from tire and brake wear. It is recommended that B(a)P and select VOCs be considered in the assessment; however, based on WSP's project experience, these contaminants may not require detailed quantitative assessment (i.e., modelling).

The AQA will be completed using applicable government regulations and policies as well as Halton Region's Air Quality Assessment Guidelines, Air Quality Guidelines, and Land Use Compatibility Guidelines. In preparing this scope, it is assumed that the Region of Halton will provide the Region's 2005 Emissions Inventory to be used for the assessment.

WSP Comment: Does the Region have a more recent inventory available?

At a minimum, the Air Quality Assessment will:

- Provide methodology and results of any air sampling, odour community surveys, and dust sampling required as part of the Study process;
- Identify and analyze the impact of air emissions, odour, and dust generated by industrial operations within the vicinity of the proposed development;
- Identify and analyze the impact of air emissions, odour, and dust generated from transportation systems (highways, railways, airports, ports) within the vicinity of the proposed development;
- Identify and analyze the impact of air emissions generated within the proposed development on itself, if relevant; and
    - Provide recommendations for air emission mitigation, if any, including potential emission control upgrades at nearby industrial sources;

- Identify potential mitigation at the proposed development to ensure that nearby industrial facilities are able to continue to operate in compliance with MECP requirements, and to minimize the potential for complaints from future residents due to continued operations at the industrial facilities; and,

- Identify potential mitigation at the proposed development to ensure that impacts due to transportation systems are within acceptable levels at the proposed development, based on Ontario's Ambient Air Quality Criteria.

WSP Comment: Can RWDI confirm whether the air quality assessment will include air dispersion modelling. Any modelling should include consideration of relevant above grade receptors.

Noise and Vibration Feasibility Study

Based on the conclusions of the Land Use Compatibility Study a Noise and Vibration Feasibility Study may be required. The study will include an assessment of noise and vibration impacts from the surrounding transportation sources, surrounding industries/commercial properties, and the development mechanical systems. The following sections outline the approach to be taken.

WSP Comment: Land Use Compatibility Study only indicates if a Noise and Vibration Study in relation to stationary sources may be required (D6 Guideline). There are other triggers that may require a Noise and Vibration study such as within the vicinity of a rail corridor or busy major roads, or airports. This sentence needs to be rephrased to include other triggers that may require a Noise and Vibration Study.

The study is required to be completed by a qualified noise consultant, and in accordance with the following:

- MECP NPC guidelines;
- Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Developments in Proximity to Railway Operations Guideline (2013);
- Halton Region's Noise Abatement Policy and Noise Abatement Guidelines (2014);
- Town of Milton Terms of Reference for Noise and Vibration Study (2023); and,

Professional Engineers Providing Acoustical Engineering Services in the Land-Use Planning Process (2024).

WSP Comment: WSP agrees with the guidelines presented above to be used for the Noise and Vibration Feasibility Study if required based on the Land Use Compatibility Study.

At a minimum, the Noise and Vibration Feasibility Study must:

- • Transportation Noise
    - Roadway Noise modelling will be completed as follows:
        - Analysis of roadway noise will be completed for roads with the potential to impact the development, which includes Derry Road and Trafalgar Road. An assessment of Highway 401 traffic noise is not considered necessary, given the large separation distance (approx. 1.2 kms, and absorptive intervening grounds).
        - Regional road traffic data will be obtained from Halton Region as "mature state of development" volumes. As municipal roads are not located within the surrounding area, an assessment is not considered necessary.
        - Roadway noise levels will be predicted using the STAMSON software or the ORNAMENT algorithms, as outlined in NPC-300. Should alternative software packages be used (e.g. RLS-90 or TNM), a sample output file will be provided to validate the noise modelling result against STAMSON/ORNAMENT.

WSP Comment: WSP agrees with the approach RWDI is taking to complete the Transportation Noise Analysis for roads, and that the potential transportation road noise sources identified would Derry Road, Trafalgar Road. **WSP notes** that any future collector roads within the development be included with mature state of development volumes. WSP agrees with the methodology of using STAMSON software or the ORNAMENT algorithms, and that if TNM is used, validation will be conducted against STAMSON/ORNAMNET for roadway noise.

Railway Noise modelling will be completed as follows:

- Analysis of railway noise from the CP Galt Subdivision, including GO Trains, Freight Trains, and VIA passenger trains are to be completed.
- GO Train traffic data will be obtained from Metrolinx as future volumes. if available.
- As traffic data are no longer unavailable from CP, historical traffic data on file will be applied for Freight and VIA train volumes. Future volumes will be determined, based on an annual growth rate of 2.5% per annum and a minimum 10-yr future projection.
- Railway noise modelling will be completed using the FTA calculation algorithms for GO/VIA passenger trains and FRA calculation algorithms for Freight trains.

WSP Comment: WSP agrees with the approach RWDI is taking to complete the Transportation Noise Analysis for rail and that the potential transportation rail noise sources identified would be CP Galt Subdivision with GO, Freight and VIA rail. **WSP notes** that VIA rail has provided rail volumes as of recently. WSP agrees with the methodology of using FTA/FRA algorithms for passenger/freight trains.

- Transportation (road and rail) noise levels will be compared to the NPC-300 guideline limits.
- Noise sensitive spaces, such as living rooms, bedrooms and outdoor amenity areas will be assessed, as defined in NPC-300. Appropriate assumptions can be used if detailed design information is not available.
- Should an assessment of upgraded glazing be required, STC ratings will be determined using NRC Publication BPN-56 – Controlling Sound Transmission Into Buildings, or equivalent. Where possible, site-specific parameters, such as room dimensions, room types and façade plans will be applied.
- If required, an assessment of acoustic barriers will be completed based on the Halton Region Noise Abatement Guidelines and NPC-300 as required.

WSP Comment: WSP agrees that the transportation (road and rail) noise levels will be compared to the applicable noise guideline NPC-300 for noise sensitive spaces as defined by NPC-300 and with the use of BPN-56 for the assessment of upgraded glazing if required. WSP agrees that if detailed design information is not available, appropriate assumptions can be used. WSP agrees that the assessment of acoustic barriers should be completed based on the Halton Region Noise Abatement Guidelines and NPC-300 if required.

- Surrounding Stationary Noise
  - An assessment of surrounding stationary noise sources with a potential to impact the development will be assessed, based on the Land Use Compatibility Study.

WSP Comment: WSP agrees that the assessment should be done based on the outcomes of the Land Use Compatibility Study and include facilities that were identified in that study that have the potential to influence the development.

- Where required, noise measurements will be completed in accordance with MECP guidelines NPC-102 – Instrumentation and NPC-103 – Procedures. Noise measurements from publicly accessible areas may be completed to approximate facility-specific sound levels.

WSP Comment: WSP agrees noise measurements should be completed in accordance with MECP Guideline NPC guidelines.

- Where available, site-specific information will be applied in the noise modelling. Otherwise, surrogate noise source data from the consultant's database will be applied in the assessment.

WSP Comment: WSP agrees that site specific information can be used and applied in the noise analysis if not typical noise source data from historical data from similar sources can be applied.

- Noise impact modelling will be completed using noise modelling software based on the ISO-9613 calculation algorithms, such as CadnaA. Alternative noise modelling software, based on ISO-9613 is also considered acceptable.

WSP Comment: WSP agrees with the methodology of using noise modeling software which implements the ISO-9613 calculation algorithms such as CadnaA.

- Noise impacts will be predicted at noise sensitive receivers within the development for representative plane-of-window and outdoor points of reception, as defined in NPC-300.

WSP Comment: WSP agrees that noise impact should be conducted for plane-of-window and outdoor points of reception as defined in NPC-300.

- Noise impacts will be compared to the applicable NPC-300 Class 1 guideline limits, which includes an assessment of ambient noise.

WSP Comment: WSP agrees that noise impacts should be compared to NPC-300 Class 1 limits. Currently it is rural, but as it gets built it would be a Class 1 area.

- If required, ambient noise will be predicted, as per the transportation noise modelling above, using existing road traffic data obtained from the Halton Region. Should existing road traffic data be unavailable, traffic count data will be obtained from the Traffic Consultant for the development project. Ambient noise should be based on the quietest hour of the day, evening, and nighttime.

WSP Comment: WSP agrees that ambient noise should be based on existing road traffic data, and that if unavailable it can be obtained from the Traffic Consultant for the development project. WSP agrees that ambient noise should be based on the quietest hour of the day, evening and nighttime traffic data.

- An assessment of the combined impacts from all facilities on the proposed development will be completed as a conservative assessment of impacts. Facility impacts may be assessed separately against the applicable guideline limits to be consistent with MECP ECA/CofA/EASR permitting requirements, which are specific to individual facilities.

WSP Comment: WSP agrees that the facility impacts can be assessed separately against the applicable limits and would be consistent with MECP ECA/EASR permitting requirements, which are specific to individual facilities.

- Should the Class 1 guideline limits not be met with suitable mitigation, justification will be provided regarding infeasibility of a potential mitigation measure. Potential mitigation measures are outlined in NPC-300 and include, but are not limited to, source-based mitigation, site layout, architectural design (blank facades), etc.

- Pending the preliminary assessment of mitigation measures, a recommendation will be made regarding the request for a Class 4 area designation.

WSP Comment: WSP agrees that potential mitigation measures as outlined in NPC-300 include, source-based mitigation, receptor mitigation or a recommendation of a request for Class 4 area designation.

- Development Mechanical System Stationary Noise

    - Early in the planning process, insufficient information is expected to be available for a detailed assessment, and a general review and discussion will be provided for the development's potential mechanical systems (e.g. cooling equipment, HVAC units, parking garage fans, emergency generators, etc.).

    WSP Comment: WSP agrees that detailed information regarding mechanical equipment for the residential buildings, office/employment buildings or institutional buildings would most likely not be available at the time and agrees that a general discussion can be provided.

    - The discussion on potential impacts of the Secondary Plan's stationary noise sources should be reflective of not only impacts on itself but on any potential surrounding noise sensitive receptors, as applicable.

WSP Comment: WSP agrees that a discussion on the potential impacts of the proposed development stationary sources should be reflective of not only impacts on itself but on any potential surrounding noise sensitive receptors

- Vibration
    - Transportation Vibration assessment will be completed as follows:
        - As the development lands are bounded by the CP Galt Subdivision railway, a transportation vibration assessment will be completed.
        - Vibration measurements are to be completed of train pass-bys on the development site at representative locations (e.g., the proposed building foundations, where feasible).
        - Vibration measurements are required to capture a minimum of 5 train pass-bys.
        - Vibration levels are to be assessed against the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations guideline limit of 0.14 mm/sec RMS, measured between 4 Hz and 200 Hz with an RMS averaging time constant of 1 second.
        - Given the large size of the site, measurements are to be completed at various locations across the "width" (i.e. east-west) of the development lands, where there are proposed buildings with 75 m of the rail right of way, at the approximate location of the building.
            - If building specific locations are yet to be determined, measurements will be taken concurrently at up to three setback locations (e.g., distances of 30 m and 50 m, 75 m from the rail right of way). These measurements will be used to determine the appropriate setback to meet the 0.14 mm/sec RMS FCM/RAC criteria. Measurements will be conducted at representative locations on each side of Trafalgar Road to establish vibration propagation across the site.
            - justification will be provided regarding geology/ground types to support the measurements are representative for the span of the development lands.
        - Should excesses of the vibration guideline limits be shown with measurements, mitigation recommendations will be provided (e.g., path treatments and/or building treatments), as source mitigation is not considered practical for an existing rail line.

WSP Comment: WSP agrees with the approach and methodologies RWDI is taking to complete a transportation vibration analysis. WSP had previous comments which appear to be addressed in RWDI's updated TOR.

- Industrial Vibration will be completed as follows:
  - Should the development buildings be located within 100 m of an industrial impulsive vibration source (e.g. automotive parts heavy metal stamping), an industrial vibration assessment will be completed.
  - Industrial vibration measurements will be completed in accordance with the MECP guideline NPC-207 – Impulse Vibration in Residential Buildings.
  - Measured industrial vibration levels will be compared to the NPC-207 guideline limits.
  - Should excesses of the guideline limits be measured, mitigation recommendations will be provided.

WSP Comment: WSP agrees with the approach and methodologies RWDI is taking to complete an industrial vibration analysis, if required.

- Reporting
  - Be prepared in a report suitable for submission to Halton Region and the Town of Milton, summarizing the above results, recommendations and conclusions.

WSP Comment: WSP agrees that the NVFS should be prepared in a report suitable for submission to the Halton Region and Town of Milton. **WSP notes** that that TOR does not discuss how the noise and vibration analysis of the future GO Station will be conducted.

Key Deliverables:

- Land Use Compatibility Study.
- If required, an Air Quality Assessment and Noise and Vibration Feasibility Study.

APPENDIX C

Table B-1: List of Industrial Facilities Identified Around the Proposed Development

Map Icon Number	Business Name	Address	Type of Approval/Facility/ Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present (Y- Yes /N - No)	Approximate Distance to Site[1] (m)	D-6 Classification [2]
1	Atura Power - Halton Hills Generating Station	7870 Sixth Line	ECA - AIR,AIR_STATIONARY,NOISE,VIBRATION	A-500-1219118959	With ECA approval for the operation of a natural gas fired electricity generation facility. The facility is a natural gas fired electricity generation facility with two natural gas / hydrogen gas fired combustion turbines, two horizontal heat recovery system generators, one three pressure, single reheat double flow steam turbine generator, one natural gas fired auxiliary boilers operations and some associated facilities e.g. generators, heaters and fan steam, etc. It is a power generating facility and has two tall stacks of 61m above grade. It is classified as a Class III facility.	Y	1470	III
2	Re-Flex 2000 Incorporated	7729 Eighth Line	ECA-AIR	9943-8WHGQJ	The facility is a manufacturer of screen printed heat transfers. ECA for a facility with Emission Summary and Dispersion Modelling (ESDM) Report submitted with the application. The facility is well contained without any obvious fugitive dust sources identified. It has some heavy vehicles parking within the facility but no outdoor storage is identified. No tall stack emission is identifed. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	2205	I
3	Brampton Pallet Inc., Ledcor, Day to Day Logistics Inc., Wingenback Ltd., TOS America Inc., ICONIX Waterworks, Walker Machinery Ltd., Klimer Platforms Inc.	7125 Auburn Rd	ECA-AIR	4614-A3YK9W	The location of the facility has one ECA record, which is owned by J&M Recycling Inc., which mentioned that there is an operation of one industrial tub grinder to grind unsalvageable wood pallets into wood chips, and has a stack of 2.4m above grade for discharging the exhaust to the atmosphere. The facility is currenty owned by and renamed as "Brampton Pallet Inc.", which is a manufacturer for wooden pallets, and also to provide services for repairing and selling re-manufactured and recycled pallets. The facility is well-contained without any tall stack observed. It has outdoor storage of wooden pallets and are well organized. No obvious fugitive dust source is identified. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	454	II
4	Her Majesty the Queen in Right of Canada as Represented by the Minister of Canadian Broadcasting Corporation (CBC)	7524 Auburn Road	ECA-AIR	6726-83DKPB	The land is currently managed by the Canadian Broadcasting Corporation (CBC). The facility has one standby diesel generator set, having a rating of 275 kilowatts, to provide power for the transmitter station during emergency situations. The facility is well-contained and without any tall stack identified. There is no outdoor storage and no fugutive dust source is identified. It is fall within the proposed development site. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	1140	I
5	Enbridge Consumers Gas	6710 Ninth Line	ECA-AIR	4437-4ENSFV	The facility is a energy transportation and distribution company. It consists of following facilities: (1) one standby natural gas fired generator set, having a rating of 80 kilowatts, to provide power during emergency situations, exhausting to the atmosphere through a stack having an exit diameter of 0.038 metre, extending 1.5 metres above grade; (2) four Paterson Kelley natural gas fired low NOx boilers, each having a maximum heat input of 2,004,700 kilojoules per hour, exhausting to the atmosphere through four separate stacks each having an exit diameter of 0.305 metre, extending 1.2 metres above grade; (3) four Thermal Solutions natural gas fired low NOx boilers, each having a maximum heat input of 2,110,200 kilojoules per hour, exhausting to the atmosphere through four separate stacks each having an exit diameter of 0.305 metre, extending 1.2 metres above grade. Some stacks or exhaust vents are found in the facility. There are a number of fully enclosed pipeline connections identified on the ground. But no outdoor storage area and no obvious fugitive dust sources identified within the facility. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	1022	II
6	CPKC Intermodal Rail Yard	7251 Trafalgar Road	N/A	N/A	The CPKC Milton Yard located at 7251 Trafalgar Road is an intermodal rail yard that supports freight rail operations and associated logistics activities. Within the facility, transloading of raw materials activities at this rail yard of Candorail will be occured and it will likely cause potential impacts to the future nearby Neighbourhood Centre Mixed Use Area.	N	0 [3]	III

Table B-1: List of Industrial Facilities Identified Around the Proposed Development

Map Icon Number	Business Name	Address	Type of Approval/Facility/ Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present (Y- Yes /N - No)	Approximate Distance to Site[1] (m)	D-6 Classification [2]
7	Future Development	6728 Sixth Line	N/A	N/A	The subject property is located in Ward 3 and has an area of approximately 62.49 hectares. The site is within the Derry Green Survey Secondary Plan and is designated as Business Park Area. The subject lands are currently zoned as Future Development in the Town's Zoning By-law. Based on the proposed 6728 Sixth Line development drawings included in its Notice of Complete Application, the proposed development will consist of 3 one-storey industrial buildings with truck loading bays and parking lots. Therefore, is anticipated that uses at this proposed business park subdivision would be predominately Class I industries such as light industry or commercial uses As it is a proposed Businees Park Area, there is no major air qualiy concern. In addition, the proposed development is located beyond the potential influence area for both Class I and Class II industries and therefore it is anticipated to be compatible.	N	798	II
8	Rebel Line Hauls / Nishan Transport	H5MJ+75, Halton Hills	N/A	N/A	The facility is a company providing cross border truck logistic solutions, which is neither included in the ECA nor EASR database. The facility only consists of one simple building structure with most of its area is used for vehicle or truck parking. No stack, emission sources of outdoor storage and obvious fugitive dust emission is identified within the site. It is classified as Class I facility. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	2102	I
9	Construction Equipment Yard	Along the northeast side of Eighth Line, between the CP rail line and Derry Rd E	N/A	N/A	It is a outdoor storage area with construction equipment. Some trucks are parking within the facility. No stack and other air quality emission sources are identified. No air quality concern is anticipated. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	700	I
10	Engbridge Consumers Gas	Along the northeast side of Eighth Line, between Derry Rd E and Highway 6	N/A	N/A	The facility is well-contained without outdoor storage and stacks identified. And there is no evidence of fugutive emission source identified. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	707	II
11	407 Patrol Yard	14500 Derry Rd	N/A	N/A	The facility has outdoor storage area of some construction equipment. No stack and other air quality emission source is identified. There is no obvious fugitive emission source identified. Given the large setback distance, adverse air quality and noise effects are not expected at the proposed residential lands.	N	1157	I

Notes:

1. The separation distance is generally from the property line of the residential lands to the property line of the industry unless otherwise noted
2. The facilities are located in the employment area within the proposed development. However, the shortest separation distance between the facility and potential residential lands is 454m.
3. The facility is located in the employment area within the proposed development. However, the shortest separation distance between the facility and potential residential lands is 1,140m.
4. The facility is located in the employment area within the proposed development. However, the separation distance between the intermodal terminal, where rail car loading and unloading activities are expected to occur, and the proposed residential lands is approximately 300m.

APPENDIX D

From: Loro, Darren
To: Marcus Li
Cc: Clackett, Robert
Subject: RE: Noise Study Traffic Data - Agerton
Date: February 2, 2024 1:35:15 PM

Hi Marcus,

I don't think we've met yet – I'm the Transportation Development Reviewer at Halton Region for Regional development applications within Milton. Nice to e-mail meet you!

I'll be the one reviewing the Noise Study and so I'll address your inquiry by providing you with the requested data as noted below:

Derry Road:

- **Ultimate AADT:** 51,000 veh/day post-widening of Derry Road (construction for the widening from four lanes to six lanes is expected to begin in 2031 per Halton Region's 2024 Budget and Business Plan).
- **Truck Percentages:** Use existing medium truck and heavy truck percentages from existing traffic data (data can be requested at accesshalton@halton.ca).
- **Day and Night Split:** 90% day / 10% night
- **Posted speed limit:** Currently 80 km/h in the study area (may be reduced as part of the future road widening and urbanization)

Trafalgar Road:

- **Ultimate AADT:** 51,000 veh/day post-widening of Trafalgar Road (construction for the widening from four lanes to six lanes is expected to begin in 2030 per Halton Region's 2024 Budget and Business Plan).
- **Truck Percentages:** Use existing medium truck and heavy truck percentages from existing traffic data (data can be requested at accesshalton@halton.ca).
- **Day and Night Split:** 90% day / 10% night
- **Posted speed limit:** Currently 60 km/h in the study area (may be reduced as part of the future road widening and urbanization)

Note that per our typical requirements in the development application process, a Scope of Work for this Noise Study will be required for review and approval by Transportation Development Review staff prior to preparing the study. The study must be completed per Halton Region's Noise Abatement Policy and Noise Abatement Guidelines. The final study, its assumptions and recommendations must be to the satisfaction of Transportation Development Review staff and approved by Halton Region. The Noise Abatement Guidelines are available online at: https://www.halton.ca/Repository/Noise-Abatement-Guidelines.

If you send me a scope of work for the study before preparing the study as well as a description of the proposed development, we will review and provide you with feedback.

I've also copied Rob Clackett, our Senior Planner for Regional development applications in Milton, for his reference.

Cheers,
Darren

Darren Loro, C.E.T.
Project Manager I – Transportation Planning Coordination
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 2694 | 1-866-442-5866

From: Marcus Li <Marcus.Li@rwdi.com>
Sent: January 24, 2024 3:59 PM
To: Krusto, Matt <Matt.Krusto@halton.ca>
Subject: Noise Study Traffic Data - Agerton

Hello Matt,

We're working on a Noise Study for development at the intersection of Derry and Trafalgar in Agerton. See attached for the location.

I understand Derry and Trafalgar are regional roads. Please provide the typical noise study data set information for both Derry and Trafalgar (ultimate volumes, truck percentages, and posted speed limits).

If you need anything else, please just let me know.

Thanks

Marcus

Marcus Li, P.Eng. (he/him) | Technical Director – Noise & Vibration
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada
Tel: (519) 823-1311
rwdi.com

ORNAMENT

Ontario Road Noise Analysis Method for ENvironment and Transportation

version 2.09

Job No. 2402083
Job Name Agerton Secondary Plan

Scenario

ROAD CHARACTERISTICS | **SOURCE-RECEIVER-BARRIER-TOPOGRAPHY CHARACTERISTICS**

ID	Description	Time Period	Number of Vehicles			Speed (km/h)	Road Gradient (%)	Two Way? (y/n)	Pavement Type	Road Viewable Angle		Source-Receiver Distance (m)	Ground Type (Hard/Soft)	Topo-graphy Type	Source Height (m)	Road Elevation (m asl)	Receptor Height (m)	Receptor Elevation (m asl)	**Total Segment L_{eq} (dBA)**
			Autos	Medium	Heavy					Θ_1	Θ_2								
	Derry Road - Day	16	41632	1653	2617	80	0	y	1	-90	90	271.0	Hard	A	1.5	0.0	1.5	0.0	65.00
	Derry Road - Night	8	4626	184	291	80	0	y	1	-90	90	190.5	Hard	A	1.5	0.0	1.5	0.0	60.00
	Trafalgar Road- Day	16	41632	1653	2617	60	0	y	1	-90	90	156.5	Hard	A	1.5	0.0	1.5	0.0	65.00
	Trafalgar Road - Night	8	4626	184	291	60	0	y	1	-90	90	110.0	Hard	A	1.5	0.0	1.5	0.0	60.00

APPENDIX E

19-281 Agerton New Urban Ltd Development - Land Use
Milton, Ontario

RWDI # 2402083

Appendix E - Screening Level Air Quality Assessment Results

	NOx Conc. (µg/m3) Max	10% NOx Conc. (µg/m3) Max	90% NOx Conc. (µg/m3) Max
Max. 1-Hr	321	32	289
Max. 24-Hr	41	4	37

Reference to Air Quality Ontario Report 2002

	Ozone Conc. ($\mu g/m^3$) [1]	
Max. 1-Hr	200	ppb
Max. 24-Hr	200	ppb

Notes:

1. Background concentrations of ozone made reference to average from 1996 to 2000 in Figure 2.4 Ozone One-hour Max. Conc. in Ontario (1980 -2002) in Air Quality Ontario Report 2002
2. Assume Max. 24-hour Ozone is same as Max. 1-Hr Oone concentration.

Estimated NO_2 Conc. (µg/m3) after Ozone Limiting

	Max NO_2 ($\mu g/m^3$)	AAQS ($\mu g/m^3$)
Max. 1-Hr	223	400
Max. 24-Hr	41	200

Notes:

1. Ozone limiting method was adotped to convert NO_X to NO_2 concentration.

APPENDIX F

Agerton Land-use Compatibility Study

Peer Review Comment - Response

Peer Review Comment (WSP)	Response (RWDI)
Section 1 – Introduction 1) The Report states that the study was completed as per the (ToR) for the Agerton Secondary Plan Land Use Compatibility Study dated May 2025. MGP provided WSP the ToR prepared by RWDI on February 21, 2025. Following a first round of review, WSP provided peer review comments to MGP on March 10, 2025. MGP provided WSP a revised ToR prepared by RWDI on June 2, 2025. Following review, WSP provided a second round of peer review comments on June 20, 2025. Can RWDI confirm whether the latest round of peer review comments was incorporated into the ToR given that the document is dated May 2025?	RWDI received additional comments on the ToR from the Town on June 23, 2025. The ToR were not revised based on these comments as the Land-Use Compatibility (LUC) study was substantially completed based on the May 2025 ToR. The ToR comments received on June 23, 2025 have been reviewed and considered. The bulk of these comments relate to detailed noise and air quality studies that are yet to be completed. The comments do not alter the proposed approach (i.e., primarily adding detail or clarifications) and will be considered throughout the assessments for the proposed development.
5) The Report states that a Freedom of Information (FOI) request was not submitted given the lack of permitted facilities in the area beyond the Halton Hills Generating Station (HHGS), and that based on the nature of the industries within the study area (i.e., not significant sources of odour, dust or noise) the conclusions of the study would not change if complaints were on record. Based on the ToR, an FOI request should be submitted for facilities having a Guideline D-6 area of influence that reaches the property line of proposed sensitive uses in the development, if information is not provided by facilities. The ToR also outlines that some sources may be exempt from requiring an ECA or EASR; however, these sources should still be considered. Please provide additional rationale for excluding a FOI request from the study.	An FOI request can only be reasonably made for facilities with environmental permits. Unpermitted facilities will not have information filed with the MECP, hence they will have no information. The northern portion of the proposed development (i.e., north of the rail line) is proposed to be industrial/commercial and does not include sensitive uses. The LUC has been revised to better clarify the industries that may affect the proposed sensitive uses in the development. Based on the ToR, there are no permitted facilities (including the HHGS) that interact with the proposed development sensitive uses based on their D-6 classification. The only applicable facility is the CPKC intermodal yard and, as federal facility, it does not have information filed with the MECP; hence there is no information to be obtained through an FOI request.
6) The Report states that an internet search for complaints in the local area was undertaken, but no information related to odour and dust complaints was found. WSP agrees that in the absence of information received from the FOI request, an internet search of publicly available complaints could be sufficient. However, it is WSP's opinion that an internet search for complaints should not replace the FOI request. Please confirm whether the internet search for complaints also considered noise complaints.	Yes, the internet search considered complaints related to both air quality (including odour and dust) and noise and vibration. RWDI has contacted MECP district offices and they have indicated they will not provide complaint information.
Section 4 – Results 7) The Report states that facilities with ECAs or EASRs that are related to waste management systems or not air quality related are not included in those listed for the study. WSP agrees that waste management facilities are not applicable to Guideline D-6 based on Section 1.2.4 of the guideline; however, other facilities may release air contaminants and noise despite not having an ECA or EASR. Please confirm if all facilities within 1000 m of the proposed development were considered in the study.	All facilities that could be reasonably identified were considered. A few additional facilities were added to the updated LUC study (see Figure 3) to ensure a fulsome consideration in response to this comment. Given the existing and proposed facilities have existing sensitive receptors (also noted in Figure 3) on lands between the proposed development and the facilities, these facilities are all constrained and do not alter the LUC study conclusions.
8) Table 3 of the Report lists facilities whose potential influence areas impact the subject lands based on the Guideline D-6 industry class and separation distance. All facilities, except for the CPKC Intermodal Rail Yard, are noted to be outside their potential influence area with respect to the proposed development. Please clarify the measured separation distance and whether new sensitive land uses are expected to be within any of the facilities' potential influence area.	The separation distances have been clarified in the updated LUC study, including Table 3 and Figure 3. Notably, the initial version of the LUC study showed the D-6 setbacks from the property line of the proposed development; however, the proposed sensitive uses are constrained to the residential and mixed-use portions south of the rail line. Figure 3 in the updated LUC study shows this more clearly.
9) Table 3 of the Report notes that the separation distance for Atura Power – Halton Hills Generation Station (HHGS) was measured from the emission sources of the facility to the property line of the proposed development. Please identify the emission sources measured from and provide additional rationale for not measuring from the property line of the facility to the proposed development.	The separation distances are indicated from the HHGS property line to the nearest sensitive uses of the proposed development as included in the updated LUC study. The HHGS is outside the class III zone of influence (i.e., 1000m) to these sensitive uses but remains considered due to its tall stacks and the addition of potential elevated receptors to the proposed development.

12) The Report does not include an assessment of Rebel Line Hauls or Nishan Transport facilities that are next to Re-Flex 2000 Incorporated. There would be significant heavy truck traffic and impulsive noise associated with uncoupling and decoupling of trailers. Please update the Report accordingly.	As shown in the updated LUC study (see Figure 3), the development sensitive uses are outside the D-6 Class II zone of influence (i.e., 300m) for these facilities, even though they have been assessed as Class I on the basis of their lack of permit and limited outdoor operations.
14) The Report states that there is no relevant ECA or EASR record related to air or noise emissions for the CPKC facility found within the provincial database of Access Environment. It should be noted that the CPKC facility is federally regulated and therefore would not require an ECA or EASR to operate. Please update the Report accordingly.	Federal facilities are not required to obtain provincial environmental permits but may do so voluntarily in some instances. Rail companies generally do not pursue these, although some federal government institutions do. The report will clarify these aspects.
16) The Report states that future industrial uses within the M2 zoned areas are anticipated to be Class I or Class II. WSP notes that the permitted uses listed in the Report include some operations that could result in significant fugitive dust or noise emissions, such as a concrete batching plant which could be considered a Class III facility. Please provide additional discussion on why Class II would be considered the worst-case scenario for future industrial uses.	Any proposed industrial or commercial uses will be under the control and guidance of the development group. Hence mitigation and setbacks can be determined accordingly based on the locations of proposed sensitive uses. If the industrial zoning is left with generic permissions, any new industrial use permitted within that zoning would have to consider the proposed sensitive uses as part of their permitting process and hence would be designed accordingly. As a result, future industrial uses within the proposed development are not of concern for compatibility purposes.
17) The Report states that a proposed business park development is located within 1000 m of the proposed development and is anticipated to include predominately Class I industries such as light industry or commercial uses. Please confirm how the identification of Class I industries was determined (i.e., based on development application information, permitted uses, etc.).	The assessment of this proposed use is based on the available development information on the Town's website, which states: "The proposed Subdivision consists of 4 development blocks to accommodate a variety of business park uses..." https://www.milton.ca/en/news/notice-of-complete-application-6728-sixth-line.aspx Plans on the website indicated single-storey buildings indicative of a commercial plaza or similar. Significant trucking uses or otherwise are not indicated. Regardless, this development is currently constrained by existing residences that lie between it and the proposed sensitive uses; see Figure 3 of the updated LUC study.
19) The Report refers to Section 3.3.1 of "Guidelines for New Development in Proximity to Railway Operations" which provides recommended building setbacks for new residential development in proximity to railway operations and identifies a setback of 30 m from principal main lines. It should be noted that the referenced guideline and setback do not relate to air quality impacts but are related to noise, vibration and safety. The Report also states that idling diesel locomotives will be the main source of emissions, which are only expected at the proposed GO station, and are not anticipated to require specific mitigation measures at the proposed development. WSP does not agree that idling trains are not expected to impact air quality at proposed sensitive land uses given proximity to the proposed GO station location. WSP recommends that emissions from diesel locomotives be considered in future air quality assessments for the proposed development. Please update the Report accordingly.	Air quality emissions from idling diesel locomotives will be considered. However, existing residential exists in close proximity to GO stations throughout the GTA, and new development continues to be pursued in multiple locations. These conditions suggest that air quality concerns are limited which largely related to the limited duration of idling during station stops. Layover facilities would be considered more rigorously but are not known to be proposed here. Any such proposal by Metrolinx would require an Environmental Assessment, hence emissions would be assessed at that time.
20) The Report states that air quality impacts from idling diesel locomotives are not anticipated given that the CPKC Galt Subdivision rail line is located approximately 225 m from the Neighbourhood Centre Mixed Use Area which is beyond the expected influence area of idling trains (i.e., less than 100 m). Please confirm how the influence area of less than 100 m from idling trains was determined.	According to the U.S. Environmental Protection Agency (EPA), best practices for rail facilities include considering locomotive emissions for downwind sensitive locations within the first approximately 150-200 meters (500-600 feet). RWDI's experience is similar with more notable concerns within 100m. Beyond 200m separation, adverse air quality impacts from idling locomotives are not expected to be significant. https://www.epa.gov/ports-initiative/rail-facility-best-practices-improve-air-quality
21) The results for the preliminary screening level modelling based on UAADTs for both Derry Road and Trafalgar Road based on setback distances as noted within Section 4 were said to be provided in Appendix C, however they are actually provided in Appendix D. Please update the Report accordingly.	Noted.

23) The Report states that upgraded façade components are expected to be required for certain buildings within the secondary plan area, particularly façades facing transportation corridors. The Report does not specifically state that expectation is because there is sensitive land use within 150 m of Trafalgar Road and 270 m of Derry Road. WSP notes that future collector roads within the development should be included at this stage as well. Please update the Report accordingly.	Information on the collector road network, including potential traffic volumes, remains undefined and hence cannot currently be assessed. These roads would be considered once such information is available. Regardless, concerns would only be related to noise which would influence façade design. Façade design is not an issue for compatibility.
Section 5 – Screening Level Air Quality Assessment 30) The Report outlines the methodology used to assess the impact of NO_X emissions from the HHGS to sensitive land uses at the proposed development which includes placing receptors on the nearest high density residential buildings facing the HHGS up to 50 storeys starting at 1.5 m above grade and extending every 3 m above the first level. The Report also outlines the source information, assumptions, and dispersion model used. Overall, WSP agrees that this is expected to be a conservative approach assuming that a maximum building height for the Agerton Secondary Plan does not exceed 50 storeys. Please confirm if a maximum building height limit has been established for the proposed development.	A maximum building height has not been established at this stage given the secondary plan process and would be clarified in future planning stages. Based on RWDI's experience, 50-storeys represents a reasonably conservative height for high rise residential. Once confirmed, the screening level air quality assessment would be updated if building heights greater than 50-storeys are considered.
31) The Report does not include a figure showing the location of point sources, building receptors, and maximum predicted NO_X concentrations. Please include a figure showing the above-mentioned modelling inputs and results.	A new Figure 7 has been added to the report which shows the locations of point sources and building receptors. In addition, the maximum predicted NOX concentrations of the screening level air quality assessment is included in Appendix E.
32) There are several existing facilities within 1000 m of the proposed development that have not been included in the Report including a new warehouse facility north of Steeles Ave and Trafalgar, several facilities southwest of Brampton Pallet, among others. Please update the Report to consider all applicable facilities within 1000 m of the proposed development.	Additional facilities have been included in the updated report for completeness (see Figure 3); however, the 1000m buffer is considered from the sensitive uses within the proposed development, which are all south of the rail line. Facilities near Steeles will be greater than 1000m to the sensitive uses and would not normally be considered, but some have been retained to align to this comment. This setback is clarified in the updated report.
33) Figure 3 identifies Brampton Pallet as a Class I facility; however, Table 3 identifies that facility as Class II. Please confirm the industrial classification of Brampton Pallet.	Brampton Pallet is conservatively considered a Class II industry, along with other businesses in its vicinity (see Figure 3).
Section 6 – Conclusions 34) The Report concludes that no air quality compatibility issues are anticipated based on the results of the above analysis. Based on WSP's comments above, additional information is requested to determine whether stationary and transportation sources within 1000 m of the site are expected to result in incompatibility with the proposed development. Please update the Report accordingly.	As discussed, the setbacks to sensitive uses in the proposed development have been clarified in the updated report. The air quality conclusions remain as stated given the setbacks to air quality sources.
35) The Report concludes that a detailed noise analysis is required for b. Stationary Noise: CPKC rail yard modelled to confirm what setbacks and built forms will be required to meet the appliable guideline limits. WSP agrees this should be conducted. WSP notes that the Report also mentioned in Section 4.3.2 that an assessment of the proposed GO Transit Station should be conducted once detailed information is available. Based on WSP's comments above, additional information is requested to determined whether stationary sources within 1000 m of the site are expected to result in incompatibility with the proposed development (i.e not all facilities within 1000 m were identified in the Report). Please update the Report accordingly.	See above for explanation of facility setbacks relative to the 1000m buffer. No compatibility issues are identified and no changes to the report conclusions.
36) The Report concludes that a rail vibration analysis should be conducted for the CPKC Galt Subdivision, and mitigation measures will be confirmed and determined, if necessary, in the detailed noise and vibration study. WSP agrees that a detailed analysis should be conducted. WSP notes that a detailed vibration study should also include the GO Transit Station. Please update the Report accordingly.	Vibration will not be a concern at a transit station. Trains at stations are slowing down and coming to a stop and do not generate notable vibration, particularly as compared to rolling stock moving on the same tracks and heavy vehicles such as freight. The vibration assessment will be primarily concerned with the movement of freight and passenger trains at speed.