



Compatibility Mitigation Study, Air Quality, Odour, and Dust

153 Union Street East

Southside Group

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Executive Summary

SLR Consulting (Canada) Ltd. (SLR), was retained by Southside Group, to conduct a Compatibility / Mitigation Study focusing on air quality, odour, and dust, in support of a Zoning By-law Amendment (ZBA) application for the proposed development. The development site is located at 153 Union Street East in Waterloo, Ontario (“the Project site”).

The assessment has included a review of air quality, odour, and dust from industrial facilities in the area. A noise study was also completed by SLR and is provided in a separate report.

Based on the assessment completed, the Project site is anticipated to be compatible with the surrounding land uses from an air quality perspective. Further, the Project site will not affect the ability for industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. The requirements of MECP Guideline D-6, Regulation 419/05 are met.

As the applicable policies and guidelines are met, the Project site is:

- Unlikely to result in increased risk of complaint and nuisance claims;
- Unlikely to result in operational constraints for the major facilities; and
- Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations.



Table of Contents

Statement of Limitations	ii
Executive Summary.....	iii
Table of Contents.....	iv
Acronyms and Abbreviations	vi
1.0 Introduction	1
2.0 Description of Development and Surroundings.....	1
2.1 Proposed Development	1
2.2 Surroundings.....	1
2.3 Land Use Designations in the Area	2
2.3.1 City of Waterloo Official Plan	2
2.3.2 City of Waterloo Zoning By-Law 2018-050	2
3.0 Assessment Framework	2
3.1 Ontario Planning Act	2
3.2 Provincial Planning Statement.....	3
3.3 D-Series of Guidelines.....	4
3.3.1 Guideline D-6 Requirements	5
3.3.2 Requirements for Assessments.....	6
3.3.3 Recommended Minimum Separation Distances	7
4.0 Nearby Industries	7
4.1 Class III Heavy Industries.....	8
4.2 Class I Light and Class II Medium Industries	8
4.2.1 Forbes Motorsport.....	8
4.2.2 Boucher & Jones Fuels Petro-Canada Distributor	8
4.3 Future Development Uses.....	9
4.4 Summary.....	10
5.0 Air Quality, Dust and Odour Assessment.....	10
5.1 Industrial Sources.....	10
5.1.1 Guidelines and Regulations.....	10
5.1.2 Air Quality.....	10
5.1.3 Site Visits and Odour and Dust Observations.....	12
5.1.4 Ministry of Environment, Conservation and Parks Facility Information.....	12
5.1.5 Assessment of Potential Air Emissions.....	12
5.2 Transportation Related Air Pollution	16



5.2.1 Waterloo Junction Railway	16
5.3 Summary of Air Quality, Dust and Odour Conclusions And Recommendations	16
6.0 Conclusions.....	17
7.0 Closure.....	17
8.0 References.....	18

Tables in Text

Table 1: Guideline D-6 - Potential Areas of Influence and Recommended Minimum Separation Distances for Industrial Land Uses	5
Table 2: Guideline D-6 - Industrial Categorization Criteria	5
Table 3: Identified Industries Within the Potential Area of Influence of the Project Site.....	7
Table 4: Development Applications in the Area	9
Table 5: D-6 Classification of Proposed City of Toronto Zoning By-law No. 569-2013 Chapter 60.20 - Employment Uses.....	14

Appended Figures

Figures 1: Site and Context Plan	
Figure 2a: City of Waterloo Official Plan Land Use Plan Schedule 'A'	
Figure 2b: City of Waterloo Area Zoning Map	
Figure 3a: Guideline D-6 Separation Distances to 1000 m	
Figure 3b: Guideline D-6 Separation Distances to 300 m	
Figure 4: Planning Applications Surrounding the Subject Lands	
Figure 5: Wind Frequency Distribution Diagram – Region of Waterloo International Airport	

Appendices

Appendix A	Drawings
Appendix B	Surrounding Industry List



Acronyms and Abbreviations

ACB	Air Contaminants Benchmark
C of A	Certificate of Approval
D/T	Detection Threshold
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ECO	Environmental Commissioner of Ontario
EPA	Ontario Environmental Protection Act
EPI	Environmental Property Information
FCM	Federation of Canadian Municipalities
HVAC	Heating Ventilation and Air Conditioning
ISO	International Organization for Standardization
MMAH	Ontario Ministry of Municipal Affairs and Housing
MTO	Ontario Ministry of Transportation
NAPs	National Air Pollution Surveillance Program
NOAA/NESDIS	National Oceanic and Atmospheric Administration/National Environmental Satellite, Data and Information Service
NRCC	National Research Council Canada
O. Reg. 419/05	Ontario Regulation 419/05
O ₃	Ozone
OBC	Ontario Building Code
OPA	Official Plan Amendment
PPS	Provincial Planning Statement
SPA	Site Plan Approval
ZBA	Zoning By-law Amendment



1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR), was retained by Southside Group, to conduct a Compatibility / Mitigation Study focusing on air quality, odour, and dust in support of a Zoning By-law Amendment (ZBA) application for the proposed development. The development site is located at 153 Union Street East in Waterloo, Ontario (“the Project site”).

The assessment has included a review of air quality, odour, and dust from industrial facilities in the area. A noise study was also completed by SLR and is provided in a separate report.

In this assessment, SLR has reviewed the surrounding land uses and major facilities in the area with respect to the following guidelines:

- The Provincial Planning Statement;
- Ministry of the Environment, Conservation and Parks (“MECP”) D-Series Guidelines;
- Ontario Regulation 419/05: *Air Pollution – Local Air Quality* and its associated air quality standards and assessment requirements; and
- The MECP draft policies on odour impacts and assessment.

This report identifies existing and potential land use compatibility issues and identifies and evaluates options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses, including residential uses, and nearby Employment Areas and/or major facilities.

2.0 Description of Development and Surroundings

2.1 Proposed Development

The proposed Project site is at 153 Union Street East. The site is currently unoccupied and vacant. The building seen in the aerial imagery outlined in Figure 1 has now been demolished.

The proposed development consists of two buildings:

- Building A (North): An 11-storey mixed-use building comprising of commercial space and 139 residential units.
- Building B (South): A 12-storey residential building comprising 105 residential units.

A site and context plan are provided in Figure 1. Project site drawings received by the client are included in Appendix A.

2.2 Surroundings

The land uses surrounding the Project Site and boundaries are described as follows:

- North: Union Street East, followed by residential lands;
- South: The Canadian National Railway (CN) Waterloo Spur line, with residences beyond; and
- East & West: Existing commercial developments.



2.3 Land Use Designations in the Area

2.3.1 City of Waterloo Official Plan

An excerpt from the City of Waterloo Official Plan Map for the area is provided in Figure 2a. The Project site is designated as Commercial. The lands to the west are also designated Commercial. The lands to the north and south are designated as Low Density Residential. The lands to the east are designated as Mixed-Use Medium Density Residential and Employment.

2.3.2 City of Waterloo Zoning By-Law 2018-050

An excerpt from the City of Waterloo Zoning Map for the area is provided in Figure 2b. The Project site is currently zoned as Mixed-Use Neighborhood Commercial ("C2-40"). The lands to the west are also zoned C2-40. The lands to the east are zoned Business Employment One ("E1-27") and Mixed-Use Residential ("RMU-20"). To the south, the lands are zoned Residential Four ("R4"). To the north, the lands are also zoned R4.

3.0 Assessment Framework

The intent of this report is to identify any existing and potential land use compatibility issues and to identify and evaluate options to achieve appropriate design, buffering and/or separation distances between the surrounding sensitive land uses, including residential uses, and nearby Employment Areas and/or major facilities. Recommended measures intended to eliminate or mitigate negative impacts and adverse effects are provided.

The requirements of the Ontario planning regime are organized such that generic policy is informed by specific policy, guidance, and legislation, as follows:

- The Ontario Planning Act, Section 2.1 – sets the ground rules for land use planning in Ontario, whereby planning decisions have regard to matters of provincial interest including orderly development, public health, and safety; then
- The Provincial Planning Statement ("PPS") sets out goals – making sure adjacent land uses are compatible from a health and safety perspective and are appropriately buffered; then
- The MECP D-series of guidelines set out methods to determine if assessments are required (Areas of Influence, Recommended Minimum Separation Distances, and the need for additional studies); then
- MECP and Municipal regulations, policies, standards, and guidelines then set out the requirements of additional air quality studies and the applicable policies, standards, guidelines, and objectives to ensure that adverse effects do not occur.

3.1 Ontario Planning Act

The Ontario Planning Act is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. "The purpose of the Act is to:

- provide for planning processes that are fair by making them open, accessible, timely and efficient;



- promote sustainable economic development in a healthy natural environment within a provincial policy framework;
- provide for a land use planning system led by provincial policy;
- integrate matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Planning Statement and conform/not conflict with provincial plans;
- encourage co-operation and coordination among various interests;
- recognize the decision-making authority and accountability of municipal councils in planning¹

Section 2.1 of the Ontario Planning Act describes how approval authorities and Tribunals must have regard to matters of provincial interest including orderly development, public health, and safety.

3.2 Provincial Planning Statement

The PPS “provides policy direction on matters of provincial interest related to land use planning and development. As a key part of the Ontario policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.”

The PPS is a generic document, providing a consolidated statement of the government policies on land use planning and is issued under section 3 of the Planning Act. Municipalities are the primary implementers of the PPS through policies in their local official plans, zoning by-laws and other planning related decisions.

The Province of Ontario approved PPS came into effect on October 20, 2024. Policy direction concerning land use compatibility is provided in the following sections of the PPS.

“Policy 2.8.3: In addition to Policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the longterm economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.

Policy 3.5.1: 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.

Policy 3.5.2: 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.

¹ <https://www.ontario.ca/document/citizens-guide-land-use-planning/planning-act>



The goals of the PPS are implemented through Municipal and Provincial policies, as discussed below. Provided the Municipal and Provincial policies, guidelines, standards, and procedures are met, the requirements of the PPS will be met.

3.3 D-Series of Guidelines

The D-series of guidelines were developed by the MECP in 1995 as a means to assess Recommended Minimum Separation Distances and other control measures for land use planning proposals in an effort to prevent or minimize 'adverse effects' from the encroachment of incompatible land uses where a facility either exists or is proposed. D-series guidelines address sources including sewage treatment (Guideline D-2), gas and oil pipelines (Guideline D-3), landfills (Guideline D-4), water services (Guideline D-5) and industries (Guideline D-6).²

For this assessment, the applicable guideline is Guideline D-6 - *Compatibility between Industrial Facilities and Sensitive Land Uses*.

Sensitive Land Use is defined in the D-Series Guidelines as:

"A building, 'amenity area' or outdoor space where routine or normal activities occurring at reasonably expected times would experience 1 or more 'adverse effect(s)' from contaminant discharges generated by a nearby 'facility'. The 'sensitive land use' may be a part of the natural or built environment. Depending upon the particular 'facility' involved, a sensitive land use and associated activities may include one or a combination of:

- I. residences or facilities where people sleep (e.g. single and multi-unit dwellings, nursing homes, hospitals, trailer parks, camping grounds, etc.). These uses are considered to be sensitive 24 hours/day.
- II. a permanent structure for non-facility related use, particularly of an institutional nature (e.g. schools, churches, community centres, day care centres).
- III. certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g. trailer park, picnic area, etc.).
- IV. certain agricultural operations (e.g. cattle raising, mink farming, cash crops and orchards).
- V. bird/wildlife habitats or sanctuaries."

Adverse effect is a term defined in the Environmental Protection Act and "means one or more of

- impairment of the quality of the natural environment for any use that can be made of it,
- injury or damage to property or to plant or animal life,
- harm or material discomfort to any person,
- an adverse effect on the health of any person,
- impairment of the safety of any person,
- rendering any property or plant or animal life unfit for human use,

² <https://www.ontario.ca/page/environmental-land-use-planning-guides>



- loss of enjoyment of normal use of property, and
- interference with the normal conduct of business”.

3.3.1 Guideline D-6 Requirements

The guideline specifically addresses issues of air quality, odour, dust, noise, and litter. To minimize the potential to cause an adverse effect, Areas of Influence and Recommended Minimum Separation Distances are included within the guidelines. The Areas of Influence and Recommended Minimum Separation Distances from the guidelines are provided in the table below.

Table 1: Guideline D-6 - Potential Areas of Influence and Recommended Minimum Separation Distances for Industrial Land Uses

Industry Classification	Area of Influence	Recommended Minimum Separation Distance
Class I – Light Industrial	70 m	20 m
Class II – Medium Industrial	300 m	70 m
Class III – Heavy Industrial	1000 m	300 m

Industrial categorization criteria are supplied in Guideline D-6, and are shown in the following table:

Table 2: Guideline D-6 - Industrial Categorization Criteria

Category	Outputs	Scale	Process	Operations / Intensity	Possible Examples
Class I Light Industry	<ul style="list-style-type: none"> • Noise: Sound not audible off-property • Dust: Infrequent and not intense • Odour: Infrequent and not intense • Vibration: No ground-borne vibration on plant property 	<ul style="list-style-type: none"> • No outside storage • Small-scale plant or scale is irrelevant in relation to all other criteria for this Class 	<ul style="list-style-type: none"> • Self-contained plant or building which produces/ stores a packaged product • Low probability of fugitive emissions 	<ul style="list-style-type: none"> • Daytime operations only • Infrequent movement of products and/ or heavy trucks 	<ul style="list-style-type: none"> • Electronics manufacturing and repair • Furniture repair and refinishing • Beverage bottling • Auto parts supply • Packaging and crafting services • Distribution of dairy products • Laundry and linen supply



Category	Outputs	Scale	Process	Operations / Intensity	Possible Examples
Class II Medium Industry	<ul style="list-style-type: none"> Noise: Sound occasionally heard off-property Dust: Frequent and occasionally intense Odour: Frequent and occasionally intense Vibration: Possible ground-borne vibration, but cannot be perceived off-property 	<ul style="list-style-type: none"> Outside storage permitted Medium level of production allowed 	<ul style="list-style-type: none"> Open process Periodic outputs of minor annoyance Low probability of fugitive emissions 	<ul style="list-style-type: none"> Shift operations permitted Frequent movements of products and/ or heavy trucks with the majority of movements during daytime hours 	<ul style="list-style-type: none"> Magazine printing Paint spray booths Metal command Electrical production Manufacturing of dairy products Dry cleaning services Feed packing plants
Class III Heavy Industry	<ul style="list-style-type: none"> Noise: Sound frequently audible off property Dust: Persistent and/ or intense Odour: Persistent and/ or intense Vibration: Ground-borne vibration can frequently be perceived off-property 	<ul style="list-style-type: none"> Outside storage of raw and finished products Large production levels 	<ul style="list-style-type: none"> Open process Frequent outputs of major annoyances High probability of fugitive emissions 	<ul style="list-style-type: none"> Continuous movement of products and employees Daily shift operations permitted 	<ul style="list-style-type: none"> Paint and varnish manufacturing Organic chemical manufacturing Breweries Solvent recovery plants Soaps and detergent manufacturing Metal refining and manufacturing

3.3.2 Requirements for Assessments

Guideline D-6 requires that studies be conducted to assess impacts where sensitive land uses are proposed within the Potential Area of Influence of an industrial facility. This report is intended to fulfill this requirement.

The D-series guidelines reference previous versions of the air quality regulation (Regulation 346). However, the D-Series of guidelines are still active, still represent current MECP policy and are specifically referenced in numerous other current MECP policies. In applying the D-series guidelines, the current policies, regulations, standards, and guidelines have been used (e.g., Regulation 419).



3.3.3 Recommended Minimum Separation Distances

Guideline D-6 also *recommends* that no sensitive land use be placed within the Recommended Minimum Separation Distance. However, it should be noted that this is a recommendation only. Section 4.10 of the Guideline allows for development within the Recommended Minimum Separation Distance, in cases of redevelopment, infilling, and transitions to mixed use, provided that the appropriate studies are conducted and that the relevant air quality and noise guidelines are met.

4.0 Nearby Industries

The Guideline D-6 Separation distances from the Project site are shown in Figures 3a and 3b. SLR personnel conducted a site visit to the area on December 8, 2025. Local industries within 1 km of the Project site were inventoried. The lands surrounding the Project site are generally comprised of commercial, residential and employment uses.

In Ontario, facilities that emit significant amounts of contaminants to the environment are required to obtain and maintain an Environmental Compliance Approval (“ECA”) from the MECP or submit an Environmental Activity and Sector Registry (“EASR”). ECAs/ EASRs within 1 km of the site were obtained from the MECP *Access Environment* website³.

Table 3 lists the identified industries within 1000 m of the Project site and within their applicable Area of Influence. A more detailed table of all industries within 1000 m is provided in Appendix B. Industries which lie within their applicable Area of Influence in respect to the Project are discussed further below.

Table 3: Identified Industries Within the Potential Area of Influence of the Project Site

Facility	Type of Operation	ECA/EASR Number	Industry Class	Area of Influence Dist. (m)	Actual Distance to Site (m)	Additional Assessment Provided in Report
Forbes Motorsport	Vehicle Storage/ Repair	-	Class I	70	0	Yes
Boucher & Jones FuelsPetro-Canada Distributor	Heating Oil Supplier/ Gas station	-	Class I	70	30	Yes

The industries listed above were identified to be inside the Potential Area of Influence and, therefore, require additional assessment.

All other industries, detailed in Appendix B, are outside of their respective Guideline D-6 Area of Influence and, therefore, are anticipated to be compatible with the proposed Project site development.

³ <https://www.accessenvironment.ene.gov.on.ca/AEWeb/ae/GoSearch.action>



4.1 Class III Heavy Industries

The area within 1 km of the Project site was reviewed. There are no Class III heavy industries within 1 km of the Project site.

4.2 Class I Light and Class II Medium Industries

The area within 300 m of the Project site was reviewed. There are two Class I light industries within 300 m of the Project site, as shown in Figure 3, namely:

- Forbes Motorsport; and
- Boucher and Jones Fuels – Petro Canada Distributor.

4.2.1 Forbes Motorsport

Address:	156 Roger Street
Distance To Project:	Adjacent
D-6 Classification:	Class I Light Industry

Forbes Motorsport is a vehicle storage yard, and repair facility that supports the operations of the Forbes Motors Chevrolet Buick GMC dealership, located nearby at 165 Weber Street South. The Forbes Motorsport facility is located immediately east of the Project site. A search of the MECP registry did not yield a permit or registration for this site.

On December 8, 2025, SLR personnel conducted a site visit to the area. No odours or visible dust were observed at the facility at the time of the site visit. The site contained a single storey building with bay doors and a car lot used for storage. A truck was delivering vehicles at the time of site visit.

SLR was unable to confirm the presence of a spray-paint booth at the facility, however, a conservative assumption regarding the use of a spray-paint booth has been applied in this assessment

As suggested in Guideline D-6, automotive refinishing facilities maybe listed as a Class II facility partly due to the operation of a spray-paint booth. However, auto-repair shops of this size are now generally considered Class I facilities, as the MECP has a specific Environmental Activity and Sector Registry for this industry with specific operating conditions required which reduces emissions. Auto-repair shops are regulated under Ontario Regulation 347/12: Regulations under part II.2 of the Ontario Environmental Protection Act – Automotive Refinishing. Therefore, Scarborough Mitsubishi is classified as a Class I light industry, with a Recommended Minimum Separation Distance of 20 m and a Potential Area of Influence of 70 m.

The Project site is within the Recommended Minimum Separation Distance and the Potential Area of Influence. Therefore, additional assessment is warranted and is provided in subsequent sections of this report.

4.2.2 Boucher & Jones Fuels Petro-Canada Distributor

Address:	155 Roger Street
Distance To Project:	30 m
D-6 Classification:	Class I Light Industry



Boucher & Jones Fuels is a Petro-Canada fuel distribution facility located approximately 30 m south of the Project site. The facility utilizes the site to transport and store fuel. A search of the MECP registry did not yield a permit or registration for this site.

Based on SLR experience the air emission sources related to the fuel distribution facilities include:

- Fugitive emissions from transloading of fuels (transferring from one kind of transportation vessel to another);
- Working and breathing emissions from fuel tanks stored on the property; and
- Emissions from moving and idling trucks.

On December 8, 2025, SLR personnel conducted a site visit to the area. No odours or visible dust were observed at the facility at the time of the site visit. There was minimal activity on the site during the time of the site visit.

Based on size and nature of operations the Boucher & Jones Fuels facility is considered a Class I Light Industry under MECP Guideline D-6, with a 70 m Potential Area of Influence and a Recommended Minimum Separation Distance of 20 m.

The Project site is outside of the Recommended Minimum Separation distance but is within the Potential Area of Influence. Therefore, additional assessment is warranted and is provided further in this report.

4.3 Future Development Uses

A review of development applications in the area indicated that there are active development applications within 1000 m of the Project site. The following is a summary of the significant applications and excludes committee of adjustment applications such as minor variance or consent. This information is reflective of those applications listed online at the City of Waterloo [applications information centre](#) as of December 16, 2025:

Table 4: Development Applications in the Area

Address	Date	Development Application Information *	Details
180 King St S	06/11/2023	Z-23-05	Application to amend zoning for 180 King St S. MHBC Planning is proposing to reuse the existing office building by converting most of the current office space to residential units. They propose to add three storeys, balconies, and additions to the base of the building for commercial uses such as a restaurant or café.
161-171 King St S	11/08/2025	Z-25-23	Application to amend zoning for 167 - 171 King St S. VanMar Developments 171 King GP Corp. is proposing to build a new multi-tower, mixed-use building at 167-171 King St S. The proposed building includes a 37-storey tower (oriented to Caroline St) and a 33-storey tower (oriented to King St) on a shared podium. The proposed development would contain 834 dwelling units (1,075 bedrooms), 791 square metres of ground-floor commercial space, and 8,211 square metres of indoor/outdoor amenity space.



Address	Date	Development Application Information *	Details
6 Regina St N and 24, 28, 34 Erb St E	03/10/2022	OPA-41, Z-22-12	Application to amend zoning for 6 Regina Street North and 24, 28, 34 Erb St East. VanLegend Regina LP is applying to allow an 18-storey mixed-use building containing a mix of residential, office space, commercial space and parking.
109, 115, 133 Bridgeport Rd E and 30 Weber St N	16/01/2023	OPA-40, Z-22-10	Application to amend zoning for 109, 115, 133 Bridgeport Rd E and 30 Weber St N. The applicant is proposing a new multi-tower, mixed-use development that includes a shared podium, three point towers, and a parking structure. The towers range in height from 22 to 25 storeys (including the podium). Overall, the proposed development contains 622 residential units (785 bedrooms), 345 square metres of at-grade commercial space fronting on Weber Street North, and 569 vehicular parking spaces, internal to the building (Levels 1 to 4 of the podium) and within a connected 6 storey parking structure on the east portion of the site fronting on Royal Street.

The above table illustrates that many of the surrounding landowners are pursuing rezoning applications to enable more efficient use of land and mixed uses including residential.

4.4 Summary

From the list of industries discussed in Section 4, two are identified to require further analysis as a result of being within their Area of Influence. These industries include:

- Forbes Motorsport; and
- Boucher & Jones Fuels Petro-Canada Distributor.

5.0 Air Quality, Dust and Odour Assessment

5.1 Industrial Sources

5.1.1 Guidelines and Regulations

Within Ontario, facilities which emit significant amounts of contaminants to the environment are required to obtain and maintain an ECA from the MECP or submit an EASR. Facilities with an ECA/EASR should already meet the MECP guidelines for air quality contaminants at their property line.

5.1.2 Air Quality

Under O.Reg. 419/05, a facility is required to meet prescribed standards for air emissions at their property boundary line and any location off-site. The MECP does not require industries to assess their emissions at elevated points off-site if a receptor does not exist at that location.



While the introduction of mid-rise or high-rise residential buildings could trigger a facility to re-assess compliance at new, elevated receptor locations, the introduction of new low-rise receptors does not introduce a new condition related to demonstrating compliance, as the facility is already required to be in compliance at grade-level at the property line of the operating industry.

5.1.2.1 Odour

There are a select few compounds that are provincially regulated from an odour perspective; however, there is no formal regulation with respect to mixed odours. Impacts from mixed odours produced by industrial facilities are generally only considered and regulated by the MECP in the presence of persistent complaints (ECO 2010).

The MECP assesses mixed odours, in Odour Units, following draft guidelines. One odour unit (1 OU) has been used as a default threshold. This is the concentration at which 50 % of the population will just detect an odour (but not necessarily identify/recognize or object to it). Recognition of an odour will typically occur between 3 and 5 odour units. The following factors may be considered:

- **Frequency** – How often the odour occurs. The MECP typically allows odours to exceed 1 OU with a 0.5 % frequency.
- **Intensity** – The strength of the odour, in odour units. 1 OU is often used in odour assessments in Ontario.
- **Duration** – How long the odour occurs.
- **Offensiveness** – How objectionable the odour is.
- **Location** – Where the odour occurs. The MECP assesses at odours where human activity is likely to occur.

The MECP has decided to apply odour-based standards to locations “where human activities regularly occur at a time when those activities regularly occur,” which is generally accepted to be places that would be considered sensitive such as residences and public meeting places.

5.1.2.2 Dust

Ontario Regulation 419/05 also provides limits for dust, including limits for suspended particulates and dust fall. Under Reg. 419/05, these air quality limits must be met at the property line and all points beyond. This is not changed by the addition of the Project site.

That is to say, the existing mutual property line is already a point of reception for dust, and the limits must already be met at that location.

5.1.2.3 Cumulative Assessments

Cumulative impact assessments, examining the combined effects of individual industries, or the combined effects of industry and roadway emissions, are generally not required. Neither the PPS, the D-Series of guidelines, Regulation 419/05, or the current MECP odour assessment protocols require an assessment of cumulative impacts.

Which is not to say that such assessments are never warranted; rather, the need to do so is considered on a case-by-case basis, depending on the nature and intensity of the industrial operation(s), and the nature of the pollutants released. Based on the types of pollutants released by the industries in this area, cumulative effects assessments are not warranted.



5.1.2.4 Local Meteorology

Surface wind data was obtained to generate a wind rose from data collected at the Region of Waterloo International Airport from 1986 through 2015, as shown in Figure 5. As can be seen in the wind rose, predominant winds are from the west and northwestern quadrants, while winds from the northeast and southeast quadrants may be the least frequent.

5.1.3 Site Visits and Odour and Dust Observations

A site visit was conducted to the area on December 8, 2025 by SLR personnel to identify significant sources of air quality emissions and to identify any significant sources of odour or dust in the area surrounding the Project site. During the site visit, the staff members observed existing industries from the sidewalks and other publicly accessible areas. Wind conditions during the site visit were noted as:

- **December 8, 2025** westerly winds, 9 km/h, -6°C, 52 %RH

No odours or fugitive dust emissions were detected at the Project site during the site visit.

5.1.4 Ministry of Environment, Conservation and Parks Facility Information

SLR recognizes that complaint history can be useful in evaluating land use compatibility. SLR typically only requests potential complaints information for facilities located within the Recommended Minimum Separation Distance or where an industry is known to have the potential to generate significant air emissions.

SLR did not seek complaint history for the proposed Project site development given that the surrounding industries are small and not known to generate significant air emissions.

5.1.5 Assessment of Potential Air Emissions

The following facilities were identified as being within the Potential Area of Influence for their industrial classification and were identified to require additional review from an air quality perspective:

- Forbes Motorsport; and
- Boucher & Jones Fuels Petro-Canada Distributor.

Further discussion regarding each of these facilities and potential air emissions is provided below.

All the other industries surrounding the Project site were outside of the Potential Area of Influence. Therefore, the development of the Project site is anticipated to be compatible with these facilities from an air quality perspective. In addition, emissions of dust, and/or odour at the Project are not anticipated. Further the Project site is not anticipated to limit the ability of these industries to obtain or maintain required MECP permits and approvals.

5.1.5.1 Forbes Motorsport

Forbes Motorsport is a vehicle storage yard, and repair facility that supports the operations of the Forbes Motors Chevrolet Buick GMC dealership, located nearby at 165 Weber Street South. The Forbes Motorsport facility is located immediately east of the Project site. A search of the MECP registry did not yield a permit or registration for this site.



The primary use of the facility appears to be a vehicle storage yard. Based on a review of aerial photography and observations made during the site visit, the facility did not appear to have any stacks associated with paint booths. There is no MECP permit for Forbes Motorsport, therefore SLR is unable to confirm if an automotive repair shop is operated at the property. However, to provide for a “worst-case” analysis, SLR is conservatively considering Forbes Motorsport as a possible automotive refinishing facility, which is classified as a Class I Light Industry, with a Recommended Minimum Separation Distance of 20 m and a Potential Area of Influence of 70 m.

SLR personnel conducted site visits to the area on December 8, 2025. During the site visit no fugitive dust or odours were detected in the vicinity of the facility.

The Project site will introduce new elevated receptors, however, based on a review of aerial imagery of the Forber Motorsport facility, SLR is of the opinion that the operations have a low potential to generate fugitive emissions of dust and odour. Under standard operating procedures for paint booth operations, emissions are controlled through the use of filters, and most paints used at this time are water based versus oil based. The water-based paints have a lower potential for the generation of fugitive odours. The potential emission sources are observed to be low level and primarily located on or adjacent to the facility building. Because of the low height of the sources, potential emissions, will be influenced by the presence of the existing building and associated “downwashing” generated through building “wake” effects. This typically results in potential emissions occurring at or near to the facility property boundary.

Based on SLR experience with similar facilities, it is anticipated that the possible paint application rate at Forbes Motorsport will fall within the lowest application rate category listed in O.Reg 347/12 and have no required Recommended Minimum Separation Distance between the paint booth exhaust stack and the nearest property boundary. Given the anticipated, low usage rate of the paint booth (if one exists at the facility) and the fact that O. Reg 347/12 does not require a Minimum Separation Distance between the paint booth stack and property line for this facility, air emissions from the potential paint booth operations are not anticipated at the proposed Project site development.

The vehicle storage area is paved, and vehicle movement is expected to be minimal at the facility. Therefore, there are minimal emissions anticipated from on-site vehicle activity.

There are existing residences on the south side of Union Street East, directly north of the Forbes Motorsport facility, and in similar proximity to the facility as the Project site.

Based on the above information, the Project site is anticipated to be compatible with Forbes Motorsport facility from an air quality perspective. Emissions of dust, and odour are not anticipated at the Project site. Further, the Project site is not anticipated to limit the ability of Forbes Motorsport to obtain or maintain required MECP permits or approvals.

5.1.5.2 Boucher & Jones Fuels Petro-Canada Distributor

Boucher & Jones Fuels is a Petro-Canada fuel distribution facility located approximately 30 m south of the Project site. The facility utilizes the site to transport and store fuel. A search of the MECP registry did not yield a permit or registration for this site.

On December 8, 2025, SLR personnel conducted a site visit to the area. No odours or visible dust were observed at the facility at the time of the site visit. There was minimal activity on the site during the time of the site visit.



Based on SLR experience the air emission sources related to the fuel distribution facilities include:

- Fugitive emissions from transloading of fuels (transferring from one kind of transportation vessel to another);
- Working and breathing emissions from fuel tanks stored on the property; and
- Emissions from moving and idling trucks.

Based on size and nature of operations the Boucher & Jones Fuels facility is considered a Class I Light Industry under MECP Guideline D-6, with a 70 m Potential Area of Influence and a Recommended Minimum Separation Distance of 20 m. The Project site is outside of the Recommended Minimum Separation distance but is within the Potential Area of Influence.

Air emissions from the transloading of fuels includes saturated vapours that maybe present in the air space within a vessel. To prevent emission of these vapours to atmosphere, a vapour balancing system is used. This process results in insignificant amounts of air emissions to atmosphere.

Working and breathing losses from the fuel tanks stored on the property are also anticipated to be insignificant. Recognizing the volatile nature of the products stored, management of these emissions is required by the Technical Standards and Safety Authority (TSSA).

A wind frequency distribution diagram (a wind rose) is provided in Figure 5. Winds with the potential to direct air emissions from the facilities towards the Project site include winds from the southwest quadrants. Winds from this direction are predicted to occur less than 8% of the time.

There are existing residences directly south of the Spur Line Trail, approximately 15 m from the facility. These existing residences are in closer proximity to the Boucher & Jones Fuels facility than the Project site.

Based on the above information, the Project site is anticipated to be compatible with the Boucher & Jones Fuels facility from an air quality perspective. Emissions of dust, and odour are anticipated to be controlled by the facility within the confines of their property. Further, the Project site is not anticipated to limit the ability of the facility to obtain or maintain required MECP permits or approvals.

5.1.5.3 Future Uses

The potential exists for industries to turn over, therefore SLR completed a review of City of Waterloo Zoning By-law No. 2018-050 Chapter applicable Chapter 9.1.1 Business Employment uses and have classified the uses in accordance with the MECP D-6 Guidelines.

Table 5: D-6 Classification of Proposed City of Toronto Zoning By-law No. 569-2013 Chapter 60.20 - Employment Uses

Land Use	Type of Operation	Industry Class	Area of Influence Distance (m)	Recommended Minimum Separation Distance (m)
Advanced Tech	Classification depends on intensity. MECP Permits required for emissions to atmosphere	I or II	70 or 300	20 or 70
Business Incubator	N/A	N/A	N/A	N/A



Land Use	Type of Operation	Industry Class	Area of Influence Distance (m)	Recommended Minimum Separation Distance (m)
Communication Production	Self-contained minimal air/noise emissions	I	70	20
"Light" Industrial Assembly	Classification depends on intensity. MECP Permits required for emissions to atmosphere	I or II	70 or 300	20 or 70
"Light" Industrial Manufacturing	Classification depends on intensity. MECP Permits required for emissions to atmosphere	I or II	70 or 300	20 or 70
"Light" Industrial Processing	Classification depends on intensity. MECP Permits required for emissions to atmosphere	I or II	70 or 300	20 or 70
Medical Clinic	N/A	N/A	N/A	N/A
Office	N/A	N/A	N/A	N/A
Parking Facility (Restricted to Structured Parking)	N/A	N/A	N/A	N/A
Printing Establishment	Classification depends on intensity. MECP Permits required for emissions to atmosphere	I or II	70 or 300	20 or 70
Tech Office	N/A	N/A	N/A	N/A
Training Office	N/A	N/A	N/A	N/A

Based on the above employment characteristics, existing surrounding sensitive land uses, size, and nature of the possible employment land uses, the majority of the possible uses are considered a Class I Light Industries under MECP Guideline D-6, with a 70 m Area of Influence and a Recommended Minimum Separation Distance of 20 m. Depending on the intensity of the employment uses, Class II Medium Industries may also occur. Under MECP Guideline D-6, Class II industries have a 300 m Area of Influence and a Recommended Minimum Separation Distance of 70 m.

A review of the wind frequency distribution for the Waterloo International Airport provided in Figure 5, identifies that the lands designated, and zoned Employment Areas are located predominantly downwind of the Project site. The winds which might direct potential emissions towards the Project site are predicted to occur less than 20 percent of the time.

Facilities with significant emission to atmosphere are required, under the Environmental Protection Act, to ensure compliance with the applicable Provincial air quality regulations and standards and noise guidelines at all existing sensitive receptors and any elevated receptor locations.



5.2 Transportation Related Air Pollution

5.2.1 Waterloo Junction Railway

The Waterloo Junction Railway (WJR) is a short line railway that runs northward from Kitchener through Waterloo and St. Jacobs before terminating in Elmira. The WJR is owned by the City of Waterloo and operated by Canadian National (CN) as the Waterloo Spur.

The rail corridor is located along the southern property boundary of the Project site and runs at grade level. A portion of the rail is used by the ION LRT between Waterloo Public Square station and the Northfield Station. CN runs freight operations on the line at night.

There are no storage or yard facilities along this corridor, and the rails are used for through traffic, therefore, idling of vehicles is not anticipated.

A wind frequency distribution diagram (a wind rose) is provided in Figure 5. Prevailing winds are from the northwest, which will generally direct emissions from the rail corridor away from the Project site. Winds with the potential to direct air emissions from the facility towards the Project site are predicted to occur less than 20% of the time.

The use of diesel engines along the rail corridor has the potential to generate fugitive odour emissions. The use of the spur line is infrequent and limited to nighttime pass by traffic. There are many locations along the spur line where elevated residential receptors are located at a similar distance from the line as the proposed Project site.

Therefore, the operations are anticipated to be compatible with the Project site from an air quality perspective. Further, the Project site will not create a new operational condition for CN.

5.3 Summary of Air Quality, Dust and Odour Conclusions And Recommendations

The potential for air quality emissions at the Project Site including dust and odour have been assessed.

Based on the assessment completed within this report, the Project Site is anticipated to be compatible with the surrounding land uses from an air quality perspective.



6.0 Conclusions

SLR Consulting (Canada) Ltd. (SLR), was retained by Southside Group, to conduct a Compatibility / Mitigation Study focusing on air quality, odour, and dust, in support of a Zoning By-law Amendment (ZBA) application for the proposed development. The development site is located at 153 Union Street East in Waterloo, Ontario ("the Project site").

This assessment has included a review of air quality, odour, and dust emissions from industrial facilities in the area.

Based on the assessment completed, the Project site is anticipated to be compatible with the surrounding land uses from an air quality perspective. Further, the Project site will not affect the ability for industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. The requirements of MECP Guideline D-6, Regulation 419/05 are met.

As the applicable policies and guidelines are met, the Project site is:

- Unlikely to result in increased risk of complaint and nuisance claims;
- Unlikely to result in operational constraints for the major facilities; and
- Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations

7.0 Closure

Should you have questions on the above report, please contact the undersigned.

Regards,

SLR Consulting (Canada) Ltd.



Alice Najjar, B.A.
Air Quality Scientist



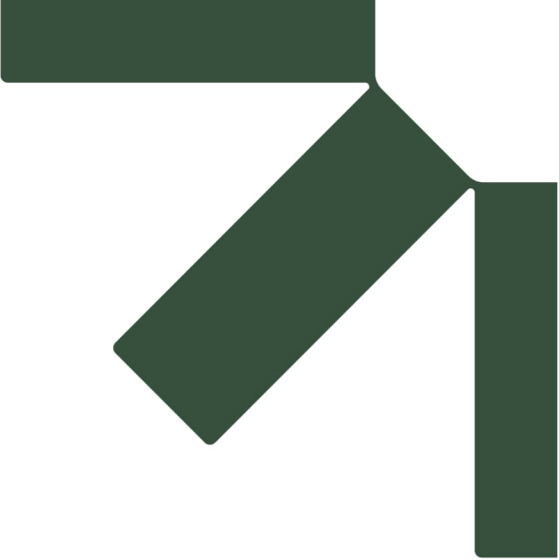
Jenny Graham, P.Eng.
Senior Air Quality Engineer



8.0 References

- Environmental Commissioner of Ontario (ECO, 2010), *Review of Posted Decision: Developing an Odour Policy Framework*, April 2010.
- Ontario Ministry of the Environment, Conservation & Parks (MECP, 1995), Guideline D-1: *Land Use Compatibility*
- Ontario Ministry of the Environment, Conservation & Parks (MECP, 1995), Guideline D-6: *Compatibility Between Industrial Facilities and Sensitive Land Uses*
- Ontario Ministry of the Environment, Conservation & Parks (MECP, 2008), *Technical Bulletin, Standards Development Branch, Methodology For Modelling Assessments Of Contaminants With 10-Minute Average Standards And Guidelines Under O. Reg. 419/05*, September 2016
- Ontario Ministry of Municipal Affairs and Housing (MMAH, 2024). *Provincial Planning Statement*
- Ontario Ministry of the Environment, Conservation & Parks (MECP, 2008), *Technical Bulletin, Standards Development Branch, Methodology For Modelling Assessments Of Contaminants With 10-Minute Average Standards And Guidelines Under O. Reg. 419/05*, April 2008.
- Ontario Regulation 419/05 – *Local Air Quality*.





Figures

Compatibility Mitigation Study, Air Quality, Odour, and Dust

153 Union Street East

Southside Group

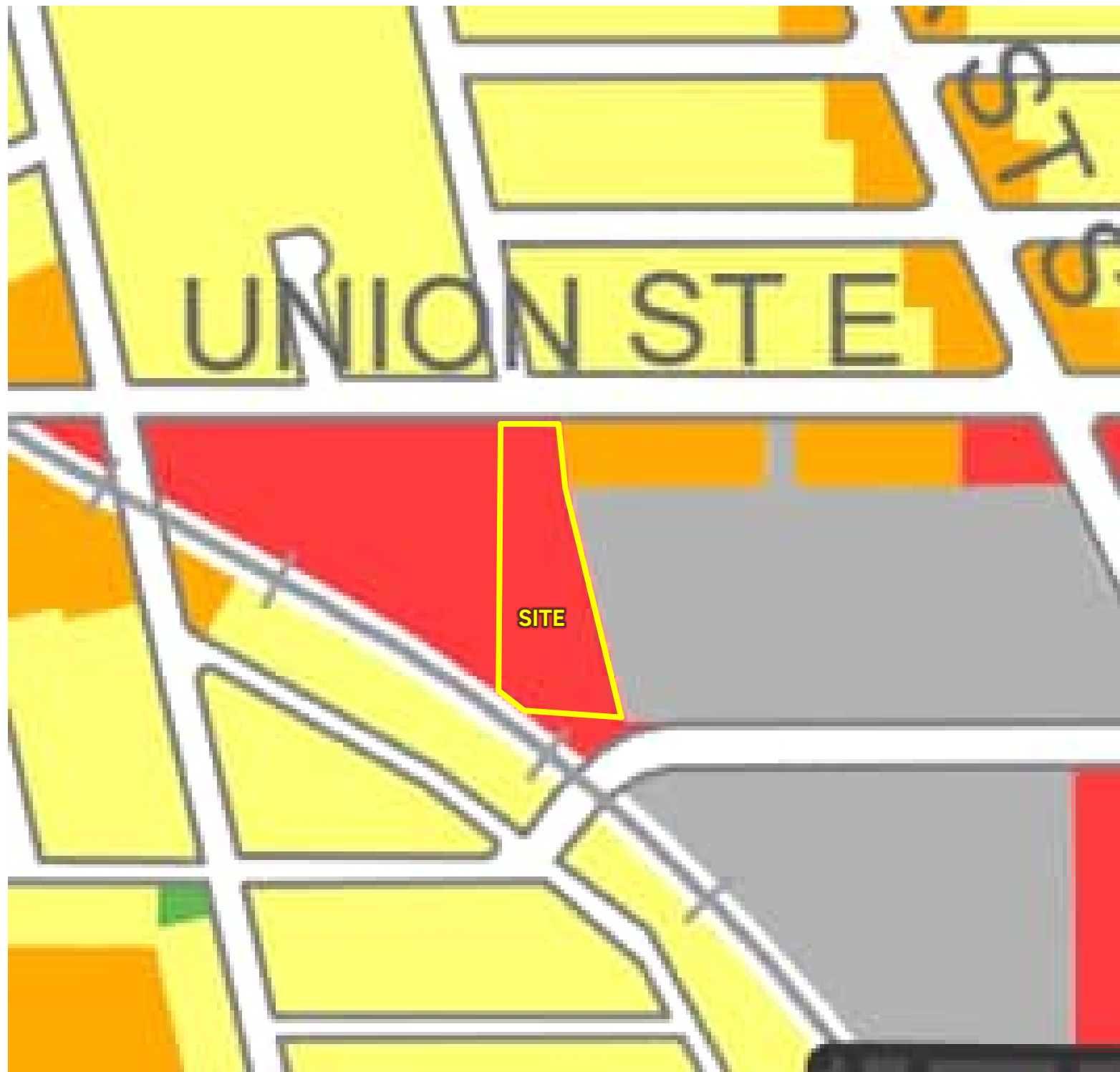
SLR Project No.: 241.030933.00001

January 27, 2026



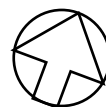
Aerial Photography from Bing Maps

SOUTHSIDE GROUP		True North 	Scale: 1:2,000		METRES	
153 UNION STREET E - WATERLOO, ONTARIO			Date: Dec. 19, 2025	Rev	Figure No. 1	
SITE AND CONTEXT PLAN			Project No. 241.030933.00001			



- Low Density Residential
- Mixed-Use Medium Density Residential
- Mixed-Use Medium High Density Residential
- Mixed-Use High Density Residential
- Commercial
- Employment
- Major Institutional
- Open Space
- Rural

True North



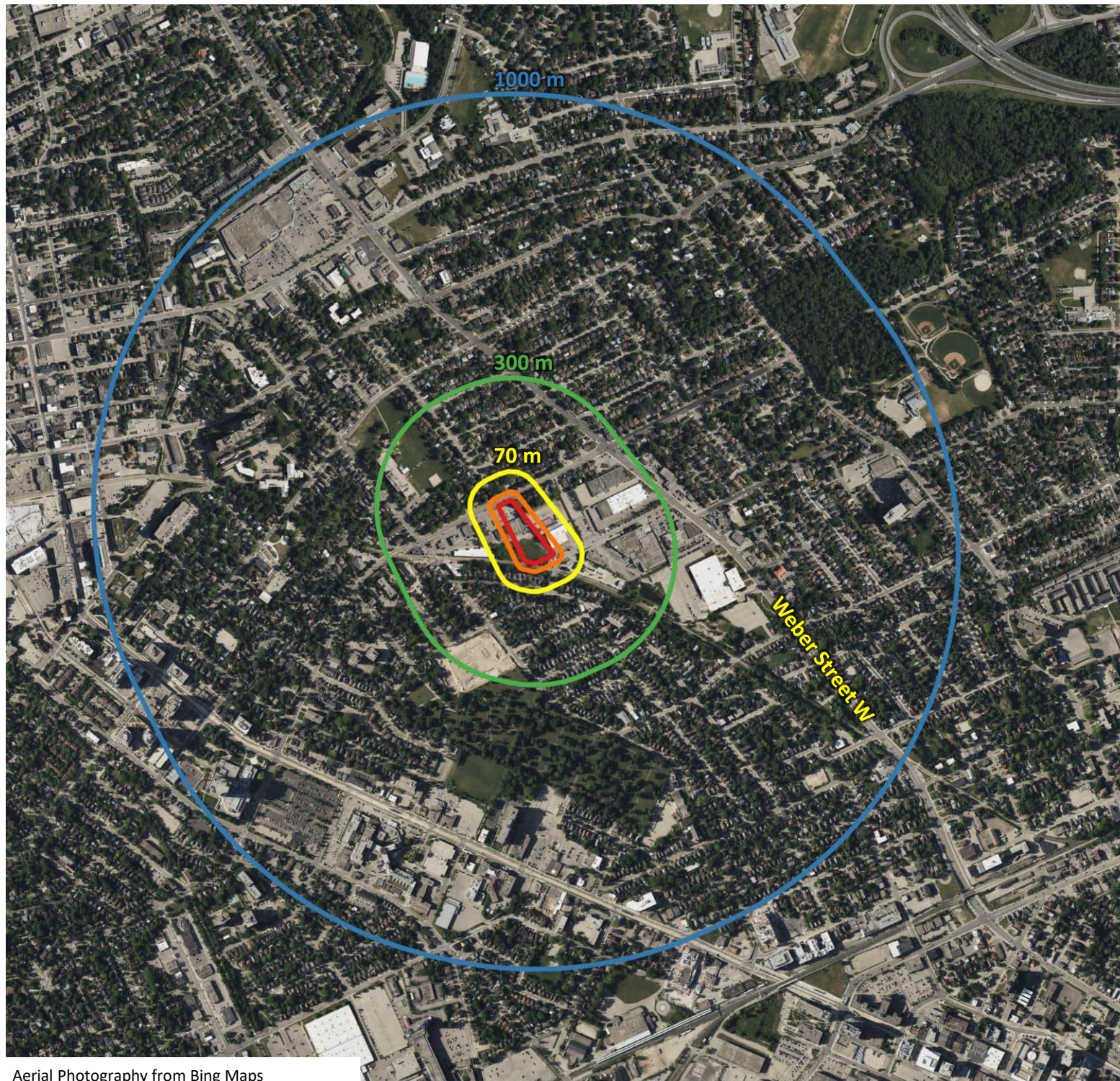
SOUTHSIDE GROUP

153 UNION STREET E -
WATERLOO, ONTARIO

CITY OF WATERLOO OFFICIAL
PLAN LAND USE PLAN
SCHEDULE 'A'

Scale:	n/a	METRES
Date: Dec. 19, 2025	Rev 0.0	Figure No.
Project No. 241.030933.00001		2a





-  Site Outline
-  20 m
-  70 m
-  300 m
-  1000 m

True North



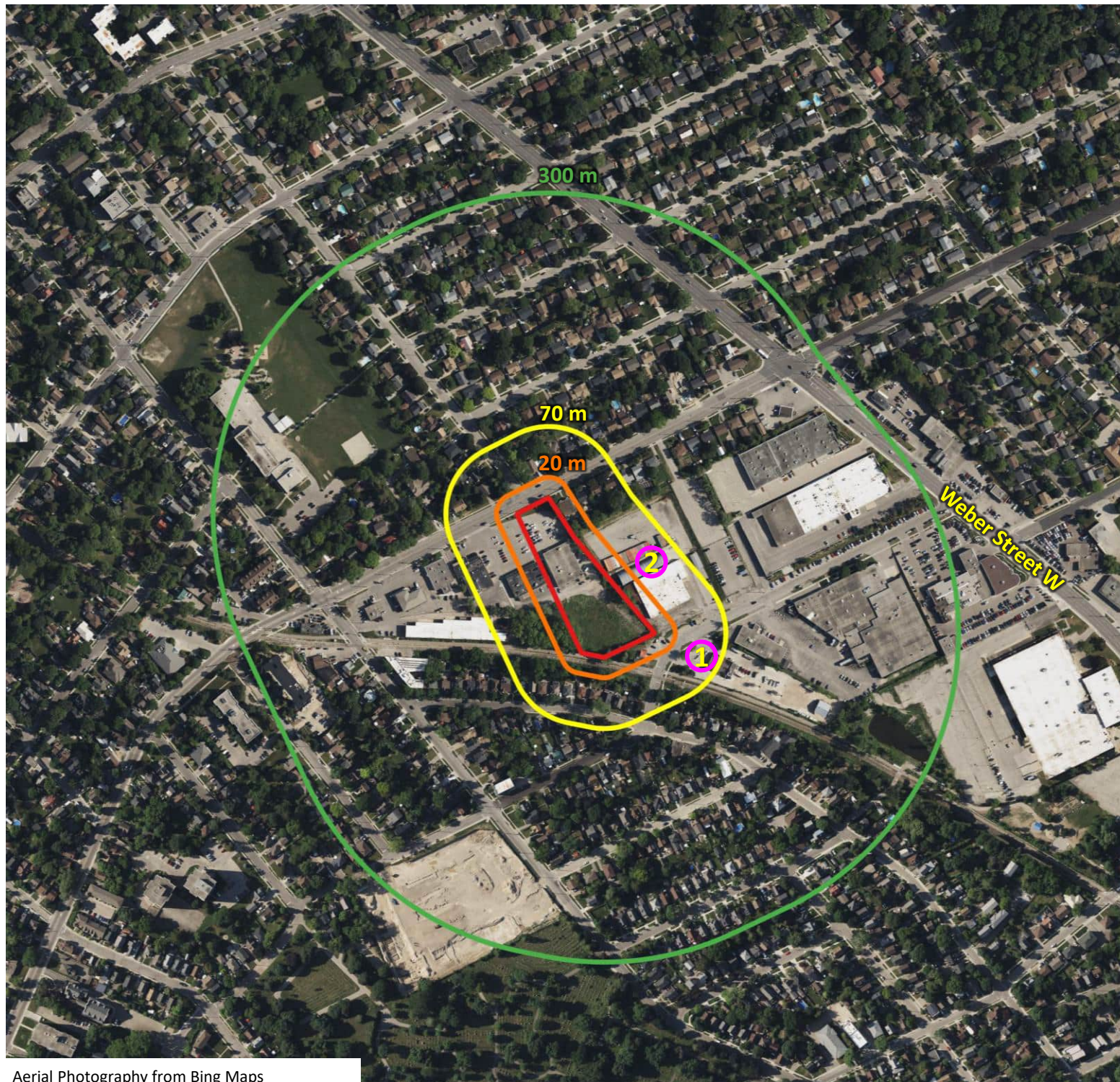
SOUTHSIDE GROUP

153 UNION STREET E -
WATERLOO, ONTARIO

GUIDELINE D-6 SEPARATION
DISTANCES TO 1000M

Scale: 1:17,500		METRES
Date: Dec. 19, 2025	Rev 0.0	Figure No. 3a
Project No. 241.030933.00001		





Aerial Photography from Bing Maps

○ Facility without MECP Permit (ECA/EASR)

20 m

70 m

300 m

1. Forbes Motorsport
2. Boucher & Jones Fuels Petro-Canada Distributor

True North



SOUTHSIDE GROUP

153 UNION STREET E -
WATERLOO, ONTARIO

GUIDELINE D-6 SEPARATION
DISTANCES TO 300M

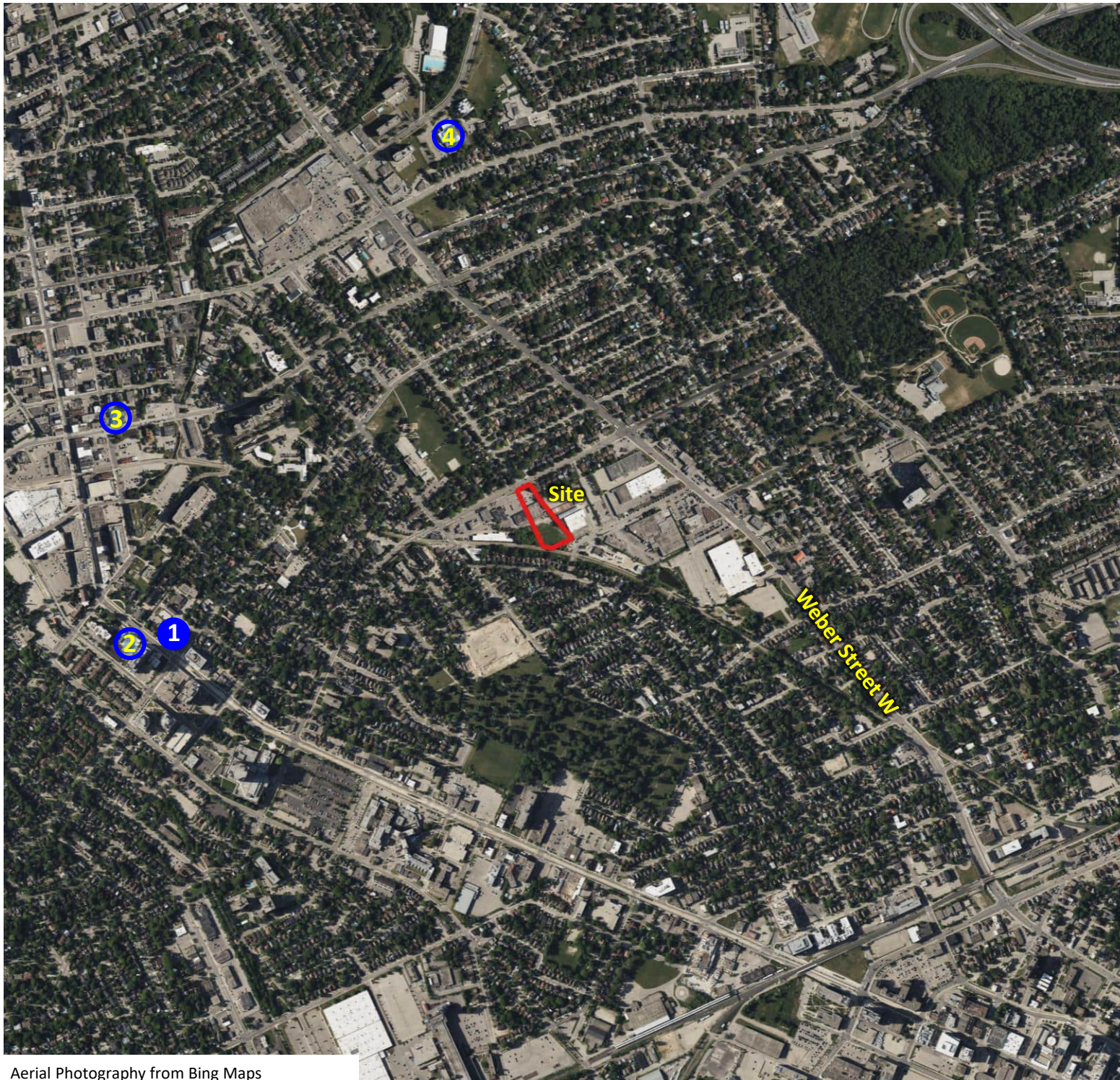
Scale: 1:7000 METRES

Date: Dec. 19, 2025 Rev 0.0 Figure No.

Project No. 241.030933.00001

3b





Aerial Photography from Bing Maps

- Approved Multi-Storey Mixed-Use Development Applications
- Proposed Multi-Storey Mixed Use Development Applications

1. 180 King St S
2. 161-171 King St S
3. 6 Regina St N and 24, 28, 34 Erb St E
4. 109, 115, 133 Bridgeport Rd E and 30 Weber St N

True North



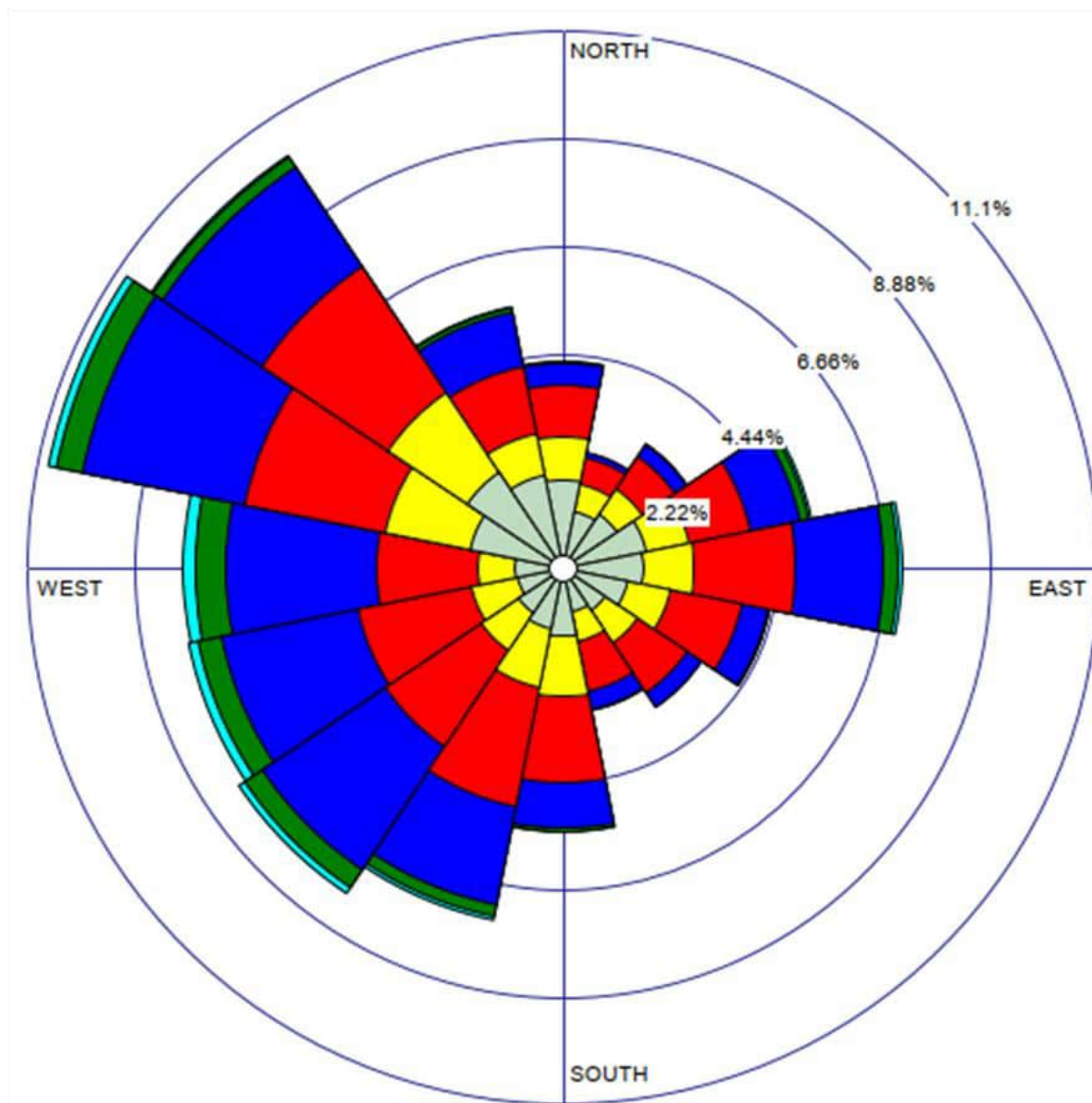
SOUTHSIDE GROUP

153 UNION STREET E -
WATERLOO, ONTARIO

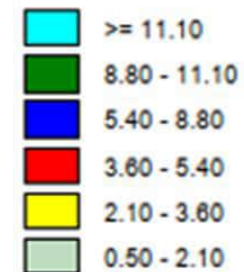
PLANNING APPLICATIONS
SURROUNDING THE SUBJECT
LANDS

Scale:	1:17,500	METRES
Date: Dec. 19, 2025	Rev 0.0	Figure No.
Project No. 241.030933.00001		4





WIND SPEED (m/s)



Calms: 3.90%

True North



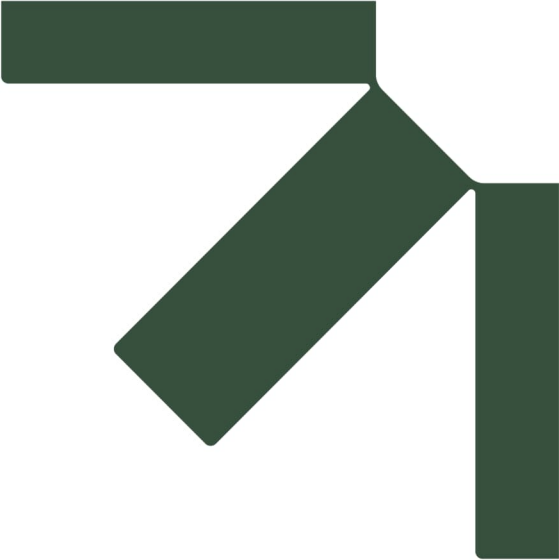
SOUTHSIDE GROUP

153 UNION STREET E -
WATERLOO, ONTARIO

WIND FREQUENCY
DISTRIBUTION DIAGRAM
(WIND ROSE)
REGION OF WATERLOO
INTERNATIONAL AIRPORT

Scale:	n/a	METRES
Date: Dec. 19, 2025	Rev 0.0	Figure No.
Project No. 241.030933.00001		5





Appendix A Drawings

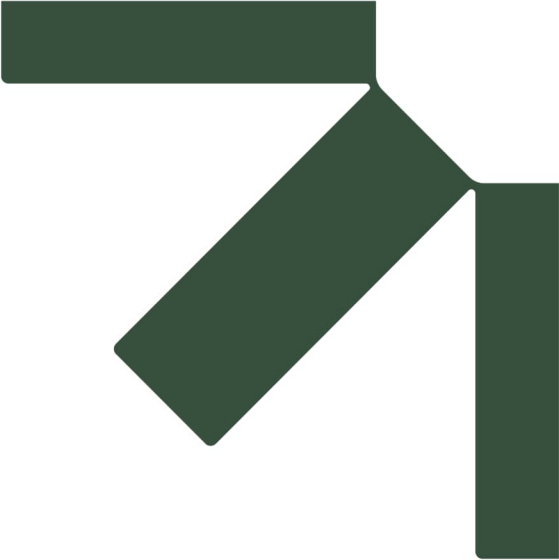
Compatibility Mitigation Study, Air Quality, Odour, and Dust

153 Union Street East

Southside Group

SLR Project No.: 241.030933.00001

January 27, 2026



Appendix B Surrounding Industry List

Compatibility Mitigation Study, Air Quality, Odour, and Dust

153 Union Street East

Southside Group

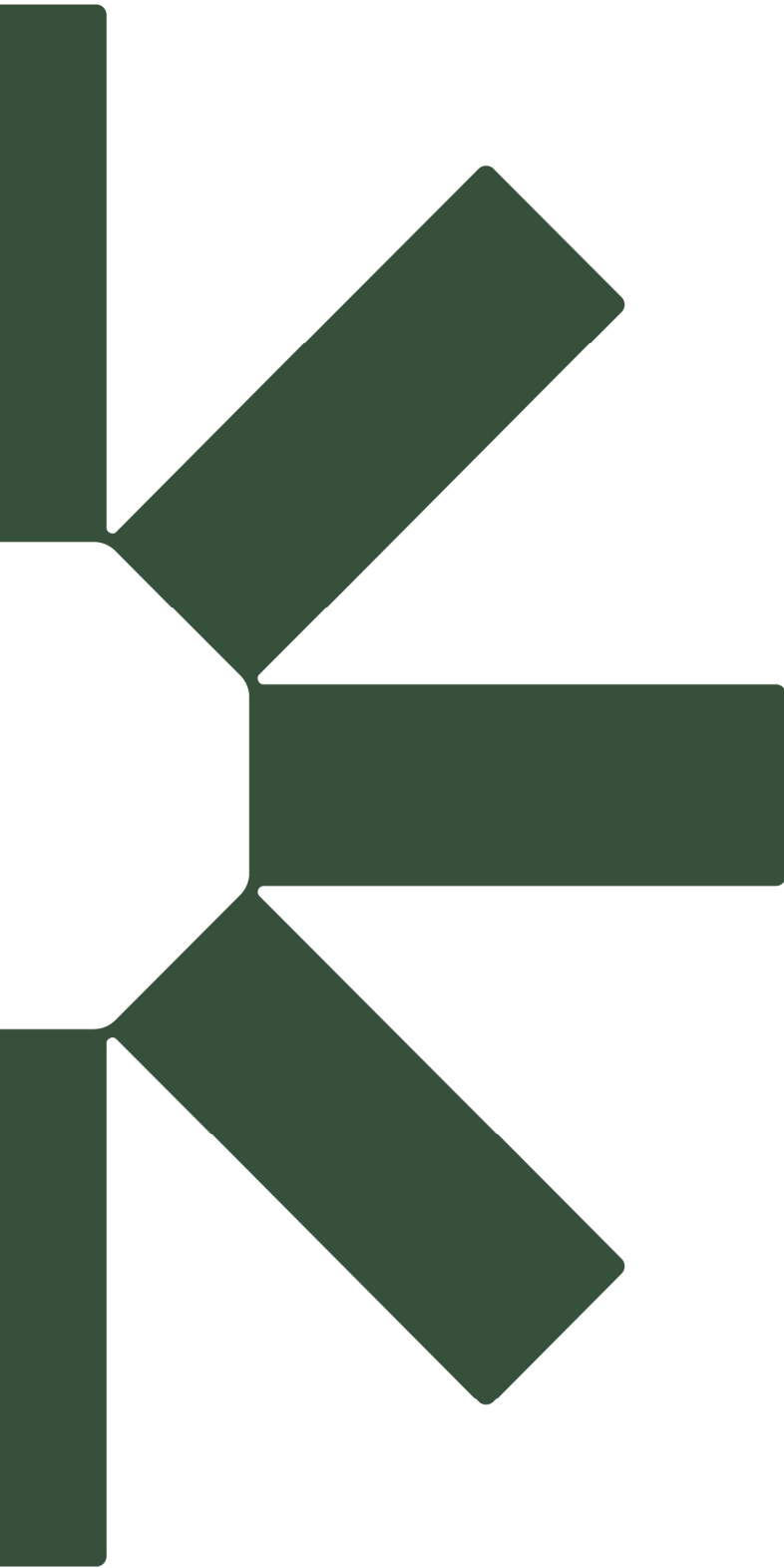
SLR Project No.: 241.030933.00001

January 27, 2026

Land Uses Surrounding the 153 Union Street

Name	Address	Description	MECP ECA or EASR No. (Date)	MECP Guideline D-6					
				Class	A of I	R M S	Actual Dist.	Within A of I?	Within R M S?
Forbes Motorsport	156 Roger St	Vehicle Storage/ Repair		I	70	20	0	Yes	Yes
Forbes Motors Chevrolet Buick GMC	160 Roger St	Overflow lot for Forbes Motors Chevrolet Dealership		I	70	20	100	-	-
Boucher & Jones FuelsPetro-Canada Distributor	155 Roger St	Heating Oil Supplier/ Gas station		I	70	20	30	Yes	-
Google Canada Corporation	173 Roger St	Wearable Technology	R-010-4113960542 (2022-03-09)	I	70	20	120	-	-
JG Group of Companies	173 Roger St	Millwork Shop		I	70	20	120	-	-
Forbes Motors Chevrolet Buick GMC	165 Weber St S	Car dealership	9004-5QUPWP (2003-09-03)	I	70	20	250	-	-
Alternative and Continuing Education	151 Weber St S	Educational Institution	R-010-2114007408 (registered under BAXTER I.C.I. CORP.) (2024-01-04)	I	70	20	115	-	-
Xtreme Motors Ltd	178 Louisa St	Used Car Dealer		I	70	20	930	-	-
Modspec	18 Wilhelm St	Diesel Engine Repair Service		I	70	20	800	-	-
Public Storage	409 Weber St W	Self-Storage Facility		I	70	20	240	-	-
Tac Painting	368 Weber S W	Painting Service		I	70	20	510	-	-
Carimex Auto Sales	170 Weber St S	Used Car Dealer		I	70	20	375	-	-
Avis Car Rental	160 Weber St S	Car Rental Agency		I	70	20	300	-	-
Stockie Chrysler Dodge Jeep Ram	150 Weber St S	Car Dealership		I	70	20	330	-	-
Enterprise Rent-A-Car	195 Union St E	Car Rental Agency		I	70	20	215	-	-
BAC Auto Centre	29 Weber St N	Auto Repair Shop		I	70	20	620	-	-
Kitchener Screen Printing	25 Weber St N	Screen Printing Shop		I	70	20	630	-	-
Signs by McDougall	31 Weber St N	Sign Manufacturing		I	70	20	665	-	-
Tricity Auto	109 Bridgeport Rd E	Used Car Dealer		I	70	20	700	-	-
PTH AUTO INC	120 Bridgeport Rd E	Used Car Dealer		I	70	20	765	-	-
S.G. Cunningham Limited	35 Weber St N	Contractor Service		I	70	20	675	-	-
Dial A Tire Automotive Service Center	89 Bridgeport Rd E	Auto Repair Shop		I	70	20	630	-	-
Canada Cars	81 Bridgeport Rd	Used Car Dealer	1480-8HCQL3 (2011-05-30)	I	70	20	660	-	-
Glenbriar Water Express	75 Bridgeport Rd	Bottled Water Supplier		I	70	20	715	-	-
WRHN @ Midtown (formerly Grand River Hospital, KW Campus)	835 King St W	Hospital		I	70	20	700	-	-
First Capital (Bridgeport) Corporation	70-94 Bridgeport Rd E	Shopping Plaza	0968-CVTP6T (2023-09-29)	I	70	20	775	-	-
Sun Life Assurance Company of Canada	227 King St S	Insurance Company	9446-A6CJZ6 (2016-01-25)	I	70	20	800	-	-
Sun Life Assurance Company of Canada	180 King St S	Insurance Company	5976-7ZMK8F (2010-01-12)	I	70	20	900	-	-
COB GP Inc.	187 King St S	Office space	5342-84CLAK (2010-04-09)	I	70	20	925	-	-
Redi Rad Waterloo	127 Moore Ave S	Auto Repair Shop		I	70	20	200	-	-
Union Auto Service (Demolished/ Permanently Closed)	123 Moore Ave S	Auto Repair Shop		I	70	20	200	-	-
KW Safe Storage	136 Moore Ave S	Self-Storage Facility		I	70	20	140	-	-
Busy Corner Garage	24 Devitt Ave S	Auto Repair Shop		I	70	20	400	-	-
The Corporation of the City of Waterloo	100 Regina Street South	City Hall	5501-6V5P5S (2006-11-29)	I	70	20	950	-	-
Notes: A of I - Area of Influence RMS - Recommended Minimum Separation Distance									





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