DILLON CONSULTING

SHADE SPRINGS INC.

Land Use Compatibility Study

7331 and 7335 Wellington County Road 34, Puslinch, Ontario

August 2026 – 25-2444

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1.0 Introduction

1.1 Purpose and Objectives

Dillon Consulting Limited (Dillon) was retained by Shade Springs Inc. to complete a Land Use Compatibility Study in support of Official Plan Amendment and Zoning By-law Amendment applications for the lands at 7331 and 7335 Wellington County Road 34, Puslinch, Ontario (the Proposed Development). Dillon understands that the Proposed Development will consist of an industrial warehouse with accessory offices and external loading/parking areas.

The Land Use Compatibility Study presented herein was prepared in accordance with the guidelines and requirements of the Township of Puslinch, the Ontario Ministry of Environment, Conservation and Parks (MECP) noise publications NPC-300, MECP's land-use compatibility guidelines (D-series), and the Environmental Protection Act. This assessment focuses on the noise, vibration, and air quality, including odour and dust, impacts from the Proposed Development on the surrounding sensitive land uses.

1.2 The Project and Surrounding Areas

The Proposed Development is located on agricultural lands at 7331 and 7335 Wellington County Road 34, Puslinch, Ontario. The land is currently classified as Agricultural Zone (A) per the Township of Puslinch's Comprehensive Zoning By-law Number 023-18.

The Proposed Development is situated in an Agricultural Zone (A) per Township of Puslinch's Zoning Map. The surrounding area includes lands designated as Agricultural (A) and Natural Environmental (NE) in all directions, Rural Residential (RUR) to the west, Future Development to the east, and Industrial (IND) and Extractive Zones (EXI) to the south.

The subject site and surrounding areas are shown in **Figures 1 and 2**. The conceptual development plan for the site and surrounding zoning maps are provided in **Appendix A**.

2.0 Summary of Relevant Land Use Policies, Regulations, and Guidelines

2.1 Provincial Planning Statement, 2024

The latest update to the Provincial Planning Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The update to the PPS supports the government's goals related to increasing housing, supporting jobs, and reducing red tape.

Policies regarding land use compatibility are provided under Part V, Section 1.2.6 of the PPS:

> *"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.*
>
> *3.5.2. Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures"*

2.2 Official Plan Amendment 131

The Wellington County is in the process of updating the Wellington County OP. As part of this update, four Official Plan Amendments have been approved (OPA Nos. 119, 120, 123, and 126). OPA 131 aligns the rural area policies with the 2024 Provincial Planning Statement (PPS) and completes Rural Phase 3B (rural growth) of the Official Plan Review. OPA 131 has been adopted by County Council and is under review by the Ministry of Municipal Affairs and Housing (MMAH). While it is not yet in force, it is instructive as to the future planning context.

Official Plan Amendment 131 (OPA 131) designates the site as a Prestige Rural Employment Area under Special Policy Area PA7-10 in the Township of Puslinch. Section 41 c) summarizes the zoning and land use compatibility requirements for this site:

> *"i. Land Use Compatibility: To ensure land use compatibility between industrial and sensitive land uses, a buffer area shall be established according to the following policies:*

• Where a proposed industrial use is located within 300 metres of a sensitive land use, or where a sensitive land use is proposed within 300 metres of an existing or planned industrial use, the Township shall apply Ministry of the Environment, Conservation and Parks (MECP) D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses.

• For Class I or Class II industrial facilities (as defined by MECP D-6 Guidelines), a Land Use Compatibility Study or equivalent technical assessments may be required to evaluate potential impacts such as noise, odour, dust, vibration, or emissions. Based on these findings of these studies, additional separation distances, buffering, or mitigation measures may be prescribed.

All land use decisions shall be consistent with the D-6 Guidelines and any successor documents, as well as the cumulative impacts of surrounding land uses. No Class III industrial facilities are permitted.

ii. Parcel sizes: The need for a range or parcel sizes to accommodate diverse business needs, with an emphasis placed on the provision of larger parcels to support industries requiring significant land area. Lot fabric and subdivision design shall address long-term flexibility and market trends in industrial land demand.

iii. Design guidelines: Where appropriate, design guidelines adopted by Township Council should be integrated as zoning requirements.

iv. Buffer areas: Incorporate enhanced landscaping setbacks, buffering and screening where employment area lands interface with rural residential land uses, rural residential clusters and/or sensitive land uses. A minimum 70 m setback shall be required from rural residential uses, rural residential clusters and/or sensitive land uses. The setback may be greater than 70 m based on the recommendations within a land use compatibility assessment. The required setback shall be landscaped and/or contain natural self-sustaining vegetation in a manner that respects and sustains the rural character. This 70 m setback shall only be reduced through an Official Plan Amendment."

2.3 Environmental Protection Act

The Ontario *Environmental Protection Act* (EPA) provides a framework under which industrial compliance and land use compatibility are assessed. With respect to land use compatibility, the EPA provides direction that:

1. Under Section 9 of the EPA, all regulated and industrial and commercial facilities must apply for and obtain approval for any activities that may cause or results in contaminants to be discharged to the natural environment, as described in regulations 419/05 and 1/17; and,

2. Under Section 14 of the EPA, a person shall not discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment, if the discharge causes or may cause an adverse effect. Adverse effects are defined within the EPA as:

   "one or more of,

   a) impairment of the quality of the natural environment for any use that can be made of it,

   b) injury or damage to property or to plant or animal life,

   c) harm or material discomfort to any person,

   d) an adverse effect on the health of any person,

   e) impairment of the safety of any person,

   f) rendering any property or plant or animal life unfit for human use,

   g) loss of enjoyment of normal use of property, and

   h) interference with the normal conduct of business;"

The EPA's definition of a contaminant includes but is not limited to air contaminants, odours, noise, and vibration, and has been determined in past decisions to include light. Obtaining approval for air and noise requires that a facility demonstrate, through a technical assessment, compliance with the applicable guidelines and regulations such as NPC-300.

The adverse effect clause in the EPA is applicable to the assessment of nuisance complaints in a land use compatibility context. Nuisance contaminants, such as dust, odour, noise, and vibration, may result in complaints which may be determined to fall under the adverse effects clause.

2.4 MECP Guideline D-6 Compatibility Between Industrial Facilities

The MECP's land-use compatibility guidelines (D-series) are intended to prevent or minimize the encroachment of sensitive land uses upon industrial/commercial land uses and vice versa, as these two types of land uses are normally incompatible, due to possible adverse effects (e.g., noise) on the sensitive land use. Per the guideline, potential impacts on sensitive land uses within the potential influence area or recommended minimum separation distance, as outlined in D-6 (**Table 1**), should be assessed.

Table 1: Guideline D-6 Potential Influence Area and Recommended Minimum Separation Distance

Industrial Classification[1]	Area of Influence	Recommended Minimum Separation Distance
Class I	70 m	20 m
Class II	300 m	70 m
Class III	1000 m	300 m

Note: [1] Industrial classifications are outlined in Guideline D-6, and presented in **Appendix B.**

For the purposes of this report, the Proposed Development is treated as a Class II industry based on the nature and scale of its predicted operations. The applicable Area of Influence and Recommended Minimum Separation Distance setbacks from the Proposed Development are shown in **Figure 2**.

2.5 Environmental Noise Guideline NPC-300

The 2013 Environmental Noise Guideline: Stationary and Transportation Sources (NPC-300) is the primary guideline used in Ontario to assess and control noise emissions.

NPC-300 establishes sound level limits for stationary sources, such as industries and businesses, affecting receptors in noise-sensitive land uses. These limits apply to existing, future and/or modified stationary sources and are required to be met for the issuance of ECAs under Part II.1 of the EPA. The noise limits specific to a stationary source are defined using area classifications (not to be confused with the D-6 industrial classifications), which are based on the nearby receptor's existing acoustical environment.

NPC-300 area classifications are as follows:

- Class 1 – An area with an acoustical environment typical of a major population centre, where background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum";
- Class 2 – An area with an acoustical environment that has qualities representative of a Class 1 area during daytime hours, and qualities representative of a Class 3 area during evening and nighttime hours;
- Class 3 – A rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic; and,
- Class 4 – An area or specific site that would otherwise be defined as Class 1 or Class 2 and which:
    - Is an area intended for development with new noise sensitive land use(s) that are not yet built; and,
    - Is in proximity to existing, lawfully established stationary source(s); and has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

All industries which operate in compliance with Environmental Permissions will meet the NPC-300 noise guideline limits (with the exception of potential temporary exceedances through a Noise Abatement Action Plan) at all points of reception which are allowed under current zoning. Industries are not required to meet nuisance impact limits for noise at lands which are not zoned for sensitive uses.

Zoning changes to allow for sensitive land uses may impose new obligations for existing industries and can lead to compliance issues. As such, land use compatibility assessments should consider the potential impact on a facility's existing Environmental Permissions. Where zoning changes are proposed, a land use compatibility study should be performed to determine compatibility.

2.6 Ontario Regulations 419/05 and 1/17 – Local Air Quality

The MECP's environmental permissions framework includes Environmental Compliance Approvals (ECA) issued under Section 9 of the EPA and following the requirements of Ontario Regulation 419/05 (O.Reg. 419/05), and Environmental Activity and Sector Registry (EASR) approvals issued under Section 9 of the EPA and following the requirements of Ontario Regulation 1/17 (O.Reg. 1/17). The applicability of the two instruments (ECA and EASR) is based on the facility's industrial classification. Both instruments provide the same level of environmental protection; the EASR approach allows less-intensive industries to follow a streamlined review process.

Both approvals mechanisms require the same supporting technical studies and reporting and for the purpose of this report will collectively be referred to as "Environmental Permissions". The Environmental Permissions process provides a framework under which industries are required to assess the potential impact of their air quality (including dust, and odour), noise, and vibration emissions.

The MECP requires any industry applying for Environmental Permissions to perform an assessment of air emissions as described in O.Reg. 419/05 and associated guidance documents. O.Reg. 419/05 outlines the requirements of the technical assessment and provides contaminant-specific air quality standards to be applied. All contaminants are required to be in compliance with these standards at all points off-site, while nuisance contaminants such as odours are regulated at sensitive receptors such as residences, schools, and places of worship. The implications of O.Reg. 419/05 from a land use compatibility perspective are:

- A proposed industry will require an approval, which would consider the potential for nuisance impacts; and,
- This obligation to operate in compliance with an approval would be protective of existing sensitive land uses.

3.0 Proposed Development Operations and Potential Adverse Effects

The Proposed Development consists of one 143,701.28 m^2 building intended for warehousing operations with attached office space and external parking and loading areas. For the purpose of assessing land use compatibility between the Proposed Development and surrounding sensitive land uses, a Class II industry was assumed in terms of outputs, scale, process, and operation intensity.

The MECP's land use compatibility guidelines (D-series) are intended to prevent or minimize the encroachment of sensitive land uses upon industrial land use and vice versa, as these types of land uses are normally incompatible, due to possible adverse effects on sensitive land uses created by industrial operations.

The proposed warehousing is considered a Class II industry under the MECP D-6 industrial classification. A Class II industry is expected to have a recommended minimum separation distance from sensitive land uses of 70 m and a potential influence area of 300 m. There are areas zoned for sensitive land uses located within the recommended minimum separation distance of the Proposed Development. This report assesses the potential for noise, vibration, and air quality impacts from the Proposed Development on the worst-case surrounding sensitive uses up to 300m in proximity. Characteristics typical of a Class II industrial facility can be found in **Appendix B**.

Based on the proposed operations and types of anticipated sources (trucking, HVAC, loading/unloading), the Proposed Development is not expected to have any significant sources of vibration. Thus, vibration impacts from the Proposed Development is not warranted.

4.0 Noise Impact Assessment

For this study, a noise impact assessment was completed based on the intended use of the Proposed Development. This assessment investigates the potential for noise impacts from the Proposed Development on the surrounding sensitive receptors.

4.1 Stationary Noise Criteria

MECP Publication NPC-300 outlines applicable noise criteria for the Proposed Development associated with surrounding industrial and commercial stationary noise sources. The noise criteria are defined using area classifications (not to be confused with the D-6 industrial classifications), which are based on the receptor's existing acoustical environment. NPC-300 classification are as follows:

- Class 1 – Urban Area;
- Class 2 – Semi-Urban/Semi – Rural;
- Class 3 – Rural Area; and,
- Class 4 – Areas of Redevelopment and Infill (typically in proximity of lawfully operating industrial/ commercial facilities).

Different noise guideline limits apply to each area classification, as presented in **Table 2**.

Table 2: Exclusion Limits for Non-Impulsive Stationary Noise Sources

Assessment Location	Time Period	Equivalent Sound Level – L_{eq} (1hr)			
		Class 1	Class 2	Class 3	Class 4
Plane of window for living area or sleeping quarters	Daytime (07:00 – 19:00)	50 dBA	50 dBA	45 dBA	60 dBA
	Evening (19:00 – 23:00)	50 dBA	50 dBA	40 dBA	60 dBA
	Nighttime (23:00 – 07:00)	45 dBA	45 dBA	40 dBA	55 dBA
Outdoor points of reception	Daytime (07:00 – 19:00)	50 dBA	50 dBA	45 dBA	55 dBA
	Evening (19:00 – 23:00)	50 dBA	45 dBA	40 dBA	55 dBA

NPC-300 also establishes exclusion limits for noise impacts from stationary sources of impulsive noise. Such impacts are assessed based on the logarithmic average impulsive sound level (LLM) and the number of impulses per hour. The MECP exclusionary limits for impulsive noise are shown in **Table 3**.

Table 3: Exclusion Limits for Impulsive Stationary Noise Sources

Number of Impulses in Period of One Hour	Impulsive Sound Level – LLM (dBAI)			
	Class 1 Area (07:00-23:00) / (23:00-07:00)	Class 2 Area (07:00-23:00) / (23:00-07:00)	Class 3 Area (07:00-23:00) / (23:00-07:00)	Class 4 Area (07:00-23:00) / (23:00-07:00)
9 or more	50/45	50/45	45/40	60/55
7 to 8	55/50	55/50	50/45	65/60
5 to 6	60/55	60/55	55/50	70/65
4	65/60	65/60	60/55	75/70
3	70/65	70/65	65/60	80/75
2	75/70	75/70	70/65	85/80
1	80/75	80/75	75/70	90/85

Per NPC-300 guidelines, the sound level limit for a point of reception is set as the higher of either the applicable exclusionary limit or the minimum background sound level that occurs at the POR exclusive of the noise source being assessed.

During a site visit conducted by Dillon staff on December 19, 2025, it was observed that the acoustic environment surrounding the Proposed Development is dominated by transportation noise from nearby highways and arterial roads. Based on the nature of the area, the Class 1 (urban) sound level limits apply to the area. At the time of this assessment, hourly traffic counts were not available to assess elevated background sound levels. For conservatism, exclusionary limits are used for the Proposed Development and the surrounding sensitive receptors.

4.2 Noise Sensitive Points of Reception

A review of the site and surrounding area has been conducted to identify nearby existing and future noise-sensitive land uses. A site visit was completed by Dillon staff on December 19, 2025, for the purpose of confirming the existence of any identified noise-sensitive lands and classifying the acoustic environment.

Per the MECP noise guidelines NPC-300, a Point of Reception (POR), as it applies to impact assessments of stationary sources, means any location on a noise sensitive land use where noise from a stationary source is received. Noise sensitive land uses include the following lands:

- Permanent, seasonal, or rental residences;
- Hotels, motels, and campgrounds;
- Schools, universities, libraries, and daycare centres;
- Hospitals and clinics, nursing/retirement homes; and,
- Places of worship.

Vacant parcels of land whose zoning classification allows for the inclusion establishment of a sensitive land use were included as PORs in the assessment. **Table 4** lists the representative points of reception (POR) at which noise impacts from the Proposed Development are assessed. The sensitive receptor locations are illustrated in **Figure 2**.

Table 4: List of Representative Points of Reception

Receptor ID	Location		Description	NPC-300 Area Classification
R1	7137 Smith Rd	Southwest of site	2-storey house	Class 1
R1_O			Side yard	Class 1
R2	7136 Smith Rd	Southwest of site	2-storey house	Class 1
R2_O			Rear yard	Class 1
R3	7316 Wellington County Rd 34	West of site	2-storey dwelling	Class 1
R3_O			Side yard	Class 1
R4	7326 Wellington County Rd 34	Northwest of site	1-storey dwelling	Class 1
R4_O			Side yard	Class 1
R5	7336 Wellington County Rd 34	North of site	2-storey house	Class 1
R5_O			Rear yard	Class 1
R6	7338 Wellington County Rd 34	North of site	2-storey house	Class 1
R6_O			Rear yard	Class 1
R7	7342 Wellington County Rd 34	North of site	1-storey dwelling	Class 1
R7_O			Rear yard	Class 1
R8	7339 Wellington County Rd 34	North of site	1-storey dwelling	Class 1
R8_O			Rear yard	Class 1
R9	7341 Wellington County Rd 34	North of site	1-storey dwelling	Class 1
R9_O			Rear yard	Class 1
R10	7345 Wellington County Rd 34	North of site	1-storey dwelling	Class 1
R10_O			Rear yard	Class 1
R11	7351 Wellington County Rd 34	North of site	2-storey house[1]	Class 1
R11_O			Side yard	Class 1
R12[1]	7421 Wellington County Rd 34	Northeast of site	Vacant lot zoned for Agricultural use	Class 1

Notes: [1] The south facing façades of R11 with direct exposure to the stationary noise sources are located on the first floor. Therefore, R11 was assessed as a receptor with a height of 1.5 m above ground.
[2] R12 was assigned at the center of the agricultural zoned vacant lot at a height of 4.5 m above ground representing a second-storey window of an accessory agriculture dwelling.

Single-residential PORs were set at the height representative of a window at the building's top floor or worst-case location. PORs representing existing residential buildings (R1-R11) were assigned an outdoor POR representing a side or rear yard on their property. Outdoor PORs are located at a height of 1.5 m above ground and up to 30 m from the façade of their respective buildings, per NPC-300.

Where sensitive receptors represent a sensitive-zoned vacant parcel, top floor receptor height and location were assigned based on guidance from the Township of Puslinch's Zoning By-law and NPC-300, as well as the existing building pattern in the area.

4.3 Stationary Noise Sources

The assumed operations of the Proposed Development are based on typical operations of a warehousing facility. It is assumed that building services will operate 24 hours per day, 7 days per week, however, shipping, receiving, and loading activities will occur during daytime and evening hours only (07:00-23:00). Based on the current stage of the development design, the dominant noise sources of concern shown in **Figure 3** were assumed to include:

Assumed Non-Impulsive Noise Sources

- Shipping and receiving (truck movements):
  - The worst-case hour for the combined operations is assumed to consist of an estimated 5 tractor trailer movements to the front and 5 to the rear of the proposed warehousing facility (each representing one entry and exit per movement) per hour during the daytime and evening hours (07:00-23:00) totalling a maximum of 10 truck movements per hour. No truck movements were assessed for the nighttime period (23:00-07:00).
  - Truck routes were assumed based on the most up-to-date site plan and trucking routes for the Proposed Development.
  - Trucks are assumed to travel at 10 km/h within the Proposed Development.
  - Up to 19 delivery trucks were assumed to be idling on site during any given daytime and evening hour. Idling trucks were assumed to operate on a 17% duty cycle (i.e., assumed no more than 10 minutes of idling in any given hour). No idling trucks were assessed for the nighttime period.
- Building Services
  - The industrial warehouse building was assumed to have 62 rooftop units (RTU). The RTUs were assumed to operate continuously during daytime and evening hours. For nighttime hours, a 50% duty cycle was assumed.

Assumed Impulsive Noise Sources

- Loading Dock Levelers:
  - During loading and unloading of trailers, forklifts, and/or manual pump trucks, vehicles travel over the levelers located at each bay door, resulting in noise emissions with impulsive characteristics. As such, this impact has been assessed as an impulsive noise source.

- Truck Coupling:
  - Coupling and uncoupling of delivery trucks and trailers during shunting within the trailer parking areas has been assessed as an impulsive noise source.

NPC-300 does not consider back-up beepers on construction equipment or other passenger vehicles as stationary noise sources. As such, back-up beeper noise from trucks and passenger vehicle passbys were not included in the Study.

Based on the type of Proposed Development, noise sources typically associated with cold storage facilities are not included in the noise analysis. The noise analysis presented in this report should be updated in the event that the operations of the Proposed Development are no longer reflected by the above identified stationary noise sources and/or assumptions.

4.4 Noise Source Sound Levels

The noise sources associated with the operations identified in **Section 4.3** are outlined below in **Table 5**. Relevant noise source information was gathered from Dillon's sound level library. The dominant noise source locations are presented in **Figure 3**.

Table 5: Noise Source Summary Table

Noise Source	Sound Power Level [dBA/dBAI]	# of Sources	Sound Characteristics[2]
HVAC/RTU	86	62	S
Truck Movement	107	10/hr (5 front and 5 rear) (07:00-19:00) 10/hr (5 front and 5 rear) (19:00-23:00)	S
Idling Truck	99	19/hr (07:00-19:00) 19/hr (19:00-23:00)	S
Loading Dock Leveller	105[1]	>9 impulses/hr	I
Truck Coupling/Uncoupling	117[1]	>9 impulses/hr	I
Low-Noise Shunter Coupling/Uncoupling	110[1]	>9 impulses/hr	I

Note: [1] Impulsive sound power levels are expressed in dBAI
[2] S – Steady, I – Impulsive, T – Tonal

4.5 Noise Modelling

The noise analysis was completed using Cadna/A, an outdoor noise propagation model, based on ISO Standard 9613, Part 1: Calculation of the absorption of sound by the atmosphere, 1993 and Part 2: General method of calculation (ISO-9613-2:1996). The model is capable of incorporating various site-

specific features, such as elevation, berms, absorptive grounds, and barriers to accurately predict noise levels at specific receptors, pertaining to noise emissions from a particular source. The ISO based model accounts for reduction in sound level due to increased distance and geometrical spreading, air absorption, ground attenuation, and acoustical shielding by intervening structures and topography. The model is considered conservative as it represents atmospheric conditions that promote propagation of sound from the source to the receiver.

The following assumptions were incorporated in the noise propagation modelling:

- A global ground absorption coefficient of 0.7 was applied to areas with absorptive ground (i.e., grass) while a ground absorption coefficient of 0.3 was applied to areas with reflective ground (i.e., pavement, concrete) and a ground absorption coefficient of 0.0 was applied to areas with reflective water surfaces (i.e., stormwater pond, water run-off detention area);
- A second order reflection was incorporated in the noise model; and,
- The surrounding topography was incorporated into the noise model using existing elevation data from the Ontario Ministry of Natural Resources. The proposed grading of the site was incorporated into the noise model. The site grading plan has been included in **Appendix A**.

The predicted noise impacts from the Proposed Development at the surrounding sensitive receptors were compared against the applicable criteria, as specified in NPC-300 (see **Table 2** and **Table 3**).

4.6 Predicted Sound Levels

The predicted sensitive receptor noise levels from the Proposed Development's non-impulsive stationary noise sources are presented in **Table 6** and shown graphically in **Figures 4 and 5**. **Table 7** summarizes the predicted impulsive noise impacts from the Proposed Development at the surrounding sensitive receptors.

Table 6: Non-Impulsive Noise Impact Summary Table

POR ID	Maximum Daytime Leq (1hr) [dBA] [1]	Maximum Evening Leq (1hr) [dBA] [1]	Maximum Nighttime Leq (1hr) [dBA] [1][2]	MECP Compliance
R1	42	42	31	Yes
R1_O	41	41	-	Yes
R2	41	41	31	Yes
R2_O	41	41	-	Yes
R3	47	47	34	Yes
R3_O	44	44	-	Yes
R4	47	47	36	Yes
R4_O	47	47	-	Yes
R5	53	53	39	**No**
R5_O	47	47	-	Yes
R6	53	53	39	**No**
R6_O	46	46	-	Yes
R7	51	51	37	**No**
R7_O	47	47	-	Yes
R8	56	56	37	**No**
R8_O	56	56	-	**No**
R9	55	55	36	**No**
R9_O	57	57	-	**No**
R10	54	54	36	**No**
R10_O	56	56	-	**No**
R11	53	53	36	**No**
R11_O	56	56	-	**No**
R12	49	49	38	Yes

Notes: [1] Predicted sound levels that exceed the applicable NPC-300 sound level limits are shown in **bold**.

[2] Outdoor points of reception are not assessed during the nighttime period.

Table 7: Impulsive Noise Impact Summary Table

POR ID	Maximum Daytime/Evening/Nighttime L_{LM} (dBAI) [1]	MECP Compliance
R1	42	Yes
R1_O	38	Yes
R2	49	Yes
R2_O	45	Yes
R3	57	**No**
R3_O	55	**No**
R4	57	**No**
R4_O	56	**No**
R5	64	**No**
R5_O	57	**No**
R6	64	**No**
R6_O	57	**No**
R7	59	**No**
R7_O	54	**No**
R8	64	**No**
R8_O	62	**No**
R9	60	**No**
R9_O	58	**No**
R10	55	**No**
R10_O	57	**No**
R11	54	**No**
R11_O	55	**No**
R12	53	**No**

Notes: [1] Predicted sound levels that exceed the applicable NPC-300 sound level limits are shown in **bold.**

Under the aforementioned operational assumptions, noise levels associated with the Proposed Development are predicted to exceed the relevant MECP criteria for non-impulsive and impulsive noise at some of the surrounding sensitive receptors.

4.7 Noise Controls

The modelling results presented in **Section 4.6** indicate that the facility's assumed worst-case operating scenario results in predicted noise levels that exceed the applicable stationary and impulsive noise level limits at surrounding sensitive receptors. The predicted noise levels at the surrounding sensitive receptors can be reduced by applying certain noise control methods. The below mitigation scenarios were developed through modelling iterations compared with the NPC-300 noise level limits:

1. **Acoustic Barriers**

   A 5.0-metre-high, 340-metre-long acoustic barrier and a 4.5-metre-high, 285-metre-long acoustic barrier should be constructed to reduce exposure between stationary noise sources and receptors R5 to R11. The location of the barriers is shown in **Figure 6**.

2. **Low-Noise Shunting**

   It is required that shunting of parked trailers on site be conducted using low-noise shunters rather than trucks.

3. **Limited Shunting Area**

   During the daytime and evening period, shunting of parked trailers in the area adjacent to the north access point is to be limited to 2 events per hour. The area that requires limited trailer shunting is shown in **Figure 6**.

4. **Anti-Idling Policy**

   A truck anti-idling policy is to be adopted across the site.

5. **Nighttime Operations Limitation**

   Truck movements, trailer shunting, and use of loading dock levelers is to be prohibited during the nighttime period (23:00-7:00).

All acoustic barriers should have a minimum surface density of 20 kg/m^2, be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained. The above recommended acoustic barriers may incorporate a berm-barrier combination whose “effective height” (i.e., height of berm plus height of barrier) meets the height requirements prescribed in this report. The location and height of the recommended barriers is based on the grading plan provided in **Appendix A**. As the final site plan design is updated, this assessment should be reviewed/updated along with the final grading plan to confirm the effectiveness of the acoustic barriers. It is recommended that the end user communicate with the Township of Puslinch during the barriers’ design stage to confirm the Township’s approval of their barrier design.

The predicted sensitive receptor noise impacts from the Proposed Development’s non-impulsive and impulsive noise sources with the above mitigation measures applied are shown in **Table 8** and **Table 9**, respectively, and shown graphically in **Figures 7 and 8** for the mitigated non-impulsive stationary impact scenario.

Table 8: Non-Impulsive Noise Impact Summary Table – With Mitigation of Acoustic Barriers

POR ID	Maximum Daytime Leq (1hr) [dBA] [1]	Maximum Evening Leq (1hr) [dBA] [1]	Maximum Nighttime Leq (1hr) [dBA] [1]	MECP Compliance
R1	42	42	31	Yes
R1_O	41	41	-	Yes
R2	41	41	31	Yes
R2_O	41	41	-	Yes
R3	46	46	34	Yes
R3_O	44	44	-	Yes
R4	44	44	36	Yes
R4_O	44	44	-	Yes
R5	50	50	39	Yes
R5_O	43	43	-	Yes
R6	49	49	39	Yes
R6_O	43	43	-	Yes
R7	46	46	37	Yes
R7_O	43	43	-	Yes
R8	45	45	35	Yes
R8_O	45	45	-	Yes
R9	44	44	33	Yes
R9_O	44	44	-	Yes
R10	45	45	36	Yes
R10_O	44	44	-	Yes
R11	44	44	35	Yes
R11_O	44	44	-	Yes
R12	45	45	38	Yes

Notes: [1] Predicted sound levels that exceed the applicable NPC-300 sound level limits are shown in **bold.**

Table 9: Impulsive Noise Impact Summary Table – With Mitigation of Acoustic Barriers and Low-Noise Shunting

POR ID	Maximum Daytime/Evening L_{LM} (dBAI) [1]	MECP Compliance
R1	43	Yes
R1_O	39	Yes
R2	43	Yes
R2_O	39	Yes
R3	50	Yes
R3_O	48	Yes
R4	49	Yes
R4_O	48	Yes
R5	50	Yes
R5_O	48	Yes
R6	50	Yes
R6_O	48	Yes
R7	49	Yes
R7_O	46	Yes
R8	49	Yes
R8_O	49	Yes
R9	49	Yes
R9_O	48	Yes
R10	49	Yes
R10_O	47	Yes
R11	50	Yes
R11_O	47	Yes
R12	47	Yes

Notes: [1] Predicted sound levels that exceed the applicable NPC-300 sound level limits are shown in **bold.**

With the recommended mitigation measures in place the Proposed Development is predicted to comply with the applicable non-impulsive and impulsive noise level limits set by NPC-300 at the surrounding existing and potential noise-sensitive receptors.

The above mitigation options have been selected based on the assumed operational level of the Proposed Development. As such, a reduction of operations relative to these assumptions (such as less frequent trucking activities, acoustic barriers, and/or fewer RTU units/lower sound powers of RTU equipment) may reduce the requirement for mitigation.

It is noted that the end user is obligated to mitigate noise impacts at the surrounding sensitive-zoned vacant lots only when, or if, a noise-sensitive land use is constructed on said lots. As such, the extent of noise mitigation required to comply with only the existing noise-sensitive receptors (i.e., R1-R11) may be less than those presented in this section.

It is noted that at the time of this assessment, the lands associated with receptors R3 and R4 are being considered for future development of non-sensitive land uses. The above noted noise control measures may be reevaluated and reduced if the sensitive land uses of R3 and R4 are removed prior to the development of the site.

The recommended noise mitigation measures may require updating in the event that the operations of the Proposed Development are no longer reflected by the above identified stationary noise sources. This assessment should be updated by an Acoustical Consultant as the design progresses and as ground contours and operations within the Proposed Development are finalized.

4.8 Vibration Impacts from the Proposed Development

As the Proposed Development is not expected to have any sources of significant vibration, a vibration assessment was not conducted.

5.0 Air Quality, Odour, and Dust Assessment

For this study, an assessment of air quality, odour, and dust impacts from the Proposed Development on the surrounding sensitive land uses has been completed based on the expected intended uses of the Proposed Development.

5.1 Applicable Regulations

5.1.1 Regulated Air Contaminants

All facilities in Ontario are required to meet standards for regulated contaminants at all points at their property line and beyond. The MECP Environmental Permissions require industry to applying for an Environmental Compliance Approval (ECA) or registration to the Environmental Activity and Sector Registry (EASR) to perform an assessment of air emissions as described in O.Reg. 419/05, and/or O.Reg. 1/17, and associated guidance documents. O.Reg. 419/05 outlines the requirements of the technical assessment and provides contaminant-specific air quality standards to be applied. All contaminants are required to be in compliance with these standards at all points off-site, while odours or contaminants with odour-based standards may be assessed at sensitive receptors such as residences, schools, and places of worship.

The implications of O.Reg. 419/05 from a land use compatibility perspective are:

- A proposed industry will require an approval, which would consider the potential for nuisance impacts at existing and permitting sensitive land uses; and,
- This obligation to operate in compliance with an approval would be protective of existing sensitive land uses (including elevated sensitive land uses).

Certain equipment/emission sources are exempt from a facility's Environmental Permissions under Ontario Regulation 524/98 (O.Reg. 524/98). These exemptions are discussed in detail in **Section 5.2** below.

5.1.2 Odour

Under the MECP's Environmental Permissions framework, a facility is only required to meet 10-minute odour-based standards at sensitive receptor locations, such as: houses, schools, churches, community centres, commercial or institutional facilities, or parks. The MECP allows odours or contaminants with 10-minute odour-based standards to be assessed based on an allowable frequency of exceedance of the relevant criteria. Industries are allowed to exceed odour thresholds at a 0.5% frequency (i.e., 44 hours per year), meaning that a facility may be operating in compliance with the applicable regulations and odours may be occasionally perceptible off-site. Facilities may be required to prepare and operate under a Best Management Practices Plan (BMPP) for Odour Control as part of their ECA or EASR registration.

As there are existing sensitive uses in proximity to the Proposed Development, any use will be required to meet MECP odour requirements at the time of operation.

5.1.3 Fugitive Dust

The MECP provides guidance for fugitive dust emissions to be included in a facility's Emission Summary and Dispersion Modelling (ESDM) report, as part of the facility's Environmental Permissions. Fugitive dust sources such as on-site roadways and storage piles may be excluded from a facility's ESDM report if emissions are minimized through the effective implementation of a fugitive dust BMPP.

5.2 Air Quality, Odour, and Dust Sources

The sources of air quality, odour, and dust emissions associated with the potential operations/uses of the Proposed Development are:

- Rooftop heating and air conditioning (HVAC) units; and
- Emissions from moving and idling trucks.

5.2.1 HVAC Equipment

It is expected that operations at the Proposed Development will be supported by small natural gas-fired equipment including heating and air conditioning (HVAC) units. These sources have the potential to emit products of natural gas combustion. Per the MECP's Procedure for Preparing an Emission Summary and Dispersion Modelling Report (Guideline A-10), the significant contaminant of concern from the combustion of natural gas is nitrogen oxides (NO_x) and other contaminants are generally emitted in negligible amounts.

Per O.Reg. 524/98, Environmental Permissions are not required for an HVAC system that meets the following criteria:

1. Each combustion unit uses only natural gas, propane or both natural gas and propane as fuel; and,
2. The maximum thermal input capacity of each combustion unit is not greater than 10.5 million kilojoules per hour.

Additionally, per the MECP's Guideline A-10, natural gas fired water heaters, space heaters and make-up units when the total facility wide heat input usage for the equipment is less than 20 million kilojoules per hour are considered sources that may emit contaminants in negligible amounts.

Considering the above, typically, HVAC equipment is not expected to be a significant source of air quality impacts. Once the final design is complete at the Proposed Development, an air quality review should be considered to determine whether a permit under the MECP's Environmental Permissions is required.

5.2.2 Moving and Idling Trucks

Environmental Permissions are not required for the tailpipe emissions for truck traffic at the proposed development per the Ontario Environmental Protection Act, Section 9 (3). Additionally, vehicle emissions are regulated under Ontario Regulation 457/19: Vehicle Emissions. Therefore, no further assessment of moving and idling trucks through an Environmental Permission is required.

Although not subject to an Environmental Permission, idling diesel trucks may be considered as a source of air contaminant and odour emissions associated with warehousing and distribution operations. Dillon has not identified any local anti-idling by-laws for the site that would limit vehicle idling times. It is noted that the City of Guelph Idling By-law (1998)-15945, amended by By-law (2012)-19390, prohibits vehicle idling for more than three consecutive minutes or more than ten minutes in any sixty-minute period. Should the same idling limitations be implemented at the Proposed Development, air contaminant and odour emission impacts are not likely to be experienced from idling diesel trucks and further assessment is not required.

Based on the Proposed Development's site plan and potential operations, a potential source of fugitive dust is vehicle movement throughout the site. Trucks are assumed to travel at a maximum speed of 10 km/h which is expected to reduce the potential for resuspension of dust. Additionally, on-site roadways of the proposed development are expected to be paved. Recommendations to control the resuspension of dust from on-site vehicle movement on paved surfaces are provided in **Section 5.3**.

5.2.3 Additional Considerations

The following section addresses emission sources that have not been identified above but require consideration with respect to air quality, odour, and dust impacts, should they be included in operations at the Proposed Development.

Should standby generators be installed at the Proposed Development, this equipment may be exempt from requiring Environmental Permissions provided that specific criteria outlined in O.Reg. 524/98 is met. In the event any one of the criterion is not met, any tenant proposing to use the equipment will be required to obtain Environmental Permissions from the MECP.

Similarly, any tenant carrying out industrial processes with the potential to generate air emissions (not identified above) is required to assess the applicability of an Environmental Permission.

5.3 Air Quality, Odour, and Dust Impacts and Recommendations

Based on the expected uses of the Proposed Development, there is the potential for fugitive dust emissions caused by vehicle movement throughout the Proposed Development. This fugitive dust source can be controlled through regular cleanings of the paved roads. It is recommended that the Proposed Development create a provision for frequent cleanings of the on-site paved areas. Additionally, on-site signage notifying truck operators of a 10 km/h speed limit is recommended to reduce resuspension of dust on paved roads.

It is also recommended that idling limits consistent with those included in the City of Guelph Idling By-law (1998)-15945, amended by By-law (2012)-19390, are implemented at the site (i.e., vehicles cannot idle for more than three consecutive minutes or more than ten minutes in any sixty-minute period). On-site signage notifying of the site's idling restrictions should be posted at the Proposed Development. An additional best practice that can be applied to promote compatibility with the surrounding land uses includes covering of outdoor waste bins at all times and emptying outdoor waste bins regularly.

Once the final design is complete at the Proposed Development, an air quality review should be considered to determine whether a permit under the MECP's Environmental Permissions is required. It is Dillon's recommendation that any updates to the operations of the Proposed Development be reviewed by a qualified land use compatibility practitioner to identify any potential sources of air contaminants, odour, and/or dust emissions.

6.0 Land Use Compatibility and Setback Justification

The proposed warehouse facility is located within the 70 m buffer area of adjacent sensitive land uses. Per adopted Wellington County OPA 131 (Special Policy Area PA7-10, Section 41 c) and MECP Guideline D-6, the proposed reduced setback is technically supported as follows:

Policy Mechanism for Setback Reduction (OPA 131 Section 41 c):

- Section 41 c) iv (Buffer Areas) establishes a 70 m buffer requirement, but provides a municipal mechanism for setback reductions, stating: "This 70 m setback shall only be reduced through an Official Plan Amendment."

- Section 41 c) i (Land Use Compatibility) mandates that all land use decisions shall be consistent with MECP D-6 Guidelines and account for cumulative impacts through a Land Use Compatibility Study or equivalent technical assessments.

D-6 Guidelines Framework (Guideline D-6 Sections 4.1.3 & 4.5.1):

- Section 4.1.3 (Influence Area Reduced Through Industrial Controls) indicates that the area of influence may be reduced through mitigation at the industrial source (e.g., the use of industrial operational/process controls, layout and design, equipment sound attenuation, or abatement) and notes that such mitigation "may enable an industry to be categorized as a lesser Class (e.g. from a Class II to a Class I), thereby reducing the minimum separation distance requirements set out in Section 4.3, 'Recommended Minimum Separation Distances'."

- Section 4.5.1 (Influence Area Assessment) permits development within an influence area where detailed technical evidence confirms the "absence of a problem" (i.e., proving no adverse effects under Section 14 of the Environmental Protection Act occur at sensitive receptors).

Potential versus Actual Area of Influence Assessment:

- Under Guideline D-6, the proposed warehouse is categorized as a Class II industrial facility, which establishes a default 300 m Potential Area of Influence and a 70 m Recommended Minimum Separation Distance based on standard, unmitigated operations.

- Per **Sections 4.7** and **5.3** of this report, the required mitigation measures for this site align with the acceptable solutions outlined in Section 4.1.3 of the MECP D-6 Guidelines

- Detailed technical analyses evaluating noise, vibration, dust, air quality, and odour were completed for the facility's worst-case operational scenario for the surrounding sensitive uses.

- With the specified mitigation in place, the Actual Area of Influence is not anticipated to extend to the surrounding sensitive uses. The off-site emissions are predicted to comply with all applicable provincial criteria (including MECP Publication NPC-300 and O. Reg. 419/05) at all surrounding points of reception.

As the required mitigation is predicted to minimize off-site adverse effects and allow the facility to meet all provincial compliance limits at the surrounding sensitive uses, the facility satisfies the requirements

of MECP Guideline D-6 Sections 4.1.3 and 4.5.1. Consequently, this assessment provides the technical justification required to support the site-specific Official Plan Amendment (OPA) under OPA 131 Section 41 c) iv to permit the reduced setback.

7.0 Conclusions

Dillon Consulting Limited (Dillon) was retained by Shade Springs Inc. to complete a Land Use Compatibility Study in support of Official Plan Amendment and Zoning By-law Amendment applications for the lands at 7331 and 7335 Wellington County Road 34, Puslinch, Ontario (the Proposed Development). The Study focuses on potential noise, vibration, and air quality, including odour and dust impacts, from the Proposed Development on nearby existing and future sensitive land uses.

The Proposed Development was assessed as a Class II facility per the Ontario Ministry of the Environment, Conservation, and Parks' D-series guidelines. As a predictable worst-case scenario, the Proposed Development was assigned sources typical of a logistics facility comprised of a warehouse.

7.1 Noise Impact

The noise impacts from the Proposed Development were assessed through modelling of stationary sources in Cadna/A using ISO:9613 standards. Based on the assumed operations of the Proposed Development at the current design stage, the following mitigation measures are recommended to achieve compliance with the MECP's sound level limits:

- A 5.0-metre-high, 340-metre-long acoustic barrier, and a 4.5-metre-high, 285-metre-long acoustic barrier should be constructed to reduce exposure of receptors R5 to R11 to stationary noise sources.
- Employ low-noise shunters instead of trucks for trailer shunting.
- Employ a limited shunting area directly adjacent to the northern driveway.
- Employ a truck anti-idling policy across the site.
- Prohibit trucking, shunting, and loading activities during the nighttime period.

All acoustic barriers should have a minimum surface density of 20 kg/m^2, be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained. It is recommended that Shade Springs Inc. and/or the end user communicate with the Township of Puslinch during the barriers' design stage to confirm the Township's approval of their barrier design.

Based on this assessment, with the implementation of the above recommended noise mitigation, the Proposed Development is expected to be compatible with the surrounding sensitive land uses.

Mitigation measures that reduce noise impacts at adjacent sensitive-zoned vacant lots are only required when, or if, a noise-sensitive land use is constructed on the vacant lot. The businesses that will occupy the buildings will need to be evaluated for potential noise impacts (assessing all dominant noise sources including exhaust fans, dust collectors, generators, etc.) as part of their provincial approvals (EASR/ECA), where applicable.

7.2 Air Quality, Odour, and Dust

It is recommended that the Proposed Development create a provision to complete regular cleanings of paved areas to control emissions of fugitive dust. On-site signage notifying truck operators of an anti-idling program and 10 km/hr speed limit is also recommended. Lastly, an additional best practice that can be applied at the Proposed Development to promote compatibility with the surrounding land uses includes covering of outdoor waste bins at all times and emptying outdoor waste bins regularly.

Based on Dillon's understanding of the expected operations of the development and the implementation of the recommendations described in **Section 5.3**, it is not likely that the emission sources at the Proposed Development will significantly contribute to air quality, odour, and dust impacts at nearby sensitive land uses. Therefore, the Proposed Development is expected to be compatible with the surrounding sensitive land uses.

This assessment was based on assumed operations, source locations, and source parameters. As the design progresses, this assessment should be reviewed and/or updated by a qualified land use compatibility practitioner to assess compatibility with the surrounding sensitive uses. Furthermore, as the design progresses, noise and air quality should be reviewed to determine whether a permit under the MECP's Environmental Permissions is required.

8.0 Closure

This Land Use Compatibility Study has been prepared based on the information provided and/or approved by Shade Springs Inc. This report was prepared by Dillon for the sole benefit of the Shade Springs Inc. The material in the report reflects Dillon's judgement in light of the information available to Dillon at the time of this report preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Dillon accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

We trust that the report is to your satisfaction. Please do not hesitate to contact the undersigned if you have any further questions on this report.

Respectfully Submitted:



Lucas Arnold, P.Eng.
Partner

Callum Heggart, P.Eng.
Associate

Stephanie Seebach, P.Eng.
Associate

References

Ontario Ministry of Environment Publication NPC-300, Environmental Noise Guideline, Stationary and Transportation Sources- Approval and Planning, October 2013.

Ontario Ministry of Environment Publication D-6, Compatibility between Industrial Facilities, July 1995.

International Organization for Standardization, ISO 9613-2: Acoustics – Attenuation of Sound During Propagation Outdoors Part 2: General Method of Calculation, Geneva, Switzerland, 1996.

Ontario Regulation 1/17: Registrations under Part II.2 of the Act – Activities Requiring Assessment of Air Emissions, Ministry of the Environment, Conservation and Parks, 2017.

Ontario Regulation 419/05: Air Pollution – Local Air Quality, Ministry of the Environment, Conservation and Parks, 2019.

Provincial Planning Statement, Ministry of Municipal Affairs and Housing, 2024.

The Corporation of the City of Guelph By-law Number (1998)-15945 [Amended by By-law (2012)-19390], December 1998

Figures



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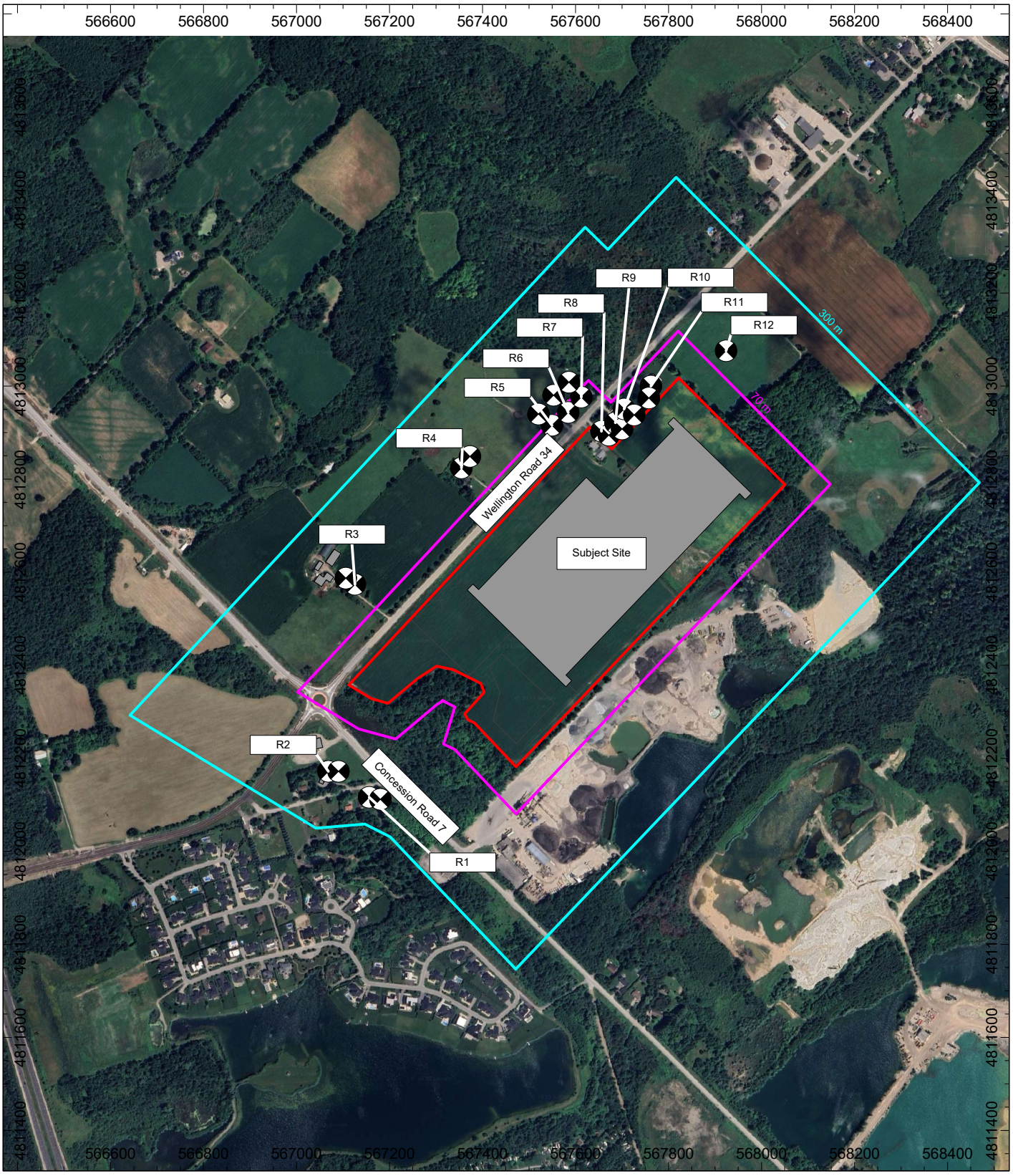
Figure 1: Subject Site and Surrounding Area

7335 Wellington County Road 34

Point Source
Line Source
Area Source
vert. Area Source
Road
Railway
Building
Barrier
Embankment
Receiver
Building Evaluation

N

Project #: 25-2444
Date: 08/2026



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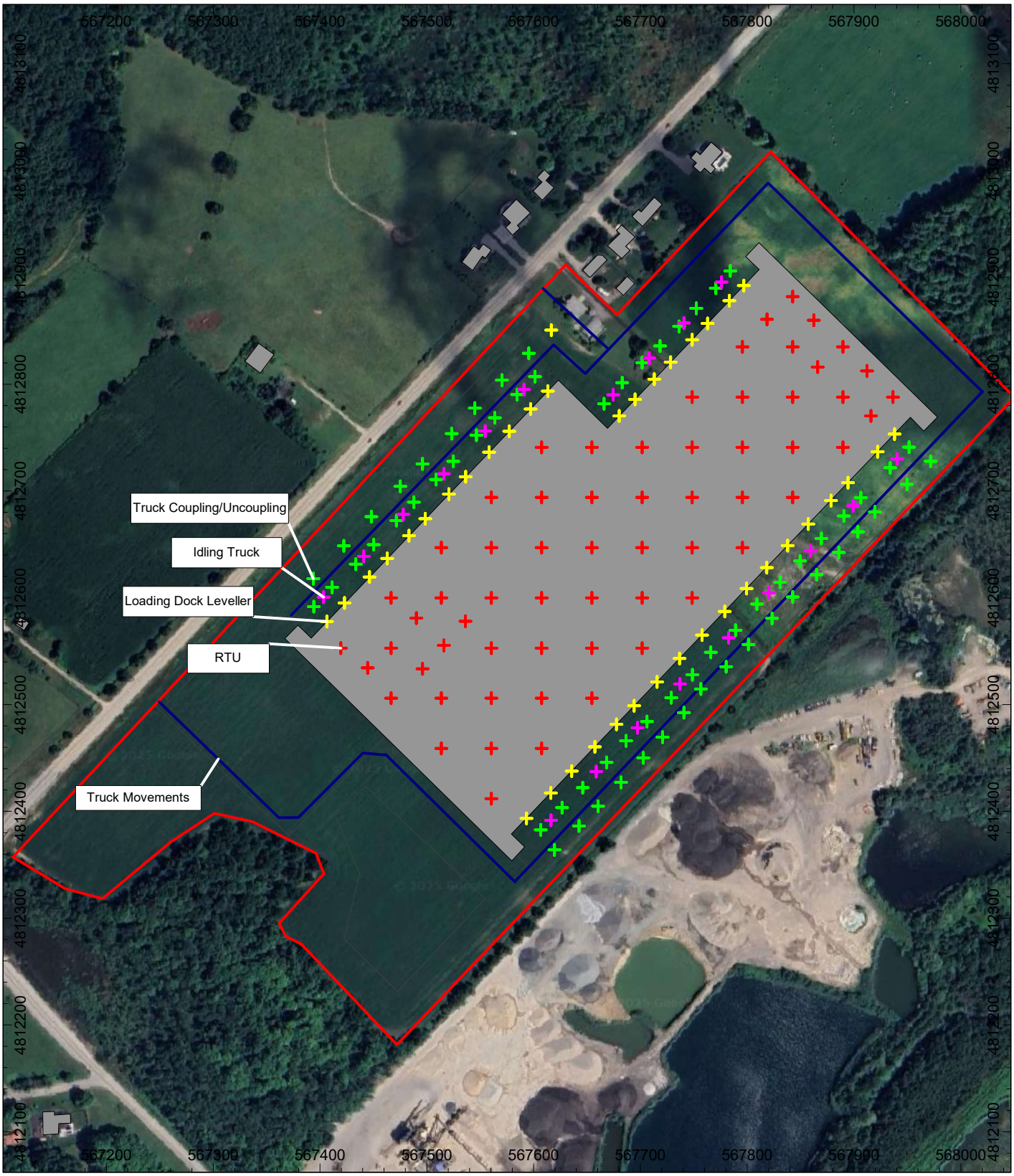
Figure 2: Surrounding Area with Class II Setback Distances

7335 Wellington County Road 34

Point Source
Line Source
Area Source
vert. Area Source
Road
Railway
Building
Barrier
Embankment
Receiver
Building Evaluation

N

Project #: 25-2444
Date: 08/2026



DILLON

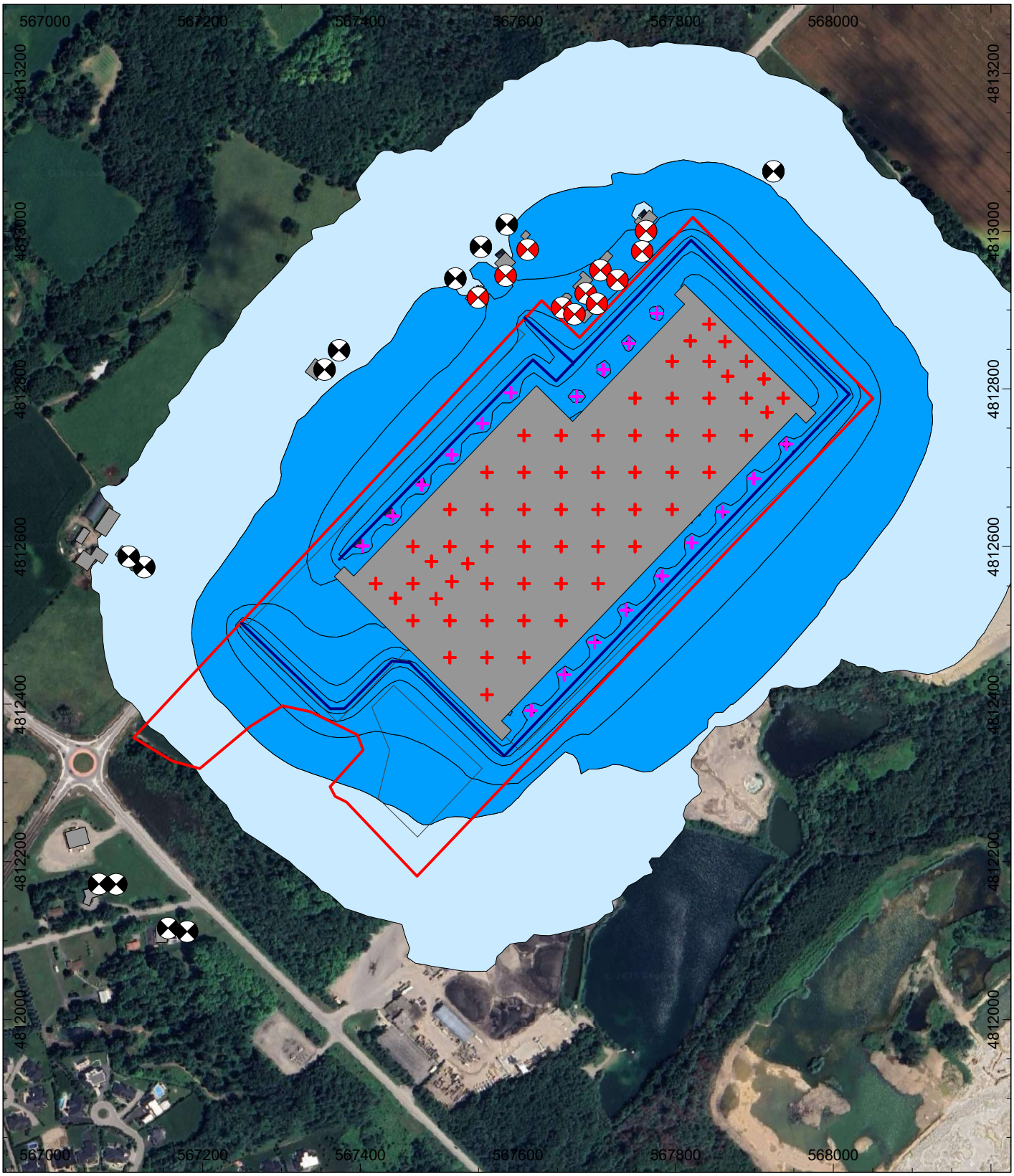
Figure 3: Dominant Noise Source Locations

7335 Wellington County Road 34

> 45 dBA
> 50 dBA

N

Project #: 25-2444
Date: 08/2026



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Figure 4: Stationary Noise Impacts, Non-impulsive (Day/Evening, h=4.5m)

7335 Wellington County Road 34

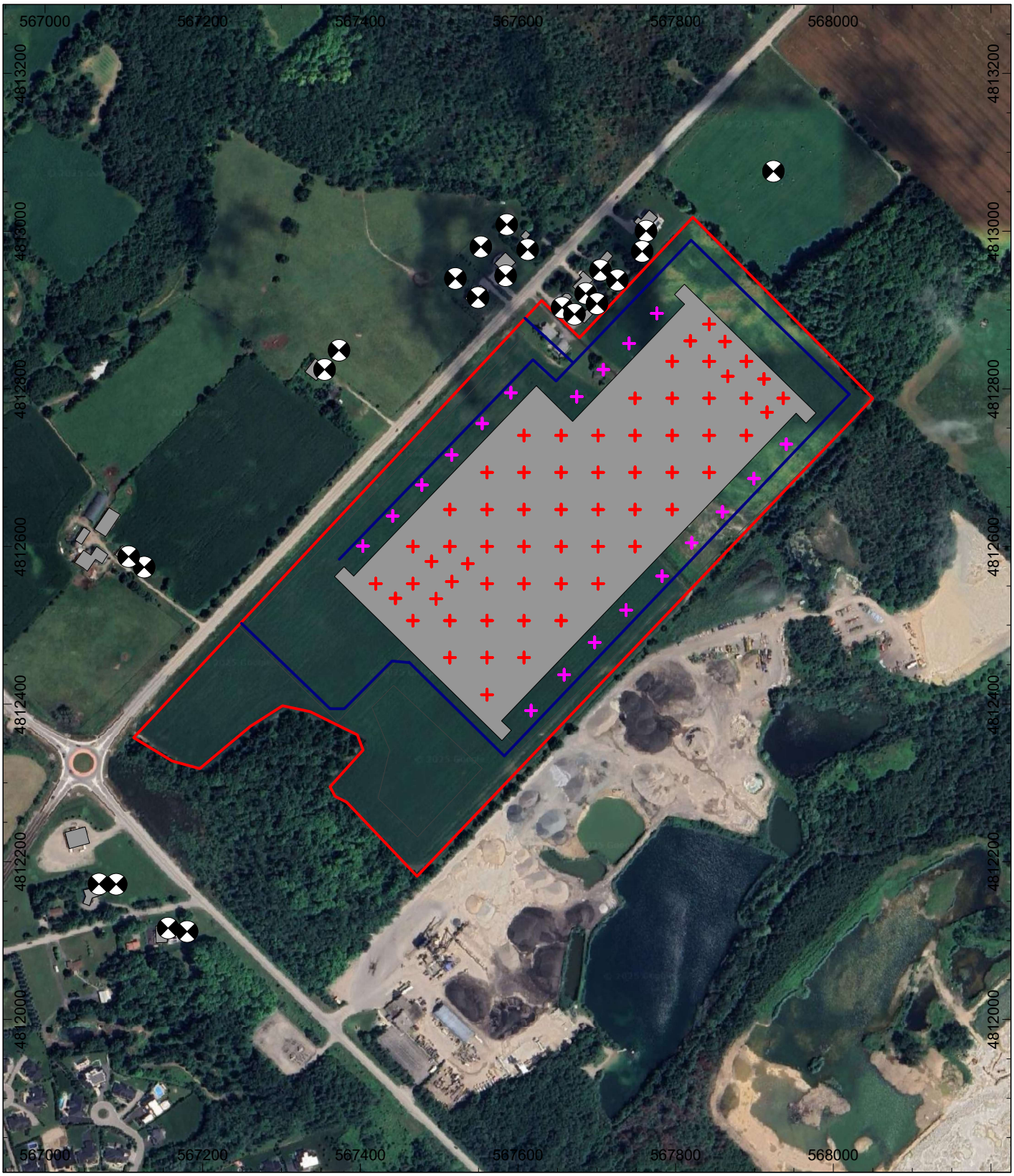
> 45 dBA

> 50 dBA

N

Project #: 25-2444

Date: 08/2026



DILLON

Figure 5: Stationary Noise Impacts, Non-impulsive (Nighttime, h=4.5m)

7335 Wellington County Road 34

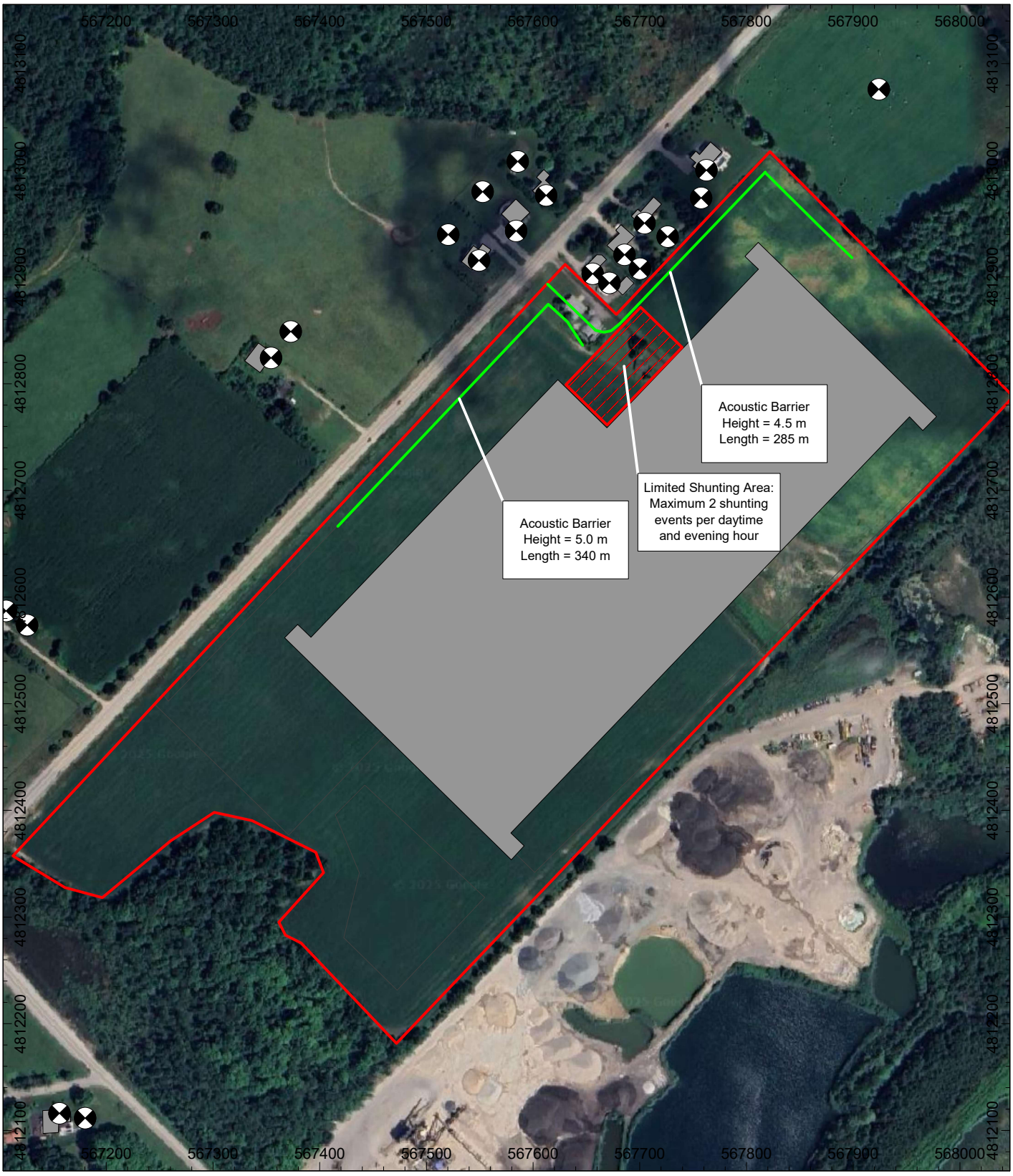
> 45 dBA

> 50 dBA

N

Project #: 25-2444

Date: 08/2026

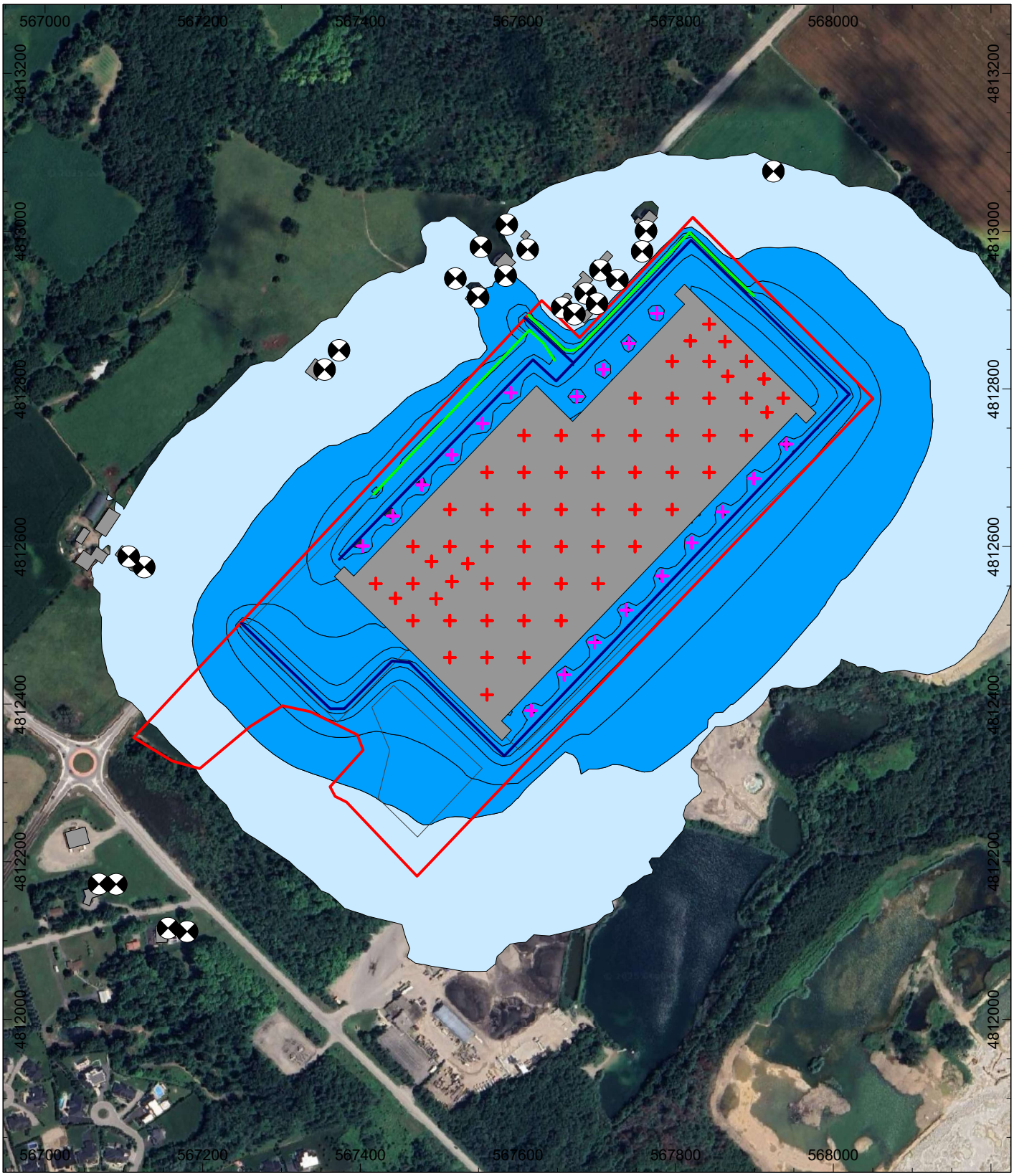


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Figure 6: Mitigation Measures - Acoustic Barriers and Limited Shunting Area

7335 Wellington County Road 34

Project #: 25-2444
Date: 08/2026



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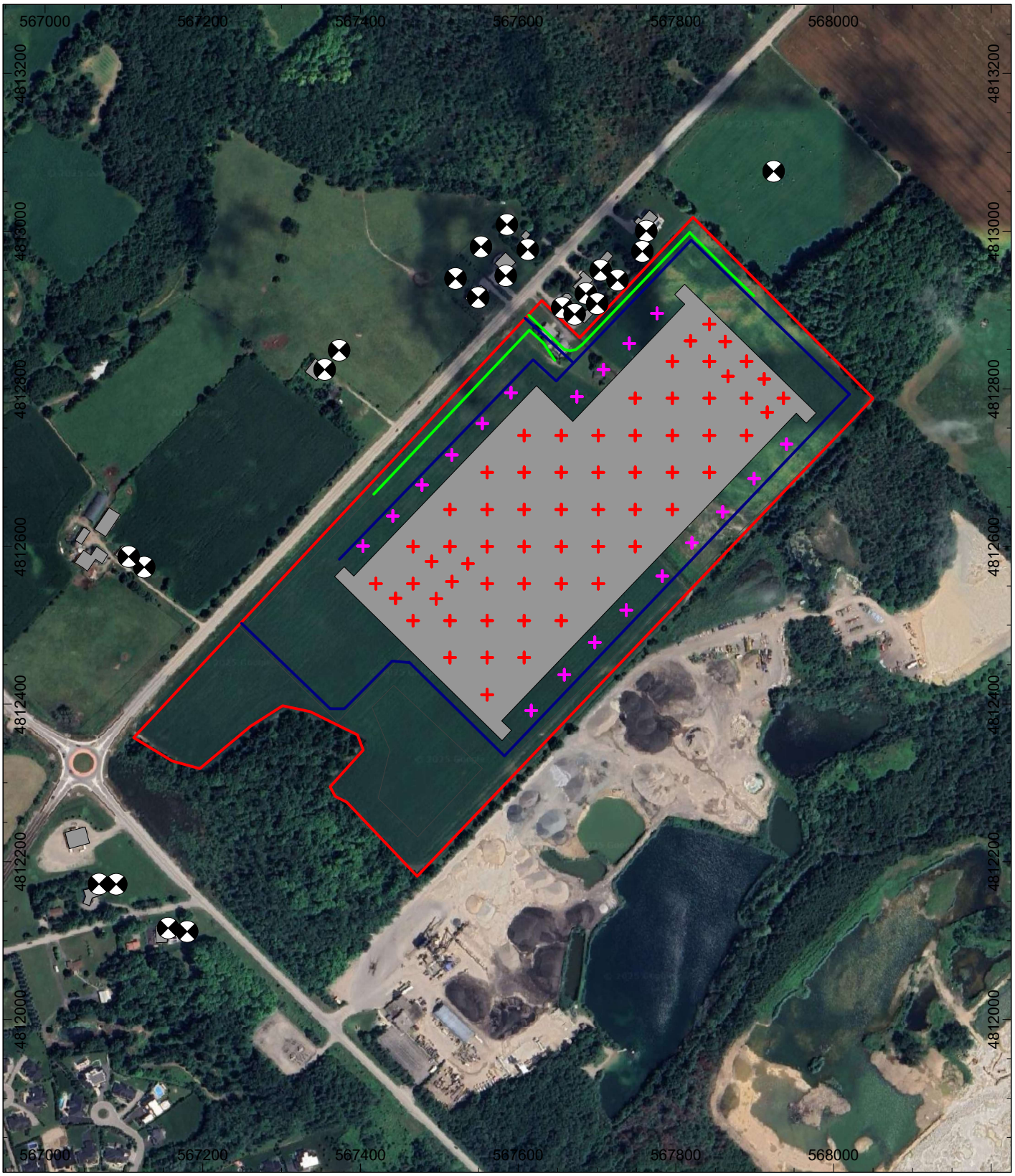
Figure 7: Mitigated Stationary Noise Impacts, Non-impulsive Daytime, h=4.5m)

7335 Wellington County Road 34

> 45 dBA
> 50 dBA

N

Project #: 25-2444
Date: 08/2026



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Figure 8: Mitigated Stationary Noise Impacts, Non-impulsive (Nighttime, h=4.5m)

7335 Wellington County Road 34

> 45 dBA
> 50 dBA

N

Project #: 25-2444
Date: 08/2026

Appendix A

Development Site Plan & Zoning Map

DILLON CONSULTING

LEGAL DESCRIPTION

PART OF LOT 21, BETWEEN
CONCESSIONS 2 & 7
TOWNSHIP OF PUSLINCH
REGIONAL MUNICIPALITY OF WELLINGTON COUNTY

AS PREPARED BY:
J.D. BARNES LIMITED

0 25 50 75 100 125 150m

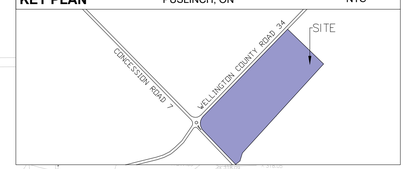
SCALE 1:1500

TRUE NORTH

PROJECT NORTH

KEY PLAN

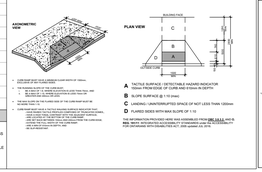
PUSLINCH, ON NTS



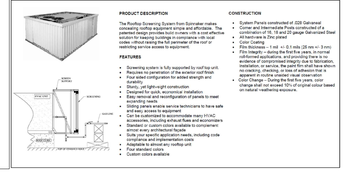
SYMBOL LEGEND

	PRINCIPAL ENTRANCE	EV	ELECTRIC VEHICLE PARKING SPACE
	MAN DOOR LOCATION	EV	ELECTRIC VEHICLE CHARGING STATIONS
	LOADING DOCK LOCATION		CONC. FILLED STEEL BOLLARD
	DRIVE-IN OVERHEAD DOOR	FDC	FIRE DEPARTMENT / SIAMESE CONNECTION
FH	FIRE HYDRANT + VALVE		CURB RAMP WITH TACTILE INDICATORS
	CATCH BASIN MANHOLE (Ref. CIVIL DWGS)	HT 1.23	PAD MOUNTED HYDRO TRANSFORMER (Ref. ELEC. DWGS)
	CATCH BASIN (Ref. CIVIL DWGS)	SS	STOP SIGN
	DOUBLE CATCH BASIN (Ref. CIVIL DWGS)	BF	ACCESSIBLE SIGN
	SEWER MANHOLE (Ref. CIVIL DWGS)	FR	FIRE ROUTE SIGN
HP	HYDRO POLE (HP)	SNW	SNOW STORAGE AREA
ST	LIGHT STANDARD (Ref. ELEC. DWGS)	BICYCLE PARKING SIZE	
ST	SHORT TERM BICYCLE RING - 2 SPACES		
LT	LONG TERM BICYCLE RING - 2 SPACES		
	ACCESSIBLE PARKING SPACE		
	VISITORS PARKING SPACE		

CURB DEPRESSION DETAIL



SPINNAKER ROOFTOP SCREENING SYSTEM



PRODUCT DESCRIPTION

The Rooftop Screening System from Spinnaker makes mechanical equipment disappear from street view. The patented design provides lock-in-place with a cost effective solution for leasing buildings in compliance with local municipal requirements. Ideal for state of the roof or restricting service access to equipment.

FEATURES

- Screening system is fully supported by roof top unit.
- Four sided configuration for added strength and durability
- Heavy duty light-weight construction
- Designed for quick, economical installation
- Easy removal and reconfiguration of panels to meet future needs
- Sliding panels ensure service technicians to have safe and easy access to equipment
- Ideal for buildings that accommodate many HVAC accessories, including exhaust flues and economizers
- Standard or custom colors available to complement almost every architectural façade
- Build your specific application needs, including code requirements, with our design team
- Adaptable to almost any rooftop unit
- Four standard colors
- Custom colors available

CONSTRUCTION

- System Panels constructed of 22ft Galvanized Corner and Intermediate Posts constructed of a combination of 16, 18 and 20 gauge Galvanized Steel All fabrics are in Zinc plated
- Fire Rating – N/A
- Film Stickness – 1 mil +/- 0.1 mils (26 mu +/- 3 mu)
- Film Integrity – during the first five years, in normal atmospheric conditions at temperate climates, any evidence of compromised integrity due to fabrication, installation, or service, the paint film shall have shown no more than 5% rusting, cracking, flaking or loss of apparent in-built in shelter/ reveal observation
- Color Change – During the first five years, color change shall not exceed 5 delta E units in typical colour based on natural weathering exposure.

SITE STATISTICS

ZONING				IND - INDUSTRIAL ZONE	
SITE AREA BREAKDOWN					
TOTAL SITE AREA	403,805.81 m2	or	99.78 acres		
NATURAL ENVIRONMENTAL AREA	76,689.03 m2	or	18.95 acres		
TOTAL DEVELOPABLE AREA	327,116.78 m2	or	80.83 acres		
SWM POND AREA	35,454.72 m2	or	8.76 acres		
SEWAGE DISPOSAL AREA	19,811.51 m2	or	4.90 acres		
TOTAL NET DEVELOPABLE AREA	271,850.55 m2	or	70.43 acres		
BUILDING AREA	143,701.28 m2	or	35.51 acres	or	52.86%
LANDSCAPE AREA	25,415.25 m2	or	6.28 acres	or	9.35%
PAVED AREA	102,734.02 m2	or	25.39 acres	or	37.79%
TOTAL G.F.A	143,701.28 m2	or	1,546,787.70 sq ft		

		REQUIRED	PROVIDED
LANDSCAPE OPEN SPACE	(OF TOTAL DEVELOPABLE AREA)	15%	24.66%
LANDSCAPE OPEN SPACE	(OF TOTAL NET DEVELOPABLE AREA)	15%	9.35%*
LOT FRONTAGE		30 m	807.52 m
MAX HEIGHT		25 m	14.89 m
SETBACKS	FRONT YARD (WELLINGTON ROAD)	6 m	51.45 m
	INTERIOR SIDE YARD (EAST)	15 m	58.09 m
	REAR YARD	7.5 m	42.29 m
	EXTERIOR SIDE YARD (WEST)	15 m	385.90 m
PARKING			
CAR PARKING SPACES		719	762
ACCESSIBLE PARKING SPACES		23	23
BICYCLE PARKING		288	288
TRAILER PARKING SPACES		---	281
TRUCK LEVEL DOORS		144	229
DRIVE-IN DOORS		---	4

No.	ISSUED	DATE

No.	REVISION	DATE

BALDASSARRA Architects Inc.
30 Great Gulf Drive, Unit 20 | Concord ON | L4K 0K7
T. 905.660.0722 | **www.baldassarra.ca**

OWNERS INFORMATION:

7335 WELLINGTON COUNTY ROAD 34

7335 WELLINGTON COUNTY ROAD 34
TOWNSHIP OF PUSLINCH

SITE PLAN

DATE:	DRAWN BY:	CHECKED:	SCALE:
JUNE 2026	VL	JP	1:1500

PROJECT No. P-26035

DRAWING No. A-1.0

P:\JP-26035_7335_Wellington_County_Rd_34\Drawings\06_Current_Drawings\P-26035_A-1.0.dwg

WELLINGTON COUNTY ROAD No. 34

ROAD ALLOWANCE BETWEEN CONCESSIONS 2 & 7
KNOWN AS CONCESSION ROAD 7

ACCESS #1

ACCESS #2

PART 3, EXPROPRIATION PLAN WC669212

PART 2, PLAN 61R-21010

PART 3, PLAN 61R-21010

PART 1, PLAN 61R-21010

PROPERTY LINE

NATURAL ENVIRONMENT AREA
76,689.03 m2
(18.95 acres)

SEWAGE DISPOSAL AREA
3,000m2
THE DETAILS WILL BE
PROVIDED AT SITE PLAN
STAGE

385.90 [1266'-1"]

POTENTIAL TENANT "A"

BUILDING "A"
142,917.67 m2
1,538,353 sq.ft ±

POTENTIAL TENANT "B"

486 PARKING SPACES

70 TRUCK LEVEL DOORS

42 TRUCK LEVEL DOORS

114 TRUCK LEVEL DOORS

101 TRAILER SPACES

164 TRAILER SPACES

NO PARKING ZONE

SWM POND
PP VOLUME ±8,000m³
ACTIVE & FLOOD
STORAGE VOLUME ± 26,000m³
REQUIRER TEMP. STORAGE ±7,500m3
POND BOTTOM 315.5
PERMANENT POOL 316.5
POND TOP 319.00

FOREBAY 1
BOTTOM 315.20

FOREBAY 2
BOTTOM 315.20

OUTLET STRUCTURE S 310.20

EXIST. CULVERT INV. 308.75

EXIST. CULVERT INV. 307.92

NATURAL ENVIRONMENT AREA
76,689.03 m2
(18.95 acres)

LOT 22

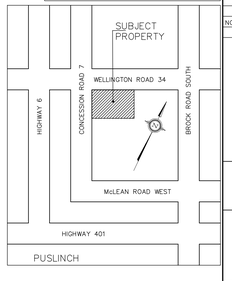
CONCESSION

LEGEND

- PROPOSED STORM MANHOLE
- PROPOSED SANITARY MANHOLE
- PROPOSED HYDRANT
- PROPOSED VALVE & BOX
- PROPOSED SIAMESE CONNECTION
- PROPOSED SINGLE CATCHBASIN
- EXISTING ELEVATION
- EXISTING ELEVATION TO MATCH/REMAIN
- PROPOSED GRADE
- PROPOSED TOP OF CURB GRADE
- PROPOSED DIRECTION OF SURFACE FLOW
- EXISTING DIRECTION OF SURFACE FLOW

PLAN ILLUSTRATING
TOPOGRAPHY OF 7331 AND 7335 WELLINGTON ROAD 34
TOWNSHIP OF PUSLINCH
COUNTY OF WELLINGTON
THIS SURVEY WAS COMPLETED ON JUNE 3, 2025 BY J.D. BARNES LIMITED.

ELEVATION NOTE
ELEVATIONS ARE OF GEODETIC ORIGIN (COVID-19281978) AND DERIVED FROM GNSS OBSERVATIONS AND NATURAL RESOURCES CANADA'S GEOID MODEL HT2.0.



DATE	DETAILS
NOV. 17, 2025	ISSUED FOR SUBMISSION

REVIEWED & APPROVED BY

DATE

DIRECTOR OF PUBLIC WORKS

DESIGNED BY
ANDRZEJ JAWORSKI P. Eng.
CONSULTING ENGINEER

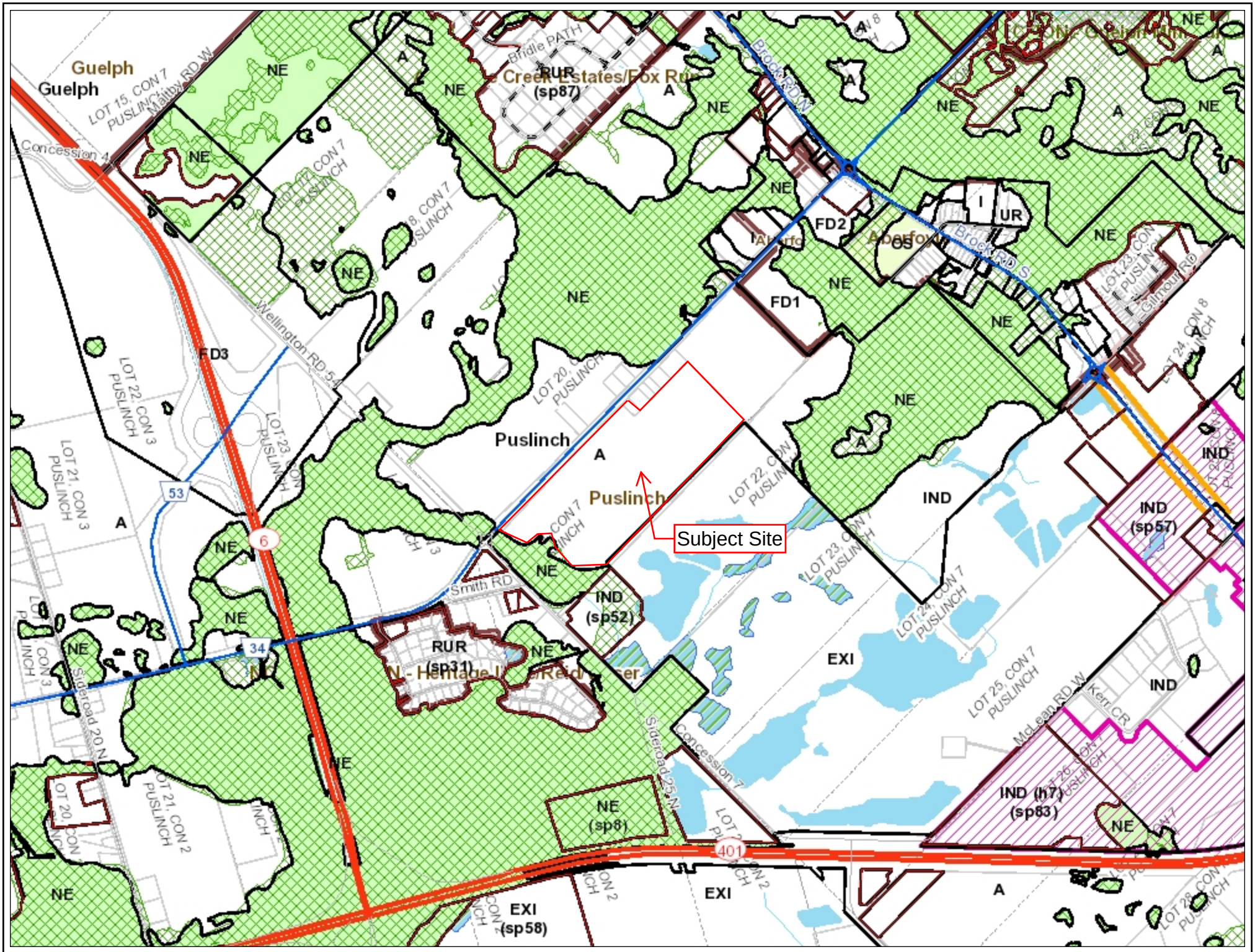
Urbtech Engineering Inc.
1200 Speers Road, Suite 8, Oakville, Ontario, L6L 2X4
Telephone: 905 896 7364

PROPOSED INDUSTRIAL DEVELOPMENT

7335 WELLINGTON COUNTRY ROAD 34,
PUSLINCH, ONTARIO
SP--

SITE GRADING PLAN

SCALE: 1:1000	AREA: PUSLINCH		PROJECT No. 25-494
DRAWN BY: G.J.	CHECKED BY: A.J.		PLAN No. G1
DATE: MAY 2026	SHEET: OF		


Guelph
Guelph
Concession 4
Wellington RD 5
Brock RD
Brock RD S
Gilmour RD
Smith RD
Sideroad 20 N
Sideroad 25 N
Concession 7
McLean RD W
Kerr CR
Bridle PATH
Puslinch
Puslinch
Subject Site
RUR (sp87)
RUR (sp31)
IND (sp52)
IND (sp57)
IND (h7) (sp83)
NE (sp8)
EXI (sp58)
FD1
FD2
FD3
EXI
IND
NE
A
UR
OS
401
53
6
34

Appendix B

D-6 Industrial Classification

Category	Outputs	Scale	Process	Operations/Intensity	Possible Examples
Class I	• Noise: Sound not audible off property • Dust and/or Odour: Infrequent and not intense • Vibration: No ground borne vibration on plant property	• No outside storage • Small scale plant or scale is irrelevant in relation to all other criteria for this Class	• Self-contained plant or building which produces/stores a packaged product. Low probability of fugitive emissions	• Daytime operations only • Infrequent movement of products and/or heavy trucks	• Electronics manufacturing and repair • Furniture repair and refinishing • Beverages bottling • Auto parts supply • Packaging and crafting services • Distribution of dairy products • Laundry and linen supply
Class II	• Noise: Sound occasionally audible off property • Dust and/or Odour: Frequent and occasionally intense • Vibration: Possible groundborne vibration, but cannot be perceived off property	• Outside storage permitted • Medium level of production allowed	• Open process • Periodic outputs of minor annoyance • Low probability of fugitive emissions	• Shift operations permitted • Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours	• Magazine printing • Paint spray booths • Metal command • Electrical production manufacturing • Manufacturing of dairy products • Dry cleaning services • Feed packing plant
Class III	• Noise: sound frequently audible off property • Dust and/or Odour: Persistent and/or intense • Vibration: Ground-borne vibration can frequently be perceived off property	• Outside storage of raw and finished products • Large production levels	• Open process • Frequent outputs of major annoyances • High probability of fugitive emissions	• Continuous movement of products and employees • Daily shift operations permitted	• Manufacturing of paint and varnish • Organic chemicals manufacturing • Breweries • Solvent recovery plants • Soaps and detergent manufacturing • Manufacturing of resins and costing • Metal manufacturing