



NORTHERN
Applied Sciences Inc.

**SOCIO-ECONOMIC STUDY – EXISTING CONDITIONS AND
IMPACTS ASSESSMENT**

**Proposed Electric Arc Furnace Dust (EAFD) Recycling
Operation**

NAPSCI Ref. No: 22-041
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EXECUTIVE SUMMARY

GFL Environmental Services Inc. (GFL) owns a waste transfer and processing site at 227-237 Brant Street in Hamilton, Ontario (Site). The Site is currently approved to store waste paints. GFL, in partnership with Cobric Chemicals Inc. (Cobric), is proposing to construct and operate a thermal treatment system to recycle Electric Arc Furnace Dust (EAFD), including other zinc bearing materials, to recover zinc and other valuable metals from a waste stream that would otherwise be disposed to landfill or shipped to the United States for treatment. The High Temperature Metal Recovery (HTMR) technology will separate zinc and lead from EAFD generated by steel mills in order to prepare it for beneficial reuse.

This Socio-Economic Study has been prepared to address the societal and economic effects identified in the Environmental Screening Checklist as having a potential negative effect as a result of the proposed project.

Specifically, this Report reviewed land-uses within a 500 m radius of the facility and addresses the following environmental effects identified by the Environmental Screening Checklist:

- Potential for negative effects on neighbourhood or community character;
- Potential for negative effects related to traffic; and
- Potential for negative effects on public healthy and safety.

Based on a review of existing environmental reports and a survey of the land-uses within a 500 m radius, this report confirms:

1. The proposed operation will have no negative effects on neighbourhood or community character;
2. The proposed operation will have no negative effects related to traffic; and
3. The proposed operation will have no negative effects related to public health and safety.

This report has further identified positive socio-economic effects resulting from the proposed operation. The industrial zoning and land-uses of the existing site and surrounding area are well-aligned with the proposed operation.

The HTMR technology enables valuable resource recovery, which corresponds to landfill waste diversion, greenhouse gas reduction, and reduced water consumption. The location of the facility within an industrial area of Hamilton ensures proximity to existing steel mills and provides a local recovery solution that avoids the need for cross-border logistics. The proposed operation will generate local jobs, tax revenues, and contracting opportunities. This project has strong federal support and received a \$3.78-million grant from Sustainable Development Technologies Canada (SDTC).

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1 INTRODUCTION

1.1 Introduction

GFL Environmental Services Inc. (GFL) owns a waste transfer and processing site at 227-237 Brant Street in Hamilton, Ontario (Site). The Site is currently used to store waste paints. GFL, in partnership with Cobric Chemicals Inc. (Cobric), is proposing to construct and operate a thermal treatment system to recycle Electric Arc Furnace Dust (EAFD), including other zinc bearing materials, to recover zinc and other valuable metals from a waste stream that would otherwise be disposed to landfills or shipped to the United States for treatment. The Site is currently approved to operate under Environmental Compliance Approval (ECA) Number A100143, issued May 3, 2022 by the Ministry of the Environment, Conservation and Parks (MECP). Refer to Figure 1-1 for an area plan showing the location of the Site.

Per Ontario Regulation 101/07 (Waste Management Projects), this project is exempt from Part II of the Environmental Assessment Act on the condition that an Environmental Screening Process be completed. The Project falls under Section 11 of the Regulation (“Establishment of site”) as the Project would be a new undertaking to which the Act applies. GFL has commenced an Environmental Screening Process for Waste Management Projects in accordance with the requirements of the Regulation under the Environmental Assessment Act.

Cobric retained Northern Applied Sciences Inc. (NAPSCI) to prepare this Socio-Economic Study to assess the existing conditions and impacts to the project area.

1.2 Study Area & Methodology

This Socio-Economic Study has been prepared to address the environmental effects identified in the Environmental Screening Checklist as having a potential negative effect as a result of the proposed project. Specifically, this Report addresses the following environmental effects identified by the Environmental Screening Checklist:

- Negative effects on neighbourhood or community character
- Negative effects related to traffic
- Negative effects on public healthy and safety

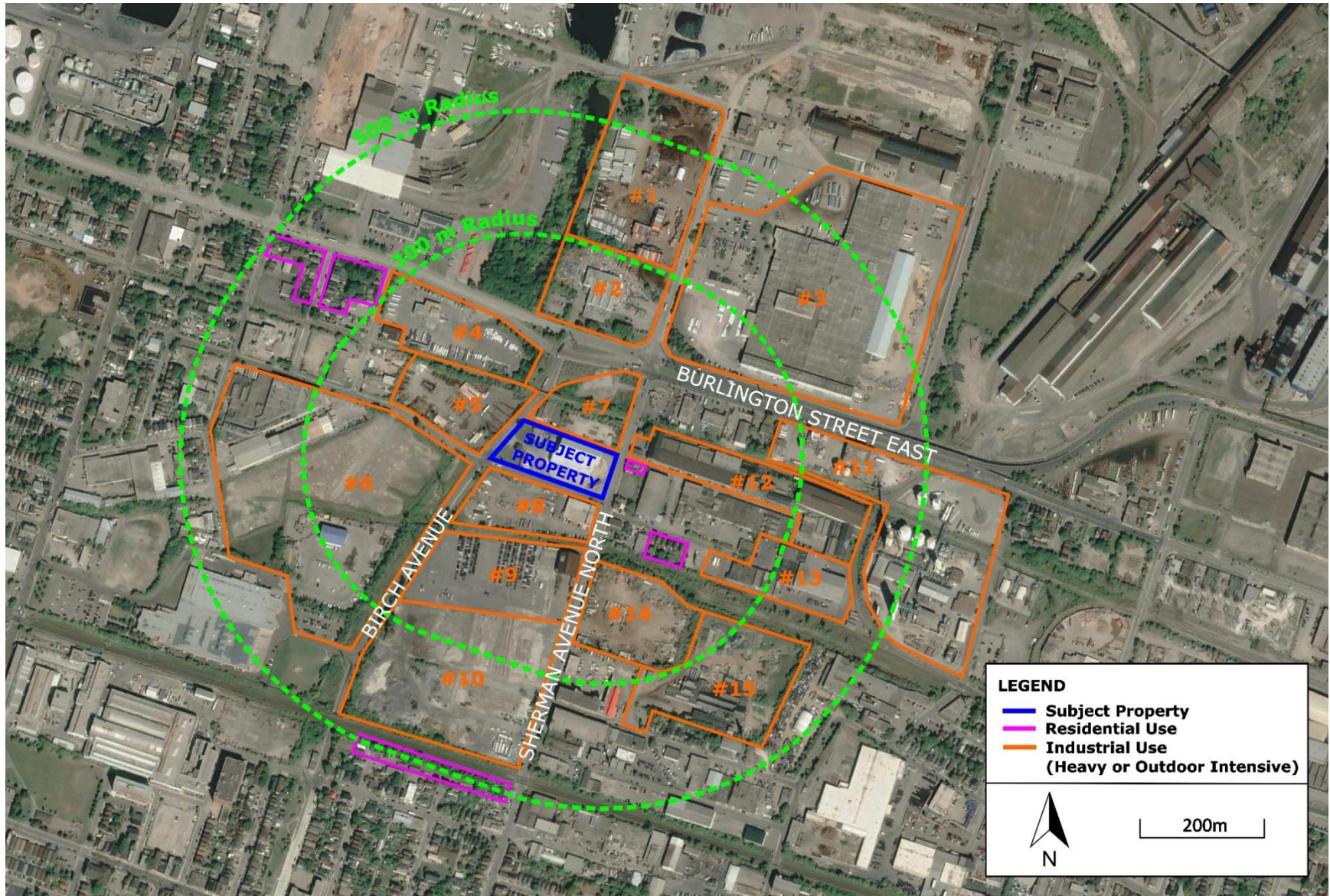
This report further identifies the socio-economic benefits of the proposed operation.

On the following pages, refer to Table 1-1 and Figure 1-1 for the area plan showing the Study Area boundaries and surrounding land-uses.

Table 1-1 Land-uses Surrounding the Facility

ID Num. on Figure 1-1	Site/Facility Name	Type of Facility/Operations	Significant Outdoor Storage or Operations?
1	Hamilton Container Terminal	Shipping container terminal	Yes
2	Fibre Laminations Ltd.	Manufacturer of fibre-reinforced plastic products	Yes
3	Fluke Transportation Group	Trucking, logistics and warehousing	Yes
4	Air Liquide Canada Inc.	Industrial gas supplier	Yes
5	Hotz Ferrous Inc.	Scrap metal dealer, salvage yard	Yes
6	City of Hamilton Transit Maintenance and Storage Facility (Proposed)	Transit (bus) maintenance and storage building (Proposed)	No
7	GFL Environmental Services Inc.	Disposal bin and fleet vehicle storage	Yes
8	Budget Demolition	Demolition contractor	Yes
9	American Iron & Metal Company	Salvage yard	
10	American Iron & Metal Company	Currently vacant; proposed relocation of American Iron and Metal business currently located at 19 & 75 Steel City Court, per Development Application file number DA-19-096	No (currently)
11	Air Liquide Canada Inc.	Industrial gas production plant	No
12	AVL Manufacturing	Manufacturing plant of power generation and related equipment	Yes
13	GFL Environmental Inc.	Waste processing facility	Yes
14	Budget Iron & Metal	Scrap metal dealer, salvage yard	Yes
15	Canadian Liquids Processors	Recycling facility	Yes

Figure 1-1: Map of Study Area



2 PROJECT & STUDY AREA CHARACTERIZATION

2.1 Site Location

The Brant Street Facility is located at 227-237 Brant Street, Hamilton, Ontario; situated between Gerard Street to the North, Sherman Avenue North to the East, Brant Street to the South, and Birch Avenue to the West. The facility is located in an industrial area (i.e., City of Hamilton M5: General Industrial Zone). The neighbouring properties include a mix of mostly industrial and commercial, and some residential land uses. The facility is in close proximity to the major steel manufacturers in Ontario.

2.2 Property Description

The Brant Street Facility property is 0.9 hectares (2.22 acres) in area, which includes an entrance, an administration building (with office and change rooms), an existing storage/processing building, and a separate exit and scale. The main storage/processing building is a 3229.15 m² (34,758.28 sq. ft.) single storey industrial building centrally located on the property. EAFD and other solid materials used in the proposed HTMR process will be stored in storage silos that will be installed in the area northwest of the existing processing building. All other material storage and processing will occur inside the processing building.

The second building is a small administration building measuring 179.28 m² (1929.74 sq. ft.) located in the southeast corner of the property. The property is fully enclosed with a 1.83 m high security fence with lockable gates. All parking and silo areas are asphalt covered.

2.3 Operating Period

The Brant Street Facility is approved to receive paints and coatings 365 days a year, 24 hours per day. The site is no longer approved to receive non-hazardous waste.

The proposed EAFD operation is also seeking to operate 24 hours per day, 365 days a year. Receiving of waste and other raw materials needed for the HTMR process, as well as shipping of the products and residual waste would typically be from 7 am to 7 pm during the weekdays and weekends.

The proposed operating period is therefore well-aligned with existing allowances for the Site.

3 PROJECT DESCRIPTION

The HTMR technology is the pyrometallurgical extraction of zinc from zinc-bearing waste that will be received externally from steel mills. The HTMR reactor is an indirectly-heated rotary tube furnace, and consists of a sealed rotary tube surrounded by the furnace. The external furnace uses natural gas to produce heat which is then transferred into the rotary tube. The HTMR reactor is a countercurrent system, where the charge (i.e., dried pellets) flows in the opposite direction of the hot gases. During the thermo-process, the pellets are indirectly exposed to the high temperature. Processing parameters such as temperature, retention time, gas velocity, and processing environment are continuously controlled as these parameters have impact on the final quality of the zinc product and the iron pellet product.

The volatilization of metals from the pellets into the space above the bed of the rotary tube under the controlled conditions present in the rotary tube results in the separation of zinc and other volatile metals from iron and other non-volatile metals. The volatilized metals and alkali metal salts exit above the bed of the rotary tube. These compounds exit the rotary tube as part of the gas stream and are directed to the gas cooler and dust collector.

The collected particulates are transferred to the Zinc Purification System to separate the impurities from the zinc oxide, and then transferred to bulk bins for future shipment to the metal refining company. The process will be fully contained in the building (or in storage silos) at the site and any air/dust emissions from the facility will be minimized by emissions capture and control technology.

4 DESCRIPTION OF EXISTING CONDITIONS

4.1 Existing Neighbourhood and Community Character

4.1.1 Site Characteristics

The Site currently consists of a 179.28 m² (1929.74 sq. ft.) administration building (with office and change rooms), and a 3229.15 m² (34,758.28 sq. ft.) single storey storage/processing building and truck scale. Outdoor storage at the Site is currently limited to the truck fleet and equipment.

The only existing operations at the Site are associated with the activities permitted under Environmental Compliance Approval (ECA) Number A100143, issued May 3, 2022 by the Ministry of the Environment, Conservation and Parks (MECP), which include the temporary storage, bulking and transfer of waste paint and paint coatings.

The main industrial building at the Site has a height of approximately 18 m to the peak of the roof and consists of metal siding panels along the exterior of the building. The administration building is approximately 3 m in height with a concrete block exterior façade. The on-site buildings were constructed around 1990 and consist of exterior façade and cladding that are maintained in good condition.

4.1.2 Study Area Characteristics

The Study Area consists largely of general and heavy industrial uses, some commercial uses and some interspersed residential uses. The existing industrial uses in the Study Area include operations with significant outdoor storage and processing area, such as a demolition site, a salvage yard, scrap metal yard, waste disposal and handling sites, recycling centers and a container terminal.

Refer to Figure 1-1 in Section 1 for a figure showing the heavy or intensive industrial land uses, or industrial land uses with significant outdoor storage or activities, in the Study Area surrounding the Site. Refer to Table 1-1 for a list and brief summary of the surrounding industrial land uses identified in Figure 1-1.

The Study Area is a well-established industrial area and consists of primarily industrial buildings, some of which date to the early 1900s. The adjacent buildings located east of the Site, fronting the west side of Sherman Avenue, consist of brick-clad facades in conditions varying from well-maintained to poorly maintained. Some of the historic industrial buildings have been repurposed for various commercial and mixed uses, including the building located at 270 Sherman Avenue, which has been designated “as being a property of cultural heritage value.” Refer to Figure 1-1 in Section 1 for a figure showing existing residential uses in the Study Area.

There are some existing residential uses within the 500 m radius from the Site, including a two-storey building at 290 Sherman Avenue North, located immediately east of the Site. Other residential dwellings are located approximately 100 m southeast of the Site along the south side of Imperial Street, approximately 490 m south of the Site and approximately 400 m northwest of the Site.

4.1.3 Land Use Planning Policies

The Urban Hamilton Official Plan, which was in effect as of August 16, 2013, applies to the Site and the Study Area. Under this Official Plan, the Site, as well as the almost all of the Study Area, are designated as ‘Business Park’ under the industrial land category.

The Site is currently zoned as ‘General Industrial (M5) Zone – Exception 358’ under the City of Hamilton’s Comprehensive Zoning By-law No. 05-200 which came into effect on May 25, 2005. This zoning designation allows for the Site to be used for any of permitted uses under zoning designation ‘General Industrial (M5) Zone’, which include various commercial and industrial uses, including waste processing and waste transfer facility, while Exception 358 permits the Site to be used for a hazardous waste management facility.

The Study Area is almost entirely zoned for various industrial uses under Zoning By-law 05-200, including the following zoning designations:

- General Industrial (M5) Zone
- Light Industrial (M6) Zone
- Shipping and Navigation (Port Lands) (M13) Zone

The existing residential uses located within the Study Area are currently on the aforementioned industrial zoning designations, with the exception of the residential uses located approximately 490 m located south of the Site, which are located on properties having the zoning designation of ‘D/S-459 – Urban Protected Residential - One and Two Family Dwellings, Etc.’ under the former City of Hamilton Zoning By-law 6593.

The Site and the Study Area are also not known to be covered by any City of Hamilton Secondary Plans or be part of any Business Improvement Area.

4.1.4 Current Development Applications

Based on a review of the City’s development applications, there are currently no developments, nor have there been any recent developments, that propose to use, or construct on, any property within the Study Area that would vary from the current land uses and current land use characteristics. There are no known, nor have there been any known, proposed applications to change the zoning designations of any property within the Study Area.

4.2 Existing Traffic Conditions

The major roadways located within the Study Area are Burlington Street East, which provides east-west movement of traffic, Birch Avenue, which is a one-way southbound collector road and Sherman Avenue North, which is a one-way northbound collector road.

The Site is bound to the east by the northbound Sherman Avenue North and to the west by the southbound Birch Avenue. Several local roads also serve the area. Both Sherman Avenue North and Birch Avenue are collector roads that serve traffic to and from Burlington Street East, and are therefore routes for heavy truck traffic that serve the area.

As the Site is currently bounded by one-way streets, all traffic accessing the Site will travel southbound on Birch Avenue and make a right-turn onto the Site, while all traffic exiting the Site will make a right-turn to travel northbound on Sherman Avenue North. There is a City of Hamilton plan to change Birch Ave. and Sherman Ave. from 1-way to 2-way between Burlington and Wilson streets, but it is not expected to have a significant impact as it relates to the proposed operation.

4.3 Existing Public Health and Safety

4.3.1 Public Safety

The Site is currently not operational but is fully enclosed with a 1.83 m high security fence with barbed-wire and lockable gates. The only outdoor use of the Site is for the parking and storage of fleet vehicles and equipment.

4.3.2 Public Health

4.3.2.1 Noise

As the Site is currently not operational and is currently limited to the storage of vehicles, existing noise impacts from the Site are negligible.

The ambient noise in the Study Area is expected to be dominated by traffic-related noise and from the existing industrial activities. The Site is located in an urban and heavily industrialized area of Hamilton, in proximity to collector and arterial roads. The Site is bound by two one-way collector roads (Birch Avenue and Sherman Avenue North) and is located within 200 m of an arterial road (Burlington Street East), with significant usage by truck traffic.

Existing industrial and commercial activities in the Study Area are also expected to be significant sources of existing ambient noise. The significant sources of industrial noise are expected to be the salvage and scrap metal yards, demolition equipment storage yard, waste disposal and management facilities, recycling facilities, container terminal and truck and warehousing terminal, all of which have outdoor activities involving storage, processing, handling areas and heavy equipment operation.

Extending beyond the Study Area, from 500 m to 1000 m are several other heavy industrial operations, including steel mill, shipyard and rail activity.

The ambient noise in the Study Area is considered ‘elevated’ and typical of a heavily urbanized and industrialized area. A detailed Acoustic Assessment Report (AAR) has been prepared for the site and provides more information on this subject, including the elevated background noise.

4.3.2.2 Air Quality, Dust and Odour

As the Site is currently not operational and is currently limited to the storage of vehicles, any potential air quality, dust and odour impacts from the Site would be considered to be negligible.

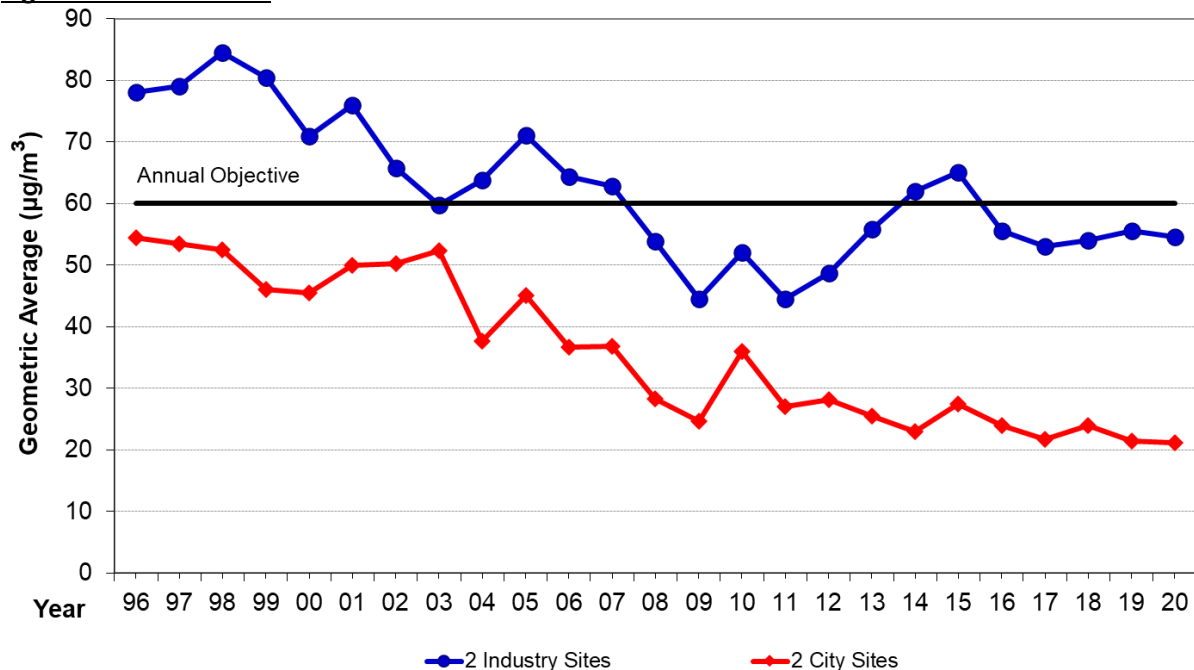
With numerous heavy industrial facilities located in Hamilton, the air quality in Hamilton is generally considered to be one of the more impacted areas in Ontario. However, the air quality in Hamilton has

generally improved significantly over the past 20 years, based on the air quality monitoring station located in downtown Hamilton, located approximately 2.4 km from the Site:

- Total suspended particulate (TSP) reduced by 57% over the past 20 years
- Nitrogen dioxide (NO₂) reduced by 54% over the past 20 years
- Sulphur dioxide (SO₂) reduced by 46% over the past 20 years

The annual average of the 24-hour monitoring results of TSP collected at municipal and industrial sites in Hamilton are shown in Figure 4-1¹. Although the annual average of the 24-hour monitored results are below the annual objective of 60 µg/m³, it is noted that the 24-hour monitored results in proximity to some of the major industry site (i.e., steel mills) would be elevated.

Figure 4-1: TSP Trends



The outdoor storage, handling and processing on the industrial sites within the Study Area, and outside the Study Area, can be sources of fugitive dust. Truck traffic on these industrial sites, particularly sites with unpaved roads, can also be significant sources of fugitive dust.

Several waste disposal sites, waste management facilities and recycling facilities are located within the Study Area that can be localized sources of odour in the vicinity of the respective facilities.

4.3.2.3 Vermin

As the Site is currently not operational, there are no public health impacts from vermin, such as rats and gulls, related to the Site. The industrial and commercial uses of the Study Area are not expected to be existing sources of public health impacts from vermin.

¹ <https://cleanairhamilton.ca/air-quality-trends/>

5 IMPACT ASSESSMENT OF THE PROPOSED PROJECT

5.1 Impacts to Neighbourhood and Community Character

The proposed project will utilize the existing building at the Site. No building expansions or significant changes to the building exterior are required. Production and processing activities associated with the proposed project will be installed and contained inside the existing building. Outdoor activities will be limited to truck movements within the Site and activities pertaining to the storage silos.

Exhausts and vents will be installed on the existing buildings to discharge heat and emissions, but will have minimal visual impacts and will not change the existing character of the on-site buildings. Process exhaust stacks will be equipped with emissions capture and control systems to ensure the facility meets the regulatory air quality requirements.

Since the existing industrial buildings at the Site will be utilized for the proposed project, and no significant changes will be required to the building exterior and outdoor space, the impact of the Site with respect to the neighbourhood and community character is expected to be minimal to insignificant.

5.2 Impacts to Traffic Conditions

The number of trucks accessing and exiting the Site from the proposed project is expected to be 2 trucks per day, up to a maximum of 4 trucks per day. The impacts of trucks entering and exiting the Site will have minimal to insignificant impacts on the traffic flow and total volume.

Similar to the existing condition, the Site will be bound by one-way streets. All traffic accessing the Site will travel southbound on Birch Avenue and make a right-turn onto the Site, while all traffic exiting the Site will make a right-turn to travel northbound on Sherman Avenue North. There is a City of Hamilton plan to change Birch Ave. and Sherman Ave. from 1-way to 2-way between Burlington and Wilson streets, but it is not expected to have a significant impact as it relates to the proposed operation.

5.3 Impacts to Public Health and Safety

5.3.1 Public Safety

Similar to the existing condition, the Site will be fully enclosed with a 1.83 m high security fence and lockable gates. There will be no public traffic and pedestrian access at the Site. The processing activities and equipment to be installed at the Site as part of the proposed project will be contained within the existing buildings. Truck traffic entering, exiting and within the Site will be limited to a reduced maximum speed and is not expected to have any impacts related to public safety.

5.3.2 Public Health

5.3.2.1 Noise

A detailed study of the noise emissions from the HTMR project was prepared by O2E Inc. to identify the impacts associated with the operations and if mitigations are required. The detailed acoustical study, entitled “Acoustic Assessment Report (22-024)” (AAR), identified the sources of noise, estimated the noise release from each source under the maximum operating scenario, and conducted sound-level propagation modelling to evaluate the maximum off-property impacts at nearby points of reception.

Based on the results of the Acoustic Assessment Report, the noise impacts at the nearest sensitive receptors (i.e., residential dwellings) from the proposed project will be lower than the MECP’s noise limits for the daytime, evening and nighttime periods under the worst-case operating scenario. As the Site is located in a heavily urban and industrialized area, the modelled noise impacts at the nearest sensitive receptors are anticipated to be well below the existing background sound levels.

5.3.2.2 Air Quality, Dust and Odour

A detailed study of the air emissions from the HTMR project was prepared by O2E Inc. to identify the impacts associated with the operations and if mitigations are required. The detailed study, entitled “Emission Summary and Dispersion Modelling Report (22-024)” (ESDM) identified the sources of emissions, estimated the worst-case emission rate from each source of emissions under the maximum operating scenario, and conducted air dispersion modelling to evaluate the maximum off-property concentrations. The air emissions from the proposed project under the worst-case operating scenario were demonstrated to be below the applicable air quality limits set by the MECP.

Processing activities will occur within the existing buildings and will be controlled by emission capture and control equipment. Fugitive dust from the processing activities is not anticipated and fugitive dust from the on-site roadway will be insignificant as the on-site roads are paved and will be limited to a maximum of 4 trucks per day.

Based on the nature of activities associated with the proposed project, the Site is not anticipated to generate detectable odours and is not anticipated to result in any vermin impacts.

5.4 Socio-Economic Benefits

5.4.1 Local Socio-Economic Benefits

The proposed operation will generate jobs, tax revenue and provide opportunity for local employment. There would also be indirect benefits to the local economy with respect to the need for local contractors and services to support the facility operation. The facility will provide a valuable EAFD recycling service for nearby industry situated in Hamilton.

5.4.2 National Socio-Economic Benefits

This project has federal support and received a \$3.78-million grant from Sustainable Development Technologies Canada (SDTC). The HTMR technology will enable the recovery of zinc and iron metals from electric-arc furnace dust. Beyond waste diversion, zinc and iron metals each have strong societal demand.

Zinc end-uses include galvanized steel for corrosion protection, zinc foundry alloys including brass, chemical compounds for pharmaceuticals and agriculture. Customers are predominantly zinc refineries in Canada. Iron from EAFD is currently disposed to landfill or used as aggregate, which is a low value use of the metal. Iron has many end-uses, and most importantly, is the primary raw material for steel production for use in transportation and construction.

Diverting zinc and iron from waste streams to recover valuable metals is the main benefit. The following initial diversion projections have been identified: Zinc recovery based on Ontario and Quebec supply is expected to begin at 2,000 tonnes/year and increase to approximately 20,00 tonnes/year in the longer term. The forecasted long term iron recovery is expected to be 360,000 tonnes/year.

5.4.3 Other Environmental Net-Benefits

Electric-arc furnace dust processing currently requires 1,000 km of travel distance to the United States for processing. The transport via diesel trucks contributes to significant greenhouse gas emissions every year. It is currently estimated that processing the furnace dust in Hamilton would result in a savings of 700 to 1,300 tonnes of CO₂ reduction per 10,000 tonnes of electric arc furnace dust processed.

The processing temperature of the proposed HTMR technology is lower than the US competitors and it is expected that the technology employed by the proposed project will generate 50% less greenhouse gases than the current cross-border alternatives.

There are significant water consumption savings in recovering zinc from electric arc furnace dust as compared to primary zinc smelting activities. Water savings are expected to be 4,000 m³/year per 10,000 tonnes of electric arc furnace dust processed.

6 OTHER APPROVALS

The Site is currently approved to operate a waste transfer and processing site for the temporary storage, bulking and transfer of certain categories and classes of waste, including waste paint and paint coatings under ECA Number A100143, issued May 3, 2022 by the MECP.

An application to amend the existing ECA will be submitted to the MECP to include the proposed project. The amended ECA will include Waste, Air and Noise aspects and will be required prior to any construction, installation or operation of any equipment associated with the proposed project.

7 CONSULTATION AND PUBLIC ENGAGEMENT

GFL created a project webpage in August 2021 to help ensure the public and other interested parties were informed of the proposed facility and associated project developments. The webpage URL is provided below:

GFL Brant Street community page:

<https://gflenv.com/brant-street/brant-street-community/>

GFL has further engaged in public meetings with members of the MECP, Six Nations of the Grand River (email sent to all Councillors listed at About - Six Nations of the Grand River), and the Haudenosaunee Confederacy Chiefs Council (submission through the Home - Haudenosaunee Confederacy) including the Haudenosaunee Development Institute.

The Main Public Contact for this project is Rich Lagani, EH&S Manager, Regulatory Compliance for GFL Environmental Services Inc.

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GFL is open to the establishment of a *public liaison committee*, should the public be interested. GFL is committed to reaching out to nearby residential neighbours prior to construction and operation of the facility to gauge interest.

The public is also encouraged to visit the GFL Brant Street Community Page for more details with respect to this proposed project.

8 SUMMARY & CONCLUSION

Based on a review of existing environmental reports and a survey of the land-uses within a 500 m radius, this report confirms:

1. The proposed operation will have no negative effects on neighbourhood or community character;
2. The proposed operation will have no negative effects related to traffic; and
3. The proposed operation will have no negative effects related to public health and safety.

This report has further identified positive socio-economic effects resulting from the proposed operation. The industrial zoning and land-uses of the existing site and surrounding area are well-aligned with the proposed operation.

The HTMR technology enables valuable resource recovery, which corresponds to landfill waste diversion, greenhouse gas reduction and reduced water consumption. The location of the facility within an industrial area of Hamilton ensures proximity to existing steel mills and provides a local recovery solution that avoids the need for cross-border logistics. The proposed operation will generate local jobs, tax revenues, and contracting opportunities. This project has strong federal support and received a \$3.78-million grant from Sustainable Development Technologies Canada (SDTC).