

#### **OAKVILLE TOC**

## Land Use Compatibility Assessment

157-165 Cross Avenue Oakville, Ontario

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### Introduction

1.0

#### **Purpose and Objectives** 1.1

Dillon Consulting Limited (Dillon) was retained by Cross Realty LP to complete a Land Use Compatibility Assessment (the Assessment) for a proposed residential development (Proposed Development) located at 157-165 Cross Avenue in Oakville, Ontario. The Assessment has been completed in support of a Transit Oriented Communities (TOC) submission for the Proposed Development.

The purpose of the Assessment is to assess the potential for nuisance impacts resulting from noise, vibration, and air quality (including odour and dust) emissions from surrounding land uses on the Proposed Development.

The Assessment was conducted in consideration of the following documents:

- Halton Region's Land Use Compatibility Guidelines;
- The Provincial Policy Statement (PPS), 2020;
- The Ontario Environmental Protection Act (EPA);
- The Ministry of Environment, Conservation and Parks' (MECP's) D-Series of Guidelines for land use compatibility between industrial and sensitive land uses;
- The MECP's local air quality regulation, Ontario Regulation 419/05;
- The MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (the MTO Guide); and
- The MECP's Noise Publication NPC-300.



## **Description of the Site and Surrounding Area**

The Proposed Development is located at 157 and 165 Cross Avenue in Oakville, Ontario. The subject lands are currently occupied by low-rise commercial buildings and surface parking lots. The development is proposed to consist of two towers on top of a three-storey podium. Tower A will consist of 58 storeys and Tower B will consist of 50 storeys. There is commercial and office space located on Level 1 and Level 2 of the podium, as well as an approximate 647 square meter privately-owned publicly accessible spaces (POPS) at grade.

Surrounding the Proposed Development are the following existing land uses:

- North Commercial and office with associated parking lots;
- East Oakville GO Station with associated parking lots;
- South Residential (with several single-detached houses) and commercial with associated parking lots; and
- West Commercial with associated parking lots.

The subject site and surrounding area are shown in Figure 1. The site plan is provided in Appendix A.

#### Zoning 2.1

2.0

At the time of this assessment, the subject lands are zoned Midtown Transitional Commercial (MTC) as per the Town of Oakville's Zoning By-Law 2014-014, as amended. Dillon notes that, the majority of the Midtown Oakville land parcels are currently under appeal, and therefore is not in force.

Immediately adjacent to the subject lands in all directions are lands zoned Midtown Transitional Commercial (MTC). Beyond the adjacent lands, the following zoned lands are located with respect to the Proposed Development:

- Midtown Transitional Employment (MTE) Located 195 metres (m) northeast of the Proposed Development;
- Urban Centre (MU3) Located 220 m southeast of the Proposed Development;
- Residential High (RH), Future Development (FD), and Natural Area (N) Located 200 m south and southwest of the Proposed Development;
- Residential Medium (RM4) and Residential Low (RL2) Located 250 m northwest of the Proposed Development; and
- Commercial (C3) and Utility (U) Located 300 m north of the Proposed Development.

The zones listed are identified in the zoning map - obtained from the Town of Oakville's online interactive zoning map - provided in Appendix B.



## Summary of Relevant Land Use Policies,

## Regulations, and Guidelines

The following documents and guidelines, described in detail in this section, were considered in the Land Use Compatibility Assessment:

- Halton Region's Land Use Compatibility Guidelines;
- Halton Region's Air Quality Guidelines;

3.0

3.1

- The Provincial Policy Statement (PPS), 2020;
- The Ontario Environmental Protection Act (EPA);
- The Ministry of Environment, Conservation and Parks' (MECP's) D-Series of Guidelines for land use compatibility between industrial and sensitive land uses;
- The MECP's local air quality regulation, Ontario Regulation 419/05; and
- The MECP's Noise Publication NPC-300.

#### Halton Region's Land Use Compatibility Guidelines

The Halton Region's Land Use Compatibility Guidelines provide a framework for the assessment of land use compatibility within the Region. With respect to this study, the application of the Halton Region's Land Use Compatibility Guidelines follows the framework provided in the MECP's D-Series Guidelines (described in Section 3.4).

The Halton Region's Land Use Compatibility Guidelines applies to industrial and sensitive land uses that are in proximity to each other, and is used to inform Official Plan and Zoning By-law amendments. The goal of the guidelines is to minimize adverse effects of industrial, transportation, and utility on sensitive uses. Section 3.2 of guidelines provides the following steps for determining land use compatibility between a proposed sensitive land use and existing industrial uses:

- 1. Determine the nature of the Proposed Development;
- 2. If Proposed Development is a sensitive land use, identify potential land use compatibility conflicts;
- 3. If the Proposed Development is within the potential influence area of an existing industry, carry out studies to determine actual area of influence; and
- 4. If the Proposed Development falls within actual area of influence of existing industry, assess potential approaches to mitigation.

The Land Use Compatibility Guidelines have been applied to assess the potential for and minimize adverse effects between industrial/commercial lands that are in proximity to the residential land uses of the Proposed Development.



#### Halton Region's Air Quality Guidelines

3.2

The Halton Region's Air Quality Guidelines require that any sensitive uses within 30 m of an arterial road or 150 m of a Provincial highway require an assessment of transportation-related air quality. As the Proposed Development is not within 30 m of an arterial road or 150 m of a Provincial highway, no transportation air quality assessment was performed. Note that Dillon considered both the existing alignment and the proposed future realignment of the QEW when measuring setback distances to the Proposed Development. Further consideration of air quality related to transportation is provided later in this report.

#### Provincial Policy Statement, 2020 3.3

The latest update to the Provincial Policy Statement (PPS) was issued under Section 3.0 of the Planning Act and came into effect May 1, 2020. 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.

The PPS states under Part V Section 1.2.6:

- "1.2.6.1 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.
- 1.2.6.2 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:
  - a) there is an identified need for the proposed use;
  - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations:
  - c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
  - d) potential impacts to industrial, manufacturing, or other uses are minimized and mitigated."



Employment Areas are defined under the PPS as "those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities."

The PPS states in Section 1.3.2 that in relation to Employment Areas:

"1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.

> Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

"1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.

> Employment areas planned for industrial, or manufacturing uses should include an appropriate transition to adjacent non-employment areas."

As per the region of Halton's Official Plan Map 6a – Midtown Oakville GO UGC/MTSA, the Proposed Development is not located within a regional employment area. Regional employment areas are located approximately 600 m north and 850 m southwest of the Proposed Development.

At the time of this assessment, the Ontario government has released the Provincial Planning Statement, 2024 (2024 PPS) which will come into effect October 20, 2024. The 2024 PPS replaces the 2020 PPS and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The released 2024 PPS does not materially affect the land use compatibility assessment process.

#### **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 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;
- 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:



3.4

"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 Ontario Regulation 419/05 and 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 noise, vibration, dust, and odour, may result in complaints which may be determined to fall under the adverse effects clause. When considering land use changes which may introduce new sensitive receptors in an area, it is important to consider a facility's current environmental approval as well as the potential for their operations to result in a nuisance impact.

#### **D-Series Guidelines**

3.5

The intent of the MECP's D-Series of Guidelines is to minimize or prevent, through the use of buffers and separation of uses, the encroachment of incompatible land uses. Guideline D-6 delegates responsibility to the planning authorities and requires that they be followed where there is potentially encroachment of sensitive land uses to existing industrial lands and vice versa.

With respect to Guideline D-6, sensitive receptors include: residences, senior-citizen homes, schools, day care facilities, hospitals, and churches or similar institutional uses, as well as recreation areas deemed by the planning authority to be sensitive. Certain commercial and institutional uses may be deemed sensitive on a case-by-case basis and based on typical operating hours.

Guideline D-6 provides industrial categorization criteria for the purpose of classifying industrial and commercial facilities based on their output, scale, process, and operations. The industrial categorization criteria is provided in Table 1.



Note that the examples provided in this table should not be considered a comprehensive list but are to be used to provide examples of each industrial category. Additionally, the examples listed in Table 1 may not apply to all instances of a particular industry type; for example, some electronics manufacturing and repair facilities may meet the definition of a Class II or Class III facility.

**Table 1: Industrial Categorization Criteria** 

Class	Outputs	Scale	Process	Operations/Intensity	Possible Examples
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
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
III	Noise: sound frequently audible off property  Dust and/or Odour: Persistent and/or intense  Vibration: Groundborne 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 Solvent recovery plants Metal manufacturing



Guideline D-6 also prescribes Recommended Minimum Separation Distances and Potential Influence Areas based on three industrial classifications (i.e., Class I, Class II, and Class III). The Potential Influence Area is the area within which adverse effects from an industry may be experienced at a sensitive receptor. It also represents the area between an industry and sensitive receptors within which technical studies should be performed to demonstrate the uses are compatible prior to approval. These studies may include air dispersion modelling to determine the actual influence area, which is defined by Guideline D-6 as the overall range within which an adverse effect would be or is experienced. Should the actual influence area intersect with the proposed use, further detailed assessment may be required to assess compatibility and determine mitigative solutions, as required.

The Recommended Minimum Separation Distance from an industry represents the area within which adverse effects to a sensitive land use are likely to occur. Developing a sensitive land use within an industry's Recommended Minimum Separation Distance requires detailed technical studies (e.g., air dispersion modelling) to demonstrate that the land uses are compatible. The Recommended Minimum Separation Distance was established based on MECP studies and historical complaint data.

The Potential Influence Area and Recommended Minimum Separation Distance for each industry class as defined by the D-Series Guidelines are provided in Table 2. The described distances vary for Class I, II, and III industries due to the frequency and magnitude of potential adverse effects.

**Table 2: Industrial Classification Study Distances** 

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

In the assessment of distances between the Proposed Development and surrounding industries, the distance was considered to be the shortest length measured between property boundaries.

#### 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.



3.6

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:

- All industries which operate in compliance with an approval should meet the air quality standards for regulated contaminants at all points off-site, including locations which are allowed under current zoning, regardless of existing land use. Industries do not have to demonstrate compliance at elevated receptors where zoning does not allow for their construction. Note that these assessments would not consider ambient air quality (i.e., the ambient concentration of contaminants without the influence of the industry).
- Zoning changes to allow for elevated receptors in an area may impose new regulatory obligations for existing industries and can lead to compliance issues, as such locations would not have been assessed during the regulatory application process. Land use compatibility assessments should consider the potential impact on a facility's existing Environmental Permission.
- Existing industries are not required to meet nuisance impact limits for fugitive dust and odour at lands which are not zoned for sensitive uses. Where zoning changes are proposed, a land use compatibility study (as described in the D-Series Guidelines section) should be performed to determine compatibility.

#### The MTO Guide 3.7

The MTO's air quality and greenhouse gas guideline is intended to be used in the preparation of a Class Environmental Assessment for provincial highway projects. As this project is concerning the introduction of new residential uses, the MTO Guide does not technically apply to this project. However, the MTO Guide provides a comprehensive framework which can be followed and applied, where appropriate, when performing technical assessments of the air quality impacts resulting from roadway operations.



#### NPC-300 Noise Guidelines

3.8

MECP Publication NPC-300 outlines applicable noise criteria for proposed noise sensitive land uses associated with noise impacts from 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.

Where proposed noise sensitive land uses are located within the Potential Influence Area of surrounding industrial or commercial land uses, a noise assessment should be completed to ensure that noise impacts from stationary noise sources do not exceed the NPC-300 noise criteria.



## Methodology

4.0

The following items were reviewed as part of the Assessment:

- The official plan and zoning by-laws for the surrounding area;
- Online aerial imagery;
- MECP Environmental Permissions for existing industries within 1000 m of the Proposed Development;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for existing industries within 1000 m of the Proposed Development; and
- MECP's D-Series of Guidelines, specifically Guideline D-1 Land Use Compatibility and Guideline D-6 Compatibility between Industrial Facilities.

A site visit was conducted by Dillon personnel on August 1st, 2023, to identify industrial or commercial operations within the Potential Influence Areas that intersect the Proposed Development.

The findings of the review outlined above as well as the site visit were used to classify the existing industrial and commercial lands using the MECP's D-Series framework, as well as to identify nearby vacant lands which are zoned to allow for commercial or industrial uses.

Per Guideline D-6, where sensitive land uses are proposed within the Potential Influence Area or Recommended Minimum Separation Distance of an existing or permitted industrial land use, further assessment was completed to quantify noise, vibration, and air quality impacts and to determine mitigative measures, if required.



#### 5.0

## **Industry Classification within the Surrounding**

### Area

Industries were classified based on site visit observations, consultation with industry staff, review of existing MECP approvals documents, and through publicly available information.

Within the study area, only Class I existing industries were identified. Table 3 below summarizes the industrial and commercial facilities with Potential Influence Areas that intersect with the Proposed Development.

Table 3: Class I Industries

Facility Name and Address	Description of Industry and Operations	D-6 Guideline Industrial Classification	Distance to Proposed Development (m)	ECA/EASR No.
Commercial Complex 117 Cross Avenue	<ul> <li>Commercial facilities include a spa, salon, medical clinic, retail, and restaurant.</li> <li>Operations include infrequent shipment and unloading of products during the daytime and evening periods.</li> </ul>	I	0[1][2]	NA
Commercial Complex 125 Cross Avenue	<ul> <li>Commercial facilities include retail and grocery stores.</li> <li>Operations include shipment and unloading of products during the daytime and evening periods.</li> </ul>	I	0[1][2]	NA
Commercial Complex 177 Cross Avenue	<ul> <li>Commercial facilities include a medical clinic and self-operated car wash and vacuuming services.</li> <li>Operations include the use of outdoor car wash and vacuuming equipment during the daytime, evening, and nighttime periods.</li> </ul>	I	0[1][2]	NA
Commercial Complex 187 Cross Avenue	<ul> <li>Commercial facilities include restaurants, a medical clinic, and retail store.</li> <li>Operations include infrequent shipment of products.</li> </ul>	I	50	NA





Facility Name and Address	Description of Industry and Operations	D-6 Guideline Industrial Classification	Distance to Proposed Development (m)	ECA/EASR No.
Allfix Automotive 570 Argus Road	<ul> <li>Auto repair shop.</li> <li>Operations include repair of automobiles. Repairs were observed to be completed indoors while bay doors were open. Discussion with the owner revealed that the facility does not operate a paint spray booth.</li> </ul>	I	50	NA

Notes: [1] Distance is less than the recommended minimum separation distance

[2] Industrial property is adjacent to Site

"NA": Environmental Permissions not available / were not identified

Figure 2 shows the industries identified during the Assessment.

#### **Potential Adverse Effects**

5.1

The Proposed Development is located within the Potential Influence Area of multiple existing Class I facilities. Based on the operations of the surrounding facilities and observations made during the site visit, potential noise impacts from the surrounding facilities are expected on the Proposed Development. A noise feasibility study has been completed by Dillon and has been submitted in support of the Proposed Development. The study assessed stationary noise impacts from the facilities identified in Table 3. Based on the predicted impacts, the study concluded that stationary noise impacts on the receptors of the Proposed Development are less than the sound level criteria provided by NPC-300.

Vibration, dust, and odour impacts are not expected from the surrounding existing facilities on the Proposed Development.



### **Future Industrial Uses**

6.0

6.1

The lands surrounding the Proposed Development were reviewed to identify vacant lands that have permitted land uses that are incompatible with the Proposed Development. The following vacant lands were identified in proximity to the Proposed Development:

#### 420 South Service Road East – Former General Electric Corp.'s Lamp **Plant**

The vacant land located at 420 South Service Road is approximately 700 m northeast of the Proposed Development.

Based on the separation distance between the vacant land and the Proposed Development, the Proposed Development would be located within the vacant land's Potential Influence Area if the future industrial use is a Class III facility.

At the time of this assessment, the vacant land is zoned as Midtown Transitional Employment (MTE). The only permitted use for Midtown Transitional Employment that would be considered a Class III facility includes a food production facility. The additional regulations for food production under a Midtown Transitional Employment limit that a building's food production use may only occupy 20% of the net floor area. Based on this limitation, the scale of future food production facilities would be considered small or medium level and the facility would be classified as a Class I or II facility. Considering this, it is Dillon's opinion that under the existing zoning by law no Class III facility could be developed on the site. Accordingly, adverse effects from future industrial land uses on the Proposed Development are not expected.

#### 540, 546, and 548 Trafalgar Road 6.2

The lands located at 540, 546, and 548 Trafalgar Road are located approximately 220 m from the Proposed Development and have an area of approximately 0.69 hectares. The lands were previously used as a commercial complex. It is Dillon's understanding that the former uses were removed between August 2020 and July 2021.

At the time of this assessment, the lands are vacant and zoned as Midtown Transitional Employment (MTE). The distances between the vacant lands and the Proposed Development are less than the Potential Influence Area of a Class II industry.



Dillon has reviewed the permitted uses of a Midtown Transitional Employment zone and identified land uses that may be considered a Class II industry and have potential for adverse effects at the Proposed Development. While it is expected that most of the permitted uses of these lands could be developed without compatibility issues with the Proposed Development, the following permitted land uses may be incompatible with the Proposed Development with a 20 m separation distance:

- Food production; and
- Service commercial establishment.

These land uses could potentially be designed to be compatible with the Proposed Development if the adverse effects are assessed and mitigated prior to development. Dillon recommends that the implementation of any of the uses listed above on the vacant lands should be accompanied by a land use compatibility study demonstrating compatibility with the Proposed Development.



### **Transportation Facilities**

The following transportation facilities are located in proximity to the Proposed Development:

- Cross Avenue 10 m southeast of Proposed Development;
- Trafalgar Road 300 m northeast of Proposed Development; •
- Highway 403 (Queen Elizabeth Way) 180 m northwest of Proposed Development; and
- Metrolinx and CN Oakville Subdivisions 180 m southeast of the Proposed Development.

Noise, vibration, and air quality impacts from the transportation facilities have been considered in the following sections.

#### **Noise** 7.1

7.0

The Proposed Development is located in proximity to Cross Avenue, Trafalgar Road, and the Queen Elizabeth Way. Due to the volumes of traffic and the separation distances, road noise impacts are expected on the Proposed Development.

The Proposed Development is located within 300 m of the Metrolinx and CN Oakville Subdivisions rightof-ways. As per the Guidelines for New Development in Proximity to Railway Operations prepared for the Federation of Canadian Municipalities and the Railway Association of Canada, the Proposed Development is within the noise influence area of the railway corridors.

A noise feasibility study which assessed road and rail noise impacts has been completed by Dillon and has been submitted in support of the Proposed Development. The noise feasibility study found that with the implementation of acoustic barriers, upgraded façade glazing, and warning clauses, road and rail noise impacts can be mitigated to be in compliance with NPC-300's sound level criteria.

#### Vibration 7.2

The recommended minimum vibration influence area for railway corridors is 75 m. Therefore, vibration impacts are not expected from the rail corridors on the Proposed Development.

#### Air Quality 7.3

The Halton Region Air Quality Guideline prescribes conditions under which an assessment of transportation air quality impacts is required, as described earlier in the report. As the separation distance between the Proposed Development and the Queen Elizabeth way is approximately 180 m, an assessment of traffic-related air pollution is not required.



Despite not performing a technical assessment of transportation air quality, Dillon provides the following general recommendations which may reduce the impacts of transportation-related air pollutants at the Proposed Development.

#### Site Layout 7.3.1

It is recommended that where possible, outdoor amenity areas of the Proposed Development are located such that exposure to the Queen Elizabeth Way is minimized. The current plans of the Proposed Development satisfy this recommendation.

#### **Physical Barriers** 7.3.2

Physical barriers such as acoustic barriers or vegetation have been found to reduce concentrations of some pollutants. It is recommended that consideration be given to including barriers or vegetation into the design of outdoor amenity areas at the Proposed Development.

#### **Building Design** 7.3.3

It is recommended that the sensitive uses of the Proposed Development be designed with appropriate ventilation and filtration to reduce traffic-related air pollution. For example, enhanced filtration on building intakes can improve indoor air quality. Additionally, locating air intakes on locations of the building predicted to have better air quality (e.g., facing away from the QEW) may improve indoor air quality.



### Conclusions

8.0

Dillon Consulting Limited (Dillon) was retained by Cross Realty LP to complete a Land Use Compatibility Assessment (the Assessment) for a proposed residential development (Proposed Development) located at 157 and 165 Cross Avenue in Oakville, Ontario. The Assessment has been completed in support of a Transit Oriented Communities (TOC) Submission for the Proposed Development.

The Land Use Compatibility Assessment found that the Proposed Development is compatible with the existing industrial and commercial facilities and future industrial uses of vacant lands.

A noise feasibility study has been completed by Dillon and has been submitted in support of the Proposed Development. The noise feasibility study found that with the implementation of acoustic barriers, upgraded façade glazing, and warning clauses, road and rail noise impacts can be mitigated to be in compliance with NPC-300's sound level criteria.

#### Sincerely,



Stephanie Seebach, P.Eng. Associate

Callum Heggart, P.Eng.

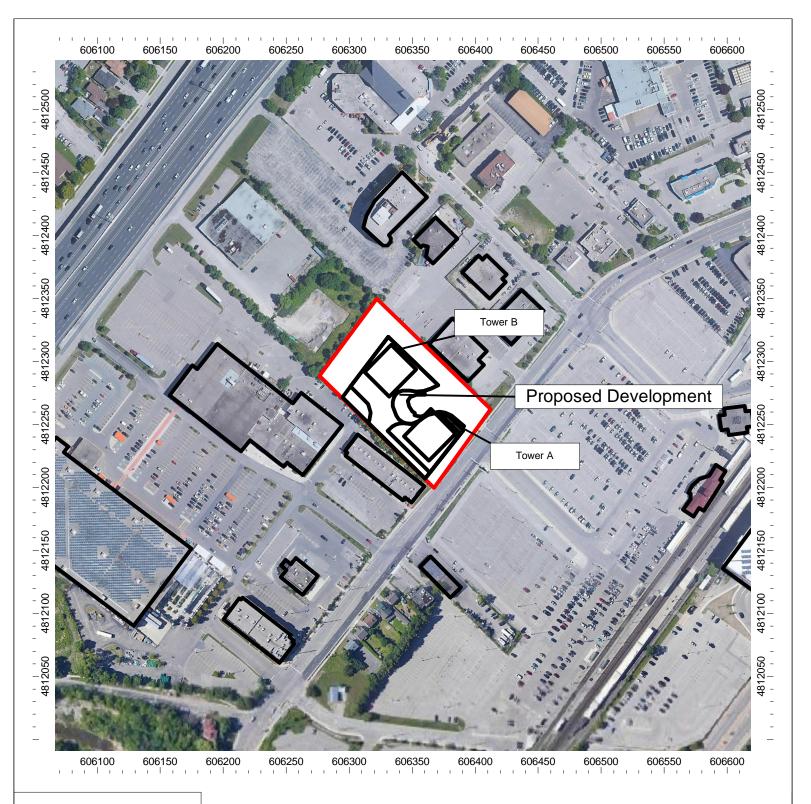




## **Figures**

#### Oakville TOC





Scale 1: 3,000

## Figure 1

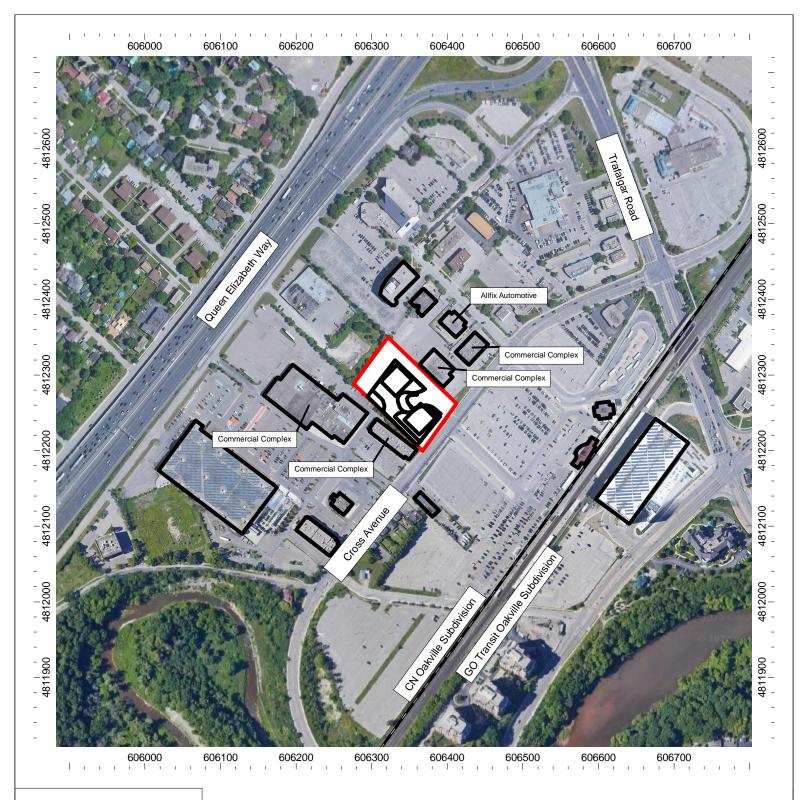
Project # 23-6593

## Subject Site

157 and 165 Cross Avenue, Oakville Ontario



Oct 2024



Scale 1: 5,000

## Figure 2

Project # 23-6593

157 and 165 Cross Avenue, Oakville Ontario

**Surrounding Area** 



137 and 163 Closs Avenue, Oakville Ontain

Oct 2024

## Appendix A

Site Plans



any affected work.
DO NOT SCALE THIS DRAWING
This drawing shall not be used for construction purposes unless countersigned
Teeple Architects Inc.
NO. DATE: ISSUED FOR:  1 2024-02-16 ISSUED FOR OPA/ZBA 2 2024-09-20 ISSUED FOR TOC DEVELOPMENT



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## SHEET LIST

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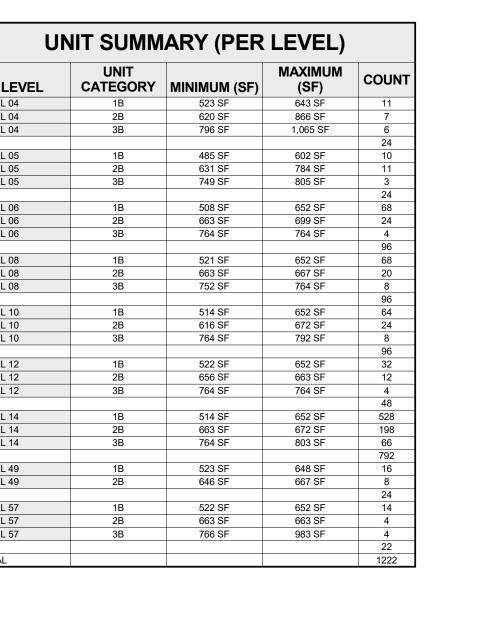
A700 - RENDERINGS A701 PERSPECTIVES

A800 - MATERIAL BOARD A801 MATERIAL BOARD

UNIT SUMMARY (PER LEVEL)					
LEVEL	UNIT CATEGORY	MINIMUM (SF)	MAXIMUM (SF)	COUNT	
EVEL 04	1B	523 SF	643 SF	11	
EVEL 04	2B	620 SF	866 SF	7	
EVEL 04	3B	796 SF	1,065 SF	6	
			,	24	
EVEL 05	1B	485 SF	602 SF	10	
EVEL 05	2B	631 SF	784 SF	11	
EVEL 05	3B	749 SF	805 SF	3	
				24	
EVEL 06	1B	508 SF	652 SF	68	
EVEL 06	2B	663 SF	699 SF	24	
EVEL 06	3B	764 SF	764 SF	4	
	-			96	
EVEL 08	1B	521 SF	652 SF	68	
EVEL 08	2B	663 SF	667 SF	20	
EVEL 08	3B	752 SF	764 SF	8	
				96	
EVEL 10	1B	514 SF	652 SF	64	
EVEL 10	2B	616 SF	672 SF	24	
EVEL 10	3B	764 SF	792 SF	8	
	- 02		.020.	96	
EVEL 12	1B	522 SF	652 SF	32	
EVEL 12	2B	656 SF	663 SF	12	
EVEL 12	3B	764 SF	764 SF	4	
	0.0	70101	70101	48	
EVEL 14	1B	514 SF	652 SF	528	
EVEL 14	2B	663 SF	672 SF	198	
EVEL 14	3B	764 SF	803 SF	66	
	- 02		000 0.	792	
EVEL 49	1B	523 SF	648 SF	16	
EVEL 49	2B	646 SF	667 SF	8	
		0.00.	33. 5.	24	
EVEL 57	1B	522 SF	652 SF	14	
EVEL 57	2B	663 SF	663 SF	4	
EVEL 57	3B	766 SF	983 SF	4	
_ , ,	0.5	70001	300 01	22	
OTAL	+			1222	

UNIT SU	UNIT SUMMARY (PER LEVEL) TOWER A						
LEVEL	UNIT CATEGORY	MINIMUM (SF)	MAXIMUM (SF)	COUN			
EVEL 04	1B	523 SF	643 SF	8			
EVEL 04	2B	663 SF	663 SF	1			
EVEL 04	3B	796 SF	1,065 SF	3			
			,	12			
EVEL 05	1B	485 SF	602 SF	5			
EVEL 05	2B	641 SF	663 SF	5			
EVEL 05	3B	749 SF	776 SF	2			
				12			
EVEL 06 (L07;L55;L56)	1B	508 SF	652 SF	36			
EVEL 06 (L07;L55;L56)	2B	663 SF	663 SF	8			
EVEL 06 (L07;L55;L56)	3B	764 SF	764 SF	4			
				48			
EVEL 08 (L09;L53;L54)	1B	521 SF	652 SF	36			
EVEL 08 (L09;L53;L54)	2B	663 SF	663 SF	8			
EVEL 08 (L09;L53;L54)	3B	764 SF	764 SF	4			
				48			
EVEL 10 (L11;L51;L52)	1B	522 SF	652 SF	32			
EVEL 10 (L11;L51;L52)	2B	616 SF	663 SF	12			
EVEL 10 (L11;L51;L52)	3B	764 SF	764 SF	4			
				48			
EVEL 12 (L13;L49;L50)	1B	522 SF	652 SF	32			
EVEL 12 (L13;L49;L50)	2B	656 SF	663 SF	12			
EVEL 12 (L13;L49;L50)	3B	764 SF	764 SF	4			
				48			
EVEL 14 (TO L48)	1B	522 SF	652 SF	280			
EVEL 14 (TO L48)	2B	663 SF	667 SF	105			
EVEL 14 (TO L48)	3B	764 SF	764 SF	35			
				420			
EVEL 57 (& L58)	1B	522 SF	652 SF	14			
EVEL 57 (& L58)	2B	663 SF	663 SF	4			
EVEL 57 (& L58)	3B	766 SF	983 SF	4			
				22			
OTAL				658			

LEVEL	UNIT CATEGORY	MINIMUM (SF)	MAXIMUM (SF)	COUNT
EVEL 04	1B	523 SF	596 SF	3
EVEL 04	2B	620 SF	866 SF	6
EVEL 04	3B	805 SF	892 SF	3
				12
EVEL 05	1B	523 SF	596 SF	5
EVEL 05	2B	631 SF	784 SF	6
EVEL 05	3B	805 SF	805 SF	1
				12
EVEL 06 (L07;L47;L48)	1B	523 SF	633 SF	32
EVEL 06 (L07;L47;L48)	2B	663 SF	699 SF	16
				48
EVEL 08 (L09;L45;L46)	1B	523 SF	633 SF	32
EVEL 08 (L09;L45;L46)	2B	663 SF	667 SF	12
EVEL 08 (L09;L45;L46)	3B	752 SF	752 SF	4
				48
EVEL 10 (L11;L43;L44)	1B	514 SF	633 SF	32
EVEL 10 (L11;L43;L44)	2B	667 SF	672 SF	12
EVEL 10 (L11;L43;L44)	3B	792 SF	792 SF	4
				48
EVEL 14 (L12 TO L42)	1B	514 SF	633 SF	248
EVEL 14 (L12 TO L42)	2B	667 SF	672 SF	93
EVEL 14 (L12 TO L42)	3B	803 SF	803 SF	31
				372
EVEL 49 (& L50)	1B	523 SF	648 SF	16
EVEL 49 (& L50)	2B	646 SF	667 SF	8
				24
OTAL				564

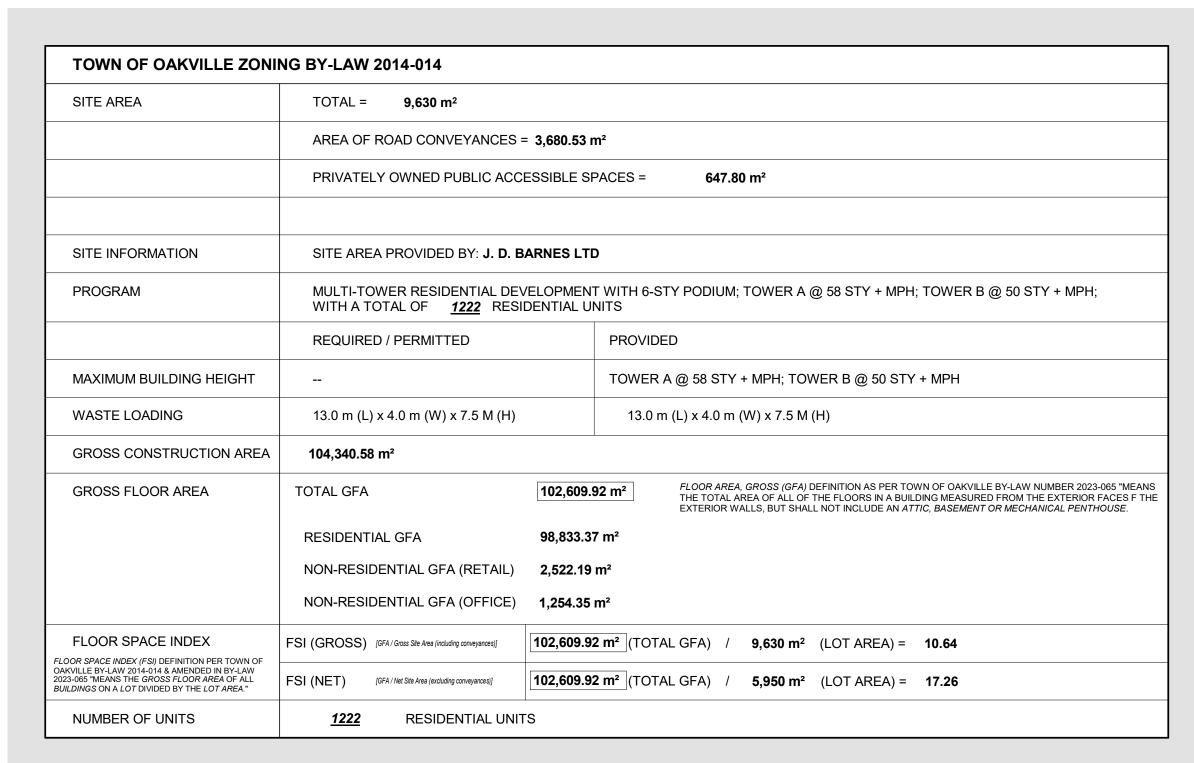


OVER	ALL VEHICLE PARKING SCHED	ULE
LEVEL	PARKING TYPE	COUNT
LEVEL P1	COMMERCIAL - ACCESSIBLE A (5700 x 3650)	1
LEVEL P1	COMMERCIAL - ACCESSIBLE B (5700 x 2700)	1
LEVEL P1	COMMERCIAL - STANDARD (5700 x 2700)	35
LEVEL P1	VISITOR - STANDARD (5700 x 2700)	43
LEVEL P1		80
LEVEL P2	VISITOR - ACCESSIBLE A (5700 x 3650)	1
LEVEL P2	VISITOR - STANDARD (5700 x 2700)	127
LEVEL P2		128
LEVEL P3	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P3	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P3	RESIDENTIAL- STANDARD (5700 x 2700)	109
LEVEL P3	VISITOR - STANDARD (5700 x 2700)	13
LEVEL P3		126
LEVEL P4	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P4	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P4	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P4		127
LEVEL P5	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P5	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P5	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P5		127
LEVEL P6	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P6	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P6	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P6		127
LEVEL P7	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P7	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P7	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P7		127
LEVEL P8	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P8	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P8	RESIDENTIAL- STANDARD (5700 x 2700)	109
LEVEL P8		113
TOTAL PARKIN	G	955
RE	ESIDENTIAL VEHICLE PARKING	i

RES	IDENTIAL VEHICLE PARKING	
LEVEL	TYPE	TOTAL
LEVEL P3	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P3	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P3	RESIDENTIAL- STANDARD (5700 x 2700)	109
LEVEL P3		113
LEVEL P4	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P4	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P4	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P4		127
LEVEL P5	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P5	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P5	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P5		127
LEVEL P6	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P6	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P6	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P6		127
LEVEL P7	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P7	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P7	RESIDENTIAL- STANDARD (5700 x 2700)	123
LEVEL P7		127
LEVEL P8	RESIDENTIAL - ACCESSIBLE A (5700 x 3650)	2
LEVEL P8	RESIDENTIAL - ACCESSIBLE B (5700 x 2700)	2
LEVEL P8	RESIDENTIAL- STANDARD (5700 x 2700)	109
LEVEL P8		113
TOTAL PARKING		734
V	ISITOR VEHICLE PARKING	

V	ISITOR VEHICLE PARKING	
LEVEL	TYPE	TOTAL
LEVEL P1	VISITOR - STANDARD (5700 x 2700)	43
LEVEL P1		43
LEVEL P2	VISITOR - ACCESSIBLE A (5700 x 3650)	1
LEVEL P2	VISITOR - STANDARD (5700 x 2700)	127
LEVEL P2		128
LEVEL P3	VISITOR - STANDARD (5700 x 2700)	13
LEVEL P3		13
TOTAL PARKING		184
_		

СОММ	ERCIAL OR NON-RES. PARKIN	G
LEVEL	TYPE	TOTAL
LEVEL P1	COMMERCIAL - ACCESSIBLE A (5700 x 3650)	1
LEVEL P1	COMMERCIAL - ACCESSIBLE B (5700 x 2700)	1
LEVEL P1	COMMERCIAL - STANDARD (5700 x 2700)	35
LEVEL P1		37
TOTAL PARKING		37

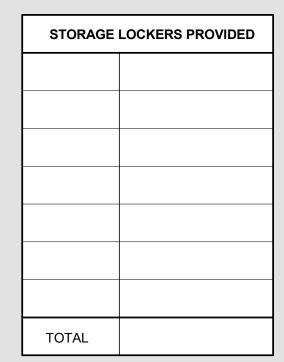


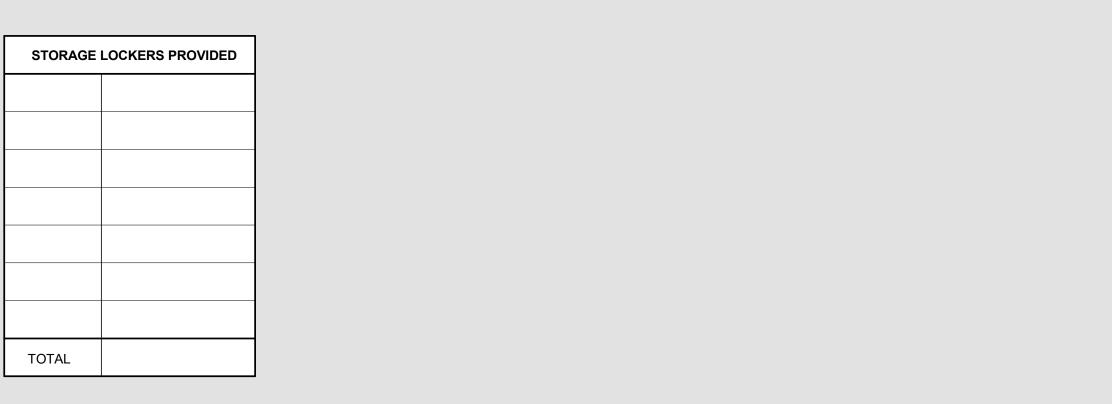
AMENITY AREA PROVISIONS					
INDOOR AMENITY SPACE	4,130.53 m²	1	<u>1222</u>	UNITS	3.41 m <sup>2</sup> PER UNIT
OUTDOOR AMENITY SPACE	1,290.11 m²	1	<u>1222</u>	UNITS	1.09 m <sup>2</sup> PER UNIT

	REQUIRED / PERMITTED		PROVIDED
VEHICULAR PARKING	RESIDENTIAL <u>1222</u> x (0) = <b>0</b>		734 / <u>1222</u> = 0.60
	VISITOR <u>1222</u> x (0) = <b>0</b>		184 / <u>1222</u> = 0.15
	RETAIL / COMMERCIAL 2,522.19 m <sup>2</sup> (NA) = 0		/ ( <b>2,522.19 m</b> <sup>2</sup> / 100 m <sup>2</sup> ) = <b>25</b>
	OFFICE 1,254.35 m <sup>2</sup> (NA) = 0	3	/ ( <b>1,254.35 m</b> <sup>2</sup> / 100 m <sup>2</sup> ) = <b>12</b>
TOTAL	0	0	<u>955</u>
BICYCLE PARKING	RESIDENTIAL <u>1222</u> x (1.00) = 1223 -> 91	17	312 BICYCLE STACKER - SHORT-TERM VISITOR (460x1800)
(NON-RESIDENTIAL PARKING	VISITOR (25% OF TOTAL) <u>1222</u> x (0.25) = (306)		918 BICYCLE STACKER - LONG-TERM RESIDENTIAL (460x1800)
REQUIREMENT - THE GREATER OF 2 OR 1.0 PER 1,000 m²)	RETAIL / COMMERCIAL <b>2,522.19 m²</b> (1.00/1,000 m²) = <b>3</b>		
	OFFICE 1,254.35 m <sup>2</sup> (1.00/1,000 m <sup>2</sup> ) = 2		
TOTAL	123	228	1230

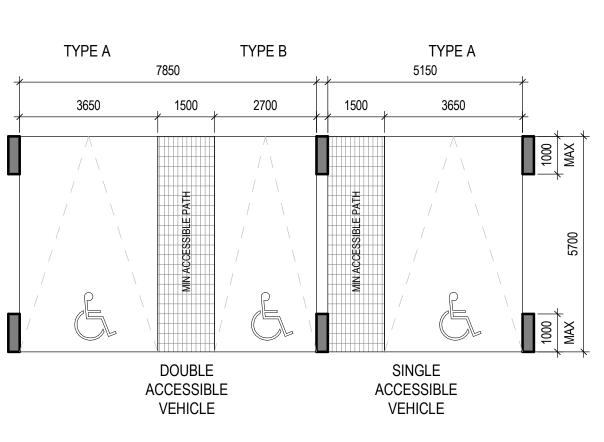
VEHICULA	R PARKING PROV	ISION BREAKDOV	WN BY FLOOR LEVE	L
LEVEL	RESIDENTIAL	VISITOR	NON-RES. 1 & 2*	TOTAL
P8	113			113
P7	127			127
P6	127			127
P5	127			127
P4	127			127
P3	113	13		126
P2		128		128
P1		43	37	80
TOTAL	734	184	37	<u>955</u>

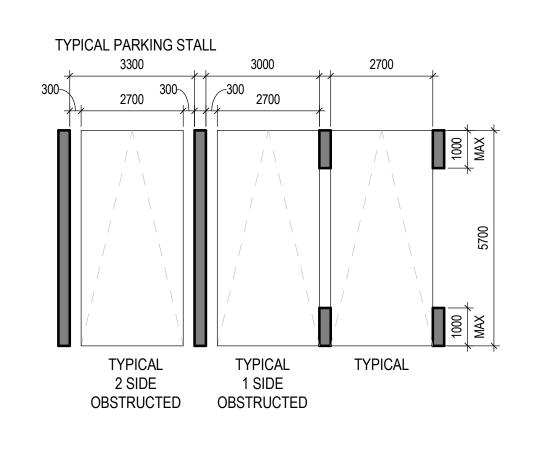
	BICYCLE P	ARKING PROVISION	ON BREAKDOV	VN BY FLOOR LEVE	L
	LEVEL	RESIDENTIAL	VISITOR	NON-RES. 1 & 2	TOTAL
	MEZZ	978			978
	L01		256		256
	P2				
	TOTAL				1234
,					



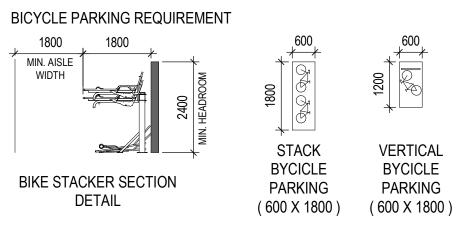








## PARKING SPACE DIAGRAM 1:100



<b>BICYCLE PARKING REQUIREMENT</b>
1:100

A001

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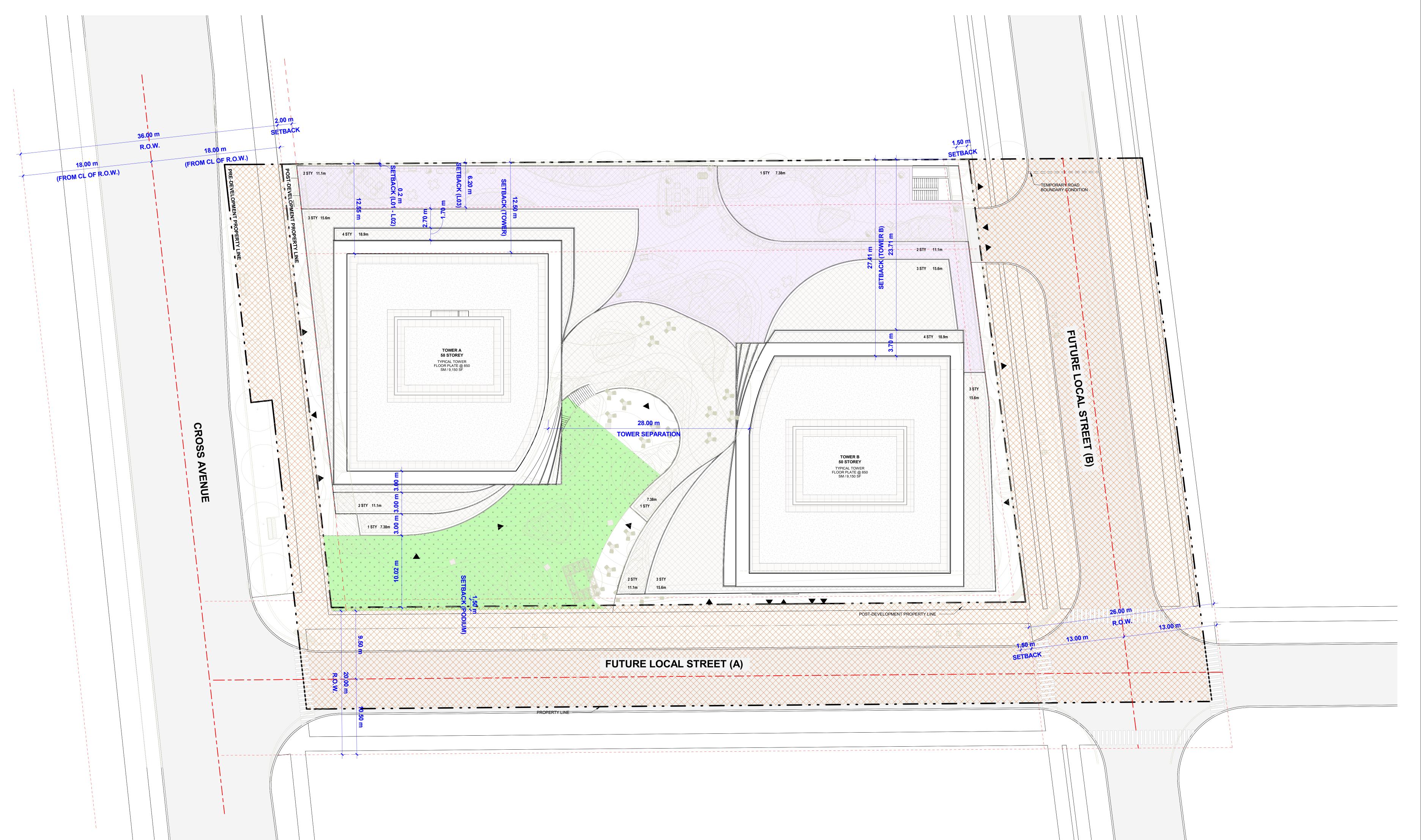
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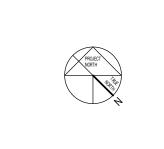
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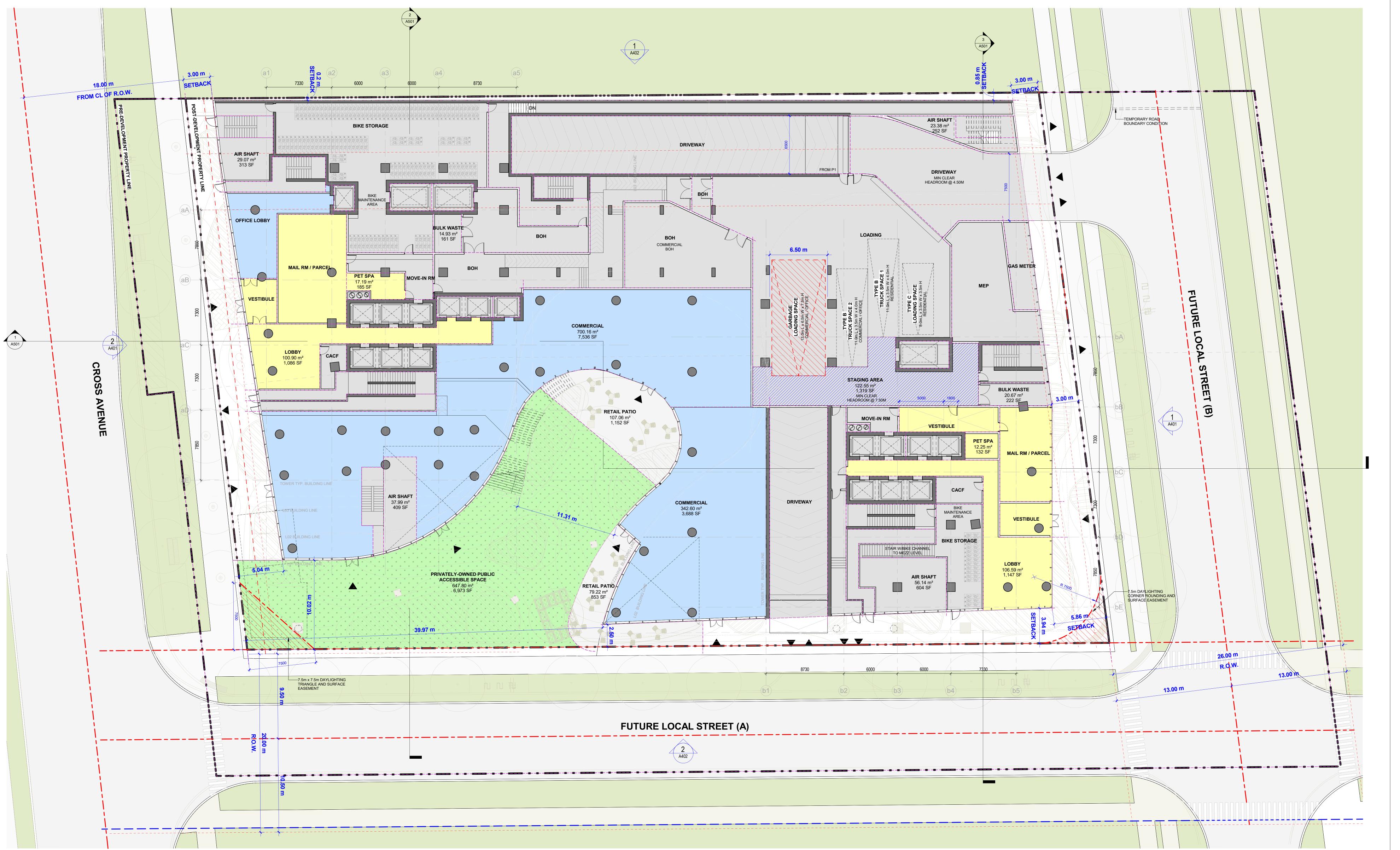
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## SITE PLAN @ ROOF LEVEL

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23-107	1:200	ARCH E	2024-02-1
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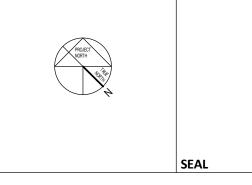
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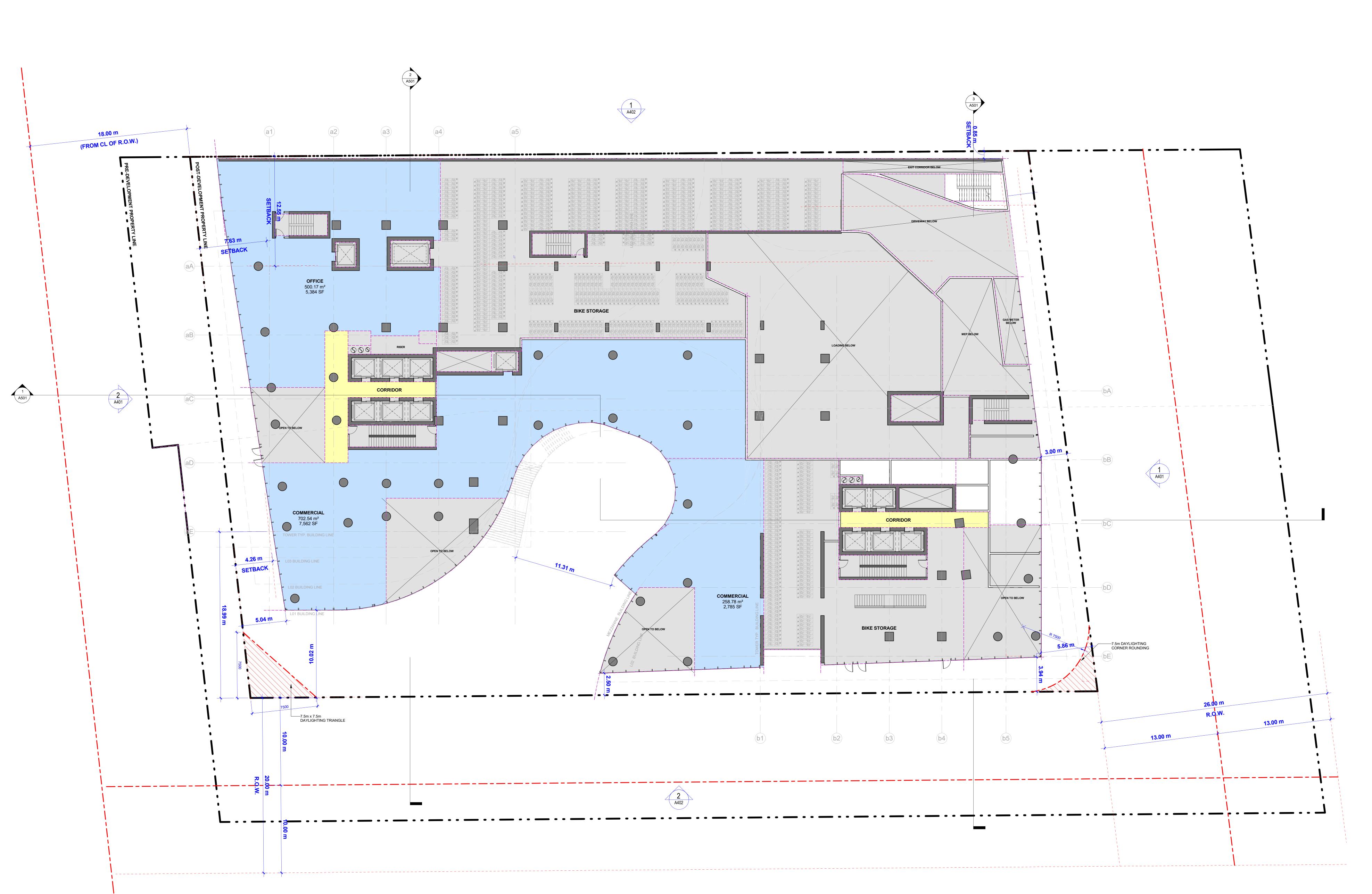
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**LEVEL 1 PLAN** 

Author	Che	ecker	
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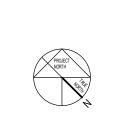
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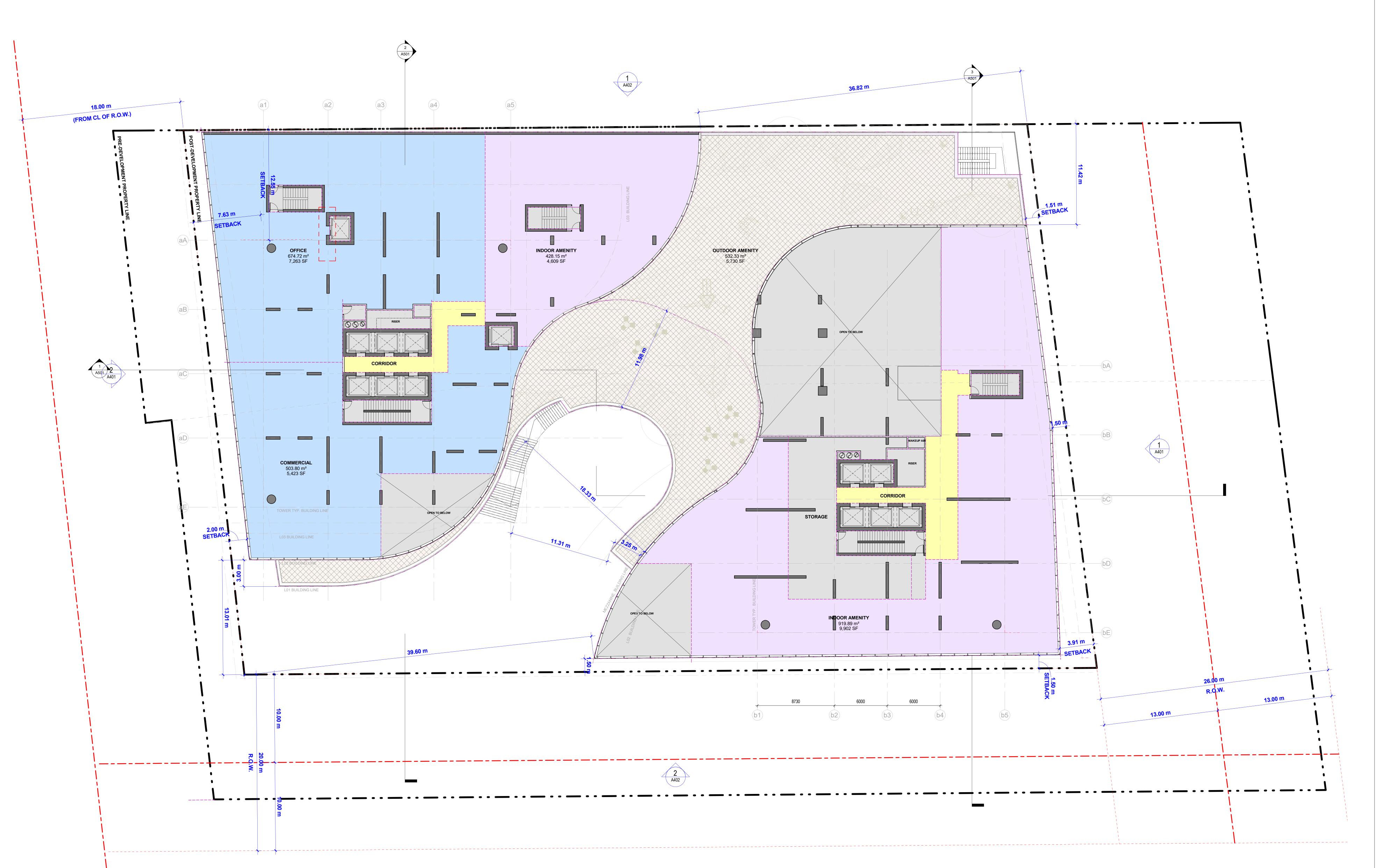
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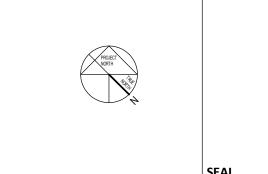
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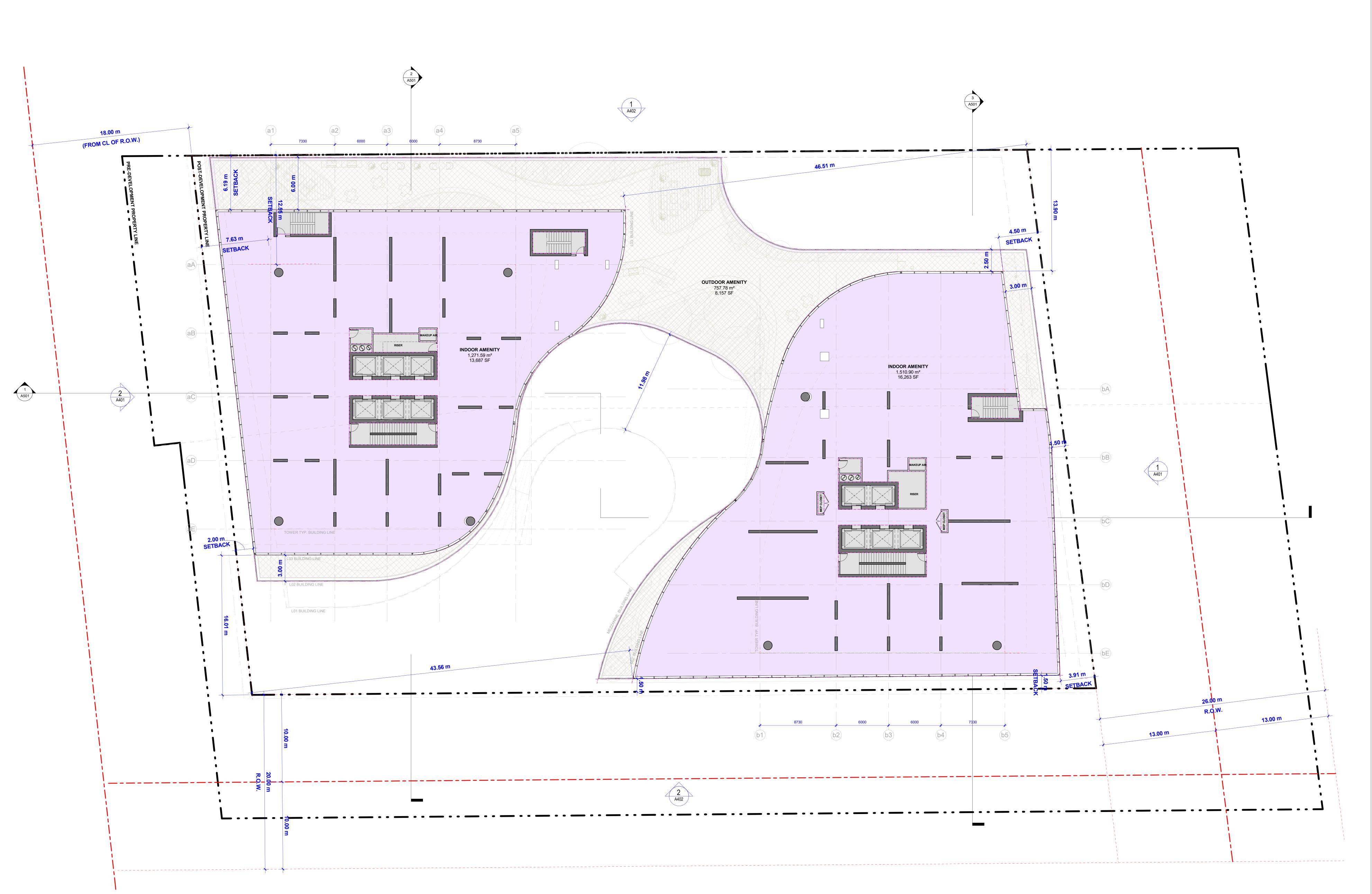
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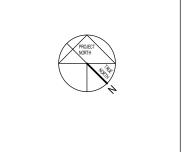
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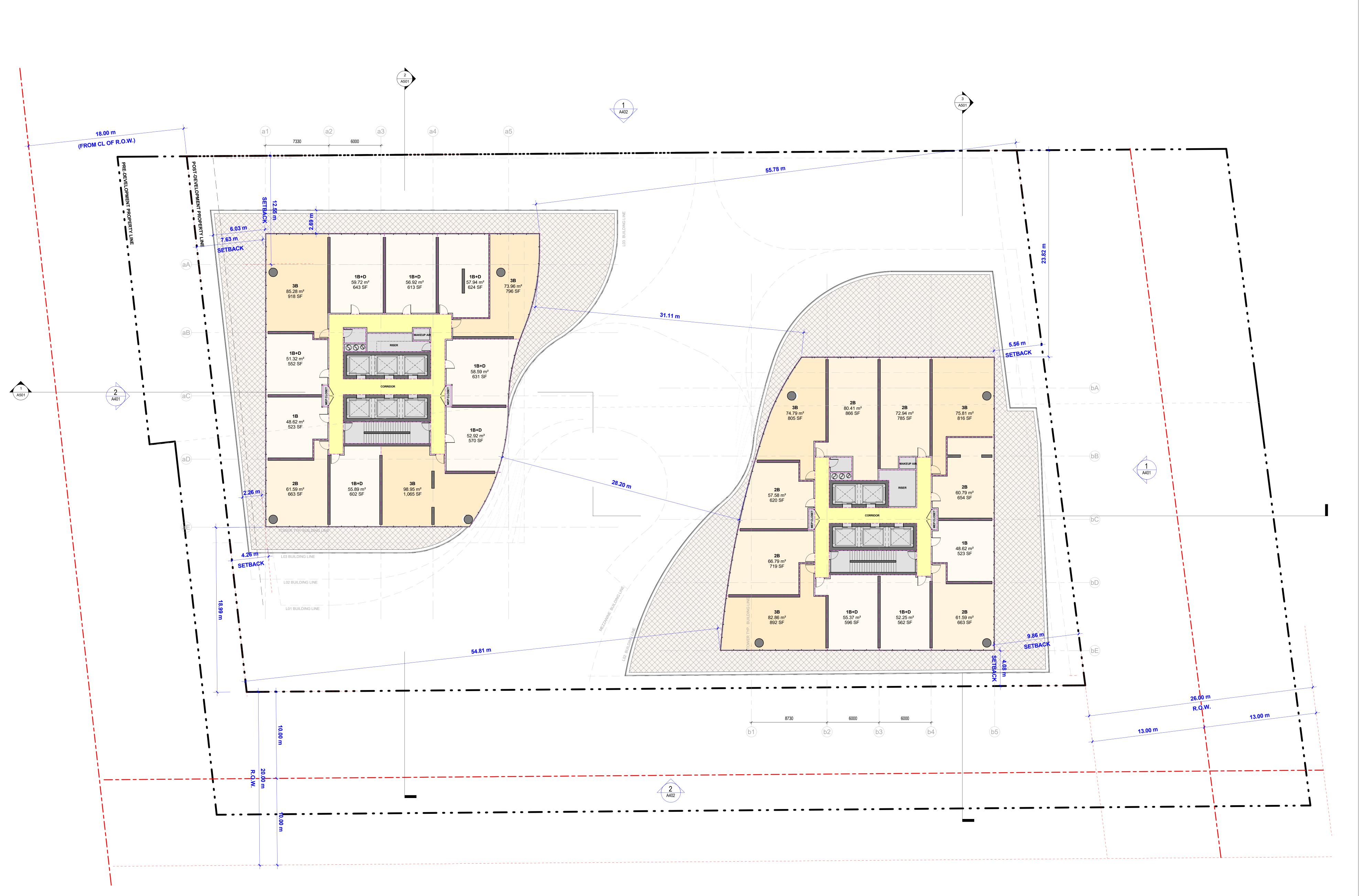
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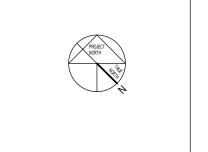
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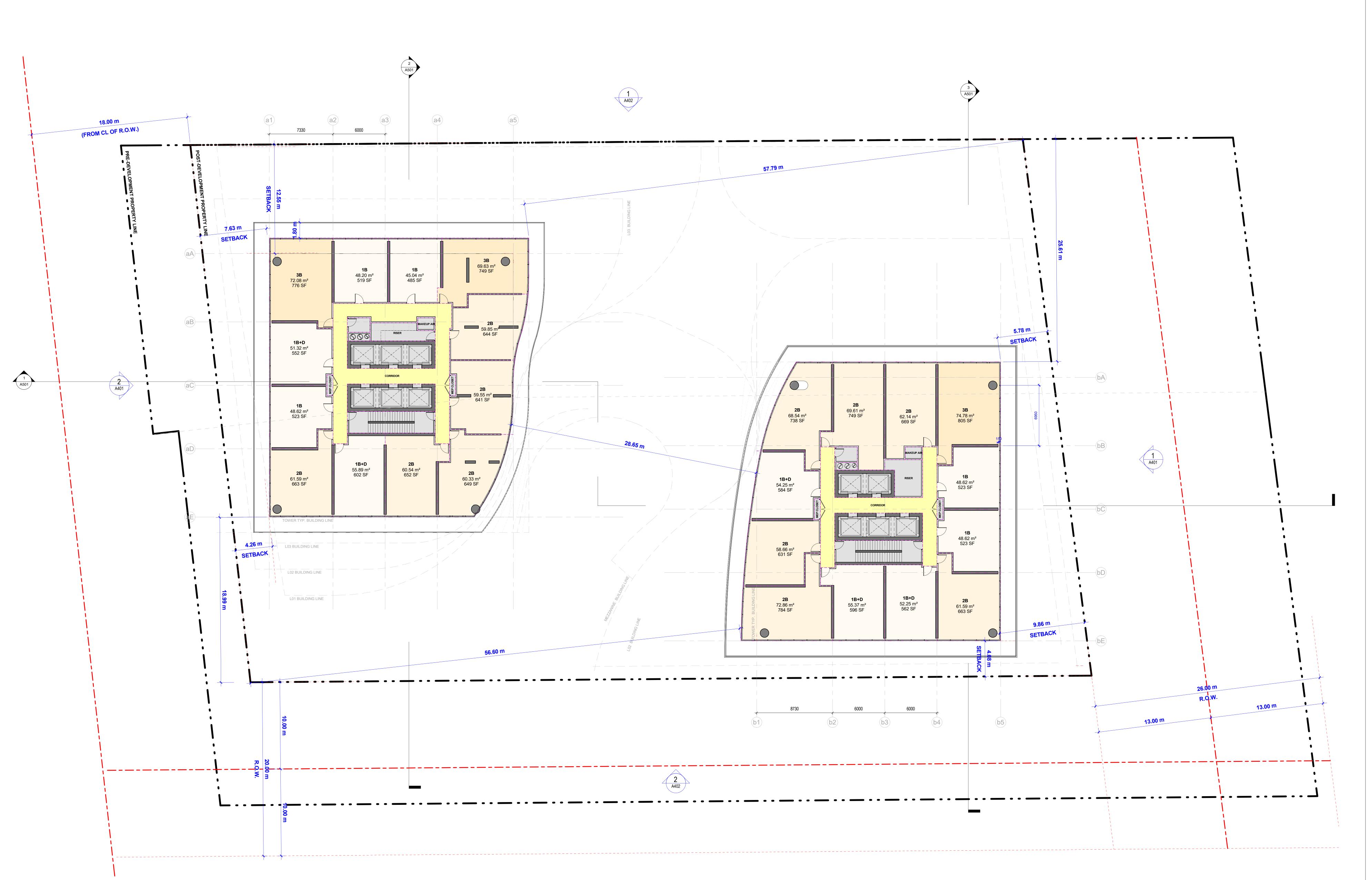
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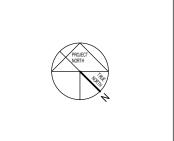
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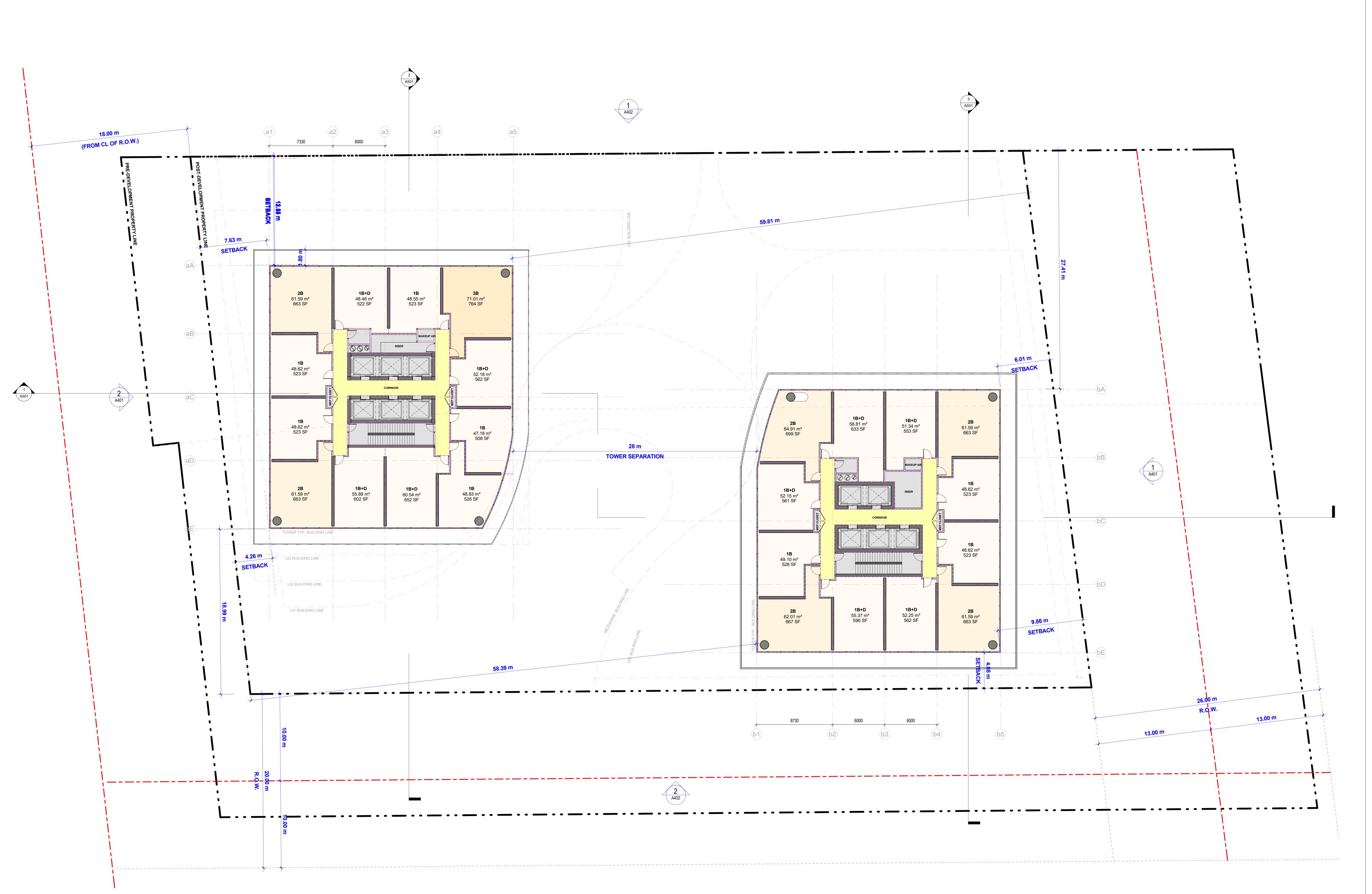
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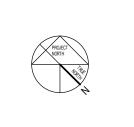
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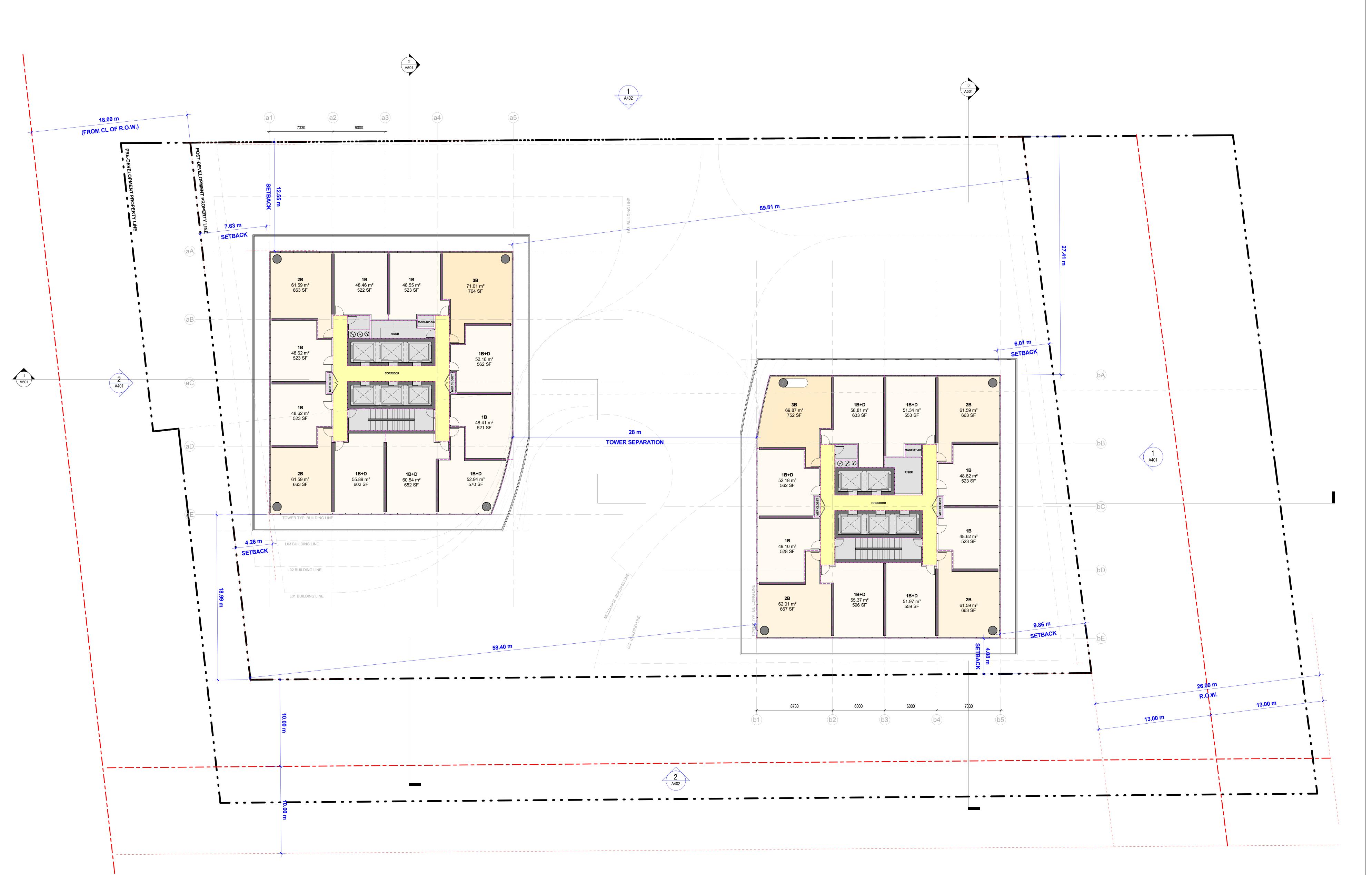
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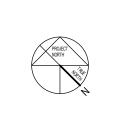
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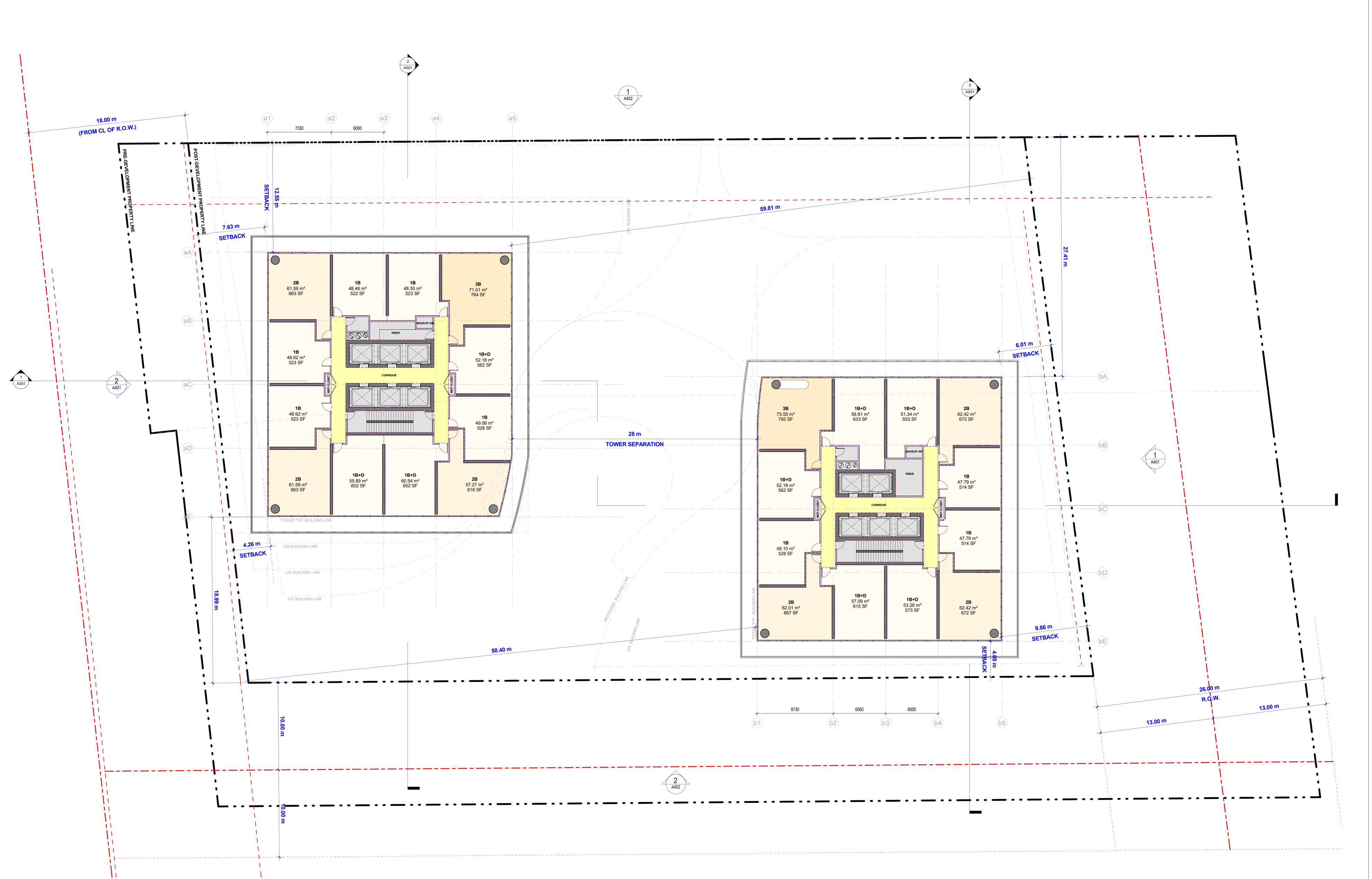
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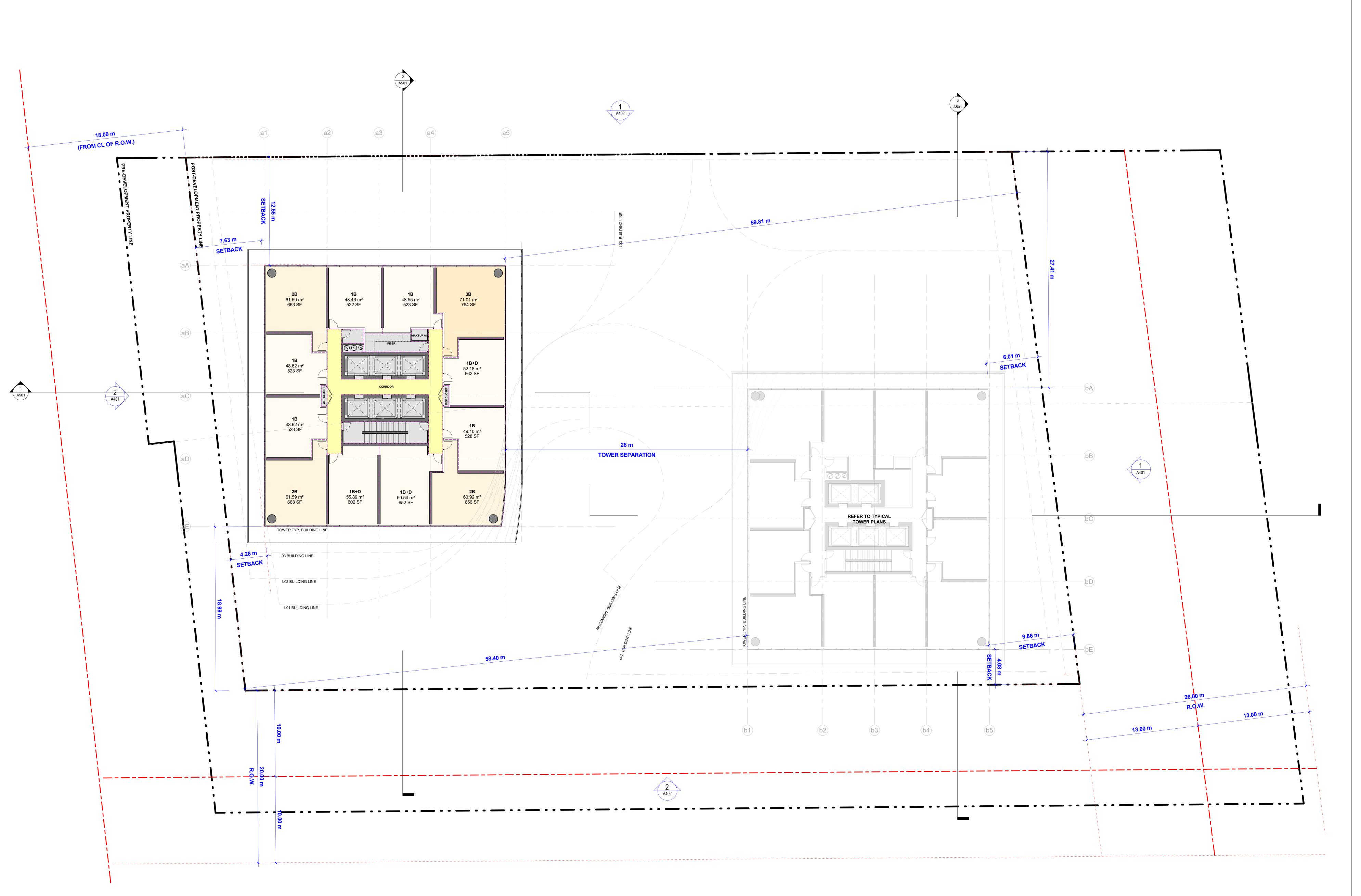
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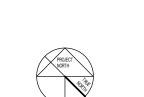
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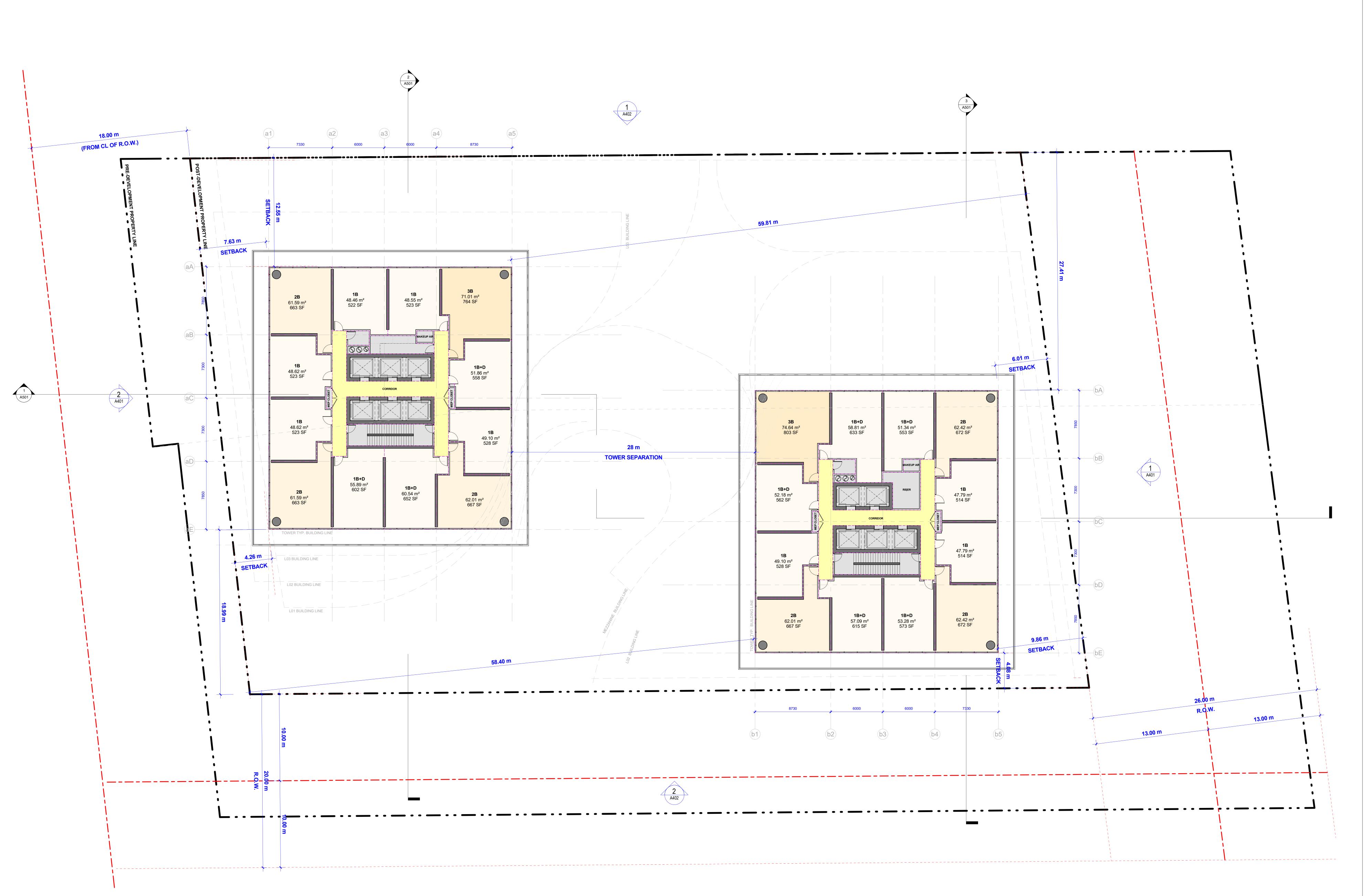
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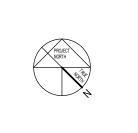
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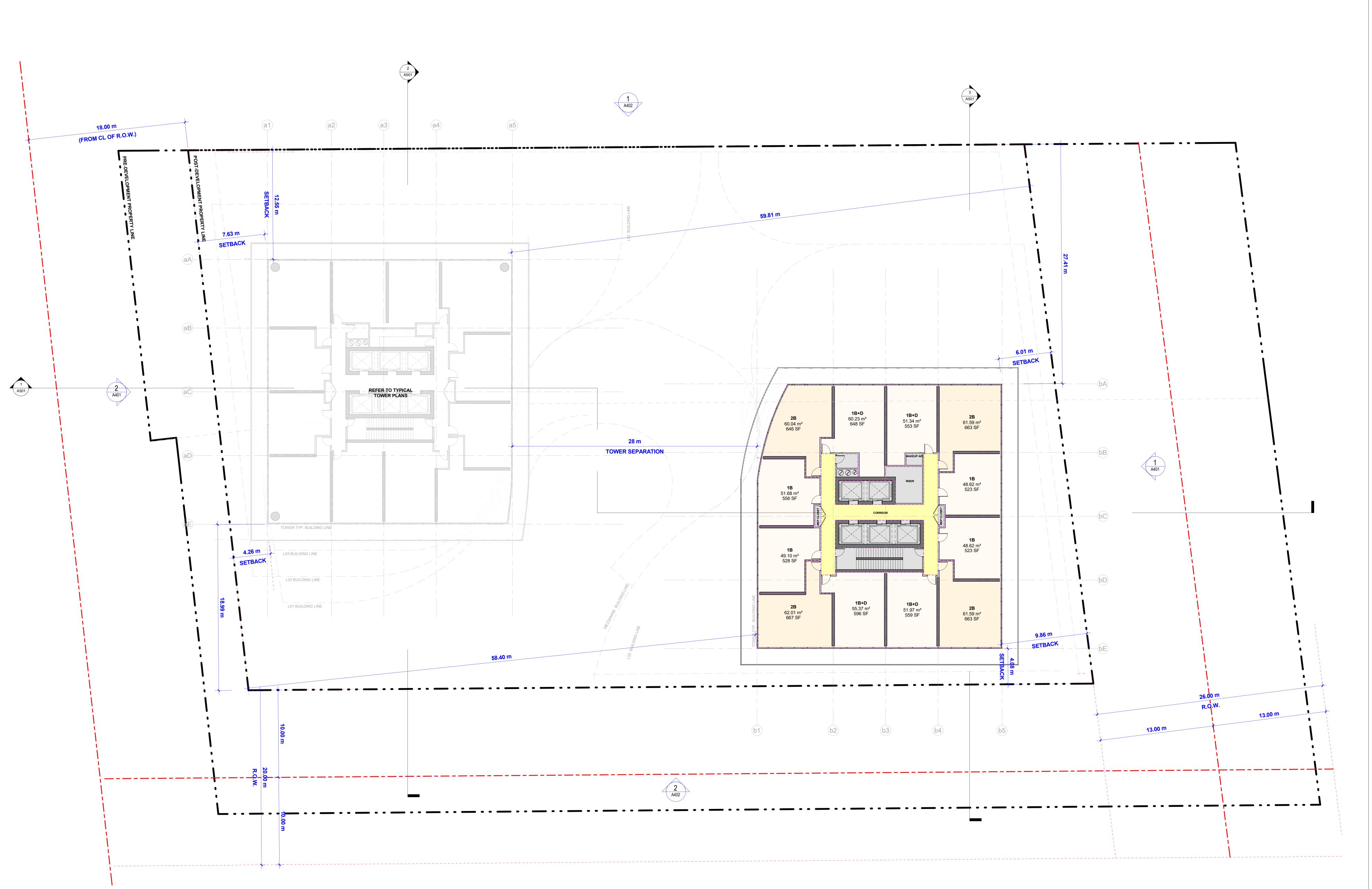
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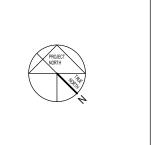
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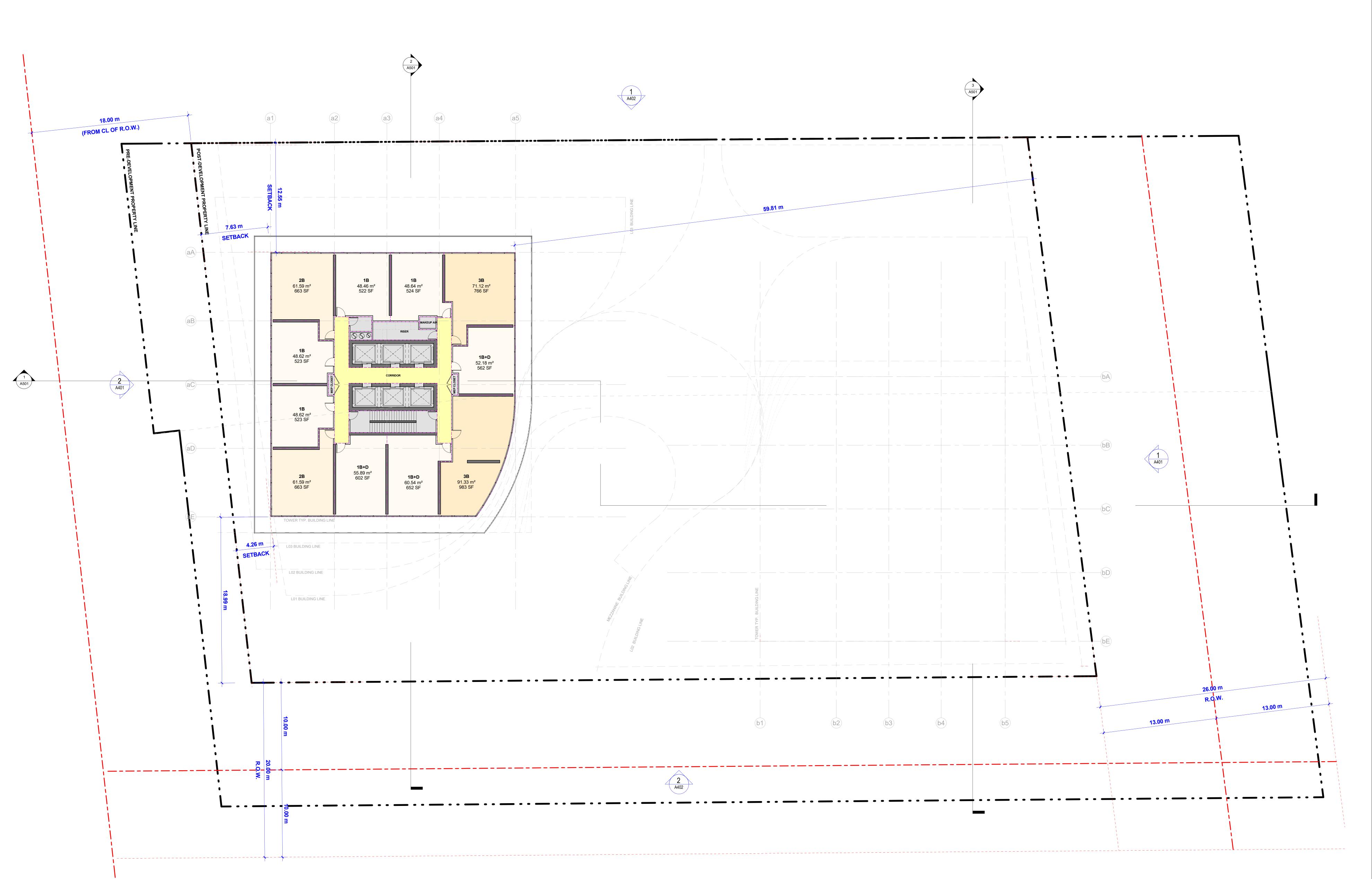
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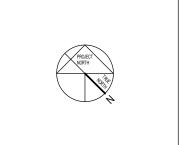
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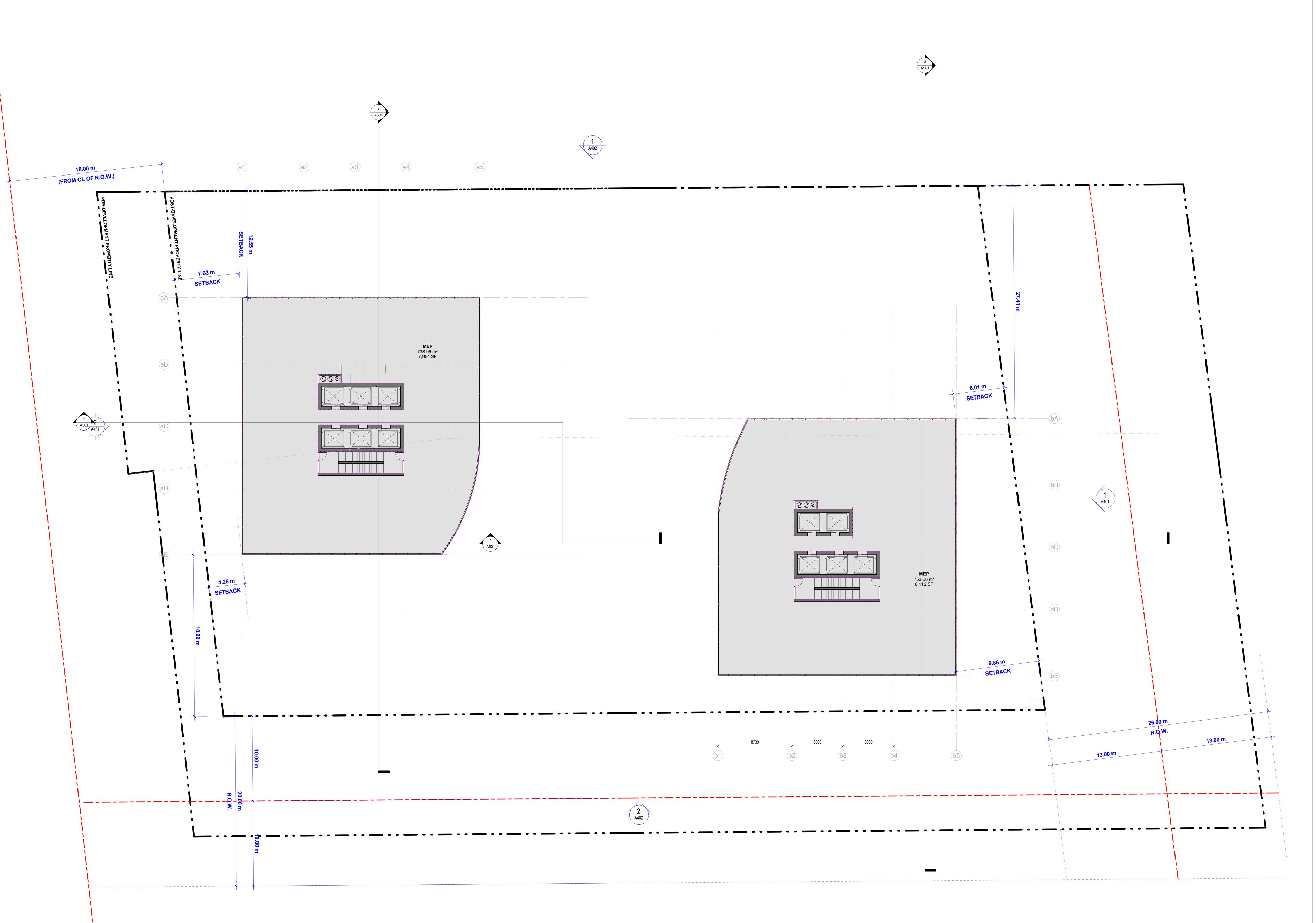
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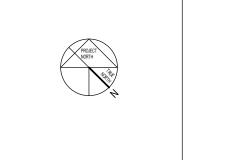
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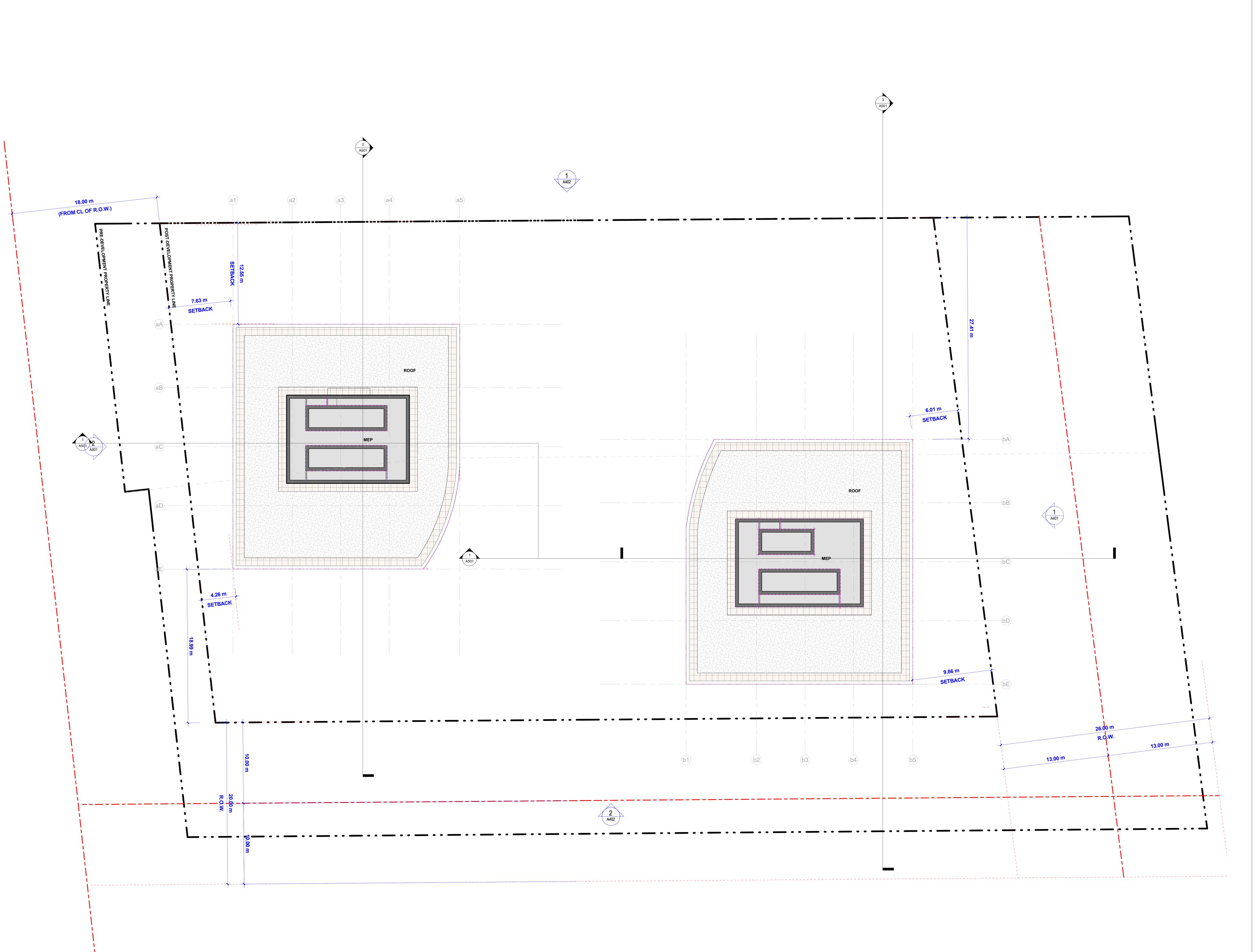
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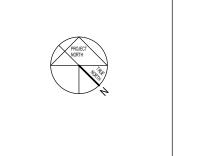
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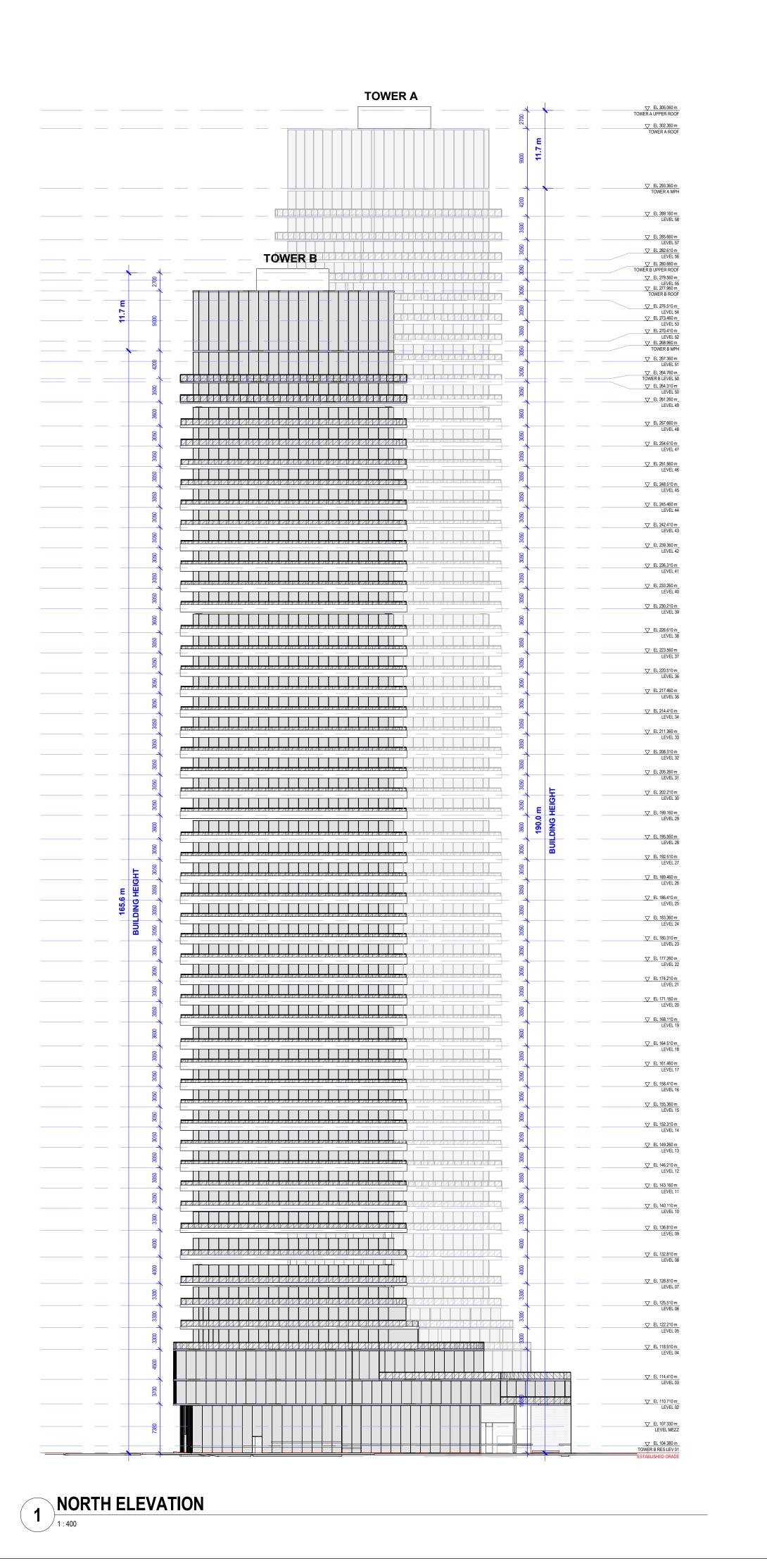
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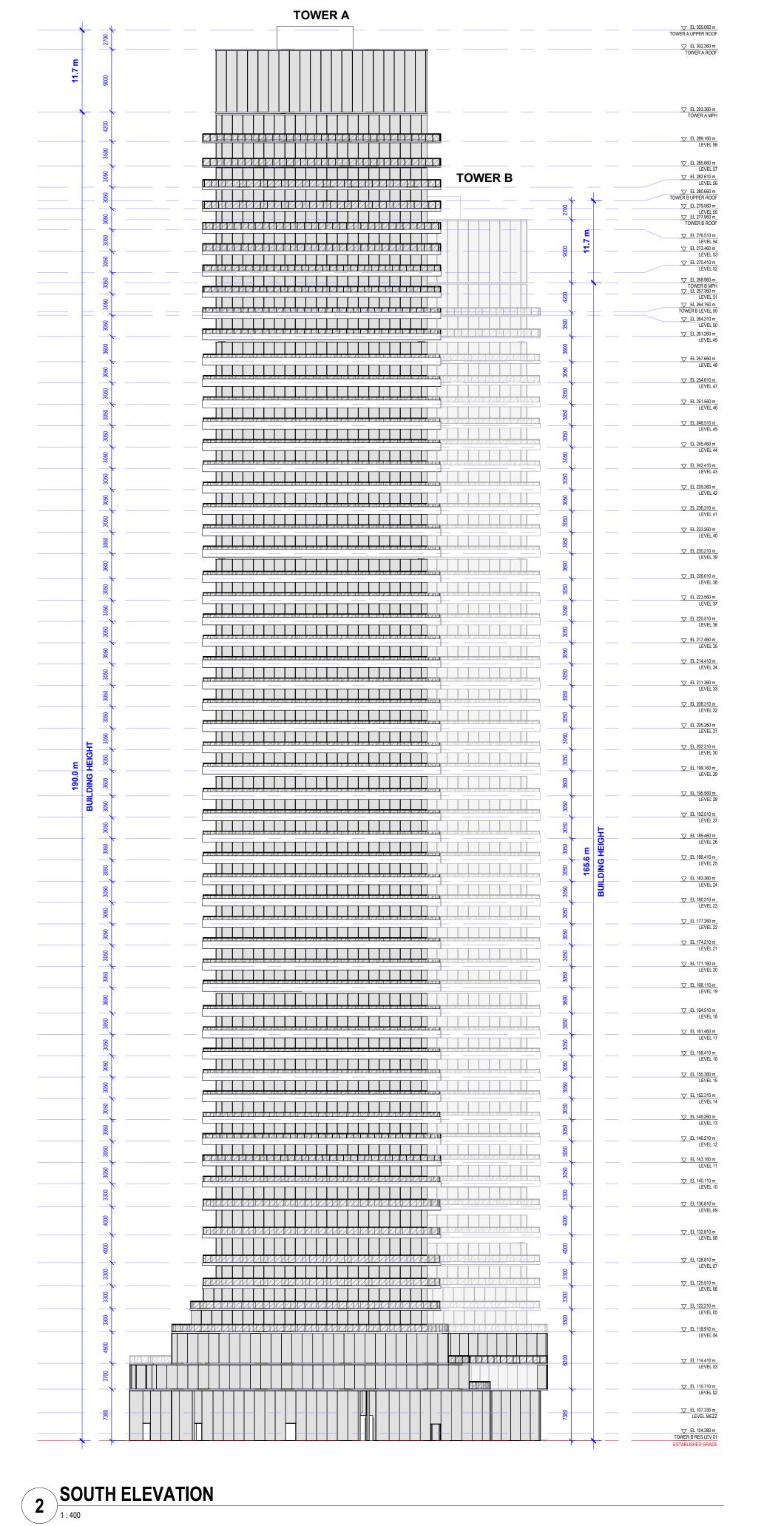
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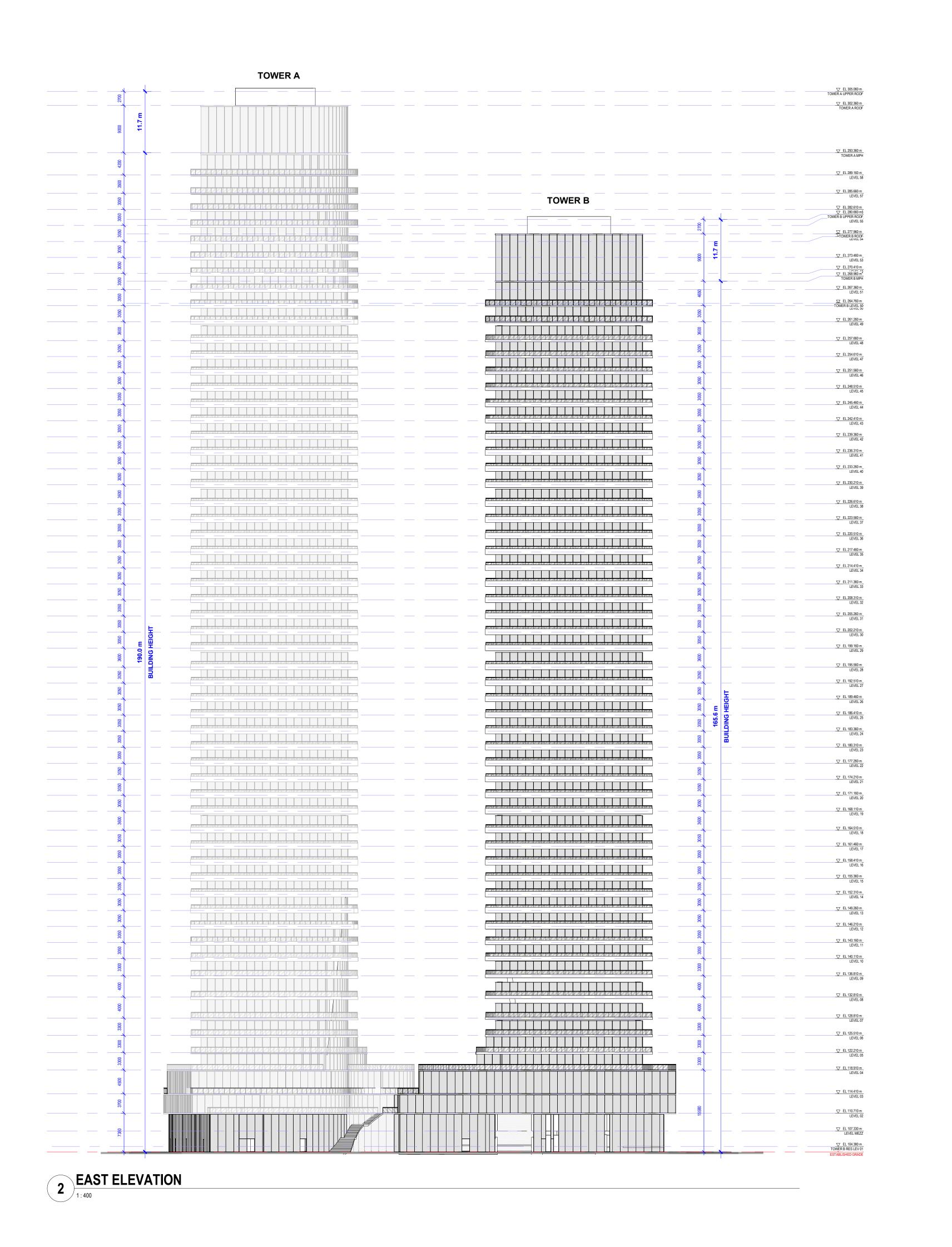
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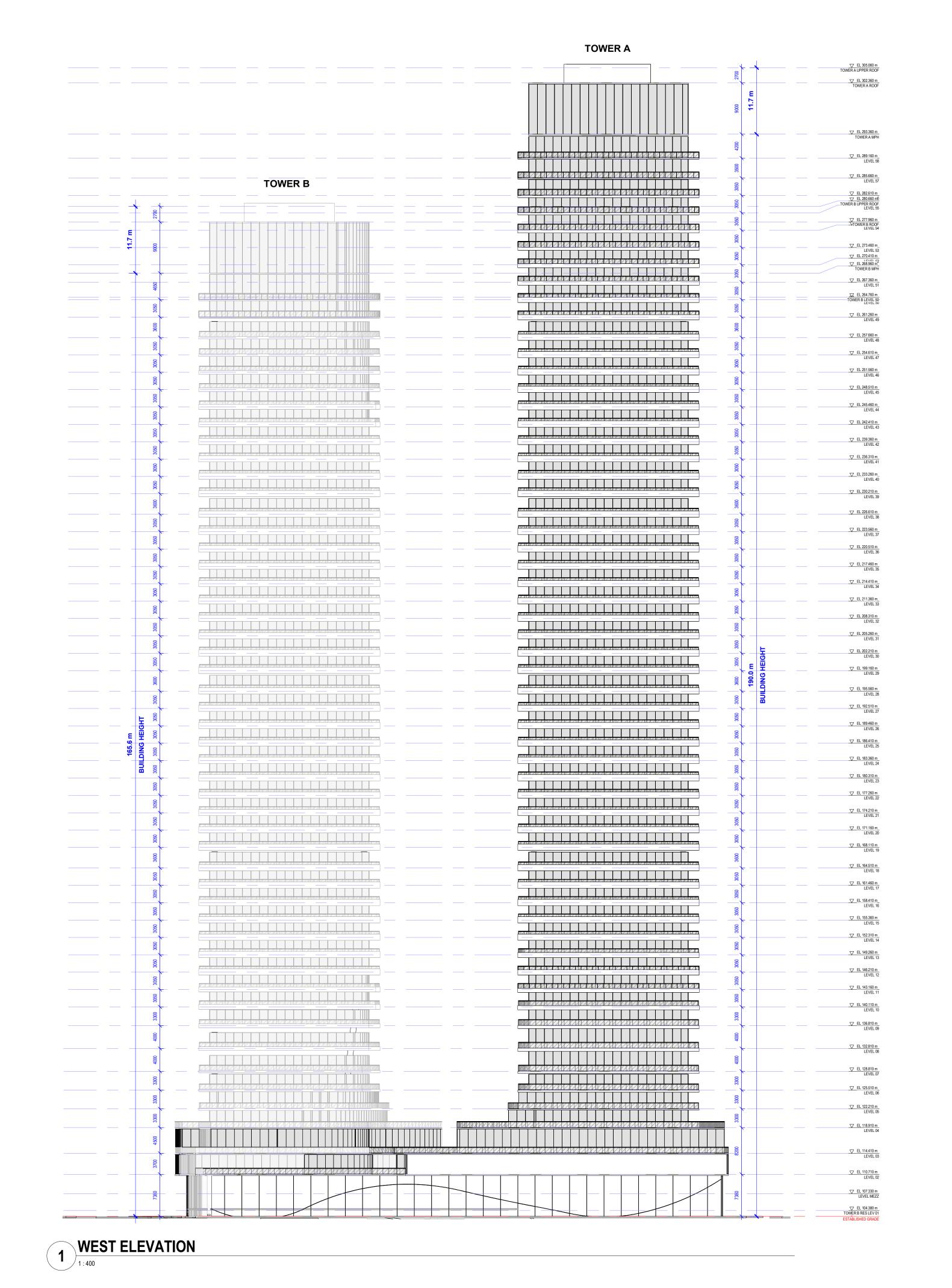
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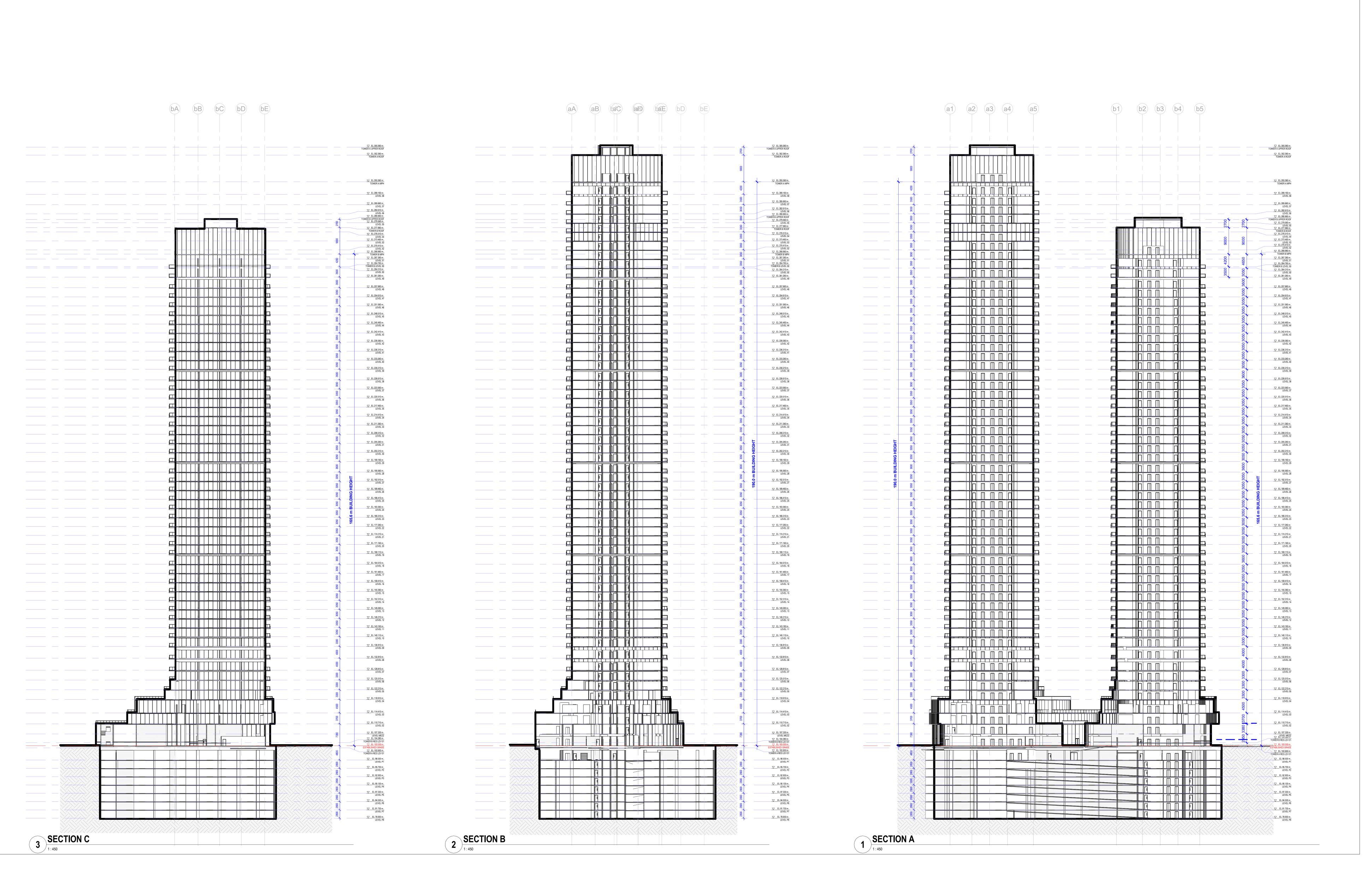
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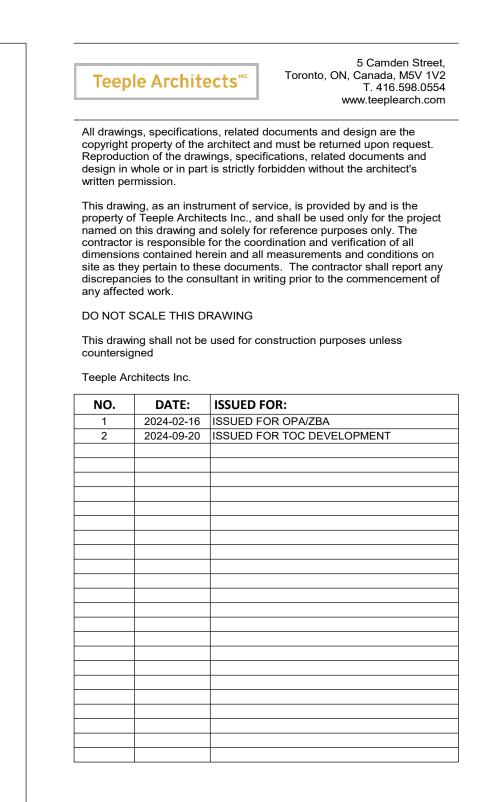
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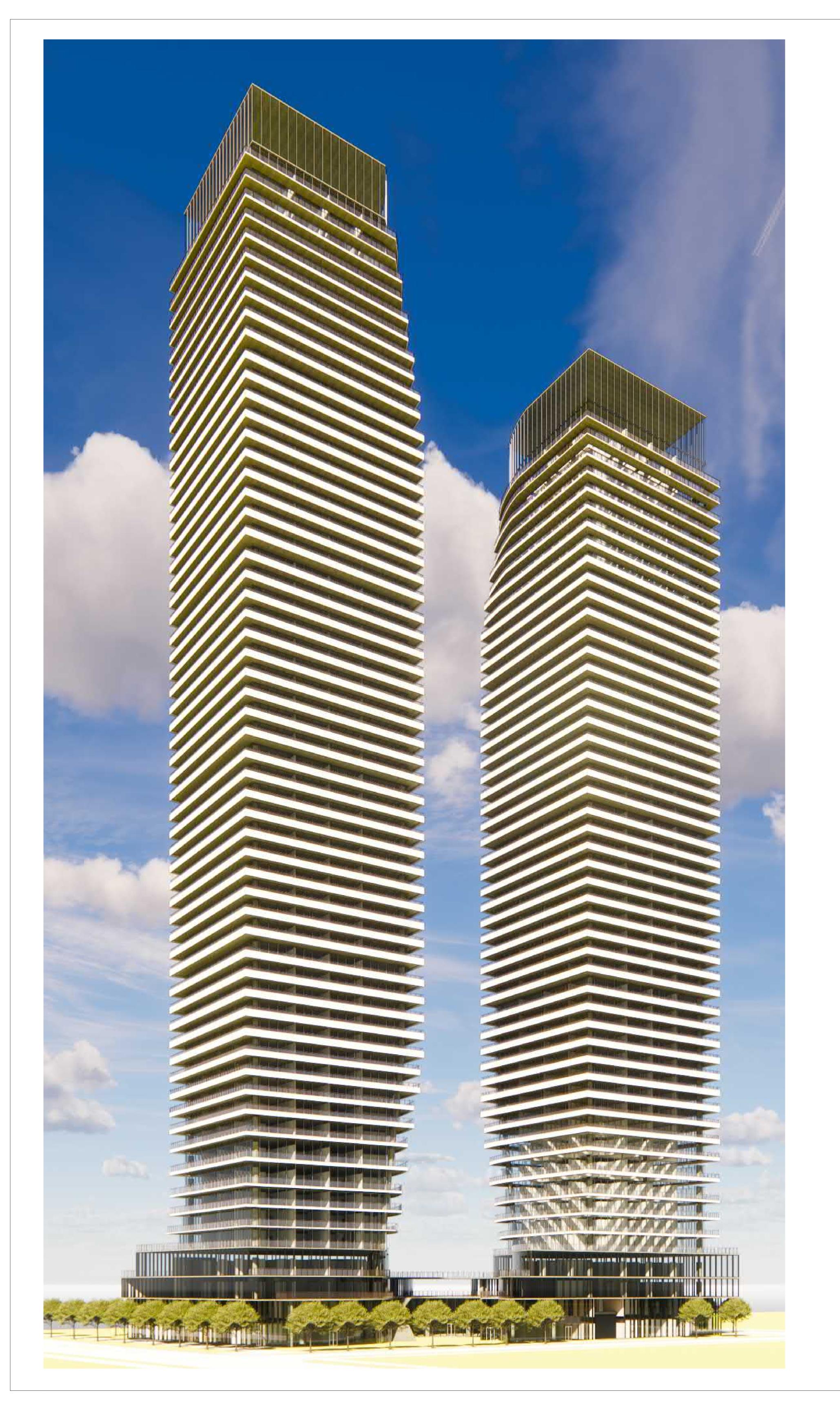
5 Camden Street, Toronto, ON, Canada, M5V 1V2 T. 416.598.0554  STRUCTURAL		
MECHANICAL	Teeple Architects Inc. 5 Camden Street, Toronto, ON, Canada, M5V 1V2	
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ELECTRICAL	-	
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Janet Rosenberg & Studio  148 Kenwood Avenue, Toronto, ON M6C 2S3 T. 416.656.6665  CIVIL  Trafalgar Engineering Limited  1-481 Morden Road, Oakville, ON, L6K 2W6 T. 905.338.3366  TRAFFIC  BA Consulting Group Limited  300-45 St. Clair Avenue West, Toronto, ON, M4V 1K9 T. 416.961.7110  SOLID WASTE MANAGEMENT  R.J. Burnside & Asscoiates Limited  1465 Pickering Parkway, Pickering, ON, L1V 7G7 T. 1.800.265.9662  PLANNING  Bousfields Inc. 3 Church Street, Toronto, ON, M5E 1M2 T. 416.947.9744  CLIENT  DISTRIK  1-90 Wingold Avenue, Toronto, ON, Canada M6B 1P5 T. 416.628.8038  DISTRIK  157 - 165 CROSS  AVE, OAKVILLE  157 & 165 Cross Avenue, Oakville, ON, Canada	MECHANICAL	
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**BUILDING** 

**SECTIONS** 

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ARCHITECT	
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R.J. Burnside & Asscoiates Limited	
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PLANNING
Bousfields Inc.
3 Church Street, Toronto, ON, M5E 1M2
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CLIENT

Distrikt Developments

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**DISTRIKT** 

157 - 165 CROSS

**AVE, OAKVILLE** 

157 & 165 Cross Avenue, Oakville, ON, Canada

**PERSPECTIVES** 

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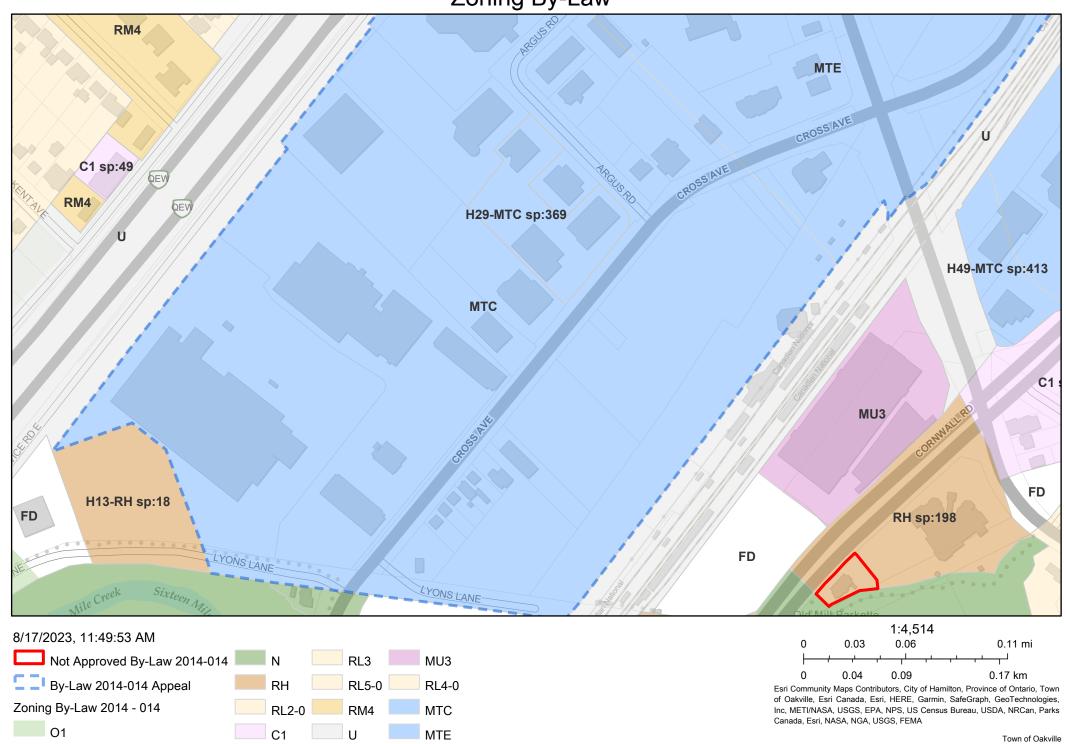
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## Appendix B

Zoning



Zoning By-Law



### Midtown Oakville Zones

#### 7.1 List of Applicable Zones

Midtown Transitional Commercial MTC Midtown Transitional Employment MTE

#### 7.2 Permitted Uses

Uses permitted in the Midtown Oakville Zones are denoted by the symbol "\sqrt" in the column applicable to that *Zone* and corresponding with the row for a specific permitted use in Table 7.2, below.

Table 7.2: Permitted Uses in the Midtown Oakville Zones					
	MTC	MTE			
Legal <i>uses</i> of land, <i>buildings</i> , and <i>structures</i> existing on the <i>lot</i> as of the effective date of this By-law	✓	✓			
Retail Uses					
Outside display and sales area	✓	✓			
Retail propane and transfer facility	<b>√</b> (1)(2)				
Retail store	✓	✓ (3)			
Service Commercial Uses					
Adult entertainment establishment		✓			
Commercial school	✓				
Dry cleaning/laundry	✓				
Financial institution	✓	✓ (3)			
Food production	✓	✓ (3)			
Pet care establishment	✓				
Place of entertainment	✓ (4)				
Restaurant	✓	✓ (3)			
Service commercial establishment	✓	✓ (3)			
Sports facility	✓	✓ (3)			
Veterinary clinic	✓				
Office Uses					
Business office	✓	✓			
Medical office		✓			
Community Uses					
Day care	✓	✓ (3)			
Emergency service facility	✓	✓			

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

#### **OMB Appeals**

#### Part 7 in its entirety

36 - General Electric Canada

Once Midtown Strategy projects are complete, staff anticipate an Official Plan Amendment will be required to update various schedules in the Livable Oakville Plan. Corresponding policy amendments may also be required to reflect changes recommended in the Parking Strategy and Mobility Hub Study work being undertaken in tandem with the Class Environmental Assessment.

In the interim, staff are recommending two transition zones - Midtown Transitional Commercial (MTC) and Midtown *Transitional Employment (MTE) – apply* that freeze building envelopes to those legally existing February 25, 2014. New buildings and structures would require a planning application, allowing Council to review a proposal and establish conformity with the Livable Oakville Plan (in particular, the acquisition of future roads required in Midtown Oakville). A limited range of additional uses are permitted that conform to the uses permitted in the Livable Oakville Plan to allow for the continued use of existing buildings should vacancies emerge.

Staff anticipate Midtown Strategy work to be complete later in 2015. Implementing zoning for Midtown Oakville would be introduced through a separate process, including a dedicated statutory public meeting for the Official Plan and Zoning By-law Amendments.

### Midtown Oakville Zones

**Table 7.2:** Permitted Uses in the Midtown Oakville **Zones MTC** MTE Open Space Uses Conservation use Park, public Stormwater management facility **Employment Uses** ✓ Training facility Hospitality Uses Hotel Public hall **√**(1) Community Uses Art gallery Community centre Day care Emergency service facility Library School, private Community Uses Conservation use ✓ ✓ Park, public ✓ ✓ ✓ ✓ Stormwater management facility

#### **Additional Regulations for Permitted Uses Table 7.2**

- 1. Not permitted on a *lot* abutting a residential *zone*.
- 2. Only permitted for the sale of propane to the general public for automotive and recreational purposes.
- 3. Permitted only within the same *building* or part thereof *used* by any other *use* not subject to this footnote.
  - A maximum of 20% of the *net floor area* of the *building* shall be cumulatively occupied by all *uses* subject to this footnote.
- 4. Permitted only as an accessory use.

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

## Midtown Oakville Zones

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

#### 7.3 Regulations

The regulations for the Midtown Oakville *Zones* are set out in Table 7.3, below

Table 7.3: Regulations in the Midtown Oakville Zones							
	MTC	MTE					
Minimum lot frontage							
Minimum lot area							
Maximum lot coverage							
Minimum front yard	Shall be as legally	existing as of the					
Minimum flankage yard	effective date of this By-law.						
Minimum interior side yard							
Minimum rear yard							
Maximum height							

## **Commercial Zones**

#### 9.1 List of Applicable Zones

Neighbourhood CommercialC1Community CommercialC2Core CommercialC3Service StationC4

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

Be sure to refer to all Parts of this Bylaw to ensure that you have reviewed all regulations that may apply to your lot. Contact staff in zoning section of the Building Services department to confirm the applicable zoning.

#### **9.2** Permitted Uses (2016-023)

*Uses* permitted in the Commercial *Zones* are denoted by the symbol "✓" in the column applicable to that *Zone* and corresponding with the row for a specific permitted *use* in Table 9.2, below.

Table 9.2: Permitted Uses in the Commercial Zones (2017-025)						
	C1	C2	C3	C4		
Art gallery	✓	✓	<b>√</b>			
Business office	✓	✓	✓			
Commercial parking area						
Commercial school	✓	✓	✓			
Community centre	✓	✓	✓			
Conservation use	✓	✓	✓	✓		
Day care	<b>√</b> (1)	✓	✓			
Drive-through facility	✓ (1)	<b>√</b> (1)	<b>√</b> (1)	<b>√</b> (1)(2)		
Dry cleaning depot (2016-023)	✓	✓	✓			
Dry cleaning/laundry establishment (2016-023)		✓	✓			
Emergency service facility	✓	✓	✓			
Emergency shelter (PL240317)	✓ (7)					
Financial institution	✓	✓	✓			
Food bank	✓	✓	✓			
Food production	✓	✓	✓			
Funeral home		✓				
Library	✓	✓	✓			
Medical office	✓	✓	✓			
Motor vehicle repair facility			✓ (6)			
Motor vehicle service station			✓	✓		
Motor vehicle washing facility			✓	✓ (5)		
Museum	✓	✓	✓			
Outside display and sales area	✓	✓	✓	✓		
Outside miniature golf		✓	✓			
Park, public	✓	✓ ✓	✓	✓		
Pet care establishment	✓	✓	✓			
Place of entertainment		✓	✓			
Place of worship	✓ (4)	√ (4)	✓ (4)			

## **Commercial Zones**

Table 9.2: Permitted Uses in the Commercial Zones (2017-025)						
	C1	C2	C3	C4		
Rental establishment		✓	✓			
Restaurant	✓	✓	✓	√ (5)		
Retail propane and transfer facility			✓ (3)	✓ (3)		
Retail store	✓	✓	✓	✓ (5)		
School, private (2016-023)	✓ (1)	✓	✓			
Service commercial establishment	✓	✓	✓			
Sports facility	✓	✓	✓			
Stormwater management facility	✓	✓	✓	✓		
Veterinary clinic	✓	✓	✓			

#### **Additional Regulations for Permitted Uses Table 9.2**

- 1. Permitted only on a *lot* abutting a major *arterial road*.
- 2. A maximum one *drive-through facility* shall be permitted on a *lot*.
- 3. Shall not be permitted on a *lot* abutting any Residential *Zone*.
- 4. The maximum *lot area* shall be 2.5 hectares. The maximum percentage of *net floor area* permitted to be occupied by a *place of worship* is 50% of the total *net floor area* on the *lot*.
- 5. Permitted only accessory to a motor vehicle service station.
- 6. Permitted only *accessory* to a *retail store*.
- 7. Prohibited on the *first storey* of a *building*. (PL140317)

#### 9.3 Regulations

The regulations for *lots* in a Commercial Use *Zone* are set out in Table 9.3, below.

Table 9.3: Regulations in the Commercial Zones							
(2015-018)	C1	C2	С3	C4			
Minimum lot area	0.2 ha	2.0 ha	4.0 ha	n/a			
Minimum lot frontage	30.0 m	n/a	n/a	30.0 m			
Minimum lot depth	n/a	n/a	n/a	30.0 m			
Minimum front yard	0.0 m	3.0 m	3.0 m	3.0 m			
Maximum front yard	17.5 m	17.5 m (1)	17.5 m (1)	n/a			
Minimum flankage yard	0.0 m	3.0 m	3.0 m	3.0 m			
Maximum flankage yard	17.5 m	17.5 m (1)	17.5 m (1)	n/a			
Minimum interior side yard	0.0 m	0.0 m	0.0 m	3.0 m			

## **Residential Zones**

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

#### 6.1 List of Applicable Zones

Residential Low RL1, RL2, RL3, RL4, RL5, RL6

RL7, RL8, RL9, RL10, RL11

Residential Uptown Core RUC

Residential Medium RM1, RM2, RM3, RM4

Residential High RH

#### 6.2 Permitted Uses

*Uses* permitted in the Residential *Zones* are denoted by the symbol "✓" in the column applicable to that *Zone* and corresponding with the row for a specific permitted *use* in Tables 6.2.1 and 6.2.2, below.

Table 6.2.1: Permitted Uses in the Residential Low Zones and the Residential Uptown Core Zone (2017-025)								
RL1, RL2, RL3, RL7, RL8, RL10 RL11 RUC								
Accessory dwelling unit (2023-024)		✓	✓	✓	✓	<b>✓</b>		
Bed and breakfast establishment	(1)	✓	✓	✓	✓	✓		
Conservation use		✓	✓	✓	✓	✓		
Day care	(1)	✓	✓	✓	✓	✓		
Detached dwelling		✓	✓	✓		✓		
Duplex dwelling				✓				
Emergency service facility		✓	✓	✓	✓	✓		
Emergency shelter								
Home occupation		✓	✓	✓	✓	✓		
Linked dwelling					✓			
Lodging house	(1)(2)	✓			✓	✓		
Park, public		✓	✓	✓	✓	✓		
Place of worship								
Private home day care	(1)	✓	✓	✓	✓	✓		
Private school								
Semi-detached dwelling			✓			✓		
Short-term accommodation (2023-024)	(1)	✓	✓	<b>√</b>	<b>√</b>	<b>√</b>		
Stormwater management facility		✓	✓	✓	✓	✓		
Townhouse dwelling						✓		

#### Additional Regulations for Permitted Uses Table 6.2.1

- 1. A maximum of one of the *uses* subject to this footnote shall be permitted on a *lot*. (2023-024)
- 2. The maximum number of *lodging units* shall be 3.
- 3. Permitted only on a *corner lot*.

## Residential Zones

Table 6.2.2: Permitted Uses in the Residential Medium and Residential High Zones (2017-025)						
		RM1	RM2	RM3	RM4	RH
Accessory Dwelling Unit (2023-024)		✓				
Apartment dwelling					✓	✓
Back-to-back townhouse dwelling			✓			
Conservation use		✓	✓	✓	✓	✓
Day care (	1)	✓	✓	✓	✓	✓
Emergency service facility		✓	✓	✓	✓	✓
Home occupation		✓	✓	✓	✓	✓
Long term care facility				✓	✓	✓
Park, public		✓	✓	<b>✓</b>	✓	✓
Private home daycare (	1)	✓	✓	✓	✓	✓
Retail store, accessory						✓
Retirement home				✓	✓	✓
Short-term accommodation (	1)	✓	✓	✓	✓	✓
Stacked townhouse dwelling				✓		
Stormwater management facility		✓	✓	✓	✓	✓
Townhouse dwelling		✓				

#### Additional Regulations for Permitted Uses Table 6.2.2

1. A maximum of one of the *accessory uses* subject to this footnote shall be permitted in a *dwelling* or an *accessory dwelling unit* associated with the main *dwelling*. (2023-024)

## Mixed Use Zones

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

#### 8.1 List of Applicable Zones

Central Business District CBD
Main Street 1 MU1
Main Street 2 MU2
Urban Centre MU3
Urban Core MU4

#### 8.2 Permitted Uses

*Uses* permitted in the Mixed Use *Zones* are denoted by the symbol "✓" in the column applicable to that *Zone* and corresponding with the row for a specific permitted *use* in Table 8.2, below.

Table 8.2: Permitted Uses	III tile iv				24110	B411.4
		CBD	MU1	MU2	MU3	MU4
Accessory dwelling unit (2023-024)		✓	✓	✓		
Apartment dwelling		<b>√</b> (1)	✓ (3)	<b>√</b> (3)	✓ (3)	<b>√</b> (3)
Art gallery	(7)	✓	✓	✓	✓	✓
Bed and breakfast establishment	(5)	✓				
Business office	(6)(7)	✓	✓	✓	✓	✓
Commercial parking area		✓	✓	✓	✓	✓
Commercial school	(7)	✓	✓	✓	✓	✓
Community centre		✓	✓	✓	✓	✓
Conservation use		✓	✓	✓	✓	✓
Day care		<b>√</b> (5)	✓	✓	✓	✓
Detached dwelling	(2)	✓	✓	✓		
Dormitory	(4)	✓	✓	✓	✓	✓
Dry cleaning depot (PL140317)	(7)	✓	✓	✓	✓	✓
Dry cleaning/laundry establishment (PL140317)	(7)	✓	✓	✓	✓	✓
Emergency service facility		✓	✓	✓	✓	✓
Emergency shelter (PL140317)		✓ (8)	✓ (8)	✓ (8)	✓ (8)	✓ (8)
Financial institution	(7)	✓	✓	✓	✓	✓
Food bank	(7)	✓	✓	✓	✓	✓
Food production	(7)	✓	✓	✓	✓	✓
Funeral home		✓				
Home Occupation	(5)	✓	✓	✓	✓	✓
Hotel	(7)	✓			✓	✓
Library		✓	✓	✓	✓	✓
Live-work dwelling (2017-025)	(2)	✓	✓	✓		
Long term care facility		<b>√</b> (1)	✓ (3)	✓ (3)	✓ (3)	✓ (3)
Medical office	(6)(7)	✓	<b>✓</b>	✓	<b>✓</b>	✓
Motor vehicle rental facility					<b>✓</b>	<b>√</b>

### Mixed Use Zones

Table 8.2: Permitted Uses in the Mixed Use Zones (2017-025)						
		CBD	MU1	MU2	MU3	MU4
Museum		✓	✓	✓	✓	✓
Outside display and sales area	(7)	✓	✓	✓	✓	✓
Park, public		✓	✓	✓	✓	✓
Pet care establishment	(7)	✓	✓	✓	✓	✓
Place of entertainment	(7)	✓	✓	✓	✓	✓
Place of worship		✓	✓	✓	✓	✓
Post-secondary school		✓	✓	✓	✓	✓
Private home day care	(5)	✓	✓	✓	✓	✓
Public hall	(7)	✓			✓	✓
Rental establishment	(7)	✓	✓	✓	✓	✓
Restaurant	(7)	✓	✓	✓	✓	✓
Retail store	(7)	✓	✓	✓	✓	✓
Retirement home		<b>√</b> (1)	✓ (3)	✓ (3)	✓ (3)	✓ (3)
School, private		✓	✓	✓	✓	✓
School, public		✓	✓	✓	✓	✓
Semi-detached dwelling	(2)	✓	✓	✓		
Service commercial establishment	(7)	✓	✓	✓	✓	✓
Short-term accommodation (2023-024)	(5)	✓	✓	✓	✓	✓
Sports facility	(7)	✓	✓	✓	✓	✓
Stormwater management facility		✓	✓	✓	✓	✓
Taxi dispatch	(7)	✓	✓	✓	✓	✓
Townhouse dwelling	(2)	✓	✓	✓		
Veterinary clinic	(7)	✓	✓	✓	✓	✓

#### **Additional Regulations for Permitted Uses Table 8.2**

1.

- a) Stand-alone residential *buildings* are not permitted on *lots* having a *front lot line* or *flankage lot line* abutting Lakeshore Road. (2021-068)
- b) Residential *dwelling units* located on the *first storey* shall have the *main front entrance* oriented towards a *public road.* (2021-068)
- 2. Permitted only where the use legally existed on the lot on the effective date of this By-law.

3.

- a) Prohibited in the first 9.0 metres of depth of the *building*, measured in from the *main wall* oriented toward the *front lot line*, on the *first storey*. (2021-068)
- b) Notwithstanding this, an *ancillary residential use* on the *first storey*is permitted to occupy a maximum of 15% of the length of the *main*wall oriented toward a *front lot line*. (2021-068)
- 4. Only permitted *accessory* to and on the same *lot* as a post-secondary school or private school.

## Open Space Zones

#### 12.1 List of Applicable Zones

Park O1
Private Open Space O2
Cemetery CEM

#### 12.2 Permitted Uses

*Uses* permitted in the Open Space *Zones* are denoted by the symbol "✓" in the column applicable to that *Zone* and corresponding with the row for a specific permitted *use* in Table 12.2, below.

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

Be sure to refer to all Parts of this Bylaw to ensure that you have reviewed all regulations that may apply to your lot. Contact staff in zoning section of the Building Services department to confirm the applicable zoning.

Table 12.2: Permitted Uses in the Open Space Zones						
	01	O2	СЕМ			
Business office		<b>√</b> (1)				
Cemetery			✓			
Commercial school		<b>√</b> (1)				
Community centre	✓	✓				
Conservation use	✓	✓	✓			
Emergency service facility	✓	✓				
Golf course		✓				
Library		<b>√</b> (1)				
Marina	✓					
Museum		<b>√</b> (1)				
Outside miniature golf course		✓				
Park, private		✓				
Park, public	✓	✓				
Public hall		<b>√</b> (1)				
Restaurant		<b>√</b> (1)				
Retail store		<b>√</b> (1)				
Stormwater management facility	✓	✓	✓			
Service commercial establishment		<b>√</b> (1)				
Sports facility		✓				

#### **Additional Regulations for Permitted Uses Table 12.2**

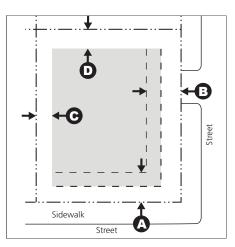
1. Permitted only *accessory* to another permitted *use*.

## Open Space Zones

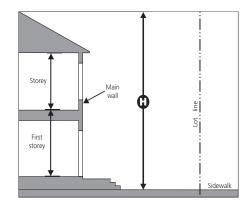
#### 12.3 Regulations

The regulations for *lots* in an Open Space *Zone* are set out in Table 12.3, below.

Table 12.3: Regulations in the Open Space Zones					
	01	O2	CEM		
Minimum lot area	n/a	n/a	n/a		
Minimum lot frontage	n/a	n/a	n/a		
Minimum front yard (2015-018)	0.0 m	12.0 m	5.0 m		
Minimum flankage yard (2015-018)	0.0 m	12.0 m	5.0 m		
Minimum interior side yard (2015-018)	4.5 m	12.0 m	5.0 m		
Minimum rear yard (2015-018)	4.5 m	12.0 m	7.5 m		
Maximum height	14.0 m	14.0 m	14.0 m		
Maximum lot coverage	25%	25%	30%		



The black circles are letters corresponding to the applicable yard in the regulations table. The shaded area represents the potential building envelope remaining once minimum yards are removed.



Height is measured to the tallest point of the building.

### Other Zones

14.1 List of Applicable Zones

Utility U
Future Development (2023-024) FD
Stormwater Management Facility SMF

#### 14.2 Permitted Uses

*Uses* permitted in the Other *Zones* are denoted by the symbol "\sqrt{"}" in the column applicable to that *Zone* and corresponding with the row for a specific permitted *use* in Table 14.2, below.

Table 14.2: Permitted Uses in the Other Zones					
	U	FD	SMF		
Conservation use	✓	✓	✓		
Emergency service facility		✓			
Legal <i>uses</i> of land existing on the <i>lot</i> as of the effective date of this By-law		✓ (1)			
Major transit station (2017-025)	<b>√</b> (2)				
Park, private			✓		
Park, public		✓	✓		
Stormwater management facility	✓	✓	✓		

#### Additional Regulations for Permitted Uses Table 14.2

- 1
- a) Only *buildings* and *structures* legally existing on the effective date of this By-law and one *accessory building* or *structure* constructed after the effective date of this By-law are permitted.
- b) If the use is a *dwelling*, the *uses* listed under *accessory* residential *uses* in Table 6.2.1 of this By-law are additionally permitted, subject to the additional regulations of that Table, and Section 6.5 of this By-law shall apply to permit *accessory buildings* and *structures*.
- 2. a) Only permitted within and adjacent to a *railway corridor* at locations designated by an operator of a passenger rail service.
  - b) Accessory uses to a major transit station
    - i) shall be limited to restaurants, retail stores, dry cleaning/ laundry and service commercial establishments;
    - ii) may be stand-alone or within shared *premises*;
    - iii) shall have a maximum total *net floor area* of 500.0 square metres; and,
    - iv) shall be exempt from the parking and *yard* regulations of this By-law (2017-025)

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

Be sure to refer to all Parts of this Bylaw to ensure that you have reviewed all regulations that may apply to your lot. Contact staff in the zoning section of the Building Services department to confirm the applicable zoning.

The Utility (U) Zone applies to most significant infrastructure facilities in Oakville. Infrastructure is permitted broadly across Oakville in Section 4.10 of this By-law and not in the Permitted Use Tables.

## Other Zones

#### 14.3 Regulations

The regulations for the Other *Zones* are set out in Table 14.3, below.

Table 14.3: Regulations in the Other Zones (2023-024)					
	U	FD	SMF		
Minimum lot area	n/a	n/a	n/a		
Minimum lot frontage	n/a	n/a	n/a		
Minimum front yard	7.5 m	9.0 m	n/a		
Minimum flankage yard	6.0 m	2.4 m	n/a		
Minimum interior side yard	6.0 m	2.4 m	n/a		
Minimum rear yard	7.5 m	7.5 m	n/a		
Maximum height	n/a	10.0 m	n/a		
Maximum lot coverage	n/a	(1)	n/a		

#### **Additional Regulations for Zone Regulations Table 14.3**

1.

- a) The maximum *lot coverage* and *floor area* shall be the *lot coverage* and *floor area* that legally existed on the effective date of this Bylaw, and may be increased by a maximum of 10% at the location of the *building* only.
- b) For *accessory buildings* or *structures*, the regulations of Section 6.5 shall apply.