



Compatibility Mitigation Study, Air Quality, Dust and Odour

118 Cross Avenue, Oakville, ON

Batory Planning + Management

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Executive Summary

SLR Consulting (Canada) Ltd. (SLR), was retained by Batory Planning + Management, to conduct a Compatibility / Mitigation Study focusing on air quality, odour, and dust in support of a combined Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the proposed development. The development site is located at 118 Cross Avenue in Oakville, Ontario ("the Project site").

This assessment has considered:

- Industrial air quality, odour, and dust emissions; and
- Transportation-related air pollution.

The assessment has included a review of air quality emissions from industrial facilities in the area.

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

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



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Acronyms and Abbreviations

EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ECO	Environmental Commissioner of Ontario
EPA	Ontario Environmental Protection Act
EPI	Environmental Property Information
FOI	Freedom of Information
MECP	Ministry of the Environment, Conservation and Parks
O. Reg. 419/05	Ontario Regulation 419/05
OPA	Official Plan Amendment
PM ₁₀	Particulate Matter Less Than 10 Microns in Aerodynamic Diameter
PM _{2.5}	Particulate Matter Less Than 2.5 in Aerodynamic Diameter
PPS	Provincial Planning Statement
SPA	Site Plan Approval
ToR	Terms of Reference
TSP	Total Suspended Particulate Matter
US EPA	U.S. Environmental Protection Agency
ZBA	Zoning By-law Amendment



1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR) was retained by Batory Planning + Management to conduct a Compatibility / Mitigation Study focusing on air quality, odour, and dust, in support of a combined Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the proposed development. The development site is located at 118 Cross Avenue in Oakville, Ontario ("the Project site").

This assessment has considered:

- Industrial air quality, odour, and dust emissions; and
- Transportation-related air pollution.

The assessment has included a review of air quality emissions from industrial facilities in the area.

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

- The Provincial Planning Statement;
- The Ministry of the Environment, Conservation and Parks (MECP) land use compatibility guideline (D-Series) including Guideline D-6 – Compatibility Between Industrial Facilities and Sensitive Land Uses (MECP 1995);
- Ontario Regulation 419/05: Air Pollution – Local Air Quality and its associated air quality standards and assessment requirements;
- The MECP's draft policies on odour impacts and assessment;
- The Town of Oakville's Health Protection and Air Quality By-law 2010-035;
- The Halton Region's Land Use Compatibility Guidelines, Regional Official Plan Guidelines;
- The Halton Region's Air Quality Guidelines, Regional Official Plan Guidelines.

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

2.0 Description of Development and Surroundings

2.1 Proposed Development

The proposed Project site is at 118-132 Cross Avenue in Oakville, Ontario. The site is currently occupied by 5 existing detached dwellings which will be demolished.

The proposed Project site consists of a 38-storey (plus mechanical penthouse), 429-unit mixed-use building with underground parking.

A location and context plan is provided in Figure 1.



2.2 Surroundings

The Project site is bounded by Cross Avenue to the north, a 2-storey office building to the east, a hydro substation to the west, and surface parking areas associated with the Oakville GO and the Via Rail Station to the south.

Beyond Cross Avenue to the north are commercial and retail facilities. Beyond the surface parking area to the south is the Canadian National (CN) Oakville Subdivision and the Metrolinx GO Lakeshore West Line rail corridor, the Oakville GO Station, the Oakville GO bus terminal, and the VIA Rail Canada Oakville station.

Some of the surrounding properties, have submitted applications to the Town of Oakville to permit high-density mixed-use developments.

2.3 Land Use Designations in the Area

2.3.1 Town of Oakville Official Plan

An excerpt from the Town of Oakville Official Plan Map for the area is provided in Figure 2a. The Project site is within the Growth Area Boundary and is designated as Urban Centre. The lands immediately to the north and west of the Project site are also designated as Urban Centre, while the lands to the east and south are designated as Urban Core.

Beyond the immediate surroundings the lands further north are designated Office Employment, lands to the west are designated as Urban Core, lands to the south are designated High Density Residential, and the lands to the east are designated Utility.

2.3.2 Town of Oakville Zoning By-law 2014-014

An excerpt from the Town of Oakville Zoning Map for the area is provided in Figure 2b. The Project site is currently zoned as Midtown Transitional Commercial (“MTC”). The lands surrounding the Project site are also zoned MTC. Beyond the immediate surrounding to the south the lands are zoned Utility (“U”).

3.0 Assessment Framework

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

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

- The Ontario Planning Act, Section 2.1 – sets the ground rules for land use planning in Ontario, whereby planning decisions have regard to matters of provincial interest including orderly development, public health, and safety; then
- The Provincial Planning Statement (“PPS”) sets out goals – making sure adjacent land uses are compatible from a health and safety perspective and are appropriately buffered; then



- The MECP D-series of guidelines set out methods to determine if assessments are required (Potential Areas of Influence, Recommended Minimum Separation Distances, and the need for additional studies); then
- MECP and Municipal regulations, policies, standards, and guidelines then set out the requirements of additional air quality studies and the applicable policies, standards, guidelines, and objectives to ensure that adverse effects do not occur.

3.1 Ontario Planning Act

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

- provide for planning processes that are fair by making them open, accessible, timely and efficient;
- promote sustainable economic development in a healthy natural environment within a provincial policy framework;
- provide for a land use planning system led by provincial policy;
- integrate matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Planning Statement and conform/not conflict with provincial plans;
- encourage co-operation and coordination among various interests;
- recognize the decision-making authority and accountability of municipal councils in planning”¹

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

3.2 Provincial Planning Statement

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

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

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

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



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

Policy 3.5.1: Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Policy 3.5.2: Where avoidance is not possible in accordance with Policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

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

3.3 D-Series of Guidelines

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

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

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

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

- I. residences or facilities where people sleep (e.g. single and multi-unit dwellings, nursing homes, hospitals, trailer parks, camping grounds, etc.). These uses are considered to be sensitive 24 hours/day.
- II. a permanent structure for non-facility related use, particularly of an institutional nature (e.g. schools, churches, community centres, day care centres).

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



- III. certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g. trailer park, picnic area, etc.).
- IV. certain agricultural operations (e.g. cattle raising, mink farming, cash crops and orchards).
- V. bird/wildlife habitats or sanctuaries.”

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

- impairment of the quality of the natural environment for any use that can be made of it,
- injury or damage to property or to plant or animal life,
- harm or material discomfort to any person,
- an adverse effect on the health of any person,
- impairment of the safety of any person,
- rendering any property or plant or animal life unfit for human use,
- loss of enjoyment of normal use of property, and
- interference with the normal conduct of business”.

3.3.1 Guideline D-6 Requirements

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

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

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

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



Table 2: Guideline D-6 - Industrial Categorization Criteria

Category	Outputs	Scale	Process	Operations / Intensity	Possible Examples
Class I Light Industry	- Noise: Sound not audible off-property - Dust: Infrequent and not intense - 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 - Beverage bottling - Auto parts supply - Packaging and crafting services - Distribution of dairy products - Laundry and linen supply
Class II Medium Industry	- Noise: Sound occasionally heard off-property - Dust: Frequent and occasionally intense - Odour: Frequent and occasionally intense - Vibration: Possible ground-borne vibration, but cannot be perceived off-property	- Outside storage permitted - Medium level of production allowed	- Open process - Periodic outputs of minor annoyance - Low probability of fugitive emissions	- Shift operations permitted - Frequent movements of products and/ or heavy trucks with the majority of movements during daytime hours	- Magazine printing - Paint spray booths - Metal command - Electrical production - Manufacturing of dairy products - Dry cleaning services - Feed packing plants



Category	Outputs	Scale	Process	Operations / Intensity	Possible Examples
Class III Heavy Industry	- Noise: Sound frequently audible off property - Dust: Persistent and/ or intense - Odour: Persistent and/ or intense - Vibration: Ground-borne vibration can frequently be perceived off-property	- 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	- Paint and varnish manufacturing - Organic chemical manufacturing - Breweries - Solvent recovery plants - Soaps and detergent manufacturing - Metal refining and manufacturing

3.3.2 Requirements for Assessments

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

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

3.3.3 Recommended Minimum Separation Distances

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

3.4 Town Of Oakville – Health Protection and Air Quality By-law 2010-035

The Oakville-Clarkson Airshed Action Plan (“OCAAP”) was released on June 25, 2010. The OCAAP contains 35 recommendations for actions to prevent air pollution as well as decrease emissions by every sector in the community to improve air quality in the Oakville-Clarkson airshed.



Through the action plan, the MECP confirmed that the Oakville-Clarkson airshed represents a “taxed” or compromised airshed with respect to respirable particulate matter (“PM_{2.5}”). The plan commits the MECP and the Town of Oakville to act to achieve measurable improvement to the Oakville Clarkson Airshed.

The Town of Oakville Health Protection and Air quality By-law 2010-035 requires that an application for approval be undertaken by a proposed or existing facility with the potential to be a major health-risk air pollutant emitter where major emissions mean:

“an emission from a facility into the air of a health-risk air pollutant that exceeds at least one of the following thresholds:

- (a) for directly emitted fine particulate matter, more than 300 kilograms per year;*
- (b) for volatile organic compounds, more than 10,000 kilograms per year;*
- (c) for nitrogen oxides (as NO₂ equivalent), more than 20,000 kilograms per year;*
- (d) for sulphur dioxide, more than 20,000 kilograms per year; or,*
- (e) for ammonia, more than 10,000 kilograms per year”*

3.5 Halton Region’s Regional Official Plan Guidelines: Land Use Compatibility Guidelines

Changes to the Province’s planning system have modified Halton Region’s role in land-use planning. As of July 1, 2024, Halton Region became an “upper-tier municipality without planning responsibilities.” As a result, the Halton Region Official Plan is no longer a Regional Plan. It is now a “Local Plan” of the four Local Municipalities in Halton, including Burlington.³ Therefore, the Halton Regional Official Plan Guidelines have been considered in this report.

The purpose of Land Use Compatibility Guidelines development by the Region (LUCG) is to “identify how land use compatibility issues may be addressed by municipalities during a development proposal...” The LUCG were developed by the Region in consideration of the Provincial D-Series of Guidelines, prepared by the MECP in 1995 for planning guidance in evaluating land use compatibility.

Section 2 of the LUCG identifies the relevant provincial guidelines and regulations which are to be considered in conducting air quality assessment in Ontario:

“The D-Series are used for development applications that require the re-designation (Official Plan Amendment) or rezoning of land uses (Zoning By-law amendment). The MOE’s D-Series are only applicable when a:

- New sensitive land use requires a land use amendment and is proposed to be located within the influence, or potential influence, area of an impacting use, such as an existing industrial land use; or when a*
- New industrial use requires a land use amendment and is proposed to be located near an existing sensitive residential use.”⁴*

³ [https://www.halton.ca/The-Region/Regional-Planning/Regional-Official-Plan-\(ROP\)-\(1\)#changes](https://www.halton.ca/The-Region/Regional-Planning/Regional-Official-Plan-(ROP)-(1)#changes)

⁴ <https://www.halton.ca/Repository/Land-Use-Compatibility-Guidelines>



Included in the summary by the Region is a discussion of the “potential areas of influence” approach, as presented in the D-series of guidelines when assessing compatibility of industrial uses with more sensitive uses such as residences.

In preparing the LUCG, the Region has clarified an aspect concerning recommended minimum separation distances. In the LUCG, it is understood that areas of influence of various industrial processes will be site specific. Actual areas of influence are determined through appropriate studies allowing for industrial activities to be compatible with more sensitive land uses within the area of influence and within recommended minimum separation distances which are presented in Table 1. Appropriate studies can provide mitigation strategies, if required.

3.6 Halton Region’s Regional Official Plan Guidelines: Air Quality Guidelines

The Region’s Air Quality Guidelines (“AQG”) were developed along with a number of other guidelines for land use planning which came out of the Regional Official Plan Amendment (ROPA 38). In general terms, the AQG recommends consideration of local industrial sources and transportation features when evaluating the siting of a residential land use.

The AQG acts as a summary document of the applicable guidelines for a particular undertaking.

“2.1 Under the Region’s policy 143(12), any source emission studies may only be applicable when sensitive land uses (residential, natural heritage) are proposed with these 3 conditions present:

- 1) Within 30 m of a major arterial road or provincial highway or within 150 m of provincial freeway;
- 2) In proximity to an industrial use; and a
- 3) Utility use”.

4.0 Nearby Industries

The Guideline D-6 Separation distances from the Project site are shown in Figures 3a and 3b. SLR personnel conducted a site visit to the area on November 24, 2025. Local industries within 1 km of the Project site were inventoried. The lands surrounding the Project site are generally comprised of commercial, residential and employment uses.

In Ontario, facilities that emit significant amounts of contaminants to the environment are required to obtain and maintain an Environmental Compliance Approval (“ECA”) from the MECP or submit an Environmental Activity and Sector Registry (“EASR”). ECAs/ EASRs within 1 km of the site were obtained from the MECP *Access Environment* website⁵.

The majority of identified industries, detailed in Appendix A, are outside of their respective Guideline D-6 Potential Area of Influence and, therefore, are anticipated to be compatible with the proposed Project site development. Only one industry, Master Auto Lube & Tires, is located within the Project site’s Potential Area of Influence and is discussed further in this report.

⁵ <https://www.accessenvironment.ene.gov.on.ca/AEWeb/ae/GoSearch.action>



The CN Oakville and the GO Transit Oakville Subdivisions are located along the south property boundary of the Project site. The subdivision consists of multiple tracks used for through traffic of passenger and freight train.

4.1 Class III Heavy Industries

The area within 1 km of the Project site was reviewed. As shown in Figure 3, there are no Class III Heavy industries within 1 km of the Project site.

4.2 Class I Light and Class II Medium Industries

The area within 300 m of the Project site was reviewed. There are no Class II Medium scale industries within 300 m of the Project site. There is one Class I light within 300 m of the Project site, as shown in Figure 4, namely Master Auto Lube & Tires.

4.2.1 Master Auto Lube & Tires

Address:	142 Cross Avenue
Distance To Project:	25 m
D-6 Classification:	Class I Light Industry

Master Auto Lube & Tires is an automotive maintenance facility that is located approximately 25 m northeast of the Project site. A search of the MECP registry did not yield a permit or registration for this site. The facility specializes in oil changes, tire services, and tune ups.

SLR personnel conducted a site visit to the area on November 24, 2025. During the site visit no dust or odours emissions were detected from the facility.

No paint booth operations were observed during the site visit. An advanced search of the MECP registry does not identify any ECA or EASR information for the facility. Based on a review of aerial imagery no significant emission sources are identified on the building structure.

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

4.3 Future Development Uses

A review of development applications in the area indicated that there are 8 active development applications within 1000 m of the Project site. The following is a summary of the significant applications and excludes committee of adjustment applications such as minor variance or consent. This information is reflective of those applications listed online at the City of Oakville [active development applications](#) as of August 19, 2026:



Table 3: Development Applications in the Area

Address	Date	Development Application Information *	Details
157 and 165 Cross Avenue	March 2024	OPA 1614.83, Z.1614.83 and 24T-24002/1614	The proposed redevelopment is made up of two towers that are 45-storeys (Tower A), and 61-storeys (Tower B) in height, inclusive of a 3-storey podium element. The proposal will bring 1,198 new residential units to Midtown Oakville as a mix of one, two and three-bedroom units, as well as indoor and outdoor residential amenity areas within each building. The proposal also includes a total of approximately 1,027 square metres of office space, as well as approximately 2,692 square metres of retail /commercial space.
349 Davis Road	May 2023	OPA 1612.15 and Z.1612.15	Development of a 58-storey mixed-use building comprised of above ground retail use, office use and residential apartment units (for a total of 388 residential units).
166 South Service Road East	June 2022	OPA 1614.79, Z. 1614.79 and 24T-22006/1614	Proposed three towers that are 44 storeys, 50 storeys and 58 storeys in height, inclusive of a six storey podium element.
590 Argus Road	May 2023	Z.1614.81, OPA 1614.81 & 24T-23001/1614	The proposal is to develop the site into a mixed-use community comprised of a three mixed-use building that are 44, 50 and 58 storeys in height. The proposal also includes two large open spaces.
627 Lyons Lane	October 2021	Z.1614.76	Proposed 27 storey residential building. Livable Oakville has a height limit of 20 storeys, and the applicant proposes to bonus 7 storeys.
217-227 Cross Avenue and 571-595 Argus Road	June 2022	OPA 1614.78, Z.1614.78 and 24T-22005/1614	To redevelop the site into a mixed-use community comprised of a range and mix of residential unit, new office and retail uses, and a large open space. The proposed development is made up of three towers that are 44-, 49- and 58-storeys in height.
420 South Service Road East	November 2024	16 271669 ESC 37 OZ	Proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for a mixed-use community consisting of four development blocks served by new public roads, accommodating multiple high-density mixed-use buildings ranging in height from 35 to 48 storeys with parks and open space blocks.
550 Kerr Street	September 2019	Z.1616.55	Mixed use development with grade related commercial and three 16 storey apartment buildings with a 6 storey podium and a total of 472 units.



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

4.4 Summary

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

The Master Auto Lube & Tires facility was identified in the surrounding area. This facility is considered a Class I Light industry and is within the Guideline D-6, 70 m Potential Area of Influence, suggesting further study is required, and is discussed further below.

5.0 Air Quality, Dust and Odour Assessment

5.1 Industrial Sources

5.1.1 Guidelines and Regulations

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

5.1.2 Air Quality

Under O.Reg. 419/05, a facility is required to meet prescribed standards for air emissions at their property boundary line and any location off-site. The MECP does not require industries to assess their emissions at elevated points off-site if a receptor does not exist at that location. While the introduction of mid-rise or high-rise residential buildings could trigger a facility to re-assess compliance at new, elevated receptor locations, the introduction of new low-rise receptors does not introduce a new condition related to demonstrating compliance, as the facility is already required to be in compliance at grade-level at the property line of the operating industry.

5.1.2.1 Odour

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

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

- **Frequency** – How often the odour occurs. The MECP typically allows odours to exceed 1 OU with a 0.5 % frequency.
- **Intensity** – The strength of the odour, in odour units. 1 OU is often used in odour assessments in Ontario.



- **Duration** – How long the odour occurs.
- **Offensiveness** – How objectionable the odour is.
- **Location** – Where the odour occurs. The MECP assesses at odours where human activity is likely to occur.

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

5.1.2.2 Dust

Ontario Regulation 419/05 also provides limits for dust, including limits for suspended particulates and dust fall. Under Reg. 419/05, these air quality limits must be met at the property line and all points beyond. This is not changed by the addition of the Project site. That is to say, the existing mutual property line is already a point of reception for dust, and the limits must already be met at that location.

5.1.2.3 Cumulative Assessments

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

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

5.1.2.4 Local Meteorology

Surface wind data was obtained to generate a wind rose from data collected at the Burlington Piers Meteorological station from 1991 to 2015, as shown in Figure 5. As can be seen in the wind rose, predominant winds are from the west and southwest quadrants, while winds from the northwest, south and southeast may be less frequent.

5.1.3 Site Visits and Odour and Dust Observations

A site visit was conducted to the area on November 24, 2025, by SLR personnel to review the identified industries in the area and confirm whether there have been any changes since the last study in 2019. During the site visit, the staff members observed existing industries from the sidewalks and other publicly accessible areas. Wind conditions during the site visit were noted as:

- November 24, 2025 - south westerly winds, 10 km/h, 7°C, 65% Relative Humidity

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

5.1.4 Ministry of Environment, Conservation and Parks Facility Information

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



SLR did not seek complaint history for the proposed Project site development for the following reasons:

- There are no surrounding industries that are within the Recommended Minimum Separation Distance of the Project site;
- The Project site is located within the Potential Area of Influence of only one surrounding industrial use, namely Masters Auto Lube & Tires, which is classified as a Class I Light Industry; and
- The Project site consists of existing residential uses.

Information related to industrial air quality complaints is available from the MECP through the Freedom of Information (FOI) process. This information often takes considerable time to receive. Based on the above Project site context, advancement of the Project site will not introduce a new condition for environmental compliance. Therefore, an FOI request was not advanced.

5.1.5 Assessment of Potential Air Emissions

5.1.5.1 Master Auto Lube & Tires

Master Auto Lube & Tires is an automotive maintenance facility that is located approximately 25 m northeast of the Project site. A search of the MECP registry did not yield a permit or registration for this site. The facility specializes in oil changes, tire services, and tune ups.

SLR personnel conducted a site visit to the area on November 24, 2025. During the site visit no dust or odours emissions were detected from the facility.

No paint booth operations were observed during the site visit. An advanced search of the MECP registry does not identify any ECA or EASR information for the facility. Based on a review of aerial imagery no significant emission sources are identified on the building structure.

The Project site will introduce new elevated receptors, however, based on a review of aerial imagery of the facility, SLR is of the opinion that the operations of Master Auto Lube & Tires have a low potential to generate fugitive emissions of dust and odour. The emission sources are typically low level and primarily located on or adjacent to a facility building. Because of the low height of the sources, potential emissions, will be influenced by the presence of the existing building and associated “downwashing” generated through building “wake” effects. This typically results in potential emissions occurring at or near to the facility property boundary.

A wind frequency distribution diagram (a wind rose) is provided in Figure 4. Prevailing winds are from the southwest, which will generally direct emissions from the Master Auto Lube & Tires operations away from the Project site. Winds with the potential to direct air emissions from the facility towards the Project site are predicted to occur less than 15% of the time.

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

5.1.5.2 Future Uses

The potential exists for industries to turn over, therefore, SLR completed a review of City of Oakville Zoning By-law No. 2014-014 Part 7 Midtown Oakville Zones and have classified the uses in accordance with the MECP D-6 Guidelines.



**Table 4: D-6 Classification of City of Oakville Zoning By-law No. 2014-014
Part 7 – Midtown Oakville Zones – Midtown Transitional Commercial (MTC)**

Land Use	Type of Operation	Industry Class	Potential Area of Influence Distance (m)	Recommended Minimum Separation Distance (m)
Outside display and sales area	Self-contained minimal air/noise emissions	I	70	20
Retail propane and transfer facility	Self-contained minimal air/noise emissions	I	70	20
Retail Store	N/A	N/A	N/A	N/A
Commercial School	N/A	N/A	N/A	N/A
Dry Cleaning/ Laundry	Self-contained minimal air/noise emissions	I	70	20
Financial Institution	N/A	N/A	N/A	N/A
Food Production	Classification depends on intensity. MECP Permits required for emissions to atmosphere	I or II	70 or 300	20 or 70
Pet care establishment	Self-contained minimal air/noise emissions	I	70	20
Place of entertainment	N/A	N/A	N/A	N/A
Restaurant	N/A	N/A	N/A	N/A
Service commercial establishment	N/A	N/A	N/A	N/A
Sports facility	N/A	N/A	N/A	N/A
Veterinary Clinic	N/A	N/A	N/A	N/A
Business office	N/A	N/A	N/A	N/A
Day Care	Typically, a Sensitive Receptor	N/A	N/A	N/A
Emergency Service Facility	Self-contained minimal air/noise emissions	I	70	20
Conservation Use	N/A	N/A	N/A	N/A
Park, public	Typically, a Sensitive Receptor	N/A	N/A	N/A
Stormwater management facility	N/A	N/A	N/A	N/A
Public hall	N/A	N/A	N/A	N/A
Art Gallery	N/A	N/A	N/A	N/A
Community Centre	N/A	N/A	N/A	N/A
Library	N/A	N/A	N/A	N/A
School, private	N/A	N/A	N/A	N/A



Based on the above characteristics of the permitted uses, size, and nature of the possible employment land uses, the majority of the possible uses are considered a Class I Light Industries under MECP Guideline D-6, with a 70 m Potential Area of Influence and a Recommended Minimum Separation Distance of 20 m.

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

5.2 Transportation Related Air Pollution

5.2.1 Canadian National Oakville Subdivision and Metrolinx GO Lakeshore West Line

The CN Oakville Subdivision and the Metrolinx GO Lakeshore West Line is a mainline rail corridor located approximately 125 m south of the Project site. The subdivision consists of multiple tracks used for through traffic of passenger and freight trains.

There are existing residences along the rail corridor. The closest existing elevated points of reception are residences along Old Mill Road (15 m) which are at a closer distance to the rail corridor than the Project site (125 m).

The rail operations in this area are predominately through traffic or pass by trains. The Oakville GO and the Via Rail transit stations are located southeast of the Project site and is buffered from the Project site by the intervening parking lot. Under routine operating conditions, the potential exists for transit vehicles to idle for a short period of time (less than 10 minutes) while passengers load and unload. The rails are continuously used for through traffic; therefore, long-term idling of vehicles is not anticipated.

Based on a review of the Project site plan provided in Figure 1, the Project site is setback from the rail corridor by approximately 125 m. The existing residential buildings located on Old Mill Road are approximately 15 m from the rail corridor.

As can be seen in the wind rose in Figure 5, predominant winds are from the west southwest quadrants, while winds from the southwest quadrants may be the least frequent. Therefore, the winds directing potential emissions from the rail corridor towards the Project site are infrequent and occur approximately 10% of the time.

As noted above, there are no storage or yard facilities along the rail corridor, the Project site is buffered from the rail corridor by the intervening surface parking that used by commuters, and there are existing residential uses located closer to the rail corridor than the Project site, therefore, air emissions from the rail corridor are not anticipated at the Project site. Therefore, the CN Oakville Subdivision and the GO Lakeshore West Line are anticipated to be compatible with the Project site.

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

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

The Project Site is anticipated to be compatible with the surrounding land uses from an air quality perspective.



6.0 Conclusions

SLR Consulting (Canada) Ltd. (SLR), was retained by Batory Planning + Management, to conduct a Compatibility / Mitigation Study focusing on air quality, odour, and dust in support of a combined Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the proposed development. The development site is located at 118 Cross Avenue in Oakville, Ontario ("the Project site").

This assessment has considered:

- Industrial air quality, odour, and dust emissions; and
- Transportation-related air pollution.

The assessment has included a review of air quality emissions from industrial facilities in the area.

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

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

7.0 Closure

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

Regards,

SLR Consulting (Canada) Ltd.



Alice Najjar, B.A.
Air Quality Scientist



Nigel Taylor, M.Sc., EP
Service Line Director Environmental Sciences, Canada



8.0 References

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





Figures

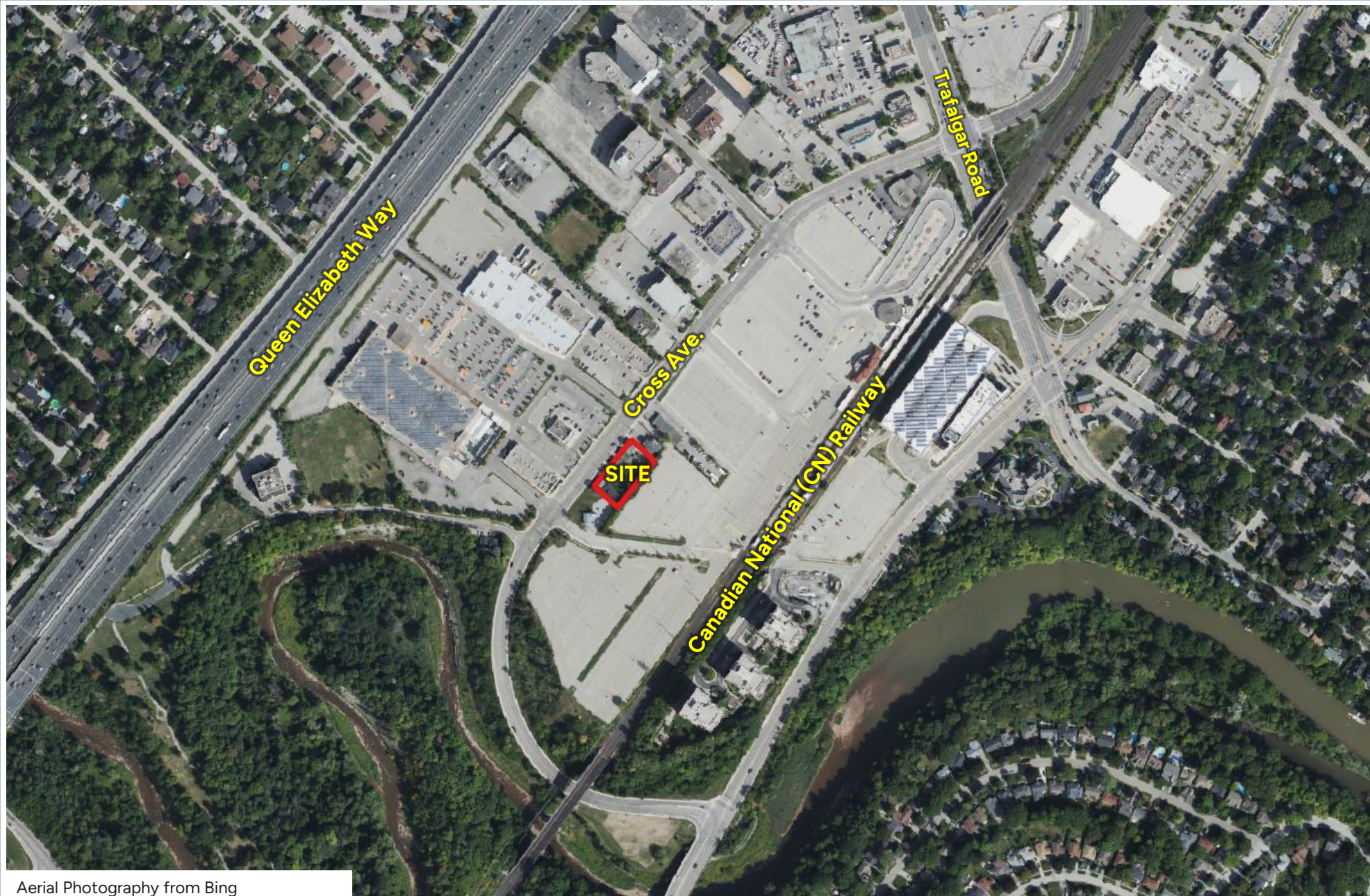
Compatibility Mitigation Study, Air Quality, Dust and Odour

118 Cross Avenue, Oakville, ON

Batory Planning + Management

SLR Project No.: 241.031814.00001

August 21, 2026



Aerial Photography from Bing

BATORY PLANNING + MANAGEMENT

118 AVENUE - OAKVILLE, ONTARIO

SITE AND CONTEXT PLAN

True North



Scale: 1:1,500

Date: August 2026 Rev 0.0

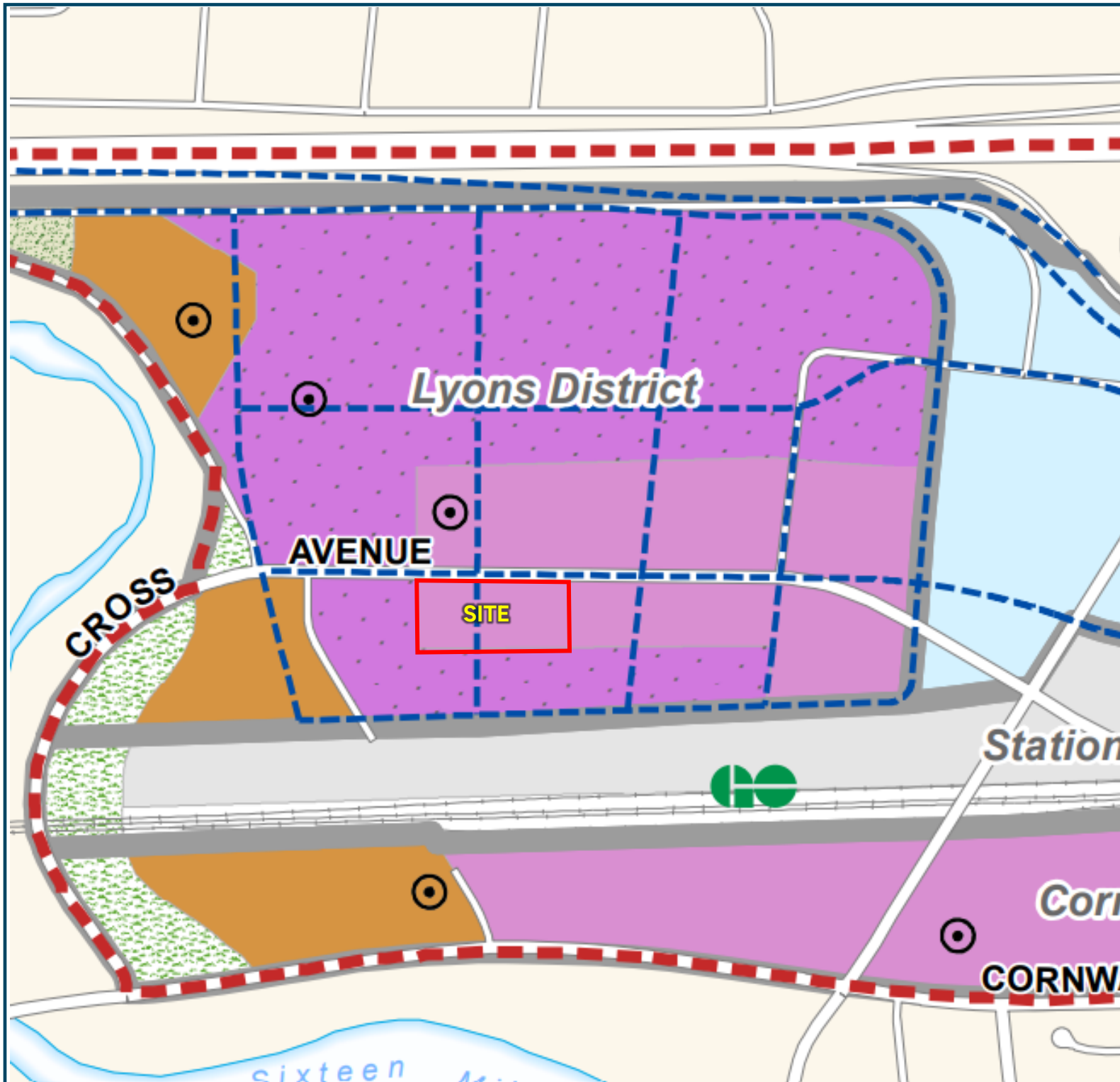
Project No.241.0318148.00001

METRES

Figure No.

1





GROWTH AREA BOUNDARY HIGH DENSITY RESIDENTIAL COMMUNITY COMMERCIAL URBAN CENTRE URBAN CORE OFFICE EMPLOYMENT NATURAL AREA PARKS AND OPEN SPACE UTILITY DISTRICT BOUNDARIES FUTURE ROADS (Refer to Schedule L3 for more detail) FUTURE CUL-DE-SAC RAILWAY MAJOR TRANSIT STATION	
True North	
BATORY PLANNING + MANAGEMENT	
118 AVENUE - OAKVILLE, ONTARIO	
CITY OF OAKVILLE OFFICIAL PLAN – SCHEDULE L1 MIDTOWN OAKVILLE LAND USE	
Scale:	n/a METRES
Date: August 2026	Rev 0.0 Figure No. 2a
Project No. 241.032578.00001	
METRES	
Figure No.	



Aerial Photography from Bing

- Facility with MECP Permit (ECA/EASR)
- Class I Light Industry
- Class II Medium Industry
- Class III Heavy Industry

True North



**BATORY PLANNING +
MANAGEMENT**

118 AVENUE - OAKVILLE, ONTARIO

GUIDELINE D-6 SEPARATION
DISTANCES TO 1000 METRES

Scale:	1: 10,000	METRES
Date: August 2026	Rev 0.0	Figure No.
Project No. 241.032578.00001		3





Aerial Photography from Bing

- Facility with MECP Permit (ECA/EASR)
- Class I Light Industry
- Class II Medium Industry
- Class III Heavy Industry

1. Master Auto Lube & Tires
2. Oakville GO Train Station

True North



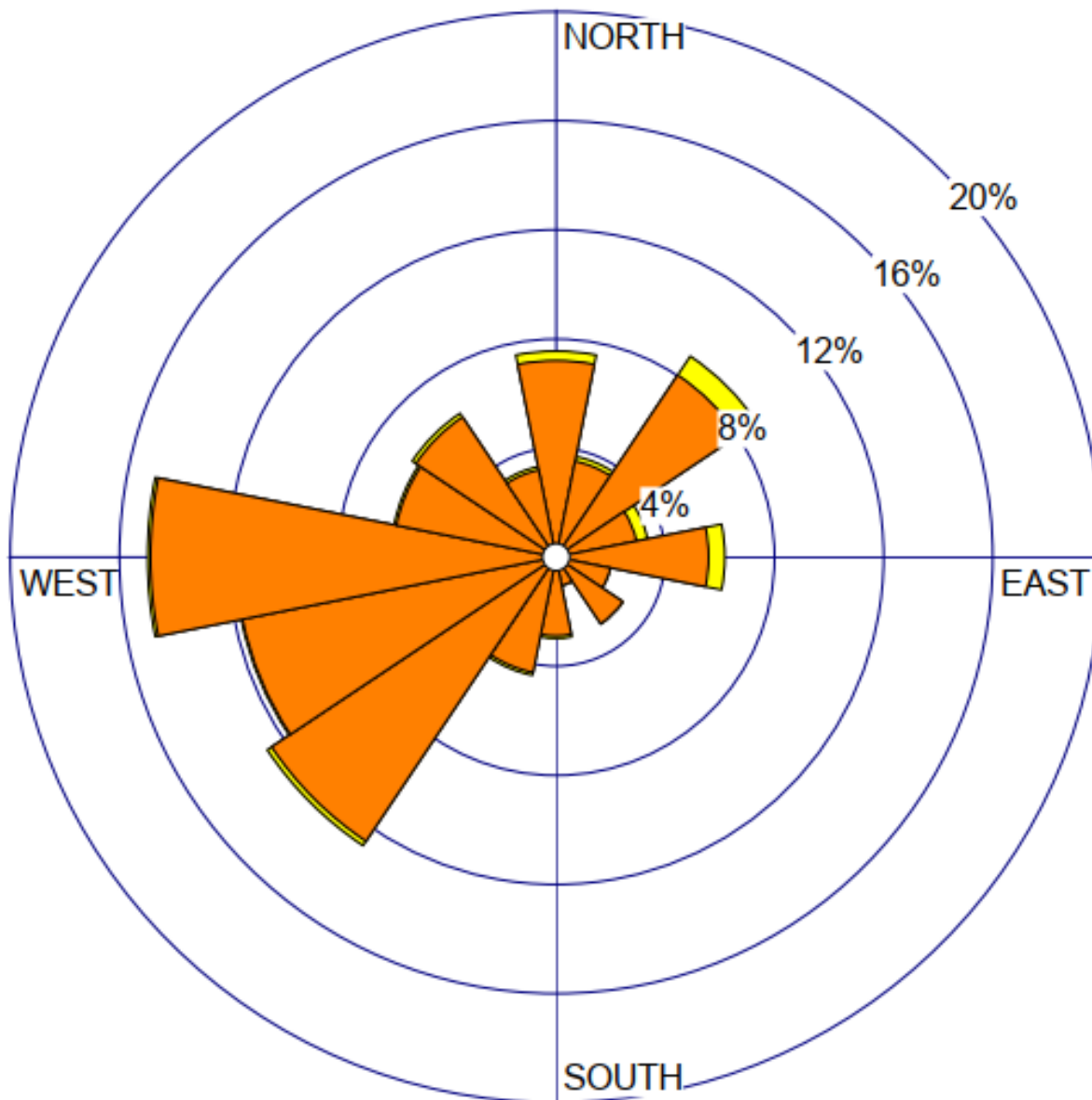
**BATTERY PLANNING +
MANAGEMENT**

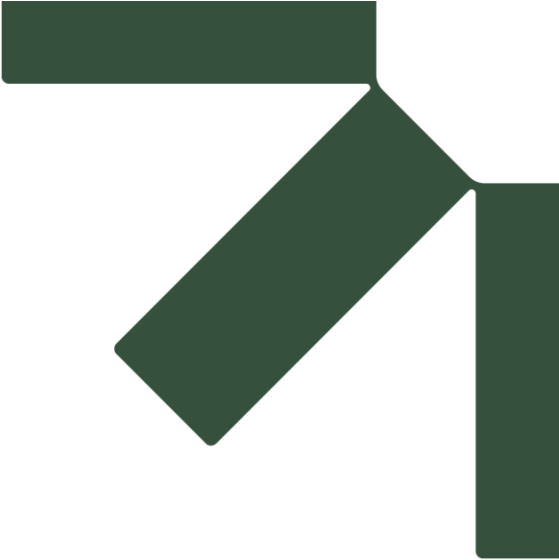
118 AVENUE - OAKVILLE, ONTARIO

GUIDELINE D-6 SEPARATION
DISTANCES TO 300 METRES

Scale:	1: 5,000	METRES
Date:	August 2026	Rev 0.0
Project No. 241.032578.00001	Figure No. 4	







Appendix A Surrounding Industry List

Compatibility Mitigation Study, Air Quality, Dust and Odour

118 Cross Avenue, Oakville, ON

Batory Planning + Management

SLR Project No.: 241.031814.00001

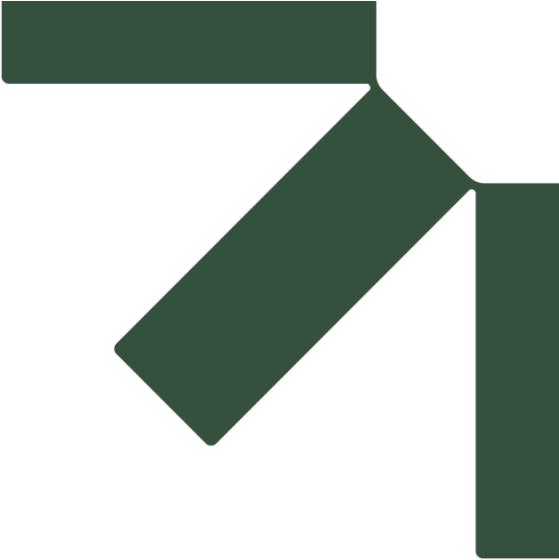
August 21, 2026

Land Uses Surrounding 118 Cross Avenue

Name	Address	Description	MECP ECA or EASR No. (Date)	MECP Guideline D-6					
				Class	A of I	R M S	Actual Dist.	Within A of I?	Within R M S?
Master Auto Lube & Tires	142 Cross Avenue	Automotive Maintenance	-	I	70	20	25	Yes	-
Metrolinx	155 Cornwall Road Oakville	Standby Generator and Heating System for Train Station	R-002-8127802928 (2012) R-003-1611350256 (2016)	I	70	20	0	Yes	Yes
Oak-land Ford Lincoln	570 Trafalgar Road	Automotive Dealership	-	I	70	20	380	-	-
Assured Automotive	359 Davis Road	Automotive Repair Shop	-	I	70	20	790	-	-
Bloom 'n' Co	21 Shepherd Road	Garden Centre	-	I	70	20	460	-	-
South Oakville Chrysler Dodge	175 Wyecroft Road	Automotive Dealership	-	I	70	20	725	-	-
Oakville Tesla	225 Wyecroft Road	Automotive Dealership	-	I	70	20	975	-	-
Gears	547 Trafalgar Road	Automotive Refinishing	R-001-2120692766 (2012)	I	70	20	490	-	-
Dana Canada Corp.	656 Kerr Street	Automotive Parts Manufacturing	4354-93HMEV (2014)	II	300	70	700	-	-

Notes:
A of I - Area of Influence





Appendix B Drawings

Compatibility Mitigation Study, Air Quality, Dust and Odour

118 Cross Avenue, Oakville, ON

Batory Planning + Management

SLR Project No.: 241.031814.00001

August 21, 2026

BDP. Quadrangle

Quadrangle Architects Limited
The Well, 8 Spadina Avenue, Suite 2100, Toronto, ON M5V 0S8
t 416 598 1240 www.bdpquadrangle.com

118-132 Cross Avenue

Oakville, ON

for
Batory Planning and Management

Project No. 23031
Date 27 JULY 2026
Issued for Official Plan and Zoning Bylaw Amendment Application

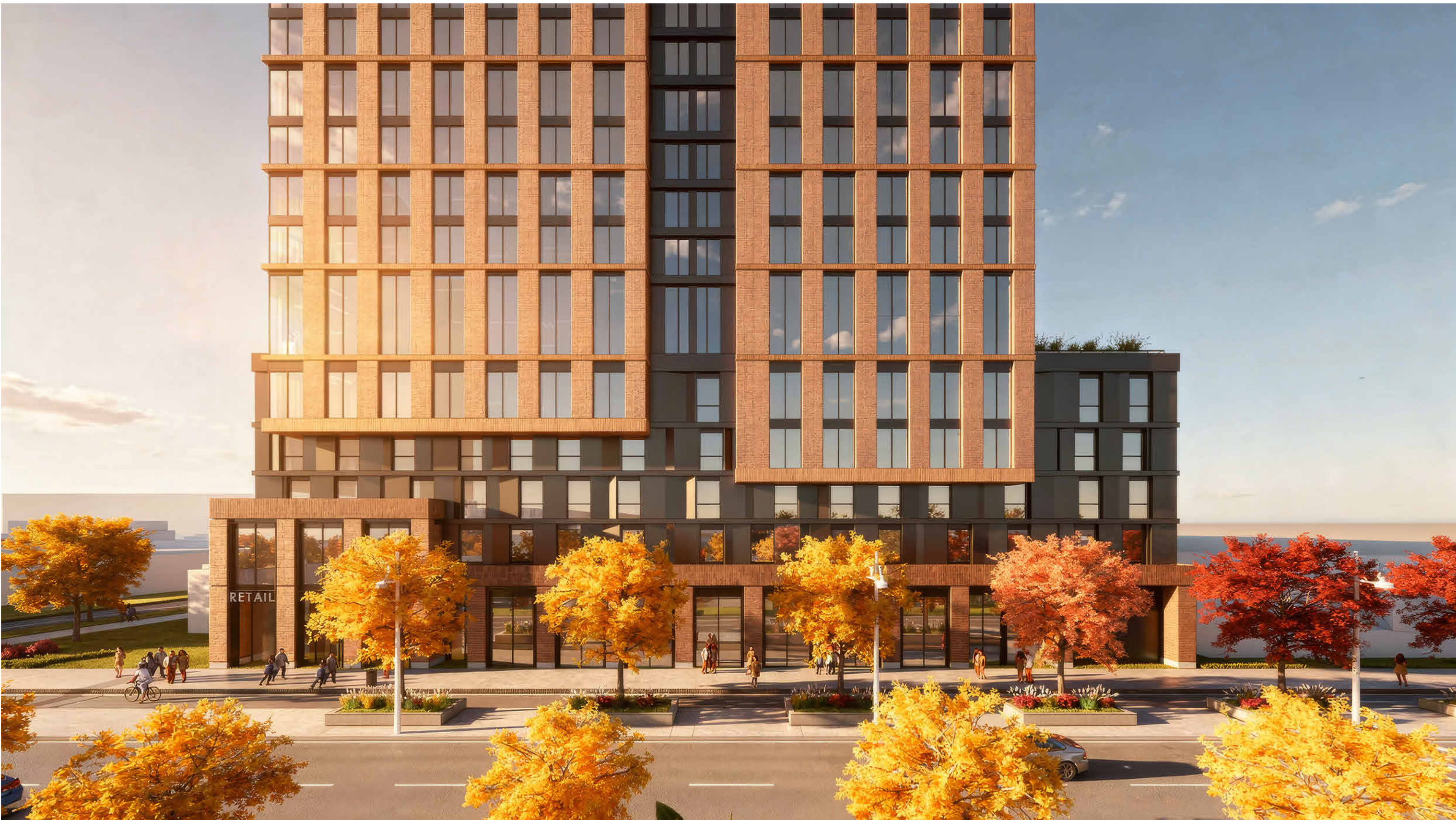
ARCHITECTURAL DRAWINGS

A000.S	Cover Page
A001.S	Visualization Images
A100.S	Statistics
A101.S	Site Plan
A151.S	P3 and P3 Lower Parking Plans
A152.S	P1 and P2 Parking Plans
A201.S	Ground Floor Plan
A202.S	Floors 2 and 3 Plans
A203.S	Floors 4 and 5 Plans
A204.S	Floor 6 and Typical Tower Floors (L7-L38)
A205.S	MPH and Roof Plans
A401.S	Building Elevations - North and East
A402.S	Building Elevations - South and West
A451.S	Building Sections





VIEW 1: LOOKING SOUTH ALONG CROSS AVENUE



VIEW 2: LOOKING SOUTHEAST FROM CROSS AVENUE

Date	No.	Description
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REVISION RECORD

27-07-2026		Official Plan and Zoning Bylaw Amendment Application
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ISSUE RECORD

BDP.
Quadrangle

Quadrangle Architects Limited
901 King Street West, Suite 701 Toronto, ON M5V 3H5
t 416 598 1240 www.bdpquadrangle.com

118-132 Cross Avenue

Oakville, ON
for
Batory Planning and
Management

23031	ER	SK
PROJECT SCALE	DRAWN	REVIEWED

Visualization Images

A001.S

Note: This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.

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BUILDING AREA

Gross Floor Area Summary by Use	
Use	GFA
NON-RESIDENTIAL	580.5 m²
RESIDENTIAL	31,389.5 m²
TOTAL GROSS FLOOR AREA	31,980.1 m²

Gross Floor Area Breakdown				
Typical Levels	Floor Count	Use	Area per Floor	GFA
FLOORS 7-38	32	RESIDENTIAL	794 m²	25,417.8 m²
FLOOR 7			794 m²	25,417.8 m²
FLOOR 6	1	RESIDENTIAL	794 m²	794.3 m²
FLOOR 6			794 m²	794.3 m²
FLOOR 5	1	RESIDENTIAL	1,077 m²	1,076.9 m²
FLOOR 5			1,077 m²	1,076.9 m²
FLOOR 4	1	RESIDENTIAL	1,049 m²	1,049.1 m²
FLOOR 4			1,049 m²	1,049.1 m²
FLOOR 3	1	RESIDENTIAL	1,027 m²	1,027.3 m²
FLOOR 3			1,027 m²	1,027.3 m²
FLOOR 2	1	NON-RESIDENTIAL	274 m²	274.1 m²
FLOOR 2	1	RESIDENTIAL	814 m²	814.3 m²
FLOOR 2			1,088 m²	1,088.4 m²
GROUND FLOOR	1	NON-RESIDENTIAL	306 m²	306.4 m²
GROUND FLOOR	1	RESIDENTIAL	1,220 m²	1,219.7 m²
GROUND			1,526 m²	1,526.2 m²
TOTAL GROSS FLOOR AREA			7,357 m²	31,980.1 m²

Gross Building Area- Summary*

Name	Floor Count	GBA
GROSS BUILDING AREA	42	37,915.6 m²

* Includes above and below grade levels, with no area exclusions (excludes open to below areas).

Gross Building Area- Above Grade*

Level	Floor Count	Area per Floor	GBA
MECHANICAL PENTHOUSE	1	497.5 m²	497.5 m²
FLOORS 7-38	32	794.3 m²	25,417.8 m²
FLOOR 6	1	794.3 m²	794.3 m²
FLOOR 5	1	1,076.9 m²	1,076.9 m²
FLOOR 4	1	1,049.1 m²	1,049.1 m²
FLOOR 3	1	1,027.3 m²	1,027.3 m²
FLOOR 2	1	1,088.4 m²	1,088.4 m²
GROUND FLOOR	1	1,526.2 m²	1,526.2 m²
TOTAL ABOVE-GRADE GROSS BUILDING AREA	39		32,477.6 m²

* Excludes open to below areas.

Gross Building Area - Below Grade

Level	Floor Count	Area per Floor	GBA
P1	1	1,813 m²	1,812.7 m²
P2	1	1,813 m²	1,812.7 m²
P3	1	1,813 m²	1,812.7 m²
TOTAL BELOW-GRADE GROSS BUILDING AREA	3		5,438.0 m²

Statistics Notes

Floor Area: means the aggregate area of a building contained within the exterior walls, but does not include attic or basement space	
GFA:	GFA means the total area of all of the floors in a building measured from the exterior faces of the exterior walls, but shall not include an attic, basement or mechanical penthouse (By-Law 2023-065). GFA is used for calculating FSI
NOTE:	All open to below areas are <u>excluded</u> in GBA and GFA, unless indicated otherwise.

UNIT COUNT

Unit Mix						
Unit Type	Unit Count	Distribution	Saleable Area	Saleable Area (sqft)	Average Unit Size	Average Unit Size (sqft)
1B	176	41.0%	8,376 m²	90,154 ft²	47.6 m²	512 ft²
1B+D	74	17.2%	4,231 m²	45,537 ft²	57.2 m²	615 ft²
2B	109	25.4%	7,304 m²	78,619 ft²	67.0 m²	721 ft²
3B	38	8.9%	3,234 m²	34,813 ft²	85.1 m²	916 ft²
STUDIO	32	7.5%	1,227 m²	13,213 ft²	38.4 m²	413 ft²
TOTAL UNITS	429	100.0%	24,372 m²	262,335 ft²		

Unit Mix Per Floor									
Typical Levels	Unit Type	Units Per Floor	Total Units	Distribution	Saleable Area	Saleable Area (sqft)	Average Unit Size	Average Unit Size (sqft)	
FLOOR 2	1B	1	1	0.2%	46 m²	493 ft²	45.8 m²	493 ft²	
FLOOR 2	1B+D	1	1	0.2%	56 m²	599 ft²	55.7 m²	599 ft²	
FLOOR 2	2B	1	1	0.2%	65 m²	696 ft²	64.6 m²	696 ft²	
FLOOR 2: 3			3	0.7%	166 m²	1,788 ft²	166.1 m²	1788 ft²	
FLOOR 3	1B	5	5	1.2%	239 m²	2,571 ft²	47.8 m²	514 ft²	
FLOOR 3	1B+D	3	3	0.7%	169 m²	1,817 ft²	56.3 m²	606 ft²	
FLOOR 3	2B	4	4	0.9%	296 m²	3,189 ft²	74.1 m²	797 ft²	
FLOOR 3	3B	2	2	0.5%	183 m²	1,971 ft²	91.5 m²	985 ft²	
FLOOR 3: 14			14	3.3%	887 m²	9,549 ft²	269.7 m²	2903 ft²	
FLOOR 4	1B	5	5	1.2%	252 m²	2,716 ft²	50.5 m²	543 ft²	
FLOOR 4	1B+D	3	3	0.7%	169 m²	1,816 ft²	56.3 m²	605 ft²	
FLOOR 4	2B	4	4	0.9%	305 m²	3,279 ft²	76.1 m²	820 ft²	
FLOOR 4	3B	2	2	0.5%	182 m²	1,963 ft²	91.2 m²	981 ft²	
FLOOR 4: 14			14	3.3%	908 m²	9,774 ft²	274.0 m²	2950 ft²	
FLOOR 5	1B	5	5	1.2%	260 m²	2,800 ft²	52.0 m²	560 ft²	
FLOOR 5	1B+D	3	3	0.7%	177 m²	1,906 ft²	59.0 m²	635 ft²	
FLOOR 5	2B	4	4	0.9%	305 m²	3,279 ft²	76.1 m²	820 ft²	
FLOOR 5	3B	2	2	0.5%	194 m²	2,089 ft²	97.0 m²	1044 ft²	
FLOOR 5: 14			14	3.3%	936 m²	10,073 ft²	284.2 m²	3059 ft²	
FLOORS 7-38	1B	5	160	37.3%	7,578 m²	81,573 ft²	47.4 m²	510 ft²	
FLOORS 7-38	1B+D	2	64	14.9%	3,660 m²	39,398 ft²	57.2 m²	616 ft²	
FLOORS 7-38	2B	3	96	22.4%	6,334 m²	68,177 ft²	66.0 m²	710 ft²	
FLOORS 7-38	3B	1	32	7.5%	2,675 m²	28,790 ft²	83.6 m²	900 ft²	
FLOORS 7-38	STUDIO	1	32	7.5%	1,227 m²	13,213 ft²	38.4 m²	413 ft²	
FLOORS 7-38: 12			384	89.5%	21,475 m²	231,151 ft²	292.5 m²	3148 ft²	
TOTAL UNITS			429	100.0%	24,372 m²	262,335 ft²			

PARKING / LOADING / WASTE

Provided Car Parking			
Level	Type	Count	Designation
P3 - LOWER	2700x5700 Standard	10	Resident
P3	2700x5700 Standard	29	Resident
P3	3650x5700 Barrier Free Type A	1	Resident
P2	2700x5700 Standard	21	Resident
P2	3650x5700 Barrier Free Type B	2	Resident
Resident: 63		63	
P2	2700x5700 Standard	7	Visitor
P1	2700x5700 Standard	13	Visitor
P1	3650x5700 Barrier Free Type A	1	Visitor
Visitor: 21		21	
TOTAL PARKING SPACES: 84		84	

Provided Bicycle Parking				
Level	Usage	Type	Energized Parking	Count
GROUND	Commercial	Vertical	No	2
Commercial:				2
GROUND	Residential	Stacked	No	12
GROUND	Residential	Vertical	No	18
Residential:				30
TOTAL BICYCLE SPACES				32

Loading Statistics

RESIDENTIAL	429 UNITS
REQUIRED: 1	PROVIDED: 1

Provided Waste Statistics

Name	Level	Area
WASTE STAGING	GROUND	72 m²
WASTE ROOM	GROUND	119 m²

AMENITY / NOTES

Provided Amenity Areas		
Level	Name	Area
INDOOR AMENITY		
GROUND	INDOOR AMENITY	18 m²
FLOOR 2	INDOOR AMENITY	422 m²
FLOOR 6	INDOOR AMENITY	568 m²
		1,008 m²
OUTDOOR AMENITY		
FLOOR 2	OUTDOOR AMENITY	304 m²
FLOOR 6	OUTDOOR AMENITY	231 m²
		535 m²
Total Amenity Provided		1,543 m²

SUMMARY

Project Statistics Summary	
Municipal Address: 118-132 Cross Avenue	
Zoning Bylaw: By-law 2023-065	
Gross Site Area: 2,466.3 sm	
Road Widening 521.4 sm	
Net Site Area: 1,944.9 sm	
Building Height (Storeys): (excl. Mechanical Penthouse) 38 ST	
Building Height above Average Grade: 124.5 m	
GFA - Residential Uses 31,400.1 sm	
GFA - Non-Residential Uses 580.5 sm	
Total Combined Gross Floor Area 31,980.6 sm	
Floor Space Index (FSI) (Gross Floor Area/Gross Site Area) 12.97	
Number of Residential Units 429	
Residential Indoor Amenity Space Provided 1,008 sm	
Residential Outdoor Amenity Space Provided 535 sm	
Vehicular Parking Total Provided 84	
Bicycle Parking Total Provided 32	
Total Loading Spaces Provided 1	

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23031 1 : 1 SR SK
PROJECT SCALE DRAWN REVIEWED

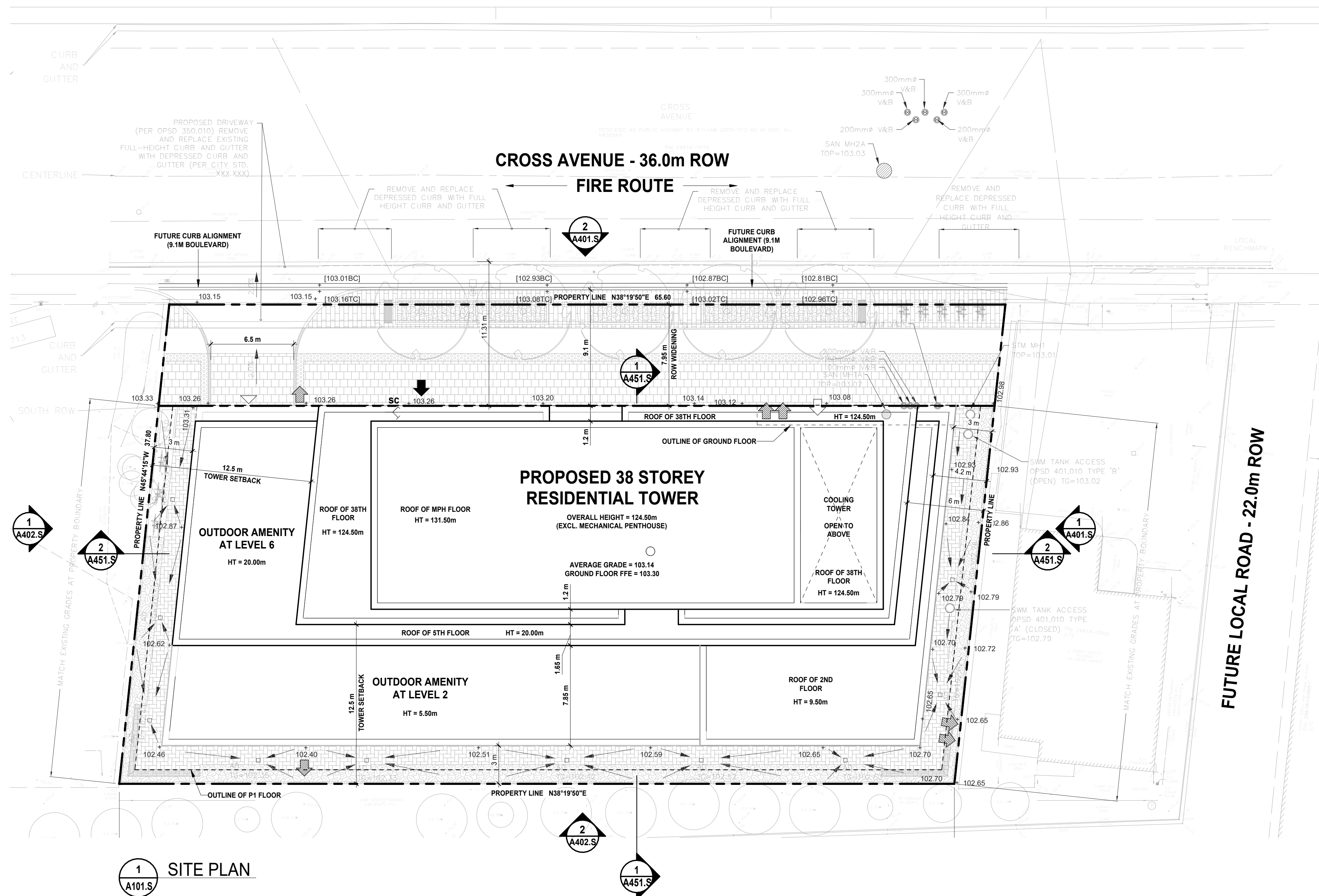
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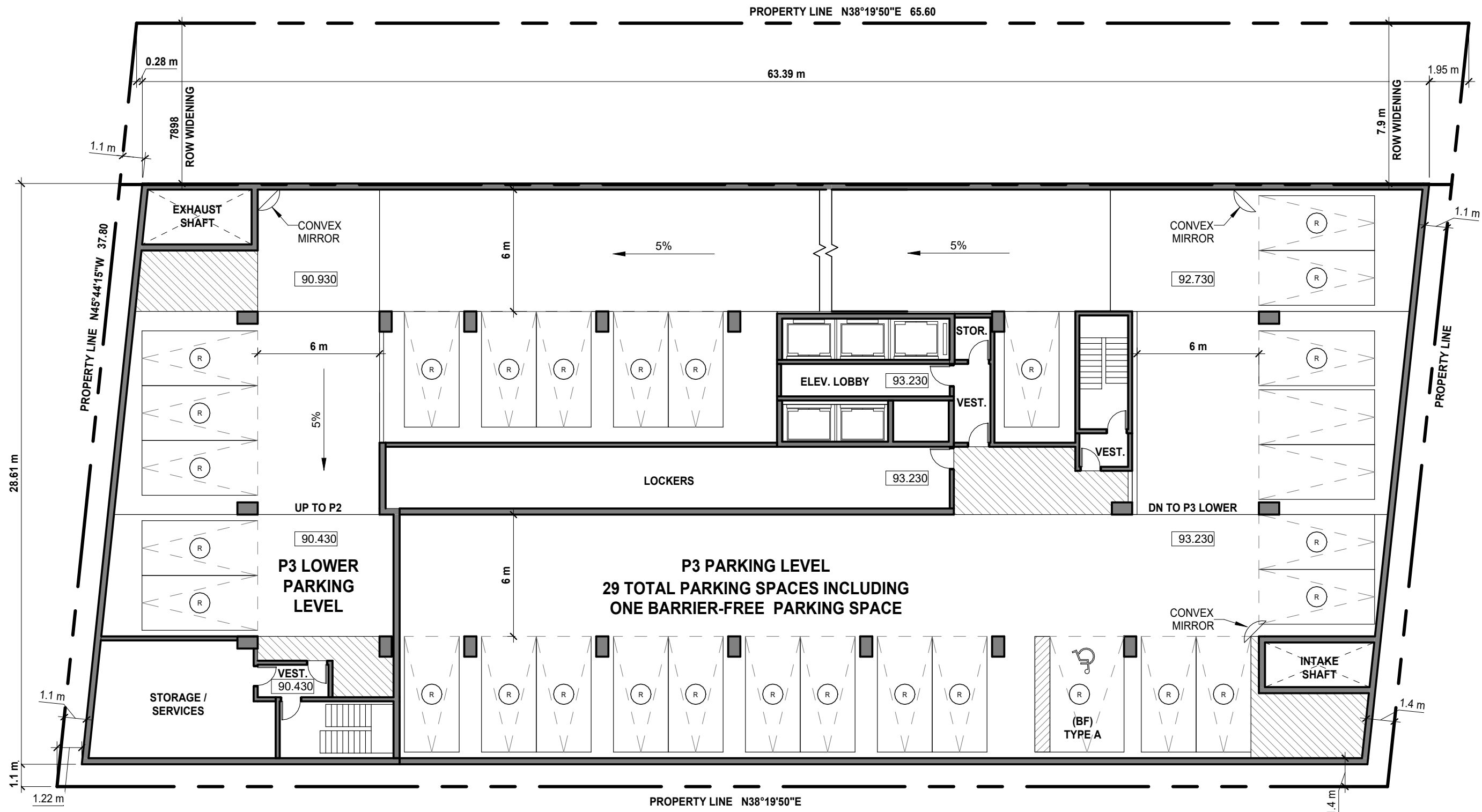
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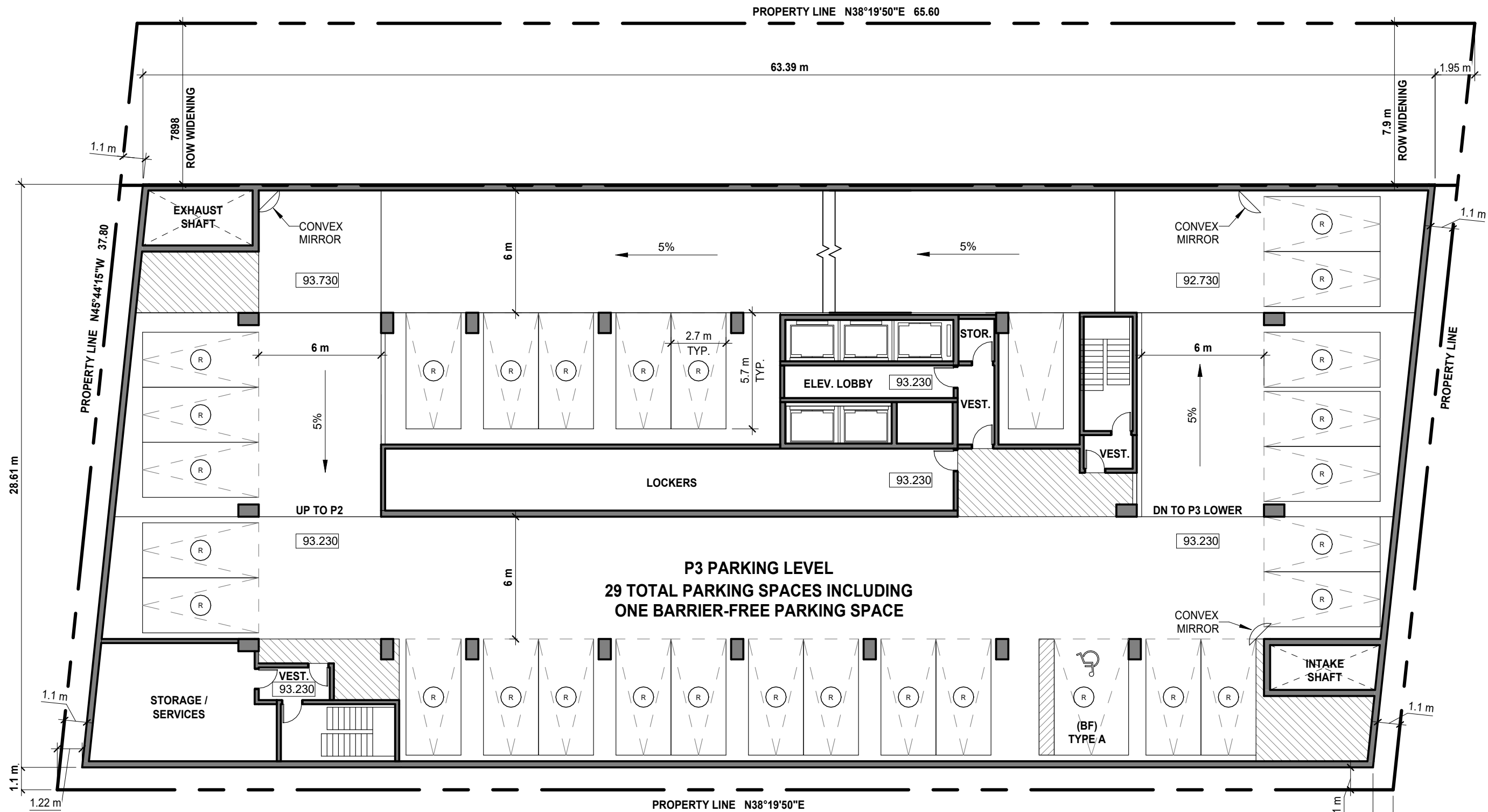
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	PROPERTY LINE
	LINE OF UNDER GROUND GARAGE BELOW
	MAIN BUILDING ENTRANCE
	RETAIL ENTRANCE
	EXIT
	VEHICLE / LOADING ENTRANCE / EXIT
	FIRE HYDRANT
	SIAMESE CONNECTION
	MANHOLE COVER
	AREA DRAIN
	CATCH BASIN
	FLOOR DRAIN (PARKING SLAB)
	FLOOR DRAIN (INTERIOR)
	EXISTING LIGHT
	TYPICAL PARKING SPACE
	TYPICAL B.F. PARKING SPACE
	FINISH FLOOR ELEVATION
	EXISTING ELEVATION
	PROPOSED ELEVATION
	TOP OF ROOF
	BUILDING ENVELOPE
	FIRE ACCESS ROUTE HEAVY DUTY PAVING. ASSEMBLY TO BE DESIGNED TO MEET THE LOADS IMPOSED BY FIRE FIGHTING EQUIPMENT
	GREEN ROOF
	TERRACE PAVERS





2 P3 LOWER PARKING PLAN



1 P3 PARKING PLAN

- PARKING NOTES:**
- MINIMUM PARKING SPACE SIZES (UNLESS OTHERWISE NOTED):
 - 2700mm WIDE X 5700mm LONG (NO SIDES OBSTRUCTED)
 - 3000mm WIDE X 5700mm LONG (ONE SIDE OBSTRUCTED)
 - 3300mm WIDE X 5700mm LONG (TWO SIDES OBSTRUCTED)
 - MAINTAIN MINIMUM DRIVE AISLE WIDTH OF 6000mm UNLESS OTHERWISE NOTED.
 - MAINTAIN MINIMUM HEADROOM CLEARANCE OF 2100mm THROUGHOUT.

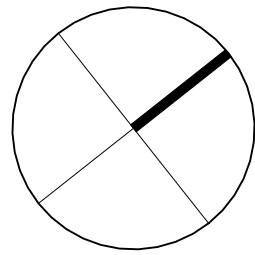
- PARKING LEGEND:**
- COMMERCIAL PARKING SPACE
 - RESIDENTIAL PARKING SPACE
 - VISITOR PARKING SPACE
 - EXISTING PARKING SPACE
 - BIKE LOCKER
 - BIKE PARKING (STACKED)
 - BIKE PARKING (VERTICAL)
 - CONVEX MIRROR
 - ELECTRIC VEHICLE
 - LIGHT STANDARD
 - PAINTED LINES
 - FIRE-RATED BULKHEAD
 - TYPICAL
 - ONE SIDE OBSTRUCTED
 - PARALLEL PARKING
 - ACCESSIBLE
 - ACCESSIBLE VISITOR - TYPE A
 - ACCESSIBLE VISITOR - TYPE B

Provided Car Parking			
Level	Type	Count	Designation
P3 - LOWER	2700x5700 Standard	10	Resident
P3	2700x5700 Standard	29	Resident
P3	3650x5700 Barrier Free Type A	1	Resident
P2	2700x5700 Standard	21	Resident
P2	3650x5700 Barrier Free Type B	2	Resident
Resident: 63		63	
P2	2700x5700 Standard	7	Visitor
P1	2700x5700 Standard	13	Visitor
P1	3650x5700 Barrier Free Type A	1	Visitor
Visitor: 21		21	
TOTAL PARKING SPACES: 84		84	

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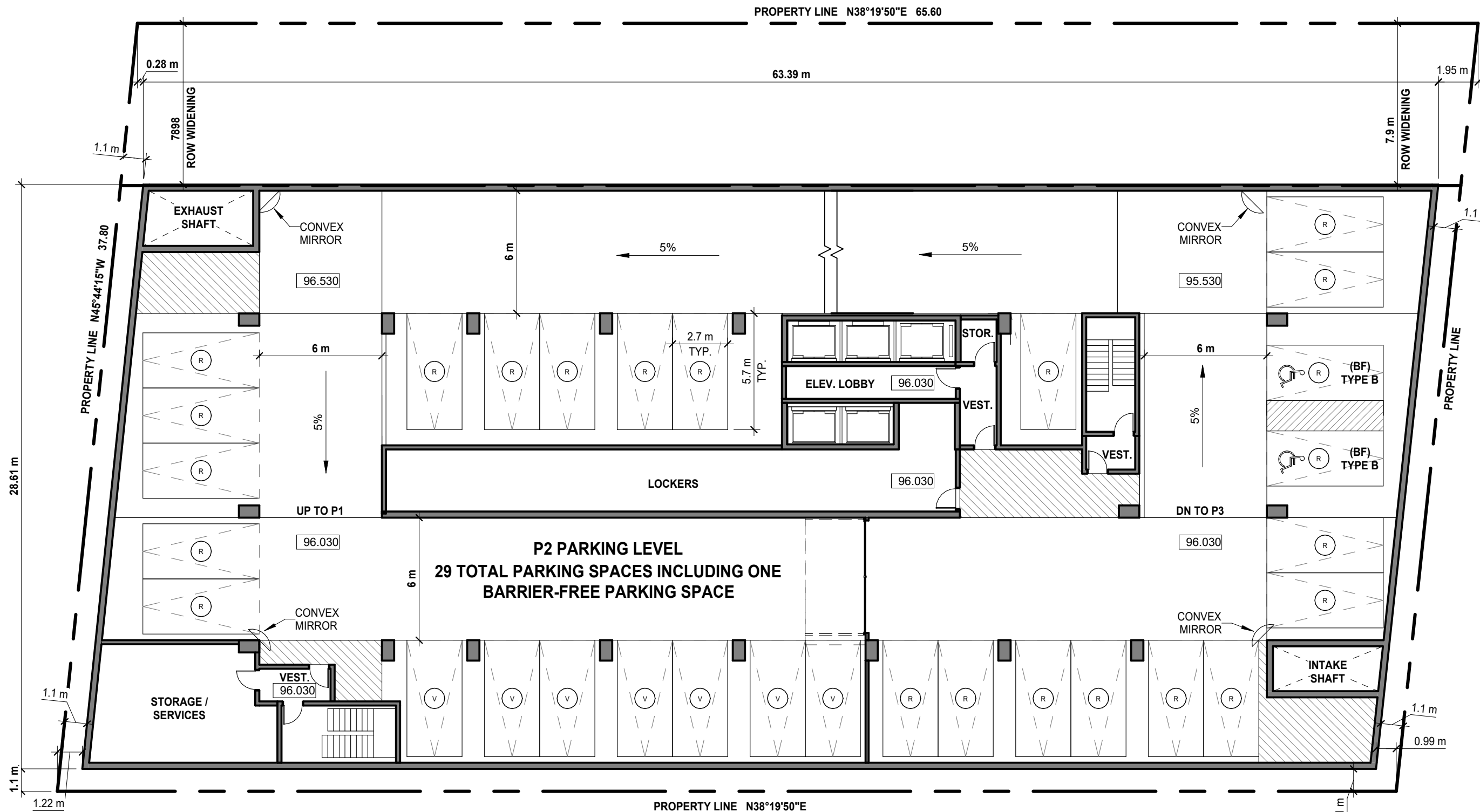
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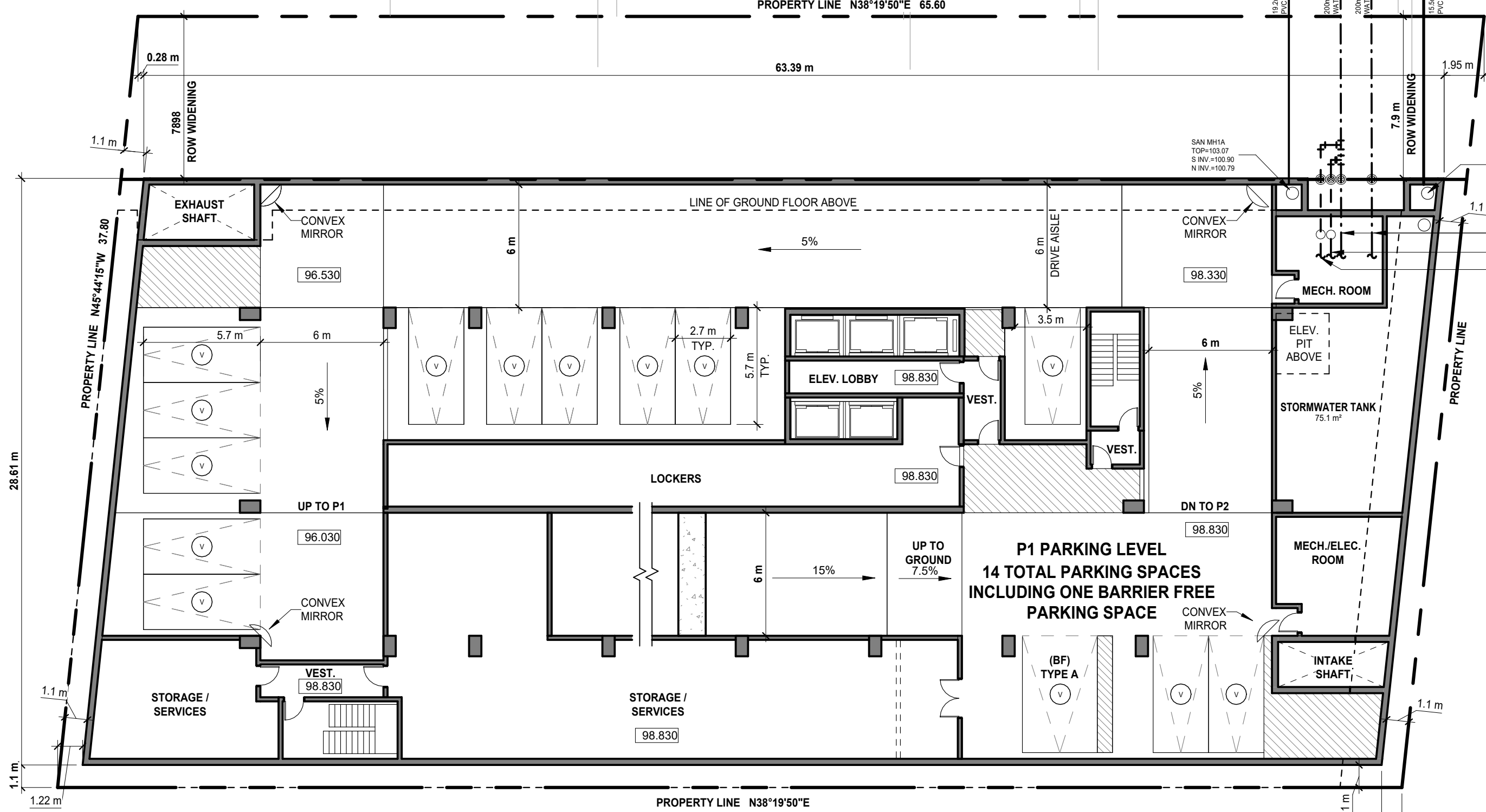
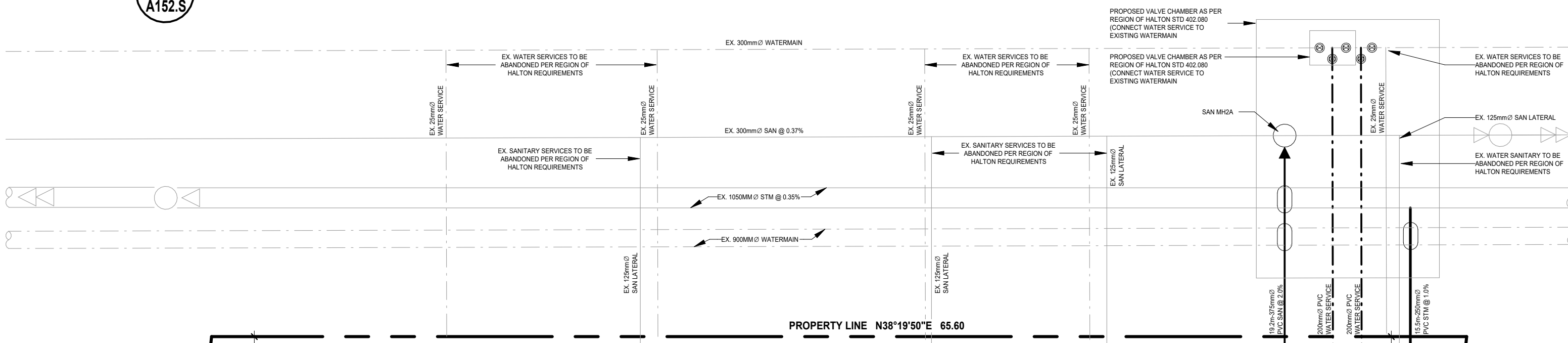
P3 and P3 Lower Parking Plans

A151.S

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1 A152.S P2 PARKING PLAN



2 A152.S P1 PARKING PLAN

- PARKING NOTES:**
1. MINIMUM PARKING SPACE SIZES (UNLESS OTHERWISE NOTED):
 - 2700mm WIDE X 5700mm LONG (NO SIDES OBSTRUCTED)
 - 3000mm WIDE X 5700mm LONG (ONE SIDE OBSTRUCTED)
 - 3300mm WIDE X 5700mm LONG (TWO SIDES OBSTRUCTED)
 2. MAINTAIN MINIMUM DRIVE AISLE WIDTH OF 6000mm UNLESS OTHERWISE NOTED.
 3. MAINTAIN MINIMUM HEADROOM CLEARANCE OF 2100mm THROUGHOUT.

PARKING LEGEND:

- (C) COMMERCIAL PARKING SPACE
- (R) RESIDENTIAL PARKING SPACE
- (V) VISITOR PARKING SPACE
- (E) EXISTING PARKING SPACE
- [Symbol] BIKE LOCKER
- [Symbol] BIKE PARKING (STACKED)
- [Symbol] BIKE PARKING (VERTICAL)
- [Symbol] CONVEX MIRROR
- [Symbol] ELECTRIC VEHICLE
- [Symbol] LIGHT STANDARD
- [Symbol] PAINTED LINES
- [Symbol] FIRE-RATED BULKHEAD

Dimensions and standards for parking spaces:

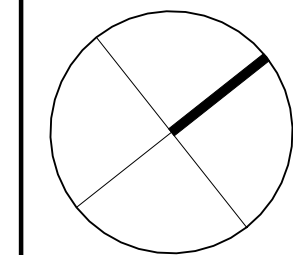
- TYPICAL: 2700 x 5700
- ONE SIDE OBSTRUCTED: 3000 x 5700
- PARALLEL PARKING: 2700 x 7000
- ACCESSIBLE: 3650 x 6200
- ACCESSIBLE VISITOR - TYPE A: 3650 x 5700
- ACCESSIBLE VISITOR - TYPE B: 2400 x 5500

Provided Car Parking			
Level	Type	Count	Designation
P3 - LOWER	2700x5700 Standard	10	Resident
	2700x5700 Standard	29	Resident
	3650x5700 Barrier Free Type A	1	Resident
	2700x5700 Standard	21	Resident
	3650x5700 Barrier Free Type B	2	Resident
Resident: 63		63	
P2	2700x5700 Standard	7	Visitor
P1	2700x5700 Standard	13	Visitor
P1	3650x5700 Barrier Free Type A	1	Visitor
Visitor: 21		21	
TOTAL PARKING SPACES: 84		84	

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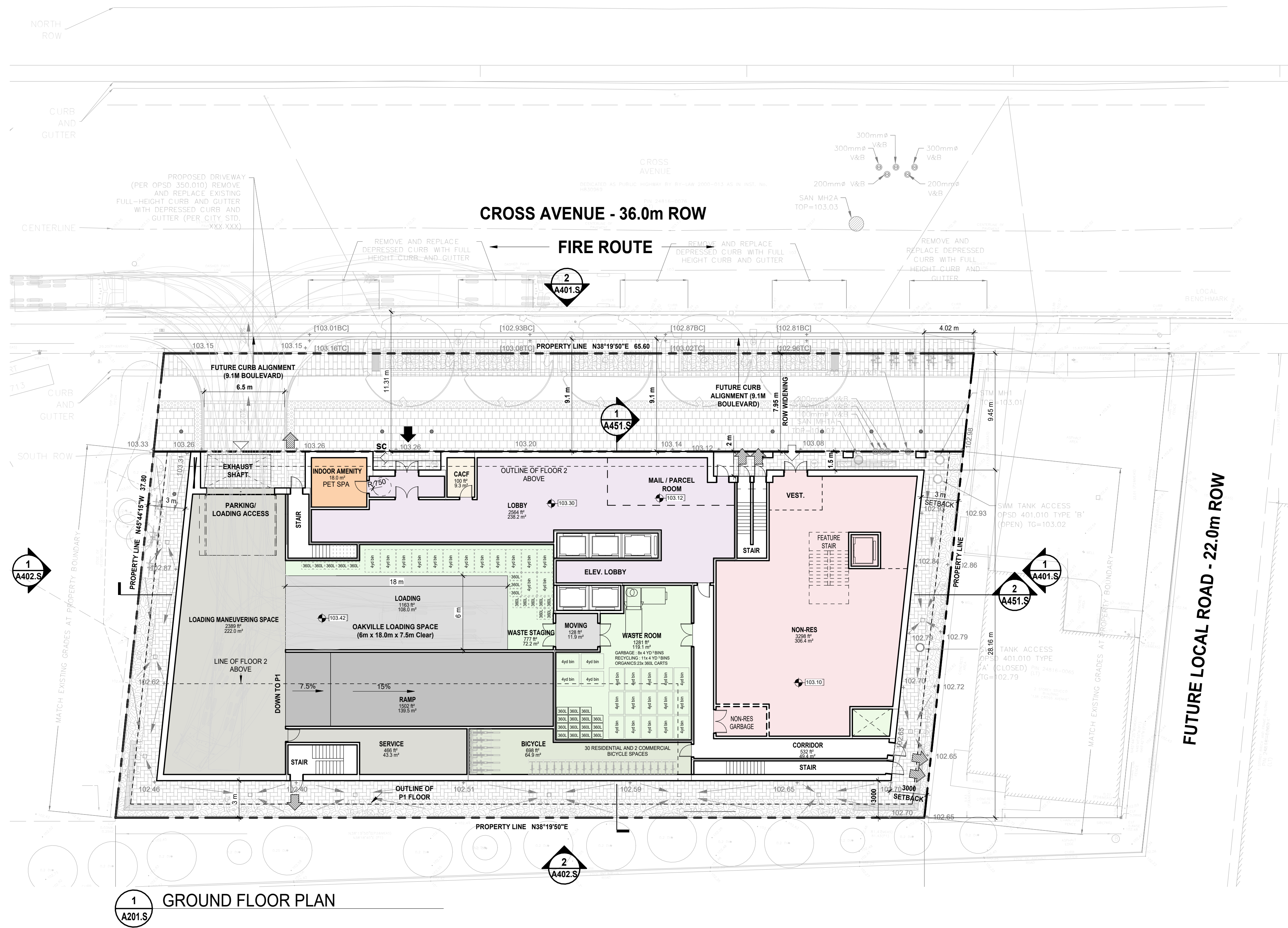
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P1 and P2 Parking Plans

A152.S

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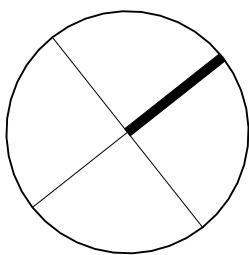
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Ground Floor Plan

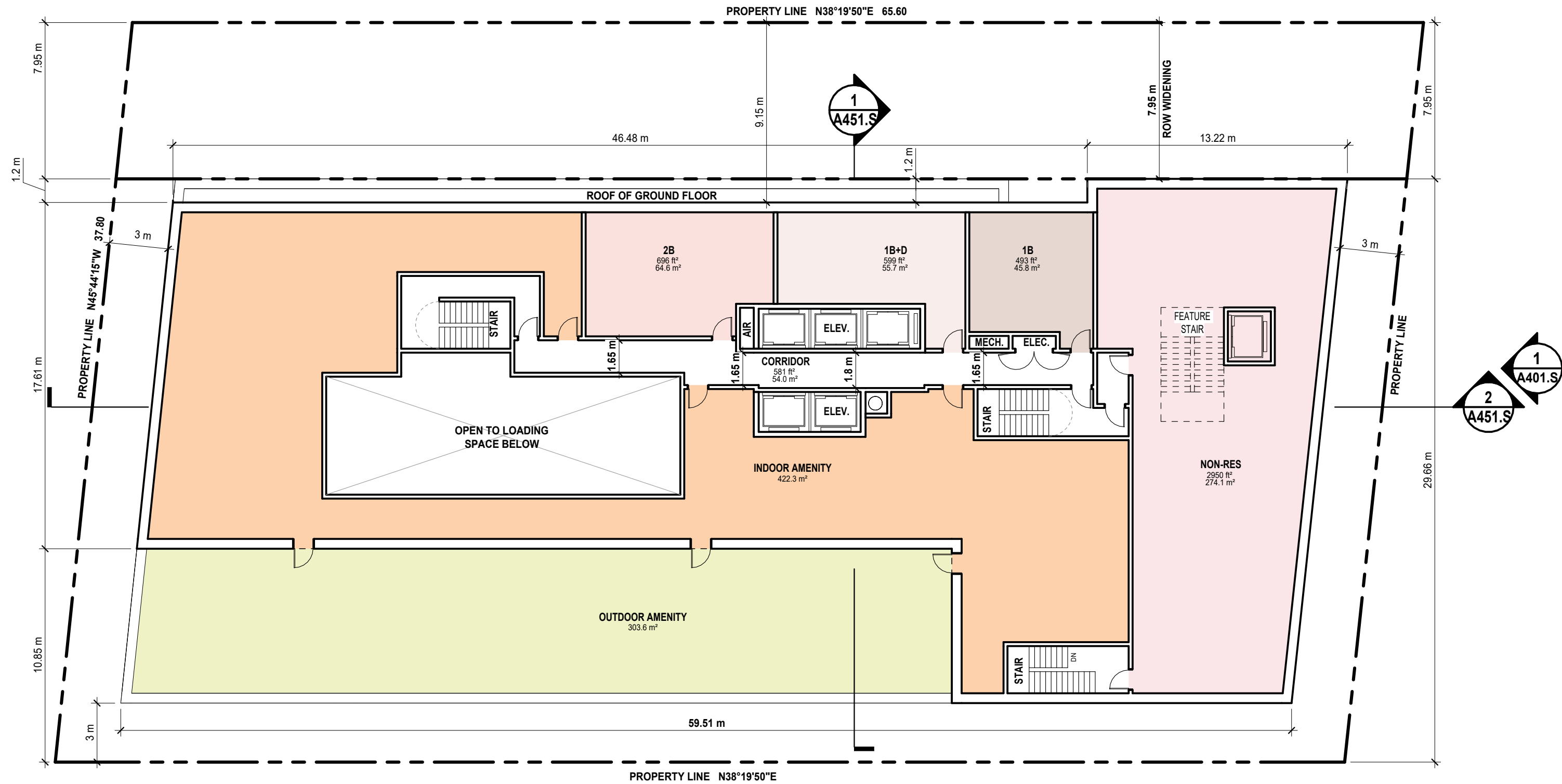
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FLOOR 3

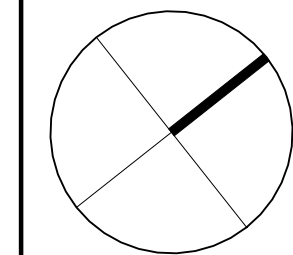


FLOOR 2

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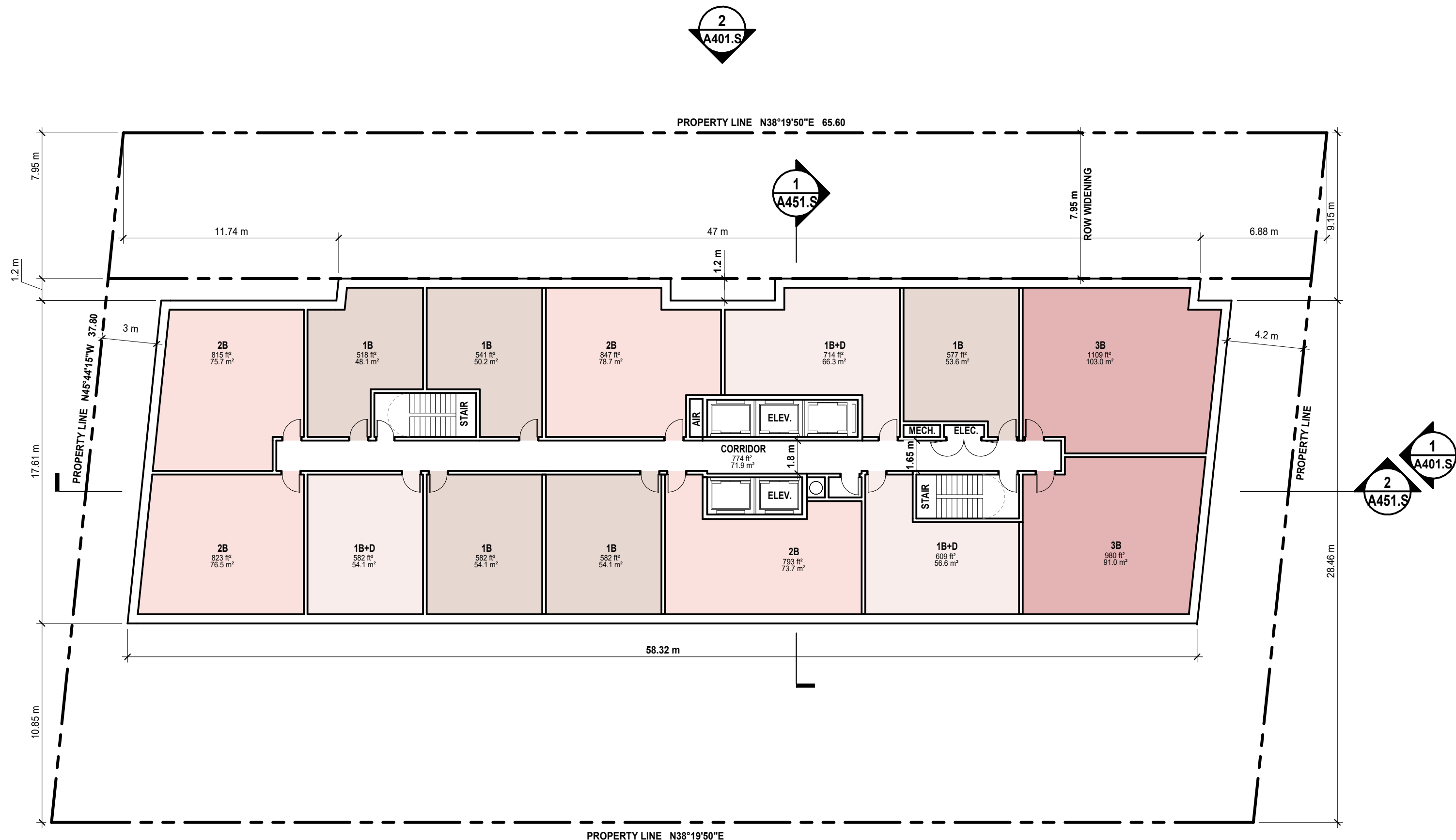
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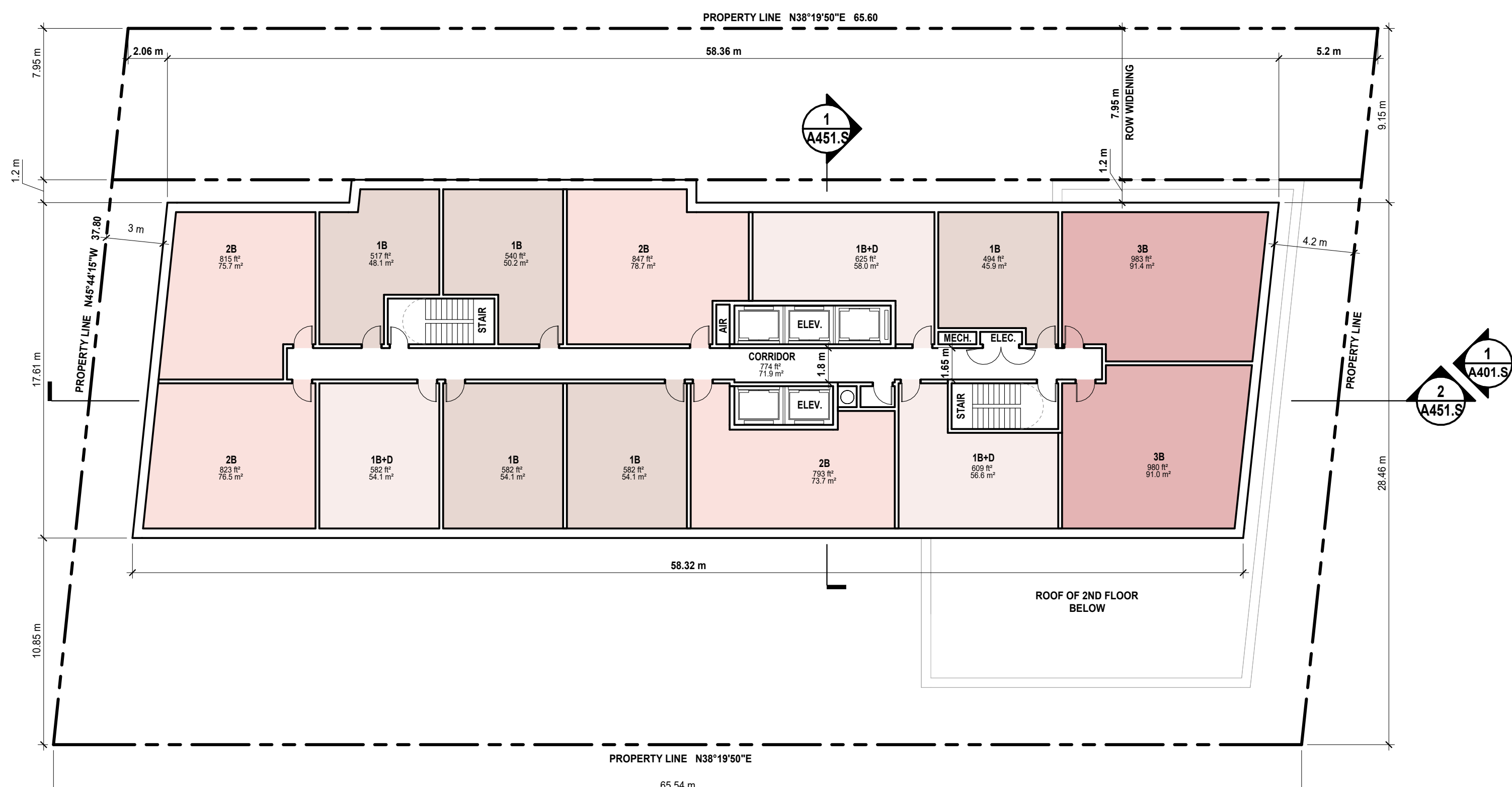
Floors 2 and 3 Plans

A202.S

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3 FLOOR 5

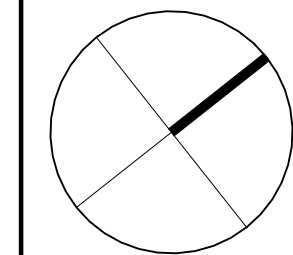


1 FLOOR 4

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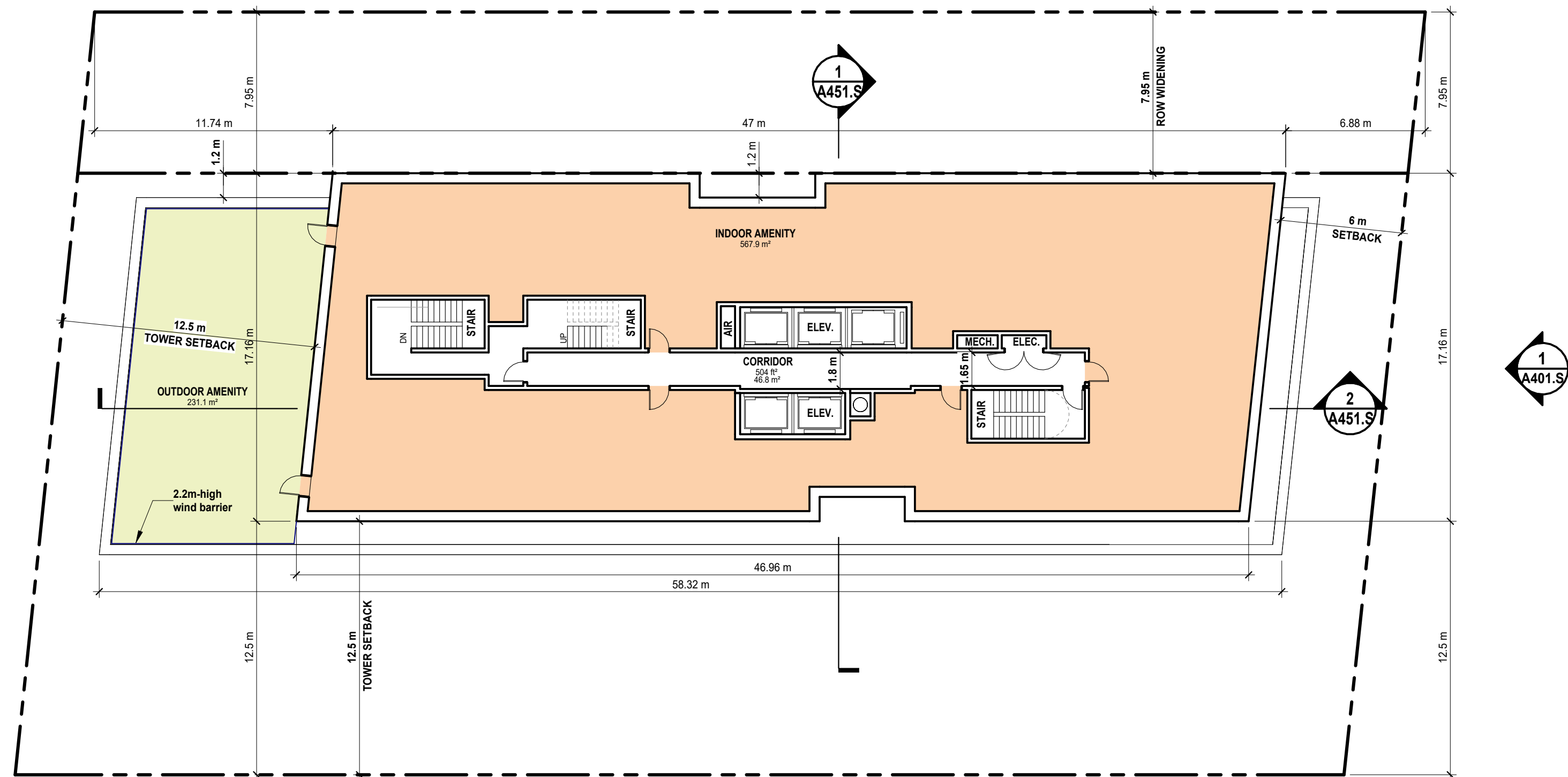
Floors 4 and 5 Plans

A203.S

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2 TYPICAL TOWER PLAN (LEVELS 7-50)

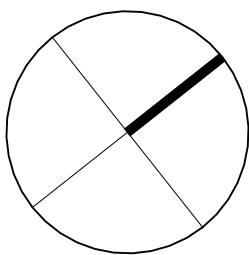


1 FLOOR 6 - AMENITY

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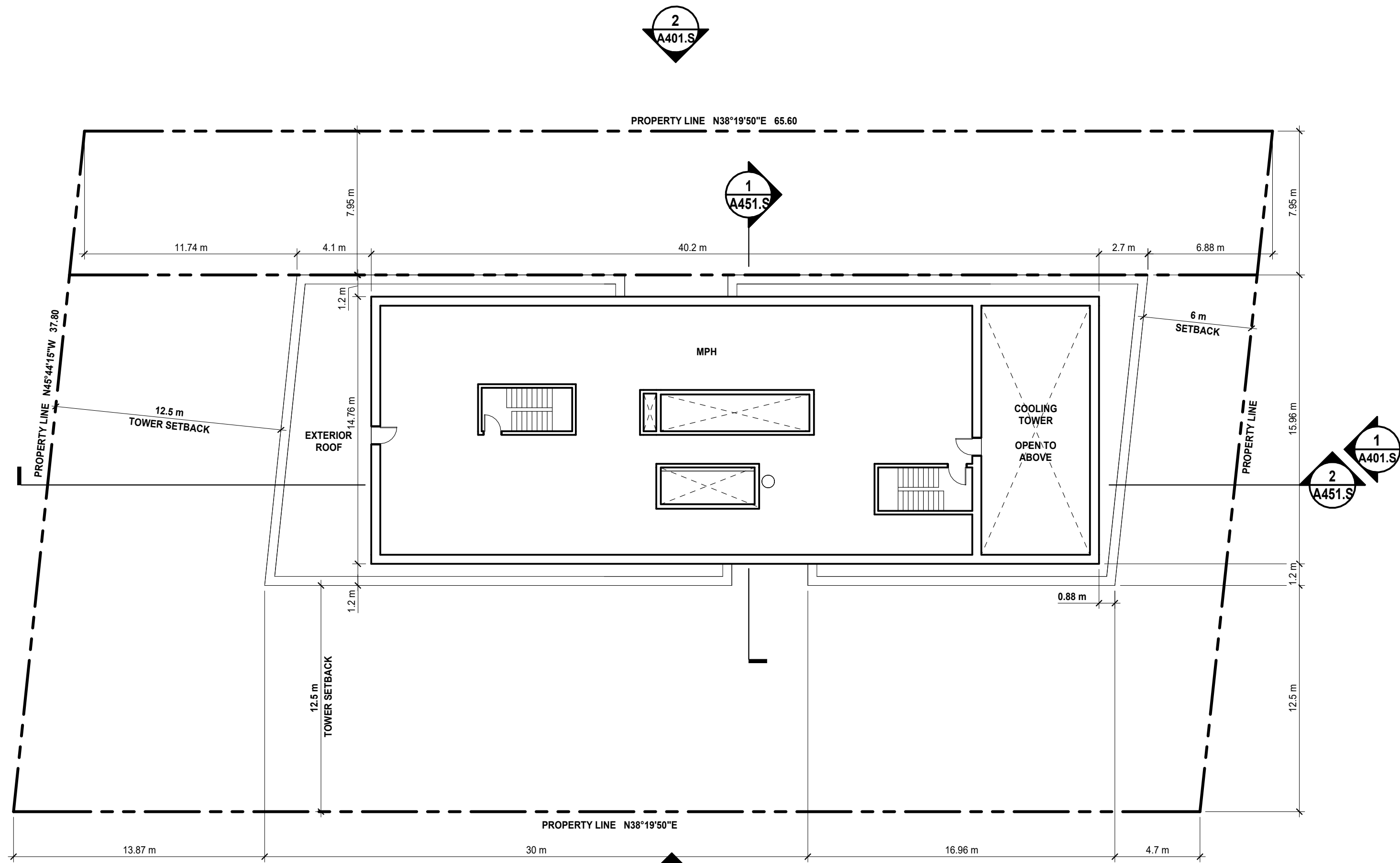
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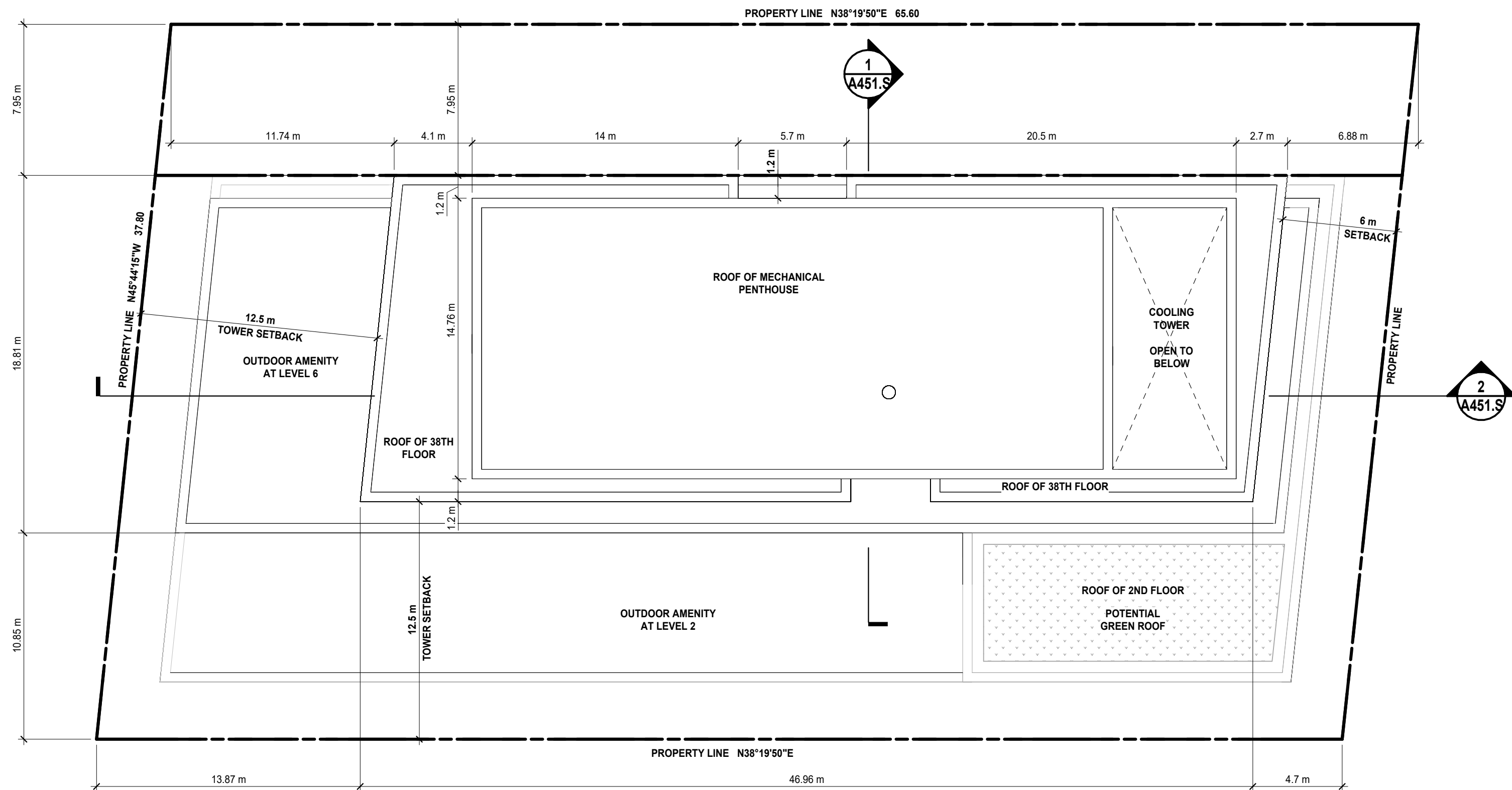
Floor 6 and Typical Tower Floors
(L7-L38)

A204.S

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1 MPH PLAN
A205.S

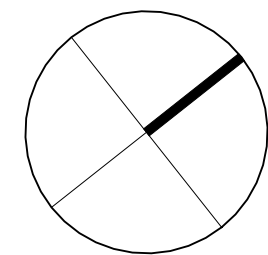


2 ROOF PLAN
A205.S

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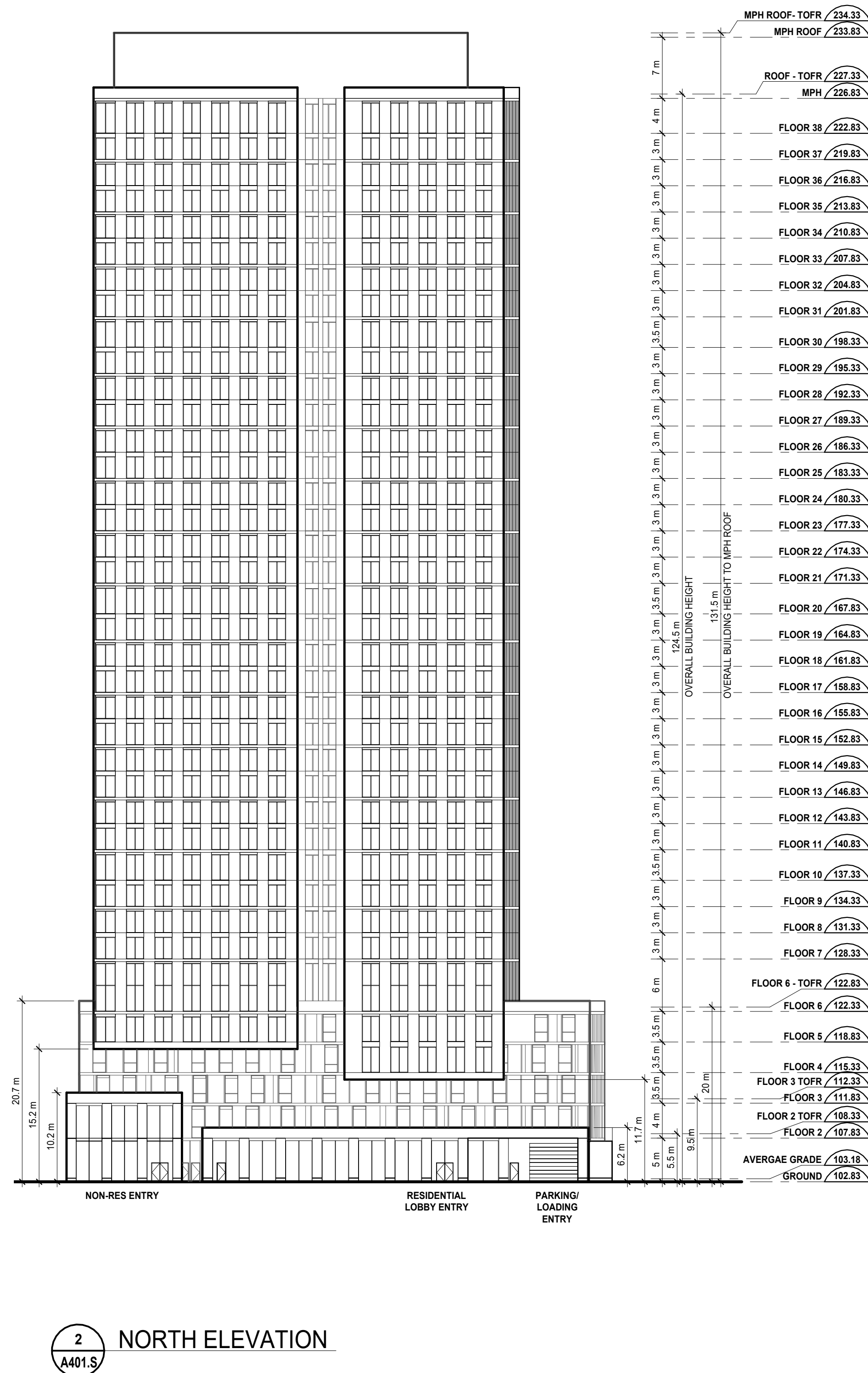
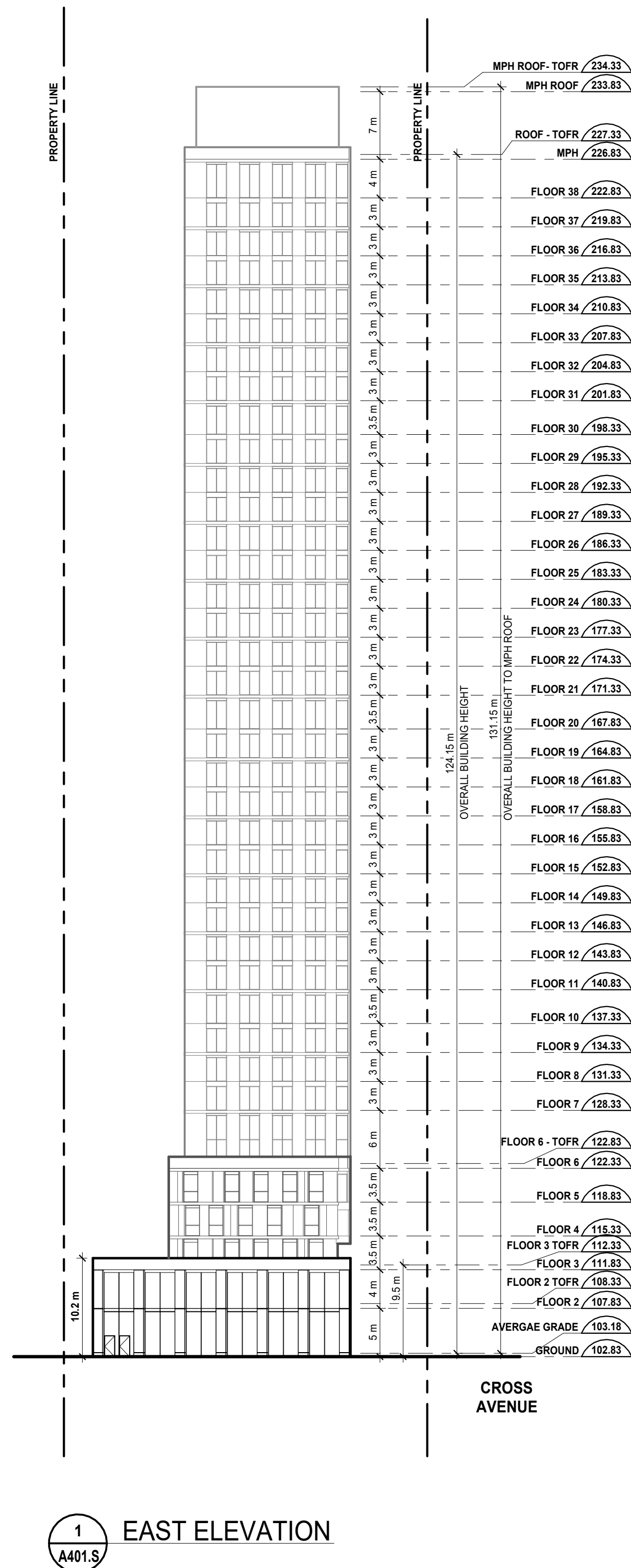
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MPH and Roof Plans

A205.S

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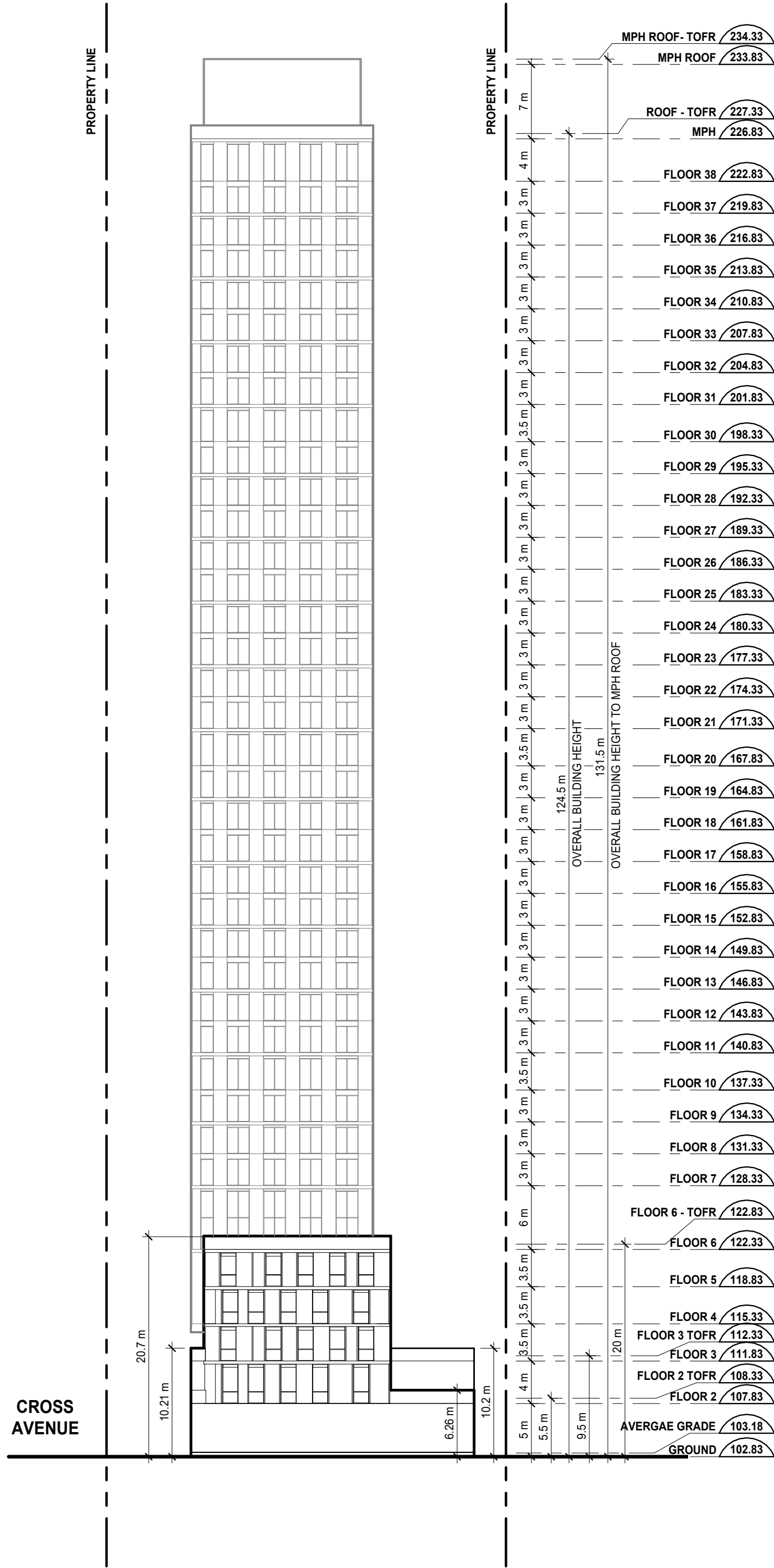
23031 1 : 400 WM SK
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Building Elevations - North and East

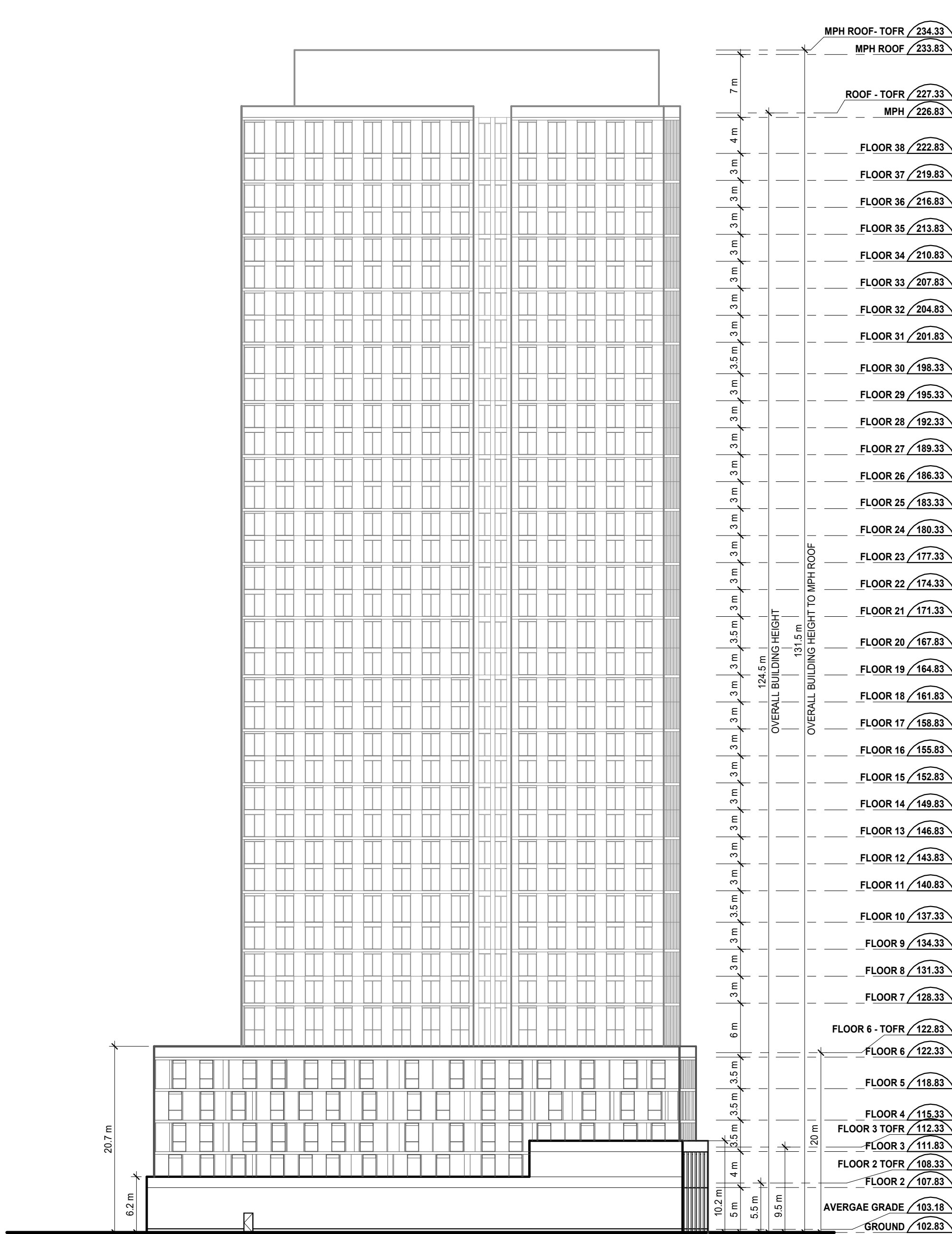
A401.S

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1 WEST ELEVATION
A402.S



2 SOUTH ELEVATION
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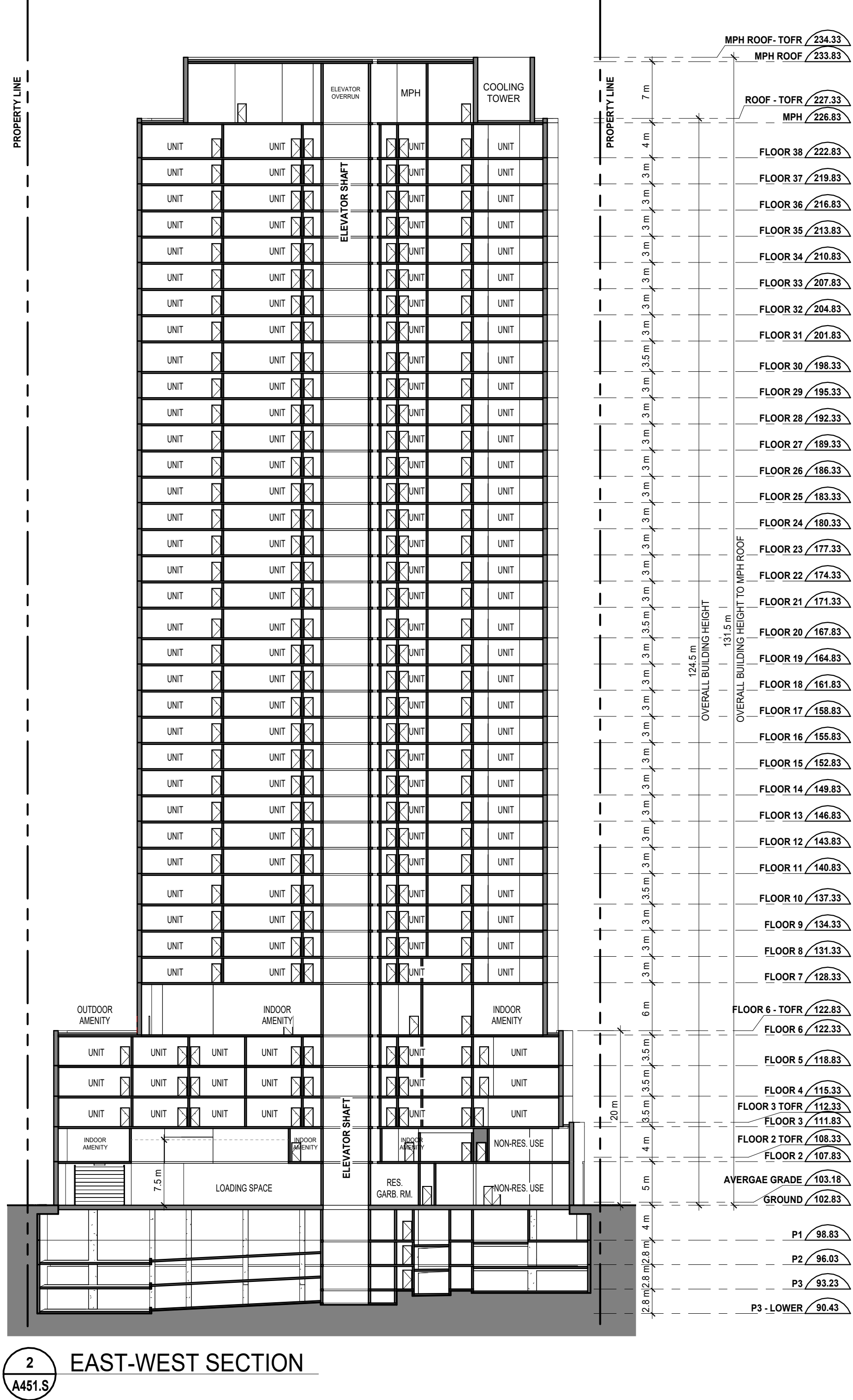
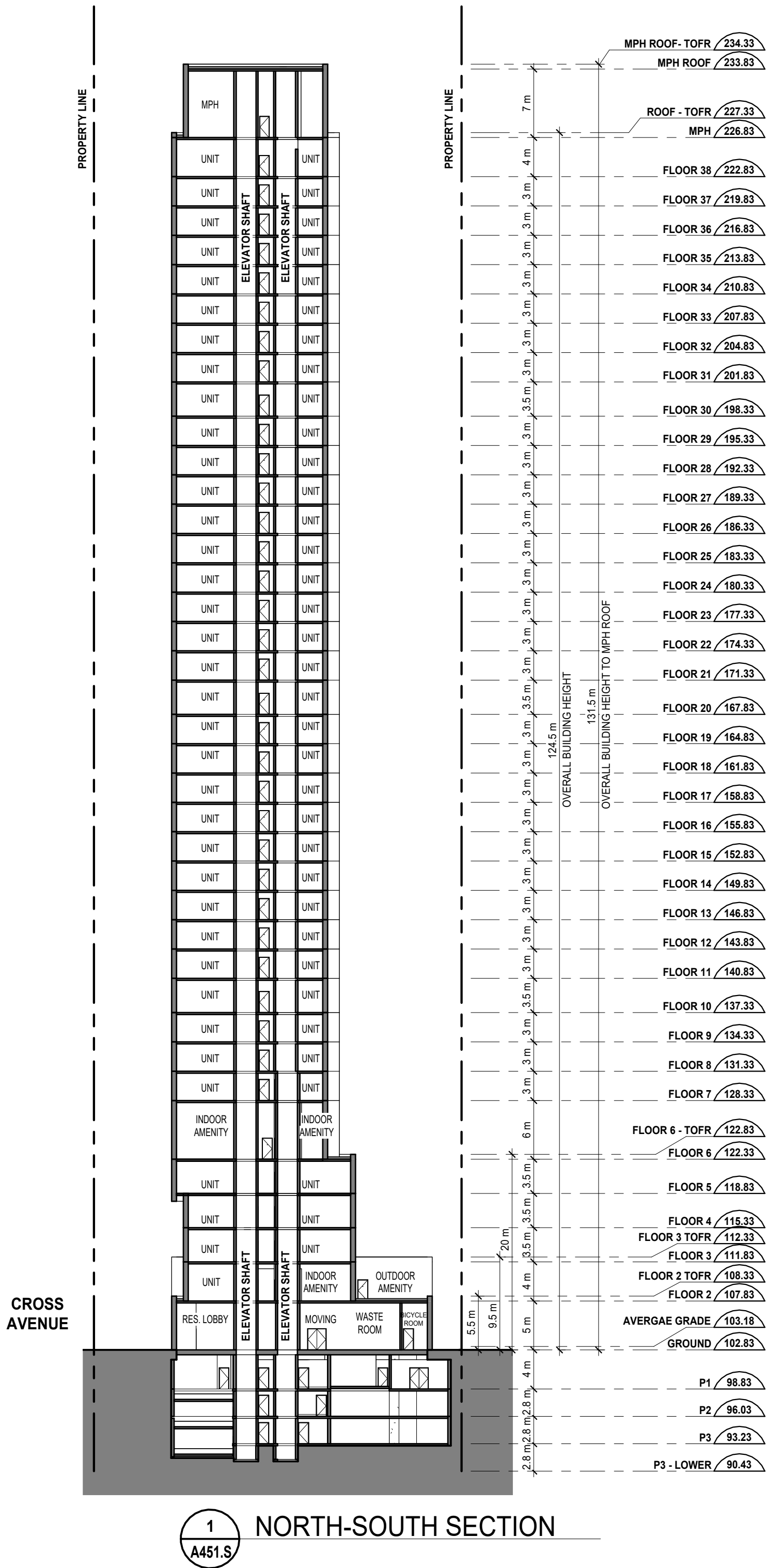
Building Elevations - South and
West

A402.S

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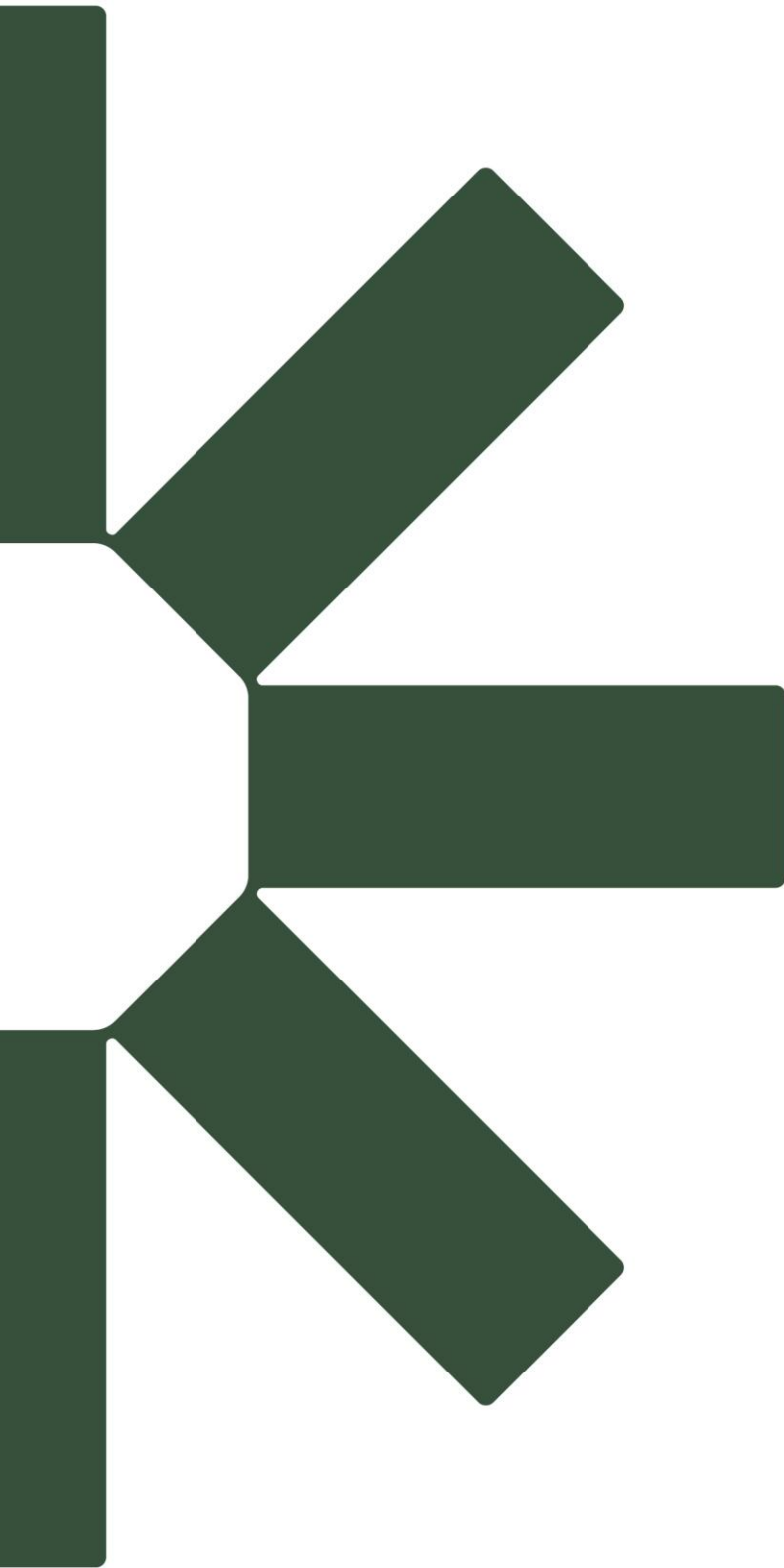
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Building Sections

A451.S

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