

» PLANNING JUSTIFICATION REPORT

MECP-MLITSD Science Facility Complex Oakville, Ontario

April 2026





Sajecki Planning Inc.

Table of Contents

1.0	Introduction	1
2.0	Site & Surroundings	5
2.1	The Site	6
2.2	Surrounding Area	7
2.3	Planning History	9
2.4	Nearby Development Activity	9
2.5	Transportation Network	11
3.0	Proposal	15
3.1	Design-Build-Finance-Maintain Model	16
3.2	Proposed Development	16
3.3	Public Consultation	20
4.0	Policy Framework	21
4.1	Planning Act R.S.O. 1990, c. P.13	22
4.2	Provincial Planning Statement 2024	24
4.3	Livable Oakville Plan	25
4.4	North Oakville Zoning By-law 2009-189	29
4.5	Required Approvals	30
5.0	Supporting Studies and Reports	33
5.1	Geotechnical Investigation Report	34
5.2	Hydrogeological Assessment	34
5.3	Phase 1 Environmental Assessment	35
5.4	Phase 2 Environmental Assessment	35
5.5	Archaeological Assessment	36
5.6	Environmental Implementation Report and Functional Servicing Study	36
5.7	Arborist Report	37
5.8	Land Use Compatibility	38
5.9	Environmental Noise Feasibility Assessment	38
5.10	Transportation Impact Study	39
5.11	Urban Design Brief	39
5.12	Block Plan	40

6.0	Planning Analysis	41
6.1	Increasing Employment Opportunities at an Appropriate Location in Oakville	42
6.2	Aligning the Zoning By-law with the Contemporary Built Form Policy Framework	42
6.3	Ensuring Development is Compatible with a Planned Urban Context	42
7.0	Conclusion	43
	Appendix A: Pre-Consultation Checklist and Preliminary Comments	
	Appendix B: Draft Official Plan Amendment	
	Appendix C: Draft Zoning By-law Amendment	
	Appendix D: Draft Plan of Subdivision	
	Appendix E: Public Information Meeting Presentation Deck	
	Appendix F: North Oakville Zoning By-law 2009-189: Special Provision 62	
	Appendix G: North Oakville Zoning By-law 2009-189: Holding Provision 22	

List of Figures

Figure 1.	Aerial Photo of Subject Site	2
Figure 2.	Existing Site Conditions	6
Figure 3.	Context Map	7
Figure 4.	Views of New Residential Development, approximately 600 m east of the Subject Site	8
Figure 5.	ErinOakKids Centre for Treatment and Development	9
Figure 6.	Oakville Trafalgar Memorial Hospital Campus	9
Figure 7.	View of Glenorchy Road fronting ErinOakKids Centre for Treatment and Development	9
Figure 8.	Nearby Development Activity	10
Figure 9.	Excerpt from Livable Oakville Plan Schedule C Transportation Plan	13
Figure 10.	Oakville Transit Route 5 Dundas Map	13
Figure 11.	Oakville Transit Route 3 Third Line Map	14
Figure 12.	Conceptual Design (Infrastructure Ontario, 2026)	17
Figure 13.	MECP-MLITSD Science Facility Complex Facility Site (Infrastructure Ontario, 2026)	18
Figure 14.	Excerpt from Livable Oakville Plan Schedule R Hospital District Land Use	26
Figure 15.	Zoning per North Oakville Zoning By-law 2009-189	29

1.0

Introduction



This Planning Justification Report has been prepared by Sajecki Planning Inc. on behalf of Infrastructure Ontario to support Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Draft Plan of Subdivision applications for the property legally described as Part of Lots 26 and 27, Concession 1, North of Dundas Street (the "subject site" or "site"), which forms part of the provincially owned Oakville Land Assembly (OLA) in the Town of Oakville.

The subject site is located in Ward 7, northwest of the intersection of William Halton Parkway and Glenorchy Road, immediately west of the existing ErinOakKids Centre for Treatment and Development. The site has approximately 388 metres of frontage along William Halton Parkway and is currently vacant, consisting of agricultural fields.

The site is generally rectangular in shape with an area of 81,891 m² or 8.2 hectares. It is designated *Urban Core* per Schedule R Hospital District Land Use of the Livable Oakville Plan and is zoned Institutional subject to Special Provision 62 and Holding Provision 22 (H22-1 sp:62) per North Oakville Zoning By-law 2009-189. The site is not within Conservation Halton's regulation limit.

The Draft Plan of Subdivision application seeks to create two development lots and a road, an extension of Glenorchy Road to the intersection of William Halton Parkway and Hospital Gate, which will be constructed by Infrastructure Ontario before being dedicated to the Town of Oakville (see Figure 1). Within this report, the portion of the developable lands upon which the science facility complex is proposed to be constructed are referred to as



FIGURE 1. Aerial Photo of Subject Site

the “eastern lot” and are approximately 7.5 acres in size. The remaining lands that comprise the developable area of the site are referred to as the “western lot” and are approximately 9.9 acres.

The OPA and ZBA applications seek to support the development of the eastern lot with a new government-owned complex that brings together the existing operations of the Ministry of the Environment, Conservation, and Parks (MECP) and the Ministry of Labour, Immigration, Training and Skills Development (MLITSD) into a single, modern, science and laboratory facility that will strengthen Ontario’s capacity to deliver on critical mandates of protecting the environment, public health, and safety. The science facility complex will offer environmental and radiological laboratory services, sampling and monitoring, data management and reporting, and regulatory enforcement functions. The government-owned complex is proposed to contain adaptable office, laboratory, and science workshop spaces, with an approximate floor area of 229,000 ft².

This project is proceeding through a Design-Build-Finance-Maintain (DBFM) P3 model. As the private partner that will design the facility to the specifications of MECP and MLITSD has not yet been selected, a conceptual “50% test-fit” drawing is submitted as part of this application and discussed in detail within this report. Although the program of the proposed science facility complex is fixed, the final site layout and building design may differ from what is illustrated in the submitted drawings.

The purpose of this Planning Justification Report is to provide:

- » An overview of the subject site and local area context;
- » A review of the applicable land use planning policy and regulatory frameworks;
- » A description of the proposed development;
- » A summary of supporting studies and technical reports; and,
- » A rationale for the proposed amendments to the Official Plan and Zoning By-law.

A Pre-Consultation Meeting was held on August 20th, 2025, to receive preliminary feedback from Town staff and to confirm submission requirements. This report has been prepared per the Town of Oakville’s Pre-Consultation Checklist & Preliminary Comments received following the Pre-Consultation Meeting. The Pre-Consultation Checklist is included as Appendix A to this report along with correspondence confirming minor changes to the list of required materials.

2.0

Site & Surroundings



2.1 The Site

The subject site is located in Ward 7 of the Town of Oakville, northwest of the intersection of William Halton Parkway and Glenorchy Road, immediately west of the existing ErinOakKids Centre for Treatment and Development, and north of the Oakville Trafalgar Memorial Hospital.

The site is generally rectangular in shape and has an area of 81,891 m² or 8.2 hectares. It has

a frontage of 388 metres along William Halton Parkway and is currently vacant, consisting of agricultural fields.

The site is not listed on the Heritage Register and is not a designated heritage site.



FIGURE 2. Existing Site Conditions

2.2 Surrounding Area

The site is located within the Hospital District, a planned employment-focused community located north of Dundas Street adjacent to the Oakville Trafalgar Memorial Hospital. The area is largely undeveloped and primarily comprised of agricultural fields, with the exception of the

Trafalgar Memorial Hospital and ErinOakKids Centre for Treatment and Development, which were constructed in 2015 and 2018, respectively.

More specifically, the site is surrounded by the following uses:

- North » West Oakville Sports Park (Future), Glenorchy Conservation Area.
- East » ErinOakKids Centre for Treatment and Development.
 - » Past Glenorchy Road to the east are vacant lands, a new residential subdivision consisting of single detached houses (Preserve West), and Sixteen Mile Creek.
- South » Oakville Trafalgar Memorial Hospital.
 - » Past Dundas Street West to the south are predominantly residential areas consisting of single detached, semi-detached and row houses, a commercial plaza, and a sports club.
- West » Vacant lands.

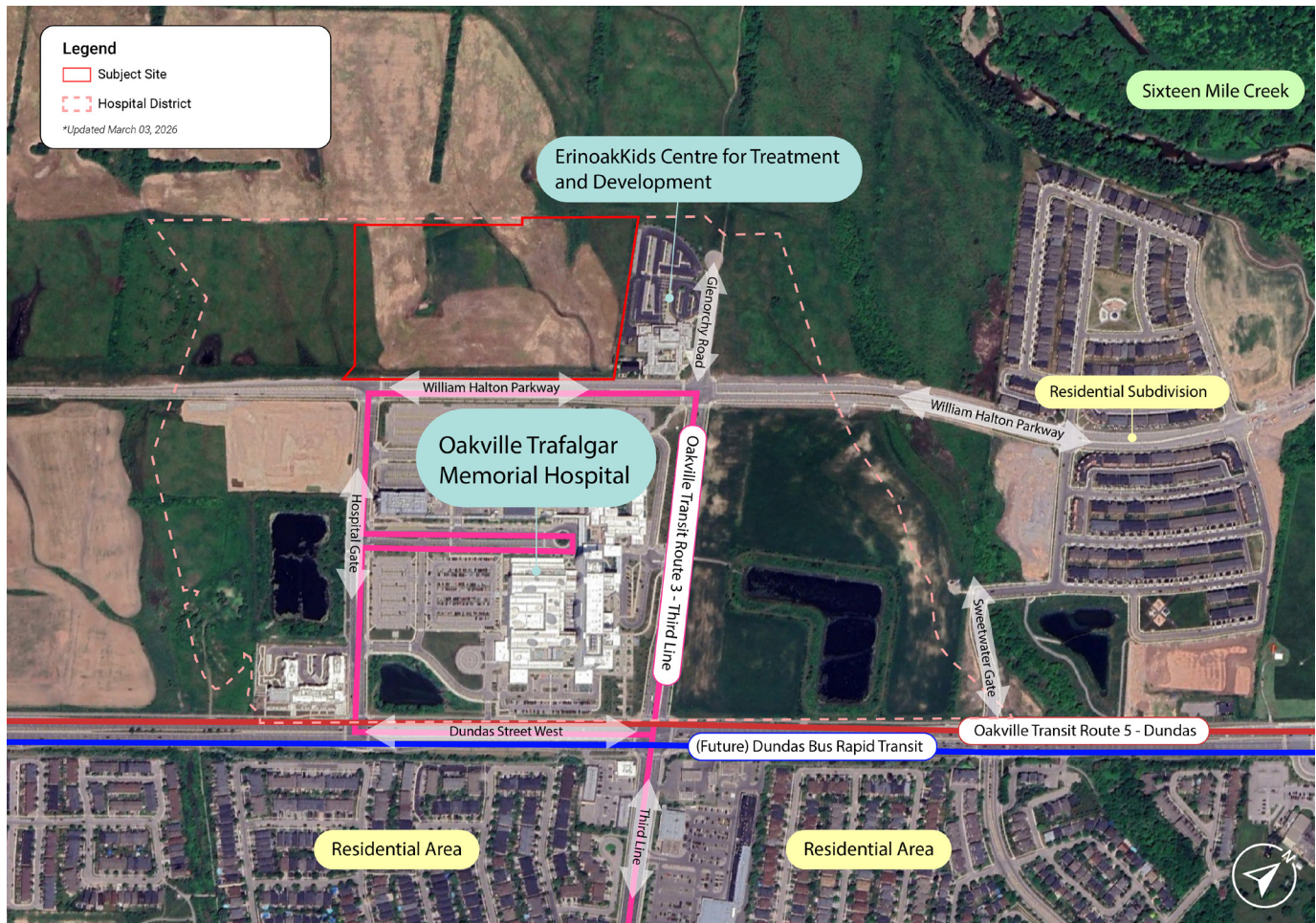


FIGURE 3. Context Map



FIGURE 4. Views of New Residential Development, approximately 600 m east of the Subject Site

2.3 Planning History

The site was the subject of Zoning By-law Amendment and Draft Plan of Subdivision applications to support the development of the Halton Region Consolidated Courthouse on the western side of the property. The ZBA was approved in 2018; however, the Draft Approval of the Plan of Subdivision was allowed to lapse after the project was cancelled.

2.4 Nearby Development Activity

The Hospital District is largely undeveloped, except for the Trafalgar Memorial Hospital and the ErinOakKids Centre for Treatment and Development. Within 2 kilometers of the site are several active development applications, mostly residential in nature (Figure 8).



FIGURE 5. ErinOakKids Centre for Treatment and Development



FIGURE 7. View of Glenorchy Road fronting ErinOakKids Centre for Treatment and Development



FIGURE 6. Oakville Trafalgar Memorial Hospital Campus

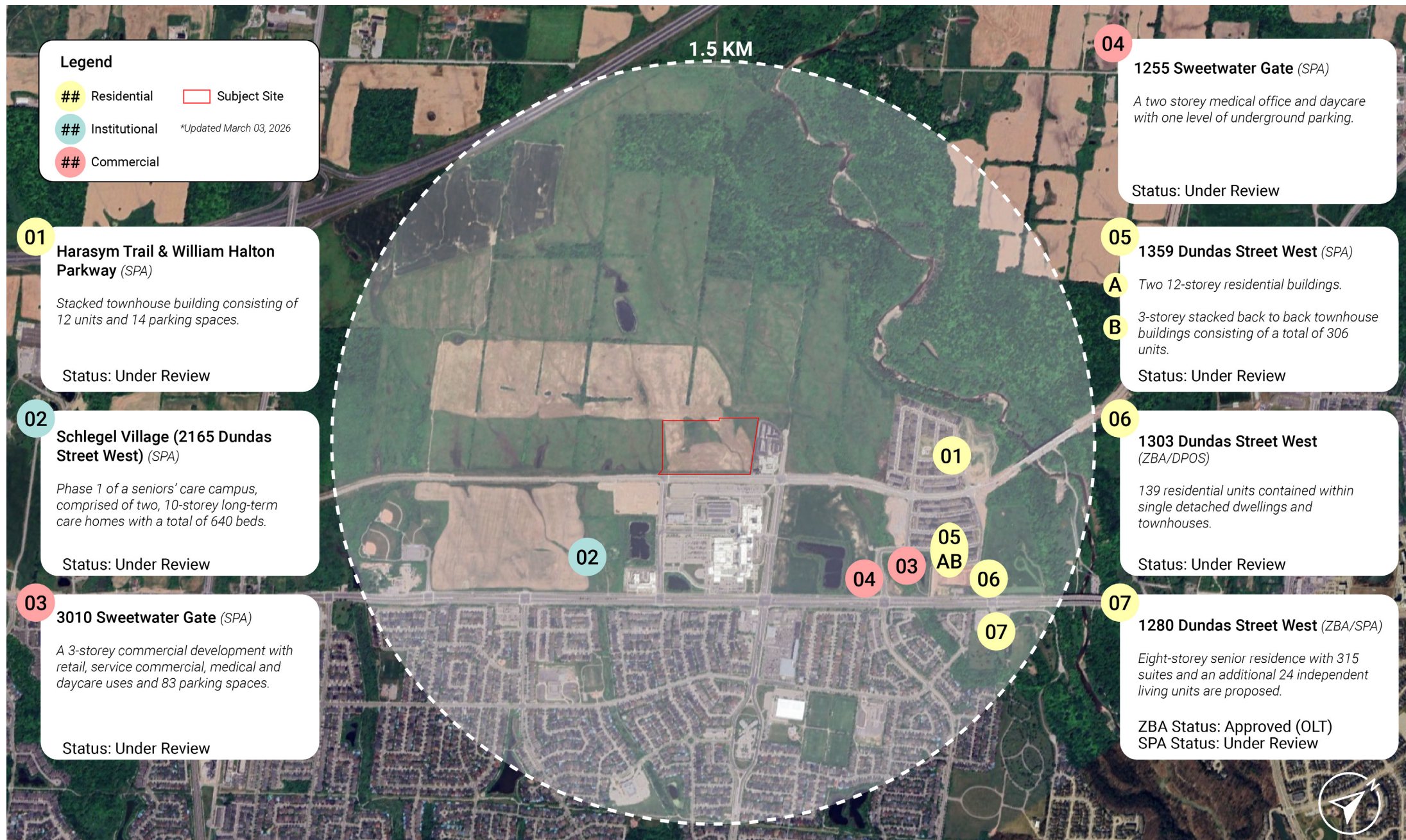


FIGURE 8. Nearby Development Activity

2.5 Transportation Network

Schedule C of the Livable Oakville Plan identifies key elements of the transportation network that presently connect or are planned to connect the site to other parts of Oakville and the surrounding municipalities of Burlington, Milton, and Mississauga. Schedule D outlines the Town of Oakville's active transportation plan.

2.5.1 Road Network

William Halton Parkway (Halton Regional Road 40) is a Major Arterial with Secondary Transit Corridor Service that runs generally east-west between Bronte Road and Ninth Line. Near the site (between Hospital Gate and Third Line/Glenorchy Road), it consists of two lanes in each direction with designated bicycle lanes. A concrete sidewalk runs along the south side of the road, and a paved pathway is provided along the north side.

Secondary Transit Corridors are planned to have a service frequency of approximately 10-15 minutes and provide cross boundary connections. Per Schedule C of the Livable Oakville Plan, a future expansion of William Halton Parkway will extend the road west to Tremaine Road.

Glenorchy Road is identified as a Future Road on Schedule C of the Livable Oakville Plan. Today, the road is comprised of one northern lane and two southern lanes, extending north from William Halton Parkway to a cul-de-sac near the ErinOakKids Centre for Treatment and Development.

Third Line is a Major Arterial with Secondary Transit Corridor Service with designated bicycle lanes near the site. South of Dundas Street, Third Line is designated a Minor Arterial. The road runs north-south from just north of William Halton Parkway to Lake Ontario. Third Line is comprised of two lanes in each direction north of Speers Road and generally consists of one lane in each direction south of it.

Hospital Gate is an Avenue/Transit Corridor that consists of two lanes in each direction. It runs north-south between William Halton Parkway and Dundas Street West, providing access to the Oakville Trafalgar Memorial Hospital campus. Per Schedule D of the Livable Oakville Plan, designated bicycle lanes are proposed to be constructed along Hospital Gate.

Dundas Street is a Major Arterial and Busway Corridor that runs east-west across Oakville. Between Proudfoot Trail and Tremaine Road, the road is further designated for Primary Transit Corridor Service. Near the site, between Regional Road 25 and Neyagawa Road, Dundas Street consists of three lanes in each direction with a paved multi-use trail on both sides of the street.

As a Busway Corridor designated for Primary Transit Corridor Service, Dundas Street is planned to support future Bus Rapid Transit (BRT). The introduction of shared high occupancy vehicle and bus-only lanes are being explored as part of the project.

2.5.2 Transit Network

Although the site is not directly serviced by Oakville Transit, several bus routes provide service to and from Oakville Trafalgar Memorial Hospital, which is located less than 200 metres from the site.

Route 3 – Third Line

Route 3 provides 30-minute or better service between north and south Oakville along Third Line, terminating at the South Oakville Centre. Buses stop at Bronte GO Station, providing access to GO Transit train and bus services.

Route 5 – Dundas

Route 5 provides 20-minute or better service between east and west Oakville along Dundas Street, connecting the Dundas Street Highway 407 Park and Ride in the City of Burlington to the intersection of Laird Road and Ridgeway Drive in Mississauga, where MiWay bus services may be accessed. GO Transit bus services can be accessed at the Park and Ride.

Oakville Transit On Demand

Additionally, through the Oakville Transit On Demand app and web portal, curb-to-curb shared ride services may be booked on demand. Trips must be a minimum of 400 metres and may be made from one address to another within a designated zone or transit hub within the zone. In North Oakville, the ride on-demand zones include:

- » Trafalgar/407 GO carpool
- » Uptown Core Terminal
- » River Oaks Community Centre
- » Fortinos (Dundas/Neyagawa)

Dundas Bus Rapid Transit (BRT)

Bus Rapid Transit is proposed along Dundas Street. The proposed Dundas BRT will bring 48 kilometers of frequent bus rapid transit along Dundas Street from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto. More than 20 kilometers of the project are expected to operate in bus lanes or dedicated rights-of-ways separate from other traffic to provide faster, more reliable transit service. The Dundas BRT will improve interregional connectivity and support growth along the Dundas Street corridor. No official schedule has been provided for the implementation of the Halton Region component of the Dundas BRT.

Palermo Transit Terminal

Per the *Transportation Master Plan*, Oakville Transit is planning to introduce a new transit hub in the northeastern quadrant of the intersection of Bronte Road and Dundas Street West, approximately 2.1 kilometres west from the proposed science facility complex. The transit hub is necessary to support the transportation needs of the growing community and is intended to be the focal point for north-south transit services operating along Bronte Road that intersect with the future Dundas BRT and other regional services. Intermunicipal connections to Burlington Transit and Milton Transit will be supported at the hub. The ZBA and Draft Plan of Subdivision application that contemplates the creation of the transit hub block was recently approved (File No.: Z.1331.02 and 24T-23002/1331).

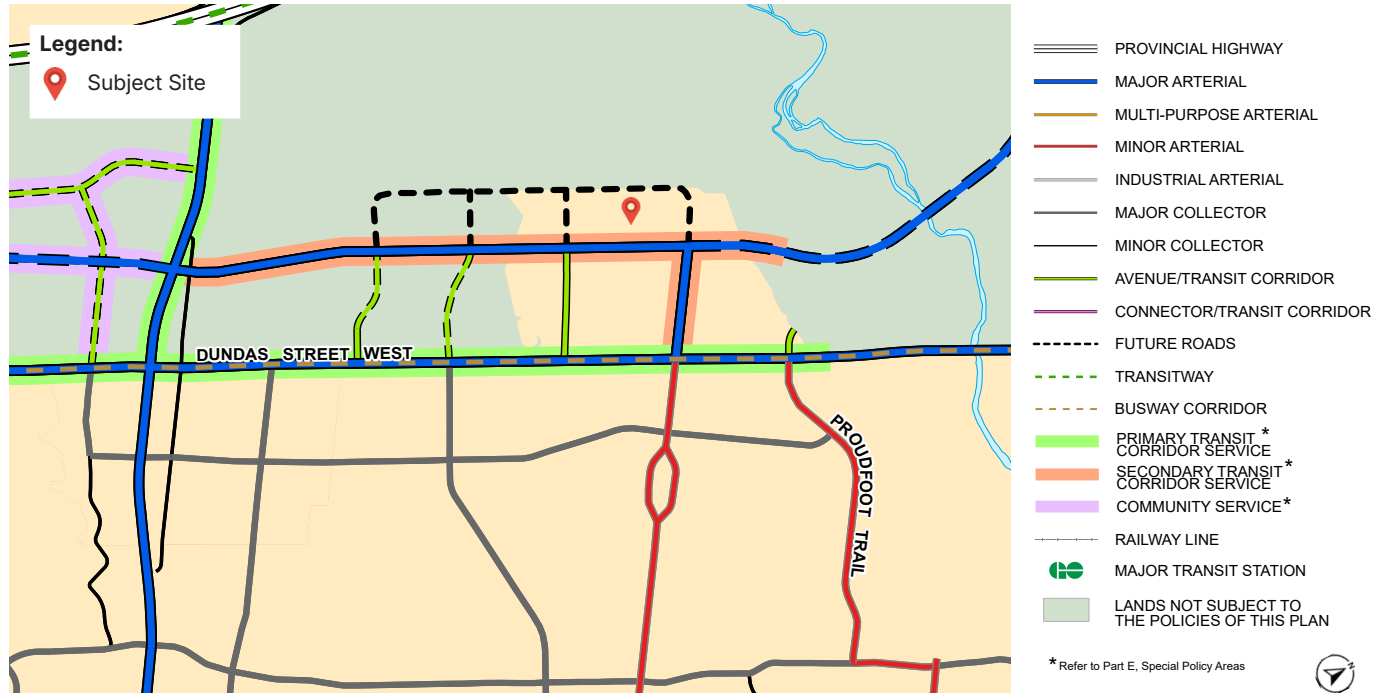


FIGURE 9. Excerpt from Livable Oakville Plan Schedule C Transportation Plan



FIGURE 10. Oakville Transit Route 5 Dundas Map



FIGURE 11. Oakville Transit Route 3 Third Line Map

3.0

Proposal



3.1 Design-Build-Finance-Maintain Model

The MECP–MLITSD science facility complex project is being delivered using a DBFM model. The DBFM model involves a private sector consortium (Project Co) accepting responsibility for the design, construction, financing, regular maintenance and rehabilitation of the asset over the contract term to meet pre-defined performance specifications. The typical contract term for the maintenance work is 20 to 30 years. The public sector retains ownership of the assets.

Key benefits of a DBFM model include significant risk transfer to the private sector over the life of the project agreement, greater cost and schedule certainty, greater potential for design and construction efficiencies and innovation, and higher maintenance quality encouraged through performance-based service payments over the 30-year term. IO commonly uses this model when appropriate for hospitals, justice facilities such as courthouses, and transportation projects.

As this project is proceeding through a P3 model, a private sector partner will be selected at a future date to design the facility to the specifications of the MECP and MLITSD and in compliance with the draft OPA and draft ZBA that have been prepared as part of this application. At that time, a site plan application will be pursued.

For the purposes of this OPA, ZBA, and Draft Plan of Subdivision application, a conceptual “50% test-fit” drawing has been submitted and is discussed within this report. Although the program of the proposed science facility complex is fixed, the final site layout and building design may differ from what is discussed herein. As such, entitlements being sought at this stage seek to balance certainty in terms of the nature and scale of development for the Town with flexibility for the future design of the facility.

3.2 Proposed Development

3.2.1 Program

The new MECP–MLITSD Science Facility Complex will unify multiple outdated laboratories and specialized science spaces into a single, modern facility, reducing the overall footprint while improving space efficiency and operational effectiveness. Co-locating MECP’s science and laboratory operations with MLITSD’s Radiation Protection Services laboratory will enable the shared use of advanced technologies and workspaces, which will strengthen Ontario’s capacity to deliver on critical mandates, while achieving long-term savings.

Once operational, the new facility will enable MECP and its partners to deliver environmental and public health testing results to support government priorities including compliance, enforcement, permissions and policy, while providing meaningful data across all government environmental monitoring programs including for emerging sectors.

The proposed science facility complex will contain a combination of adaptable office, laboratory, and science workshop spaces and support approximately 250 employees on-site at any given time. The building will include an open-air compound providing secured access to four (4) boat trailer spaces, five (5) vehicle loading spaces, (2) support vehicle spaces, and smaller equipment located within the building footprint and outdoor storage of two (2) trailers, 20 fleet vehicles, and two (2) shipping containers and one (1) Quonset hut serving as field preparation and field equipment storage areas.

Although maintenance and servicing of these vehicles will be done on-site, these uses will be done within the building footprint thereby mitigating noise impacts.

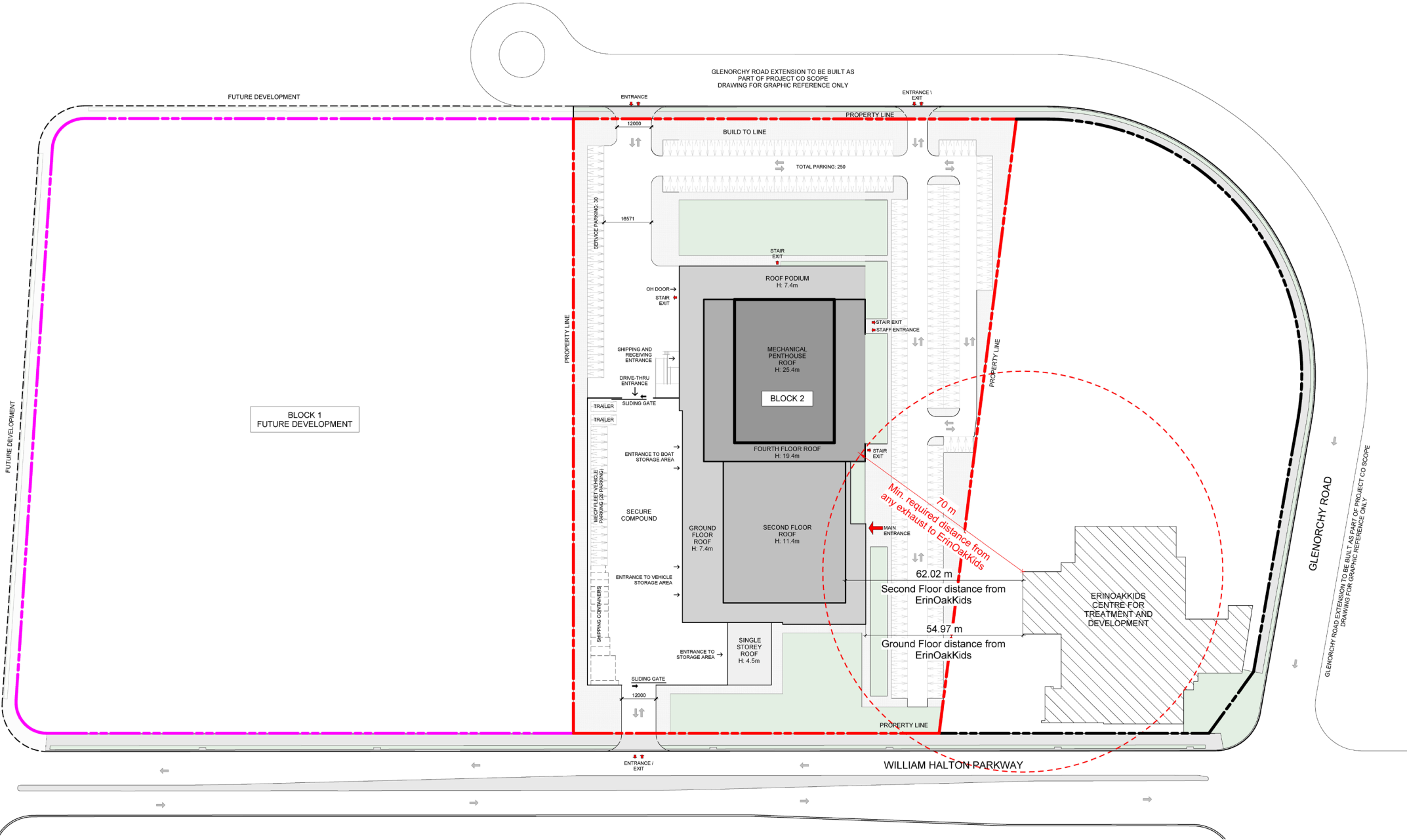


FIGURE 12. Conceptual Design (Infrastructure Ontario, 2026)

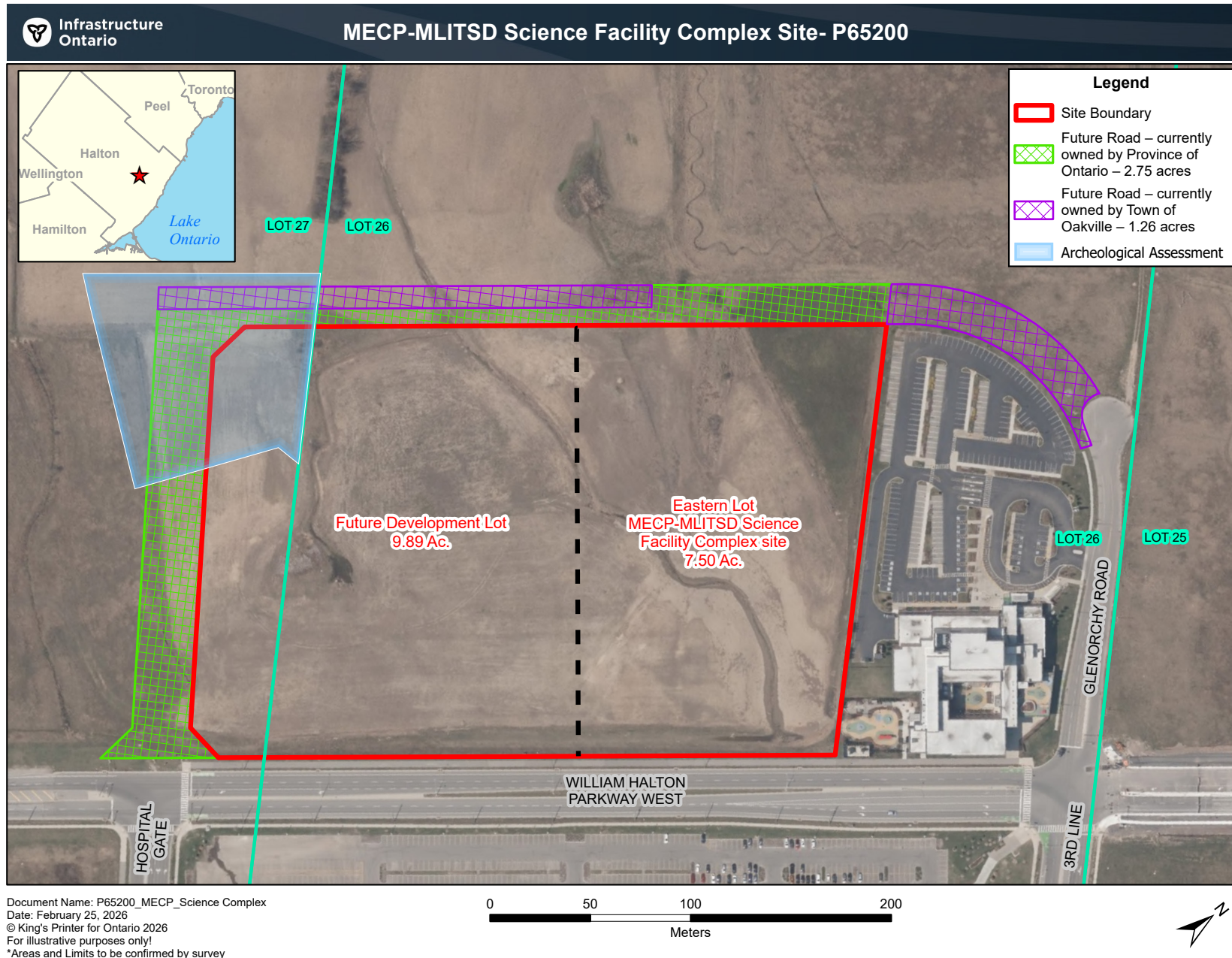


FIGURE 13. MECP-MLITSD Science Facility Complex Facility Site (Infrastructure Ontario, 2026)

3.2.2 Massing and Built Form

Although the test-fit drawings show a 4-storey building (plus mechanical penthouse), the final science facility complex may be anywhere between 4 and 8 storeys (plus mechanical penthouse). Despite this range in building height, the total floor area of the final building will remain generally the same.

Given the type of vehicles entering and exiting the site, the science facility complex building will need to be set back from William Halton Parkway to maintain appropriate sightlines into the property. However, recognizing the intended urban character of the Hospital District, the future building massing will seek establish a defined urban street edge along William Halton Parkway and will locate parking and outdoor storage areas as far as practicable from public rights-of-way. Landscape buffers will be incorporated within setback areas along both the William Halton Parkway and Glenorchy Road frontages to limit their visual impact from the public realm.

As outlined in the Land Use Compatibility Study submitted as part of this application (summarized in section 5.8 of this report), the proposed facility is considered a Class II facility per the Province's D-6 Compatibility Between Industrial Facilities guidelines. Although exact building location will be confirmed as part of future detailed design, a minimum 70 m separation distance between the proposed building's exhaust and the ErinOakKids facility, including their at-grade daycare area, will be maintained, consistent with Provincial guidelines.

3.2.3 Site Access and Connectivity

As part of this application, a westerly extension of Glenorchy Road is proposed to connect Glenorchy

Road with the intersection of William Halton Parkway and Hospital Gate and provide access to the proposed science facility complex and other future developments on the block. The conceptual design contemplates two ingress/egress points along Glenorchy Road, with at least one capable of supporting the turning radii of fleet vehicles such as boat trailers. Access into the secure compound from the north is proposed to be one-way with an additional right-in, right-out access point from William Halton Parkway.

The conceptual design proposes the main entrance of the building to be located on the eastern façade. However, recognizing the intended urban character of the Hospital District, the future design will orient the primary façade of facility toward William Halton Parkway. Site planning, landscape design, space planning, and architectural expression will be used to articulate and reinforce this relationship. Secondary access points will be oriented toward parking and service areas with all site and building approaches designed with consideration for health, safety, and security informed by Crime Prevention Through Environmental Design (CPTED) principles. The science facility complex will additionally include a pedestrian pathway connecting William Halton Parkway to Glenorchy, contributing to pedestrian accessibility and connectivity within and through the Hospital District. Given the nature of the proposed science facility complex, however, the design of this pathway will need to recognize the security requirements of the facility.

Current test-fit drawings show 250 surface parking spaces; however, the exact count (up to 300 spaces) and location of parking spaces will be determined as part of future detailed design. Given the unique nature and operations of this type of facility, the proposed development will not be meeting the minimum parking space requirement under By-law 2009-189 but will be providing an appropriate number of spaces based on typical

3.3 Public Consultation

on-site staffing according to typical practice. This is discussed in greater detail in the Transportation Impact Study submitted as part of this application (summarized in section 5.10 of this report).

3.2.4 Servicing

In order to support this development application, a Draft Plan of Subdivision application is required to split the existing property into three lots, including two developable lots and a future road that includes an extension of Glenorchy Road westward and Hospital Gate northward to create a loop around the developable properties.

Proposed servicing includes a new watermain and storm sewer along both the Glenorchy Road and Hospital Gate extensions and a sanitary sewer along only the Hospital Gate extension. The road will be constructed by Infrastructure Ontario prior to dedication to the Town. Presently, only the portion of the road required to service the science facility complex (including the water main and storm sewer) is proposed to be constructed, with the remainder to be built when the western lot is developed. As an interim condition, a turning circle is proposed just west of the eastern block's western property line, similar to the current condition at the end of Glenorchy Road.

To avoid requiring a flushing program for an indeterminate time between the construction of the science facility complex and the future development of the neighbouring lot, the full length of the watermain to the intersection with William Halton Parkway is proposed to be installed. The science facility complex will connect to the existing sanitary sewer along William Halton Parkway and the proposed new watermain and stormwater sewer along the Glenorchy Road extension.

Public consultation relating to this project will follow the requirements set out in the Planning Act and Town of Oakville's standard planning approvals process. A virtual public information meeting was held on March 5, 2026, at 6:30 pm. No members of the public joined the meeting by 7 pm at which point the meeting was closed. A copy of the presentation deck is provided in Appendix E.

Application materials will be made available online, and an application notice sign posted on the subject site and updated throughout the development process as required. A statutory public meeting will be held following the application submission. The *Planning Act* requires a public notice be delivered to addresses within 120 metres of the site at least 20 days prior to a scheduled public meeting date. Stakeholders and the public will be engaged throughout the development process via digital and written channels.

4.0

Policy Framework

The following sub-sections provide an overview of provincial legislation and municipal planning policies that apply to the subject lands. This discussion outlines how the proposed development has regard to Section 2 of the *Planning Act*, complies with Section 51 of the *Planning Act* is consistent with the Provincial Planning Statement (2024), and conforms to the direction and policy framework of the Livable Oakville Plan, particularly those relating to the Hospital District.

4.1 Planning Act R.S.O. 1990, c. P.13

The Planning Act R.S.O. 1990, c. P.13 (*Planning Act*) is provincial legislation that establishes procedural rules for land use planning in Ontario. It enables municipalities to control land use and provides the tools, processes and mechanisms to exercise this control.

Section 2 of the *Planning Act* outlines matters of provincial interest that approval authorities must have regard for when carrying out their responsibilities. Matters that apply to the proposed development include:

- (a) *the protection of ecological systems, including natural areas, features and functions;*
- (c) *the conservation and management of natural resources and the mineral resource base;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) *the orderly development of safe and healthy communities;*
- (k) *the adequate provision of employment opportunities;*
- (m) *the co-ordination of planning activities of public bodies;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,*
- (r) *the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development of the site has regard for matters of provincial interest as set out in Section 2 of the Planning Act. The MECP-MLITSD science facility complex will advance the province's mandates of protecting the environment, public health, and safety. The new science facility complex will unify multiple outdated laboratories and specialized science spaces into a single, modern facility, reducing the overall footprint while improving space efficiency and operational effectiveness, thereby making efficient use of existing provincial and regional infrastructure within the Hospital District, an area identified for growth and development. The development contributes towards the orderly development of safe, healthy, and complete communities through the provision of new employment opportunities close to existing, predominantly residential, neighbourhoods. Finally, the proposed development will be designed to fit appropriately within the existing and planned surrounding context.

Section 3(5) of the *Planning Act* states that planning decisions must be consistent with ministerial policy statements (discussed in greater detail in section 4.2 of this report) and conform or not conflict with provincial plans that are in effect on that date. Section 51 of the *Planning Act* additionally outlines the legislative framework for approval of plans of subdivision. Section 51(17) identifies the information that is to be included on the draft plan of subdivision, including the boundaries of the land, the locations and widths of existing and proposed highways, proposed land uses, the approximate dimension and layout of the proposed lots, the location of natural features, existing contours or elevations, the availability of municipal services, and the nature of any easements or restrictive covenants.

Section 51(24) identifies a number of criteria that planning authorities must have regard for when considering a draft plan of subdivision. Among the relevant criteria are the following:

- (a) *the effect of development of the proposed subdivision on matters of provincial interest;*
- (b) *whether the proposed subdivision is premature or in the public interest;*
- (c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) *the suitability of the land for the purposes for which it is to be subdivided;*
- (f) *the dimensions and shapes of the proposed lots;*
- (i) *the adequacy of utilities and municipal services;*
- (k) *the area of land, if any, within the proposed subdivision that is to be conveyed or dedicated for public purposes; and,*
- (m) *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act or subsection 114(2) of the City of Toronto Act, 2006.*

The proposed Draft Plan of Subdivision has regard for Section 51 of the Planning Act. The intent of the subdivision is to create two new developable lots and a future road that will extend Glenorchy Road to the intersection of William Halton Parkway and Hospital Gate to be conveyed to the Town of Oakville following construction. The proposed subdivision introduces additional employment uses within the Hospital District, a strategic growth area planned as an employment-focused mixed-use community. The proposed subdivision also supports the further build out of the Hospital District as set out in the Livable Oakville Plan by providing for a new road and servicing to support the current science facility complex and the future development of the western lot. There are no adjacent plans of subdivision impacted by the proposed subdivision. The lands are physically suitable for the proposed use and creates developable lots of appropriate shape and size. Finally, between existing sanitary sewer capacity along William Halton Parkway and the proposed watermain and storm sewer along the Glenorchy Road extension, there are adequate municipal infrastructure to support the proposed development.

4.2 Provincial Planning Statement 2024

The *Provincial Planning Statement (PPS)* is a provincial policy document that establishes a planning and land use framework applicable across Ontario. The *PPS* came into effect on October 20, 2024, replacing both the *Provincial Policy Statement (2020)* and the *Growth Plan for the Greater Golden Horseshoe (2019)*. Per Section 3(5) of the *Planning Act*, all decisions affecting planning matters are to be consistent with the *PPS*.

Per Chapter 2, planning authorities are to support the achievement of *complete communities* by accommodating an appropriate range and mix of land uses, including employment uses, to meet long-term needs (Policy 2.1.6). *Settlement areas* are to be the focus of growth and development, particularly within *strategic growth areas* (Policy 2.3.1.1), and planning authorities are to support general *intensification* and *redevelopment* to support the achievement of *complete communities*, the efficient use of land and resources, and optimization of existing and planned infrastructure (Policy 2.3.1.2 and Policy 2.3.1.3). Per Policy 2.4.1.2, *strategic growth areas* should be planned to accommodate significant population and employment growth. Policy 2.4.1.3 states that planning authorities should prioritize investment in infrastructure within *strategic growth areas*; identify the appropriate type and scale of development and the transition of built form to adjacent areas; and permit development and *intensification* in *strategic growth areas* to support *complete communities*.

In Section 2.8 of the *PPS*, policies pertaining to employment are provided. Planning authorities are directed to promote economic development and competitiveness through several actions, including but not limited to the following, as indicated by Policy 2.8.1.1:

- a. providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c. identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;

Chapter 3 of the *PPS* addresses matters related to the provision and use of infrastructure and municipal services. Policy 3.1.1 requires infrastructure and public service facilities to be coordinated with land use planning so that they are financially viable over their life cycle and are available to meet current and projected needs.

Section 3.6 of the *PPS* provides policies for sewage, water, and stormwater. Planning for sewage and water services is to accommodate forecasted growth and promote the efficient use of existing services. Services are to be provided in a sustainable manner that promotes water conservation, protects the quality and quantity of water, and is feasible and financially viable (Policy 3.6.1). *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* (Policy 3.6.2). Stormwater management is to minimize erosion, changes to water balance, contaminant loads, and stormwater volumes, and be integrated with planning for water and sewage services (Policy 3.6.8).

4.3 Livable Oakville Plan

The proposed development is consistent with the PPS. The MECP-MLITSD science facility complex contemplates the development of a government-owned complex that will provide environmental and radiological laboratory services, sampling and monitoring, data management and reporting, and regulatory enforcement functions. The science facility complex will increase employment opportunities and contribute to the development of complete communities by providing opportunities for people to work near where they live. Further, the future Dundas BRT will increase connectivity between the proposed science facility complex and region by providing frequent transit between Highway 6 in Hamilton and the Kipling Transit Hub in Toronto.

In accordance with the PPS, the proposal diversifies the economic base to meet long-term needs and is a strategic site for development and employment uses as it is located within a strategic growth area. Where possible, the site will optimize infrastructure investments by utilizing existing municipal sewage services while introducing needed water and storm servicing to support the future build-out of the Hospital District. Due to the site's convenient proximity to a major goods movement corridor (Highway 407), enhanced use of existing transportation infrastructure investments is also expected.

The Livable Oakville Plan (April 22, 2025 Office Consolidation) was adopted by Council on June 22, 2009 through By-law 2009-112 and approved with modifications by the Regional Municipality of Halton on November 30, 2009. The Livable Oakville Plan sets out policies for how growth should be managed across Oakville in the long term. It is supported by the North Oakville East and West Secondary Plans, which are intended to be integrated into the Livable Oakville Plan as part of an Official Plan Review process.

All sections of the Livable Oakville Plan and the Halton Region Official Plan (which is now a Local Plan of the Town of Oakville) have been reviewed to confirm that the proposed development conforms to the vision, mission statement, and guiding principles of the Town of Oakville's policy framework. The proposed development is consistent with the intent of the Official Plan's policies, including those of the Hospital District. As directed by staff, the focus of this section of the report is an analysis of Section 26 – Hospital District of the Livable Oakville Plan.

Hospital District

Per Section 26 of the Livable Oakville Plan, the Hospital District is intended to be a vibrant, compact, mixed-use community centred around the Oakville Trafalgar Memorial Hospital. As an employment-focused community, the Hospital District is planned to develop with an emphasis on institutional and office development with complementary residential uses. Consistent with this vision, the Hospital District has a general target proportion of 60% jobs and 40% residents (Policy 26.2.1.b).

The Hospital District is broken up into 6 development blocks. While Block 6 is dedicated to the Oakville Trafalgar Memorial Hospital and ErinOakKids facilities (and designated Institutional

accordingly), all other blocks are designated Urban Core (Schedule R Hospital District Land Use) and are expected to achieve a minimum employment target of 55% jobs (Policy 26.3.1.b). Recognizing these block-based targets, Policy 26.7.3 requires that any development within the Hospital District prepare a block plan for the entirety of the development block to demonstrate how the development achieves this employment target and compliance with the Town’s urban design policies and Livable by Design Manual (Policy 26.4.4).

Permitted uses on lands designated Urban Core within the Hospital District include long term care facilities and uses permitted within the Institutional designation (Policy 26.5.2), including government buildings.

The proposed science facility complex contributes to the Hospital District’s employment focus, introducing approximately 400 jobs within a new government-owned building. As a dedicated science facility complex, the development will achieve 100% jobs on the subject site. However, consistent with Policy 26.5.2, a Block Plan has been prepared illustrating a comprehensive development scheme for the entire block (see section 5.12 for a more detailed discussion). As there are no current development plans for the western lot, the Block Plan illustrates possible development consistent with the Hospital District policies; it does not reflect a planned development scheme on the part of Infrastructure Ontario.

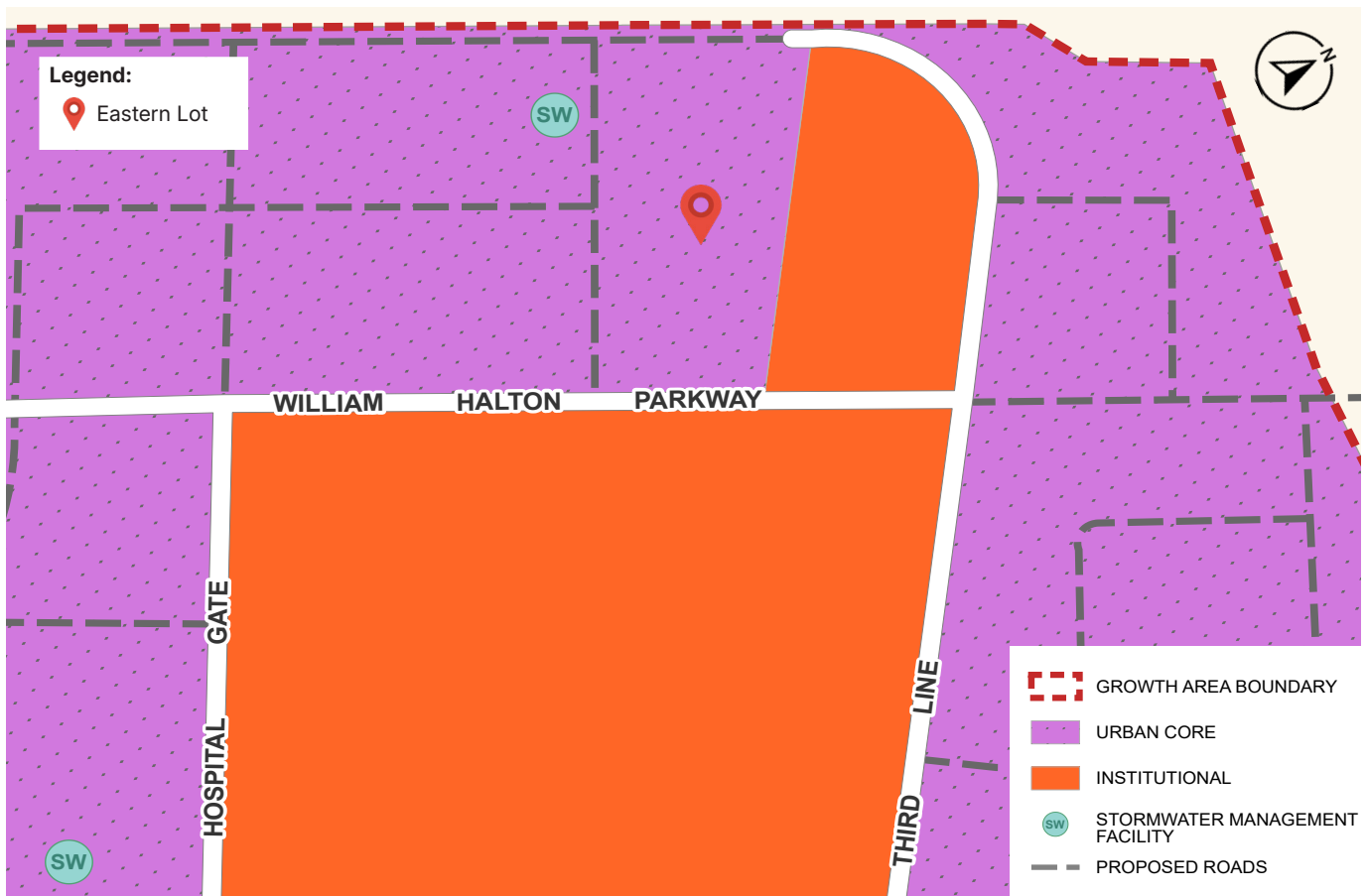


FIGURE 14. Excerpt from Livable Oakville Plan Schedule R Hospital District Land Use

The Hospital District is intended to develop as a compact, urban community. Uses are expected to be provided in a predominantly mid-rise form (Policy 26.2.1.c), in buildings 6-12 storeys tall within the Urban Core designation (Policy 26.5.1.a). Surface parking is generally discouraged, with preference being for well-designed below grade and above-grade parking structures (Policy 26.4.1.d.i); however, where surface parking is demonstrated to be warranted, it should be in the side or rear yard or in areas that can be appropriately screened to mitigate visual impacts (Policy 26.4.1.d.iii).

The current test-fit drawings show the future science facility complex standing at 4 storeys (+ mechanical penthouse). However, the final height of the building could be up to 8 storeys (+ mechanical), with a similar total floor area, based on the detailed design of the successful Project Co. As Official Plan policies require a minimum height of 6 storeys, an Official Plan Amendment is required to permit a building with a minimum height of 4 storeys. A significant component of MECP's operations include environmental sampling and monitoring requiring the storage of a variety of fleet vehicles, including snowmobiles, boats, trailers, and tractors. Site-specific urban design guidelines have been included in the draft Official Plan Amendment to limit the visual effect of surface parking on the site, including locating vehicle-related uses away from public rights-of-way and incorporating landscape buffers within setback areas along the street frontages of both William Halton Parkway and Glenorchy Road.

The Hospital District is envisioned to be transit-oriented. The transit network will integrate alternative travel modes (Policy 26.2.3.b) and provide a safe and convenient transportation

system for pedestrians, cyclists, transit, and vehicles (Policy 26.2.3.c). Development is expected to occur in line with the planned transportation system and may require transportation demand management and active transportation infrastructure (Policy 26.4.1.a). Bicycle facilities including bicycle racks and bicycle lockers are to be located throughout the Hospital District (Policy 26.4.1.f).

As part of this development application, a draft plan of subdivision is being submitted to support the construction and dedication of a new road connecting Glenorchy Road to William Halton Parkway. This road will include a multi-use trail along the north side of its right-of-way and a sidewalk along the south side. William Halton Parkway currently boasts a wide sidewalk on the north side, providing both pedestrian and cycling access along the southern limit of the subject site. Consistent with Policy 26.7.5, a Transportation Impact Study has been prepared in support of this application and is discussed in greater detail in section 5.10 of this report. Transportation demand management and on-site active transportation infrastructure will be considered as part of a future site plan application. Bicycle parking, and any shower-change facilities, will be provided consistent with requirements set out in the zoning by-law.

Finally, the Hospital District is planned to be pedestrian-oriented. The Hospital District is expected to develop via a grid-shaped road network, with mid-block connections that facilitate visual and physical connections within and across the district (Policy 26.2.1.d, 26.4.1.e). Full build out will include a network of green connections and built form that complements a pedestrian-oriented street character.

Given the type of vehicles entering and exiting the site, the science facility complex building will need to be set back from William Halton Parkway to maintain appropriate sightlines into the property. However, recognizing the intended urban character of the Hospital District, site-specific urban design guidelines have been included in the draft Official Plan Amendment to ensure the future building massing will establish a defined urban street edge along William Halton Parkway and will locate parking and outdoor storage areas as far as practicable from public rights-of-way. Landscape buffers will be incorporated within setback areas along both the William Halton Parkway and Glenorchy Road frontages to limit their visual impact from the public realm.

The facility will be designed to orient its primary façade toward William Halton Parkway. Site planning, landscape design, space planning, and architectural expression will be used to articulate and reinforce this relationship. Pedestrian approaches from the south shall support this orientation by providing a direct and intuitive connection to the building's main entrance. Secondary access points, including those for staff and service functions, may be oriented toward parking areas or service zones, as appropriate, with all site and building approaches designed with due consideration for health, safety, and security, and informed by Crime Prevention Through Environmental Design (CPTED) principles.

Finally, the science facility complex will include a pedestrian pathway connecting William Halton Parkway to Glenorchy Road, contributing to pedestrian accessibility and connectivity within and through the Hospital District. Given the

nature of the proposed science facility complex, however, the design of this pathway will need to recognize the security requirements of the facility.

Development in the Hospital District is expected to occur gradually over the long-term and coordinated with the provision of infrastructure including transit, road network capacity, pedestrian and cycling infrastructure, water and wastewater services, stormwater management facilities, streetscape improvements, and utilities (Policy 26.7.1.a). As such, new development is required to prepare a servicing plan to confirm the preferred water and wastewater servicing strategy for the Hospital District and the broader Regional water and wastewater system (Policy 26.7.6.a) with consideration for low impact development (Policy 26.2.1.g, 26.4.2.c).

As noted above, the development of the science facility complex is facilitated by the construction of a new road extending from Glenorchy Road to William Halton Parkway, which will improve connectivity within the Hospital District and introduce needed servicing to support further build out of the area. Consistent with Policies 26.4.2.a, 26.4.2.e., and 26.7.6.a, an updated Environmental Implementation Report – Functional Servicing Study (EIR-FSS) has been prepared in support of this application and is discussed in greater detail in section 5.6 of this report.

4.4 North Oakville Zoning By-law 2009-189

North Oakville Zoning By-law 2009-189 (September 16, 2025 Consolidation) was adopted by Council on November 23, 2009 and received approval by the O.M.B. on April 15, July 14, and October 25, 2010. The purpose of the Zoning By-law is to serve as a “rule book” that controls land, buildings, and development in North Oakville to implement the vision and policies for growth expressed in the North Oakville East and West Secondary Plans.

The site is zoned Institutional (I), which permits a range of commercial, community, institutional, employment, and open space use with limited residential uses within buildings up to 16.0 m in height (roughly translating to 4 storeys). In this way, the zoning by-law is out-of-date and misaligned with the existing policy framework for the site, which identifies a minimum height

of 6 storeys. Special Provision 62 (Appendix F) additionally applies to the site, introducing a number of prohibited uses (largely community uses and limited residential uses but also outside storage) as well as use-specific regulations tied to a courthouse building and parking garage. Finally, Holding Provision 22 (Appendix G) applies to the site, identifying a list of studies required prior to the development of any use except a courthouse or parking garage.

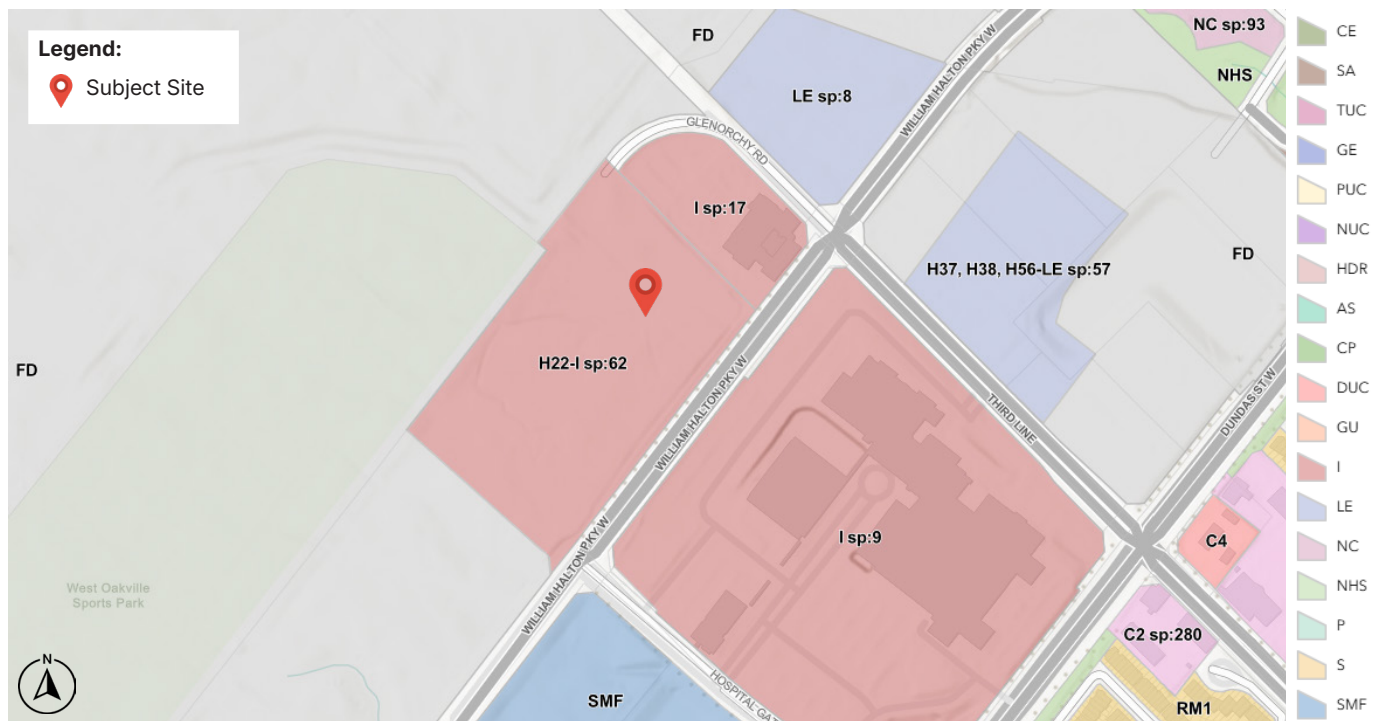


FIGURE 15. Zoning per North Oakville Zoning By-law 2009-189

4.5 Required Approvals

4.5.1 Official Plan Amendment

As discussed in section 4.3 of this report, the subject site is designated *Urban Core* per Schedule R Hospital District Land Use of the Livable Oakville Plan. In these areas, mixed use buildings of 6 to 12 storeys are permitted, as well as a range of uses, including but not limited to retail and service commercial, office, and residential uses. Within the Hospital District, the *Urban Core* designation further permits uses otherwise limited to lands designated Institutional, including government facilities.

An amendment to the Livable Oakville Plan is required to permit a minimum height of 4 storeys and ensure the design of the proposed facility, which includes outside storage of vehicles and monitoring equipment, is compatible with the planned urban context of the Hospital District through site-specific urban design policies.

A draft Official Plan Amendment is provided as Appendix B to this report.

4.5.2 Zoning By-law Amendment

As noted in section 4.4 of this report, Special Provision 62 prohibits outside storage and identifies a maximum height of 16.0 m, inconsistent with the more mid-rise character established in the Hospital District policies. As outside storage is integral to the functioning of the proposed science facility complex, an amendment to By-law 2009-189 is required to permit outside storage as a limited supportive use and permit a building height up to 6 storeys, bringing it more in line with applicable Official Plan policies. Minimum setback requirements are additionally proposed to be relaxed to allow flexibility in the future design of the building.

As the existing zoning label applies to the entirety of the land subject to the draft plan of subdivision application and is shared with a previous application for a courthouse on the western portion of the site, a new Special Provision is proposed to apply only to the eastern portion, where the proposed science facility complex will be located.

Finally, Holding Provision 22 restricts permitted uses on the site (excluding legal uses and associated office uses and parking garage) until such time as the following studies have been completed:

- a) *That sufficient water and wastewater services are available to the satisfaction of the Region of Halton and the Town of Oakville.*
- b) *The owner has entered into any required servicing agreement(s) with the Town regarding stormwater management.*
- c) *All required land conveyances have been undertaken.*
- d) *A Phase 1 Environmental Site Assessment (O.Reg. 153/04 compliant) and any recommended environmental reports, along with a Letter of Reliance extending third party reliance to the Region of Halton, which demonstrate that the lands are free and clear for their intended use to the satisfaction of the Region of Halton.*
- e) *Updated stormwater management report to the satisfaction of the Director of Development Engineering and Conservation Halton.*
- f) *Updated Transportation Impact Study*
- g) *Urban Design Brief*
- h) *Updated Functional Servicing Report to the satisfaction of the Region of Halton.*

- i) *Land Use Compatibility Study relating to adverse impact on existing or permitted land uses within the Health Oriented Mixed Use Node and adjacent lands to the satisfaction of the Region of Halton and Town of Oakville.*
- j) *That the EIR-FSS be updated to the satisfaction of Conservation Halton and the Town of Oakville to include infiltration targets and a general concept plan showing all LID measures to be used on each of the three development blocks.*

Consistent with discussions with Town of Oakville staff, the following studies are provided under separate cover to address the aforementioned requirements:

- » Phase 1 Environmental Site Assessment (prepared by GHD Limited);
- » Phase 2 Environmental Site Assessment (prepared by GHD Limited);
- » Updated Environmental Implementation Report – Functional Servicing Study (prepared jointly by WaterFedy and NRSI);
- » Updated Transportation Impact Study (prepared by Aplin Martin);
- » Urban Design Brief (prepared by Sajecki Planning Inc.);
- » Land Use Compatibility Study (prepared by Gradient Wind); and
- » Environmental Noise Feasibility Assessment (prepared by Gradient Wind).

A draft Zoning By-law Amendment is provided as Appendix C to this report.

4.5.3 Draft Plan of Subdivision

A Draft Plan of Subdivision application is required to split the existing property into three lots, including two developable lots and part of a future road (the other part of the required lands are currently owned by the Town of Oakville) that will extend Glenorchy Road to the intersection of William Halton Parkway and Hospital Gate. A portion of the road up to the western limit of the eastern lot will be constructed at the same time as the science facility complex and will be conveyed to the Town of Oakville, with the remaining portion to be constructed and conveyed as part of the future development of the western lot. A draft Plan of Subdivision is provided as Appendix D to this report.

4.5.4 Site Plan Application

The proposed development will require a Site Plan Application, which will be filed at a later date.

5.0

Supporting Studies and Reports

5.1 Geotechnical Investigation Report

A geotechnical investigation report was prepared by GHD Limited in August 2025. Twenty-three geotechnical boreholes were advanced to depths between 2.4 metres and 6.5 metres, with five converted to groundwater monitoring wells. Bedrock coring was completed on three boreholes to determine its properties, with select soil and rock samples submitted for laboratory testing.

The investigation concluded that subsurface conditions generally consist of topsoil, cohesive fill materials composed of lean clay and/or silty clay with sand or gravel, and trace rootlets. Stiff to hard cohesive deposit varying in composition was found below the fill material. Weathered shale and shale bedrock interbedded with limestone was detected further underlain.

A 4-storey building with no underground level was contemplated as part of the investigation. As such, the proposed development may be supported by conventional spread/strip footings or a slab on grade on competent native soils.

The latest and stable water level depths in the monitoring wells ranged between 0.4 metres and 2.9 metres BGS. Groundwater is expected to be shallow at the site and may need to be managed for a shallow excavation and temporary dewatering will be required where excavation depths are expected to be 1 metre or deeper below the groundwater table. When the water level is more than 0.3 metres above the excavation depth, aggressive dewatering methods may be required, as further discussed in the Hydrogeological Assessment Report.

Additional recommendations and construction considerations are outlined in the report.

5.2 Hydrogeological Assessment

GHD Limited conducted a hydrogeological and site-specific water balance assessment of the site in August 2025. Per the report, the site is primarily underlain by a thin layer of topsoil itself underlain by an unsaturated fill overlying a continuous partially saturated till deposit comprised primarily of clay with sand, sandy clay, sandy silty clay, and clay. A saturated heavily weathered shale bedrock is overlaid by the aforementioned till. The highest point groundwater observed was at 159.16 mAMSLL.

Daily volumes of utility trench construction dewatering volumes are estimated to be approximately 78,400 to 235,200 L/day at the start of construction and approximately 78,400 L/day under steady state conditions. Slab on grade construction dewatering daily volumes are estimated to be approximately 104,180 to 312,540 L/day and approximately 104,180 L/day, respectively. As a result, Environmental Activity and Sector Registry (EASR) self-registration will be required.

To reduce metal concentrations prior to discharge to surface water bodies, groundwater collected during construction will be required to be pre-treated. However, there is potential that pre-treatment may not be necessary if discharged to storm sewers.

Compared to existing conditions, under proposed (uncontrolled) conditions, the average annual surplus, infiltration, and annual runoffs over the site area are expected to increase by 2,435 m³/yr (80 mm/yr), decrease by 3,225 m³/yr (106 mm/yr), and increase by 5,660 m³/yr (186 mm/yr), respectively. It is recommended that LID features be incorporated onto the site to infiltrate the projected surplus.

5.3 Phase 1 Environmental Assessment

GHD Limited conducted a Phase 1 Environmental Site Assessment in July 2025 to identify the existence of potentially contaminating activities (PCAs) and areas of potential environmental concern (APECs) within the site. The non-intrusive investigation included a review of site history, a site inspection, document review, and review of information provided by regulatory agencies.

Three APECs were identified to be associated with the site, including imported fill material during development (APEC #1), the application of pesticides (APEC #2), and the application of de-icing agents (APEC #3).

With regard to APEC #1, historical aerial photographs revealed that fill had been placed on the site and grading activities had been carried out along the southern half of the property between 2008 and 2017. It is likely that these activities were associated with the construction of the Oakville Trafalgar Memorial Hospital and installation of utilities. Due to the limited soil samples collected as part of a previous Phase 2 investigation conducted by GHD Limited in 2019, importation of fill material of unknown quality has been identified as a PCA and with an associated APEC across the entire site.

As the site has been used for agricultural purposes since at least 1877, the potential application of pesticides presents a PCA and has been identified as an APEC across the site. No detailed information regarding the use of pesticides on the site was available; however, the potential use of organochlorine pesticides was identified as a concern.

Lastly, as road salt has been applied on the adjacent property (2000 Glenorchy Road) and along William Halton Parkway, there is potential for elevated sodium absorption ratio (SAR) and

electrical conductivity (EC) in the soil. This represents an on-site PCA with a potential APEC along the southern portion of the site.

A Phase 2 Environmental Site Assessment is required to assess the potential impacts associated with the APECs identified at the site in advance of securing a Record of Site Condition for permitting purposes.

5.4 Phase 2 Environmental Assessment

A Phase 2 Environmental Site Assessment was conducted by GHD Limited following the identification of potential PCAs and APECs during the Phase 1 assessment. The Phase 2 report, dated August 2025, was developed concurrently with geotechnical and hydrogeological investigations. As soil was the only media identified as potentially contaminated as part of the Phase 1 assessment, groundwater and sediment sampling was not completed as part of the Phase 2 assessment.

Sixty-four soil samples, including eight field duplicate samples, were collected and submitted for laboratory analysis for volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons, metals and inorganics, organochlorine pesticides, petroleum hydrocarbons, and general chemistry. Five soil samples were further analyzed for modified synthetic precipitation leaching procedure VOCs, metals, and general chemistry analysis. One sample underwent waste characterization. All analyzed parameters were either not detected above the laboratory reporting limits or at concentrations below MECP standards.

5.5 Archaeological Assessment

Archaeological Research Associates Ltd. (AAR) carried out Stage 1 and 2 archaeological assessments for the Oakville Land Assembly in 2017. In their report, which has been entered into the Ontario Public Register of Archaeological Reports, AAR reviews previously conducted assessments and reports findings from newly conducted assessments of six irregularly shaped parcels located within the Oakville Land Assembly lands. The Stage 1 assessment identified areas with archaeological potential, which were then further evaluated as part of a Stage 2 assessment. One area, referred to as Site 1, was found to be of further cultural heritage value or interest and recommended for a Stage 3 site-specific assessment. Per AAR, the remainder of the lands in the Oakville Land Assembly do not require further archaeological assessment.

Following recent consultations with First Nations regarding the 2017 archaeological assessment report, an area of the site that was not covered as part of the original assessment was identified. The area is located on the northwestern corner of the site and will undergo a Stage 2 archaeological assessment in the coming months (Figure 13). The assessment is estimated to be completed in May 2026.

5.6 Environmental Implementation Report and Functional Servicing Study

An Environmental Implementation Report and Functional Servicing Study Update (EIR-FSS Update) was prepared by WalterFedy, in consultation with NRSI, in March 2026 to support the application. The report is intended to update the Glen Oak Regional Detention Facility (RDF) Design Brief and Third Line Engineering Report that were previously prepared in conjunction with the New Oakville Hospital (NOH) design submissions based on revised development phasing conditions.

The EIR-FSS Update concluded that the proposed development's phasing design conditions will meet all staging discharge, and drawdown criteria/water quality treatment objectives. To support the proposed development, and due to the elevated construction of William Halton Parkway, site grading within the subdivision will generally be from south-to-north to provide effective drainage, which will be directed to a future storm sewer on Glenorchy Road.

Sanitary servicing will be provided via a connection to the sanitary sewer along William Halton Parkway, which has been assessed to have adequate capacity. The watermain loop that will be constructed along the Glenorchy Road extension to the intersection of William Halton Parkway and Hospital Gate has been assessed to have adequate capacity to service the science facility complex. As such, water servicing will be via a connection to the future watermain on Glenorchy Road. The Glen Oak RDF outlet structures were designed to be retrofitted as development in the contributing drainage area continues.

The proposed minor storm sewer system networks will have the capacity to drain the site during all storm events up to and including the 10-year storm and major storm pathways are consistent

5.7 Arborist Report

with the stormwater management strategy previously developed in the Oakville Trafalgar Memorial Hospital's EIR/FSS update. No additional stormwater management measures are required to service the subdivision provided the total impervious remains less than 85%.

From a natural heritage perspective, there are no Cores, Linkages, Stream Systems, Fish Habitat or Fish Communities on the subject site. The presence of species at risk Bobolink and Easter Meadowlark and the removal of their habitat were previously addressed in accordance with the Endangered Species Act and its regulations. To protect migratory birds and their nests, the timing window for removal of vegetation and site grading is between September 1 and March 31. Landscape Plans are recommended to utilize native species of trees, shrubs and herbaceous plants following the guidance of Conservation Halton. Bird friendly building design measures are recommended to protect birds from window and building strikes. Further, to protect off-site and downstream aquatic habitats, erosion and sediment control measures are recommended.

An Arborist Report was prepared by Natural Resource Solution Inc. (NRSI) in December 2025 to support the proposed science facility complex. Tree inventories were completed by Jacobs and NRSI in March and November 2025, respectively. In total, 77 trees representing 11 species were inventoried. Of the inventoried trees, 73 (95%) were native and 4 (5%) were non-native. Most trees were in good to fair health with an improbable potential for structural failure. Only 5 trees are located within the footprint of the proposed science facility complex.

No suitable bat roost habitats were identified on or immediately adjacent to the subject property during the leaf-off and leaf-on assessments that were completed in March and June 2025.

A Tree Preservation Plan incorporating a tree removal and retention analysis, mitigation measures, and a compensation plan will be submitted as part of a future Site Plan Approval application.

5.8 Land Use Compatibility

A Land Use Compatibility Study, Preliminary Air Quality, and Odour Assessment was completed by Gradient Wind in September 2025. Due to potential emissions from laboratories, the proposed science facility complex can be classified as a medium industrial facility (Class II) per the Land Use Compatibility (D-Series) Guidelines.

Following an assessment of land use compatibility, it was concluded that the proposed science facility complex is feasible as the 70-metre minimum separation distance between sensitive uses and potential emission sources, which are expected to be located on a high roof, can be maintained.

Stationary noise impacts from the proposed development onto nearby buildings will be compliant with the provincial sound level limits. Noise impacts onto surroundings and the building itself may be minimized by judicious placement of mechanical equipment and/or the incorporation of silence and noise screens, as required. Further, to avoid line of sight with surrounding noise-sensitive buildings, it is recommended that large pieces of HVAC equipment be placed on the mechanical penthouse.

A detailed air quality study is required to be completed once the laboratory exhaust system, other mechanical systems, and chemical uses at the science facility complex are further defined. More specifically, the subject site will require EASR registration, an Emission Summary and Air Dispersion Modelling Study and an Acoustic Assessment Report during the detailed design phase of the project. To ensure air quality is maintained to acceptable standards, laboratory exhaust systems should incorporate high-plume fans with bypass air to incorporate predilution into the systems.

5.9 Environmental Noise Feasibility Assessment

An Environmental Noise Feasibility Study was completed by Gradient Wind in September 2025. Major sources of roadway traffic noise include William Halton Parkway West and Third Line/ Glenorchy Road. Preliminary stationary noise sources that were evaluated as part of the study included potential rooftop equipment, such as a cooling tower, make-up air unit, and three strobe fans.

The dominant source of noise impacting the proposed science facility complex is from roadways. Noise levels on the proposed development from traffic are anticipated to range between 51 and 56 dBA during the daytime period (7:00-23:00) and between 45 and 49 dBA during the nighttime period (23:00-7:00). The highest noise level is expected along the proposed science facility complex's southeast façade at Level 1, which is nearest to William Halton Parkway West. The noise levels resulting from roadway traffic do not exceed the criteria of the MECP guidelines. As such, standard building components conforming to the Ontario Building Code are sufficient to support indoor noise levels that meet the NPC-300 criteria for office spaces. Minor sources of stationary noise surrounding the site include rooftop equipment at the ErinOakKids Centre for Treatment and Development.

5.10 Transportation Impact Study

A Transportation Impact Study was prepared by Aplin Martin in April 2026 to assess impacts of the proposed development on the surrounding road network.

Based on Aplin Martin's assessment, the intersections of William Halton Parkway & Bronte Road and Dundas Street & Bronte Road are expected to fall short of the required performance thresholds post-development. While adding a through lane in each direction could improve operations along this major regional corridor, it is recommended that Halton Region reassess traffic operational needs following the implementation of the Dundas BRT. Similarly, the intersection of Dundas Street & Third Line continues to operate at or near capacity, with an overall v/c ratio approaching or exceeding 1.0 at full build-out and 5 years post build-out. This does not meet minimum operating thresholds; however, no additional mitigation measures are recommended beyond continued monitoring by Halton Region and the Town of Oakville.

Based on available sight distances, the northern Glenorchy Road access should restrict the left-out movement; left-in, and right-in/right-out movements at this location can be safely permitted, while the southern Glenorchy Road access can safely operate as a full-movement driveway. The proposed right-in/right-out William Parkway access has sufficient sight distances to operate safely.

Finally, Aplin Martin reviewed proposed parking against the Town of Oakville's zoning requirements. Zoning By-law 2009-189 requires a minimum of 309 spaces. Given the unique operations of the proposed facility (discussed in greater detail in Section 7.1 of the Transportation Impact Study), the proposed 250 parking spaces are expected to satisfy parking demand with the possibility of up to 60 on-street parking spaces on Glenorchy Road to supplement off-street parking.

5.11 Urban Design Brief

In support of the conceptual drawing discussed within this report, an Urban Design Brief has been prepared by Sajecki Planning Inc. in March 2026 to inform a future site plan application. The urban design brief provides guidance to the future private partner regarding the design of the proposed science facility complex to ensure alignment with the urban design policies and guidelines of the Town of Oakville, including but not limited to those of the Livable Oakville Plan, Hospital District Area-Specific Plan, and Livable by Design Urban Design Manual. These high-level design principles are proposed to be secured through site-specific urban design policies developed as part of the draft Official Plan Amendment, including requiring future development of a science facility complex to:

- » Orient the building towards William Halton Parkway; where multiple storeys are proposed, locate upper levels towards the street;
- » Locate the primary entrance towards William Halton Parkway; secondary access points may be oriented directly to parking areas;
- » Locate outside storage uses and surface parking on the side of the building to the extent possible;
- » Visually screen outside storage uses and surface parking through the use of buffers, fencing, or landscaping, as appropriate;
- » Limit blank wall conditions by locating black-out areas internal to the building to the extent possible; and
- » Provide a north-south connection between William Halton Parkway and Glenorchy Road along the western property line.

5.12 Block Plan

Per Policy 26.7.3 of the Livable Oakville Plan, a conceptual comprehensive block plan was prepared by Sajecki Planning Inc. in March 2026 to illustrate how the proposed science facility complex development fits into the full build out of Block 3. Please note, this block plan is purely conceptual and does not reflect a planned development scheme on the part of Infrastructure Ontario.

At a high level, and in alignment with the Draft Plan of Subdivision application, the block plan splits the existing property into three lots, including two developable lots and a future road that includes an extension of Glenorchy Road westward and Hospital Gate northward to create a loop around the developable properties. The western lot is further shown as being split by possible north-south and east-west streets, creating a finer-grained street network within the larger Block increasing pedestrian accessibility and connectivity.

A total of 10 buildings is shown, ranging in height from 8-12 storeys consistent with the anticipated mid-rise character of the Hospital District. Taller buildings are shown along Major Arterials, including William Halton Parkway and Glenorchy Road, with building heights reducing and/or stepping down towards an illustrated local road. As the proposed science facility complex is identified as a Class II facility according to the province's D-6 Guidelines, a minimum separation distance of 70 m is shown between sensitive uses, with two office buildings serving as a buffer and transition between the institutional uses to the east and residential uses to the west. At-grade retail is considered within the residential buildings along William Halton Parkway and Glenorchy Road.

The proposed science facility complex will achieve 100% employment on the eastern lot. However, between the illustrated residential buildings, office buildings, and proposed science facility complex, the block plan illustrates a concept that achieves 55% employment uses, consistent with targets set out in Policy 26.3.1.b.

Along William Halton Parkway, a 4.0 metre front yard setback is applied (the maximum permitted) which reflects the street's function as a Green Connection and provides space for an enhanced pedestrian and active transportation corridor. Along other frontages, a 3.0 metre setback is maintained in accordance with the Livable by Design Manual. Building placement meets the required separation distances, including 20 metres between mid rise buildings with primary windows facing each other, ensuring appropriate privacy, light access, and massing transitions.

Parking is shown primarily accommodated in underground structures, with only limited surface parking provided for visitor or short-term needs, consistent with policy direction discouraging surface parking in the district.

6.0

Planning Analysis

Based on the policy analysis undertaken, it is our opinion that the proposal is consistent with provincial and municipal planning policy frameworks. The following sub-sections highlight the key merits of the proposal and outline how the proposed development represents good planning.

6.1 Increasing Employment Opportunities at an Appropriate Location in Oakville

The proposed science facility complex is consistent with the themes of the *Planning Act*, *PPS*, and *Livable Oakville Plan* that promote employment growth in appropriate locations and the efficient use of land and infrastructure. Due to the site's location near major transportation corridors, including Highway 407, Regional Road 25, and Dundas Street, and proximity to existing residential neighbourhoods, the proposed science facility complex will benefit from regional access to labour, goods, and services and support the Town of Oakville and Halton Region in meeting employment growth projections.

The Hospital District is identified as a *strategic growth area*. Per the *Livable Oakville Plan*, it is envisioned as an employment-focused community

that is directed to develop with an emphasis on institutional and office development. The science facility complex is proposed to contain adaptable office, laboratory, and science workshop spaces that support approximately 400 employees, significantly contributing towards the fulfillment of the Hospital District's objectives and the achievement of the block's minimum employment target of 55% jobs (Policy 26.3.1.b). Amongst other elements, the site is relatively flat, requires minimum site preparation prior to development, and is of a large size to ensure appropriate setbacks and landscape buffers that will ensure compatibility with adjacent land uses. Overall, the science facility complex is proposed at an appropriate location and will increase employment opportunities in Oakville.

6.2 Aligning the Zoning By-law with the Contemporary Built Form Policy Framework

A key objective of this application is to improve alignment between the *Livable Oakville Plan* and *North Oakville Zoning By-law 2009-189*. Current zoning regulations permit the science facility complex use but restrict building height to lower than the minimum required in the *Official Plan*. Specifically, the zoning by-law permits a maximum

building height of 16.0 m (Regulation 7.12.2) while the policies of the *Livable Oakville Plan* permit a building height of 6 to 12 storeys (Policy 26.5.1(a)). This application seeks to permit a development with a minimum height of 4 storeys recognizing the final building may be as tall as 8 storeys.

6.3 Ensuring Development is Compatible with a Planned Urban Context

The proposed science facility complex is intended to replace an existing facility located in a more suburban context in Etobicoke. The purpose of the proposed official plan amendment is to ensure the future design of this building is compatible with the envisioned character of the Hospital District.

Proposed site-specific urban design policies will help to ensure an appropriate relationship with the street (and adjacent uses), limit the visual impact of any outside storage or surface parking, and increase permeability within the Hospital District through a north-south connection.

7.0

Conclusion



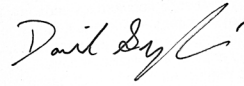
Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed science facility complex and implementing Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision represent an appropriate development of the subject site. The proposal represents good planning, as it supports the creation of new employment opportunities at a site that benefits from access to existing major transportation infrastructure.

We conclude the following:

- » The proposed development and associated Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision have regard to Section 2 of the *Planning Act* and are consistent with the *Provincial Planning Statement, 2024*;
- » The proposed development conforms to the direction and policy framework of the *Livable Oakville Plan*, including the policies of the Hospital District;
- » The proposed development will not result in significant adverse impacts on the surrounding area; and
- » The proposed development can be appropriately serviced by existing and planned regional and municipal infrastructure.

It is our professional land use planning opinion that the proposed development is appropriate, desirable and achieves good planning.

Respectfully submitted,



David Sajecki
MCIP, RPP, M.PL, B.Eng, LEED AP
Partner
Sajecki Planning Inc.

Appendix A:

Pre-Consultation Checklist and Preliminary Comments



OAKVILLE

Pre-Consultation Checklist & Preliminary Comments

General Information:	
Applicant:	David Sajecki c/o Sajecki Planning
Site Location:	CON 1 NDS PT LOTS 26 (RSN 123840) – North of William Halton Parkway W, directly west and adjacent to 2000 Glenorchy Road
Meeting Date:	August 20, 2025
Proposal:	(Infrastructure Ontario) Proposed new Science Complex to permanently replace the Ministry of the Environment, Conservation, and Parks (MECP) facility and Ministry of Labour, Immigration, Training and Skills Development (MLITSD) facility. The complex will consolidate the operations of the MECP and MLITSD. The new complex to consist of adaptable office, laboratory, and science workshop spaces.

Proposed Application Types:					
Official Plan Amendment	<input type="checkbox"/>	Plan of Subdivision	<input checked="" type="checkbox"/>	Site Plan	<input type="checkbox"/>
Zoning By-law H Removal	<input checked="" type="checkbox"/>	Plan of Condominium	<input type="checkbox"/>	MV/Consent	<input type="checkbox"/>

SUBMISSION REQUIREMENTS		
Materials to be Provided:	Required:	Notes:
Documents		
Completed Application Form	<input checked="" type="checkbox"/>	
Fees for the processing of the application	<input checked="" type="checkbox"/>	
Executed Pre-consultation Checklist	<input checked="" type="checkbox"/>	
Cover Letter	<input checked="" type="checkbox"/>	
Plans		
Aerial Photograph(s)	<input checked="" type="checkbox"/>	
Survey/Legal Plan	<input checked="" type="checkbox"/>	Legal survey (detailing land dedication for Halton Region).
Draft Plan of Subdivision and/or Draft Plan of Condominium (individual lots and/or units to be shown on draft Plan)	<input checked="" type="checkbox"/>	
Site Plan & Site Plan Details	<input checked="" type="checkbox"/>	Revised Site Plan drawing demonstrating the easement (in relation to the proposed development and site alternation) for Halton Region.
Building Elevations	<input checked="" type="checkbox"/>	
Building Floor Plans (including roof Plan)	<input checked="" type="checkbox"/>	
Comprehensive Block Plan	<input checked="" type="checkbox"/>	See policies reference in Planning Section of this Report.



OAKVILLE

Landscape Plan & Details	<input checked="" type="checkbox"/>	
Pedestrian Circulation Plan	<input checked="" type="checkbox"/>	Show north south connection, can show on site plan
Site Servicing Plan	<input checked="" type="checkbox"/>	concept
Grading & Drainage Plan (including topographic information)	<input checked="" type="checkbox"/>	concept
Erosion and Sediment Control Plan	<input checked="" type="checkbox"/>	
Lighting Plan &/or Photometric Plan	<input checked="" type="checkbox"/>	
Tree Canopy Cover Plan & calculation	<input checked="" type="checkbox"/>	
Reports/Studies		
Planning Justification Report/Letter	<input checked="" type="checkbox"/>	Brief only, focus on Section 51(24) of Planning Act, and new Hospital District policies.
Urban Design Brief	<input checked="" type="checkbox"/>	
Arborist Report	<input checked="" type="checkbox"/>	
Functional Servicing Study/Report	<input checked="" type="checkbox"/>	Include in EIR/FSS.
Stormwater Management Study/Report	<input checked="" type="checkbox"/>	Include in EIR/FSS.
Hydrogeology Study/Water Budget & Hydrology Study	<input checked="" type="checkbox"/>	Required for LIDs
Hydro geotechnical Report	<input checked="" type="checkbox"/>	Required for LIDs
Transportation Impact Analysis	<input checked="" type="checkbox"/>	TIS update (with an approved TOR).
Parking Demand/Justification Study	<input checked="" type="checkbox"/>	Include in TIS
Archaeological Assessment	<input checked="" type="checkbox"/>	See Comments – Letter of Acknowledgement
Land Use Compatibility Study	<input checked="" type="checkbox"/>	
Environmental Site Assessment (i.e. Phase 1) and/or letter of reliance	<input checked="" type="checkbox"/>	
Environmental Site Assessment (i.e. Phase 2) and/or letter of reliance	<input checked="" type="checkbox"/>	
3-D Computer Model (i.e. SketchUp)	<input checked="" type="checkbox"/>	
Minutes and attendance list of Applicant-initiated “Public Information Meeting” (see Note k)	<input checked="" type="checkbox"/>	*not required for Site Plan or Plan of Condominium applications
North Oakville		
Environmental Implementation Report/Functional Servicing Study	<input checked="" type="checkbox"/>	Update per approved TOR. See Comments.
Area Design Plan	<input checked="" type="checkbox"/>	

General Next Steps:



OAKVILLE

- 1. Prepare Application:** Prepare reports, plans, and studies identified on the pre-consultation checklist. Revised and coordinated plans and documents should fully address the comments in this report. The reports, plans and studies also must be prepared in accordance with [Terms of Reference / Guidelines](#). Where site-specific Terms of Reference are noted in the pre-consultation checklist, prepare a draft Terms of Reference then send a copy to the listed staff member in this comment report for approval.
- 2. Digital Submission:** Send an email to planningapps@oakville.ca requesting to submit a new application with the following information:
 - a) Applicant's name
 - b) Address of site
 - c) Type of application to be submitted (i.e. Site Plan)
 - d) Draft plan subdivision/Draft Plan of Condominium/ concept plan/site plan
 - e) Date of Pre-consultation Meeting
 - f) Signed Pre-consultation Form
 - g) Signed Application Form
 - h) Fee Calculation
 - i) Date of Developer Public Information Meeting (if applicable)
- 3. Organize Submission:** All documents part of the digital must follow the [mandatory file naming conventions](#) (pdf). If the mandatory file naming convention is not followed it will delay processing of the application.
- 4. Upload Application:** planningapps@oakville.ca will provide a link where all required reports, plans and studies, together with the completed application form, and signed pre-consultation agreement can be digitally submitted.
- 5. Confirmation of Submission:** planningapps@oakville.ca will review your submission, and confirm whether all submission requirements have been provided, confirm the application fee, and provide a reference # to be included on your Electronic Fund Transfer (EFT) or E-Mail Transfer.
- 6. Pay Application Fee:** Send application fees via e-transfer/EFT (Electronic Funds Transfer) to planningapps@oakville.ca. Send confirmation of payment to planningapps@oakville.ca and accountsreceivable@oakville.ca. Please review the [Electronic Payment Information](#) page for additional information on making payments. The full schedule of planning and development rates and fees is available on the [Rates and Fees](#) page.
- 7. Complete Application:** Upon confirmation of payment of the application fee, the planner assigned to the application will make a determination whether the application is complete pursuant to the *Planning Act* and provide a file reference number.



OAKVILLE

Following confirmation that the application is complete the application will be circulated to town departments and external agencies.

Other Applications:

Additional applications to other public agencies and governments, including, Provincial, Regional, Conservation Authority, and/or other Town Departments, may be necessary depending on the nature of the application.

General Note:

The pre-consultation form is valid for 6 months, any extension request must be received BEFORE the approval lapses with the appropriate fee.

Due to recent Provincial legislation, as of July 1, 2024, the Region’s role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan – as this is now the responsibility of Halton’s four local municipalities. As a result, the town may require certain reports and studies previously reviewed by the Region to undertake a peer review at the applicant’s expense.

Internal Comments

NOTE: The comments below are preliminary and additional comments may be provided once a formal application is submitted.

1 Planning Services

Paul Barrette, paul.barrette@oakville.ca

Pre-Consultation

Livable Oakville:

The Livable Oakville Plan provides goals, objectives and policies to manage and direct physical change and the effects on the social, economic and natural environment of the Town. Livable Oakville coordinates land use and infrastructure requirements to ensure that the anticipated growth can be accommodated, establishes a framework and policy context for decision making that provides certainty for the planning process.

The subject lands are designated Urban Core and located within the Hospital District Growth Area within the Town’s Urban Structure. The Hospital District was subject to detailed study and review which resulted in the approval of OPA 35. As shown below, Glen Orchy Road is proposed to be extended east across the northern limit of the subject land, and Hospital Gate is proposed to be extended north along the western limit of the subject land. An internal network of public streets was also proposed to create smaller blocks and establish a network



OAKVILLE

of pedestrian walkways around the hospital which connect to the public park proposed to the north. The demonstration plan which formed part of the Area Specific Plan for the Hospital District is below for reference:

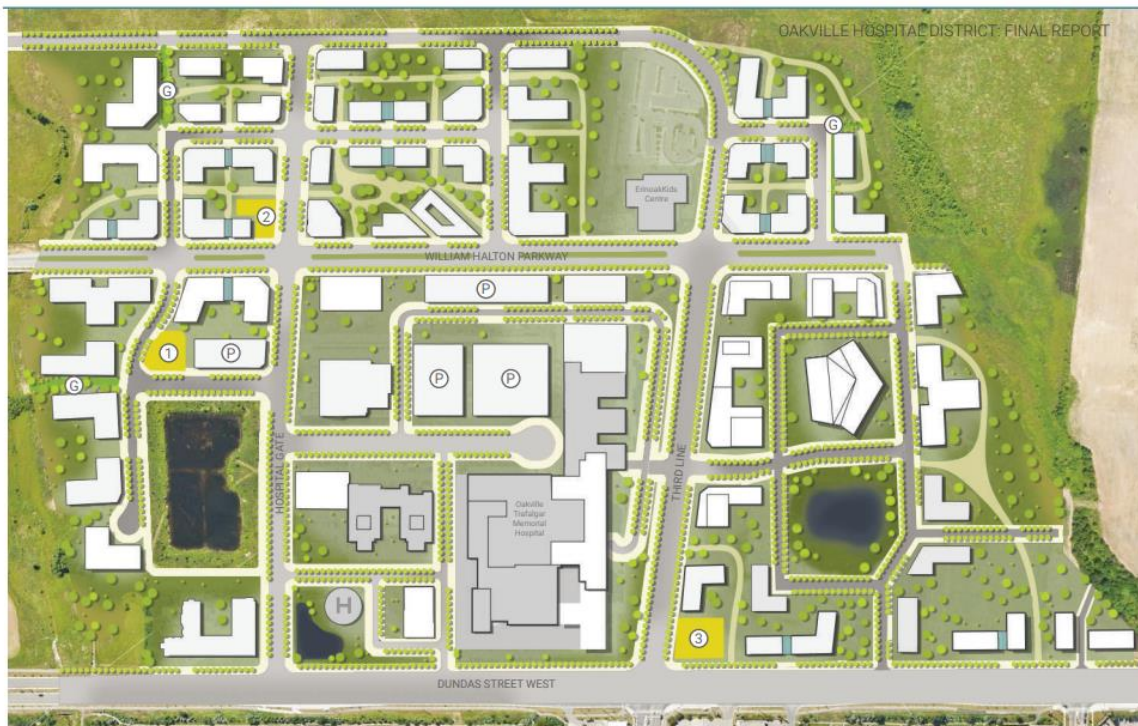


Figure V | 2D Demonstration Plan

- Midblock and Bridge Connection
- ① Urban Plaza
- ② Gateway Parkette
- ③ Urban Plaza
- ⓐ Green Connection
- ⓑ Parking Garage

viii
0 50 100 m

Policy 36.4.1 e) provides that a well-defined pedestrian walkway system shall be required to link lots and blocks within the Hospital District. The system shall provide linkages between buildings, urban squares, adjacent sites, surrounding areas, public streets, particularly those with transit routes and the general pedestrian system in surrounding communities.

As noted below, a block plan is required to be submitted which demonstrates that the internal roads to this block, shown below, are not necessary. However as discussed at the pre-consultation meeting, at a minimum a north-south connection is necessary to maintain the planned function. It was noted that similar feature was proposed as part of the previously proposed courthouse.



OAKVILLE



Pursuant to Section 26.4.1 d) well-designed below grade and above-ground parking structures are preferred. Where fronting a public road, above-ground structured parking should be lined by active uses and non-parking areas. Surface parking is discouraged. However, where surface parking is demonstrated to be warranted, to the satisfaction of the Town, it should be in the side or rear yard or in areas that can be appropriately screened to ensure the visual impact is mitigated by a combination of setbacks, built form and significant landscaping treatments.

Pursuant to Policy 26.5.1 a) buildings within the Urban Core designation shall be a minimum of six storeys in height and a maximum of 12 storeys in height. While the proposal would not conform to the minimum height, it is noted that the building height is permitted by the as-of-right zoning.

The subject lands are shown as Block 3 pursuant to Policy 26.3.1. Each block is required to be planned comprehensively and achieve a minimum employment target of 55%. It is noted that the proposed science complex would provide 100% jobs, however this policy applies to the whole of Block 3. To that end, Policy 26.7.3 requires that as part of any development application a block plan be submitted for the entirety of the block (this includes proposed Science complex and Courthouse) which meets the following criteria:

- a) *provide a comprehensive development scheme for the entirety of the block in which the subject lands are located, as identified in Figure 26.3.1;*
- b) *demonstrate how the development achieves a minimum of 55% jobs;*
- c) *demonstrate compliance with section 6.1.2 and the Livable by Design Manual;*
and
- d) *be prepared in accordance with a terms of reference approved by the town*

Please note that all development shall be designed in accordance with the design direction provided in section 6 of the Livable Oakville Plan, and the Livable by Design



OAKVILLE

Manual.

For reference, the following criteria is listed in the holding provision (H22) which will need to be lifted:

- a) That sufficient water and wastewater services are available to the satisfaction of the Region of Halton and the Town of Oakville.*
- b) The owner has entered into any required servicing agreement(s) with the Town regarding stormwater management.*
- c) All required land conveyances have been undertaken.*
- d) A Phase 1 Environmental Site Assessment (O.Reg. 153/04 compliant) and any recommended environmental reports, along with a Letter of Reliance extending third party reliance to the Region of Halton, which demonstrate that the lands are free and clear for their intended use to the satisfaction of the Region of Halton.*
- e) Updated stormwater management report to the satisfaction of the Director of Development Engineering and Conservation Halton.*
- f) Updated Transportation Impact Study*
- g) Urban Design Brief*
- h) Updated Functional Servicing Report to the satisfaction of the Region of Halton.*
- i) Land Use Compatibility Study relating to adverse impact on existing or permitted land uses within the Health Oriented Mixed Use Node and adjacent lands to the satisfaction of the Region of Halton and Town of Oakville.*
- j) That the EIR-FSS be updated to the satisfaction of Conservation Halton and the Town of Oakville to include infiltration targets and a general concept plan showing all LID measures to be used on each of the three development blocks.*

The submission requirements previously listed are for the combined draft plan of subdivision and removal of the H provision (H22). Both applications can be reviewed concurrently. While there are building-design related submission requirements (site plan / elevations) these plans will also be advance through this process and used as part of the future site plan application.

Land Use Compatibility



OAKVILLE

Land use compatibility brief is required that explains the existing surrounding land uses and to address how the proposed land use would impact the adjacent land uses. Please make mention to the Town's land use compatibility and the Ministry's guidelines and any mitigation measures that are being proposed to minimize the adverse effects of noise, vibration and odour to the surrounding sensitive land uses.

Summary of Questions Asked at Pre-Consultation Meeting:

Q: The intent of pursuing a Plan of Subdivision was to secure the road dedication. Could this be achieved instead through a consent application?

A: As was the case for the courthouse, the preference is for a plan of subdivision which would address the detailed design, construction and dedication of the road.

Q: Given the completion and approval of an FSS/EIR for the courthouse site as part of the previously approved Draft Plan of Subdivision application, what new work is required?

A: While a new study is not required, updates are necessary as the EIR/FSS was prepared several years ago and the update will ensure the study is accurate and reflects current standards. Staff's more detailed comments in this regard are outlined in the below comments and staff can assist to review a TOR to scope the update appropriately.

Q: Are there concerns with achieving the required approvals in advance of road completion in 2027?

A: The subdivision application is expected to build on the work already completed, which should provide a timing advantage. However, it will be important to submit the draft plan of subdivision early, along with appropriately scoped submission materials, in order to meet the deadline. As an additional note, the approval could be structured to allow pre-servicing prior to registration, which often helps to further expedite the overall timeline.

Q: What is the status of the extension of Glenorchy Road/Hospital Gate?

A: When the ErinOakKids site was developed, a financial contribution was secured to extend Glenorchy Road to the subject property line. It is anticipated that the curved portion around ErinOakKids will be constructed at the same time as the westerly extension of Glenorchy Road, ensuring a continuous roadway. This arrangement was established through the previous subdivision plan and it is expected that a similar approach will be followed here.

In addition, a portion of the land required for the westerly extension of Glenorchy Road is owned by the Town. Under a prior agreement, and as recognized in the draft plan approval for the courthouse, the Town will convey this land for the road; however, the responsibility for funding road construction rests with the property owner.



OAKVILLE

Please also note that much of the supporting infrastructure in the area—including the stormwater management pond to which this site is intended to drain—was constructed by Halton Healthcare in connection with the hospital development. Consistent with the previous draft plan conditions for the courthouse, cost sharing with the hospital is required. For further details and to arrange payment, please contact Al Coady at ACOADY@haltonhealthcare.com.

Q: Would the Town consider only an extension of Glenorchy Road with Hospital Gate proceeding in the future as part of the development of the courthouse site?

A: This could potentially be accommodated through subdivision phasing; however, a temporary turnaround would be required, and securities as well as detailed engineering for the full road extension (both Glenorchy Road and Hospital Gate) would need to be provided. More discussion would be warranted to understand this approach. It should be noted that our preference is to construct all of the road at once to provide a continuous path of travel and access to the future public park to the north.

Q: Are there plans to widen Glenorchy Road to support additional traffic volume (currently one lane)?

A: No immediate plans.

Q: Is the Region's intent to maintain right-in, right-out access on William Halton Parkway?

A: See Halton Region comments.

Q: Is an update to the previous FSS/EIR sufficient?

A: Yes. Please provide TOR and we will review to ensure the update is appropriately scoped.

Q: Any comments on the draft Transportation terms of reference?

A: Yes. This will be provided separately.

Q: Should studies evaluate the entirety of the property (including lands to be dedicated)?

A: It depends. The block plan for example needs to cover the whole property, same with the EIR/FSS, however the architectural plans should only apply to this project and TIA for example. If you have any questions about scope of the reports please do not hesitate to contact me to clarify.



OAKVILLE

2 Planning Services, Urban Design Kanwal Aftab, kanwal.aftab@oakville.ca

Pre-Consultation

List of Resources:

In framing our review and drafting our comments, we have utilized and relied upon the following:

- *Livable Oakville Official Plan*; including
 - [Section 6 Urban Design \(Part C \(oakville.ca\)\)](#) [pages C-15 to C-23]
- [North Oakville East Secondary Plan](#)
- Livable by Design, Urban Design Manual (LbDM); specifically
 - [Livable by Design Manual \(Part A\): Urban Design Direction for Oakville](#);
 - [Livable by Design Manual \(Part C\): Site Design and Development Standards](#)
- [North Oakville Urban Design and Open Space Guidelines](#)
- [Development Application Guidelines / Terms of Reference](#)

Matters of Concern:

- **Public realm |**
- Design landscape areas that continuously screen parked vehicles visible from the street through the use of low walls, shrubs, hedges and/or fences. Ensure these screening elements are at an adequate height to effectively screen headlights. The applicant is encouraged to increase the depth of planting along the public rights-of-way to minimize the visual impact of parking on the public realm.
- Design landscape screens and buffers with heights and depth that are relative to the magnitude of the undesirable impact and that provide the greatest level of concealment. Design landscape screens and buffers to complement the overall landscape treatment and to incorporate a variety of natural and built elements to mitigate the negative impact. Include a variety of coniferous and deciduous species to provide year-round coverage.
- As per Livable Oakville 6.16.4, Site and building services and utilities such as waste storage facilities, air handling equipment, hydro transformers and telecommunications equipment should be located within the rear yard or away from or screened from public streets, adjacent residential areas and other sensitive land uses. Where possible integrate them into the architectural composition of the building or screened from view.
- The Site design should ensure a continuous side walk connection between municipal sidewalks and all entrance and walkways around the building. Crosswalks should be provided to ensure safe pedestrian movement at areas where there is potential for conflict with vehicular movement.



OAKVILLE

- **Built form |**
- Drawings submitted do not allow town staff to adequately assess the formal impact of the design on its surrounding context. The design should take formal and material cues from neighboring buildings particularly those similar in program and scale to create cohesive civic character and placemaking on the site. Design buildings complement the context and incorporate compatible proportions, rhythm of façade openings and bays, height and setback transitions, enhanced façade articulation and materials.
- It is encouraged that buildings are oriented and positioned to define the streetscape on public streets and internal driveways and to assist in fostering active pedestrian environments along the street edge.
- Buildings should be designed and oriented to achieve compatibility with the existing or planned local context by:
 - maximizing window and door openings along the public realm
 - reflecting the local spatial arrangement and separation distances of buildings
 - minimizing the visibility of surface parking areas from the public realm
- The building massing and height should create and promote pedestrian-scaled environments on the site and along the streetscape by incorporating modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct rooflines.
- For building façades greater than 30.0m in length, divide the horizontal dimension of the building by incorporating significant modulations (projections/recesses) in the massing and variety in architectural detailing. Design façades of longer buildings to give the appearance of a collection of finer grain structures.
- Buildings with multiple storeys should maximize site area and create a sense of enclosure along the streetscape.
- Increase the height of portions of the building and emphasize building entrances and architectural features to create visual cues for user orientation.
- On façades visible from a public street or urban square, incorporate openings (transparent glazing and entrances) on a minimum of 50% of the façade to enhance the transparency of buildings, reduce the appearance of bulk and provide a strong visual presence along the street.
- For building façades greater than 30.0m in length, divide the horizontal dimension of the building by incorporating significant modulations (projections/recesses) in the massing and variety in architectural detailing. Design façades of longer buildings to give the appearance of a collection of finer grain structures.
- Incorporate weather protection elements on the building base, such as awnings, canopies, and projecting façade elements, at main building entrances.
- Design principal building entrances to face the public realm, regardless of whether the building abuts the property line or is setback within the site. Secondary access points may be oriented directly to parking areas or amenity spaces. Also design principal



OAKVILLE

building entrances as integral features to the building façade that are proportionate to the building scale, easily identifiable, adequately illuminated and protected from the elements. Principal building entrances to be at grade with barrier free access from the public sidewalk and/or pedestrian network.

- Locate vehicular-access entrances/exits to structured parking internal to the site or at the rear or side of the building and incorporate the access ramp into the building, not as a freestanding element on the site.
- Design building façades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls. Design building façades with a high standard of design, detail and variety of materials that are aesthetically compatible with the context, are functional, durable and easily maintained c) contribute to energy efficiency and sustainability. Incorporate cladding materials that include brick, stone, metal, glass, wood, and in-situ concrete of high architectural quality. Incorporate Spandrel materials only in circumstances where clear and transparent vision glass is not a viable option due to privacy concerns. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass, and metal siding are strongly discouraged. The use of local materials is encouraged.
- On exposed end walls along an interior side lot line without openings, clad the façade with the same building materials and detailing that complement the overall building design and to prevent an undesirable visual appearance.
- Incorporate environmental controls into the building design to regulate sun and wind exposure, such as canopies, awnings and louvers.
- Architecturally integrate mechanical systems and utilities, such as drainage pipes, vents and meters, into the wall plane, façade and building design and screen from view from the public realm. Design 'bird friendly' façades by incorporating sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing to minimize the potential for bird strikes.
- Architecturally incorporate identification and business advertising signage into the design, scale and materials of the building façade. Ensure signage does not block architectural features or overpower the façade.
- Where the massing and height of a building suggests more than a single storey, design the upper storey(s) as functional space and incorporate transparent glazing and architectural detailing. For a development comprised of multiple buildings, incorporate complementary massing, architectural features, materials and roof design amongst the structures to bring continuity to the overall site.
- Design the architectural treatment of the roof to complement the overall building design and where warranted, integrate stair and elevator towers. Screen rooftop mechanical equipment completely from view from the public realm using compatible building materials as used on the main building or integrate them into the overall design of the building. For rooftop equipment and enclosures taller than 2.0m in height, incorporate a minimum setback of 5.0m from all edges of the roof to reduce their visibility from the public realm. 28. Incorporate sustainable building features, such as water collection and storage, photovoltaic applications, green roof design, high albedo surfaces and extended eaves for sun shade.



OAKVILLE

- **Site organization |**
- Vehicular use areas that are greater than 700.0 m² should contain protected landscape areas located entirely within the edges of the vehicular use area, which serve to break up the expanse of pavement, and should meet the following interior landscaping requirements
 - a. within the interior of the vehicular use area, interior landscape areas should be provided with a Landscape to Vehicular Use Area Ratio of 1:20 for parking areas between 700.0 – 4,599.9 m² and 1:15 for parking areas that are 4,600.0 – 13,999.
- Surface parking areas should incorporate planted landscaped areas that ... effectively screen parked vehicles from view from the public realm; provide shade, wind break, and visual relief from hard surfaces; clearly define the vehicular circulation route(s); and are sufficiently sized to support the growth of trees and other vegetation. (Livable Oakville 6.13.4 a) b) c) d))
- Each interior landscape area should have at minimum area of 33.4 m² , with a minimum dimension of 3.0 m in any direction
- Where possible, integrate bio-retention swales into parking areas for effective management of stormwater. Within the swales, select plant species that are tolerant of extreme conditions, such as flooding, drought and salt.
- Within surface parking areas, each of the following tree planting conditions should be provided:
 - a minimum of one (1) 60 mm caliper deciduous tree planted for every five (5) parking spaces;
 - for parking lots with more than 75 parking stalls, locate all required trees in or within 5.0 m of the vehicle use area
 - all parking spaces are positioned no farther than 30.0 m from a tree
- Barrier free parking stalls shall be located in close proximity to building entrances.
- Incorporate a barrier-free curb ramp where there is a change in level from the parking area pavement to the barrier-free external path of travel. Also refer to standards 3.1.19 and 3.1.20 of this document.
- The design must provide safe pedestrian movement in and around the means as per town standards outlined in the Section 3.1 of Livable by design Manual Part C.
- The site will need to provide a canopy coverage on the site in accordance with the Town's Canopy Cover Target. For this site, the required canopy is 20% the total site area.

Materials needed for submission:



OAKVILLE

- Area Design Plan or Urban Design Brief Addendum
- Concept Plan
- Site Plan & Site Plan Details
- Building Elevations & Renderings
- Building Floor Plans (including roof Plan)
- Sketch-up 3D Model
- Landscape Plan & Details
- Pedestrian Circulation Plan
- Streetscape Plan
- Site Servicing Plan
- Grading & Drainage Plan (including topographic information)
- Lighting Plan &/or Photometric Plan
- Tree Canopy Cover Plan & calculation (be advised that **new plan preparation guidelines** are now in effect)
- Legal Topographic Survey

3 Planning Services, Heritage Planning - Archaeology Kristen McLaughlin, kristen.mclaughlin@oakville.ca

Pre-Consultation

The Halton Regional Official Plan, now implemented by the Town of Oakville, contains policies with respect to archaeological potential and the preservation, mitigation, and documentation of archaeological sites and artifacts.

Staff note that the subject site is identified as having archaeological potential. Section 167(6) of the ROP require that prior to development occurring in or near areas of archaeological potential, assessment and mitigation activities in accordance with Provincial requirements and the Regional Archaeological Management Plan be completed.

As such, a stage 1 archaeological assessment would be required, as well as any subsequent assessments as recommended, to be prepared by a qualified archaeology professional with a future submission, to the satisfaction of the Town of Oakville.



OAKVILLE

It is noted that the project was previously related to the file number: 24T-18004/1326. A stage 1-3 archaeological assessment was conducted in 2006, and concluded the site was clear of archaeological concern. The report dates to before the current Standards and Guidelines for Consultant Archaeologists was published (2011), which are the standards currently used by the Ministry of Citizenship and Multiculturalism to confirm the archaeology was conducted correctly (known as a Letter of Acknowledgement).

The archaeological consulting company that conducted the assessment is now out of business and cannot be asked to submit a Letter of Reliance. Because the report is nearly 20 years old and was conducted before the current Standards and Guidelines (2011) staff are requesting the applicant reaches out to the Ministry of Citizenship and Multiculturalism with the archaeological assessment and request a Letter of Acknowledgement for the work conducted. It is noted that in the earlier application, the Region of Halton also requested this Letter, although Town staff are unaware if this was ever given.

If the Ministry is not willing, staff request that the applicant hires an archaeological consulting company to peer review the 2006 assessment and confirm its findings, or, if they cannot, to conduct another archaeological assessment.

The applicant can reach out to Kristen McLaughlin (kristen.mclaughlin@oakville.ca) with any questions.

4 Planning Services, Environmental Planning

Elisa Bernier, elisa.bernier@oakville.ca

Pre-Consultation

Environmental Planning:

The proposed development and associated site alteration is located on lands that are in and adjacent to the Natural Heritage System on Map 1 of the Regional Official Plan (ROP), the Town of Oakville Schedule A1 Urban Structure and the Urban River Valley System in the Greenbelt Plan.

North Oakville

In accordance with Regional Official Plan (ROP) sections 116.2 and 116.3, the delineation and implementation of the Regional Natural Heritage System within the North Oakville West Secondary Plan Area shall be implemented through an EIR / FSS, prepared in accordance with North Oakville Environmental Implementation Report and Functional Servicing Study Terms of Reference (2013) to the satisfaction of the Town and Conservation Halton.

Provide an updated EIR/FSS for the development site and road works. Please ensure works are consistent with the Glenorchy Master Plan and Greenbelt Plan.



OAKVILLE

Demonstrate how the application is meeting or exceeding the sustainable development strategy in section 8.4 of the North Oakville West Secondary Plan. Sustainable initiatives on site can include, but are not limited to, renewable energy, low impact development and bird friendly design. These can be included in the landscaping, civil drawings, stormwater plans, lighting plans and elevations plan, etc.

Please connect with Elisa Bernier elisa.bernier@oakville.ca to discuss updates to the ecological components of the EIR/FSS.

A site walk is required as a second part of the pre-consultation meeting: Yes No

Please note, when preparing an **EIA**, please provide sensitive species information under a separate addendum to ensure the information is not shared publicly in keeping with the Natural Heritage Information Centre's Data Sensitivity Standards.

5 Development Services, Development Engineer

Brian Gregatti, brian.gregatti@oakville.ca

Pre-Consultation

All drawings, reports and studies are to be prepared by a qualified professional. The below comments are provided to clarify additional details that will be requested for the submission. The below is included but not limited to:

1. EIRFSS Addendum – This should be addressed prior to the ZBA/SUB

- An EIRFSS addendum will be required to support the proposed development. It is important to communicate with the adjacent land owners/consultants specifically to the south east in Oakville Green (Walterfedy) to ensure that EIR/FSS updates are cohesive and are consistent with the design direction for the subdivision. This should be submitted prior to an ZBA/SUB.
- The applicant should obtain support from the Region for the proposal and to ensure appropriate servicing can be achieved.
- It should be noted that the Town of Oakville does not support the permanent dewatering of underground parking structures into municipal infrastructure. This should be considered in the overall design of the proposal
- The EIR/FSS will need to take into account the Town of Oakville CLI-ECA agreement with the Province. This includes the water balance requirements set out by that agreements for Town owned infrastructure. Additionally, private facilities will need to take the CLI-ECA targets into account.
- The Town can provide the most recently submitted if needed.
- If a TOR review is required, a discussion can be had with the Town's WRE if needed.
- Further discussion is required to confirm LID inclusion in GAWSER modeling, Glenorchy Rd design with the current CLI-ECA, and coordination requirements with the Oakville Green subdivision.



OAKVILLE

Following the EIRFSS addendum, the below material should be submitted for the ZBA/SUB as it relates to an approved EIRFSS addendum.

2. Topographic Survey

- 5.0m beyond the property extents to determine external features and drainage patterns
- Determine and investigate any public or private servicing, utility and access easements

3. Concept Site Servicing and Grading Plan

- Sites shall be designed with a sewer network capable of capturing the 5 Year Event. If sewers are not possible, surface drainage reaches shall be limited to 50.0m
- Existing elevations along property line are to be maintained.
- Concept designs for both the proposed site and the surrounding road should be provided with the submission.

4. Stormwater Management Report

- Quality control to achieve Level 1 (enhanced)
- The Town of Oakville requires water balance requirements to meet the Town's CLI-ECA with the Province.
- Investigate external drainage contribution. Existing drainage patterns are to be maintained or if altered, shall be accommodated without impacts to upstream lands. This includes the area to the north that drains through the site (ie. how it is going to be conveyed moving forward).
- The Town of Oakville does not support the permanent dewatering of underground parking structures into municipal infrastructure

5. Sediment and Erosion Control Plan

6. Arborist Report

- Be prepared by a certified licensed arborist (licensed with Town of Oakville).
- Include all municipal trees, private trees, boundary trees, and trees on neighboring properties within 6.0m of property line.
- Include a report/discussion/table, with all tree data, including ownership of each tree and final recommendation of each tree.
- Include tree appraisals for all municipal trees.

The arborist report must be accompanied by a **Tree Preservation Plan**. The Tree Preservation Plan and grading/servicing plan must show:

- Location of all trees, with tree numbers
- All tree protection zone dimensions, to scale in metres
- Any horizontal tree protection/access corridors
- Location for any root exploration, as set out in AR/TPP.
- The information on the TPP must also be shown on the grading/servicing plan.

Security deposit is required for municipal trees, as per the appraised value of the trees in the arborist report.

Town trees may not be removed unless they are dead/dying/high risk, they cannot be removed to accommodate new driveway etc.



OAKVILLE

Driveways may not be widened into the TPZ of town trees, existing driveway entrance is to be used, and may be widened once past tree.

Encroachments into minimum TPZ of neighbor/boundary trees is to be avoided/minimized, and are subject to review.

For any minor TPZ Encroachments, where accepted, the project arborist must be present on site for excavation, based on the recommendations set out in the AR.

This must be reflected with notation on grading plan, and an arborist retention/confirmation letter is required to confirm the arborist has been retained to carry out the on-site work.

All site services (water/sani/storm) must be outside TPZ for all trees, in particular municipal trees. Where not possible, trenchless method must be used, i.e. underground boring, and grading plan must be updated with note.

Swales should also be outside TPZ's, if not possible they are to be dug under arborist supervision.

Boundary/neighbor trees cannot be removed unless written consent is provided by the neighbor.

All tree protection must be installed on site prior to demo/construction.

No trees can be cut until after final site plan approval.

In addition to the Site Plan submission requirements noted, please refer to the Town's Development Engineering Procedures and Guidelines manual for further direction.

<https://www.oakville.ca/assets/general%20-%20business/DevelopmentEngProceduresManual.pdf>

6 Transportation Services, Transportation Engineer

Syed Rizvi, syed.rizvi@oakville.ca

Pre-Consultation

The Transportation comment/submission requirements for the pre-con meeting held on Aug 20, 2025 agenda item and preliminary site plan and TIS terms of Reference provided are:

1. A Traffic Impact Study (TIS) is required to evaluate the potential impacts of the proposed development on the adjacent roadway network and access points to the proposed development. Applicants' traffic consultant should follow the comments provided on the TOR's provided with the pre-con material by Town and Region Transportation planning staff to complete the TIS report.
2. Site plan showing parking layout plan at all underground levels must be submitted for review and feedback by the relevant staff.
3. A traffic control and pavement marking and signage plan to be submitted for review and comments by Transportation staff.
4. A pedestrian/sidewalk plan, including connections to adjacent roadway sidewalks, must be submitted for review and comments by the active transportation staff.



OAKVILLE

5. A parking justification Study to provide details of parking required as per zoning by law and parking spaces to be provided at site.
6. It is noted that the roadway design plans (Glenorchy Road and Hospital Gate) and connections should be submitted for review and comments by the Transportation staff.

7 Building Services, Zoning Examiner Matt Rubic, matt.rubic@oakville.ca

Pre-Consultation

The following preliminary comments are based on the material provided for discussion purposes only and should not be construed as formal zoning comments on the proposal.

Zoning By-law Amendment

1. The property is currently zoned H22 I sp 62 under the 2009-189 Zoning By-law.
2. To permit the proposed development (Research and Development/General Office Use) the H22 provision is required to be lifted.
3. Please note that the maximum height is 16.0m in the I zone where the proposed height to the top of the roof of the fourth floor is 18.2m.
4. Please note the maximum front yard is 6.0m, based on the proposal it appears the front yard to the main building will exceed the maximum front yard.
5. Please note that site statistics relating to floor area of the uses proposed are required to confirm parking compliance.
6. Please note barrier free parking is required and subject to requirements of section 5.2. Based on 250 parking spaces proposed a minimum of 7 barrier free spaces is required where none are indicated.
7. Shipping containers appear to be located outdoors on the property which is outside storage. Please note that outside storage is a prohibited use under section 8.62.1 g).
8. A draft by-law for the lifting of the H22 provision is required to be submitted with the application.

Plan of Subdivision

1. No comments currently.

8 Parks and Open Space Frank Loconte, frank.loconte@oakville.ca

Pre-Consultation

Parks Capital Planning has reviewed the application and offers no comments.

External Comments



OAKVILLE

9 Conservation Halton
sstewart@hrca.on.ca Sean Stewart,

Pre-Consultation

Conservation Authorities Act and Ontario Regulation 41/24

Conservation Halton (CH) regulates all watercourses, valleylands, wetlands, Lake Ontario shoreline, hazardous lands (e.g. flooding and erosion hazards, dynamic beaches, unstable soil and bedrock) as well as lands adjacent to these features. Permits are required from CH prior to undertaking development activities within CH's regulated area and applications are reviewed under the Conservation Authorities Act, Ontario Regulation 41/24, and CH's Policies and Guidelines for the Administration of Part VI of the Conservation Authorities Act and Ontario Regulation 41/24 and Land Use Policy Document (last amended, April 17, 2025) (<https://conservationhalton.ca/policies-and-guidelines>).

Based on available information at this time, the subject property does not contain CH regulated areas.

Stormwater Management

CH will review select aspects of stormwater management from a natural hazard perspective.

Submission Requirements:

- EIR/FSS or EIR/FSS addendum (in accordance with NOCSS)
- Engineering drawings (e.g. grading, servicing, ESC plans)
- Survey
- Review fee to be determined at the time of submission based on the current years fee schedule: <https://www.conservationhalton.ca/planning-and-advisory/>
- Please direct inquiries to Sean Stewart sstewart@hrca.on.ca

10 Region of Halton, Planning & Public Works Dept
Michaela Campbell michaela.campbell@halton.ca

Pre-Consultation

Date of Pre-Consultation Meeting: August 20, 2025.

Subject Lands: North of William Halton Parkway W (directly adjacent to 2000 Glenorchy Road - CON 1 NDS PT LOTS 26).

Type of Application: Draft Plan of Subdivision and Zoning By-Law Amendment.



OAKVILLE

Proposal: Proposed new Science Complex to permanently replace the Ministry of the Environment, Conservation, and Parks (MECP) facility and Ministry of Labour, Immigration, Training and Skills Development (MLITSD) facility. The complex will consolidate the operations of the MECP and MLITSD. The new complex to consist of adaptable office, laboratory, and science workshop spaces.

Previous Pre-Consultation: Associated Applications - 24T-18004/1326.

Regional staff has reviewed the Pre-Consultation for CON 1 NDS PT LOTS 26 and offer the following comments:

Regional Role:

- Due to Provincial legislation, Halton Region's role in land use planning and development matters has changed. The Region is no longer responsible for the Regional Official Plan - as this has become the responsibility of Halton's four local municipalities. Going forward, comments offered through pre-consultation meetings are reflective of this changing role.
- In order to maintain the Region's Contaminated Sites Database, Regional staff request final copies of all environmental reports including: Geotechnical Studies, Hydrogeological Studies, Phase One and/or Two Environmental Site Assessments, Remediation Reports, Risk Assessments, Record of Site Condition (RSC), and/or Certificate of Property Use (CPU).

Regional Infrastructure:

- An EIR/FSS would be required to be submitted with the application that demonstrates that the existing water system in the area can support the proposed development and that the existing downstream sewer system can accommodate the development.
- The EIR/FSS should demonstrate the external services that will be required for both trunk and local watermains and trunk and local sanitary sewers that will be required to be extended to service the development.
- The EIR/FSS should also include analysis for the Region's new water zone pressure alignment program.
- The EIR/FSS should demonstrate what the impacts for storm water drainage from proposed development are to the existing storm sewer systems on either William Halton Parkway.
- The subject lands are included in the study area of the Sixteen Hollow Employment Area, Area Servicing Plan. The servicing of the site will have to be in accordance with the ASP.
- Please note that critical Regional infrastructure is located within an easement adjacent to the development property. Buildings, structures, landscaping and other encumbrances are not to be constructed or placed on existing or proposed Regional



OAKVILLE

easements. Regional easement rights must be maintained at all times and not be infringed upon. Staff require confirmation that the proposed development will not encroach on this easement and that Regional easement rights will be fully maintained for this development. Please provide a revised Site Plan drawing which demonstrates the easement in relation to the proposed development and site alternation.

Regional Waste:

- This development is not eligible for Waste collection provided by Halton Region.
- Private Waste collection must be provided for all Industrial, Commercial and Institutional locations. For Waste diversion requirements for the Industrial, Commercial and Institutional sectors, refer to Environmental Protection Act, O. Reg. 102/94 “Waste Audits and Waste Reduction Work Plans” and Environmental Protection Act, O. Reg. 103/94 “Industrial, Commercial and Institutional Source Separation Programs” or legislation that supersedes those Regulations.
- Industrial developments and commercial developments must be designed to accommodate for containerized Waste collection specific to the development’s operational Waste collection needs and should include Waste diversion.
- Each Commercial Unit must have provision for adequate Waste storage.
- Regional staff note that the submitted application form notes that “Regional waste collection is expected”. This should be corrected on application forms moving forward. Please note that staff encourage you to contact Andrew Suprun, Multi-Residential Waste Diversion Coordinator, at andrew.suprun@halton.ca if you have any questions.

Regional Transportation Development Review

- Official Plan/Transportation Master Plan Right-of-Way Requirements: William Halton Parkway (Regional Road 40) -
 - Any lands within 17.5m of the centre line of the original right-of-way of William Halton Parkway (Regional Road 40) that are part of the subject property shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.
 - Daylight triangles measuring 15m x 15m at the intersections of William Halton Parkway and Hospital Gate shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements.
 - In addition to the above noted lands, any lands that have been identified as required for the future widening of William Halton Parkway (Regional Road 40), as identified in the William Halton Parkway Detail Design Project (Hospital Gate to Bronte Road), shall be dedicated to the Regional Municipality of Halton for the purpose of road right-of-way widening and future road improvements. The William Halton Parkway Project Manager must be consulted throughout the proposed development process. The Project Manager is Dave Collum, (905) 825-6000, ext. 7620 or david.collum@halton.ca



OAKVILLE

- All lands to be dedicated to Halton Region shall be dedicated with clear title (free and clear of encumbrances) and a Certificate of title shall be provided, in a form satisfactory to the Director of Legal Services or their designate.
- Any proposed signage, plantings etc., for the site must be placed outside of the new Regional right-of-way (on private property).
- Studies -
 - A Transportation Impact Study (TIS) must be completed by a qualified Transportation consultant for the proposed development. The study must be completed as per Halton's Traffic Impact Study Guidelines. The final study, its assumptions & recommendations must be to the satisfaction of Transportation Planning and approved by Halton Region.
 - A Scope of Work for the TIS is required for review and approval prior to the start of the study.
- Access -
 - The proposed development must conform to Halton Region's Access By-Law NO. 32-17, a By-Law to prohibit, restrict and regulate access to the Regional Road System to maintain a high level of service for through traffic. The Access By-Law NO. 32-17 is available online at: <https://www.halton.ca/Repository/By-law-32-17-Regional-Roads>. Section 6.1 (a) of the Access By-law states that "access to a Regional Road from private property shall be permitted only where such access is necessary because access to a local road is not feasible."
 - Access to a Regional Road must conform to Halton Region's Access Management Guideline (2015). The Access Management Guideline document is available online at: <https://www.halton.ca/Repository/Access-Management-Guideline>.
- Agreement:
 - The owner must enter into a Servicing Agreement (through the Development Project Manager) for the completion of required Works for all development associated road improvements (including but not limited to: Intersection works for future extension of Hospital Gate, intersection traffic signal completion, Regional right-of-way disruption & restoration, all approved transportation study road improvement along William Halton Parkway, any/all construction activities and impacts to Halton Region, signage & pavement markings, etc.). The owner is responsible for all costs associated with the improvements detailed as part of the works and must submit for approval detail design drawings and cost estimates.
- Set-Backs & Zero Lot Lines:



OAKVILLE

- With respect to the development frontages, we request that a set-back be implemented/maintained from roadway right-of-way limits (i.e.: William Halton Parkway) as per the Town of Oakville Zoning By-law requirements.
- Additionally, the applicant will be required to demonstrate that construction of any underground/above ground development infrastructure (underground parking, SWM tanks, buildings, etc.,) will not impact or encroach upon the Regional right of way (i.e.: temporary or permanent infrastructure including structural tiebacks will not be permitted within the Regional Right of Way).
- The location of development infrastructure (including but not limited to - underground/above ground parking structure, building, SWM storage tank, etc.,) 0m from the property line would limit or potentially preclude the Region's ability to locate infrastructure, such as utilities, and will limit any future Regional Capital Project's grading flexibility, within the Regional right of way in close proximity to the right of way limit, i.e. within the zone of influence. Transportation Development Review does not support set-backs of 0m from property line.
- Construction Activities (For Information and Future Action):
 - Construction Methods - Shoring/Tiebacks, Open Excavation, etc.: A detailed submission of construction methods is required for internal review by various Regional groups prior to proceeding with plans for construction through the Servicing Agreement/detailed design drawings.
 - Construction – Crane Swing: If it is determined that the construction crane swing will impact the Region's right-of-way, the applicant must enter into the Encroachment Agreement and/or submit a Municipal Consent application, with Engineering Drawings, for review and approval, which would go through Halton's internal review process to various staff & departments. There will be specific requirements for the Agreement/Municipal Consent, including fees, security deposit, etc., (to be determined by staff as part of the review process), and a due date for final completion.
 - Construction – Access: Construction access, traffic management plan and any proposed use of the Regional right-of-way, is subject to review and approval from Halton Region.

Submission Requirements:

Therefore, as for the submission requirements, Halton is asking to be provided a:

- Cover letter.
- Applicable Regional Fee.
- Information on how to pay Regional development application fees available [here](#).
- Town of Oakville Complete Application Forms.
- Site Plan Drawings.
- EIR/FSS.



OAKVILLE

- Revised Site Plan drawing demonstrating the easement (in relation to the proposed development and site alternation).
- TIS (with an approved TOR).
- A Legal Survey (detailing land dedication to verify that the adequate property requirements are met).

11 Halton District School Board

Laureen Choi, choil@hdsb.ca

Pre-Consultation

The following Education Development Charges notes should be included:

- Educational Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the issuance of a building permit. Any building permits which are additional to the maximum unit yield which is specified by the Subdivision Agreement are subject to Education Development Charges prior to the issuance of a building permit, at the rate in effect at the date of issuance.
- The Board's 2023 EDC by-law provides a limited number of statutory and non-statutory exemptions. School boards may not exempt a development from the payment of EDCs unless such a development falls squarely within the terms of an exemption provided under an EDC by-law. To qualify for an exemption, an applicant must submit appropriate documentation confirming the intended purpose of the development. Approval of the exemption will be subject to verification and compliance with all relevant legislative and regulatory requirements. For more information on EDCs, please reach out to the school boards.

12 Others

Pre-Consultation

MTO

- After review, the subject lands are not located within the MTO Permit Control Area for the 407 ETR, therefore, an MTO Building & Land Use Permit will not be required. We have no further comments.

Paul Nunes

Senior Project Manager (Peel/Halton) | Corridor Management, Central Region West |
Operations Division

Ministry of Transportation | Ontario Public Service
416-270-3108 | paul.nunes@ontario.ca

Notes:



OAKVILLE

- a) **This agreement expires 6 months from the date of initial signing (date of pre-consultation meeting) or at the discretion of the Director of Planning or his/her designate.** In the event that this Pre-consultation Agreement expires prior to the application being accepted, and/or new policy and/or by-laws apply, another agreement may be required. Please note the development fees may change during this period and it is the applicant's responsibility to ensure the correct fees are paid at the time of the application.
- b) If this Pre-consultation Document expires prior to the application being accepted by the Town, an extension may be granted at the discretion of the Director of Planning.
- c) The purpose of this agreement is to identify the information required to prepare a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or Council to either support or refuse the application. Comments provided at a pre-consultation meeting are preliminary and based on the information submitted for review at that time.
- d) Voluntary Pre-submission Review – The applicant may request a pre-submission review of the application, which will allow for multiple circulations in the effort to advance a proposal to a point where issues have been addressed before the formal application submission and a staff recommendation to Council.

75% of the pre-submission review fee will be credited toward the complete application fee, provided the application is submitted within 2 years of the start of the pre-submission review process.

- e) An annual maintenance fee will apply to all applications, one year after being deemed complete for *Planning Act* purposes, and annually thereafter.
- f) All fees are payable based on the rate in the fee by-law in the effect on the date a complete application is submitted.
- g) For all applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant acknowledges that the Town is not responsible for the construction or installation of the sign and the applicant agrees to submit a photo of the sign on the property. This shall be submitted within one week of receiving confirmation of a complete application.
- h) An application submitted without the requisite information identified in this Pre-consultation Agreement, or in the Site Plan application form, will not be accepted. Submission not meeting these criteria will be returned to the agent or property owner. If a site walk is required, the application may not be considered complete until it has taken place.
- i) All reports, documents and drawings must be submitted in electronic (i.e. PDF) form.



OAKVILLE

Digital mapping/software standards: The Town's standard GIS program is ArcGIS version 10.3. The Town's standard CAD program is AutoCAD 2016. Compatibility with either software package is required. The Town's standard projection for all digital submissions is Universal Transverse Mercator, Zone 17 North, North American Datum 1983. Data not conforming to this standard will be sent back to the consultant at the consultant's expense. Data should be submitted as either ArcGIS Shapefile format or AutoCAD DWG/DXF. A CAD seed file or Shapefile in the appropriate coordinate system can be provided to the consultant. Consultants providing AutoCAD submissions must include legible layer naming conventions and include layers: GIS.Prop_Block, GIS.Prop_Building, GIS.Prop_Driveway, GIS.Prop_Lot, GIS.Prop_Road, GIS.Prop_TownHome_Lot_Lines if applicable and only include relevant layer information in the following format, GIS.(prop or ext)_Other_Feature. Any reference maps attached or layer names not understandable will be sent back to the consultant at the consultant's expense. Consultants providing AutoCAD submission should not use special fonts, reference files or colour tables. Digital information supplied to the consultant by the Town is not to be altered, distributed, manipulated or misrepresented in any form

- j) The applicant must grant permission for municipal and agency staff to visit and access the property while the application is being processed.
- k) An applicant is required to conduct a 'Public Information Meeting' (PIM) prior to submission of a development application and shall be documented as described below. The timing of the PIM may be waived at the discretion of the Director of Planning.

The PIM would summarize the purpose and intent of the proposed application (s), after having given a minimum of a two (2) week, mailed, notice to residents within 240 metres of the subject lands. The date of the 'Public Information Meeting' shall be coordinated in consultation with the Ward Councillors and planning staff. The minutes of the 'Public Information Meeting', shall outline the nature of the proposed development, the planning approvals being sought from the Town, the nature of the input received by the attending public and how this input may have informed the development proposal.

- l) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.



OAKVILLE

- m) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.
- n) The Town/Region/Conservation Authority may require peer review of any technical report or study submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.
- o) There may also be financial requirements arising from the application, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, costs for lifting 0.3-metre reserves, and reimbursement for road widening acquisition or road improvements.
- p) Prior to undertaking any topsoil stripping or earthworks, the applicant may be required to obtain a site alteration permit in accordance with the Town Site Alteration By-law.
- q) Applicants are advised that the removal of trees prior to a final decision being made, or a site alteration permit is issued, is strongly discouraged by the Town.
- r) It is the responsibility of the applicant to ensure compliance with all provincial and/or federal bodies for works requiring authorization from Fisheries and Oceans Canada; Environment and Climate Change Canada; the Ontario Ministry of Natural Resources and Forestry; and but not limited to Ontario Ministry of Environment, Conservation and Parks. Confirmation of compliance is to be provided in the application.
- s) Personal information contained in this form is collected under the authority of the *Planning Act*, R.S.O. 1990, cP.13, as amended. The information will be used for the purpose of administering the Town pre-consultation process on development applications.
- t) Where the applicant requests that the information submitted on this pre-consultation form and associated documents be kept confidential, it is understood; however, that an access request may be filed under the *Municipal Freedom of Information and Protection of Privacy Act*, and information may be subject to release, notwithstanding the request to keep information confidential.

Staff/Agency Signatures:

9/3/2025

X 

Paul Barrette, MCIP, RPP
Manager, Current Planning - West District
Signed by: Paul Barrette

Proponent Sign-off (In Lieu of Signatures):



OAKVILLE

I acknowledge that the Town will require the provision of the drawings, reports and other requirements indicated in this Pre-Consultation Form, in addition to a completed Application Form, any information or materials required by Statute, the required application fees and a signed copy of this acknowledgement prior to the planning application being deemed complete, pursuant to the *Planning Act* and applicable Town Official Plan policy. These items should be completed in accordance with the direction in this Development Application Pre-Consultation Form, the attached Notes, and the attached Pre-Submission Document Terms of Reference, in order to allow for the full consideration of the planning application. I have read and acknowledge the above Notes. I have authority to bind the Owner.

Applicant/Agent:	Print Name:	Signature:	Date:
Property Owner:			
Property Owner:			
Agent: (I have authority to bind the Owner)	David Sajecki, Partner, Sajecki Planning Incorporated		March 18, 2026

Public Information Meeting Checklist

The following is required for a Public Information Meeting:

- The cost of the required mailing list is the equivalent of 2 hours of Planning Fee Staff Time ([2025 Planning Services Rates and Fees](#) for 2 hours of Planning Fee Staff Time is \$262.16), payable to the Town of Oakville.
- The Public Information Meeting Notice must be mailed out at least **14 days prior** to the meeting date.
- At least one Public Information Meeting must be held in the evening hours with a start time **no earlier than 6:30 p.m.**
- Applicant is responsible to plan for holding the Public Information Meeting, including arranging a virtual meeting/booking the venue.
- For your ease of reference visit Town's [Facility Rentals](#) .
- There is no template for a Public Information Meeting Notice, however, the notice must contain:

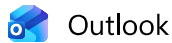


OAKVILLE

- a) The municipal address or legal description of the subject lands.
- b) A location map.
- c) Date and time of the meeting.
- d) A proposal of the development.
- e) To avoid having to type a lengthy URL for attendance by videoconference please consider the use a QR Code generator for ease of access.

Please contact the Legislative Coordinator for an example of a notice.

- It is essential to provide the Planning Services Department with a copy of the Public Information Meeting Notice that is circulated to the public. This will help staff address any queries from the public and advise staff of the upcoming meeting.
- It is encouraged to consult with your [Ward Councillors](#) prior to finalizing the meeting date.
- Please collect a list of attendees (including their email addresses) at the public information meeting and forward this information to planningapps@oakville.ca



Outlook

RE: [EXTERNAL] MECP-MLITSD Science Complex - Meeting Follow-Up

From Paul Barrette <paul.barrette@oakville.ca>

Date Tue 11/4/2025 11:46 AM

To Valeriya Sokolenko <valeriya@sajekiplanning.com>; Catherine Buckerfield <catherine.buckerfield@oakville.ca>

Cc David Sajecki <david@sajekiplanning.com>; Christina Borowiec <christina@sajekiplanning.com>

Hi Valeriya,

Given the IO process and context we discussed at the meeting all of the below items in the first bullet point for the site design (landscape plan, lighting / photometric plan, tree canopy plan, 3D model and tree protection plan) can be deferred to site plan provided the submission outlines the standards the site plan will be subject to (for example list the tree canopy cover min. target will be achieved for this site). It's up to your team where those standards would be identified, likely either the urban design brief or PJR, but we can proceed on that basis and UD staff are in agreement.

In terms of the Archaeological Assessment, it's almost 20 years old and the bottom line is it would need to meet current standards for town staff to be able to sign off on it, so that means 3 options:

- a. Redo the study
- b. Have a licensed archaeologist (usually who conducted the work) reviews the report and either updates it or writes a reliance letter that they can back up the work methodology
- c. Updated letter of acknowledgement from the Ministry

If you have a consultant, and they want to discuss further with Town staff, they can contact Kristen McLaughlin kristen.mclaughlin@oakville.ca who is familiar with the reports / background and would be reviewing the report / submission when it is submitted.

Paul

Paul Barrette, MCIP, RPP
Manager - Planning Current Planning-West District
Planning & Development
Town of Oakville | 905-845-6601, ext. 3041 | www.oakville.ca

Vision: A vibrant and livable community for all

Please consider the environment before printing this email.

<http://www.oakville.ca/privacy.html>

From: Valeriya Sokolenko <valeriya@sajekiplanning.com>

Sent: Tuesday, October 28, 2025 3:25 PM

To: Paul Barrette <paul.barrette@oakville.ca>; Catherine Buckerfield <catherine.buckerfield@oakville.ca>

Cc: David Sajecki <david@sajekiplanning.com>; Christina Borowiec <christina@sajekiplanning.com>

Subject: [EXTERNAL] MECP-MLITSD Science Complex - Meeting Follow-Up

Hi Paul, Catherine,

Thanks again for the call on Friday; I think it was a very helpful/productive conversation. I just wanted to follow up on a few next steps coming out of that discussion:

- Are you able to confirm whether the Town requires the submission of the following materials?
 - Landscape Plan
 - Lighting/Photometric Plan
 - Tree Canopy Plan
 - 3D Computer Model
 - Something we didn't discuss in this context on Friday was the Tree Protection Plan. Given this is very closely tied to the location/design of the final building, is this also something that could be pushed to site

plan approval? We do have an arborist report with a tree inventory; however, we would need to retain a consultant to prepare the tree protection plan given a contractual conflict with the firm who prepared the arborist report.

- Attached is the 2009 Letter of Acknowledgement received from the Ministry of Culture along with the 2006 archaeological assessment. Please let us know if this satisfies the town's requirement as it relates to the archaeological study.

We are working on preparing the phasing plan illustrating the partial construction of the road/servicing.

Best,
Val

Valeriya Sokolenko
Associate

Sajecki Planning
O: 416-448-2280 ext. 106
C: 416-646-4948
valeriya@sajeckiplanning.com
www.sajeckiplanning.com

Appendix B:

Draft Official Plan Amendment



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 20XX-XX

Official Plan Amendment XX

A by-law to adopt Official Plan Amendment No. XX to the Livable Oakville Plan as it relates to Part of Lot 26, Concession 1, North of Dundas Street (Infrastructure Ontario, File No: XXXX)

WHEREAS subsection 21(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, states that a council of a municipality that is within a planning area may initiate an amendment to any official plan that applies to the municipality, and section 17 applies to any such amendment; and,

WHEREAS subsection 22(1) of the *Planning Act* provides that a person or public body may request a council to amend its official plan; and,

WHEREAS the owner of the lands legally known as Part of Lot 26, Concession 1, North of Dundas Street, has requested that council amend the Livable Oakville Plan to introduce site-specific exception policies to permit a minimum height of four storeys and outside storage ancillary to a science facility, subject to site-specific urban design policies; and,

WHEREAS it is deemed necessary to pass an amendment to the Livable Oakville Plan to introduce site-specific exception policies to permit a minimum height of four storeys and outside storage ancillary to a science facility, subject to site-specific urban design policies;

COUNCIL ENACTS AS FOLLOWS:

1. For the purposes of this by-law:
 - a. "Livable Oakville Official Plan" and "Livable Oakville Plan" mean the Official Plan for the Oakville Planning Area that currently applies to the lands south of Dundas Street and the lands north of Highway 407, and was adopted by Council on June 22, 2009, and approved with modifications by the Ontario Municipal Board on May 10, 2011, and as subsequently amended.

2. Official Plan Amendment Number XX to the Livable Oakville Plan, attached as Appendix “A”, is hereby adopted.
3. This Official Plan Amendment is subject to appeal rights set out in section 17 of the Planning Act, R.S.O. 1990, c. P.13, and shall come into effect once the deadline for filing appeals has passed or all appeals have been withdrawn or finally disposed of.
4. This Official Plan Amendment is exempt from approval pursuant to Ontario Regulation 525/97 Exemption from Approval (Official Plan Amendments).

PASSED this ___ day of _____, 20XX

MAYOR

CLERK

APPENDIX “A” to By-law 20XX-XXX

**Official Plan Amendment Number XX
to the Town of Oakville’s Livable Oakville Plan**

Constitutional Statement

The details of the amendment, as contained in Part 2 of this text, constitute Official Plan Amendment Number XX (OPA XX) to the Livable Oakville Plan.

Part 1 – Preamble

A. Subject Lands

The Official Plan Amendment applies to lands legally known as Part of Lot 26, Concession 1, North of Dundas Street, located north of William Halton Parkway and west of Glenorchy Road.

B. Purpose and Effect

The purpose of the Official Plan Amendment is to modify the text of the Livable Oakville Plan to introduce site-specific exception policies relating to minimum building height, permitted ancillary uses, and urban design parameters for a future science complex.

C. Background

The Subject Lands are designated “Urban Core” per Schedule R (Hospital District Land Use) of the Livable Oakville Plan.

- The Subject Lands were determined to be not required for purposes as set out in the Parkway Belt West Plan and have been removed through Parkway Belt West Plan Amendment No. 232.
- There is no underlying designation which permits development opportunities and a change in land use is required to facilitate development of the subject lands.

D. Basis

- The Hospital District is planned to be an employment-focused mixed-use community that provides for institutional, office, retail and service commercial uses in combination with high density residential uses.

- The site-specific exception policies support the development of a government-owned science facility complex on the Subject Lands as envisioned in the Hospital District policies (Section 26) of the Livable Oakville Plan.
- Site-specific urban design policies will ensure the facility will be compatible with surrounding uses and the planned urban character of the Hospital District.
- The proposed amendment is consistent with the Provincial Planning Statement.

Part 2 – The Amendment

A. Text Changes

The amendment includes changes to the text of the Livable Oakville Plan as described in the following table.

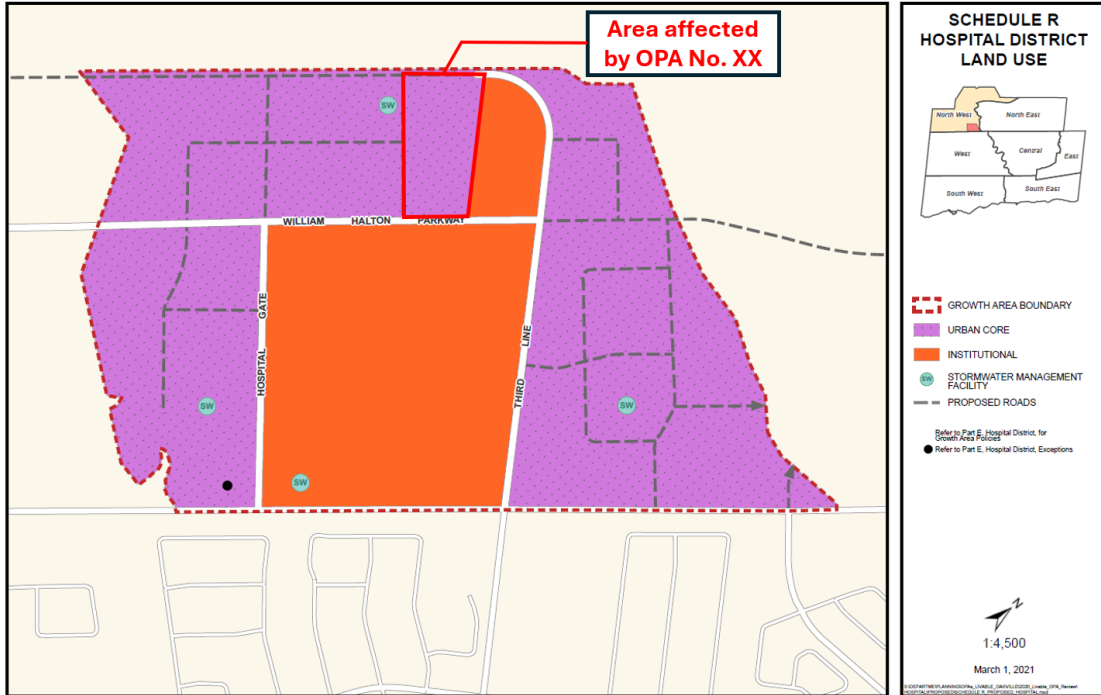
Item No.	Section	Description of Change
1.	26.6 Hospital District Exceptions – Schedule R	Insert new policies as follows: <u>26.6.X The following additional policies apply to lands legally described as Part of Lot 26, Concession 1, North of Dundas:</u> a) <u>A minimum height of 4 storeys shall be permitted;</u> b) <u>Outside storage ancillary to a science facility complex shall be permitted; and</u> c) <u>In addition to the urban design policies of this Plan, development of the lands shall address the urban design direction provided in the Livable by Design Manual and the site-specific Urban Design Guidelines.</u>

B. Schedule Changes

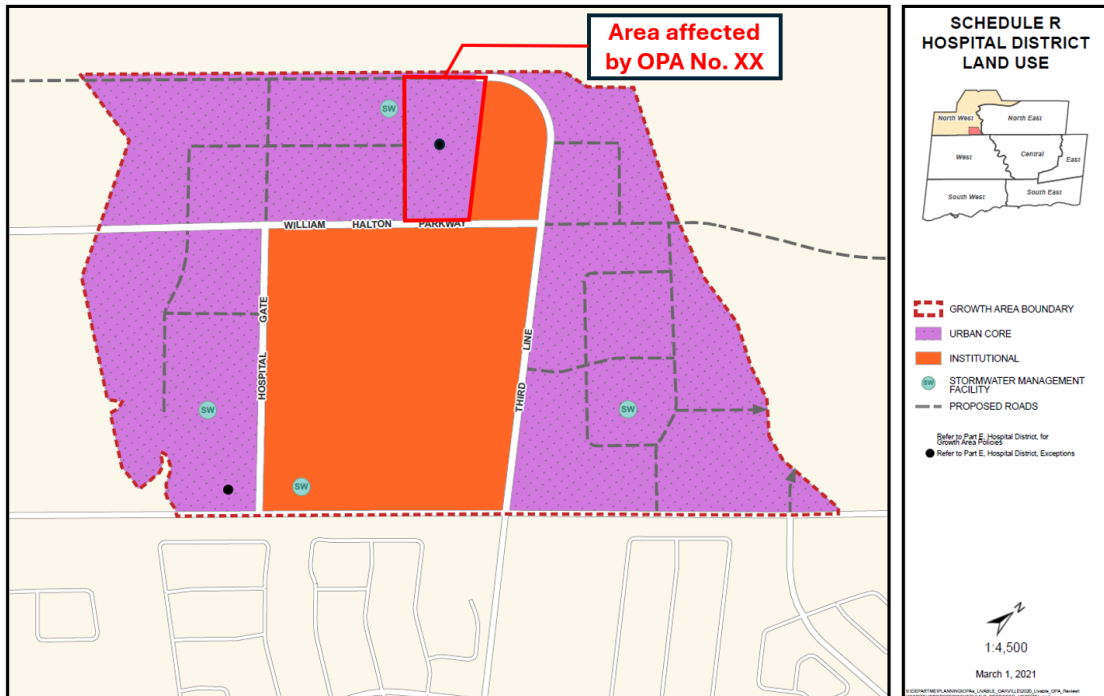
The amendment includes changes to the schedules in the Livable Oakville Plan listed in the following table:

Item No.	Schedule	Description of Change
2.	Schedule R Hospital District Land Use	Amended to identify a site-specific exception on the subject lands, as shown in Appendix 1.

Appendix 1
Existing



Proposed



Part of Lot 26, Concession 1, North of Dundas Street Urban Design Guidelines

The following site-specific Urban Design Guidelines are to be read and applied in conjunction with the Livable Oakville Official Plan Section 6 – Urban Design policies, and the Livable By Design Manual. Together, they shall inform the future development of the subject lands.

Built Form

1. The facility shall be designed to orient its primary façade toward William Halton Parkway, establishing the symbolic approach to the site and building from the south. Pedestrian approaches from the south shall support this orientation by providing a direct and intuitive connection to the building's main entrance. Secondary access points, including those for staff and service functions, may be oriented toward parking areas or service zones, as appropriate.
2. All site and building approaches shall be designed with due consideration for health, safety, and security, and shall be informed by Crime Prevention Through Environmental Design (CPTED) principles.
3. The building massing should establish a defined urban street edge along William Halton Parkway while maintaining sufficient setback to ensure clear sightlines and minimize potential conflicts between vehicular, bicycle, and pedestrian circulation routes.
4. The site design shall locate parking and outdoor storage areas as far as practicable from public rights-of-way. Landscape buffers shall be incorporated within the setback areas along the street frontages of both William Halton Parkway and the Glenorchy Road extension.
5. The design should minimize blank wall conditions along the building's façades where possible and orient windows appropriately in response to the site and surrounding context.

Pedestrian Connection

6. The site design shall include a pedestrian pathway connecting William Halton Parkway to the Glenorchy Road extension, forming part of the broader community pedestrian pathway network.
7. The design of this pedestrian pathway shall recognize the security requirements of the facility, and appropriate measures shall be incorporated into the site and building design to address these considerations.

Appendix C:

Draft Zoning By-law Amendment



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-XXX

A by-law to amend the Town of Oakville Zoning By-law 2009-189, as amended, to permit the use of lands described as Part of Lot 26, Concession 1, North of Dundas Street
(Infrastructure Ontario, File No.: XXX)

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(2) of By-law 2009-189, as amended, is further amended by rezoning the lands as depicted on Schedule 'A' to this By-law.

Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.XX as follows:

###	Infrastructure Ontario	Parent Zone: I
Map 12(2)	(Part of Lot 26, Concession 1, North of Dundas Street)	(2026-XXX)
15.###.1 Only Permitted Uses		
The following <i>uses</i> are the only <i>uses</i> permitted:		
a)	<i>Research and Development</i>	
b)	<i>General Office Use</i>	
c)	<i>Outside Storage</i>	
15.###.2 Only Permitted Building Type		
a)	<i>Institutional building</i>	
15.###.3 Zone Provisions		
The following regulations apply:		
a)	Minimum <i>height</i>	4 <i>storeys</i>
b)	Maximum <i>height</i>	8 <i>storeys</i>
c)	Maximum <i>Floor Space Index</i>	1.0
d)	Maximum <i>front yard</i>	Shall not apply
e)	Minimum <i>interior side yard</i>	Shall not apply
15.###.4 Parking Regulations		

a)	Minimum number of <i>parking spaces</i>	250
15.###.5 Special Site Provisions		
The following additional provisions apply:		
a)	Exhaust fans associated with a government-owned science facility complex shall be placed on a high roof located a minimum of 70 metres from a <i>sensitive land use</i> .	

3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2026


MAYOR

CLERK

SCHEDULE "A"
To By-law 2026-XXX



AMENDMENT TO BY-LAW 2009-189

 Rezoned from Institutional (H22-I Sp:62)
to Institutional (Sp:XX)

Appendix D:

Draft Plan of Subdivision

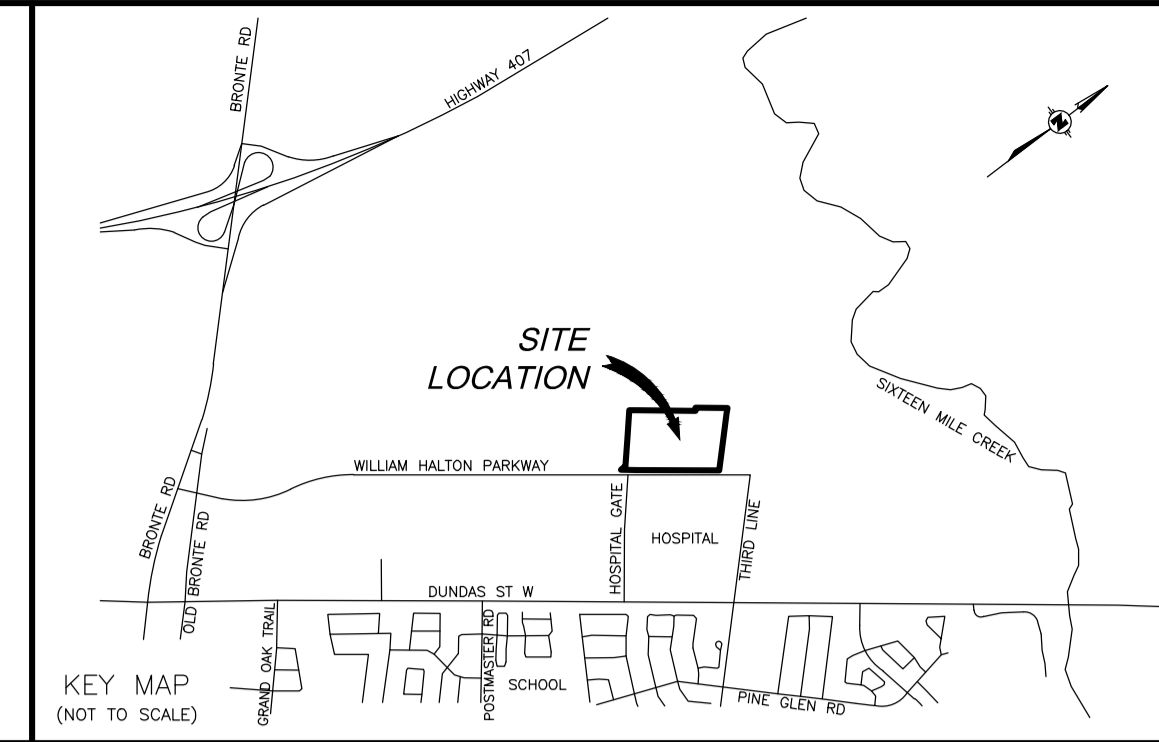
ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT:

- | | |
|-------------|--|
| a) AS SHOWN | g) AS SHOWN |
| b) AS SHOWN | h) MUNICIPAL WATER SUPPLY |
| c) AS SHOWN | i) SILTY TO SILTY CLAY |
| d) AS SHOWN | j) AS SHOWN |
| e) AS SHOWN | k) ALL SANITARY AND STORM SEWERS AS REQUIRED |
| f) AS SHOWN | l) AS SHOWN |

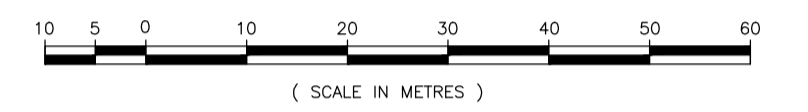
LAND USE SCHEDULE

BLOCKS 1 AND 2 - INSTITUTIONAL	7.0665 ha. (70,665 sq.m.)
ROADS	1.1226 ha. (11,226 sq.m.)
TOTAL SITE AREA:	8.1891 ha. (81,891 sq.m.)

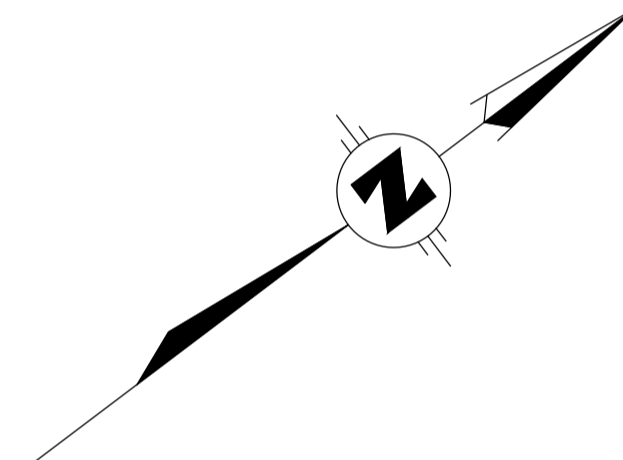
SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____ DAY OF _____, 20____, THIS DRAFT PLAN IS APPROVED UNDER SECTION 51 OF THE PLANNING ACT, THIS _____ DAY OF _____, 20____.



DRAFT PLAN OF SUBDIVISION OF PART OF LOTS 26 & 27 CONCESSION 1 NORTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR) IN THE TOWN OF OAKVILLE REGIONAL MUNICIPALITY OF HALTON
SCALE 1:750



(SCALE IN METRES)
J. ANDREW SMITH
ONTARIO LAND SURVEYOR



METRIC DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE CALLON DIETZ INC. TO SUBMIT THIS PLAN OF PROPOSED SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

INFRASTRUCTURE ONTARIO
February 12, 2026
DATE
GAVIN MAHER
SENIOR VICE PRESIDENT, OPERATIONS
I HAVE THE AUTHORITY TO BIND THE CORPORATION

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

FEBRUARY 9, 2026
DATE
J. ANDREW SMITH
ONTARIO LAND SURVEYOR



Callon Dietz INCORPORATED
ONTARIO LAND SURVEYORS
CARLETON PLACE LONDON NORTH BAY
info@callondietz.com callondietz.com

SURVEY BY: AH DRAWN BY: MM FILE NO: 26-28352 PLAN NO: X-4304

Appendix E:

Public Information Meeting Presentation Deck



MECP-MLITSD Science Facility Complex Public Information Meeting

March 5, 2026



**Infrastructure
Ontario**

**Sajecki»
Planning**



APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING

WALTERFEDY



NATURAL RESOURCE SOLUTIONS INC.
Aquatic, Terrestrial and Wetland Biologists

GRADIENTWIND
ENGINEERS & SCIENTISTS

Agenda

- The Site
- Planning Overview
- The Proposal
- The Process (What's Next?)

The Site



Bronte Rd

Highway 407

Sixteen Mile Creek

Neyagawa Blvd

Dundas St W





William Halton Parkway

Hospital Gate

Glenorchy Road

Dundas St W

Third Line



WESTERN LOT
(9.9 ACRES)

EASTERN LOT
(7.5 ACRES)

PROPOSED
MECP-MLITSD
SCIENCE FACILITY
COMPLEX

WILLIAM HALTON PARKWAY W

GLENORCHY RD

Legend

- Site Boundary
- Future Road - Currently Owned by Town of Oakville
- Future Road - Currently Owned by Province of Ontario



Planning Overview

PROVINCIAL PLANNING STATEMENT, 2024

Under the *Planning Act*



THE REGIONAL PLAN

Official Plan for the Halton Planning Area
Regional Municipality of Halton

Office Consolidation
May 16, 2024

1. THE LIVABLE OAKVILLE PLAN

1.1 Purpose

The *Planning Act* of the Province of Ontario requires that an official plan "contain goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality."

The Livable Oakville Plan:

- a) establishes the desired land use pattern for lands within the Town, south of Dundas Street, north of Highway 407, and within the Hospital District;
- b) coordinates land use and *infrastructure* requirements to ensure that the anticipated growth can be accommodated;
- c) establishes a framework and policy context for decision making that provides certainty for the planning process; and,
- d) conforms or does not conflict with provincial plans, has regard to matters of provincial interest, and is consistent with provincial policy statements.

1.2 Plan Organization

- 1.2.1 The Official Plan is referred to as "the Livable Oakville Plan", "Livable Oakville", "this Plan" or "the Plan" and establishes the policies and land use designations that implement the Town's vision "to be the most livable Town in Canada."
- 1.2.2 This Plan is to be read in its entirety as a comprehensive and integrated policy framework for setting priorities and making decisions.
- 1.2.3 Parts A through F and the accompanying schedules constitute the Livable Oakville Plan.
- 1.2.4 Part A, Introduction, describes the purpose, the Plan's structure, and the context, effect and duration of the Plan.
- 1.2.5 Part B, Mission Statement and Guiding Principles, establishes the basis for the Plan to implement the Town's vision "to be the most livable Town in Canada."
- 1.2.6 Part C, Making Oakville Livable, contains general objectives and policies to direct growth and *development* decisions in the Town. This section provides policies to manage growth and *development* in a sustainable manner. It also includes population and employment forecasts to 2031 and *intensification* targets.



OAKVILLE

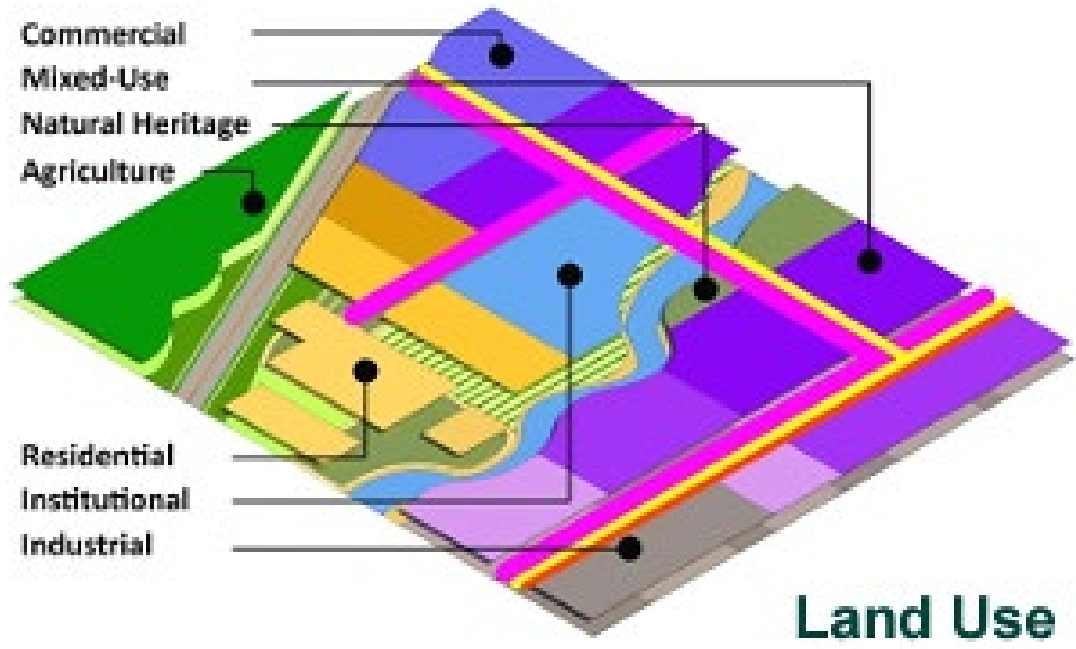
North Oakville Zoning By-law 2009-189

Passed by Council on November 23, 2009
O.M.B. approved on April 15, 2010, July 14, 2010, and October 25, 2010
Consolidation dated September 16, 2025

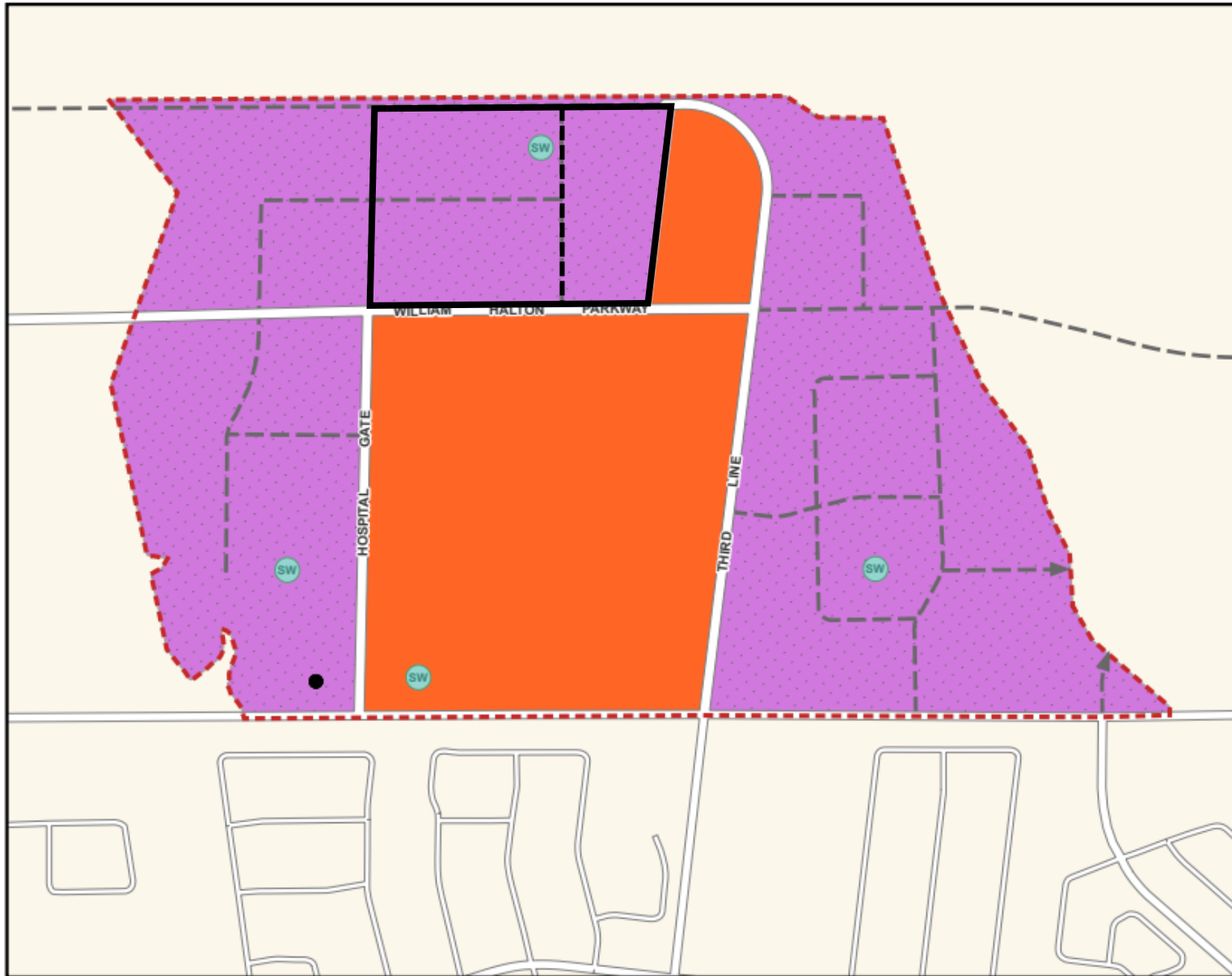
Disclaimer:

This document is updated on a regular basis, but may not reflect all amendments that have been passed by Council or approved at the Ontario Land Tribunal. This consolidation of the By-law is provided for convenience and reference should be made to the original passed documents for confirmation.

How does land use work?



How does zoning work?



SCHEDULE R HOSPITAL DISTRICT LAND USE

- GROWTH AREA BOUNDARY
- URBAN CORE
- INSTITUTIONAL
- STORMWATER MANAGEMENT FACILITY
- PROPOSED ROADS

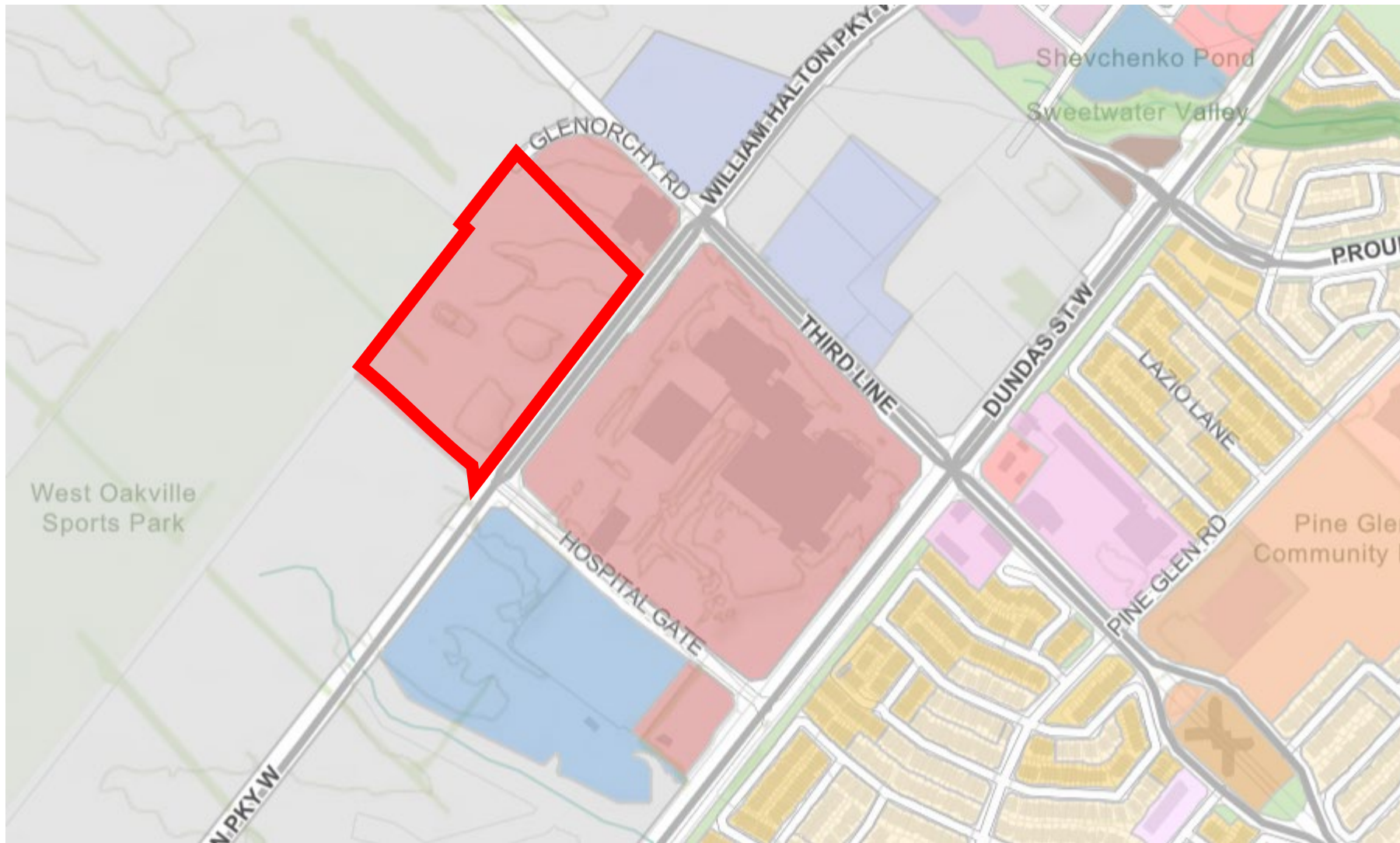
Refer to Part E, Hospital District, for Growth Area Policies

Refer to Part E, Hospital District, Exceptions

1:4,500

March 1, 2021

R:\DEPT\PLANNING\OPLA\OPLA_LIVABLE_OAKVILLE\2020_Livable_OPLA_Review\HOSPITAL_PROPOSED\SCHEDULE R_PROPOSED_HOSPITAL.mxd



Zoning By-law 2009-189 (Interactive Map)

Institutional
Holding Provision 22
Special Provision 62

The Proposal

Proposal

- Consolidation of Ministry of the Environment, Conservation, and Parks (MECP) and Ministry of Labour, Immigration, Training and Skills Development (MLITSD) existing operations around the province
- Adaptable office, laboratory, and science workshop spaces.



WESTERN LOT
(9.9 ACRES)

EASTERN LOT
(7.5 ACRES)

PROPOSED
MECP-MLITSD
SCIENCE FACILITY
COMPLEX

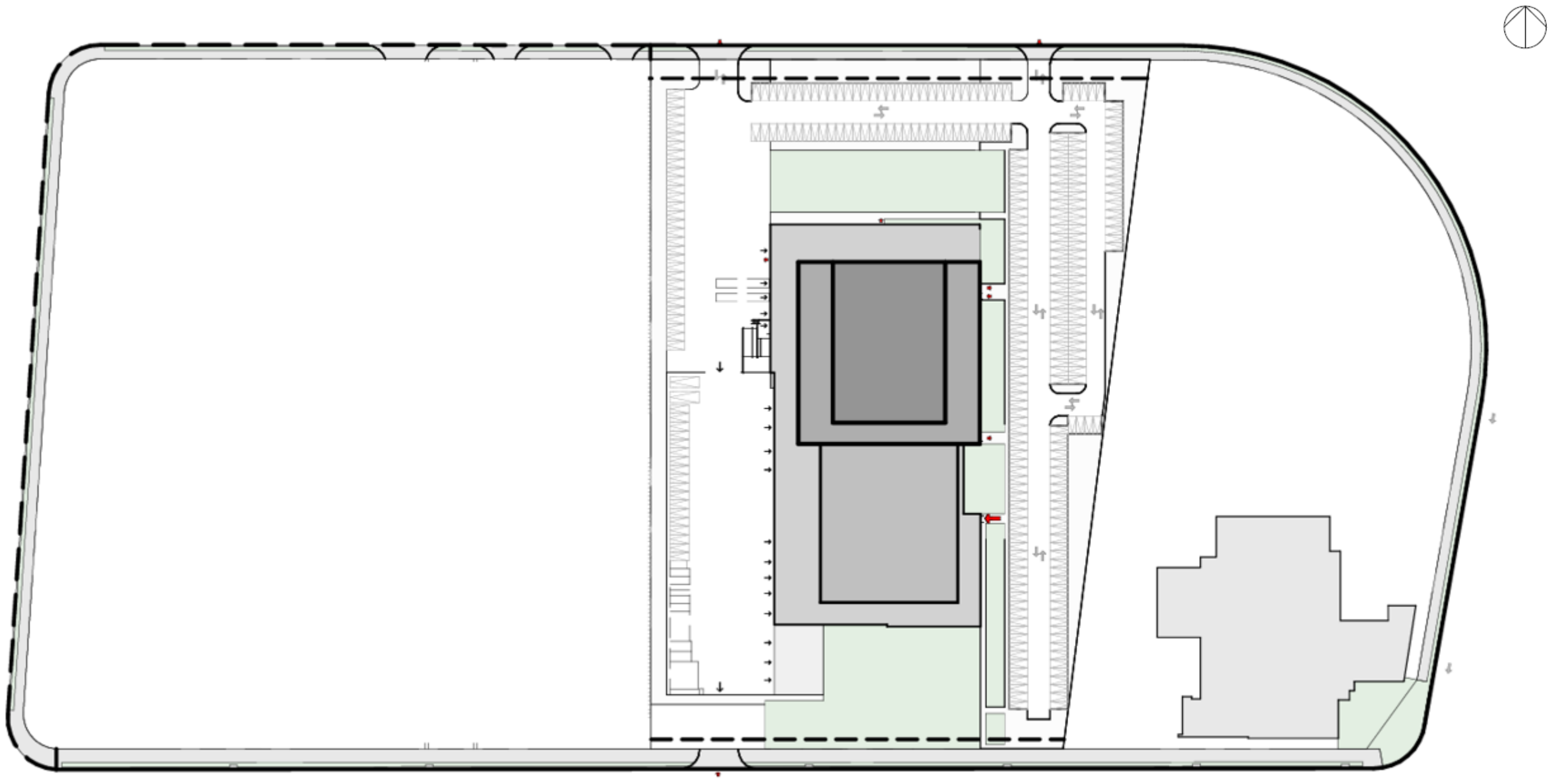
GLENORCHY RD

WILLIAM HALTON PARKWAY W

Legend

-  Site Boundary
-  Future Road – Currently Owned by Town of Oakville
-  Future Road – Currently Owned by Province of Ontario

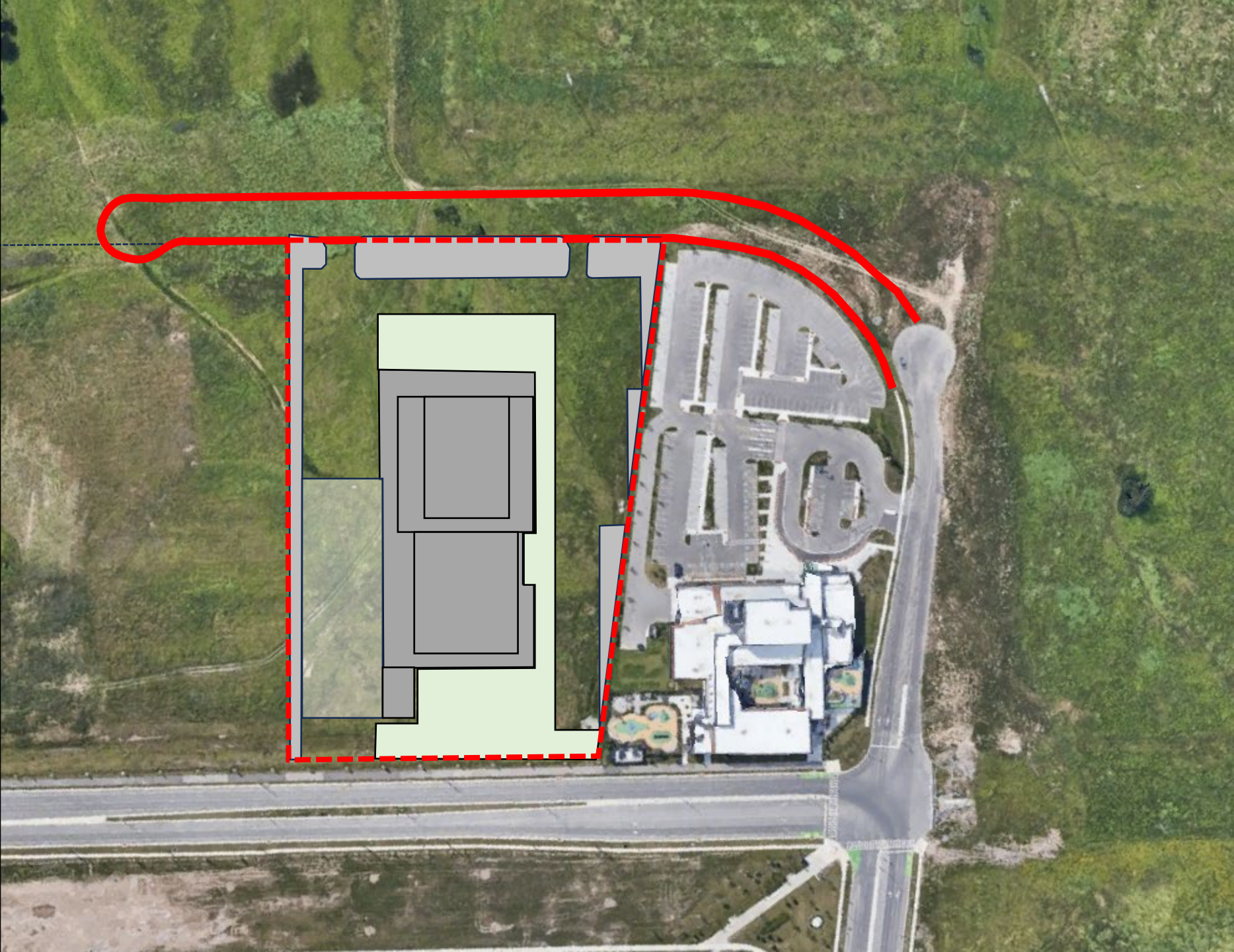




Please note that the massing, blocking or stacking test-fit is an early conceptual design and is not necessarily representative of the actual design that will be constructed at the site for this Public-Private-Partnership Project.

Built Form

- Building
- Secure Compound (Vehicle Storage)
- Surface Parking
- Landscaping



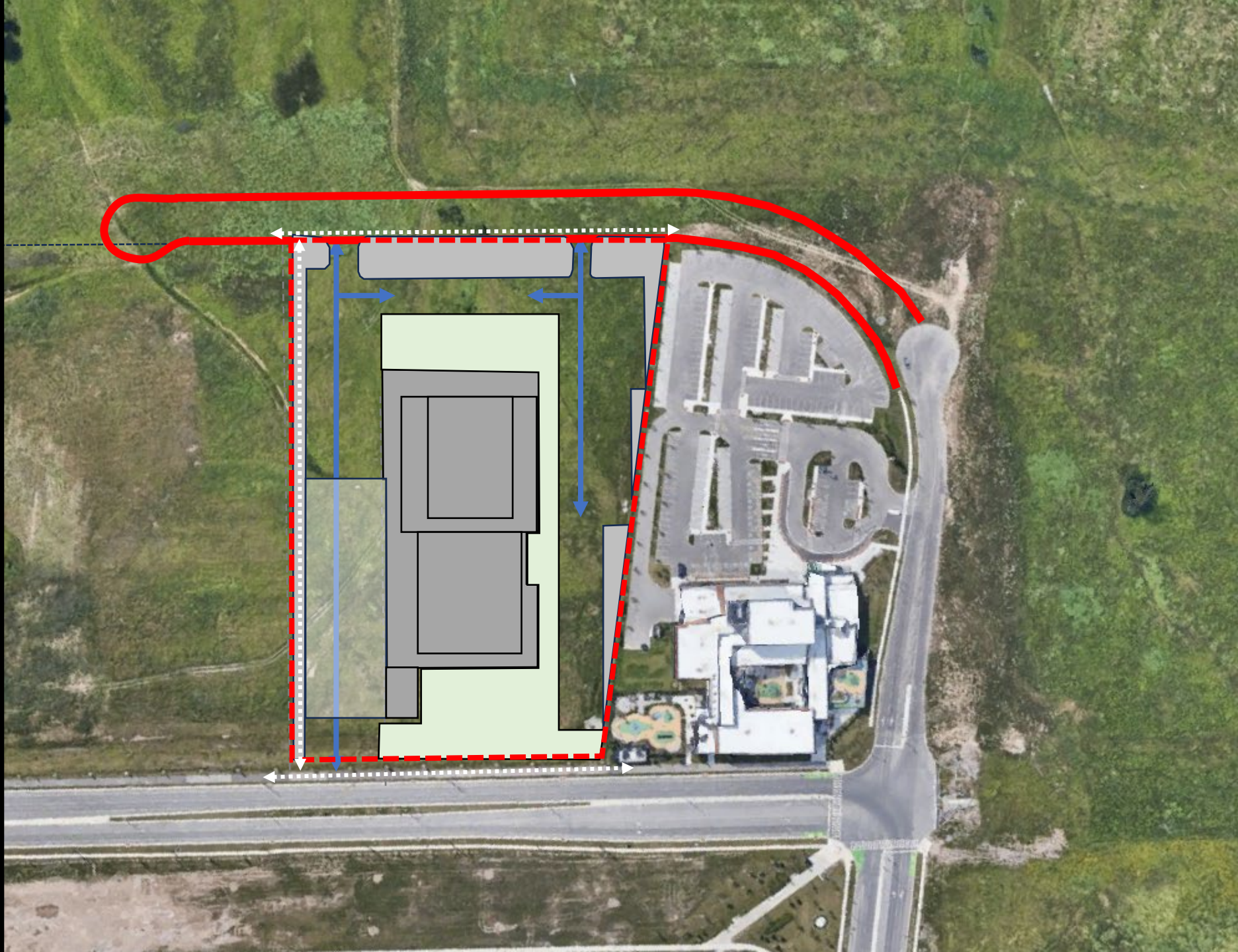
Please note that this representation is an early conceptual design and is not necessarily representative of the actual design that will be constructed at the site for this Public-Private-Partnership Project.

Built Form

- Building
- Secure Compound (Vehicle Storage)
- Surface Parking
- Landscaping

Circulation

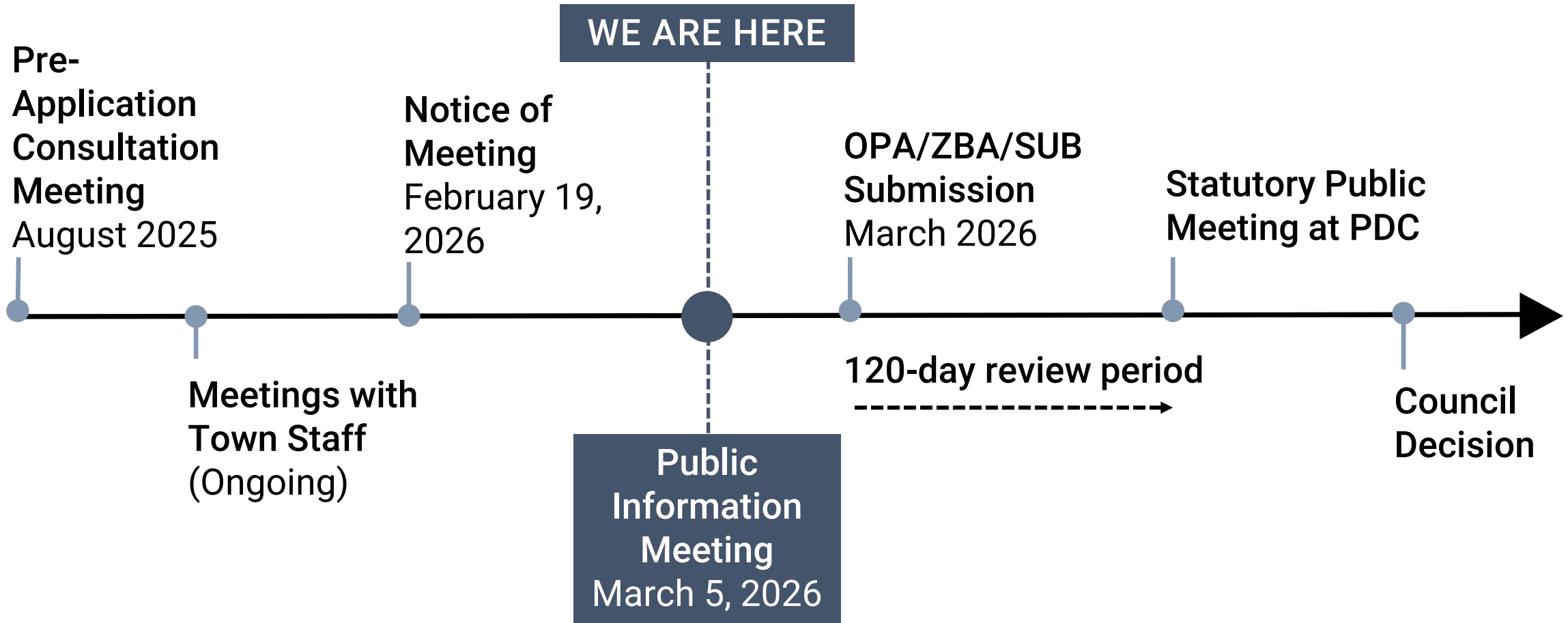
- ➔ Vehicular Connections
- ➔➔ Pedestrian Connections



Please note that this representation is an early conceptual design and is not necessarily representative of the actual design that will be constructed at the site for this Public-Private-Partnership Project.

The Process

Process







Contact Information

Sajecki Planning

Valeriya Sokolenko

Associate

valeriya@sajeckiplanning.com

416-646-4948



**Infrastructure
Ontario**

Appendix F:

North Oakville Zoning By-law 2009-189: Special Provision 62

Special Provisions

62	Infrastructure Ontario (Part of Lot 26, Concession 1, N.D.S.)		Parent Zone: I
Map 12(2)			(2018-116)
8.62.1 Prohibited Uses			
The following <i>uses</i> are prohibited:			
a)	<i>School, Public</i>		
b)	<i>School, Private</i>		
c)	<i>School, Post-secondary</i>		
d)	<i>School, Commercial</i>		
e)	<i>Private Career College</i>		
f)	<i>Caretaker Dwelling Unit</i>		
g)	<i>Outside Storage and Outside Processing</i>		
h)	<i>Public Works Yard</i>		
i)	<i>Art Gallery</i>		
j)	<i>Museum</i>		
k)	<i>Nursing Home</i>		
l)	<i>Retirement Home</i>		
8.62.2 Additional Zone Regulations			
The following additional regulations apply to a courthouse <i>building</i> on lands identified as subject to this Special Provision:			
a)	Minimum <i>height</i>	3 <i>storeys</i>	
b)	Maximum <i>height</i>	10 <i>storeys</i>	
c)	Maximum <i>Floor Space Index</i>	3.0	
d)	Maximum <i>front yard</i>	Shall not apply	
e)	Maximum <i>flankage</i>	Shall not apply	
8.62.3 Additional Zone Regulations			
The following additional regulations apply to a <i>parking garage</i> on lands identified as subject to this Special Provision:			
a)	A <i>parking garage</i> , excluding bicycle parking is prohibited in the first 5.0 m depth of the <i>building</i> measured in from the exterior side of the <i>building</i> oriented toward a <i>public street</i> , on the <i>first storey</i> within 20 m of a <i>public street</i> .		
b)	A <i>parking garage</i> shall be <i>setback</i> a minimum of 80.0 m from the <i>lot line</i> abutting William Halton Parkway.		
c)	Maximum length of a wall facing Glenorchy Road	75 m	
d)	Maximum <i>Floor Space Index</i>	3.0	
8.62.4 Parking Regulations			
The following additional parking regulations apply to all lands identified as subject to this Special Provision:			
a)	Minimum number of <i>parking spaces</i> for a courthouse <i>building</i> .	875	
b)	Required parking for a courthouse may be provided on the same <i>lot</i> as the courthouse <i>building</i> and/or on another <i>lot</i> within 500 metres of the <i>lot</i> with the courthouse <i>building</i> .		

Appendix G:

North Oakville Zoning By-law 2009-189: Holding Provision 22

Holding Provisions

H22	Infrastructure Ontario (Part of Lot 26, Concession 1, N.D.S.)	Parent Zone: I
Map 12(2)		(2018-116)
9.3.22.1 Only Permitted Uses Prior to Removal of the "H"		
For such time as the "H" symbol is in place, these lands shall only be used for the following:		
a)	Legal uses, buildings and structures existing on the lot	
b)	General Office Use where the primary business conducted within a building is a publicly administered courthouse; and,	
c)	Parking Garage	
d)	Accessory Uses	
9.3.22.2 Conditions for Removal of the "H"		
The "H" symbol shall, upon application by the landowner, be removed by Town Council passing a By-law under Section 36 of the <u>Planning Act</u> . The following condition(s) shall first be completed to the satisfaction of the Town of Oakville:		
a)	That sufficient water and wastewater services are available to the satisfaction of the Region of Halton and the Town of Oakville.	
b)	The owner has entered into any required servicing agreement(s) with the Town regarding stormwater management.	
c)	All required land conveyances have been undertaken.	
d)	A Phase 1 Environmental Site Assessment (O.Reg. 153/04 compliant) and any recommended environmental reports, along with a Letter of Reliance extending third party reliance to the Region of Halton, which demonstrate that the lands are free and clear for their intended use to the satisfaction of the Region of Halton.	
e)	Updated stormwater management report to the satisfaction of the Director of Development Engineering and Conservation Halton.	
f)	Updated Transportation Impact Study	
g)	Urban Design Brief	
h)	Updated Functional Servicing Report to the satisfaction of the Region of Halton.	
i)	Land Use Compatibility Study relating to adverse impact on existing or permitted land uses within the Health Oriented Mixed Use Node and adjacent lands to the satisfaction of the Region of Halton and Town of Oakville.	
j)	That the EIR-FSS be updated to the satisfaction of Conservation Halton and the Town of Oakville to include infiltration targets and a general concept plan showing all LID measures to be used on each of the three development blocks.	

S | P

2026