



PLANNING JUSTIFICATION REPORT

MARCH 2026

DRAFT PLAN OF SUBDIVISION &
ZONING BY-LAW AMENDMENT

Hulme Development Limited

Part of Lot 17,
Concession 2, North of Dundas Street

PREPARED FOR:
Hulme Development Limited

KORSIAK | Urban
Planning

206-277 Lakeshore Road East
Oakville, Ontario, L6J 6J3
T: 905-257-0227 | www.korsiak.com

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1.0 INTRODUCTION

Korsiak Urban Planning has been retained by S.G.G.C. Acquisition Corporation (Mattamy) to prepare this Planning Justification Report in support of Zoning By-law Amendment and Draft Plan of Subdivision applications. The applications are required to permit the development of the lands owned by Hulme Development Limited located on the north side of Burnhamthorpe Road, west of Sixth Line, legally referred to as Part of Lot 17, Concession 2, North of Dundas Street, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton (hereinafter the “subject lands”). S.G.G.C Acquisition Corporation has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed subdivision and zoning by-law amendment applications:

- Transportation Impact Study
- Noise and Vibration Study
- Geotechnical Investigation
- Archaeological Assessment
- CGH Transportation Inc.
- HGC Acoustics
- Shad & Associates Inc.
- Archaeological Services Inc.

The purpose of this Planning Justification Report is to support the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment for employment and employment-generating uses. The report evaluates the proposed in the context of the related policies of the Planning Act, the Provincial Planning Statement, and the Town of Oakville Official Plans (Region of Halton Official Plan and the North Oakville East Secondary Plan).

1.1 SITE DESCRIPTION AND CONTEXT

The subject lands relevant to this application comprise approximately 11.90 hectares, including 0.41 hectares of Natural Heritage System (NHS). The site is vacant, irregularly shaped, and was formerly used for agriculture, with no permanent structures or significant vegetation. A temporary office trailer no longer in use is located adjacent to Burnhamthorpe Road. The lands are bisected by the William Halton Parkway south of the 407, with the first phase of the Parkway, which commenced in 2018, completed in November 2020. A pre-existing stormwater management (SWM) pond is located on the southern portion of the site. Burnhamthorpe Road and Sixth Line are collector roads that provide connections between local streets and arterial roads (*Figure 1: Aerial Photo*).

Surrounding land uses are as follows:

- North: 407 Transitway
- South: collector roads (Burnhamthorpe Road and Sixth Line) and residential development
- East: employment and residential lands
- West: agricultural and vacant lands

Constraints affecting the site include the bisecting William Halton Parkway, which limits through-access between the northern and southern portions, the pre-existing SWM pond, and the NHS block. Conservation Halton regulates the wetland buffer and a portion of the adjacent woodlot along the east property line.

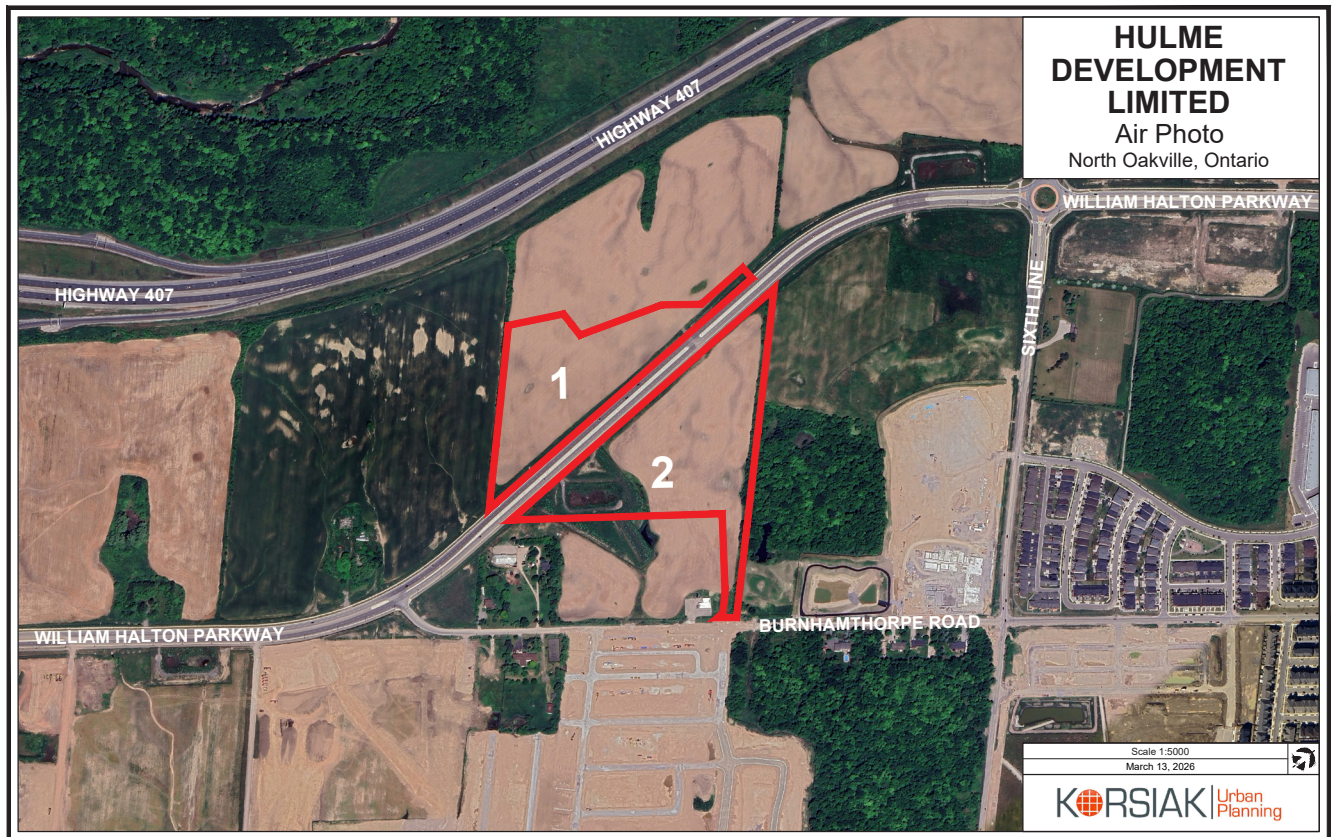


Figure 1 – Aerial Photo

2.0 PROPOSED DEVELOPMENT

2.1 DESCRIPTION OF PROPOSAL

The proposed Draft Plan of Subdivision (Figure 2) comprises seven blocks covering approximately 11.90 hectares, including one Employment Area block, two Employment Generating and Supporting Area blocks, one stormwater management (SWM) pond block, one Natural Heritage System (NHS) block, two open space blocks, and a 22-metre road allowance providing internal access.

- a) Employment Area (Block 1): One 4.88-hectare block proposed for employment uses in accordance with the North Oakville East Secondary Plan (NOESP) Employment Area designation. The block is intended to accommodate a modular assembly plant.
- b) Employment Generating and Supporting Area (Blocks 2-3): Two blocks totalling 2.86 hectares proposed for general employment and service area employment uses.
- c) Stormwater Management Pond (Block 4): A single block of 2.76 hectares is proposed for stormwater management infrastructure to service the subdivision.
- d) Natural Heritage System (Block 5): A block of 0.41 hectares is proposed to protect existing natural features, with special provisions to accommodate switchgear infrastructure.
- e) Open Space (Blocks 6–7): Two minor open space blocks totalling 0.10 hectares provide ancillary open space.
- f) Road Allowance: A 22-metre right-of-way (0.89 hectares) provides internal vehicular access through the subdivision.

The subject lands are currently zoned Future Development (FD) and Natural Heritage System (NHS); therefore, a Zoning By-law Amendment is required to implement the NOESP designations and permit the proposed uses.

Preliminary consultations were undertaken with the Town of Oakville and Halton Region to review the proposed Draft Plan and Zoning By-law Amendment. A meeting with Town staff was held on January 16, 2026. The pre-consultation meeting was held on January 29, 2026.

2.2 SUPPORTING STUDIES

Supporting technical studies submitted in support of the application include:

- a) Functional Servicing Report: confirms servicing feasibility for Employment blocks and SWM pond.
- b) Stormwater Management Report: demonstrates adequate stormwater controls.
- c) Record of Site Condition): confirms no potential contamination determined by the Phase 1 Environmental Site Assessment (ESA) and no Phase 2 required.
- d) Traffic Impact Study (TIS): evaluates road network capacity, access for the proposed development, and turning movements within the conceptual assembly plant site plan.
- e) Noise and Vibration Study: assesses potential noise impacts from surrounding roads and uses.

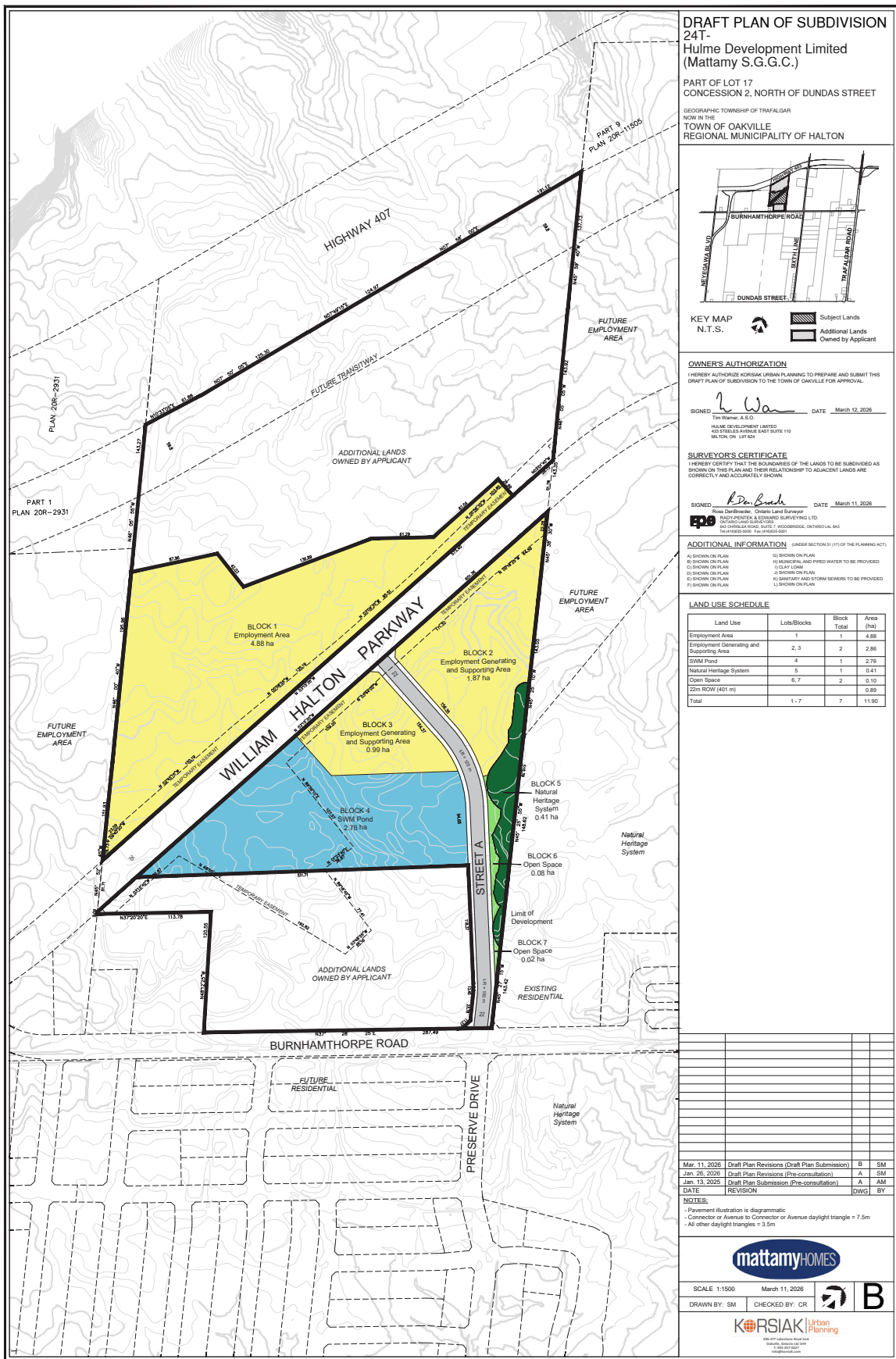


Figure 2 – Draft Plan of Subdivision

3.0 POLICY FRAMEWORK

3.1 THE PLANNING ACT, R.S.O. 1990, c.P.13

The Planning Act is Ontario's legislation for land use planning, aimed at ensuring transparent and fair processes, promoting sustainable development, and integrating provincial interests. It establishes the framework for official plans, land use regulations, land division, and consultation, while emphasizing municipal council authority. Planning Act policies applicable to the proposal are described in Appendix A.

The proposal has regard to the matters of Provincial interest under the Planning Act for the following reasons:

- The proposal directs growth to an Urban Area and lands designated for employment and infrastructure in the North Oakville East Secondary Plan (NOESP).
- The proposal identifies a suitable location for employment and supporting infrastructure, including Employment Area blocks, stormwater management, and NHS protection.
- The proposal makes efficient use of planned municipal services and road infrastructure, including connections to Burnhamthorpe Road, Sixth Line, and William Halton Parkway.
- The proposal supports employment opportunities by providing developable lands for modular assembly and other employment uses.
- The proposal is compatible with adjacent lands, maintaining natural heritage features and integrating with surrounding employment and residential uses.

The proposed development aligns with Section 51 of the Planning Act, which sets out the criteria for draft plan of subdivision approval. The plan provides orderly lot layout, appropriate servicing, road and pedestrian connectivity, and protection of natural features, and has been prepared in consultation with the public and the Town, demonstrating conformity with municipal plans and consistency with provincial policy.

3.2 THE PROVINCIAL PLANNING STATEMENT, 2024

The PPS 2024 came into effect on October 20th, 2024, and applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after that date.

PPS policies applicable to the proposal are further discussed in Appendix B, including: Section 2.3 for 'Settlement Areas and Settlement Area Boundary Expansions', Section 2.8 for 'Employment', Section 2.9 for 'Energy Conservation, Air Quality and Climate Change', Section 3.3 for 'Transportation and Infrastructure Corridors', Section 3.6 for 'Sewage, Water and Stormwater', Section 3.9 for 'Public Spaces, Recreation, Parks, Trails and Open Space', and Section 4.1 for 'Natural Heritage'.

The proposed development is consistent with the Provincial mandate as set out in the Provincial Planning Statement, 2024, for the following reasons:

- The proposal directs new development within a designated Settlement Area;
- The proposal is compact and makes efficient use of municipal servicing, including water, sanitary, and the on-site stormwater management pond (Block 4);
- The proposal supports a range of employment uses to meet local economic and community needs (Blocks 1–3);
- The proposal does not impact the transportation corridor (Highway 407 future transitway);
- The proposed development protects and integrates the NHS (Block 5), maintaining ecological functions while accommodating development;

3.3 PARKWAY BELT WEST PLAN

The Parkway Belt West Plan (PBWP) is a provincial land use plan that protects a continuous corridor of land across the western Greater Toronto Area for infrastructure, transportation, and open space purposes. It designates lands for uses such as utility corridors, public uses, agriculture, and open space, and generally restricts urban development within the corridor.

A portion of the subject lands is located within the PBWP and is designated “Road” within the “Public Use Area” on Map 3: Southern Link of the PBWP (Figure 3). Lands within the Public Use Area are generally intended for public purposes, as set out in Section 5.4.1 of the PBWP, and permit uses such as existing uses, linear facilities, public open space and buffers, and other open space and public uses, subject to applicable criteria.



Figure 3 – Parkway Belt West Plan – Map 3

Map 1
Regional Structure

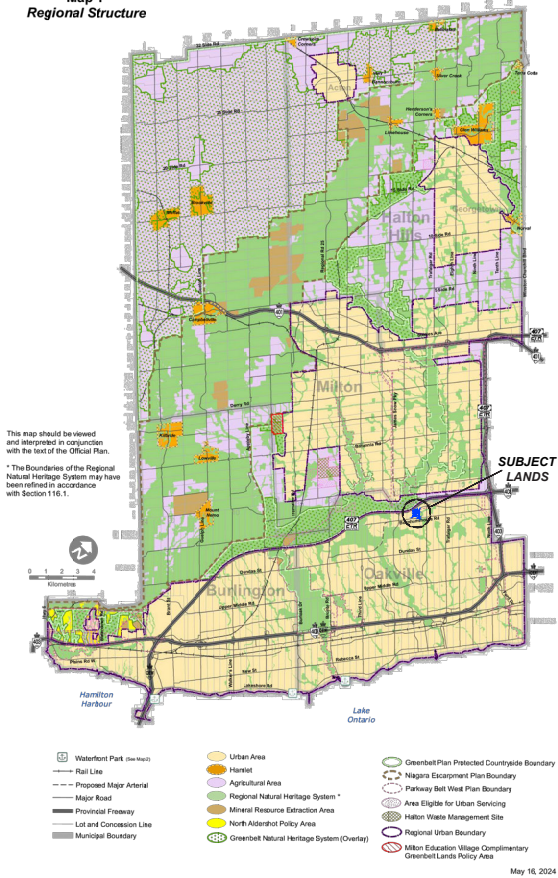


Figure 4: Halton Region Official Plan – Map 1 Regional Structure

Map 1H
Regional Urban Structure

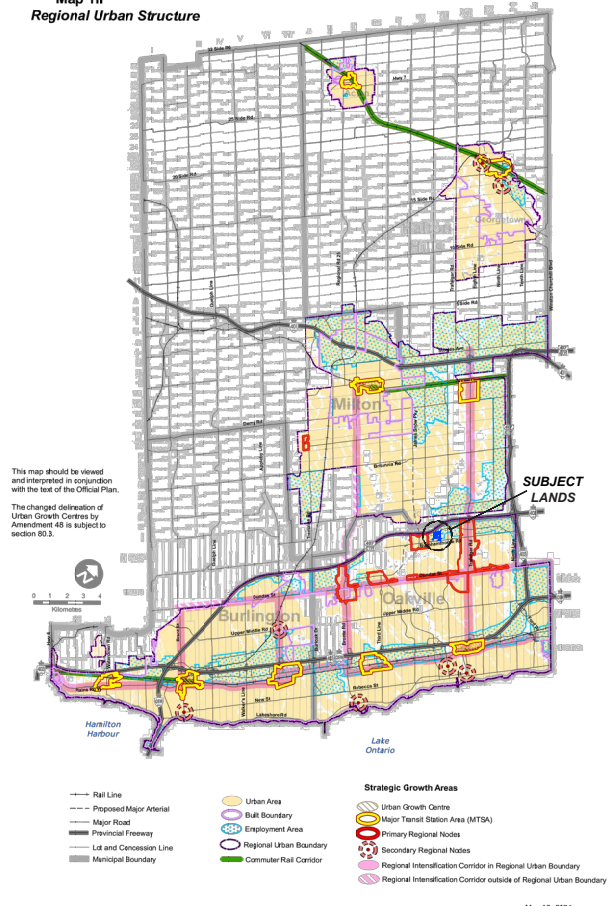


Figure 5: Halton Region Official Plan – Map 1H Urban Regional Structure

3.4 REGION OF HALTON OFFICIAL PLAN

As of July 1, 2024, the Region of Halton Official Plan is no longer an official plan for the Regional Municipality of Halton and instead is considered an official plan of the Town of Oakville until such time as it is revoked or amended.

The Halton Official Plan provides direction as to how physical development should take place in Halton to meet the current and future needs of its residents. As shown on Map 1– Regional Structure (Figure 4), the subject lands are designated ‘Urban Area’ and ‘Natural Heritage Area’ with ‘Parkway Belt West Plan Boundary’. On Map 1H – Regional Urban Structure (Figure 5), the subject lands are designated ‘Urban Area’ and ‘Employment Area’.

The Halton policies applicable to this proposal are further described in Appendix B, which includes ‘Urban Area and the Regional Urban Structure’ (Sections 72, 74, 77, 78); ‘Employment Areas’ (Section 83), ‘Natural Heritage System’ (Sections 113, 114), ‘Environmental Quality’ (Sections 140), ‘Economic Development’ (Section 168), and ‘Transportation’ (Section 171).

The proposed development conforms to the aforementioned policies of the Halton Official Plan for the following reasons:

- The proposed development is located within the Urban Area, where urban services are planned and available to support employment growth;
- The proposal supports and protects designated Employment Area and Employment Generating and Supporting Area, contributing to regional economic development objectives;
- The proposed development makes efficient use of existing and planned regional transportation infrastructure, including William Halton Parkway and surrounding collector roads;
- The proposal recognizes and protects the NHS (Block 5) in accordance with Regional policy; and
- The proposed development incorporates appropriate stormwater management infrastructure (Block 4) to support environmental quality objectives.

3.5 TOWN OF OAKVILLE – NORTH OAKVILLE EAST SECONDARY PLAN (NOESP)

The site is located within the North Oakville East Secondary Plan (NOESP). The NOESP includes detailed policies that establish general development objectives to guide future development of the area.

As per the NOESP Community Structure (Figure 6), the subject lands are designated ‘Employment District’ and ‘Natural Heritage Component of Natural Heritage and Open Space System’ with an ‘Avenue/Transit Corridor’ identified as Street A on the Draft Plan. Further, per the Land Use Plan (Figure 8), the subject lands are designated ‘Employment District’ and ‘Natural Heritage System Area’ with an ‘Avenue/Transit Corridor’ identified as Street A on the Draft Plan. As per the North Oakville Master Plan (Figure 9), the subject lands are designated ‘Employment Area’, ‘Stormwater Management Facility’ and ‘Natural Heritage System Area’. As per the NOESP Transportation Plan (Figure 10), the subject lands have one ‘Community Service’ Avenue/Corridor, labelled Street A on the Draft Plan.

General relevant policies include:

7.3 COMMUNITY STRUCTURE

7.3.1 PURPOSE

Figure NOE1, the Community Structure Plan, establishes a range of components which define the general arrangement of land use and activity for the Planning Area.

Each component of the Community Structure Plan has its own function which is described in the following sections, together with the ultimate population, housing and employment targets.

As previously stated, per the NOESP Community Structure (Figure 6), the subject lands are designated ‘Employment District’ and ‘Natural Heritage Component of Natural Heritage and Open Space System’ with an ‘Avenue/Transit Corridor’ identified as Street A on the Draft Plan.

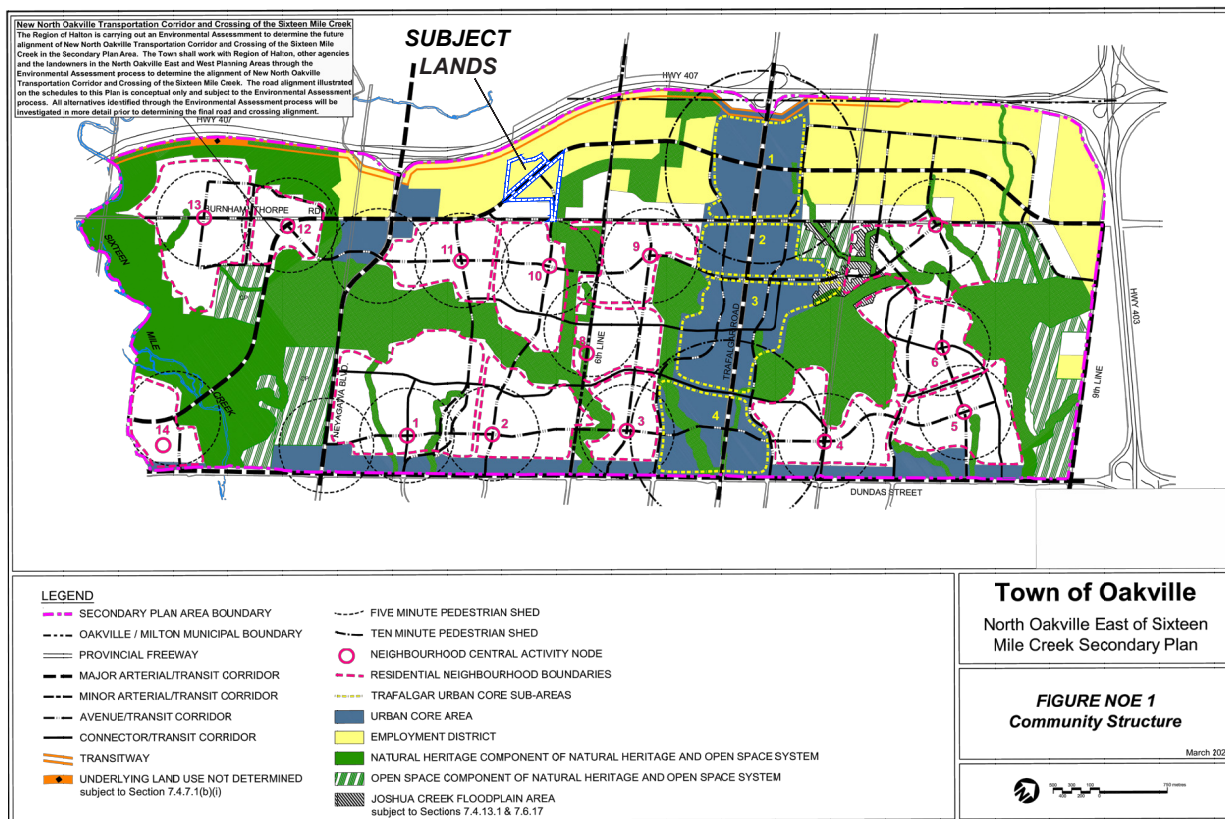


Figure 6: NOESP Community Structure

7.3.4 EMPLOYMENT DISTRICT

Employment Districts refer to land designed to accommodate development of predominantly employment generating uses including a wide range of industrial and office development. Limited retail and service commercial uses designed to serve the businesses and employees will also be permitted within the Employment Districts.

Please refer to Section 3.6 Town-Initiated Official Plan Amendment – NOESP Employment Lands.

7.3.5 NATURAL HERITAGE AND OPEN SPACE SYSTEM

The Natural Heritage and Open Space System for North Oakville East is part of a larger system which is intended to extend through all of North Oakville. It forms a central feature of the North Oakville East Planning Area. It is comprised of two components, a Natural Heritage component and an Open Space component.

- a) The Natural Heritage component of the System is comprised of the following key areas as identified by the policies in the Plan:
 - i. Core Preserve Areas

The Core Preserve Areas include key natural features or groupings of key natural features, together with required buffers and adjacent lands intended to protect the function of those features and ensure the long term sustainability of the Natural Heritage component of the System within the urban context

ii. *Linkage and Optional Linkage Preserve Area*

Linkage and Optional Linkage Preserve Areas include areas which are designed to link the Core Preserve Areas together to maintain and enhance their environmental sustainability. They follow natural features whenever possible and are intended to be of sufficient size and character, including buffers, to ensure the functionality and sustainability of the Natural Heritage component of the System.

- b) *The Open Space component of the Natural Heritage and Open Space System includes open space areas such as stormwater facilities, cemeteries, public parks and schools. The Open Space component of the System will be designed, where possible, to connect to, and enhance the Natural Heritage component of the System*

As per NOESP Natural Heritage Component of Natural Heritage and Open Space System including Other Hydrological Features (Figure 7), a small portion of the subject lands falls within the Core Preserve and Linkage Preserve Areas. These areas are zoned to protect key natural features and maintain ecological connectivity, while development is focused on the remaining lands.

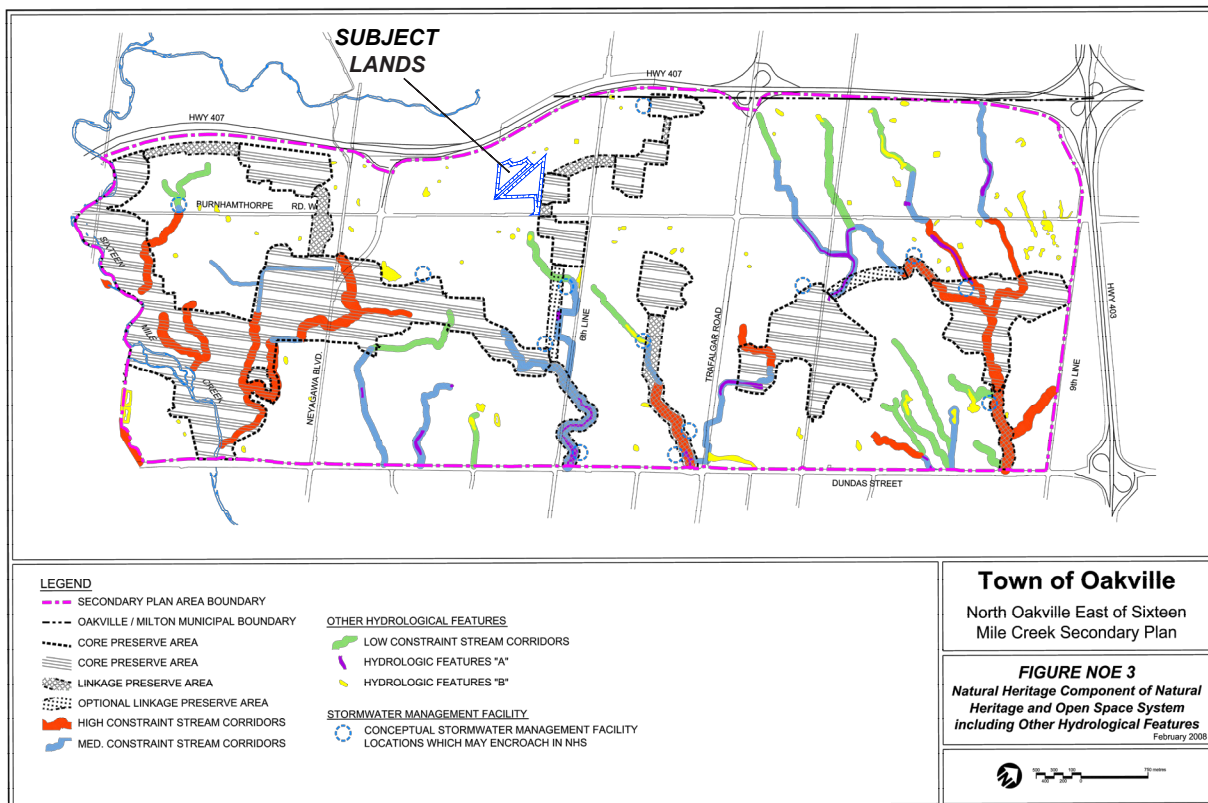


Figure 7: Natural Heritage Component of Natural Heritage and Open Space System including Other Hydrological Features

7.3.7 EMPLOYMENT TARGETS

Part C, Section 4 of the Official Plan establishes the Town's general policies with respect to employment. The North Oakville East Secondary Plan has been designed to implement the direction of those policies, and in particular to:

- a) achieve a balance both in type and quantity between local employment opportunities and the resident labour force;*
- b) actively encourage a diversification of employment opportunities in Oakville; and,*
- c) encourage the growth of industrial commercial assessment.*

The employment target for North Oakville East reflects these directions and the background studies undertaken for this Secondary Plan which have resulted in a refinement to the targets for North Oakville identified in the North Oakville Strategic Land Use Options Study. The target is approximately 300 net hectares of employment land and 16,500 jobs at capacity, which may not be achieved within the 2021 planning period. This reflects a target of an average of 55 employees per net hectare. In addition, it is anticipated that there will be approximately 8,500 population related employees for a total target of 25,000 jobs at capacity. The achievement of these targets on a yearly basis shall not be required, however, the Town will review the achievement of the targets every five years and will monitor on an annual basis. Further, the total employment target which will be achieved in North Oakville will reflect the employment target for North Oakville East, in combination with the employment target for North Oakville West established in the North Oakville West Secondary Plan.

Based on the Options and Directions for Land Use – Approaches Technical Report, Town of Oakville Employment Areas Review by Watson & Associates Economists Ltd. (November 14, 2025), existing average employment densities are approximately 46 workers per hectare for Employment Areas and 30 workers per hectare for Employment Generating and Supporting Areas. Using these existing densities, the proposed 7.74 hectares of employment area would accommodate roughly 310 workers, with the exact number of employees to be determined as development proceeds. These densities reflect current conditions as per the study rather than the North Oakville East Secondary Plan target of 55 workers per hectare.

7.4 SUSTAINABLE DEVELOPMENT STRATEGY

7.4.1 PURPOSE

In keeping with the objectives of this Secondary Plan, the Town of Oakville is committed to the principle of sustainable development 2 in the development of North Oakville East. The Sustainable Development Strategy provides policies with respect to the implementation of this principle as it relates to development form, and specifically to the protection, conservation and enhancement of air, water and ecological features and functions, energy and other resources, and heritage resources.

7.4.2 DEVELOPMENT FORM

The North Oakville East Secondary Plan has been based on a conceptual design which maximizes the

potential for sustainable development through such features as mixed use development, a modified grid road system which enhances the opportunity to provide transit, and a Natural Heritage and Open Space System. In addition to the general direction implicit in the Plan, the Town will actively encourage development which is specifically based on the principle of sustainable development, including the development of Town facilities. The Town will also work with other public agencies to encourage them to follow these principles. Such development will be designed to:

- a) reduce the consumption of energy, land and other non-renewable resources;*
- b) minimize the waste of materials, water and other limited resources;*
- c) create livable, healthy and productive environments; and,*
- d) reduce greenhouse gases.*

Proposed measures support the Sustainable Development Strategy by reducing energy use, conserving resources, and promoting healthy, productive environments. Methods to be explored at the site plan stage include:

- Coordinating with the municipality to provide a bus stop near the assembly plant.*
- Designing an interconnected street network and pedestrian walkways to and from the site.*
- Implementing a high-albedo or green roof.*
- Using bird-friendly glazing in building design.*
- Investigating solar-powered lighting for parking areas.*

Additional sustainability measures under consideration:

- Exploring a geothermal system to achieve a fully electric facility.*
- Assessing rainwater/stormwater reuse for non-potable applications such as washrooms, irrigation, and industrial uses.*

7.4.7.3 PERMITTED USES, BUILDINGS AND STRUCTURES

- 1. The only permitted uses in the Natural Heritage System Area designation shall be legally existing uses, buildings and structures, and fish, wildlife and conservation management. Development or land disturbances shall generally be prohibited.*
- 2. The only exceptions to the provisions of Section 7.4.7.3 a) shall be the uses in Subsection c), subject to the satisfaction of the Town, in consultation with the Region of Halton and Conservation Halton, provided that, prior to approving the location/construction of such uses, a study shall be undertaken (except where an Environmental Assessment is required):*
 - i. Identifying potential negative impacts on the functions and features of the applicable designation during the construction and post-construction phases; and*
 - ii. Demonstrating that alternative methods and measures for minimizing impacts have been considered and appropriate methods and measures will be applied. [...]*

A portion of the subject lands is within the Natural Heritage System, where development is generally prohibited except for permitted uses such as roads and utilities. The development will include utility infrastructure within the NHS as permitted under the draft zoning by-law amendment.

7.5 LAND USE STRATEGY

As stated, per the Land Use Plan (Figure 8), the subject lands are designated 'Employment District' and 'Natural Heritage System Area' with an 'Avenue/Transit Corridor' identified as Street A on the Draft Plan. As per the North Oakville Master Plan (Figure 9), the subject lands are designated 'Employment Area', 'Stormwater Management Facility' and 'Natural Heritage System Area'.

7.6.8 EMPLOYMENT DISTRICT

7.6.8.1 PURPOSE

The primary focus of the Employment District designation on Figure NOE2 is to protect for, and establish a range of development opportunities for employment generating industrial, office and service employment uses. Where applicable, the range and scale of uses are to be designed to be sensitive to the adjacency and compatibility with residential neighbourhoods, or to reflect a visible location on and exposure to highway corridors and major roads.

Please refer to Section 3.6 Town-Initiated Official Plan Amendment – NOESP Employment Lands.

7.6.8.2 PERMITTED USES, BUILDINGS AND STRUCTURES

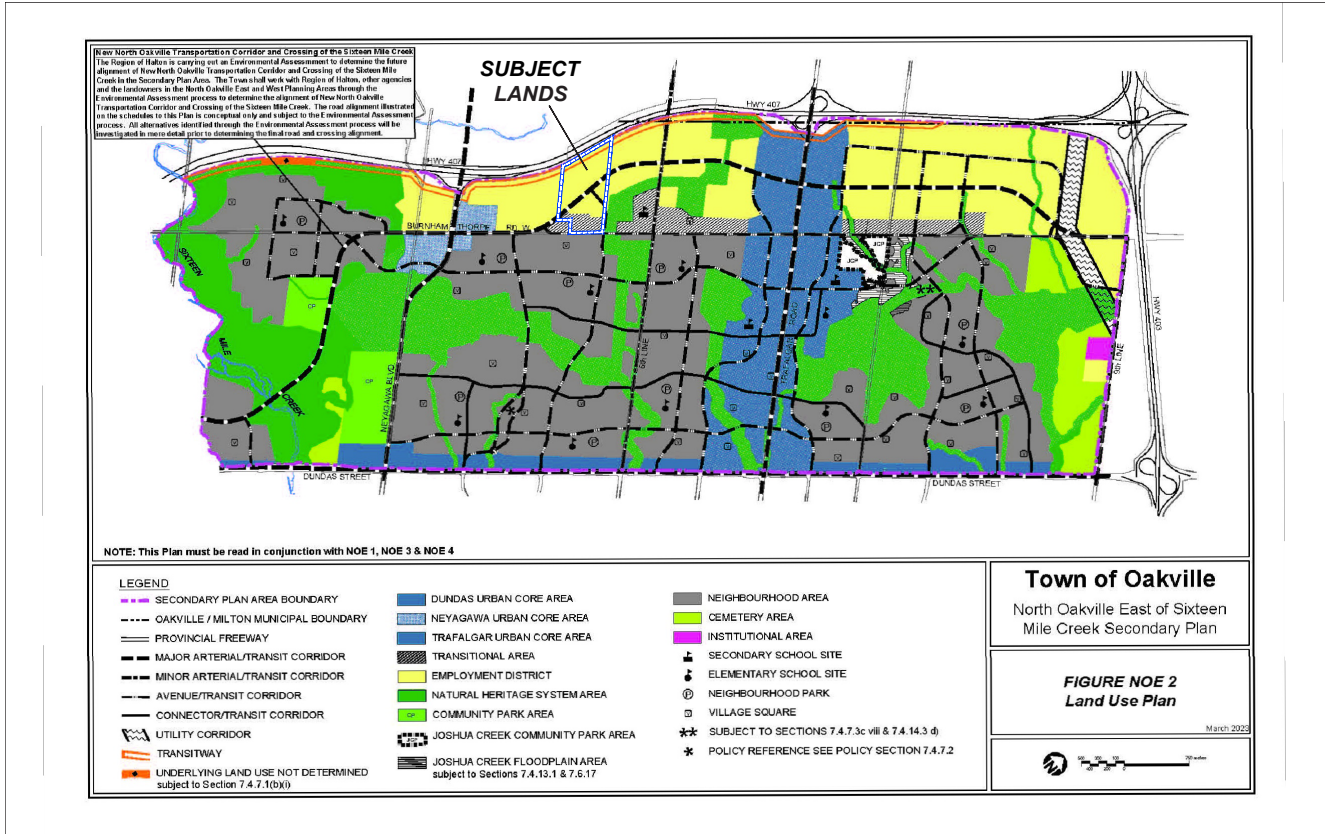


Figure 8: NOESP Land Use Plan

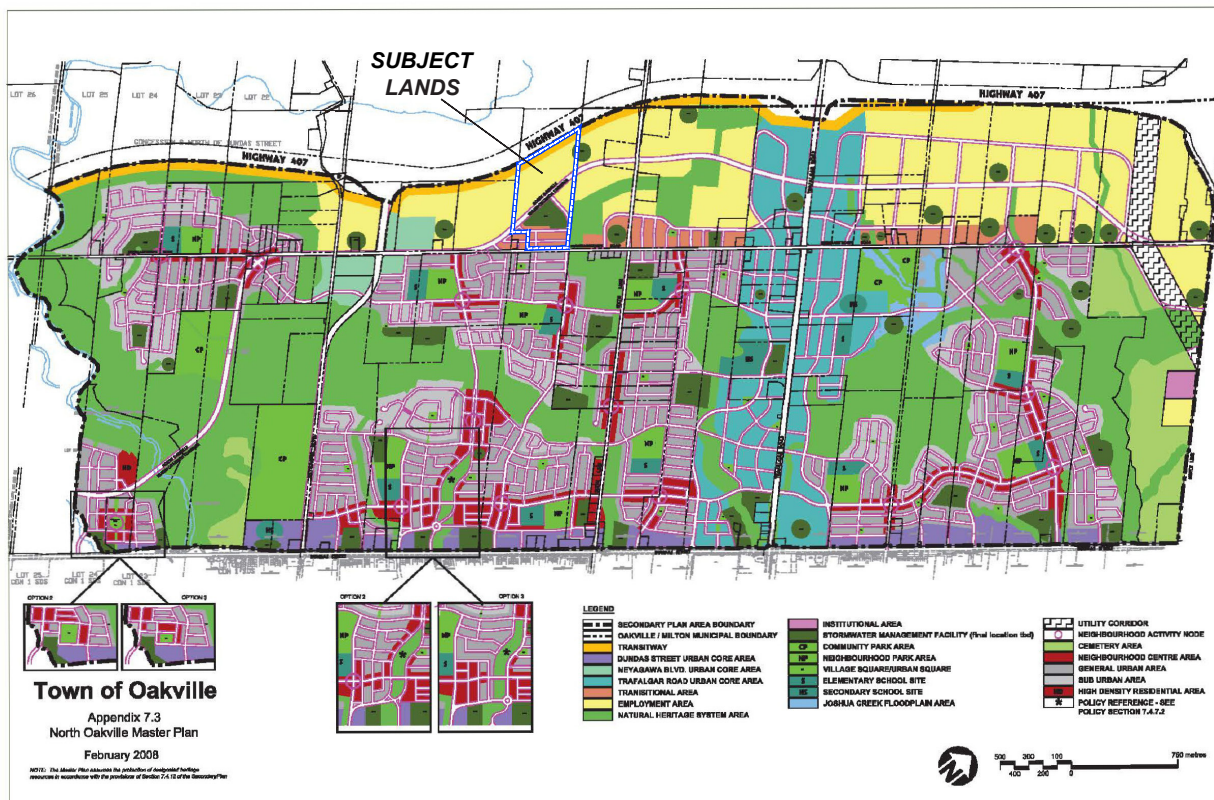


Figure 9: NOESP Master Plan

Permitted uses may include:

- a) light industrial operations, including light manufacturing, assembling, processing, fabricating, repairing, warehousing, distribution and wholesaling;
- b) business and professional office uses and medical clinics;
- c) service establishments such as print shops, equipment rental establishments, restaurants, hotels, banquet halls, financial institutions, and service establishments which primarily provide services at the customer's location such as electricians and plumbers and limited retail commercial development such as business supply and industrial supply establishments subject to the requirements of Section 7.6.8.3 and 7.6.8.4d);
- d) public uses, institutional uses including places of worship, vocational schools;
- e) sport and recreation, and place of amusement uses;
- f) automobile related uses, including gas stations; and,
- g) ancillary retail sales of products produced, assembled and/or repaired on the premises,
- h) as part of a distribution use, the ancillary retail sale of the products distributed from an ancillary showroom;
- i) research and development;
- j) information processing, call centres and similar uses; and,
- k) computer based services including design studios.

Please refer to Section 3.6 Town-Initiated Official Plan Amendment – NOESP Employment Lands.

7.6.8.3 RETAIL AND SERVICE COMMERCIAL USES

Limited retail and service commercial uses permitted in Section 7.6.8.2 shall be clustered at the intersections with Arterial, Avenue and Connector roads. In addition, service establishments which primarily provide services at the customer's location may be located throughout the Employment Area designation, subject to the provisions of the zoning by-law, provided that if they include open storage, they shall be restricted to areas which do not abut residential, Urban Core, Institutional or Transition Area designations, major arterial roads and Highway 407. The zoning by-law will establish specific limitations on the area which can be used for the ancillary retail sales permitted by sub-sections 7.6.8.2 g) and h) to ensure that the retail sales use is clearly accessory to the primary production, assembly, repair and/or distribution use.

Please refer to Section 3.6 Town-Initiated Official Plan Amendment – NOESP Employment Lands.

7.6.8.4 LAND USE POLICIES

- a) *It is not intended that the full range of employment uses will be permitted in all locations designated "Employment District". The precise range of uses and density of development shall be stipulated in the zoning by-law. In particular, the lands in the Employment Area designation abutting the Institutional Area designation on the Ninth Line will be subject to a site-specific zoning amendment and any proposed use will be carefully evaluated to ensure that it does not adversely impact the existing school use to the north.*
- b) *All development shall be subject to the site plan control provisions of the Planning Act and shall comply with all Federal and Provincial regulations.*
- c) *Where lands in the Employment District designation are located adjacent to residential or institutional development, including development in the Transitional Area or the Institutional Area designations, matters such as the location of loading bays and other sources of light, noise and fumes shall be reviewed to ensure that any impact on the residential use complies with Provincial guidelines and regulations.*

These matters will be addressed by:

- *The Town at a general level as a basis for the development of regulations in the zoning by-law and the Urban Design and Open Space Guidelines; and*
 - *The applicant in detail through the site plan approval process.*
- d) *Development shall conform to the following additional criteria:*
 - *Main building shall be designed and located to assist in the creation of an attractive street edge, to provide for a strong pedestrian connection to the sidewalk, and to recognize any potential future intensification of the site;*
 - *The balance between the areas of the lot occupied by buildings and the service and parking areas will be designed, wherever feasible, to reduce the extent of the street frontage occupied by service and parking areas. Where street frontage is occupied by parking and service areas, enhanced landscaping shall be provided;*

- *Maximum height – 15 storeys;*
- *Minimum Floor Space Index – 0.25 for retail and service commercial uses; and regard shall be had for the provisions of Subsection e) below with respect to all other uses;*
- *Maximum Floor Space Index – 3; and*
- *Service establishments shall be located in clusters at intersections with Arterial, Avenue, and Connector Roads.*
- *While there is no minimum density for employment uses, a density of 0.35 FSI will be a general objective. To this end, the draft plan, zoning by-law, and site plan approval processes, where applicable, will consider measures such as minimum setbacks, innovative stormwater controls, siting arrangements, parking reductions, and other possible measures to encourage a maximization of intensity of development.*
- *A portion of the lands between Sixth Line and Trafalgar Road, shown on Figures NOE1, NOE2, NOE3, and NOE4, fall within the Town of Milton. If these lands become part of the Town of Oakville, the land use designations as illustrated on Figure NOE2 will apply.*

Please refer to Section 3.6 Town-Initiated Official Plan Amendment – NOESP Employment Lands.

7.7 COMMUNITY SERVICES STRATEGY

7.7.2 TRANSPORTATION

Street A is proposed as an Avenue/Transit Corridor with a 22-metre right-of-way, running north–south from William Halton Parkway, connecting to Burnhamthorpe Road and continuing as Preserve Drive south of Burnhamthorpe Road. As an Avenue/Transit Corridor, it will serve intermediate intra-district traffic volumes, distribute traffic to and from arterial roads, and accommodate local transit.

Table 2 Transportation Facilities		
Facility Type	Function	General Design Guidelines
Avenue/ Transit Corridor	<ul style="list-style-type: none"> • Serves mainly intermediate volumes of intra-neighbourhood/ district travel • Accommodates local transit • Connects Urban Centres Areas and serves as major internal connector for Urban Core Areas • Distributes traffic to and from Major and Minor Arterial / Transit Corridors 	<ul style="list-style-type: none"> • Direct access from abutting properties will be permitted, although there may be restrictions in specific locations related to specific forms of development or the use of alternative designs. • Up to 4 travel lanes, • Provision for on-street parking on two sides in most cases, except in Employment Areas where there is provision for parking on one side only and in the Natural Heritage System Area where no parking will be permitted. • Transit supportive land uses to be encouraged along ROW • ROW shall be kept to a minimum and shall not exceed a maximum of 24 metres and more typically will have a ROW of 22 metres, except at approaches to major intersections where medians and/or additional lanes are required

Figure 11 – Table 2: Transportation Facilities

3.6 TOWN-INITIATED OFFICIAL PLAN AMENDMENT – NOESP EMPLOYMENT LANDS

The Town of Oakville is proposing an amendment to the North Oakville East Secondary Plan to update policies related to employment lands in response to recent changes to the definition of “area of employment” in the Planning Act and the Provincial Planning Statement (2024). The amendment proposes

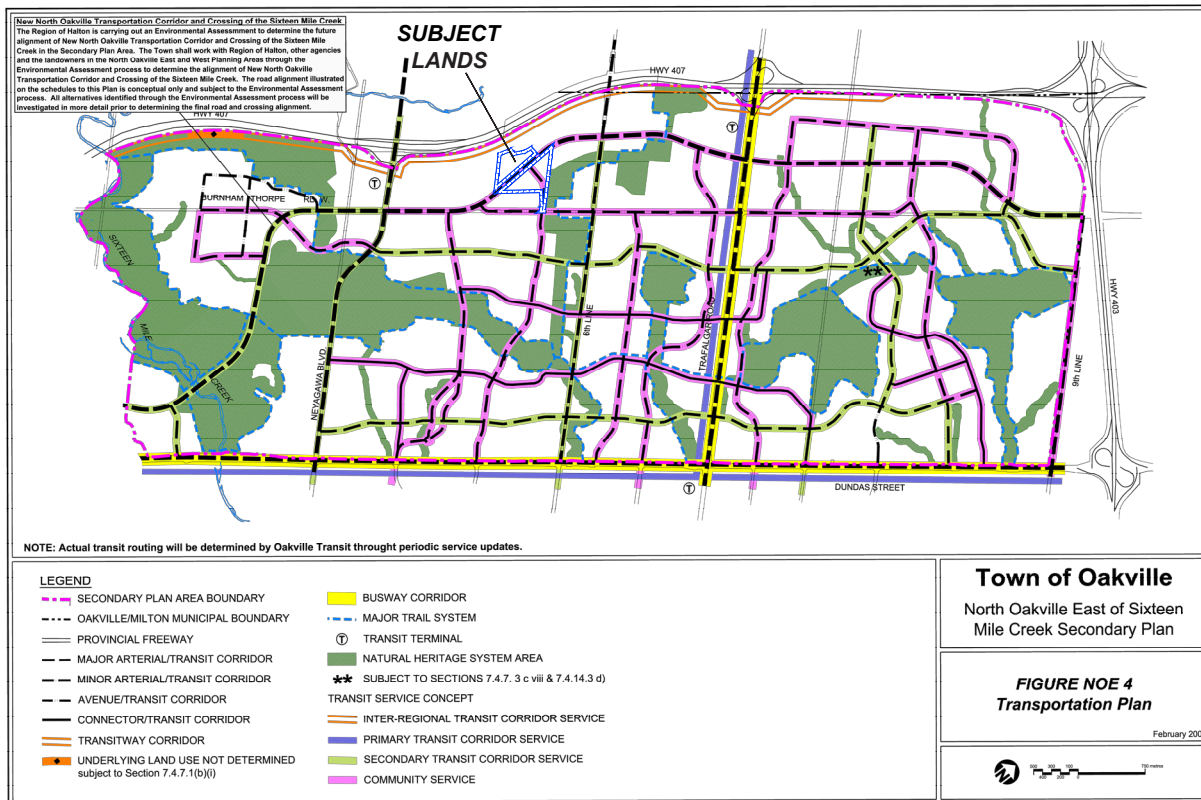


Figure 10: NOESP Transportation Plan

to replace the existing “Employment District” designation with “Employment Lands,” and introduce two categories: “Employment Areas” and “Employment Generating and Supporting Areas.” The amendment also includes policies to recognize existing employment uses, clarify permitted uses, and establish criteria for evaluating future land use changes within employment lands.

The policies that are relevant to, and affected by, the proposed development are as follows:

7.3.4 EMPLOYMENT LANDS

Employment Lands refer to land designed to accommodate development of predominantly employment generating and supporting uses including a wide range of industrial and office development. Retail and service commercial uses designed to serve the businesses and employees may be permitted within the Employment Lands.

Employment Lands are made up of two designations: Employment Area, and Employment Generating and Supporting Area. Employment Areas are generally located along the Provincial Highways including the 403 and the 407. Employment Generating and Supporting Areas are generally located adjacent to Employment Areas, providing a buffer to designations with sensitive land uses, however may be standalone.

Employment Areas shall be planned to accommodate a compact, transit-supportive and pedestrian-oriented environment, while Employment Generating and Supporting Areas are intended to provide for a range of employment-supportive amenities as well as generating employment uses.

The proposed development includes approximately 7.74 hectares of employment area, consisting of a 4.88-hectare Employment Area (Block 1) intended for a modular assembly plant, and 2.86 hectares of Employment Generating and Supporting Areas (Blocks 2–3) for employment and service commercial uses. Block 1 is in proximity to Highway 407, with Blocks 2 and 3 located further from the highway, across William Halton Parkway. Blocks 2 and 3 are designated in accordance with the NOESP and support a range of employment-generating uses while providing complementary functions and buffering for the Transitional Area to the south. The proposed development aligns with the NOESP's intent to provide compact, transit-supportive, and pedestrian-oriented employment uses in the Employment Area, with supporting amenities in the Employment Generating and Supporting Areas.

7.6.8. EMPLOYMENT

Employment Lands are intended to provide industrial, business and office activities, which will be the major source of employment opportunities in the Town. The Employment Lands permit a wide range of business and economic activities and are defined by two specific Employment land use designations: Employment Area and Employment Generating and Supporting Area. The Employment land use designations provide for compatible uses in appropriate locations with a variety of form, scale, and intensity of development. The Employment Generating and Supporting Area designation is to provide for employment generating and supporting uses such as office, service commercial, retail, institutional and light industrial uses, where permitted, for the surrounding Employment Areas or for the travelling public.

7.6.8.1. GENERAL

7.6.8.1.1. It is anticipated that all of the lands designated for employment purposes will be needed long-term to make the Town a balanced and complete community.

7.6.8.1.2. It is a key policy of this Plan to provide a balance of population and employment in the Town in order to maximize the opportunity for residents to work in Oakville and to achieve the goal of a balanced and complete community. The Town will monitor the rate of employment growth and the utilization and intensification of Employment Lands to ensure that sufficient land for employment is designated to meet these objectives.

7.6.8.1.3. The Town will encourage the development of Employment Lands with transit-supportive, compact built form and minimized surface parking areas. All development shall be at a scale compatible with adjacent development. Height and built form shall be regulated through the implementing zoning.

7.6.8.1.4. *Buffering and landscaping shall be required to ensure visual and physical separation between employment uses and adjacent uses.*

7.6.8.1.5. *The Town shall place a priority on the early provision of services to Employment Lands to ensure that development opportunities exist to meet projected demand.*

7.6.8.1.6. *Major retail and residential uses shall not be permitted in Employment Lands.*

7.6.8.1.10. *It is the policy of the Town to maintain the Town's Employment Lands in their entirety, and to preserve and protect Employment Areas.*

7.6.8.1.11. *Employment Lands are defined by this Plan as all lands designated for employment uses under section 7.6.8.*

7.6.8.2. EMPLOYMENT AREA

An Employment Area is an "area of employment" as defined by the Planning Act. They are intended to provide primarily industrial and associated uses along with a range of business uses that generate and support an employment function.

The proposed development includes a 4.88-hectare Employment Area proposed for a modular assembly plant. The development will be transit-supportive through collaboration with the municipality to provide a nearby bus stop and an interconnected street and pedestrian network, while buffering and landscaping to ensure compatibility with surrounding uses will be addressed at the site plan stage.

7.6.8.2.1. PERMITTED USES

- a) *Uses that may be permitted within the Employment Area designation subject to applicable zoning are:
 - i. *Industrial uses such as manufacturing, warehousing, goods movement including transportation terminals, and wholesaling;*
 - iv. *Facilities including but not limited to offices, retail and warehouses, that are ancillary to the uses mentioned in subparagraphs i) to iv);*
 - v. *Outdoor storage;**
- a) *Uses within an Employment Area that are excluded from the list of permitted uses in subsection a) may be permitted, provided they were lawfully established in the Town's applicable Zoning By-law on or before October 20, 2024.*
- b) *The addition of uses not listed under subsections a) and b) above shall require a request for removal as described under section 7.6.8.2.11.*

7.6.8.2.2. *Accessory uses including but not limited to offices, retail and warehouses may be permitted in conjunction with uses listed under 7.6.8.2.1.a) and shall be on the same lot, clearly subordinate, and directly related, to the functioning of the permitted use.*

7.6.8.2.3. *On lands within 300 metres of Employment Areas, proposed sensitive land uses shall avoid potential impacts to the long-term economic viability of existing or planned employment uses within Employment Areas, in accordance with provincial guidelines, and shall also consider the potential intensification of Employment Areas.*

7.6.8.2.4. *In Employment Areas within 300 metres of a sensitive land use, major facilities shall avoid any*

potential adverse effects from odour, noise and other contaminants, and minimize risks to public health and safety.

7.6.8.2.5. Where avoidance is not possible in accordance with 1 and 2, proposed development shall require the completion of a land use compatibility assessment to ensure that the use is appropriate and the location and design of the use can minimize and mitigate:

- 1. Impacts to the long-term economic viability of employment uses, including the potential intensification of employment uses; and,*
- 2. Any potential adverse effects from odour, noise and other contaminants, and minimize risks to public health and safety.*

7.6.8.2.6. Employment Area uses that are heavy industrial operations shall be limited to well screened, highly accessible locations. Other Employment Area uses shall occur primarily within enclosed buildings.

7.6.8.2.7. Outdoor storage and display areas shall be well screened and may be permitted through the implementing zoning. Outdoor storage and display areas should not be visible from lands designated residential or open space, or from major collector and arterial roads.

7.6.8.2.8. Outdoor storage uses shall not be permitted on lands designated Employment Area that abut residential uses.

7.6.8.2.9. Employment Areas with predominantly industrial uses may include direct access to a transportation terminal and railway spur line.

7.6.8.2.10. Severances to create new lots within the Employment Area designation should not be permitted.

7.6.8.2.11. Removal of Employment Areas The removal of Employment Areas through redesignation shall only be permitted through an Official Plan Amendment where it has been demonstrated to the satisfaction of the Town that:

- a) There is an identified need for the removal;*
- b) The land is not required for Employment Area uses over the long term;*
- c) The proposed uses would not negatively impact the overall viability of Employment Areas by:
 - i. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned Employment Area uses in accordance with 7.6.8.2.3, 7.6.8.2.4 and 7.6.8.2.5;*
 - ii. maintaining access to major facilities and transportation corridors;**
- d) Existing or planned infrastructure and public service facilities are available to accommodate the proposed uses;*
- e) The Town has sufficient Employment Lands to accommodate projected employment growth beyond the horizon of the Official Plan;*
- f) The lands are located on the fringe of an assembly of Employment Area lands and will not result in the fracturing of the contiguity of the Employment Area;*
- g) The Employment Area lands offer limited market supply potential for Employment Area development due to factors including but not limited to size, configuration, access, physical conditions, and/or servicing constraints;*
- h) The lands are not located in proximity to major goods movement facilities and/or corridors, including truck routes identified in the Town's Transportation Master Plan; and,*
- i) The request for removal demonstrates that the total job yield of the lands can be maintained or improved*

The proposed development is designated Employment Area and will accommodate primarily industrial and employment-generating uses, including a modular assembly plant. Any outdoor storage will be carefully designed and screened so it is not visible from residential areas, open space, major collector, arterial roads, or the 407 Transitway. The lands are highly accessible, located along William Halton Parkway, supporting efficient goods movement and connectivity. Development will comply with Town policies regarding the location, design, and compatibility of uses to minimize impacts on surrounding sensitive land uses (Transitional Area) and to maintain the functionality and economic viability of Employment Areas.

7.6.8.3. EMPLOYMENT GENERATING AND SUPPORTING AREA

Employment Generating and Supporting Areas are intended to provide for a wide range of employment generating uses and uses that support adjacent Employment Areas in a transit-supportive and pedestrian-oriented environment.

7.6.8.3.1. PERMITTED USES

- a) *Uses that may be permitted within the Employment Generating and Supporting Area designation subject to applicable zoning are:*
 - i. *Major offices and offices;*
 - ii. *Hotels and public halls along arterial roads;*
 - iii. *Light industrial uses such as manufacturing, wholesaling and small-scale warehousing if it is demonstrated that the use will be compatible with nearby sensitive land uses;*
 - iv. *Training facilities and commercial schools;*
 - v. *Indoor sports facilities; and,*
 - vi. *Retail and service commercial uses, excluding major retail.*
- b) *New major office is encouraged at locations providing high visibility and excellent accessibility adjacent to highway corridors, Regional transit priority corridors, and in strategic growth areas.*
- c) *Small-scale warehousing uses on sites designated Employment Generating and Supporting Area shall not exceed a maximum of approximately 10,000 square metres in total floor area.*
- d) *Retail and service commercial uses on sites designated Employment Generating and Supporting Area should not exceed a maximum of approximately 2,500 square metres in total floor area.*
- e) *Motor vehicle-related uses may also be permitted.*

7.6.8.3.2. Accessory uses including but not limited to offices and warehouses may be permitted in conjunction with permitted light industrial uses. Accessory retail uses shall be on the same lot and shall demonstrate that they are clearly subordinate, and directly related, to the functioning of the permitted use.

7.6.8.3.3. Outdoor storage and display areas shall be restricted through implementing zoning. 7.6.8.3.4. Outdoor storage uses shall not be permitted on lands designated Employment Generating and Supporting Area that abut residential uses.

7.6.8.3.5. Removal of Employment Generating and Supporting Areas The redesignation of lands within Employment Generating and Supporting Areas shall only be permitted through an Official Plan Amendment where it has been demonstrated that:

- a) *There is an identified need for the removal,*
- b) *the land is not required for employment uses over the long term;*
- c) *The proposed uses would not negatively affect the overall viability of Employment Generating and Supporting Areas by:*
 - i. *avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned Employment Generating and Supporting Area uses in accordance with 7.6.8.2.3, 7.6.8.2.4 and 7.6.8.2.5;*
 - ii. *maintaining access to major facilities and transportation corridors;*
- d) *Existing or planned infrastructure and public service facilities are available to accommodate the proposed uses;*
- e) *The Town has sufficient Employment Lands to accommodate projected employment growth to the horizon of the approved Official Plan;*
- f) *The lands offer limited market supply potential for a permitted use in the Employment Generating and Supporting Area designation;*
- g) *There is a demonstrated need for the proposed use;*
- h) *The lands are not directly adjacent to lands in an Employment Area;*
- i) *The proposal demonstrates that the total job yield of the lands can be maintained or improved; and,*
- j) *The proposed new land uses will not adversely affect the transportation network and movement of goods in an adjacent Employment Area.*

The 2.86-hectare Employment Generating and Supporting Area blocks are intended to accommodate a range of employment-generating and supporting uses, such as office, light industrial, and service commercial uses, consistent with the policies of the NOESP. These areas will complement the adjacent Employment Area and contribute to a transit-supportive and pedestrian-oriented employment environment. The specific uses and site design will be determined through future site plan approvals.

4.0 ZONING

EXISTING ZONING

The subject lands are currently zoned Existing Development. As per Section 7.13 of Zoning By-law 2009-189, only uses that legally existed on the date this By-law came into effect are permitted. The development of new buildings and structures is not permitted. As such, a Zoning By-law amendment is required to permit the proposed development.

PROPOSED ZONING

The proposal seeks to rezone the subject lands to General Employment (GE-1) north of William Halton Parkway, Service Area-Employment (SA-1) south of William Halton Parkway, Stormwater Management Facility (SMF), Natural Heritage System (NHS), and Natural Heritage System (NHS-1 sp.*).

The draft amending zoning by-law is appended to this as Appendix D.

5.0 PUBLIC ENGAGEMENT STRATEGY

The Public Information Meeting (PIM) for the proposed development at 145 Burnhamthorpe Road West was held on January 29, 2026. The meeting was attended by representatives from Korsiak Urban Planning, S.G.G.C Acquisition Corporation, one member of Town staff, and one Councillor. The purpose of the meeting was to provide an overview of the proposed Draft Plan of Subdivision and Zoning By-law Amendment and to receive feedback from attendees. In collaboration with Town staff, notice signs will also be installed on the subject property prior to the Statutory Public Meeting.

Summary of questions and comments raised:

1. Development timeline

- The Councillor asked about the anticipated timeline for construction and operation of the proposed modular assembly facility.
- The applicant indicated that the goal is to begin building construction around September 2026, following draft plan approval, servicing works, and site plan approval.
- Construction of the building is expected to take approximately 12 months, with the facility potentially becoming operational by fall 2027.

2. Truck traffic and transportation impacts

- The Councillor raised concerns regarding truck traffic generated by the facility, noting that similar situations in nearby areas have resulted in conflicts where employment uses are located close to residential neighbourhoods.
- Since the facility will transport modular units by truck, the Councillor asked for further clarification on:
 - The anticipated volume of truck traffic
 - Routing of trucks to major roads or highways
 - Potential impacts on nearby residential areas
- It was noted that a Traffic Impact Study (TIS) will be prepared as part of the application to address these matters.

3. Future land use on adjacent lands

- The Councillor asked about the future use of the adjacent lands closer to Burnhamthorpe Road, which are not part of the current application.
- It was explained that these lands are currently designated as Transitional Area and may eventually be developed for residential uses, such as townhouses or apartments. However, no development proposal has been finalized for these lands at this time.

4. Compatibility between employment and residential uses

- The Councillor noted that the concept plan shows employment blocks south of William Halton Parkway connected by a road that may also serve future residential areas.

- Based on experiences in other parts of the municipality, the Councillor expressed concern about potential conflicts between employment traffic and residential uses, particularly if trucks were to use local streets.
- The applicant indicated that truck traffic associated with the modular assembly facility is expected to use William Halton Parkway, rather than local streets.

5. Clarification of employment uses south of William Halton Parkway

- The Councillor asked what types of uses could occur on the employment blocks located south of William Halton Parkway.
- It was clarified that these lands are proposed to permit employment-supportive uses, such as office and commercial uses, rather than heavier industrial uses. This approach is intended to reduce potential compatibility issues with the nearby Transitional Area.

6. Additional information

- It was requested that the project team provide:
 - A video explaining the modular manufacturing process, which had previously been shown to staff; and
 - A summary of permitted uses under the proposed zoning to better understand what could be developed on the employment-supportive blocks.

6.0 PLANNING OPINION

The proposed Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposal is consistent with the Provincial Planning Statement (2024) and conforms to the Town of Oakville Official Plans;
2. The proposed mix of land uses aligns with the Town-initiated Official Plan Amendment direction for Employment Generating and Supporting Areas south of William Halton Parkway;
3. The NHS is protected by the inclusion of buffers and setbacks and views are maintained along Street A; and
4. The proposed street network is transit-supportive and supports convenient access to the employment area.

Respectfully submitted,

KORSIAK URBAN PLANNING



Prepared by: Erika Lindsay, MScPl, Junior Planner



Reviewed by: Constance Ratelle, MPlan, RPP, Managing Associate

APPENDICES

APPENDIX A: THE PLANNING ACT, R.S.O. 1990, c.P.13

The following sections and policies of the Planning Act are applicable to this proposal:

Provincial Interest

Section 2 of the Planning Act establishes matters of provincial interest which decision makers shall have regard to when making decision on planning applications and carrying out their responsibilities under the Act. Section 2 of the Planning Act states:

2. *The minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:*
 - a) *The protection of ecological systems, including natural areas, features and functions;*
 - e) *The supply, efficient use and conservation of energy and water;*
 - f) *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
 - g) *The minimization of waste;*
 - h) *The orderly development of safe and healthy communities;*
 1. *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
 - i) *The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
 - j) *The adequate provision of a full range of housing, including affordable housing;*
 - k) *The adequate provision of employment opportunities;*
 - l) *The protection of the financial and economic well-being of the Province and its municipalities;*
 - m) *The coordination of planning activities of public bodies;*
 - n) *The resolution of planning conflicts involving public and private interests;*
 - o) *The protection of public health and safety;*
 - 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;*
 - r) *The promotion of built form that;*
 1. *Is well-designed;*

2. *Encourages a sense of place, and;*
 3. *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s) *The mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

Plan of Subdivision Approvals

Section 51 of the Planning Act establishes standards of plan of subdivision approvals which decision makers shall have regard to when reviewing plan of subdivision applications under Section 51 of the Planning Act:

Criteria

(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- 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;*
 - (d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- f) *the dimensions and shapes of the proposed lots;*
- g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- h) *conservation of natural resources and flood control;*
- i) *the adequacy of utilities and municipal services;*
- j) *the adequacy of school sites;*
- k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be*

conveyed or dedicated for public purposes;

- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; 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. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

APPENDIX B: THE PROVINCIAL PLANNING STATEMENT (2024)

Provincial Planning Statement (PPS) policies applicable to the proposal are described in Appendix B, including: Section 2.3 for 'Settlement Areas and Settlement Area Boundary Expansions', Section 2.8 for 'Employment', Section 2.9 for 'Energy Conservation, Air Quality and Climate Change', Section 3.3 for 'Transportation and Infrastructure Corridors', Section 3.6 for 'Sewage, Water and Stormwater', and Section 4.1 for 'Natural Heritage'.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.**

The proposed Draft Plan of Subdivision reflects the objectives of Section 2.3.1 regarding settlement areas. The development is located within the settlement area and directs growth to a designated Employment Area and Employment Generating and Supporting Area, efficiently using the land and integrating a mix of employment, open space, and natural heritage uses. The plan optimizes existing and planned infrastructure, provides a 22 m internal road allowance to support vehicular circulation, and accommodates active transportation and transit-supportive connections, while facilitating employment and service uses that are freight-supportive.

2.8 Employment

2.8.1 Supporting a Modern Economy

- 1. Planning authorities shall promote economic development and competitiveness by:
 - 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;

- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

- 2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.*
- 3. In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the longterm economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.*
- 4. Major office and major institutional development should be directed to major transit station areas or other strategic growth areas where frequent transit service is available.*

Employment Areas

- 1. Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.*
- 2. Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.*
- 3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:*
 - a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;*
 - b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;*
 - c) prohibiting retail and office uses that are not associated with the primary employment use;*
 - d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and*
 - e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.*
- 4. Planning authorities shall assess and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.*

The plan provides three Employment Area blocks totalling 7.74 ha, offering a mix of industrial, service, and general employment uses to meet current and long-term economic needs. The development protects and preserves these employment areas, provides necessary infrastructure for their operation, and ensures compatibility with adjacent natural heritage and open space features. By designating separate Employment Areas and Employment Generating and Supporting Areas, the plan maintains flexibility for diverse employment activities, supports goods movement and industrial operations, and provides appropriate transitions to surrounding land uses, thereby sustaining the long-term economic viability of the area.

2.9 Energy Conservation, Air Quality and Climate Change

1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *support the achievement of compact, transit-supportive, and complete communities;*
 - b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c) *support energy conservation and efficiency;*
 - d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
 - e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The proposed development supports climate change mitigation and adaptation by promoting a compact, transit-supportive design, integrating stormwater management infrastructure, and protecting natural heritage features.

3.3 Transportation and Infrastructure Corridors

- a) *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*
- b) *Major goods movement facilities and corridors shall be protected for the long term.*
- c) *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*
- d) *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.*
- e) *The co-location of linear infrastructure should be promoted, where appropriate.*

The proposed development respects transportation and infrastructure planning and is located near the future 407 Transitway. While the Transitway is not included in this draft plan, it is anticipated to be part of a future draft plan by the same owner. The plan ensures internal access and infrastructure are designed to be compatible with nearby transportation corridors, without precluding or negatively affecting their long-term use.

3.6 Sewage, Water and Stormwater

1. *Planning for sewage and water services shall:*
 - a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
 - b) *ensure that these services are provided in a manner that:*
 1. *can be sustained by the water resources upon which such services rely;*
 2. *is feasible and financially viable over their life cycle;*
 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 4. *aligns with comprehensive municipal planning for these services, where applicable.*
1. *promote water and energy conservation and efficiency;*
2. *integrate servicing and land use considerations at all stages of the planning process;*
3. *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
4. *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*
2. *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*
4. *Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual onsite sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.*

At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on environmental health and the financial viability or feasibility of other forms of servicing set out in policies 3.6.2 and 3.6.3.
5. *Partial services shall only be permitted in the following circumstances:*
 - a. *where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development;*
 - b. *within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the longterm provision of such services with no negative impacts; or*

- c. *within rural settlement areas where new development will be serviced by individual on-site water services in combination with municipal sewage services or private communal sewage services.*
7. *Planning authorities may allow lot creation where there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity.*
 8. *Planning for stormwater management shall:*
 - a. *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
 - b. *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
 - c. *minimize erosion and changes in water balance including through the use of green infrastructure;*
 - d. *mitigate risks to human health, safety, property and the environment;*
 - e. *maximize the extent and function of vegetative and pervious surfaces;*
 - f. *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
 - g. *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

The proposed development incorporates a dedicated stormwater management (SWM) pond to manage runoff in accordance with the PPS and municipal policies. All other servicing aspects, including water and sewage infrastructure, have been reviewed and addressed in the Environmental Impact Report (EIR) and Functional Servicing Report (FSR) submitted with the application, ensuring that the development can be efficiently and safely serviced while minimizing environmental impacts and supporting sustainable long-term operation.

4.1 Natural Heritage

1. *Natural features and areas shall be protected for the long term.*
2. *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
3. *Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
5. *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
 - b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*

- d) *significant wildlife habitat;*
 - e) *significant areas of natural and scientific interest; and*
 - f) *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
6. *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
 7. *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
 8. *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*
 9. *Nothing in policy 4.1 is intended to limit the ability of agricultural uses to continue.*

The proposed development protects the Natural Heritage System (NHS) on the site for the long term, ensuring the ecological function and connectivity of natural features are maintained in accordance with PPS 2024.

APPENDIX C: REGION OF HALTON OFFICIAL PLAN

The Halton policies applicable to this proposal are further discussed in Appendix C, which includes ‘Urban Area and the Regional Urban Structure’ (Sections 72, 75, 78); ‘Employment Areas’ (Section 83), ‘Natural Heritage System’ (Sections 113, 114), ‘Environmental Quality’ (Sections 140), ‘Economic Development’ (Section 168), and ‘Transportation’ (Section 171).

72. The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.

72.1 The objectives of the Urban Area are:

- (1) To accommodate growth in accordance with the Region’s desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
- (2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
- (3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
- (4) To ensure that growth takes place commensurately both within and outside the Built Boundary.*
- (5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*
- (6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.*
- (7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*
- (10) To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.*
- (10.1) To direct where employment uses should be located and to protect areas designated for such uses.*

The proposed development supports the goals of the Urban Area by accommodating employment growth in a planned manner that contributes to economic prosperity and the development of complete communities. The proposal provides designated employment lands within the Region’s Urban Area, supporting a range of employment uses and contributing to the Region’s objective of maintaining a strong economic base while ensuring orderly and coordinated growth.

75. The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1, the intensification and density targets as shown in Table 2, the Regional phasing as shown in Table 2a, and the targets for Strategic Growth Areas as shown in Table 2b.

The proposed development contributes to the Regional Urban Area objectives by adding to the distribution of employment for Oakville as identified in Table 1. It supports employment area density targets outlined in Table 2 and aligns with the Regional phasing goals for employment growth presented in Table 2a, helping to ensure orderly, coordinated, and balanced growth across the Region.

78. Within the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while supporting transit, and the long-term protection of lands for employment uses. The Regional Urban Structure consists of the following structural components:

- (1) Strategic Growth Areas;*
- (2) Regional Employment Areas;*
- (3) Built-Up Areas; and*
- (4) Designated Greenfield Areas*

The proposed development supports the Regional Urban Structure by providing designated Employment Area lands within the Urban Area, ensuring the long-term protection of lands for employment uses. The plan promotes efficient use of land and infrastructure while supporting the orderly development of employment uses consistent with the Region's growth management objectives.

78.1 The objectives of the Regional Urban Structure are:

- (1) To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;*
- (2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;*
- (4) To identify Regional Employment Areas and protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.*
- (5) To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.*

The proposed development supports the objectives of the Regional Urban Structure by providing designated Employment Area lands that contribute to employment growth. The plan accommodates future transit integration, including a planned bus stop, and promotes efficient use of land in line with the Region's growth and climate objectives.

83. The objectives of the Employment Areas are:

- (1) To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton's and its Local Municipalities' economic competitiveness.*

- (2) *To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-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.*
- (3) *To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.*
- (4) *To recognize the changing nature of employment and to recognize the role of Employment Areas in accommodating a diverse range of innovative employment uses and supporting the overall Regional Urban Structure.*

The proposed development supports the objectives of the Employment Areas by providing lands designated for employment uses that contribute to Halton Region's long-term economic growth and competitiveness. The plan maintains a range of employment blocks intended to accommodate manufacturing and general employment uses, supporting a diverse economic base while taking advantage of the site's location within the Urban Area and proximity to major transportation infrastructure.

83.2 It is the policy of the Region to:

- (1) *Plan for Employment Areas by:*
 1. *prohibiting residential uses;*
 2. *prohibiting major retail uses*
 3. *permitting a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses;*
- (3) *Ensure the necessary infrastructure is provided to support the development of the Employment Areas in accordance with policies of this Plan.*
- (5) *Require development within the Employment Areas to support achieving the density target identified in Table 2 of this Plan.*

APPENDIX D: ZONING BY LAW AMENDMENT

DRAFT



THE CORPORATION OF THE TOWN OF OAKVILLE

BY-LAW NUMBER 2026-xxx

A by-law to amend the North Oakville Zoning By-law 2009-189, as amended, to permit the use of lands described as Part of Lot 7, 8 & 9, Concession 1, North of Dundas Street (Hulme Development Limited)

COUNCIL ENACTS AS FOLLOWS:

1. Map 12(4) of By-law 2009-189, as amended, is amended by rezoning the lands as depicted on Schedule 'A' to this By-law.
2. Section 8, Special Provisions, of By-law 2009-189, as amended, is further amended by adding a new Section 8.* and 8.** as follows:

8.*	Part of Lots 7, 8 & 9, Concession 1, NDS (Hulme Development Limited)	Parent Zone: NHS
Map 12(6)		(2026-XXX)
8.**.1 Zone Provisions for all Lands		
In addition to the permitted uses and regulations of the Natural Heritage System Performance (NHS-1) Zone 1, the following regulation shall apply:		
a) Notwithstanding any other provision of the By-law, any building or structure for the purpose of utility infrastructure shall be exempt from the regulations of the Zone within which it is located.		

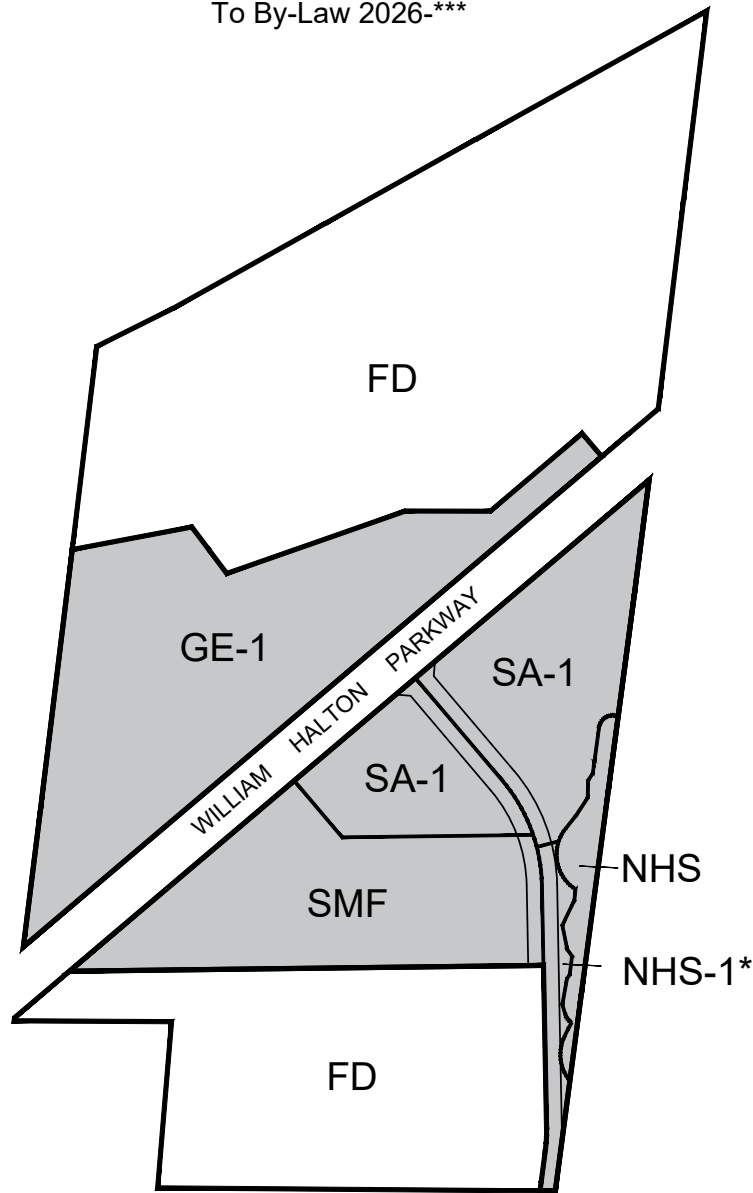
3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

PASSED this XXth day of _____, 2026


MAYOR

CLERK

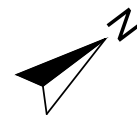
SCHEDULE "A"
To By-Law 2026-***



AMENDMENT TO BY-LAW 2009-189

 Rezoned from Future Development (FD) to
General Employment (GE-1);
Service Area-Employment (SA-1);
Stormwater Management Facility (SMF);
Natural Heritage System (NHS); and
Natural Heritage System (NHS-1 sp:*)

EXCERPT FROM MAP
12 (4)



1:4000

APPENDIX E: DRAFT PLAN OF SUBDIVISION

