

2.3 BURLOAK EMPLOYMENT DISTRICT – FIGURE “EMP.C”

2.3.1 *Policy Statement*

a) Location

As set out on Figure “EMP. C”, this District is bounded on the north by the QEW corridor, on the west by Burloak Drive, on the east by Bronte Creek, and on the south by Rebecca Street.

b) Land Use

Light employment uses are permitted throughout the employment designation but are expected to concentrate in two areas: north of the planned Wyecroft Road connection between Burloak Drive and Bronte Road; and adjacent to Burloak Drive and Rebecca Street, south of the CN Railway, west of Sheldon Creek.

General employment uses will be permitted within the interior of the District, and will be separated from Rebecca Street by a transition employment use area.

The transition employment use area is intended to provide a buffer or interface between the general employment use area to the north, and the existing and future residential development south of Rebecca Street. A service station use is permitted on the northwest corner of Rebecca Street and Great Lakes Boulevard, intended to serve the Burloak Employment District, the traveling public and the residents south of Rebecca Street with auto-oriented services.

A municipal park is to be developed on the lands immediately to the north of this transition employment area, as identified on Figure EMP “C”.

A Natural Area designation is located in the southeast quadrant of the District to recognize an existing woodlot. All Natural Area and Parkland designations are subject to the Greenlands policies under Part D, Section 4 of this Plan.

A large Arterial Commercial block of land is established on lands north of and adjacent to the CN Railway and Sheldon Creek to provide service and retail commercial serving the employment uses within the District, and large-scale destination oriented retail uses.

c) Special Policies

- i) The One Kilometre Nuisance Buffer identified on Figure 'EMP.C' has been established by the Ministry of Environment. This setback does not reflect any environmental hazard, but is considered to be an appropriate setback from the Petro-Canada Refinery for residential development in order to minimize nuisance concerns, particularly those related to odour.
- ii) All local power and telephone lines and other cable services to serve the employment designation shall be located underground, where feasible.
- iii) A Functional Drainage Report shall be prepared for the entire District Plan area prior to the approval of individual development applications to the satisfaction of the Town of Oakville, the City of Burlington and Conservation Halton. The Functional Drainage Report will address the specific design, construction, stormwater management and phasing of works.
- iv) Only a very limited number of common access points to the interior development of the Employment District will be permitted and shall generally be limited to street intersections.
- v) The entire required front and flank yards adjacent to Burloak Drive and Rebecca Street shall be required to be landscaped, and height and coverage will be carefully controlled.
- vi) The Greenway Link/Buffer designation on Figure 'EMP.C' provides a component of an open space link between the Bronte residential community and the Bronte Creek. It also provides for a landscape buffer between the residential neighbourhoods to the south and west and the employment uses within the District, and in the case of Burloak Drive, serves to enhance the major entrance to the area and the respective municipalities.

The minimum width of the Greenway Link/Buffer shall be 3 metres.

- vii) The parkland designation on the west side of Great Lakes Boulevard is to be designed as a District feature, and a gateway feature for the municipality as a whole.

- viii) To enhance the development of the employment designation west of Great Lakes Boulevard as a District feature and gateway into the municipality, uses that may detract from the attractiveness of the area will not be permitted and development standards in excess of normal requirements may be applied.

- ix) It is the intent of this Plan to establish the employment designation north of the planned Wycroft Road connection between Burloak Drive and Bronte Road, east of Sheldon Creek, as a prominent location for prestige development and employment generating opportunities. To achieve this goal, development standards in excess of normal requirements may be applied.

- x) Any development on lands north of or adjacent to the railway will have regard for, and will be required to protect for, a continuous Wycroft Road right-of-way to facilitate a future northerly bridge crossing of the Bronte Creek, and a continuous Wycroft Road connection between Bronte Road and Harvester Road in the City of Burlington.

Any crossing of the Bronte Creek is subject to the provisions of the *Environmental Assessment Act*, which requires that a range of alternatives be considered.

The final determination of the bridge alignment will be investigated through subsequent study. Until such time as this has been completed, the ultimate transportation and road network recommended in the Environmental Study Report, completed for the Twelve Mile Creek/Burloak Drive Class EA Study, and adopted by Town Council, will provide guidance and direction to the municipality in the development approval process for lands north of and adjacent to the CN Railway.

The lands east of McPherson Road may be placed in a Holding zone, permitting only minimum expansion until such time as the final bridge alignment and road right-of-way requirements are determined.

Notwithstanding the above, all development north of the CN Railway will be subject to traffic impact study to ensure an adequate level of service is maintained on the existing road network.