

## REPORT

### Planning and Development Council

Meeting Date: September 13, 2021

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**FROM:** Planning Services Department

**DATE:** August 31, 2021

**SUBJECT:** Recommendation Report - Official Plan Amendment and Zoning By-law Amendment – 677 Burloak GP Inc. – File Nos. OPA.1635.10 and Z.1635.10 (September 13, 2021), 3538, 3540, 3542 and 3544 Wyecroft Road – By-law 2021-120 and By-law 2021-121

**LOCATION:** 3538, 3540, 3542 and 3544 Wyecroft Road

**WARD:** Ward 1

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#### RECOMMENDATION:

1. That amended Official Plan Amendment and Zoning By-law Amendment applications submitted by Wellings Planning Consultants Inc., on behalf of their client 677 Burloak GP Inc. (File No. OPA.1635.10 and Z.1635.10), be approved on the basis that the applications are consistent with the Provincial Policy Statement, conforms or does not conflict with all applicable Provincial plans, conforms with the Region of Halton Official Plan and the Livable Oakville Official Plan, has regard for matters of Provincial interest, and represents good planning for the reasons outlined in the report from the Planning Services department dated August 31, 2021.
2. That By-law 2021-120, a by-law to adopt amendment number 40 to the Livable Oakville Plan, be passed.
3. That By-law 2021-121 an amendment to Zoning By-law 2014-014, be passed.
4. That notice of Council's decision reflect that Council has fully considered all the written and oral submissions relating to this matter and that those comments have been appropriately addressed.

## **KEY FACTS:**

The following are key points for consideration with respect to this report:

- The applicant has submitted an Official Plan Amendment and Zoning By-law Amendment to develop the lands for a range of commercial and employment uses.
- The concept plan consists of four (4) buildings containing the following:
  - One (1) 370 m<sup>2</sup> Building for Drive-through restaurants, commercial uses;
  - One (1) 370 m<sup>2</sup> Building for Commercial uses with potential for drive through restaurant/bank;
  - One (1) 790 m<sup>2</sup> Building for Commercial uses; and
  - One (1) 19,872 m<sup>2</sup> Building for Warehousing uses.
- The western portion of the subject lands is designated Business Commercial, and the eastern portion of the lands is designated Business Employment.
- Similarly, the western portion of the subject lands is zoned E4 and the eastern portion is zoned E2.
- The original proposal requested modification to the Official Plan and Zoning By-law to permit warehousing uses on the entirety of the lands, as well as remove the restrictions related to drive-through facilities.
- The applicant has revised their proposal to provide a reconfiguration of the existing land use designations and zoning, and provide warehousing uses on the entirety of the lands with special modifications.
- The effect of the proposed amendments is generally consistent with the original application, and maintain the integrity of the employment land uses on the subject lands.
- Further refinement of the applicant's concept plan and building layout will be required through a future site plan application.
- The property abuts Metrolinx owned railway tracks to the south, and Natural Heritage System to the east.

- Access is provided from a signalized intersection at the easter portion of the property, from Wycroft Road.

## **BACKGROUND:**

The subject lands are located within the Burloak Employment Area and are approximately five (5) hectares in size. The lands are situated at the south east corner of Burloak Drive and Wycroft Road, south of the Queen Elizabeth Way (QEW) and north of the Metrolinx Railway Corridor. The lands are also south of the RioCan Centre which extends easterly from Burloak Drive to the end of Wycroft Road, which contains a wide variety of commercial uses including restuarants, movie theatre, grocery, and retail uses. The proposed development would accommodate additional employment and commercial uses within the Burloak Employment Area.

The subject lands consist of three separate parcels, two of which were created through plan of subdivision known as RRL Burloak Inc. (20M-1005). Through the plan of subdivision, a natural heritage system and stormwater management pond was delinated to the east and south east of the site. Additionally, there is an existing Record of Site Condition (RSC) for a portion of the site from 2010.

The applicant's original application requested a modification Business Commercial land use designation and the E4 (Business Commercial) zone to permit warehousing uses, and requested a further modification of the E2 (Business Employment) zone to remove the restrictions respecting drive-through facilities. Through the review of the application, the applicant has modified their proposal to reconfigure the existing land use designations in a manner that better reflects their concept plan, and eliminate the request to modify the drive-through facilities regulations.

This report provides a recommendation on the amended application. The public meeting was held on May 10, 2021.

## **Proposal**

The applicant has submitted an amended Official Plan Amendment and Zoning By-law Amendment to reconfigure the existing Business Employment and Business Commercial designations, as well as the Zoning boundaries to maintain the existing range of commercial and employment uses over the entirety of the site. The conceptual site plan provides:

- One (1) 370 m<sup>2</sup> Building for Drive-through restaurants, commercial uses;
- One (1) 370 m<sup>2</sup> Building for Commercial uses with potential for drive through restaurant/bank;
- One (1) 790 m<sup>2</sup> Building for Commercial uses; and
- One (1) 19,872 m<sup>2</sup> Building for Warehousing uses.

The subject lands are currently designated Business Employment on the east side of the site, and Business Commercial on the west side of the site. The applicant proposes to amend the Official Plan to reorient the land uses designations with Business Commercial on the north portion of the site, and Business Employment on the south portion. The applicant also requests a further amendment to the Official Plan and Zoning By-law to permit warehousing uses within the Business Commercial designation to provide greater flexibility for the future development of the subject lands.

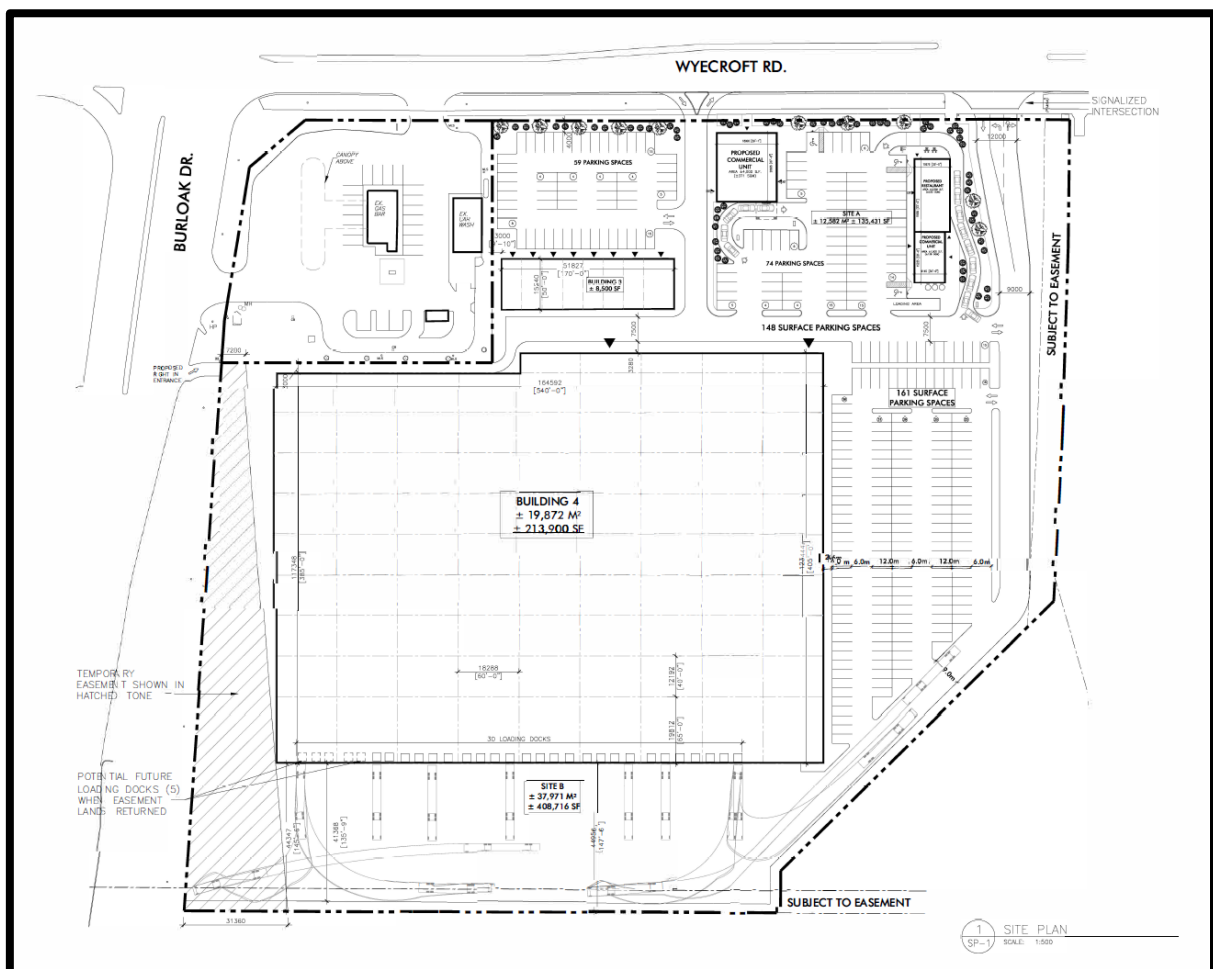


Figure 1 – Conceptual Site Plan

The applicant is seeking flexibility in the range of uses permitted on the subject lands and submitted a conceptual site plan. The conceptual site plan provides for an arrangement of uses and buildings on the property that maintain the integrity of the employment lands, consistent with the Official Plan and Zoning By-law. Further refinement of the proposed development is required through a future site plan application. Urban Design parameters applicable to the future site plan have been included in Appendix “C” and are discussed further later in this report. The Urban Design parameters will provide direction for the development of the subject lands through the site plan process.

The site is currently accessed from Wyecroft Road. The applicant also proposes two additional access points, one right-in/right-out entrance on Wyecroft Road, and one right-in only on Burloak Drive. Due to the future grade separation on Burloak Drive, the access from Burloak Drive may not be feasible. The subject lands can be developed with the accesses from Wyecroft Road without any negative transportation or circulation impacts.

### **Location & Site Description**

The lands are located to the south east of Burloak Drive and Wyecroft Road, abutting an existing gas station at the south east corner of the intersection. The lands are approximately 5 hectares in size, currently vacant and located within the Burloak Employment Area. The entirety of the lands are comprised of three parcels, two of which are blocks created from previous plans of subdivision (20M-1005). The lands in their entirety are known municipally as 3538, 3540, 3542 and 3544 Wyecroft Road.



Figure 2 – Aerial Photo

### **Surrounding Land Uses**

North – Wyecroft Road, Commercial and Retail Uses

East – Natural Heritage System

South – Metrolinx Rail Corridor

West – Burloak Drive, Employment Uses

### **PLANNING POLICY & ANALYSIS:**

The property is subject to the following policy and regulatory framework:

- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2019)
- Halton Region Official Plan



- Livable Oakville Plan
- Zoning By-law 2014-014, as amended

### **Provincial Policy Statement**

The Provincial Policy Statement (2020)('PPS'), which came into effect on May 1, 2020, continues to recognize that there are complex relationships among environmental, economic and social factors in land use planning. The PPS encourages the wise management of land to achieve efficient development and land use patterns by directing growth to settlement areas.

Further, the PPS (2020) promotes the integration of land use planning, growth management and transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

The PPS (2020) provides that planning authorities shall protect and preserve employment lands to provide opportunities for 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. The proposed Official Plan Amendment and Zoning By-law Amendment maintain the integrity of the employment area and therefore, the proposal is consistent with the policies of the PPS (2020).

### **Growth Plan**

The Growth Plan for the Greater Golden Horseshoe ('Growth Plan') is a long-term plan that intends to manage growth, build complete communities, curb sprawl and protect cultural heritage resources and the natural environment.

The Growth Plan provides policies for where and how to grow, directing population and employment growth to urban areas and rural settlement areas with delineated built boundaries on full municipal services (policy 2.2.1). The subject lands are located within the "Delineated Built-Up Boundary."

With respect to employment lands, the policies in the Growth Plan provides for flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based Sectors. Further, the Plan includes policies that encourage development of employment areas within settlement areas, the establishment of complete communities, a diversity and mix of employment uses, and making more efficient use of vacant, underutilized lands and available infrastructure.

The proposed Official Plan Amendment and Zoning By-law Amendment maintain the integrity of the employment area. On this basis, the proposal conforms with the policies of the Growth Plan.

## **Halton Region Official Plan**

The subject lands are designated as “Urban Area” with an “Employment Area” overlay on Map 1: Regional Structure of the Plan. The subject site also abuts lands to the east designated “Regional Natural Heritage System”.

The policies of “Urban Area” designation support a range of uses and the development of vibrant and healthy mixed use communities which afford maximum choices for residence, work and leisure. Policy 76 states that the range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All *development*, however, shall be subject to the *policies* of this Plan.

The “Urban Area” and “Employment Area” objectives and policies of the ROP aim to protect lands designated for employment uses. In this regard, Policy 77.4 (1) prohibits non-employment uses including major retail uses in the “Employment Areas” except for under certain situations. Policy 77.4 (2) states that the Region will plan for, protect and preserve the “Employment Areas” for current and future use.

The railway corridor to the south of the property is identified as a “Commuter Rail Corridor” on Map 3 (Functional Plan of Major Transportation Facilities) of the Official Plan.

The Official Plan Amendment application does not propose a more sensitive land use. There is an existing Record of Site Condition (RSC) for a portion of the site from 2010. Considering the length of time since the RSC and potentially contaminating activities that has taken place (fill piles), a Phase 2 ESA investigation was undertaken, but was out of date and required revision. In this case, Halton Region is particularly interested in any potential adverse impact to human health through direct contact with contaminated soil or water or inhalation risk pathways.

A revised Phase 2 ESA has been submitted but is not satisfactory to the Region at this time. The Region would typically require a “H” holding provision be applied to the amending zoning by-law. However, as the nature of the application is to re-configure the existing permitted uses, the Region supports deferring review of the environmental issues to the future site plan application.

Further, the ROP also contains policies with respect to archaeological potential, and the preservation and mitigation and documentation of artifacts. Section 167.6



requires the submission of an Archeological Assessment where development is proposed in an area having archaeological potential. Both Stage 1 and Stage 2 reports were submitted with the application, and concluded that no further evaluation is required. Receipt of an acknowledgement from the Ontario Ministry of Heritage, Sport, Tourism and Culture, regarding their acceptance of the Stage 1 and 2 reports was provided to the Region. On this basis, no further action is required at this time.

In accordance with Halton Region By-law 16-99 and following review of the proposed official plan amendment application, this application will be exempt from Halton Region approval. In accordance with the Region's process, request to receive the exemption letter has been provided more than 12 days in advance of this report being presented to Council.

All other site development matters such as transportation and servicing will be addressed through a future site plan application. On this basis, the proposal conforms to the Region of Halton Official Plan.

## **Livable Oakville Plan**

The Livable Oakville Plan was approved by the Ontario Municipal Board on May 10<sup>th</sup>, 2011. The Livable Oakville Plan is currently undergoing a 5-year Official Plan Review to ensure the policies are consistent with the Provincial and Regional policies, support the Town's strategic goals, and reflect the visions and needs of the community.

### Urban Structure

Schedule A1, Urban Structure, of the *Livable Oakville Plan* provides the basic structural elements for the Town and identifies the site as *Employment Area*.

### Land Use Policies

The lands are designated *Business Employment* (east side) and *Business Commercial* (west side) as shown on Schedule F – South West Land Use Plan (Figure 3 below).

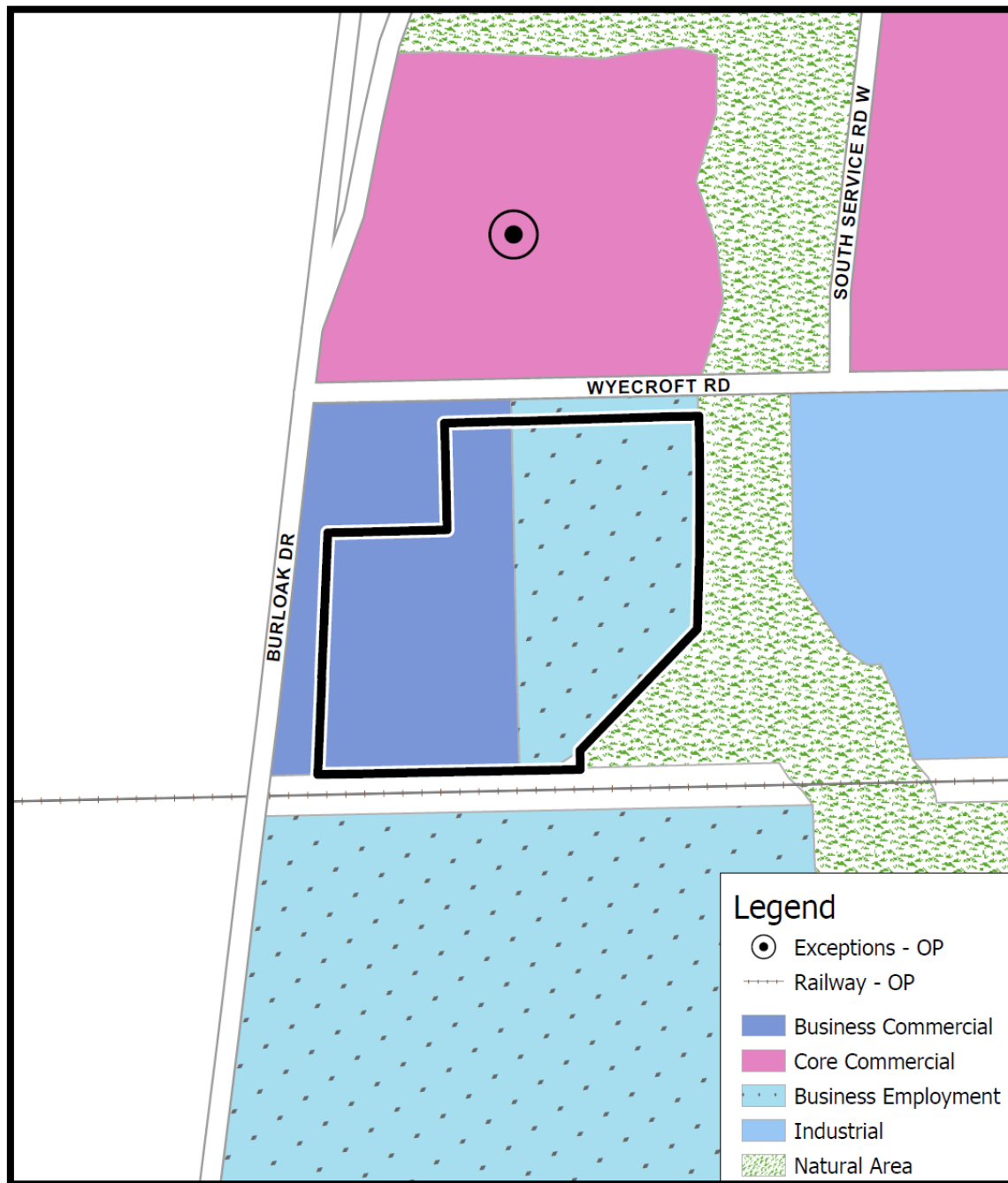


Figure 3 – Existing Official Plan

In accordance with Section 14 Employment areas are intended to provide a range of industrial, business and office uses, which will be the major source of employment opportunities in the Town. The Employment land use designations accomodate a variety of form, scale, and intensity of development that is compatible and in appropriate locations. The *Business Commercial* designation provides service

commercial uses for the surrounding employment areas or for the travelling public. Further, certain service commercial uses, such as drive-through facilities may be permitted within this Employment land use designation.

The *Business Commercial* designation is a complementary to the *Business Employment* designation, as it provides for service commercial and convenience retail uses to support the surrounding employment areas and the travelling public.

Policy 14.6.1 states:

*“Uses permitted in the Business Commercial designation may include hotels, public halls, training facilities and commercial schools, motor vehicle related uses, convenience retail and service commercial uses, including restaurants. Offices may also be permitted.”*

Further, Policy 14.6.5 states:

*“Business Commercial areas shall apply primarily to existing service commercial uses located along major arterial roads.”*

The lands are currently vacant and intended to accommodate both Business Employment and Business Commercial uses on the site. In the current configuration of the land use designations, Business Commercial uses would be predominatnly oriented towards Burloak Drive, as shown in Figure 3 above. It is staff’s opinion that the future grade separation will have a negative impact on the streetscape and public realm attributes that typically support Business Commercial uses. On this basis, staff support reorienting the land use designations on the site to relocate the Business Commercial uses to Wyecroft Road to provide a more prominent streetscape. As shown in Figure 4 below, the remainder of the site will be designated as *Business Employment*, to ensure the range of uses remain on the property and maintain the integrity of the employment area.

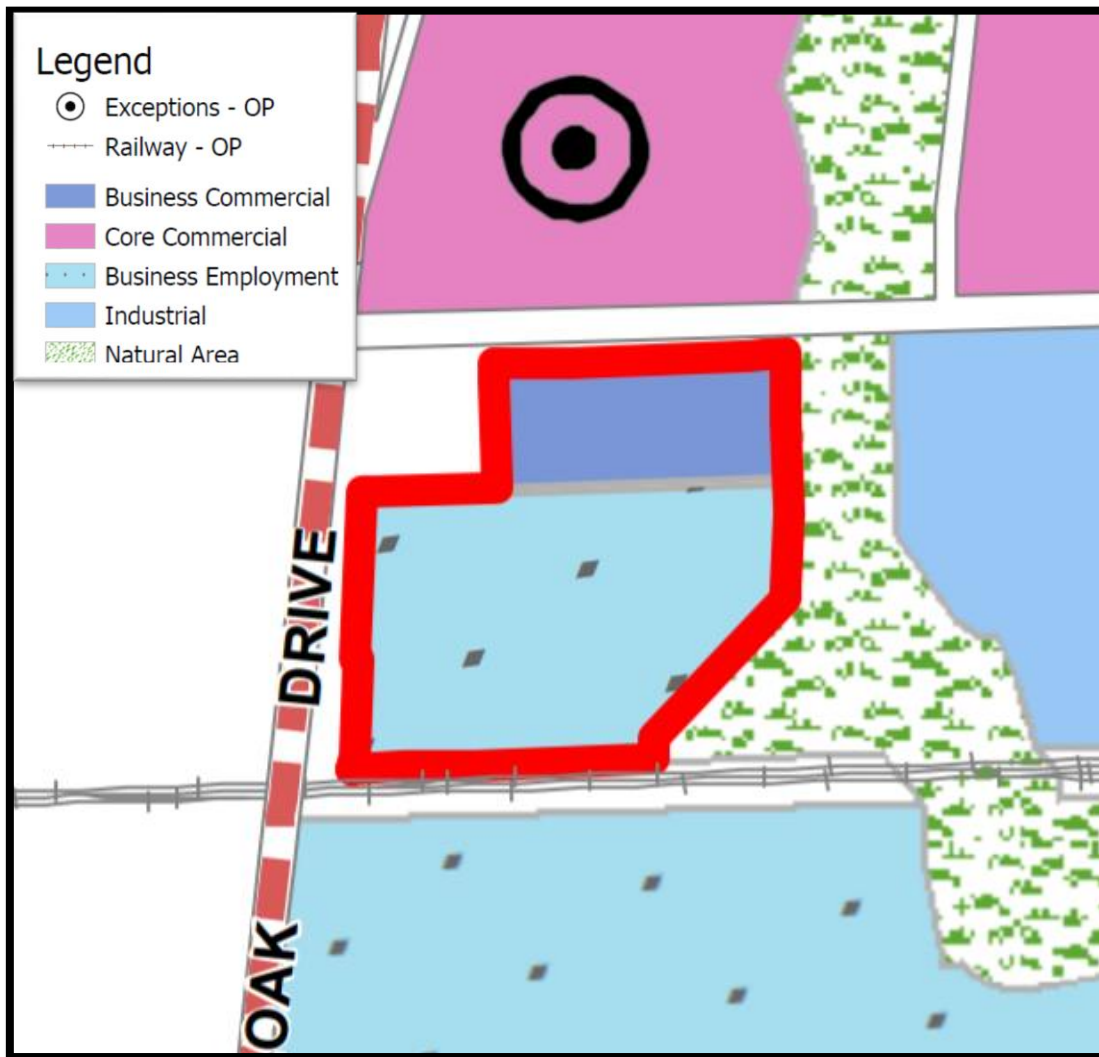


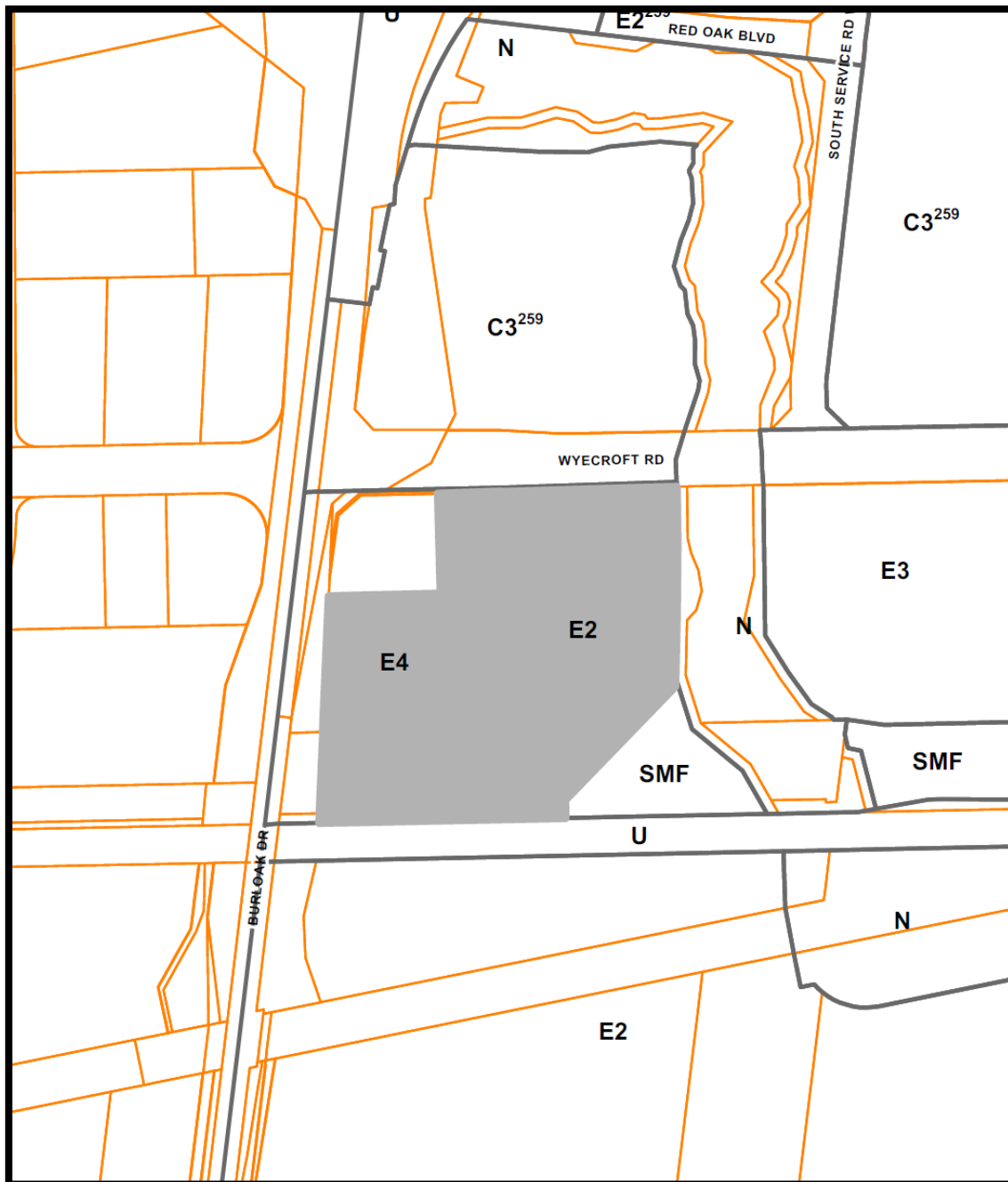
Figure 4 – Proposed Official Plan

Further, to provide greater flexibility in the range of uses permitted on the site, the applicant has requested a site specific modification to the Official Plan to permit warehousing uses in the *Business Commercial* designation. It is staff's opinion that the range of uses on the site maintains the integrity of the employment area, and therefore support the inclusion of warehousing uses in the *Business Commercial* designation.

The proposed Official Plan Amendment to reconfigure the land use designations and permit warehousing uses in the *Business Commercial* designation is in general conformity with the Livable Oakville Official plan and represents good planning.

### Zoning By-law

The subject lands are zoned E2 (Business Employment – east side) and E4 (Business Commercial – west side) as shown in Figure 5 below. The applicant proposes to reconfigure the zones and further amend the Zoning By-law to permit warehousing uses within the E4 Zone.



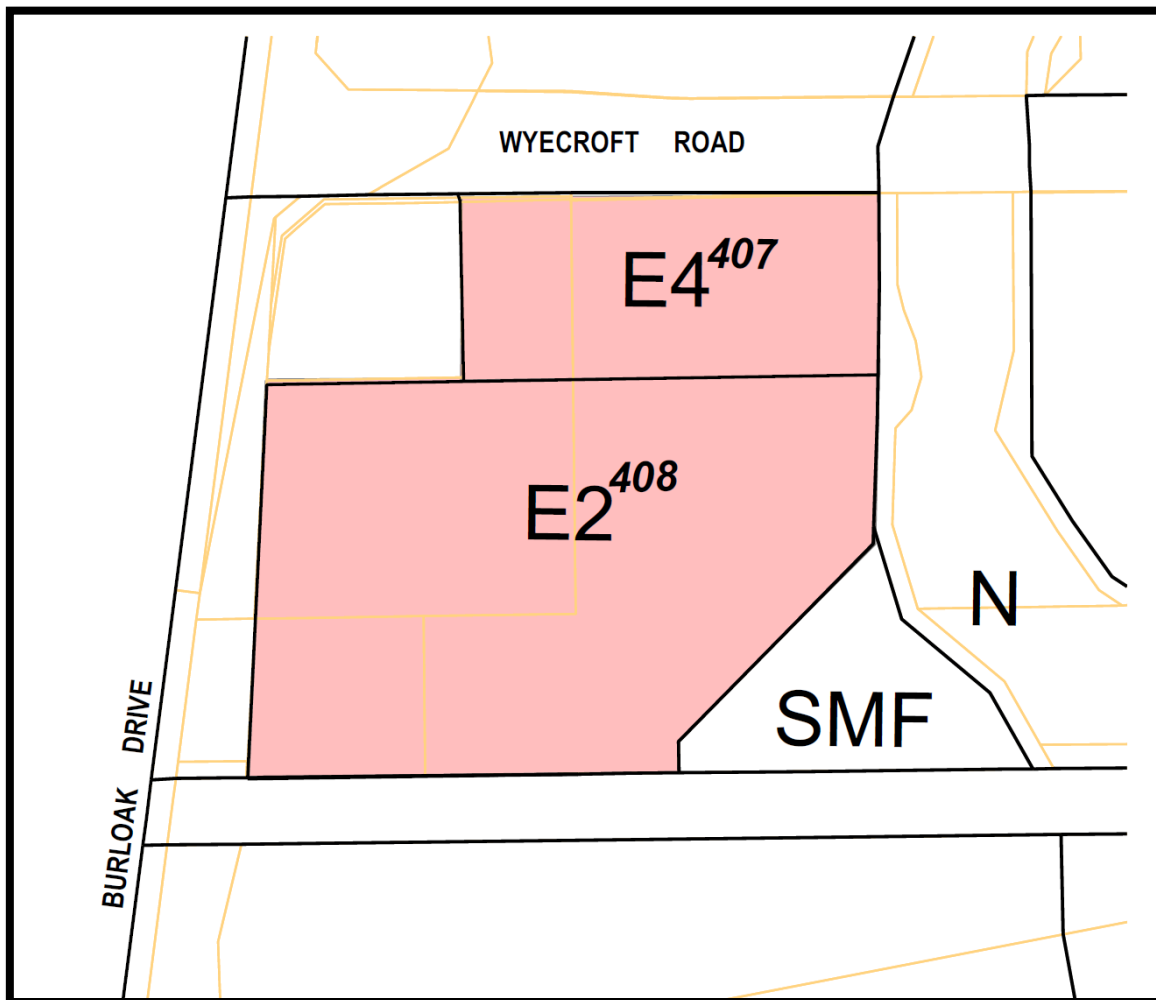
*Figure 5 – Existing Zoning*

Warehousing is defined in the Zoning By-law 2014-014 as follows:

*“a premises for the indoor storage and freight distribution of goods, wares, merchandise, substances, articles, or products.”*

The proposed reconfiguration of the zones and the further modification of the E4 zone to permit warehousing uses reflects the proposed changes to the Official Plan as shown in Figure 6 below, and align with the applicant's concept plan shown in Figure 1 above. Staff recommend special provision 407 for the E4 zone to reflect the added permitted warehousing use for the northern portion of the site.

As the subject lands consist of three separate parcels, special provisions have been included in the amending by-law to ensure that the lands are considered one parcel for the purposes of development.



*Figure 6 – Proposed Zoning*

The effect of the proposal will maintain the range of uses on the subject site and further maintain the integrity of the employment area. On this basis, staff support the proposed Zoning By-law Amendment.

#### **TECHNICAL & PUBLIC COMMENTS:**

The applicant has provided numerous studies in support of the application which have been circulated to various public agencies and internal town departments. , A full circulation and assessment of the application were undertaken to ensure that all technical matters have been satisfactorily addressed The following supporting documents are accessible on the town's website (<https://www.oakville.ca/business/da-37175.html>):



- Air Photo
- Survey
- Site Plan and Details
- Planning Justification Report
- Urban Design Brief
- Draft OPA and ZBA
- Archaeological Assessment
- Transportation Impact Assessment
- Arborist Report
- Functional Servicing Plan
- Phase 1 ESA
- Landscape Plan and Details

### **Issues Under Review/Matters to be Considered**

A statutory public meeting was held on May 10, 2021, and no members of the public attended. No written submissions from the public have been received. The following is an overview of the matters that were identified:

- Consistency with the Provincial Policy Statement, 2020 and conformity to the Growth Plan for the Greater Golden Horseshoe, 2019;
- Conformity to the Region of Halton Official Plan;
- Conformity with the Livable Oakville Plan and its policies related to Employment land uses;
- Conformity with all applicable urban design policies, on matters such as built form, transitions and compatibility with adjacent properties, interface with public realms and vehicular access;
- The adequacy of the site to be serviced by the existing municipal infrastructure;
- Sidewalk design and construction along Wyecroft Road and Burloak Drive;
- Impacts of the proposed development onto the existing easements along the west side of the property and north;
- Conflicts with the railway corridor to the south and the future grade separation on Burloak Drive adjacent to the subject lands; and

- Status of current Record of Site Condition relative to the proposed development.

At the public meeting held on May 10, 2021, Council raised the following additional matters:

- the number of jobs per hectare relating to warehouse use;
- provide a clear description about what a warehouse is; and
- investigate lands to the south of the railroad tracks and provide greater context and what opportunities there are available for future development.

### **Resolution of Issues:**

#### Conformity with Provincial Plans

Further to the discussion above, it is staff's opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with and conform to the PPS (2020) and the Growth Plan on the basis that the proposed amendments maintain the integrity of the employment area and do not present any negative impacts to the development of the subject lands. Staff note that the nature of the application is to re-orient the existing land use designations, rather than provide for a conversion of the employment lands and therefore does not conflict with the Provincial Plans.

#### Conformity with the Regional Official Plan and Record of Site Condition

Further to the discussion above, a satisfactory Phase 2 ESA to complement the existing Record of Site Condition has not been provided. Regional staff support deferral of the review of environmental matters to the future site plan stage. Additional site development matters such as transportation and servicing will be also be addressed at a future site plan stage.

As these matters would have otherwise been addressed through the site plan process, it is staff's opinion that deferral of these matters to the future site plan application is appropriate and the proposed Official Plan and Zoning By-law Amendment does not prevent these issues from being addressed comprehensively. On this basis, the proposed amendments conform to the Region of Halton Official Plan.

#### Conformity with the Livable Oakville Official Plan

As discussed above, the applicant's revised proposal involves reconfiguring the existing land use designations on the site, and providing a site specific exemption to permit warehousing uses in the *Business Commercial* designation. This approach is

reflected in the applicant's concept plan, and would result in the warehouse uses being predominantly on the southern portion of the site, with Business Commercial uses acting as a transition and buffer to other employment uses.

In the current land use designation configuration, the future grade separation in the Burloak right-of-way will not provide a desirable interface between the public realm and the future Business Commercial uses. In staff's opinion, it is appropriate to relocate the Business Commercial uses fronting onto Wyecroft Road to better achieve the Urban Design and land use policy objectives within the employment area.

It is staff's opinion that the proposed changes do not undermine the integrity of the employment area and the amendments are in general conformity to the Official Plan.

#### Urban Design

The applicant has submitted an Urban Design Brief in support of their application. The Urban Design Brief is required to better direct the development on matters such as built form, orientation, landscaping, transition and compatibility with adjacent properties, interface with public realms and vehicular access. The nature of the proposal is to address the arrangement of the current permitted land uses on the site. In this regard, the applicant has provided a conceptual site plan and Urban Design Brief. Upon review of the Urban Design Brief, staff recommend additional design criteria that would help implement the Urban Design objectives within the Livable By Design manual.

In order to ensure that the development proceeds in a manner which implements applicable Urban Design Guidelines, staff have provided supplemental Urban Design criteria which will be used to better direct the future development on the site. This document is included as Appendix "C" to this report, and will inform the future site plan application. It is staff's opinion that the attached Urban Design framework will provide sufficient guidance and establish the expectations to the applicant and staff in reviewing the future site plan application.

#### Site Servicing and Stormwater Management

The subject lands were created through the RRL Burloak Inc. subdivision (20M-1005). The site was accounted for in the storm design for the surrounding RRL Burloak Inc. subdivision and SWM pond. Through the review of this application, Conservation Halton (CH) staff is satisfied that on the eastern side of the property the flooding and erosion hazards associated with Sheldon Creek and CH's 7.5m Regulatory Allowance are contained within the adjoining creek and buffer blocks. However, the floodplain and CH's 7.5m Regulatory Allowance still extends along the southern edge of the property.

As discussed above, the applicant's concept provided with this application requires further refinement through the future site plan application. Comments from Conservation Halton are included in Appendix "D", in which CH advises that:

1. Staff recommend that the future Site Plan Control application include low impact development features and native plantings along the limits of the natural heritage system.
2. Staff are generally satisfied with the proposed stormwater management for the site, as the adjoining SWM pond has been sized to accommodate the site's development, which includes an existing 1200mm connection.
3. CH requires the future Site Plan Control application to include an updated Topographic Survey delineating the floodplain limit along the southern edge of the property, signed and stamped by a qualified Ontario Land Surveyor; delineation of the floodplain limit on the Site Plan drawing; and delineation of the 7.5 metre Regulatory Allowance from the flooding hazard on all plans.
4. Staff do not support the proposed retaining wall and filling within the existing ditch as it will interfere with flood conveyance. At the Site Plan Control application stage, CH staff will consider a retaining wall and filling within the floodplain fringe beyond the ditch (i.e., where the floodplain bulges out onto the site) if the applicant confirms the works will not increase flooding on adjacent properties.

As these matters would have otherwise been addressed through the site plan process, it is staff's opinion that deferral of these matters to the future site plan application is appropriate and the proposed Official Plan and Zoning By-law Amendment does not prevent these issues from being addressed comprehensively.

The subject lands can be serviced by full municipal services, and will be further evaluated through a future site plan application. On this basis, staff are satisfied that the proposed amendments to reorient the existing permitted uses does not present any negative impacts to the future servicing regime or on existing hazard features.

#### Transportation and Rights-of-Way

As noted above, the subject lands consists of three separate parcels of land, each with frontage on a public road. Further, an easement exists parallel to Wyecroft Road to provide access to the westerly portion of land from future signalized entrance on the eastern portion of the site at Wyecroft Road. Two parcels have frontage on Wyecroft Road and the third parcel has frontage on Burloak Drive. The subject lands are anticipated to be serviced by access from Wyecroft Road. As discussed above, zoning provision have been including in the proposed zoning by-law amendment to ensure that lands are developed comprehensively as one parcel.

Burloak Drive will be subject to future construction works for a grade separation for the existing Metrolinx rail corridor south of the subject lands. This future work has resulted in temporary easements being established on the subject lands on the south and western portions of the property. It is anticipated that these easements will remain until such time as the grade separation works is completed. Further improvements to the Burloak Drive and Wyecroft right of way will be addressed through the future site plan application.

Additionally, the applicant has shown a driveway access from Burloak Drive onto their lands. At this time the town and Metrolinx will not support an access in this location. Further discussion regarding possible future opportunities for access will occur through the site plan stage and at the discretion of the town and Metrolinx as it pertains to the easement abutting Burloak Drive. As mentioned above, the concept site plan submitted with the application requires further refinement through the future site plan application.

On this basis, it is staff's opinion that the proposed amendments do not present any negative impacts to the existing transportation system and rights-of-way.

#### Warehousing Uses and Jobs

The North American Classification System (NAICS) defines the warehousing and storage subsector as comprising of:

*“Establishments primarily engaged in operating general merchandise, refrigerated and other warehousing and storage facilities. Included in this subsector are third-party warehouses serving retail chains and wholesalers. Establishments in this subsector provide facilities to store goods for customers. They do not take title to the goods they handle. These establishments take responsibility for storing the goods and keeping them secure. They may also provide a range of services, often referred to as logistics services, related to the distribution of a customer's goods. Logistics services can include labelling, breaking bulk, inventory control and management, light assembly, order entry and fulfillment, packaging, pick and pack, price marking and ticketing and transportation arrangement. However, establishments in this subsector always provide storage services in addition to any logistics services. Furthermore, the storage of goods must be more than incidental to the performance of a service such as price marking.*

*Both public and contract warehousing are included in this subsector. Public warehousing generally provides short-term storage, typically for less than thirty days. Contract warehousing generally involves a longer-term contract, often including the provision of logistical services and dedicated facilities.*

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*Bonded warehousing and storage services, and warehouses located in free trade zones, are included in the industries of this subsector. However, storage services primarily associated with the provision of credit are not.”*

As provided earlier in this report, warehousing is defined in the 2014-014 Zoning By-law as:

*“a premises for the indoor storage and freight distribution of goods, wares, merchandise, substances, articles, or products.”*

Based on the above, warehousing can take a variety of different forms and functions within an employment area.

The applicant has provided that no tenant has been confirmed for the potential future warehousing use at this time. On this basis, specific jobs per hectare cannot be calculated. However, information gathered from Economic Development staff from the 2019 Halton Region Employment Survey has identified a varying range in size of warehouse and number of employees per operation. The survey identifies 13 warehouse type uses within the town, ranging in floor area from approximately 220m<sup>2</sup> to 15,000m<sup>2</sup>. The number of full time and part time positions for these warehouse uses range from zero employees to 45 employees, including on and off-site.

The applicant is seeking flexibility in the range of uses permitted for the site, and expanding the existing warehousing use permissions to the entirety of the subject lands. With the combination of permitted uses, a range of employment opportunities are possible for the subject lands.

#### Future Development to the south

Lands to the south of the rail corridor are known municipally as 655 Burloak Drive. The lands are bound by the rail corridor to the north, a Hydro corridor to the south, and an easement along Burloak Drive to the west, and have an approximate lot area of 25,600m<sup>2</sup> (2.56ha). The lands are designated Business Employment and zoned E2 (Business Employment). There is a driveway to the site from Burloak Drive that connects to a telecommunications tower. To develop the site, the owner must come forward with a pre-consultation request to process any future development proposals.

The range of uses permitted in the E2 zone include business and medical office, warehousing, manufacturing, and select service commercial uses such as restaurant and banks. At this time, there does not appear to be any restrictions to the development potential of the lands south of the rail corridor.

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## **CONSIDERATIONS:**

### **(A) PUBLIC**

The applicant hosted a virtual Public Information Meeting on November 17, 2020. Two members of the public were in attendance and well as the Ward Councillor.

Questions/concerns were raised relating to:

- The impact of the proposed warehouse building on employment; and
- The future tenant of the warehouse building.

The statutory public meeting was held on May 10, 2021, and no members of the public attended and no written submission have been received.

### **(B) FINANCIAL**

Development Charges and parkland dedication are applicable to this development.

### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The application was circulated to internal and external departments and agencies for review. Additional review will occur through the future site plan application.

### **(D) CORPORATE STRATEGIC GOALS**

This report addresses the corporate strategic goal(s) to:

- be the most livable town in Canada

### **(E) CLIMATE CHANGE/ACTION**

Implementing the Urban Design framework included in Appendix “C” would provide a site design and configuration that promotes opportunities for various mobility options including cycling, transit usage, and sidewalks which, may limit motor vehicle usage to and from the proposed development. Further opportunities to improve or mitigate the effects of climate change remain with the developer, and cannot be enforced by the municipality at this time.

## **CONCLUSION:**

Staff recommends approval of the official plan amendment and zoning by-law amendment which would have the effect of reconfiguring the existing land use designations and existing permitted uses, as well as permitting warehouse uses on the entirety of the site. The change in land use configuration is appropriate and compatible with the adjacent land uses and in keeping with the intent of the land use



policies of the Livable Oakville Official Plan and maintains the integrity of the employment area.

Staff is satisfied that the proposed development is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan (2019) and the Halton Region Official Plan, has regard for matters of Provincial interest and represents good planning. Further, the application is consistent with the principles and overall policy direction of the Livable Oakville Official Plan. On this basis, staff recommend approval of official plan amendment and zoning by-law amendment, subject to the Urban Design framework set out in Appendix “C” as the following requirements have been satisfied:

- The proposed development does not conflict with the Provincial Policy Statement and Growth Plan and conforms to the Region of Halton Official Plan.
- The proposed development would assist in achieving healthy, liveable and safe community objectives of the PPS and is consistent with the policies of the PPS.
- Official Plan Amendment 40 provides for a reconfiguration of permitted uses that better aligns with the overall objectives of the Livable Oakville Official Plan.
- Zoning By-law Amendment 2021-121 will establish zoning regulations that implement OPA 40, and ensure the integrity of the employment area is maintained.
- The Urban Design framework included in Appendix “C” provides direction for the future development of the site and ensures the Urban Design policies of the town are met.

Official Plan Amendment 40 (By-law 2021-120) and Zoning By-law Amendment 2021-121 are attached as Appendix “A” and “B” respectively.

**APPENDICES:**

Appendix “A” – Official Plan Amendment 40, By-law 2021-120

Appendix “B” – Zoning By-law Amendment, By-law 2021-121

Appendix “C” – Urban Design Framework

Appendix “D” – Conservation Halton Comments

**SUBJECT: Recommendation Report - Official Plan Amendment and Zoning By-law Amendment – 677  
Burloak GP Inc. – File Nos. OPA.1635.10 and Z.1635.10 (September 13, 2021), 3538, 3540,  
3542 and 3544 Wyecroft Road – By-law 2021-120 and By-law 2021-121**

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Prepared by:  
Kate Cockburn, MCIP, RPP  
Senior Planner, Current Planning

Recommended by:  
Charles McConnell, MCIP, RPP  
Manager, Current Planning - West

Submitted by:  
Gabe Charles, MCIP, RPP  
Director of Planning