# Committee of the Whole

## Agenda

**Date:** February 9, 2026
**Time:** 9:30 am
**Location:** Council Chambers, City Hall, second floor

Pages

1. Call to Order

2. Land Acknowledgement

   Burlington as we know it today is rich in history and modern traditions of many First Nations and the Métis. From the Anishinaabeg to the Haudenosaunee, and the Métis – our lands spanning from Lake Ontario to the Niagara Escarpment are steeped in Indigenous history.

   The territory is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations to peaceably share and care for the resources around the Great Lakes.

   We acknowledge that the land on which we gather is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

3. Approval of the Agenda

4. Declarations of Interest

5. Presentations

## 6. Delegations

Standing committee and City Council meetings are held at city hall, 426 Brant St. Requests to speak at this meeting can be made by completing the online delegation registration form at www.burlington.ca/delegate, by submitting a written request by email to Legislative Services at clerks@burlington.ca or by phoning 905-335-7777, ext. 7481 by noon the Friday before the meeting date.

If you do not wish to speak, but would like to submit your comments in writing, please email your comments to clerks@burlington.ca. Written correspondence will be circulated to committee members.

## 7. Consent Items

Reports of a routine nature, which are not expected to require discussion and/or debate. Staff may not be in attendance to respond to questions on items contained in the Consent Agenda.

7.1 2026 Lakeshore Music & Arts Festival – event overview (CSS-01-26) (CCS) 1 - 6

Note: this item was modified on Feb. 2, 2026

Receive for information community services report CSS-01-26 regarding 2026 Lakeshore Music & Arts Festival – event overview.

7.2 2026 Halton Court Services business plan and budget (LLS-06-26) (CCS) 7 - 22

Approve the 2026 Halton Court Services (HCS) budget attached as Appendix A to legal services report LLS-06-26.

7.3 Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions (PWS-01-26) (PW) 23 - 109

Approve the Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions contained in Appendix A to public works report PWS-01-26.

7.4 Reserve fund request to strengthen municipal resilience (PWS-02-26) (PW) 110 - 114

Authorize the Chief Financial Officer to transfer $75,000 from the Tax Rate Stabilization reserve fund to strengthen municipal resilience through supporting the Emergency and Continuity Program as outlined in public works report PWS-02-26.

7.5 Heritage Conservation Agreement for 461 Elizabeth Street (Knox Presbyterian Church) (DGM-09-26) (GM) 115 - 125

Authorize the Mayor and City Clerk to sign the Heritage Conservation Agreement in connection with Heritage Grant Program application No. 501-06-7-01/25 (the “Application”) for 461 Elizabeth Street (Knox Presbyterian Church), as outlined in development and growth management report DGM-09-26.

7.6 Heritage Conservation Agreement for 2411 Lakeshore Road (DGM-10-26) (GM) 126 - 136

Authorize the Mayor and City Clerk to sign the Heritage Conservation Agreement in connection with Heritage Grant Program Application No. 501-06-7-02/25 (the “Application”) for 2411 Lakeshore Road, as outlined in development and growth management report DGM-10-26.

## 8. Community and Corporate Services

8.1 Amendment to Procedure By-law 59-2024 to provide clarity on member speaking time and questions (LLS-07-26) 137 - 143

Enact a by-law to amend Procedure By-law No. 59-2024, substantially attached as Appendix A to legislative services report LLS-07-26.

8.2 Recreation Fee Assistance Program improvements 2025 (CSS-02-26) 144 - 146

**Note: this item was pulled from the January 16, 2026 Council Information Package (CIP)**

Receive for information community services memo CSS-02-26 regarding Recreation Fee Assistance Program improvements 2025.

8.3 Motion Memorandum regarding City of Burlington leaving X social media (COW-05-26) 147 - 148

Direct the Director of Corporate Communications and Engagement to report back to the April 13, 2026 Committee of the Whole meeting on the consequences and mitigation strategy of leaving the X social media platform.

8.4 Motion Memorandum regarding amendments to the Council Code of Good Governance and Council Staff Relations Policy (COW-04-26) 149 - 151

Direct the City Clerk to report back to Council by May 2026 with an updated Staff Council relations policy to include a section designed to guide the Mayor's decision making when considering the use of Strong Mayor Powers., including that "Strong Mayor Powers directions will only be delivered in writing in accordance with Ontario Regulation 530/22," and

Direct the City Clerk, in consultation with the Integrity Commissioner, to draft an amendment to the Council Code of Good Governance that stipulates that an individual member of Council may only seek to direct staff and local boards/committees through a motion memo that is adopted by Council. Finally, that staff may only seek to direct the staff of independent boards as formerly directed by Council.

## 9. Confidential Items and Closed Meeting

Confidential items will be discussed at 1:00 p.m. on Monday, February 9, 2026

Confidential reports may require a closed meeting in accordance with the Municipal Act, 2001. Meeting attendees may be required to leave during the discussion.

9.1 Confidential triannual litigation update report (LLS-01-26)

Pursuant to Section 239(2)(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board

9.2 Confidential status report on the Contingency Reserve - December 31, 2025 (FIN-02-26)

Pursuant to Section 239(2)(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board

9.3 Confidential report regarding Halton District School Board lands (DGM-08-26)

Pursuant to Section 239(2)(c) a proposed or pending acquisition or disposition of land by the municipality or local board

9.4 Confidential real estate matter (LLS-05-26)

Pursuant to Section 239(2)(c) a proposed or pending acquisition or disposition of land by the municipality or local board

9.5 Confidential legal advice regarding Lakeshore Music and Arts Festival (LLS-10-26)

Pursuant to Section 239(2)(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose

## 10. Rise and Report

## 11. Public Works

11.1 E-Scooter Micromobility Pilot Program update (PWS-04-26) 152 - 166

**Note: this item was pulled from the January 16, 2026 Council Information Package (CIP)**

Receive for information public works memo PWS-04-26 regarding the E-Scooter Micromobility Pilot Program update.

## 12. Growth Management

12.1 Final Burlington Avenue and Ontario Street Heritage Conservation District Plan and Guidelines (DGM-04-26) 167 - 516

Approve a by-law, substantially in the form attached as Appendix D to development and growth management report DGM-04-26, to designate the Study Area as a Heritage Conservation District under section 41(1), Part V of the *Ontario Heritage Act;* and

Adopt the Burlington Avenue – Ontario Street Heritage Conservation District Plan dated January 2026 under section 41 and subsection 41.1 (1), Part V of the *Ontario Heritage Act*.

12.2 Heritage response to Bill 23 - Phase II shortlist of designation candidates (DGM-07-26) 517 - 524

Direct the Director of Community Planning to retain a consultant to assess the eligibility of the following properties for potential heritage designation under Part IV of the *Ontario Heritage Act*, consult the Heritage Burlington Advisory Committee, and report back to Council with statements explaining the cultural heritage value or interest of qualifying properties prior to January 1, 2027:

1. 2137 Lakeshore Rd. (The Sewage Pumping Station aka 2137 Junction St.)
2. 1419 Ontario St. (The O'Brien-Connell House)
3. 2464 Dundas St. (St. John's Anglican Church)
4. 1264 Lemonville Rd. (A. Lemon Family Farmhouse)
5. 5534 Guelph Ln. (The Thomas Colling Centennial Farmhouse)
6. 1392 Ontario St. (The New George Allen House)
7. 1454 Birch Ave. (The Edwin Thorpe Retirement House)
8. 566 Locust St. (The Harry Blessinger Retirement House)
9. 2187 Lakeshore Rd. (The Dalton-Bell House)
10. 524 Hager Ave. (The Bamford House).

12.3 Options for the temporary elimination of Development Charges (DGM-03-26) 525 - 542

Direct the Director of Community Planning to initiate an amendment to the City’s Affordable Rental Housing Community Improvement Plan considering options 2a) and 2b) contained in development and growth management report DGM-03-26; and

Direct the Director of Community Planning to work closely with the Region of Halton in order to support the City’s approved Affordable Rental Housing Community Improvement Plan, including any forthcoming amendments, in acknowledgment of their continued role as Housing Service Provider and housing-enabling infrastructure provider; and

Direct the Commissioner of Development and Growth Management to work collaboratively with the Region to fund the Region’s matching CIP and advocate for further Federal and Provincial support to offset lost DC or other revenues.

## 13. Statutory Public Meetings

Statutory Public Meeting will be discussed at 9:30 a.m. on Tuesday, February 10, 2026

13.1 New Residential Zoning Bylaw – Final (DGM-05-26) 543 - 1062

Approve and enact the new Burlington Residential Zoning By-laws in accordance with Appendices A and B of development and growth management report DGM-05-26; and

Deem that the new Burlington Residential Zoning By-laws will conform to the 2020 Official Plan of the City of Burlington, the 1997 Official Plan of the City of Burlington, and the 1995 Burlington Regional Official Plan, as applicable; and

State that in accordance with Section 34(17) of the *Planning Act*, City Council has determined that no further public notice is required related to the changes to the proposed Zoning By-laws.

## 14. Information Items

14.1 Legislative Services forecast for standing committee reports (COW-06-26) 1063 - 1063

## 15. Staff Remarks

## 16. Committee Remarks

## 17. Adjournment

# Information Report Summary

SUBJECT: 2026 Lakeshore Music & Arts Festival – event overview

TO: Committee of the Whole

FROM: Community Services
Recreation, Community and Culture

Report Number: CSS-01-26

Wards Affected: all

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

**Recommendation:**

Receive for information community services report CSS-01-26 regarding 2026 Lakeshore Music & Arts Festival – event overview.

**Executive Summary**

At its meeting of December 9, 2025, Council received the results of the Waterfront Music Festival Call for Applications process, **including** staff's **decision** to select MRG Live Ltd. as the organizer of a new waterfront music festival to be held at Spencer Smith Park on Father's Day weekend, June 20–21, 2026.

This report provides Council and the community with an overview of the event as planning progresses toward delivery of the 2026 festival. The information presented reflects the early planning phase and is intended to support transparency and awareness as the organizer advances detailed programming, operational planning, permitting, and community coordination through the City's established Special Events Team (SET) process.

The Lakeshore Music & Arts Festival represents the first year of a renewed approach to delivering a signature summer music event at Spencer Smith Park. Informed by community engagement conducted in 2025, the festival is intended to balance accessibility, the inclusion of Canadian and local talent, operational and financial sustainability, and an enhanced visitor experience. This inaugural year is designed to establish a strong foundation from which the event can evolve and grow in future years, aligned with community expectations and City objectives.

## Background

At its meeting of December 9, 2025, Council received the results of the Waterfront Music Festival Call for Applications process, **including** staff's **decision** to select MRG Live Ltd. as the organizer of a new waterfront music festival to be held at Spencer Smith Park on Father's Day weekend, June 20–21, 2026. As part of that discussion, Council requested that staff report back in Q1 2026 with an overview of the event as planning progressed.

This direction followed a competitive call for applications and extensive public engagement conducted in fall 2025. Feedback reflected strong community support for continuing a waterfront music festival, while also identifying opportunities to refresh and evolve the event. Key themes emerging from the engagement included improved accessibility, increased inclusion of Canadian and local talent, enhanced community experience, and the importance of a sustainable operational approach to support long‑term viability.

## Status

Planning for the 2026 Lakeshore Music & Arts Festival is underway. The festival concept, as submitted by MRG Live Ltd., is included as Appendix A in this report and reflects the early planning stage of the event. This concept will continue to be refined through ongoing coordination between the organizer and City staff, including review and approvals through the City's established Special Events Team (SET) process.

## Festival Vision and Concept

The 2026 Lakeshore Music & Arts Festival is envisioned as a two-day outdoor celebration of Canadian music, local arts, and community culture, planned for June 20–21, 2026 at Spencer Smith Park. The event is intended to support Burlington's waterfront and downtown as vibrant cultural destinations while offering an inclusive, accessible, and family friendly festival experience.

The festival is planned to feature a multistage format with a mix of nationally recognized Canadian artists, emerging performers, local and Indigenous talent, and family-oriented programming. Complementary downtown activation, including a street festival component, local vendors, food offerings, and community programming, is intended to support local businesses and enhance the overall visitor experience.

Additional event details, including programming concepts, site activation, and operational elements, are provided by the organizer in Appendix A in this report and will continue to be refined through the City's Special Events Team (SET) process.

Looking ahead, the 2026 Lakeshore Music & Arts Festival is intended to establish a strong foundation for future years. The organizer has indicated a commitment to ongoing collaboration with the City and community partners, post-event evaluation, and continuous improvement, with the goal of evolving and refining the festival over time.

---

**Key Dates & Milestones**

- **December 2025:** Council **received information** regarding staff's **decision** to select the event organizer for a new waterfront music festival.
- **Q1 2026:** Event planning progresses through the City's Special Events Team (SET) process; an information report is presented to Committee of the Whole on February 9, 2026.
- **Spring 2026:** MRG Live Ltd is planning public communications and artist announcements and final operational planning underway.
- **June 20–21, 2026:** 2026 Lakeshore Music & Arts Festival delivered at Spencer Smith Park.
- **Post Event (Summer 2026):** Staff undertake post-event evaluation activities, including review of operations, community feedback, and economic considerations.

---

## Implications

The Lakeshore Music & Arts Festival will be delivered by the selected organizer, who is responsible for event production costs and the associated financial risk. The City's role will be consistent with established policies and practices for major events and will include coordination through the Special Events Team (SET), permitting, and the provision of standard municipal services, as applicable. The event will be subject to all municipal permitting, insurance, and risk management requirements, with a multi-year agreement defining roles, responsibilities, and reporting expectations. Delivery of the festival will require coordinated support across multiple City departments, led by Recreation, Community and Culture through the SET process, consistent with the City's involvement in other largescale festivals and events.

In conclusion, this report provides Council with an overview of the 2026 Lakeshore Music & Arts Festival as planning progresses toward delivery. The information reflects the early planning phase and is intended to support transparency, awareness, and accountability as the

organizer advances programming, operations, and permitting through the City's established processes. Staff will continue to work collaboratively with the event organizer and internal partners to support a successful, safe, and well managed inaugural year, while laying the groundwork for potential future iterations of the festival that align with community expectations and City objectives.

---

**References**

Festivals and Events Policy

F-36-22 Financial Support for Sound of Music Inc

RCC-14-24 Sound of Music Festival – 2024 Loan Request

RCC-19-24 Sound of Music Festival - 2024 event recap and future city support

Follow up to RCC-19-24 Sound of Music Festival-2024 Event Re-cap and Future City Support

CSS-08-25 2025 Sound of Music Festival loan request

CSS-23-25 Burlington Sound of Music- 2025 Festival Re-cap and Next Steps

CSS-29-25 Waterfront Music Festival: results of call for applications and recommended next steps

---

**Strategic Alignment**

- ☑ Designing and delivering complete communities
- ☑ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

---

**Author:**

Sandra Maxwell
Manager of Festivals and Events
Recreation, Community and Culture Department
X 7724

**Appendices:**

A. Appendix A- Lakeshore Music & Arts Festival- Brief

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

Lakeshore Music & Arts Festival, presented by MRG Live, will be a two-day outdoor music festival at Spencer Smith Park on June 20 & 21 2026 - that will celebrate Canadian music, local arts & culture, and help solidify Burlington's waterfront as a premier tourism and cultural destination. The event is envisioned as a vibrant, multi-stage festival that brings together nationally recognized Canadian artists, emerging performers, local and Indigenous talent, and family-friendly programming, while generating meaningful cultural and economic benefits for Burlington's downtown and waterfront.

At the heart of the festival, the Main Stage at Spencer Smith Park will showcase a diverse lineup of Canadian musicians across genres such as indie, pop, rock, folk, and country, with each evening culminating in a notable Canadian headliner. Professional production, accessible viewing areas, LED screens, and a premium VIP viewing area will ensure a high-quality and inclusive concert experience. Complementing the main stage programming - the Community Stage, will focus on family-friendly and youth-oriented programming, including music, dance, and storytelling, fostering arts engagement and inspiring the next generation of performers. The Brant Street Stage, part of the street festival, will offer a more intimate community-focused setting featuring Burlington-based artists, emerging performers, Indigenous musicians, and small ensembles, encouraging close interaction and celebrating local creativity.

Beyond music, the festival planning includes a significant activation of Burlington's downtown core creating a downtown marketplace that will be part of the street festival portion of Lakeshore M&A Festival. Temporary pedestrianization of Brant Street, with potential extensions to Elgin and Pine Streets, will create a lively, walkable corridor for approximately 150 artisan and business vendors, strengthening local entrepreneurship and increasing economic activity.

Additional on-site experiences will include a curated food truck zone offering diverse cuisine options and family-friendly beverage gardens operating under AGCO permitting, thoughtfully designed to blend with the park's natural environment while ensuring safe, accessible, and welcoming social spaces.

To further enhance the visitor experience, a ticketed VIP option is planned, featuring premium site lines, exclusive beverage offerings, lounge seating, merchandise, and optional artist meet-and-greet experiences. The planning process also includes exploring the potential continuation of midway rides and games. Plans for the Kids Zone include face painting, ballon twisting, bounce houses, interactive activities based around art and music.

Overall, the festival planning is centered on celebrating Canadian talent, strengthening community connections, supporting local businesses, and positioning Burlington's waterfront and downtown as dynamic and inclusive cultural destination.

# Recommendation Report Summary

SUBJECT: 2026 Halton Court Services business plan and budget

TO: Committee of the Whole

FROM: Legal and Legislative Services

Halton Court Services

Report Number: LLS-06-26

Wards Affected: All

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Approve the 2026 Halton Court Services (HCS) budget attached as Appendix A to legal services report LLS-06-26.

## Executive Summary

Purpose of report:

- To provide an overview of Halton Court Services 2025 performance and projections for 2026.

Key findings:

- Halton Court Services continues to show signs of growth and stability.

Implications:

- The stability of growth provides positive revenue shares.

## Background

As required by the Inter-municipal Agreement between the City of Burlington (the City), the Towns of Halton Hills, Milton, Oakville and the Region of Halton, the City is required to provide its partners with an annual Business Plan and Budget for HCS. The 2026 Business Plan and Budget have been reviewed and approved by the Area Treasurers and Joint Management Board. A copy of the 2026 Business Plan and Budget is attached as Appendix 'A'.

## Analysis

Overview of 2025 Financial Performance

### Budget

Following are the financial results for HCS at the end of the third quarter:

- Gross revenues of $8,009,177 (88% of budget)
- Overall expenditures of $5,562,216 (77% of budget)
- Year-to-date net revenue of $2,466,962 (130% of budget)
- There is an expected increase of approximately 7.8% in net revenue in 2025.

### Audits

KPMG performed an audit of HCS for the period ending December 31, 2024. There were no items of concern to report to the Partnership.

*Refer to Appendix A – to Report LLS-06-26 HCS 2026 Business Plan and Budget – Page 6*

### Charges Filed

At the end of Q3 2025 there were 50,591 (97.29%) charges filed of the projected 52,000 total for 2025. The current projection for Q4 is that charges may reach 60,000 (115% of the projected total).

*Refer to Appendix A-to Report LLS-06-26 HCS 2026 Business Plan and Budget – Page 4*

2025 Performance Projections and Proposed Budget

**Overall Revenues**
Gross revenue for HCS in 2026 is budged at $9.6 million as compared to the $9.1 million originally budgeted for during 2025.

**Overall Expenditures**
Total expenditures in 2026 are budgeted at $7.6 million compared to the $7.2 originally budgeted for in 2025.
*Refer to Appendix A to Report LLS-06-26 2026 HCS Business Plan and Budget for a copy of the overall 2025 HCS Budget.*

**Writing off Uncollectable Defaulted Fines**
Write-offs scheduled during 2025 will total approximately 149 cases with a total value of approximately $22,179.
*Refer to Appendix A-to Report LLS-06-26-2026-HCS Business Plan and Budget – Page 8*

**Stabilization Fund**
The balance in the Stabilization Reserve Fund is $812,715 at the beginning of 2025.
*Refer to Appendix A – to Report LLS-06-26-2026-HCS Business Plan and Budget Page 6*

**Reserve Fund**
*Expenditures During 2025*
Approximately $7,500 was drawn to support lifecycle maintenance as performed by City of Burlington IT to the network Infrastructure at the HCS building.

*Contribution During 2026*
The Municipal Partners are recommending that the minimum contribution of $50,000 continue to be made to the Capital Reserve Fund during 2025 to ensure that the future capital cost requirements are reflected and that the required minimum balance of $300,000 is maintained.

*Requirements for 2026*
HCS does not have any planned requirements to pull funds from the Reserve Fund in 2026.
*Refer to Appendix A – to Report LLS-06-26-2026-HCS Business Plan and Budget Page 8*

**Emerging Issues**

1. **Justice of the Peace Resources**

Judicial resources continue to stabilize with 42 additional provincial appointments having been made in 2025.

2. **Current Scheduling**

There are currently approximately 9,205 (last year at the same time it was 13,000) Part 1 charges that require court dates.

*Refer to Appendix A – to Report LLS-06-26-2026-HCS Business Plan and Budget Page 9 for full details on Emerging Issues.*

---

**Recommendation Details**

- Staff request that the recommendations as set out in the 2026 HCS Business Plan and Budget be approved.

---

**Key Dates & Milestones**

---

**Implications**

- The 2026 HCS budget includes a net revenue projection of approximately $2 million.
- With interest income it is projected that there will be a Capital Reserve Fund balance of approximately $511,607 at the end of 2025. The Municipal Partners are proposing that the minimum contribution of $50,000 be made during 2026.

---

**References**

A copy of the 2026 Halton Court Services Business Plan and Budget is attached as Appendix 'A' to this report.

---

**Strategic Alignment**

☐ Designing and delivering complete communities
☑ Providing the best services and experiences
☐ Protecting and improving the natural environment and taking action on climate change
☐ Driving organizational performance

---

**Author:**

Leesa Shanley
Manager, Halton Court Services Administration
905-637-1274 ext. 6400

**Appendices:**

A. 2026 HCS Business Plan and Budget

**Draft By-laws for Approval at Council:**

- Not Applicable

**Notifications:**

Not Applicable

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

# ONTARIO COURT OF JUSTICE
# PROVINCIAL OFFENCES OFFICE

# HALTON COURT SERVICES

# 2026 BUSINESS PLAN AND BUDGET

**The Corporation of the City of Burlington**
**The Corporation of the Town of Halton Hills**
**The Corporation of the Town of Milton**
**The Corporation of the Town of Oakville**
**The Regional Municipality of Halton**

**September 2025**

# TABLE OF CONTENTS


***RECOMMENDATIONS*** ..... *3*

***OVERVIEW OF 2025 PERFORMANCE*** ..... *4*

1. BUDGET PERFORMANCE ..... 4
2. OPERATIONAL PERFORMANCE ..... 4
3. AUDITS ..... 6
4. REVENUE STABILIZATION FUND ..... 6
5. REVENUE SHARING ..... 7
6. WRITING-OFF OF UNCOLLECTABLE FINES ..... 8
7. CAPITAL RESERVE FUND ..... 8
8. EMERGING ISSUES ..... 9

***APPENDIX A – 2026 OVERALL BUDGET*** ..... *10*

## RECOMMENDATIONS

1. Approve the 2026 Halton Court Services budget as presented.

2. Write off defaulted fines totaling $22,179 that have accumulated during 2025 where it has been determined there are no viable means of collection.

3. Contribute $50,000 from net revenues to the Capital Reserve Fund during 2026 to ensure that requirements of the Reserve Fund Policy are maintained.

## AREA TREASURER REQUESTS

1. Capital asset information in advance of the 2027 budget package, to assess capital transfer and validity of $300k minimum balance.

2. To circulate final budget to AT after approval by JMB, scheduled for November 26, 2025.

# OVERVIEW OF 2025 PERFORMANCE

## 1. BUDGET PERFORMANCE

**Revenues to End of June**

The Municipal Partners had budgeted gross revenues of $9.1 million for 2025. The chart below summarizes results by end of June and projections for the remainder of the year.

There is an expected increase of approximately 7.8% in net revenue in 2025.

| COMPARISON OF OVERALL PERFORMANCE TO BUDGET for the year ending December 31, 2025 | | | | | |
|---|---|---|---|---|---|
| | **2025 Budget** | **Actual June 30/25** | **Actual % of Budget** | **Projection Dec 31/25** | **Projection % of Budget** |
| Gross Revenue | ($9,099,780) | ($5,183,151) | 57.0% | ($9,383,806) | **103.1%** |
| Operations | $7,175,043 | $3,716,629 | 51.8% | $7,309,135 | **101.9%** |
| **Net Revenue** | **($1,924,737)** | **($1,466,522)** | **76.2%** | **($2,074,671)** | **107.8%** |

| COMPARISON OF 2026 BUDGET TO 2025 BUDGET | | | | | | |
|---|---|---|---|---|---|---|
| | **REVENUE** | | | **EXPENSES** | | |
| | **2025 Budget** | **2026 Budget** | **% Difference** | **2025 Budget** | **2026 Budget** | **% Difference** |
| Administration | ($6,759,280) | ($7,270,818) | 7.6% | $5,421,541 | $5,790,141 | **6.8%** |
| Collections | ($2,340,500) | ($2,371,000) | 1.3% | $593,297 | $644,960 | **8.7%** |
| Prosecution | N/A | N/A | 0.0% | $1,160,210 | $1,156,226 | **-0.3%** |
| **TOTAL** | **($9,099,780)** | **($9,641,818)** | **6.0%** | **$7,175,038** | **$7,591,327** | **5.8%** |

## 2. OPERATIONAL PERFORMANCE

**Provincial Offences Charges**

Charge volumes are entirely driven by enforcement agencies and their initiatives; these charge volumes are the main influence on the revenues that are generated through HCS. At the end of Q2 2025 there were 30,370 charges (58%) filed of the projected 52,000 total for 2025.

Therefore, the current projection for Q4 2025 is that charges may reach 60,000 (115% of projected total).

The following chart provides the trend in number of filed charges since 2020 and includes totals for Q2 2025 and projected totals for the end 2025:

| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Q2 |
|---|---|---|---|---|---|---|
| **PART I** | 48,269 | 33,477 | 30,486 | 29,630 | 29,154 | 22,616 |
| **PART III** | 3,054 | 2,972 | 2,562 | 2,562 | 4,190 | 2,428 |
| **RLC** | 9,761 | 17,993 | 11,589 | 13,762 | 13,432 | 5,326 |
| **TOTAL** | **69,650** | **61,084** | **54,442** | **47,977** | **46,776** | **30,370** |

The following chart provides the number of charges by month that were refused for filing with the reasons for refusal through Q2 2025:

| | REASON | | | | | |
|---|---|---|---|---|---|---|
| | Late Filing | Date Error | Young Offender | Wrong Juris | Old PON/VOID/ Not original certificate of offence | Total |
| JAN | 21 | 6 | 0 | 0 | 0 | |
| FEB | 10 | 11 | 0 | 0 | 0 | |
| MAR | 36 | 19 | 0 | 0 | 0 | |
| APRIL | 12 | 17 | 0 | 0 | 0 | |
| MAY | 18 | 18 | 0 | 0 | 0 | |
| JUNE | 8 | 13 | 0 | 0 | 1 | |
| TOTAL Jan - June 2025 | 105 | 84 | 0 | 0 | 1 | 190 |

The following charts provide charge volumes for both Part 1 and Part 3 by enforcement agency through Q2 2025.

| **PART 1** | **JAN** | **FEB** | **MAR** | **APR** | **MAY** | **JUN** |
|---|---|---|---|---|---|---|
| By-laws | 5 | 6 | 4 | 10 | 11 | 10 |
| OTHER ENF. | 9 | 14 | 21 | 28 | 28 | 21 |
| Halton Regional Police | 2701 | 1848 | 3085 | 3530 | 3312 | 3243 |
| MTO | 361 | 294 | 199 | 328 | 224 | 394 |
| OPP | 363 | 258 | 600 | 545 | 646 | 550 |
| Red Light Camera | 1321 | 789 | 298 | 687 | 1317 | 914 |
| **Totals** | **4760** | **3209** | **4207** | **5128** | **5538** | **5132** |
| **PART 3** | **JAN** | **FEB** | **MAR** | **APR** | **MAY** | **JUN** |
| By-laws | 11 | 51 | 44 | 47 | 65 | 40 |
| OTHER ENF. | 26 | 12 | 19 | 25 | 20 | 41 |
| Halton Regional Police | 218 | 233 | 209 | 410 | 268 | 271 |
| MTO | 0 | 10 | 3 | 29 | 18 | 7 |
| OPP | 69 | 17 | 55 | 68 | 50 | 96 |
| **Totals** | **324** | **323** | **330** | **579** | **421** | **455** |

## 3. AUDITS

**External Audit**

KPMG performed an audit of HCS for the period ended December 31, 2024. There were no items of concern to report to the Partnership by way of an auditors' management letter. KPMG maintains a practice of issuing qualified opinions for all its POA court clients due to the inability to review cash procedures at other POA courts accepting fine payments on behalf of HCS, and to review controls of the provincial ICON system utilized by all POA courts across the province.

## 4. REVENUE STABILIZATION FUND

Following the request of the Area Treasurers, a Municipal Partner Revenue Stabilization Fund (MPRSF) was created in early 2014 to assist the partners in protecting against the impact of volatility in fine revenue, and to provide a source of funding to stabilize revenue sources annually, including the impacts related to the new court facility. Per policy, an annual review of the MPRSF is carried out by the Area Treasurers.

**Flat-Lining Net Revenue Distribution**

Net revenue surplus was transferred to the MPRSF between 2013 and 2017. Interest is allocated to the MPRSF on an annual basis.

The Area Treasurers directed that contributions to the MPRSF end as of 2018 given the healthy balance of the MPRSF. Due to the budgeted revenue not being reached during the pandemic, draws were made on the reserve significantly reducing its balance. In 2021, the JMB directed to only distribute to the Partners the actual net revenue earned from operations going forward. The balance in the Stabilization Reserve Fund is $812,715 at the beginning of 2025.

| Stabilization Fund | | | |
|---|---|---|---|
| **Year** | **Use of Funds** | **Interest (net of Admin Fee)** | **Balance** |
| **Balance Forward** | | | $812,715 |
| **2025*** | $0 | $16,767 | $829,482 |
| **2026** | $0 | $17,119 | $846,602 |
| **2027** | $0 | $17,479 | $864,080 |
| **2028** | $0 | $18,146 | $882,226 |
| **2029** | $0 | $18,527 | $900,753 |

## 5. REVENUE SHARING

According to the established revenue-sharing agreement, the Region receives 50% while the Municipal Partners receive a percentage of the 50% balance based on assessment rates.

Following is a five-year overview of net revenue distribution since 2021 including the estimated annual distribution for 2025:

| Historical Annual Revenue Sharing % Based on Tax Assessment | | | | | |
|---|---|---|---|---|---|
| | **2021** | **2022** | **2023** | **2024** | **2025** |
| Burlington | 15.44% | 15.32% | 15.20% | 15.08% | 14.95% |
| Halton Hills | 4.60% | 4.57% | 4.54% | 4.52% | 4.48% |
| Milton | 8.55% | 8.64% | 8.72% | 8.78% | 8.81% |
| Oakville | 21.43% | 21.48% | 21.55% | 21.62% | 21.77% |
| Region of Halton | 50.00% | 50.00% | 50.00% | 50.00% | 50.00% |
| **TOTAL** | **100.0%** | **100.0%** | **100.0%** | **100.0%** | **100.0%** |

| Historical Annual Revenue Distribution to Partnership | | | | | |
|---|---|---|---|---|---|
| | **2021** | **2022** | **2023** | **2024** | **2025** |
| Burlington | 299,980 | 296,601 | 373,252 | 342,376 | 302,587 |
| Halton Hills | 89,430 | 88,438 | 111,484 | 102,617 | 90,705 |
| Milton | 166,029 | 167,293 | 214,006 | 199,303 | 178,272 |
| Oakville | 416,627 | 415,752 | 529,183 | 490,786 | 440,771 |
| Region of Halton | 972,066 | 968,085 | 1,227,680 | 1,135,083 | 1,012,336 |
| **TOTAL** | **$1,944,132** | **$1,936,169** | **$2,455,605** | **$2,270,165** | **$2,024,671** |

*2025 budget to be realized

**Overall Revenues**

The Municipal Partners are projecting gross revenues based on current trends and although population continues to grow at a fair rate across Halton, the number of charges filed has not been reflected in the population growth for the last several years. However, it was anticipated that 2025 would have charge volumes at approximately 52,000 which has now been increased to 60,000 charges based on the 30,370 charges at the end of Q2. However, enforcement agency initiatives cannot be predicted and can impact charge volumes both positively and negatively. Staff are optimistic for 2026 and are projecting charge volumes to be approximately

60,000 charges. Gross revenue for HCS in 2026 is budgeted at **$9.6 million** as compared to the **$9.1 million** originally budgeted for during 2025.

Total expenditures in 2026 are budgeted at **$7.6 million** compared to the **$7.2 million** originally budgeted for 2025.

***See Appendix A for a copy of the overall 2026 POA Budget.***

***Recommendation #1: Approve the 2026 Halton Court Services budget as presented.***

## 6. WRITING-OFF OF UNCOLLECTABLE FINES

In accordance with the Write-Off Policy, the Municipal Partners are seeking approval from the Area Treasurers and the Joint Management Board to write-off those defaulted fines that have accumulated during 2025 where it has been determined there are no viable means of collection. Write-offs scheduled during 2025 will total approximately 149 cases with a total value of approximately $22,179.

***Recommendation #2: Write off defaulted fines totaling $22,179 that have accumulated during 2025 where it has been determined there are no viable means of collection.***

## 7. CAPITAL RESERVE FUND

**Expenditures During 2025**

City of Burlington IT Department performed lifecycle maintenance to the Network Infrastructure that supports the HCS Building in 2025 at a cost of $7500. This expenditure was not anticipated when preparing the 2025 Budget and Business Plan, however the expense was required in 2025 to maintain essential operations and will be required every 60 months.

**Contribution During 2026**

The Municipal Partners regularly conduct an annual review of the Capital Reserve Fund to ensure that future capital cost requirements are reflected and that the required minimum balance of $300,000 is maintained. The Municipal Partners are recommending that the minimum contribution of $50,000 continue to be made to the Capital Reserve Fund during 2026.

**Reserve Fund Forecast**

Following is the Capital Budget Forecast over the next five years:

| Capital Budget Forecast | | | | |
|---|---|---|---|---|
| **Year** | **Requirements** | **Use of Funds** | **Annual Contributions (Including Interest )** | **Projected Year-End Balances** |
| | Balance Forward | | | **$460,104** |
| **2025** | Network Infrastructure Supporting the HCS Building | ($7,500) | $59,002 | $511,607 |
| **2026** | None | | $60,032 | $571,639 |
| **2027** | None | | $61,233 | $632,871 |
| **2028** | Laptop renewal | ($99,200) | $62,457 | $596,129 |
| **2029** | Courtroom desktop renewal | ($25,600) | $61,923 | $632,451 |

***Recommendation #3*: Contribute $50,000 from net revenues to the Capital Reserve Fund during 2026 to ensure that requirements of the Reserve Fund Policy are maintained.**

## 9. EMERGING ISSUES

### 1. Justice of the Peace Resources

In May 2025, 42 Justice of the Peace appointments were made for the province, with 10 of those being assigned to the Central West Region. Additional sittings in 2026 may be possible as training is completed. As of September 1, 2025 a Justice of the Peace transferred from Brampton to Halton, fulfilling the compliment of 10 Justice of the Peace assigned to proceedings in Halton, including the Criminal Courts. Additionally, the Regional Senior Justice of the Peace (RSJP) has commenced a new process for monthly reporting of time to trial stats and providing additional blitz court dates as needed to address scheduling needs.

### 2. Current Scheduling

There are currently approximately 9,205 (last year at this time it was 13,000) Part I charges that require court dates. HCS Administration is currently scheduling charges from June 2025 into December 2025, marking the end of pandemic backlogs and having matters scheduled within six months of the offence date, apart from Ministry of Transportation matters which are currently February 2025 into December 2025. As of September 4th, 5 blitz court dates (1 for HCS Prosecution and 4 for MTO Prosecution) have been provided by the RSJP to aid with scheduling needs.

## APPENDIX A – 2026 OVERALL BUDGET

# HALTON COURT SERVICES

# 2026 OVERALL POA BUDGET

26-Sep-25

| OVERALL 2025 BUDGET | Projection to Dec 31/25 | Expenditures | Cost Element | ADMINISTRATION Admin/Court Support 461110 | ADMINISTRATION Collections 461113 | PROSECUTION 461140 | TOTAL | 2026 vs 2025 |
|---|---|---|---|---|---|---|---|---|
| **2,652,905** | 2,636,814 | F/T Salaries | 11111 | 1,630,048 | 316,543 | 794,114 | **2,740,705** | |
| **-** | 26,431 | Part-time/Temp | 11122 | - | - | - | **-** | |
| **-** | - | Overtime | 11131 | - | | | **-** | |
| **-** | 1,419 | Vacation Pay - PT | 11248 | - | - | - | **-** | |
| **463,903** | 444,227 | Fringe benefits - FT/PT | 11300 | 328,676 | 65,489 | 154,018 | **548,183** | |
| **254,517** | 254,472 | Additional Benefits - FT/PT | 11302 | 167,486 | 34,679 | 71,826 | **273,991** | |
| **27,280** | 22,345 | Professional development | 11410 | 11,530 | 3,450 | 11,300 | **26,280** | |
| **11,462** | 9,544 | Employee memberships | 11412 | 1,700 | 315 | 9,405 | **11,420** | |
| **3,410,067** | **3,395,252** | **Total Human Resources** | | **2,139,440** | **420,475** | **1,040,663** | 3,600,578 | 5.6% |
| 9,978 | 9,758 | Books and subscriptions | 22220 | 1,100 | 100 | 8,975 | **10,175** | |
| 950 | 902 | Meeting expenses | 22223 | 950 | | | **950** | |
| - | - | Special Projects | 22226 | - | - | - | **-** | |
| 66,180 | 64,242 | Printing and reproduction | 22233 | 64,180 | 700 | 1,000 | **65,880** | |
| 13,400 | 12,151 | General office supplies | 22242 | 11,000 | 300 | 1,800 | **13,100** | |
| 51,864 | 50,901 | Hydro/Water/Heat | 22511 | 52,023 | | | **52,023** | |
| 3,000 | 2,701 | Furniture and office equipment | 37102 | 3,000 | - | - | **3,000** | |
| 91,762 | 92,836 | Comp Software/Hardware/Maintenance | 37105 | 60,224 | 9,762 | 19,650 | **89,636** | |
| 1,700,000 | 1,675,739 | Building facility lease | 33115 | 1,700,000 | | | **1,700,000** | |
| 37,805 | 41,105 | IT lines | 33150 | 24,455 | 6,147 | 13,244 | **43,847** | |
| 11,300 | 13,367 | Equipment rental | 33172 | 10,900 | 700 | 2,250 | **13,850** | |
| 3,500 | 2,992 | Bldg repair and maintenance | 33210 | 3,000 | | - | **3,000** | |
| 12,316 | 7,303 | Equipment maintenance | 33240 | 6,996 | | | **6,996** | |
| 44,360 | 58,870 | Courier/Postage services | 33250 | 49,060 | 10,600 | 800 | **60,460** | |
| 21,261 | 17,444 | Telephones/Cell Phones | 33253 | 11,616 | 1,625 | 2,643 | **15,884** | |
| | - | Corporate Communications | 33255 | | | | | |
| 3,600 | 1,661 | Travel Exp/Mileage | 33320 | 600 | 50 | 2,200 | **2,850** | |
| 10,000 | 10,700 | External audit | 33359 | 11,000 | | | **11,000** | |
| 3,204 | 3,152 | Security/Armoured car services | 33366 | 3,204 | | | **3,204** | |
| 97,000 | 148,272 | Interpreters | 33367 | 145,000 | | | **145,000** | |
| 418,556 | 418,556 | Cost recoveries | 45701 | 384,263 | | 55,761 | **440,024** | |
| 732,350 | 787,617 | Provincial Recoveries | 33369 | 811,000 | | | **811,000** | |
| 221,460 | 271,084 | Contract/External services | 33450 | 69,400 | 190,000 | 7,240 | **266,640** | |
| 43,130 | 42,390 | Janitorial Services | 33467 | 43,130 | - | | **43,130** | |
| 5,000 | 6,000 | Court Related Fees | 33510 | | 4,500 | | **4,500** | |
| 5,000 | 4,499 | Witness fees | 33516 | 5,000 | | | **5,000** | |
| 158,000 | 177,141 | Point of sale-service charges | 36194 | 179,600 | | | **179,600** | |
| - | (7,500) | Reserve Fund offset for expenses | 96306 | 0 | 0 | 0 | **0** | |
| **3,764,976** | **3,913,883** | **Total Other Expenditures** | | **3,650,701** | **224,484** | **115,563** | 3,990,749 | 6.0% |
| **7,175,043** | **7,309,135** | **TOTAL EXPENDITURES** | | **5,790,141** | **644,960** | **1,156,226** | 7,591,327 | 5.8% |
| **(400)** | (960) | Parking Fees | 90852 | (1,000) | | | **(1,000)** | |
| **(6,640,000)** | (7,068,975) | Fines (Gen) | 91122 | (7,260,000) | | | **(7,260,000)** | |
| **(2,340,000)** | (2,482,150) | Fines (Collections) | 91122 | | (2,370,000) | | **(2,370,000)** | |
| **100,000** | 382,496 | Bylaws Distributed | 91124 | 210,000 | 0 | | **210,000** | |
| **(500)** | (967) | External recoveries | 91410 | | (1,000) | | **(1,000)** | |
| **(2,000)** | 0 | Miscellaneous Revenue | 91154 | 0 | 0 | 0 | **0** | |
| **(20,000)** | (16,703) | Transcripts | 91207 | (19,000) | | | **(19,000)** | |
| **(196,880)** | (196,547) | Federal subsidy | 92705 | (200,818) | 0 | | **(200,818)** | |
| **(9,099,780)** | **(9,383,806)** | **TOTAL REVENUE** | | **(7,270,818)** | **(2,371,000)** | **0** | (9,641,818) | 6.0% |
| **(1,924,737)** | **(2,074,671)** | **Net Operating Budget before Reserve Fund** | | **(1,480,677)** | **(1,726,040)** | **1,156,226** | (2,050,491) | 6.5% |
| **50,000** | **50,000** | Contribution to Reserve Fund | 45100 | 50,000 | | | **50,000** | |
| **-** | **-** | Contribution to Stabilization Fund | 45100 | 0 | | | **0** | |
| **(1,874,737)** | **(2,024,671)** | **NET OPERATING BUDGET** | | **(1,430,677)** | **(1,726,040)** | **1,156,226** | (2,000,491) | 6.7% |

| 2026 Requisitions (Partnership Sharing based on 2025 weighted average assessment) | |
|---|---|
| **Region** | **(1,000,246)** |
| **Burlington** | **(298,973)** |
| **Halton Hills** | **(89,622)** |
| **Milton** | **(176,143)** |
| **Oakville** | **(435,507)** |
| **Total** | **(2,000,491)** |

# Recommendation Report Summary

SUBJECT: Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions

TO: Committee of the Whole

FROM: Public Works

Transportation

Report Number: PWS-01-26

Wards Affected: All

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Approve the Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions contained in Appendix A to public works report PWS-01-26.

## Executive Summary

Purpose of report:

- The purpose of this report is to provide for approval an updated community climate mitigation plan, to replace the 2020 Climate Action Plan, which was set to be reviewed and updated every five years.

Key findings:

- The Burlington Climate Plan, detailed in Appendix A, proposes 17 action items largely focused on the transportation and building sectors, which represent the largest sources of greenhouse gas emissions in the community.

Implications:

- Funding and staff resources will be required to implement the actions in the Burlington Climate Plan at an impactful scale. Staff will explore all available funding tools to advance the actions.

- As detailed in Appendix B, a community engagement strategy was developed and included 22 engagement opportunities for residents to share their priorities for climate action and feedback on the proposed action items for the updated plan.
- The actions in this plan represent the City's ability through programs, legislative authority and capital investments to work towards the target to be a net carbon neutral community by 2050.

## Background

Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions is the City of Burlington's third climate mitigation plan focusing actions on reducing the community carbon footprint, and the second plan working towards the target to be a net carbon neutral community by 2050.

The City of Burlington has two additional climate plans – Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter and Wilder Weather (2022) and the Corporate Energy and Emissions Management Plan 2024-2029. Climate Resilient Burlington focuses on actions to adapt to a changing climate and since 2014, the Corporate Energy and Emissions Management Plan has targeted emissions reductions in City operations. Several master plans and policies that help guide City actions have acknowledged and/or incorporated climate change including:

- Integrated Mobility Plan
- Official Plan
- Green Fleet Strategy
- Burlington's Urban Forest Master Plan and Woodland Management Strategy
- Sustainable Building and Development Guidelines
- Asset Management Plan
- Corporate Energy and Sustainable Buildings Policy

## Analysis

The Burlington Climate Plan represents a continuation of the 2020 Climate Action Plan, with updated actions recommended for implementation. The 2020 Climate Action Plan was based on modelling using local emissions, buildings, demographic and growth projections data to develop a strategy to focus the City's limited resources to work towards achieving the target to be a net carbon neutral community by 2050. The climate modelling was updated with new population projections for this plan.

In 2024, 46 percent of Burlington's community emissions were from the transportation sector. The remaining 54 percent of emissions were from the buildings sector, separated into industrial, residential, and commercial and institutional buildings. The actions within the Burlington Climate Plan are focused heavily on the buildings and transportation sectors, as these represent the largest opportunities to reduce community emissions.

The Burlington Climate Plan proposes 17 actions grouped by topic into three themes and five subthemes:

**Theme 1: Buildings & Energy**

- **Subtheme: Energy Efficient Retrofits.** This subtheme focuses on how the City of Burlington can help support residents to make existing buildings more energy efficient.
    - **Action 1-1: Better Homes Burlington Concierge Service**. Continue to provide support and guidance to Burlington homeowners and renters on finding incentives and resources to improve home energy efficiency, climate resiliency and lower their carbon footprint.
    - **Action 1-2: Energy Poverty Retrofit Support**. Work with community partners to develop a plan to connect low-income and vulnerable residents to energy efficiency and climate resiliency programs.
- **Subtheme: Low Carbon New Development.** This subtheme focuses on how the City of Burlington can encourage developers to make new buildings more energy efficient.
    - **Action 1-3: Low Carbon Building Guidelines and Standards**. Explore legislative and policy paths to achieve more energy efficient and low carbon footprint buildings and development, including updating the Sustainable Building and Development Guidelines as necessary.
    - **Action 1-4: Electric Vehicle (EV) Ready New Development**. Assess the implementation of EV ready new development.
- **Subtheme: Community Energy.** This subtheme focuses on how the City of Burlington can support the adoption of low carbon energy sources.
    - **Action 1-5: Residential Solar**. Reintroduce the solar building permit grant to support residential solar installations.
    - **Action 1-6: Community Energy Systems**. Continue to explore opportunities to implement a community (district) energy system in Burlington utilizing low carbon measures such as thermal energy, waste heat recovery, energy sharing, energy storage and renewable energy.
    - **Action 1-7: Burlington Hydro Sustainability**. Support Burlington Hydro's efforts to implement their Sustainability Plan.

**Theme 2: Integrated Mobility**

- **Subtheme: Transportation.** This subtheme focuses on how the City of Burlington can support active transportation and provide more options on how to move around the city.
    - **Action 2-1: Cycling Network Improvements**. Continue investment in the implementation of capital projects that support the spine cycling network and maintenance of cycling infrastructure.
    - **Action 2-2: Pedestrian Network Improvements**. Continue investment to prepare and maintain a Pedestrian Master Plan, identifying programs and

policies to improve pedestrian safety and implement a connected pedestrian network.
    - **Action 2-3: Electric Micro-Mobility**. Invest in electric micro-mobility options, including reviewing City policies for e-bikes and e-scooters in the community, removing barriers and addressing public safety concerns through education and infrastructure.
    - **Action 2-4: Car Share**. Investigate and attract car share programs to Burlington.
- **Subtheme: Transit.** This subtheme focuses on how the City of Burlington can support public transit.
    - **Action 2-5: Fare Strategies**. Continue implementing fare strategies in collaboration with provincial and local agencies to advance integrated transit systems, enhancing connectivity, affordability, and convenience for riders.
    - **Action 2-6: Transit Priority Measures**. Invest in Transit Priority Measures to support improved transit network travel times.
    - **Action 2-7: Transit Signal Priority**. Continue investing in Transit Signal Priority technology.
    - **Action 2-8: Green Transit**. Continue implementing long-term, viable green fleet solutions for Burlington Transit's fleet and equipment.

**Theme 3: Local Economy.** This theme focuses on how the City of Burlington can become a leader in the green economy and support local businesses through their decarbonization transition.

- **Action 3-1: Energy Efficient Businesses.** Engage Burlington businesses on existing energy efficiency programs through Burlington Economic Development and Tourism's TechPlace.
- **Action 3-2: Facilitate Pilot Projects.** Explore a mechanism to facilitate pilot projects in collaboration with Burlington Economic Development and Tourism's TechPlace, that offer unique solutions to mitigate community greenhouse gas emissions.

Full details on the 17 proposed actions and climate modeling is attached in Appendix A: Burlington Climate Plan.

### Monitoring and Reporting

Annual reports will be provided to City Council to share progress on the implementation of the Burlington Climate Plan. The status of each action will be reported on and classified as: not started, in progress, completed, ongoing and at risk.

It is recommended that this plan be reviewed in five years and updated with an in-depth energy and emissions analysis, similar to what was completed with the development of the 2020 plan, to help assess overall progress and identify how future actions and resources should be prioritized.

**Recommendation Details**

Doing nothing on climate change is not an option. While the option to continue 'business as usual' was analyzed in the 2020 Climate Action Plan, it has not been included in the Burlington Climate Plan as it does not support the City's commitment to take action on climate change. The Burlington Climate Plan supports three key strategic directions of the City's Strategic Plan, Vision 2040:

- **A City that Grows:** The City of Burlington attracts talent, good jobs and economic opportunity while having achieved community responsive growth and balanced, targeted population growth for youth, families, newcomers and seniors.
- **A City that Moves:** People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.
- **A Healthy and Greener City:** The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles.

The Burlington Climate Plan additionally supports two focus areas of Council's workplan, Vision to Focus 2022-2026.

- **Designing and delivering complete communities**: Create all-inclusive, thriving, vibrant, healthy, connected, and safe communities.
- **Protecting and improving the natural environment and taking action on climate change**: Establish sustainable, healthy and low-carbon climate resilient communities.

---

**Key Dates & Milestones**

- In 2002, the City joined the Partners for Climate Protection (PCP) program, which provides a five-step milestone framework to guide municipalities to take action on climate change by reducing greenhouse gas emissions.
- In 2014, City Council approved the City's first Community Energy Plan. Although its focus was on improving energy efficiency, reducing greenhouse gas emissions was also an underlying theme.
- In 2015, City Council adopted Vision 2040 and stated: "the City recognizes that climate change is a significant issue and is working with the community and all levels of government towards the goal of the Burlington community being net carbon neutral."
- In 2017, the City of Burlington met all five milestones of PCP, which includes creating an emissions inventory, setting a target, developing a plan, implementing the plan, and monitoring and reporting.
- In 2019, City Council joined other municipalities across Canada and around the world to declare a climate emergency. The declaration directed Council and staff "to increase the

priority of the fight against climate change and apply a climate lens to City plans and actions, including the Council strategic workplan and future budgets," and report back with a community Climate Action Plan.
- In 2020, the City joined the Global Covenant of Mayors (GCoM) for Climate and Energy program, with commitments to meet requirements for the mitigation of greenhouse gas emissions and climate adaptation. Following a community engagement process, City Council approved the Climate Action Plan on Apr. 20, 2020, and confirmed the ambitious target for Burlington to be a net carbon neutral community by 2050.
- Environment staff submitted annual updates on the Climate Action Plan (EICS-07-21, EICS-11-22, EICS-10-23, CIP July 5, 2024, PWS-46-25)

---

## Implications

### Financial Implications

The actions within the Burlington Climate Plan do not all stand alone; many are part of other City of Burlington initiatives and plans. As of the report date, some actions are partially funded through other plans such as the Integrated Mobility Plan, while others are unfunded. Additional staff resources will be required to implement the actions in the Burlington Climate Plan at an impactful scale. Cost estimates have been provided with each action, but detailed business cases will be required to accurately cost each action including the need for potential additional staff resources. Costs will be dependent on market pricing, policy changes and available funding opportunities.

Staff will explore all available funding tools to advance the Burlington Climate Plan's actions. This may include partnership with senior levels of government through grant programs, a dedicated climate fund, and/or budget requests through the capital and operating budget process.

### Engagement Implications

A community engagement strategy was developed as part of the plan update and included 22 engagement opportunities for residents to share their priorities for climate action and feedback on the proposed action items for the updated plan. Engagement opportunities included:

- Survey hosted on GetInvolvedBurlington.ca
- Attendance at in-person events including Food for Feedback, BurlingtonGreen Take Action Day, and the Rural Summit
- Engagement sessions with key climate action stakeholders and community groups including the Bay Area Climate Change Council, the Burlington Climate Action Stakeholder Team, the Burlington Youth Student Council, and the Burlington Community Panel
- Engagement sessions with key City of Burlington advisory committees including Sustainable Development Committee, Integrated Transportation Advisory Committee,

Cycling Advisory Committee, Seniors Advisory Committee, and Agricultural and Rural Affairs Advisory Committee.
- Drop-In sessions at Burlington community centers: Brant Hills Community Centre, Tansley Woods Community Centre, and Haber Recreation Centre
- Public Open House sessions in collaboration with Burlington Public Library

Promotion of community engagement opportunities was completed through TakeActionBurlington.ca, GetInvolvedBurlington.ca, City social media channels, City Councilor and Mayor newsletters, and Community stakeholder partners and networks, including Burlington Public Library, BurlingtonGreen and the Bay Area Climate Change Council.

Some key messages that staff received during the engagement sessions were to focus the actions, make them resonate with the public, simplify wording and look to community and neighbourhood connections to help implement the plan. A total of 403 residents participated in the above community engagement opportunities.

A full community engagement report is attached in Appendix B, which provides a summary of the results, feedback received from residents and staff responses.

The actions in this plan are focused on areas where the City and key stakeholders can effect change in the community and support the transition off of fossil fuels to reduce greenhouse gas emissions. Implementation success will rely on the City's efforts to engage the community to adopt low and zero carbon measures.

**Climate Implications**

The Burlington Climate Plan provides a framework to reduce the use of carbon intensive fuels such as natural gas and transportation fuels in our community, thereby reducing the greenhouse gas emissions driving climate change. The plan focuses on actions for the buildings and transportation sectors, which account for the largest contributions of community emissions.

The actions in this plan represent the City's ability through programs, legislative authority and capital investments to work towards the target to be a net carbon neutral community. The City cannot achieve the target in isolation and must rely on support from senior levels of government, community stakeholders, the business community, and individual residents. It will take collective action to meet the target.

---

**References**


- Asset Management Plan (2025)
- Burlington's Urban Forest Master Plan (2025)
- Climate Emergency Declaration (2019)
- Climate Action Plan (2020)

- Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter and Wilder Weather (2022)
- Community Energy Plan (2014)
- Corporate Energy and Emissions Management Plan 2024-2029
- Corporate Energy and Sustainable Buildings Policy (amended 2024)
- Green Fleet Strategy (updated 2023)
- Integrated Mobility Plan (2023)
- Official Plan (updated 2024)
- Sustainable Building and Development Guidelines (updated 2021)
- Vision to Focus 2022-2026
- Vision 2040 (updated 2021)
- Woodland Management Strategy (2024)

---

**Strategic Alignment**

☑ Designing and delivering complete communities
☑ Providing the best services and experiences
☑ Protecting and improving the natural environment and taking action on climate change
☐ Driving organizational performance

---

**Author:**

Lauren McAusland
Sustainability Projects Coordinator
905-335-7600 x7974

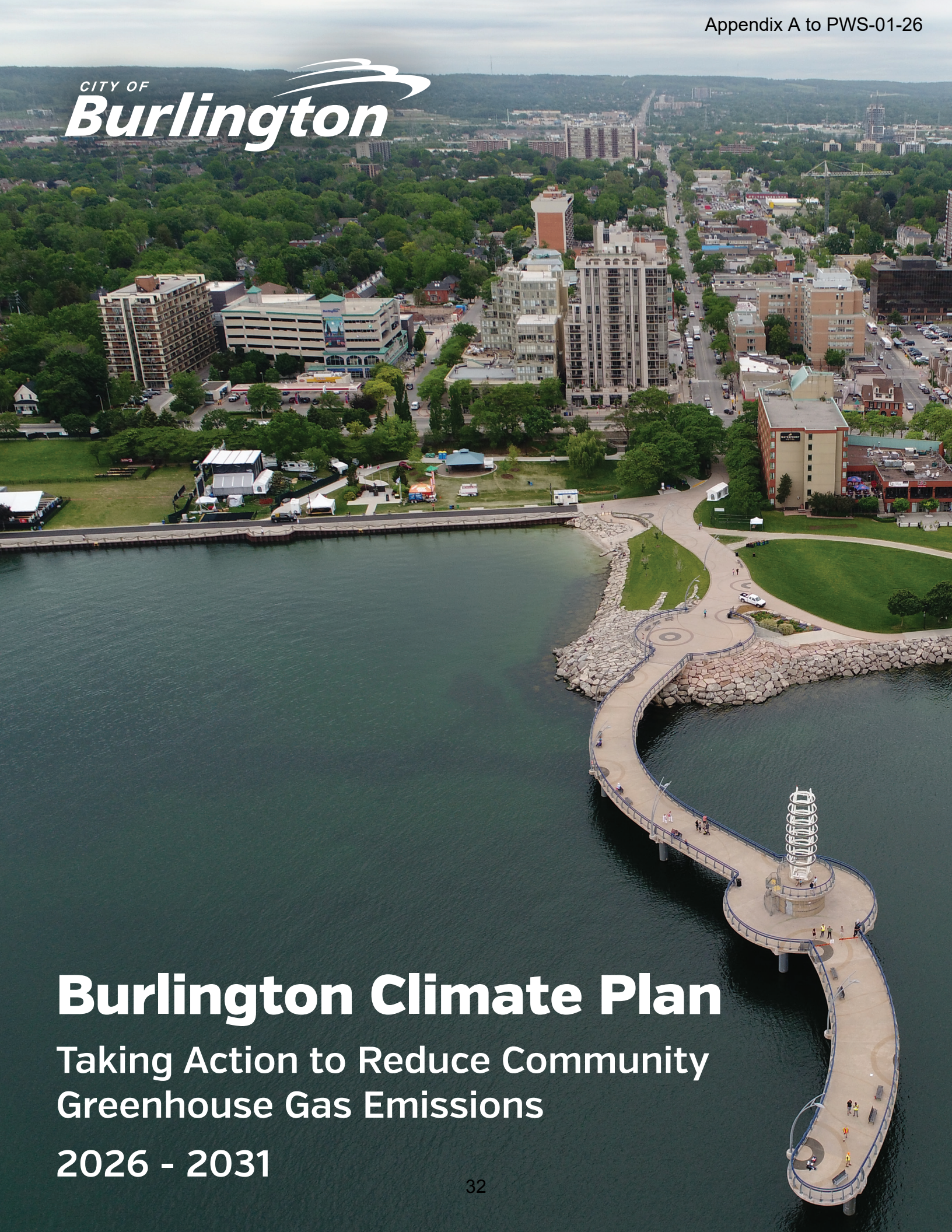
**Appendices:**

A. Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions
B. Burlington Climate Plan Community Engagement Plan and Results Summary Report

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

CITY OF Burlington



# Burlington Climate Plan

## Taking Action to Reduce Community Greenhouse Gas Emissions

## 2026 - 2031

# Table of Contents

**Glossary** ..... **iii**

**List of Acronyms** ..... **v**

**Introduction** ..... **1**

Understanding Climate Change ..... 2

Climate Equity ..... 3

The Need for Alignment and Collaboration Across Governments to Advance Climate Action ..... 4

**Scope** ..... **5**

What About the Trees? ..... 5

**City Leadership on Climate Action** ..... **7**

City Climate Action Commitments ..... 7

Burlington's Climate Plans ..... 8

*Corporate Energy and Emissions Management Plan* ..... *8*

*Climate Resilient Burlington* ..... *9*

**Community Emissions Targets and Inventory** ..... **11**

Targets ..... 11

Inventory ..... 14

**2020 Climate Action Plan Progress** ..... **17**

Program 1: Burlington Low Carbon New Building Guidelines ..... 17

Program 2: Burlington Deep Energy Retrofit Program ..... 18

Program 3: Renewable Energy Cooperative ..... 19

Program 4: Integrated Mobility Plan ..... 20

Program 5: Electric Mobility and Equipment Program ..... 21

Program 6: Waste Reduction Initiative ..... 22

Program 7: Industrial Innovation Program ..... 22

**Vision and Principles** ..... **23**

**Community Engagement and Action Priorities** ..... **24**

**Burlington Climate Plan: 2026-2031 Actions** ..... **26**

Theme 1: Buildings and Energy ..... 28

*Subtheme: Energy Efficient Retrofits* ..... *28*

1-1: Better Homes Burlington Concierge Service ..... 28

1-2: Energy Poverty Retrofit Support ..... 29

*Subtheme: Low Carbon New Development* ..... *30*

1-3: Low Carbon Building Guidelines and Standards ..... 30

1-4: EV Ready New Development ..... 31
*Subtheme: Community Energy* ..... *32*
1-5: Residential Solar ..... 32
1-6: Community Energy Systems ..... 32
1-7: Burlington Hydro Sustainability ..... 33
Theme 2: Integrated Mobility ..... 34
*Subtheme: Transportation* ..... *34*
2-1: Cycling Network Improvements ..... 35
2-2: Pedestrian Network Improvements ..... 35
2-3: Electric Micro-Mobility ..... 35
2-4: Car Share ..... 36
*Subtheme: Transit* ..... *37*
2-5: Fare Strategies ..... 37
2-6: Transit Priority Measures ..... 38
2-7: Transit Signal Priority ..... 38
2-8: Green Transit ..... 38
Theme 3: Local Economy ..... 40
3-1: Energy Efficient Businesses ..... 40
3-2: Facilitate Pilot Projects ..... 41
**Implementing the Burlington Climate Plan ..... 42**
Investing in Community Climate Action ..... 42
Monitoring and Reporting ..... 42
Community Engagement ..... 42
**Appendix A: Outline of Federal, Provincial and Municipal Responsibilities for Climate Action in Canada ..... 45**
The Federal Role ..... 45
The Provincial Role: Ontario's Context ..... 46
The Municipal Role ..... 47
The Case for Collaboration ..... 48
**Appendix B: Burlington Climate Action Stakeholder Team ..... 49**
**Appendix C: Citizen Action Checklist ..... 51**

# Glossary

| Term | Definition |
|---|---|
| Active Transportation | Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. |
| Adaptation (to climate change) | Adjusting to actual or expected climate impacts to reduce negative effects on people, society, infrastructure, and the environment. |
| Air Source Heat Pump | An efficient system to transfer heat from outside of a building to inside the building, or vice versa, using electricity as a fuel source. |
| Car Share | A transportation service where a fleet of vehicles is shared among members, who can rent the car for short periods of time, rather than owning their own individual car. |
| Carbon Dioxide Equivalent ($eCO_2$) Emissions | A standardized metric used to compare the potential impacts of different greenhouse gasses (GHGs) on climate, by converting their heat-trapping ability and atmospheric lifetime into the equivalent amount of carbon dioxide ($CO_2$) that would have the same effect. |
| Carbon Sequestration | The process of capturing carbon dioxide ($CO_2$) from the atmosphere and storing it in a long-term 'sink', such as oceans, soil, forest, and underground geological formations through natural processes or human-engineered technologies. |
| Climate | The average weather over long periods of time, typically 30 years. |
| Climate Change | Significant changes in global temperature, precipitation, wind patterns and other measures of climate that occur over several decades or longer. |
| Climate Equity | A core principle in addressing climate change that recognizes that the effects of climate change disproportionately affect marginalized communities and works toward polices and actions that ensure that the benefits of climate action are distributed fairly across society, regardless of factors like race, gender, income or ability. |
| Community / District Energy | A network of hot and cold-water pipes that are used to heat and cool connected buildings more efficiently than if each building had their own heating/cooling systems. |
| Energy Poverty | High home energy cost burden, often quantified as households that spend six percent or more of their after-tax income on home energy – including electricity and heating fuel. |
| Green Development Standard (GDS) | A holistic framework applied at the site plan application stage of development for sustainable development. GDS ensure that real estate developments are designed to withstand current and future climate impacts, to reduce greenhouse gas emissions, to protect human health and safety, and to minimize negative impacts on surrounding infrastructure and ecosystems. |

| Term | Definition |
|---|---|
| Greenhouse Gas (GHG) | A gas that absorbs and emits radiant energy causing the greenhouse effect, which warms the atmosphere and changes the climate. The primary greenhouse gases are water vapour, carbon dioxide, methane, nitrous oxide and ozone. |
| Major Transit Station Area | The area including and around any existing or planned higher-order transit station (such as regional rail or bus rapid transit routes) within a settlement area, or the area including and around a major bus depot in an urban core. Station areas are generally defined as the area within an approximate 500-meter radius of a transit station, representing about a 10-minute walk. They are usually planned to be higher-density, mixed-use and transit-supportive neighbourhoods that provide access to local amenities, jobs, housing and recreation opportunities. In Burlington, these areas are around the Aldershot, Burlington and Appleby GO stations. |
| Micro-Mobility | A term that refers to the growing suite of small, human- or electric powered low-speed transportation modes such as bicycles, scooters, skateboards, and mopeds. These devices may be personally owned or part of a shared mobility service (such as bike share, scooter share, etc.) |
| Mitigation (of climate change) | Human interventions to reduce the sources and enhance the sinks, or absorption, of GHGs. |
| Net Carbon Neutral | A balanced emissions scenario wherein no additional greenhouse gases are being released into the atmosphere than are being sequestered. |
| Spine Cycling Network | A network of cycling routes with high-quality on-street cycling facilities that connect all areas of the city including key destinations like schools, parks, and areas of high activity. These spine routes, which represent the core of the City's larger cycling network, will be designed to support and encourage cycling by people of all ages and abilities. |
| Transit Priority Measure (TPM) | Measures to permit transit vehicles to have priority over other vehicular traffic, thereby making transit travel times shorter and more consistent, which makes transit more attractive. Transit priority measures may include, but are not limited to, queue jump lanes, bus only lanes, green light signal priority, bus activated signals, and exemptions to prohibit turns and limiting or reducing on–street parking during part of the day. |
| Weather | Weather is the short-term day-to-day changes experienced such as with temperature and precipitation. |

# List of Acronyms

| Acronym | Expansion |
|---|---|
| BACCC | Bay Area Climate Change Council |
| BEC | Burlington Enterprises Corporation |
| BHB | Better Homes Burlington |
| CDP | Carbon Disclosure Project |
| EV | Electric Vehicle |
| GCoM | Global Covenant of Mayors for Climate and Energy |
| GDS | Green Development Standards |
| GHGs | Greenhouse Gas Emissions |
| ICLEI | International Council for Local Environmental Initiatives, currently known as ICLEI - Local Governments for Sustainability |
| IESO | Independent Electricity System Operator |
| IMP | Integrated Mobility Plan |
| MTSA | Major Transit Station Area |
| OBC | Ontario Building Code |
| OPCC | One Planet Cities Challenge |
| SBDG | Sustainable Building and Development Guidelines |
| SBTi | Science Based Target Initiative |

# Introduction

Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions is the City of Burlington's third climate mitigation plan focusing actions on reducing the community carbon footprint, and the second plan working towards the target to be a net carbon neutral community by 2050.

In 2014, City Council approved the City's first Community Energy Plan. Although its focus was on improving energy efficiency; implementing energy conservation measures; investing in energy security; and linking energy consumption with land use and transportation planning; reducing greenhouse gas emissions was also an underlying theme.

In 2015, City Council adopted a new Strategic Plan, Vision 2040[1] and stated: "the City recognizes that climate change is a significant issue and is working with the community and all levels of government towards the goal of the Burlington community being net carbon neutral."

In 2019, City Council joined other municipalities across Canada and around the world to declare a climate emergency. The declaration directed Council and staff "to increase the priority of the fight against climate change and apply a climate lens to City plans and actions, including the Council strategic workplan and future budgets," and report back with a community Climate Action Plan.

Following a community engagement process, City Council approved the Climate Action Plan on Apr. 20, 2020, two days before the 50th anniversary of Earth Day, and confirmed the ambitious target for Burlington to be a net carbon neutral community by 2050.

[1] Vision 2040, the City's 25-year Strategic Plan will be replaced by Horizon 2050 in 2026.

## Understanding Climate Change

To understand climate change, one needs to first understand the difference between weather and climate. Weather is the short-term day-to-day changes experienced such as with temperature and precipitation, whereas climate is the average weather over long periods of time, typically 30 years. Climate change is significant changes in global temperature, precipitation, wind patterns, etc. that occur over decades or longer.

Climate mitigation seeks to curb global warming by preventing or reducing greenhouse gas (GHG) emissions in the atmosphere. GHGs act like a greenhouse so the more GHGs released, the hotter our planet gets. This plan and the City's Corporate Energy and Emissions Management Plan address climate mitigation by providing actions to reduce GHG emissions.

Climate adaptation is the process of planning for and adjusting to the current and future effects of climate change. The data shows that the damages are increasing from more severe and frequent extreme events. Analysis also shows that it costs about six times more to respond to extreme events than to proactively adapt.[2] Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter and Wilder Weather addresses climate adaptation.

Climate mitigation and climate adaptation are linked. The more GHGs are reduced, the less severe future climate change impacts, such as severe weather events, will be.

[2] McAllister, T.P. (2013). Developing Guidelines and Standards for Disaster Resilience of the Built Environment: A Research Needs Assessment, NIST TN 1795, National Institute of Standards and Technology, Gaithersburg, MD, 20899.

## Climate Equity

Burlington residents are already feeling the impacts of climate change, as extreme weather events are increasing in frequency and duration, including the 2013 ice storm, 2014 and 2024 floods, extreme wind such as the May 2022 derecho, and recurring extreme heat warnings. Additional information of events Burlington has recently experienced is available from the Climate Change Impacts Story Map.

While every resident in the city of Burlington will be impacted by climate change, not every resident will be impacted equally. Our most vulnerable residents who are facing financial, social, mental and physical barriers will experience compounding effects and bear disproportionate impacts of the climate crisis. For example, older adults and residents with chronic health conditions or increased social vulnerability are more at risk of experiencing adverse health risks during extreme heat events.

The impacts of climate change are not just felt during extreme weather events. There is a growing awareness of the need to address energy poverty to ensure that vulnerable residents are not left behind in the low-carbon transition.

Most Canadian households spend less than three percent of their after-tax income on home energy – including electricity and heating fuel. Households that spend more than double this value, can be said to be experiencing a high home energy cost burden described as energy poverty. In 2021, nine percent of households in Burlington were experiencing energy poverty. While this is the lowest rate of energy poverty in Halton Region, Burlington had the highest proportion of households in the three to six percent range, suggesting a high concentration of households just below the energy poverty threshold.[3] Compounded by an affordability crisis and housing crisis, this disparity will continue to grow without targeted measures to improve the energy efficiency of our existing housing stock.

Climate equity seeks to integrate social equity into climate action, to ensure that every resident, regardless of gender, race, income and ability, has access to a healthy and greener city, and to the resources and programs to improve energy efficiency and protect themselves from the impacts of climate change.

[3] Community Development Halton. (June 2025). Community Data Watch, “Home Energy Vulnerability in Halton”. https://www.cdhalton.ca/learning-engagement/research-insights

## The Need for Alignment and Collaboration Across Governments to Advance Climate Action

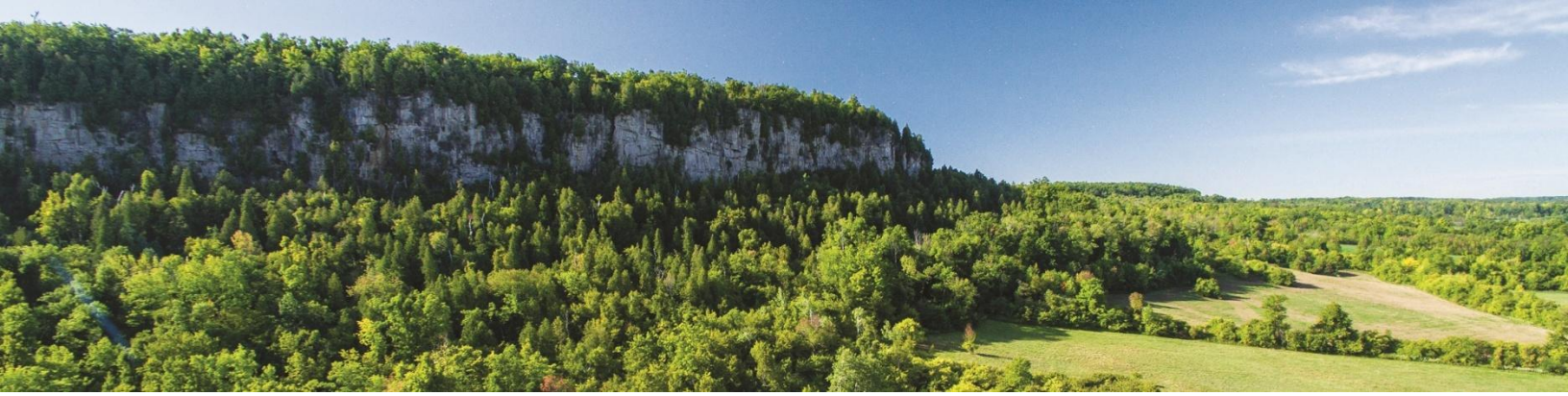
The climate crisis is one of the most pressing challenges of our time, and no single level of government can address it alone. Climate change does not recognize political borders, and the actions, or inaction, of one government level directly influences the ability and effectiveness of other levels of government. To enact bold climate action and ensure a just transition to a low-carbon society, governments must create climate policies that work across sectors and communities. The climate crisis needs an all-hands-on deck effort to meet science-based greenhouse gas (GHG) reduction targets.

An all-of-government approach consists of both coordination between different departments within a government, as well as coordination between all levels of government (federal, provincial, and municipal). Municipalities cannot achieve set climate targets without significant financial contributions and enabling policy from the federal and provincial levels of government. Municipalities require sustained adaptations through a climate action plan to protect residents and municipal infrastructure against the worst impacts of climate change, however, local ratepayers cannot bear the brunt of these expenses alone. What is needed is for all levels of government to work toward one goal: bold climate action.

For example:

- The federal government sets national policy requirements such as carbon pricing and clean fuel and electricity standards, and is responsible for the delivery of allocation and application-based funding to municipalities and other stakeholders.
- Provinces implement energy policy, growth management and set the framework for municipal authorities and responsibilities, and are responsible for the delivery of allocation and application-based funding to municipalities and other stakeholders.
- Municipalities advance the implementation of actions and policies within their community.

Appendix A to this plan outlines the responsibilities of the federal, provincial, and municipal governments in Canada, as presented by Climate Action Partnership, formerly Clean Air Partnership. It speaks to current governmental commitments and gaps, the critical role of municipalities, and includes recommendations on how all three levels of government need to work together to ensure Canada meets its climate commitments while also building resilient, low-carbon communities.



## Scope

The Burlington Climate Plan represents a continuation of the 2020 Climate Action Plan, with updated actions recommended for implementation. The 2020 plan was based on modelling using local emissions, buildings, demographic and growth projections data to develop a strategy to focus the City's limited resources to work towards achieving the target to be a net carbon neutral community by 2050. The modelling has not been updated for this version of the plan as the results are still considered valid.

Carbon neutrality means that no additional greenhouse gases are being released into the atmosphere than are being sequestered. This can be achieved by reducing fossil fuel generated energy consumption and other activities that produce GHGs, like relying on renewable energy and adopting sustainable transportation measures. Unavoidable GHGs can be offset by purchasing carbon credits. The City's priority remains on reducing the use of fossil fuels through actions related to retrofitting existing buildings, sustainable low carbon new development, renewable energy investments, integrated transportation measures, and electric mobility.

The actions in this plan represent the City's ability through programs, legislative authority and capital investments to work towards the target to be a net carbon neutral community. The City cannot achieve the target in isolation and must rely on support from senior levels of government, community stakeholders, the business community and individual residents. It will take collective action to meet the target.

## What About the Trees?

Burlington's Urban Forest Master Plan and Woodland Management Strategy, approved by City Council in 2024, highlight the City's commitment to improving and expanding the tree canopy across the community. Trees have many benefits both for climate mitigation and adaptation. They sequester and store carbon, help to improve air quality, provide shade and cooling, reduce stormwater runoff, and create natural habitats for wildlife supporting biodiversity.

While trees play a role in sequestering greenhouse gas emissions, the Burlington Climate Plan focuses resources on actions which support the transition away from fossil fuels to lower the community's carbon footprint. As such, there are no actions related to trees in this plan.

However, the City's climate adaptation plan, Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter and Wilder Weather, includes actions that support the natural environment, biodiversity and the urban forest.

The Urban Forest Master Plan and Woodland Management Strategy have a goal of achieving 35 percent tree canopy cover by 2060, reflecting the City's dedication to creating a healthier, greener environment. Five focus areas will help guide the City to work collaboratively with partners and the community to protect and manage Burlington's urban forest, including:

1. Maximizing the life expectancy of trees by:

- expanding the City's program capacities,
- formalizing the City's maintenance standards and
- improving how the City monitors and reports on its trees.

2. Increasing canopy cover on both public and private land including woodlands through:

- formal planting agreements with partners,
- issuing community tree planting grants and
- applying for provincial and federal grants.

3. Developing best practices to manage climate change and invasive pests.

This will be done through the creation of a city-wide biodiversity strategy which was also identified in the Climate Resilient Burlington plan, and other tactics.

4. Expanding opportunities for the community to get involved.

Meeting the goals set out in the Urban Forest Master Plan will be a shared responsibility.

5. Improving data analytics.

Every five years, the City will share a State of the Urban Forest Report to report on maintenance activities and adaptation to climate challenges.

# City Leadership on Climate Action

The City of Burlington is committed to reducing our impact on the environment and building a low carbon and climate resilient community.

## City Climate Action Commitments

In 2002, the City joined the Partners for Climate Protection program, administered by the Federation of Canadian Municipalities and ICLEI Canada – Local Governments for Sustainability. Over 500 Canadian municipalities participate in this program, which provides a five-step milestone framework to guide municipalities to take action on climate change by reducing greenhouse gas emissions. Burlington met all five milestones in 2017, which includes creating an emissions inventory, setting a target, developing a plan, implementing the plan, and monitoring and reporting.

In 2020, the City joined the Global Covenant of Mayors (GCoM) for Climate and Energy program, with commitments to meet requirements for the mitigation of greenhouse gas emissions and climate adaptation. Annual reporting is submitted through the Carbon Disclosure Project (CDP) to meet GCoM requirements. CDP is a global non-profit that runs the world's only independent environmental disclosure system for companies, capital markets, cities, states and regions to manage their environmental impacts. Since the City started to report through CDP in 2021, the following combined scores have been received for climate mitigation and adaptation: B, A, A-, A and A.

## Burlington's Climate Plans

The Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions is one of many plans providing strategic direction on climate action initiatives. As noted above, the City's Strategic Plan, Vision 2040, recognizes that climate change is a significant issue. Climate Resilient Burlington focuses on actions to adapt to a changing climate and the Corporate Energy and Emissions Management Plan targets emissions reductions in City operations. A number of master plans and policies that help guide City actions have acknowledged and/or incorporated climate change through a climate lens:

- Integrated Mobility Plan
- Official Plan
- Green Fleet Strategy
- Burlington's Urban Forest Master Plan and Woodland Management Strategy
- Sustainable Building and Development Guidelines
- Asset Management Plan
- Corporate Energy and Sustainable Buildings Policy
- Electric Mobility Strategy

### Corporate Energy and Emissions Management Plan

In 2009, Council approved a corporate energy policy (CSI-3/09) which provided guidance and direction to staff on the development and implementation of a comprehensive corporate energy management program. In 2013, the City published a detailed energy conservation and demand management plan (CSI-09-13), set to be updated every five years.

The Burlington Corporate Energy and Emissions Management Plan 2019 - 2024 was approved in 2019 with 65 actions and a target for City operations, primarily buildings and fleet to be net carbon neutral by 2040. In 2024, City Council approved an update to the 2019 document – the Burlington Corporate Energy and Emissions Management Plan 2024-2029. There are 28 actions in the current plan with the same 2024 target as the previous plan. Some completed and ongoing projects include:

**Performance Modelling of Facilities –** Natural Resources Canada's RETScreen Green Energy Software was adopted by City staff in 2018 to allow easy reporting to operational teams and provide tracking against projects and operational changes. As of mid-2025, the City has more than 60 performance models for City and local board facilities which are updated on a regular basis.

**Deep Energy Retrofit Studies –** In 2023, the City completed its first round of Deep Energy Retrofit Studies at Appleby Ice Centre, Brant Hills Community Centre, Fire Station 2, Fire Station 7, and the Burlington Seniors Centre. In 2025, a second round of studies including Sims Square, Tansley Woods Community Centre, Nelson

Recreation Centre, and the Burlington Animal Shelter were completed. These studies help to identify low carbon pathways with a realistic cost and project scope which can be incorporated into the City's ten-year capital plan. Brant Hills Community Centre will be the first building to be retrofitted to drastically reduce carbon emissions starting in 2026.

**Major Facility Projects –** City View Park Pavilion, which opened in 2022, is the City's first net carbon neutral facility. Skyway Community Centre was completed in 2025 and is the City's first low carbon arena. Conversion of the former Robert Bateman High School is underway, and a low carbon pathway has been identified by the design team to transform the 1960's era facility into a low carbon building. The phased opening of the Robert Bateman Community Centre began in 2025.

**Energy Upgrade Projects –** Various facilities have received HVAC upgrades, lighting system replacements, and controls upgrades which provide increased energy efficiency and improved indoor air quality. Hybrid air source heat pump systems have been installed at several smaller City facilities which provide significant reductions in site carbon emissions.

**Policy Updates –** In 2024, the Corporate Energy and Sustainable Buildings Policy was approved by City Council, which mandates all new City facilities and major renovations adhere to the Canada Green Building Council's Zero Carbon Building Standard for Design. In 2025, staff brought forward a policy to provide guidance on the operation and expansion of EV chargers on City property.

**Solar PV Systems –** The City has installed two net metered solar arrays on City facilities: on City View Park Pavilion in 2022 and on Fire Station 5 in Kilbride in 2024. These systems help to offset electricity used by both facilities. A third solar array is planned for installation during the energy retrofit at Brant Hills Community Centre.

**Green Fleet Strategy –** The original 2008 Green Fleet Strategy was updated in 2023 and lays out a three-phase approach to reducing carbon emissions from the City's corporate fleet. Fleet vehicles will be gradually converted from fossil fuels to hybrid or electric vehicles subject to performance and market availability. Electric City fleet vehicles have been branded with green leaves to raise awareness, and Burlington Transit is also planning to add electric buses to its fleet.

## Climate Resilient Burlington

Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter and Wilder Weather was approved by City Council in 2022 with 32 actions to manage the highest projected local risks associated with the changing climate. While the plan considers Burlington's climate projections to the years 2051-2080, it includes 32 actions to focus on over the next 10 years (2022-2032) under five themes: resilient built and natural environment, thriving natural environment, health and well-being, disaster resilience, and strong and resilient economy.

City staff report annually on the plan's progress and post the updates at burlington.ca/climatechange. The following are some initiatives highlighted in the third annual update report for 2024:

**Expand Natural Asset Data –** The Advancing Natural Asset Management Practices in the Grindstone Creek Watershed study was completed to better understand barriers and best practices to advance natural asset management in the watershed. The study was led by Conservation Halton (CH) with municipal partners.

**Enhance Creek Flood Protection Plan –** A Flood Hazard Impacts and Mitigation Assessment was completed to evaluate flood hazards, in and around the Burlington GO Major Transit Station Area (MTSA), the downtown core, and along the Hager-Rambo Diversion Channel, and recommended infrastructure improvements and preliminary costs to mitigate flooding. Four stormwater/flood studies and six creek rehabilitation projects were designed and constructed to address erosion concerns which could become a greater concern with increased heavy precipitation events.

**Invest in Green Infrastructure –** Several trees and seedlings were planted by Forestry staff and with community partners in 2024. Trees have many benefits such as helping reduce runoff and filtering water, providing cooling helping to reduce the urban heat island effect, etc. Greening the Crosstown Trail, a multi-year pilot project to establish a meadow habitat along 7.5 hectares of the trail, was approved.

**Identify Gaps in Public Space Cooling –** Community Development Halton presented City staff with a Burlington Cooling Centre report highlighting issues around awareness and access to the City's cooling centres. A Climate Change and Health in Halton Region report was released by Halton Region highlighting seven key climate-related health impact categories of concern including extreme heat. Recommended actions included how to stay cool and prevent heat-related illness, and a note about accessing municipal cooling centres.

**Enhance Emergency Notification and Communications Plan –** Bylaw 07-2024 Emergency and Continuity Management Program was approved by City Council providing a comprehensive framework for managing large-scale emergencies and disasters and ensuring the continuity of essential services.

**Promote and Augment Existing Programs for Home and Business Climate Resilience Retrofits –** Existing flood prevention programs were promoted on the City's website and the Take Action Burlington blog. Temporary programs introduced to help residents with the impacts of the July 2024 flood include the Burlington Flood Recovery Grant and Building Permit/Zoning Certificate Fee Flood Relief Program.

**Expand Opportunities to Support Local Food Production Across the City –** Four community garden plots were added in two existing gardens. Community gardens help increase resilience and decrease our dependency on food imports.

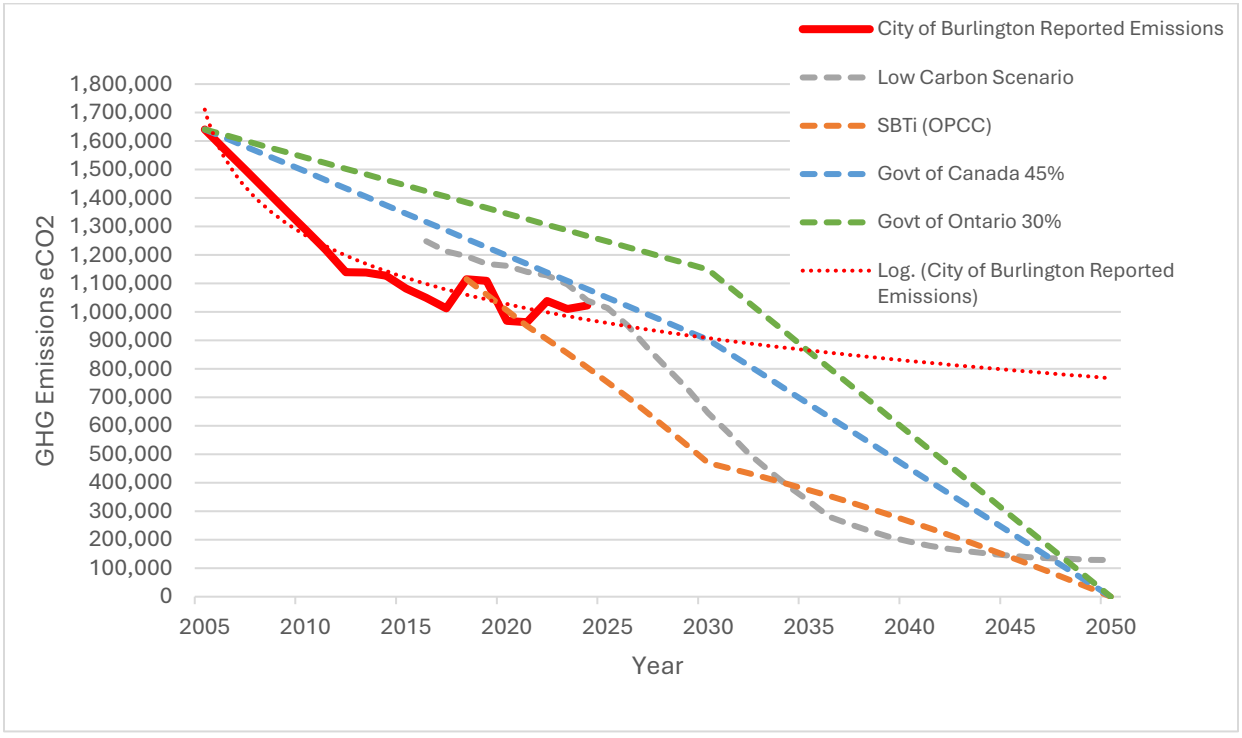
# Community Emissions Targets and Inventory

The figures throughout this section include the data available as of November 2025.

## Targets

With the approval of the 2020 Climate Action Plan, Burlington set a target for the community to be net carbon neutral by 2050. How Burlington is doing in terms of reaching that target, largely depends on which pathway to carbon neutrality the community's emissions are being compared to. Figure 1 below compares Burlington's reported community emissions against four targets and their respective pathways: the Government of Canada, the Province of Ontario, the OPCC Science Based Target, and the Low Carbon Scenario from the 2020 Climate Action Plan. All pathways below account for population increases by considering per capita emissions.

*Figure 1: Community Emissions Targets*

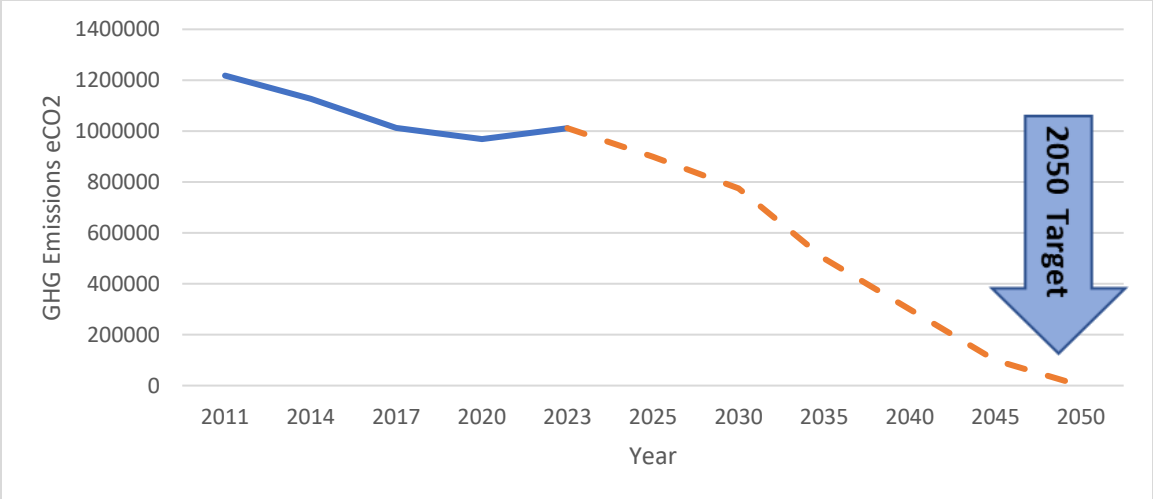


- The Government of Canada has set targets of 45 percent reduction in emissions from 2005 levels by 2030 and 100 percent by 2050.
- The Province of Ontario has set targets of 30 percent reduction in emissions from 2011 levels by 2030 and 100 percent by 2050.
- The One Planet Cities Challenge (OPCC) is supported by the Science Based Target's Initiative (SBTi) to set emission reductions targets that align with the Paris Agreement's goals of limiting global warming to 1.5°C.
- The Low Carbon Scenario from the 2020 Climate Action Plan is a composite of ambitious actions designed to reduce GHG emissions in Burlington through reduced energy consumption and switching to lower carbon solutions. This scenario would require purchasing carbon offsets to reach net carbon neutrality.

Figure 1 illustrates that the City of Burlington is exceeding the targets set by the Government of Canada and Province of Ontario and meeting the target of our Low Carbon Scenario, but are falling behind compared to the OPCC Science Based Target pathway. Most notably, the red dotted trend line illustrates that while community emissions are decreasing, Burlington will begin to fall behind federal and provincial targets and fail to reach the 2050 goal if community emissions continue to decrease at the same rate. The actions proposed in the Burlington Climate Plan will keep the City on track to continue to meet community emission targets.

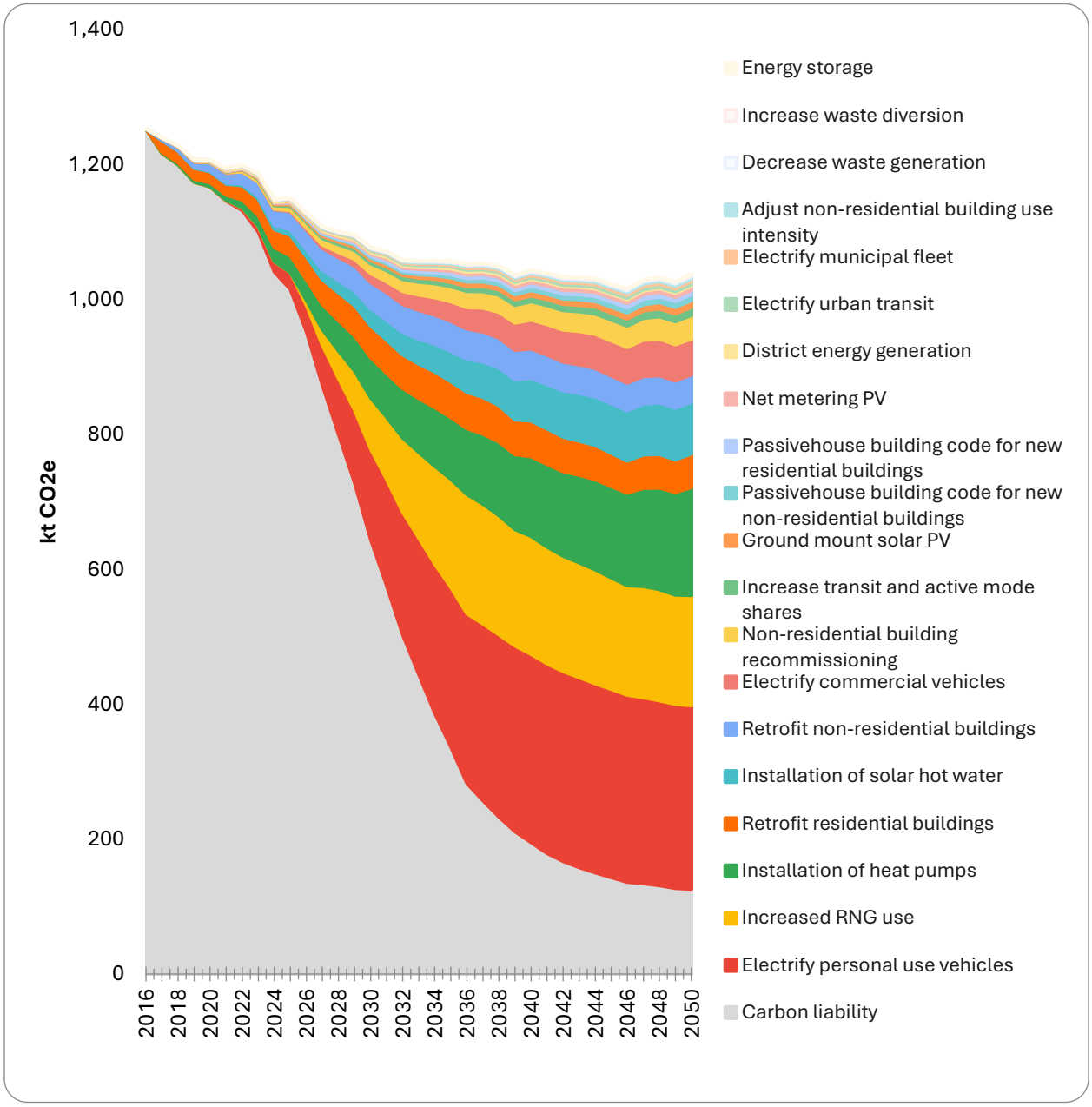
Figure 2 removes the four pathways to show only the City of Burlington's reported community emissions by year. Emissions have increased slightly since the release of the 2020 Climate Action Plan. There was a sharp decrease in emissions in 2020 as a result of the COVID-19 pandemic, and an increase thereafter as the economy returned to business as usual and commuting increased. Several thousand tonnes of emissions need to be reduced between 2026 and 2031 to work towards the overall target for 2050.

*Figure 2: Community Greenhouse Gas Emissions by Year Showing 2050 Target*



The proportional emissions reductions from various actions are distributed on a year over year basis to generate a wedge diagram, illustrated below in Figure 3. The wedge diagram shows the contribution of each action to the overall Low Carbon Scenario emissions reduction trajectory from the 2020 Climate Action Plan.

*Figure 3: Emissions Reductions by Actions Under the Low Carbon Scenario from the 2020 Climate Action Plan*



## Inventory

Figure 4 shows annual community emissions broken down by year and by source (natural gas, electricity and transportation). Emissions from natural gas consumption have fluctuated over the past five years but are currently below 2020 levels. Natural gas emissions peaked in 2015 at just under 600,000 equivalent tonnes of carbon dioxide (eCO2) compared to 2024 at approximately 460,000 tonnes. Consumption of natural gas is weather dependent but can be decreased by energy efficiency measures and switching to electric air source heat pumps, among other actions.

Transportation emissions have been increasing since 2020 as business-as-usual resumes with commuting, however, emissions are still lower than the peak in 2019. Electricity emissions have increased over the last five years, almost doubling between 2023 and 2024. Consumption in these years remained relatively stable, so the increase in emissions can be attributed to an increased reliance on natural gas fired peaking stations as a source for electricity as nuclear plants are upgraded in the Province.

*Figure 4: Annual Emissions by Source*

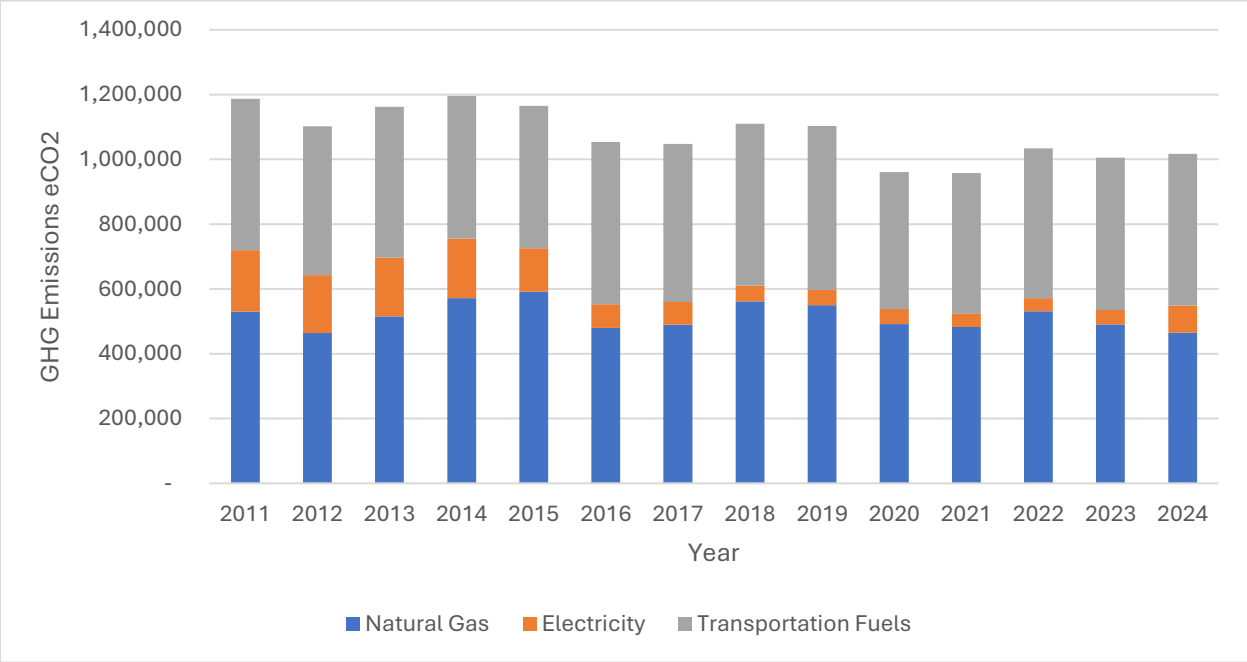



Figure 5 shows a breakdown of 2024 community emissions by source (transportation, electricity and natural gas) as a percentage. The percentage breakdown has changed from recent years, as emissions from electricity has doubled from four percent to eight percent. As illustrated, the consumption of natural gas and transportation fuels (gasoline and diesel) remain the main source of emissions in the community.

*Figure 5: Community Emissions by Source*

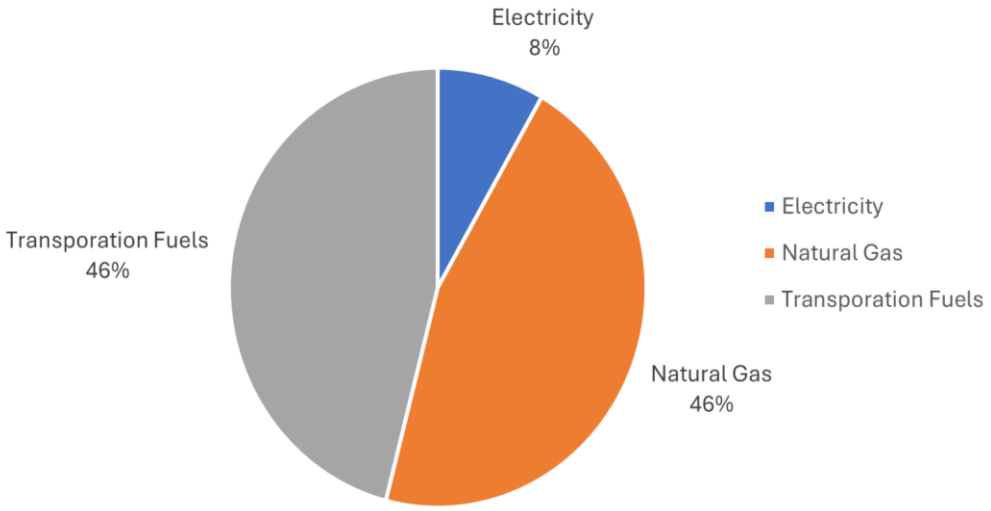



Figure 6 shows annual community emissions by sector (residential, commercial and institutional, industrial, and transportation). This chart shows the impact of phasing out coal fired electricity generating stations in Ontario between 2000 and 2011. Since 2011, there has been a steady reduction in emissions with some exceptions of years such as 2018 and 2019 where emissions increased due to behavioral, economic, or environmental drivers.

*Figure 6: Annual Community Emissions by Sector (eCO2)*

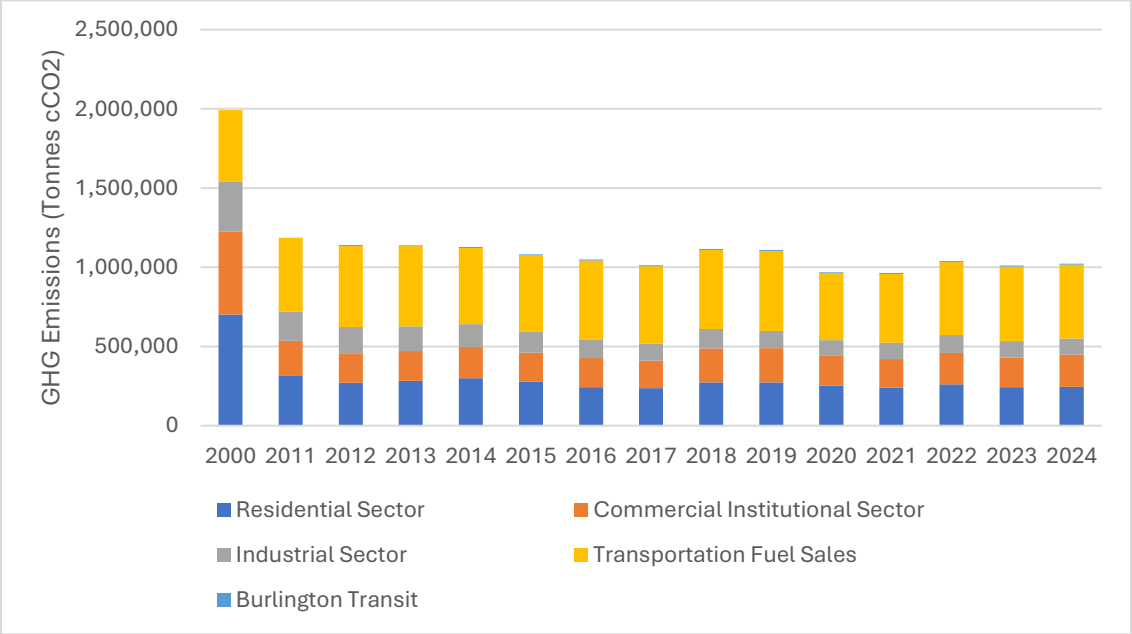
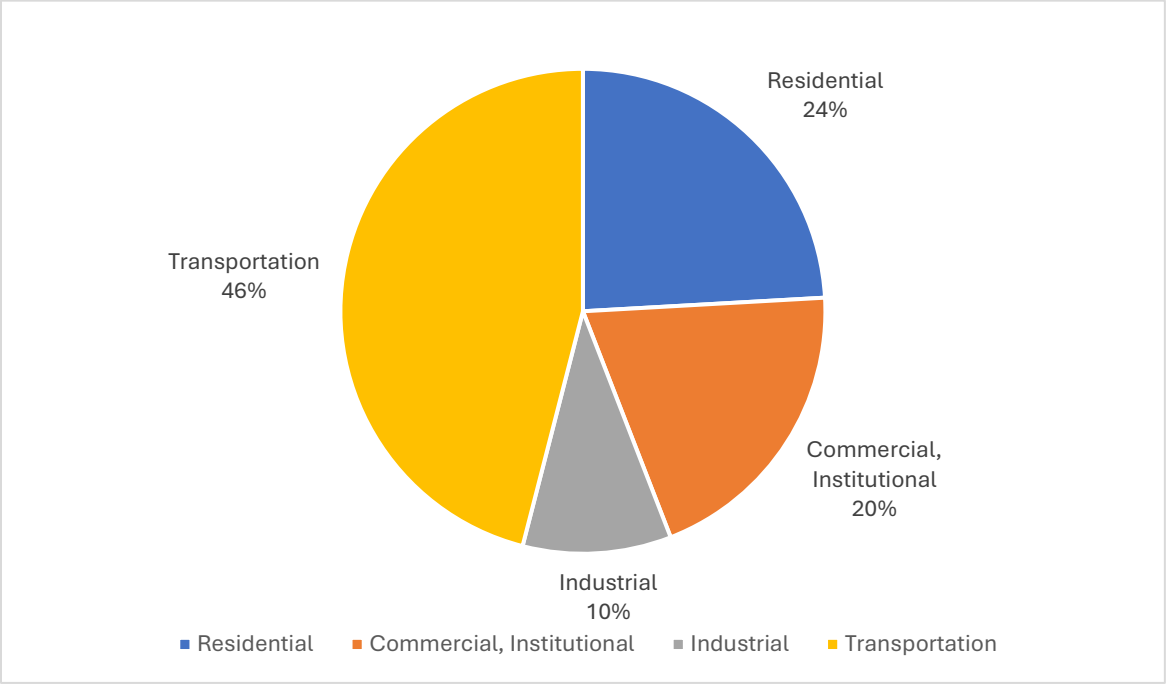


Figure 7 shows a breakdown of 2024 community emissions by sector (transportation, residential, commercial and institutional, and industrial) as a percentage. The proportion of emissions have remained relatively constant between sectors over the past five years.

*Figure 7: Community Emissions by Sector*




The community emissions inventory is updated annually to meet reporting requirements, such as the Carbon Disclosure Project, and will be shared publicly and presented to Council through annual updates on the Burlington Climate Plan.

# 2020 Climate Action Plan Progress

The following sections summarize the progress to date from the 2020 Climate Action Plan. Staff provided annual updates on the 2020 Climate Action Plan between 2021 and 2024.

## Program 1: Burlington Low Carbon New Building Guidelines

Increasing the performance of new buildings is more cost effective than trying to retrofit them after they have been constructed. Providing a clear pathway and incentives to the building industry gives certainty and stimulates innovation.

**Progress to date:** Burlington had implemented the Sustainable Building and Development Guidelines prior to 2020 but the guidelines are primarily voluntary. In 2021, a review of the guidelines was completed to assess financing options to incentivize uptake of the guidelines by the private sector. Financial support for the guidelines was not recommended at the time, and therefore the guidelines remain primarily voluntary.

In 2024, the Bay Area Climate Change Council (BACCC) began working with BurlingtonGreen and Environment Hamilton to review best practices in municipal sustainable building and development standards with funding from The Atmospheric Fund. Planning and Environment staff from the City of Burlington participated in several stakeholder meetings on the topic. BACCC published a Summary Report and Recommendations on Green Development Standards in 2025.

Bill 17, *Protect Ontario by Building Faster and Smarter Act*, received Royal Asset in June 2025, making more than two dozen changes to existing provincial laws and further regulatory changes that directly impact the City's planning, permitting, and financial frameworks. The amendments under Bill 17 have implications for eight different provincial Acts, with changes to the *Planning Act*, *Development Charges Act*, *1997*, and the *Building Code Act, 1992* having the most significance for Burlington. This Bill impacts how all Ontario municipalities approach mandatory low carbon requirements in new development.

## Program 2: Burlington Deep Energy Retrofit Program

The retrofit of all residential, commercial and institutional buildings in the City over 30 years was identified as necessary in the 2020 Burlington Climate Action Plan with a focus on deep, whole building retrofits.

**Progress to Date:** A feasibility study was completed in 2022 in partnership with the Centre for Climate Change Management at Mohawk College to develop a deep home energy retrofit program with partial funding provided by the Federation of Canadian Municipalities. The feasibility study recommended the development of a program with funding to support loans to homeowners interested in completing deep energy retrofits.

In 2023, City Council approved a pilot program, Better Homes Burlington (BHB), to support up to 20 loans of $10,000 with zero percent interest to support the installation of air source heat pumps. To be eligible, homeowners had to be residents of Burlington and heat their homes with fossil fuels (i.e. natural gas or heating oil). The program was extended for a second year in 2024. Seventeen loans were issued to homeowners in total. The pilot loan program was concluded in 2025.

In addition to offering zero-interest loans, the BHB program provided a concierge service to homeowners to guide them on the requirements of the City's program as well as other home energy efficiency incentive programs offered by other levels of government and utilities. Residents accessed the concierge service by email or phone, which supported 231 residents between August 2023 and July 2025.

The BHB website promoted a variety of financial incentive programs including the Energy Affordability Program, Home Winterproofing Program, Canada Greener Homes Loan and Home Efficiency Rebate Plus program, the latter of which was relaunched as the Home Efficiency Rebate program in July 2024, and then as the Home Renovations Savings Program in January 2025. The BHB website additionally promoted educational resources for homeowners, including the MyHEAT Thermal Map which allows Burlington residents to view a heat loss map of their home in 2025.

The BHB initiative also included educational opportunities for homeowners to learn about deep energy retrofits, available financial incentives and the benefits of an air source heat pump. In 2024, the City of Burlington participated in a joint program with the Town of Oakville, Town of Halton Hills, and the Heating, Refrigeration and Air Conditioning Institute (HRAI) to deliver training to contractors on the proper installation of air source heat pumps. This program was supported with funding from the federal government through Natural Resources Canada.

The Better Homes Burlington pilot program for air source heat pumps, concierge service, and educational opportunities were delivered by the Better Homes Burlington Program Coordinator. This contract position ended in mid-2025. The concierge service continues at a reduced capacity through absorption into an existing staff position.

## Program 3: Renewable Energy Cooperative

The 2020 Climate Action Plan recommended a cooperative as a partnership between local groups, agencies and individuals to invest in local renewable energy project. The co-operative would advocate for, develop, commission and finance projects, depending on which strategy is appropriate to a particular context. Technologies would include solar, energy storage, district energy and geothermal. It was suggested that financing options could include community bonds, loans and grants from various levels of government.

**Progress to Date:** Following the completion of the Climate Action Plan, staff researched best practices to support a renewable energy cooperative but learned that cooperatives are community-based initiatives. Many cooperatives emerged during the provincial Feed-in Tariff (FIT) program to invest in community renewable energy projects. However, since the end of the FIT program, many cooperatives have struggled to continue their efforts to expand and grow without a guaranteed contract to purchase energy.

In 2022, staff worked with graduate students in McMaster's W Booth School of Engineering, Practice and Technology to research municipal best practices to support community investments in renewable energy. The students made three recommendations:

Improve on information sharing – Updates have been made to the City's website on steps to take to consider adopting renewable energy. Staff have hosted webinars in partnership with BurlingtonGreen to engage residents on the benefits of solar energy and steps to take to install solar panels. Staff developed a solar map to help homeowners assess the feasibility of implementing solar panels, and an excel template to assist homeowners with obtaining and comparing contractor quotes. Lastly, Burlington Hydro has implemented a Works Portal with information on steps for net metering requirements.

Make available a list of pre-approved contractors – the City has not pre-approved renewable energy contractors but has posted information and links to industry associations on the City's website to help residents assess qualified contractors.

Provide financial incentives – In 2024, City Council approved a pilot program to incentivize the installation of solar panels on homes through a grant to cover the cost of building permits. A total of 22 solar building permits were approved through this program in 2024 which was not renewed in 2025. In addition, the Better Homes Burlington Program Coordinator also provided information to homeowners on external incentive programs available for renewable energy through the concierge service. Links are available on the Better Homes Burlington webpage.

## Program 4: Integrated Mobility Plan

The Integrated Mobility Plan (IMP) was identified in the 2020 Climate Action Plan as an innovative strategy to support future mobility planning with an emphasis on people movement. The IMP will help City Council and staff to prioritize funding for sustainable transportation options which ensures future success and a livable community.

**Progress to Date:** City Council approved the City's first Integrated Mobility Plan in 2023, a community-driven action plan that aligns its transportation investments over the next 30 years with its community goals. The IMP strategy aims to rebalance the transportation network adding the required person-movement capacity by offering additional travel options to the existing streets, replacing the more traditional strategy of creating new

capacity by widening roads. The vision for the plan is: ‘Mobility in Burlington will be safe, accessible, sustainable, balanced and livable.’ The plan includes a preferred integrated network including transit priority projects, and investments to support walking and cycling.

In 2023, protected intersections and bike lanes on part of Plains Road between Waterdown and Spring Gardens Roads were added to support active transportation. Construction began on protected bike lanes on Prospect Street in 2025 and will conclude in 2026. The Elgin Promenade investment also helps support safe cycling and walking in the downtown core as it is connected to the Centennial multi-use trail.

The City continues to invest in transit operations, including free Burlington Transit fares for adults 65 years and older, and children 12 and under. In 2025, Burlington Transit piloted free transit for youth 13-19 in July and August. Starting Sept. 1, 2025, youth riders using a PRESTO card on Burlington Transit before 6 p.m. on weekdays pay for a maximum of 20 rides a month. After that, every ride is free. Youth travel on weekday evenings after 6 p.m. and weekends continue to be free. Subsidized passes are also available for low-income riders.

Paying for transit has also become easier with options such as a PRESTO card and tapping with debit and/or credit cards. A loyalty program is available for PRESTO card users, where a rider will never pay more than the cost of a monthly pass each month and is available to all age categories. The card tracks fares and stops charging after 40 full fare rides per calendar month. Lastly, Burlington Transit fares are free if you combine the trip with GO Transit services, through Ontario’s One Fare program.

## Program 5: Electric Mobility and Equipment Program

Electric mobility includes not only electric vehicles but electric micro-mobility options as well, including bikes and scooters. Electric equipment includes primarily landscaping equipment such as lawn mowers, trimmers and leaf blowers. The Climate Action Plan recommended establishing a technical working group with representatives from relevant organizations and stakeholders to develop a strategy.

**Progress to Date:** A community based Electric Mobility Strategy was completed in partnership with BurlingtonGreen and presented to City Council in 2022. Community engagement was undertaken to support the development of the strategy. Implementation of the Electric Mobility Strategy is ongoing.

The City offers charging stations on City property including downtown parking lots and at recreational facilities. At the time of this report, the City offers a total of 49 charging stations (94 changing heads) across the city, including two level three fast chargers installed in the downtown core. Funding from the Ministry of Transportation

(provincial), The Atmospheric Fund and Natural Resources Canada (federal) helped support the expansion of electric vehicle (EV) charging stations on City property.

In 2024, Burlington Hydro completed a Sustainability Plan assessing the impact of electrification on the local grid, related to climate action initiatives, including EV charging. EV ready requirements are being assessed through EV parking standards under the Community Planning Permit By-Law for new development within MTSAs.

City staff continue to work in partnership with BurlingtonGreen Environmental Association to engage the community on the benefits of electric mobility, with opportunities to host events to test drive EVs with Plug'n Drive.

In July 2025, the City launched the Centennial Trail E-Scooter Pilot. Through this two-year pilot, residents can rent a SCOOTY e-scooter and ride along the Centennial Trail between Brant Street, the Elgin Promenade and Burloak Drive.

## Program 6: Waste Reduction Initiative

Waste management is primarily delivered by Halton Region and, therefore, is outside of the direct influence of the City. The City will continue to support Halton Region to engage the community to reduce and divert waste.

**Progress to Date:** In 2009, the Zero Waste Policy for corporate food services and internal staff events was approved (CSI-12-09). The City of Burlington was one of the first municipalities to restrict the sale of bottled water in most of its facilities to reduce unnecessary plastic waste in 2010. Flavoured bottled water is exempt from this policy and is sold in concession and vending services (RCC-19-23). Water filling stations are readily available in City facilities. Centralized waste sorting bins, including organic waste collection, were also introduced in City Hall in 2010, and individual waste bins were removed to encourage staff to re-think their waste. Council approved an updated Zero Waste Policy in 2024 for City operations to guide staff on minimizing waste.

Council approved a fee for services arrangement with BurlingtonGreen who deliver several programs to engage the community on waste reduction, community clean-ups, e-waste drop-offs, and waste diversion services for special events. This fee for service agreement was first signed in 2024, and then extended in 2025 until the end of 2026 with the possibility for extension of up to two years, pending budget approval.

## Program 7: Industrial Innovation Program

Supporting local businesses to improve energy efficiency in their operations.

**Progress to Date:** City staff collaborate through the Bay Area Climate Change Council (BACCC) with the City of Hamilton and Mohawk College Centre for Climate Change Management to engage local businesses on low carbon and energy efficient solutions. A new BACCC Implementation Team has been proposed to focus on reducing industrial emissions.

# Vision and Principles

The vision and principles for the Burlington Climate Plan were taken from Climate Resilient Burlington to ensure synergies between the City's community mitigation and adaptation plans. Climate Resilient Burlington's original principles have been modified slightly to relate to climate mitigation. The vision and principles for Climate Resilient Burlington were developed through an extensive community engagement process including discussions with City staff, community stakeholders and a three-week community survey.

**Vision**: Through collective action, Burlington is a net carbon neutral community and is prepared for warmer, wetter and wilder weather.

**Principles**:

- City decision making on climate action is equitable, transparent, and is able to pivot to leverage emerging opportunities.
- Stakeholders work together and invest in proactive measures to reduce community greenhouse gas emissions.
- The City recognizes synergies by coordinating programs and tools for collective climate action.
- Council decisions, City processes, and investments support climate-minded innovation.
- The City is accountable for reducing community greenhouse gas emissions by reporting on climate action.
- Community members are supported and empowered to take personal responsibilities in reducing community greenhouse gas emissions inclusive of all age groups, cultures, and income levels.

# Community Engagement and Action Priorities

Engagement activities for the Burlington Climate Plan started in 2024 where community members had the opportunity to identify their top three priority action areas from a list that could help reduce community-based greenhouse gas emissions. Staff brought a survey board to three community events, including the City's Food for Feedback event, BurlingtonGreen's Action on Climate event, and the Rural Summit hosted by Councilor Nisan in Kilbride, where residents indicated their priority action areas using dot stickers. In early 2025, a digital version of the same survey was posted on Get Involved Burlington for six weeks. In the physical and digital survey, residents could select three items from the following list or provide other actions:

- Walking and cycling
- E-scooters and e-bikes
- Bike/scooter share program
- Transit
- Electric buses
- EV chargers on City property
- Better Homes Burlington (energy efficiency support) program
- Solar building permit grant for homes
- Sustainable new building standards

In addition, a Climate Action Plan story map was created to illustrate progress on the implementation of the 2020 plan.

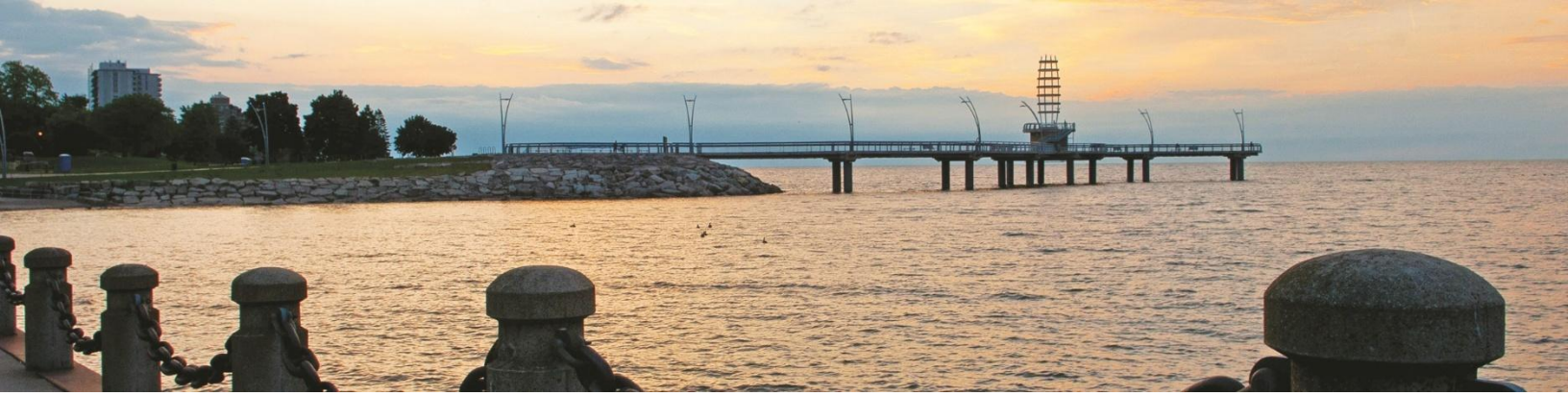
The next step was to create a detailed list of actions working with City staff across the corporation. This was not meant to duplicate the efforts of other departments but complement the work they were doing related to sustainable development, integrated mobility, transit, and economic development. The draft actions were then shared with the City's advisory committees, Burlington Youth Student Council, and members of the Community Panel for facilitated discussions. Staff also hosted three drop-in sessions at community centres to discuss the proposed actions and made presentations at two open house sessions (one in-person and one online) in partnership with Burlington Public Library. The feedback from these sessions provided valuable contributions to the proposed actions for the updated Climate Action Plan.

Promotion of community engagement opportunities was completed through:

- TakeActionBurlington.ca - a blog published by the Environmental Sustainability team
- GetInvolvedBurlington.ca - the City's engagement portal, including the email newsletter
- City social media channels
- City Councilor and Mayor newsletters, and
- Community stakeholder partners and networks, including Burlington Public Library, BurlingtonGreen and the Bay Area Climate Change Council.

Some key messages that staff received during the engagement sessions were to focus the actions, make them resonate with the public, simplify wording and look to community and neighbourhood connections to help implement the plan. A total of 403 residents participated in the above community engagement opportunities.

A full community engagement report is available on Get Involved Burlington which provides a summary of the results, feedback received from residents and staff responses.



# Burlington Climate Plan: 2026-2031 Actions

To achieve the City's target to be a net carbon neutral community by 2050, actions were focused in the sectors with the largest greenhouse gas emissions reduction potential – the buildings, energy and transportation sectors – by supporting transition from the reliance on fossil fuels to increasing electrification. An effort was also made to integrate climate equity into the focused actions to ensure that Burlington's most vulnerable residents are not left behind during the electrification transition.

Achieving the community target will be challenging due to the limited levers that a municipality can pull to effect change. The actions below represent those areas where the City has some form of ability to encourage or require change through programs, incentives and/or legislative authority. However, success will require support and collaboration from all levels of government, community organizations and institutions, businesses, and individuals. For this reason, a City staff lead, City connections and community connections are identified for each action below.

Actions are grouped together by similar topics into a total of three themes, and five subthemes:

- Theme 1: Buildings and Energy
    - Subtheme: Energy Efficient Retrofits
    - Subtheme: Low Carbon New Development
    - Subtheme: Community Energy
- Theme 2: Integrated Mobility
    - Subtheme: Transportation
    - Subtheme: Transit
- Theme 3: Local Economy

Each action is additionally classified by action type, which includes:

- **Assessment**: analysis or research to gather information
- **Partnership**: new or strengthened existing partnership
- **Plan**: new or enhanced plan or strategy
- **Policy**: new or updated rules and regulations
- **Program**: new or updated program with ongoing implementation
- **Project**: project to build upon or improve a capital asset

Actions fall into one of three timelines: **Ongoing, 1-3 years, or 3-5 years.** The timelines represent when actions are anticipated to be completed or reach an ongoing status.

Actions are not costed in detail in this report and will require a detailed business case. An estimated cost of implementation to the City accompanies each action below, separated into one of three classifications:

- **$ – Low Cost** ($0 to $100,000)
- **$$ – Medium Cost** ($100,000 to $500,000)
- **$$$ – High Cost** (>500,000)

Key Performance Indicators (KPIs) will be listed for each subtheme, along with general KPIs which include:

- Total greenhouse gas emissions by year
- Greenhouse gas emissions by sector
- Greenhouse gas emissions by energy source

## Theme 1: Buildings and Energy

As illustrated in Figure 5: Community Emissions by Source, natural gas accounts for 46 percent of all emissions in the City of Burlington. Natural gas is primarily used as a heating fuel in the residential sector in Burlington, supplemented by a small percentage of homes on heating oil, wood, or electricity. Residential emissions account for 24 percent of all emissions in the City of Burlington, as illustrated in Figure 7: Community Emissions by Sector. Decarbonizing the residential sector represents a significant opportunity to reduce community emissions.

The seven actions within the Buildings and Energy theme are spread across three subthemes: Energy Efficient Retrofits, Low Carbon New Development, and Community Energy.

### Subtheme: Energy Efficient Retrofits

This subtheme focuses on how the City of Burlington can help support residents to make the existing building stock more energy efficient. The City of Burlington has over 74,891 private dwellings, 61 percent of which were constructed prior to 1991. Residential homes require retrofits to keep pace with energy efficiency and performance standards that have changed since the time the dwelling was initially constructed – for example, air tightness, insulation, and appliance energy ratings. However, retrofits can be time consuming, financially costly, and overwhelming for residents. There is an opportunity for the City of Burlington to accelerate the rate of home energy retrofits, thereby decreasing the emissions of the existing building stock, by supporting residents overcome these barriers by connecting them with information, resources, and financial incentives.

**KPIs:** Number of residents educated on energy efficiency and climate resiliency programs; Percentage of households in Burlington experiencing energy poverty.

#### 1-1: Better Homes Burlington Concierge Service

**Action:** Continue to provide support and guidance to Burlington homeowners and renters on finding incentives and resources to improve home energy efficiency, climate resiliency and lower carbon footprint.

The Better Homes Burlington Program was run as a pilot in 2023 – 2025 as part of the 2020 Climate Action Plan. A full summary of the results of that pilot can be found in the “Climate Action Progress” section above. The pilot program was broken down into two

components: a zero-interest loan for air-source heat pumps, and a concierge program to support residents by providing information on the City's programs and direction to other financial incentive programs. A total of 17 residents received the zero-interest loan for air source heat pumps and over 200 residents were helped via email and phone. Many residents who accessed the concierge service expressed relief and gratitude to have a representative of the City be able to personally address and respond to their questions. The concierge service removes barriers for residents to implement energy efficiency measures by helping them navigate the complex home energy retrofit environment. As the home energy retrofit environment continues to change, and incentive programs are paused or modified, maintaining the concierge service is important to continue the momentum of home energy retrofits and provide support to Burlington residents.

**1-2: Energy Poverty Retrofit Support**

**Action:** Work with community partners to develop a plan to connect low-income and vulnerable residents to energy efficiency and climate resiliency programs.

Most Canadian households spend less than three percent of their after-tax income on home energy – including electricity and heating fuel. Households that spend more than double this value, can be said to be experiencing a high home energy cost burden described as energy poverty. In 2021, Community Development Halton (CDH) published a community scan using energy data from 2016 which identified that 17 percent of households in Burlington were experiencing energy poverty. CDH published a follow up report on Home Energy Vulnerability in Halton in 2025 using energy data from 2021. This report detailed that while Burlington has the lowest rate of energy poverty in Halton at nine percent, Burlington had the highest proportion of households in the three to six percent range, suggesting a high concentration of households just below the energy poverty threshold. This report details the distribution of home energy poverty across census tracts, housing types and period of construction – helping to identify neighbourhoods in Burlington where support may be most needed. When interpreting the decline in home energy poverty between 2016 and 2021, it is essential to consider the context of pandemic income support. The unique economic conditions of 2021 likely contributed to lower energy burden ratios, offering only a temporary reprieve for many households that may still face energy affordability challenges today.

Using the results of these studies, staff will develop a target and plan on how to conduct education and outreach to low-income and vulnerable residents on existing energy efficiency and climate resiliency programs, such as Enbridge Gas's Home Winterproofing Program, and the Independent Electricity System Operator's (IESO) Energy Affordability Program.

*Table 1: Energy Efficient Retrofits Subtheme Actions*

| Action | Type | Cost | Timeline | City Lead | City Connections | Community Connections |
|---|---|---|---|---|---|---|
| 1-1: Better Homes Burlington Concierge Service | Program | $ | Ongoing | Sustainability Projects Coordinator, Transportation Department | Buildings Department | Federal and Provincial Governments, Enbridge Gas, IESO, Save on Energy |
| 1-2: Energy Poverty Retrofit Support | Plan | $ | 1-3 Years | Sustainability Projects Coordinator, Transportation Department | | Community Development Halton, Enbridge Gas, IESO, Burlington Hydro |

## Subtheme: Low Carbon New Development

This subtheme focuses on how the City of Burlington can encourage developers to make new building stock more energy efficient. Increasing the performance of new buildings is more cost effective than retrofitting the buildings after they have been constructed. The City of Burlington is projected to grow to a population of 212,000 by 2031. The City is aiming to facilitate the creation of 29,000 new housing units to accommodate this growth within the same time period. The City must ensure that new homes aren't just built faster, but that the implementation of energy efficiency and climate resilience is facilitated within the development and design process. In addition, robust charging infrastructure must be built in new development to ensure a smooth transition to electric mobility in the community. Charging solutions must reflect drivers' needs and preferences to accelerate the rate of EV adoption. The Electric Mobility Strategy identifies multiple actions on EV ready new development that are supported within this subtheme.

**KPIs:** The Sustainable Building and Development Guidelines are updated; TBD pending the advancement of a framework for tracking the implementation of EV ready new development.

### 1-3: Low Carbon Building Guidelines and Standards

**Action:** Explore legislative and policy paths forward to achieve more energy efficient and low carbon footprint buildings and development, including updating the Sustainable Building and Development Guidelines as necessary.

As detailed in the "Climate Action Progress" section of this report, the 2021 review of the Sustainable Building and Development Guidelines (SBDGs) was completed to assess financing options to incentivize uptake of the guidelines by the private sector. Financial incentivization for the guidelines was not recommended at the time of review. The City's Housing Strategy (2022) identified 12 recommended actions that the City and other

strategic decision makers can take to increase housing options across the City, including providing incentives through a Community Improvement Plan (CIP) for the delivery of housing options to meet the needs of residents. The Burlington Affordable Rental Housing CIP was approved in April 2025 and includes a variety of financial incentives for new affordable rental housing, including a Sustainable and Accessible Design Grant program. CIPs are one policy tool that can facilitate the implementation of voluntary measures within the SBDGs to incentivize low carbon climate resilient development. Community partners like the Bay Area Climate Change Council and BurlingtonGreen have investigated and advocated for additional policies, including Green Development Standards.

**1-4: EV Ready New Development**

**Action:** Assess the implementation of EV ready new development

The term “EV ready” means that parking stalls in new buildings or developments have the electrical infrastructure to support a future installation of Level 2 chargers. It is far more cost effective to ensure that the infrastructure is installed during the building construction phase to support the future installation of EV charging stations. Retrofitting an existing building to support EV charging stations is often cost prohibitive for building owners, especially those living in multi-unit residential buildings. Ownership of battery electric vehicles in Burlington has increased 500 percent since 2019, from approximately 500 to over 3,500 vehicles. With this increased ownership expected to continue, there will be increased demand from EV owners to charge in parking stalls, in particular in multi-unit residential buildings. City staff will conduct an assessment of policy related to EV ready development and advance a framework for tracking the implementation of EV ready new development.

*Table 2: Low Carbon New Development Subtheme Actions*

| Action | Type | Cost | Timeline | City Lead | City Connections | Community Connections |
|---|---|---|---|---|---|---|
| 1-3: Low Carbon New Development | Policy | $-$$ | Ongoing | Senior Planner, Policy. Community Planning Department | Building Department, Transportation Department | Development Community, West End Home Builders Association |
| 1-4: EV Ready New Development | Assessment | $-$$ | 1-3 Years | Senior Planner, Policy. Community Planning Department | Building Department, Transportation Department | Development Community, Burlington Enterprises Corporation (BEC), Electrical Safety Authority, Burlington Hydro |

## Subtheme: Community Energy

This subtheme focuses on how the City of Burlington can support the adoption of low carbon energy sources to reduce our demand on carbon intensive energy sources like diesel, gasoline and natural gas. A large part of the decarbonization transition will be in increasing electrification. Ontario's electricity grid is relatively clean, with majority of the electricity generated from low carbon energy sources such as hydroelectric, nuclear, wind and solar, as well as some electricity generated from natural gas. As we electrify the buildings and transportation sectors, we need to ensure that the electricity grid can support this increased demand, while remaining climate resilient and low carbon. The Electric Mobility Strategy identifies several actions on the topic of grid capacity that are supported within this subtheme. Residential solar provides one avenue to support this transition, by providing residents the opportunity to generate their own electricity and contribute excess back into the grid through net metering.

**KPIs**: Number and installed capacity of solar installations; Number and installed capacity of community energy systems; Electricity demand and capacity.

### 1-5: Residential Solar

**Action:** Reintroduce the solar building permit grant to support residential solar installations.

The installation of rooftop solar panels can help homeowners offset the costs with the transition to increasing their reliance on electricity for electric vehicles and thermal energy (heat). A building permit is required to install rooftop solar panels. Removing the cost of the permit is a small incentive to encourage growth in this sector. Twenty-three grants were provided in 2024 when the pilot program ran from spring to the end of the year. A full summary of the results of that pilot can be found in the "Climate Action Progress" section above.

### 1-6: Community Energy Systems

**Action:** Continue to explore opportunities to implement a community (district) energy system in Burlington using low carbon measures such as thermal energy, waste heat recovery, energy sharing, energy storage and renewable energy.

Community or district heating systems provide thermal energy from a centralized plant to multiple buildings. Systems can range in size from small to larger communities and, in some cases, also produce electric power (combined heat and power systems). Community energy systems are common in Europe where buildings are connected by pipes to transfer heat from the central plant to buildings and in some cases, also cooling. Sources of energy for the central plant can be fossil fuels (natural gas), biomass materials (wood chips), geothermal/exchange (earth energy), energy from waste (incineration) and/or waste heat from industrial or institutional (sewage) processes. Examples exist in Canada, often on university campuses or military bases though Vancouver area municipalities have invested in systems. Local municipalities

who have invested in systems include Hamilton, Markham and Toronto. City of Burlington staff are supporting a research study by the McMaster Institute for Energy Studies to map potential heat sources available in the community particularly from industrial and institutional sources.

### 1-7: Burlington Hydro Sustainability

**Action:** Support Burlington Hydro's efforts to implement their Sustainability Plan.

**Context**: In June 2024, Burlington Enterprises Corporation (BEC) brought forward the Burlington Distribution System Sustainability Plan. Working with Burlington Hydro to assess the impact of increased demand on the grid and determine the best strategies to mitigate, is an action item within the Electric Mobility Strategy. As electricity usage increases, BEC must ensure that grid infrastructure is scaled to meet customer electricity needs. Potential changes that can increase electricity demand include population growth, increased manufacturing, and climate change actions and impacts (i.e. electric vehicles, heat pumps and increased heat events). Burlington Hydro is preparing its distribution system and operations for the future, identifying new infrastructure needs, adopting climate adaptation measures to improve resilience, and supporting community climate action. Their plan includes five action items where City staff can support through ongoing dialog with Burlington Hydro staff, and by facilitating stakeholder engagement, community education and awareness.

*Table 3: Community Energy Subtheme Actions*

| Action | Type | Cost | Timeline | City Lead | City Connections | Community Connections |
|---|---|---|---|---|---|---|
| 1-5: Residential Solar | Program | $ | 1-3 years | Sustainability Projects Coordinator, Transportation Department | Burlington Building Department, | Burlington Hydro |
| 1-6: Community Energy Systems | Assessment | $ | Ongoing | Sustainability Projects Coordinator, Transportation Department | Burlington Building Department, | Development community, post-secondary institutions (research) |
| 1-7: Burlington Hydro Sustainability Plan | Partnership | $ | Ongoing | Sustainability Projects Coordinator, Transportation Department | Communications Department, Buildings Department, Planning Department, Burlington Transit | Burlington Hydro, Burlington Enterprises Corporation |

## Theme 2: Integrated Mobility

As illustrated in Figure 5: Community Emissions by Source, diesel and gasoline, which are primarily used as transportation fuels, account for 46 percent of all emissions by source in the city, and 46 percent of all emissions by sector, as illustrated in Figure 7: Community Emissions by Sector. Decarbonizing the transportation sector represents a significant opportunity to reduce community emissions.

In 2023, City Council approved the Integrated Mobility Plan (IMP) which places emphasis on the movement of people through all modes of transportation rather than continued reliance on the private automobile. The new IMP aims to rebalance the transportation network adding the required person-movement capacity by offering additional travel options to the existing streets, replacing the more traditional strategy of creating new capacity by widening roads. The vision for the plan is: 'Mobility in Burlington will be safe, accessible, sustainable, balanced and livable.' The plan includes a preferred integrated network including transit priority projects, and investments to support walking and cycling.

The intent of the Burlington Climate Plan is not to duplicate the efforts in the IMP but to put a spotlight on some key action areas to reduce the carbon footprint of the transportation sector. There are two sub-themes in this section: Transportation, with an emphasis on active forms of transportation as well as car share, and Transit.

### Subtheme: Transportation

In Burlington, more than 71 percent of the trips that start and end in the city are completed by car, which is consistent with many North American cities. Short trips (under 5 km) make up a large share of urban car travel. Switching these trips to forms of active transportation can have a big impact on community emissions. Active transportation requires a person to move themselves to a destination through non-motorized means, including walking, cycling, scootering and rollerblading. The City of Burlington's Integrated Mobility Plan also includes electric-powered micro-mobility devices that require some human power to move them, such as e-bikes and e-scooters, as a mode of active transportation. The City's Electric Mobility Strategy provides guidance to the city and local stakeholders to take action and accelerate electric mobility adoption in the community, and several actions within that strategy are supported by the action items within this plan.

**KPIs:** Commuting duration by mode; Percentage of spine cycling network completed; Length of new bicycle facilities, sidewalks, and local bikeways; Number and distance of e-scooter trips; Number and distance of car share trips.

### 2-1: Cycling Network Improvements

**Action:** Continue investment in the implementation of capital projects that support the spine cycling network, and maintenance of cycling infrastructure.

Cycling in Burlington is supported by a network of bike lanes, in-boulevard muti-use trails, off road multi-use trails, shared use lanes and shared bike lanes. There are approximately 200 km of cycling facilities in Burlington, though many of these facilities do not adequately serve people of all cycling abilities. The City of Burlington completed a Cycling Plan in 2021, its spine network was used as the foundation for the Cycling Network in the Integrated Mobility Plan. The spine network sits at the core of the City's larger cycling network by connecting all areas of the city through a series of high-quality cycling facilities designed to support and encourage cycling by people of all ages and abilities, including protected bikeways, muti-use trails, and on-street connections on roads with low traffic speeds and volumes. Building capacity for cycling additionally supports micro-mobility as practical modes of transportation and recreation throughout the City of Burlington.

### 2-2: Pedestrian Network Improvements

**Action:** Continue investment to prepare and maintain a Pedestrian Master Plan, identifying programs and policies to improve pedestrian safety and implement a connected pedestrian network.

Walking in Burlington is supported by a network of sidewalks and in boulevard multi-use paths in many road corridors, combined with a collection of off-road trails. There are approximately 1,024 km of pedestrian facilities in Burlington, though they are not equally distributed across the city; there are several older neighborhoods that lack sidewalks, and almost half of arterial and collector roads in industrial-zoned areas do not have sidewalks. The City's Pedestrian Master Plan will identify an implementation strategy for a complete and connected pedestrian network, policies to build a walkable environment, and programs and policies that improve pedestrian safety and promote walking.

### 2-3: Electric Micro-Mobility

**Action:** Invest in electric micro-mobility options, including reviewing City policies for e-bikes and e-scooters in the community, removing barriers and addressing public safety concerns through education and infrastructure.

Micro-mobility devices have become important transportation options for short trips over the past five years. Electric micro-mobility devices include both e-bikes and e-scooters. In 2025, the City began piloting an e-scooter share program along a portion of the Centennial Trail. The goal of this pilot is to assess the use of e-scooters, identify potential benefits and risks, and ensure they can be safely added to the City's existing

transportation infrastructure. This pilot program is restricted to the Centennial trail, as e-bikes and e-scooters are not currently allowed on public roads or elsewhere in the trail network. Should the pilot prove successful, e-bikes may be considered in a future expansion of the program, as well as expanding beyond the trail. Burlington residents have expressed concerns with the speed and safety of e-bikes and e-scooters on the same paths as pedestrians, which will be addressed through policy and education.

### 2-4: Car Share

**Action:** Investigate and attract car share programs to Burlington.

While active transportation, micro-mobility and transit may be able to replace many car trips in the City of Burlington, residents will still opt to take a car for some trips. Car sharing programs offer a convenient and cost-effective way for residents to access a vehicle without the need to buy and maintain a personal car, offering residents an option to sell second cars or forego vehicle ownership all together. Multiple studies have demonstrated that access to car share programs can effectively reduce the number of personal vehicles on the road, thereby reducing total vehicle kilometers traveled and the associated greenhouse gas emissions. Several cities in Southern Ontario offer car share programs including Toronto, Hamilton, London, Guelph and Cambridge.

*Table 4: Transportation Subtheme Actions*

| Action | Type | Cost | Timeline | City Lead | City Connections | Community Connections |
|---|---|---|---|---|---|---|
| 2-1: Cycling Network Improvements | Project | $$$ | Ongoing | Manager of Integrated Mobility, Transportation Department | Roads, Parks and Forestry Department; Engineering Services | Cycling Advisory Committee, Integrated Transportation Advisory Committee |
| 2-2: Pedestrian Network Improvements | Plan and Policy | $$ | 3-5 Years | Manager of Integrated Mobility, Transportation Department | Roads, Parks and Forestry Department; Engineering Services | Integrated Transportation Advisory Committee |
| 2-3: Electric Micro Mobility | Program and Policy | $ | 1-3 Years | Transportation Planning Technologist, Transportation Department | Roads, Parks and Forestry Department; Parks and Open Spaces | Integrated Transportation Advisory Committee; Cycling Advisory Committee |
| 2-4: Car Share | Program | $ | Ongoing | Transportation Planning Technologist, Transportation Department | Transportation (Parking) | Integrated Transportation Advisory Committee; City of Hamilton; Smart Commute Halton Municipalities |

**Subtheme: Transit**

Public transit offers a wide range of benefits that can improve the lives of individuals and communities. It is a cost-effective and convenient alternative to driving, helping to reduce traffic congestion and air pollution.

Increasing public transit ridership over single-occupancy vehicle trips will continue to support the reduction of local $CO_2$ emissions. Enhancing convenience, comfort and connection is key to encouraging individuals to choose transit as their travel choice. Public transit is one of the most effective actions individuals can take to conserve energy and reduce their carbon footprint. Shifting from cars to public transit can reduce up to 2.2 tonnes of carbon emissions[4] individually each year.

A 40-foot bus moves 40 passengers comfortably; however, it can hold up to 60 passengers with standing room. Considering annual ridership totals divided by 40 passengers provides staff with an average estimate of personal vehicles removed from roadways. Based on 2023 ridership (2.9 million rides), it is estimated that Burlington Transit helped to remove approximately 70,000 vehicle trips from local roadways.

**KPIs:** Transit ridership (boardings) per capita; Number of intersections where signal timing has been optimized; Number of fare-strategy trips taken; Number of electric or hybrid busses in transit fleet.

**2-5: Fare Strategies**

**Action:** Continue implementing fare strategies in collaboration with provincial and local agencies to advance integrated transit systems, enhancing connectivity, affordability, and convenience for riders.

The City continues to invest in transit operations, including free Burlington Transit fares for adults 65 years and older and children 12 and under. In 2025, Burlington Transit piloted free transit for youth 13-19 in July and August. Starting Sept. 1, 2025, youth riders using a PRESTO card on Burlington Transit before 6 p.m. on weekdays pay for a maximum of 20 rides a month. After that, every ride is free. Youth travel on weekday evenings after 6 p.m. and weekends continue to be free. Subsidized passes are also available for low-income riders.

Paying for transit has also become easier with options such as a PRESTO card and tapping with debit and/or credit cards. A loyalty program is available for PRESTO card users, where a rider will never pay more than the cost of a monthly pass each month and is available to all age categories. The card keeps track of fares and stops charging after 40 full fare rides per calendar month. Lastly, Burlington Transit fares are free if you combine the trip with GO Transit services, through Ontario's One Fare program.

[4] United Nations. "Your guide to climate action: Transport." https://www.un.org/en/actnow/transport

### 2-6: Transit Priority Measures

**Action:** Invest in Transit Priority Measures to support improved transit network travel times.

Transit Priority Measures grant transit vehicles priority over general traffic, resulting in shorter and more reliable travel times and making transit more attractive. Transit Priority Measures may include, but are not limited to, queue jump lanes, bus only lanes, green light signal priority, bus activated signals, and exemptions to prohibit turns and limiting or reducing on–street parking during designated hours.

### 2-7: Transit Signal Priority

**Action:** Continue investing in Transit Signal Priority technology.

The City of Burlington will build on its 2025 pilot of Transit Signal Priority (TSP) implemented along a selected transit route. TSP enables buses running behind schedule to request extended green lights or shortened red signals, helping to reduce delays and improve on-time performance. Informed by the pilot's outcomes and further analysis of route-level delays, the City will strategically expand TSP across key transit corridors. This investment will strengthen schedule reliability, enhance the customer experience, and position transit as a more competitive and attractive travel option.

### 2-8: Green Transit

**Action:** Continue implementing long-term, viable green fleet solutions for Burlington Transit's fleet and equipment.

As of 2025, Burlington Transit operates a fleet of 75 diesel busses. With new and emerging technologies, there is an opportunity to reduce greenhouse gases emissions by transitioning the fleet to low carbon fuel sources, such as electricity or hydrogen. Several cities in Southern Ontario have brought electric busses into their fleets including, Toronto, Mississauga, Oakville, Guelph, Brampton, Cambridge, Kitchener, and Waterloo. The City will continue exploring green fleet options to replace aging vehicles and expand the capacity of the local transit system. Hybrid busses are scheduled for delivery in 2025 and 2026 to support this transition.

*Table 5: Transit Subtheme Actions*

| Action | Type | Cost | Timeline | City Lead | City Connections | Community Connections |
|---|---|---|---|---|---|---|
| 2-5: Fare Strategies | Program | $$ | Ongoing | Manager of Transit Planning and Business Services, Burlington Transit | Communications Department | Metrolinx; Provincial and Federal Governments |
| 2-6: Transit Priority Measures | Program | $$ | 1-3 Years | Manager of Integrated Mobility, Transportation Department | Engineering Services; Community Planning; Burlington Transit | |
| 2-7: Transit Signal Priority | Project | $$ | Ongoing | Supervisor of Traffic Signals, Transportation Department and Manager of Transit Planning and Business Services, Burlington Transit; | Fire Department | |
| 2-8: Green Transit | Project | $$$ | Ongoing | Manager of Transit Planning and Business Services, Burlington Transit | Engineering Services (Facility Assets), Transportation Department (Energy) | Burlington Hydro |

## Theme 3: Local Economy

Climate change is not just an environmental issue – it is an economic issue. The impacts of climate change are already negatively impacting the local, regional, and national economies through disrupted supply chains, health and safety risks to workers, and damage to assets and infrastructure, leading to an overall increased cost of doing business.[5]

Proactive mitigation and adaptation measures can limit the economic damages from the impacts of climate change. Climate mitigation efforts, such as investing in green technologies and infrastructure can stimulate economic growth, innovation, and job creation. Energy efficiency programs and environmentally sustainable business practices can save businesses money and improve their competitiveness. There is an opportunity for the City of Burlington to become a leader in the green economy and support local businesses through their decarbonization transition.

**KPIs:** Number of businesses connected to energy efficiency and climate resiliency programs; Number of pilot projects undertaken to mitigate community greenhouse gas emissions.

### 3-1: Energy Efficient Businesses

**Action:** Engage Burlington businesses on existing energy efficiency programs through Burlington Economic Development and Tourism's TechPlace.

The City of Burlington is home to a diverse complement of businesses ranging in size and sector. While many large-sized businesses have dedicated energy managers on staff to guide their company through the best energy management practices, Burlington's local small to medium sized businesses are more constrained for staff time and resources. There are financial incentive programs available through provincial and commercial programs that businesses can apply to improve the energy efficiency of equipment and energy performance of facilities. There is a role for the City, through collaboration with organizations that interface with our local businesses, to provide additional support through education to connect small and medium local businesses with the available energy efficiency programs.

[5] Damage Control: Reducing the Costs of Climate Impacts in Canada. September 2022. Canadian Climate Institute. https://climateinstitute.ca/wp-content/uploads/2022/09/Damage-Control_-EN_0927.pdf

### 3-2: Facilitate Pilot Projects

**Action:** Explore a mechanism to facilitate pilot projects in collaboration with Burlington Economic Development and Tourism's TechPlace, that offer unique solutions to mitigate community greenhouse gas emissions.

TechPlace is an initiative of Burlington Economic Development and Tourism, an agency of the City of Burlington that delivers economic development services on behalf of the City of Burlington. TechPlace is an innovation hub tasked with growing local talent, supporting existing businesses, and nurturing the start-up and growth of new companies. As of 2025, TechPlace has 300 members, many of which are working on unique solutions to mitigate community greenhouse gas emissions.

*Table 6: Local Economy Theme Actions*

| Action | Type | Cost | Timeline | City Lead | City Connections | Community Connections |
|---|---|---|---|---|---|---|
| 3-1: Energy Efficient Businesses | Program | $ | 1-3 years | Manager – Innovation and Entrepreneurship, Burlington Economic Development and Tourism | Transportation Department (Emergency Management and Environmental Sustainability), Communications Department, Engagement | Burlington Chamber of Commerce, BIAs |
| 3-2: Facilitate Pilot Projects | Policy | $ | 3-5 years | Manager – Innovation and Entrepreneurship, Burlington Economic Development and Tourism | Office of the CTO, Engineering Services (Facility Assets), Procurement | Innovation Factory, Burlington Chamber of Commerce, TechPlace members |

# Implementing the Burlington Climate Plan

## Investing in Community Climate Action

The actions within the Burlington Climate Plan do not all stand alone; many are part of other City of Burlington initiatives and plans. As of the report's date, some actions are partially funded through other plans such as the Integrated Mobility Plan, while others are unfunded. Additional staff resources will be required to implement the actions in the Burlington Climate Plan at an impactful scale. Cost estimates have been provided with each action, but detailed business cases will be required to accurately cost each action including the need for potential additional staff resources. Costs will be dependent on market pricing, policy changes and available funding opportunities.

Staff will explore all available funding tools to advance the Burlington Climate Plan’s actions. This may include partnership with senior levels of government through grant programs, a dedicated climate fund, and/or budget requests through the capital and operating budget process.

## Monitoring and Reporting

Annual reports will be provided to City Council to share progress on the implementation of the Climate Plan.

Some of the listed key performance indicators (KPIs) may need to be changed or replaced over the duration of this plan to ensure their usefulness in response to evolving availability of data.

The status of each action will be reported on annually and classified as: not started, in progress, completed, ongoing and at risk.

It is recommended that this plan be reviewed in five years and updated with an in-depth energy and emissions analysis, similar to what was completed with the development of the 2020 plan, to help assess overall progress and identify how future actions and resources should be prioritized.

## Community Engagement

The actions in this plan are focused on areas where the City and key stakeholders can effect change in the community and support the transition off of fossil fuels to reduce

greenhouse gas emissions. Implementation success will rely on the City's efforts to engage the community to adopt low and zero carbon measures. A list of the organizations and individuals that actively support the implementation of the Burlington Climate Plan by participating on the Burlington Climate Action Stakeholder Team can be found in Appendix B: Burlington Climate Action Stakeholder Team.

There are a range of topics to promote to community members, including:

- Home energy efficiency retrofit incentive programs and the Better Homes Burlington concierge program
- Benefits of and steps to install renewable energy like solar panels
- Benefits of installing a heat pump
- Options to improve energy efficiency of local businesses
- Smart Commute Halton Municipalities program – encouraging sustainable transportation options for commuting
- Benefits of active transportation
- E-bikes and e-scooters options and demonstrations
- Burlington Transit – fare programs and how to ride a bus
- Electric Vehicle demonstration events/test drives

The following is a list of opportunities for the City and community stakeholders to actively engage community members and organizations to achieve a low carbon community.

| | |
|---|---|
| **Better Homes Burlington concierge service** burlington.ca/betterhomes **Email: betterhomes@burlington.ca** | The Better Homes Burlington concierge is a service that provides support to homeowners looking for information on how to improve energy efficiency of their home, lower their carbon footprint and/or implement climate resiliency measures. Information about the program and incentives available are available online. |
| **Blog: TakeActionBurlington.ca** | The TakeActionBurlington blog is published by Environmental Sustainability staff to share information on environmental initiatives being delivered by the City or local organizations, updates on programs, and special events related to the environment. |
| **City's Website:** burlington.ca/climatechange | The site provides information about the Burlington Climate Plan as well as the City's two other climate related plans – Climate Resilient Burlington: A Plan for Adapting to Our Warmer Wetter and Wilder Weather and the Corporate Energy and Emissions Management Plan. |

| | |
|---|---|
| **City's engagement portal: GetInvolvedBurlington.ca/climate-action-plan** | This site provides information on updates and events related to the implementation of the Burlington Climate Plan. From time-to-time surveys are posted to gauge public interest/feedback. |
| **Engagement webinars** | Webinars are an effective way to engage community members from the comfort of their homes on local environmental programs and initiatives. Webinars may be delivered directly by City staff or in collaboration with local stakeholder organizations. |
| **In person events** | Sustainability staff participate in a range of in-person events delivered by the City and local stakeholder organizations. They are an excellent opportunity to share information through presentations and to speak to individuals one-on-one to share information and receive feedback. |
| **Online media ads** | Online media ads are generally used to promote special events or provide tips to improve environmental sustainability. |
| **Social media** | Social media posts/updates are used often to promote special events, provide tips to improve environmental sustainability and profile actions that the City is taking to reduce its carbon footprint or improve climate resiliency. |
| **Radio ads** | Although there is not a local radio station in Burlington, sponsored radio ads through Hamilton stations can also be an effective means to share information with the community, providing timely updates to listeners. |

Appendix C also includes a Citizen Action Checklist to help reduce personal emissions.

# Appendix A: Outline of Federal, Provincial and Municipal Responsibilities for Climate Action in Canada

This appendix outlines the responsibilities of the federal, provincial, and municipal governments in Canada, as presented by Climate Action Partnership, formerly Clean Air Partnership. It speaks to current governmental commitments and gaps, the critical role of municipalities, and includes recommendations on how all three levels of government need to work together to ensure Canada meets its climate commitments while also building resilient, low-carbon communities.

## The Federal Role

The federal government plays a significant role in shaping Canada's climate policy framework. Its authority to regulate GHG emissions extends across the country and includes setting national standards, regulating emissions-intensive sectors, and advancing climate resilience.

### Federal Responsibilities and Actions

- National emissions regulations:
  - Setting vehicle emission standards, regulating oil and gas emissions, and approving interprovincial and international pipelines.
- Energy transition commitments:
  - Requiring the oil and gas sector to achieve net-zero emissions by 2050, with interim five-year targets.
  - Mandating at least a 75% reduction in methane emissions (below 2012 levels) by 2030.
  - Transitioning Canada's electricity grid to net-zero by 2035.
  - Supporting domestic procurement of clean Canadian technology.

These commitments set the tone for Canada's climate ambition. However, implementation depends on alignment with provinces, which control energy systems and land use, and municipalities, which are the primary delivery agents of climate policies at the local scale.

### Current Federal Gaps

The federal government has set ambitious targets, but gaps in regulation, enforcement, funding, coordination, and municipal support limit implementation. Without closing these gaps, especially around stable funding for municipalities, stronger regulatory backstops for provinces, and alignment on energy systems, Canada risks missing its climate goals.

# The Provincial Role: Ontario's Context

Provincial governments are pivotal in bridging federal climate ambitions with local implementation. Provinces regulate energy systems, determine municipal authority, and establish planning frameworks.

**Provincial Responsibilities**

- Energy system regulation:
  - Decisions about the energy system, electricity generation, fossil fuel reliance, renewable energy, and efficiency programs fall under provincial jurisdiction. These decisions can either support or undermine climate commitments.
- Building codes and standards:
  - In Ontario, the Ontario Building Code (OBC) sets minimum energy efficiency requirements. The province needs to empower municipalities to build market capacity on lower carbon buildings by clarifying municipal authorities related to Green Development Standards (GDS) or ensure that the OBC provides a mechanism for energy efficiency and climate improvements over time.
- Growth management:
  - Municipal land use and growth plans must align with provincial requirements and plans, which either support or undermine long-term emissions pathways.

**Current Provincial Gaps**

A robust provincial framework would ensure transparency, accountability, and credibility in Ontario's climate commitments. Such a framework should include:

- Carbon budgeting to align with science-based targets.
- Mitigation and adaptation plans with costs, timelines, and responsible implementers.
- Climate lens integration across ministries to evaluate the GHG impacts of all policies.
- Monitoring and reporting to track and report publicly on annual climate action progress.

Ontario's policy choices critically shape municipal climate outcomes. Municipalities need stronger provincial commitments, enabling legislation, and collaborative decision-making to succeed.

# The Municipal Role

Municipal governments are the level of government closest to residents and communities. They are on the front lines of climate action, responsible for implementing policies that directly affect daily life.

### Municipal Capacity and Influence

- Municipalities directly control three to seven percent of community GHG emissions (through corporate operations, waste, and fleets).
- Indirectly, they influence up to 50 percent of community emissions through land use planning, building approvals, and transportation system design.
- Municipalities are critical for integrating climate action into areas like housing, transit, infrastructure, and public health.

### Barriers and Needs

Despite their influence, municipalities are constrained by limited fiscal tools, staff capacity, and legal authority. To implement ambitious climate action, municipalities need:

- Stable, predictable funding from federal and provincial governments to scale up retrofits, transit, and resilience infrastructure.
- Enabling legislation to adopt higher energy and emissions requirements in new developments (e.g., clarified authority to build market capability beyond Ontario Building Code).
- Access to data and analysis from senior governments, including energy use, emissions, and climate risk assessments.
- Partnerships with federal and provincial ministries to align growth planning, energy decisions, and infrastructure investments with net-zero pathways.

Municipalities have enormous potential to lead transformative climate action, but only if provincial and federal governments empower them with the authority, resources, and tools they need.

## The Case for Collaboration

The climate crisis is a shared responsibility. Each order of government has a distinct role, but the success of one depends on the actions of the others. Federal commitments are only meaningful if provinces align their energy and land use policies, and municipalities are only effective if they are empowered and resourced to implement.

**What Municipalities Need from Federal and Provincial Governments**

1. **Ambition**: Strong, science-based emission reduction targets and alignment with net-zero by 2050.
2. **Accountability**: Climate accountability frameworks with carbon budgets, annual reporting, and transparent monitoring.
3. **Authority**: Legislative tools to set higher performance standards in new and existing buildings, transportation, and land use.
4. **Funding**: Dedicated, predictable climate funding streams for municipal infrastructure, resilience hubs, retrofits, and clean energy projects.
5. **Partnership**: Structured intergovernmental collaboration, such as provincial-municipal climate task forces, and shared access to data.

Ontario municipalities have demonstrated strong leadership by declaring climate emergencies, adopting Climate Action Plans, and innovating with retrofit programs, Green Development Standards, and community energy plans. But without greater alignment and support from the Province of Ontario and the Government of Canada, municipalities cannot meet their climate goals.

By working together through a framework of accountability, funding, and partnership, all levels of government can ensure that Ontario communities are resilient, competitive, and sustainable in the face of a changing climate.

Burlington will collaborate with the Clean Air Council—facilitated by the Climate Action Partnership (formerly Clean Air Partnership) member network—to engage with other levels of government in advancing the necessary policy alignment for climate action.

# Appendix B: Burlington Climate Action Stakeholder Team

Meeting the target to be a net carbon neutral community by 2050 will require support from and collaboration with many different local stakeholder organizations. The following organizations and individuals actively support the implementation of the Burlington Climate Plan by participating on the Burlington Climate Action Stakeholder Team. The list below consists of active members in 2025, though this membership may change over the course of the five years of implementation of the Burlington Climate Plan.

| | |
|---|---|
| Andrew Pride, Andrew Pride Consulting | A facilitator, strategic advisor and consultant expert in issues related to energy and climate programs, regulations, and policy. Chair of the National Model Code Committee on Climate Mitigation and also a Burlington resident. |
| Bay Area Climate Change Council | The Bay Area Climate Change Council is a collective of community stakeholders located in the cities of Hamilton and Burlington collaborating to take action on climate change. The council is supported by the Cities of Hamilton and Burlington and the Centre for Climate Change Management at Mohawk College. |
| BOMA Toronto | BOMA Toronto is a membership-based organization for the commercial real estate industry, advocating for change including taking action on the environment and climate change in building operations. |
| Burlington Economic Development and Tourism – TechPlace | TechPlace is an initiative of Burlington Economic Development and Tourism, an agency of the City of Burlington that delivers economic development services on behalf of the City of Burlington. TechPlace is an innovation hub tasked with growing local talent, supporting existing businesses, and nurturing the start-up and growth of new companies. |
| BurlingtonGreen | BurlingtonGreen is a community-driven, non-partisan, registered charity established in 2007. They collaborate with all sectors to advance their mission to empower the Burlington community to protect and care for the environment through awareness, advocacy and action initiatives. |
| Burlington Hydro and Burlington Electricity Services Inc. | Burlington Hydro is a local utility company responsible for distributing electricity to residential and commercial customers in the City of Burlington, and bills for water services on behalf of Halton Region. Burlington Hydro Inc. and Burlington Electricity Services Inc are affiliate companies owned by Burlington Enterprises Corporation. Burlington Electricity Services Inc. primarily focuses on electric vehicle charging infrastructure as well as providing |

| | |
|---|---|
| | other energy-related services like standby power and suite metering. |
| Burlington Sustainable Development Advisory Committee | Burlington Sustainable Development Advisory Committee is a Council-appointed advisory committee comprised of resident volunteers who advise and assist City Council on matters related to sustainable development, responsible resource use, and conservation practices. |
| Centre for Climate Change Management at Mohawk College | The Centre for Climate Change Management (CCCM) at Mohawk College is an applied research institute focused on decarbonization solutions. They work with industry, government and communities to develop and implement climate change solutions. |
| Cornerstone Realtors Association | Cornerstone is an association of realtors that represents members across Mississauga, Burlington, Hamilton, Waterloo Region, Niagara North, Haldimand County, and Norfolk County. |
| Enbridge Gas | Enbridge Gas is a natural gas storage, transmission and distribution company that delivers natural gas to homes and businesses. Enbridge also has a growing portfolio in renewable energy. |
| Halton Region | The Halton Region is the upper-tier municipality for the cities of Burlington, Oakville, Milton and Halton Hills. The Region provides essential services including public health, waste management, wastewater treatment, and social services support. |
| McMaster University – Department of Engineering and McMaster Institute for Energy Studies | The McMaster Institute for Energy Studies (MIES) focuses on developing sustainable energy practices and technologies in various areas of energy including energy extraction, transformation, generation, transportation, end-use, policy and economics. |
| West End Homebuilders' Association | The West End Home Builders' Association (WEHBA) advocates for the interests of the local residential construction industry, including land developers, home builders, renovators and new home buyers. They work to represent these interests at all levels of government and advocate for consumer choice, affordability, and sufficient housing supply. |

# Appendix C: Citizen Action Checklist

Around the House

- ☐ Get a home energy audit to help you understand how your home is currently using energy
- ☐ Check doors and windows for air leaks and repair with DYI air sealing kits
- ☐ Check attic, basement and wall insulation levels to see if you can improve your home's envelope and avoid unnecessary heat loss
- ☐ Purchase and use a programable thermostat
- ☐ Take advantage of Ultra-Low Overnight or off-peak Time-Of-Use rates for high electricity usage activities
- ☐ Use the Burlington Solar Map to see if your home could be a good fit for solar panels
- ☐ Switch to an air-source heat pump when you need to replace your natural gas, heating oil, or propane furnace, or air conditioner. Check out burlington.ca/betterhomes for more information.
- ☐ Switch to a hybrid or electric vehicle if you need a new vehicle or try an e-bike
- ☐ Check the energy efficiency rating when you need new appliances
- ☐ Plant shade trees

Good Habits

- ☐ Minimize waste by reducing consumption, reusing items and recycling materials
- ☐ Compost food and yard waste
- ☐ Turn off lights and appliances when not in use
- ☐ Leave the car at home for short distance trips and consider transit or active transportation instead
- ☐ Turn your engine off while you wait. Unnecessary idling wastes fuel, contributes to greenhouse gas emissions, and is not good for your vehicle.
- ☐ Advocate for change by contacting your elected officials and advocating for policies that support climate action

# Appendix B: Burlington Climate Plan Community Engagement Plan and Results Summary Report

## Table of Contents

Introduction ..... 2
Community Engagement Plan ..... 2
Community Engagement Results ..... 5
Prioritizing Program Areas ..... 6
Prioritizing Draft Actions ..... 9

## Introduction

This report provides the Engagement Plan followed by a summary of the feedback received from City staff and the public for the draft Burlington Climate Plan: Taking Action to Reduce Community Greenhouse Gas Emissions. Recognizing that this plan builds on existing programs and actions of the 2020 Climate Action Plan, particularly those areas identified as priorities – Deep Energy Retrofits of Existing Buildings, Renewable Energy, and Electric Mobility – community engagement was performed on the Inform and Consult levels of IAP2 (International Association for Public Participation) spectrum.

Environmental sustainability staff conducted community engagement in Q4 2024 and Q1 2025. Twelve City staff members were also engaged, particularly in the process of refining the actions. The actions in the plan support the target to be a net carbon neutral community and represent areas where the City has existing or potential future resources to support implementation through programming, strategies or policy.

Public feedback was initially obtained through a survey posted on the City's GetInvolvedBurlington.ca engagement portal and shared with participants at in-person events such as Food for Feedback, the Rural Summit and BurlingtonGreen's Day of Climate Action. Residents were asked to select their top three priority program areas, identified in a list, to reduce greenhouse gas emissions in the community. An opportunity was also provided to suggest other actions.

Sustainability staff assessed the 2020 Climate Action Plan program areas and consulted with staff to develop draft actions which could be delivered by the City to support members of the community to reduce greenhouse gas emissions. These actions were shared with the City's advisory committees, Burlington Youth Student Council, and members of the Community Panel for facilitated discussions. They were also made available to residents at drop-in sessions at City community centres and presented at two open houses hosted by Burlington Public Library. Participants were asked to comment on the draft actions as well as prioritize the actions by selecting high, medium or low priority. Responses to all feedback are provided in this report.

## Community Engagement Plan

The Community Engagement Plan for the Burlington Climate Plan was developed in collaboration with the City's Communications and Engagement staff.

| ENGAGEMENT PLAN – BURLINGTON CLIMATE ACTION PLAN | | | | | |
|---|---|---|---|---|---|
| **Timing** | **Interested & Affected Party** | **Milestone** | **Message** | **Level of Engagement** | **Communications Tactic** |
| **Fall 2024 Engagement** | | | | | |
| Sept. 14, 2024 | Burlington residents at Food for Feedback event | Leverage community engagement events to begin engaging the public on their community emissions | The City of Burlington will be updating the Climate Action Plan in 2025. Select the top three actions you would like | Consult | Promotions for Food for Feedback |
| Sept. 26, 2024 | Burlington residents at Rural Summit (Kilbride) | | | | Promotions for Rural Forum |

| Timing | Interested & Affected Party | Milestone | Message | Level of Engagement | Communications Tactic |
|---|---|---|---|---|---|
| Oct. 19, 2024 | Burlington residents at BurlingtonGreen Take Action Day (Burlington Centre) | reduction priorities through dot matrix | the City of prioritize to help reduce greenhouse gas emissions in your community | | Promotion: Social media, Take Action Burlington blog, community partner promotion – BurlingtonGreen and Bay Area Climate Change Council |
| Nov. 19, 2024 | Burlington residents attending heat pump webinar | Leverage climate action webinars to begin engaging the public on their community emission reduction priorities through Zoom survey | | | |
| Nov. 26, 2024 | Burlington residents attending solar panel webinar | | | | |
| **Technical work:** Staff will propose new actions for the Burlington Climate Plan, building on existing programs and actions that are underway, particularly those areas identified as priorities in the 2020 Climate Action Plan. | | | | | |

| **Q1 2025 Engagement** | | | | | |
|---|---|---|---|---|---|
| **Timing** | **Interested & Affected Party** | **Milestone** | **Message** | **Level of Engagement** | **Communications Tactic** |
| Jan. 13 – March 10, 2025 | All interested and affected parties | Post survey and progress report to Get Involved Burlington for feedback | The City of Burlington is updating the 2020 Climate Action Plan, which includes City-led actions to help reduce community-based carbon emissions. We want to hear what you think the City should prioritize to help reduce greenhouse gas emissions in our community. | Inform & Consult | Climate Action Get Involved Burlington page<br><br>Promotions: Take Action Burlington blog, social media, Burlington Today digital ads, Inside Halton digital ads, media release |
| January 2025 | Members of Council | Offer presentation and collect resident feedback on the 2025 Burlington | The City of Burlington is looking for your feedback on our draft 2025 | Inform & Consult | Email correspondence |

| | | | | | |
|---|---|---|---|---|---|
| | | Climate Plan at upcoming ward meetings upon request | Burlington Climate Plan. | | |
| Jan. 16 and March 20, 2025 | Bay Area Climate Change Council | Conduct engagement sessions with key climate action stakeholders and community groups to collect feedback on proposed action items | The City of Burlington is looking for your feedback on our draft 2025 Burlington Climate Plan. | Inform & Consult | Staff presentation followed by opportunity for verbal feedback<br><br>Worked directly with stakeholders to identify a time for engagement |
| January 2025 | McMaster Institute for Energy Studies | | | | |
| Feb. 5 and Apr. 2, 2025 | Burlington Climate Action Stakeholder Team | | | | |
| Feb. 26, 2025 | Burlington Youth Student Council | | | | |
| Feb. 20, 2025 – In Person<br><br>Feb. 26, 2025 – Virtual | Burlington Community Panel | | | | |
| Feb. 19, 2025 | Sustainable Development Committee | Conduct engagement sessions with key City of Burlington citizen advisory committees to collect feedback on proposed action items | The City of Burlington is looking for your feedback on our draft 2025 Burlington Climate Plan. | Inform & Consult | Staff presentation followed by opportunity for verbal feedback<br><br>Worked directly with Committee Services staff to identify a time for engagement |
| Feb. 24, 2025 | Integrated Transportation Advisory Committee | | | | |
| Feb. 25, 2025 | Cycling Advisory Committee | | | | |
| Feb. 24, 2025 | Seniors Advisory Committee | | | | |
| Feb. 19, 2025 | Agriculture and Rural Affairs Committee | | | | |
| Feb. 25, 2025 | Drop-In Session – Haber Community Centre | Drop-in sessions to engage the public on their community emissions reduction priorities through dot matrix, and answer questions regarding the | The City of Burlington will be updating the 2020 Climate Action Plan in 2025. Select the top three actions you would like the City of prioritize to help reduce greenhouse gas | Consult | Climate Action Get Involved Burlington page<br><br>Promotions: Take Action Burlington blog, social media, Burlington Today digital ads, Inside Halton digital ads, media release |
| March 4, 2025 | Drop-In Session – Brant Hills Community Centre | | | | |
| March 5, 2025 | Drop-In Session – Tansley Woods Community Centre | | | | |

| | | | | | |
|---|---|---|---|---|---|
| | | draft 2025 Burlington Climate Plan | emissions in your community. | | |
| March 3, 2025 – In Person<br><br>March 6, 2025 – Virtual | All interested and affected parties | Public Open House in collaboration with Burlington Public Library (BPL) to collect feedback on proposed action items | The City of Burlington is looking for your feedback on our draft 2025 Burlington Climate Plan. | Inform & Consult | Staff presentation followed by opportunity for written and verbal feedback<br><br>Promotions: Social media, Take Action Burlington blog |
| **Technical Work**: Staff will produce the Burlington Climate Plan with action items for 2026 - 2031 | | | | | |

| **Q1 2026 Engagement** | | | | | |
|---|---|---|---|---|---|
| **Timing** | **Interested & Affected Party** | **Milestone** | **Message** | **Level of Engagement** | **Communications Tactic** |
| Jan. 30, 2026 | All interested and affected parties | Update Climate Action Plan page on Get Involved Burlington | Inform residents of the Burlington Climate Plan and Community Engagement Plan and Results Summary Report | Inform | Update Burlington Climate Plan page on Get Involved Burlington and Take Action Burlington blog. |
| Feb. 9, 2026 | Members of Council | Final 2025 Burlington Climate Plan will be presented to Committee of the Whole for endorsement | Present Burlington Climate Plan and staff report to Committee of the Whole for approval. | Inform | Council Agenda for Committee of the Whole |
| Feb. 17, 2026 | All interested and affected parties | Update Climate Action Plan page on Get Involved Burlington and City webpages | Inform residents of the final Burlington Climate Plan and Community Engagement Plan and Results Summary Report | Inform | Update Burlington Climate Plan page on Get Involved Burlington, Take Action Burlington blog, post on burlington.ca/ climatechange |

## Community Engagement Results

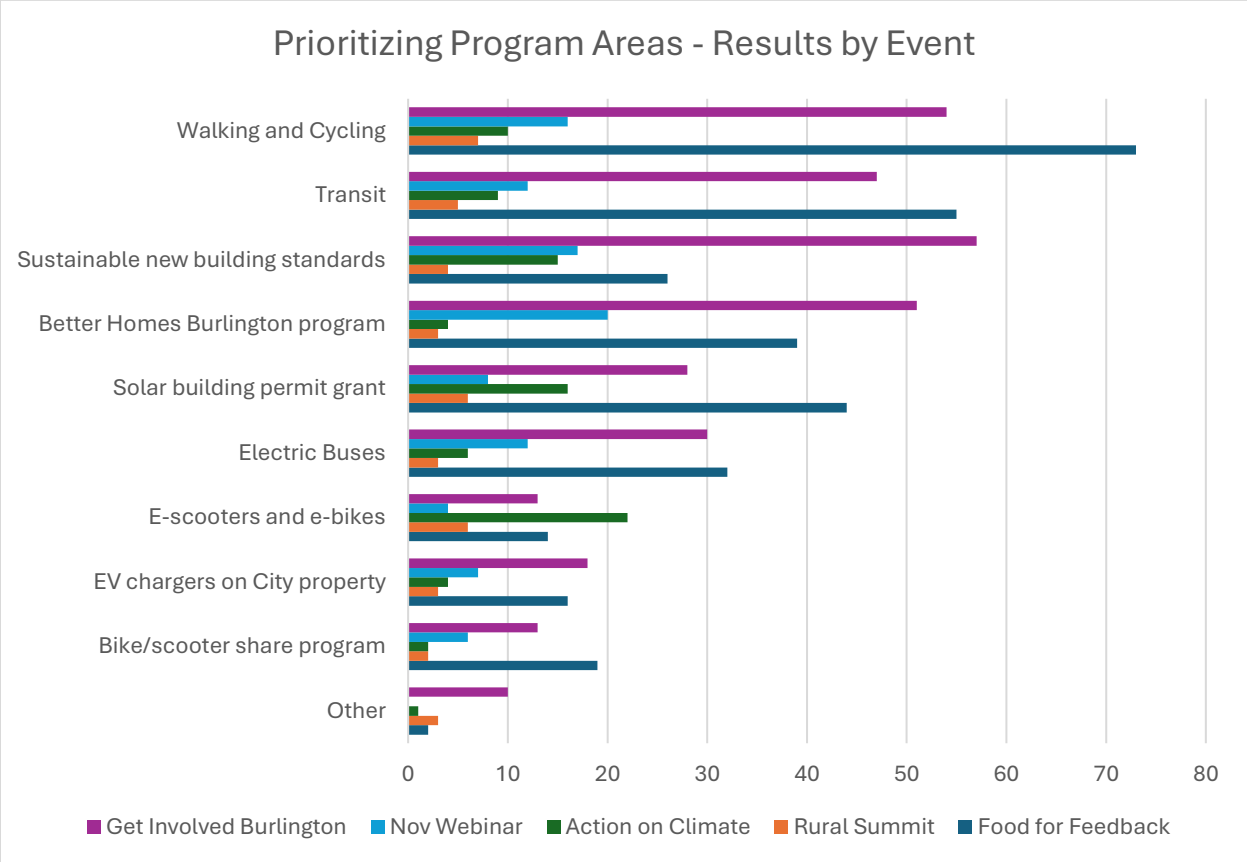
A total of 403 residents participated in the above community engagement opportunities: 286 participated in prioritizing program areas, and 117 participated in the review and prioritization of draft actions.

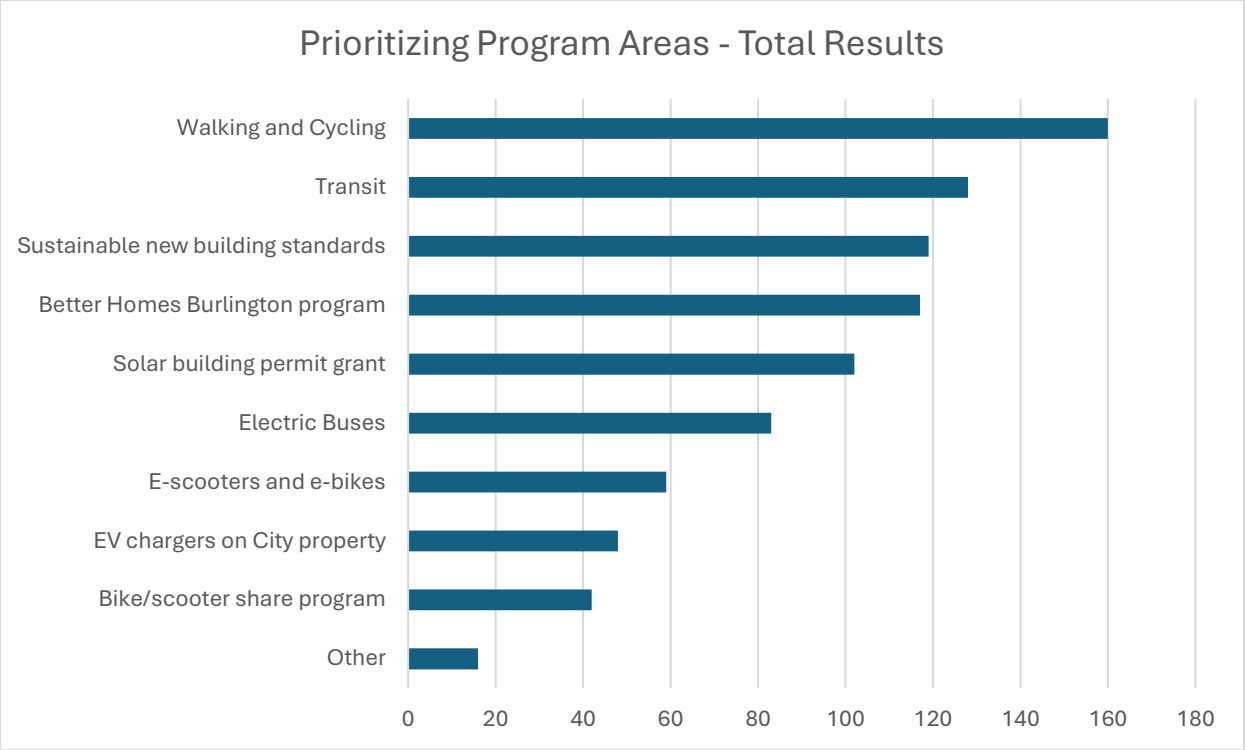
## Prioritizing Program Areas

Residents were asked at in-person events and through an online survey to select their top three program areas that they would like to see the City prioritize in the Burlington Climate Plan from the following list:

- Sustainable New Building Standards
- Better Homes Burlington Program (home energy retrofit program)
- Solar Building Permit Grant
- Walking & Cycling
- Bike/Scooter Share Program
- E-Scooters & E-Bikes
- EV Chargers on City Property
- Transit
- Electric Buses
- Other

Residents could also suggest their own program area for consideration, though most respondents chose to select their priorities from the list provided. The results of residents prioritizing program areas are below in two charts, the first showing the results by the event in which the responses were collected, and the second showing the total results.






Comments and questions were collected from residents during the engagement sessions on prioritizing program areas. They are included below along with staff responses.

| Comments | Response |
|---|---|
| Ensure we don't have diesel or gas generators powering any charging units for City fleet | The City does not use fossil fuels to charge units. City chargers are tied into the existing hydro infrastructure. |
| Prioritize hydrogen powered vehicles | The City is not considering hydrogen vehicles within at least 10 years. Hydrogen vehicles are listed as alternative fuels under phase three of the City of Burlington's Green Fleet Strategy. |
| Provide grants for all hybrid and electric vehicles | As a lower tier municipality, the City of Burlington does not have the funding available to offer grants for hybrid and electric vehicles without substantial support from the provincial and federal governments. |
| Plant more trees to offset carbon usage | The City of Burlington's tree planting targets are outlined in the Urban Forest Master Plan. The City has many programs and initiatives to increase tree planting in the community, including partnering with community and business groups for tree planting events, hosting tree giveaways to residents, and a tree by-law to protect existing trees on private property. |
| Climate change is not an issue. The City does not need to be involved in any of these initiatives | In April 2019, the City of Burlington joined other Canadian and global municipalities in their declarations of a climate emergency. This declaration sets a strong direction for the City and the community to mitigate greenhouse gas emissions. It |

| Comments | Response |
|---|---|
| | acknowledges the necessity to act now to avoid further economic, ecological and societal impacts of climate change. |
| Look for big wins (eg. Large solar/wind installations). You can't fix the problem with small solutions (bikes/scooters) or a few e-buses | In the City of Burlington, we know that the majority of our community emissions come from the buildings and transportation sectors from natural gas (49%) and transportation fuels (47%). The actions in this plan reflect the areas the City has some control over to assist the community with carbon reductions in these two areas. The City does have a solar capital plan to expand solar installations on its facilities. However, Burlington is not an optimal location for large wind turbines due to inconsistent wind conditions unlike other areas in the province. |
| Solar panels should be compulsory on all new condo rooftops of any height. New homes more than one floor should also have solar panels | The City is exploring all options to incentivize and encourage the adoption of alternative energy systems through the development process. |
| Concern with garbage / litter | Waste collection is managed by Halton Region. Local environmental organizations such as BurlingtonGreen organize clean up events to reduce litter in Burlington. |
| Concern that shared bike/scooter program will lead to congestion of sidewalks, misused equipment, and endanger pedestrians | Safety concerns will be considered through the recommendation of any forthcoming policy. Concerns around the operation of a scooter share program will be tested and reported on through the Centennial Trail E-Scooter Pilot program that the City is running between 2025-2027. |
| Consider the food system by reducing food waste, promoting plant-rich diets, protecting farmland and promoting sustainable growth | Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter and Wilder Weather includes actions which relate to the need to develop a Burlington Agricultural Plan and to expand opportunities to support local food production across the City of Burlington. Staff brought the Burlington Agricultural Action Plan to council in July 2025, as an appendix to development and growth management report DGM-47-25. |
| Concern with inefficient traffic flow | Congestion management is of high priority to the City and the Transportation Department proactively undertakes corridor reviews to optimize signal timings. New technology, including transit signal priority, is being employed to improve efficiency of transit vehicles through high-ridership corridors, and other technologies are being examined to better position the City to respond to incidents on the provincial freeway system. |
| Build a Halton-wide light rail system with Oakville/Milton | An initiative like this would need to come from Halton Region with substantial support from the Provincial government. |

## Prioritizing Draft Actions

Residents were asked at various engagement opportunities to rank each of the twenty-one proposed draft actions according to if the respondent thought the item was a high, medium or low priority for the City to implement. The draft actions shared with respondents during the engagement opportunities are provided below.

| | |
|---|---|
| **1: Retrofit Existing Buildings** | |
| 1-1 | **Better Homes Burlington Concierge Service** – continue to provide support and guidance to Burlington homeowners on finding incentives and resources to improve energy efficiency and lower carbon footprint |
| 1-2 | **Expand Home Energy Efficiency Program** – continue to explore the feasibility of working with other municipalities and/or stakeholders to deliver a regional approach to home energy efficiency |
| **2: Low Carbon New Buildings** | |
| 2-1 | **Guidelines and Standards** – explore all legislative and policy paths forward to achieve more energy efficient and low carbon footprint buildings and development, including updating the Sustainable Building and Development Guidelines as necessary |
| 2-2 | **Low Carbon Infrastructure** – research best practices to inform policy to support and the implementation of low carbon thermal energy and EV ready new development, particularly in MTSAs |
| **3: Community Energy** | |
| 3-1 | **Residential Solar** – re-introduce the solar building permit grant to incentivize residential solar installations |
| 3-2 | **Thermal Energy and Energy Storage** – support research by academic institutions to identify opportunities to capture, store and use waste heat opportunities in the community to reduce reliance on fossil fuels |
| 3-3 | **Community Energy Systems** – continue to explore opportunities to implement a community (district) energy system in Burlington |
| 3-4 | **Electrification** – support Burlington Hydro's efforts to implement their Sustainability Plan, investing in the local grid to support the electrification transition and improve grid security |
| **4: Integrated Mobility** | |
| 4-1 | **Cycling Network Improvements** – continue investment in the implementation of capital projects that support the spine cycling network |
| 4-2 | **Transit Priority Measures** – continue investment in Transit Priority Measures to make transit travel times shorter and more consistent |
| 4-3 | **Transportation Demand Management** – continue investment in strategies to improve efficiency of the transportation system, including investigating car share programs and supporting the Halton Municipalities Smart Commute Program |
| 4-4 | **Expand Pedestrian Network** –continue investment to prepare and maintain a Pedestrian Master Plan, identifying programs and policies to improve pedestrian safety and implement a connected pedestrian network |
| 4-5 | **E-Mobility and Micro Mobility** – invest in e-mobility and micro mobility options for first and last mile choices, including reviewing City policies to permit use of e-bikes and e-scooters in the community |
| 4-6 | **Green Transit** – continue to implement long-term viable green fleet solutions to Transit fleet and equipment |

| | |
|---|---|
| **5: Equity in Climate Action** | |
| 5-1 | **Fare Strategies** – continue to implement fare strategies that align with provincial and local partners towards integrated transit fares across systems, making transit more connected, affordable and convenient |
| 5-2 | **Energy Access and Poverty** – seek out community partnerships to update an assessment of energy access and poverty in the Burlington community |
| 5-3 | **Low Income Retrofit Support** – explore opportunities to connect low-income and vulnerable residents to existing energy efficiency programs though education and outreach with community partners |
| 5-4 | **Climate Equity Research** – explore opportunities to leverage existing projects and data, and deepen community partnerships to research climate equity issues and identify solutions |
| **6: Local Economy** | |
| 6-1 | **Energy Efficient Businesses** – work with Burlington Economic Development, Tourism and Tech Place to deliver education to Burlington businesses on existing energy efficiency programs |
| 6-2 | **Facilitate Pilot Projects** – explore a way to facilitate pilot projects with Tech Place that offer unique solutions to reduce community greenhouse gas emissions |
| 6-3 | **Support Agriculture** – provide support to a future Burlington Agricultural Action Plan to include a climate lens |

The results are listed below from highest (1) to lowest (21) average prioritization of draft actions.

| | Draft Action | Respondent Priority Level | | | | | Number of Respondents |
|---|---|---|---|---|---|---|---|
| | | High | | Med | | Low | |
| 1 | 5-1: Fare Strategies | 30 | 5 | 11 | 0 | 3 | 49 |
| 2 | 3-4: Electrification | 26 | 4 | 12 | 0 | 3 | 45 |
| 3 | 2-1: Guidelines & Standards | 24 | 3 | 9 | 1 | 4 | 41 |
| 4 | 4-2: Transit Priority Measures | 36 | 4 | 11 | 3 | 6 | 60 |
| 5 | 3-1: Residential Solar | 23 | 2 | 16 | 1 | 3 | 45 |
| 6 | 3-2: Thermal Energy & Energy Storage | 21 | 2 | 16 | 3 | 2 | 44 |
| 7 | 4-4: Expand Pedestrian Network | 28 | 4 | 18 | 2 | 6 | 58 |
| 8 | 6-1: Energy Efficient Businesses | 21 | 2 | 19 | 0 | 4 | 46 |
| 9 | 6-3: Support Agriculture | 25 | 1 | 12 | 0 | 8 | 46 |
| 10 | 2-2: Low Carbon Infrastructure | 21 | 3 | 14 | 0 | 6 | 44 |
| 11 | 4-6: Green Transit | 31 | 1 | 18 | 3 | 7 | 60 |
| 12 | 6-2: Facilitate Pilot Projects | 17 | 2 | 24 | 0 | 3 | 46 |
| 13 | 4-1: Cycling Network Improvements | 28 | 0 | 20 | 1 | 8 | 57 |
| 14 | 1-1: Better Homes Burlington Concierge | 18 | 1 | 20 | 2 | 5 | 46 |
| 15 | 5-3: Low Income Retrofit Support | 19 | 3 | 18 | 1 | 7 | 48 |
| 16 | 4-3: Transportation Demand Management | 15 | 4 | 22 | 1 | 14 | 56 |
| 17 | 1-2: Expand Home Energy Efficiency Program | 16 | 1 | 23 | 0 | 6 | 46 |
| 18 | 5-2: Energy Access & Poverty | 19 | 2 | 16 | 0 | 10 | 47 |
| 19 | 3-3: Community Energy Systems | 14 | 1 | 21 | 2 | 6 | 44 |
| 20 | 4-5: E Mobility & Micro Mobility | 17 | 3 | 22 | 3 | 12 | 57 |
| 21 | 5-4: Climate Equity Research | 16 | 1 | 17 | 1 | 12 | 47 |

Comments and questions were collected from residents during the engagement sessions on prioritizing draft actions. They are included below along with staff responses. Based on the results of the engagement sessions and feedback received, amendments were made to the draft actions and, therefore, may not appear in the final version of the Burlington Climate Plan as they do above.

| **Agriculture** | **Response** |
|---|---|
| Is the City measuring agricultural emissions? | The City tracks emissions across the whole community, relying on energy data from utilities and utilizing fuel sales data. This data does not break out data specifically for the agriculture sector. |
| What is the alignment between Halton Region's and the City of Burlington's work with agriculture? | As outlined in staff report DGM-09-25: "Transition of planning responsibilities from Halton Region", the province has transitioned land use planning responsibilities from Halton Region to local municipalities effective July 1, 2024. Prior to this, the Region was responsible for identifying and protecting the Agricultural System through its Official Plan, and had also taken on a role in supporting rural economic development. Halton staff report CA-22-24: "Updates on Service Delivery Post-Bill 23" provided an overview of changes to various programs and services related to former Regional land use planning responsibilities. The report notes that the Region's services related to the agricultural sector ceased as of January 1, 2025. City staff assessed both medium and long-term measures for responding to these changes and reported back to Council with staff report DGM-47-25 and the Burlington Agricultural Action Plan. This plan outlines a comprehensive strategy to strengthen and sustain the city's agricultural sector while aligning with updated provincial policies. |
| Could the City make more community gardens in the hydro corridors? | The City does not own the land in the hydro corridors. The City's community gardens are currently located within City parks that have access to transit and water sources, as well as being near medium to high multi-unit housing. |
| Consider including urban agriculture and local food into this plan – accessibility to food / food scarcity is going to be a huge climate issue in the next decade | Climate Resilient Burlington: A Plan for Adapting to our Warmer, Wetter, and Wilder Weather includes actions that relate to the Burlington Agricultural Plan and to expand opportunities to support local food production across the City of Burlington. Community garden plots are also provided to the Burlington Food Bank to grow local food. Programs such as "grow a row" also exist where residents can grow additional food and donate it to the Food Bank. |
| Consider adding fruit trees or 'free food' particularly to high need areas | |
| **Community Energy** | **Response** |
| How many solar panel grants would the City provide annually? What are the eligibility criteria for the grant, and could they be tied to | The City of Burlington provided 22 solar grants during the pilot program in 2024. If a funding cap to a future program should exist, that amount will be decided by Council. Any Burlington resident who was successful in receiving a building permit for solar panel installation was eligible to receive the grant. The |

| | |
|---|---|
| additional energy efficiency improvements? | grant was not tied to additional energy efficiency improvements during the pilot, but this could be explored in future. |
| Would like to see more incentives for solar. Does Burlington have the capacity to offer grants to show it is serious about renewable energy? | As a lower tier municipality, the City of Burlington does not have the funding available to offer grants for renewable energy without substantial support from the provincial and federal governments. Through the Better Homes Burlington Program, the City promotes Federal and Provincial incentives for solar. |
| Concerns with solar panels: finding contractor, maintenance and repair, weight on roof, misinformation | In 2024, the City of Burlington added a solar panel page to the City website to provide residents with information about solar installations, including a template that residents can use to compare quotes from different contractors. Staff will continue to update this page to provide residents with the information they need to alleviate these concerns and make informed decisions about potential solar installations. |
| Consider solar panels in parking lots and community spaces like parks | This is being considered for future City projects. |
| Consider increasing the amount of allowed residential solar. Currently the maximum is 10kW and requires a large permit beyond that. Why is 10kW the limit? | The 10kW limit is based on Hydro One Technical Interconnection Requirements (TIR), which is followed and adhered to by the majority of Local Distribution Company's (LDCs). The limit was set as it was determined that all distributed generators (DGs) below this limit can be connected to a feeder (subject to certain conditions) without the need for a connection impact assessment (CIA) – increasing both the cost and effort for the customer. In light of technological improvements, Burlington Hydro is currently reviewing and reassessing the limit. |
| Preventing residents from disconnecting from the electrical grid if they produce solar is a disincentive to install solar panels | Currently, there are no restrictions preventing a customer with solar panels (or any customer) from disconnecting from the energy distribution system. However, while distributed generators (DGs) are a suitable electricity producing option for some customers, the power they generate is often intermittent – (i.e. solar panels can't generate sufficient power in cloudy or other adverse weather conditions). In these situations, it is important that Local Distribution Company's (LDCs) be able to provide reliable baseload power to customers. In addition, should a disconnected customer wish to reconnect to the system in the future they would incur reconnection fees. Finally, another benefit of remaining connected to the electricity grid is the ability to install a net-metering system, which enables Burlington Hydro customers who generate more power than they consume to receive a credit on their electricity bill for all surplus power delivered to the grid. |
| Work with Burlington Hydro to offer incentives for energy efficiency projects – i.e. fast tracking applications | Currently, customer programs and incentives for reducing energy usage and improving energy efficiency are managed by the Independent Electricity System Operator (IESO). The IESO is currently developing a framework to allow for LDC-lead |

| | |
|---|---|
| | local/regional programs with a target rollout of 2026-27. For more information on this please visit the IESO website. |
| Concern with increased blackouts and brownouts in rural areas. Does Burlington have sufficient electrical power to serve the community's increased future electrical needs? | Burlington Hydro has more than sufficient capacity available to support the energy needs for the entire Burlington community. However, the electricity distribution system has technical limits to the amount of electricity distribution that can be connected at any point on the network. When these limits are reached, the system is considered to have reached its capacity. The capacity for various sections of the distribution system varies depending on the equipment installed along the path from the generator to the customer. For more information on Burlington Hydro's distribution capacity, please visit their website. |
| Is Burlington Hydro considering battery storage to manage peak demands? | Yes, Burlington Hydro has investigated battery storage and other distributive energy resources to help manage capacity and peak demand. Burlington Hydro will continue to investigate all options as they determine future strategic investments to the local grid infrastructure. |
| What would a private or public district energy system look like? How do you incentivize district energy? | A district energy system can provide thermal energy (heating and/or cooling) from a central plant to more than one building through a network of pipes in the ground. Many of the district energy systems in Canada exist to service a campus of buildings (i.e. a university campus or military base). Senior levels of government could incentivize systems to encourage future development through regulation. |
| Optimize energy usage in City-owned buildings | The City of Burlington's Corporate Energy and Emissions Management Plan outlines how the City of Burlington is making our city-owned buildings more energy efficient. Deep energy efficiency feasibility studies have been completed for four city facilities and four more are underway. The Robert Bateman Community Centre and Skyway Arena redevelopments will result in low carbon facilities. The City View Park Pavilion is a net zero carbon building (operationally). |
| **Electric Mobility** | **Response** |
| Would the City consider providing incentives for residential EV chargers, or e-bikes? | The City of Burlington is not currently considering providing incentives for residential EV chargers or e-bikes. |
| Is the City considering adding e-bike charging infrastructure in addition to EV charging infrastructure? | The City of Burlington is not currently considering adding e-bike charging infrastructure, though this could be considered in the future should funding become available. |
| Concern for continued free charging for City-owned EV charging stations – the City should not be subsidizing a small portion of residents who can afford an EV | Staff brought forward report PSW-02-25 Electric Vehicle Charging Policy and Fee Options in July 2025 to recommend a fee structure be implemented for the City's publicly available electric vehicle (EV) changers. This report will be going back to Council in Q1 2026 for further discussion. |

| | |
|---|---|
| What are the current restrictions for e-bikes and e-scooters? | E-bikes and e-scooters – regardless of the degree of electrical assistance – are legally defined as "power-assisted bicycles," "bicycles," and "vehicles," where any regulation that applies to one of these three terms is applicable to e-bikes and e-scooters. Power-assisted bicycles must be operated by a driver 14 years of age or older and must be equipped with at least one braking system on the rear wheel, forward and rear facing reflectors and/or lamps, and alarm bell, gong or horn in working order. Additionally, in the City of Burlington, power-assisted bicycles require one of the following additional safety features: an enabling mechanism to turn the electric motor on and off that is separate from the accelerator controller and fitted in such a manner that it is operable by the driver; or a mechanism that prevents the motor from being engaged before the bicycle attains a speed of three km/h. Power-assisted bicycles can be operated on any facilities that bicycles can. E-scooters are currently prohibited from operating on roadways but are permitted on trails under the parks by-law. |
| Will future City policies for e-bikes consider the differences between fully electric and e-assist bikes? Will these policies also be different from e-scooters? | Yes, policy will recognize the difference between fully electric and e-assist bikes. City staff expect that the policies will be modified for e-scooters as appropriate. |
| Concern with the safety of stand-up e-scooters and fully electric bikes, in particular unregulated speeds, dangerous driving, and risk to pedestrians | Safety concerns will be considered through the recommendation of any forthcoming policy. Concerns around the operation of a scooter share program will be tested and reported on through the Centennial Trail E-Scooter Pilot program that the City is running between 2025-2027. |
| Concern with irresponsible use of e-bike / e-scooter sharing infrastructure – ie stolen or disregarded helmets or incorrectly returned bikes/scooters | |
| Considered City-owned and operated e-bike/e-scooter share program and car-share program, instead of attracting a third-party service | Consideration of city-owned fleet may occur through the findings of the scooter share pilot |
| Consider self-driving, on-demand EV car share program | Technology is not yet in place to support autonomous vehicles. Car-share programming is being promoted through new development as part of the City's Transportation Demand Management strategies. |
| Innisfil has partnered with Uber to offer discount rides | Not at this time. Uber doesn't solve the problem of removing cars off the road. Innisfil does not have a transit system like |

| | |
|---|---|
| within the city – would Burlington consider a similar arrangement? | Burlington and uses Uber to provide service in fixed zones across the town. In 2024, Innisfil provided 172,868 Uber trips, whereas Burlington provided over 3.5 million transit trips. |
| Consider working with Metrolinx to provide secure e-bike storage | City staff regularly reiterate the need for secure bike and e-bike storage at GO Stations when meeting with Metrolinx staff. |
| **Equity** | **Response** |
| What is considered 'low-income' for energy efficiency programs? Concern that individuals who are above the poverty line but still struggle economically may be excluded from participation based on qualifying income thresholds | Income eligible energy efficiency programs like Enbridge's Home Winterproofing Program and the IESO's Energy Affordability Program consider either the applicant's participation in an income supporting government program, or the before-tax household income based on the number of individuals in the home. These income thresholds are evaluated annually and are above Ontario's official poverty line. |
| What is energy poverty? | Most Canadian households spend less than three percent of their after-tax income on home energy needs. Households that spend more than twice this value (six percent or more) are considered to be experiencing energy poverty. |
| What came out of the initial energy poverty assessment with data from 2016? What would the City be looking to do with new data? | In 2020, Community Development Halton (CDH) published a Community Lens report on home energy poverty in Halton using data from 2016. This report was not actioned on. CDH published a follow up report on Home Energy Vulnerability in Halton in June 2025 using energy data from 2021. City staff would use this report to understand where energy poverty is occurring in our city today, and provide targeted outreach to those neighborhoods to connect residents to home energy retrofit programs to improve their energy efficiency. |
| Appreciate having a climate equity section in the updated report to ensure that these issues are not overlooked | We recognize that while climate change impacts us all, it does not impact everyone equally. In the Burlington Climate Plan, City staff wanted to ensure there is attention placed on actions to support vulnerable residents. Equity considerations are embedded throughout the actions in this plan. |
| **Home Energy Retrofits** | **Response** |
| How does Better Homes Burlington work with the existing government incentive programs? Concern for duplication of resources | The Better Homes Burlington program connects residents to the existing government incentive programs through the concierge service and helps answer questions about the application process and eligibility criteria for these programs. The concierge service acts as a 'one-stop-shop', providing residents with information about all available incentive programs and a consistent touch point for support during their home energy efficiency improvement project. |
| How is the City measuring the success of the concierge program? | The City is measuring the success of this program by tracking participation rates and satisfaction. These metrics were most recently reported in the June 2025 Better Homes Burlington Update to conclude the pilot. |

| | |
|---|---|
| What supports could the Better Homes Burlington program provide to renters and small landlords? | There is no information currently on the Better Homes Burlington website for renters and small landlords. Staff could consider adding this information to the page. |
| A strong digital presence for Better Homes Burlington could reduce or replace staff time to provide the concierge service – consider FAQs or chatbot | With the conclusion of the Better Homes Burlington pilot program, the concierge service will continue to be offered by an existing FTE position within the Emergency Management and Environmental Sustainability Team at a reduced capacity, as it will no longer be the staff member's sole initiative. Promotion for the concierge service will also be reduced. Resourcing the concierge service may be revised in the future if constraints arise. |
| Increase promotion for Better Homes Burlington program | |
| What would a regional approach to home energy retrofits look like? | One example is the Durham Greener Homes program, which is run by the Regional Municipality of Durham and services the Region's lower tier municipalities including Oshawa, Pickering, Whitby and Clarington. Residents in any of the lower-tier municipalities can apply to the program for rebates, energy coaching, and a concierge service. A Regional approach provides a consistent approach to home energy retrofits across a wider geographic area. |
| Consider a 'seeding pilot' where you pick a home in each neighbourhood and make it an 'ideal' energy home and promote it through the community. | The City of Burlington has limited funding to support the energy efficiency updates at demonstration sites throughout the city, beyond our own facilities. However, we can highlight and promote individuals going above and beyond in their home energy efficiency journey through our community partners. |
| Concern with companies renting energy efficient equipment at high prices | These concerns have been received. Staff could consider how the Better Homes Burlington website can provide information on these topics. |
| Concern that incentives for heat pumps are limited and it is challenging to find a contractor to work with | |
| It is time consuming and expensive to get a heat pump if you have to increase your amperage – is there an opportunity for the City to improve this experience with Burlington Hydro? | Burlington Hydro and the City of Burlington continually look for ways to improve the experience for residents. Customers must work with a qualified electrician to determine if the property has sufficient amperage to accommodate a new piece of equipment (such as a heat pump). If the electrical load of a proposed piece of equipment cannot be supplied through the existing service, the service must be upgraded, to meet the needs of the new piece of equipment. |
| Consider expanding scope of Better Homes Burlington program to consider actions beyond energy efficiency – i.e. flood protection, low impact | The Better Homes Burlington concierge service does currently direct residents to resiliency programs, such as flood prevention incentives. With the conclusion of the Better Homes Burlington pilot program, the concierge service will continue to be offered at a reduced capacity, and expanding the scope of the program |

| | |
|---|---|
| development, bird friendly, etc. | will be limited. Resourcing the concierge service may be revised in the future if constraints arise. |
| Consider expanding scope of Better Homes Burlington program to include churches | |
| Consider incentives for high efficiency furnaces | |
| Consider supports for seniors looking to age in place | |
| **Local Economy** | **Response** |
| Promote businesses that have been successful in investing in energy efficiency and taking action on climate change | The City cannot promote one business over another. However, though the Take Action Burlington blog, we have promoted 'green' businesses when others have profiled them such as through the Burlington Chamber of Commerce awards in the environment category. BurlingtonGreen, a local charity, promotes local businesses though their Shop Local, Buy Green webpage |
| Promote incentives to businesses along with energy efficiency programs – climate resiliency, smart commute, etc. | Sustainability staff could partner with the Burlington Chamber of Commerce, and Burlington Economic Development and Tourism to promote applicable incentives to Burlington's local business owners. |
| Promote more sustainable recycling and circular economy within Burlington | Halton Region is the lead on waste management including recycling. The Region is launching a new program in 2026 – the Community Circular Economy Fund for programs that support efforts to share, repair, and reuse. Funding will be available to community groups that result in waste reduction. The City can promote this initiative at that time while continuing to promote related programs like the Repair Café events in Burlington. |
| **Natural Assets** | **Response** |
| Is flooding addressed in this plan? | Actions related to flood prevention measures are addressed in Climate Resilient Burlington: A Plan for Adapting to our Warmer, Wetter and Wilder Weather |
| Incorporate carbon capture data from trees into the City's emissions modeling | Carbon capture data modelling was completed to support the City's Urban Forest Master Plan. |
| Improve tree coverage in community spaces to provide shade, ensuring prioritization of native, climate-resilient tree species | Climate Resilient Burlington: A Plan for Adapting to Our Warmer, Wetter and Wilder Weather includes actions related to incorporating shade (natural and built) into park development. One of the goals of the Urban Forest Master Plan is to prioritize public and private tree establishment in areas and streets with low tree equity scores. |
| Explore initiatives that incentivize local business or community groups to plant and care for trees on private and public land | The City of Burlington offers several programs including free tree giveaways each spring and fall; a street-side tree planting program; and new in March 2025, the Significant Tree Maintenance Rebate Pilot to preserve trees larger than 75 cm in diameter by subsidizing up to 50 percent of the maintenance |

| | |
|---|---|
| | costs up to $1000 per tree, per property on a first-come first-serve basis. |
| **New Development** | **Response** |
| How much opportunity is there for municipalities to impact new development standards? Can the City mandate energy efficiency standards? | The City cannot mandate building energy efficiency beyond standards of the Ontario Building Code (OBC). However, there are opportunities to incentivize their use. |
| Is there an opportunity for specific types of sustainable building materials to be incentivized through development standards? | The use of sustainable building materials can be incentivized but not mandated beyond the Ontario Building Code (OBC). |
| Would it be possible to incentivize housing developers to put solar on the roof to reduce utility bills, as well as geothermal heating to keep costs low for low-income renters? | It is possible to incentivize the use of alternative energy, including solar, through the development process. |
| Would the City consider tax reductions for residents who build green homes? | All options could be considered, including a reduction to fees associated with development (i.e. development charges, permitting fees) through established legislative tools such as Community Improvement Plans (CIPs), Community Planning Permit System (CPPS), as well as loans and grants available through other programs. |
| Would the City adopt a policy like Vancouver did, where all new buildings cannot use gas for heating? | At this time, the City has not considered the possibility of adopting a policy similar to Vancouver's. |
| What percentage of new home builds are using alternative energy? | Most new builds use natural gas and electricity. Only a small percentage of homes, less than one percent, use geothermal systems. |
| Consider provisions for park space and green infrastructure, as well as connections to adaptation measures like flood protection within new development policies and guidelines | The City is committed to ensuring that best management practices regarding provision of park space and flood reduction measures are implemented as they become known. Existing policies and guidelines related to development attempt to address these issues in a strategic manner (Parks Provisioning Master Plan, Parkland Dedication bylaw, Storm Water Management Design Guidelines, Sustainable Building and Development Guidelines, Official Plan policy). There is also a role for other public agencies such as Conservation Authorities, and regional municipalities who may affect or directly regulate such matters. |

| | |
|---|---|
| Enforce AODA requirements for new EV parking | The City must always consider and follow the Accessibility for Ontarians with Disabilities Act (AODA) for public facilities such as EV parking areas. |
| Concern for insurance implications of EV ready development – concern of electric fires from EV chargers might produce an increase in car and home insurance | EV ready does not mean that an EV charger is installed. It means that a home has the electrical capacity and infrastructure to install a charger with no additional upgrades. Homeowners should check with their insurance companies to assess the implications of buying an EV and installing an EV charger. |
| Will EV ready new development be focused solely in MTSAs? | No, the Major Transit System Areas (MTSAs), Community Planning Permit System (CPPS), and new zoning bylaw projects are attempting to address EV ready in a way that aligns with the City's Electric Mobility Strategy (EMS). The EMS guides the City's approach to EV ready and contemplates its implementation in all development. |
| Would like to see more deliberately built walkable communities | The City's Official Plan policies and supporting guidelines and strategies strive to achieve complete communities which includes walkability metrics. A Pedestrian Master Plan will also be developed through the Integrated Mobility Plan. |
| Consider alternative garbage pickup for denser areas | Waste collection is managed by Halton Region. Multi-unit residential buildings are reviewed to handle waste management through the development review process. |
| **Transit** | **Response** |
| What kind of electric buses is the City considering procuring? | The City will be purchasing hybrid buses that will be delivered later in 2025 and in 2026. They are purchased from New Flyer Industries. The City will look at various types of electric vehicles to complement the fleet when purchasing new buses |
| Concern that electric buses are not as reliable as current diesel buses | Based on information from transit agencies that utilize electric buses, they are as dependable as diesel buses. |
| Enforcement of anti-idling for City buses | Burlington Transit regularly reminds operators of the anti-idling bylaw. |
| Consider lowering the age of free fare for seniors from 65 to 55 to align with the age of other City programs for seniors | Burlington Transit has adopted the PRESTO fare card system, which is the standard payment system used within the GTHA. PRESTO sets the age categories on their products and aligns with the rest of the GTHA. |
| Transit should be free for all | A Fare-free Transit Study written for Burlington Transit was presented at Committee of Whole in December 2024. The study highlighted the costs to provide free transit within the city. The study also noted that free transit will not shift people towards transit. |
| Improved access for Wheel Trans | Specialized Transit is an eligibility-based service. It allows people who cannot use regular transit the opportunity to have door-to-door service. All Burlington Transit buses are accessible, have wide doors, ramps, kneel and have audio and visual announcements. |

| | |
|---|---|
| Concern with transit infrastructure – uncovered bus stops and poor lighting at bus stops | With approximately 800 bus stop locations across the city, upgrades are prioritized based on ridership, safety, accessibility, and site feasibility. Not all stops can accommodate shelters due to sightline restrictions and specific site constraints. Ongoing efforts are made each year, using a phased approach, to improve stop locations citywide. Improvements are guided by several criteria, such as ridership, planned road work, asset lifecycle, available budget, and stop condition assessments. Burlington Transit welcomes recommendations from riders for stop improvements. Each recommendation is carefully reviewed and considered alongside all other stops within the planned upgrade program. For submissions or inquiries, please contact Burlington Transit at contactbt@burlington.ca |
| Increase bus times to 15 minutes instead of 30 in key areas | Burlington Transit currently has six routes that are 15 minutes. |
| Concern with empty buses on routes. Consider smaller fleet options with lower capacity for select routes to optimize energy use and reduce congestion | Smaller buses do not necessarily equate to cheaper costs. In fact, having multiple types of buses increase costs due to the maintenance requirements, need to stock multiple types of parts for buses and the fact that they fill up quickly and may have to bypass passengers at a bus stop. |
| Concern with feasibility of separated bus lanes with limited room on streets | At this time there are no separated bus lanes in Burlington. |
| **Walking & Cycling** | **Response** |
| Improve sidewalk and bike lane maintenance – snow removal, water drainage, repaving, etc. – before adding additional infrastructure | Sidewalk and bike lane maintenance is based on minimum maintenance standards (MMS). The City is meeting required service levels for the time required to clear sidewalks and bike lanes after a snowfall. Road plows maintain bike lanes on the roadway, and there is a separate unit that maintains the protected bike lane on Plains Road. Sidewalk machines are available to respond to icy complaints after snowfall is removed. Roads, Parks, and Forestry (RPF) staff inspects all city sidewalks in the spring by foot to identify deficiencies on the sidewalk network, which are repaired throughout the year based on priority. When RPF staff receive a request for potholes in bike lanes, staff will go out and investigate and repair accordingly. RPF will additionally be acquiring a special sweeper dedicated to sweeping bike lanes on a more regular schedule. |
| Concern that maintenance requests are not taken seriously and responded to in a timely manner | |
| Will the spine cycling network be a fully protected / separated bike lane? Concern that painted bike lanes are unsafe. Strong preference for protected bike lanes | Please refer to the Integrated Mobility Plan and Cycling Plan for details on facility selection for the Spine Cycling Network. |

| | |
|---|---|
| Concern for feasibility of separated bike lanes with limited room on streets | |
| Are there plans for a north – south cycling route to safely cross the highway? | The Integrated Mobility Plan recommended inclusion of new north-south highway crossings to facilitate more Active Transportation trips across the highway. Construction of recommended connections is subject to funding. |
| Are there plans for more multi-use paths? | The Community Trails Strategy is currently being updated and may recommend expansion of the trail network. |
| Consider education campaign in partnership with Halton school boards to increase active transportation and transit use, including winter cycling | City Staff actively collaborate with Halton Region and representatives of both school boards through the Active & Sustainable School Travel initiative to promote active transportation and transit use. EveryMetreCounts.ca is one of the local campaigns. |
| Need for free, safe, destination bike parking in a well-lit and secure garage | Staff can consider this suggestion. Bike parking is currently permitted in the Waterfront Parking Garage and staff are investigating additional bike parking solutions in the Downtown. |
| Consider adding bike parking to bus stops | |
| Extend crosswalk times at major intersections to improve walkability for seniors | Transportation staff review signal timings regularly and implement adjustments to prioritize pedestrian movements in areas of high demand / adjacent to senior centers, etc. This work is already being done proactively. |
| Concern that not many places in Burlington are pedestrian friendly. Consider making a street in downtown Burlington pedestrian or cycling only in the summer. | The downtown is well served by the Elgin Promenade, Spencer Smith Park promenade and other active transportation connections. Recommendations made through the Integrated Mobility Plan include the identification of "Enhanced Pedestrian Realm" areas which are high-activity intensification areas where future investment will be made to strengthen the pedestrian realm and prioritize safe pedestrian movement. Future capital projects are incorporating pedestrian priority measures, where applicable. Currently, there are no plans to convert existing streets to pedestrian or cycling only streets in the summer. |
| Creation of outdoor 'third spaces' is vital to give residents destinations to walk or cycle to | |

# Recommendation Report Summary

SUBJECT: Reserve fund request to strengthen municipal resilience

TO: Committee of the Whole

FROM: Public Works

Transportation

Report Number: PWS-02-26

Wards Affected: Not applicable

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Authorize the Chief Financial Officer to transfer $75,000 from the Tax Rate Stabilization reserve fund to strengthen municipal resilience through supporting the Emergency and Continuity Program as outlined in public works report PWS-02-26.

## Executive Summary

The City's Emergency and Continuity Management Program is managed by two staff across eight portfolios. During 2026, two major projects will be undertaken that require vendor support, as follows:

- **Business Impact Analysis (BIA) updates**, which are essential for updating departmental/service business continuity plans.
- **2026 functional exercise**, which is a hands-on, operations-based exercise needed due to staff turnover to supplement the discussion-based, tabletop exercises that have been conducted annually since 2022. The 2026 functional exercise will meet the annual exercise requirement under provincial legislation.

To ensure that this work can be completed in 2026, staff propose a one-time transfer of $75,000 from the Tax Rate Stabilization reserve fund.

Purpose of report:

- This report seeks Council approval to proceed with the proposed projects.

Key findings:

- Vendor support is required to ensure that the BIA updates and 2026 functional exercise are completed in 2026.

Implications:

- **Financial**
  - This is a one-time $75,000 draw from the Tax Rate Stabilization Reserve Fund. The current, uncommitted balance in this reserve fund is approximately $4.6 million.
- **Human Resources**
  - Relevant staff from each department/service will participate in the BIA workshops, as well as the 2026 functional exercise. Some staff may be asked to provide assistance to the vendor during exercise planning.
- **Communications and Engagement**
  - The Executive Leadership Team, Senior Leadership Team and designated staff will be informed about the timing of the BIA workshops.
  - Exercise participants will receive the invitation once an exercise date is confirmed.

## Background

The City's Emergency and Continuity Management Program is responsible for both emergency management and business continuity. The program has several portfolios that are assigned between two staff members as follows:

- Business Continuity
- Critical Infrastructure
- Emergency Planning
- Exercises
- Hazard Identification and Risk Assessment
- Program Administration (compliance related items)
- Public Education
- Training

## Analysis

The Emergency and Continuity Management Program staff require support to complete two large projects in 2026, as follows:

1. Business Impact Analysis (BIAs)
    - A BIA is a systematic process to identify and evaluate the potential effects of disruptions to critical business functions, helping to prioritize recovery strategies and minimize operational and financial risks.
    - Updated BIAs are a foundational step in updating departmental/service business continuity plans, and completing this work in 2026 will set the stage for a comprehensive refresh of the City's business continuity planning beginning in 2027.
2. 2026 Functional Exercise
    - Ontario Regulation 380/04 under the *Emergency Management and Civil Protection Act, R.S.O. 1990, c.E.9*, requires that individuals appointed to the City's Emergency Control Group participate in an exercise every year.
    - Since 2022, due to staffing capacity limitations, exercises have been discussion-based, tabletop exercises, which simulate emergencies in a facilitated group setting.
    - There has been a significant amount of turnover in the staff who hold leadership positions within the City's Emergency Response Plan, and therefore, it would be beneficial to hold an operations-based, functional exercise to test and evaluate

the coordination, command and response capabilities in a realistic, time-pressured environment.

---

**Recommendation Details**

Council is asked to approve the proposed projects for the following reasons:

- Operations-based, functional exercises provide hands-on practice to staff and Council members with roles under the City's Emergency Response Plan, enhancing the City's overall level of emergency preparedness.
- Updating BIAs for departments/services play an important role in the overall process of updating departmental/service business continuity plans, which provide guidance on how to proceed due to disruptions including loss of personnel, facilities, technology and/or critical suppliers. Updated BIAs also help inform prioritization planning for the recovery of impacted technology during technological disruptions, which is completed by Burlington Digital Services.

---

**Key Dates & Milestones**

BIA Workshops

- Q1: Procurement
- Q2: BIA Workshops

Functional Exercise

- Q1: Procurement
- Q2: Planning and conduct of functional exercise

---

**Implications**

- Financial
    - If this Report recommendation is approved, $75,000 will leave the Tax Rate Stabilization reserve fund.
- Human Resources
    - Relevant staff from each department/service will participate in the BIA workshops, and designated staff from departments/services will serve as the main contact throughout the business continuity plan update process.
    - Emergency Control Group members will be invited to participate in the 2026 functional exercise, once the exercise date is confirmed. Additional staff may be asked to provide assistance to the vendor during exercise planning.

- Communication and Engagement
    - The Executive Leadership Team, Senior Leadership Team and designated staff will be informed about the timing of the BIA workshops.
    - Exercise participants will receive the invitation once an exercise date is confirmed.

---

**References**

Emergency Management and Civil Protection Act, R.S.O, 1990, c.E.9
Ontario Regulation 380/04

---

**Strategic Alignment**

☐ Designing and delivering complete communities
☑ Providing the best services and experiences
☐ Protecting and improving the natural environment and taking action on climate change
☑ Driving organizational performance

---

**Author:**

Robyn Heibert, MA(DEM), ABCP, CEM
Community Emergency Management Specialist
robyn.heibert@burlington.ca

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

# Recommendation Report Summary

SUBJECT: Heritage Conservation Agreement for 461 Elizabeth Street (Knox Presbyterian Church)

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-09-26

Wards Affected: 2

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Authorize the Mayor and City Clerk to sign the Heritage Conservation Agreement in connection with Heritage Grant Program application No. 501-06-7-01/25 (the "Application") for 461 Elizabeth Street (Knox Presbyterian Church), as outlined in development and growth management report DGM-09-26.

## Executive Summary

Purpose of report:

- To seek Council's approval to authorize the Mayor and City Clerk to sign the Heritage Conservation Agreement in connection with the Application for restoration works to be completed at Knox Presbyterian Church. The location of the property is shown in Appendix A.

Key findings:

- The owners of 461 Elizabeth Street have completed important repairs to restore the "Campbell Window" in the front entrance of Knox Presbyterian Church in order to preserve this stained-glass window.
- The Director of Community Planning approved the Application on December 4, 2025, under delegated authority.

- The Heritage Conservation Agreement is a condition of any grant from the Burlington Community Heritage Fund. It sets out the terms and conditions under which funding is provided to support a conservation project, subject to the satisfaction of the Commissioner of Legal and Legislative Services/City Solicitor and the Director of Community Planning.

Implications:

- The Heritage Grant Program application is in the amount of $2,625.00 to be drawn from the Heritage Reserve Fund, leaving a balance of approximately $176,000.00.

## Background

In December 2025, the Director of Community Planning approved a Delegated Authority Report recommending approval of the Application and the Heritage Permit Application for the repair and restoration of the “Campbell Window” in the front entrance of Knox Presbyterian Church located at 461 Elizabeth Street. A copy of the Delegated Authority Report is attached as Appendix B.

Following approval of the Application and the Heritage Permit Application, staff discovered that the Director of Community Planning is not authorized to execute the associated Heritage Conservation Agreement on behalf of the City. This report seeks to obtain authority to execute the Heritage Conservation Agreement that is required as a condition of approval of the Application to advance the proposed work outlined therein without further delay. Staff intend to bring forward an amendment to the Delegated Authority By-law (By-law 71-2023, as amended) by the end of Q1 2026 to eliminate the need for Council approval respecting execution of future heritage conservation agreements.

## Recommendation Details

The Director of Community Planning approved Heritage Grant Program Application No. 501-06-7-01/25 on December 4, 2025, under delegated authority. Staff recommend that Council authorize the Mayor and City Clerk to execute the associated Heritage Conservation Agreement to facilitate the proposed works.

## Key Dates & Milestones

- **August 11, 2025:** Application submitted for the scope of work described in Report DGM-09-25.
- **September 10, 2025:** Application presented to the Heritage Burlington Advisory Committee. The committee recommended approving it with conditions.
- **December 4, 2025:** The application was approved by staff under delegated authority.

## References

Government of Ontario (2025). Eight guiding principles in the conservation of built heritage properties.

**Strategic Alignment**

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

---

**Author:**

Chloe Richer, MCIP, RPP, CAHP
Senior Planner, Heritage
(905) 335-7600 Ext. 7427

**Appendices:**

A. Location Map
B. Report recommending approval of Heritage Permit and Heritage Grant repair and restoration of the “Campbell window” in the front entrance of the church at 461 Elizabeth St.

**Draft By-laws for Approval at Council:**

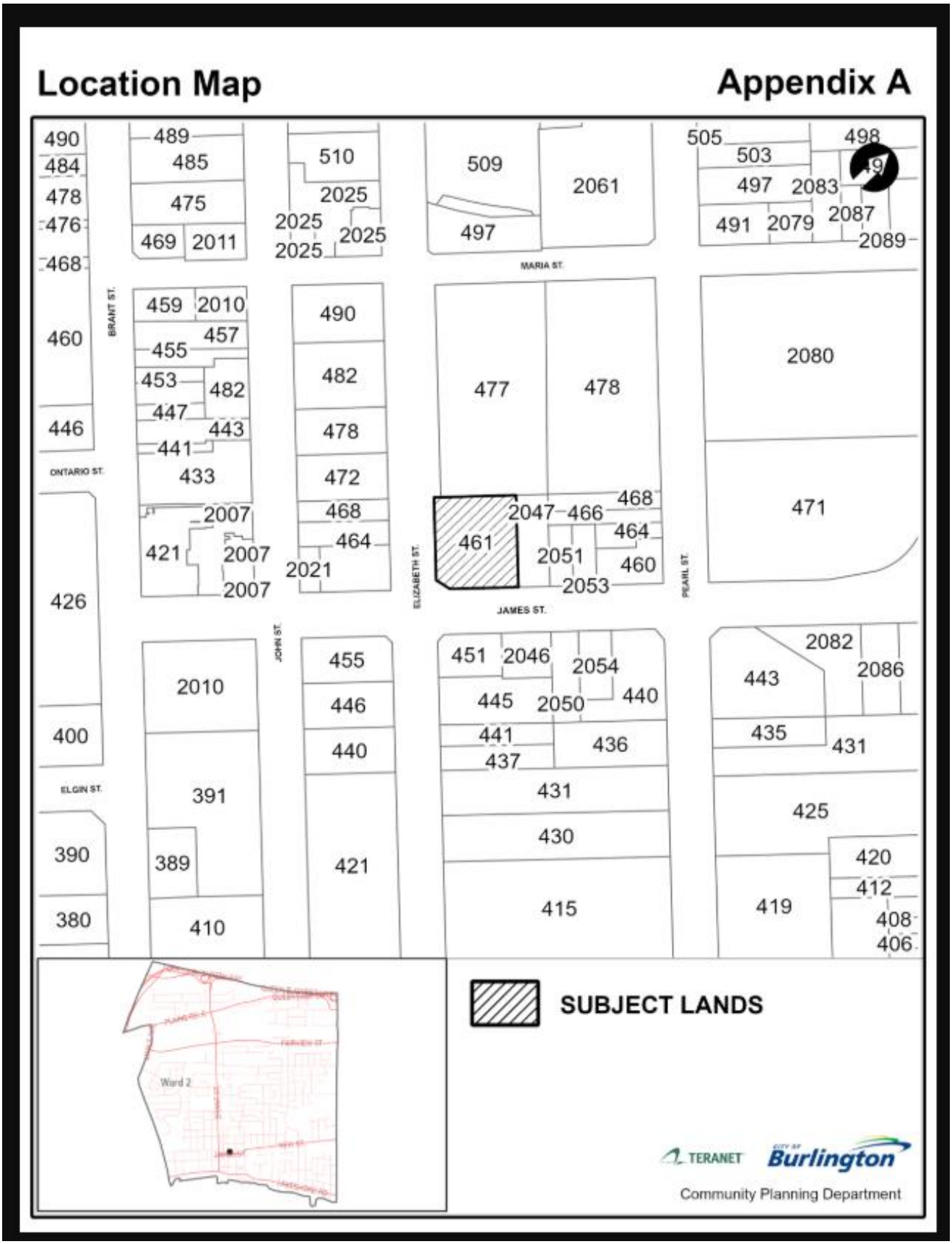
- Not applicable.

**Notifications:**

Planner will provide property owner’s contact information for notification after Council.

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.


Location Map
Appendix A
490
484
478
476
468
489
485
475
469
2011
510
2025
2025
2025
2025
509
497
2061
505
503
498
497
2083
491
2079
2087
2089
MARIA ST.
460
446
ONTARIO ST.
BRANT ST.
459
2010
457
455
453
482
447
443
441
433
2007
421
2007
2007
490
482
478
472
468
464
2021
477
478
461
2047
466
468
464
2051
460
2053
JAMES ST.
ELIZABETH ST.
2080
471
PEARL ST.
426
400
ELGIN ST.
390
380
2010
391
389
410
JOHN ST.
455
446
440
421
451
2046
2054
445
2050
440
441
436
437
431
430
415
2082
443
2086
435
431
425
420
412
419
408
406
SUBJECT LANDS
Ward 2
TERANET
Burlington
Community Planning Department

# Standard DA Report

**SUBJECT: Report recommending approval of Heritage Permit and Heritage Grant repair and restoration of the "Campbell window" in the front entrance of the church at 461 Elizabeth St.**

FROM: Development and Growth Management
Community Planning

Report Date: December 4, 2025

Wards Affected: 2

File Numbers: 501-06-4-04/25, 501-06-7-01/25

**Decision:**

Approve in accordance with section 33 of the *Ontario Heritage Act*, under authority delegated to staff, the Heritage Permit application for the repair and restoration of the "Campbell window" in the front entrance of the church at 461 Elizabeth St., submitted by Robert Swent, consisting of the following plans/documents:

- Heritage Permit Application Form (internal); and,
- Photographs of the existing conditions.

Approve the application, subject to the following conditions:

- That implementation / installation of the alteration(s), in accordance with this approval, shall be completed no later than Sept. 30, 2027. If the alteration(s) are not completed by Sept. 30, 2027, then this approval expires as of that date and no alterations shall be undertaken without a new approval issued by the City of Burlington.

Approve, under authority delegated to staff, the Heritage Grant Program application for $2,625 for the repair and restoration of the "Campbell window" in the front entrance of the church at 461 Elizabeth St., submitted by Robert Swent, consisting of the following plans/documents:

- Heritage Permit Application Form (internal);
- Photographs of the existing conditions; and,
- A quotation from Northern Painters.

**Strategic Alignment**

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

**Purpose**

- To present the Heritage Permit and Heritage Grant Program applications for the property municipally known as 461 Elizabeth St., and provide the Director of Community Planning with the staff recommendation regarding the applications. Pursuant to the *Ontario Heritage Act*, if a Heritage Permit application is received, Council or its delegate shall consider the application and decide whether to approve, approve with conditions or deny the application.

## Background and Discussion

### Description of Property

| | |
|---|---|
| ***Property Address:*** | 461 Elizabeth St. |
| ***Designation By-law Number:*** | 68-2025 |
| ***Ward Number:*** | 2 |

461 Elizabeth St. is in the Central Burlington neighbourhood on the east side of Elizabeth Street, at the northeast corner of the intersection of Elizabeth Street and James Street. Situated on the property is a mid-19th century place of worship with later 19th century and 20th century alterations and additions.

### Description of Application

| | |
|---|---|
| ***Application Type:*** | Alteration |
| ***Date of Notice of Complete Application:*** | Oct. 14, 2025 |
| ***Statutory Deadline for City Decision:*** | Jan. 12, 2026 |

Heritage Permit No. 501-06-4-04/25 proposes the the repair and restoration of the "Campbell window" in the front entrance of the church at 461 Elizabeth St.

### Related Applications

Heritage Grant No. 501-06-7-01/25 has been submitted for the same scope of work as Heritage Permit No. 501-06-4-04/25.

There are no current *Planning Act* applications for the subject property.

## Strategy/process

### Planning Analysis

The City of Burlington's *Official Plan, 1997*, addresses cultural heritage resources in Part II Functional Policies, section 8.0 Cultural Heritage Resources. Policy 8.3.4 f) Alterations to designated buildings is particularly relevant:

> "Alterations to buildings and structures designated under The Ontario Heritage Act that are likely to affect the heritage attributes, and the demolition or removal of buildings and

structures on designated property *shall* require the written consent of Council and *shall* require the submission of a Heritage Impact Statement prepared by a qualified heritage professional."

City of Burlington By-law No. 36-2025, a by-law to adopt Official Plan Amendment No. 6 to the Burlington Official Plan 2020 to add certain elements of the text of the Burlington Official Plan, 2020 to implement the delegation of authority to staff to pass minor official plan and zoning by-law amendments under sections 17 and 39.2 of the *Planning Act*, that are minor in nature and in accordance with the City's Delegated Authority By-law, allows Council to delegate its authority to consent to alterations of properties designated under Part IV of the *Ontario Heritage Act*. In addition, due to the minor nature of the proposed alterations (see Heritage Analysis section below), a Heritage Impact Statement is not required.

The subject property is not located in the Niagara Escarpment Plan Area and is thus not subject to Niagara Escarpment Development Control, administered by the Niagara Escarpment Commission, pursuant to the *Niagara Escarpment Planning and Development Act*.

**Options considered**

**Option 1 – Approve the Subject Heritage Permit and Heritage Grant Applications**

Benefits:

- Cultural heritage in Ontario provides people with a sense of place, as per the *Provincial Planning Statement, 2024*.
- The *Burlington Official Plan, 2020* identifies the following benefits to conserving cultural heritage resources:
    - Cultural heritage resources help the community to understand its past, provides context for the present, and influences the future.
    - Cultural heritage resources create a sense of civic pride and contribute to the quality of life and enjoyment of the city by residents and visitors alike.
    - The conservation of cultural heritage resources also contributes to the overall sustainability of the city.

Considerations:

- A Heritage Permit application is required for this scope of work as per By-law No. 68-2025, the Heritage Attributes likely to be affected by the proposed alterations are:
    - "Campbell Memorial Windows with decorative tracery on west elevation."
- Repairing the Campbell Memorial Window as closely as possible to its original condition follows best heritage conservation practice; see the Government of Ontario's "Eight guiding principles in the conservation of built heritage properties".
    - Principle 3, Respect for historical material, emphasizes repair/conserve rather than replace building materials and finishes except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.

    - Principle 4, Respect for original fabric, emphasizes the importance of repairing with like materials. Repair to return the resource to its prior condition, without altering its integrity.

Additional Information:

- Not applicable.

Community Engagement and Communications:

- At their meeting on Sept. 10, 2025, the Heritage Burlington Advisory Committee were consulted regarding the subject applications and moved the following motions:
    - “Heritage Burlington Advisory Committee recommends that Heritage Permit No. 501-06-4-04/25 be approved, subject to the following condition:
        - That implementation / installation of the alteration(s), in accordance with this approval, shall be completed no later than Sept. 30, 2027. If the alteration(s) are not completed by Sept. 30, 2027, then this approval expires as of that date and no alterations shall be undertaken without a new approval issued by the City of Burlington; and
    - Heritage Burlington Advisory Committee recommends that Heritage Grant No. 501-06-7-01/25 be approved for $2,625.”

**Option 2 – Deny the Subject Heritage Permit and Heritage Grant Applications**

Benefits:

- Not applicable as the scope of work follows best heritage conservation practice.

Considerations:

- See Option 1 above.

Additional Information:

- Not applicable.

Community Engagement and Communications:

- See Option 1 above.

---

**Financial Matters**

**Total Financial Impact**

- If the Heritage Grant Program application is approved, there will be a financial impact of $2,625.

**Source of Funding**

- The Community Heritage Fund (Heritage Grant Program) does not receive an annual operating budget, however, it is supported by a reserve fund of $178,985 as of June 30, 2025.

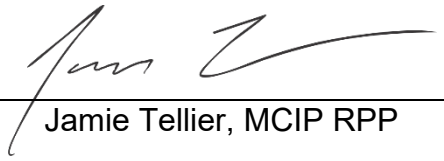
---

## Conclusion

Staff have reviewed the proposed Heritage Permit and Heritage Grant Program applications in accordance with section 33 of the *Ontario Heritage Act* and applicable policies under the *Ontario Planning Act*, including the *City of Burlington Official Plan*. Staff support the scope of work outlined in the proposed Heritage Permit.
The Heritage Permit and Heritage Grant Program applications are approved under authority delegated by Council.

---

**Approved under delegated authority by:**



| Jamie Tellier, MCIP RPP | on | December | 4 | 2025 |
|---|---|---|---|---|
| | | Month | Day | Year |

Director of Community Planning Department
Sign on the line above.

---

**Author:**

Chloe Richer, MCIP, RPP, CAHP
Senior Planner – Heritage
(905) 335-7600 ext.7427

**Appendices:**

Not applicable.

# Recommendation Report Summary

SUBJECT: Heritage Conservation Agreement for 2411 Lakeshore Road

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-10-26

Wards Affected: 2

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Authorize the Mayor and City Clerk to sign the Heritage Conservation Agreement in connection with Heritage Grant Program Application No. 501-06-7-02/25 (the "Application") for 2411 Lakeshore Road, as outlined in development and growth management report DGM-10-26.

## Executive Summary

Purpose of report:

- To seek Council's approval to authorize the Mayor and City Clerk to sign the Heritage Conservation Agreement in connection with the Application for restoration works to be completed at 2411 Lakeshore Road. The location of the property is shown in Appendix A.

Key findings:

- The owner of 2411 Lakeshore Road has completed the important replacement of balusters supporting the roof of the front porch.
- The Director of Community Planning approved the Application on November 24, 2025, under delegated authority.
- The Heritage Conservation Agreement is a condition of any grant from the Burlington Community Heritage Fund. It sets out the terms and conditions under which funding is provided to support a conservation project, subject to the satisfaction of the

Commissioner of Legal and Legislative Services/City Solicitor and the Director of Community Planning.

Implications:

- The Heritage Grant Program application is in the amount of $920.95 to be drawn from the Heritage Reserve Fund leaving a balance of approximately $175,000.00.

## Background

In November 2025, the Director of Community Planning approved a Delegated Authority Report recommending approval of the Application and the Heritage Permit Application for the removal and replacement of eight balusters at the southwest corner of the porch and one of the three balusters at the east end of the porch at 2411 Lakeshore Road. A copy of the Delegated Authority Report is attached as Appendix B.

Following approval of the Application and the Heritage Permit Application, staff discovered that the Director of Community Planning is not authorized to execute the associated Heritage Conservation Agreement on behalf of the City. This report seeks to obtain authority to execute the Heritage Conservation Agreement that is required as a condition of approval of the Application to advance the proposed work outlined therein without further delay. Staff intend to bring forward an amendment to the Delegated Authority By-law (By-law 71-2023, as amended) by the end of Q1 2026 to eliminate the need for Council approval respecting execution of future heritage conservation agreements.

## Recommendation Details

The Director of Community Planning approved Heritage Grant Program Application No. 501-06-7-02/25 on November 24, 2025, under delegated authority. Council must now authorize the Mayor and City Clerk to execute the associated Heritage Conservation Agreement to facilitate the proposed works.

## Key Dates & Milestones

- **September 4, 2025:** Application submitted for the scope of work described in Report DGM-10-26.
- **September 10, 2025:** Application presented to the Heritage Burlington Advisory Committee. The committee recommended approving it with conditions.
- **November 24, 2025:** The application was approved by staff under delegated authority.

## References

Not applicable.

**Strategic Alignment**

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

---

**Author:**

Chloe Richer, MCIP, RPP, CAHP
Senior Planner, Heritage
(905) 335-7600 Ext. 7427

**Appendices:**

A. Location Map
B. Heritage Conservation Agreement for 2411 Lakeshore Road

**Draft By-laws for Approval at Council:**

- Not applicable.

**Notifications:**

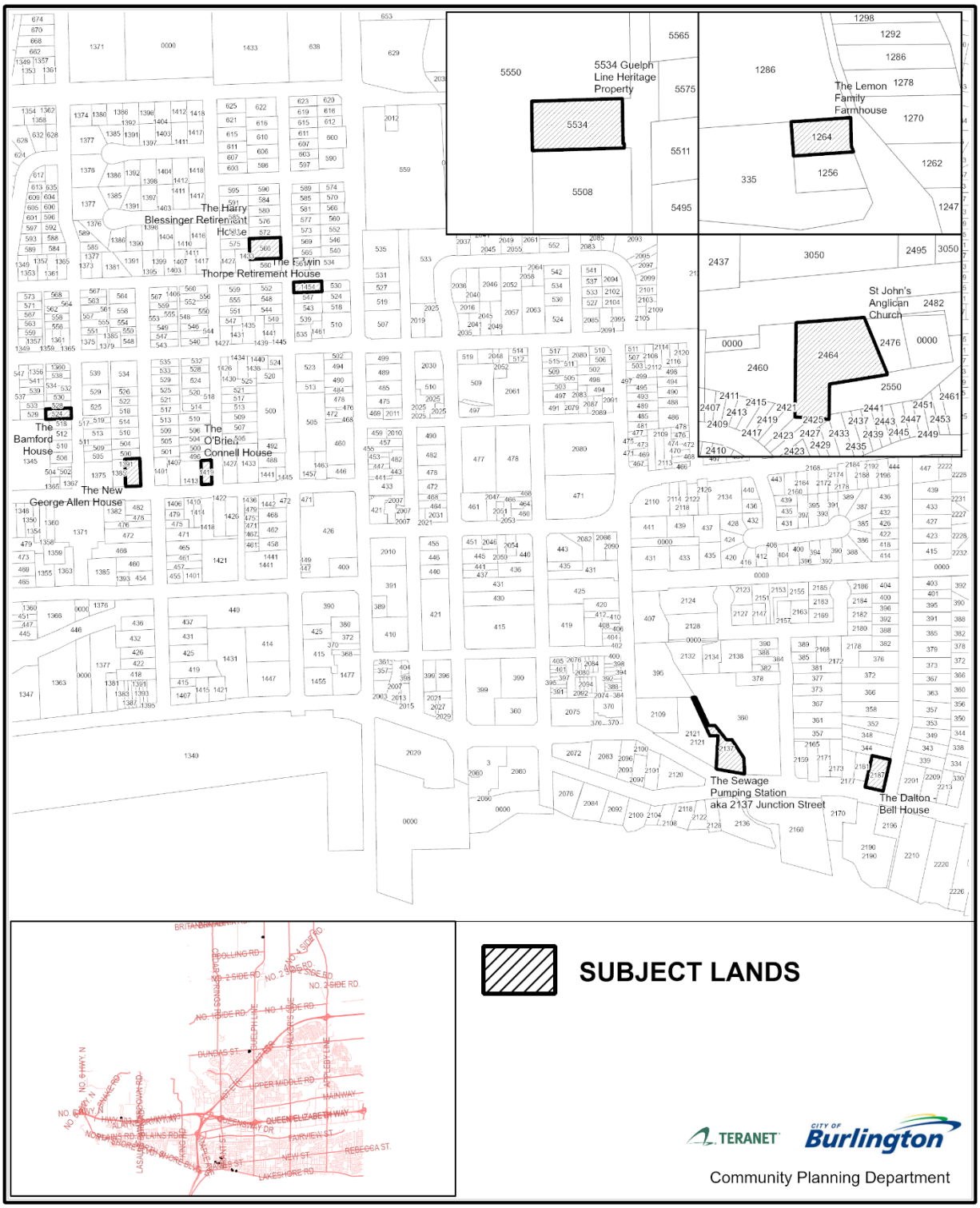
Planner will provide property owner’s contact information for notification after Council.

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

# Location Map

# Appendix A



# Standard DA Report

**SUBJECT: Report recommending approval of Heritage Permit and Heritage Grant for three replacement columns at 2411 Lakeshore Rd.**

FROM: Development and Growth Management
Community Planning

Report Date: October 14, 2025

Wards Affected: 2

File Numbers: 501-06-4-05/25, 501-06-7-02/25

**Decision:**

Approve in accordance with section 33 of the *Ontario Heritage Act*, under authority delegated to staff, the Heritage Permit application for the removal and replacement of two of the eight balusters (columns) at the southwest corner of the porch and one of the three balusters (columns) at the east end due to rot of the wood at 2411 Lakeshore Rd., submitted by David Barker, consisting of the following plans/documents:

- Heritage Permit Application Form (internal);
- Photographs of the existing conditions; and,
- A quotation from Lions Valley Carpentry Inc.

Approve the application subject to the following conditions:

- That implementation / installation of the alteration(s), in accordance with this approval, shall be completed no later than Sept. 30, 2027. If the alteration(s) are not completed by Sept. 30, 2027, then this approval expires as of that date and no alterations shall be undertaken without a new approval issued by the City of Burlington.

Approve, under authority delegated to staff, the Heritage Grant Program application for $920.95 for the removal and replacement of two of the eight balusters (columns) at the southwest corner of the porch and one of the three balusters (columns) at the east end due to rot of the wood at 2411 Lakeshore Rd., submitted by David Barker, consisting of the following plans/documents:

- Heritage Permit Application Form (internal);
- Photographs of the existing conditions; and,
- A quotation from Lions Valley Carpentry Inc.

**Strategic Alignment**

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

**Purpose**

- To present the Heritage Permit and Heritage Grant Program applications for the property municipally known as 2411 Lakeshore Rd., and provide the Director of Community Planning with the staff recommendation regarding the applications. Pursuant to the *Ontario Heritage Act*, if a Heritage Permit application is received, Council or its delegate shall consider the application and decide whether to approve, approve with conditions or deny the application.

## Background and Discussion

### Description of Property

| | |
|---|---|
| ***Property Address:*** | 2411 Lakeshore Rd. |
| ***Designation By-law Number:*** | 70-2020 |
| ***Ward Number:*** | 2 |

2411 Lakeshore Rd. is in the Central Burlington neighbourhood on the north side of Lakeshore Road between St. Paul Street and Market Street. Situated on the property is a representative example of a Queen Anne style residence built in 1890.

### Description of Application

| | |
|---|---|
| ***Application Type:*** | Alteration |
| ***Date of Notice of Complete Application:*** | Oct. 14, 2025 |
| ***Statutory Deadline for City Decision:*** | Jan. 12, 2026 |

Heritage Permit No. 501-06-4-05/25 proposes the removal and replacement of three of the eight balusters supporting the roof of the front attribute porch due to rot of the wood.

### Related Applications

Heritage Grant No. 501-06-7-02/25 has been submitted for the same scope of work as Heritage Permit No. 501-06-4-05/25.

There are no current *Planning Act* applications for the subject property.

## Strategy/process

### Planning Analysis

The City of Burlington's *Official Plan, 1997*, addresses cultural heritage resources in Part II Functional Policies, section 8.0 Cultural Heritage Resources. Policy 8.3.4 f) Alterations to designated buildings is particularly relevant:

> "Alterations to buildings and structures designated under The Ontario Heritage Act that are likely to affect the heritage attributes, and the demolition or removal of buildings and

structures on designated property *shall* require the written consent of Council and *shall* require the submission of a Heritage Impact Statement prepared by a qualified heritage professional."

City of Burlington By-law No. 36-2025, a by-law to adopt Official Plan Amendment No. 6 to the Burlington Official Plan 2020 to add certain elements of the text of the Burlington Official Plan, 2020 to implement the delegation of authority to staff to pass minor official plan and zoning by-law amendments under sections 17 and 39.2 of the *Planning Act*, that are minor in nature and in accordance with the City's Delegated Authority By-law, allows Council to delegate its authority to consent to alterations of properties designated under Part IV of the *Ontario Heritage Act*. In addition, due to the minor nature of the proposed alterations (see Heritage Analysis section below), a Heritage Impact Statement is not required.

The subject property is not located in the Niagara Escarpment Plan Area and is thus not subject to Niagara Escarpment Development Control, administered by the Niagara Escarpment Commission, pursuant to the *Niagara Escarpment Planning and Development Act*.

**Options considered**

**Option 1 – Approve the Subject Heritage Permit and Heritage Grant Applications (recommended)**

Benefits:

- Cultural heritage in Ontario provides people with a sense of place, as per the *Provincial Planning Statement, 2024*.
- The *Burlington Official Plan, 2020* identifies the following benefits to conserving cultural heritage resources:
    - Cultural heritage resources help the community to understand its past, provides context for the present, and influences the future.
    - Cultural heritage resources create a sense of civic pride and contribute to the quality of life and enjoyment of the city by residents and visitors alike.
    - The conservation of cultural heritage resources also contributes to the overall sustainability of the city.

Considerations:

- A Heritage Permit application is required for this scope of work as per By-law No. 70-2020, the Heritage Attributes likely to be affected by the proposed alterations are:
    - "The verandah on the west elevation espouses many more Queen Anne characteristics including the brackets, fine wood turned columns with bullseye motif, radiating ornament as seen in the decorative sun motif in the pediment and dentils with a wood spindle cornice."

- An estimate prepared by Lions Valley Carpentry Inc. indicates that the replacement columns will match the shape and design of the existing, and the replacement columns will be made of solid pine.

Additional Information:

- Not applicable.

Community Engagement and Communications:

- At their meeting on Sept. 10, 2025, the Heritage Burlington Advisory Committee were consulted regarding the subject applications and moved the following motions:
    - “Heritage Burlington Advisory Committee recommends that Heritage Permit No. 501-06-4-04/25 be approved, subject to the following condition:
        - That implementation / installation of the alteration(s), in accordance with this approval, shall be completed no later than Sept. 30, 2027. If the alteration(s) are not completed by Sept. 30, 2027, then this approval expires as of that date and no alterations shall be undertaken without a new approval issued by the City of Burlington; and
    - Heritage Burlington Advisory Committee recommends that Heritage Grant No. 501-06-7-01/25 be approved for $920.95.”

**Option 2 – Deny the Subject Heritage Permit and Heritage Grant Applications (not recommended)**

Benefits:

- Not applicable as the scope of work follows best heritage conservation practice.

Considerations:

- See Option 1 above.

Additional Information:

- Not applicable.

Community Engagement and Communications:

- See Option 1 above.

---

## Financial Matters

### Total Financial Impact

- If the Heritage Grant Program application is approved, the Heritage Grant Reserve Fund will be drawn upon in the amount of $920.95, leaving a balance of $178,063.80.

### Source of Funding

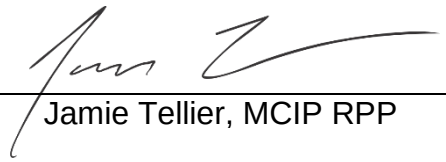
- The Community Heritage Fund (Heritage Grant Program) does not receive an annual operating budget, however, it is supported by a reserve fund of $178,985 as of June 30, 2025.

## Conclusion

Staff have reviewed the proposed Heritage Permit and Heritage Grant Program applications in accordance with section 33 of the *Ontario Heritage Act* and applicable policies under the *Ontario Planning Act*, including the *City of Burlington Official Plan*. Staff support the scope of work outlined in the proposed Heritage Permit.
The Heritage Permit and Heritage Grant Program applications are approved under authority delegated by Council.

---

**Approved under delegated authority by:**



| Jamie Tellier, MCIP RPP | on | November | 24 | 2025 |
|---|---|---|---|---|
| | | Month | Day | Year |

Director of Community Planning Department
Sign on the line above.

---

**Author:**

Chloe Richer, MCIP, RPP, CAHP
Senior Planner – Heritage
(905) 335-7600 ext.7427

**Appendices:**

Not applicable.

# Recommendation Report Summary

SUBJECT: Amendment to Procedure By-law 59-2024 to provide clarity on member speaking time and questions

TO: Committee of the Whole

FROM: Legal and Legislative Services

Legislative Services

Report Number: LLS-07-26

Wards Affected: None

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Enact a by-law to amend Procedure By-law No. 59-2024, substantially attached as Appendix A to legislative services report LLS-07-26.

## Executive Summary

Purpose of report:

- This report is to recommend an amendment to the procedure by-law to provide more clarity around speaking and question time limits for members of standing committee and council.
- This report responds to Motion Memorandum COW-02-26, approved at the January 27, 2026 council meeting directing the City Clerk to report back to Committee of the Whole on February 9, 2026 with proposed amendments to the Procedure By-law to clarify speaking times for members of Committee and Council.
- On September 17, 2024 Council passed Procedure By-law 59-2024. The By-law took effect on October 1, 2024.

**Background**

Section 49.12 of the Procedure By-law 59-2024 states that “Each member will have a limit of five minutes to speak on a motion and will be given the option of an additional five minutes after every member has been allowed to speak. An additional five minutes will only be provided to members through the passing of a two-thirds vote.”

Section 49.3 of the Procedure B-law 59-2024 states that “A member may ask a question only for the purpose of obtaining facts relevant to the matter under discussion and necessary for a clear understanding. All questions will be stated succinctly and will not be used as a means of making statements, or assertions”.

In 2023, during a public meeting discussion, members of Council informally agreed to limit their speaking time on a motion to three minutes, rather than the five-minute limit prescribed in the Procedure By-law. Members of Council also informally agreed to a one-minute limit for posing questions, in keeping with the intent of Section 49.3 of the Procedure By-law and in the absence of any prescribed time limits for questions. The rationale for these informal commitments was to promote more effective use of Council, staff, and public time, and to support more efficient and focused meetings.

In response to recent uncertainty regarding Council member speaking times, a motion memorandum was introduced and approved by Council on January 27, 2026:

Motion Memorandum regarding Procedure By-law (COW-02-26)

- Direct the City Clerk/Director of Legislative Services to report back to Committee of the Whole with the following proposed amendments to Burlington Procedure By-law 59-2024 for consideration:

  “Each member will have a maximum of three minutes to speak on a motion and will be given the option of an additional maximum three minutes after every member has been allowed to speak. This time cannot be accumulated and added to the additional commentary period. There will be a maximum of two commenting periods per member and any additional requests for commentary will only be provided to members through the passing of a two-thirds vote.”; and

  “Each member will have the opportunity to ask two questions, to a maximum of one minute per question on a motion and will be given the opportunity to ask an additional two questions after every member has been allowed to ask questions. There is no limit to the number of questions each member can ask providing that the above guidelines

are adhered to and the questions are concise, directly related to the agenda item being discussed and that question period is not used as an opportunity to comment or express opinions of the matter being discussed.”; and

“The management of both question and commenting periods remains within the authority and purview of the Chair of the Meeting”.

In response to Motion Memorandum COW-02-26, Legislative Services staff are proposing revised wording for Sections 49.12 and 49.3 of Procedure By-law 59-2024. To eliminate ambiguity and frustration among Committee members, to formalize practices that have been followed by Council and Committee over the past several years, and to align with the guiding principle of conducting efficient and effective meetings, the following revised wording is proposed:

New Section 49.12 for the Procedure By-law 59-2024 – that each member will have a limit of ~~five~~ **three** minutes to speak on a motion and will be given the option of an additional ~~five~~ **three** minutes after every member has been allowed to speak. **Any unused speaking time cannot be reclaimed**. An additional ~~five~~ **three** minutes will only be provided to members through the passing of a two-thirds vote”

New Section 49.3 of Procedure B-law 59-2024 – **that each member will have a limit of one minute to ask a question. Any unused time cannot be reclaimed**. A member may ask a question only for the purpose of obtaining facts relevant to the matter under discussion and necessary for a clear understanding. All questions will be stated succinctly and will not be used as a means of making statements, or assertions.

## Analysis

It is common practice for municipal procedure by-laws to establish clear parameters around Council and Committee speaking times and question periods. These parameters are intended to ensure that all members have an opportunity to be heard, to maintain orderly and respectful debate, and to promote the effective and efficient use of time for Council, staff, and the public.

---

## Recommendation Details

It is recommended that Council adopt the proposed by-law amendments to provide clarity and consistency for members of Council and for staff responsible for administering the Procedure By-law.

---

**Key Dates & Milestones**

- New Procedure By-law 59-2024 in effect on October 1, 2024.
- Procedure By-law amended at the December 10, 2024 council meeting, clarifying the deadline for delegation requests.

---

**Implications**

In accordance with the Public Notice Policy a notice providing details of the proposed changes to the Procedure By-law was issued by the Office of the City Clerk and posted to the City's website on January 30, 2026. The policy requires notice of revisions to the existing Procedure By-law to be posted to the city's website seven days prior to the Standing Committee meeting at which the matter is to be considered. Notice was provided ten days in advance of the February 9, 2026, Committee of the Whole meeting.

---

**References**

Procedure By-law 59-2024 consolidated version including amendments available online.

---

**Strategic Alignment**

- ☐ Designing and delivering complete communities
- ☑ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

---

**Author:**

Lisa Palermo
Manager, Committee Services/Deputy Clerk
905-335-7777
lisa.palermo@burlington.ca

**Appendices:**

A. By-law XX-2026 amendment to Procedure By-law 59-2024

**Draft By-laws for Approval at Council:**

- Proposed amendment to Procedure By-law 59-2024 to council for approval on April 21, 2026, and to come into effect on the same day.

**Notifications:**

None

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

The Corporation of the City of Burlington

City of Burlington By-law XX-2026

A by-law to amend By-law 59-2024 as amended to provide for changes to the Section.
(LLS-07-26)

Whereas section 238(2), of the *Municipal Act, S.O. 2001, c.25* requires that every municipality and local board shall pass a procedure by-law for governing the calling, place and proceeding of meetings; and

Whereas The Corporation of the City of Burlington (the "City of Burlington") has enacted Procedure By-law No. 59-2024; and

Whereas clarity is required for speaking time limits for members of committee and council to ensure meeting efficiency.

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. Sections 49.12 and 49.3 of By-law No. 59-2024 are deleted in their entirety and replaced with the following new sections 49.12 and 49.3:

   49.12 that each member will have a limit of three minutes to speak on a motion and will be given the option of an additional three minutes after every member has been allowed to speak. Any unused speaking time cannot be reclaimed. An additional three minutes will only be provided to members through the passing of a two-thirds vote.

   49.3 that each member will have a limit of one minute to ask a question. Any unused time cannot be reclaimed. A member may ask a question only for the purpose of obtaining facts relevant to the matter under discussion and necessary for a clear understanding. All questions will be stated succinctly and will not be used as a means of making statements, or assertions.

   .

2. Subject to the amendments made in this By-law, in all other respects, By-law No. 59-2024, is hereby confirmed unchanged.

3. This By-law comes into force on the date of its passing.

Passed this 17th day of February, 2026

Mayor Marianne Meed Ward _____

City Clerk Mike de Rond _____

# Staff Memo

**SUBJECT:** Recreation Fee Assistance Program Improvements 2025

**TO:** Council Information Package

**FROM:** Community Services

Recreation, Community and Culture

Report Number: CSS-02-26

Wards Affected: all

Date to Committee: N/A

Date to Council: N/A

CIP Date: 1/16/2026

This memo updates Council on the Recreation Fee Assistance program, administered by the Recreation, Community and Culture (RCC) department, and highlights 2025 enhancements that have expanded access and reduced stigma for residents experiencing financial barriers to participation in recreation programs.

**Background:**

Census data shows that approximately 7% of Halton residents live at or below the Low‑Income Measure, with many more experiencing financial precarity that limits their ability to access recreation opportunities. The Recreation Fee Assistance program plays a vital role in addressing these barriers and ensuring equitable access to programs and services across Burlington.

Recognizing that these challenges are growing, RCC undertook a review of the program guidelines with the goal of increasing participation and ensuring that residents who need support are able to access meaningful assistance. Research consistently demonstrates that participation in recreation can improve overall mental health and wellbeing. By reducing stigma and expanding access to foundational opportunities—such as “learn to swim,” a basic life skill—the City aims to strengthen community wellbeing.

With this vision in mind, the RCC team revised the program details to better reflect the needs of residents and to provide more inclusive, supportive pathways to participation.

**Program Details:**

Following a program review, several changes were introduced to make the Fee Assistance program more accessible, inclusive, and supportive:

- **Broadened Eligibility**: Threshold increased to Low-income Cut Off (LICO) + 25%, extending support to residents experiencing near poverty and cyclical poverty.
- **Two Year Approval Cycle:** Streamlined application process reduces stigma for applicants and administrative burden for staff, while providing stability for families.
- **Updated Income Testing Matrix**: All applicants below LICO now automatically receive 75% program coverage, instead of coverage based on a sliding scale.
- **Expanded Summer Camp Support:** Coverage extended from two weeks to a full summer, addressing childcare needs during school breaks.
- **Enhanced Outreach and Marketing**: Refreshed materials, targeted campaigns, and partnerships with community organizations to increase awareness and reduce stigma.

Community members can access information regarding the Recreation Fee Assistance program online, via email, by phone 905-335-7738, ext. 8501 to leave a voicemail, or in person at a Customer Service desk in the municipal recreation facilities.

**Results (2025):**

The program enhancements have already demonstrated measurable impact:

- +22% increase in total financial support allocated; from $52,000 to $66,000.
- +16% increase in unique families supported; from 140 to 167 families.
- +26% increase in unique individuals supported; from 228 to 310 individuals.

Summer camps, swimming lessons, and recreation swim passes account for over 60% of requests, underscoring the program's role in supporting children and youth.

**Future Initiatives:**

- Continued outreach and promotion, including cross‑promotion with other City subsidy programs (e.g., Transit Services).
- Strengthened partnerships with community organizations.
- Exploration of a pilot Swim/Skate Pass to provide flexible, short‑term access options.

**Conclusion:**

The Recreation Fee Assistance program serves as a comprehensive approach to reducing barriers and stigma while supporting residents across all demographics. The recent program changes were driven by a recognition that financial precarity is increasing and that traditional eligibility thresholds may leave residents without meaningful support. By broadening access, streamlining the application process, and expanding supports such as summer camp coverage, Burlington has taken deliberate steps to ensure the program reflects the realities of today's families and individuals.

What makes Burlington's approach unique is its focus on both equity and dignity. By reducing administrative hurdles and lifting stigma, the program empowers residents to participate fully in recreation without feeling singled out or burdened by repeated applications. This model goes beyond simply covering costs—it actively promotes inclusion and recognizes recreation as a vital contributor to overall wellbeing.

**Author:**

Cassandra Patterson-Mohammed

Supervisor, RCC Customer Experience

Recreation, Community and Culture Department

cassandra.mohammed@burlington.ca

**Memo Approval:**

All memos are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

# Motion Memorandum

**SUBJECT:** City of Burlington Leaving X social media

**TO:** Committee of the Whole

**From:** Councillor Rory Nisan

Date to Committee: February 9, 2026

Date to Council: February 16, 2026

**Motion for Council to Consider:**

Direct the Director of Corporate Communications and Engagement to report back to the April 13, 2026 Committee of the Whole meeting on the consequences and mitigation strategy of leaving the X social media platform.

**Reason:**

X is not Twitter. The platform which now has Grok AI, is a platform for racism and anti-semitism as exemplified by its owner. The AI has recently been used to “undress” women’s photos.

We don’t need X to engage our constituents. Engagement has been low for a long time. Recent city posts regularly receive a single “like”.

**Outcome Sought:**

That staff provide an analysis of engagement with our City of Burlington community on X, and propose mitigation strategies for any loss of engagement, particularly with media which is still on the platform to an extent.

**Implications:**

Moving off X should have minimal implications on the city’s ability to connect with its constituents.

**References:**

None

**Strategic Alignment**

☐ Designing and delivering complete communities
☑ Providing the best services and experiences
☐ Protecting and improving the natural environment and taking action on climate change
☐ Driving organizational performance

---

Approved as per form by the City Clerk

# Motion Memorandum

**SUBJECT:** Amendments to the Council Code of Good Governance and Council Staff Relations Policy

**TO:** Committee of the Whole

**From:** Councillor Paul Sharman and Mayor Marianne Meed Ward

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

**Motion for Council to Consider:**

Direct the City Clerk to report back to Council by May 2026 with an updated Staff Council relations policy to include a section designed to guide the Mayor's decision making when considering the use of Strong Mayor Powers., including that "Strong Mayor Powers directions will only be delivered in writing in accordance with Ontario Regulation 530/22," and

Direct the City Clerk, in consultation with the Integrity Commissioner, to draft an amendment to the Council Code of Good Governance that stipulates that an individual member of Council may only seek to direct staff and local boards/committees through a motion memo that is adopted by Council. Finally, that staff may only seek to direct the staff of independent boards as formerly directed by Council."

**Reason:**

A municipal policy should guide a Strong Mayor in making decisions, encouraging consideration of advice from senior staff and prior council decisions. The policy would be advisory, not mandatory.

To ensure transparency and accountability, staff should only act on Strong Mayor Power decisions that are issued in written form and publicly posted. This protects both the decision-making process and staff from acting on informal or undocumented directions.

**Outcome Sought:**

Clarity If the proposed policy is followed, several positive outcomes can be expected:

- **Greater transparency:** Written and publicly posted Strong Mayor decisions make it clear how and why major actions are taken.
- **Improved accountability:** Both the mayor and staff are held to clear, documented standards, reducing the risk of informal or unauthorized directives.
- **Better decision-making:** Considering input from senior staff and past council decisions ensures choices are informed and contextually sound.
- **Protection for staff:** Requiring written decisions shields municipal employees from acting on verbal or unclear instructions.
- **Enhanced public trust:** Transparent communication about decisions helps residents see that processes are being followed lawfully and consistently.

Overall, the policy would strengthen governance integrity while balancing the mayor's powers with sound administrative practices.

---

**Implications:**

**Legal implications**

- Supports compliance with Strong Mayor legislation by emphasizing written, posted decisions that meet statutory requirements, reducing risk of procedural challenges.
- Provides a defensible framework if decisions are questioned, as staff can show they acted only on formally documented authority.

**Communication and engagement implications**

- Improves transparency by making Strong Mayor decisions visible and understandable to council members and the public.
- May modestly increase communication workload (e.g., posting decisions, explaining processes), but this can typically be absorbed into existing channels and practices.

---

**Strategic Alignment**

☐ Designing and delivering complete communities
☑ Providing the best services and experiences
☐ Protecting and improving the natural environment and taking action on climate change
☐ Driving organizational performance

---

Approved as per form by the City Clerk

# Staff Memo

**SUBJECT: E-Scooter Micromobility Pilot Program Update**

**TO:** Council Information Package

**FROM:** Public Works

Transportation

Report Number: PWS-04-26

Wards Affected: all

Date to Committee:N/A

Date to Council: N/A

CIP Date: 1/16/2026

## Background

As part of the City's Integrated Mobility Plan, staff continue to explore new ways for people to move around the city safely and sustainably. E-scooters are one emerging mode of active transportation that provide a convenient and environmentally friendly option for the community.

In March 2025, staff issued Request for Proposal RFP-25-213 seeking a shared micromobility service provider to support the implementation of a two-year pilot program to introduce and evaluate e-scooter services. Vendors were invited to submit proposals based on defined criteria, and SCOOTY was selected to operate the pilot by providing rental e-scooters along the Centennial Trail.

This memo provides Council with an update and operational summary from the first year of the pilot program and outlines planned next steps for the 2026 season.

### First Year Review

Goals for this pilot program included the safe introduction of shared micromobility, building municipal experience and understanding, reducing emissions, improving connections to transit, and providing residents with additional mobility options in Burlington.

The City of Burlington experienced higher per-capita uptake and greater utilization of the shared e-scooters, averaging 2.5 trips per rider - compared to Downtown Markham (where SCOOTY also operates) averaging 2.0 trips per rider.

The e-scooter pilot program operated from July 21, 2025, to November 13, 2025. It included 50 e-scooters, 17 mandatory parking zones, and aligned with 12 major transit connection points. In addition, a zero-emission, all-electric service vehicle was used to maintain operations, eliminating the need for a service van to be operating on public roads.

Image 1: Photo of a parking zone in Downtown Burlington

Usage Highlights

Usage data from the pilot year provides valuable insight into how, when, and where shared micromobility was used across the Centennial Trail.

**Total Rides:** 5,563
**Unique Riders:** 2,177 (average of 2.5 trips per rider)
**Total Distance Travelled by riders:** 14,113 km (average of 2.5 km per trip)
**Total Distance Travelled by our all-electric operations & service vehicle:** 2,000+ km
**Total Ride Duration:** 1,712 hours of riding (average of over 18 mins per trip)
**Estimated $CO_2$ Saved:** Over 3 tonnes (approximate equivalent to 140 trees planted)
**Top Rides per Rider:** 91 rides completed
**Weekend Ridership Peak:** 500 rides, August 29 to September 1, 2025 (Burlington Ribfest)
**Single Day Ridership Peak:** 197 trips on September 1, 2025
**Parking Compliance:** 97% of rides ended at designated parking zones
**Service Area Compliance:** 99% of rides were within the designated service area

## Analytics

This section summarizes the analytics gathered during the pilot program, outlining major trends and insights that support evidence-based decision making.

Service highlights show notable demand in Downtown Burlington, at Guelph Line, and at Appleby Line. This suggests riders are using the e-scooters to connect to/from Burlington Transit, commercial spaces (Rosedale Plaza, Appleview Square) and community amenities (Burlington Library, Service Canada).

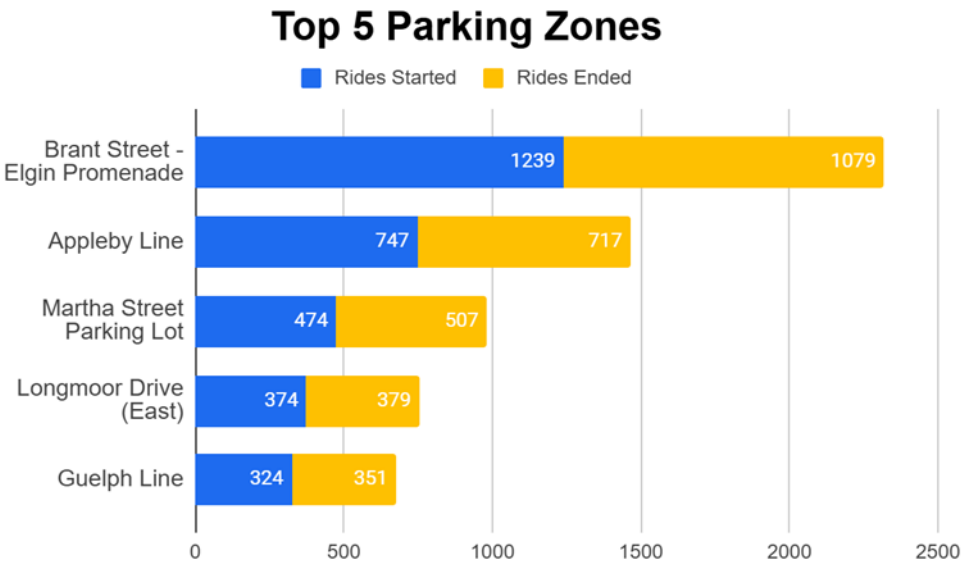



Figure 1: Top 5 parking zones in Burlington for start-of-ride and end-of-ride.

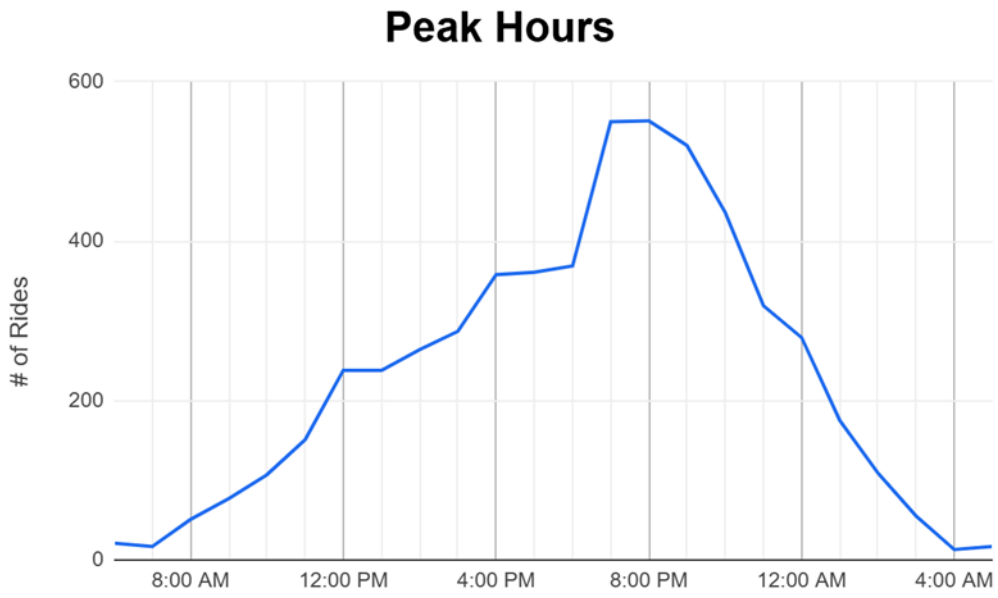



Figure 2: Aggregate of total trips by Time of Day showing a spike from 6:00 - 7:00 pm, peaking from 7:00 pm - 8:00 pm.

## Ride Arch

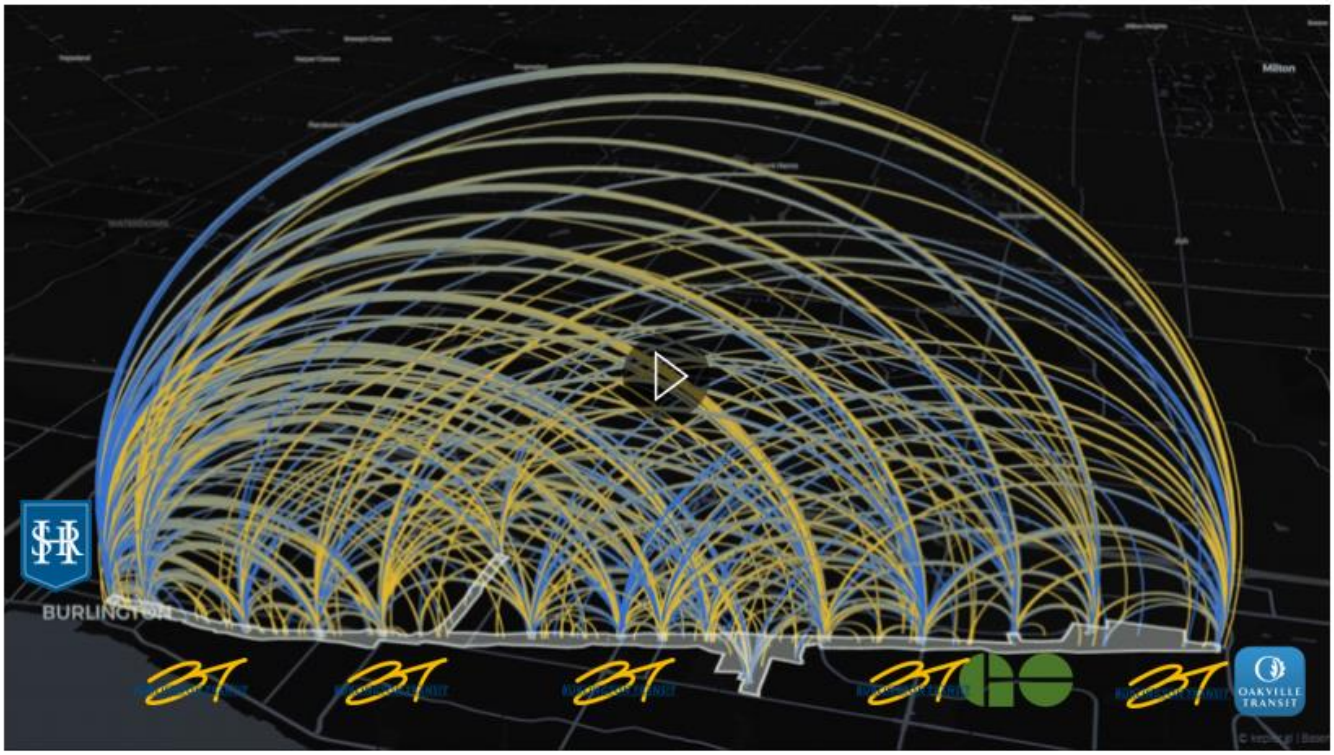



Figure 3: Start and end ride points along Centennial Trail showing demand clusters, ridership trends, and links to local, neighbouring and regional transit.

### Consultation/Public Engagement

During the first year of the pilot program, public and stakeholder engagement was a key priority of the staff team as feedback was required to inform program design, implementation, and overall evaluation. The City engaged residents, stakeholders, and partner organizations through a range of outreach and feedback opportunities to understand local needs, address concerns, and gather input. Feedback from the community, collected through in-person events (e.g. Food For Feedback), CRM cases, emails, and service provider's year-end survey (see Appendix A for detailed results) all revealed a generally positive response to the shared e-scooter program.

Themes of areas for improvement included a desire for clearer information related to accountability (private e-scooter use), rider responsibility, enforcement, and clearer communication of rules and regulations. In response, the City has prepared and passed a municipal by-law prohibiting e-scooter use from any street or pathway other than use along Centennial Trail and have consulted with Halton Regional Police Service (HRPS), who are aware of the pilot and prepared to enforce improper use. Both the City and HRPS have

developed communications to support public understanding of e-scooter rules and rider expectations.

Media

The pilot program received moderate local media coverage, with articles focusing on the introduction of shared e-scooters, how the program works, and community reactions. Overall, coverage was largely factual and balanced, helping to raise public awareness of the pilot and its role in expanding local mobility options.

News:

- Inside Halton Burlington e-scooter pilot project pauses for the winter
- Burlington Today Burlington hosts community session on e-scooter safety and city by-laws
- Inside Halton Burlington e-scooter pilot has kicked off in limited area
- Take Action Burlington Scoot Along the Centennial Trail: E-Scooter Pilot Launch
- Oakville News Burlington launches e-scooter pilot program for Centennial Trail
- Burlington Today Burlington launches e-scooter pilot program for Centennial Trail
- Burlington Today Burlington Hosts Community Session on E-scooter Safety

Figure 4: Survey results from Burlington Today article.

Industry:

- Climate Action Council e-micromobility webinar (webinar/recording)
- NABSA Member Spotlight: City of Burlington

Video:

- Deputy Mayor Rory Nissan Promoting SCOOTY and micromobility https://www.instagram.com/reel/DOGucrmEem9/
- Halton News with Burlington Ward 5 Councillor Paul Sharman https://youtu.be/OPQEj2pNj2Q?t=21
- Mayor of Burlington discusses the e-scooter program
    - CHCH https://youtu.be/m0fdwZt4PjQ
    - Halton News https://www.instagram.com/reel/DQKiHJxARRa/?igsh=MTE1Y3czZjhlNTZzcw==

**Conclusion**

Given that the pilot program began in late July, a longer riding season in 2026 will provide additional opportunities for the community and riders to become familiar with the program, its planning and design, and the service itself. An extended season will also allow for more engagement and education, helping to improve awareness and understanding of rules and regulations, address concerns, and encourage appropriate use of e-scooters. These insights will help guide City staff in planning for micromobility in the near future.

**Next Steps**

Next steps for the micromobility pilot program will focus on continued monitoring, evaluation, and operational refinements within the existing scope of the pilot. Due to current capacity limitations, there are no planned changes to the approved operating area or the number of vehicles deployed. Staff will continue to work with the service provider to review performance data, user behaviour, safety outcomes, and compliance with program requirements, while incorporating feedback from residents and stakeholders. These efforts will help inform potential recommendations at the conclusion of the pilot, while ensuring the program continues to operate safely and effectively within its established parameters.

Leading up to the 2026 season kick-off, the City will implement a robust education and awareness campaign focused on safe and responsible micromobility use. This will include collaboration with local school boards and the Halton Regional Police Service (HRPS) to reinforce rules, regulations, and expected rider behaviour through targeted outreach, in-school education, and coordinated enforcement messaging. These efforts will aim to improve public understanding, enhance safety for all trail and roadway users, and support the successful continuation of the program. Staff will report back in Q1 2027 outlining results, community feedback, and options moving forward.

---

**Memo Details**

**Authors:**

Dan Ozimkovic, C.E.T.
Transportation Planning Technologist
Active & Sustainable Transportation
Dan.Ozimkovic@burlington.ca

Kaylan Edgcumbe, C.E.T.
Manager, Integrated Mobility
Kaylan.Edgcumbe@burlington.ca

**Memo Approval:**

All memos are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

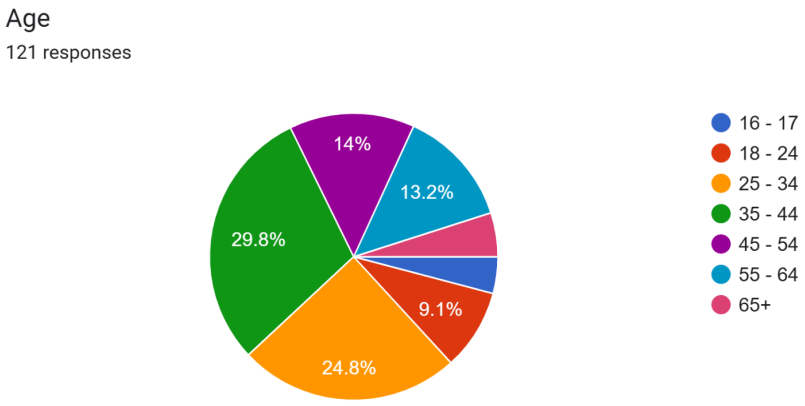
# PWS-04-26 Appendix A - Survey Results

**Survey Results and Insights**

**Insights:**

- Demand is consistent: 38.8% of respondents indicated they ride as often as they can
- There's a desire for expanded riding area: 59.5% of respondents indicated they would ride more with an expanded service area
- There's a wish for more parking zones: 38.8% of respondents indicated that they want more parking zones
    - Top 6 suggested additional parking zone locations (compiled):
        - Burlington Waterfront/Lakeshore/Spencer Smith Park
        - Downtown/Art Gallery/Joseph Brant Hospital
        - Community Centres, Libraries and Parks
        - GO Stations
        - Local Malls (Mapleview, Burlington Mall)
        - New Street/Robert Bateman

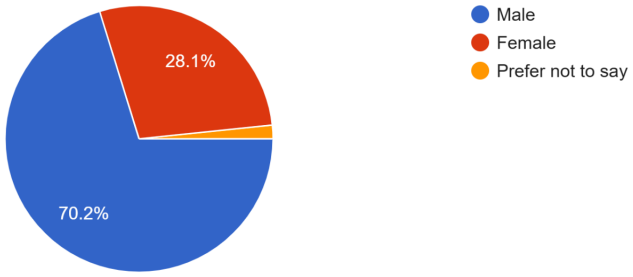
**Rider Demographics**




- 16-17 (4.1%), 65+ (5%)
- Takeaway: The majority of SCOOTY riders in Burlington are ages 25-44, and 5% are over 65, suggesting that demand has reached across age brackets

Gender

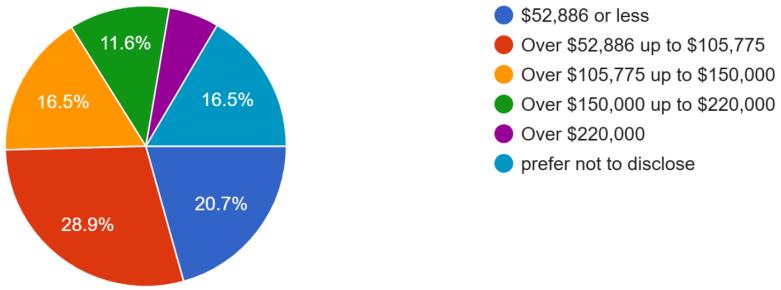
121 responses




- 70% of riders identified as male, 28% female

What is your income bracket?

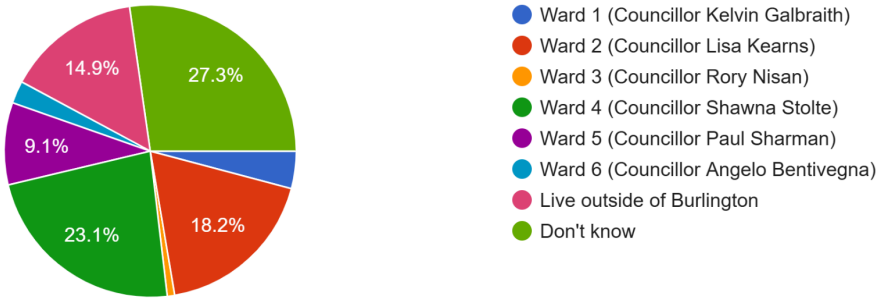
121 responses




- Takeaway: SCOOTY riders in Burlington cross the income spectrum

Select the ward you reside in the City of Burlington.

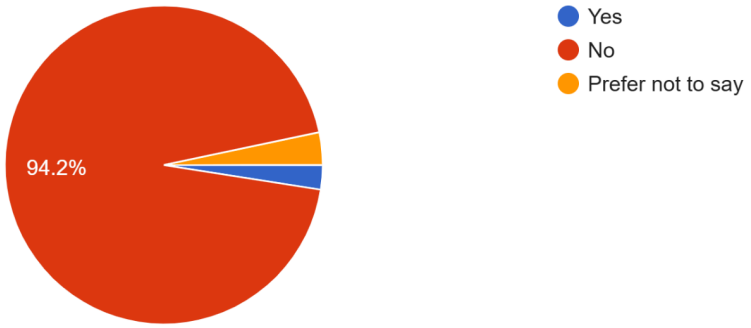
121 responses




- Ward 1 (4.1%), Ward 2 (18.2%), Ward 3 (0.8%), Ward 4 (23.1%), Ward 5 (9.1%), Ward 6 (2.5%), Live outside of Burlington (14.9%), Don’t Know (27.3%)

Do you have a disability or mobility impairment?

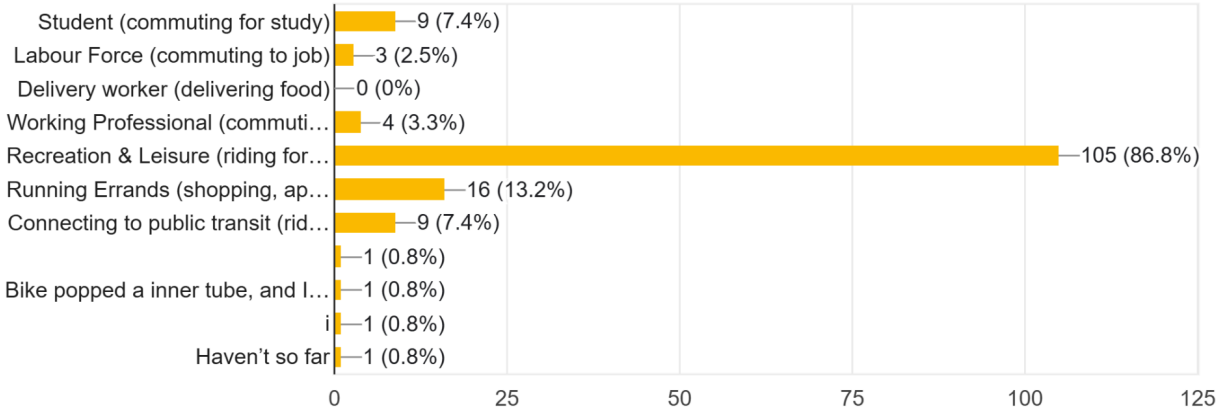
121 responses




## Rider Profile and Trip Insights

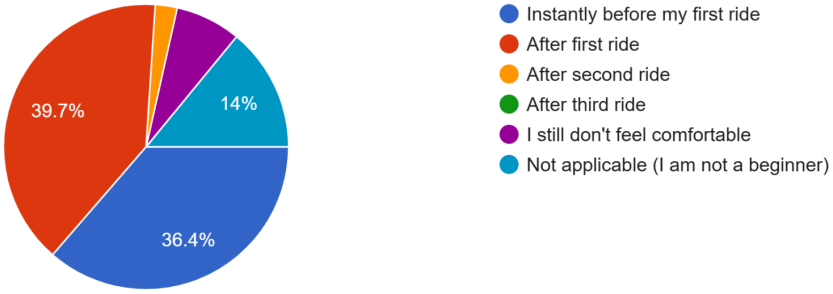
Select the rider profile that best describes you and the trips you take with SCOOTY. (select all that apply)

121 responses



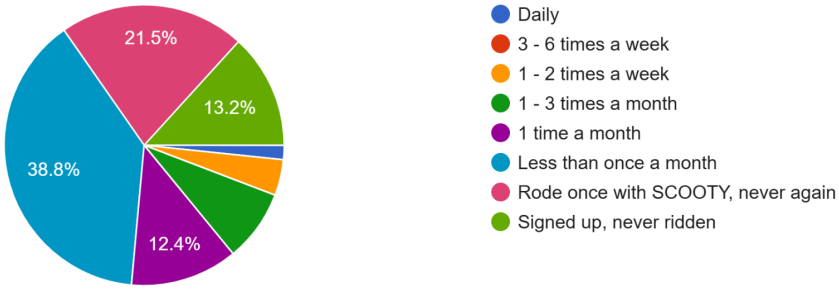

- Student (7.4%), Labour Force (2.5%), Delivery Worker (0.0%), Working Professional/Commuter (3.3%), Recreation & Leisure (86.8%), Running Errands (13.2%), Connecting to public transit (7.4%)
- Takeaway: Burlington riders are riding for recreational purposes, but there are significant cohorts who are riding for purposes other than leisure
- These purposeful riders would likely make more trips with additional permitted routes, parking zones, transit connections, and promotion of the program

If you are considered a beginner, how long did it take to feel comfortable riding an e-bike/e-scooter?
121 responses



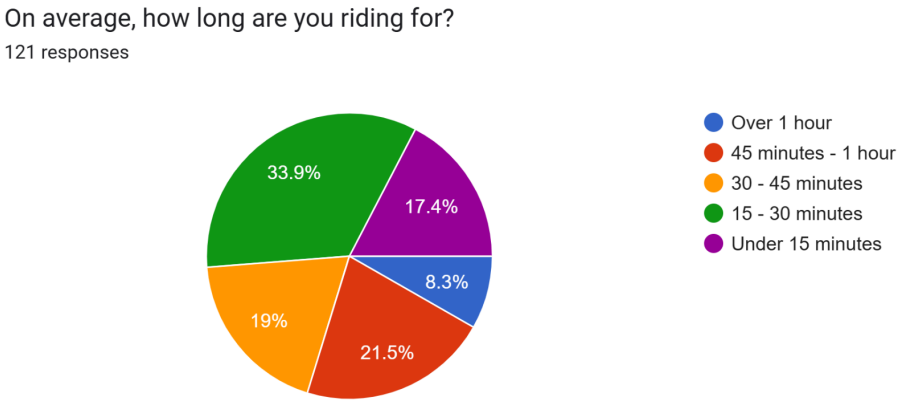

- An important part of the shared micromobility pilot program in the City of Burlington is the safe, controlled introduction of e-scooters to Burlington residents
- Responses show that more than 75% of riders were comfortable with SCOOTY e-scooters by the end of their first ride

How often do you ride with SCOOTY?
121 responses

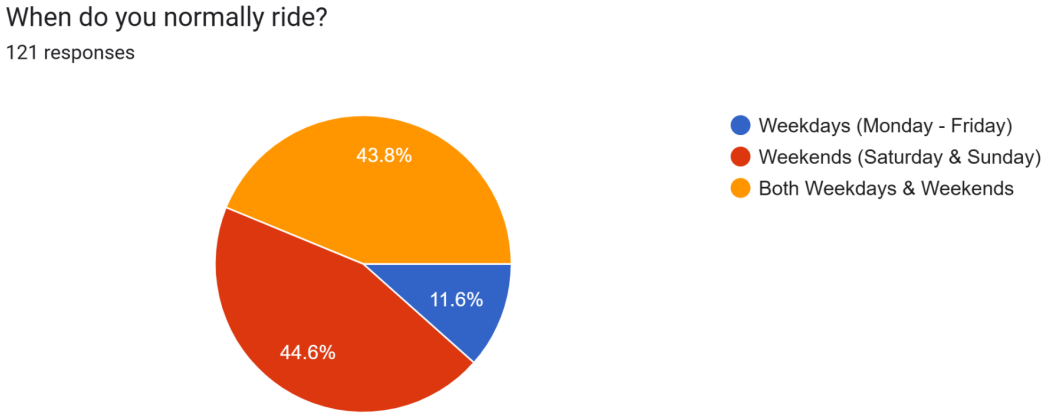



- Daily (1.7%) and Multiple rides per week (4.1%) account for 5.8% of rides
- This number is correlated with the season starting in July and the newness of the service

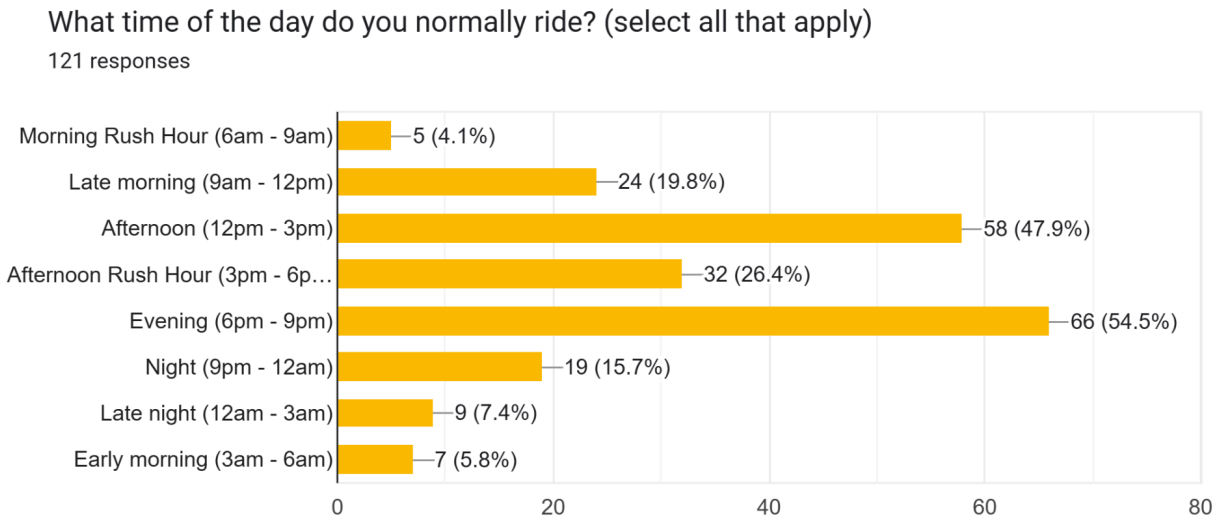
- A larger service area and more connections to/from transit would likely result in a higher frequency of trips



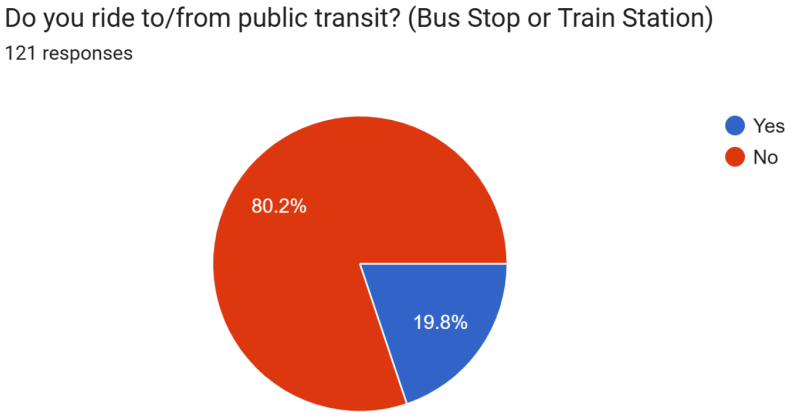

- 51.1% of riders are riding for under 30 minutes; 31.5% of riders are riding for 30 mins - 1 hour



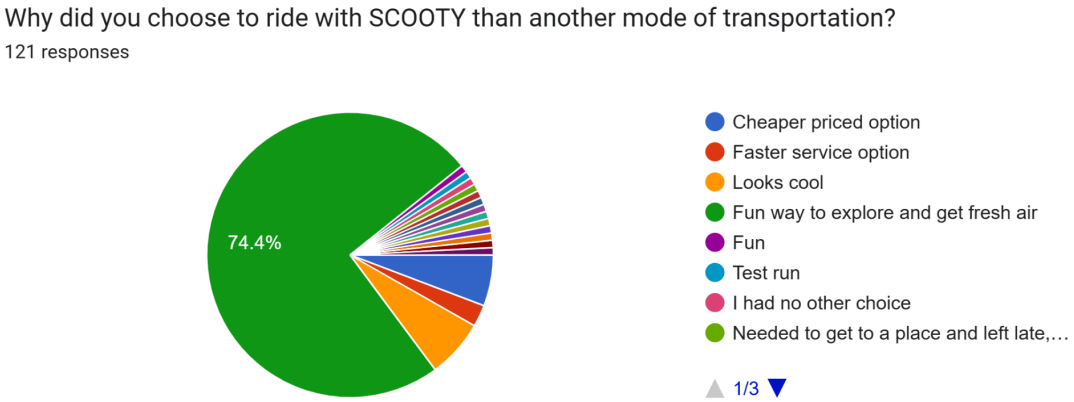

- Riders are riding on weekdays and weekends




## Multimodal Trips and the Mobility Mix

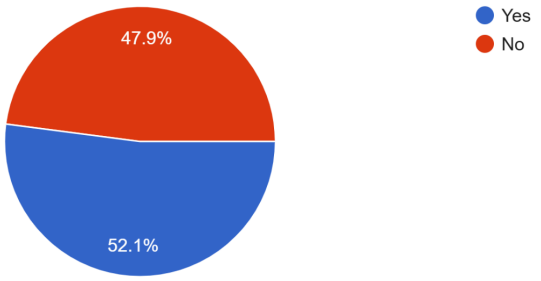



- Nearly 20% of riders are riding to/from public transit, which is a very promising number considering the service area

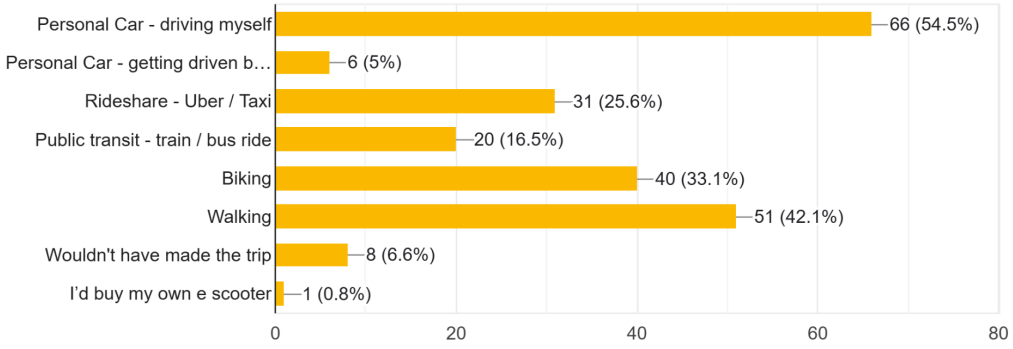



- 74.4% of respondents ride to get fresh air, 6.6% indicated “looks cool”, 5.8% indicated cheaper option, 2.5% indicated it was a faster option

Are you combing SCOOTY with other modes of transportation and taking multi-modal trips to get to your end destination? Ex: Walking + SCOOTY, Drivi...OTY, Bus + SCOOTY, Car Ride + Bus Ride + SCOOTY.
121 responses



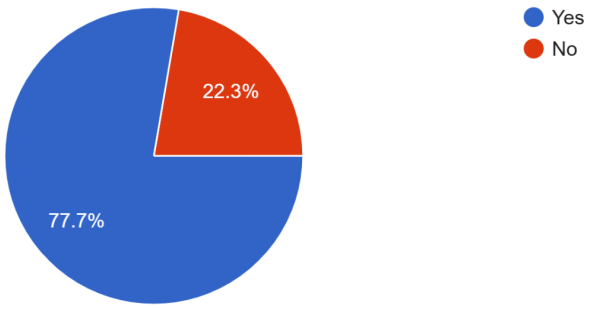

If SCOOTY wasn't available, what mode of travelling would best suit your trip? (select all that apply)
121 responses




- SCOOTY trips are replacing car rides for 85% of riders (private car & uber/taxi)

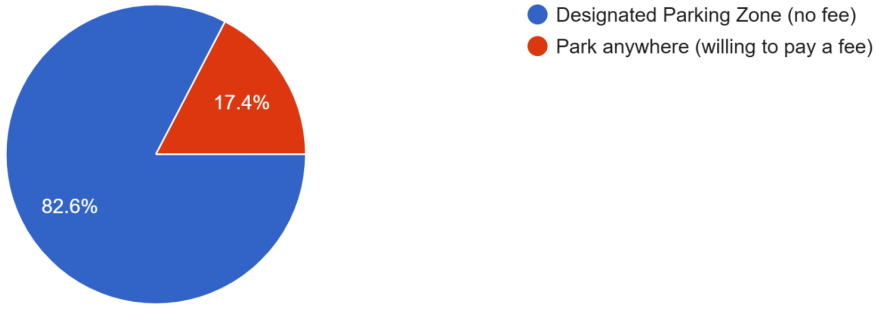
## Availability and Infrastructure

Are there enough supply of available SCOOTY's nearby when you're looking to ride?
121 responses



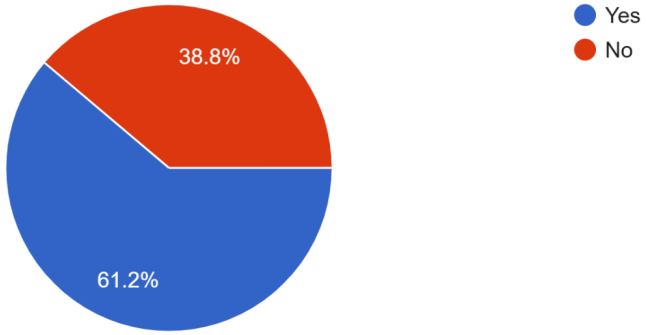
Do you prefer parking at designated parking zones (no fee) or park anywhere (willing to pay a fee)?

121 responses



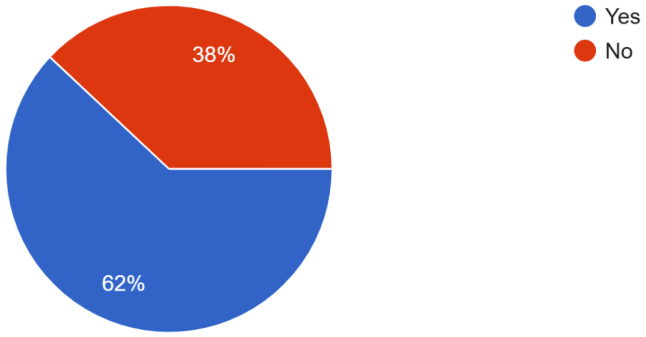

Are there enough parking zones?

121 responses




Would you ride an e-bike/e-scooter in the winter if paths are cleared of snow?

121 responses



# Recommendation Report Summary

SUBJECT: Final Burlington Avenue and Ontario Street Heritage Conservation District Plan and Guidelines

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-04-26

Wards Affected: 2

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Approve a by-law, substantially in the form attached as Appendix D to development and growth management report DGM-04-26, to designate the Study Area as a Heritage Conservation District under section 41(1), Part V of the *Ontario Heritage Act;* and

Adopt the Burlington Avenue – Ontario Street Heritage Conservation District Plan dated January 2026 under section 41 and subsection 41.1 (1), Part V of the *Ontario Heritage Act*.

## Executive Summary

Purpose of report:

- This report presents Council with the Burlington Avenue – Ontario Street Heritage Conservation District (HCD) Plan (attached as Appendix B) and a recommendation to pass a by-law adopting the HCD Plan for the purposes of designating the HCD under Part V of the *Ontario Heritage Act*, in accordance with the district objectives identified in the Burlington Avenue – Ontario Street Heritage Conservation District Study (attached as Appendix C).

Key findings:

- The planning process to study the potential Burlington Avenue – Ontario Street Heritage Conservation District was started in June 2024 and consists of two major components – the District Study and the District Plan and Guidelines.
- In March 2025, Council approved the District Study component that describes and evaluates the cultural heritage value of the of the Burlington Avenue – Ontario Street HCD.
- 26 of the 33 properties (79 per cent) in the proposed district meet two or more criteria under Section 41(1) of the *Ontario Heritage Act*.
- The Heritage Burlington Advisory Committee was consulted on the draft HCD Plan at its meetings on June 11, 2025, and Sept. 10, 2025. Feedback received at public meetings, the Heritage Burlington Advisory Committee and provided by stakeholders has been considered for the final HCD Plan (attached as Appendix B).
- The report also identifies the requirements for this planning process under the *Ontario Heritage Act* as well as the update process undertaken by the City featuring an extensive and responsive public engagement program.
- Highlights of the HCD Plan are presented in this report.
- The statutory public meeting required under the *Ontario Heritage Act* occurred on Dec. 2, 2025, and no further public feedback was received by staff.
- As such, this report presents a recommendation for a new Heritage Conservation District By-law and adoption of the Burlington Avenue and Ontario Street Conservation District Plan and Guidelines.

Implications:

- **Financial**
    - If the HCD is designated under Part V of the *Ontario Heritage Act*, property owners may then apply for the City's financial incentive programs for designated heritage properties (the Heritage Property Tax Rebate Program and the Heritage Grant Program). Alternatively, if the by-law designating the HCD is appealed, there would be associated legal cost resulting from the subsequent Ontario Land Tribunal (OLT) process.
- **Legal**
    - If the proposed HCD is designated, any person can appeal the designation to the OLT.
- **Engagement**
    - The public and stakeholders for the Burlington Avenue and Ontario Street Heritage Conservation District were notified of the statutory public meeting held Dec. 2, 2025, following City policies and the statutory requirements of the *Ontario Heritage Act*.

**Background**

Staff was directed to undertake additional cultural heritage analysis stemming from the new Burlington Official Plan, adopted in April 2018. In March 2019, Council identified Downtown as a focus of re-examination. Terms of Reference for the Downtown Re-examination project identified heritage conservation and the protection of cultural heritage resources as priorities.

The City retained Archaeological Services Inc. (ASI) to prepare a Cultural Heritage Study for the Downtown, which included suggestions on what should be included in the Official Plan to best protect existing cultural heritage resources. As part of Report PL-49-22, staff prepared a workplan for a Downtown Cultural Heritage Landscape Study with associated funding. This study, also known as the Downtown Burlington Heritage Study and Engagement Program, was initiated in the fall of 2022 and conducted through 2023 (see report PL-69-23). Completion of the Burlington Avenue and Ontario Street Heritage Conservation District (HCD) study was a recommendation of the Downtown Burlington Heritage Study and Engagement Program. PL-69-23 also included the recommendation of a project budget for the Burlington Avenue and Ontario Street Heritage Conservation District Study and future work (e.g., the HCD Plan), funded from the Tax Stabilization Reserve Fund.

The HCD study area, shown in Appendix A, comprises 33 properties located in downtown Burlington. The properties within the study area contain predominantly residential, older single detached heritage homes, in a variety of architectural styles, as well as some modern buildings. The Burlington Avenue and Ontario Street HCD study area was evaluated by the consultant team of TRACE Architectures and B+H Architects, who were retained by the City of Burlington to complete the HCD Study and the subject HCD Plan.

As part of this process, Part V, Section 41 of the *Ontario Heritage Act* requires that two components be completed prior to passing a by-law to designate a heritage conservation district.

The first component is a study, as defined under Part V, Section 40 of the *Act*. The Burlington Avenue and Ontario Street Heritage Conservation District Study was completed in accordance with this provision and approved by Council at their meeting of March 18, 2025 (see report DGM-12-25). At the meeting, Council directed staff to create a District Plan and Guidelines. This second component would further satisfy the stated requirements of the *Act*.

Section 2. Ontario Heritage Toolkit 2025 Compliance Checklist of the Appendix to the District Plan and Guidelines identifies the statutory requirements for the District Plan and Guidelines

as well as the process undertaken by the City, including extensive public engagement. Part A. Study Phase (s. 40.1 OHA) has been completed and report DGM-68-25 and the associated statutory public meeting fulfilled the Public Consultation requirement of at least one public meeting on the draft plan and feedback documented and incorporated where appropriate.

The current step, the subject of report DMG-04-26, is staff's recommendation to pass a by-law to designate the HCD and adopt the Plan and Guidelines.

---

## Analysis

### Contents of the District Plan and Guidelines (Appendix B)

The District Plan and Guidelines satisfy the requirements of the *Ontario Heritage Act* as stated:

- Reader's Guide provides a background and introduction to the document and information on how to use the Plan and Guidelines.
- Part 1 – Plan Framework includes the statement of cultural heritage value or interest and the description of heritage attributes and the objectives to be achieved in the heritage conservation district.
- Part 2 – Policy Framework provides the policy framework, including the national framework, provincial legislation and municipal policies that direct and assist change within the area.
- Part 3 – Plan and Guidelines is the guidelines for contributing and non-contributing properties and is the section of the Plan that will be most important for users of the document.
- Part 4 – Implementation includes the description of alterations that are exempt from heritage permits.
- Appendix includes the glossary of terms, the Ontario Heritage Toolkit 2025 Compliance Checklist and the Schedule of Properties.

Highlights of the District Plan and Guidelines can be found in Report DGM-68-25.

**Option 1 – Pass a by-law to designate the Study Area as an HCD and adopt the Burlington Avenue – Ontario Street Heritage Conservation District Plan (recommended)**

Benefits:

- Cultural heritage in Ontario provides people with a sense of place, as per the *Provincial Planning Statement, 2024*.
- The *Burlington Official Plan, 2020* identifies the following benefits to conserving cultural heritage resources:
    - Cultural heritage resources help the community to understand its past, provides context for the present, and influences the future.

- Cultural heritage resources create a sense of civic pride and contribute to the quality of life and enjoyment of the city by residents and visitors alike.
- The conservation of cultural heritage resources also contributes to the overall sustainability of the city.

Considerations:

- The HCD study area is recommended for designation pursuant to Part V of the *Ontario Heritage Act* based on its heritage character as found in its built heritage resources, landscape, associations with important people and in the history of the area. The Phase 1 HCD Study report, attached to development and growth management report DGM-12-25 as Appendix B, states that 26 of the 33 properties (79 per cent) in the proposed district meet two or more criteria under Section 41(1) of the *Ontario Heritage Act*, with 22 properties meeting more than two of the prescribed criteria.
- A Statement of Cultural Heritage Value has been prepared, indicating that the proposed district's physical or design value lies in its diverse yet harmonious blend of architectural styles, intricate woodwork, decorative brickwork, landscaped gardens and a welcoming and cohesive streetscape, lined with wide walkable sidewalks, mature tree canopy, and a direct view to Lake Ontario.
- The HCD Plan includes but is not limited to policy statements (Part 3, Section 3.3), guidelines (Part 3, Section 3.3) and implementation (Part 4) for achieving objectives and managing change in the heritage conservation district.
- In addition, the plan includes a description of the alterations or classes of alterations that are minor in nature and that an owner may carry out on a property, other than the building's interior, without obtaining a permit under section 42 of the *Ontario Heritage Act* (Part 4, Section 4.1.1).

Additional Information:

- A heritage conservation district designation will not prevent appropriate development and/or adaptive reuse of the contributing heritage properties, including side or rear additions and additional residential units, though a heritage permit application may be required. The HCD Plan includes clear guidelines on appropriate changes to the properties to manage and preserve the cultural heritage value of the area's history while ensuring the compatible design of alterations and new structures (Part 3, Section 3.3).

Community Engagement and Communications:
Consultation with Property Owners and Burlington Residents

- Staff and the consultant team implemented a diverse array of consultation and engagement strategies to maximize opportunities for inclusive and diverse community participation. Overall, the feedback received from property owners and the broader Burlington community was positive. The strategies implemented include:
  - Creation of a Get Involved Burlington project webpage;

- Inviting property owners to participate in stakeholder interviews with staff and the consultant team on the proposed HCD. Print notices were dropped off at properties within the study area by staff. Three formal property owner interviews occurred on July 17 and 18, 2024;
- Attendance at Burlington Heritage Week's annual Heritage Fair in August 2024 and August 2025;
- Burlington Avenue "Fall Harvest" Pop-Up on Sept. 10, 2024 (invitations were shared with owners in advance of the pop-up event);
- Public meeting on the HCD Plan on June 11, 2025;
- Annual Food for Feedback Event in September 2024 and September 2025; and,
- On Dec. 2, 2025, the statutory public meeting required under Part V of the *Ontario Heritage Act* occurred and staff did not receive any further public feedback.

Consultation with the Heritage Burlington Advisory Committee
On Oct.11, 2023, the Heritage Burlington Advisory Committee (HBAC) considered recommendations as part of the Downtown Burlington Heritage Study and Engagement Program, including the recommendation that a district study be prepared, and passed the following motion:

> *Heritage Burlington Advisory Committee recommends that Council direct staff to implement the consultant's recommendations in the draft final report on the Downtown Heritage Study and Engagement Program, dated September 2023.*

On Sept. 11, 2024, the HBAC were consulted regarding the findings of the HCD Study, including the study area boundaries, community engagement, architectural styles found in the proposed district, and key periods of development in the district. The members indicated they were pleased with the progress of the district study.

On Nov. 13, 2024, the HBAC passed the following motion regarding the HCD Study:

> *Heritage Burlington Advisory Committee recommends that Council list the following properties on the Municipal Heritage Register as non-designated properties, as they meet one or more Ontario Regulation 9/06 heritage evaluation criteria, as per the Study findings:*

- *425 Burlington Avenue;*
- *454 Burlington Avenue;*
- *455 Burlington Avenue;*
- *457 Burlington Avenue;*
- *461 Burlington Avenue;*
- *465 Burlington Avenue;*
- *471 Burlington Avenue;*

- *475 Burlington Avenue;*
- *476 Burlington Avenue;*
- *478 Burlington Avenue;*
- *1401 Elgin Street;*
- *1410 Ontario Street;*
- *1414 Ontario Street;*
- *1418 Ontario Street;*
- *1422 Ontario Street;*
- *1426 Ontario Street; and*

*Heritage Burlington Advisory Committee recommends proceeding with the Part V designation of the study area identified in the Burlington Ave. and Ontario St. Heritage Conservation District Study report.*

On June 11, 2025, the HBAC were consulted regarding the preliminary draft of the HCD Plan. Staff and the heritage consultants provided an overview of the draft HCD Plan and explained next steps.

On Sept. 10, 2025, the HBAC passed the following motion regarding the HCD Plan:

*Heritage Burlington Advisory Committee recommends that Council pass a by-law to adopt the Part V designation of the study area identified in the Burlington Avenue – Ontario Street Heritage Conservation District Plan report and to adopt the HCD Plan.*

**Option 2 – Do not pass a by-law to designate the Study Area as an HCD and do not adopt the Burlington Avenue – Ontario Street Heritage Conservation District Plan (not recommended)**

Benefits:

- No risk of any subsequent appeals to the Ontario Land Tribunal.

Considerations:

Council could choose this option if it disagrees that at least 25 per cent of the properties in the study area meet two of the prescribed criteria under *Ontario Regulation 9/06*, or if it wishes not to designate the district at this time. Staff do not recommend this option.

Additional Information:

- Not applicable.

Community Engagement and Communications:

- See Option 1.

---

**Recommendation Details**

- The district plan and guidelines meet all the requirements of Part V of the *Act*. Staff believe the plan is reasonable and defensible, and recommend confirming the study

area boundaries and adopting the plan and guidelines by passing the by-law attached to this report.

---

**Key Dates & Milestones**

- March 2019: Council identifies Downtown as a focus of re-examination. Terms of Reference for the Downtown Re-examination project identifies heritage conservation and protection of cultural heritage resources as priorities.
- May 2019: ASI completed a Cultural Heritage Study for the Downtown, which included suggestions on what should be included in the Burlington Official Plan to best protect existing heritage resources.
- Fall of 2022: Launch of the Downtown Burlington Heritage Study and Engagement Program (the “Study”).
- Oct. 11, 2023: Heritage Burlington Advisory Committee (“HBAC”) meeting, at which the recommendations of the Study were presented by City staff and ASI, and the HBAC voted to recommend that the consultant's recommendations in the draft final report on the Downtown Heritage Study and Engagement Program, dated September 2023, be implemented (including carrying out the Burlington Avenue and Ontario Street Heritage Conservation District Study).
- Dec. 5, 2023: Report PL-69-23 presented the full findings and recommendations of the Study to Council. Appendix E of Report PL-69-23 included the Heritage Conservation District Study Area By-law.
- Jan. 16, 2024: City of Burlington By-law 02-2024 (the Heritage Conservation District Study Area By-law) is enacted and passed.
- June 2024: The Burlington Ave. and Ontario St. Heritage Conservation District Study commenced.
- July 2024 to September 2024: Public consultation occurred.
- Sept. 11, 2024: HBAC were consulted regarding the findings of the HCD Study.
- Nov. 13, 2024: HBAC passed a motion recommending Council proceed with the Part V designation of the study area.
- Jan. 16, 2025: City of Burlington By-law 02-2024 (the Heritage Conservation District Study Area By-law) expired.
- June 11, 2025: HBAC and the public were consulted regarding the preliminary HCD Plan.
- Sept. 10, 2025: HBAC were consulted regarding the final HCD Plan.
- Dec. 2, 2025: Statutory public meeting required under Part V of the *Ontario Heritage Act* occurred.

---

## Implications

### Total Financial Impact

If Council chooses to designate the HCD by municipal by-law, the owners could become eligible to apply for the annual Heritage Property Tax Rebate Program, in which eligible residential properties receive a 40 per cent rebate on their property taxes, and eligible commercial properties can receive a 20 per cent rebate on their property taxes, including City, regional and school board components. As such, future budget considerations will be required for the heritage tax rebate program to accommodate the increase in number of designated heritage properties eligible for the program.

### Source of Funding

The Heritage Property Tax Rebate Program is supported through annual allocations in the City's Operating Budget. Funding for the program was augmented in the 2026 Budget.

### Legal

If the proposed Burlington Avenue and Ontario Street Heritage Conservation District is municipally designated under Part V of the *Ontario Heritage Act* as recommended in Report DGM-04-26, any person can appeal the designation to the OLT. The City could incur costs associated with defending the designation at the OLT.

---

## References


- City of Burlington. (2023). *Downtown Heritage Study and Engagement Program- final report and recommendations* (PL-69-23).
- City of Burlington. (2024). *Burlington Official Plan, 2020*.
- City of Burlington. (2025). *Burlington Ave. and Ontario St. Heritage Conservation District Study* (DGM-12-25).
- City of Burlington. (2025). *Burlington Ave. and Ontario St. Heritage Conservation District Plan and Guidelines* (DGM-68-25).
- Province of Ontario. (2024). *Provincial Planning Statement, 2024*.


---

## Strategic Alignment

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

---

**Author:**

Chloe Richer, MCIP, RPP, CAHP
Senior Planner, Heritage
(905) 335-7600 Ext. 7427

**Appendices:**

A. Location Map of Proposed Burlington Ave. and Ontario St. Heritage Conservation District
B. Burlington Ave. Heritage Conservation District Phase 2: Plan Reader's Guide, Report and Appendix
C. Burlington Ave. Heritage Conservation District Phase 1: Study report
D. Draft by-law to designate the Study Area as a Heritage Conservation District

**Draft By-laws for Approval at Council:**

- By-law to Council on Feb. 17, 2026.

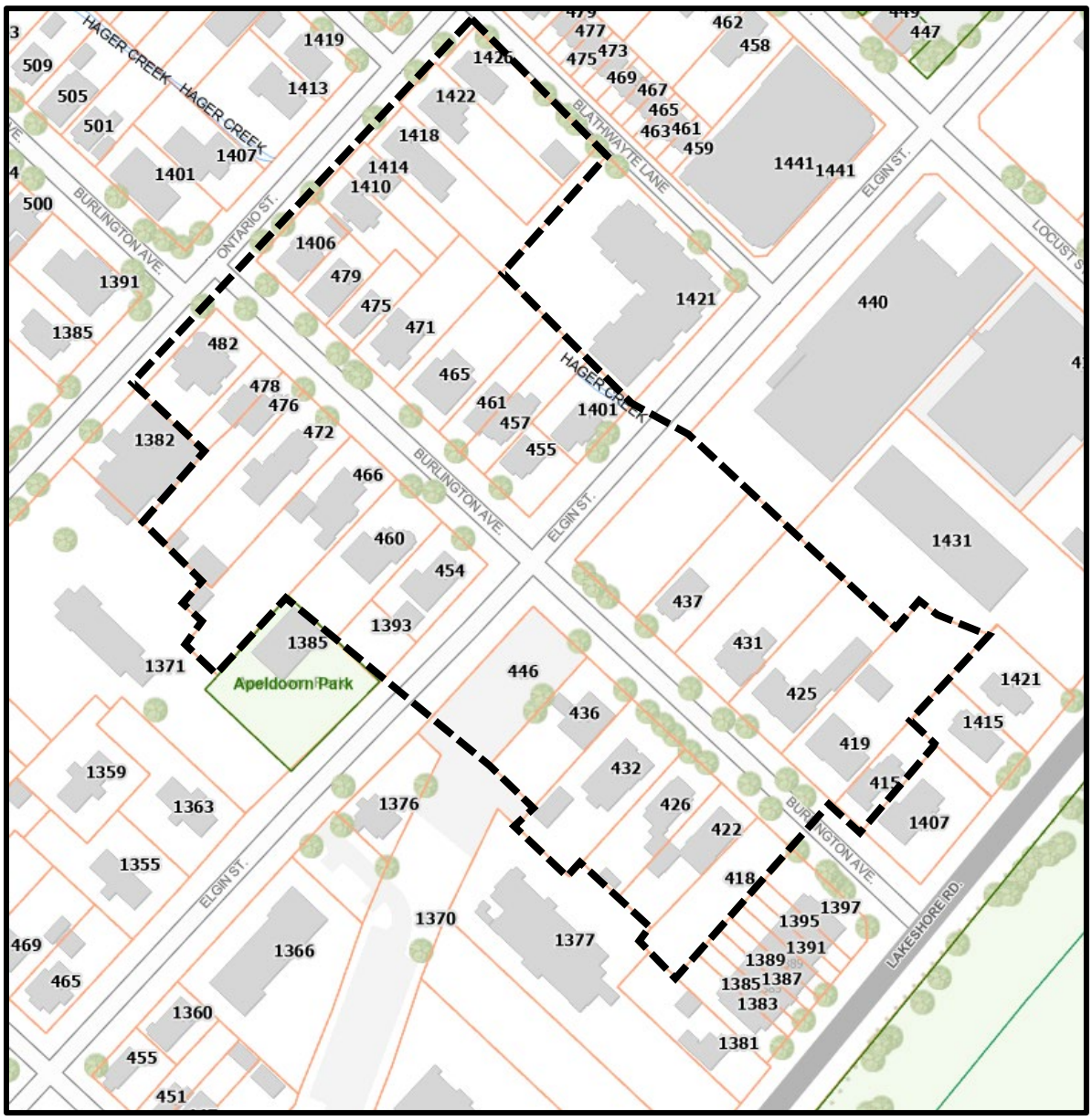
**Notifications:**

Planner will provide contact information for affected heritage property owners who require notification after Council.

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

## Burlington Avenue and Ontario Street Heritage Conservation District Study Area



# Burlington Avenue – Ontario Street Heritage Conservation District Plan

**City of Burlington**

**January 2026**

TRACE architectures

**Parts include:**

Reader's Guide

Part 1 – Plan Framework

Part 2 – Policy Framework

Part 3 – Plan and Guidelines

Part 4 – Implementation

Appendix

# Reader's Guide

## Purpose of the Plan

The purpose of the Burlington Avenue–Ontario Street Heritage Conservation District Plan is to conserve the District's cultural heritage value through the protection, conservation, and management of its heritage attributes, in accordance with the Plan's objectives. The objectives, policies, and guidelines contained in this Plan will guide the review of development applications and heritage permits within the District, while informing the decisions of property owners, City staff, and Council.

This Plan applies to all privately and municipally owned properties within the District. It is a regulatory tool under Part V of the Ontario Heritage Act and complements the City of Burlington's Official Plan and related by-laws. Background research and analysis for the District are documented in the Burlington Downtown Heritage Study and Engagement Program (2023), which forms the foundation for this Plan and is available through the City's website.

## Introduction

The Burlington Avenue–Ontario Street Heritage Conservation District (HCD) is one of Burlington's earliest and best-preserved historic neighbourhoods. Defined by late 19th- and early 20th-century homes, mature tree canopies, landscaped gardens, and landmark views to Lake Ontario, the District has maintained its character despite ongoing urban growth pressures. It is a significant cultural landscape at the heart of the city.

This HCD Plan provides a clear framework to conserve and manage change within the District. Its purpose is to ensure that new development is compatible with the area's heritage character while maintaining its vibrancy, livability, and long-term resilience.

The Plan is organized into four parts:

- **Part 1 – Plan Framework**
- **Part 2 – Policy Framework**
- **Part 3 – Policies and Guidelines**
- **Part 4 – Implementation**

Each part focuses on a distinct aspect of heritage conservation, together providing the City, property owners, and the community with the tools needed to understand, protect, and enhance the District.

## Part 1 – Plan Framework

The HCD Plan builds on the Downtown Heritage Study (2023–2025), which confirmed that Burlington Avenue–Ontario Street meets provincial heritage criteria. The City retained consultants to prepare a formal HCD Plan and Guidelines under Part V of the Ontario Heritage Act (OHA). The District, extending along Burlington Avenue from Lakeshore Road to Ontario Street, contains 33 properties, more than 79% of which meet multiple criteria under O. Reg. 9/06. Its cultural heritage value lies in its cohesive streetscapes, diverse architecture, mature landscapes, and close ties to Burlington's early growth.

From the beginning of the Study Phase in 2024, and throughout the plan Phase that has run from March 2025, engagement took place through property owner interviews, heritage week activities, neighbourhood pop-ups, and open houses. Residents expressed strong support for designation, highlighting the need for a balance between conservation, flexibility, and transparent permitting processes. The Plan sets out objectives to conserve heritage value, manage change with clear policies, promote compatible development, and reinforce community identity.

## Part 2 – Policy Framework

The Policy Framework situates the HCD within national, provincial, and municipal legislation and guidance. It is:

- Guided by the Ontario Heritage Act (1975, amended 2023), O. Reg. 9/06 heritage criteria, and the updated Ontario Heritage Toolkit (2025).
- Anchored in Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada (2011), which establish best practices for preservation, rehabilitation, and restoration.
- Integrated with the Provincial Planning Statement (PPS, 2024), which emphasizes housing supply, intensification, climate resilience, and Indigenous engagement.
- Aligned with Burlington's Official Plan, zoning initiatives, and heritage bylaws to ensure consistency with municipal planning and property standards.

## Part 3 – Plan and Guidelines

The Plan sets out objectives to preserve and enhance the District's heritage character while supporting sustainable, community-driven growth. Emphasis is placed on walkability, canopy trees, landmark views, and architectural variety.

**Key Policies and Guidelines include:**

- Landscape & Public Realm: Maintain trees, gardens, and pedestrian pathways; limit front yard parking.
- Demolition & Relocation: Demolition of contributing properties is strongly discouraged and only considered under extraordinary structural circumstances.
- New Construction & Infill: Permitted where compatible with heritage character; requires Cultural Heritage Impact Assessments and adherence to lot patterns, setbacks, massing, and materials.

- Alterations & Repairs: Prioritize repair over replacement; ensure roofs, windows, porches, and additions are sympathetic in design and scale.
- Views & Vistas: Protect sightlines to Lake Ontario and through the tree canopy as defining elements of the District.

All properties are designated under Part V of the OHA. Contributing properties face higher conservation requirements, while clear permit processes and alignment with public works ensure consistent stewardship.

## Part 4 – Implementation

The Implementation section provides the tools for ongoing management of the District. It integrates the HCD into Burlington's Official Plan and zoning by-laws, establishes clear permitting procedures, and reinforces the City's role in monitoring and enforcement.

# How to Use this Plan

## Owners of Contributing Properties

Owners of contributing properties are encouraged to first consult the property classifications provided in the Appendix to understand how their property contributes to the cultural heritage value of the District. They should then review Section 3.2.1 – Contributing vs. Non-Contributing Properties and the related subsections.

Policies and guidelines for conservation, maintenance, and repair are found in Section 3.3.7 – Repairs and Alterations and related sections on roofs, walls, windows, doors, porches, and verandas. Even if no immediate work is planned, owners are encouraged to review these sections, as they outline both mandatory requirements and best practices that will help ensure the long-term conservation of their property and the District's cultural heritage value.

Where additions or alterations are proposed, owners should consult Section 3.3.12 – Additions and Section 3.3.13 – New Construction, which provide policies and guidelines for design, siting, and compatibility. Demolition and relocation are addressed in Section 3.3.2 – Demolition and Relocation.

Policies for the landscape and public realm, including tree conservation, views, gardens, fencing, lighting, and driveways, are found in Section 3.3.1 – Landscape and Public Realm, and apply to contributing properties in order to maintain the District's cohesive streetscape and setting.

## Owners of Non-Contributing Properties

Owners of non-contributing properties should refer to Section 3.2.1 – Contributing vs. Non-Contributing Properties to confirm the details around classification. While non-contributing properties do not individually express the heritage character of the District, all properties within the boundary are designated under Part V of the Ontario Heritage Act and are therefore subject to the Plan.

Policies and guidelines for alterations, additions, and new development are outlined in Section 3.3.12 – Additions and Section 3.3.13 – New Construction, which ensure that change is compatible with the surrounding heritage context. Section 3.3.2 – Demolition and Relocation provides requirements for demolition of non-contributing properties. While there is greater flexibility around non-contributing properties, work of this nature is subject to approval and with plans for replacement construction.

Landscape and public realm policies in Section 3.3.1 also apply to non-contributing properties, with particular emphasis on preserving tree canopy, gardens, pedestrian walkways, and the overall character of the streetscape.

## Heritage Permits

Owners of both contributing and non-contributing properties should refer to Section 4.0 – Implementation, which provides direction on the heritage permit process. This section clarifies what types of work require a heritage permit, outlines application requirements, and explains

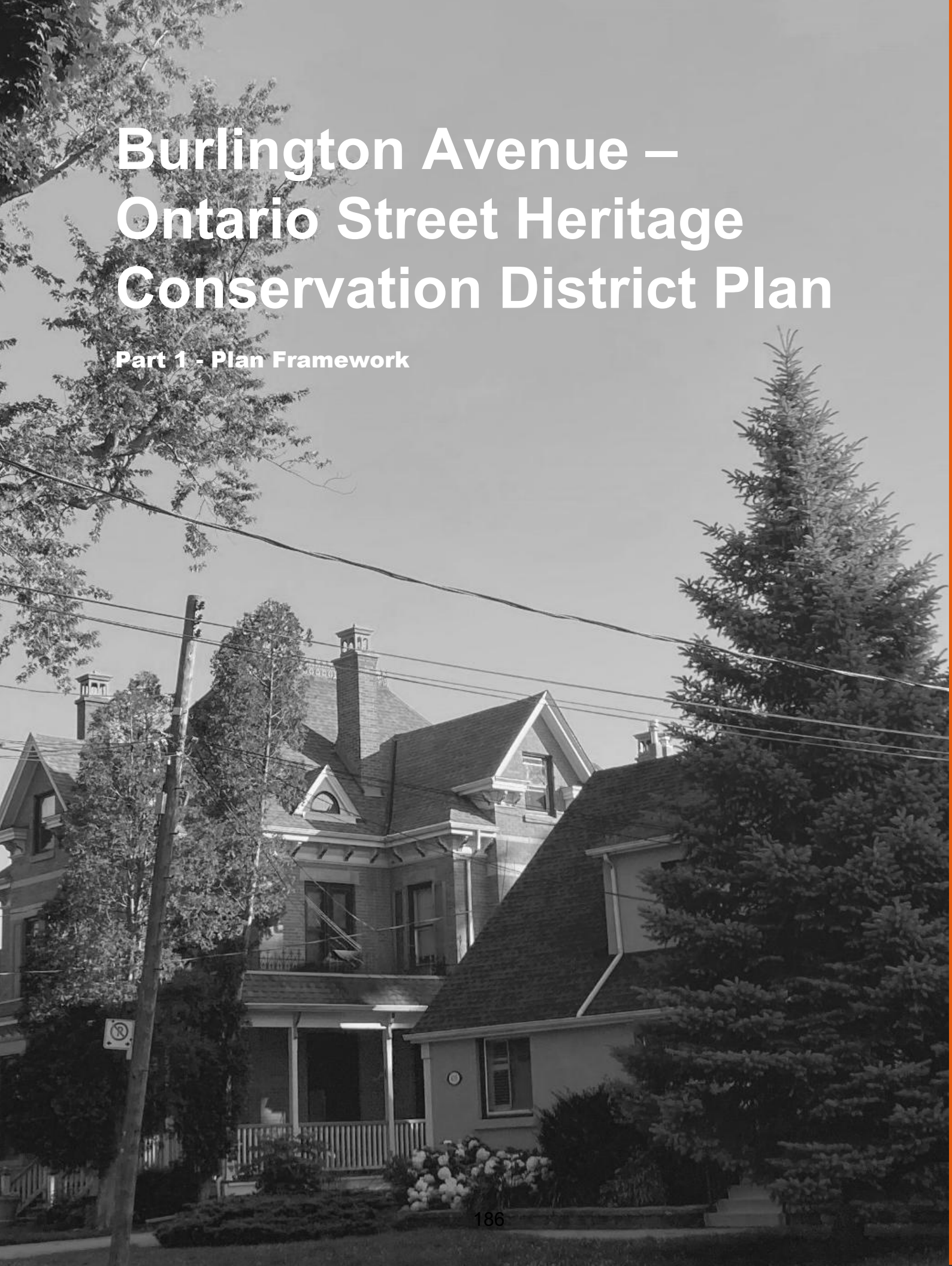
how proposed changes will be evaluated against the Plan's policies and guidelines. Applications for major alterations or new construction may also require a Cultural Heritage Impact Assessment (CHIA).

## Distinction Between Policies and Guidelines

Within this Plan, policies (shown in bold and using "shall" language) establish mandatory requirements under the Ontario Heritage Act. Guidelines (shown in italic and using "should" language) are not mandatory but provide practical advice and recommended approaches for achieving compliance with the policies. Together, policies and guidelines help owners, City staff, and Council evaluate proposals in a consistent and transparent way.

## Conclusion

The Burlington Avenue–Ontario Street HCD Plan provides a balanced framework to protect one of the city's most historic neighbourhoods. By aligning national, provincial, and municipal policies with strong community input, the Plan ensures that growth enhances, rather than erodes, the District's cultural heritage. It equips the City, property owners, and residents with practical tools for conservation, compatible development, and sustainable urban design.



# Burlington Avenue – Ontario Street Heritage Conservation District Plan

## Part 1 - Plan Framework

# Contents

**1. Plan Framework ..... 2**
1.1. Project Background & Introduction ..... 2
1.2. Heritage Conservation District Process ..... 3
1.3. Heritage Conservation District Boundary ..... 5
1.4. Statement of Significance & Heritage Attributes ..... 6
1.5. Engagement Process ..... 8
1.6. Goals and Objectives ..... 9
1.7. How to Use this Plan ..... 11

# 1. Plan Framework

## 1.1. Project Background & Introduction

Urban sprawl and intensification have been advancing at increasing rates across Canada, particularly in Ontario. Urbanization, along with unchecked development, present a challenge that frequently poses a threat to the integrity of the heritage character of cities, towns, and villages, and often overlooks the delicate balance between growth and conservation. Architectural landmarks, historic streetscapes, and rich landscapes are vulnerable to expansion and are at risk of erasure of both built and natural heritage. The conservation of these areas is not rooted in the desire to “halt” progress or development; rather, it is about establishing a framework to guide development in a way that integrates well with existing heritage resources as well as with historic context. Formally recognizing and protecting these heritage assets is an important and powerful tool for maintaining and safeguarding the unique essence of our collective past, while also ensuring future enrichment of our communities.

The City of Burlington retained the TRACE Architectures and B+H Team to undertake a Heritage Conservation District (HCD) Study and Plan for a two-block section of Burlington Avenue, from Lakeshore Road to Ontario Street. This work builds upon the foundational research and community consultation undertaken through the Downtown Heritage Study and Engagement Program, which assessed Burlington Avenue along with five other areas in the city’s core to determine their eligibility as Cultural Heritage Landscapes (CHLs) under the Burlington Official Plan (1997) and the Provincial Planning Statement (2024). Initiated in 2023, the Downtown Heritage Study combined detailed heritage analysis with extensive public engagement to identify places of historical, architectural, and cultural significance, ultimately providing the basis for informed heritage planning and protection strategies. The findings from that study have directly informed the current HCD process, offering critical insights into the area's heritage character and reinforcing the City’s ability to manage change through designation tools outlined in Section 8.3.4 of the Official Plan and enabled by the Ontario Heritage Act.

The Burlington Avenue-Ontario Street HCD Study was presented to the Committee of the Whole in March 2025 and was unanimously approved at Council. The consultant team proceeded with the second phase of the project in April 2025. This document is the Heritage Conservation District Plan and Guidelines.

## 1.2. Heritage Conservation District Process

The Plan and Guidelines document is designed to assist residents of Burlington, property owners, tenants, and the City of Burlington in preserving and enhancing the unique characteristics and qualities of the Burlington Avenue-Ontario Street District. The Plan uses the legislation outlined in Part V of the *Ontario Heritage Act* (OHA) to manage change in ways that highlight and preserve character defining elements, while encouraging compatible development.

The *Ontario Heritage Act* (Subsection 41. (1)) enables municipalities to designate HCDs. An HCD is an area which contains a concentration of heritage resources, with special character and/or historical association that distinguishes the area from its surroundings. The designation of an HCD affords the municipality the ability to enforce the protection of the character of an area by designating character-defining elements, as well as the public realm, under Part V of the OHA. The municipality can then guide future changes and development within a carefully designed framework document called the HCD Plan & Guidelines. This protection is not meant to hinder nor prevent change, but rather to manage change in ways that are positive for the District and for the wider community. Many people now consider an HCD to be one of the most effective tools, not only for historic conservation, but also for effective and sound urban design, planning, and development.

### Phase 1: HCD Study

An HCD Study marks the initial step in determining the cultural and historical significance within a community, neighbourhood, or District in Ontario. This phase focuses on the comprehensive assessment of what is important to a community in terms of heritage value. It involves detailed gathering and analysis of geographical features, historical data, and current cultural elements, aiming to understand the intrinsic heritage character that defines the area. This information is then analyzed holistically to gain an overall sense of the uniqueness the community possesses. By collecting this information, the study seeks to understand not only what exists, but also why it matters to the community.

This process is guided by a Study Area, which is sometimes determined at the onset of the HCD Study. However, in this case, the Study Area was pre-determined by the City of Burlington, to allow for sufficient time to focus on the properties included within the pre-defined area. The HCD Study involved the development of a database to store a detailed property inventory, policy, and historical research (including archival documents), preparation of maps, as well as photos (historic, satellite, and from site visits), plans, and other documentation.

Once the information was gathered, and public consultation took place, the Consultant Team proceeded with the analysis to determine whether the given area warranted consideration for Heritage Designation under the OHA. This includes assessing the

eligibility of the proposed area, based on the new requirements of *O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest* (updated as of 1 January 2023 via Bill 23).

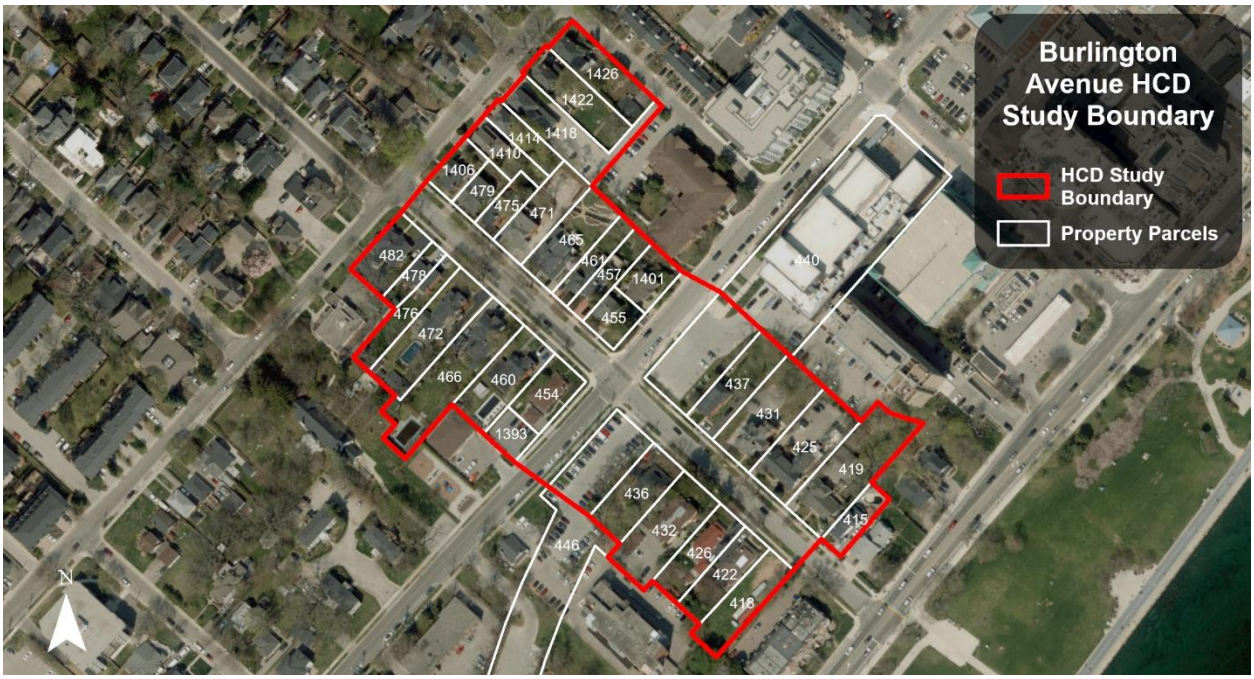



Figure 1.1: Burlington Avenue Ontario Street District Study Boundary.

## 1.3. Heritage Conservation District Boundary

The rationale for the recommended designation of the Burlington Avenue-Ontario Street HCD is grounded in a combination of heritage significance, community values, and policy. The area demonstrates a strong heritage character, reflected in its built form, landscape features, and historical associations with important individuals and events in Burlington's development. While much of Burlington has experienced substantial intensification and redevelopment, this District stands out as a rare enclave that retains a high degree of historical integrity. A comprehensive inventory and evaluation of properties within the study area confirmed that the heritage resources merit conservation, with over 79% of properties meet more than two of the nine criteria set out in *O. Reg. 9/06* under Part V of the OHA.

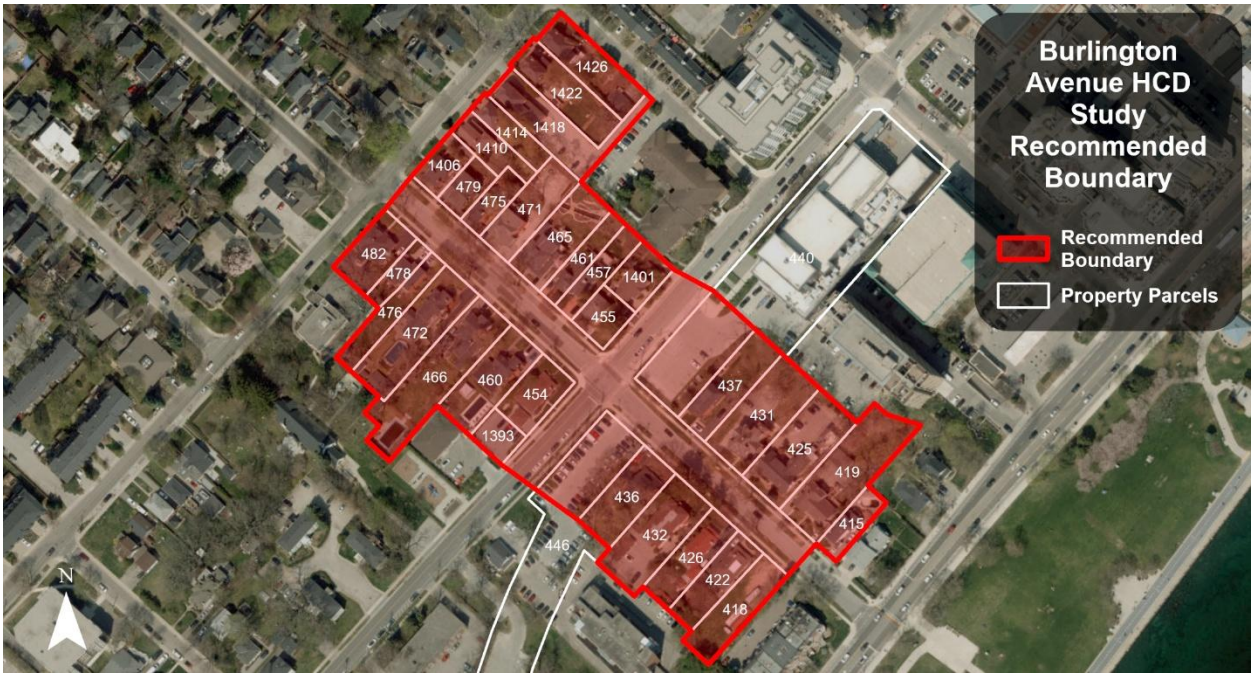



Figure 1.2: Burlington Avenue Ontario Street District Boundary.

## 1.4. Statement of Significance & Heritage Attributes

The Statement of Cultural Heritage Value or Interest (CHVI) summarizes the heritage value/interest and attributes of the recommended HCD Area, and is the basis for the evaluation of the level of contribution of individual properties found within the study area.

### Statement of Cultural Heritage Value or Interest Under OHA Part V

#### Description of the Burlington Ontario Context

The area now known as Burlington, Ontario, has been home to Indigenous peoples for thousands of years. The land is rich in the history and traditions of the Anishinaabeg, Haudenosaunee, and Métis peoples, and is part of the Treaty Lands and Territory of the Mississaugas of the Credit. It is also covered by the Dish with One Spoon Wampum Belt Covenant, a historic agreement to share and protect the resources of the Great Lakes region.

Located in the heart of Burlington, Ontario, the Burlington Avenue-Ontario Street District area has long been valued for its architectural heritage and historical value. Stretching north-south near the city's waterfront and the downtown area, the area was once part of Burlington's earliest settlements, Wellington Square. In 1873 the area merged with Port Nelson to form the Village of Burlington, after Burlington Bay (named after Bridlington, England which was called Burlington until the 19th century). This section of Burlington was developed under the subdivision Plan of William Bunton, registered in 1881, and stretched from Lakeshore Road to Ontario Street, west of Brant Street. Bunton sub-divided and sold off plots of his land for residential development, and the neighbourhood began to develop rapidly. The District is known for its late 19th century and early 20th-century homes, mature tree canopy, and cohesive residential streetscape. Most of the buildings in the District are single, detached homes. The street is characterized by consistent setbacks, large lots, and a variety of architectural styles that showcase Burlington's growth over the past century.

#### Cultural Heritage Value

The Burlington Avenue-Ontario Street District is a street born from its views to the waterfront and proximity to the historic downtown. The area has largely retained its character for the past one hundred years, which is very challenging in areas with significant urban development. The District incorporates one of the most historic residential areas in downtown Burlington, and most of the properties have retained their original residential use.

The District's origins are directly linked to the prosperity and appeal of Burlington, which brought the commercial, residential, and institutional buildings to the City as a whole. The area was developed at the same time Burlington emerged as a central hub along

Lake Ontario, and the proximity to the lake and to downtown made the area a desirable residential neighborhood for prominent families. The role of the waterfront in Burlington has evolved over time, and continues to change in response to human activity, related to the settlement, growth, industry, and social life in Burlington. It remains, however, a key landscape feature of the District and the downtown area.

The District's architectural value lies in its diverse, yet harmonious, blend of architectural styles, intricate woodwork, decorative brickwork, landscaped gardens, and a welcoming and cohesive streetscape. The streets are lined with wide walkable sidewalks, and a mature, diverse, tree canopy. There is a direct view to Lake Ontario from Burlington Avenue, and as a result, the street becomes an informal pedestrian route to the lakefront. Combined, these elements and their associated features, such as the walkability, views, and aesthetic charm, make it a vibrant and appealing space for residents and visitors alike.

**Description of Heritage Attributes**

- Consistent building setbacks and large lots, contributing to a spacious, orderly streetscape;
- Generous front lawns with similar setbacks amongst dwellings, even from different building periods, providing a measure of consistency in scale and sense of place within the area;
- The variety of architectural styles, with representative examples of Arts and Crafts, Vernacular, Georgian, Edwardian, and Victorian homes;
- Original materials and craftsmanship, including brick façades, woodwork, and decorative features in windows, doors, and verandas. Where brick is used, shades of reds are predominate;
- A mature, diverse, and high tree canopy lining the streets in the *District*, enhancing the neighborhood's historic ambiance and walkable appeal;
- Views between buildings of gardens, trees and/or Hager Creek;
- The key views and vistas towards Lake Ontario, particularly from Burlington Avenue, creating a gateway to the waterfront.

## 1.5. Engagement Process

Successful implementation of a district will ultimately depend on wide-spread public support for district designation based on a clear understanding of the objectives for designation and appreciation of the proposed HCD plan, policies and guidelines.

Decisions about policies and guidelines should be made in an open forum, where the benefits of designation and the responsibilities that come with it can be clearly communicated. There should be a clear agenda and timetable for proceeding with the district study and well-publicized public meetings at important stages, to allow for

From June 2024 to September 2025, the Burlington Avenue–Ontario Street HCD Study and Plan engaged the community through a series of targeted events, presentations, and public activities. The goal was to gather feedback, answer questions, and build understanding and support for the potential HCD designation. Efforts included property owner interviews, participation in Burlington Heritage Week, pop-up events, city-wide engagement activities, committee presentations, and an open house to review the draft plan.

**Community Involvement and Feedback**
Engagement began with one-on-one property owner interviews in July 2024, which allowed early communication, discussion of heritage objectives, and sharing of local history and photographs. These conversations underscored the importance of preserving not only buildings, but also landscapes, trees, gardens, and street character. Broader community participation followed during Burlington Heritage Week in August 2024, and in 2025 where residents learned about the study and the plan. A September Harvest Pop-Up brought the discussion directly into the neighbourhood, drawing about 40 attendees who shared strong support for conservation, as well as concerns about potential restrictions, costs, and political will to protect heritage assets.

**City-Wide Engagement Events**
The September 2024 and 2025 “Food for Feedback” events expanded outreach to a wider audience, gathering comments on the importance of heritage to Burlington’s identity and tourism appeal. Residents expressed interest in extending the study area boundaries, identifying heritage areas with signage, and sharing family histories tied to Burlington’s development. During the 2025 event, productive conversations were had, and feedback at this stage consistently emphasized the need to protect the District’s unique character from unsympathetic development pressures.

**Draft Plan Open House and Key Themes**
In June 2025, an open house presented the draft HCD Plan, generating discussion around policies vs. guidelines, incentives such as the Heritage Property Tax Rebate Program, heritage-inspired infrastructure improvements, and flexibility in design regulations. Concerns about restrictions on windows, additions, and parking were balanced by the plan’s emphasis on compatibility and case-by-case review. Frustrations

over past demolitions and the massing of infill projects reinforced the need for a robust HCD framework to manage change. Questions about District boundaries were addressed with the explanation that the current limits were based on heritage integrity and manageability, with opportunities for review and expansion in the future.

**Overall Outcomes**
Across all engagement activities, there was broad consensus that the study area is a culturally and historically significant place worth protecting. While residents sought clarity on processes, costs, and flexibility, the majority supported the designation as a means to maintain Burlington's unique character. The input gathered has directly shaped the HCD Plan's policies, guidelines, and recommendations, ensuring they reflect community values while providing a balanced, practical framework for heritage conservation.

## 1.6. Goals and Objectives

HCDs provide guidance for the conservation of cultural heritage resources policies and guidelines that will assist in the protection and enhancement of the cultural heritage value of a district. District designation enables City Council to manage and guide future change in the area. HCDs take many different forms and variations, depending on the location and its history. However, they form an integral part of Ontario's cultural heritage and contribute to an understanding and appreciation of the cultural identity of the place, and as a collection, the province.

In accordance with *Subsection 40 (2)* of the OHA, the HCD Study considers the objectives around the recommended designation and the content of the future HCD Plan, should Council move forward with the adoption of an HCD. Therefore, the following objectives should be re-confirmed for continued relevance throughout the Plan Phase. This includes additional consultation with the public, completion of the landscape analysis and heritage evaluation, a formal statement of significance, and an updated boundary property inventory.

Based on the results of this HCD Study, the prospective HCD Plan for Burlington should consider addressing the following objectives:

- Conserve and enhance the cultural heritage value and character-defining elements of the HCD, including built forms, street and landscape elements, and landmarks that contribute to the District's sense of place;
- Encourage the conservation, rehabilitation, adaptive reuse, and maintenance of contributing existing buildings that express the heritage character of the HCD, while providing guidelines on appropriate change to the buildings;
- Encourage the retention of the landscape and streetscape elements such as the existing mature tree canopy, property setbacks, and views to Lake Ontario;

- Develop alteration, infill, and new development guidelines, with the primary goal of promoting compatible development on fallow or non-contributing properties, that appropriately manage and preserve the cultural heritage value of the area's history;

- Ensure that new construction and development on vacant, underdeveloped lots and on large parcels responds to the character of contributing properties through their retention and the compatible design of new structures;

- Reinforce and conserve the District's significant built forms, streetscapes, materiality, and character that reflect its cultural heritage values;

- Develop appropriate setbacks and step backs for new development;

- Maintain and establish architectural details and consistent street walls where appropriate and which maintain and support accessible, vibrant, and walkable pedestrian environments;

- Maintain, conserve, and enhance the historic residential character of the streets, using harmonious materials, height limits, architectural details or other design measures, enhanced and protected tree canopy, and views to the lake;

- Incorporate the policies and guidelines of the HCD Plan into the regulatory framework, as well as other studies and programs, to encourage the conservation and enhancement of the HCD;

- Establish a Heritage Permitting process to assist property owners with conservation, maintenance, and alteration efforts, as well as provide guidance for appropriate restoration, repair, and on-going maintenance of all buildings within the District; and

- Encourage active participation from residents, property owners, and businesses, in the promotion and implementation of the HCD, including development of a streamlined and proactive heritage permitting process with the City, to ensure that requirements of property owners are understood early in the process and revisions to project plans are mitigated and reduced.

## 1.7. How to Use this Plan

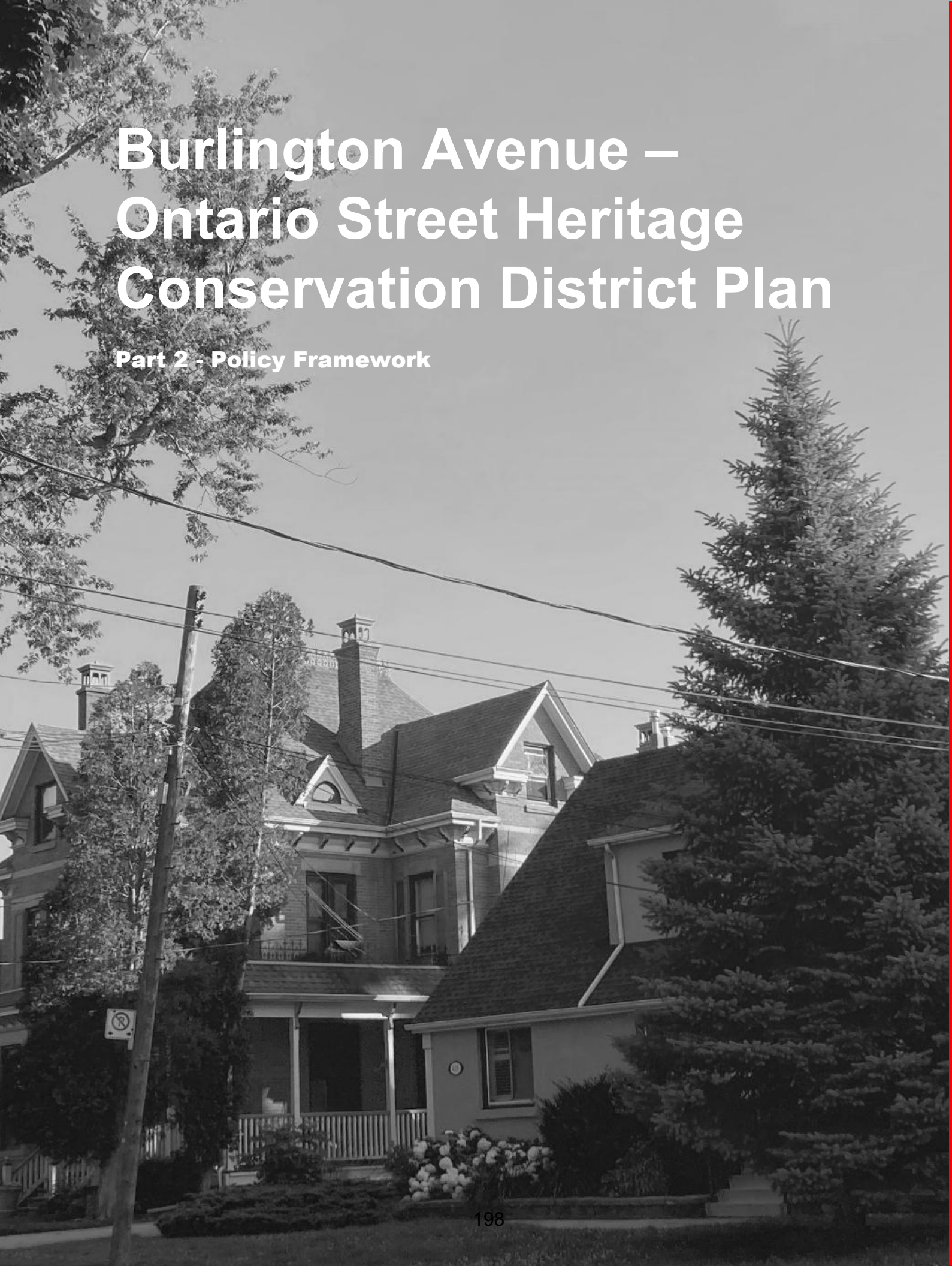
This Plan is intended to better understand the cultural heritage value of the Burlington Avenue-Ontario Street District, as well as provide policies and guidelines for its protection and conservation. Parts 1, 2, and 4 include information of the District's cultural heritage value and significance while Part 3 include **Policies** and Guidelines.

**Part 1 – Plan Framework** (this document) includes an introduction and overview of the Plan's organization and five Part document. Part 1 introduces the Heritage Value of the District, including its reasons for designation, its statement of significance, and a list of its heritage attributes. The Plan Framework introduces the District's boundary. The introduction sets the tone of the document, identifying the goals and objectives of the District.

**Part 2 – Policy Framework** reviews the national, provincial, and municipal legislations that apply, including existing applicable studies and plans and guidelines that apply.

**Part 3 – Policy and Guidelines for All Properties** reviews the applicable policies for all properties within the District.

**Part 4 – Implementation** includes information and a step-by-step guide relevant to the heritage approval process for alterations and additions to properties within the District. It also reviews various available financial incentives that can assist owners in securing grants to assist with heritage conservation.



# Burlington Avenue – Ontario Street Heritage Conservation District Plan

## Part 2 - Policy Framework

# Contents

**2. Policy Framework ..... 2**
2.1. National Framework ..... 2
2.1.1 Standards and Guidelines for the Conservation of Historic Places in Canada (2011) ..... 2
2.1.2 The Standards & HCDs ..... 2
2.2. Provincial Legislation ..... 4
2.2.1 Ontario Heritage Act ..... 4
2.2.2 Part V: Heritage Conservation Districts ..... 5
2.2.3 O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest ..... 7
2.2.4 Ontario Heritage Toolkit ..... 8
2.2.5 Document on Heritage Conservation Districts ..... 10
2.2.6 Provincial Planning Statement, 2024 ..... 11
2.2.7 Heritage Conservation Districts & the PPS ..... 12
2.3. Municipal Legislation ..... 14
2.3.1 City of Burlington Official Plan ..... 14
2.3.2 Low Rise Neighbourhood Precinct (Section 8.1.1 (3.13) of Official Plan) ..... 15
2.3.3 New Zoning Bylaw Project: Residential Zones ..... 16
2.3.4 City of Burlington HCD study area Bylaw No. 02-2024 (2024) ..... 17
2.3.5 City of Burlington Property Standards Bylaw No. 28-2009 (2009) 17
2.3.6 Designated Heritage Properties ..... 18

# 2. Policy Framework

## 2.1. National Framework

### 2.1.1 Standards and Guidelines for the Conservation of Historic Places in Canada (2011)

The Standards and Guidelines for the Conservation of Historic Places in Canada (the Standards and Guidelines) serve as the first Canadian benchmark for heritage conservation practices. They provide comprehensive guidance for making informed decisions regarding the planning, intervention, and utilization of historic places, aiming to establish a consistent set of principles and guidelines across Canada. This document is especially important for ensuring sound conservation practices and is widely adopted by various levels of government for assessing conservation interventions on historic places.

The document underwent revisions for its second edition, which was issued by Parks Canada in 2011. These revisions aimed to address feedback to clarify the relationship between the Standards and Guidelines and statements of significance, enhance the explanation of the conservation decision-making process, provide a clearer interpretation of the 14 Standards, add guidance for sustainability related interventions, and address new topics, such as cultural landscapes and the conservation of modern materials. The Guidelines also expanded to offer more comprehensive advice for archaeological sites and engineering works, among other areas.

The Standards and Guidelines emphasize a three-phase conservation decision-making process: understanding the historic place through research and investigation, planning for its conservation while considering all factors affecting its future and intervening in a manner that respects and protects the site's heritage value. The document outlines specific standards for general conservation practices, rehabilitation, and restoration, ensuring that any physical changes to character-defining elements are minimized and compatible with the historic places overall character.

### 2.1.2 The Standards & HCDs

The Standards and Guidelines significantly support and reinforce the establishment of heritage conservation districts by providing a detailed framework for the conservation of cultural landscapes, including heritage districts. This document helps in understanding, planning, and intervening in historic places to maintain their heritage value, which is imperative for the conservation of Heritage Conservation Districts (HCDs). The guidelines offer practical advice and a consistent set of principles that can be applied to the diverse character and requirements of each HCD, whether residential, commercial, institutional, or a mix of these, often incorporating natural heritage features such as green spaces and waterways.

Municipalities across Ontario use the Standards and Guidelines as a reference point when reviewing heritage permit applications for alterations, demolitions, or new construction within HCDs. The document ensures that any changes respect the heritage values and character-defining elements of the district, maintaining the district's overall heritage integrity. This approach is visible in the detailed processes and requirements set out for permit applications within HCDs, which include providing comprehensive plans, drawings, and specifications that clearly show how the proposed changes align with heritage character of the area.

The Standards and Guidelines provide a foundational framework that supports the establishment, management, and conservation of heritage conservation districts, ensuring that the heritage and character of these districts are preserved for future generations.

## 2.2. Provincial Legislation

### 2.2.1 Ontario Heritage Act

The *Ontario Heritage Act* (OHA) is a provincial statute that provides a framework for identifying, preserving, and protecting cultural heritage properties and archaeological sites. Enacted in 1975, the *Act* enables municipalities and the provincial government to designate properties of historical, architectural, archaeological, or cultural significance, to ensure their conservation for future generations.

Key components of the OHA include:

- **Designation of Heritage Properties (Part IV):** the Act allows for the designation of properties as being of cultural heritage value or interest. This can be done either individually or as part of a HCD. A designated property is subject to legal protections and restrictions to ensure its preservation;
- **Heritage Conservation Districts (Part V):** The Act enables the creation of HCDs within municipalities. These districts are areas with a concentration of heritage properties that are protected and managed through district plans to maintain their historical integrity;
- **Heritage Permits:** For individually designated heritage properties or properties within HCDs, owners must obtain consent from the local municipal heritage committee or the municipality before making significant alterations, demolitions, or new constructions that might affect their property's heritage attributes;
- **Municipal Heritage Committees:** The *Act* encourages the establishment of municipal heritage committees, which advise local councils on heritage matters, including property designations, alterations to designated properties, and HCD Plans;
- **Heritage Easements:** The *Act* allows for heritage easements, which are agreements between property owners and the Ontario Heritage Trust or municipalities to protect and preserve the heritage attributes of a property;
- **Ontario Heritage Trust:** The *Act* established the Ontario Heritage Trust, an agency of the provincial government with a mandate to identify, preserve, protect, and promote Ontario's built, cultural, and natural heritage; and
- **Archaeological Sites:** The *Act* provides a framework for the conservation and protection of archaeological sites, requiring reporting and assessment of sites where archaeological resources are discovered or expected.

The OHA represents an important tool for heritage conservation, empowering local communities and the provincial government to work together in preserving Ontario's rich historical and cultural legacy.

### 2.2.2 Part V: Heritage Conservation Districts

A HCD is a specific area within a municipality that is recognized for its special character and heritage value and is protected and managed through policies and guidelines under the OHA. The *Act* allows municipalities to designate areas as HCDs to conserve and enhance the character of historic neighbourhoods, landscapes, or areas, including their built heritage, cultural heritage landscapes, and archaeological resources.

HCDs are geographically defined areas within a municipality, recognized for their distinct heritage character. They can vary greatly in size and character, from single properties to large neighborhoods, and are designated under local Bylaws to conserve their heritage attributes. These districts can include a mix of residential, commercial, institutional, and natural heritage features, each contributing to the overall heritage character of the area.

Under Part V of the OHA, municipalities have the authority to designate areas as HCDs in order to conserve and manage their collective cultural heritage value. The process for establishing an HCD is guided by specific legislative requirements that ensure thorough research, public consultation, and transparent decision-making. These steps move from the initial authorization of a study through to the adoption of an HCD Plan and its ongoing implementation. The table below outlines the key stages and statutory obligations involved in designating and managing an HCD in Ontario.

| Step | Ontario Heritage Act Requirement | Description | Relevant Section of OHA |
|---|---|---|---|
| **1. Authorization to Undertake Study** | Municipal Council passes a by-law to study a defined area for potential HCD designation. | The by-law must identify study area boundaries and state that the area will be subject to interim heritage protection during the study. | s. 40.1(1) |
| **2. Interim Protection** | Once the study by-law is passed, alterations and demolitions in the study area require Council approval. | Protects heritage resources from loss or inappropriate changes before formal designation. | s. 40.1(4)–(6) |

| Step | Ontario Heritage Act Requirement | Description | Relevant Section of OHA |
|---|---|---|---|
| **3. Preparation of HCD Study** | Conduct research, evaluation, and mapping of the study area's heritage attributes. | The study must determine if the area meets criteria for designation as a district of cultural heritage value or interest. | s. 40.1(2) |
| **4. Public Consultation – Study Phase** | Provide opportunities for the public and stakeholders to comment on the study findings. | Engagement may include meetings, workshops, and notice of public input opportunities. | s. 40.1(3) |
| **5. Council Decision on Proceeding to Plan** | Council decides whether to proceed with an HCD Plan based on the study's recommendations. | If proceeding, a second by-law is passed authorizing the preparation of the Plan. | s. 41(1) |
| **6. Preparation of HCD Plan** | Develop a plan that includes objectives, policies, heritage attributes, guidelines for alterations/new construction, and implementation tools. | The plan becomes the regulatory framework for managing change within the district. | s. 41.1(5) |
| **7. Public Consultation – Plan Phase** | Engage the public, property owners, and other stakeholders on the draft HCD Plan. | The plan must reflect input while protecting the district's heritage character. | s. 41.1(6) |
| **8. Adoption of HCD Plan** | Council passes a by-law designating the area as an HCD and adopting the HCD Plan. | The by-law is registered on title for all properties within the district. | s. 41(2) & s. 41.1(1) |
| **9. Notice & Appeals** | Notice of the designation by-law must be given; property owners and certain bodies may appeal. | Appeals are heard by the Ontario Land Tribunal. | s. 41(3)–(8) |

| Step | Ontario Heritage Act Requirement | Description | Relevant Section of OHA |
|---|---|---|---|
| **10. Implementation & Ongoing Management** | All alterations, new construction, and demolitions within the HCD must comply with the HCD Plan and require heritage permits. | Ensures consistent conservation and compatible development. | s. 42 |

### 2.2.3 O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest

The Criteria for Determining Cultural Heritage Value or Interest (*O. Reg. 9/06*), amended by *O. Reg. 569/22*, part of the OHA, sets standardized criteria for assessing cultural heritage value, which municipalities must apply when designating properties. It was introduced to bring consistency to the designation process, ensuring that properties meet a comprehensive set of heritage value criteria before being designated. This regulation, along with *O. Reg. 10/06*, has significantly influenced heritage conservation practices in Ontario, guiding both municipal decisions and the Ontario Land Tribunal (OLT) evaluation of heritage properties.

For an HCD to be designated under the updated regulations, at least 25% of the properties within the District or defined area must satisfy two or more of a set criterion. These criteria assess various aspects of the properties, including their design or physical value, historical or associative value, and contextual value. This means that not all properties within an HCD need to meet the heritage criteria individually. However, a significant portion (i.e. 25%) must meet these standards to collectively uphold the District's heritage value.

For a property to be considered as a contributor to heritage character of an area, it must meet two or more of the following criteria:

1. **Design Value or Physical Value:** Properties that are rare, unique, representative, or early examples of a style, type, expression, material, or construction method;

2. **Design Value or Physical Value for Craftsmanship:** Properties that display a high degree of craftsmanship or artistic merit;

3. **Design Value or Physical Value for Technical Achievement:** Properties that demonstrate a high degree of technical or scientific achievement;

4. **Historical Value or Associative Value for Direct Association:** Properties that have a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to a community;

5. **Historical Value or Associative Value for Potential to Yield Information:** Properties that yield, or have the potential to yield, information that contributes to an understanding of a community or culture;

6. **Historical Value or Associative Value for Work or Ideas:** Properties that demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist, who is significant to a community;

7. **Contextual Value for Character:** Properties that define, maintain, or support the character of the District;

8. **Contextual Value for Linkage:** Properties that are physically, functionally, visually, or historically linked to each other; and

9. **Contextual Value for Landmark Status:** Properties that are defined by, planned around, or are themselves, a landmark.

### 2.2.4 Ontario Heritage Toolkit

The Ontario Heritage Toolkit is a collection of guides designed to assist municipalities, heritage professionals, and the public in understanding and implementing the provisions of the Ontario Heritage Act. The Toolkit provides practical advice and detailed procedures for identifying, preserving, and managing cultural heritage resources in Ontario. In May 2025, the Ontario Ministry of Citizenship and Multiculturalism (MCM) released a revised version of the Toolkit, replacing the earlier 2006 edition. The update reflects recent amendments to the OHA, evolving heritage conservation practices, and current policy directions, with expanded guidance on topics such as Indigenous heritage, cultural heritage landscapes, and enhanced public engagement strategies.

The 2025 Toolkit is organized five main documents, each focusing on a different aspect of heritage conservation as outlined in the OHA. These documents include:

- Your community, your heritage, you committee;
- Heritage property evaluation;
- Designating heritage properties;
- Heritage conservation districts;
- Heritage places of worship.

The following chart specifically outlines the changes made in the updated 2025 version of the Ontario Heritage Toolkit:

| Topic | 2006 Toolkit | 2025 Toolkit (Updated) |
|---|---|---|
| **Legislative Alignment** | Based on the Ontario Heritage Act as it stood pre-2019 amendments; some sections now outdated due to changes in terminology, process, and timelines. | Fully updated to reflect all legislative amendments up to 2023, including new procedural requirements for designation, timelines for notices/appeals, and Ontario Land Tribunal processes. |
| **Cultural Heritage Landscapes (CHLs)** | Limited discussion; CHLs mentioned but not comprehensively defined or integrated into designation processes. | Expanded and clarified CHL definition; integrated guidance on identifying, evaluating, and protecting CHLs in both Part IV and Part V contexts, aligned with PPS 2020 and OP conformity. |
| **Indigenous Heritage** | Very limited coverage; minimal reference to Indigenous perspectives or engagement. | New dedicated sections on engaging Indigenous communities, respecting Indigenous knowledge systems, and considering Indigenous cultural heritage values in evaluations and planning. |
| **Public Engagement** | General recommendations for public meetings and consultation. | Enhanced step-by-step public engagement framework, including early engagement, accessible communication tools, and integration of feedback into decision-making. |
| **Heritage Conservation Districts (Part V)** | Overview of HCD studies and plans, but less emphasis on procedural details and content requirements for HCD Plans. | Expanded HCD guidance reflecting Ontario Heritage Act s. 40.1–42 requirements, with model by-laws, plan templates, and compliance checklists. |
| **Evaluation Tools** | Relied heavily on the 2005 Ontario Regulation 9/06 criteria; limited practical examples. | Updated with expanded case studies, flowcharts, and worksheets; integrates Ontario |

| Topic | 2006 Toolkit | 2025 Toolkit (Updated) |
|---|---|---|
| | | Regulation 10/06 for provincially owned properties. |
| **Legal Guidance** | Brief procedural advice; limited discussion on appeals. | More robust legal process section, including Ontario Land Tribunal appeal procedures, enforcement powers, and compliance monitoring. |
| **Best Practices & Case Studies** | Basic examples focused mainly on municipal heritage registers and designations. | New, broader examples from across Ontario; emphasis on adaptive reuse, climate resilience, accessibility, and integration of heritage with planning for growth. |

### 2.2.5 Document on Heritage Conservation Districts

The document dedicated to Heritage Conservation Districts under Part V of the OHA is an essential resource for understanding and implementing HCDs.

The volume covers:

- An overview of what HCDs are, their purpose, and their importance in preserving the character and heritage of broader areas beyond individual buildings or sites;
- Detailed explanation of the legal basis for HCDs under the OHA, including the roles and responsibilities of municipalities, property owners, and other stakeholders in the designation and management process;
- Step by step guidance on how to establish an HCD, from initial study and research, through public consultation and engagement, to the adoption of the Bylaw that formally designates the area as an HCD;
- Insights into creating an effective district plan, which is a critical component of an HCD. This includes guidelines for permitted alterations, new constructions, and other interventions within the district to ensure they maintain or enhance its heritage value;
- Best practices for the ongoing management, conservation, and enhancement of HCDs, including advice on maintenance, funding, and heritage impact assessments;

- Real world examples and case studies that illustrate the successful implementation of HCDs, providing practical insights and lessons learned;

- Additional resources, such as templates, checklists, and reference materials, to assist municipalities and stakeholders in effectively managing HCDs.

This volume provides a comprehensive framework for the protection and management of areas with significant heritage value. It emphasizes a collaborative approach, involving community stakeholders in the preservation of their heritage, and provides a road map for balancing heritage conservation with sustainable development and change.

### 2.2.6 Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS) 2024, issued on August 20, 2024, has replaced the 2020 PPS as Ontario's primary land use planning document. The primary motivator behind the 2024 update is the government's effort to cut red tape and create a more streamlined path to increasing housing construction across the province. This overarching goal is reflected in how the policies have been presented, namely, to facilitate faster development processes, particularly in areas such as settlement expansions and infrastructure development. The PPS 2024 came into effect October 20, 2024.

In terms of heritage impacts, the 2024 PPS introduces significant changes, including a stronger focus on Indigenous engagement, proactive conservation strategies, and adapting to climate change. Overall while some elements from the 2020 PPS have been removed or de-emphasized, the 2024 PPS appears to balance heritage conservation with the need for accelerated growth and development by creating a more integrated framework for managing Ontario's cultural heritage within the context of these broader goals. This framework is intended to ensure that heritage is not treated as a separate or isolated issue but instead incorporated into the overall planning process. This integration involves more proactive strategies for heritage conservation; to help ensure heritage resources are considered early in the planning process, particularly in areas that have been targeted for significant development.

The 2024 PPS focuses on several key areas that reflect the Ontario government's priorities for land use planning and development. These focus areas are designed to support growth, development, and sustainability across the province. Key principles and policy areas include:

- **Housing Supply and Affordability:** The 2024 PPS prioritizes increasing housing supply and affordability by streamlining development processes and encouraging higher density in urban areas;

- **Settlement Area Expansions and Intensification:** Supports expanding settlement areas and promotes intensification to accommodate growth efficiently and sustainably;
- **Infrastructure Development and Modernization:** Emphasizes developing and modernizing infrastructure, including transportation and utilities, to support economic growth and connectivity;
- **Economic Development and Job Creation:** Focuses on fostering economic development and job creation through the development of employment lands and strategic growth areas;
- **Climate Change Adaptation and Resilience:** Integrates climate change adaptation into planning decisions to enhance community resilience and manage natural hazards;
- **Heritage and Cultural Resource Management:** Includes provisions for conserving cultural heritage and archaeological resources, with a focus on Indigenous engagement and proactive strategies;
- **Sustainable Land Use and Resource Management:** Promotes sustainable land use practices to balance growth with the protection of agricultural, natural, and cultural resources.

The PPS provides a broad framework, requiring that all decisions related to land use planning “shall be consistent with” the Provincial Policy Statement. Municipalities and decision makers must interpret and apply these policies within their local context, considering other provincial interests and policies, as well as local circumstances and priorities. The PPS is intended to balance flexibility for local decision making with provincial interests, ensuring that the growth and development across Ontario occur in ways that are sustainable, resilient, and aligned with provincial goals.

### 2.2.7 Heritage Conservation Districts & the PPS

In addition to the focus areas noted above, the Provincial Planning Statement also provides policy guidance on the conservation of cultural heritage resources. When it comes to the designation of a HCD under the OHA, the PPS sets a broader policy framework that encourages the conservation of cultural heritage and built heritage resources as part of promoting sustainable and healthy communities.

The PPS supports the conservation of these heritage resources by:

- Encouraging the conservation, use, and management of resources in a manner that maintains their heritage, cultural, and archaeological value for present and future generations;

- Advising on integrated planning approaches that consider cultural heritage and archaeological resources as part of making decisions on land use planning; and

- Encouraging adaptive reuse of heritage buildings and structures to maintain their heritage value while accommodating new functions, which can contribute to reducing urban sprawl and promoting more efficient land use.

While the PPS provides the policy framework, the actual designation, protection, and management of HCDs are directly governed by the OHA, which empowers municipalities to enact Bylaws for the designation of these districts. The PPS reinforces the importance of these district*s* within the broader context of provincial land use planning objectives, ensuring that their conservation is considered, alongside other provincial interests such as economic development, environmental protection, and the efficient use of land and infrastructure

## 2.3. Municipal Legislation

### 2.3.1 City of Burlington Official Plan

The City of Burlington's land use planning framework is currently in a period of transition. On November 30, 2020, Halton Region approved the new Burlington Official Plan (2020). However, several parts of that plan remain under appeal and are not yet in effect pending resolution by the Ontario Land Tribunal (OLT). In the interim, parts of the earlier Burlington Official Plan (1997) remain active policy. Further complicating the planning landscape, as of July 1, 2024, the Province amended the Planning Act to remove Halton Region's role as an upper-tier planning authority. As a result, the Halton Regional Official Plan (1995) has been deemed an official plan of each lower-tier municipality, including Burlington, until such time as each municipality updates or revokes it. Consequently, three Official Plans now inform planning decisions in Burlington: The Regional Plan (1995), the Burlington Official Plan (1997), and the Burlington Official Plan (2020). In response, the City has initiated a realignment process to streamline its policies, ensure consistency with provincial directions, and consolidate its planning vision moving forward.

The discussion below relies on BOP, 2020 as approved by the Region and subsequent amendments thereto, while acknowledging that the policies related to the Downtown Urban Centre remain under appeal. The BOP, 2020 establishes that the Downtown Urban Centre is envisioned as a vibrant, mixed-use core that accommodates residential growth, economic activity, cultural vitality, and civic life. Growth is a focal point for intensification, but that growth is intended to be context-sensitive, reflecting the area's historic character and urban fabric. Heritage properties and character-defining areas within the Downtown are integral to this vision. They contribute to the city's identity, provide a sense of continuity, and help define the unique precincts that structure development policies. The Official Plan emphasizes compatibility with the physical character of these precincts, ensuring that new development maintains transitions in height, scale, and massing, particularly adjacent to heritage sites and low-rise neighbourhoods. The policies are further supported by subsequent Regional Official Plan Amendments namely, 48 and 49 to the ROP (1995) which are in force and effect. ROPA 48, among other things adjusted the Urban Growth Centre boundary to be centred on Burlington GO Station and identified the Downtown Urban Centre, Burlington as a Secondary Regional Node.

Heritage conservation plays a critical role in supporting key objectives of the Downtown, preserving historic streetscapes and view corridors, reinforcing pedestrian-oriented environments, and enhancing cultural tourism and public space activation. While intensification is encouraged, the plan explicitly requires that growth be managed in a way that sustains and leverages the Downtown's cultural heritage assets. This includes protecting historic buildings and streetscapes, integrating heritage into new development through design excellence, and conserving the fine-grained grid street

network that underpins the walkability and transit-supportive built form. As such, heritage policies are not barriers to growth but essential tools in shaping a distinct, complete, and resilient urban core that balances new development with enduring character.

### 2.3.2 Low Rise Neighbourhood Precinct (Section 8.1.1 (3.13) of Official Plan)

The Burlington Avenue-Ontario Street HCD is in St. Luke's Precinct, which is considered a low-rise neighbourhood. These are neighbourhoods characterized by their historic and low-rise built form and are areas that are recognized for their cultural heritage value and play an important role in defining the historic character of the broader Downtown Urban Centre.

The Official Plan supports the preservation of the historic and residential character of these neighbourhoods by allowing only limited, context-sensitive development. While a range of low-rise residential types and select non-residential uses are permitted, new development within the St. Luke's Precinct is strictly regulated. In St. Luke's, new buildings are limited to a maximum height of 2.5 storeys and a density of 25 units per net hectare, or the legally existing density as of the Plan's approval, whichever is greater. These restrictions ensure that any development or infill within the St. Luke's HCD is compatible with its heritage context, aligns with the physical character of the area, and maintains the precinct's unique identity within the Downtown.

## Zoning Maps

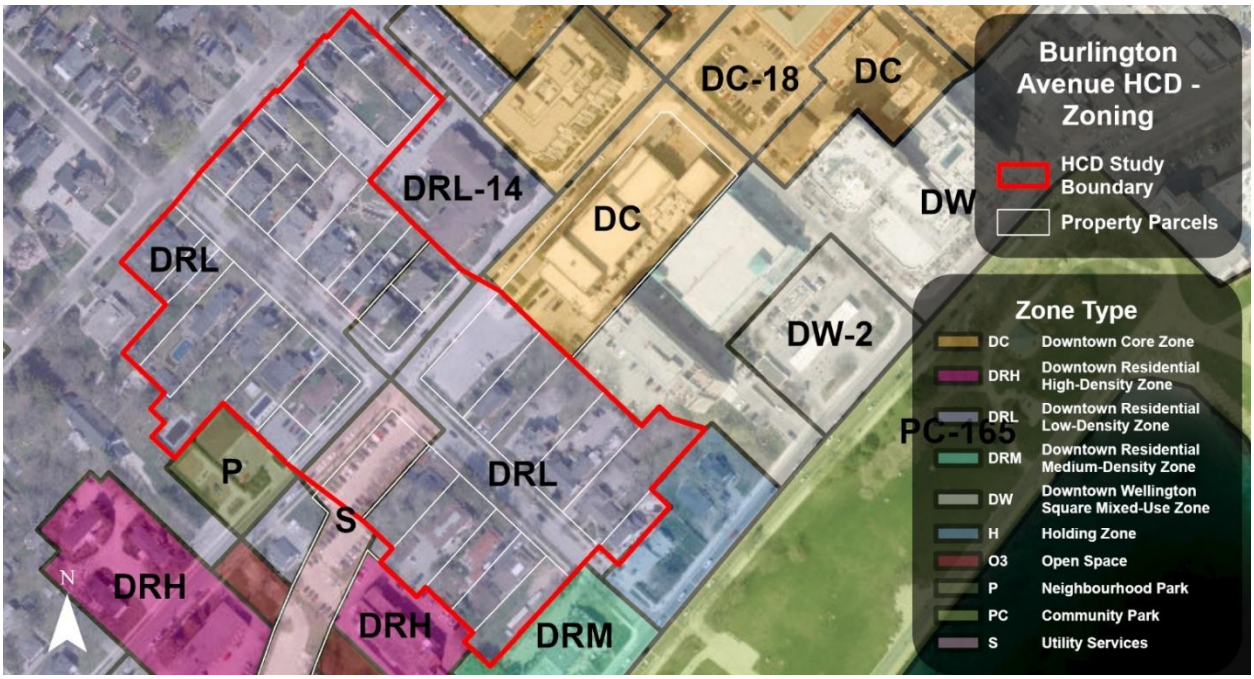



Figure 2.1: Burlington Zoning Type Map with District boundary outlined in red.

### 2.3.3 New Zoning Bylaw Project: Residential Zones

The City of Burlington is developing a new Zoning Bylaw to modernize and simplify land use regulations across the city. This multi-phase project aims to make zoning rules easier to navigate, align them with contemporary planning practices, streamline development approvals, and implement the objectives of Burlington's Official Plans. The first draft, now available for public review and comment, focuses on residential zones and reflects a shift toward supporting more housing options in local neighbourhoods. Phase 1, Residential Zones, builds on ongoing work to address Burlington's housing needs. It integrates key City initiatives such as the Housing Strategy Actions, Council's direction to permit four residential units as-of-right, the Housing Accelerator Fund Action Plan, and Official Plan Amendment No. 3 to Increase Housing Options. This phase is intended to enable diverse, accessible, and sustainable housing forms while responding to community growth pressures and aligning with broader municipal planning goals.

As part of the new Zoning Bylaw, policies for Additional Residential Units (ARUs) and garden suites will align with Burlington's Official Plans and recent provincial legislation. On October 17, 2023 the Burlington City Council unanimously approved a motion to declare its intention to allow four residential units per lot as-of-right and directed Staff to engage with the community to implement four units as-of-right and the other actions of the Housing Strategy, including implementing opportunities to increase housing options.

Also OPA 3 modified the ARU policies to permit 3 in addition to the principal unit, for a total of four residential units. In all cases a maximum of one (1) additional residential unit may be located within a building or structure accessory to the principal unit. Where a parcel of urban residential land has an existing garden suite, a maximum of two additional residential units may be permitted, only within the principal building.

These units are exempt from maximum density limits but must meet health, safety, and zoning requirements, and are not permitted in hazardous areas or flood zones. Ontario's *More Homes Built Faster Act, 2022* (Bill 23) has shaped these provisions by requiring municipalities to allow up to three residential units per lot "as of right" in areas with full municipal water and sewer services, and by removing development charges for ARUs in both principal dwellings and ancillary structures. While these provincial changes limit certain municipal controls, Burlington continues to apply Official Plan policies to ensure ARUs and garden suites are compatible with neighbourhood character, with special attention to heritage districts such as the St. Luke's Neighbourhood and the Burlington Avenue-Ontario Street District. In these areas, design, scale, and siting will be managed to maintain historical integrity while supporting gentle residential intensification.

### 2.3.4 City of Burlington HCD study area Bylaw No. 02-2024 (2024)

Bylaw 02-2024, enacted on January 16, 2024, designates a group of properties on Burlington Avenue and Ontario Street as a Heritage Conservation District (HCD) Study Area. This designation, valid for one year, aims to evaluate the area's cultural heritage significance and guide future changes. During this period, demolition or removal of buildings is restricted. The City will conduct a detailed study (this report) to determine the area's eligibility for HCD designation and based on the study's findings, may recommend updates to municipal Bylaws and the Official Plan.

### 2.3.5 City of Burlington Property Standards Bylaw No. 28-2009 (2009)

Bylaw Number 28-2009 of the City of Burlington establishes comprehensive standards for the maintenance and occupancy of properties to ensure safety, habitability, and preservation of the city's cultural heritage. This Bylaw applies to all properties within Burlington, excluding those owned by the City or the Regional Municipality of Halton. It sets minimum standards for structural integrity for foundations, walls, roofs, doors, windows, and balcony maintenance. Specific requirements are detailed for boarded buildings, chimneys, and graffiti removal to uphold safety and aesthetic standards.

Standards for building services cover elevating devices, heating and ventilation systems, electrical systems, drainage, and plumbing. Maintenance requirements for parking garages, toilet facilities, and security features are included, along with guidelines for snow removal and maintaining proper egress. The Bylaw also mandates the upkeep of land, accessory buildings, swimming pools, fences, and trees.

Burlington's Urban Design Guidelines (2006) form a key part of the City's planning framework. Developed to address increasing development pressures, particularly in the downtown core, the Guidelines provide clear direction on how new projects can contribute to Burlington's vitality while respecting its established character, including areas with notable heritage value. They serve as both a resource for developers to anticipate municipal expectations and a tool for City staff to evaluate proposals, encouraging high-quality, context-sensitive built form. While they do not directly pertain to the HCD, the Downtown Urban Design Guidelines also identify opportunities for public realm improvements and outline strategies for preserving neighbourhood identity, particularly within established residential areas such as St. Luke's and Emerald, where slower traffic, narrow blocks, and a walkable environment contribute to a strong sense of place.

Within this framework, the Downtown Streetscape Guidelines 2019 (DSG) set out detailed standards for streetscape elements that reinforce Burlington's identity and enhance pedestrian comfort. A consistent, simplified approach to furnishings, such as benches, bollards, bicycle infrastructure, lighting, and waste receptacles, is recommended to balance heritage character with contemporary downtown development. Specific provisions address the spacing, orientation, and materiality of benches; the protective and functional role of bollards; the placement of bus shelters, bike racks, and waste receptacles; and the selective use of tree grates and guards. Key strategies emphasize removing unnecessary elements, adhering to design standards, and incorporating multi-stream waste solutions. Together, these guidelines ensure that Burlington's downtown streetscapes remain functional, accessible, visually cohesive, and reflective of the city's character. The HCD Plan functions in line with these guidelines.

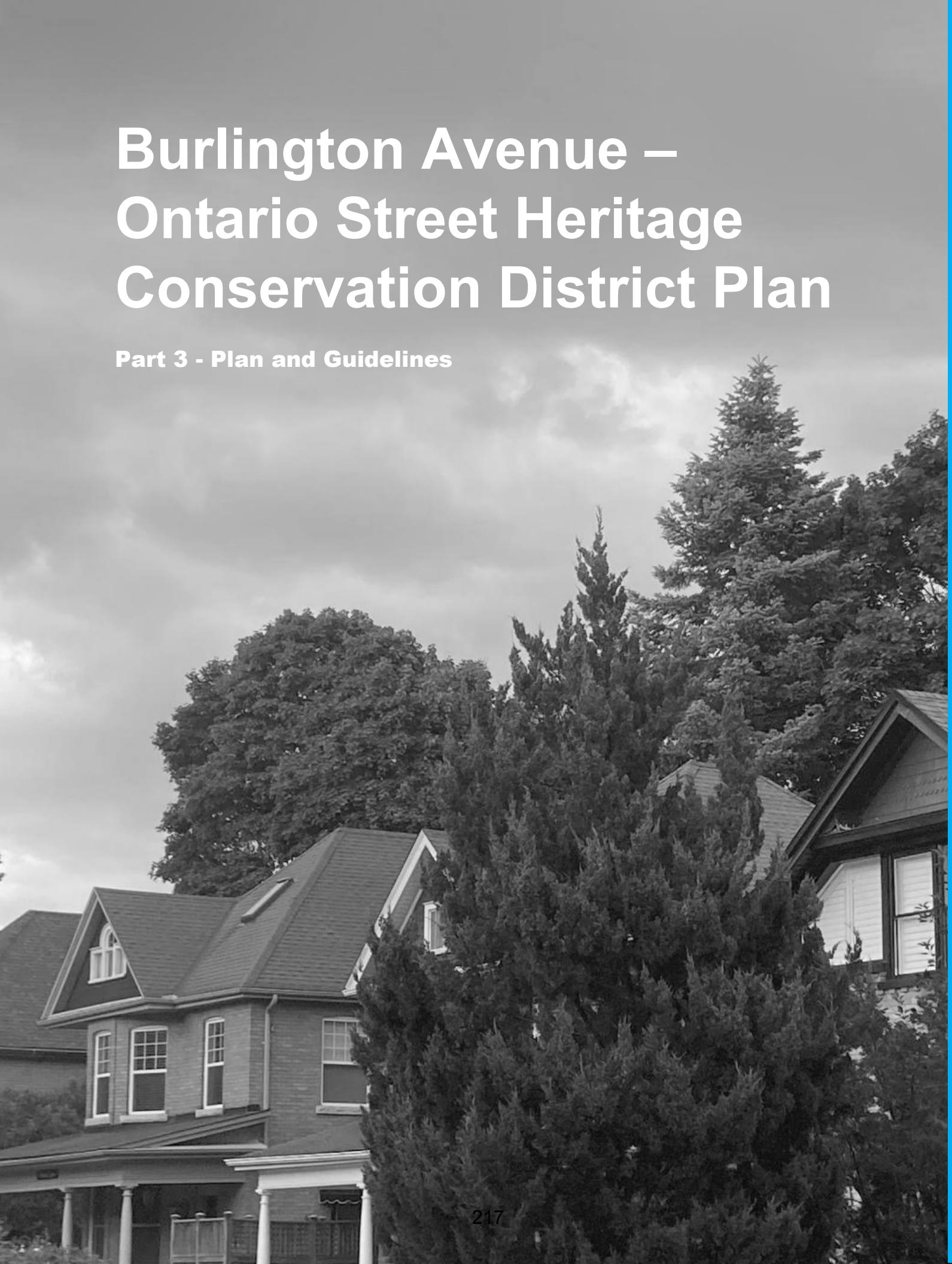
### 2.3.6 Designated Heritage Properties

For designated heritage properties, the Bylaw provides additional standards to ensure the maintenance and preservation of heritage attributes. It includes requirements for the repair and replacement of heritage features, using recognized conservation methods and guidelines for vacant or damaged heritage properties, to protect against neglect and unauthorized access.

Administration and enforcement are handled by appointed Property Standards Officers with the authority to inspect properties, issue orders for compliance, and, if necessary, carry out repairs or demolitions at the owner's expense. A Property Standards Committee is established to hear appeals related to property standards orders, and penalties are outlined for non-compliance, including fines and additional charges for ongoing violations.

# Burlington Avenue – Ontario Street Heritage Conservation District Plan

## Part 3 - Plan and Guidelines



# Contents

**3. Plan and Guidelines for Properties ..... 2**
3.1. Objectives of the Plan and Guidelines ..... 2
3.2. District Boundary ..... 3
3.2.1 Contributing VS Non-Contributing Properties ..... 4
3.2.2 Classification ..... 5
3.2.3 Differentiating Policies and *Guidelines* ..... 6
3.2.4 Existing Part IV Designations ..... 8
3.2.5 Heritage Conservation Districts and the Official Plan(s) ..... 8
3.3. Policies and Guidelines ..... 9
3.3.1 Landscape and Public Realm ..... 10
3.3.2 Demolition and Relocation ..... 26
3.3.3 New Construction and Infill Development ..... 27
3.3.4 Massing and Density ..... 28
3.3.5 Sustainability and Utility Equipment ..... 29
3.3.6 Adjacency to the District ..... 29
3.3.7 Repair and Alterations ..... 30
3.3.8 Roofs and Rooflines ..... 32
3.3.9 Exterior Walls ..... 34
3.3.10 Window and Door Openings ..... 37
3.3.11 Porch and Verandah Repairs and Alterations ..... 40
3.3.12 Additions ..... 43
3.3.13 New Construction ..... 52

# 3. Plan and Guidelines for Properties

## 3.1. Objectives of the Plan and Guidelines

The Burlington Avenue-Ontario Street Heritage Conservation District (HCD) represents a critical opportunity not only to preserve and enhance the area's cultural heritage value but also to position it within a broader vision of sustainability. This includes protecting and celebrating its character-defining elements, such as historic built forms, streetscapes, mature tree canopies, property setbacks, and landmark views to Lake Ontario, while ensuring these features are resilient and aligned with both municipal sustainability goals and Indigenous approaches to stewardship.

The HCD Plan encourages the conservation, rehabilitation, and adaptive reuse of existing buildings that contribute to the district's character, while offering clear guidelines for sensitive change. Infill, alteration, and new development shall be guided to ensure compatibility with the heritage context, particularly on vacant or underutilized parcels. This includes setting appropriate setbacks and step backs, maintaining architectural details and consistent street walls, and enhancing the walkability and vibrancy of the public realm. The goal is to sustain the District's residential and cultural identity through thoughtful design, use of harmonious materials, height controls, and preservation of views and landscape features.

To support these efforts, this Plan shall be integrated into the regulatory framework and complemented by a heritage permitting process that is clear, proactive, and responsive to property owners. This process will guide restoration, repair, and maintenance activities while fostering active participation from residents, businesses, and stakeholders. Ultimately, the HCD will serve as a model for how heritage conservation can be a catalyst for sustainable, community-driven, and forward-looking place-making.

## 3.2. District Boundary

The City of Burlington has a rich and layered history. Burlington, Ontario, is located on the traditional territory of the Mississaugas of the Credit First Nation, part of the Anishinaabeg peoples, and within the wider lands of the Haudenosaunee and Huron-Wendat Nations. For thousands of years, these Indigenous peoples lived, traveled, and traded along the shores of Lake Ontario, including the area now known as Burlington. The Burlington Avenue-Ontario Street District, located near the city's waterfront and downtown, holds significant architectural and cultural heritage. Originally part of Wellington Square, the District became part of the Village of Burlington in 1873. It was later developed under the 1881 subdivision plan of William Bunton, who sold off lots for residential development. The neighbourhood quickly grew into a cohesive and attractive residential area, characterized by late 19th- and early 20th-century homes, mature trees, and a wide pedestrian-friendly streetscape.

Despite urban pressures, it has retained much of its original form, offering a rare example of an intact historic neighbourhood. Its proximity to downtown and the waterfront made it a desirable location, reinforcing its importance in Burlington's urban growth. The area's blend of architectural styles, landscaped gardens, walkable sidewalks, and direct lake views contributes to its charm and vibrancy. As both a residential enclave and a scenic route to the waterfront, the District continues to serve as a testament to Burlington's evolution and enduring connection to its landscape.

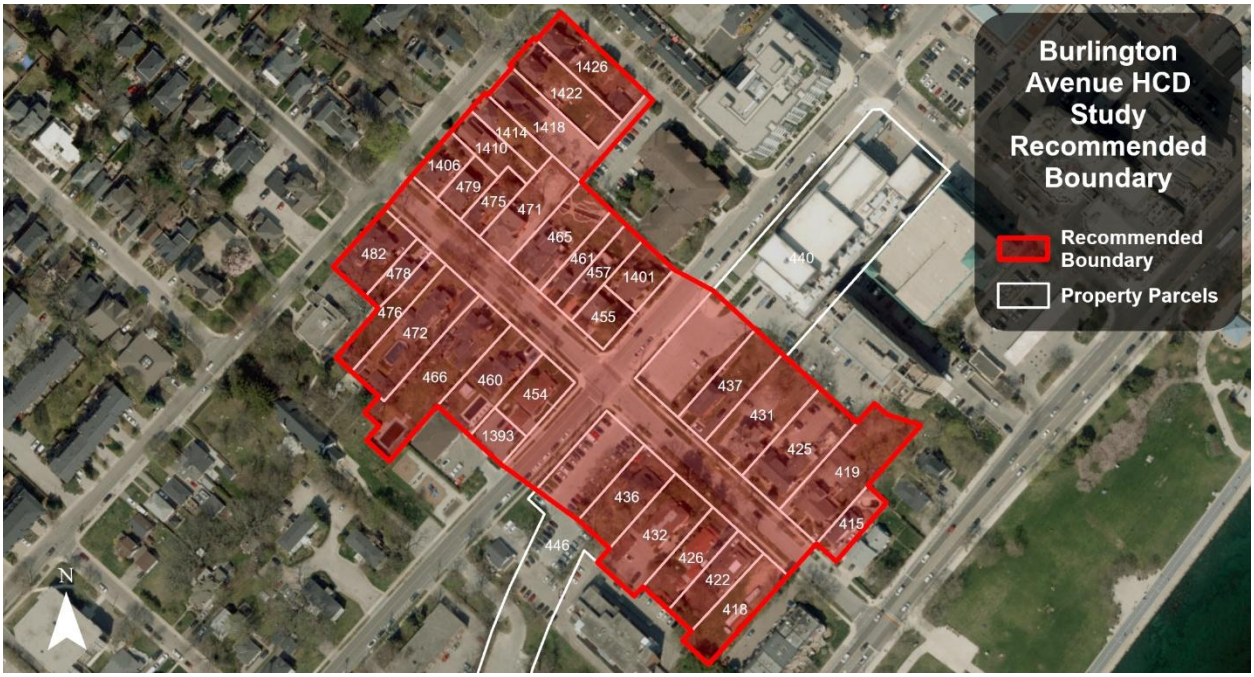



Figure 3.1: Burlington Avenue-Ontario Street Heritage Conservation District Boundary.

### 3.2.1 Contributing VS Non-Contributing Properties

All properties within the Burlington Avenue–Ontario Street Heritage Conservation District (HCD), whether publicly or privately owned, are designated under Part V of the Ontario Heritage Act (OHA) and are therefore subject to the policies and guidelines of this HCD Plan. Within the *District*, properties are classified as either contributing or non-contributing based on their heritage value and their role in supporting the District's overall character. Contributing properties directly reflect the cultural heritage value and integrity of the HCD and are subject to a higher standard of conservation.

Non-contributing properties, typically newer buildings, or those that have been significantly altered, do not individually express the District's heritage character but are still subject to design guidelines to ensure compatibility with the surrounding context. Under Part V of the OHA, contributing status is determined by a property's ability to support the cultural heritage value, character, or integrity of the District. As identified in the HCD Study, all properties in the study area, except for the three municipal parking lots, meet at least one contributing criterion, with the majority meeting three or more. Please see appendix for individual property classification.

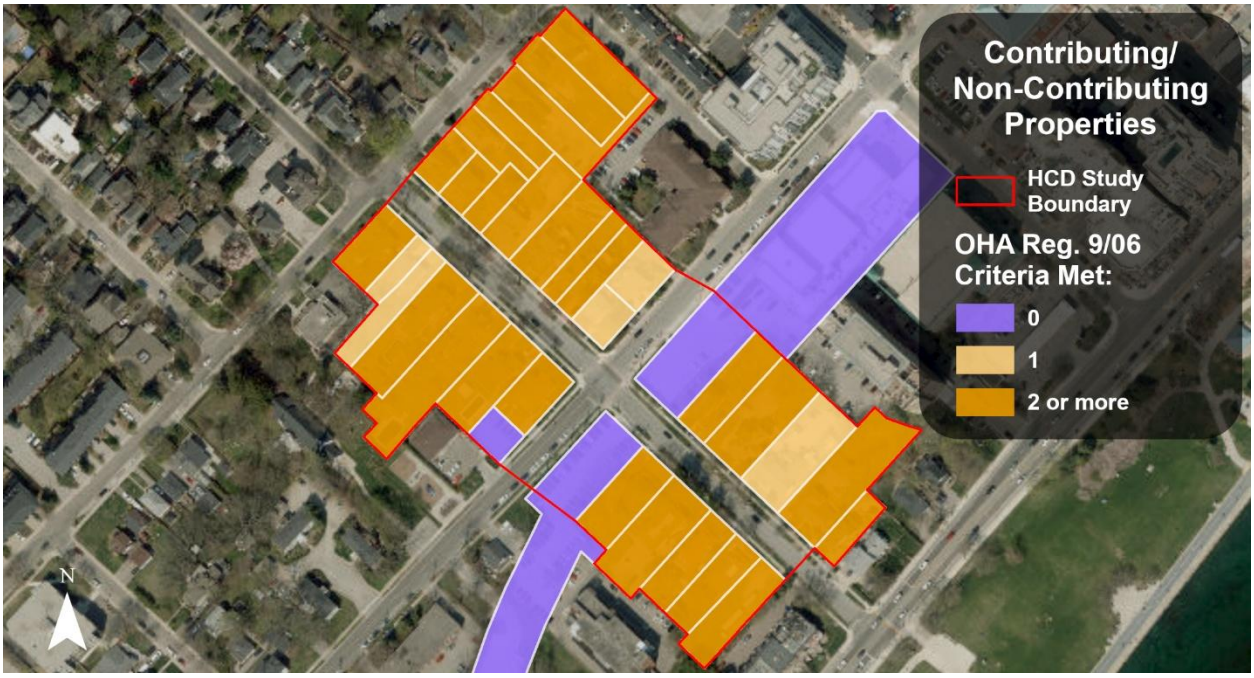



Figure 3.2: Number of criteria met under OHA Reg. 9/06 criteria by property parcel in the District.

### 3.2.2 Classification

The classification of properties as either contributing or non-contributing relied on evaluating each property against the framework of the Ontario Heritage Act Section 9/06 and the Statement of Cultural Heritage Value (SCHV). This includes the identified design, contextual, historical, social and community values of the District as expressed through the heritage attributes identified in SCHV. The complete SCHV can be found in **Section 2.0** of this report.

Properties that have been identified as contributing:

- Well-preserved examples of the architectural diversity of the area, such as Arts and Crafts, Vernacular, Georgian, Edwardian, and Victorian styles. Many of the properties retain original materials and craftsmanship, including brick façades in predominant red hues, intricate woodwork, and decorative detailing in windows, doors, and verandas;

- Represent the District's historic evolution as a cohesive residential enclave characterized by consistent and large lots, which contribute to a spacious and orderly streetscape;

- Exhibit generous front and side lawns with similar setbacks across homes from different periods, creating a unified scale and strong sense of place within the neighbourhood;

- Have a mature, varied tree canopy, supporting a walkable, inviting environment;

- Exhibit key views such as those between homes, offer glimpses of landscaped gardens, tree cover, and natural features such as Hager Creek, as well as those from Burlington Avenue that frame Lake Ontario, and establish a powerful visual connection to the waterfront, reinforcing the *District's* identity as a gateway to the lake.

Furthermore, to meet the requirements of Section 41(1)(b) of the Ontario Heritage Act, Contributing properties within the District were evaluated according to Ontario Regulation 9/06 section 3(1).

### 3.2.3 Differentiating Policies and *Guidelines*

This section contains **policies (in bold)** and *guidelines (italicized)* intended to manage change within the District to meet the objectives of this Plan and to conserve the District's cultural heritage value.

The **policies** set the direction for the management of the District in a clear and direct manner. The directions provided by the **policies** generally use either 'shall' or 'should' language and are to be interpreted accordingly. The *guidelines* are not mandatory and provide suggested ways in which the Plan's **policies** might be achieved, however there may be other methods for satisfying related **policies.** *Guidelines* are useful directions on how to meet the **policies** of the Plan.

In brief:

- Policies are requirements under the *Ontario Heritage Act*.
- They use **"shall" or "must"** language to make clear what is mandatory.
- Policies provide certainty and establish the rules that must be followed when making decisions on heritage permits.

Example: **"New development shall be designed to be compatible with the scale, form, and massing of adjacent contributing properties."**

- Guidelines are recommendations and best practices.
- They use **"should"** language to signal flexibility and encourage good design outcomes.
- Guidelines help applicants, staff, and Council understand how policies can be met in a practical way.

Example: *"Window replacements should reflect the proportions and rhythm of existing openings on the street."*

#### 3.2.3.1. Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada

The Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines) is a national framework developed by Parks Canada to guide the conservation of heritage properties across the country. It establishes best practices for preserving historic sites while allowing for change and adaptation. The document outlines three primary approaches to conservation:

1. Preservation – Maintaining a historic place with minimal intervention to retain its heritage value;

2. Rehabilitation – Making necessary repairs or alterations while protecting character-defining elements; and

3. Restoration – Returning a site to an earlier state by removing later additions or reconstructing missing elements.

The Standards and Guidelines emphasize the importance of understanding a site's heritage value, conserving character-defining elements, and ensuring any new work is physically and visually compatible while remaining distinguishable from the original fabric.

In the context of an HCD, the Standards and Guidelines inform policies and guidelines by:

- **Defining Conservation Approaches**: Ensuring that interventions respect the *District's* overall heritage character and support its long-term sustainability;

- **Guiding Alterations and New Development**: Providing criteria for appropriate changes to individual properties while maintaining the District's integrity;

- **Ensuring Material and Design Compatibility**: Encouraging the use of compatible materials, forms, and construction techniques in new work;

- **Protecting Views and Spatial Organization**: Recognizing the importance of key sightlines, streetscapes, and public spaces within the District*; and*

- **Balancing Change and Continuity**: Supporting sensitive adaptation that allows for growth while retaining the area's cultural significance.

The integration of these principals in the **policies** and *guidelines* of an HCD Plan can create a strong policy framework that ensures conservation efforts align with National best practices while addressing the specific heritage attributes of the District.

### 3.2.4 Existing Part IV Designations

All properties located within this District are designated under Part V of the OHA. Some properties are also designated under Part IV of the OHA. Part IV designation protects the cultural heritage value of an individual property and its identified heritage attributes. These properties are designated by municipal by-law, each containing a Statement of Significance, that defines its cultural heritage value and attributes for that particular property. Interventions on properties designated under Part IV must also conserve the individual property's cultural heritage value and heritage attributes. Part IV properties in Burlington are included on the City's Heritage Register and by-laws are available on the Ontario National Trust's database.

1. **In situations where the cultural heritage value and heritage attributes of a designation by-law enacted pursuant to subsection 29(1) of the *Ontario Heritage Act* differ from this Plan, conservation of the cultural heritage values and heritage attributes specified in HCD designating by-law will prevail, unless doing so would expressly conflict with the individual by-law, and/or interior features are protected; and**

2. **In situations where the requirements of any heritage easement agreement conflict with the requirements of this Plan, conservation of the cultural heritage values and heritage attributes specified for the property subject to the heritage easement agreement will take precedence over the conservation of District-wide cultural heritage values and heritage attributes.**

    a) In accordance with the City's Official Plan, a property that is included in an area designated as HCD may subsequently be designated under Part IV of the *Ontario Heritage Act*.

### 3.2.5 Heritage Conservation Districts and the Official Plan(s)

The Burlington Avenue-Ontario Street Heritage Conservation Districts (HCD) is the City of Burlington's first HCD. As such, the City must amend the Official Plan to reflect this to explicitly allow for HCDs and include policies related to their establishment and management. This process should take place in accordance with ongoing evaluation and update of the Burlington Official Plan(s).

## 3.3. Policies and Guidelines

The value of a HCD lies not just in its individual buildings, but in the collective character they create together, including the streetscapes, mature trees, walkability, open spaces, and other landscape features that define the District's setting and contribute to its sense of place. District-wide policies are essential tools for protecting this shared identity. By focusing on the broader context, including both built form and landscape elements, these policies ensure that change within the District supports its overall heritage character. They also play a key role in guiding conservation efforts to meet the objectives outlined in the District's Statement of Cultural Heritage Value (SCHV).

1. **The cultural heritage values and character of the District, as defined in the SCHV and the Description of Heritage Attributes, including its walkable scale and cohesive landscape, shall be conserved;**

2. **Repair and restoration of heritage attributes will be considered before replacement;**

3. **Contributing properties will be maintained as ongoing maintenance prevents deterioration of heritage attributes and is the most cost effective means of preserving heritage resources. Enforcement of the City's Property Standards Bylaw (Bylaw 80-2019) shall be consistently undertaken by City staff. Enforcement will have regard for Policies and Guidelines within this Plan;**

4. **New construction and alterations shall be in conformity with the policies and guidelines outlined in this Plan;**

5. **All public works will conserve the cultural heritage values and character of the District and shall have regard for the Policies and Guidelines found in this Plan;**

6. **The existing tree canopy will be maintained, conserved, and enhanced;**

7. **Future amendments to the City of Burlington's Official Plan and Zoning Bylaw shall be in accordance with the objectives set out in this Plan.**

### 3.3.1 Landscape and Public Realm

The study area presents a cohesive yet varied residential fabric, brought together and distinguished by its mature landscape character. While there is a diversity of lot sizes and historic urban forms, it is the continuity of landscape features such as deep building setbacks which allow for healthy mature trees within expansive lawn areas, well tended gardens, pathways that lead to the front entrances, and pedestrian-friendly streetscapes, that express its cultural heritage value. These landscape elements are what truly bring the area together, enhancing its sense of place and making it special.

The streetscapes in the District are generally pedestrian-oriented, with sidewalks that promote walkability and visual connectivity. On Burlington Avenue, grass boulevards separate sidewalks from the curb, extending the green character of the street and creating a comfortable buffer between pedestrians and traffic. Ontario Street's compact street profile features sidewalks directly adjacent to the roadway. Heritage-appropriate lamp posts provided by the City of Burlington reinforce the historic character. Residential frontages typically include mature vegetation, front gardens, traditional fencing or hedging, and original pedestrian pathways leading to front entrances, reinforcing the walkable, human-scaled character of the District. While parking arrangements vary throughout the district, often with a predominance of side and rear yard access, it is the continuity of the landscape that defines the District’s charm, coherence, and enduring heritage value. Preserving this continuity is essential to maintaining the area's historic character and sense of place. To that end, future planning and development should prioritize the protection and enhancement of this landscape framework, actively discouraging the introduction or expansion of front yard parking lots, which would fragment the streetscape and erode the visual and cultural integrity of the District.

**Ontario Street Landscape**

Ontario Street is characterized by a mix of long and short lots with shorter front yards all reinforcing the area’s low-density residential form. For many properties, front yard parking has taken the place of the front lawn, trees, and garden, impacting the continuous and lush front landscape character of the street. Commercial properties have used of rear parking to minimize visual impacts along the street. The retention of original pedestrian walkways in many homes maintains traditional way of accessing the front entrance of the home The overall continuity of the mature street trees, combined with landscaped gardens, hedges, and intermittent fencing, contribute to an attractive, continuous green streetscape which needs to be maintained.

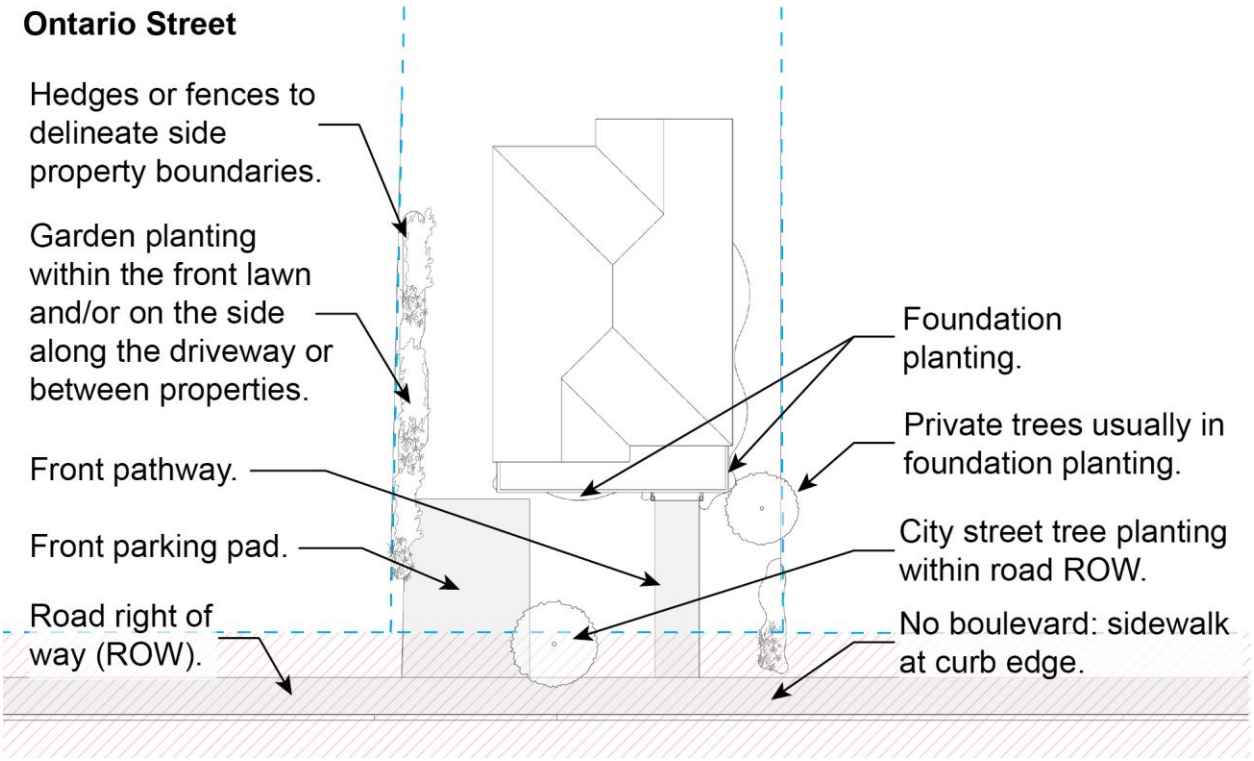



Figure 3.3: Typical heritage landscape characteristics within study area.

**Burlington Avenue (between Elgin and Ontario)**

This segment of Burlington Avenue displays a diverse lot structure, with a combination of narrow and wide lots forming a streetscape that is varied yet cohesive. Side driveways dominate in the District, although recent alterations have introduced both front and rear parking solutions. Historically, this street was characterized by expansive front lawns, foundation garden plantings, mature street and garden trees, and a distinct pedestrian pathway leading to the front door, elements that collectively contributed to a cohesive and inviting streetscape. A shift, however, has occurred over time as front yard parking pads are increasingly being introduced or expanded, reducing the amount of lawn and other soft surface areas. This gradual transformation not only alters the visual character of the District but also poses a threat to the health of street trees and the long-term integrity of the public realm. The area is notable for its mature tree canopy, ornamental gardens, and prominent side yards. Boundaries are often marked by low wooden fences or hedges, softening transitions between private and public space. Original pedestrian walkways are evident in older dwellings, reinforcing the historical front yard character and circulation pattern intended to enhance the pedestrian entry experience through a green landscape.

### Burlington Avenue (between Lakeshore and Elgin)

Between Lakeshore and Elgin, Burlington Avenue is composed primarily of long lots, including several narrow parcels that reflect earlier subdivision patterns. Parking treatments are varied but are primarily side yard driveways being used for parking, and rear yard parking - particularly for multi-residences that accommodate larger parking areas. The streetscape benefits from mature trees and a mix of heritage and contemporary landscape layouts, where in addition to foundation planting, there is more planting within the lawn areas. As with other sections of the District, many older homes retain walkways leading to the main entrance, maintaining a strong visual and direct circulatory connection from the sidewalk to the front door.

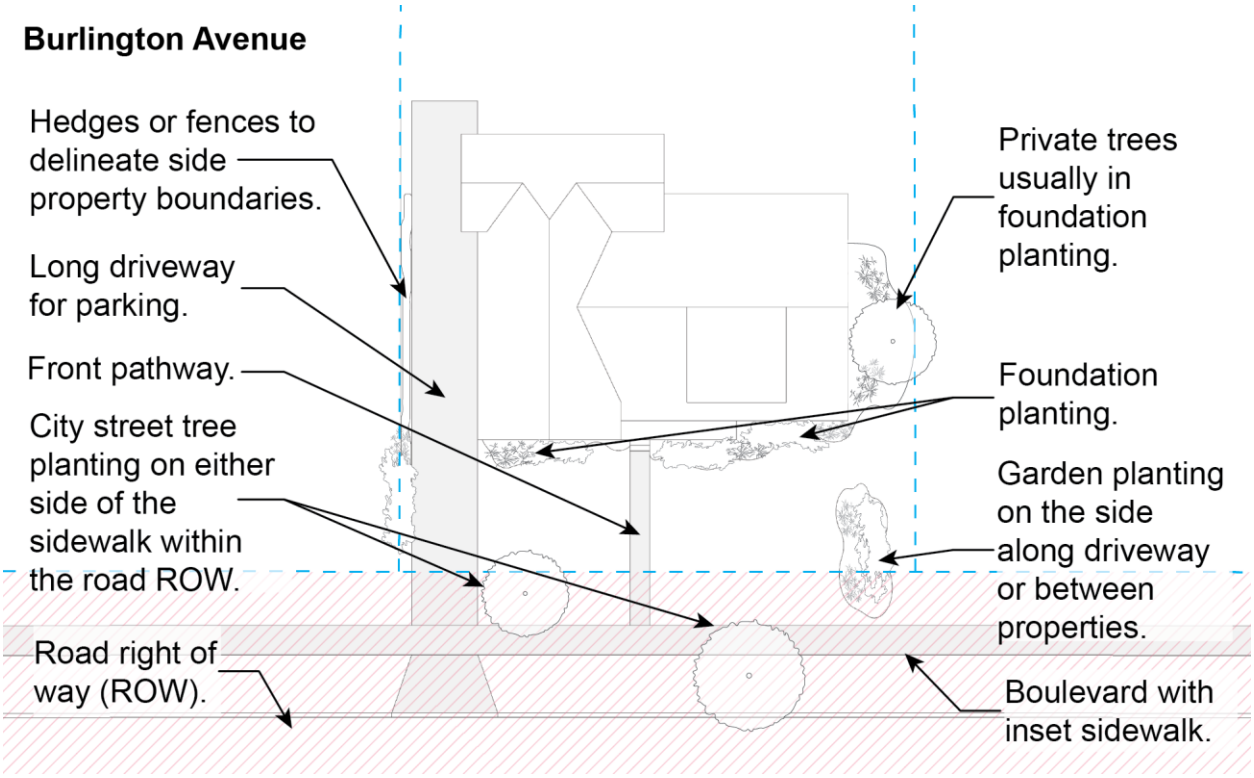



Figure 3.4: Typical heritage landscape characteristics within study area.

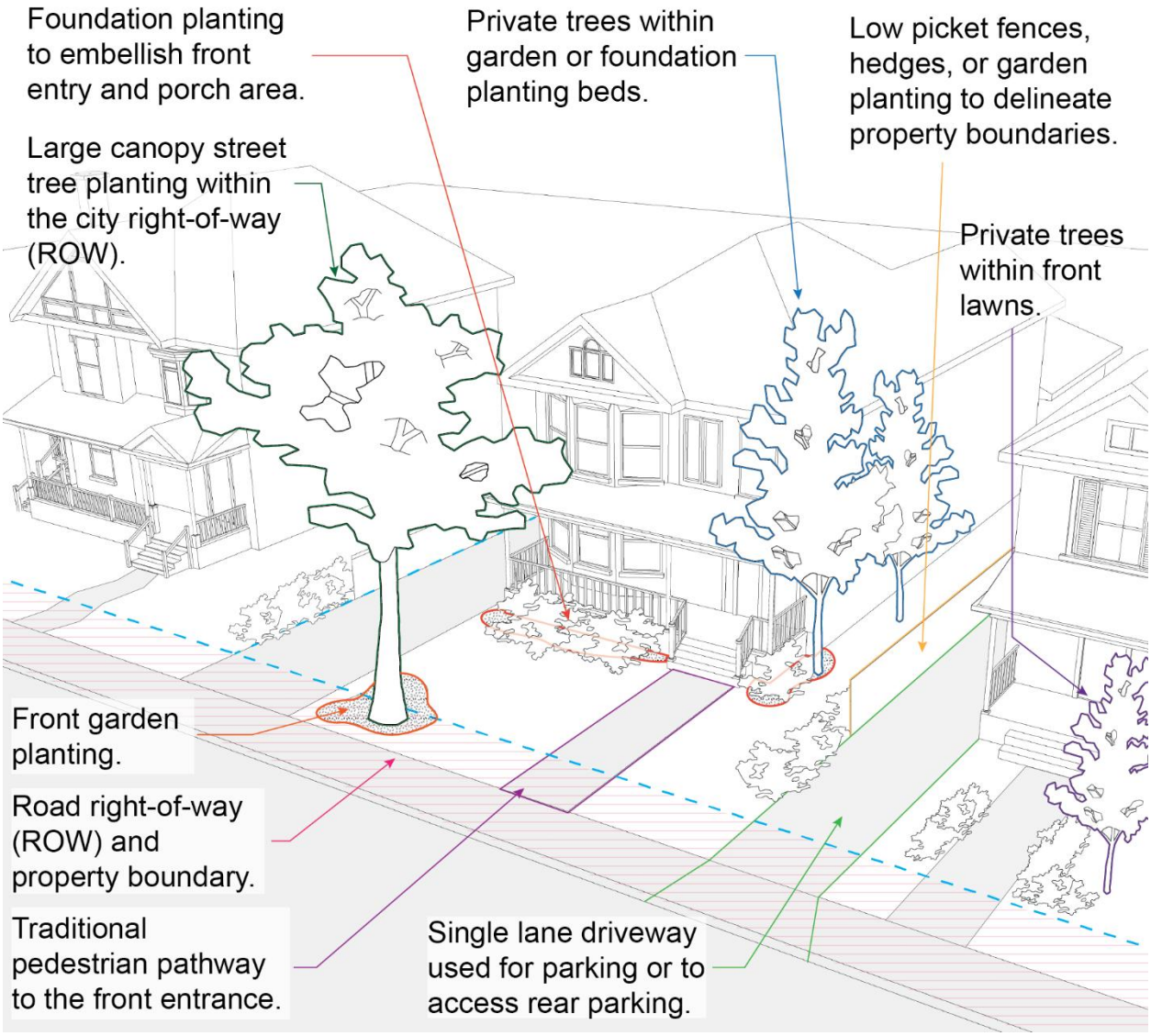



Figure 3.5: Typical heritage landscape characteristics within study area.

#### 3.3.1.1. Trees & Vegetation on Private and Public Lands

The mature tree canopy is a heritage attribute of the District that contributes to the cultural heritage value of the area. This tree canopy is primarily the result of District residents and the municipality, past and present, who had the foresight to plant trees. Proper tree planting conditions should be provided to support healthy tree growth which includes minimizing the impact to the root systems. The street tree and front yard tree conditions should be an integral part of the Municipal landscape infrastructure requirements.

1. **Every effort should be made to maintain existing mature trees on all properties in the District, where they do not pose a significant risk to health and safety or damage to nearby buildings;**

2. **Street trees should be retained, and new trees should be planted to enhance the existing tree canopy and pattern of tree planting along the street. New street trees should be deciduous, developing large canopies that will frame the street. Any alteration of city street trees is administered by the City of Burlington in compliance with municipal street tree Bylaws;**

3. **Mature trees on private lots on all properties in the District shall be maintained. Removal of trees should comply with all relevant municipal tree Bylaws as well as any other provincial requirements (i.e for endangered or protected species);**

4. **Species and location of newly planted city street trees in the District shall be compatible with significant viewscapes.**

    a) *City Tree selection should prioritize biodiversity; non-invasive, native or native adaptive species; low maintenance requirements; resistance to drought, pests, diseases; and species that are generally considered hardy overall;*

    b) *New trees and shrubs added to front and side yards should be selected from native or native adaptive species;*

    c) *Where a tree has to be removed, it should be replaced. New trees should be deciduous that develop a broad overhanging leaf canopy. For pruning advice, owners are encouraged to contact an arborist and the City's existing tree bylaws;*

    d) *Construction damage is one of the most common causes of tree death and decline in urban areas due to underground root damage. Tree protection zones should be utilized for their protection and in line with the City's existing tree bylaws.*

Figure 3.6: Mature Trees at 432 Burlington Avenue.

#### 3.3.1.2. Views

This residential character of the District is defined by its intimate scale, cohesive streetscape, and proximity to Lake Ontario. The established street layout creates a series of subtle yet meaningful views and sightlines throughout the neighbourhood. These include framed views toward Lake Ontario, often glimpsed between houses or at street ends, as well as the overarching presence of a mature tree canopy that defines the character of the area. The consistent rhythm of built form, combined with landscaped front yards and broad and large canopy street trees, contributes to a layered visual experience that shifts with the seasons. Preserving these key views particularly those toward the lake and through the treed streetscape is essential to maintaining the area's heritage character and sense of place.

1. **Development in the District shall respect and be compatible with identified views from the public realm, including but not limited to prominent buildings, structures, landscapes, and natural features, as identified and described in the Statement of Cultural Heritage Value (SCHV);**

2. **Key views, including framed views toward Lake Ontario, street-end vistas, and views along treed streetscapes, shall be conserved as important contributors to the District's cultural heritage value;**

3. **Development proposals in the District shall be assessed for their potential impact on key views identified in this Plan, including changes in massing, siting, and vegetation removal;**

4. **In addition to identified key views, other views that contribute to the District's heritage character shall be considered in the application of these policies, depending on the nature and scale of the proposed development;**

5. **Prominent sites with high visibility within the District and those sites that terminate a view will be required to meet a higher standard of architectural quality and urban design.**

    a) *Design new development and undertake alterations and/or additions to existing buildings to enhance identified views. This may include design of new buildings, alterations, and/or additions to match established proportions and avoid introduction of features that will negatively alter or obscure historical visual relationships;*

    b) *New development and alterations should be designed to frame and reinforce views to Lake Ontario where they exist, avoiding obstruction of these important vistas;*

c) *Landscaping and site planning should maintain and enhance views along streetscapes, particularly those shaped by mature tree canopies and consistent front yard patterns;*

d) *Where possible, design solutions should seek to create or improve secondary views (such as glimpses between buildings or views into landscaped front yards) that contribute to the overall character of the District;*

e) *Applicants should consult early with Heritage Planning staff to confirm whether other context-specific views may be considered as part of a Heritage Permit review.*

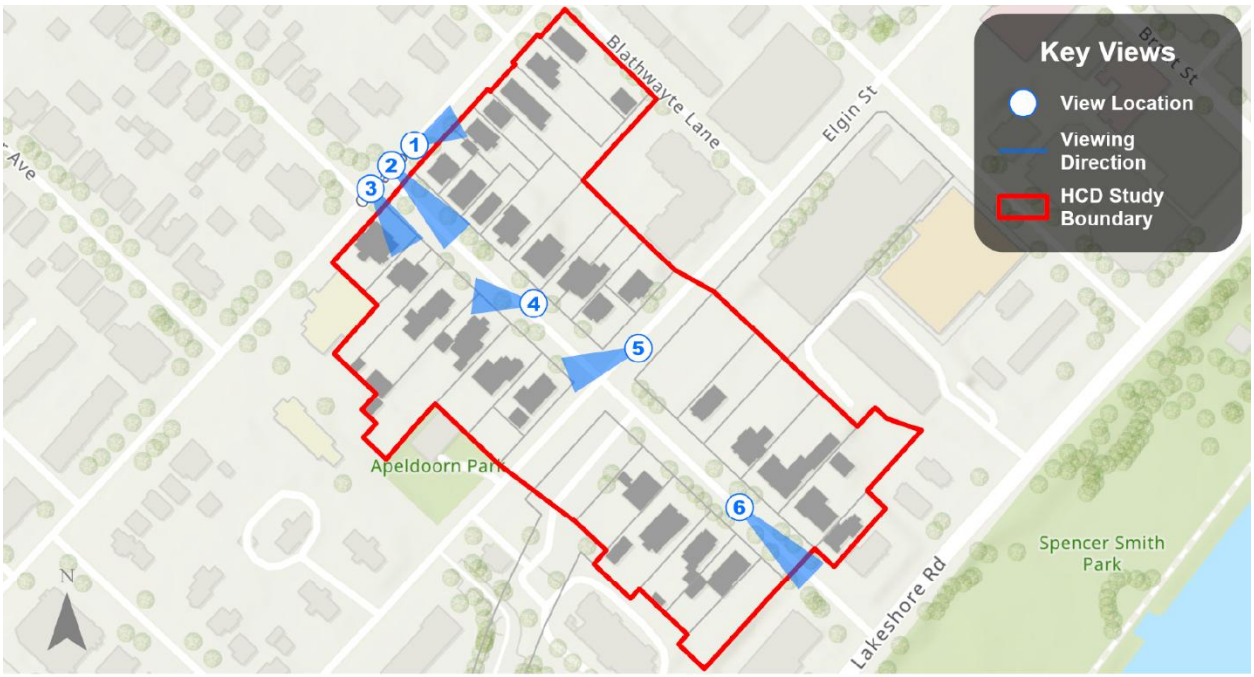


Figure 3.7: Key views within the HCD Boundary. While these are Key views, they do not express all important views in the District. Please see policies and guidelines above regarding views in the District.

#### 3.3.1.3. Private Gardens and Landscape

The streetscapes in the District exhibit a varied pattern of front yard setbacks, contributing to a dynamic and visually engaging public realm. Properties feature a combination of front and side lawns, many of which are well-maintained and enhanced with mature gardens and ornamental shrubbery. This diversity in landscape treatment, along with the consistent presence of greenery, reinforces the area's established residential character and supports a strong sense of place. The cumulative effect of these landscaped elements contributes to the greening of the neighbourhood, which functions as an important heritage attribute by maintaining the historical relationship between built form and the natural environment.

1. **Front and side yard landscaping within the District shall be consistent with the heritage landscape setting of contributing properties.**

2. **Gardens shall be designed and maintained in a manner that complements the architectural features of contributing properties and reflects traditional landscape practices where appropriate;**

3. **Conserve the existing unimpeded, soft landscaped character of front yards (and side yards on corner lots), as well as mature trees on existing properties within the District;**

4. **Large areas of hard paving are prohibited.**

    a) *Continuous green pedestrian character of the open space, the setting of heritage properties and enhance the cohesive, green, and character of the neighbourhood;*

    b) *Gardens should be proportionate to the lot and maintain visual openness to the street;*

    c) *Formal or informal arrangements are acceptable, provided they are compatible with the character of the property and surrounding streetscape;*

    d) *Use of native, historically appropriate, or traditional plant species is encouraged;*

    e) *The integration of perennial beds, ornamental shrubs, foundation plantings, and tree canopies is supported to reinforce the District's established garden character;*

    f) *Garden elements such as stone edging, heritage-style borders, low retaining walls, and gravel paths are permitted where they align with the heritage character;*

*g) Modern hardscape materials (e.g., plastic edging, brightly coloured concrete) should be avoided or screened from view;*

*h) There should be maximizing of landscaped open space in front yards, particularly along the sidewalk frontages of residential properties.*

Figure 3.8: Property at 482 Burlington Avenue with front/side lawn and landscaped garden beds.

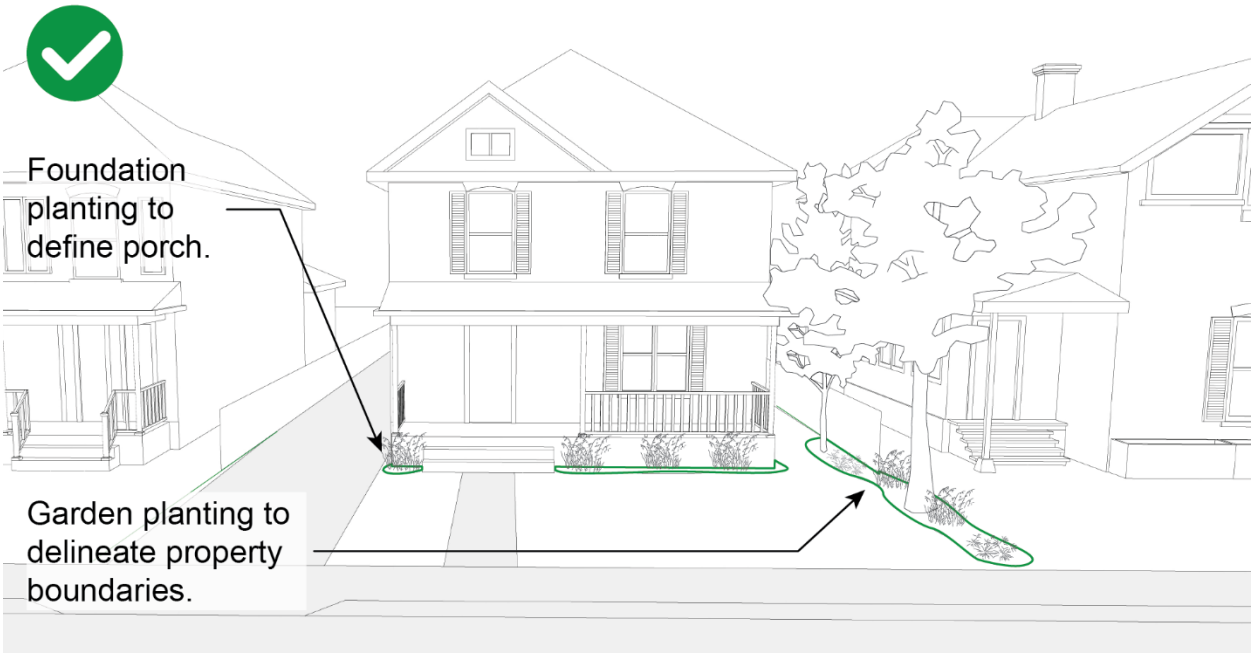



Figure 3.9: Graphic displaying garden and landscaping that is consistent with the heritage landscape setting of surrounding contributing properties.

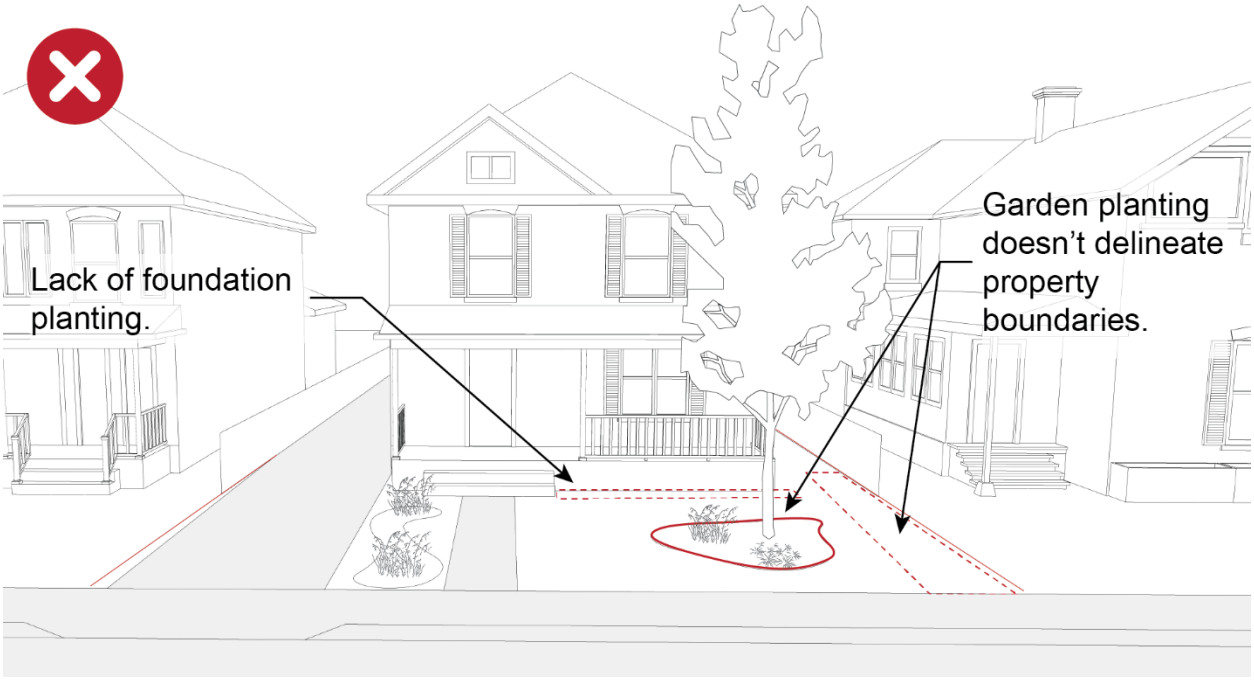



Figure 3.10: Graphic displaying garden and landscaping that is not consistent with the heritage landscape setting of surrounding *Contributing* properties.

#### 3.3.1.4. Fencing

1. **Fencing in the shall support the visual openness, rhythm, and landscape character typical of the heritage District;**

2. **New or replacement fences in the District shall be compatible with the scale, materials, and detailing of the streetscape and adjacent properties;**

3. **Fencing shall not obscure or detract from the heritage attributes of a property or District.**

    a) *When applicable, traditional materials like wood or wrought iron are often preferred to maintain historical authenticity;*

    b) *Fences are typically recommended to be low in height and set back from the front façade to minimize visual impact on the streetscape;*

    c) *Owners should consult the City's Division Fence Bylaw in addition to these guidelines.*

Figure 3.11: An example of complimentary modern wood fencing at 460 Burlington Avenue.

#### 3.3.1.5. Amenity Lighting

1. **The installation of new amenity lighting shall ensure that the heritage attributes of the property are not adversely affected, and that there is no light trespass or spillover towards adjacent properties and the public realm.**

    a) *Replicas of historical light standards are not required, as installing replicas of a particular era contrasts with the variety of eras represented by the District resources. Contemporary light standards are appropriate.*

#### 3.3.1.6. Walkways and Driveways

There are a variety of driveways and walkways in the District. Most of the driveways and parking are on the sides of the properties and may lead to additional parking at the rear of the property. Driveways tend to be narrow at the sides of properties, although there are some crescent shaped and front parking areas, particularly on Ontario Street.

1. **The general pattern of walkways and driveways of contributing properties shall continue to prevail.**

    a) *Maintain the historical character of streetscapes by preserving original driveway and walkway materials where possible;*

    b) *The paving of landscaped open space to provide additional parking areas in front yards on all properties in the District is strongly discouraged;*

    c) *Minimize the visual impact of new driveways and walkways on heritage buildings and landscapes;*

    d) *Encourage the use of materials that are historically appropriate and compatible with the District;*

    e) *The use of permeable materials and surface treatments for hardscaping and hard surfaces, including driveways and pathways, is encouraged;*

    f) *Accessibility should be considered in the selection of materials and installation (refer to the Accessibility for Ontarians with Disabilities Act guidelines);*

    g) *Changes to driveway entrances, parking, and other hard-surface areas on private property should be carefully planned to ensure that compaction of the street tree root system does not occur. Generally, an area around the base of the tree equal in diameter to the crown of the tree should remain undisturbed to protect the long-term health and survival of the tree.*

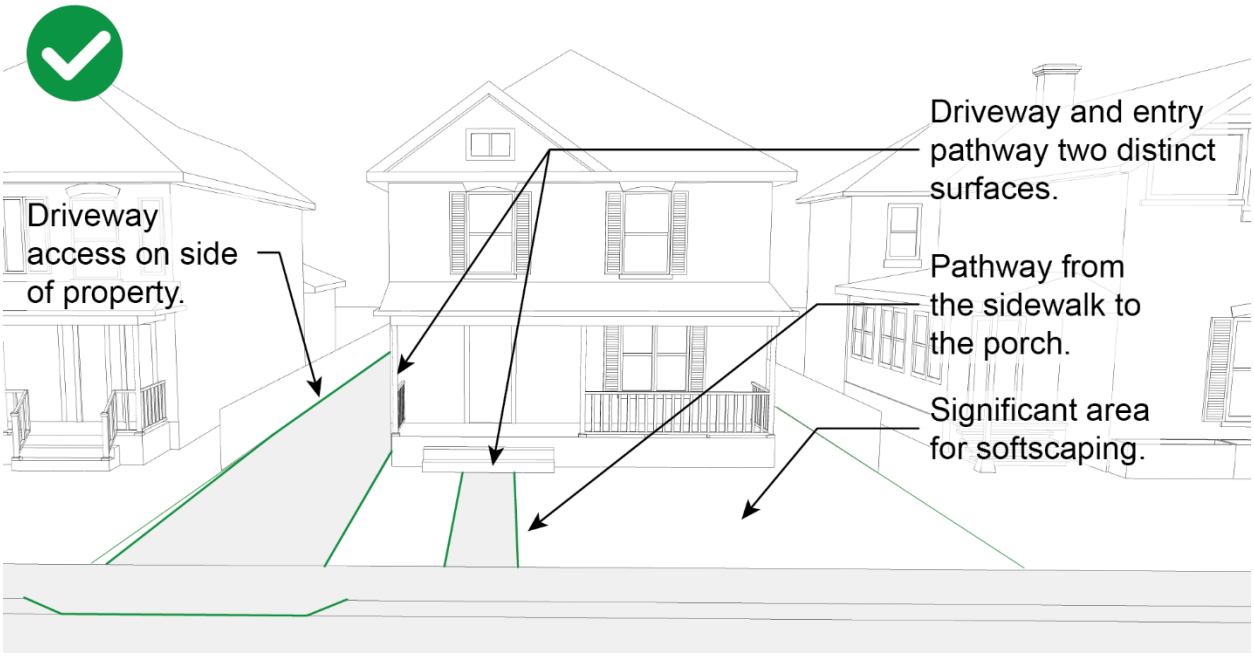



Figure 3.12: Graphic displaying walkways and driveways that are consistent with the heritage landscape setting of surrounding *Contributing* properties.

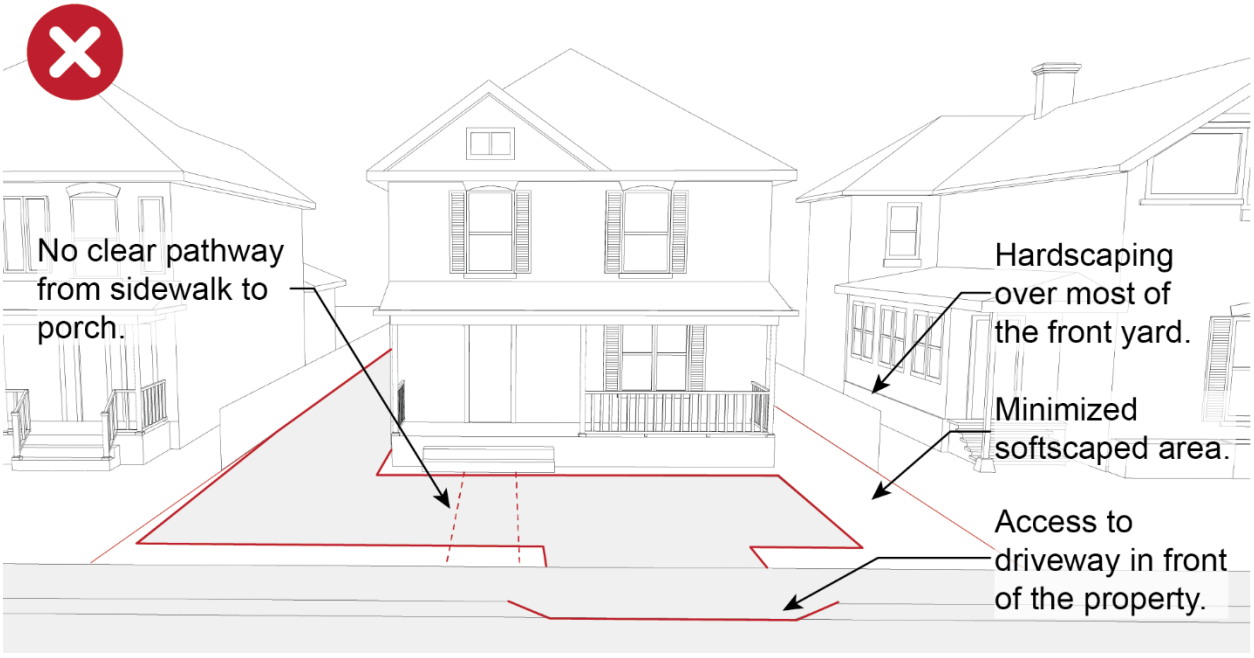



Figure 3.13: Graphic displaying walkways and driveways that are not consistent with the heritage landscape setting of surrounding *Contributing* properties.

### 3.3.2 Demolition and Relocation

The District displays a high level of integrity and visual cohesiveness expressed by its historic building stock. Given the objectives of this HCD Plan, there are few opportunities for demolition and relocation.

1. **Demolition or relocation of contributing properties will not be supported, except in cases of extraordinary circumstances;**

2. **Demolition by neglect will not be considered an extraordinary circumstance;**

3. **The following must be confirmed as part of a complete application under the *Ontario Heritage Act* for the demolition of a contributing building;**

    I. **There is structural instability or damage resulting from an extraordinary circumstance as assessed by a structural engineer with expertise in heritage buildings;**

    II. **The building is damaged beyond reasonable repair to the extent that it no longer contributes to the cultural heritage value of the District;**

    III. **A thorough assessment of the building's condition has been completed by a qualified professional (e.g architect, heritage professional, engineer);**

    IV. **It has been demonstrated that alternative retention options have been meaningfully considered (e.g preservation, rehabilitation, restoration, reinvestment, retrofitting, re-use, mothballing etc.);**

4. **Demolition of non-contributing properties shall be considered, however, demolition activity shall not begin until plans for the replacement building(s) or structure(s) have been approved, and a heritage permit issued by the City.**

    a) *Substantial progress should be made in the construction of the replacement building(s) within two years of the demolition of the previous building;*

    b) *In the rare instance that a contributing property is approved for demolition, the City may require that the building be recorded (e.g documentation photos, plans etc.) and the information be deposited at the City Archives.*

### 3.3.3 New Construction and Infill Development

There may be locations within the District where infill development may occur over time, if buildings that do not contribute to the historic or architectural character are demolished or other circumstances arise to allow infill construction. New construction is permitted, provided it is compatible with the heritage character and conforms to the policies in this section.

1. **New construction will be required to be compatible with the heritage character and attributes of adjacent heritage properties and the cultural heritage value of the District. This means adhering to the character of the surrounding neighbourhood of the District with regards to lot patterns, heights, massing, setback, building scale, roof pitches and exterior materials;**

2. **All new buildings, except for accessory buildings, for all properties on public or private lands in the District, must be accompanied by a Cultural Heritage Impact Assessment (CHIA);**

3. **The CHIA must demonstrate that the proposed building aligns with the policies and guidelines of this HCD Plan pertaining to New Construction and Infill Development.**

    a) *New residential buildings should reflect contemporary design while respecting the heritage context. They should not replicate historic architectural styles or incorporate authentic historic details inappropriately;*

    b) *While modern interpretations of historic forms and elements are encouraged, exact reproductions of historic buildings that create a false sense of history and disrupt the organic evolution of the built environment are not permitted;*

    c) *Roof designs should use simple, compatible forms and pitches found in the District, avoiding exaggerated or incongruous shapes;*

    d) *Exterior materials should be of high quality and compatible in texture, scale, and colour with those traditionally used in the District, while allowing contemporary equivalents where appropriate;*

    e) *A Cultural Heritage Impact Assessment (CHIA) should clearly identify adjacent contributing properties and key views that may be affected by the new construction;*

    f) *The CHIA should include a streetscape elevation or massing study to illustrate how the proposed development relates to its immediate context in scale, height, and setbacks;*

g) *Proposed mitigation measures (e.g., stepbacks, material transitions, landscape buffers) should be explicitly documented in the CHIA to show how compatibility will be achieved;*

h) *Applicants should consult with Heritage Planning staff early in the process to confirm the scope and expectations for the CHIA.*

### 3.3.4 Massing and Density

The District boundary is located in the St. Luke's Precinct and is presently zoned as a low-rise precinct in the City of Burlington. Massing and density shall comply with the density, heights, and zoning updates, which are outlined in detail in **Section 2.3.1** of this report. These policies apply to new buildings and additions, as well as to additional residency units (ARUs), secondary suites, and garden suites.

1. **New development or additions within the HCD, whether on contributing or non-contributing properties, shall respect the prevailing building heights and rooflines of contributing properties within the immediate context to ensure visual continuity and preserve the established streetscape rhythm;**

2. **Modest variations in height may be considered where they:**

    I. **Occur in transition areas between differing building scales;**
    II. **Contribute positively to the character of the streetscape or riverfront;**
    III. **Do not overwhelm or diminish adjacent heritage resources;**

3. **Proposals for increased height must be accompanied by a Cultural Heritage Impact Assessment (CHIA) demonstrating that the change will not negatively impact the District's heritage attributes or its overall cultural heritage value.**

    a) *Infill or new construction should generally not exceed the average height of existing heritage buildings on the block;*

    b) *New construction should reflect the established rhythm of lot widths and spacing of adjacent heritage properties to maintain the continuity of the streetscape;*

    c) *Building heights should align with the prevailing cornice or eave lines of adjacent contributing properties, allowing for modest variation to distinguish new development as contemporary;*

    d) *Front and side yard setbacks should be consistent with adjacent contributing properties to reinforce the existing streetscape pattern.*

### 3.3.5 Sustainability and Utility Equipment

The following section recognizes that there may be opportunities to add new features that allow for improved energy efficiency, provided they are installed appropriately and with minimal impact on the heritage attributes of the HCD and the existing building.

1. **Improvements for energy efficiency will be considered provided they are compatible with, and do not detract from, the cultural heritage value or attributes of the District and adjacent contributing properties.**

    a) *Solar panels should be located so that they are not visible from the street or as discretely as possible; they should be installed in a way that minimizes damage and impact to the heritage fabric of the building;*

    b) *Modern utilities and other equipment such as (but not limited to) hydro or water meters, satellite dishes, vents and ducts, skylights, or HVAC units should be located away from primary façades (and side elevations on corner lots), in an inconspicuous location wherever feasible or when technical requirements allow. They should be installed in a manner that does not damage the building.*

### 3.3.6 Adjacency to the District

The Provincial Planning Statement (PPS) provides direction for managing the impacts of development on lands adjacent to protected heritage properties, including HCDs. While the HCD Plan does not extend to adjacent properties, major development proposals, such as new buildings or significant additions, on adjacent lands consider the potential impact on the cultural heritage value and attributes of the District. Please see more information about the rationale behind the policies and guidelines for lands adjacent to HCDs in **Section 4.1.3** of this document.

1. **Development and site alteration to properties adjacent to the District shall conserve the cultural heritage value, heritage attributes, and integrity of the District.**

    a) *City staff will determine the need and scope of a CHIA based on the scale and nature of the proposed work, its proximity to the District, and the type of potential impact. Examples include visual impacts on key sight lines or views, shadowing, physical or visual isolation of heritage attributes, or construction-related effects.*

### 3.3.7 Repair and Alterations

Repairs and alterations are often undertaken to improve the comfort, function, and appearance of properties. This can be done through various means, such as re-siding façades, upgrading insulation, modifying entrances, or creating new window openings. Within the District, these types of changes occur against a backdrop of rich architectural diversity, with buildings representing styles such as Bungalow, Craftsman, Edwardian, Queen Anne Revival, Victorian, Georgian, and Contemporary forms.

Many properties also feature later additions that, when designed sympathetically, successfully blend with the historic character of the area. Materials play an important role in this visual cohesion: while red brick predominates, stucco, cedar shingles, fish-scale detailing, and other cladding types contribute to the district's layered and evolving architectural identity. The goal of these policies and guidelines is to ensure that necessary repairs and alterations respect and reinforce this character, allowing properties, whether historic or contemporary, to adapt while contributing positively to the overall streetscape.

1. **Repairs and alterations on all properties shall respect and/or conserve the cultural heritage value of the District, as applicable;**

2. **Repairs and alterations on non-contributing properties shall respect the heritage attributes of adjacent contributing properties;**

3. **Original materials and architectural features on all properties within the District shall be repaired rather than replaced, wherever feasible;**

4. **Repairs and alterations on all properties within the District shall be compatible with the character of the property and streetscape, in terms of scale, form, materials, and detailing;**

5. **Repairs and alterations on contributing properties shall not obscure or remove key character-defining elements;**

    a) *Historical, architectural and landscape features and building materials should be maintained and enhanced;*

    b) *Any proposed change to a contributing property should be based upon a clear understanding of the issue with the building or site. Wherever possible, proposed alterations should be based on a sound knowledge of the building type, materials, and form;*

    c) *Contemporary alterations should be distinct yet sympathetic, using compatible materials and forms;*

    d) *Avoid mimicking historic styles in a way that creates a false sense of history;*

*e) Where repairs alterations are necessary, every attempt should be made to make changes on the least visible façades, in discreet locations, away from the street presence of the building;*

*f) Maintain proper site drainage in any work so that water does not collect or drain towards foundations;*

*a) A heritage permit may be required for repairs, alterations and additions on non-contributing properties depending on the scope of the project. This will be at the discretion of the Heritage Planning staff.*

### 3.3.8 Roofs and Rooflines

The diversity of roof types found within the District reflects the influence of a range of architectural styles and contributes to the cultural heritage value.

1. **Alteration or removal of roof features of a contributing property shall only be permitted where determined to be appropriate, including roof features that are not prominently visible from the public realm or do not contribute to the cultural heritage value and heritage attributes of the District.**

2. **Where a roof or roof features of a contributing property are damaged or deteriorated beyond repair, replacements shall reference the existing roof and/or roof features.**

    a) *Maintain historic rooflines and pitches;*

    b) *Replace only those portions that have deteriorated beyond repair, rather than replacing the entire roof or roof feature;*

    c) *Replacement roofs and roof features should be physically compatible with the contributing property and not result in damage or removal of other building features that reflect the District's heritage attributes;*

    d) *Vents, skylights and other new roof elements should be sympathetic in type and material and should be located out of general view from the public realm.*

    e) *Avoid oversized dormers or rooftop additions that overwhelm the existing form;*

    f) *The addition of solar panels or solar hot water heaters may be permitted on roofs but shall not permanently damage or remove heritage fabric. The installation of this type of equipment should be in the same plane as the roof (e.g., at the rear slope of a roof or on a flat or low-pitched roof) and not visible from the street wherever possible;*

    g) *Chimneys can be important heritage attributes and should be retained wherever possible. Non-functioning chimneys should be retained, capped, and re-pointed*.

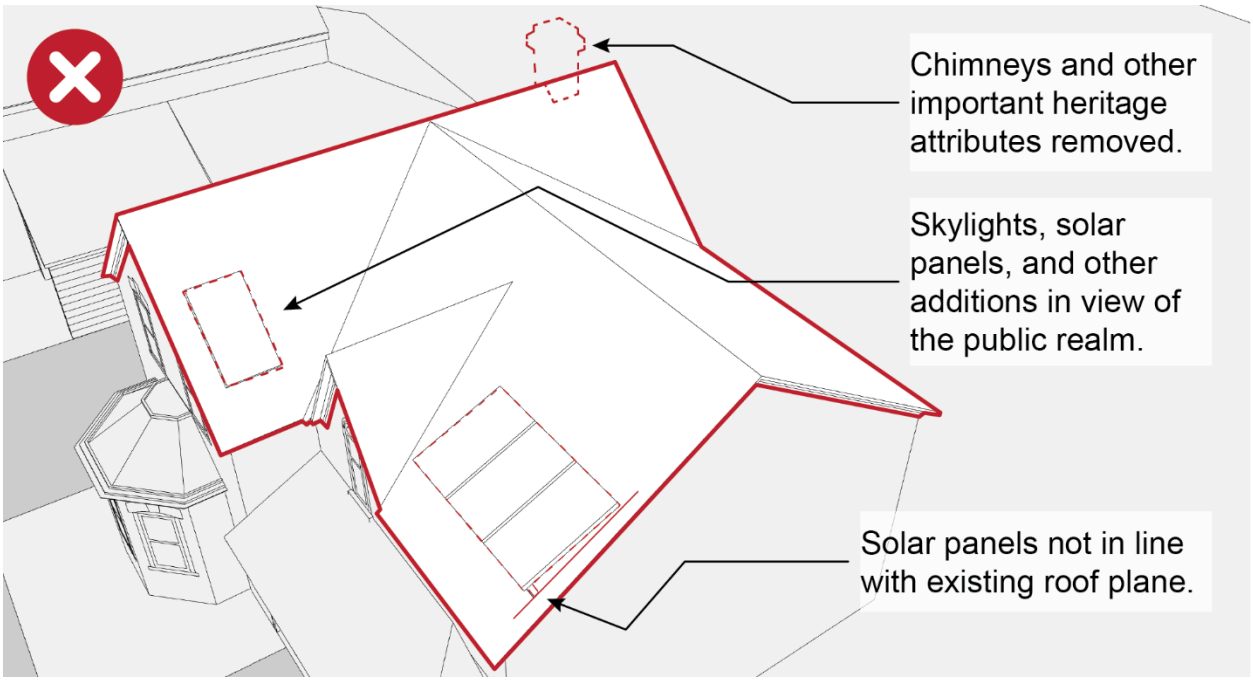



Figure 3.14: Graphic of incompatible roof alterations to including removed chimneys and visible additions from the public realm such as skylights and solar panels.

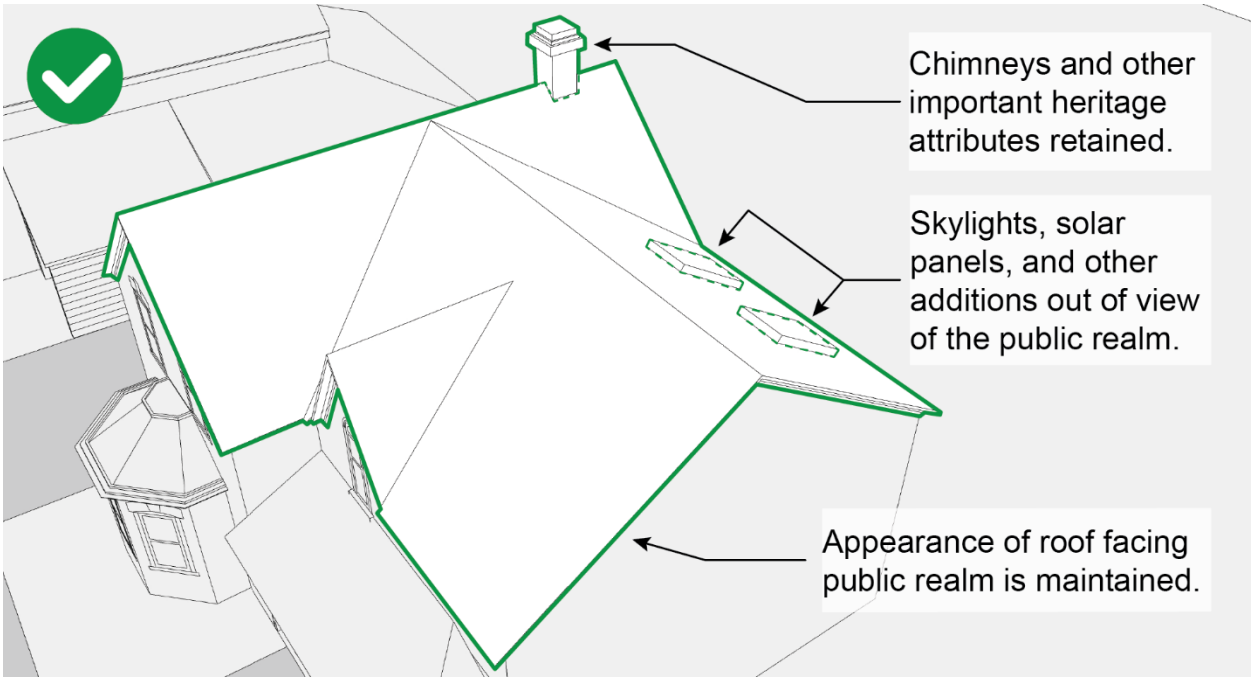



Figure 3.15: Graphic showing compatible roof modifications that meet the policies and guidelines This includes retaining heritage attributes such as chimneys and ensuring any roof additions such as skylights and solar panels are out of view from the public realm.

### 3.3.9 Exterior Walls

Exterior walls include foundation walls, raised basements, and walls from the ground through attic levels, and may include the walls of projecting elements such as parapets, dormers, bays, and turrets. Exterior features include decorative details, sills, lintels, and other features within the plane of the wall.

1. **Alterations to exterior wall features of contributing properties shall conserve the legibility of the primary structure's architectural style and typology;**

2. **Authentic heritage fabric on contributing properties must be retained and maintained;**

3. **Damaged or deteriorated exterior wall cladding or exterior wall features on contributing properties shall be repaired rather than replaced;**

4. **Alterations to exterior walls on non-contributing properties shall respect the heritage attributes of adjacent properties, and of the District.**

    a) *If replacement is necessary, select materials that are visually compatible with the historic palette of the District;*

    b) *Repairs to exterior cladding or wall features should use appropriate and compatible materials and methods to avoid causing damage to existing materials, such as the use of compatible mortar mixture and traditional pointing methods when repointing brick masonry;*

    c) *Avoid synthetic or highly reflective materials that disrupt the heritage character;*

    d) *Brick masonry requires re-pointing from time to time and this process should be undertaken by tradespeople with experience in historic masonry techniques and materials;*

    e) *Generally, lime-based mortar should be used, and joints should replicate the original in finish, colour, and texture. Hard, cement-based mortars are more rigid during freeze-thaw cycles and can cause brick units to deteriorate;*

    f) *New cladding should not be applied to exterior brick walls on contributing properties that have not been previously over-clad;*

    g) *Removing over-cladding from exterior brick walls on properties that have been previously re-clad is encouraged where the existing over-cladding may cause deterioration to the underlying brick over time;*

*h) Protect original wall surfaces from cleaning methods that may permanently alter or damage the appearance of the surface or give a radically new look to the building. Sandblasting, strong chemical cleaning solutions or high-pressure water blasting are discouraged.*

*i) The application of waterproofing and water repellant coatings should be avoided;*

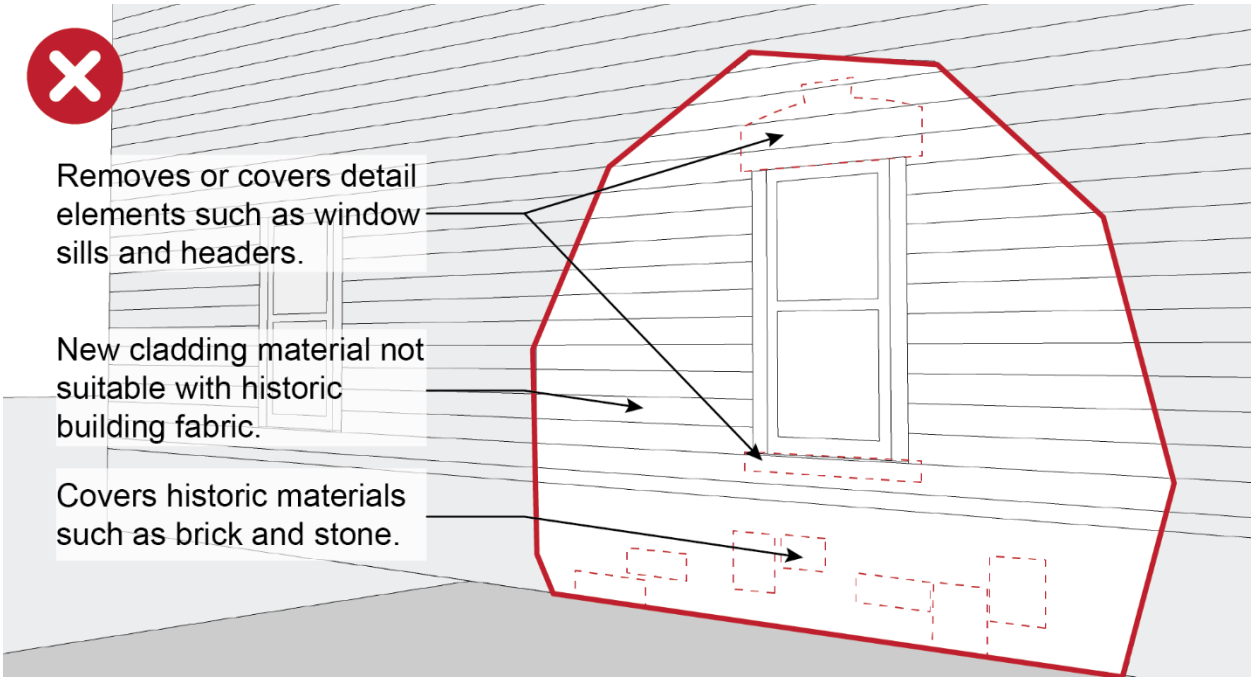



Figure 3.16: Graphic demonstrating incompatible alterations to exterior walls. This includes covering original materials.

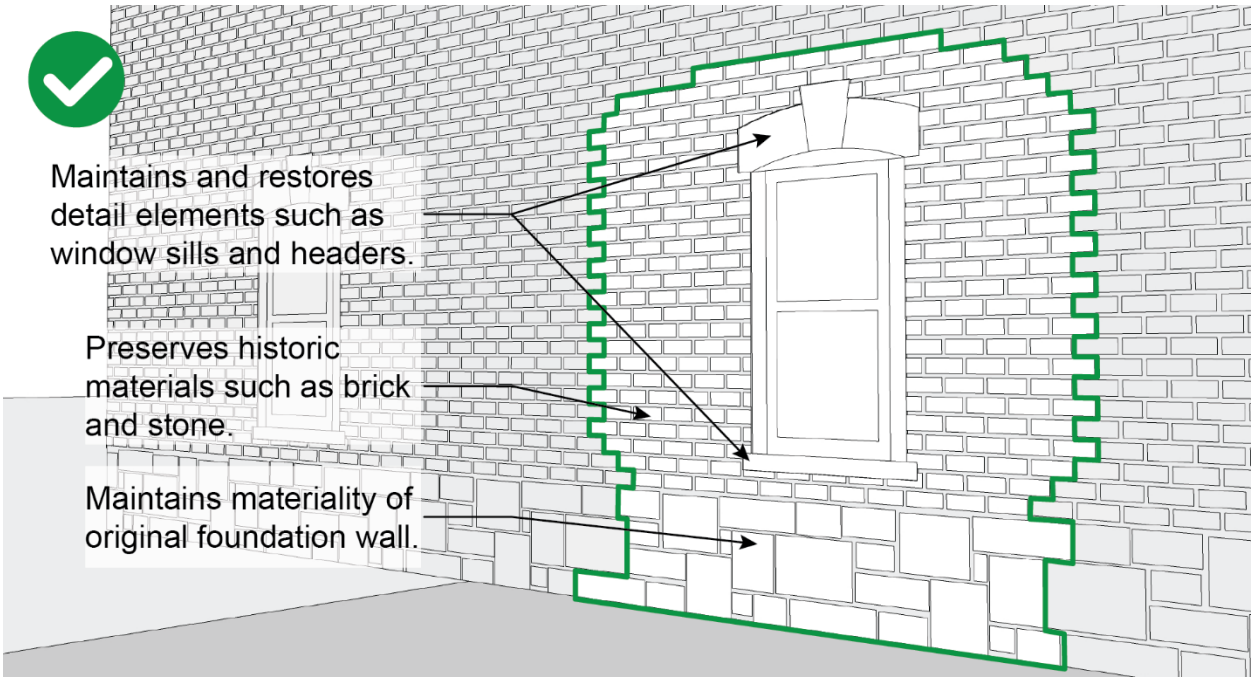



Figure 3.17: Graphic demonstrating appropriate alterations to exterior walls.

### 3.3.10 Window and Door Openings

The form and shape of window and door openings and their features are important to the integrity of contributing properties and the District overall. Windows punctuate an elevation and establish the horizontal and vertical datum lines that organize and structure an elevation. Similarly, doors and door openings often provide a focal point for an elevation and structure the geometry and rhythm of its bays.

Exterior window and door features include architectural detail such as plain, stained, or coloured glass, original, distinctive frames of wood or metal, with divided lights, decorative treatments, and hardware. There may be mouldings that make the transition between the frame and the framed opening. Some window frames, door frames, sidelights, transoms, and glazing are original to the building, and these elements may be important features to the property's significance.

1. **Alterations to the size, shape, and placement of windows and doors of contributing properties shall conserve the legibility of the primary structure's architectural style and typology;**

2. **Maintain original window openings and entrances of contributing properties that are important to the architectural character and symmetry of contributing properties;**

3. **The removing or blocking-up of window and entrance openings that are important to the architectural character and symmetry of the contributing properties is not permitted;**

    a) *Where historic windows or doors survive, repair and maintain them rather than replace;*

    b) *New window or door openings should be proportional to the façade and aligned with the rhythm of openings on adjacent properties;*

    c) *Preserve original doors, surrounds, sidelights, transoms, and hardware wherever feasible;*

    d) *Repair deteriorated wood or metal elements in-kind rather than replacing the entire unit. Where repair is not possible, replace only the damaged parts rather than the whole door system;*

    e) *Maintain the historic proportions of door openings, sidelights, and transoms;*

    f) *New door openings on principal façades are discouraged. Where required for functional or accessibility reasons, new openings should be placed on secondary elevations and designed to minimize visual impact;*

*g) New windows shall be compatible with the original/historic windows in terms of material (such as wood), proportions (such as ratio of horizontal to vertical dimensions), rhythm and scale (such as number of openings per building façade), and glazing patterns (i.e. sashes and glazing);*

*h) Avoid inappropriate vinyl windows or oversize glazing that alters the building's scale. Replacement windows shall convey the same, or a similar appearance as the historic window and be physically and visually compatible;*

*a) Conserving the historic muntin, sash profile, and dimensions of windows is encouraged, where they exist.*

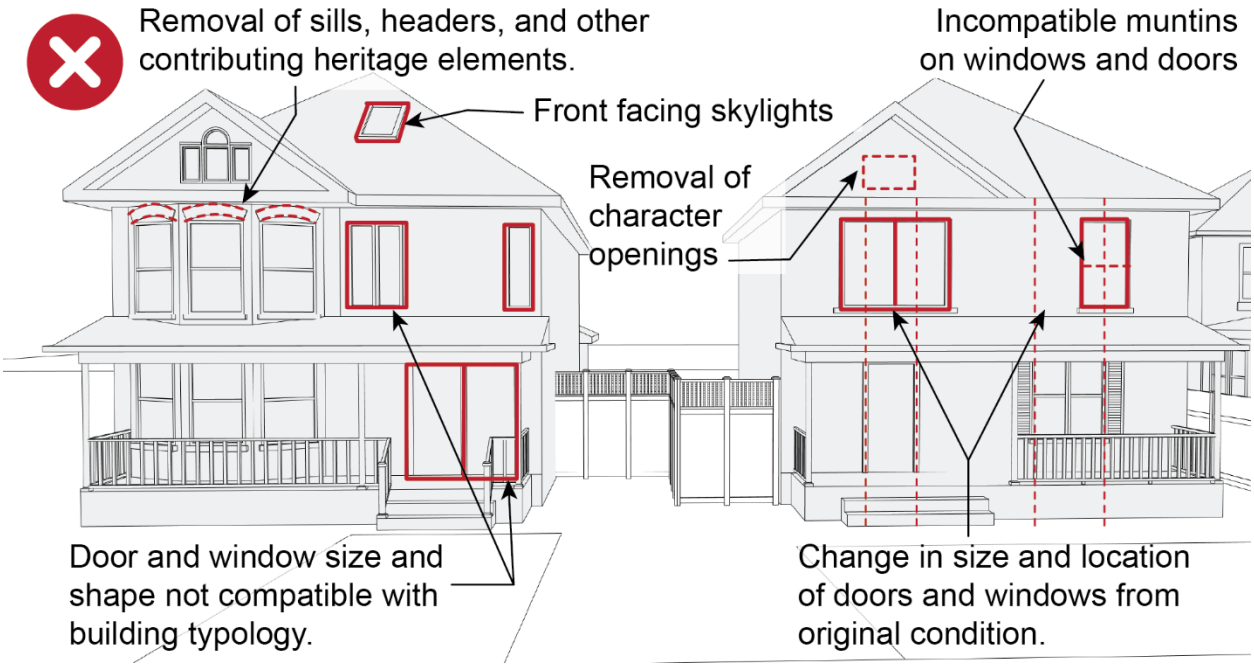



Figure 3.18: Graphic showing incompatible alterations to window and door openings of contributing residential properties. This includes the removal of architectural elements as well as altering the size and location of original openings.

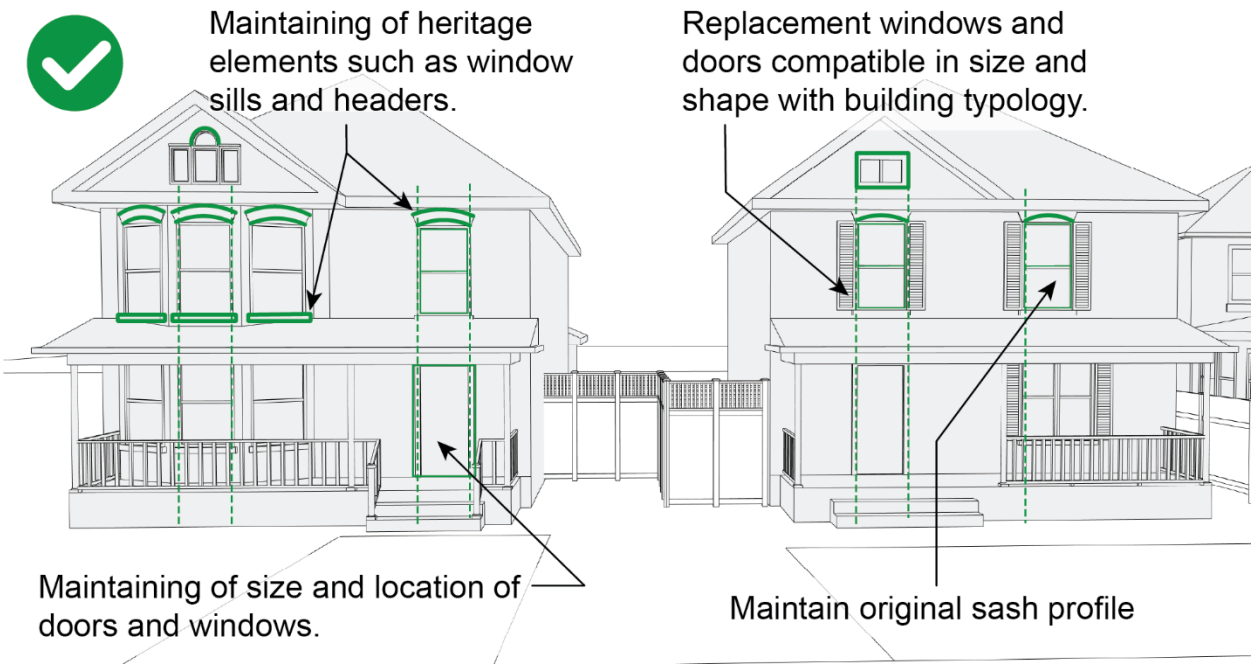



Figure 3.19: Graphic showing modifications to contributing residential properties that meet the policies and guidelines such as maintaining original opening locations and all heritage elements.

### 3.3.11 Porch and Verandah Repairs and Alterations

A wide variety of porch and verandah styles, types and treatments reflect the range of architectural styles and expressions found in the District. Features of porches and balconies in the District may include stairs, ramps, railings, porticos, canopies, gables, pilasters, balustrades, metal work, woodwork detail, and decorative treatments.

1. **Repairs and alterations to the features and details of entrances, porches and balconies of contributing properties shall conserve the legibility of the primary structure's architectural style and typology;**

2. **Damaged or deteriorated entrance, porch, and balcony features of contributing properties shall be repaired rather than replaced;**

3. **Character-defining porches or verandahs of contributing properties shall only be removed where they pose a life/safety threat. In such cases, they shall be thoroughly recorded prior to removal to allow for their accurate reconstruction;**

4. **Restoration of a missing porch must be based upon historical, pictorial and physical documentation, rather than conjecture, wherever possible;**

5. **New entrances, porches and balconies of all properties shall be physically and visually complementary to the District's cultural heritage value and heritage attributes.**

    a) *Historic wood railings, balustrades and columns that are part of entrances, porches, and verandahs that reflect the architectural character of the contributing property should be conserved, where they exist;*

    b) *Alterations to entrances or porches to increase accessibility should conserve the legibility of the property's architectural style where possible to minimize the impact to the District's cultural heritage value and attributes;*

    c) *Where exterior staircases are required, they should be installed away from principal façades (i.e. on secondary elevations), wherever possible;*

    d) *Wood is encouraged to be used in the construction of new entrances and porches. Other materials, such as synthetic wood products will be considered on a case-by-case basis through the heritage permit process;*

    e) *Contemporary design and materials may be used for new entrances, porches, and balconies;*

    f) *New or reconstructed porches should be simple, compatible in scale and material, and avoid false historic detailing.*

Figure 3.20: Image of an excellent example of an addition respecting the massing, window line, porch and roofline of the existing building at 471 Burlington Avenue.

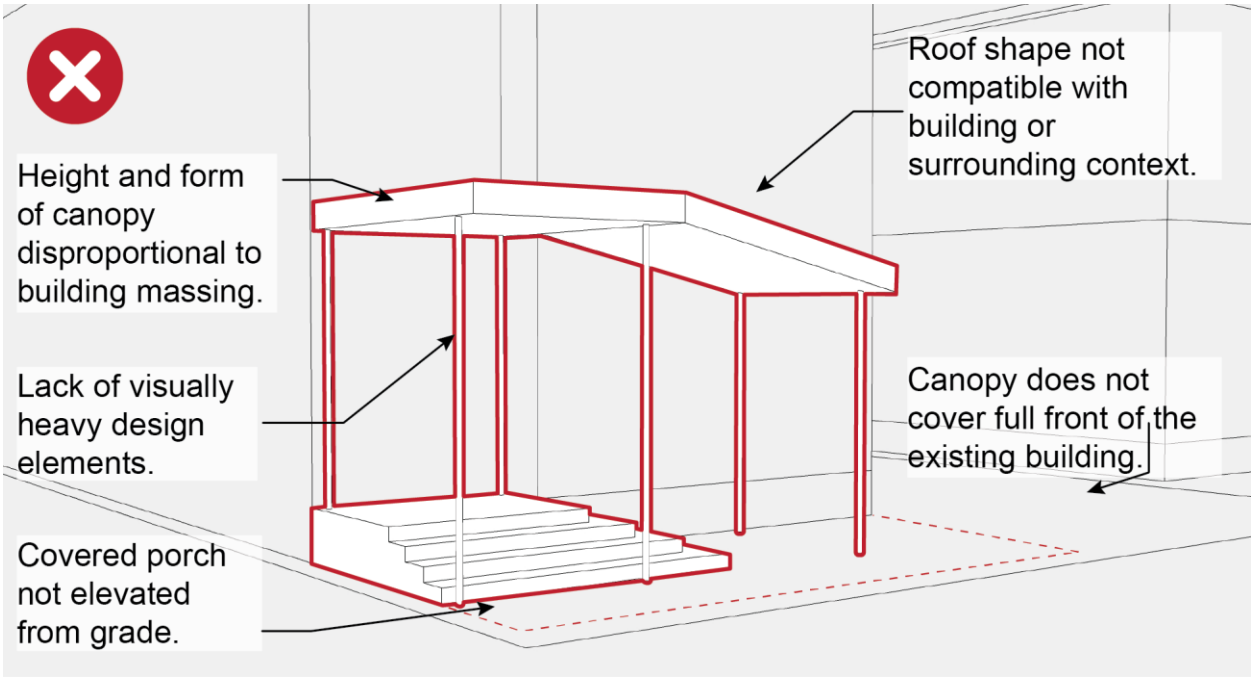



Figure 3.21: Graphic showing modifications to front porches and verandas of contributing residential properties that do not meet the policies and guidelines. This includes modifications to the porch roof that are not compatible with the surrounding context, or its height that is disproportionate to the property.

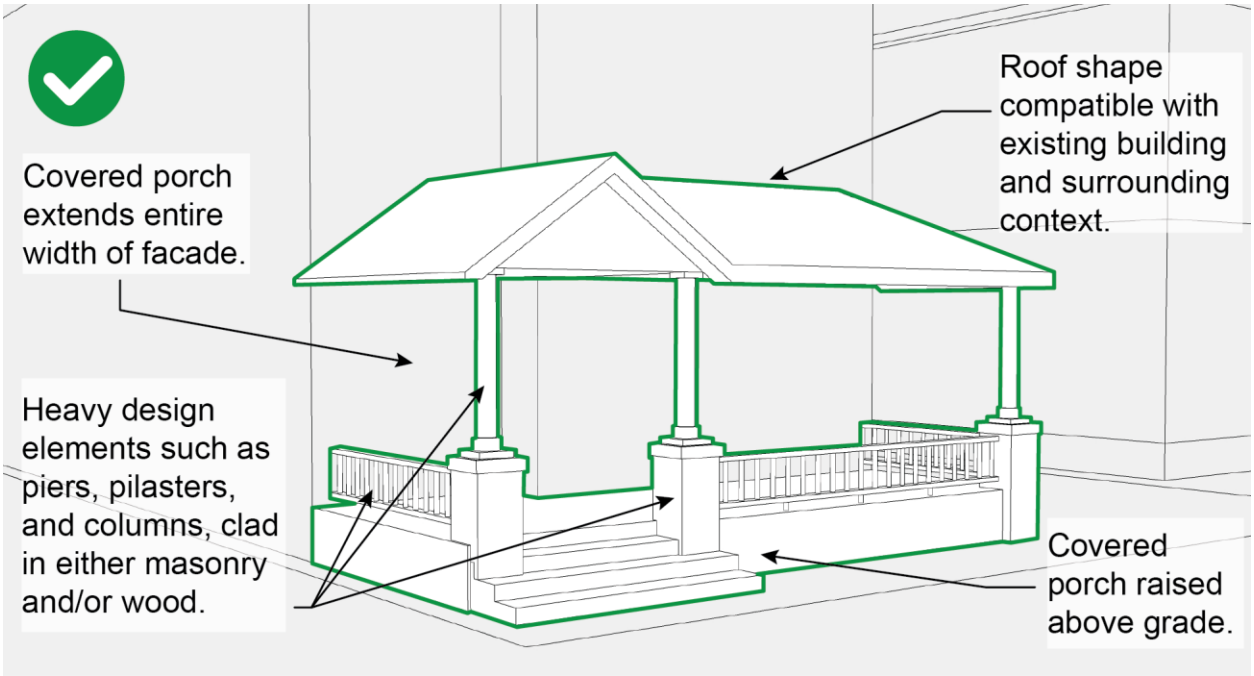



Figure 3.22: Graphic of a porch and verandah alteration that meets the policies and guidelines. The proportions and contributing heritage elements are conserved.

## 3.3.12 Additions

This section outlines guidelines for additions to properties within the District. Additions to contributing and non-contributing properties are an important aspect of a building, and the District's, evolution.

### 3.3.12.1. Location, Massing and Form

1. **Additions to all properties in the District shall be subordinate in scale and massing to the primary building, ensuring the original form remains legible;**

2. **Additions are not permitted on the front façade and shall be located at the rear or to the side for all properties;**

3. **Additions on the front façade of all properties shall not be permitted;**

4. **Rooftop additions for all properties shall be stepped back from the primary street-facing façade to minimize visibility from the public realm;**

5. **Additions on all properties shall be limited in size and scale to complement the existing building and neighbouring properties;**

6. **Multi-storey exterior additions on all properties must be set back as deeply as possible from the existing front wall plane in order to be unobtrusive in the streetscape and differentiate the addition from the older structure;**

7. **The original roof configuration of contributing properties, at the front of the building shall be maintained and not obscured by any addition. Roofing materials and associated features, such as fascia, trim, and brackets shall be retained and not obstructed by an addition.**

    a) *Additions should be complementary to the main building and clearly secondary in terms of scale, massing, and height; they should also be clearly distinguishable in form and detail;*

    b) *The height of the addition should be no more than that of the main building and, preferably lower, in order to clearly distinguish it from the original building;*

    c) *The roofline of a rear addition should not exceed the height of the existing building's roof ridgeline, otherwise it should be stepped back from the street elevation to reduce its visual impact when viewed from the street;*

    d) *Construction of additions should not entail removal, covering, or other adverse impacts on the heritage attributes or other important architectural features of the original building;*

e) *Where additions are visible from the street, their design should consider the horizontal and vertical patterns of the existing and/or neighbouring buildings, including overall proportions, alignment of windows and doors, as well as of cornice lines and rooflines;*

f) *For corner lots, additions should face the secondary street, not the primary heritage frontage;*

g) *Rooftop additions should be set back at least one bay or a full storey from the primary façade to remain visually recessive;*

h) *On non-contributing properties, additions may introduce contemporary forms, provided they reinforce the established massing patterns of the District.*

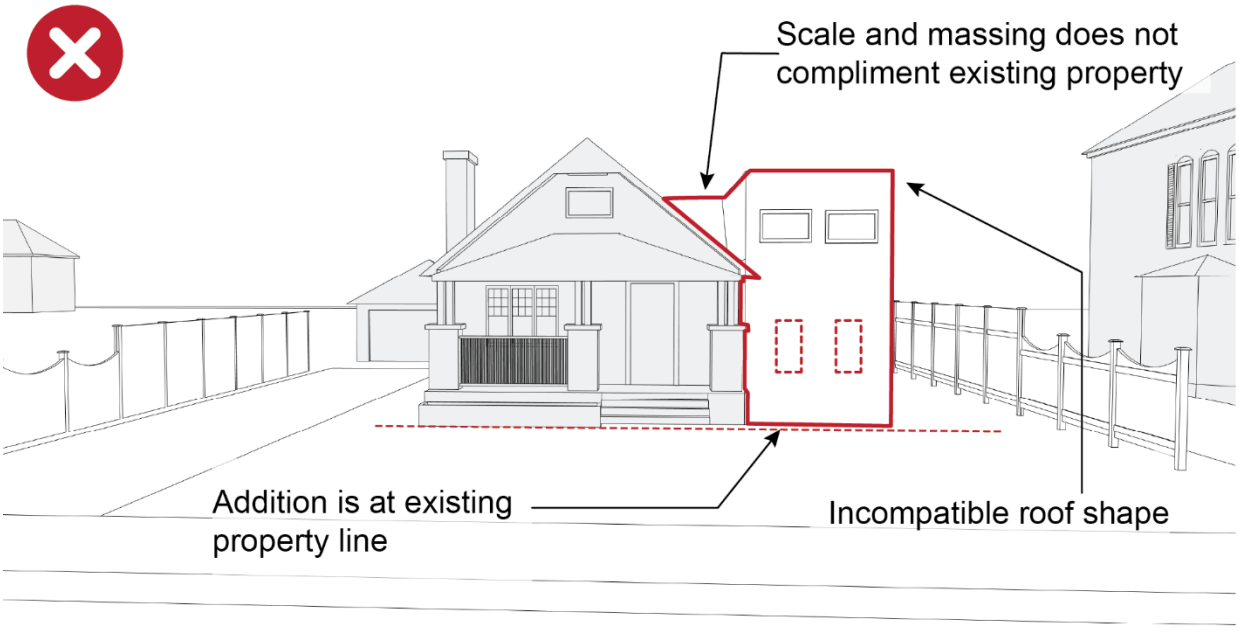



Figure 3.23: Graphic showing an addition location that does not meet the policies and guidelines. This includes an addition of a larger scale and massing than the contributing property and a building footprint that is not set back from the property's primary façade.

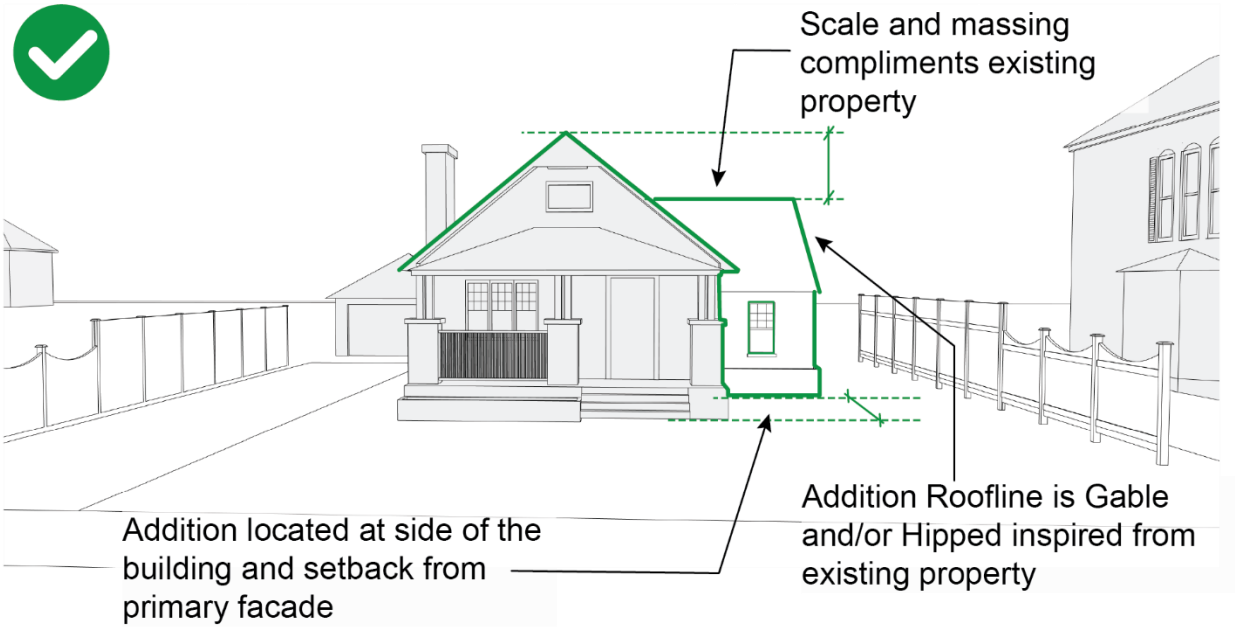



Figure 3.24: Graphic illustrating an addition to a contributing residential property that meets the policies and guidelines. The scale and massing of the addition is complimentary and subordinate to the contributing property, and its footprint is set back from the primary façade. The roof line and openings are inspired by designs from the District and more importantly, the existing contributing property.

Figure 3.25: Addition at the rear of 437 Burlington Avenue.

### 3.3.12.2. Addition Designs

1. **Additions to contributing properties must be carefully designed so that they support and do not overwhelm the heritage value of the property or the District.**

2. **Additions to non-contributing properties shall improve compatibility with the HCD, offering an opportunity to reinforce district character;**

3. **New additions on all properties shall be designed in a manner which distinguishes between old and new and is compatible with the architectural style of the existing building, adjacent contributing properties and the District as a whole;**

    a) *Design of additions or those additions that reference design motifs of the existing building is to be encouraged. Compatible additions are complementary in terms of scale, mass, materials, form, and colour.*

### 3.3.12.3. Materials and Detailing

1. **Materials for additions shall be compatible but distinguishable from the original construction;**

2. **Authentic historic details shall not be replicated in a manner that creates a false sense of history;**

3. **Additions to all properties should employ materials that are compatible with those historically found within the Heritage Conservation District.**

    a) *The application of new cladding, surfaces or coatings, including synthetic materials such as vinyl or aluminum siding, acrylic stucco, and Exterior Insulation and Finish Systems (EIFS) are discouraged on building façades facing the public realm. These materials and others, such as fibre cement board, metal panels, synthetic wood products, and other modern materials will be considered on a case-by-case basis;*

    b) *Additions should use high-quality materials that are durable and complementary to the District, such as brick, stone, wood, or compatible contemporary finishes;*

    c) *Use of lightweight materials (e.g., glass, metal) may be appropriate for rooftop or rear additions to reduce visual impact;*

    d) *Ensure that vents, skylights, and other new roof elements are sympathetic in type and material and that they are discretely placed out of general view from the street and public rights-of-way;*

    e) *Use of false-historic cladding, decorative trim, or replicated historic details should be avoided;*

    f) *Where possible, additions should enhance energy performance (e.g., through sensitive insulation or glazing strategies) without compromising heritage character.*

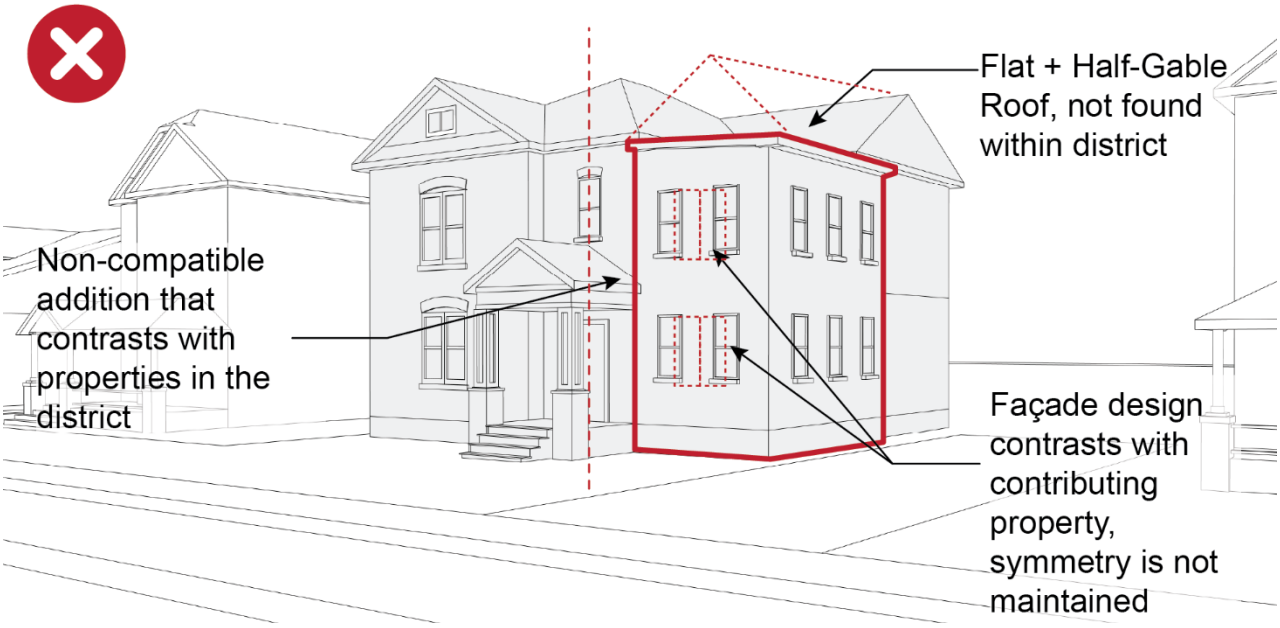



Figure 3.26: Graphic illustrating an addition that creates a false sense of history of the property. While the addition appears to be subordinate to and complementary of the contributing property, it is not distinguishable as a contemporary addition.

Figure 3.27: Graphic illustrating an addition of a similar scale however the design remains distinguishable from the original property. The addition is thus legible as a contemporary addition.

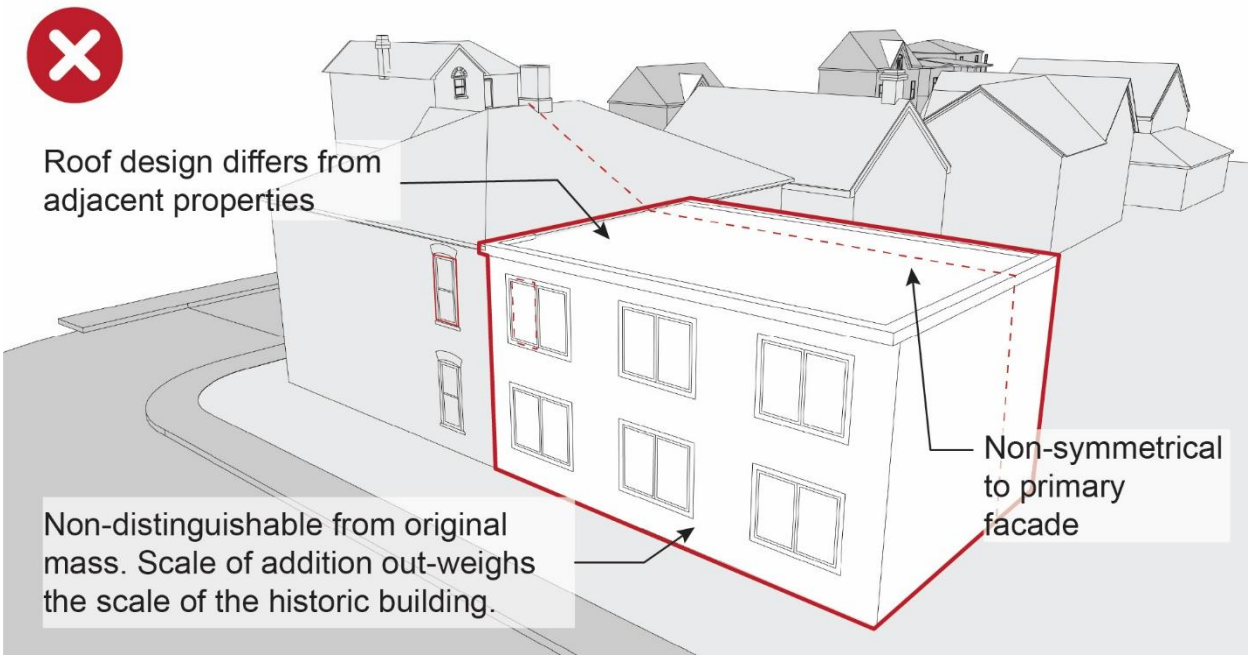



Figure 3.28: This addition does not meet the policies and guidelines due to contrasting roof designs and the loss of symmetrical qualities to the overall property.

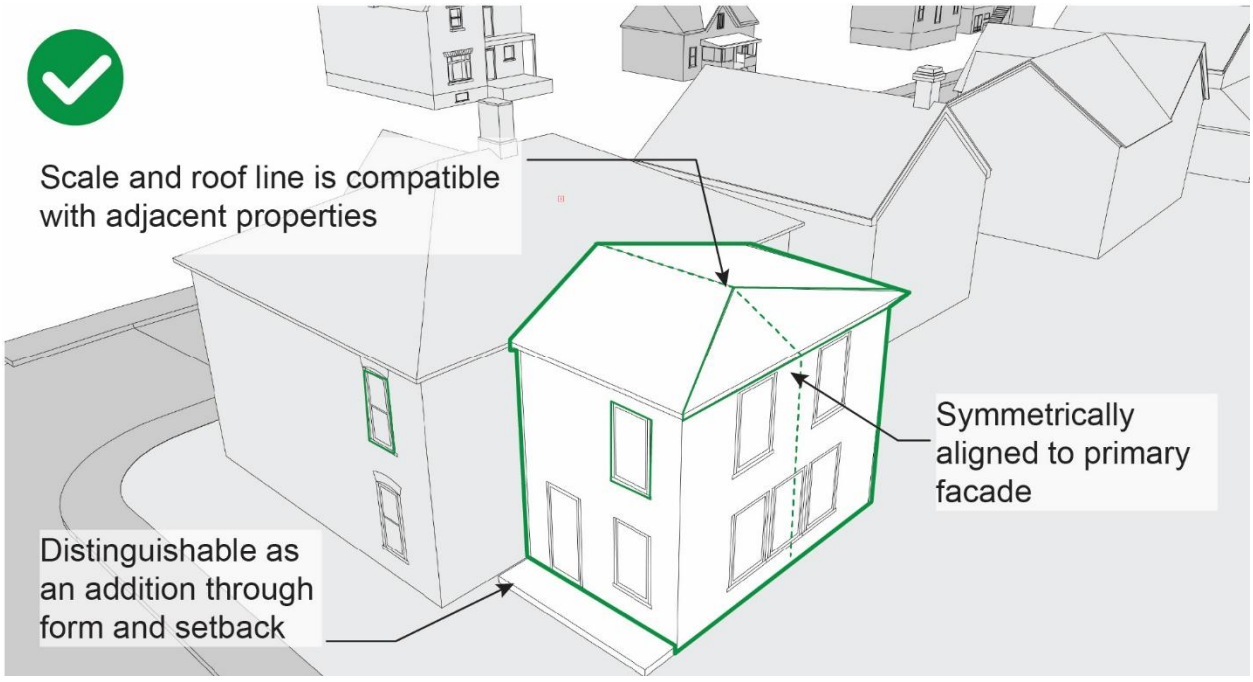



Figure 3.29: Graphic of a compatible addition to a corner contributing property. The addition honours the symmetry of the primary façade, is compatibly scaled to adjacent properties, and is distinguishable, through form and setback.

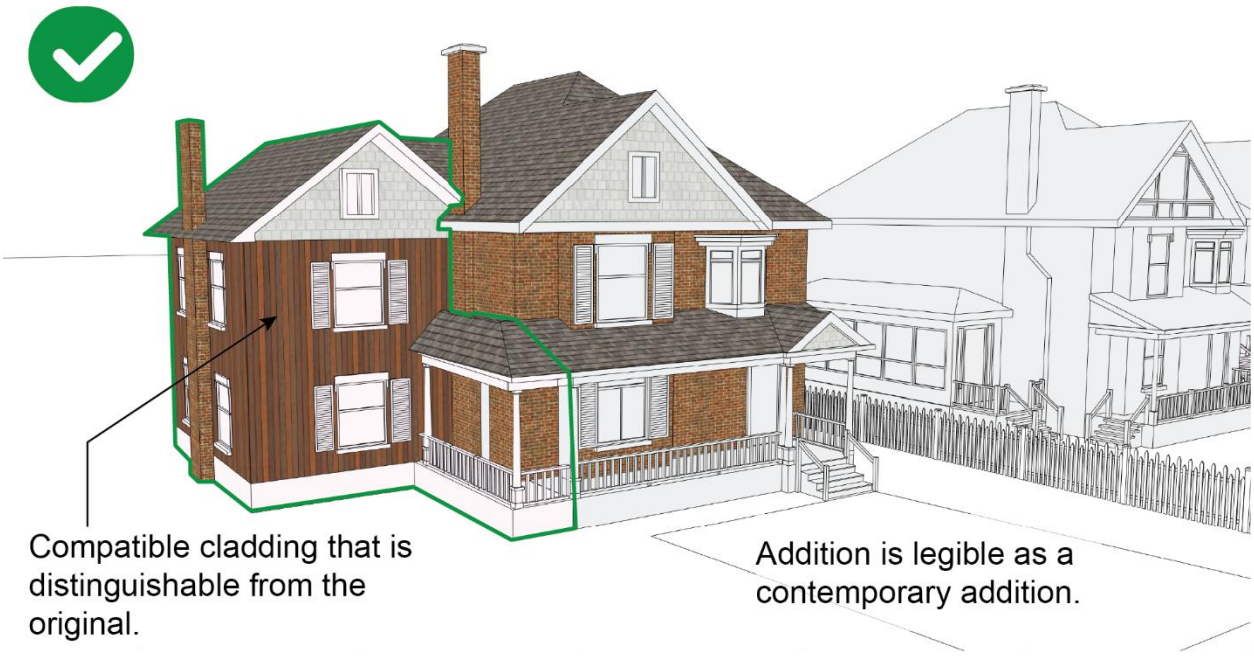



Figure 3.30: Graphic example of an addition to a contributing property that meets the guidelines.

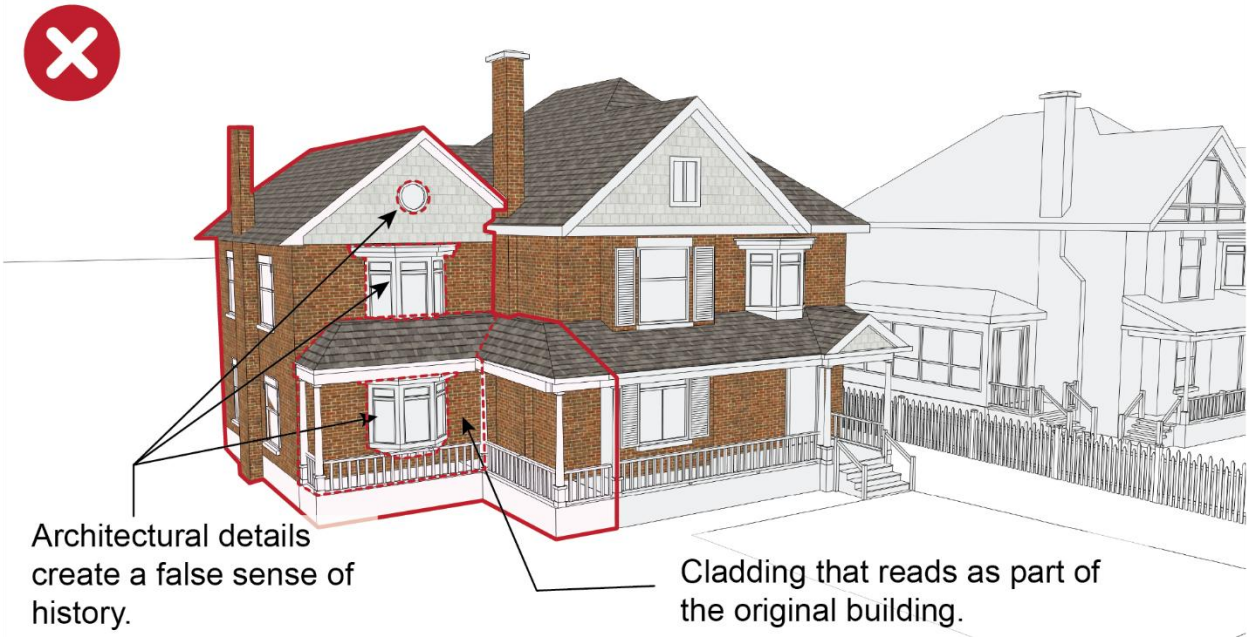



Figure 3.31: Graphic example of an addition to a contributing property that does not meet the guidelines. Although upon first glace the property appears compatible, it creates a false sense of history using architectural elements that were not there originally.

### 3.3.12.4. Window and Entrance Additions

1. **Additions to contributing properties shall protect and maintain original and/or historic window openings;**

2. **New windows on additions visible from the public realm should be compatible with the windows of the original structure of contributing properties, in terms of proportions (such as ratio of horizontal to vertical dimensions) as well as rhythm and scale (such as number of openings per building façade).**

    a) *Where new entrances or exterior staircases are required, they should be installed on secondary elevations and/or set back from the existing front building elevation;*

    b) *Large expanses of unbroken glazing should be avoided on street-facing elevations;*

    c) *Entrances for additions should be secondary, ensuring the primary entrance of the heritage building remains the focal point.*

### 3.3.13 New Construction

The Burlington Avenue-Ontario Street Heritage Conservation District (HCD) comprises a mix of building forms and architectural styles. New residential development may occur in an HCD in various circumstances, including the construction of buildings on vacant lots or the replacement of existing structures with new ones. Infill development should respect the established character of the District by considering factors such as scale, massing, setbacks, materials, and architectural details. While new construction is permitted, it must be compatible with the heritage character of the area and align with the policies set out in this HCD Plan. Thoughtful design that reflects and reinforces the *District*'s historical context is essential to maintaining its integrity.

1. **New construction will be required to be compatible with the heritage character and attributes of adjacent heritage properties and the cultural heritage value of the District;**

2. **New construction shall respect and adhere to the to established lot patterns, heights, massing, setback, building scale, roof pitches; and exterior materials of the District;**

3. **New construction should reflect contemporary design while respecting the heritage context. They should not replicate historic architectural styles or incorporate authentic historic details inappropriately;**

4. **Primary façades of new buildings shall face the street, maintaining the historic orientation of buildings in the District;**

5. **Setbacks for new construction shall align with those of adjacent contributing properties, unless otherwise directed by the Plan;**

6. **Stepbacks or modulation shall be used where required to reduce bulk and maintain rhythm;**

7. **Blank façades facing the street are not permitted, including on new residential buildings situated on corner lots;**

8. **Roof forms on new construction shall be compatible with those found within the District, reflecting prevalent pitches, shapes, or parapet heights.**

    a. *Modern interpretations of traditional forms for porches, rooflines and materials are encouraged if they respect the character of the streetscape;*

    b. *Buildings should be maintain consistent front yard setbacks with adjacent properties to reflect the rhythm of the streetscape;*

    c. *The height of new construction should not exceed that of adjacent contributing properties by more than one storey;*

*d. Window and door openings should reflect the proportion, rhythm, and placement of openings on adjacent contributing properties;*

*e. Large expanses of uninterrupted glazing should be avoided on street-facing façades;*

*f. Entrances should be oriented to the street and designed to reinforce the pedestrian-friendly scale of the District;*

*g. Rooflines should relate to those on adjacent heritage properties, whether through slope, parapet height, or rhythm;*

*h. Preferred materials should include brick, wood, or compatible contemporary equivalents;*

*i. Synthetic cladding (e.g., vinyl siding) should be avoided where visible from the street;*

*j. Secondary materials may be used on side and rear elevations, provided the overall quality and compatibility remain high.*

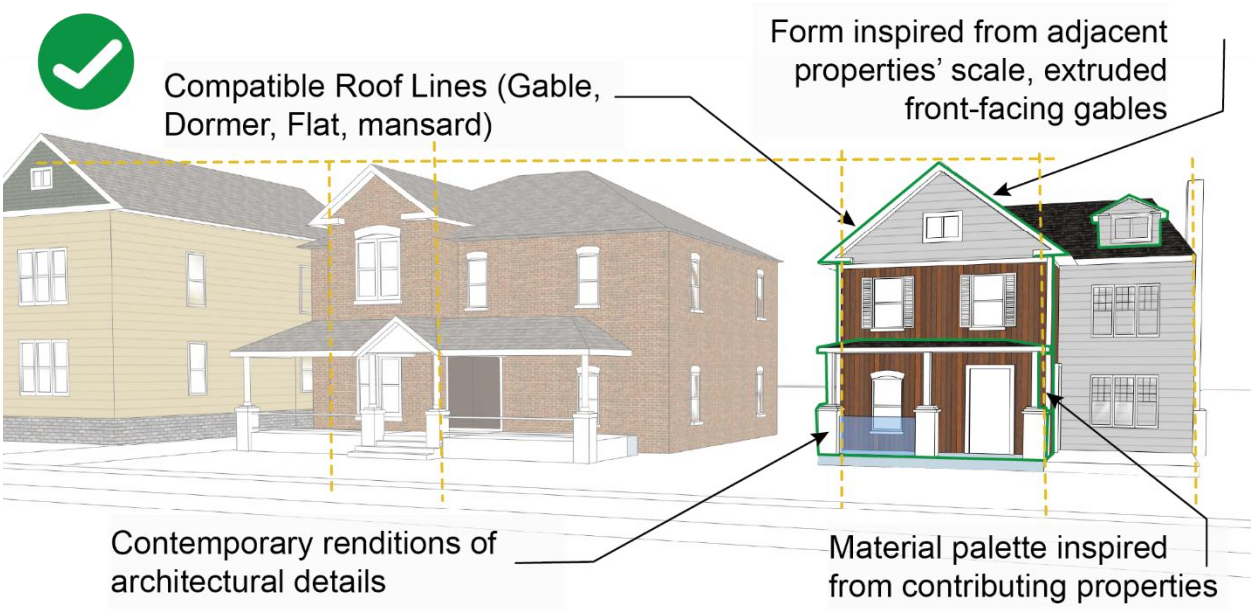



Figure 3.32: Graphic example of new construction within the District, using form, scale and architectural details as inspiration for new buildings.

Figure 3.33: Graphic example of new construction of multi-unit residential property that meets the guidelines and inspires from some of the larger contributing properties found within the District.

### 3.3.13.1. Additional Residential Units

Secondary structures and outbuildings, including Additional Residential Units (ARUs) may be permitted within the HCD subject to compliance with the Official Plan, Zoning By-law, and the policies and guidelines of this HCD Plan. ARUs must be designed and located to conserve and support the cultural heritage value and attributes of the District.

1. **The construction of small-scale outbuildings in the rear yard, such as garden sheds, greenhouses, or storage structures shall be permitted on both contributing and non-contributing properties, provided they are appropriately scaled and sited to minimize their visibility from the public realm;**

2. **The design of ARUs shall consider the lot size, configuration and heritage context and not have adverse impacts of the heritage character of the property;**

3. **The sitting of ARUs shall not require the demolition or removal of heritage contributing resources;**

4. **ARUs should be located to the rear or side of the main dwelling and be clearly subordinate in scale and massing;**

5. **Original landscape features, mature vegetation, and historic accessory structures should be retained where possible when siting ARUs.**

    a) *For contributing properties, new outbuildings should be clearly distinguishable from the historic building, yet compatible in form, scale, and massing. Materials and detailing should be simple and subordinate, avoiding mimicry of historic architecture while complementing the character of the property and the District;*

    b) *For non-contributing properties, greater flexibility in the design of outbuildings may be allowed. However, materials, scale, and placement should still respect the character of the surrounding contributing properties and reinforce the heritage setting of the District;*

    c) *Where visible from public areas, mechanical equipment or utility elements (e.g., vents, skylights) should be discreetly integrated.*

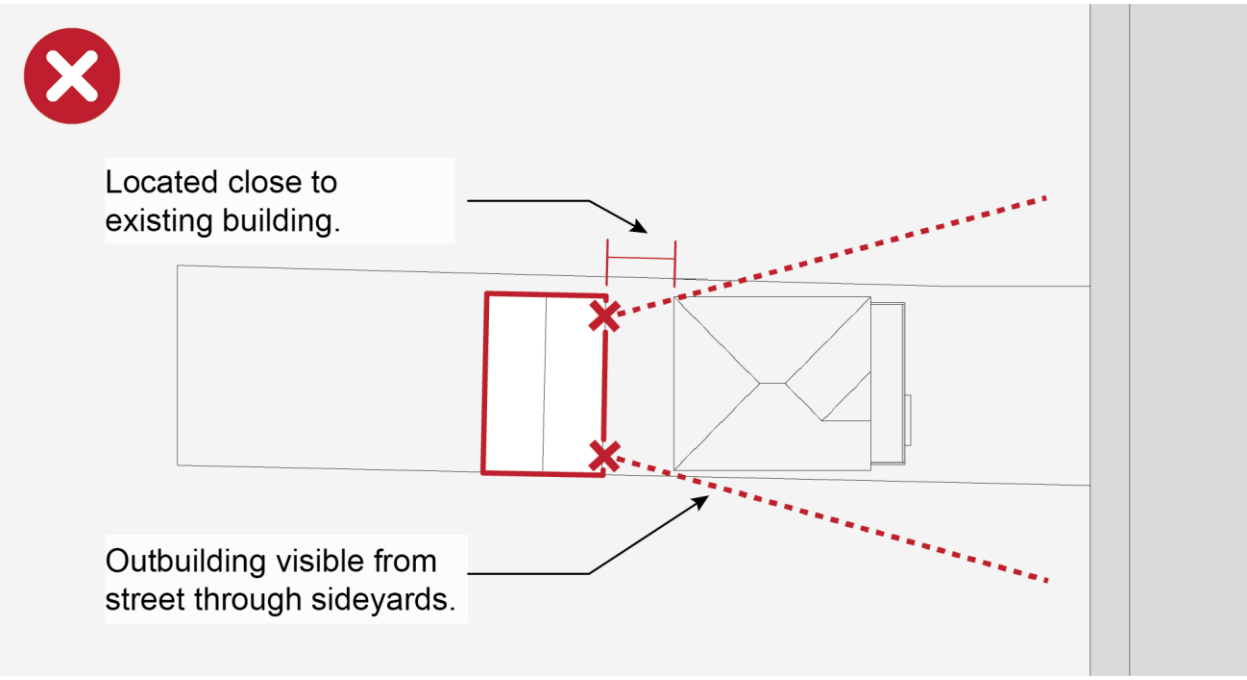



Figure 3.34: Diagram illustrating inappropriate location for a secondary structure on a contributing residential property.

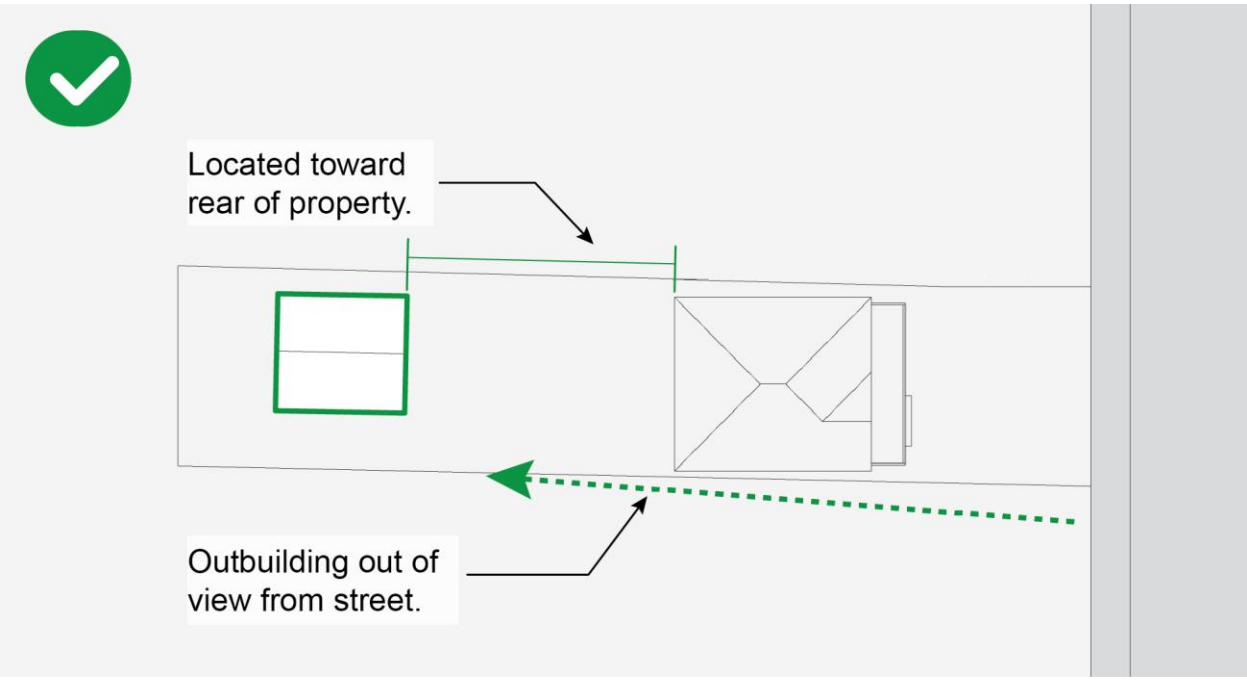



Figure 3.35: Diagram illustrating appropriate location for a secondary structure on a contributing residential property.

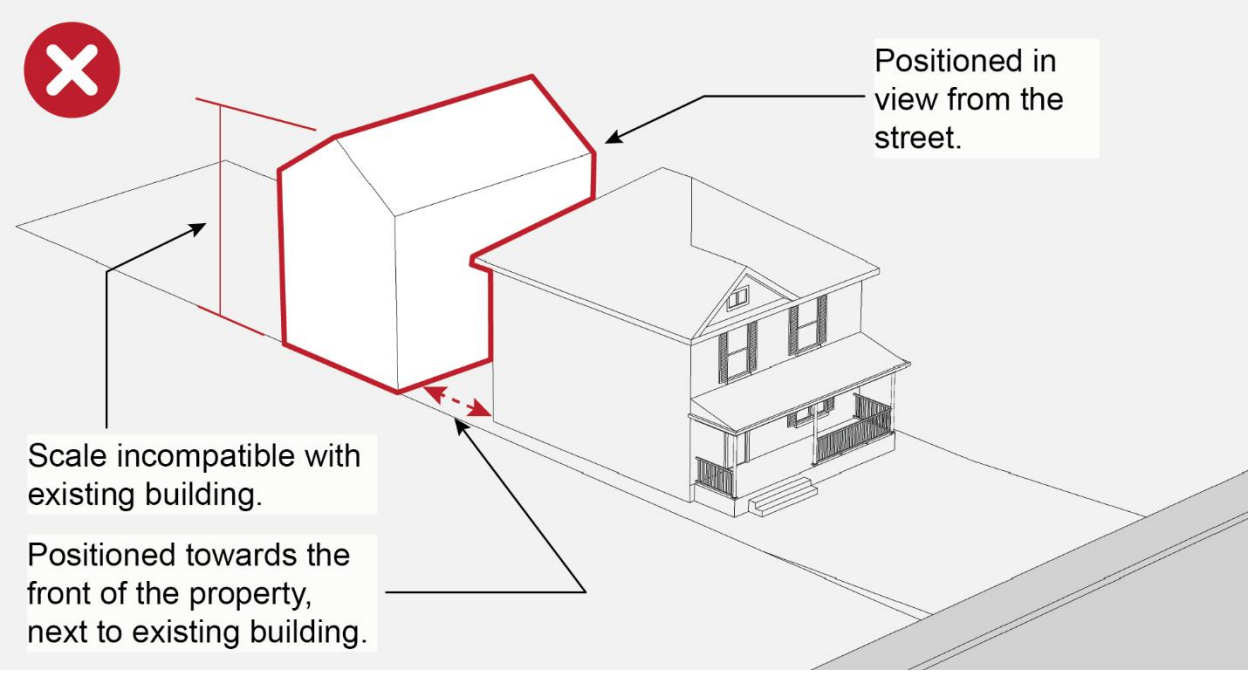



Figure 3.36: Diagram illustrating inappropriate scale and location of a secondary structure on a contributing residential property.

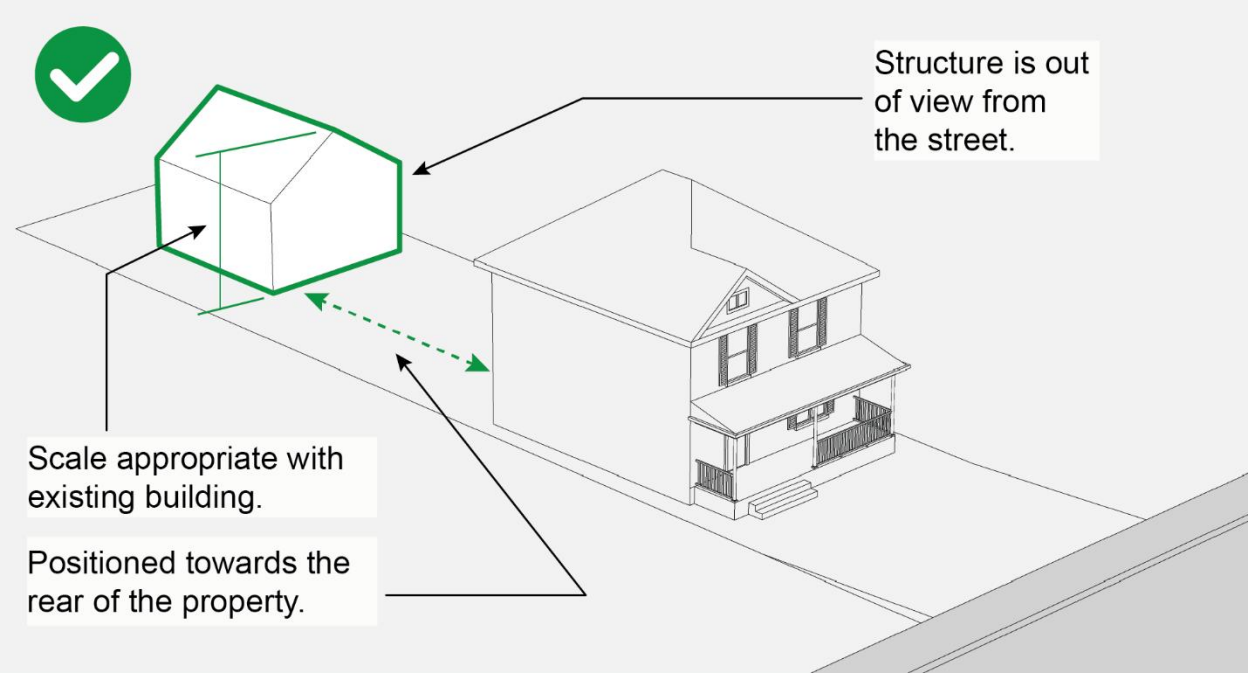



Figure 3.37: Diagram illustrating appropriate scale and location of a secondary structure on a contributing residential property

### 3.3.13.2. Garages and Sheds

1. **While these structures are often utilitarian, their design, placement and materials should respect the heritage value of the District;**

2. **New garage entries shall not be located on primary street-facing façades of contributing or non-contributing properties;**

3. **Detached garages shall be located to the rear or side of the property, behind the primary building massing;**

4. **Attached garages, where permitted, shall be recessed from the front façade and designed to minimize visual prominence;**

5. **Garages shall be subordinate in height, scale, and footprint to the primary building;**

6. **Exterior materials for garages shall be compatible with the primary building and the surrounding streetscape.**

    a) *Architectural elements (roof form, windows, doors, trim) of new detached garages or sheds should be compatible with the character-defining features of the main building and the District;*

    b) *Detached garages should be placed at the rear of lots, with minimal visibility from the public street;*

    c) *Side-yard garages should be set back from the primary façade to avoid dominating the streetscape;*

    d) *Materials should be similar to those found in the district, such as wood siding or brick, rather than modern synthetic materials that contrast with the historic fabric. Doors should avoid highly reflective or manufactured finishes (e.g., bright aluminum, plastic);*

    e) *Existing detached garaged, carriage houses and sheds that contribute to the heritage character of the property or the district should be preserved and maintained;*

    f) *Any repairs or alternations should use materials and details that match or compliments the heritage character of the original building;*

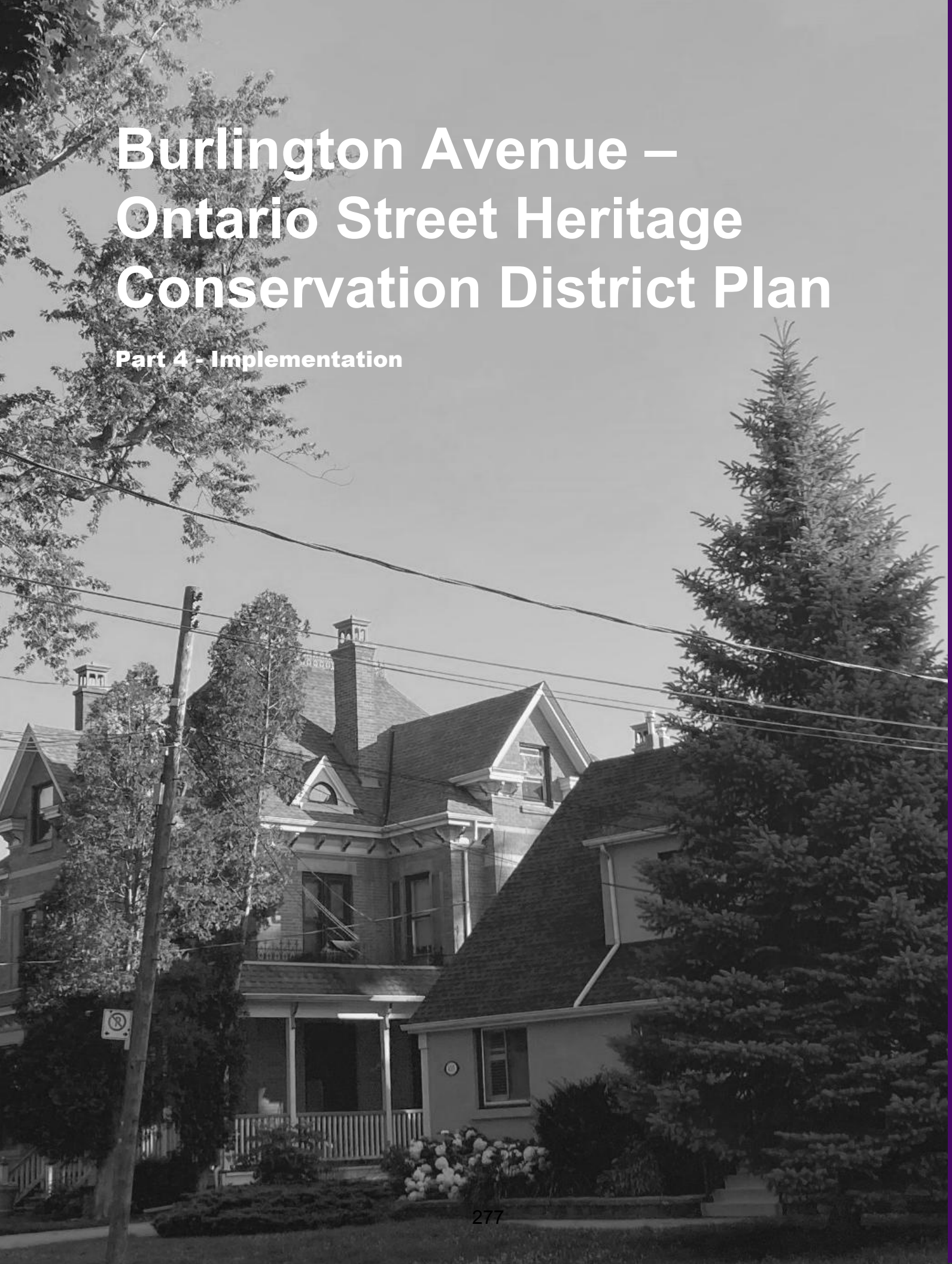
    g) *Where attached garages are permitted, they should be integrated into the overall building massing rather than appearing as a dominant projecting element;*

*h) Recessed or side-loaded garages are preferred to front-facing attached garages;*

*i) On non-contributing properties, garages should follow these same siting and design principles to maintain district character, even where more flexibility exists;*

*j) Any repairs or alternations should use materials and details that match or compliments the heritage character of the original building.*

Figure 3.38: Driveway and Garage located at 466 Burlington Avenue.



# Burlington Avenue – Ontario Street Heritage Conservation District Plan

## Part 4 - Implementation

# Contents

**4. Implementation ..... 2**
4.1. Heritage Permit Process ..... 2
4.1.1 When is a Heritage Permit Required ..... 2
4.1.2 Heritage Permit Process ..... 4
4.1.3 Cultural Heritage Impact Assessment ..... 5
4.1.4 Adjacent Lands Development ..... 6
4.2. Financial Incentives ..... 8
4.3. Frequently Asked Questions Relating to Heritage Conservation Districts ..... 9
4.4. Designation and Property Values ..... 11
4.5. Property Insurance ..... 12

# 4. Implementation

## 4.1. Heritage Permit Process

The *Ontario Heritage Act* (OHA) requires property owners to obtain a heritage permit prior to undertaking the alteration or demolition of a property. These guidelines are intended to provide direction to property owners intending to undertake projects within the HCD. This process ensures that changes align with the City's heritage conservation goals. Before proceeding with any modifications, property owners should consult the City's Heritage Planning staff to determine if a permit is necessary. If required, they must complete a Heritage Permit Application Form, providing a detailed description of the proposed work along with supporting materials such as photographs, drawings, or plans. You're also required to obtain a permit for the removal or demolition of structures on designated heritage properties.

Once submitted, the application undergoes a review process. Heritage Planning staff assess compliance with heritage policies, and in some cases, the Heritage Burlington Advisory Committee (HBAC) may provide additional recommendations. This review can take up to 90 days. Following the review, the City will either approve the application, approve it with conditions, or deny it. If approved, property owners may need additional permits, such as building permits, before starting work. To ensure a smooth process, applicants are encouraged to engage with Heritage Planning staff early and refer to the City of Burlington's Heritage Planning webpage for further guidance at https://www.burlington.ca/en/planning-and-development/heritage-conservation-planning.aspx

### 4.1.1 When is a Heritage Permit Required

In HCDs, a heritage permit is generally required for any exterior alterations, new construction, additions, or demolition that could affect the heritage character of a property. This includes visible changes such as replacing windows with a different style, adding dormers, altering exterior materials, or constructing new buildings. Routine maintenance and in-kind repairs, however, are typically exempt.

All properties located within the boundaries of the HCD are designated and regulated under Part V of the Ontario Heritage Act regardless of age, type or style. Most exterior alterations require the approval of the City of Burlington and shall comply with the Policies and Guidelines of this Plan. Property owners proposing to alter their building should consult with staff in the Heritage Services Section prior to submitting an application. Staff will advise the property owner if a heritage permit is required.

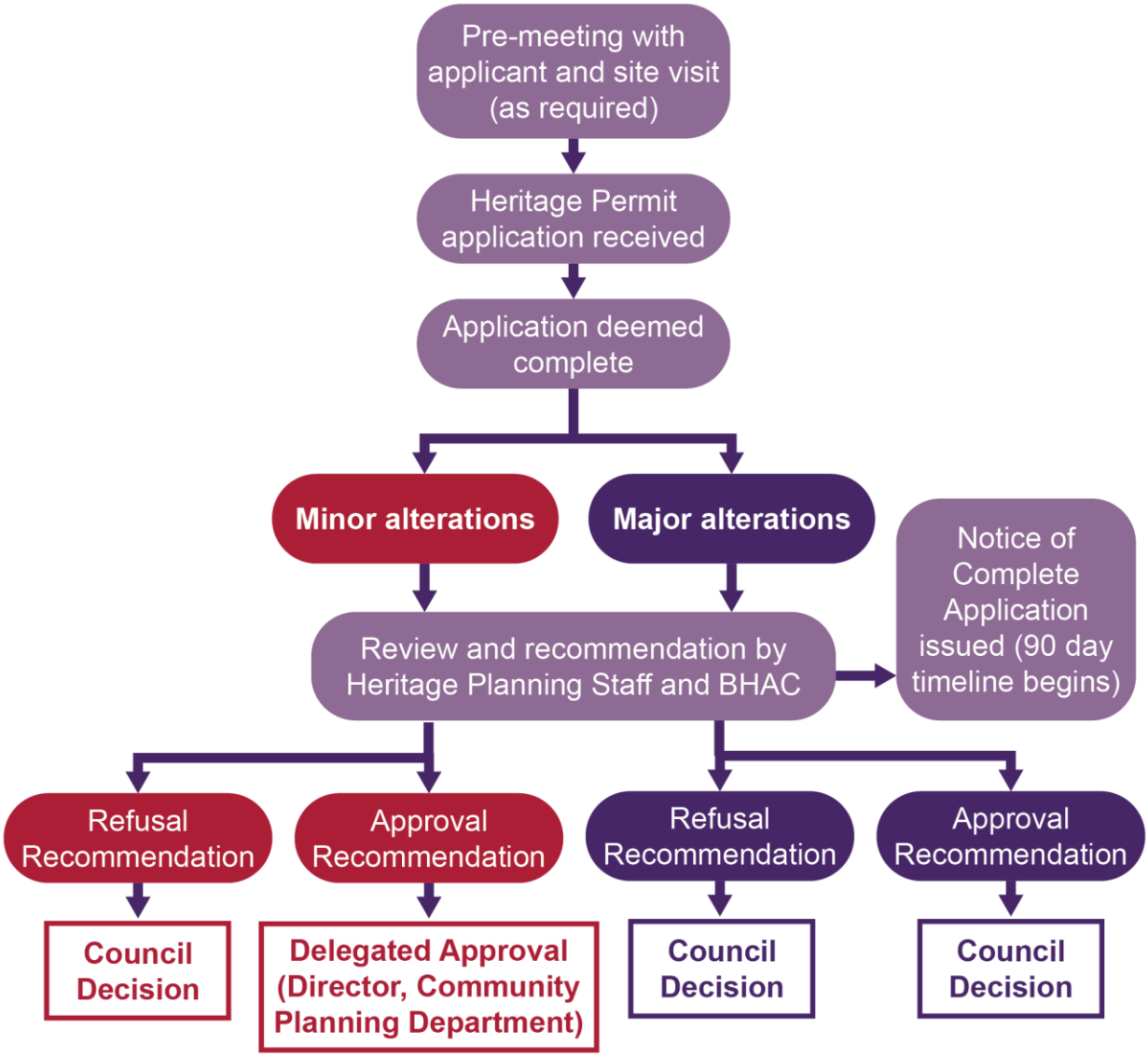
Sometimes a heritage permit is not needed. A heritage permit is not required if an alteration or renovation is not visible from the street, or if it only affects the interior of a building. Routine maintenance activities do not require a heritage permit, either.

The following are examples of interventions do not require a Heritage Alteration Permit under the *Ontario Heritage Act*:

- Interior alterations
- Insulating, weather stripping, caulking
- Painting/paint colour
- Regular on-going building maintenance such as repointing and foundation repairs using heritage-sensitive methods
- Planting, gardening and minor landscaping that is in character with the streetscape
- Pools and pool fences shall obtain the appropriate pool permits, and conform to these guidelines, but do not require a heritage permit.

For all other types of work, a heritage permit is likely required. Depending on the scale of the project, approval may be delegated to staff. To ensure a smooth process, applicants are encouraged to engage with Heritage Planning staff early and refer to the City of Burlington's Heritage Planning webpage for further guidance at https://www.burlington.ca/en/planning-and-development/heritage-conservation-planning.aspx

### 4.1.2 Heritage Permit Process



### 4.1.3 Cultural Heritage Impact Assessment

A Cultural Heritage Impact Assessment (CHIA) evaluates the impact of a proposed development, building alteration or site alteration on a built heritage resource(s) or a cultural heritage landscape(s) and recommends mitigative measures or alternative development approaches to conserve the heritage attributes of that resource/landscape. CHIAs are an important planning tool to ensure the heritage values, attributes and integrity of cultural heritage resources are considered in the land development process.

#### When is a CHIA Required

At the discretion of staff, a CHIA is required for certain applications involving the following types of properties:

- For additions to properties, and at the discretion of staff, a CHIA may be required for additions to contributing (also for non-contributing) properties to determine the impact of the addition on the cultural heritage value and attributes of the District.
- In the case of demolitions, a CHIA will be required to determine the impact of replacement buildings on the cultural heritage value and [heritage] attributes of the District.
- In the case of new development, a CHIA may be required to determine the impact of new buildings and structures on the cultural heritage value and attributes of the District.

At City Staff's discretion, the content of a CHIA may be scoped to reflect anticipated impacts to a heritage resource or waived if there is sufficient information to suggest there will be no impacts to a heritage resource (i.e., erection of a temporary structure). Where staff is of the opinion the potential impacts to a resource will be minor, the discussion of impacts may be integrated into an Urban Design Brief or Urban Design Study.

#### Notification

A CHIA is most effective when it is conducted early in the development application process and should form part of a complete application. The findings, conclusions and recommendations of the CHIA as well as HBAC's comments on the report should be reflected in the development concept advanced to the City and thus should be implemented prior to final site plan or building permit approval. City of Burlington staff will inform property owners and/or their representative of the need for a CHIA. Applicants considering development, building or site alterations are encouraged to contact one of the Senior Heritage Planners early in their project planning process to determine if a CHIA is required. If so, they will be provided a copy of this Terms of Reference.

## Qualified Heritage Conservation Professional

A CHIA must be prepared by a qualified heritage conservation professional, such as a heritage planner, heritage architect and/or heritage landscape architect, with demonstrated knowledge of accepted heritage conservation standards, and experience with historical research and identification/evaluation of cultural heritage value. The professional should be registered with the Canadian Association of Heritage Professionals (CAHP) and be in good standing. The qualifications and background of the professional completing the CHIA must be included in the report in the form of a Curriculum Vitae (CV).

### 4.1.4 Adjacent Lands Development

Adjacent lands policies pertaining to a Heritage Conservation District (HCD) typically aim to protect the District's heritage character from indirect impacts caused by new development or alterations on nearby properties. These policies are guided by provincial, municipal, and District-specific heritage guidelines. Adjacent lands are contiguous to, or located nearby, a designated Heritage Conservation District (HCD) such that development or site alteration on those lands has the potential to impact the heritage attributes, character, or setting of the HCD.

The policies and guidelines for Adjacent Lands can be found in **Section 3.3.6** of this document. The summary below provides greater detail around the rationale for policies and guidelines for lands adjacent to a HCD.

**Requirement for a Heritage Impact Assessment (HIA)**

- A CHIA may be required if a proposed development or alteration on adjacent lands has the potential to impact the heritage attributes, views, or character of the HCD.

**Compatibility of New Development**

- New buildings or additions on adjacent lands should be compatible with the scale, massing, materials, and architectural style of the HCD; and
- Designs should not overshadow, dominate, or detract from the character of the District.

**Protection of Views and Vistas**

- Development should maintain important sightlines and views into and out of the HCD, especially if the District includes landmarks or culturally significant streetscapes.

**Mitigation of Negative Impacts**

- If a project on adjacent lands could negatively affect the HCD, mitigation measures such as setbacks, buffering (e.g., landscaping), and sympathetic design may be required.

**Alignment with Municipal and Provincial Policies**

- Adjacent land developments must comply with the Ontario Heritage Act, Provincial Planning Statement (PPS), and municipal heritage guidelines that regulate land use near heritage resources.

**Public and Municipal Review**

- Developments on adjacent lands often require review by heritage planners, committees, or municipal councils, to ensure heritage conservation principles are upheld.

The policies and guidelines concerning Adjacent Lands help to ensure that changes on adjacent properties do not erode the historic integrity and sense of place of a HCD while allowing for context-sensitive development.

## 4.2. Financial Incentives

The City of Burlington offers two main financial incentive programs to support the conservation of designated heritage properties. The Heritage Property Tax Rebate Program provides a 40% property tax rebate for eligible residential heritage properties and a 20% rebate for eligible commercial properties, covering City, regional, and school board portions. Properties must be in good repair, and the program assists owners with conservation, protection, and restoration work.

The Community Heritage Fund offers grants of up to 25% of eligible project costs (to a maximum of $15,000) and interest-free or low-interest loans covering up to 50% of costs (also capped at $15,000), with repayment terms of up to 10 years. Eligible work includes conservation, major repairs, and restoration of heritage features identified in the property's designation bylaw, as well as structural repairs and, in limited cases, exterior painting in historically appropriate colours. Routine maintenance, minor repairs, or work on non-heritage features are not eligible. Both programs require applicants to follow specific guidelines and, upon approval, sign a Conservation Agreement with the City. More information is available on the City of Burlington's website here: https://www.burlington.ca/en/planning-and-development/supporting-burlington_s-heritage.aspx

Research on other municipalities indicates that only contributing properties in HCDs as eligible for the heritage tax rebate program, however this will be determined by the City of Burlington.

## 4.3. Frequently Asked Questions Relating to Heritage Conservation Districts

**Q: Are properties within Heritage Conservation Districts "Designated Heritage Properties"?**

A: Yes, properties within an HCD are considered designated under the Ontario Heritage Act.

**Q: How much does a Heritage Permit cost?**

A: The City of Burlington does not charge a fee for Heritage Permits.

**Q: If my neighbourhood becomes a Heritage Conservation District, does it mean I'll need to spend more money maintaining my property?**

A: No, designation does not impose any additional maintenance requirements. Regular city by-laws still apply. Note that older buildings may inherently require more maintenance due to their age.

**Q: Is there any assistance available to help owners maintain their properties?**

A: Yes, for properties within an HCD as well as individually designated properties, please see section 4.2 above.

**Q: Will this affect my property taxes?**

No, inclusion within an HCD does not affect property taxes. Property taxes are set by property class, using the assessed value calculated by the Municipal Property Assessment Corporation.

**Q: Does a heritage designation reduce a property's resale value?**

This claim has been investigated and, in many cases, is found to be untrue. There are many published case studies and research online, including studies done by McMaster University and Canada's Historic Places.

**Q: Will this affect my property insurance?**

A Heritage Conservation District should not increase your insurance costs. Note that older buildings may inherently be more difficult to insure due to the risk associated with their age. Please see section 4.4 below.

**Q: If my neighbourhood becomes a Heritage Conservation District, does that mean that I can't make changes to my property?**

A: No, properties within a Heritage Conservation District can be altered and renovated. An HCD Plan will provide guidelines for maintenance, renovations, and new development that respects the neighbourhood characters. A heritage permit is required for some exterior work. Interior work does not require a heritage permit.

## 4.4. Designation and Property Values

A frequent concern expressed by property owners is whether heritage designation will negatively affect the market value of their property. Research undertaken in Ontario and across Canada, however, demonstrates that this is not the case. In fact, most studies show that designation is either value-neutral or positively associated with property values. Heritage neighbourhoods are often sought after because of their architectural character, walkability, mature landscapes, and sense of place, all of which contribute to their long-term desirability.

A recent study undertaken by McMaster University's Research Shop (2023) for the City of Hamilton examined the relationship between designation and residential property values. The researchers analyzed approximately 178,000 property sales records from across Hamilton-area municipalities, of which 301 were designated heritage properties. Using statistical tools that estimate the influence of different property attributes such as size, materials, location, and year of sale, the study compared designated and non-designated homes. The findings were consistent across different model specifications: heritage designation was statistically, significantly associated with higher sale prices, even after accounting for other variables. This evidence confirms that designation in Hamilton has not depressed property values, rather, it has been linked to measurable financial benefits for owners.

These conclusions are reinforced by earlier studies. Robert Shipley's landmark Ontario study (2000), which examined roughly 3,000 designated properties in 24 communities, found that heritage homes generally performed as well as or better than non-designated homes in terms of sale price. Importantly, designated properties also tended to be more resilient during economic downturns, maintaining their value more consistently. Municipal studies, including those conducted in Toronto, have reached similar conclusions, noting that properties within Heritage Conservation Districts often hold or increase in value after designation.

While every property and HCD in Ontario is unique, for Burlington, this body of evidence supports the use of district designation as a planning tool that benefits both cultural and economic interests. It indicates that designation should not be viewed as a burden on property owners, but rather as a means of safeguarding heritage character while supporting property stability and value. At the same time, the City recognizes that costs associated with conservation, such as repairs, materials, and specialized trades, can pose challenges. The Burlington Avenue–Ontario Street HCD Plan aims to address those by providing clarity through consistent policies and guidelines, while also supporting the use of the City's incentive programs and clear permitting processes to balance the responsibilities and rewards of designation. Please see the full McMaster Study here:
https://macsphere.mcmaster.ca/bitstream/11375/28406/1/McMaster%20Research%20Shop%20Report%20-%20City%20of%20Hamilton%20Heritage%20Properties.pdf

## 4.5. Property Insurance

A common misconception about heritage designation is that it automatically increases property insurance costs. In reality, insurance premiums are typically based on a property's age, condition, construction materials, and replacement costs, not its heritage status. While designated heritage properties may require more specialized materials or craftsmanship for repairs, this does not necessarily translate to higher insurance rates. In fact, some insurers view designated properties as lower risk due to the regular maintenance and oversight they receive. Owners are encouraged to shop around and speak directly with brokers familiar with heritage properties to ensure they are properly and fairly insured.

The Province of Ontario states specifically that insurance premiums should not go up because of a heritage designation. Insurance companies may increase premiums for older buildings for a variety of reasons such as outdated wiring, old heating systems, etc. Some companies do not insure buildings over a certain age, but designation itself does not place additional requirements on the insurer and should not affect premiums.

Heritage planners in Ontario play an important role in supporting property owners by offering guidance, clarification, and practical advice about the implications of heritage designation. When concerns arise, such as the fear that designation will increase insurance premiums, heritage planners can help homeowners understand what designation does and does not mean, including the fact that it does not mandate full restoration or require period-specific reconstruction after damage. They can provide resources, case studies, and referrals to insurance providers familiar with heritage buildings. Many municipalities also offer dedicated heritage staff who can help navigate repair or alteration processes, provide guidance on conservation best practices, and explain available financial incentives such as grants or tax relief programs. In some cases, municipalities may also provide formal letters clarifying the designation status of a property and its implications, which homeowners can share with insurance companies to help avoid misunderstandings.

### Property Insurance Risk Prospectus

The Insurance Bureau of Canada (IBC) encourages heritage homeowners to complete a *Property Risk Prospectus*, a tool used to document the condition of key building systems like wiring, plumbing, roofing, and heating. This helps insurers assess actual risk rather than relying on assumptions about older or designated properties. The prospectus can also highlight safety upgrades and clarify the scope of heritage designation, which can help prevent misunderstandings and potentially lower insurance premiums. Heritage homeowners are also advised to shop around for coverage, maintain clear records, and ensure they have adequate replacement-cost insurance. Please see an example of Property Risk Prospectus below.

For more information and resources from the Insurance Bureau of Canada, please see https://www.ibc.ca/insurance-basics/home/types-of-home-insurance-coverage

IBC
Insurance Bureau of Canada

# Heritage Property Risk Prospectus

**Owner occupied:** YES ◯ NO ◯

**Owner name(s):** _____

**Property address:** _____

**Lender/mortgagee (if applicable):** _____

**Heritage designation/bylaw:** _____

## PROPERTY DETAILS

| Item | Description | Additional comments |
|---|---|---|
| Property type | | |
| Year of construction | | |
| Dwelling History:<br>Please describe the historical significance, if known.<br>(Attach a separate document if more space is required). | | |
| Construction type (wood-frame, brick, other) or style | | |
| Occupancy (e.g. single family, duplex, triplex, etc.) | | |
| Services (water/sewer) | | |
| Detached structures on the property | | |
| Foundation type | | |
| Private Protection | Fire detection: Yes ◯ No ◯<br>Monitored off site: Yes ◯ No ◯<br>Service provider<br>Burglar detection: Yes ◯ No ◯<br>Monitored off site: Yes ◯ No ◯ | |
| Public Protection: | Distance to responding fire hall: _____<br>Distance to nearest fire hydrant: _____ | |

## EXTERIOR PROPERTY FEATURES OR UPGRADES

| Item | Feature | Year upgraded/updated (Attach invoices/contractor name) |
|---|---|---|
| Roofing (metal, slate, cedar, asphalt, other) | | |
| Exterior cladding | | |
| Windows (style) | | |
| Distinctive architectural details and other unique exterior features | | |

## INTERIOR FINISHES AND MECHANICAL DETAILS

| Item | Description | Year upgraded/updated (Attach invoices/contractor name) |
|---|---|---|
| Electrical | | |
| Heating/ventilation | | |
| Plumbing | | |
| Appliances | | |
| Other unique features (mantle, lighting fixtures, millwork) | | |
| Wood-burning units/fireplace | | |
| Fire/smoke & CO detectors | | |

## OTHER INFORMATION

**Include recent property photos:**

- ☐ Exterior front, sides and back, outbuildings, general exterior of property, and close-ups of any distinctive architectural details
- ☐ Neighbourhood, if a heritage district
- ☐ Interiors of all rooms, basement, oil tank, furnace, fireplace(s), electrical panel, hot water tanks and other infrastructure

**Include documentation (if available):**

- ☐ Heritage bylaw for property and/or conservation district, noting any restrictions or requirements
- ☐ Recent provincial tax assessment
- ☐ Lot survey
- ☐ Old photos of exterior
- ☐ Other relevant documentation
- ☐ Contractor invoices
- ☐ Recent Replacement Cost appraisal by qualified appraiser (AACI or CRA)
- ☐ WETT Survey on Wood-burning units/fireplaces

Notes:

**Disclaimer:** This document is meant for illustration purposes only and is not a definitive list of items needed to qualify for insurance coverage. Individual insurance representatives may have restrictions on binding authority that may or may not include heritage properties.

# Burlington Avenue – Ontario Street Heritage Conservation District Plan

**Appendix**

# Contents

1. Glossary of Terms ..... 2
2. Ontario Heritage Toolkit 2025 Compliance Checklist ..... 6
3. Schedule of Properties ..... 9

# 1. Glossary of Terms

| | |
|---|---|
| Addition | New construction beyond an existing building's envelope that increases the building's volume in any direction. |
| Adjacent | Lands, buildings or structures that are directly across from and near to the property in question. |
| Alteration | To change or to alter a property within the District by means of restoration, repair or removal that may result in a change to a property. |
| Character Sub-Area | A geographic area within the District whose grouping of properties contributes to the District's Cultural Heritage Value. Each Sub-Area reflects a distinct character. |
| Compatible | Compatibility refers to the physical and visual impacts of new development, additions and alterations that have low impacts to properties within the District. Visual compatibility refers to designing while complimenting existing forms, scale that does not detract or negatively impact the property's heritage attributes. |
| Conservation | The identification, protection, management and use of built heritage resources that ensures its heritage value is retained under the Ontario Heritage Act. Conservation includes preservation, rehabilitation, restoration or a combination of these treatments. |
| Conservation Treatments | Under the Standards and Guidelines for Conservation of Historic Places in Canada, the act of preserving, rehabilitating or restoring heritage fabric when undertaking conservation projects. |
| Contributing property | A property, structure, landscape or other feature that supports the identified cultural heritage value and heritage attributes of the District. |
| Cultural Heritage Landscape | A defined geographical area that may have been modified by human activity and has been identified as having cultural heritage value or interest, by the community. The area may include buildings, structures, important views, |

| | |
|---|---|
| | plant species or bodies of water that hold value or meaning as a collective. |
| Cultural heritage value | The aesthetic, historic, scientific, cultural, social or spiritual significance of a place that holds importance or significance. Cultural heritage value is embodied in its heritage attributes or character defining elements such as materials, forms, locations, cultural affiliations or spatial configurations. |
| Demolition | The complete destruction of a heritage structure or property from its site. This includes demolition for reassembly. |
| Distinguishable | The visual contrast of an element being different from an existing structure, building or cultural heritage landscape. |
| District | The short form of the Heritage Conservation District, as defined by this Plan and previous Study, designated under Part V of the Ontario Heritage Act. |
| Guideline | Guidelines included in this document are not mandatory, but rather provide suggestions for how the plan's policies may be achieved. There may be other means of satisfying related policies otherwise not included as a guideline. |
| Heritage attributes | Heritage attributes are the principal features that contribute to their cultural heritage value as described in the Statement of Significance of this Plan or within the bylaw of individual properties designated under Part IV of the Ontario Heritage Act. Heritage attributes may be built or manufactured elements, natural landforms, vegetation, landscapes, forms, materials or spatial configurations that contribute to cultural heritage value. |
| Integrity | Integrity measures wholeness and intactness of cultural heritage values and heritage attributes of a contributing property or the District as a whole. Examining integrity requires examination to ensure the property retained all elements that contribute to its cultural heritage value and |

| | |
|---|---|
| | its features convey its significance. Integrity may be assessed within a Heritage Impact Assessment (HIA). |
| New development | The construction of additions or new construction to properties within the boundaries of the District. |
| Non-Contributing Property | A property, structure, building or landscape element that does not support the overall cultural heritage value, heritage attributes and integrity of the District. |
| Ontario Heritage Act | The Ontario Heritage Act (OHA) empowers municipalities and the Minister of Citizenship and Multiculturalism to designate property of cultural heritage value or interest. |
| Policy | As it relates to this document, policies refer to the bylaw requirements for managing change within the boundaries of the District. Policies use direct language such as “shall” or “should” to be interpreted accordingly. |
| Public Realm | Spaces intended for public use, including but not limited to streets, sidewalks, laneways, parks, publicly accessible open spaces, walkways or easements. |
| Rehabilitation | The action or process of making a compatible use of a historic place. As defined under the Standards and Guidelines for the Conservation of Historic Places in Canada, rehabilitation shall be the primary treatment when i) repair or replacement of deteriorated features is necessary, ii) alterations or additions to the historic place are planned for a new or continued use; and, iii) depiction during a particular period in its history is not appropriate. |
| Relocation | The removal and reinstatement of a building or structure from one portion of a property to another within the same or different property. Relocation and relocate have corresponding meanings. |
| Removal | The permanent act or removing or dislocating a building, structure or heritage attribute from its site or property. Removal and Remove have corresponding meanings. |

| | |
|---|---|
| Repair | Is maintenance work that does not require a change to material or form and therefore has no negative impact on the property's integrity. |
| Restoration | Entails accurately revealing, recovering or representing the state of a historic element or heritage attribute, as it appeared at a particular period in history, while protecting heritage value. Restoration must be based on clear evidence and detailed knowledge of earlier forms and materials being recovered. Restoration and restored have corresponding meaning. |
| Setback | A horizontal distance measured at a right angle from any lot line to the nearest part of the main wall of a building or structure. |
| Stepback | The measure by which a portion of a building mass above grade level is recessed from the wall of the mass directly below. |
| Streetwall | The portion of a building immediately fronting onto a mainstreet, forming a built wall adjacent to the right of way. |
| Subordinate | Subordinate entails that the new development must not detract from the historic place or impair its heritage value. Subordination does not exclusively include size. |
| Three-dimensional integrity | A building in three dimensions, on all its sides including its roof plane. |

# 2. Ontario Heritage Toolkit 2025 Compliance Checklist

Below is a Heritage Conservation District (HCD) Compliance Checklist modeled on the 2025 Ontario Heritage Toolkit's recommendations and aligned with *Ontario Heritage Act*, Part V requirements. It's structured so municipalities, consultants, and property owners can verify that both the process and the plan content meet legislative and best practice standards.

### A. Study Phase (s. 40.1 OHA)

| Requirement | Yes/ No | Notes / Evidence |
|---|---|---|
| **Council Authorization** – By-law passed to authorize HCD study, identifying boundaries and interim protection measures. | | |
| **Interim Protection in Effect** – Council approval required for alterations/demolitions during study period. | | |
| **Heritage Research Completed** – Historical, architectural, and contextual analysis undertaken for all properties in study area. | | |
| **Evaluation Criteria Applied** – Ontario Regulation 9/06 (and/or 10/06 for provincial property) applied consistently to determine cultural heritage value. | | |
| **Mapping Prepared** – Study area boundaries and contributing/non-contributing resources clearly mapped. | | |
| **Public Consultation Held** – Minimum one public meeting; records of stakeholder input documented. | | |
| **Study Report Completed** – Includes findings, evaluation, and recommendation on whether to proceed to HCD Plan. | | |
| **Council Decision** – Resolution to proceed (or not) with HCD Plan preparation. | | |

### B. Plan Phase (s. 41–41.1 OHA)

| Requirement | Yes/ No | Notes / Evidence |
|---|---|---|
| **Plan Objectives Defined** – Statement of purpose and goals for the HCD. | | |
| **Statement of Cultural Heritage Value or Interest** – Clear description of heritage attributes at district level. | | |
| **Boundaries Confirmed** – Final HCD boundaries set and justified. | | |
| **Heritage Attributes Listed** – Physical, spatial, and associative attributes identified and mapped. | | |
| **Policies for Conservation** – Preservation, rehabilitation, and restoration policies included. | | |
| **Alteration Guidelines** – Clear criteria for assessing alterations, additions, and infill. | | |
| **New Construction Guidelines** – Scale, massing, materials, and siting guidance provided. | | |
| **Demolition & Removal Policies** – Conditions and review process outlined. | | |
| **Public Realm & Landscape Policies** – Streetscape, open space, and landscaping guidance included. | | |
| **Implementation Tools** – Heritage permit process, maintenance requirements, incentives, and enforcement measures detailed. | | |
| **Public Consultation** – At least one public meeting on draft plan; feedback documented and incorporated where appropriate. | | |
| **Council Adoption** – By-law passed designating HCD and adopting Plan. | | |

| Requirement | Yes/ No | Notes / Evidence |
|---|---|---|
| **Registration on Title** – HCD by-law registered on all affected properties. | | |
| **Notice & Appeal Process** – Notice given to property owners and Ontario Heritage Trust; appeals managed via Ontario Land Tribunal. | | |

**C. Ongoing Management (s. 42 OHA)**

| Requirement | Yes/ No | Notes / Evidence |
|---|---|---|
| **Heritage Permit Process Operational** – All alterations, new construction, and demolitions reviewed under HCD Plan. | | |
| **Monitoring & Enforcement** – Regular review of compliance; enforcement actions taken where necessary. | | |
| **Periodic Review** – HCD Plan reviewed periodically to ensure relevance and alignment with policy changes. | | |
| **Community Engagement Maintained** – Ongoing communication with property owners and stakeholders. | | |

# 3. Schedule of Properties

Please see the Schedule of Properties for the Burlington Avenue – Ontario Street HCD.

Properties noted as Contributing meet at least 2 of 9 criteria under the *Ontario Heritage Act*, while Non-Contributing properties meet less than 2. For more information on the *Act* and the criteria please consult Part 2 of the Plan and Guidelines Document.

Burlington Avenue HCD

# 1393 Elgin St.

**Non-contributing Property**

## General Information

Property Address: 1393 Elgin St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: N/A

Date of Construction: N/A

Architectural Style: N/A

Property Type: Empty lot, parking

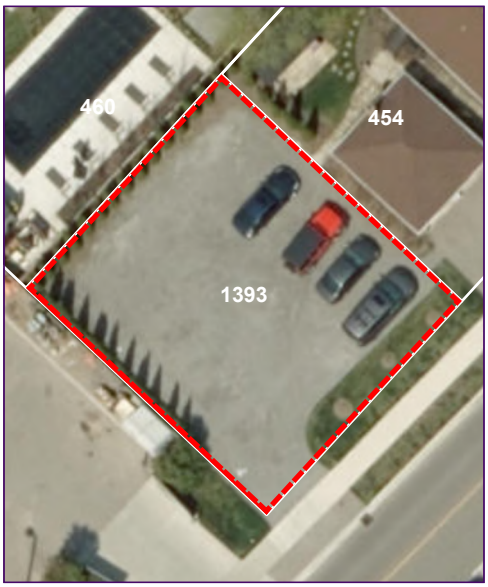
Cladding: N/A

N/A

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | N | N |

Aerial view of 1393 Elgin St.




Street view of 1393 Elgin St.

# 1401 Elgin St.

**Non-contributing Property**

## General Information

Property Address: 1401 Elgin St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: N/A

Architectural Style: Contemporary Revival

Property Type: 1.5 Storey, single-detached

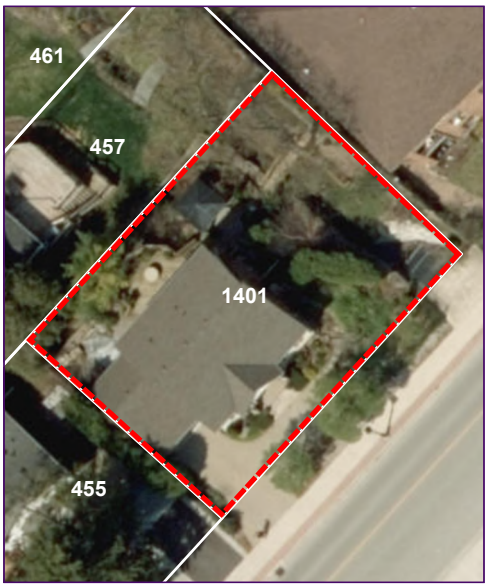
Cladding: Stucco

One-and-a-half storey symmetrical gable roof structure with centrally placed portico and pediment, and british-style half timbering detailing. Portico supported by two large brick based square columns. Symmetrical double windows with sashed transom windows.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 1401 Elgin St.




Street view of 1401 Elgin St.

Burlington Avenue HCD

# 1406 Ontario St.

**Contributing Property**

## General Information

Property Address: 1406 Ontario St.

Property Name: The Robert John Allen House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1884

Architectural Style: Stripped Edwardian Classicism, Craftsman

Property Type: 2 storey, single-detached

Cladding: Brick, cedar shingle siding

One-and-a-half storey stretcher-bond brick structure with Edwardian elements. Front gable and large dormer clad in cedar shakes. Bay window with stone lintel and decorative trim. Double-hung windows with stone sills and brick voussoirs throughout. Large veranda below extended gable supported by brick columns and arched fascias.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | Y | N | Y | Y | Y | N |

Aerial view of 1406 Ontario St.

Street view of 1406 Ontario St.

Burlington Avenue HCD

# 1410 Ontario St.

**Contributing Property**

## General Information

Property Address: 1410 Ontario St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1884

Architectural Style: Edwardian Classicism

Property Type: 2 Storey, single-detached

Cladding: Brick

"L" shape footprint, two storey brick structure with a hipped roof and bonnet eaves. Front gable with clapboard pediment above centrally located double window and shutters. Decorative brick string course. Windows adorned by stone lintels and brick voussoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | Y | N | N | Y | Y | N |

Aerial view of 1410 Ontario St.

Street view of 1410 Ontario St.

# 1414 Ontario St.

**Contributing Property**

## General Information

Property Address: 1414 Ontario St.

Property Name: The John Foster House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1910

Architectural Style: Stripped Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey brick structure with front gable with clapboard siding. Symmetrically placed upper windows with stone sills and brick voussoirs, placed above lower floor openings. Full width veranda with "Tuscan" columns and decorative cornice.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | Y | Y | Y | N |

Aerial view of 1414 Ontario St.

Street view of 1414 Ontario St.

Burlington Avenue HCD

# 1418 Ontario St.

**Contributing Property**

## General Information

Property Address: 1418 Ontario St.

Property Name: The Ephraim Burns House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Ephram Burns

Date of Construction: 1911

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey brick structure with front gable and clapboard siding. Two-storey bay windows with stone sill and brick voussoirs. Third storey arched window with simplified decorative trim. Full width veranda supported by "Tuscan" columns and carved cornice and freize.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 1418 Ontario St.

Street view of 1418 Ontario St.

Burlington Avenue HCD

# 1422 Ontario St.

**Contributing Property**

## General Information

Property Address: 1422 Ontario St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Charles Allen

Date of Construction: 1910

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey brick structure with two-storey extruded window bay. Hipped roof with front gable with decorative carved trim and cornice. Full-width veranda with pediment above entrance, supported by "Tuscan" columns, a low ballustrade and carved cornice and freize. Second storey oriel.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 1422 Ontario St.

Street view of 1422 Ontario St.

Burlington Avenue HCD

# 1426 Ontario St.

**Contributing Property**

## General Information

Property Address: 1426 Ontario St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Ephraim Burns

Date of Construction: 1908

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

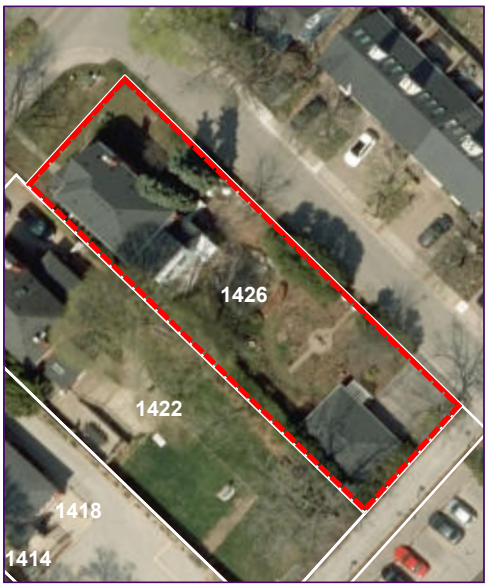
Cladding: Brick

Two-and-a-half storey brick structure with front gable with fish-scale shingles. Extruded two-storey bay with centrally placed windows with stone sills and lintels. Upper storey oriel with carved trim. Full-width veranda with pediment above entrance, supported by "Tuscan" columns and ballustrade, decorative cornice and frieze. Side oval window. windows with stone sills and brick voussoirs throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 1426 Ontario St.




Street view of 1426 Ontario St.

Burlington Avenue HCD

# 415 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 415 Burlington Ave.

Property Name: The George & Josephine Noyes House

## Heritage Designation

Property is not listed on the Municipal Heritage Register, but is designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: A.B. Coleman

Date of Construction: 1895

Architectural Style: Stripped Edwardian Classicism (modified)

Property Type: 2 storey, single-detached

Cladding: Clapboard Siding

Two-storey front gabled frame structure with horizontal clapboard siding, double-hung windows, and bay-window at front. Front porch with decorative wooden posts and brackets (likely non-original). Placement of upper windows likely non-original.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | Y | N | Y | Y | Y | N |

Aerial view of 415 Burlington Ave.

Street view of 415 Burlington Ave.

# 418 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 418 Burlington Ave.

Property Name: The John Bell House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: N/A

Property Type: Empty lot,

Cladding: N/A

The property is the former site of the John Bell House, designed by George Blair and built in 1885. The building was demolished between 2019-2020 after years of neglect.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | Y | Y | Y | N |

Aerial view of 418 Burlington Ave.

Street view of 418 Burlington Ave.

Burlington Avenue HCD

# 419 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 419 Burlington Ave.

Property Name: The Bunton-Knife-Flock House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1860

Architectural Style: Stripped Edwardian with Craftsman elements

Property Type: 2 storey, single-detached

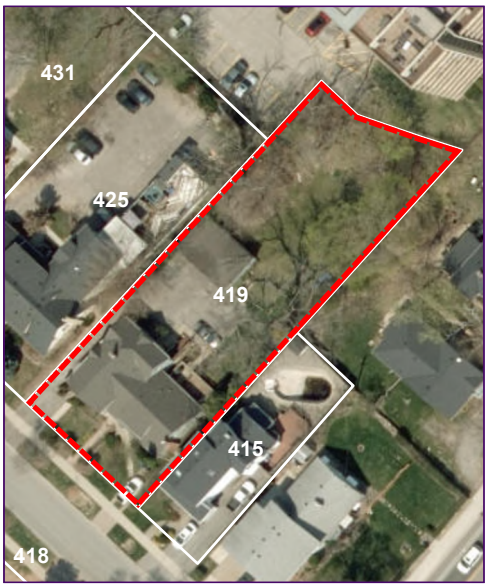
Cladding: Clapboard, stone

Oldest house on Burlington Avenue.
Two-storey front-gabled frame structure clad with horizontal clapboard, double hung windows and centrally placed door. The house appears to have been noticeably modified over time. The house was built for George Knife, a painter and wood grainer.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | Y | Y | N | Y | Y | N |

Aerial view of 419 Burlington Ave.




Street view of 419 Burlington Ave.

Burlington Avenue HCD

# 422 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 422 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1920

Architectural Style: Craftsman

Property Type: 1.5 storey, single-detached

Cladding: Stucco

One-and-a-half storey craftsman bungalow characterized by a full width verandah with tuscan columns. Asymmetrical façade with doorway to one side of a set of four six-over-one windows and bay window centrally placed at first storey.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | N | N | N | N | N | Y | Y | N |

Aerial view of 422 Burlington Ave.

Street view of 422 Burlington Ave.

# 425 Burlington Ave.

**Non-contributing Property**

## General Information

Property Address: 425 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1940

Architectural Style: Stripped Craftsman

Property Type: 2 storey, single-detached

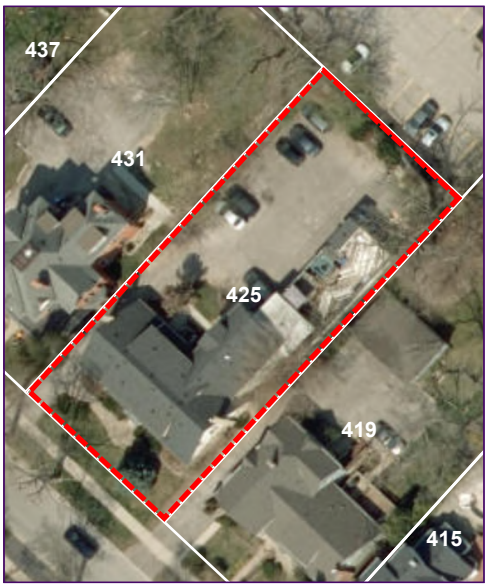
Cladding: Stucco

Two-storey side-gable, front dormer with three asymmetrical windows. Centrally-placed front door with sidelights, entrance portico plain cornice and fluted square columns. Appears to have been heavily modified over time.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | Y | N |

Aerial view of 425 Burlington Ave.




Street view of 425 Burlington Ave.

# 426 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 426 Burlington Ave.

Property Name: The William Emory House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1922

Architectural Style: Craftsman

Property Type: 1.5 storey, single-detached

Cladding: Clapboard

One-and-a-half storey, front gable, craftsman bungalow with front veranda with solid posts and tapered square columns.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | N | N | N | N | N | Y | Y | N |

Aerial view of 426 Burlington Ave.

Street view of 426 Burlington Ave.

# 431 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 431 Burlington Ave.

Property Name: The William Graham-Margaret Rutherford House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1887

Architectural Style: Queen Anne Revival

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Three original standing gas lamps. Two-and-a-half storey brick structure in Queen Anne Revival
style with wrap-around veranda. Bonnet-hipped roof with dormers and widow's walk. Decorative iron ballustrate at widows walk and veranda. Decorative wooden cornice and brackets. The house was built for William Graham, manager of the Merchant's Bank.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 431 Burlington Ave.

Street view of 431 Burlington Ave.

# 432 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 432 Burlington Ave.

Property Name: Langhome House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: Georgian

Property Type: 2 Storey, single-detached

Cladding: Stucco

Two-storey hipped roof symmetrical structure with 4 sets of windows with arched lintels and extruded sills, a recessed central bay with a centrally placed arched window. Extended portico with double-door and transom. Simplified cornice with decorative brackets placed at corners.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | Y | Y | Y | N |

Aerial view of 432 Burlington Ave.

Street view of 432 Burlington Ave.

# 436 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 436 Burlington Ave.

Property Name: The Toronto & Niagara Power Company Office & House

## Heritage Designation

Property is not listed on the Municipal Heritage Register, but is designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1914

Architectural Style: Craftsman

Property Type: 1.5 Storey, single-detached

Cladding: Brick, fish-scale shingles

One-and-a-half storey side-gabled roof with bonnet slope above the full-width porch with tuscan columns. Second storey front-dormer with two double-hung windows with wooden fish-scale shingles and simplified trim. Front facade has two grouped windows at both sides of the centrally-placed entrance.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | Y | Y | N | Y | Y | N |

Aerial view of 436 Burlington Ave.

Street view of 436 Burlington Ave.

# 437 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 437 Burlington Ave.

Property Name: Thomas Colling-Susan & Percy Dawson House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: Victorian

Property Type: 2 storey, single-detached

Cladding: Brick

Two-and-a-half storey Victorian style with Italianate influence masonry dwelling. Red brick with buff brick accents around the window arches. Full arched windows at second storey with segmental arched windows at the ground-storey. Also features carved Victorian style trim in the main gable and decorative brackets. Inclosed front vestibule with window panes, and decorative cornice.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 437 Burlington Ave.

Street view of 437 Burlington Ave.

# 440 Locust St.

**Non-contributing Property**

## General Information

Property Address: 440 Locust St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: N/A

Date of Construction: N/A

Architectural Style: N/A

Property Type: Empty lot, parking

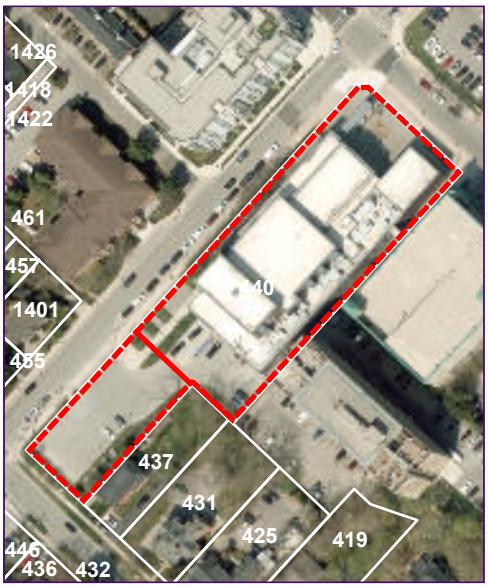
Cladding: N/A

N/A

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | N | N |

Aerial view of 440 Locust St.




Street view of 440 Locust St.

# 446 Burlington Ave.

**Non-contributing Property**

## General Information

Property Address: 446 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: N/A

Date of Construction: N/A

Architectural Style: N/A

Property Type: Empty lot, parking

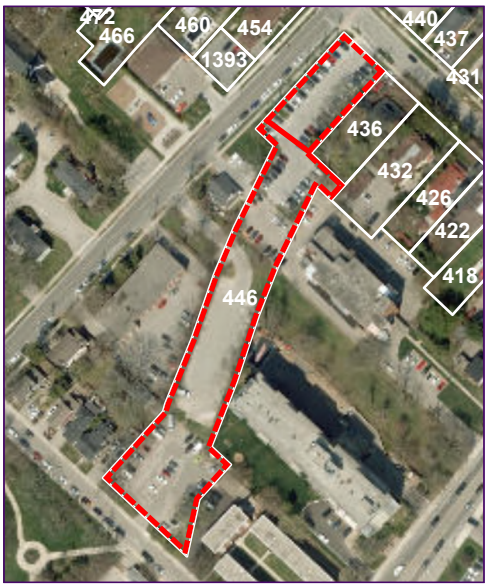
Cladding: N/A

N/A

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | N | N |

Aerial view of 446 Burlington Ave.




Street view of 446 Burlington Ave.

# 454 Burlington Ave.

**Non-contributing Property**

## General Information

Property Address: 454 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Clarence E. Hewitt

Date of Construction: 1942

Architectural Style: Suburban

Property Type: 1 Storey, single-detached

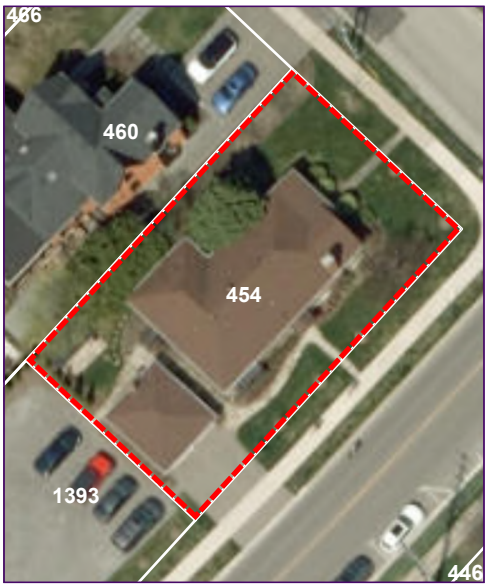
Cladding: Brick

One storey brick strcuture with a front gable with decorative trim, a set of three double-hung windows with vertical brick decorative lintel. Front veranda enclosed with double-hung windows and window paned door.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | Y | N |

Aerial view of 454 Burlington Ave.




Street view of 454 Burlington Ave.

# 455 Burlington Ave.

**Non-contributing Property**

## General Information

Property Address: 455 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: N/A

Architectural Style: Craftsman

Property Type: 1 Storey, single-detached

Cladding: Stucco

One storey stucco "L" footprint structure with a front gable with decorative brackets and centrally placed bay window. Flat roof addition likely non-original.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 455 Burlington Ave.

Street view of 455 Burlington Ave.

# 457 Burlington Ave.

**Non-contributing Property**

## General Information

Property Address: 457 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: John Williams

Date of Construction: 1993

Architectural Style: Contemporary Revival

Property Type: 2 Storey, duplex

Cladding: Brick, clapboard

Two-storey likely addition to the property at 461. Brick and capboard structure with front dormers with decorative cornices, lintels and frames. First storey has arched window symmetrically echoed by the open veranda's frieze, held by square columns with "tuscan" capitals.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | Y | N |

Aerial view of 457 Burlington Ave.

Street view of 457 Burlington Ave.

# 460 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 460 Burlington Ave.

Property Name: The Henry Foster House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1881

Architectural Style: Stripped Victorian

Property Type: 2 Storey, single-detached

Cladding: Brick

Two-storey Victorian vernacular brick "L" footprint structure with front gable and large bay window with decorative cornice. All windows decorated by brick voussoirs and corner quoining with petruding sills. The house was relocated from a property along the Halton Radial Line in the late 1890's to it's current address.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | N | Y | Y | N |

Aerial view of 460 Burlington Ave.

Street view of 460 Burlington Ave.

# 461 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 461 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Ephram Burns

Date of Construction: 1905

Architectural Style: Stripped Edwardian Classicism

Property Type: 2 Storey, duplex

Cladding: Brick

Two Storey brick structure with front gable and finial. Second floor symmetrically placed set of arched windows with decorative brick voussoirs. First storey asymmetrical bay window and decorative doorcase with transom.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 461 Burlington Ave.

Street view of 461 Burlington Ave.

# 465 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 465 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1904

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey hipped roof structure with dormer window and front gable with simplified cornice and decorative brackets. Wrap-around veranda with central pediment supported by square columns and decorated doorcase.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 465 Burlington Ave.

Street view of 465 Burlington Ave.

# 466 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 466 Burlington Ave.

Property Name: The O.T. Springer House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1908

Architectural Style: Queen Anne Revival

Property Type: 2.5 Storey, single-detached

Cladding: Brick, fish-scale shingles

Two-and-a-half storey structure in eclectic Queen Anne Revival style with brick and fish-scale wood shingle cladding. Centrally located grand-dormer at second level with carved decorative trim and pediment. Assymetrical veranda supported by a brick base and ionic short columns. Carved wooden bay-window frame at first storey, centrally-placed front door with carved doorcase and transom. Second storey double-sash window. Most windows have brick vouissoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | N | Y | Y | Y | N |

Aerial view of 466 Burlington Ave.

Street view of 466 Burlington Ave.

Burlington Avenue HCD

# 471 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 471 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1904

Architectural Style: Stripped Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick, fish-scale shingles, clapboard

Two-and-a-half storey hipped roof brick structure with front gable clad in fish-scale shingles. Assymetrically placed door and petruding porch supported by square columns, decorative freize, cornice and pediment. Window openings have stone sills and brick soldier-course lintel.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | Y | N | N | Y | Y | N |

Aerial view of 471 Burlington Ave.

Street view of 471 Burlington Ave.

# 472 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 472 Burlington Ave.

Property Name: The George Blair House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: Queen Anne Revival

Property Type: 2.5 Storey, single-detached

Cladding: Brick, fish-scale shingles

Two-and-a-half storey brick structure built by George Blair one of Burlington's most eminent builders, in Queen Anne Style categorized by asymmetrical entrance, and decorative cornice and trim with floral designs. Front and side gables with fish-scale shingles, front dormer with decorative pediment. Grand, decorated bay windows and a front veranda supported by decorative trim, posts and brackets. Carved doorcase with arched transom. Second-storey windows adorned by a painted brick arched lintel.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 472 Burlington Ave.

Street view of 472 Burlington Ave.

# 475 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 475 Burlington Ave.

Property Name: The Kitching-Vance House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1910

Architectural Style: Stripped Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick, clapboard

Two-and-a-half storey brick structure with full-width veranda with pediment, supported by tuscan columns. 3-storey front gable and side dormers with clapboard siding. Second storey windows with stone sills and brick voussoirs. Simplified carved eaves throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 475 Burlington Ave.

Street view of 475 Burlington Ave.

# 476 Burlington Ave.

**Non-contributing Property**

## General Information

Property Address: 476 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1985

Architectural Style: Contemporary Revival

Property Type: 2 Storey, duplex

Cladding: Brick

Two Storey brick structure, since converted into two dwellings. Front gable, with arched vent. Second storey equally spaced double hung windows, with brick sills. First storey bay windows with a decorative doorcase with carved flutted pilasters. Simplified carved eaves throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 476 Burlington Ave.

Street view of 476 Burlington Ave.

# 478 Burlington Ave.

**Non-contributing Property**

## General Information

Property Address: 478 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1985

Architectural Style: Contemporary Revival

Property Type: 2 storey, duplex

Cladding: Brick

Two Storey brick structure, since converted into two dwellings. Front gable, with arched vent. Second storey equally spaced double hung windows, with brick sills. First storey bay windows with a decorative doorcase with carved flutted pilasters. Simplified carved eaves throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 478 Burlington Ave.

Street view of 478 Burlington Ave.

# 479 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 479 Burlington Ave.

Property Name: The Allen-McIlwain House

## Heritage Designation

Property is not listed on the Municipal Heritage Register, but is designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1914

Architectural Style: Craftsman

Property Type: 1.5 storey, single-detached

Cladding: Brick, cedar shingle siding

One-and-a-half storey structure with side gable and central dormer clad in cedar shakes. Symmetrical double hung windows with extended veranda supported by brick columns and decorative brackets. Windows at first storey adorned by brick voussoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | N | N | N | N | N | Y | Y | N |

Aerial view of 479 Burlington Ave.

Street view of 479 Burlington Ave.

# 482 Burlington Ave.

**Contributing Property**

## General Information

Property Address: 482 Burlington Ave.

Property Name: Maplelawn: The Gordon-Smith-Hyslop House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1905

Architectural Style: Mixed Bungalow

Property Type: 1.5 Storey, single-detached

Cladding: Brick, cedar shingle siding

One-and-a-half storey brick structure with corner tourret and dormers. Hipped roof with dormers clad in cedar shakes. Centrally placed front dormer with simplified carved cornice and pediment. Central veranda supported by "Tuscan" columns and wood ballustrade and simplified carved cornice and frieze. First storey double-hung windows with stone sills and brick voussoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 482 Burlington Ave.

Street view of 482 Burlington Ave.

## OHA Reg. 9/06 Criteria

| | |
|---|---|
| 1 | The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method. |
| 2 | The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit. |
| 3 | The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement. |
| 4 | The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. |
| 5 | The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture. |
| 6 | The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. |
| 7 | The property has contextual value because it is important in defining, maintaining or supporting the character of an area. |
| 8 | The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings. |
| 9 | The property has contextual value because it is a landmark. O. Reg. 569/22, s. 1. |

# Burlington Avenue- Ontario Street Heritage Conservation District Study and Plan

# PHASE 1: HCD STUDY

B+H
an SJ company

**City of Burlington**

**November 4 2024**

TRACE architectures

TRACE architectures | tracearch.ca
201-222 Laurier Avenue East, Ottawa Ontario K1N 6P2

## Acknowledgements

The study team would like to thank the City of Burlington's Planning Team, and especially Chloe Richer, Senior Heritage Planner, for her dedication, public engagement, and assistance in the completion of this study.

The project team would also like to extend a thank you to the members of the Burlington Heritage Advisory Committee (HBAC) for their time, contribution, and feedback.

**The Project Team would like to especially acknowledge the community of Burlington, property owners, and the public for their interest, participation, and contributions to this study.**

## Images and Charts

Images and charts in this report are credited to the Consultant team unless otherwise noted. Full sized charts and maps are available in the appendix, if required.

# Contents


**1 Introduction ..... 6**

1.1 Introduction & Background ..... 6
1.2 Scope of the HCD Study ..... 7
1.2.1 HCD Designation Process ..... 7
1.2.2 Scope of the HCD Study ..... 9
1.3 What is a Heritage Conservation District? ..... 11
1.4 The Benefits of a Heritage Conservation District ..... 12
1.5 The Study area Boundary ..... 14

**2 History and Evolution of the Study Area ..... 19**

2.1 Introduction ..... 19
2.2 The study area ..... 19

**3 Policy Framework ..... 33**

3.1 Legislation, Official Plan Policies, By-laws ..... 33
3.1.1 Provincial Planning Statement (2024) ..... 33
3.1.2 Ontario Heritage Act (2024) ..... 36
3.1.3 Places to Grow Act (2005) ..... 41
3.1.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) ..... 42
3.1.5 Greenbelt Act (2005) ..... 43
3.1.6 Niagara Escarpment Plan (2017) ..... 44
3.1.7 City of Burlington Official Plans ..... 45
3.1.8 Halton Region Official Plan (1995) ..... 45
3.1.9 The Regional Municipality of Halton: Heritage Services 5-Year Operational Plan (2021). 48
3.1.10 City of Burlington Official Plan (1997) ..... 48
3.1.11 City of Burlington Official Plan (2020) ..... 50
3.1.12 City of Burlington Zoning By-law 2020, as amended ..... 53
3.1.13 City of Burlington HCD study area By-law No. 02-2024 (2024) ..... 56
3.1.14 City of Burlington Property Standards By-law No. 28-2009 (2009) ..... 56

3.2 Master Plans, Community Improvement Plans, and Strategic Plans ..... 58
3.2.1 Vision 2040: Burlington's Strategic Plan (2015-2040) ..... 58
3.2.2 Burlington's Plan 2022-2026: From Vision to Focus (2023) ..... 59
3.3 Guidelines ..... 60
3.3.1 Standards & Guidelines for the Conservation of Historic Places In Canada (2011) ..... 60
3.3.2 Applicable Burlington Policies and Guidelines ..... 61
3.3.3 Downtown Urban Design Guidelines (2006) ..... 61
3.3.4 Downtown Streetscape Guidelines (2019) ..... 63
3.3.5 Keeping Place: Heritage-Based Urban Design Guidelines for Downtown Burlington (2006) 66
3.3.6 Other Guidelines ..... 67
3.4 Planning Studies ..... 68
3.4.1 Downtown Burlington Heritage Study and Engagement Program (2023) ..... 68
3.5 Current Development Applications Impacting the study area ..... 68

**4 Public Engagement ..... 69**

4.1 Introduction ..... 69
4.2 Property Owner Interviews ..... 70
4.2.1 July 17-18, 2024 ..... 70
4.3 Burlington Heritage Week Engagement Activity ..... 71
4.4 Burlington Avenue Harvest Pop-Up ..... 72
4.5 Burlington Food for Feedback Event: ..... 75

**5 Heritage Character Analysis ..... 78**

5.1 Streetscape & Landscapes (of study area) ..... 78
5.1.1 Streetscape ..... 78
5.1.2 Landscape ..... 83
5.2 Periods of Development ..... 87
5.3 Architectural Styles ..... 88
5.3.1 Georgian (1714-1830) ..... 88
5.3.2 Victorian (1840-1900) ..... 89
5.3.3 Vernacular Homestead (1850-1920) ..... 90

5.3.4 Queen Anne Revival (1870-1910) ..... 91
5.3.5 Edwardian (1900-1920) ..... 92
5.3.6 Craftsman (1900-1950) ..... 93
5.4 Materials ..... 94
5.5 Builders ..... 96

**6 Evaluation, Boundary, and Statement of Significance ..... 100**

6.1 Evaluation of Significance and Determination of Cultural Heritage Value ..... 100
6.2 Property Inventory ..... 102
6.3 Field Survey & Evaluation ..... 104
6.3.1 Evaluation Results ..... 104
6.4 Recommended Heritage Conservation District Boundary and Analysis ..... 106
6.4.1 Determining the Boundary ..... 106
6.4.2 Recommended Boundary ..... 107
6.4.3 Rationale and Recommendations ..... 108
6.4.4 Draft Statement of Cultural Heritage Value ..... 111

**7 Implementation ..... 113**

7.1 Draft Statement of HCD Plan Goals and Objectives ..... 114
7.2 Proposed Content of the HCD Plan and Guidelines ..... 116
7.3 Additional Recommendations ..... 117

**8 Appendices ..... 118**

# 1 Introduction

## 1.1 Introduction & Background

Urban sprawl and intensification have been advancing at increasing rates across Canada, particularly in Ontario. Urbanization, along with unchecked development, present a challenge that frequently poses a threat to the integrity of the heritage character of cities, towns, and villages, and often overlooks the delicate balance between growth and conservation. Architectural landmarks, historic streetscapes, and rich landscapes are vulnerable to expansion and are at risk of erasure of both built and natural heritage. The conservation of these areas is not rooted in the desire to "halt" progress or development, rather, it is about establishing a framework to guide development in a way that integrates well with existing heritage resources, as well as with historic context. Formally recognizing and protecting these heritage assets is an important and powerful tool for maintaining and safeguarding the unique essence of our collective past, while also ensuring future enrichment of our communities.

The City of Burlington retained the TRACE and B+H Team to complete a heritage conservation district (HCD) study for two blocks of Burlington Avenue, from Lakeshore Road to Ontario Street. The study and plan will build on the detailed research completed during the recent "Downtown Heritage Study and Engagement Program", which evaluated a section of Burlington Avenue and five other areas in downtown Burlington to see if they qualified as "cultural heritage landscapes" (CHL) under the Burlington Official Plan, 1997 (the "OP, 1997") and the Provincial Policy Statement, 2020. The yearlong Downtown Heritage Study and Engagement Program evaluated six areas to determine if they met the definition of a "cultural heritage landscape" as well as eight individual properties for potential heritage designation under Part IV of the OHA. After detailed research, site visits, public consultations, and spatial analysis were completed, five of the six areas were determined not to be cultural heritage landscapes. The Burlington Avenue and Lakeshore Road grouping, which consisted of the block of properties from Lakeshore Road to Elgin Street, was determined to meet the definition of a CHL.

While researching the area, heritage consultants ASI found that the section of Burlington Avenue between Elgin and Ontario Streets, as well as some properties on Ontario Street, had the same historical attributes as the block immediately south, and has recommended that both blocks be studied further for their potential as a heritage conservation district. This Burlington Avenue-Ontario Street HCD Study will assess a study area comprising of 33 properties, to evaluate it for potential heritage designation under Part V, Section 41 of the Ontario Heritage Act and determine if the area qualifies as an HCD.

# 1.2 Scope of the HCD Study

## 1.2.1 HCD Designation Process

### HCD Study

An HCD study marks the initial step in determining the cultural and historical significance within a community, neighbourhood, or district in Ontario. This phase focuses on the comprehensive assessment of what is important to a community in terms of heritage value. It involves detailed gathering and analysis of geographical features, historical data, and current cultural elements, aiming to understand the intrinsic heritage character that defines the area. This information is then analyzed holistically to gain an overall sense of the uniqueness the community possesses. By collecting this information, the study seeks to understand not only what exists, but also why it matters to the community.

This process is guided by a study area, which is sometimes determined at the onset of the HCD Study. In this case, the study area was pre-determined by the City of Burlington, upon completion of the Downtown Heritage Study and Engagement Program, in 2022. The Downtown Heritage Study and Engagement Program determined the present study area as a Cultural Heritage Landscape (CHL). The HCD Study involves the development of a database to store a detailed property inventory, policy, and historical research (including archival documents), preparation of maps, as well as photos (historic, satellite, and from site visits), plans, and other documentation. Once a Heritage Conservation District Study is commenced, Section 40.1 of the OHA enables municipal councils to enact a bylaw designating an area as a heritage conservation study area for a period of up to one year. Interim measures could prohibit or set limitations on alterations to property within the study area, the erection, demolition, or removal of buildings or structures within the study area.

Once this information is gathered, and public consultation takes place, the Consultant Team proceeds to take the wide range of community input to analyze and determine the recommended boundaries of the given area, and whether the given area warrants consideration for Heritage Designation under the *Ontario Heritage Act*. This includes assessing the eligibility of the proposed area, based on the new requirements of *O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest* (updated as of 1 January 2023 via Bill 23).

### HCD Plan & Guidelines

If, based on the results of the HCD Study, Council, with input from the community and stakeholders, determines that the area should be formally considered for designation, the next step in the process is the development of an HCD Plan & Guidelines. This phase involves

even more detailed research in order to obtain a more in-depth and precise understanding of the historic place within a given boundary. This is also the point in the process where the values identified in the HCD Study are transformed into a structured set of guidelines and requirements designed to protect and manage these values effectively. The HCD Plan articulates specific policies and practical measures for overseeing changes and developments within the district, ensuring they align with the heritage attributes identified.

The Burlington Official Plan (OP, 1997) specifies that cultural heritage landscapes will be conserved through designation as Heritage Conservation Districts and follow the same process that a district would follow. Part V of the OHA gives Council the ability to protect the heritage character of a defined geographical area by designating the area as a Heritage Conservation District (HCD). HCD designation allows a municipality to manage and guide change by adopting a District Plan with policies and guidelines for conservation, protection, and enhancement of the area's special character. A District Plan may go beyond protecting individual properties to also protect streets, landscapes, and important vistas or views. There are currently no HCDs in Burlington.

An HCD Plan is created to address practical concerns relating to the implementation and enforcement of the HCD and is developed within the context of existing planning documentation, such as Official Plans, Community Improvement Plans, Urban Design Guidelines, as well as the *Ontario Heritage Act*.

The companion set of HCD Guidelines is developed by the heritage consultants to design and curate a set of practical guidelines for managing change within the HCD boundary, including changes to streetscapes, open spaces, development, and renovations to publicly visible building façades. The guidelines are designed to be flexible to allow for practical application, but also specific enough that they can be easily incorporated into municipal planning policy and zoning By-laws for the community, in a way that is useful and effective.

The HCD Plan not only outlines the physical management of changes, but also serves as a policy tool that integrates heritage conservation into the local planning and regulatory framework. By doing so, it facilitates a sustainable approach to heritage conservation that respects and reinforces the community's historical identity and cultural significance.

## HCD Designation

Following completion and review of the HCD Plan & Guidelines, the municipality designates the district by passing a By-law. Provided there are no objections submitted during the appeal timeframe, the By-law is registered on property titles. The designation By-law is also submitted to the Ontario Heritage Trust for their database.

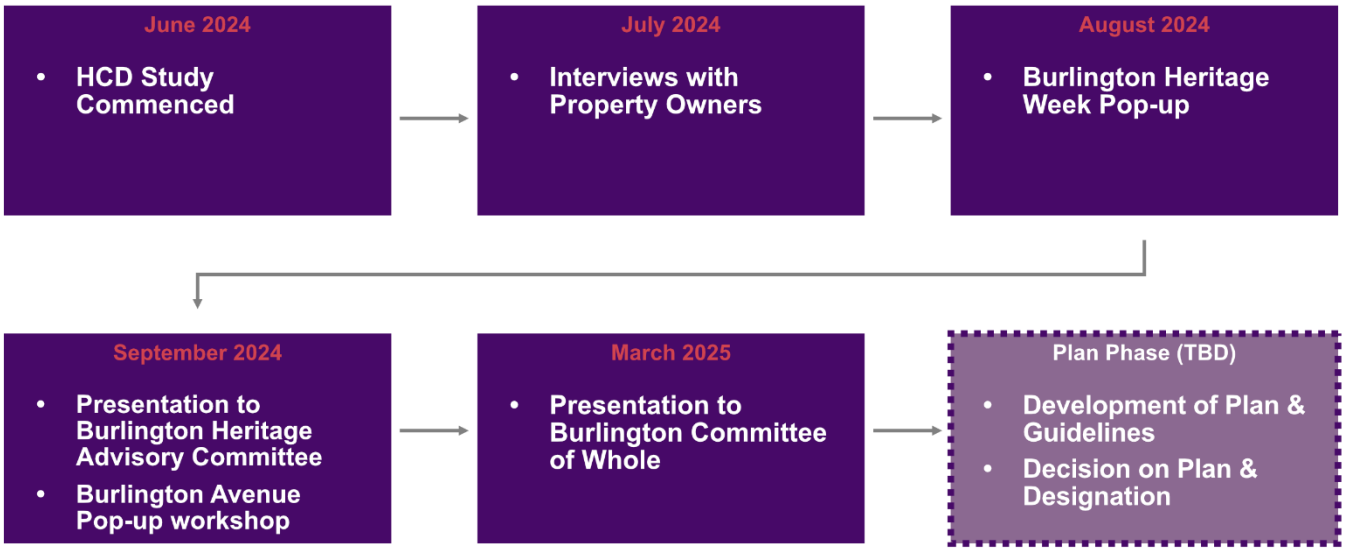



**Figure 1** Graphic showing timeline of HCD process, from the Study Phase to Plan & Guidelines to Designation.

## 1.2.2 Scope of the HCD Study

This HCD Study is the first document in the HCD process. It analyzes whether the entirety, or a portion, of the defined study area under review warrants proceeding to the subsequent HCD Plan & Guidelines phase.

The scope of this Study is as follows:

### Historic and Physical Overview

- Mapping & imagery;
- Research & reporting - origins, periods, themes of development; and
- History & analysis of built form, streetscape, open space, and natural areas.

### Statement of Heritage Character and Significance

- Description and reasons for potential designation;
- Mapping of evaluation results and recommendations; and
- Development of proposed boundaries within the defined study area.

### Property Survey, Inventory, and Evaluations

- Documentation of all individual properties within the study area;
- Documentation of all public spaces, landscapes, and natural features; and
- Development of a database to store and organize documentation.

## Public Engagement

- Overall coordination and dissemination of info to community;
- Facilitation and management of community feedback;
- Stakeholder and Public meetings and consultations; and
- Presentation to Council to conclude HCD Study.

## Administration and Coordination

- Meetings and coordination with City Council;
- Document review; and
- Preparation of presentations, reports, and database.

## 1.3 What is a Heritage Conservation District?

The *Ontario Heritage Act* (Subsection 41. (1)) enables municipalities to designate Heritage Conservation Districts (HCDs). A Heritage Conservation District is an area which contains a concentration of heritage resources, with special character and/or historical association that distinguishes the area from its surroundings. The designation of an HCD affords the municipality the ability to enforce the protection of the character of an area by designating character-defining elements, as well as the public realm, under Part V of the *Ontario Heritage Act*. The municipality can then guide future changes and development within a carefully designed framework document called the HCD Plan & Guidelines. This protection is not meant to hinder or prevent change, but rather to manage change in ways that are positive for the district and for the wider community. Many people now consider an HCD to be one of the most effective tools, not only for historic conservation, but also for effective and sound urban design, planning, and development.

For additional details about the designation process specific to the Burlington Avenue-Ontario Street HCD please refer to:

https://www.getinvolvedburlington.ca/heritagehcd

For more detailed information related to HCDs, please refer to the *Ontario Heritage Toolkit: Heritage Conservation Districts* which is available for download from the Ministry of Tourism, Culture and Sport:

https://ero.ontario.ca/notice/019-2770

Please note these websites may be updated throughout the ongoing study phase.

## 1.4 The Benefits of a Heritage Conservation District

Establishing an HCD in Ontario offers several benefits, both tangible and intangible, that contribute to preserving the cultural, historical, and architectural significance of a particular area. HCDs can help safeguard the unique character and identity of a community, by conserving historically significant buildings, landscapes, and streetscapes. Furthermore, an HCD Plan is a change management tool, assisting a place with planning tools that regulate alterations, demolitions, and new construction, within the district. These measures help ensure that any changes are sensitive to the area's heritage values and maintain its overall character that has been established through the extensive HCD Study process.

Currently there are over 140 HCDs already in existence in Ontario, with the earliest designations dating back to 1980. The City of Burlington does not yet have an established HCD, however, some nearby HCD's in the region include the Downtown Oakville, Old Oakville, Trafalgar Road, and First and Second Street HCD's in the Town of Oakville, and Port Credit and Meadowvale Village in the City of Mississauga.

While more Heritage Conservation Districts (HCDs) are being planned and proposed every year in Ontario due to their success, there is also a movement toward pursuing HCD designations because of Bill 23 and now Bill 200. On November 28, 2022, Bill 23, the *More Homes Built Faster Act, 2022*, received royal assent and introduced significant changes to the *Ontario Heritage Act*, which took effect on January 1, 2023.

One of the most impactful changes brought by Bill 23 was the introduction of a two-year time limitation for municipalities to issue a notice of intention to designate properties listed on their heritage registers. If a property listed on or after January 1, 2023, was not designated by January 1, 2025, it would have to be removed from the register and could not be re-listed for five years.

However, with the passage of Bill 200, the *Homeowner Protection Act, 2024* on June 6, 2024, the deadline for municipalities to act has been extended by two years. Now, municipalities have until January 1, 2027, to designate properties that were listed on the register as of January 1, 2023. This extension provides additional time for municipalities to complete their evaluations and designations, thus helping to safeguard heritage properties from removal and the subsequent five-year re-listing prohibition.

Despite new HCDs coming into force every year, it is also important to recognize the residual resistance to HCDs in some instances. Typically, concerns are centered around issues pertaining to a perceived loss of control over one's property, impact on property values and insurance, and burdensome bureaucratic processes (The Architectural Conservancy of

Ontario, 2009). HCDs may not necessarily be the right option for all historic places. However, there are several myths about HCDs that have been disproven for years, with decades of proven track record in Ontario (University of Waterloo, 2009).

Some of the benefits of an HCD include:

- Sense of place and identity;
- Creation of a unique planning framework which protects and upholds the heritage values of the place;
- Supports sustainable, resilient communities;
- Provides stability and/or increased property values;
- Potential financial incentives for property owners;
- Bolsters community pride; and
- Tourism and economic development.

## 1.5 The Study area Boundary

The goal of the Study is to assess the heritage characteristics of the study area and determine if the area, or any parts thereof, merit designation as a Heritage Conservation District(s), pursuant to the Ontario Heritage O. Reg. 9/06 (as amended by O. Reg. 569/22).

The initial study area boundaries are outlined on the map found below and contain 33 properties. The study area is characterized by a concentration of nineteenth and early twentieth-century structures. The Province's Bill 23 amended the Ontario Heritage Act, and the impact will affect any non-designated property. The City has until January 2027 to designate significant non-designated heritage properties.

Bill 23, the More Homes Built Faster Act, was passed in 2022 with the intention of helping encourage the construction of 1.5 million new homes in Ontario by 2031. Burlington is taking this opportunity to permanently protect significant built heritage properties and significant cultural heritage areas. Any property that is removed from the City's heritage list may be reassessed in 2032.

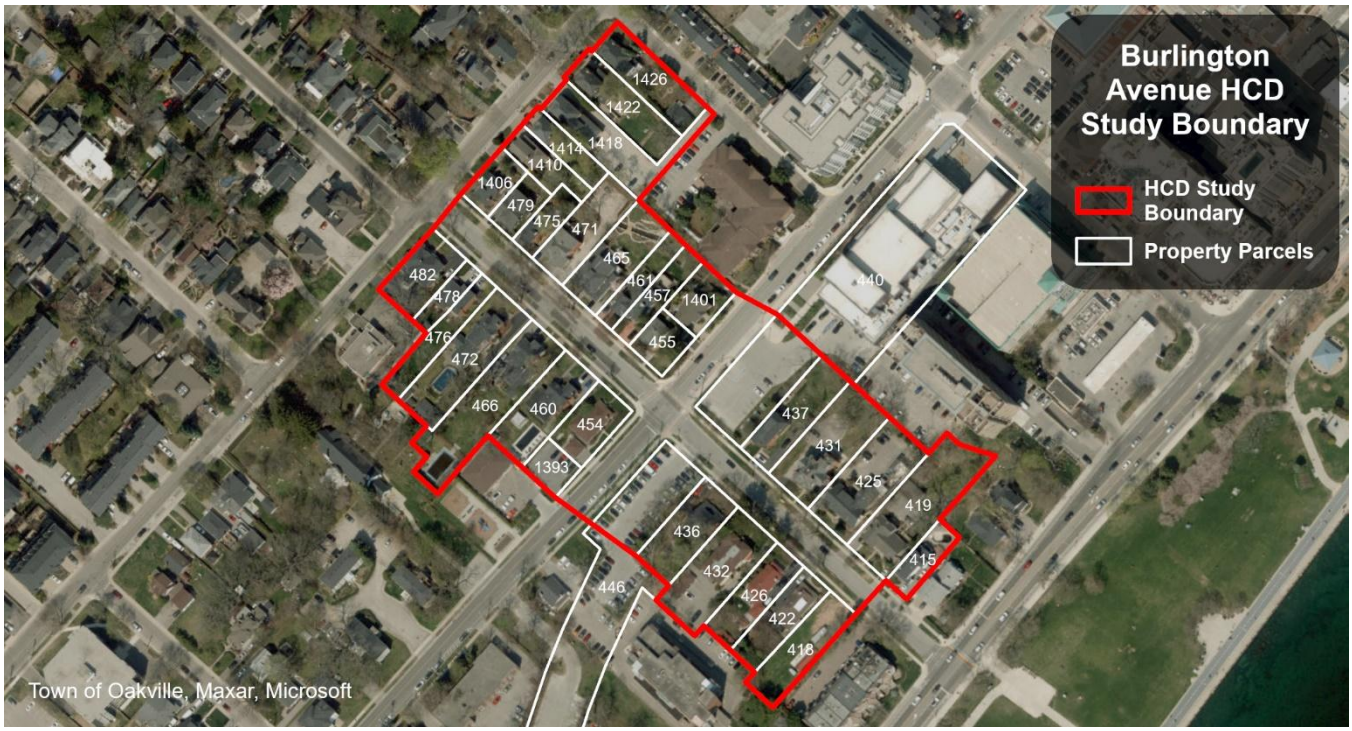



**Figure 2** Burlington Avenue-Ontario Street Heritage Conservation District study area (City of Burlington).

## City of Burlington

The City of Burlington is part of the Halton Region of Southern Ontario, located along the northwestern shores of Lake Ontario. It lies between the cities of Hamilton to the south and Oakville to the east, with convenient access to major highways, including the QEW and Hwy 403. Burlington is known for its scenic waterfront, featuring Spencer Smith Park and the Brant Street Pier, which are key attractions that contribute to the city's character. Historically, Burlington developed as an agricultural hub, with significant growth occurring in the 20th century as it transitioned into a suburban community. Today, Burlington offers a mix of residential neighbourhoods, thriving commercial districts, and preserved natural heritage areas, including parts of the Niagara Escarpment. These elements together help define Burlington's unique heritage character.

**Figure 3** Satellite view showing extents of the City of Burlington.

**Figure 4** Central/Downtown Burlington Neighbourhood.

## Halton Region

The Halton Region is located in Southern Ontario and includes the City of Burlington, the Town of Oakville, the Town of Milton, and the Town of Halton Hills. The region spans approximately 967 square kilometres, and as of the 2021 Census, had a population of just under 600,000. Halton is known for its vibrant communities, rich in history and cultural diversity. The area has a mix of urban centres and rural landscapes, with notable conservation areas like the Niagara Escarpment, a UNESCO World Biosphere Reserve. Halton's landscape is characterized by picturesque farmlands, parks, and waterfronts along Lake Ontario, making it a region of both natural beauty and significant historical interest.

**Figure 5** Satellite view showing extents of Halton Region.

## Halton, Hamilton, the Greater Toronto Area

The Halton and Hamilton regions are experiencing significant pressures due to the ongoing expansion of the Greater Toronto Area (GTA). As the GTA continues to grow, both regions are facing increased demands for housing, infrastructure, and services, which are reshaping their landscapes and communities. The push for urban expansion into these areas is further driven by the need to accommodate a rapidly growing population, as more people seek affordable housing options outside the Toronto core. This urban sprawl is putting pressure on local governments to balance development with the preservation of agricultural lands, natural heritage areas, and existing communities.

In Halton, which includes the municipalities of Burlington, Oakville, Milton, and Halton Hills, the challenge is particularly acute. The region has a strong tradition of agricultural production, especially in areas like the Niagara Escarpment, which is also a protected natural area. Balancing growth with environmental conservation and maintaining the character of existing communities is a complex task.

Similarly, Hamilton, traditionally an industrial city with a rich history, is undergoing a transformation as it becomes increasingly integrated into the GTA. The influx of new residents is driving gentrification in some areas, while other parts of the city face challenges related to aging infrastructure and the need for economic diversification.

Both regions are ultimately at a crossroads and need to manage growth in a way that supports sustainable development, while at the same time preserving the unique characteristics that define them.

Burlington in particular is feeling the impact of this expansion, especially in its central downtown neighbourhood. As a city located on the western edge of the GTA, it is experiencing significant growth pressures. The downtown area, known for its vibrant waterfront, historic charm, and walkable streets, has become a focal point for development. This has led to increasing tensions as new high-rise condominiums and mixed-use developments are proposed, raising concerns about the potential loss of the area's distinctive character and the strain on existing infrastructure.

Like the broader Halton and Hamilton regions, the challenge for Burlington's downtown is to manage this growth in a way that respects the desire to preserve its heritage resources and maintain a human scale in the built environment. Both city planners as well as residents are faced with finding a balance between accommodating new growth and ensuring that the downtown remains a vibrant, livable space that honours its historical and architectural legacy. The pressures of urbanization are testing Burlington's ability to evolve while retaining the qualities that make its downtown neighbourhood unique.

# 2 History and Evolution of the Study Area

## 2.1 Introduction

This chapter presents key periods and themes identified as significant in the study area's development and growth, as part of overall history of the City of Burlington. This historical analysis is intended to provide context around the physical, cultural, and economic aspects of the study area, as well as the broader City of Burlington.

## 2.2 The study area

### Pre-Contact and Indigenous History

The modern-day location of Burlington was an important circulation route for Indigenous Peoples, connecting the Humber River to Niagara Falls (Irvin Heritage, Stage 1&2 Archaeological Assessment). Throughout history, the Burlington area has been home to different Indigenous groups, namely the Neutral, Haudenosaunee, and Anishinaabeg, including the Mississauga.

The Neutral lived along the western end of Lake Ontario until the Iroquois Wars of the middle and late 17th century. During these wars, fought in part over control of the fur trade, the Haudenosaunee depopulated and dispersed the Neutral. In the early 1700s, the Anishinaabeg, including the Mississauga, began migrating to southwestern Ontario. They settled along the shores of Lake Ontario. Iroquoian speakers were mostly organized into large tribal clusters around the western end of Lake Ontario. The southern region of Lake Ontario consisted of another series of Iroquoian peoples including the Five Nations Confederacy: the Seneca, Cayuga, Onondaga, Oneida, and Mohawk (Ferris, Neal, and Michael W. Spence, 1995).

Burlington's land is divided between four treaties. What is now Aldershot, a community in Burlington's southwest corner, was included in the Between the Lakes Treaty No. 3 (1792). The Upper Canada government of John Graves Simcoe made this treaty with the Mississauga. They did so in order to settle Loyalists from the American Revolutionary War, including members of the Six Nations. Part of the treaty land surveyed became Geneva Township (later renamed East Flamborough Township) (The Canadian Encyclopedia).

The Upper Canada government granted the land to Mohawk leader, Captain Joseph Brant also known as Thayendanega. The British granted Brant nearly 1400 hectares of land, near Burlington Bay, in 1784, in recognition of his service in the US War of Independence. Born in 1743, Brant was educated by missionaries and was well versed in Mohawk and European

culture. The legacy of Brant is complex. A staunch ally of the British, he led Iroquois and Loyalist troops against American colonists and played a significant tole in the American Revolutionary War. Treaty 8 (1797) known as the Brant Tract was purchased from the Mississauga.

The sale by Brant of lots in his block marked the beginning of the area that evolved into modern day Burlington (Heritage Burlington). Today, the territory that makes up the modern City of Burlington is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations, to peaceably share and care for the resources around the Great Lakes (Heritage Burlington).

## Wellington Square

European settlement began in the late 1700s, spurred by land grants to United Empire Loyalists who had fled the American Revolution. In the early 1800s, Port Nelson and Wellington Square were established on Lake Ontario, as ports for shipping grain to market in cities like Montreal and Chicago. Both were built on land purchased from Joseph Brant's estate, near present day Brant Street.

**Figure 6** Study area with Tremaine Map of Nelson Township, overlay c. 1858. Tremaine Map, Nelson Township South of Dundas Street, 1858 - Burlington Digital Archive.

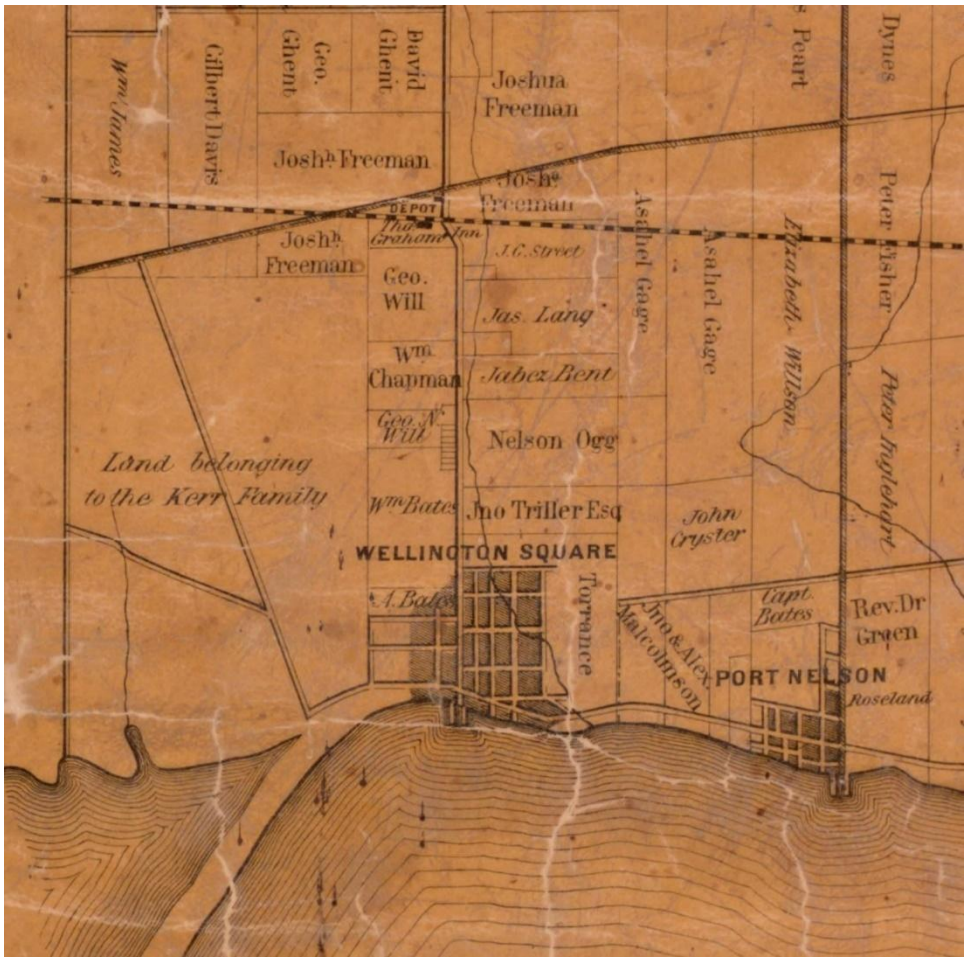



**Figure 7** Wellington Square in 1858, Tremaine's Map of Halton County, Historical Marker Database.

Wellington Square was one of the earliest settlements in the area that would eventually become part of Burlington. It was founded in the early 19th century and named after Arthur Wellesley, the Duke of Wellington, a prominent British military figure known for his victory at the Battle of Waterloo in 1815. The village of Wellington Square was strategically located along the northern shore of Lake Ontario, and it became an important stop on the road connecting Hamilton to Toronto. This road, later known as Lakeshore Road, was part of a significant transportation route in the region. The fertile farmland surrounding the village attracted settlers, and Wellington Square quickly became a small, but bustling, agricultural community (Canadian Encyclopedia).

In 1834, St. Luke's Anglican Church was constructed west of Brant Street on land donated by William and Elizabeth Kerr and Augustus Bates (Gazette Print, 1920; Loverseed, 1988). The Kerr plot is visible on the Tremaine map in Figure 7. St. Luke's Church was outside the original boundary of the village of Wellington Square.

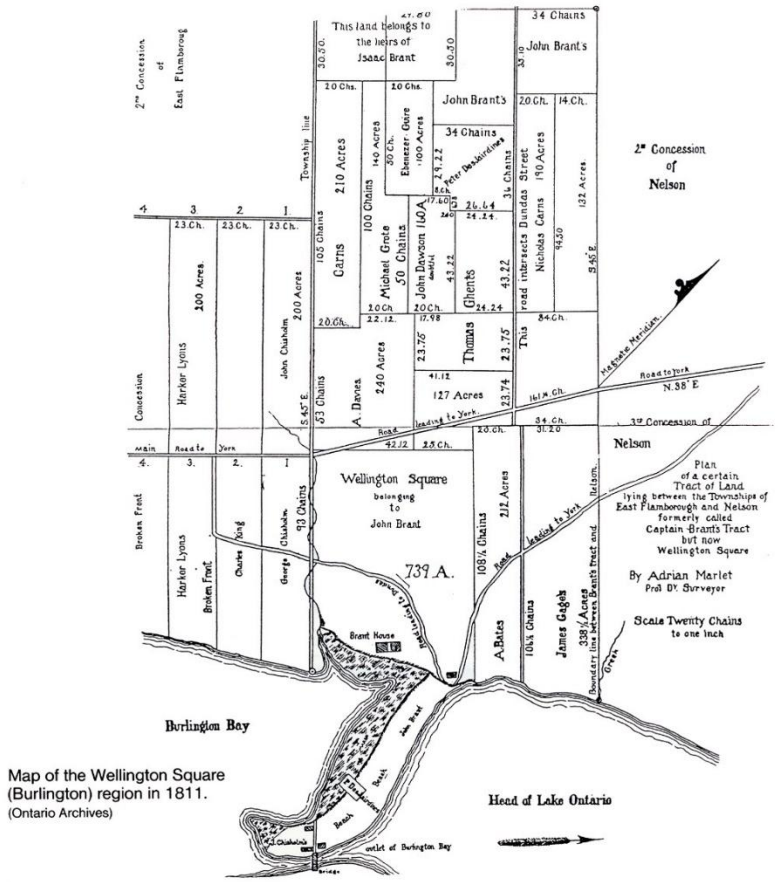



**Figure 8** Map of Wellington Square in 1811, Ontario Archives. Burlington Public Library, online resources.

By the 1850s, the village had grown sufficiently and required a more formal shipping infrastructure to transport goods, particularly the fruit from the many orchards that dotted the landscape. Port Nelson developed as a small harbour, with piers and warehouses built to handle the shipping of these products via Lake Ontario.

The area's mild microclimate, paired with access to both water and rail, meant Burlington was an ideal location for the agricultural production, shipping, and receiving. Fruit farming and canning was vital to Burlington's growth and development in the late 19th century and the early 20th century, with the surrounding villages depending greatly on the agriculture industry.

Lumber was also an important industry that grew with England's demand during the height of the industrial era, coupled with the embargo on ports from countries around the Baltic Sea, cut off by the Napoleonic Wars (1799-1815). Burlington's then Port Nelson and Wellington Square Port became active hubs for many industries such as lumber, wheat, and quarried rock. By 1846 there were 17 sawmills in Nelson Township.

## Residential Development

The Burlington Avenue-Ontario Street Study comprises a section of some of the oldest streets in Burlington, dating back to when the community was known as Wellington Square. Burlington Avenue takes its name from the village Burlington, which was incorporated in 1873, combining the former Wellington Square and Port Nelson under the new name of Burlington. The name comes from the nearby Burlington Bay, named by John Graves Simcoe in 1792 for Bridlington, England (which was called Burlington until the 19th century)(Canadian Encyclopedia). It was developed under three subdivision plans: William Bunton's Survey, registered in 1881 (Plan 74), Addison Hager's Survey, registered in 1890 (Plan 90) and Wellington Park Survey, registered in 1908 (Plan 117). In 1881, the Bunton's Survey developed the residential area to the west of Brant Street, and the former Wellington Square area.

**Figure 9**: Map of Village of Burlington, 1877. Illustrated Historical Atlas of the County of Halton, Ont. Burlington Historical Society.

The 1877 Map of the Village of Burlington (Figure 9) shows much of the land west of Brant Street owned by William Bunton. Throughout the 1870s, Bunton sold off plots of his land for residential development, including what is now the study area. In 1881, Bunton's Survey (Plan 74) was registered, which subdivided the rest of Bunton's land between Ontario Street, Lakeshore Road, Locust Street, and St. Luke's Anglican Church. The residential area began to develop rapidly with many homes being constructed throughout the 1880s and 1890s.

The residential development to the west of Brant Street, generally features more consistent architectural styles than seen east of Brant Street, which evolved more informally and over a longer period than the planned west side neighbourhoods. The residences in the Bunton's Survey generally have consistent size and massing, ranging from one and-a-half to two-and-a-half storeys and the neighbourhoods reflect popular architectural styles of the late nineteenth and early twentieth century, including Edwardian Classical, Queen Anne, and Italianate styles, as well as several vernacular architectural styles. Several residences in the Bunton's Survey were constructed by local master builders, including George Blair, A.B. Coleman, and James Cushie Bent, which contributed to a high level of craftsmanship and architectural variety among residences in the original survey lands.

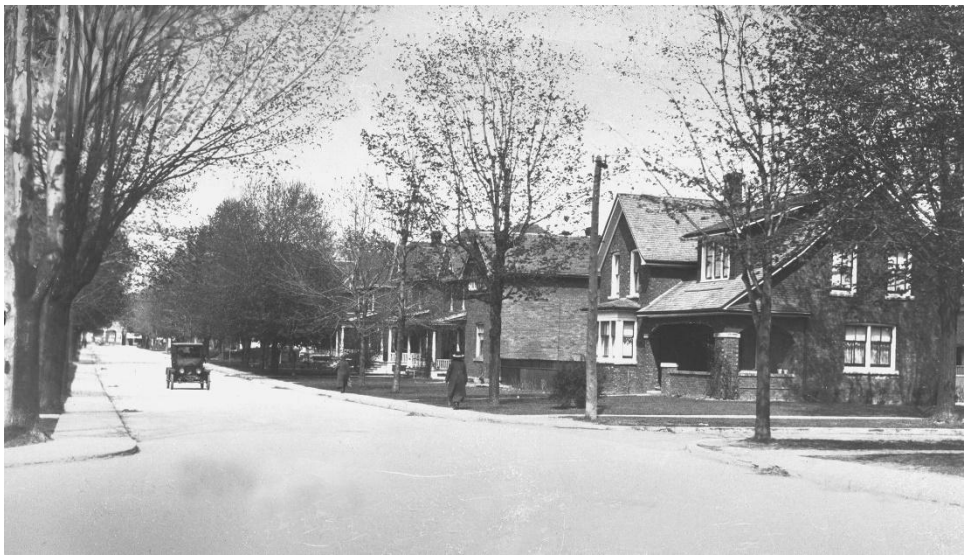


**Figure 10** Ontario Street at Burlington Avenue, looking east. Burlington Public Library, Digital Archive.

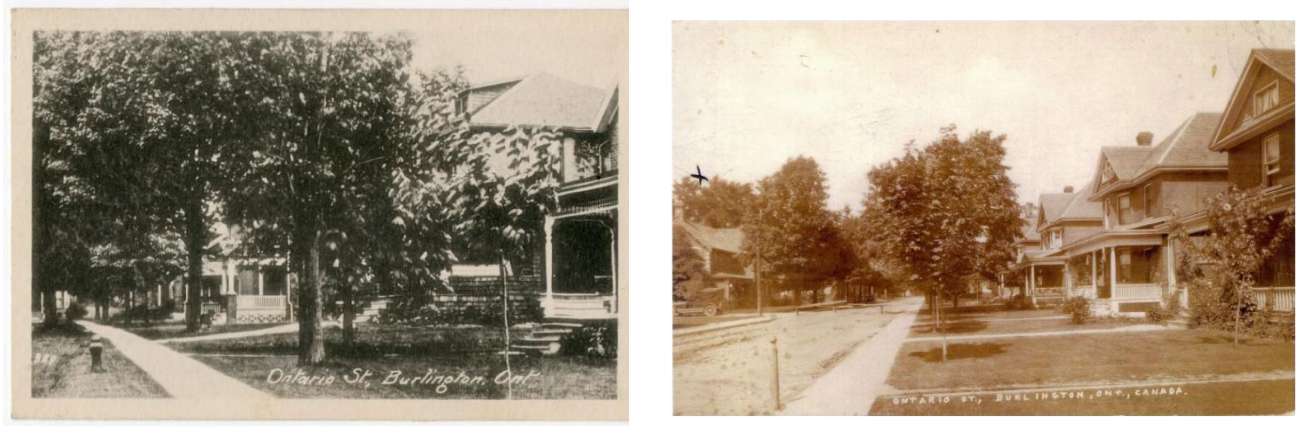



**Figure 11** Ontario Street, looking east toward Brant Street, left and right, ca.1918. Burlington Digital Archive.

The abundance of skilled workers in Burlington and neighbouring Hamilton, due to the proximity of emerging industries along Lake Ontario, impacted the residential development in the area. Labour in the area was considered stable and reliable, for both men and women, while the growth of the canning industry in Burlington, Ontario, was a vital part of the city's economic development in the late 19th and early 20th centuries.

Located in an area with fertile land and a climate well-suited for agriculture, Burlington became a hub for fruit and vegetable farming. With abundant harvests of apples, peaches, and other produce, the local canning industry emerged as a means to preserve and distribute these goods widely. Burlington's access to railway and water routes helped facilitate trade, bringing canned goods to markets across Canada and the United States. Companies like the Burlington Canning Company and Piggott & Company thrived, creating jobs and bolstering the local economy. Though the industry peaked by the mid-20th century and eventually declined due to changes in technology and market demands, its influence on Burlington's growth and agricultural heritage remains significant.

**Figure 12** Fruit on a platform in Burlington, Ontario, on 29 July 1914. By the late 1870s, the Burlington area was well-known for its fruit production. John Boyd, Library and Archives Canada/PA-061180.

Also referred to as "The Garden of Canada," Burlington relied on the rail lines and Freeman Station to transport its fruit and produce by the Canadian National Railway to surrounding areas, or by boat via the port and also overseas. Trains leaving the station were often called "The Fruit Train."

**Figure 13** Burlington Freeman Station 1906, originally constructed by the Grand Trunk Railway (GTR) to connect Toronto and Hamilton (located on present day Fairview Street). Freeman Station Rail Museum.

**Figure 14** The Aylmer Corporation c.1935. Burlington Historical Society. Burlington canning industries once operated out of waterfront area - Burlington News (burlingtontoday.com).

Burlington was a stop along the Hamilton Radioelectric Railway Company line, which, at the time, was a relatively inexpensive way to commute in the region. At approximately 25 cents a ticket, the electric rail was pollution free and ran from Elgin to Maple Ave and across to Brant Street (partially through the present day study area). It was described as the ideal “rapid” rail line, at 15mph. The radial cars ran from 1897-1929. Today, the areas once used by the lines, are now used by hydro towers. In addition to the Hamilton Radioelectric line, the Toronto Hamilton and Buffalo Railway Company also had a stop in Burlington. This passenger rail connected Toronto, Hamilton and Buffalo.

**Figure 15** The Toronto, Hamilton and Buffalo Railway (TH&B) advertisement. Toronto, Hamilton & Buffalo Railway Historical Society.

With improved transportation, Burlington became an attractive place for settlement, as residents could now commute to nearby cities, further drawing people to the town for work, or eventually for leisure. Additionally, railways spurred the development of residential areas, which attracted more families and workers, setting the foundation for Burlington's transformation from a rural town into a thriving, suburban community. The population grew steadily with these changes, ultimately paving the way for Burlington to emerge as a significant suburban hub in Ontario.

**Figure 16** Loading express car on siding Burlington Junction c.1914. Library Archives Canada, PA-061183.

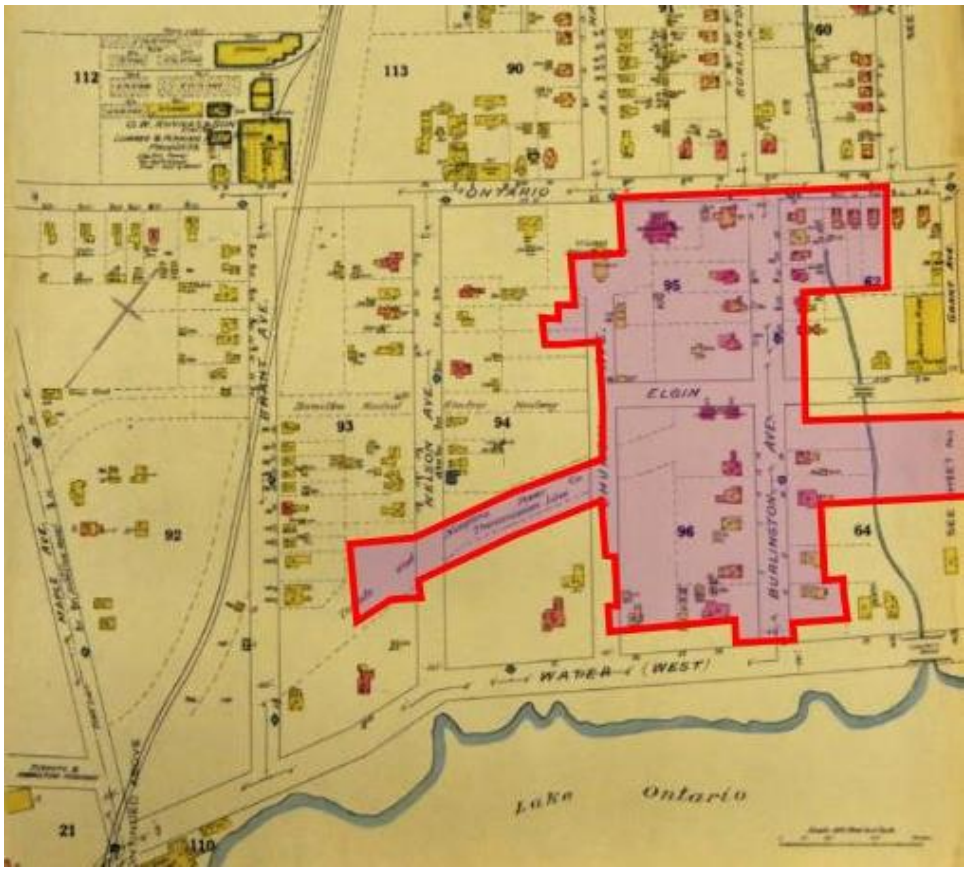



**Figure 17** Burlington Fire Plan map c.1924 indicating the different rail lines. Purple area delineates the subject study area. Burlington Historical Society.

## Leisure in Burlington

Due to its appealing location on the shores of Lake Ontario, and its connectivity to other centres, Burlington emerged as a charming vacation destination for urban dwellers, particularly those from nearby Toronto and Hamilton, drawn by its scenic beauty and lakeside location. In the late 19th and early 20th centuries, Burlington's lush natural landscapes, fruit orchards, and beaches made it an appealing escape from bustling city life. The railway's introduction further promoted Burlington as a vacation spot, allowing easy access for visitors seeking the tranquility of the countryside combined with recreational activities like boating, fishing, and swimming. As tourism grew, Burlington developed amenities such as hotels, guesthouses, and seasonal cottages to accommodate visitors.

**Figure 18** People swim in Burlington Bay on 21 July 1918. The bay, now known as Hamilton Harbour, is located between the cities of Burlington and Hamilton, Ontario. John Boyd, Library and Archives Canada/PA-071090.

**Figure 19** Burlington Lakeshore, n.d. Burlington Digital Archive.

The Brant Hotel, located on the waterfront, was a significant landmark in Burlington, Ontario, that contributed to its popularity as a vacation and entertainment destination in the mid-20th century. Opened in 1917 by John Waldie, the hotel initially attracted visitors with its picturesque lakefront location, elegant accommodations, and dining facilities. Waldie was instrumental in the incorporation of the Village of Wellington Square, and after its amalgamation with Port Nelson in 1873, he became the first Reeve of Burlington. In the 1930s, the Brant Inn gained widespread fame as a premier music and dance venue, drawing

in both locals and tourists for its live entertainment. Under the management of Gerry O'Connor, the inn hosted renowned jazz and big band artists, including legends like Duke Ellington, Louis Armstrong, and Ella Fitzgerald.

**Figure 20** Brant Hotel, ca. 1910. Marion Chatfield collection. Burlington Historical Society.

Burlington's community spaces developed substantially and were seen as an elite summer getaway. This was reinforced by the cottages built along the waterfront, in addition to resort-like getaways, and golf courses. An example of this is the Brant House Hotel, developed by A.B. Coleman, a notable Ontario architect with strong ties to Burlington. Coleman and his brothers would build over 20 residential homes in Burlington, many adjacent to the study area.

**Figure 21** Brant Inn (Western Section), Burlington Ontario, 1927. Dorothy Turcotte, Remember the Brant Inn,1990. Burlington Historical Society.

## Modern Burlington

Today, Burlington is known for its high quality of life, parks, and waterfront areas. It is consistently ranked as one of the best places to live in Canada, due to its vibrant community, safety, and proximity to both urban centres and natural areas, such as the Niagara Escarpment.

After the Second World War, the population of Burlington, Nelson Township, and the Aldershot area of East Flamborough Township grew rapidly. In 1957, the Ontario Municipal Board (now the Ontario Land Tribunal, or OLT) approved the Town of Burlington to annex Nelson and part of East Flamborough. The town's modern borders began 1 January 1958.

The mid 20th century saw Burlington's shift from agriculture to commercial industry, paired with an increase in population, as families left the big cities in search of a home in the suburbs. Farmlands were turned into new subdivisions, factories, and malls to accommodate the growth. Burlington City Hall, opened in 1964, was expanded in 1986 to include a plaza by the lake for public gather and events. The construction of the Queen Elizabeth Way and Burlington Skyway Bridge brought in people from Toronto and Hamilton, and by 1974, Burlington's population had reached 100,000, establishing it as a city on January 1, 1974.

**Figure 22** Aerial view of Burlington downtown, c. 1974. Burlington Historical Society.

**Figure 23** Aerial view of Burlington in 1978. Burlington Historical Society.

The city's identity has shifted from its agricultural roots to becoming a modern, diverse suburban city with a strong sense of community. Burlington's downtown area has also retained its historic charm, with landmarks such as the Joseph Brant Museum (named after the prominent Mohawk leader Joseph Brant), the Burlington Art Gallery, and Spencer Smith Park.

# 3 Policy Framework

## 3.1 Legislation, Official Plan Policies, By-laws

### 3.1.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024, issued on 20 August 2024, has replaced the 2020 PPS as Ontario's primary land use planning document. The primary motivator behind the 2024 update is the government's effort to cut red tape and create a more streamlined path to increasing housing construction across the province. This overarching goal is reflected in how the policies have been presented, namely, to facilitate faster development processes, particularly in areas such as settlement expansions and infrastructure development. The PPS 2024 came into effect October 20, 2024.

In terms of heritage impacts, the 2024 PPS introduces significant changes, including a stronger focus on Indigenous engagement, proactive conservation strategies, and adapting to climate change. Overall while some elements from the 2020 PPS have been removed or de-emphasized, the 2024 PPS appears to balance heritage conservation with the need for accelerated growth and development by creating a more integrated framework for managing Ontario's cultural heritage within the context of these broader goals. This framework is intended to ensure that heritage is not treated as a separate or isolated issue but instead incorporated into the overall planning process. This integration involves more proactive strategies for heritage conservation; to help ensure heritage resources are considered early in the planning process, particularly in areas that have been targeted for significant development.

The 2024 PPS focuses on several key areas that reflect the Ontario government's priorities for land use planning and development. These focus areas are designed to support growth, development, and sustainability across the province. Key principles and policy areas include:

**Housing Supply and Affordability:** The 2024 PPS prioritizes increasing housing supply and affordability by streamlining development processes and encouraging higher density in urban areas;

**Settlement Area Expansions and Intensification:** Supports expanding settlement areas and promotes intensification to accommodate growth efficiently and sustainably;

**Infrastructure Development and Modernization:** Emphasizes developing and modernizing infrastructure, including transportation and utilities, to support economic growth and connectivity;

**Economic Development and Job Creation:** Focuses on fostering economic development and job creation through the development of employment lands and strategic growth areas;

**Climate Change Adaptation and Resilience:** Integrates climate change adaptation into planning decisions to enhance community resilience and manage natural hazards;

**Heritage and Cultural Resource Management:** Includes provisions for conserving cultural heritage and archaeological resources, with a focus on Indigenous engagement and proactive strategies; and

**Sustainable Land Use and Resource Management:** Promotes sustainable land use practices to balance growth with the protection of agricultural, natural, and cultural resources.

The PPS provides a broad framework, requiring that all decisions related to land use planning "shall be consistent with" the provincial policy statement. Municipalities and decision makers must interpret and apply these policies within their local context, considering other provincial interests and policies, as well as local circumstances and priorities. The PPS is intended to balance flexibility for local decision making with provincial interests, ensuring that the growth and development across Ontario occur in ways that are sustainable, resilient, and aligned with provincial goals.

## Heritage Conservation Districts & the PPS

In addition to the focus areas noted above, the Provincial Planning Statement also provides policy guidance on the conservation of cultural heritage resources. When it comes to the designation of a Heritage Conservation District (HCD) under the *Ontario Heritage Act*, the PPS sets a broader policy framework that encourages the conservation of cultural heritage and built heritage resources as part of promoting sustainable and healthy communities.

The PPS supports the conservation of these heritage resources by:

- Encouraging the conservation, use, and management of resources in a manner that maintains their heritage, cultural, and archaeological value for present and future generations;
- Advising on integrated planning approaches that consider cultural heritage and archaeological resources as part of making decisions on land use planning; and
- Encouraging adaptive reuse of heritage buildings and structures to maintain their heritage value while accommodating new functions, which can contribute to reducing urban sprawl and promoting more efficient land use.

While the PPS provides the policy framework, the actual designation, protection, and management of heritage conservation districts are more directly governed by the *Ontario*

*Heritage Act*, which empowers municipalities to enact By-laws for the designation of these Districts. The PPS reinforces the importance of these districts within the broader context of provincial land use planning objectives, ensuring that their conservation is considered, alongside other provincial interests such as economic development, environmental protection, and the efficient use of land and infrastructure.

## 2024 vs 2020 – Key Differences

The 2024 PPS introduces several key changes compared to the 2020 version, with a stronger emphasis on Indigenous engagement, requiring early and meaningful consultation to integrate Indigenous perspectives into land use decisions involving archaeological resources, built heritage, and cultural landscapes. It also mandates the development of archaeological management plans and proactive conservation strategies, enhancing the protection of significant heritage resources. The definition of "Heritage Attributes" has been updated to align more closely with the Ontario Heritage Act, focusing on specific features that contribute to a property's cultural heritage value. Additionally, the PPS now requires that development on lands adjacent to protected heritage properties be prohibited unless the heritage attributes are conserved, reflecting a stricter stance on safeguarding cultural heritage. The 2024 PPS also facilitates easier expansion of settlement areas to accommodate growth, with a priority on developing transportation and infrastructure corridors and ensuring new developments are compatible with existing uses, particularly in areas with heritage properties.

However, the 2024 PPS has removed certain elements that were previously encouraged in the 2020 version, such as cultural plans and broader cultural planning initiatives. The removal of cultural plans, which previously played a role in conserving cultural heritage by helping communities define and express their cultural identity, could lead to a loss of community cohesion and a more fragmented approach to heritage conservation. Without these plans, there may be fewer opportunities for public engagement and consultation, potentially reducing community support for heritage initiatives. The de-emphasis on general cultural planning could result in development projects that do not integrate well with existing heritage contexts, risking a diminished cultural value of heritage areas and the potential for heritage resources to be overlooked or inadequately protected during rapid development.

Revisions to settlement area policies in the 2024 PPS, focusing more on facilitating housing development, may increase development pressure on heritage sites, particularly those near or within areas designated for expansion. The reduced emphasis on detailed reviews that consider heritage impacts could lead to less scrutiny in protecting heritage landscapes and built heritage resources, potentially resulting in more frequent and unchecked expansions that encroach upon areas of historical and cultural significance. This shift in policy may inadvertently facilitate the transformation of heritage landscapes into more urbanized settings, thereby diminishing their historical and cultural value.

### Potential Impacts

The 2024 PPS introduces a more concise definition of "Heritage Attributes," closely aligning with the Ontario Heritage Act and removing specific examples from the 2020 PPS, such as natural landforms, vegetation, and significant views. This shift could complicate active Heritage Conservation District (HCD) Studies by creating ambiguity around what constitutes a "heritage attribute," potentially leading to inconsistent interpretations and applications during the planning process. The narrower focus on built structures might also result in overlooking important non-built elements, such as landscapes or spatial relationships, that are crucial to defining the cultural heritage value of an area under consideration for HCD designation.

In the context of an ongoing HCD Study, the 2024 PPS's emphasis on streamlining development processes, housing expansions, and infrastructure projects may pose challenges. Increased development pressures and a shift away from broader cultural planning could delay or complicate the designation process for new HCDs, as municipalities may prioritize growth and economic objectives over comprehensive heritage conservation. This environment could reduce the willingness of municipalities to designate new HCDs or fully protect heritage resources, potentially resulting in the abandonment or weakening of HCD efforts in areas currently undergoing study.

## 3.1.2 Ontario Heritage Act (2024)

The *Ontario Heritage Act* (OHA) is a provincial statute that provides a framework for identifying, preserving, and protecting cultural heritage properties and archaeological sites. Enacted in 1975, the Act enables municipalities and the provincial government to designate properties of historical, architectural, archaeological, or cultural significance to ensure their conservation for future generations.

Key components of the *Ontario Heritage Act* include:

- **Designation of Heritage Properties (Part IV):** the Act allows for the designation of properties as being of cultural heritage value or interest. This can be done either individually or as part of a heritage conservation district. A designated property is subject to legal protections and restrictions to ensure its preservation;
- **Heritage Conservation Districts (Part V):** The Act enables the creation of heritage conservation districts within municipalities. These districts are areas with a concentration of heritage properties that are protected and managed through district plans to maintain their historical integrity;
- **Heritage Permits:** For individually designated heritage properties or properties within heritage conservation districts, owners must obtain consent from the local municipal

heritage committee or the municipality before making significant alterations, demolitions, or new constructions that might affect their property's heritage attributes;

- **Municipal Heritage Committees:** The Act encourages the establishment of municipal heritage committees, which advise local councils on heritage matters, including property designations, alterations to designated properties, and heritage conservation district plans;
- **Heritage Easements:** The Act allows for heritage easements, which are agreements between property owners and the Ontario Heritage Trust or municipalities to protect and preserve the heritage attributes of a property;
- **Ontario Heritage Trust:** The Act established the Ontario Heritage Trust, an agency of the provincial government with a mandate to identify, preserve, protect, and promote Ontario's built, cultural, and natural heritage; and
- **Archaeological Sites:** The act provides a framework for the conservation and protection of archaeological sites, requiring reporting and assessment of sites where archaeological resources are discovered or expected.

The *Ontario Heritage Act* represents an important tool for heritage conservation, empowering local communities and the provincial government to work together in preserving Ontario's rich historical and cultural legacy.

## Part V: Heritage Conservation Districts

A Heritage Conservation District is a specific area within a municipality that is recognized for its special character and heritage value, which is protected and managed through policies and guidelines under the *Ontario Heritage Act*. The Act allows municipalities to designate areas as heritage conservation districts to conserve and enhance the character of historic neighbourhoods, landscapes, or areas, including their built heritage, cultural heritage landscapes, and archaeological resources.

HCDs are geographically defined areas within a municipality, recognized for their distinct heritage character. They can vary greatly in size and character, from single properties to large neighborhoods, and are designated under local bylaws to conserve their heritage attributes. These districts can include a mix of residential, commercial, institutional, and natural heritage features, each contributing to the overall heritage character of the area.

## Bill 23 & Bill 200

### Context

Bill 23 and Bill 200 introduce significant amendments to the Ontario Heritage Act (OHA), fundamentally altering how municipalities manage and designate heritage properties. Bill 23, known as the More Homes Built Faster Act (2022) was introduced to address Ontario's housing supply crisis by reducing regulatory barriers, expediting approval processes, and

increasing housing construction. However, it has been highly controversial among heritage professionals and municipalities. Critics argue that Bill 23 undermines heritage conservation efforts by imposing stringent timelines for property designation and enabling easier removal of properties from heritage registers, favouring development interests over cultural heritage preservation. In contrast, Bill 200, known as the Homeowner Protection Act (2024), provides some relief by extending deadlines and offering more flexibility in managing heritage properties.

## Key Changes

### Bill 23: More Homes Built Faster Act (2022)

Bill 23 mandates that municipalities must issue a notice of intention to designate properties listed on the heritage register prior to January 1, 2023, by January 1, 2025. For properties listed after this date, municipalities have a two-year window from the listing date to issue a designation notice. Properties not designated within these timeframes will be removed from the register and cannot be relisted for five years. The bill also introduces stricter criteria for property designation under the OHA, emphasizing cultural heritage value or interest. Additionally, new criteria for designating Heritage Conservation Districts (HCDs) will be implemented, requiring comprehensive justification for their cultural heritage value. The bill grants the Minister the authority to review and revise determinations of cultural heritage value made by ministries or prescribed public bodies, and the Lieutenant Governor can exempt properties from compliance with heritage standards, if it supports provincial priorities such as transit and housing.

### Bill 200: Homeowner Protection Act (2024)

Bill 200 extends the deadline for municipalities to review legacy listed properties—those on the register as of December 31, 2022—to January 1, 2027. This extension provides municipalities with additional time to issue notices of intention to designate these properties. It also introduces rules clarifying that properties voluntarily removed from the register before June 6, 2024, are subject to a five-year prohibition on relisting. Furthermore, Bill 200 includes new regulation-making authority, allowing for future amendments to the prescribed dates, ensuring flexibility in heritage property management.

## Current Impact and Implications

For the purpose of the Heritage Conservation District (HCD) Study in Burlington, these legislative changes necessitate immediate action. The City of Burlington must review its heritage register promptly to comply with the new deadlines, particularly for properties listed before January 1, 2023. The extension to 2027 allows the city to better manage resources and conduct thorough evaluations of heritage properties within potential HCDs. This period may see an increase in properties being designated as part of HCDs under Part V of the OHA, ensuring their collective protection without the need for individual property designations.

However, the City of Burlington must carefully balance heritage conservation with new housing projects, as these legislative changes could impact development timelines and planning. The new legislation also introduces stricter criteria for designating HCDs, requiring comprehensive justification for their cultural heritage value (see next section for overview of O.Reg.9/06 Criteria). This means the city will need to provide detailed statements of cultural heritage significance for the areas under consideration for HCD status. Ultimately, Bill 23 and Bill 200 require Burlington to adopt proactive heritage management and strategic planning to preserve significant heritage properties while supporting provincial housing priorities.

## O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest

The Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06), amended by O. Reg. 569/22, part of the *Ontario Heritage Act*, sets standardized criteria for assessing cultural heritage value, which municipalities must apply when designating properties. It was introduced to bring consistency to the designation process, ensuring that properties meet a comprehensive set of heritage value criteria before being designated. This regulation, along with O. Reg. 10/06, has significantly influenced heritage conservation practices in Ontario, guiding both municipal decisions and the Ontario Land Tribunal (OLT) evaluation of heritage properties.

For an HCD to be designated under the updated regulations, at least 25% of the properties within the district or defined area must satisfy two or more of a set criterion. These criteria assess various aspects of the properties, including their design or physical value, historical or associative value, and contextual value. This means that not all properties within an HCD need to meet the heritage criteria individually. However, a significant portion (i.e. 25%) must meet these standards to collectively uphold the district's heritage value.

In order for a property to be considered as a contributor to heritage character of an area, it must meet two or more of the following criteria:

1. **Design Value or Physical Value:** Properties that are rare, unique, representative, or early examples of a style, type, expression, material, or construction method;
2. **Design Value or Physical Value for Craftsmanship:** Properties that display a high degree of craftsmanship or artistic merit;
3. **Design Value or Physical Value for Technical Achievement:** Properties that demonstrate a high degree of technical or scientific achievement;
4. **Historical Value or Associative Value for Direct Association:** Properties that have a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to a community;

5. **Historical Value or Associative Value for Potential to Yield Information:** Properties that yield, or have the potential to yield, information that contributes to an understanding of a community or culture;
6. **Historical Value or Associative Value for Work or Ideas:** Properties that demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist, who is significant to a community;
7. **Contextual Value for Character:** Properties that define, maintain, or support the character of the district;
8. **Contextual Value for Linkage:** Properties that are physically, functionally, visually, or historically linked to each other; and
9. **Contextual Value for Landmark Status:** Properties that are defined by, planned around, or are themselves, a landmark.

## Ontario Heritage Toolkit

The Ontario Heritage Toolkit is a collection of guides designed to assist municipalities, heritage professionals, and the public, in understanding and implementing the provisions of the *Ontario Heritage Act*. The Toolkit provides practical advice and detailed procedures for identifying, preserving, and managing cultural heritage resources in Ontario. It is particularly useful for those involved in heritage conservation at the local level, offering clear explanations of the legal and policy frameworks, as well as best practices. It should be noted that the Toolkit is currently being updated by the Ontario Ministry of Citizenship and Multiculturalism (MCM) and the old version will be replaced.

The toolkit is divided into several volumes, each focusing on a different aspect of heritage conservation as outlined in the *Ontario Heritage Act*. These volumes cover topics such as:

- Designating properties under Part IV (Individual Designations) and Part V (Heritage Conservation Districts) of the Act;
- Heritage property evaluation and inventory processes;
- Legal and procedural aspects of heritage conservation; and
- Conservation strategies and best practices.

### Volume on Heritage Conservation Districts

The volume dedicated to heritage conservation districts under Part V of the *Ontario Heritage Act* is an essential resource for understanding and implementing HCD's.

The volume covers:

- An overview of what Heritage Conservation Districts are, their purpose, and their importance in preserving the character and heritage of broader areas beyond individual buildings or sites;

- Detailed explanation of the legal basis for HCDs under the *Ontario Heritage Act*, including the roles and responsibilities of municipalities, property owners, and other stakeholders in the designation and management process;
- Step by step guidance on how to establish an HCD, from initial study and research, through public consultation and engagement, to the adoption of the bylaw that formally designates the area as an HCD;
- Insights into creating an effective district plan, which is a critical component of an HCD. This includes guidelines for permitted alterations, new constructions, and other interventions within the district to ensure they maintain or enhance its heritage value;
- Best practices for the ongoing management, conservation, and enhancement of heritage conservation districts, including advice on maintenance, funding, and heritage impact assessments;
- Real world examples and case studies that illustrate the successful implementation of HCD's, providing practical insights and lessons learned; and
- Additional resources, such as templates, checklists, and reference materials, to assist municipalities and stakeholders in effectively managing HCDs.

  This volume is an invaluable tool for municipalities considering the designation of HCDs, providing a comprehensive framework for the protection and management of areas with significant heritage value. It emphasizes a collaborative approach, involving community stakeholders in the preservation of their heritage, and provides a road map for balancing heritage conservation with sustainable development and change.

### 3.1.3 Places to Grow Act (2005)

#### Overview

The Places to Grow Act (2005), revised in 2024, establishes a framework for growth planning in Ontario, focusing on supporting economic prosperity, building strong communities, and promoting a healthy environment. Emphasis is placed on rational and strategic planning to make efficient use of existing infrastructure and preserve natural and agricultural resources. The Act mandates the preparation of growth plans for designated areas, involving public consultations and municipal participation. Municipalities must amend their official plans to align with these growth plans, which are reviewed every ten years.

#### Relevance to HCD Study

The Act is relevant to this HCD Study, as it incorporates measures to protect historical and culturally significant areas within its growth planning framework. The Act's policies on community design and environmental protection ensure that development respects and maintains the integrity of heritage landscapes. By including provisions for the conservation of sensitive lands, including those with historical value, the Act aligns with the objectives of Heritage Conservation Districts. This integration ensures that heritage protections are

considered alongside broader planning and environmental goals, helping to sustain the cultural and historical fabric of communities amid growth and development.

### 3.1.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Plan identifies downtown Burlington as an Urban Growth Centre, aiming to reach 200 residents and jobs per hectare by 2031. This plan was replaced by the 2024 Provincial Planning Statement. The PPS 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. Although the Greater Golden Horseshoe Growth Plan Area primarily focuses on regions beyond the Greenbelt Area (see map below), it still applies to urban growth centres like downtown Burlington. The plan encourages municipalities to collaborate with stakeholders, such as Indigenous communities, to develop policies for managing cultural heritage resources. This ensures that development respects historical and cultural contexts, which in turn helps support the development of Heritage Conservation Districts in preserving the unique character of heritage areas and maintaining the cultural and historical fabric of communities during times growth and development.

**Figure 24** Map showing the location of the study area relative to the Urban Growth Centres and Built Boundaries within the Greater Golden Horseshoe region.

## 3.1.5 Greenbelt Act (2005)

### Overview

The Greenbelt Act (2005), revised in 2023, establishes the legislative framework for protecting Ontario's Greenbelt area, including the Oak Ridges Moraine and Niagara Escarpment. Its objectives include preserving agricultural land, protecting ecological functions, and promoting sustainable development. All municipal decisions within the Greenbelt Area must conform to the Greenbelt Plan, which takes precedence over other planning instruments unless conflicting with the Oak Ridges Moraine or Niagara Escarpment Plans. The Act mandates ten-year reviews of the Greenbelt Plan and limits legal actions against its implementation.

### Relevance to HCD Study

Downtown Burlington is not part of the Greenbelt Area, as designated under the Greenbelt Act. Therefore, the provisions of this Act do not apply to the development of this HCD for the specified study area encompassing portions of Burlington Avenue and Ontario Street in Downtown Burlington.

**Figure 25** Map showing the location of the study area relative to the Greater Golden Horseshoe Greenbelt.

## 3.1.6 Niagara Escarpment Plan (2017)

### Overview

The Niagara Escarpment Plan (NEP) extends 725 kilometres from Queenston to Tobermory, encompassing various topographic features and land uses. Its primary purpose is to maintain the escarpment and surrounding lands as a continuous natural environment, ensuring that only compatible development occurs. The plan's objectives include protecting unique ecological and historical areas, maintaining water quality, providing outdoor recreational opportunities, preserving the open landscape character, ensuring compatible new development, providing public access, and supporting municipal planning functions. The NEP uses a landscape approach to protect the escarpment, focusing on the continuous landform and connected natural areas, while also supporting a broader agricultural system. The NEP derives its authority from the Niagara Escarpment Planning and Development Act (2017) and works in conjunction with other provincial plans such as the Greenbelt Plan.

### Land Use Policies and Development Criteria

The NEP outlines land use policies and development criteria to ensure the protection and sustainable use of the escarpment area. The Escarpment Natural Area designation protects the most sensitive natural and scenic resources, including wildlife habitats and geological features, with permitted uses such as existing uses, single dwellings, non-motorized trails, and forest management. The Escarpment Protection Area includes areas altered by human activities that require visual and environmental protection, allowing uses like agriculture, existing uses, single dwellings, and forest management.

### Relevance to HCD Study

The current Heritage Conservation District (HCD) study area, consisting of portions of Burlington Avenue and Ontario Street, does not fall within the defined Niagara Escarpment area. Therefore, the Niagara Escarpment Plan (NEP) has no bearing on the HCD Study, Plan, or Guidelines.

**Figure 26** Map showing the location of the study area relative to the Niagara Escarpment.

### 3.1.7 City of Burlington Official Plans

On July 1, 2024, through changes to the *Planning Act*, the Province identified the Region of Halton as an “upper-tier municipality without planning responsibilities". As a result, the Regional Official Plan is no longer an official plan for the Regional Municipality of Halton. Instead, it has been deemed an official plan of each of the lower-tier municipalities in Halton (City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville), until it is revoked or amended by the respective municipality.

This means that there are now three Official Plans which apply to the City of Burlington- parts of the *Halton Regional Official Plan, 1995*, parts of the *Burlington Official Plan, 1997*, and parts of the *Burlington Official Plan, 2020*. To streamline its suite of land use planning policies, and to ensure alignment with the updated Provincial policy framework, the City is undertaking a realignment exercise for the *Burlington Official Plan, 2020*.

### 3.1.8 Halton Region Official Plan (1995)

The Halton Region Official Plan (OP) serves as a comprehensive planning framework, guiding growth and development within the Halton Region. This plan addresses growth management,

environmental protection, infrastructure development, and land use, in response to anticipated population growth and evolving social, economic, and environmental conditions.

Key highlights of the plan include:

- **Population Growth:** The Halton OP outlines strategies for managing the anticipated population growth, aiming to accommodate a regional population of approximately 1,098,070 by 2051. This strategy involves directing a significant portion of new development towards existing built-up areas to optimize land and infrastructure use;
- **Urban and Rural Areas:** The plan distinguishes between Urban Areas, which include primary urban centres such as Burlington, Oakville, Milton, and Halton Hills, and Rural Areas, which encompass agricultural and natural heritage systems. Both areas are designed to accommodate growth, while ensuring the preservation of the rural landscape and natural resources;
- **Natural Heritage System:** The Halton OP includes policies aimed at protecting and enhancing the natural heritage system, which consists of connected natural areas and open spaces to preserve biological diversity and ecological functions. This system is integrated within both urban and rural areas to maintain environmental quality;
- **Sustainability Principles:** The plan emphasizes sustainable development, ensuring that natural resources are not overused, waste generation is minimized, and the natural environment is protected for future generations;
- **Transportation and Services:** The Plan addresses the need for strategic investment in transportation systems, wastewater treatment, water supply management, and waste management. This infrastructure development is essential for supporting growth and ensuring that it is financially and environmentally sustainable;
- **Cultural Heritage Resources:** The Halton OP aims to protect and promote Halton's cultural heritage resources, which include archaeological sites, historic buildings, and cultural landscapes. Key objectives are to promote awareness, facilitate public and private stewardship, and maintain a comprehensive list of documented cultural heritage resources;
- **Archaeological Management Plan:** A plan will be developed to inventory, classify, and map significant archaeological resources and areas of potential. This will be updated periodically to reflect new findings and ensure ongoing protection;
- **Public Consultation:** The Halton OP underscores the importance of public consultation and collaboration with various stakeholders, including local municipalities, to achieve its goals. This inclusive approach ensures that community needs and perspectives are integrated into planning decisions; and
- **Community Improvement Plans:** The Region may designate areas as Community Improvement Project Areas, to implement plans aimed at improving infrastructure, land, and buildings within intensification areas.

## OP Sections Relevant to Burlington Ave HCD Study

### Part IV: Healthy Communities Policies

The plan outlines specific policies aimed at conserving cultural heritage resources. These include:

- **Maintenance of Registers:** In conjunction with local municipalities, the Region maintains a list of documented cultural heritage resources, involving local historical organizations and municipal heritage committees;
- **Development Proposals:** For developments adjacent to protected cultural heritage resources, the ROP requires the study and consideration of preservation, relocation, and/or adaptive reuse of historic buildings and structures. It also mandates incorporating design features that harmonize with the area's character;
- **Archaeological Management Plan:** The Region will prepare an Archaeological Management Plan to inventory, classify, and map significant archaeological resources and areas of archaeological potential. This plan will be updated as part of the statutory five-year review of the ROP; and
- **Public Awareness:** The ROP emphasizes public awareness and education regarding the value of cultural heritage, promoting programs and initiatives that enhance public understanding and appreciation of heritage resources.

**Additional relevant policies include:**

- **Diverse Housing Options:** The Halton OP aims to provide a diverse range of housing options in terms of form, density, and affordability. This includes promoting intensification in residential neighborhoods and offering incentives for the development of affordable housing. By ensuring a variety of housing types, the plan supports the creation of complete communities that cater to different needs and preferences; and
- **Enhanced Services:** The plan supports the development and enhancement of cultural and recreational services to improve the quality of life for residents. This includes preserving and promoting cultural heritage sites and providing facilities and programs that encourage community engagement and participation.

## Official Plan Maps

The Region of Halton OP maps that are relevant to the Burlington Avenue-Ontario Street study area include:

- Map 1: Regional Structure
- Map 1H: Regional Urban Structure
- Map 2: Regional Waterfront Parks
- Map 5: Regional Phasing

## 3.1.9 The Regional Municipality of Halton: Heritage Services 5-Year Operational Plan (2021)

### Overview

The Heritage Services 5-Year Operational Plan for Halton Heritage Services (HHS) outlines a strategic framework to operationalize mid- to long-term directions over five years, building on the objectives of the 25-Year Master Plan. Key aspects include the updated vision and mission, which emphasize leading a vibrant and inclusive heritage community and preserving Halton's heritage resources for public benefit.

### Collections and Interpretive Priorities

Central to the plan, are the collections and interpretive priorities, which aim to raise awareness of Halton's heritage and lead in heritage stewardship by adhering to best practices in the care of historical collections. The plan emphasizes engaging Indigenous communities, improving access to digital collections, and enhancing public and researcher access to Halton Region's Historical Collections.

### Objectives Relevant to Establishing an HCD

Objectives relevant to establishing a Heritage Conservation District (HCD), include promoting public awareness through exhibits and social media, addressing gaps in cultural heritage interpretation, expanding the heritage network, and providing targeted training for stakeholders. Additionally, the plan focuses on improving access to digital collections to support HCD planning and public engagement. The implementation considerations highlight the necessity of maintaining and developing internal capacity and relocating HHS to a facility with appropriate office space and Class 'A' collections storage. This strategic approach aims to foster partnerships, enhance community involvement, and build support for heritage conservation initiatives in Halton Region.

## 3.1.10 City of Burlington Official Plan (1997)

The Burlington Official Plan served as a long-term vision for managing growth, sustainable development, protecting natural resources, enhancing community services and shaping the character of the city. The 1997 Official Plan was a foundational document that guided Burlington's growth for over a decade. This Plan included a strong emphasis on preservation and protection of heritage, however, has since been updated to reflect evolving priorities, especially around climate change, affordable housing, and more intensified land use in urban areas.

# OP Sections Relevant to this Study

## Part 2: Functional Policies

## Chapter 8: Cultural Heritage Resources

Part 2, chapter 8 of the OP speaks to cultural heritage resources in the city include buildings, structures, monuments, landscapes, natural features modified by humans (like parks or gardens), and archaeological sites of architectural or historical significance. While Chapter 8 in its entirety is relevant to Cultural Heritage Resources, and the application of the Ontario Heritage Act, Section 8.3.4. speaks specifically to Heritage Conservation Designations.

The City of Burlington's heritage conservation designation process allows for the preservation of individual properties and landscapes under the Ontario Heritage Act. Properties designated for their historical or architectural value must include a Reason for Designation statement outlining key attributes. Cultural heritage landscapes that meet certain criteria—such as historical significance, unique architectural style, or distinctive character—can be designated as Heritage Conservation Districts. The designation process involves consultation, area investigation, development of a conservation plan, and an official designation by-law. Any alterations or demolitions within a district require a heritage permit, Council approval, and may need a Heritage Impact Statement from a qualified professional. New developments or modifications are reviewed based on heritage guidelines to ensure they support the district's character.

**Section 8.3.4.(d) specifically concerns Heritage Conservation Districts Designation procedures:**

Prior to the designation of a Heritage Conservation District, City Council shall:

(i) consult with its municipal heritage committee;
(ii) pass a by-law of intent to define and investigate an area;
(iii) prepare and adopt a Heritage Conservation District Plan that will contain policies and guidelines and incentives to encourage conservation of the area's character and heritage attributes and establish criteria for controlling demolition and regulating design; and
(iv) pass a by-law designating the area as a Heritage Conservation District.

The City of Burlington OP (2020), noted in section 3.1.11 below, provides more information on the updated guidance.

## 3.1.11 City of Burlington Official Plan (2020)

The Burlington Official Plan 2020 outlines the city's vision for sustainable growth and development to 2031 and beyond, emphasizing a transition from suburban to urban living. The plan focuses on intensifying development within existing urban areas, protecting natural and rural areas, and fostering complete communities. It aligns with provincial and regional policies, ensuring that land use, infrastructure, and transportation are effectively managed to support growth, while maintaining Burlington's unique character and environmental health.

### OP Sections Relevant to this HCD Study

#### Chapter 3: Complete Communities

#### Section 3.5: Cultural Heritage Resources

The City of Burlington aims to preserve and enhance its cultural heritage resources through recognition and awareness, encouraging stewardship, and promoting innovative maintenance and adaptive reuse. The objectives include minimizing the risk of demolition or neglect, ensuring new developments complement heritage areas, conserving archaeological resources, engaging the community in conservation efforts, and providing financial and non-financial support for heritage conservation.

**3.5.2(1) Use and Treatment of Cultural Heritage Resources:** The City will protect and manage City-owned heritage resources, maintaining an updated inventory of cultural heritage resources, including cultural landscapes and significant views. Conservation efforts will be funded through various government and non-government programs, applying provincial and national standards for heritage conservation and using provincial criteria to assess heritage value.

**3.5.2(2) Public Engagement:** Public engagement is a key component, with efforts to involve the community and the municipal heritage committee in the conservation of heritage resources. The City will promote heritage conservation through public education and outreach initiatives.

**3.5.2(3) Implementation:** Implementation involves maintaining a Municipal Register of Cultural Heritage Resources and using various tools such as acquisition, tax incentives, and grant programs to conserve heritage properties. The City encourages the adaptive reuse of heritage buildings and will enact By-laws to ensure development is compatible with heritage resources. The Zoning By-law will include provisions to protect heritage properties.

**3.5.2(4) Heritage Designation:** The City will pursue heritage designation under The Ontario Heritage Act, prioritizing non-designated properties on the Municipal Register. Designation By-laws will outline heritage attributes, and Heritage Conservation Districts (HCDs) will be

designated based on criteria such as historical significance, architectural style, and community value.

**3.5.2(5) Development Policies:** Development policies ensure that cultural heritage resources are considered in all development plans. Heritage Impact Statements will be required for developments affecting heritage properties, prioritizing on-site retention and adaptive reuse. The City will document and archive heritage resources that are altered or demolished and evaluate the impact on adjacent lands to protected heritage properties.

**3.5.2(5.1) Cultural Heritage Landscapes:** Cultural Heritage Landscape Impact Assessments will be required for major developments. These assessments will identify, evaluate, and map cultural heritage resources within study areas, with public and agency consultation to assess significance and value. Recommendations will be implemented through applicable legislation and regulations.

**3.5.2(5.2) Archaeological Resources:** Significant archaeological resources on lands proposed for development will be conserved. Archaeological assessments and conservation measures will be required as necessary.

## Chapter 8: Land Use Policies – Urban Area

Chapter 8 of the Burlington Official Plan 2020 addresses land use policies for the urban area, aiming to ensure that development is compatible with the city's vision for growth, while preserving and enhancing its cultural heritage. The policies outlined in this chapter guide land use designations, development criteria, and specific provisions for cultural heritage resources.

### Relevant Objectives

The primary objectives relevant to Heritage Conservation Districts (HCDs) in the urban area include:

- Ensuring new developments respect and enhance the character of existing heritage areas;
- Promoting the conservation, restoration, and adaptive reuse of heritage properties; and
- Integrating heritage conservation into urban planning and development processes.

### Relevant Policies

**8.1 Mixed Use Intensification Areas:** Mixed Use Intensification Areas are designated to accommodate higher density developments while preserving the cultural heritage character of these areas. Development within these areas should be compatible with the surrounding heritage properties and contribute to the overall character of the district.

**8.3 Residential Neighbourhood Areas:** Residential Neighbourhood Areas aim to maintain the character and stability of existing neighborhoods, including those with significant cultural heritage value. Any new development or redevelopment in these areas must be compatible with the scale, massing, and architectural style of existing heritage buildings.

**8.4.3 Cultural Heritage Resources:** This section emphasizes the protection and conservation of cultural heritage resources within the urban area. It outlines policies for the identification, evaluation, and management of heritage properties, including HCDs.

Key policies include:

- **8.4.3(1) Heritage Impact Statements:** Required for any development proposal that may affect a heritage property or HCD. These statements assess the potential impact of the development on the heritage attributes and recommend mitigation measures;
- **8.4.3(2) Conservation Plans:** For properties within an HCD, a detailed conservation plan must be prepared, outlining strategies for the preservation and enhancement of heritage attributes within the district;
- **8.4.3(3) Adaptive Reuse:** Encourages the adaptive reuse of heritage buildings to ensure their continued viability and integration into the urban fabric. Adaptive reuse projects must respect the heritage attributes and character of the original building; and
- **8.4.3(4) Public Realm Enhancements:** Improvements to the public realm, such as streetscapes and open spaces, should complement and enhance the heritage character of HCDs. These enhancements may include heritage-themed street furniture, signage, and landscaping.

## Implementation and Monitoring Strategies

This section outlines the implementation and monitoring strategies for land use policies, including those related to HCDs.

Key strategies include:

- **8.5.1 Zoning By-law Provisions:** The Zoning By-law will include specific provisions to ensure new developments are compatible with the heritage character of HCDs;
- **8.5.2 Design Guidelines:** Heritage design guidelines will be developed and applied to new developments and alterations within HCDs to ensure they respect and enhance the heritage attributes of the area; and
- **8.5.3 Ongoing Monitoring:** The City will regularly monitor the effectiveness of heritage conservation policies and make adjustments as needed to ensure the continued protection and enhancement of HCDs.

### Official Plan Maps

The City of Burlington OP maps that are most relevant to the Burlington Avenue-Ontario Street study area include:

- Schedule B-1: Growth Framework
- Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors
- Schedule D: Land Use – Downtown Urban Centre
- Schedule D-1: Downtown Urban Centre Retail Streets
- Schedule D-2: Maximum Building Heights
- Schedule O-3: Classification of Transportation Facilities Downtown Urban Centre
- Schedule P: Long Term Cycling Master Plan
- Schedule Q: Trails Strategy
- Appendix A-2: Potential Cultural Heritage Study Areas: Downtown
- Appendix E-9: Conservation Halton Approximate Regulation Limit Mapping

## 3.1.12 City of Burlington Zoning By-law 2020, as amended

The City of Burlington's Zoning By-law is updated monthly, and regulates land use to ensure well-structured development, protect property values, and maintain community standards. The By-law includes general provisions that outline definitions and broad regulations applicable to all zones, such as parking, loading, and landscaping requirements. It also specifies detailed zone classifications, providing rules for different land use areas, including residential, commercial, industrial, and institutional zones, with specific standards for lot sizes, building heights, and setbacks. The By-law also features overlay zones that impose special regulations on areas with unique conditions, such as floodplains or heritage conservation districts. Detailed schedules and maps are included to illustrate zoning boundaries and any special designations within the city.

### Applicable Zones

- DRL: Downtown Residential Low-Density Zone
- DRL-76: Downtown Residential Low-Density Zone (Exemption)
- S: Utility Service Zone

### Part 1: General Conditions and Provisions

Part 1 of the City of Burlington's Zoning By-law establishes general conditions and provisions to ensure compliance with zoning regulations across all lands within the city. The By-law applies to all lands within Burlington; however, areas within the defined Niagara Escarpment would be subject to the Niagara Escarpment Plan. It emphasizes compliance with municipal,

regional, provincial, and federal regulations, ensuring that the most restrictive standards are prioritized in case of conflicts. The By-law defines multiple residential, commercial, employment, park, and open space zones, each with specific land use permissions as well as special land provisions. The general provisions of the By-law regulate the use and placement of accessory buildings, fences, decks, patios, and porches. It outlines conditions under which building permits and site plans are exempt from certain By-law provisions.

While specific details on heritage overlay zones were not highlighted in this first section of the overall Zoning By-law, the general provisions and compliance with broader municipal, regional, and provincial regulations would apply to heritage properties and conservation districts. The interpretation and enforcement sections ensure that heritage conservation principles are upheld, by providing clear rules for property use and modifications.

As for property standards, the By-law also details specific regulations for maintaining property standards, such as setbacks from property lines, visibility triangles at intersections, and regulations for accessory structures, to ensure they do not obstruct or detract from the intended use of yards and open spaces.

## Part 6: Downtown Centre Zones

Part 6 of the City of Burlington's Zoning By-law, encompassing the Downtown Mixed-Use Centre Zones, outlines the regulations and permitted uses for the city's downtown core, which forms the majority of the defined study area for this Heritage Conservation District (HCD) Study. This section includes various zones, however the focus of this Study will be on the Downtown Residential Low-Density (DRL) zone, as it is the primary zone within the defined HCD study area.

The DRL zone is designed to preserve the character and scale of low-density residential neighborhoods. Permitted uses include detached, semi-detached, duplex, triplex, fourplex, and townhouse dwellings, as well as offices within existing buildings.

Relevant to establishing an HCD, existing regulations aim to protect the existing residential scale and aesthetic of a given area. One primary example applicable to the Burlington Ave and Ontario St area is the minimum landscaping requirement mandate that 25% of the lot area be landscaped for townhouses, with additional landscape buffer requirements for properties abutting residential zones. Fencing regulations require solid screen fences or dense landscaping, to ensure adequate separation and maintain neighborhood aesthetics.

These regulations help guide development to align with the existing residential character, specifying minimum lot widths, areas, and yard setbacks. Building heights are capped at three storeys or 12 meters to prevent overshadowing existing structures. Parking regulations require off-street parking to be set back from street lines and adequately screened, while driveways and parking spaces must be set back from habitable room windows to maintain

privacy. Should the Heritage Conservation District Study progress to the Plan & Guidelines phase, these By-laws would serve as a foundation for developing more comprehensive regulations applicable to all properties within the future HCD boundary, thereby offering greater protection to the heritage character.

## Part 12: Utility Service Zone

Part 12 of the City of Burlington's Zoning By-law covers the Development (D) Zone and Utility Services (S) Zone, with relevance to a City-owned parking lot within the HCD study area. In this case, the focus is on the Utility Services (S) Zone.

The Utility Services (S) Zone permits any transportation, communication, or utility use. Additionally, open space and outdoor recreation uses such as playfields, parks, walking trails, bike paths, and associated parking lots are allowed. Buildings and structures necessary for these permitted uses are also allowed within the S Zone.

For the HCD study area, particularly regarding a City-owned parking lot, these regulations provide clear guidelines on current use and potential future development. Should the parking lot no longer be needed, the HCD guidelines would guide any hypothetical redevelopment projects, ensuring that they align with heritage conservation principles and enhance the heritage character of the district. This framework allows for thoughtful development that respects the historical and cultural significance of the area.

Since 2023, there have been 5 By-laws  that have altered or impacted Parts 1, 6 and 12 of Zoning By-law 2020. By-law 2020.486, By-law 2020.478, By-law 2020.469, By-law 2020.463, By-law 2020.460. The current zoning sections on the City of Burlington zoning webpage have been updated in accordance to these By-laws.

## Zoning Maps

The zoning By-law maps that are relevant to the Burlington Ave HCD Study include:

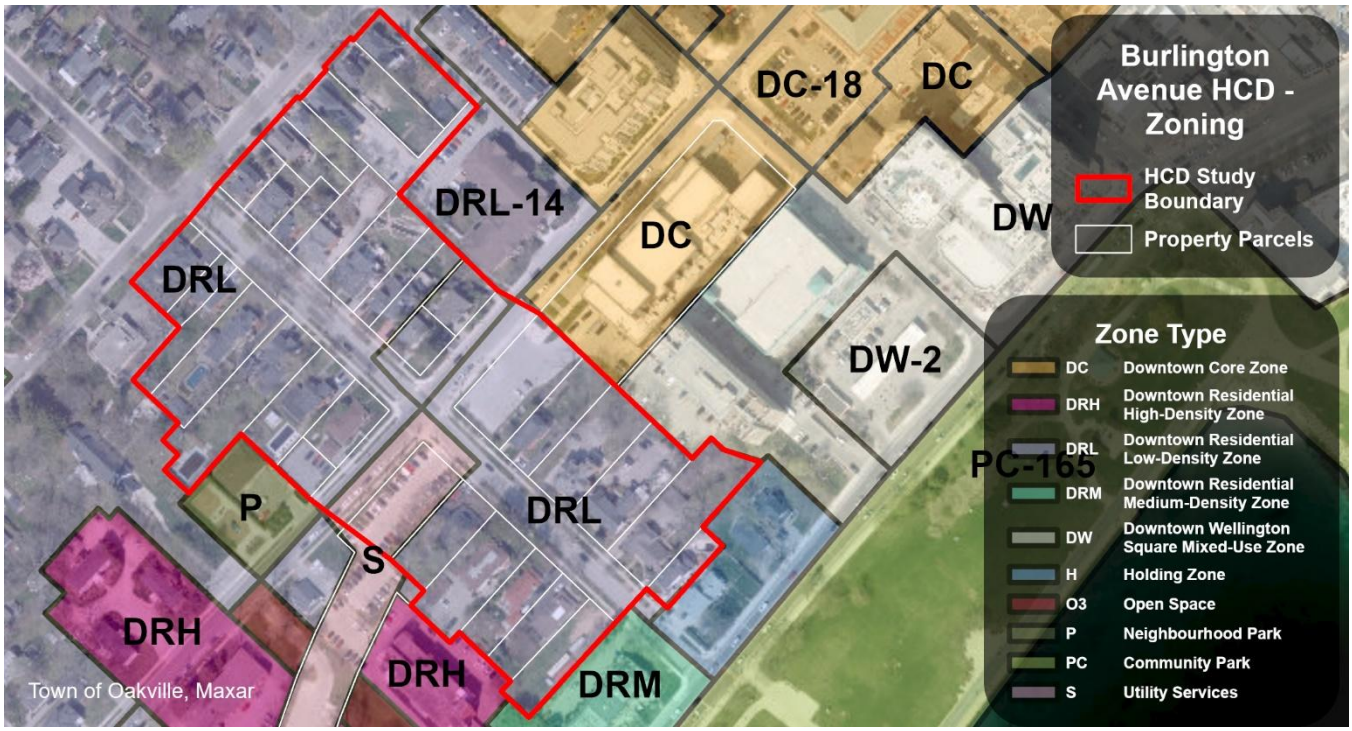



**Figure 27** Map displaying the Zone Types within and adjacent to the study area.

### 3.1.13 City of Burlington HCD study area By-law No. 02-2024 (2024)

By-law 02-2024, enacted on January 16, 2024, designates a group of properties on Burlington Avenue and Ontario Street as a Heritage Conservation District (HCD) study area. This designation, valid for one year, aims to evaluate the area's cultural heritage significance and guide future changes. During this period, demolition or removal of buildings is restricted. The City will conduct a detailed study (this report) to determine the area's eligibility for HCD designation and, based on the study's findings, may recommend updates to municipal By-laws and the Official Plan.

### 3.1.14 City of Burlington Property Standards By-law No. 28-2009 (2009)

By-law Number 28-2009 of the City of Burlington establishes comprehensive standards for the maintenance and occupancy of properties to ensure safety, habitability, and preservation of the city's cultural heritage. This By-law applies to all properties within Burlington, excluding those owned by the City or the Regional Municipality of Halton. It sets minimum standards for structural integrity for foundations, walls, roofs, doors, windows, and balcony maintenance. Specific requirements are detailed for boarded buildings, chimneys, and graffiti removal to uphold safety and aesthetic standards.

Standards for building services cover elevating devices, heating and ventilation systems, electrical systems, drainage, and plumbing. Maintenance requirements for parking garages, toilet facilities, and security features are included, along with guidelines for snow removal and maintaining proper egress. The By-law also mandates the upkeep of land, accessory buildings, swimming pools, fences, and trees.

## Designated Heritage Properties

For designated heritage properties, the By-law provides additional standards to ensure the maintenance and preservation of heritage attributes. It includes requirements for the repair and replacement of heritage features, using recognized conservation methods and guidelines for vacant or damaged heritage properties, to protect against neglect and unauthorized access.

Administration and enforcement are handled by appointed Property Standards Officers with the authority to inspect properties, issue orders for compliance, and, if necessary, carry out repairs or demolitions at the owner's expense. A Property Standards Committee is established to hear appeals related to property standards orders, and penalties are outlined for non-compliance, including fines and additional charges for ongoing violations.

# 3.2 Master Plans, Community Improvement Plans, and Strategic Plans

## 3.2.1 Vision 2040: Burlington's Strategic Plan (2015-2040)

### Overview

Burlington's 2015-2040 Strategic Plan outlines a 25-Year blueprint for city-building, emphasizing economic, social, and cultural development. The plan integrates feedback from various stakeholders and aligns with other strategic documents like the Official Plan and the Economic Development Strategic Plan.

Key strategies include:

- **A City that Grows:** Focuses on sustainable growth, economic opportunities, and a balanced population. It emphasizes the development of vibrant neighborhoods that are well-connected and support diverse demographics. Higher densities in key areas are promoted to build neighborhoods that are environmentally friendly, infrastructure-efficient, and transit-oriented;
- **A City that Moves:** Prioritizes efficient and safe movement of people and goods, with an emphasis on walkability and green transportation options. This includes improving public transportation and active transportation to reduce reliance on automobiles;
- **A Healthy and Greener City:** Aims to be a leader in environmental stewardship and promote healthy lifestyles. The plan ensures residents have access to green spaces and parks within a 15-20 minute walk and supports the creation of multi-use parks and green spaces; and
- **An Engaging City:** Encourages community engagement, inclusivity, and outstanding customer service. The plan aims to enhance the sense of community and place through cultural and recreational activities and ensure accessible municipal programs and services for all residents.

### Relevance to HCD Study

While not explicitly stated, the plan's emphasis on sustainable growth, higher densities, and environmentally friendly neighborhoods supports the preservation of Burlington's cultural and historical fabric. By promoting infrastructure-efficient development and maintaining green spaces, the plan indirectly contributes to the conservation of heritage areas within the city.

## 3.2.2 Burlington's Plan 2022-2026: From Vision to Focus (2023)

### Overview

Burlington's Plan: From Vision to Focus 2022-2026 is a 4-Year work plan designed to advance the city's long-term strategic goals outlined in Vision 2040. Addressing the anticipated growth within urban boundaries, the plan focuses on creating vibrant, healthy, connected, and safe communities; delivering quality services; protecting the natural environment; and improving city operations. It includes implementing various city plans to support growth and density, enhance community planning, improve customer experience, and ensure sustainable, low-carbon communities. The plan also emphasizes attracting high-performing employees, optimizing resources, and ensuring efficient and effective service delivery.

### Heritage Relevance

The plan supports heritage preservation through its focus on sustainable development and strategic growth management. By directing growth to urban areas, protecting rural zones, and enhancing green spaces, Burlington aims to safeguard its historical and cultural sites. The Housing Strategy and the Parks Provisioning Plan include measures to integrate new development with the city's historical character, ensuring that modern growth does not come at the expense of heritage. The Urban Forest Master Plan and initiatives for low-impact development contribute to the protection of natural heritage landscapes, which are a valued part of the city's historical identity.

# 3.3 Guidelines

## 3.3.1 Standards & Guidelines for the Conservation of Historic Places In Canada (2011)

The Standards and Guidelines for the Conservation of Historic Places in Canada (SGCHPC) serve as the first Canadian benchmark for heritage conservation practices. They provide comprehensive guidance for making informed decisions regarding the planning, intervention, and utilization of historic places, aiming to establish a consistent set of principles and guidelines across Canada. This document is especially important for ensuring sound conservation practices and is widely adopted by various levels of government for assessing conservation interventions on historic places.

The document underwent revisions for its second edition, which was issued by Parks Canada in 2011. These revisions aimed to address feedback in order to clarify the relationship between the standards and guidelines and statements of significance, enhance the explanation of the conservation decision-making process, provide a clearer interpretation of the 14 standards, add guidance for sustainability related interventions, and address new topics, such as cultural landscapes and the conservation of modern materials. The guidelines also expanded to offer more comprehensive advice for archaeological sites and engineering works, among other areas.

The Standards and Guidelines emphasize a three-phase conservation decision making process: understanding the historic place through research and investigation, planning for its conservation while considering all factors affecting its future, and intervening in a manner that respects and protects the site's heritage value. The document outlines specific standards for general conservation practices, rehabilitation, and restoration, ensuring that any physical changes to Character-Defining Elements are minimized and compatible with the historic places overall character.

### The Standards & HCDS

The Standards and Guidelines significantly support and reinforce the establishment of heritage conservation districts by providing a detailed framework for the conservation of cultural landscapes, including heritage districts. This document helps in understanding, planning, and intervening in historic places, to maintain their heritage value, which is imperative for the conservation of HCDs. The guidelines offer practical advice and a consistent set of principles that can be applied to the diverse character and requirements of each HCD, whether residential, commercial, institutional, or a mix of these, often incorporating natural heritage features, such as green spaces and waterways.

Municipalities across Ontario use the Standards and Guidelines as a reference point when reviewing heritage permit applications for alterations, demolitions, or new construction within HCDs. The document ensures that any changes respect the heritage values and character-defining elements of the district, maintaining the district's overall heritage integrity. This approach is visible in the detailed processes and requirements set out for permit applications within HCDs, which include providing comprehensive plans, drawings, and specifications that clearly show how the proposed changes align with heritage character of the area.

The Standards and Guidelines provide a foundational framework that supports the establishment, management, and conservation of heritage conservation districts, ensuring that the heritage and character of these districts are preserved for future generations.

## 3.3.2 Applicable Burlington Policies and Guidelines

Applicable Policies and Guidelines for the City of Burlington are listed in the Official Plan. Any of the listed guidelines may be relevant, however, there may also be aspects of the guidelines that are out-of-date based on new legislation. The following section highlights some of the relevant policies to the Heritage designation, however Burlington policies and guidelines should be updated regularly throughout the HCD process.

## 3.3.3 Downtown Urban Design Guidelines (2006)

### Overview

The Downtown Urban Design Guidelines for Burlington (2006) are comprehensive guidelines aimed at preserving the character and guiding the development of Burlington's downtown area. The guidelines address the integration of new developments with existing structures, ensuring that the downtown retains its unique charm while accommodating growth and modernization.

The guidelines are intended to supplement the Official Plan and Zoning By-law by providing detailed guidance for desirable built form in the downtown area. They offer a framework for property owners, developers, and city staff, to align development proposals with the city’s vision. The guidelines also emphasize the importance of maintaining the character of the downtown area amidst increasing development pressures.

## Public Realm and Streetscape

The guidelines emphasize the enhancement of the public realm to create a cohesive and inviting downtown environment. Streetscape improvements are a key focus, with detailed recommendations on various elements:

- **Street Furniture:** A standardized collection of durable street furniture, including benches, bike racks, waste receptacles, and bollards, is recommended to ensure visual coherence. The furniture should be resistant to the local climate and require minimal maintenance;
- **Paving Materials:** A unified palette of paving materials is suggested to enhance the pedestrian experience. Sidewalks should primarily use broom-finished concrete, with feature paving for crosswalks and driveways. Permeable pavers are recommended for their environmental benefits;
- **Planting Recommendations:** Trees and other plantings should be chosen for their durability and year-round interest. Street trees should be planted in continuous trenches to allow for root growth, and landscaping should incorporate low-maintenance, drought-resistant native plants; and
- **Public Art:** Public art is encouraged to enrich the downtown environment. Suitable locations include plazas, street intersections, and institutional sites. Art installations should be integrated into the streetscape design and reflect local history and culture.

## Built Form Guidelines

These guidelines focus on maintaining a human scale and ensuring that new developments contribute positively to the pedestrian experience. They address various aspects of building design and placement, including:

- **Building Heights and Massing:** The guidelines categorize buildings into high-rise, mid-rise, and low-rise, with specific recommendations for each. High-rise buildings should have slender profiles and be set back from the street to reduce their visual impact. Mid-rise and low-rise buildings should maintain a consistent street wall with appropriate setbacks and stepbacks;
- **Street Wall and Frontages:** The street wall, or the building façade facing the street, should be of high architectural quality. Upper storeys should be stepped back to reduce the perceived bulk of the building from the street level. Ground floors should have a high degree of transparency, with large windows and active uses to engage pedestrians;
- **Entrances and Ground Floor Design:** Building entrances should be prominently marked and designed to provide a welcoming sense of arrival. Canopies and awnings are encouraged to offer weather protection. Ground floors should have a minimum height of 4.5 metres and incorporate 60% glazing to promote visibility and interaction;

- **Materials:** While municipalities cannot regulate materials, the guidelines suggest using durable, high-quality materials like brick, stone, metal, and glass. Stucco and vinyl siding are discouraged due to their poor aging properties; and
- **Heritage Considerations:** New developments adjacent to heritage buildings should respect their scale, massing, and architectural details, without directly copying them. This approach ensures that the new structures complement rather than overshadow the heritage buildings.

### Relevance to HCD Study

A significant focus of the guidelines is on heritage preservation. Downtown Burlington boasts a variety of listed and designated heritage buildings. While these guidelines do not enforce a heritage style for new buildings, they ensure that new developments respect and integrate with the existing character. Key heritage principles include:

- Retaining and renovating entire heritage structures rather than just façades;
- Using appropriate materials and techniques in renovations, advised by heritage professionals; and
- Ensuring new adjacent buildings complement the heritage structures without mimicking them.

## 3.3.4 Downtown Streetscape Guidelines (2019)

### Overview

The Downtown Streetscape Guidelines (2019) provides comprehensive guidance for the design and implementation of streetscape improvements in Downtown Burlington. The guidelines aim to create a cohesive, accessible, and vibrant public realm, that enhances the character of the downtown area. Key aspects of the document include background and purpose, design principles, specific guidelines for different streetscape elements, and an implementation framework.

### Key Design Principles

The Downtown Streetscape Guidelines (DSG) are guided by several key design principles aimed at creating a cohesive, accessible, and vibrant public realm. These principles ensure that all streetscape improvements are consistent with the vision of a pedestrian-friendly, green, and engaging downtown. The design principles include:

- **Pedestrian-First Focus:** Streetscapes are designed to prioritize the safety and comfort of pedestrians, particularly the most vulnerable users such as children, older adults, and people living with disabilities;

- **Green & Sustainable:** The design aims to improve environmental quality through the incorporation of green infrastructure and sustainable design practices. This includes planting street trees, using permeable paving materials, and incorporating stormwater management features to enhance the urban environment;
- **Easy to Use & Equitable:** Streetscapes are designed to be accessible and usable by people of all ages and abilities. The design must be inclusive, serving the diverse needs of the community and ensuring equitable access to public spaces;
- **Long Lasting:** High-quality, durable materials and construction practices are used to ensure that streetscape elements withstand local conditions and ongoing maintenance needs; and
- **Connect & Integrate:** Streetscapes are designed to be context-sensitive, reflecting the unique character of each street and integrating seamlessly with the surrounding urban fabric.

## Design Guidelines & Strategies

The DSG provides detailed guidelines and strategies for designing and implementing streetscape improvements within the downtown area. These guidelines cover various aspects of streetscape design, ensuring that all elements contribute to a cohesive and functional public realm. Some of the key guidelines and strategies include:

- **Streetscape Anatomy:** Streets are divided into zones – Marketing Zone, Clear Path Zone, Furnishing Zone, and Edge Zone – each playing a specific role in the overall design. The guidelines detail how each zone should be used to create a high-quality streetscape;
- **Accessibility:** All aspects of the streetscape must be designed to be accessible to persons living with disabilities, complying with the Accessibility for Ontarians with Disabilities Act (AODA) standards. This includes ensuring that pedestrian pathways are unobstructed and accessible;
- **Pedestrian Crossings:** Guidelines emphasize the importance of pedestrian safety at crossings. This includes minimizing driveway access points, providing corner and mid-block bump-outs to reduce crossing distances, and improving visibility and traffic calming measures;
- **Tree Planting:** Street trees are a vital part of the urban forest and provide numerous environmental benefits. Guidelines cover species selection, soil volume requirements, and placement to ensure the successful establishment and maintenance of street trees;
- **Public Art & Culture:** The guidelines encourage incorporating public art into the streetscape to reflect local history and cultural heritage. This includes functional public art elements and temporary or permanent installations;
- **Boulevard Treatments:** High-quality materials, such as concrete paving and unit pavers, are recommended for different zones within the streetscape. These materials should be durable, visually appealing, and accessible; and

- **Streetscape Elements:** Consistent and simple streetscape furnishings, including benches, bollards, lighting, and waste receptacles, are recommended to create a unique identity for the downtown. Placement guidelines ensure these elements enhance pedestrian circulation and comfort.

## Relevance to HCD Study

The Downtown Streetscape Guidelines provide a structured approach to revitalizing Burlington's downtown while preserving its historical and cultural heritage. The guidelines emphasize creating a pedestrian-friendly, accessible, and aesthetically cohesive environment that respects and enhances the area's unique character and heritage significance. The Guidelines are particularly relevant to the development of an HCD in several ways:

- **Historical Context:** Downtown Burlington is the city's historical commercial core. The DSG emphasizes the importance of preserving and enhancing the historical character of this area, which includes main streets like Brant Street and Lakeshore Road. These streets are vital for their historical and cultural significance, anchoring business, civic, and entertainment activities;
- **Character Areas:** The document identifies specific character areas within the downtown, including Lower Brant Street and Lakeshore Road, which are highlighted for their unique historical and architectural significance. The DSG aims to maintain and enhance these areas' heritage value while promoting modern urban design principles;
- **Design Principles:** The design principles outlined in the DSG, such as prioritizing pedestrian safety, incorporating green and sustainable elements, and ensuring accessibility, are intended to integrate seamlessly with the existing urban fabric. This approach helps protect and promote the heritage character of downtown streetscapes;
- **Public Art and Culture:** The guidelines encourage incorporating public art that reflects local history and cultural heritage. This includes functional public art, temporary and permanent installations, and infrastructure to support cultural expressions that align with the historical context of the area;
- **Boulevard Treatments and Furnishings:** Recommendations for materials, colours, and finishes are designed to unify the streetscape while respecting and highlighting the architectural heritage. For example, using a consistent colour palette and high-quality materials ensures that new streetscape elements complement the historic buildings and streets; and
- **Implementation Strategy:** The DSG outlines a phased implementation approach that considers both public and private sector developments. This strategy ensures that streetscape improvements align with heritage conservation goals over the long term, integrating with broader municipal plans and asset management practices.

## 3.3.5 Keeping Place: Heritage-Based Urban Design Guidelines for Downtown Burlington (2006)

### Overview

Keeping Place: Heritage-Based Urban Design Guidelines for Downtown Burlington, created by Phillip H. Carter Architect and Planner in association with Paul Oberst Architect, is a comprehensive framework designed to preserve and enhance the historic character of downtown Burlington. The document highlights the unique identity of the area and aims to conserve historic resources, provide assistance in identifying important heritage elements, maintaining heritage buildings, and evaluating new construction proposals to ensure they complement the historic character of the downtown. This document also aligns with Official Plan Amendment (OPA) 55, which includes several provisions to protect cultural heritage resources and maintain the historic context of the area.

### Heritage Design Handbook

The Heritage Design Handbook section of the document offers detailed descriptions of architectural styles found in Burlington, encompassing residential, commercial, and agricultural buildings. It provides in-depth guidance on maintaining and enhancing the heritage character through careful attention to design elements and construction practices. Key components include:

- **Architectural Styles:** This subsection describes the principal styles that have appeared in Burlington, detailing their identifying characteristics. It covers a range of styles including Georgian, Victorian, Edwardian, and 20$^{th}$ Century Styles;
- **Design Elements:** Detailed guidance on various architectural features to ensure consistency with heritage styles. This includes entrances and doors, windows and shutters, masonry, wood siding, and fencing;
- **Heritage Character:** This subsection explains how to maintain the overall heritage quality of streetscapes. It discusses the importance of elements like roadway design, public and private planting, and building scales to create a unified and historically sensitive environment; and
- **Other Heritage Features:** Addresses "soft heritage features" such as views, historical pathways, and creeks, that contribute to the historic ambiance of downtown Burlington. Preserving these elements helps to enrich the heritage character of the area.

### Design Guidelines

The Design Guidelines section provides specific instructions for building maintenance, renovations, and new developments with a heritage-based focus. It emphasizes the integration of cultural heritage resources into new developments and ensures that new

construction is sensitive to the historic context of the street and surrounding buildings. Key components include:

- **Building Maintenance and Renovations:** This subsection provides recommendations for the care and restoration of existing heritage buildings. It covers historic and technical research, building maintenance, and renovations;
- **Existing Non-Heritage Buildings:** Provides design approaches for modifying non-heritage buildings to make them more compatible with the heritage character of the area. This includes façade improvements, landscaping, and other modifications that enhance the overall historic ambiance;
- **New Development:** Offers comprehensive guidelines for new construction to ensure it complements the historic character of the area. This includes contextual design as well as precinct-specific guidelines, such as the Old Lakeshore Road Precinct, which is located near the study area of this HCD Study; and
- **Heritage Features:** Highlights the importance of preserving and commemorating elements such as historic views, pathways, and creeks. These features contribute to the heritage character of downtown Burlington and should be integrated into new developments wherever possible.

### 3.3.6 Other Guidelines

At the time of writing this HCD Study, relevant guidelines include:

- Design Guidelines for Detached Garages (2009);
- Downtown Burlington – Old Lakeshore Road Precinct Urban Design Guidelines (2009);
- Mid Rise Building Guidelines (2019);
- Tall Building Guidelines (2017);
- Sustainable Building and Development Guidelines (2021);
- Site Plan and Urban Design Guidelines for Low Density Residential Zones (2009);
- Shadow Study Guidelines and Terms of Reference (2020); and
- Guidelines for Outdoor Lighting (2008).

## 3.4 Planning Studies

### 3.4.1 Downtown Burlington Heritage Study and Engagement Program (2023)

#### Overview

The Downtown Heritage Study and Engagement Program Study presents findings and recommendations for heritage conservation in Downtown Burlington. This study assessed several properties and areas for potential heritage designation under the Ontario Heritage Act, four of which were recommended for designation under Part IV of the Act. Additionally, the report suggests studying the Burlington Avenue-Ontario Street area as a potential Heritage Conservation District (HCD), to protect its historical character during the study period. The report further includes recommendations for removing certain properties from the heritage register and provides a summary of the community engagement efforts, financial implications, and stakeholder feedback.

#### Relevance to HCD Study

The findings and recommendations of the Downtown Heritage Study are directly relevant to this HCD Study, as it identifies the Burlington Avenue-Ontario Street area as meeting the criteria for a potential HCD, emphasizing its historical and cultural significance. The study recommends enacting a By-law to prohibit the demolition of buildings within the proposed HCD boundaries while the comprehensive HCD Study is conducted. This approach ensures the preservation of the area's heritage value during the evaluation period. The engagement strategies and feedback from the community highlighted in the Downtown Heritage Study will guide the effective planning and execution of the HCD Study, ensuring a thorough and community-supported evaluation process.

## 3.5 Current Development Applications Impacting the study area

There are no current development proposals in the boundaries of the potential HCD, however there is a 7-storey mixed-use building that has been constructed at 452-454 Locust Street at the south end of the block fronting Elgin Street, Blathway Lane, and Locust Street.

# 4 Public Engagement

## 4.1 Introduction

Public engagement plays a crucial role in the establishment and successful conservation of heritage districts. Involving the community in decision-making processes fosters a sense of ownership and ensures that the conservation efforts align with local values and aspirations. This collaborative approach is instrumental in ensuring that the strategies and measures put in place for conservation resonate deeply with the local community's values, history, and plans, thereby enhancing the likelihood of their success and sustainability. Successful implementation of a district will ultimately depend on wide-spread public support for district designation based on a clear understanding of the objectives for designation and appreciation of the proposed HCD plan, policies, and guidelines.

During the Study Phase, the Consultant Team and the City implemented a diverse array of consultation and engagement strategies to maximize opportunities for inclusive and diverse community participation. This component was critical, and the comprehensive insights and inputs from various stakeholders within the community were critical factors in the evaluation of the HCD study area.

A range of consultation sessions and activities have been held throughout the study and are the public engagement opportunities are summarized in the following sections.

## 4.2 Property Owner Interviews

### 4.2.1 July 17-18, 2024

#### Location: Burlington City Hall

The first Public Consultation activities for the Burlington Avenue-Ontario Street Heritage Conservation District Study were held on July 17-18, 2023. The City and Consultant Team provided the opportunity for in-person or online options for property owners in the study area to schedule 'interviews' to meet the team and discuss questions and concerns. This consultation was organized at the onset of the study to gather feedback and establish communication early in the process. It also served to provide notice to property owners about the project purpose and possible outcomes. The City of Burlington Heritage Planner, Chloe Richer, delivered notices to each property owner in the study area on June 24, 2024, and interviews were scheduled according to residents' availability. Three formal interviews were requested.

#### Overview & Highlights

**Figure 28** 479 Burlington Avenue.

Individual interviews were approximately one hour in length, and provided an excellent opportunity to field questions, concerns, and information as to heritage and development considerations in Burlington. The consultant team also took part in a walk throughout the study area on July 18th, which provided an opportunity for additional informal conversations with property owners.

### Community Feedback

Discussions and individual conversations yielded valuable insights, notably understanding the "story of place" that is not necessarily evident in physical form, but is relevant to the historical significance, and provides a rationale for the conservation of the neighbourhood and study area. On the walk, and during the notice delivery, many of the neighbours inquired about the purpose and objectives of an HCD, wanting to know how individual properties would be affected and, in particular, how constraints to refurbishing individual dwellings would pertain. We are also gifted with imagery of what was before, that helped in building the story and understanding of changes to the area. The meetings were important as we were able to discuss the importance of preserving not only buildings, but also landscapes, significant trees, garden frontages, street character, and natural features that contribute to the historical definition and essence of the area.

## 4.3 Burlington Heritage Week Engagement Activity

Between August 1-10, 2024, the City of Burlington hosted the annual Burlington Heritage Week. In 2024, Burlington is celebrating two exciting milestones – 110 years since the Village of Burlington became a town and 50 years as a city.

TRACE and B+H Architects participated in the Heritage Fair and Special Presentations that took place at the Burlington Public Library's Central Branch on Friday August 9, 2024, between 10am-4pm. An HCD table was available where panels were presented with the study information, and a presentation was shared on what an HCD is and what the process entails. Participation at the Fair allowed the team to hear from the broader Burlington community, and certainly those interested in heritage conservation. Many visitors connected with the team to better understand the project and potential outcomes and looked forward to further engagement.

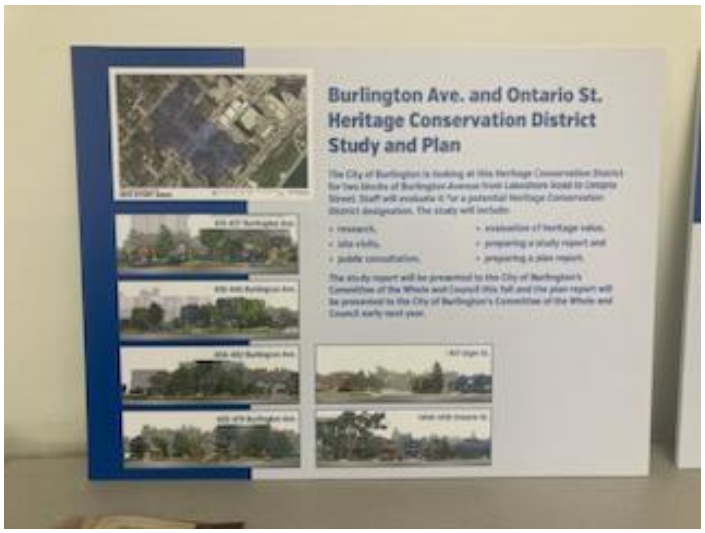


**Figure 29** Photos from Heritage Week Pop Up Event.

## 4.4 Burlington Avenue Harvest Pop-Up

On September 10, 2024, the Consultant Team, in coordination with the City of Burlington Heritage Planner, Chloe Richer, hosted a Harvest Pop-Up tent on the corner of Burlington Avenue and Elgin Street, between 11am-3:30pm. Prior to the event, flyers were dropped off in the mailboxes in the study area, providing residents with details of the event. A tent was set

up on the street corner, and apples and cider were provided, encouraging visitors to participate.

The event was a great success, with the tent receiving approximately 40 people visiting, those who knew of the event thanks to the flyer, and spontaneous passersby. It was an opportunity to get feedback from the residents, the larger Burlington community, and many visitors to the area passing through in enjoyment of the neighbourhood. Most of the feedback we received was positive and in favour of the Heritage Conservation District. There were also concerns about restrictions that would be placed on homeowners in the district, and the team was able to dispel some of the myths and provide additional clarity on the process and discuss the pros and cons of having an HCD Plan in place. Burlington is fortunate to have a strong heritage grants and loans program available that

**Figure 30** Photos from Harvest Pop Up Event.

would help offset the care associated with maintenance of a designated home. Concerns were raised specifically about the costs associated with a heritage home, such as materials,

repairs, and insurance. In addition, some residents were concerned about the degree of appetite and aptitude Councillors and the City of Burlington may have in prioritizing and protecting its heritage assets, especially in a time of development pressure to intensify smaller municipalities.

Other concerns raised involved how an HCD would address vacant lots and demolitions and/or the removal of trees. While these issues would be part of the HCD Plan and Guidelines, should it move to that phase, the consultant team was able to provide some examples for consideration, particularly from other designated properties and districts in Ontario.

Overall, however, there was resounding agreement that the study area is a special place, that residents and visitors would like it to remain beautiful. There is a strong sentiment that development taking place in other parts of the City is not sustainable, particularly high rises and condos, and that the City is not considering artistic or design elements.

**Figure 31** Photos from Harvest Pop Up Event.

## 4.5 Burlington Food for Feedback Event:

The City of Burlington hosted its fourth annual Food for Feedback event on Saturday September 14, 2024, between noon and 4pm at Central Park, 2299 New Street near the Burlington Public Library. Residents were welcomed to enjoy a free meal in exchange for sharing their thoughts on City Projects. City Staff, advisory committees, Mayor Marianne Ward, and members of Council were in attendance to listen to resident feedback. The event was an opportunity for residents to connect with city staff, allowing them to become engaged in the community, and to share thoughts and ideas. This year, the city was seeking feedback and sharing information on the following topics:

- Heritage Planning Studies;
- Burlington Transit;
- Climate resiliency;
- Civic Square renewal;
- Bylaw compliance;
- New Zoning Bylaw Project;
- Council Composition and Ward Boundary Review;
- Parks and Recreation; and
- Official Plan revisions, and more.

The HCD Team was present to answer questions regarding the Study and Plan and many participants received a meal sticker because of their interest and queries on the project and on other topics related to city heritage. As with other events, the concept of conserving heritage was primarily deemed invaluable for the study area and for the city in general. The general commentary was that the city needs to maintain the heritage character that makes Burlington special and unique, not only for its community, but also for tourists and visitors alike.

**Figure 32** Photos from the Burlington Food for Feedback Event.

Some of the feedback included the following:

- The study area needs to extend west to Hagar Avenue, as many properties west are deemed significant in defining the heritage character of the area;
- The study area is beautiful and filled with so much history that the community is not aware of, and if heritage assets and character are lost, the story of place and significant people and events are also lost. Many from different backgrounds told stories of their Burlington ancestry and their family's participation in building the city and the city's heritage identity, including farming practices, European introduction of apple orchards, and the building of distinct churches and neighbourhoods representative of the diversity of communities; and
- There needs to be ways in which to physically identify heritage areas and assets such as signage, light posts, and other features.

# 5 Heritage Character Analysis

Burlington is located in southwestern Ontario, on the shores of Lake Ontario, between Toronto (to the northeast) and Niagara Falls (to the southeast), in an urban corridor known as the Golden Horseshoe. The study area comprises of 33 properties on Burlington Avenue, Elgin Street and Ontario Street and features predominantly residential properties. These properties range from older single-family homes, in a variety of architectural styles, to some more recent constructions. The streets are tree lined, with mature trees and well-maintained lawns and front gardens. The study area includes significant views to Lake Ontario and the lakefront area, particularly from Burlington Avenue, south of Elgin Street.

There have been significant changes in the overall Burlington area, and the City has experienced tremendous change and development in the last several decades. This includes contemporary residential subdivisions, high-rise apartments, some retrofit of heritage buildings, and commercial developments. The study area, however, has remained mostly intact, historically, throughout this period.

The study area, and its surroundings, has some of the most historic residential properties in downtown Burlington, and many remain in residential use. Zoning in this area, however, does allow for some office and uses.

## 5.1 Streetscape & Landscapes (of study area)

### 5.1.1 Streetscape

In 1873, when the villages of Wellington Square and Port Nelson merged to become the Village of Burlington, the prosperous farming community started shifting into a thriving town, with a busy main street, Brant, with boat ways, railways, and manufacturing facilities. The Burlington Avenue-Ontario Street study area streetscape characteristics are reminiscent of this time, and typical North American streetcar suburban neighbourhoods, built within walking distance to an existing main street that would have been serviced by a streetcar. The residential development to the west of Brant Street, generally features more consistent architectural styles than seen east of Brant Street, which evolved more informally and over a longer period than the fairly planned west side neighbourhoods.

The residences in the Bunton's Survey section of Burlington have consistent size and massing, ranging from one and-a-half to two-and-a-half storeys single family homes, and the neighbourhoods reflect popular architectural styles of the late nineteenth and early twentieth century. Several residences in the Bunton's Survey were constructed by local master

builders, including George Blair, A.B. Coleman, and James Cushie Bent, which contributed to a high level of craftsmanship and architectural variety.

Historically, Burlington tended to develop by lot, as opposed to large subdivisions. While that is no longer the case in Burlington overall, the study area is indicative of this style of planning.

This is seen in the variety of styles, sizes, and mix of ages of the houses and is particularly evident on Burlington Avenue, where it is unusual to see a large grouping of similar houses side by side. The Ontario street portion of the study area, however, has houses that have been built in similar style or massing. This is seen in the architectural style, as well as in the detailing such as windows, columns, front entryways, and verandas.

**Figure 33** Streetscape of Ontario Street, looking south between Blathwayte Ln. and Burlington Ave., at 1406-1426 Ontario St.

Properties on both Burlington Avenue and Ontario Street are generally built of brick, although there are also materials such as wood clapboard and stucco used. There is an array of architectural styles ranging from Edwardian, Georgian, Gothic Revival, Queen Anne Revival, Victorian, and Craftsman. Today, many streets beyond the study area have modern mid-to-high rise development. The resulting character of the study area remains distinct from its surrounding context.

**Figure 34** Streetscape of Burlington Avenue, looking east between Lakeshore Rd. and Elgin St., at 415-437 Burlington Ave.

**Figure 35** Streetscape of Burlington Avenue, looking east between Elgin St. And Ontario St. at 455-479 Burlington Ave.

**Figure 36** Streetscape of Elgin Street, looking north at the intersection of Burlington Ave. And Elgin St.

**Figure 37** Streetscape of Burlington Avenue, looking west between Lakeshore Rd. and Elgin St., at 418-446 Burlington Ave.

**Figure 38** Streetscape of Burlington Avenue, looking west between Elgin St. and Ontario St., at 454-482 Burlington Ave.

## House Setbacks and Sidewalks

Despite the larger lots created by land severances, and the lot-by-lot development of the study area, there are visibly exaggerated setbacks from the street, divided by wide sidewalks. These sidewalks are reminiscent of the walkable neighbourhoods serviced by electric streetcars in the early 20th century. The electric powered streetcar invention allowed passengers to travel the same distance in 10 minutes as it would have taken them to walk in 30 minutes. This enabled suburban neighbourhoods to sprawl adjacent to a main street where the streetcars connected various neighbourhoods. Residential areas sprawled around the transportation nodes in a 10-minute walking radius from the main street. This created a need for walkability within the nodes, evident through characteristically large and distinctly separated sidewalks. An example of this urban pattern is evident on Burlington Avenue, where a large sidewalk runs parallel to the street and is separated by mature trees. Direct paths from the properties' front doors to the sidewalk, predating the driveways, further demonstrate the emphasis (and need) for walkability in the early 20th century.

**Figure 39** Streetscapes on Burlington Avenue showing sidewalks and setbacks.

## 5.1.2 Landscape

Landscapes often play heritage value roles as important as those of buildings and provide settings for the built heritage. These spaces are often features of the original plan or survey of a settled community, and may include a combination of natural features, built structures, and intangible elements, that together contribute to their cultural value.

### Gardens and Mature Trees

Properties within the study area have a range of small front-facing gardens partially or fully occupying their front lawns. The generous lot sizes allow for plenty of room for landscaping within the shadows of mature trees. Common architectural features such as front porches and verandas make for a popular location for bushes and shrubbery concealing the structure at grade. The result is a luscious streetscape with greenery and shade trees sheltering the sidewalks and streets.

**Figure 40** Corner of Burlington Avenue and Ontario Street, showing some of the many mature trees in the study area.

## Hager Creek

There are several major and minor creeks running within the urban boundary of Burlington that are part of the City's natural landscape and urban water management system. Hager Creek runs through the study area, primarily through the backyards on the east side of Burlington Avenue. Hager Creek flows through central Burlington, and eventually terminates at Lake Ontario. The Creek is evident on historic maps, including William Bunton's Survey (Plan 74) and Fire Insurance Maps dating to 1924. While some of the waterway is buried under roadways and infill, a section of it is visible from the road on Elgin St., which was once the location of a wooden bridge. The creek is a part of Burlington's network of watercourses and is important for drainage, stormwater management, and wildlife habitat. It also provides scenic value to the study area's landscape.

**Figure 41 (Left)** View of Hager Creek from Elgin Street, looking north.
**Figure 42 (Right)** Fire Insurance Plan for Burlington Ontario, 1924. Burlington Public Library. (Arrow points to Hager Creek).

## The Lakeshore (Park & Lake Ontario)

The southern portion of the study area is 200 metres from Lake Ontario, which includes Spencer Smith Park along Lake Ontario, from Maple Avenue to Elizabeth Street, along Lakeshore Road. Today, the area is characteristic of various community and lakeside services, complete with lake access, amenities, and public gathering space.

This area was once an industrial port and later a cannery. The Brant Inn, Brant Hospital, and other civic buildings such as schools, were originally located along Lakeshore Rd (previously Water Street). This route remains the primary route through Burlington, running east-west; however, it has seen many development changes over time.

**Figure 43** Lakeshore Rd c.1974, showing Spencer Smith Park, with mature trees, greenspace and public lake access. Residential neighbourhoods north of Lake Ontario in the distance are distinguishable by the amount of large shade trees. The study area is partially on the left of the photo.

Views to the lake front from Burlington Avenue enrichen the landscape of the study area, and the slight downward slope from Ontario Street towards the lake, along Burlington Avenue, is a defining feature of the area. The area's connection and proximity to the waterfront is a character defining feature of the potential district.

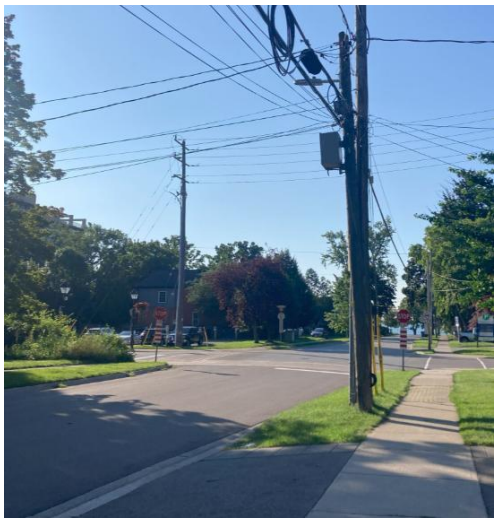


**Figure 44** Present day views to Lake Ontario from Burlington Avenue.

## 5.2 Periods of Development

Property development in Burlington has evolved over several periods, reflecting the city's growth, economic conditions, and urban planning trends. Burlington has transformed from a small farming community into a thriving suburban city, with various housing styles and neighbourhoods developing over time. The study area is representative of some of these construction periods. Burlington's early housing development occurred during the 19th century and was reflective of its agricultural and rural origins. The study area has only one early example of this, the Bunton-Knife-Flock House at 419 Burlington Avenue, of which the original portion of the house was built in approximately 1860. Most buildings in the study area were built in the late 19th century and early 20th century, and while they were made of local materials such as brick, they are representative of a more structured growth, spurred in part by the arrival of the railway. This improved access helped the Burlington become a viable residential area. Houses from this period included Edwardian and Arts and Crafts styles. Homes were still relatively simple, often featuring front porches and gabled roofs, but with more decorative elements. The architectural styles are explored in the following section.

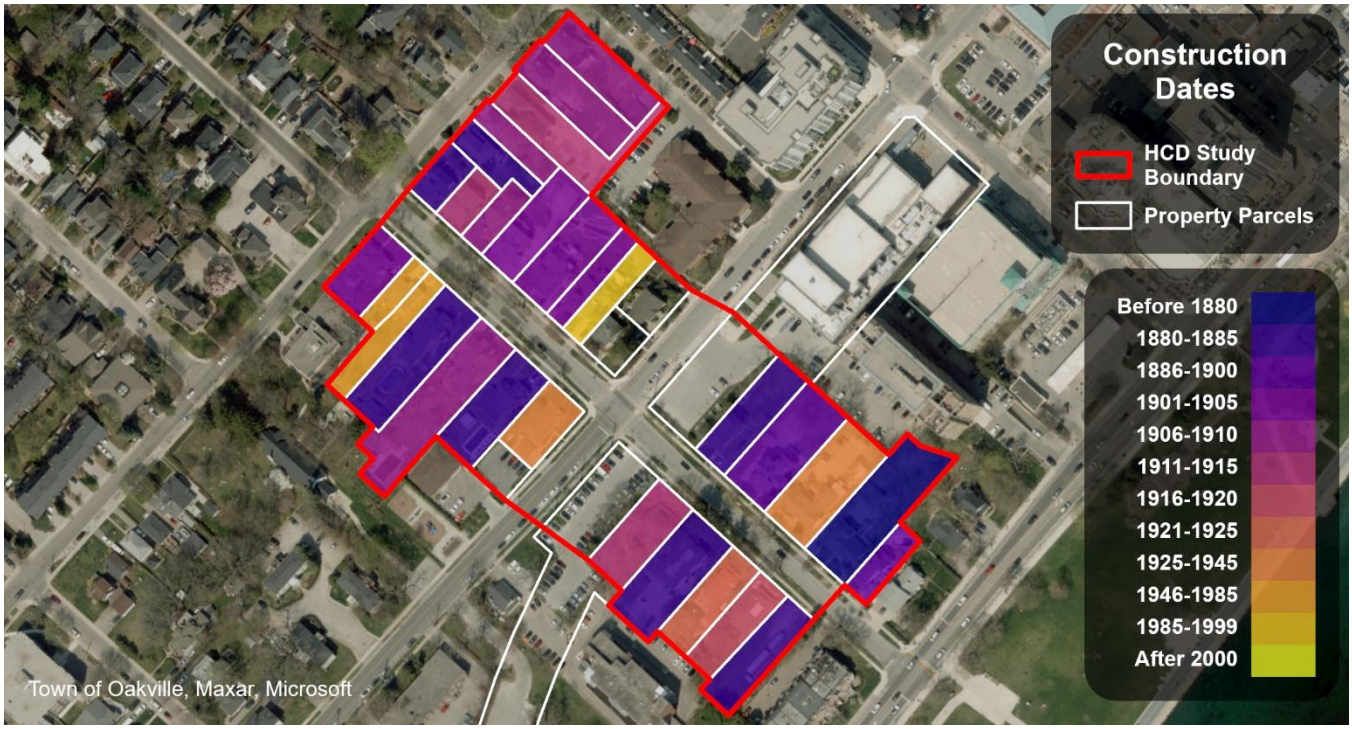



**Figure 45** Property Construction Dates in study area.

## 5.3 Architectural Styles

There are a range of architectural styles present in the study area, reflecting the various periods of construction, and the lot-by-lot development of the district. Represented architectural styles include Edwardian, Georgian, Gothic Revival, Queen Anne Revival, Victorian and Craftsman. Furthermore, several of the buildings in the study area have been documented as designed and/or built by local master builders including George Blair, A.B. Coleman, Ephraim Burns, Robert John Allen, and James Cushie Bent.

### 5.3.1 Georgian (1714-1830)

Georgian architecture, similar to that of Victorian or Edwardian, refers primarily to the era in which a British King or Queen reigned. The Georgian era spans the reigns of George I to George IV, 1715-1830. This period coincides with the time when Upper Canada was being settled by British immigrants, and the popular form of architecture in Britain during this time. Georgian architecture in Upper Canada reflected the architectural tastes and styles brought over by British settlers, while using locally available materials. Key characteristics of Georgian architecture include symmetry, stucco-faced exteriors, and elongated rectangular windows, as well as classical influences such as columns, pediments, and pilasters.

**Figure 46** Langhome House, 432 Burlington Avenue. An example of Georgian Architecture in Burlington.

## 5.3.2 Victorian (1840-1900)

In Ontario, Victorian style influences are seen in many buildings constructed between 1840 and 1900, that do not fit into other stylistic categories commonly employed during this period. It encompasses a large group of buildings constructed of brick, stone, and timber, using an eclectic mixture of Classical and Gothic motifs. Victorian structures (commercial and residential) are found throughout Ontario, especially in cities and towns that experienced significant growth during the 19th century. Victorian architecture encompasses a range of styles that were popular during the reign of Queen Victoria (1837-1901) in Britain, and these styles were often adapted and interpreted by architects and builders in the province.

Victorian homes in southwestern Ontario commonly feature architectural stylistic blends, such as Italianate, Second Empire, Queen Anne, Gothic Revival, and others. Each style has its own distinctive features, such as ornate detailing, asymmetrical façades, steeply pitched roofs, and decorative elements like bay windows, brackets, and intricate woodwork. These homes were typically constructed using locally available materials, including brick, stone, and wood. Brick was a common choice for urban homes, while stone was more prevalent in rural areas. Wood was often used for decorative elements such as trim, gingerbread detailing, and ornate porch columns.

**Figure 47** Henry Foster House, 460 Burlington Avenue. An example of Stripped Victorian Architecture in Burlington.

### 5.3.3 Vernacular Homestead (1850-1920)

**Figure 48** The Bunton-Knife-Flock House
419 Burlington Avenue.

The Ontario Vernacular Homestead architectural style is a traditional rural design that reflects the historical development of homesteads in Ontario, from the mid-19th century to the early 20th century. This style is a blend of practical, functional design with simple, unadorned aesthetics, influenced by the local environment, materials, and the needs of farming communities. Homes of this style are one and-a-half to two storeys, with steep gabled roofs, designed to accommodate snow loads in the winter. This style generally follows a rectangular or square form, with symmetrical layouts that prioritize function. 419 Burlington Avenue (Figure 48) is the oldest house on Burlington Avenue. The property has been converted to a muti-unit residential; however, the oldest part of the house was likely built in the 1860s for William Bunton. It was originally a two-storey front-gabled frame structure, clad with vertical board and batten siding. There are only four other structures remaining in the City of Burlington with board and batten siding.

## 5.3.4 Queen Anne Revival (1870-1910)

Queen Anne Revival is a style of architecture very similar to other Victorian architectural styles, such as Gothic Revival, with some notable differences. Typically, Queen Anne Revival can be viewed as eccentric, with more exaggerated Gothic features, a higher level of intricate detailing, bright colours, rounded towers, turrets, porches, and complex steep pitched gable roofs.

In Burlington these 'story book houses' often are tasteful brick buildings employing the expected complex steep gable roofs, highly ornamented trim, and bold colour schemes of white/cream trim and details, black shingle roofs, and red brick facades. There are several in the study area, including 466 Burlington Avenue, 472 Burlington Avenue and 431 Burlington Avenue (image below).

**Figure 49** William Graham – Margaret Rutherford House, 431 Burlington Avenue. An example of Queen Anne Revival Architecture in Burlington.

### 5.3.5 Edwardian (1900-1920)

Edwardian architecture, or Edwardian Classicism, is associated with Edward VII, King of the United Kingdom from 1901until his death in 1910. He was the eldest son of Queen Victoria. Edwardian architecture was unlike the highly ornate architectural revival styles, which live within the umbrella of the Victorian era, such as Gothic Revival, Queen Anne Revival, or the Arts and Crafts Movement. Rather, Edwardian architecture is typically characterised by simple, classical, and balanced details such as straight rooflines, colonettes, keystones, simplified massing, and restrained use of ornament and colour.

Due to its simplified style, the rise of the 'suburbs', and rapidly increasing population within the province, Edwardian architecture became the vernacular architecture style of Ontario during the early 20th century. Due to this rapid expansion, the Edwardian *vernacular* style, refers to the variety of types of Edwardian influences and construction methods that emerged in the province's rural and small-town communities. It embodies the practical responses of settlers to the local climate, available materials, cultural influences, and functional needs.

In Burlington, Edwardian homes can be identified from the exterior by such characteristics such as: Dutch gable roofs, deep bay windows, sash windows, pilasters, and square/stocky building footprints.

Efforts to preserve and interpret Ontario's vernacular architecture have grown in recent decades, driven by a recognition of its cultural significance and historic value.

**Figure 50** John Foster House, 1414 Ontario Street. An example in Burlington Stripped Edwardian Classicism.

## 5.3.6 Craftsman (1900-1950)

Inspired by the Arts and Crafts Movement of the early 1900s, the Craftsman style of architecture and was a response to the popular Victorian style of architecture of the 19th century. By the late 19th century, Victorian architecture had become a product of the Industrial Revolution, showcasing the abilities of machinery; therefore, home construction had moved away from handmade touches and clean lines. The Craftsman movement was everything that Victorian architecture wasn't. Craftsman homes would become known for their prioritization of hand-made over machine made, and clean, simple lines, in lieu of ornamentation. This simplicity of form allowed for houses to be much more affordable and accessible in comparison to the Victorian counterparts of the day. The uniqueness and intricacies of Victorian homes required specialized professionals, which meant that owning a Victorian home was only accessible to upper class families. The greater affordability of the Craftsman home allowed for the style to gain popularity quickly and become widely used within the 19th century.

The Craftsman architectural style can be characterised by low pitched roofs with single or double front gables, dormers which were typically centered on the roof, large front porches, deep roof overhangs, which were ornamented simply with exposed brackets, beams and rafter ends, wood siding and trim, earthy tone colour schemes, and thick tapered columns extending to the ground at the front of the house.

**Figure 51** Allen McIlwain House, 479 Burlington Avenue. An example of Craftsman architecture in Burlington.

## 5.4 Materials

The dominant cladding materials used in the study area's architecture are red brick, stucco, and wood clapboard siding, likely sourced in the region. There is an occasional use of cedar shakes for gables and dormers at roofing details. Asphalt shingles are the dominant roofing materials in the study area, with occasional terracotta tiles (426 Burlington Avenue). Porches, fish-scaled shingles, balustrades, cornices, and trim, among other architectural features and detailing are typically constructed of wood. Contemporary additions or renovations have introduced materials including stone veneer, vinyl and metal siding, and exterior insulated stucco.

### Locally Manufactured Building Materials Include:

#### Brick

Due to Burlington's location between Hamilton and Toronto, an abundance of readily available bricks is evident in the study area's architecture. Regional clay characteristics influenced the colours of the bricks, the Toronto region, rich in shale deposits, produced bricks with a distinctive reddish-brown hue. The Hamilton area is known for its buff-coloured clay and therefore, the production of lighter-yellowish bricks. Burlington's location and proximity to both types of producers is evident in the variety of brick colours in the study area. In some instances, the abundance of brick influenced architectural styles, such as Victorian and Queen Anne Revivals styles with decorative brickwork, and the Arts and Crafts or Craftsman movement, which emphasized the use of local materials and skills.

The Hamilton brickyard started as Hamilton Pressed Brick in 1906, was renamed as Century Brick, baking as much as 12 million bricks a year until 1998. Many of the bricks were baked in the beehive kilns, one which remains standing today.

#### Wood

The most common building material in early use in the region was wood, due to its availability and proximity to the O.W. Rhynas & Sons Lumber Mill, later Nicholson's Lumber (1930) on Ontario Street. Wood was also the dominant material for decorative elements, such as cornices, brackets, dormers, and porches.

In the pre-industrial era and between 1820 to 1850, pine and oak timbers were the area's principal export to England. Vegetation surveys conducted in 1806 and 1819 by Samuel Wilmot noted that the predominant tree cover was oak/pine and maple, with lesser quantities of nut-bearing trees such as hickory and chestnut (Finlay 1978). Oak/pine forests most likely reflect landscape changes as a result of late prehistoric land use; the forests of the Late Archaic period were probably maple/beech communities with lesser amounts of nut-bearing trees.

An example of the success of timber in residential construction in Burlington was the Halliday company, which started its operations in 1910, selling home building kits by mail order. Located on the east side of Maple Avenue, just north of Ontario street, its proximity to the lumber yard made the company a successful venture. The Halliday kits were officially approved for use under the “Build your own Home” scheme from 1942-1975. A fire destroyed the company and neighbouring lumber yard in October 1974. A modern facility was relocated to Dundas and Appleby Line in 1976. In the late 1970s, Goodfellow Inc – Timber Specialties purchased Halliday Homes, and the company moved away from Burlington in 1994.

**Figure 52** Halliday Homes company adjacent to the lumber yard c.1950. *Burlington Historical Society*.

## 5.5 Builders

In the 20th century, Burlington transitioned from an agricultural-based economy to an industrial, and then suburban one. The study area features the works of several prominent builders, landowners, and architects that were from and/or worked in Burlington. While in some instances property builders and architects remain unknown, there are several in the study area attributed to prominent figures, including A.B. Coleman (best known for one of Burlington's architectural landmarks; the Gingerbread House located at 1375 Ontario Street), carpenter Ephraim Burns, Charles Allen, and most significantly, Robert John Allen and George Blair.

The study area is particularly influenced by the efforts of master builder George Blair (1852-1935). Blair played a key role in shaping Burlington's architectural landscape, particularly during prosperous economic times, providing for the growing demand for residential properties. Some of his best-known properties in Burlington's historic downtown include the Robert Kentner House (468 Locust Street), the Miller Bush House (1457 Ontario Street), in addition to others, and at least four in the study area. In fact, many of the homes within Bunton's Survey lands were constructed by Blair between the 1880s and 1910s, including 472 Burlington Avenue, which became his own home (City of Burlington, Turcotte, 1992a).

Blair was a prominent member of the Burlington, Ontario community, as a builder and fruit farmer, an elder and treasurer of Knox Presbyterian Church, and a municipal councillor. He also served several terms on both the public and high school boards and was also a member of the Fruit Growers Association. Many of the houses that Blair built are still standing and several of them have plaques from the Burlington Heritage Committee.

**Figure 53** Images above 466 Burlington Avenue, 472 Burlington Avenue, and 482 Burlington Avenue, built by George Blair.

Robert John Allen was also influential in the area. Though little is on record of Allen, his land purchase and architectural styles have significant influence in the study area, as he had purchased a large portion of land from the William Bunton Survey in the late 19th century. The property was originally part of Survey in 1881 (Plan 74), and other land was acquired in 1882 by Charles Robinson Smith, who then sold this lot and other land in 1890 to Robert John Allen (Burlington Historical Tour, City of Burlington). Allen would then build and sever lots, specifically for family members, allowing him to build variety of styles including Edwardian and later, vernacular Craftsman style. This can be seen in the four properties Allen is known to have built in the study area, including 471, 475, 479 Burlington Avenue, and 1406 Ontario Street.

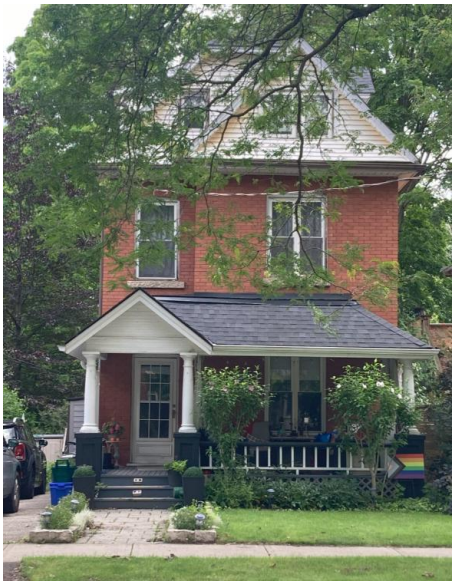


**Figure 54** 471 Burlington Avenue, 475 Burlington Avenue, 479 Burlington Avenue, 1406 Ontario Street, built by Robert John Allen.

# 6 Evaluation, Boundary, and Statement of Significance

## 6.1 Evaluation of Significance and Determination of Cultural Heritage Value

The initial study area for the HCD Study, as directed by the City of Burlington, encompasses 33 properties on Burlington Avenue, Ontario Street, and Elgin Street. It is characterized by a concentration of 19th and early 20th century residential structures.

Of the 33 properties reviewed, eight are Listed under Section 27, Part IV of the *Ontario Heritage Act* on the City of Burlington Municipal Heritage Register and three have been designated under Section 29, Part IV of the OHA. The inventory and historical research conducted for this HCD Study have shown that there are additional properties that may also have individual cultural heritage value or interest.

The significance of an HCD often extends beyond its built heritage, structures, streets, landscape, and other physical and spatial elements, to include important vistas and views between and towards buildings and spaces in the district.

The quality and interest of a district may also depend on the diversity of the lifestyle and the traditions of the people who live and work there. (*Ontario Heritage Toolkit*, 2006)

### Defining Heritage Character

Evaluation of cultural heritage value of a prospective Heritage Conservation District (HCD) is guided primarily by *O.Reg. 9/06 (as amended by O.Reg. 569/22)* as well as the *Ontario Provincial Planning Statement 2024 (PPS)*. It is also supported by the guidelines included in the *Ontario Heritage Toolkit's Heritage Conservation Districts: A Guide to District Designation Under the Ontario Heritage Act (2006)*. The evaluation of heritage attributes for an HCD will usually involve an aggregate of buildings, streets, and open spaces that, as a group, form a collective asset for the community. The purpose of an HCD Study is to assess the significance of the whole ensemble of buildings and landscapes – of place - not just of individual properties. HCDs aim to maintain the unique character and ambiance of a particular neighborhood, district, or community. This includes conserving the architectural style, streetscapes, and overall visual identity, that contribute to its historical or cultural value or interest.

By conserving heritage resources, HCDs help foster a sense of place and identity within communities. They contribute to local pride and serve as reminders of the area's history and evolution over time. The evaluation is not an arbitrary process.

In the *PPS*, heritage resources are defined within the broader context of cultural heritage. Heritage resources include, but are not limited to, cultural heritage landscapes, archaeological resources, built heritage resources, and cultural heritage resources identified under the *Ontario Heritage Act*. Built heritage resources may include buildings, structures, monuments, engineering works, gardens, and cemeteries. Heritage attributes of a resource may include materials, forms, location, spatial configurations, uses, cultural associations, meanings, and traditions, and may be tangible or intangible.

This definition encompasses various aspects of cultural heritage that are considered significant and worthy of preservation within the planning and development framework of Ontario. It recognizes not only physical structures and landscapes but also intangible aspects such as cultural associations and traditions.

**Built Heritage Resources** are generally located on property that may be designated under Parts IV (individual property) or V (district) of the *Ontario Heritage Act*, or that may be included on local, provincial, federal, and/or international registers.

**Cultural Heritage Landscapes** are defined as geographical areas that may have been modified by human activity and identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may involve features such as buildings, structures, spaces, views, archaeological sites, or natural elements that are valued together for their interrelationship, meaning, or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act or* have been included on federal and/or international registers, and/or protected through official plan, zoning By-law, or other land use planning mechanisms.

As described in the *Ontario Heritage Tool Kit (2006),* general character of Heritage Conservation Districts may include the following four characteristics, each of which is found in the Burlington Avenue-Ontario Street study area as a whole:

- A concentration of heritage buildings, sites, structures, designed landscapes, and natural landscapes that are linked by aesthetic, historical, and socio-cultural contexts or use;
- A framework of structured elements, including major natural features such as topography, landform, landscapes, water courses, and built form, such as pathways and street patterns, landmarks, nodes or intersections, approaches, and edges;
- A sense of visual coherence through the use of such elements as building scale, mass, height, material, proportion, colour, etc. that convey a distinct sense of time or place; and
- A distinctiveness which enables districts to be recognized and distinguishable from their surroundings or from neighbouring areas.

## 6.2 Property Inventory

Ultimately, the integrity of the district depends on the management of all the individual parts of which it is comprised. As part of this Heritage Conservation District Study, the properties within the study area have been evaluated on an individual basis. Evaluations are based on the Ontario Heritage Act's Criteria for designation.

The criteria, are grouped in three main categories:

- Design or Physical Values;
- Associative or Historical Values; and
- Contextual or Environmental Values.

### Bill 23 Changes to Prescribed Criteria to Designate Heritage Conservation Districts

Ontario Bill 23 (in effect since January 1, 2023) prescribed additional criteria that a municipality must meet in order to designate an area as a Heritage Conservation District.

These changes require criteria in O. Reg. 9/06 under Part V of the *Ontario Heritage Act* to be used in the heritage evaluation of an HCD to determine if an HCD study area merits designation. At least 25% of the properties within this HCD study area must satisfy two or more of the nine criteria. This change is reflected in the updated Ontario Heritage Act, Section 41(1). The nine criteria are:

*i. The properties have design value or physical value because they are rare, unique, representative or early examples of a style, type, expression, material, or construction method;*

*ii. The properties have design value or physical value because they display a high degree of craftsmanship or artistic merit;*

*iii. The properties have design value or physical value because they demonstrate a high degree of technical or scientific achievement;*

*iv. The properties have historical value or associative value because they have a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to a community;*

*v. The properties have historical value or associative value because they yield, or have the potential to yield, information that contributes to an understanding of a community or culture;*

*vi. The properties have historical value or associative value because they demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community;*

*vii. The properties have contextual value because they define, maintain, or support the character of the district;*

*viii. The properties have contextual value because they are physically, functionally, visually, or historically linked to each other; and*

*ix. The properties have contextual value because they are defined by, planned around, or are themselves a landmark.*

To measure the 25% threshold, steps were required in the evaluation process, the following process was completed during the Field Study (Section 6.3):

- The consultant team completed individual property heritage evaluations of the 33 properties within the study area, using the criteria for determining the cultural heritage value or interest of individual properties of O. Reg. 9/06 (section 1) under Part IV of the Ontario Heritage Act;
- Each individual property evaluation was entered into a database in order to provide an analytical platform. This was used to calculate percentages; and
- A proposed boundary was established based on contributing properties in the study area, as well as natural and landscape features, public space, or other unique features. In order to measure the 25% threshold in the proposed HCD boundary, the percentage of contributing properties was measured, and presented in map form.

Evaluations were based on research, collaboration with municipal staff, existing Bylaws and designations, consultation of the Burlington Heritage Property Register, and a visual review of the properties, or Field Survey.

## 6.3 Field Survey & Evaluation

As required by Section 40(a) of the *Ontario Heritage Act*, the Burlington Avenue-Ontario Street HCD Study included the completion of a built form and landscape survey of the study area. The survey serves as an evaluative record used to collect information about the historical and physical characteristics of the study area. The field survey in a HCD study involves a systematic approach to documenting and evaluating the historic fabric of the district. An initial site visit was conducted in July 2024, involving a series of walk-throughs of the study area, analysis and photography.

The overall objective of the initial Field Survey was to:

- Examine the character and appearance of the area that is the subject of the study, including buildings, structures, and other features of the area, including landscapes, landmarks, and significant views that define the study area, to help determine if the area should be conserved as a heritage conservation district; and
- Property photography took place, and data sheets were created for each of the 33 properties in the study area. These data sheets include information on each property, determined through research and examination, and confirmed on site. These data sheets are included in the Appendix.

A follow-up visit occurred in August 2024 and again in September 2024.

### 6.3.1 Evaluation Results

For the Field Study Evaluation, the consultant team considered the criteria under 41(1) of the Act and used this to determine the degree of contribution of each property in the study area. These criteria are outlined in section 6.2. These evaluations were conducted on the basis of architectural, historical, and contextual analysis.

In accordance with updated requirements under O. Reg. 9/06 affecting Part V of the *Ontario Heritage Act*, under Bill 23, 26 of the 33 properties, or 79%, of properties in the **study area** meet at least two of the nine criteria. In fact, most properties in the study area meet more than two criteria, with 22 meeting either three or more. The map below articulates these results visually. Detailed information for each property is available in the Appendix.

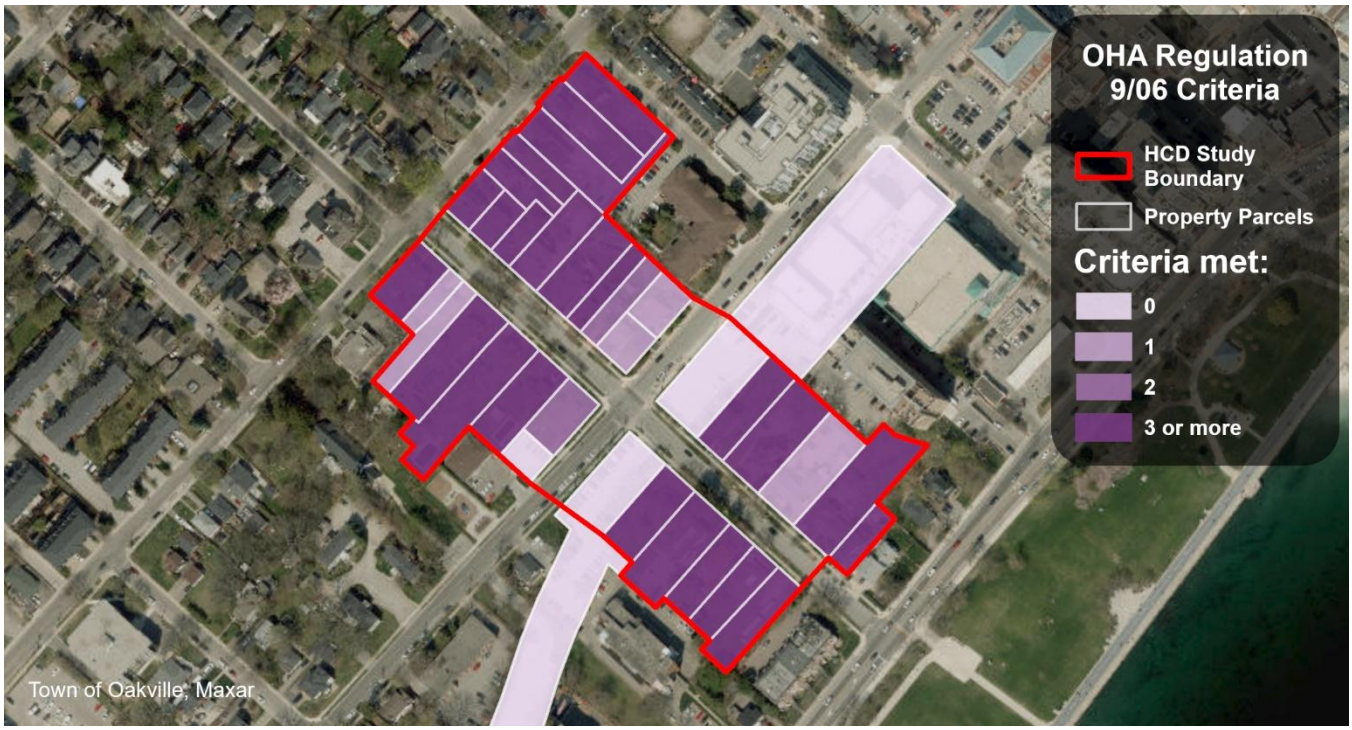



**Figure 55** Chart indicating the number of criteria met under OHA 9/06, Section 4(1).

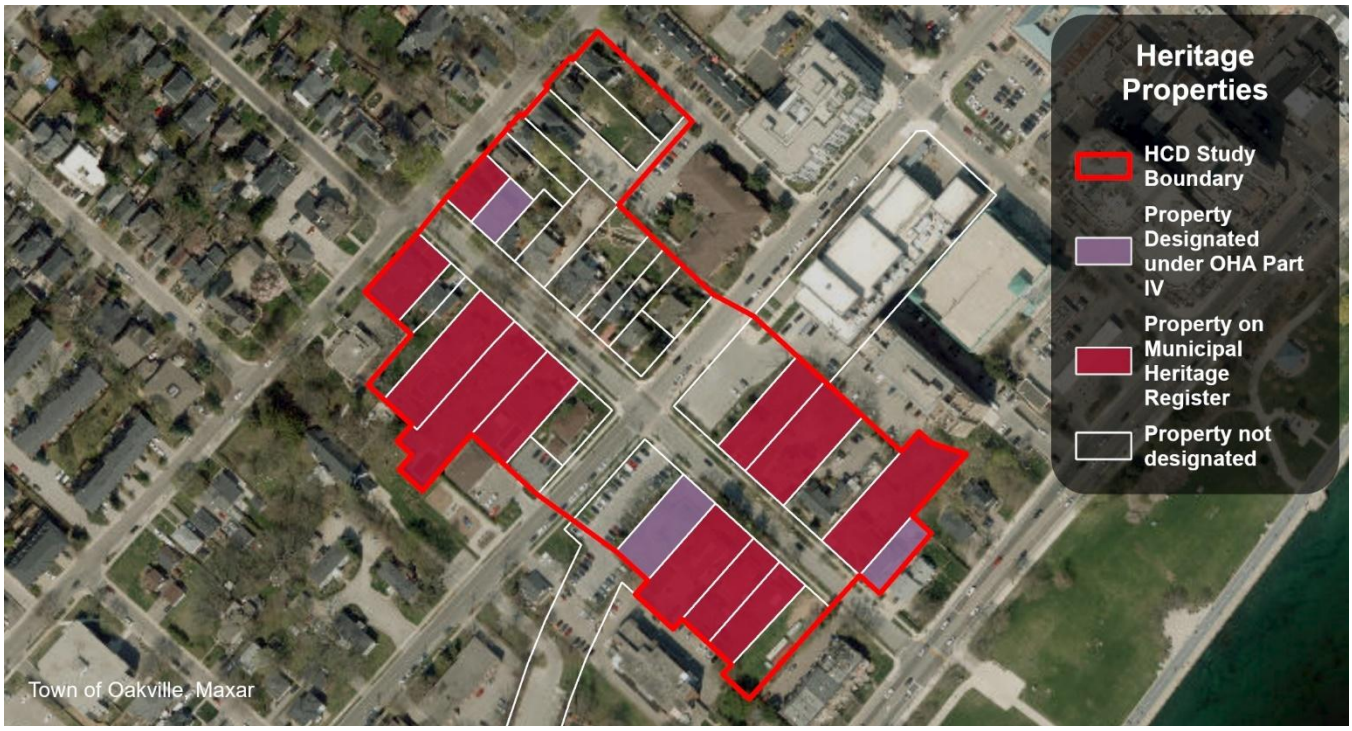



**Figure 56** Chart indicating the properties listed on the Municipal Heritage Register and Designated under OHA Part IV.

**For the Burlington Avenue-Ontario Street Heritage Conservation District study area, the following has been observed:**

Properties with OHA Part IV Designation: 3

Properties on the Municipal Heritage Register: 8

Properties that meet 2 or more criteria under part OHA 41(1): 26

Properties that meet 1 criterium: 5

Properties that meet no criteria: 2

Please see detailed breakdown of each property in the Appendix.

## 6.4 Recommended Heritage Conservation District Boundary and Analysis

### 6.4.1 Determining the Boundary

Boundary delineation is a critical task during the HCD Study Phase; some study areas have obvious character and a clear set of boundaries; others are more difficult to define. Determining the appropriate boundary for the proposed HCD requires careful consideration of the heritage character as well as the extent of cultural heritage resources within different parts of the study area. Depending on the size of the district and number of properties involved, an examination of an area may require evaluation of each part, or individual property based on:

- Historical Association;
- Architecture;
- Vernacular Design;
- Integrity;
- Architectural Details;
- Landmark Status or Group Value;
- Landscapes and Public Open Spaces;
- Overall Spatial Pattern;

- Land-Use;
- Circulation Network and Pattern;
- Boundary and other Linear Features;
- Site arrangements;
- Vegetation Patterns; and
- Historic Views.

### 6.4.2 Recommended Boundary

Boundaries should be drawn to include not only buildings and structures of interest, but also the entire property on which they are located. Vacant land, infill sites, public open space, and contemporary buildings may also be included within the district to ensure that their future development is in keeping with the character of the area. Buildings and structures of less obvious historical or architectural merit, but that also contribute to the scale or scenic amenity of the area, may also be included (Ontario Heritage Toolkit, 2006).

**The consultant team is in agreement that the proposed study area meets the criteria as a Heritage Conservation District. Based on the study analysis and the consultation process, the following objectives for the study area were prepared to develop an approach that supports maintenance and growth in the Burlington Avenue-Ontario Street District:**

- **Preserve and enhance Burlington's historic, cultural and residential areas;**
- **Retain and conserve attributes that contribute to the heritage character and appearance of the area;**
- **Encourage new construction and development that contributes to, and is compatible with, the heritage character and appearance of the area;**
- **Build upon and promote increased awareness of the cultural heritage value of Burlington; and**
- **Encourage the City of Burlington to assist homeowners in the HCD to maintain, revitalize, and promote heritage spaces through support, including existing and new grant and loan programs.**

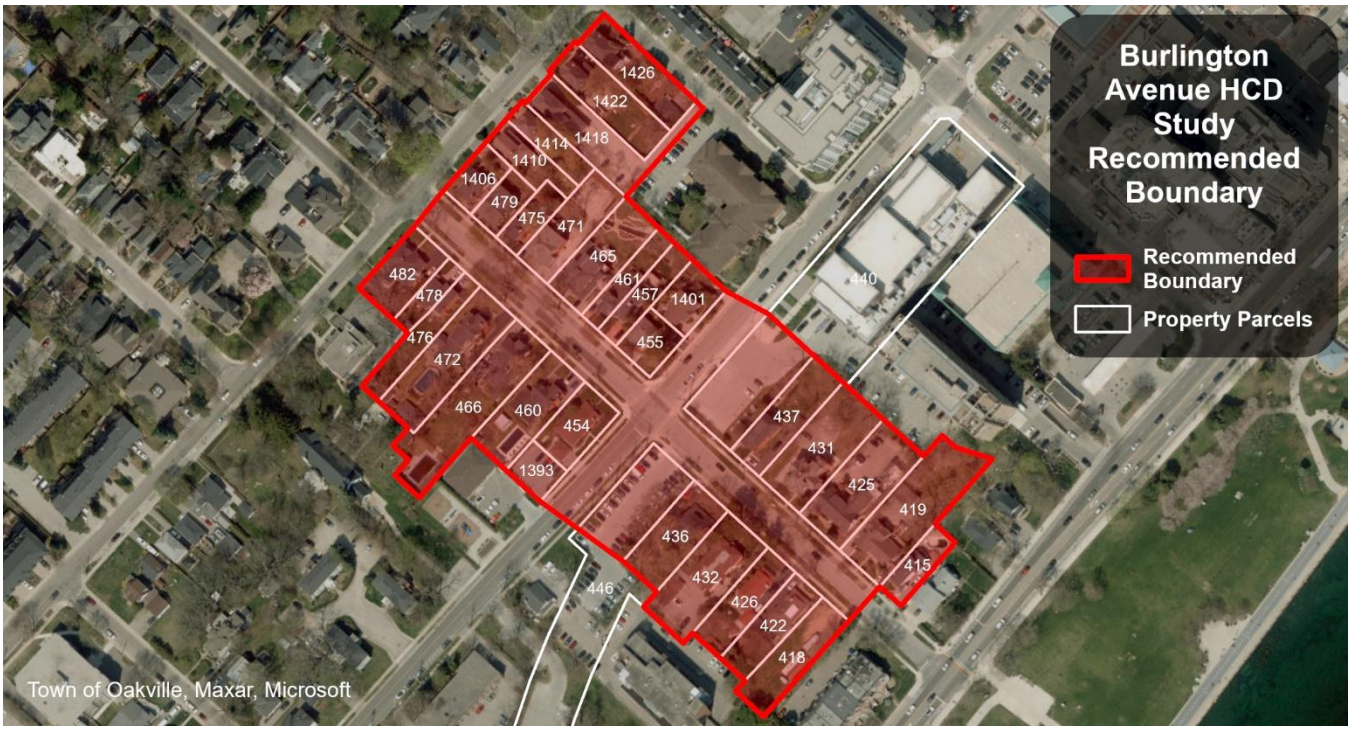



**Figure 57** Map indicating recommended boundary, and property parcels.

## 6.4.3 Rationale and Recommendations

**The rationale for the recommended designation can be summarized as follows:**

- The recommended Burlington Heritage Conservation District has a significant heritage character, as found in its built heritage resources, landscape, and associations with important people and in the history of the area;
- Burlington is an area that has historically seen significant intensification and redevelopment. This area is a unique area that maintains its historic integrity, and should be protected;
- The property inventory and evaluation of the study area have shown that these heritage resources merit conservation, while meeting updated designation criteria in O. Reg. 9/06 under Part V of the Ontario Heritage Act, and over 25% of the properties within this HCD study area satisfy two or more of the nine criteria under the Act. In fact, the heritage integrity of the majority of the properties is significantly intact, with 79% of the properties in the proposed district meeting over two criteria under OHA 41(1), with most meeting more;
- There appears to be public support for HCD designation, based on the community engagement process undertaken and concern that development in Burlington has considered or been complimentary to the City's remaining heritage fabric; and

- District designation has proven to be one of the best policy tools available to Ontario municipalities for meeting many conservation goals and objectives.

Based on these objectives and the detailed analysis of the study area, the following approach for the study area recommended by the consultant team is to **proceed with the Burlington Avenue-Ontario Street Heritage Conservation District Plan.**

Burlington's residential neighbourhood Burlington Avenue-Ontario Street was found to have the characteristics of a dynamic heritage district. A dynamic district is a type of evolved district that is continuing to evolve. The physical form and attributes of the district exhibit the process of past development and maintain a connection with the past to meet the needs of the present (and future) community. Evolved districts are places that have grown over a period of time, and their elements (component features) document the process of its evolution.

Based on this study, the majority of the properties demonstrate its merit as a heritage conservation district. This includes the built heritage, as well as the landscape features of the district. These character defining elements are outlined in the draft Statement of Significance found in section 6.6.

These would be developed further as part of a Heritage Conservation District Plan.

While there are a small number of properties within the recommended area that do not appear to contribute to the heritage character of the rest of the streetscapes, their general scale and character often do in fact help set a visual continuity for the place. Any properties of heritage value within these areas can also be conserved through individual designation, as well as being included in a District.

The recommended boundary of an HCD still allows the municipality scope for extending the district in a later phase, if desired. In the meantime, it should be kept in mind that properties abutting an HCD District boundary have some degree of municipal regulation. This regulatory power is granted under the umbrella planning policies set by the Province in the *Provincial Policy Statement (PPS)*. Section 4.6.3. of the 2024 PPS stated planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

It is also recommended that the City of Burlington expedite designation of recognized properties on the register that fall outside this suggested boundary, in advance of January 1, 2027, due to the changes to the OHA under Bill 23 and Bill 200. There is a significant number of properties on the existing Municipal Heritage Register in the City of Burlington, and in the adjacent area. The map below indicates the listed and designated properties in the vicinity (this map does not show **all** the listed and designated properties in the City of Burlington).

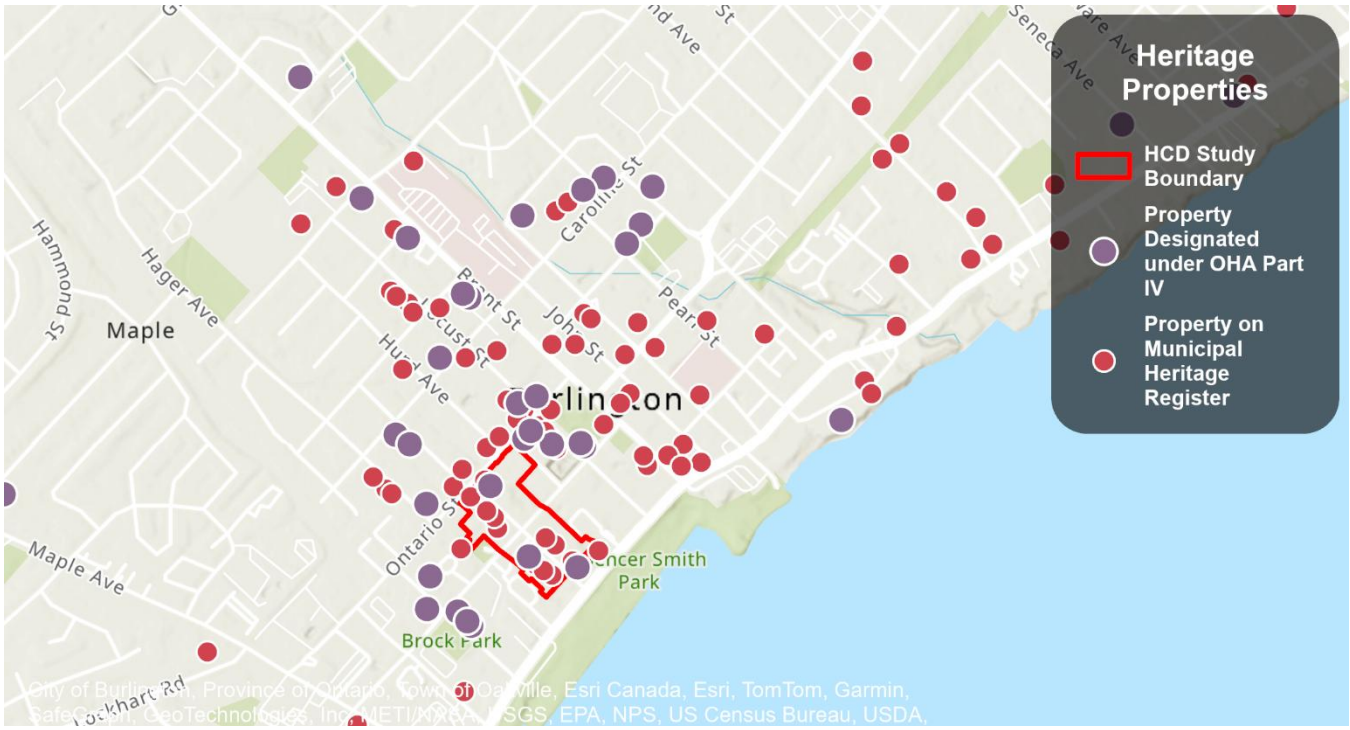



**Figure 58** Chart indicating properties close to the study area that are on the Municipal heritage register and those that are designated under Part IV of the PHA. The study area boundary is denoted in red.

Heritage Conservation Districts (HCDs) in Ontario are indeed dynamic and evolving entities, reflecting the changing ways communities value and interact with their heritage. Rather than static preservation, Ontario's approach to HCDs allows for a degree of evolution that acknowledges contemporary needs, such as development and sustainability, while still conserving historical and cultural assets.

**The Burlington Avenue-Ontario Street study area is rooted in a strong sense of place. By maintaining this sense of place, an HCD can foster a living connection between the past and the present. This allows both residents and visitors to experience and appreciate the historical, aesthetic, and social narratives embedded within the environment, and allows for evolution and change in a responsible and complimentary fashion.**

## 6.4.4 Draft Statement of Cultural Heritage Value

The draft Statement of Cultural Heritage Value summarizes the heritage value/interest and attributes of the recommended HCD Area. The Statement also played a key role in determining the boundary for the potential HCD and is the basis for the evaluation of the level of contribution of individual properties found within the study area. Upon acceptance of the HCD Study, this Statement may need to be refined in the next phase, as part of developing the Heritage Conservation District Plan & Guidelines.

### Statement of Cultural Heritage Value or Interest Under OHA Part V

#### Description of the Burlington Ontario Context

The history of Indigenous peoples in the area now known as Burlington, Ontario, is deeply rooted and spans thousands of years. The region had been inhabited by various Indigenous groups long before European settlers arrived. Located in the heart of Burlington, Ontario, the Burlington Avenue-Ontario Street district has long been valued for its architectural heritage and historical value.

Stretching north-south near the city's waterfront and the downtown area, the area was once part of Burlington's earliest settlements, Wellington Square. In 1873 the area merged with Port Nelson to form the Village of Burlington, after Burlington Bay (named after Bridlington, England which was called Burlington until the 19th century). This section of Burlington was developed under the subdivision Plan of William Bunton, registered in 1881, and stretched from Lakeshore Road to Ontario Street, west of Brant. Bunton sub-divided and sold off plots of his land for residential development, and the neighbourhood began to develop rapidly. The district is known for its late 19$^{th}$ century and early 20$^{th}$-century homes, mature tree canopy, and cohesive residential streetscape. Most of the buildings in the district are single, detached homes. The street is characterized by consistent setbacks, large lots, and a variety of architectural styles that showcase Burlington's growth over the past century.

#### Cultural Heritage Value

The Burlington Avenue-Ontario Street district is clearly a street born from its views to the waterfront and proximity to the historic downtown. The area has largely retained its character for the past one hundred years, which is very challenging in areas with significant urban development. The district incorporates one of the most historic residential areas in downtown Burlington, and most of the properties have retained their original residential use.

The district origins are directly linked to the prosperity and appeal of Burlington, which brought the commercial, residential, and institutional buildings to the City as a whole. The area was developed at the same time Burlington emerged as a central hub along Lake

Ontario, and the proximity to the lake and to downtown Burlington made the area a desirable residential neighborhood for prominent families. The role of the waterfront in Burlington has evolved over time, and continues to change in response to human activity, related to the settlement, growth, industry, and social life in Burlington. It remains, however, a key landscape feature of the district and the downtown area.

The district's architectural value lies in its diverse, yet harmonious, blend of architectural styles, intricate woodwork, decorative brickwork, landscaped gardens, and a welcoming and cohesive streetscape. The streets are lined with wide walkable sidewalks, and a mature, diverse, tree canopy. There is a direct view to Lake Ontario from Burlington Avenue, and as a result, the street becomes an informal pedestrian route to the lakefront. Combined, these elements and their associated features, such as the walkability, views, and aesthetic charm, make it a vibrant and appealing space for residents and visitors alike.

## Description of Heritage Attributes

- Consistent building setbacks and large lots, contributing to a spacious, orderly streetscape;
- Generous front lawns with similar setbacks amongst houses, even from different building periods, providing a measure of consistency in scale and sense of place within the area;
- The variety of architectural styles, with representative examples of Arts and Crafts, Vernacular, Georgian, Edwardian, and Victorian homes;
- Original materials and craftsmanship, including brick façades, woodwork, and decorative features in windows, doors, and verandas. Where brick is used, shades of reds are predominate;
- A mature, diverse, and high tree canopy lining the streets in the district, enhancing the neighborhood's historic ambiance and walkable appeal;
- Views between buildings of gardens, trees and/or Hager Creek; and
- The key views and vistas towards Lake Ontario, particularly from Burlington Avenue, creating a gateway to the waterfront.

# 7 Implementation

The City of Burlington has identified that the Burlington Avenue-Ontario Street study area, merits consideration for designation as a Heritage Conservation District (HCD). The purpose of the Burlington Avenue-Ontario Street HCD Study was to provide an overall understanding of the area's history and heritage character, and to determine if an HCD would be an appropriate heritage planning tool for the area.

This Study is the first step in describing the area's heritage character and identifying the various heritage resources that comprise it. If Council approves the Study recommendations, the next step is to prepare a Heritage Conservation District Plan and Guidelines document containing the policies and guidelines required to properly manage conservation and development.

Through the Study Phase, which included professional evaluation of cultural heritage attributes, public consultation, and delineation of a boundary, the Consultant Team confirms:

**A Burlington Avenue-Ontario Street HCD, under Part V of the Ontario Heritage Act, is the most appropriate way for the municipality to conserve the area's cultural heritage resources, and we recommend Council should authorize staff to proceed with preparation of a Heritage Conservation District Plan & Guidelines**.

## 7.1 Draft Statement of HCD Plan Goals and Objectives

HCDs provide for the conservation of cultural heritage resources policies and guidelines that will assist in the protection and enhancement of the cultural heritage value of a district. District designation enables City Council to manage and guide future change in the area. HCDs take many different forms and variations, depending on the location and its history. However, they form an integral part of Ontario's cultural heritage and contribute to an understanding and appreciation of the cultural identity of the place, and as a collection, the province.

In accordance with Subsection 40 (2) of the *Ontario Heritage Act*, the HCD Study considers the objectives around the recommended designation and the content of the future HCD Plan, should Council move forward with the adoption of an HCD. Therefore, the following objectives should be re-confirmed for continued relevance throughout the Plan Phase. This includes additional consultation with the public, completion of the landscape analysis and heritage evaluation, a formal statement of significance, and an updated boundary property inventory.

Based on the results of this HCD Study, the prospective HCD Plan for Burlington should consider addressing the following objectives:

- Conserve and enhance the cultural heritage value and character-defining elements of the HCD, including built forms, street and landscape elements, and landmarks that contribute to the district's sense of place;
- Encourage the conservation, rehabilitation, adaptive reuse, and maintenance of contributing existing buildings that express the heritage character of the HCD, while providing guidelines on appropriate change to the buildings;
- Encourage the retention of the landscape and streetscape elements such as the existing mature tree canopy, property setbacks, and views to Lake Ontario;
- Develop alteration, infill, and new development guidelines, with the primary goal of promoting compatible development on fallow or non-contributing properties, that appropriately manages and preserves the cultural heritage value of the area's history;
- Ensure that new construction and development on vacant, underdeveloped lots and on large parcels responds to the character of contributing properties through their retention and the compatible design of new structures;
- Reinforce and conserve the district's significant built forms, streetscapes, materiality, and character that reflect its cultural heritage values by:
    - Developing appropriate setbacks and step backs for new development;

  - Maintaining and establishing architectural details and consistent street walls where appropriate and which maintain and support accessible, vibrant, and walkable pedestrian environments; and
  - Maintain, conserve, and enhance the historic residential character of the streets, through the use of harmonious materials, height limits, architectural details or other design measures, enhanced and protected tree canopy, and views to the lake.
- Incorporate the policies and guidelines of the HCD Plan into the regulatory framework, as well as other studies and programs, to encourage the conservation and enhancement of the HCD;
- Establish a Heritage Permitting process to assist property owners with conservation, maintenance, and alteration efforts, as well as provide guidance for appropriate restoration, repair, and on-going maintenance of all buildings within the District; and
- Encourage active participation from residents, property owners, and businesses, in the promotion and implementation of the HCD, including development of a streamlined and proactive heritage permitting process with the City, to ensure that requirements of property owners are understood early in the process and revisions to project plans are mitigated and reduced.

## 7.2 Proposed Content of the HCD Plan and Guidelines

The HCD Plan should provide information for those seeking to understand the cultural heritage value of the HCD, as well as provide policies and guidelines to achieve the stated objectives. The general layout of the Plan is as follows:

- Introduction (results of the HCD Study, public engagement summary for the Plan);
- Legislative and policy framework that will support the HCD and outline the cultural heritage values, attributes and the statement of objectives of the Plan;
- Statement of District Significance and Heritage Attributes (Character-defining Elements);
- Statement of Objectives (each of the objectives should be linked to policies, and subsequently the guidelines);
- Confirmed District Boundary;
- Policies and Guidelines (Contributing and Non-Contributing Properties, Public Realm, Natural and Built Heritage areas);
- The policies and guidelines direct both the conservation and alteration of existing resources, the public realm, and new construction;
- Implementation: an overview of how the Plan is intended to be implemented through the heritage permit process and when a heritage permit is required; and
- Recommendations for financial incentives.

## 7.3 Additional Recommendations

Ontario's provincial policy documents support the conservation of built heritage resources, cultural heritage landscapes, and archaeological resources, and enable planning authorities to implement plans to protect these resources.

The City of Burlington's municipal policy documents conform to provincial and regional plans, contain policies which prioritize heritage conservation, and authorize the municipality to establish new HCDs, following a study/plan process prior to designation. However, several modifications to City of Burlington policy documents or municipal By-laws are required should Council approve the initiation of a HCD Plan. For example, the Burlington Official Plan (OP) will require another schedule for the HCD.

Additionally, there is a potential future need to consolidate By-laws and ongoing planning projects within the future HCD, to ensure appropriate harmonization and implementation. While this can occur during or after the Plan phase, a preliminary analysis was completed as part of this HCD Study. The following By-laws and plans (and potentially others, to be determined) may require updates or amendments, depending upon the contents of the prospective HCD Plan:

- Development Charges By-law;
- Zoning By-laws;
- Property Standards By-law; and,
- Burlington Building Height Guidelines.

While the proposed boundary has captured a wide range of properties, there remain properties with local interest that were identified, outside the proposed HCD boundary

Therefore, it is also recommended that the City of Burlington consider assessing adjacent properties, that are not in the proposed HCD boundary, particularly those on the City's Heritage Register, for possible Part IV designation as soon as possible.

# 8 Appendices

# THE CONSULTANT TEAM

**TRACE architectures** (formerly MTBA Associates) is a leading Canadian design firm specializing in the renovation of existing buildings and the conservation and enhancements of historic spaces, especially those with heritage value and/or sustainability challenges. We specialize in architecture, research, policy, and consultation tools that address historic spaces, especially in the wake of ongoing and substantial changes to the Ontario Heritage Act (OHA). With a strong base of conservation knowledge in community consultation, building condition reports, feasibility assessments, Cultural Heritage Impact/Evaluation studies, Heritage Conservation District Studies & Guidelines, among others, TRACE advocates for an integrated approach to cultural heritage conservation and planning policy at all government levels.

Building on over 35 years of experience in Heritage, we look at the value of places, regardless of institutional recognition, tangible, or intangible. We take an interdisciplinary approach allowing us to better understand *Place*. Heritage requires a unique blend of skills to achieve balanced solutions, and our interdisciplinary team excels at projects that require greater sensitivity to context. We have built strong relationships with municipalities in Ontario, and have specifically worked on Heritage Conservation District Studies, Plans and Guidelines with the Village of Russell and with the City of Cambridge.

**B+H ARCHITECTS** believe in the power of design to transform spaces, communities, and economies. We enable our clients' visions through customized designs that exceed their business goals and inspire the people that live, work, heal, play, and learn within them. We view every challenge as an opportunity for learning and never lose sight of the people we are designing for – regardless of the type of development, scale, scope, or geography involved. Our bold design solutions are inspired by the confidence that is derived from honed insight, active listening, fearless entrepreneurialism, and a collaborative fusion of perspectives. Design performance achieved through constant innovation, accountability, hands-on service, cultivating talent, and being a champion for diversity in all its forms – these are the things we value.

Design creativity, technical expertise, exemplary client service, and commitment to sustainability are hallmarks of the B+H Architects planning and landscape practice. The B+H PLA (Planning and Landscape Architecture) team brings a longstanding track record of collaborating with public-sector clients— including Ontario municipalities as well as the Government of Ontario, the Government of Canada, and their respective public agencies. We have collaboratively developed a comprehensive range of new and revitalized residential communities and civic environments that respond to and respect the context and history of place.

# REFERENCE LIST

## Guidelines and Policy Documents

City of Burlington. Vision 2040: Burlington's Strategic Plan 2015-2040. Updated 2021. https://www.burlington.ca/en/council-and-city-administration/resources/Plans-Reports-and-Studies/Strategic-Plan-2015-2040.pdf

City of Burlington. Live and Play Plan: Appendix A to RCC-12-24. June 2024. https://www.burlington.ca/en/council-and-city-administration/resources/Plans-Reports-and-Studies/Live-and-Play-Plan/RCC-12-24-Appendix-A-Burlington-LPP-Final-June-2024-FINAL-AODA.pdf

City of Burlington. Downtown Heritage Study and Engagement Program- final report and recommendations. December 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=74244

City of Burlington. Proposed Downtown Cultural Heritage Landscapes Study. July 2022. https://burlingtonpublishing.escribemeetings.com/Meeting.aspx?Id=43e56eb2-7014-48d9-b446-c926389b0060&Agenda=PostMinutes&Item=13&Tab=attachments

City of Burlington. Burlington's Official Plan. November 2020. https://www.burlington.ca/en/planning-and-development/official-plan.aspx#Burlington-Official-Plan-2020

Burlington Economic Development. Burlington Brownfield Focus Community Improvement Plan. March 2021. https://investburlington.ca/wp-content/uploads/2021/04/Brownfield-Focus-CIP-March-2021.pdf

City of Burlington. 2022-2026 Burlington's Plan: From Vision to Focus. December 2023. https://www.burlington.ca/en/council-and-city-administration/resources/Plans-Reports-and-Studies/Burlington%E2%80%99s-Plan-From-Vision-to-Focus/23-516-CM-Burlingtons-Plan-From-Vision-to-Focus_FINAL_WEB.pdf

City of Burlington Council. Design Guidelines for Detached Garages. May 2009. https://www.burlington.ca/en/planning-and-development/resources/Urban-Design-Guidelines/Design-Guidelines-for-Detached-Garages.pdf

City of Burlington. Old Lakeshore Road Precinct Phase II: Urban Design Guidelines. July 2009. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Downtown%20Burlington%20-%20Old%20Lakeshore%20Road%20Precinct%20Urban%20Design%20Guidelines.pdf

City of Burlington. Downtown Streetscape Guidelines. September 2019. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Downtown%20Streetscape%20Guidelines.pdf

City of Burlington. Downtown Urban Design Guidelines. October 2006. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Downtown%20Urban%20Design%20Guidelines.pdf

City of Burlington. Keeping Place: Heritage-Based Urban Design Guidelines for Downtown Burlington. November 2006. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Keeping%20Places%20Heritage-Based%20Design%20Guidelines%20for%20Downtown%20Burlington.pdf

City of Burlington. Guidelines for Outdoor Lighting. October 2008. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Lighting%20Design%20Guidelines.pdf

City of Burlington. Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings. March 2019. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=30687

City of Burlington. Shadow Study Guidelines and Terms of Reference. June 2020. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Shadow%20Study%20Guidelines%20and%20Terms%20of%20Reference.pdf

City of Burlington. Site Plan Requirements and Urban Design Guidelines for Low Density Residential Zones and North Aldershot. December 2009. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Site%20Plan%20and%20Urban%20Design%20Guidelines%20for%20Low%20Density%20Residential%20Zones%20and%20North%20Aldershot.pdf

City of Burlington. Sustainable Building and Development Guidelines. December 2021. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Sustainable%20Building%20and%20Development%20Guidelines.pdf

City of Burlington. Tall Building Guidelines. May 2017. https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Tall%20Building%20Guidelines.pdf

City of Burlington. By-law 02-2024. January 2024. https://www.burlington.ca/en/By-laws-and-animal-services/resources/By-laws/By-law-Search/2024-By-laws/002-2024-By-law.pdf

City of Burlington. By-law number 28-2009. April 2009. https://www.burlington.ca/en/By-laws-and-animal-services/resources/By-laws/By-law-Search/028-2009%20By-law.pdf

City of Burlington. Amendments to By-law 2020.

City of Burlington. Part 12-Develpoment Zone & Utility Services Zone. October 2015. https://www.burlington.ca/en/planning-and-development/resources/Zoning/Zoning-By-law-Documents/PART-12-Development-Zone-Utility-Services-Zone.pdf

City of Burlington. Part 1-General Conditions and Provisions. September 2024. https://www.burlington.ca/en/planning-and-development/resources/Zoning/Zoning-By-law-Documents/Part-1-General-Conditions-and-Provisions.pdf

City of Burlington. Part 6-Downtown Mixed-Use Centre Zones. October 2023. https://www.burlington.ca/en/planning-and-development/resources/Zoning/Zoning-By-law-Documents/Part-6-Downtown-Zones.pdf

Heritage Burlington. Explore Heritage. https://heritageburlington.ca/explore-heritage/

The Burlington Historical Society. https://burlingtonhistorical.ca/

City of Burlington. Official Plan. 1997, updated 2024. https://www.burlington.ca/en/Official-Plan-1997-Documents/Burlington-Official-Plan-1997-2024-07-30.pdf

Parks Canada. Canadian Register of Historic Places: Writing Statements of Significance. Canada's Historic Places. November 2006. https://www.historicplaces.ca/media/5422/sosguideen.pdf

Parks Canada. Standards and Guidelines: For the Conservation of Historic Places in Canada. 2010. https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf

Regional Municipality of Halton. Heritage Services Five-year Operational Plan. July 2021. https://edmweb.halton.ca/OnBaseAgendaOnline/Documents/ViewDocument/LPS55-21_Attachment_%231__Heritage_Services_Five-year_Operational_Plan_(Under_Separate_Cover).pdf?meetingId=4267&documentType=Minutes&itemId=121124&publishId=70803&isSection=false

Regional Municipality of Halton. Interim Office Consolidation of the Regional Official Plan. November 2022. https://www.halton.ca/getmedia/c822695d-155d-4bbe-aac8-e964db23ff9a/LPS-Halton-ROP-Interim-Office-Consolidation-Text.pdf.aspx?ext=.pdf

Regional Municipality of Halton. Interim Office Consolidation of the Regional Official Plan - Maps. November 2022. https://www.halton.ca/Repository/ROP-Office-Consolidation-Maps-All

Government of Ontario. A Place to Grow, Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020. August 2020. https://files.ontario.ca/mmah-place-to-grow-office-consolidation-en-2020-08-28.pdf

Ontario Ministry of Municipal Affairs and Housing. Provincial Planning Statement, 2024. October 2024. https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf

Government of Ontario. Provincial Policy Statement, 2020. May 2020. https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf

Government of Ontario. Niagara Escarpment Plan 2017. June 2017. https://files.ontario.ca/appendix_-_niagara_escarpment_plan_2017_-_oc-10262017.pdf

Government of Ontario. Places to Grow Act, 2005. https://www.canlii.org/en/on/laws/stat/so-2005-c-13/latest/so-2005-c-13.html

Government of Ontario. Provincial Planning Statement (PPS) 2024 Review. August 2024.

Government of Ontario. Greenbelt Act, 2005. https://www.canlii.org/en/on/laws/stat/so-2005-c-1/216715/so-2005-c-1.html

Government of Ontario. Ontario Heritage Act. July 2024. https://www.ontario.ca/laws/statute/90o18

Legislative Assembly of Ontario. More Homes Built Faster Act, 2022. 2022. https://www.ola.org/sites/default/files/node-files/bill/document/pdf/2022/2022-11/b023ra_e.pdf

Ministry of Public and Business Service Delivery Ontario. Homeowner Protection Act, 2024. June 2024. https://www.ontario.ca/files/s3fs-public/2024-06/bulletin_2024-07_homeowner_protection_act.pdf

The Architectural Conservancy of Ontario. Heritage Conservation District Study, 2009. May 2009. https://www.stcatharines.ca/en/building-and-renovating/resources/Documents/HCDStudySUMMARYREPORT.pdf

## Burlington Municipal Documents

2024 Community Planning Report Schedule

2024 Meeting Dates Heritage Burlington Hybrid Meetings, 7 pm – 9 pm

City of Burlington. Heritage response to Bill 23 – shortlist of designation candidates. November 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=72360

City of Burlington. Appendix A – Recommended List of Heritage Designation Candidates. November 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=72361

City of Burlington. Appendix B – Alternate Ward-Based list of Heritage Designation Candidates. November 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=72362

City of Burlington. Appendix C – Full Ranked list of Eligible Non-designated Properties. November 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=72363

Burlington Public Library. The Robert John Allen House. 1900. https://digitalarchive.bpl.on.ca/Documents/Detail/1406-ontario-street-burlington/103565

City of Burlington. Cultural Action Plan - Directions Forward Report. March 2013.

City of Burlington. Community Services Division Cultural Action Plan. October 2013. https://burlingtonpublicart.com/wp-content/uploads/2024/07/2013-cultural-action-plan.pdf

Burlington Public Library. Fire Insurance Plan for Burlington – 1924. May 1924. https://www.bpl.on.ca/sites/default/files/_content_files/page/PDF/burlington-1924_fire_insurance_plans.pdf

## Previous Reports

City of Burlington. Downtown Heritage Study and Engagement Program-final report and recommendations. December 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=74244

City of Burlington. Appendix A – Downtown Burlington Heritage Study and Engagement Program, Final report. November 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=74245

City of Burlington. Appendix B – Heritage Evaluations for Individual Properties. December 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=74246

City of Burlington. Appendix C – Heritage Evaluations for Groupings of Properties. December 2023. https://burlingtonpublishing.escribemeetings.com/filestream.ashx?DocumentId=74247

## Research Documents

Newspapers by ancestry. National Post (Toronto, Ontario, Canada). March 1930. https://www.newspapers.com/image/511850147/

Newspapers by ancestry. The Burlington Gazette (Burlington, Ontario, Canada). August 1977. https://www.newspapers.com/image/1009534519/

Newspapers by ancestry. The Daily Telegraph (Kitchener, Ontario, Canada). March 1903. https://www.newspapers.com/image/990412683/

Newspapers by ancestry. The Hamilton Spectator (Hamilton, Ontario, Canada). November 1912. https://www.newspapers.com/image/1005788145/

Newspapers by ancestry. The Hamilton Spectator (Hamilton, Ontario, Canada). September 1922. https://www.newspapers.com/image/1005858626/

Newspapers by ancestry. The Hamilton Spectator (Hamilton, Ontario, Canada). September 1998. https://www.newspapers.com/image/1012860909/

Newspapers by ancestry. The Hamilton Spectator (Hamilton, Ontario, Canada). August 2023. https://www.newspapers.com/image/1051703685/

Jeffrey A. Bursey. Ontario Archaeology. CHAINGATE (AhGw-11): A LATE ARCHAIC PERKIOMEN SITE IN BURLIGTON, ONTARIO. *Revista de Arqueologia Americana No. 9*. 1994. https://ontarioarchaeology.org/wp-content/uploads/oa057-03_bursey.pdf

Neal Ferris and Michael W. Spence. THE WOODLAND TRADITION IN SOUTHERN ONTARIO. *Journal of World Prehistory, Vol 14, No. 4*. 1995. https://www.jstor.org/stable/27768356

Gary Warrick. The Precontact Iroquoian Occupation of Southern Ontario. 2000. https://link.springer.com/article/10.1023/A:1011137725917

Irvin Heritage Inc. Stage 1 & 2 Archaeological Assessment. September 2020. https://www.burlington.ca/en/news/resources/Current-Development-Projects/Ward-2/407-Martha-St/Supporting-Documents/18-Archaeological-Report.pdf

The Canadian Encyclopedia. Burlington. October 2012. https://www.thecanadianencyclopedia.ca/en/article/burlington

## Images and Online Resources

The Burlington Historical Society. https://burlingtonhistorical.ca/

Burlington Public Library, Digital Archive. https://digitalarchive.bpl.on.ca/

The Historical Marker Database. The Foundation of Burlington. April 2023. https://www.hmdb.org/m.asp?m=221366

Dorothy Turcotte. Remember the Brant Inn,1990. 1990. Burlington Historical Society.

Burlington Historical Tour, City of Burlington

Canadian Encyclopedia, Burlington. https://www.thecanadianencyclopedia.ca/en/article/burlington

John Boyd, Library and Archives Canada/PA-061180.

Loading express car on siding Burlington Junction c.1914. Library Archives Canada, PA-061183.

Reynolds, John Lawrence. Sounds by the Shore. A History of Burlington, Ontario, Canada. City of Burlington: June 1993. Wayback Machine

# MAPS AND FIGURES

BURLINGTON AVENUE HCD STUDY

# STUDY BOUNDARY

0 32.5 65 97.5 130 260 M

## BURLINGTON AVENUE HCD STUDY
# CITY OF BURLINGTON NEIGHBOURHOODS

0 750 1,500 2,250 3,000 6,000 M

BURLINGTON AVENUE HCD STUDY

# GREATER GOLDEN HORSESHOE (GGH) BOUNDARIES

## BURLINGTON AVENUE HCD STUDY
# GREENBELT BOUNDARY

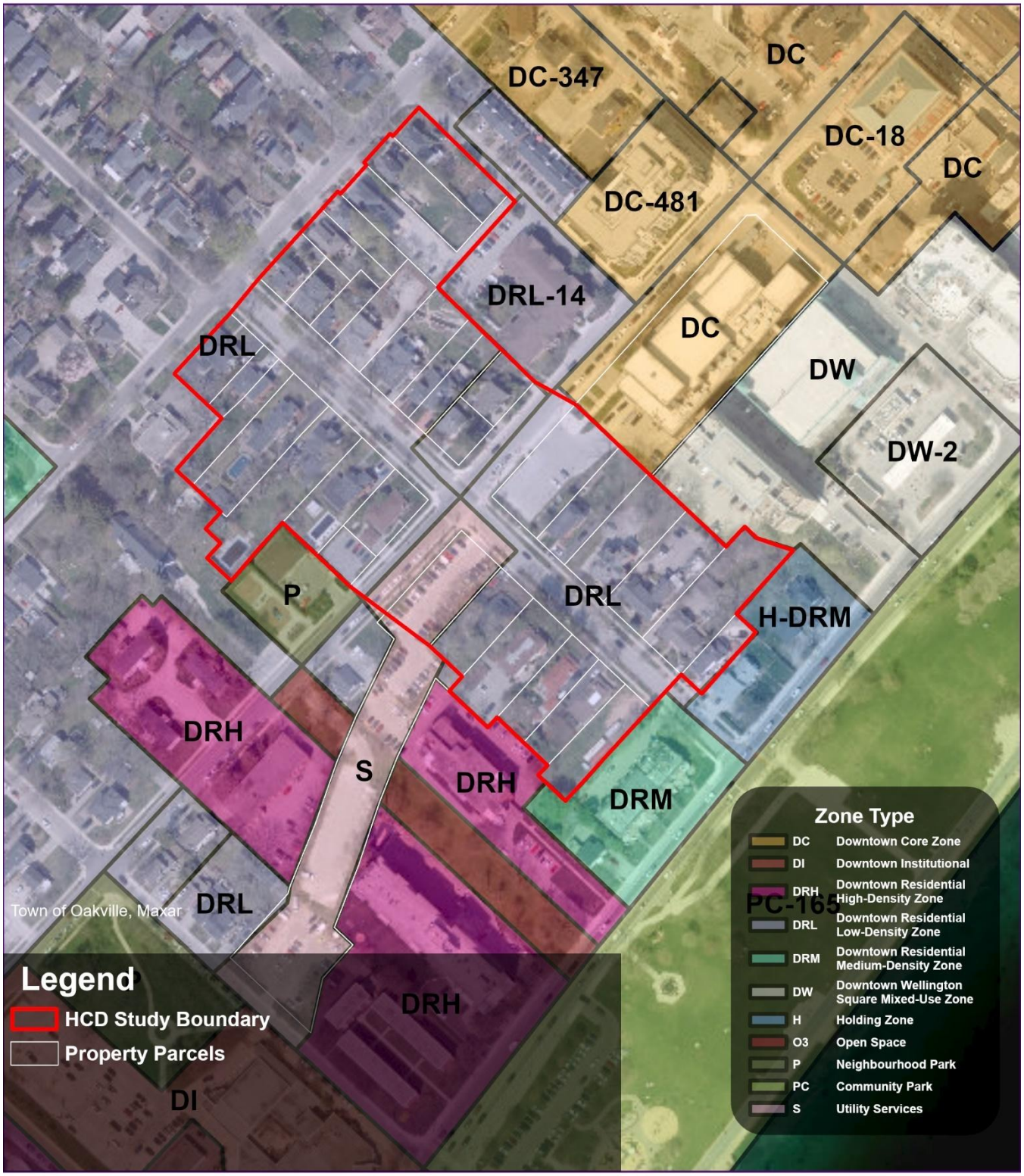
BURLINGTON AVENUE HCD STUDY

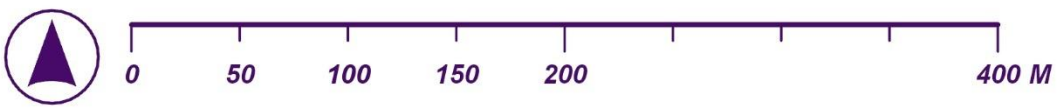
# NIAGARA ESCARPMENT BOUNDARY

BURLINGTON AVENUE HCD STUDY

# NATURAL HERITAGE AREAS

BURLINGTON AVENUE HCD STUDY
# ZONING BY-LAW



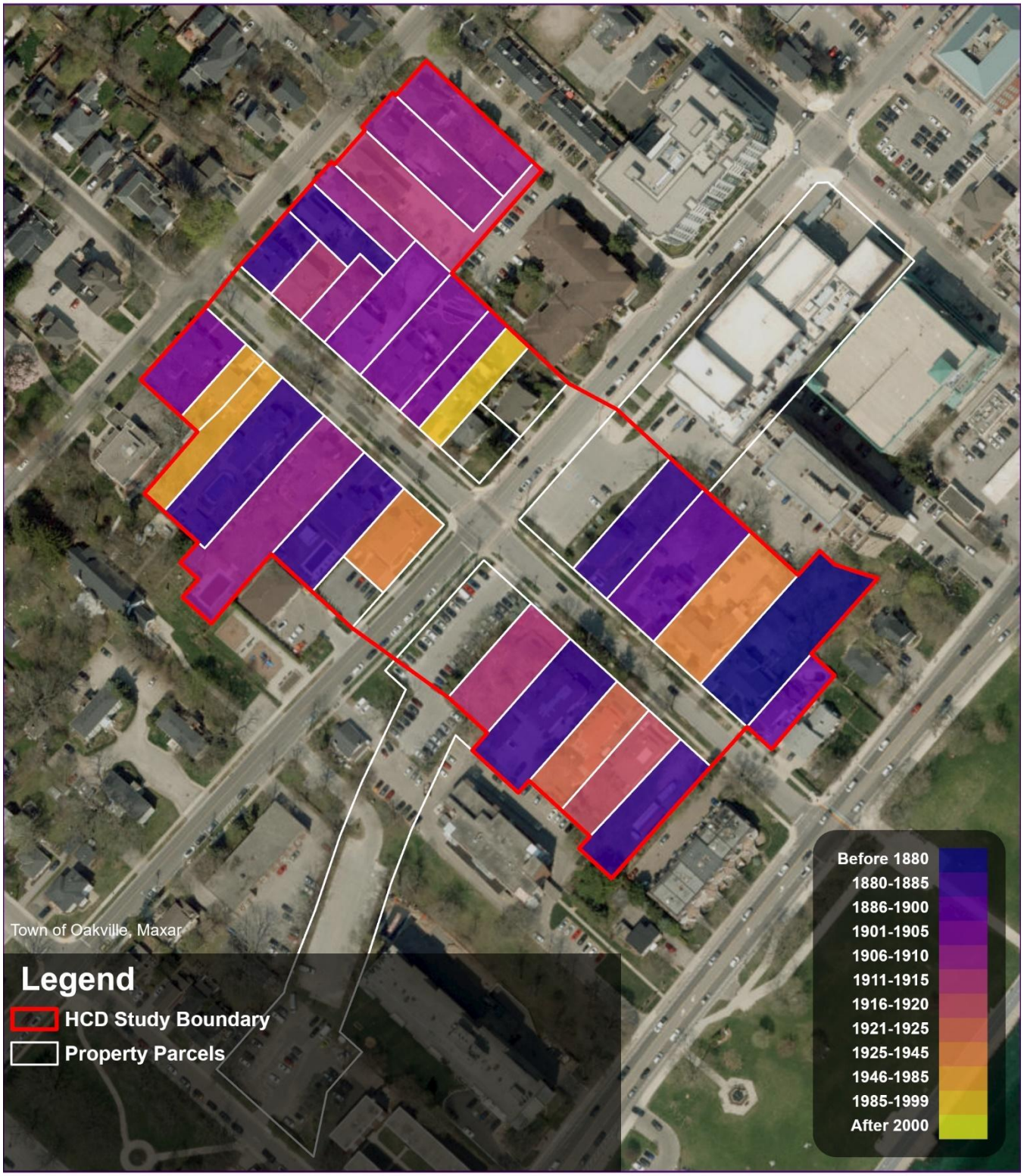



BURLINGTON AVENUE HCD STUDY

# HISTORIC OVERLAY MAP

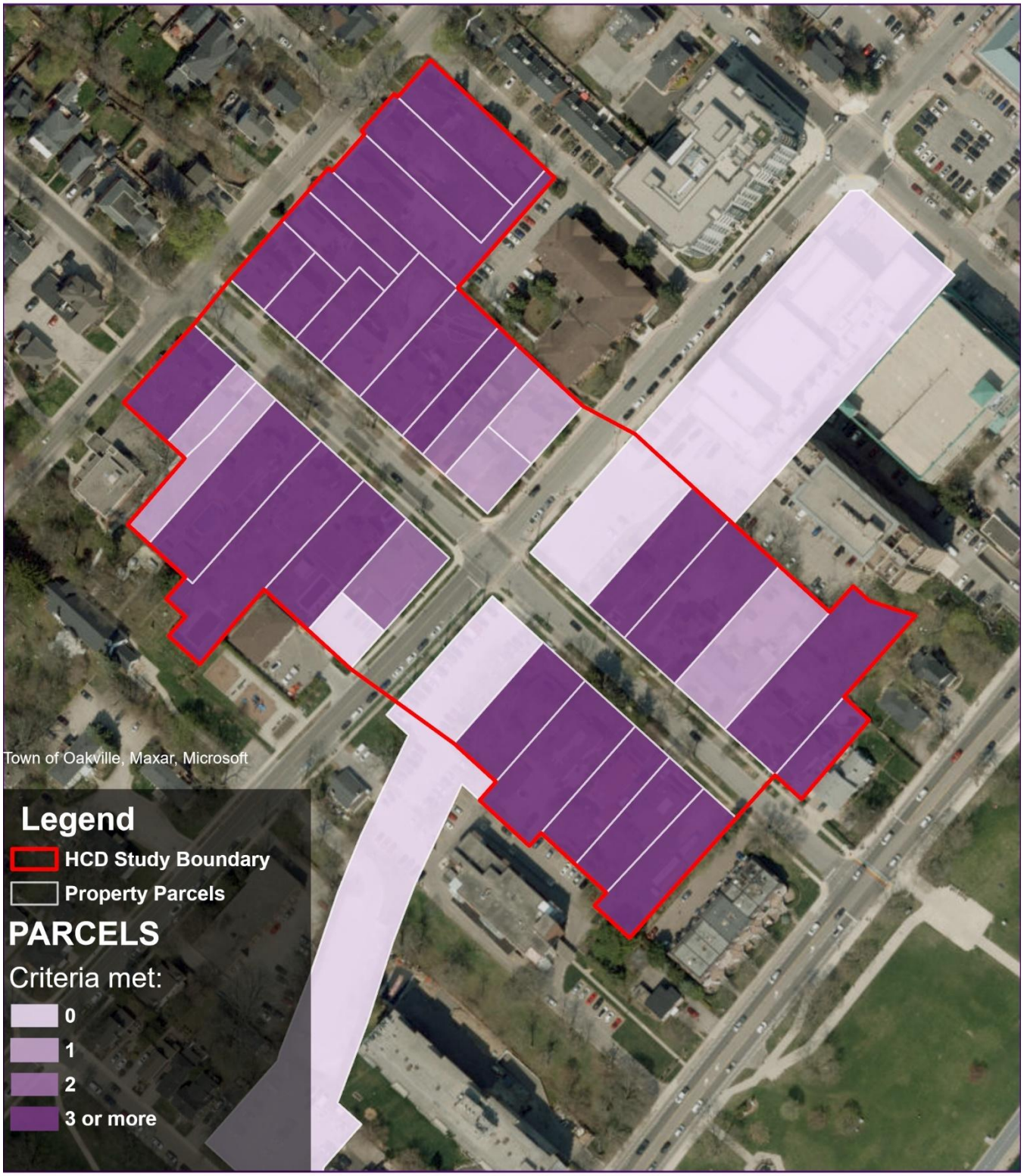
BURLINGTON AVENUE HCD STUDY

# CONSTRUCTION DATES



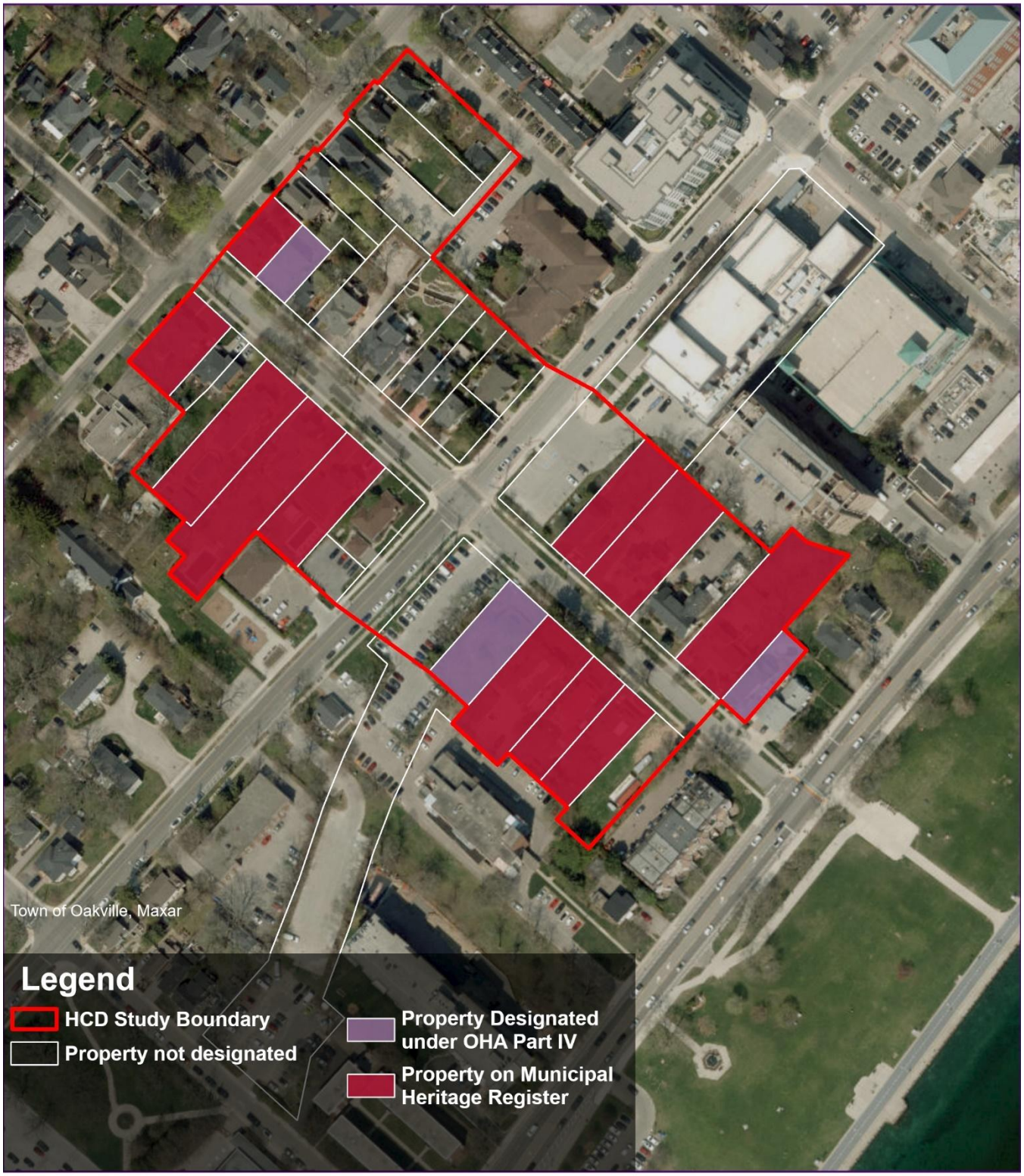
BURLINGTON AVENUE HCD STUDY

# OHA Regulation 9/06 Criteria



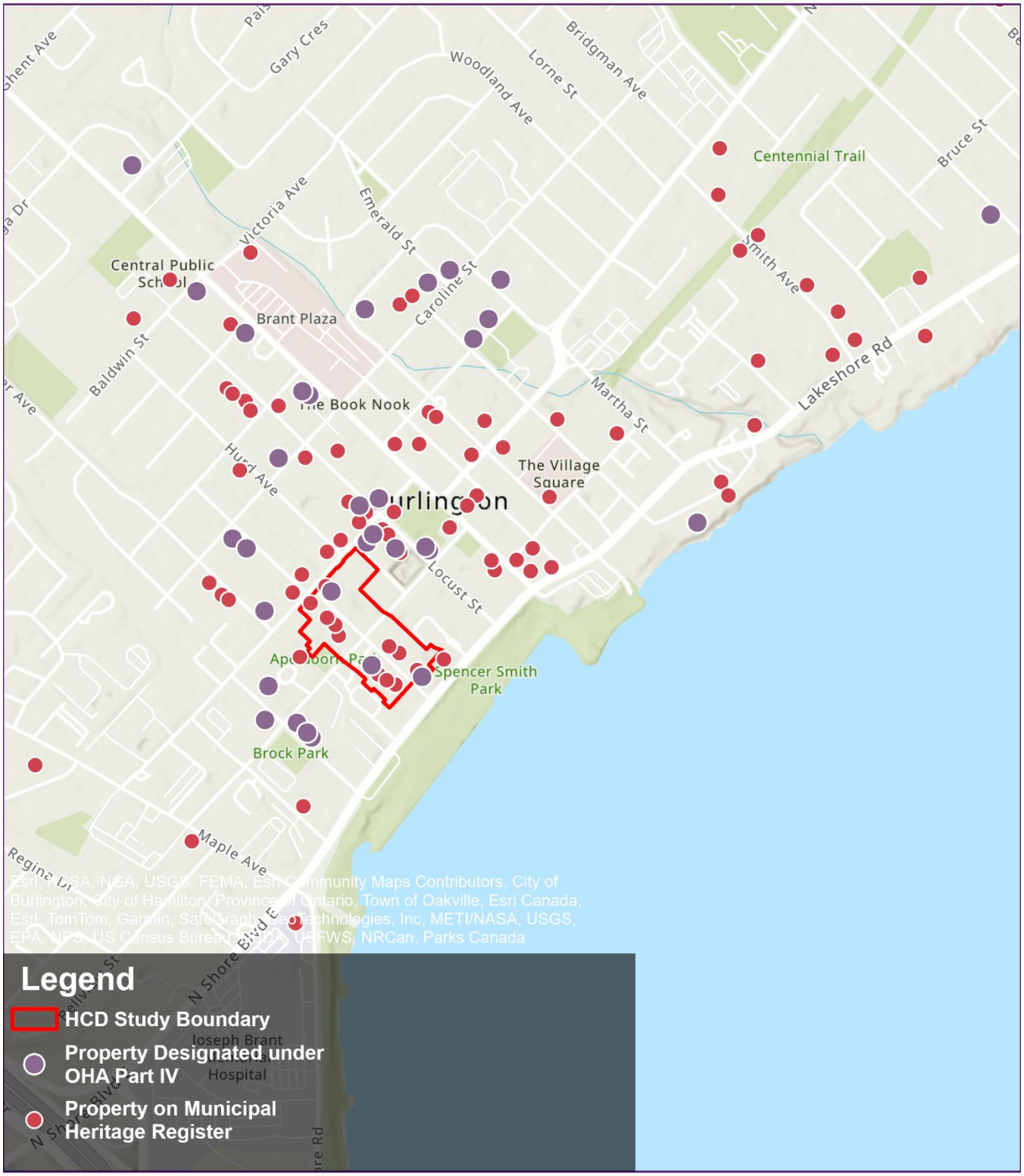
BURLINGTON AVENUE HCD STUDY

# HERITAGE PROPERTIES



BURLINGTON AVENUE HCD STUDY

# SURROUNDING HERITAGE PROPERTIES



# PROPERTY DATA SHEETS

Burlington Avenue HCD

# 1393 Elgin St.

## General Information

Property Address: 1393 Elgin St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: N/A

Date of Construction: N/A

Architectural Style: N/A

Property Type: Empty lot, parking

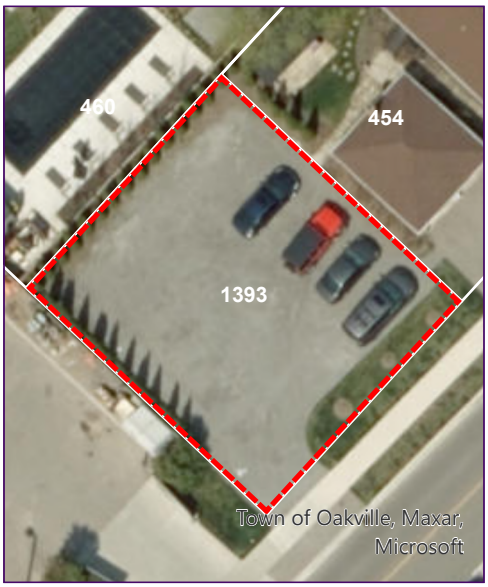
Cladding: N/A

N/A

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | N | N |

Aerial view of 1393 Elgin St.




Street view of 1393 Elgin St.

# 1401 Elgin St.

## General Information

Property Address: 1401 Elgin St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: N/A

Architectural Style: Contemporary Revival

Property Type: 1.5 Storey, single-detached

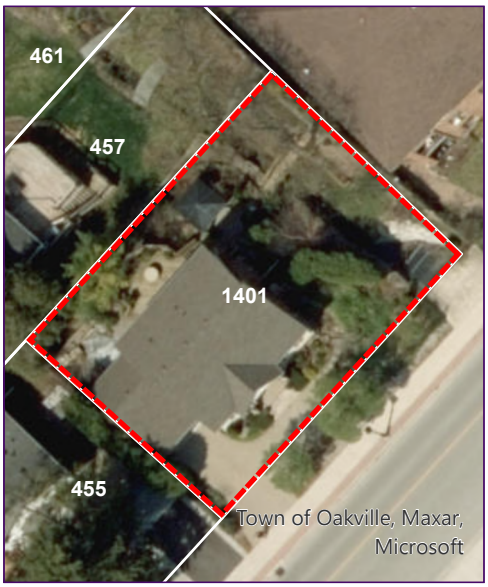
Cladding: Stucco

One-and-a-half storey symmetrical gable roof structure with centrally placed portico and pediment, and british-style half timbering detailing. Portico supported by two large brick based square columns. Symmetrical double windows with sashed transom windows.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 1401 Elgin St.




Street view of 1401 Elgin St.

# 1406 Ontario St.

## General Information

Property Address: 1406 Ontario St.

Property Name: The Robert John Allen House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1884

Architectural Style: Stripped Edwardian Classicism, Craftsman

Property Type: 2 storey, single-detached

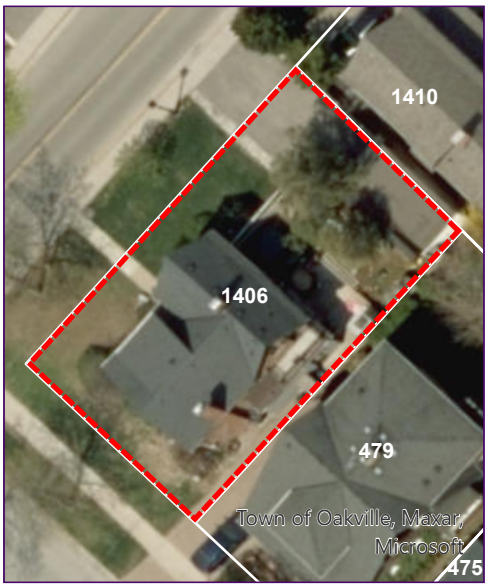
Cladding: Brick, cedar shingle siding

One-and-a-half storey stretcher-bond brick structure with Edwardian elements. Front gable and large dormer clad in cedar shakes. Bay window with stone lintel and decorative trim. Double-hung windows with stone sills and brick voussoirs throughout. Large veranda below extended gable supported by brick columns and arched fascias.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | Y | N | Y | Y | Y | N |

Aerial view of 1406 Ontario St.




Street view of 1406 Ontario St.

Burlington Avenue HCD

# 1410 Ontario St.

## General Information

Property Address: 1410 Ontario St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1884

Architectural Style: Edwardian Classicism

Property Type: 2 Storey, single-detached

Cladding: Brick

"L" shape footprint, two storey brick structure with a hipped roof and bonnet eaves. Front gable with clapboard pediment above centrally located double window and shutters. Decorative brick string course. Windows adorned by stone lintels and brick voussoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | Y | N | N | Y | Y | N |

Aerial view of 1410 Ontario St.

Street view of 1410 Ontario St.

# 1414 Ontario St.

## General Information

Property Address: 1414 Ontario St.

Property Name: The John Foster House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1910

Architectural Style: Stripped Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey brick structure with front gable with clapboard siding. Symmetrically placed upper windows with stone sills and brick voussoirs, placed above lower floor openings. Full width veranda with "Tuscan" columns and decorative cornice.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | Y | Y | Y | N |

Aerial view of 1414 Ontario St.

Street view of 1414 Ontario St.

# 1418 Ontario St.

## General Information

Property Address: 1418 Ontario St.

Property Name: The Ephraim Burns House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Ephram Burns

Date of Construction: 1911

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey brick structure with front gable and clapboard siding. Two-storey bay windows with stone sill and brick voussoirs. Third storey arched window with simplified decorative trim. Full width veranda supported by "Tuscan" columns and carved cornice and freize.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 1418 Ontario St.

Street view of 1418 Ontario St.

# 1422 Ontario St.

## General Information

Property Address: 1422 Ontario St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Charles Allen

Date of Construction: 1910

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey brick structure with two-storey extruded window bay. Hipped roof with front gable with decorative carved trim and cornice. Full-width veranda with pediment above entrance, supported by "Tuscan" columns, a low ballustrade and carved cornice and freize. Second storey oriel.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 1422 Ontario St.

Street view of 1422 Ontario St.

# 1426 Ontario St.

## General Information

Property Address: 1426 Ontario St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Ephraim Burns

Date of Construction: 1908

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

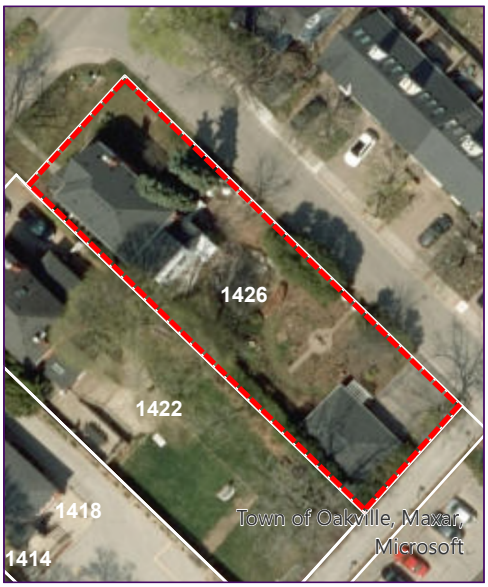
Cladding: Brick

Two-and-a-half storey brick structure with front gable with fish-scale shingles. Extruded two-storey bay with centrally placed windows with stone sills and lintels. Upper storey oriel with carved trim. Full-width veranda with pediment above entrance, supported by "Tuscan" columns and ballustrade, decorative cornice and frieze. Side oval window. windows with stone sills and brick voussoirs throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 1426 Ontario St.




Street view of 1426 Ontario St.

# 415 Burlington Ave.

## General Information

Property Address: 415 Burlington Ave.

Property Name: The George & Josephine Noyes House

## Heritage Designation

Property is not listed on the Municipal Heritage Register, but is designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: A.B. Coleman

Date of Construction: 1895

Architectural Style: Stripped Edwardian Classicism (modified)

Property Type: 2 storey, single-detached

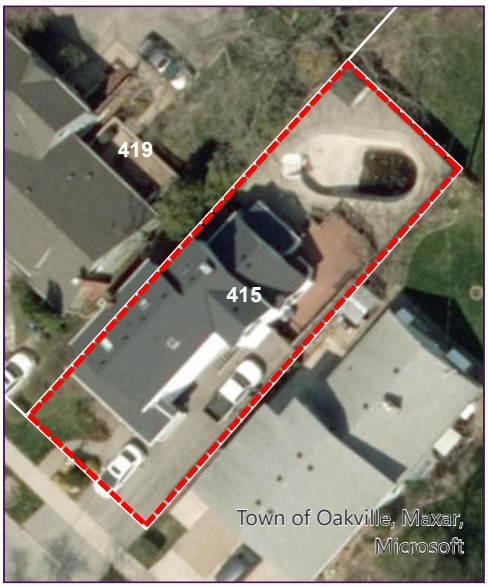
Cladding: Clapboard Siding

Two-storey front gabled frame structure with horizontal clapboard siding, double-hung windows, and bay-window at front. Front porch with decorative wooden posts and brackets (likely non-original). Placement of upper windows likely non-original.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | Y | N | Y | Y | Y | N |

Aerial view of 415 Burlington Ave.




Street view of 415 Burlington Ave.

# 418 Burlington Ave.

## General Information

Property Address: 418 Burlington Ave.

Property Name: The John Bell House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: N/A

Property Type: Empty lot,

Cladding: N/A

The property is the former site of the John Bell House, designed by George Blair and built in 1885. The building was demolished between 2019-2020 after years of neglect.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | Y | Y | Y | N |

Aerial view of 418 Burlington Ave.

Street view of 418 Burlington Ave.

# 419 Burlington Ave.

## General Information

Property Address: 419 Burlington Ave.

Property Name: The Bunton-Knife-Flock House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1860

Architectural Style: Stripped Edwardian with Craftsman elements

Property Type: 2 storey, single-detached

Cladding: Clapboard, stone

Oldest house on Burlington Avenue.
Two-storey front-gabled frame structure clad with horizontal clapboard, double hung windows and centrally placed door. The house appears to have been noticeably modified over time. The house was built for George Knife, a painter and wood grainer.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | Y | Y | N | Y | Y | N |

Aerial view of 419 Burlington Ave.

Street view of 419 Burlington Ave.

# 422 Burlington Ave.

## General Information

Property Address: 422 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1920

Architectural Style: Craftsman

Property Type: 1.5 storey, single-detached

Cladding: Stucco

One-and-a-half storey craftsman bungalow characterized by a full width verandah with tuscan columns. Asymmetrical façade with doorway to one side of a set of four six-over-one windows and bay window centrally placed at first storey.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | N | N | N | N | N | Y | Y | N |

Aerial view of 422 Burlington Ave.

Street view of 422 Burlington Ave.

# 425 Burlington Ave.

## General Information

Property Address: 425 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1940

Architectural Style: Stripped Craftsman

Property Type: 2 storey, single-detached

Cladding: Stucco

Two-storey side-gable, front dormer with three asymmetrical windows. Centrally-placed front door with sidelights, entrance portico plain cornice and fluted square columns. Appears to have been heavily modified over time.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | Y | N |

Aerial view of 425 Burlington Ave.

Street view of 425 Burlington Ave.

# 426 Burlington Ave.

## General Information

Property Address: 426 Burlington Ave.

Property Name: The William Emory House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1922

Architectural Style: Craftsman

Property Type: 1.5 storey, single-detached

Cladding: Clapboard

One-and-a-half storey, front gable, craftsman bungalow with front veranda with solid posts and tapered square columns.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | N | N | N | N | N | Y | Y | N |

Aerial view of 426 Burlington Ave.

Street view of 426 Burlington Ave.

# 431 Burlington Ave.

## General Information

Property Address: 431 Burlington Ave.

Property Name: The William Graham-Margaret Rutherford House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1887

Architectural Style: Queen Anne Revival

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Three original standing gas lamps. Two-and-a-half storey brick structure in Queen Anne Revival
style with wrap-around veranda. Bonnet-hipped roof with dormers and widow's walk. Decorative iron ballustrate at widows walk and veranda. Decorative wooden cornice and brackets. The house was built for William Graham, manager of the Merchant's Bank.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 431 Burlington Ave.

Street view of 431 Burlington Ave.

# 432 Burlington Ave.

## General Information

Property Address: 432 Burlington Ave.

Property Name: Langhome House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: Georgian

Property Type: 2 Storey, single-detached

Cladding: Stucco

Two-storey hipped roof symmetrical structure with 4 sets of windows with arched lintels and extruded sills, a recessed central bay with a centrally placed arched window. Extended portico with double-door and transom. Simplified cornice with decorative brackets placed at corners.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | Y | Y | Y | N |

Aerial view of 432 Burlington Ave.

Street view of 432 Burlington Ave.

# 436 Burlington Ave.

## General Information

Property Address: 436 Burlington Ave.

Property Name: The Toronto & Niagara Power Company Office & House

## Heritage Designation

Property is not listed on the Municipal Heritage Register, but is designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1914

Architectural Style: Craftsman

Property Type: 1.5 Storey, single-detached

Cladding: Brick, fish-scale shingles

One-and-a-half storey side-gabled roof with bonnet slope above the full-width porch with tuscan columns. Second storey front-dormer with two double-hung windows with wooden fish-scale shingles and simplified trim. Front facade has two grouped windows at both sides of the centrally-placed entrance.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | Y | Y | N | Y | Y | N |

Aerial view of 436 Burlington Ave.

Street view of 436 Burlington Ave.

# 437 Burlington Ave.

## General Information

Property Address: 437 Burlington Ave.

Property Name: Thomas Colling-Susan & Percy Dawson House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: Victorian

Property Type: 2 storey, single-detached

Cladding: Brick

Two-and-a-half storey Victorian style with Italianate influence masonry dwelling. Red brick with buff brick accents around the window arches. Full arched windows at second storey with segmental arched windows at the ground-storey. Also features carved Victorian style trim in the main gable and decorative brackets. Inclosed front vestibule with window panes, and decorative cornice.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 437 Burlington Ave.

Street view of 437 Burlington Ave.

# 440 Locust St.

## General Information

Property Address: 440 Locust St.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: N/A

Date of Construction: N/A

Architectural Style: N/A

Property Type: Empty lot, parking

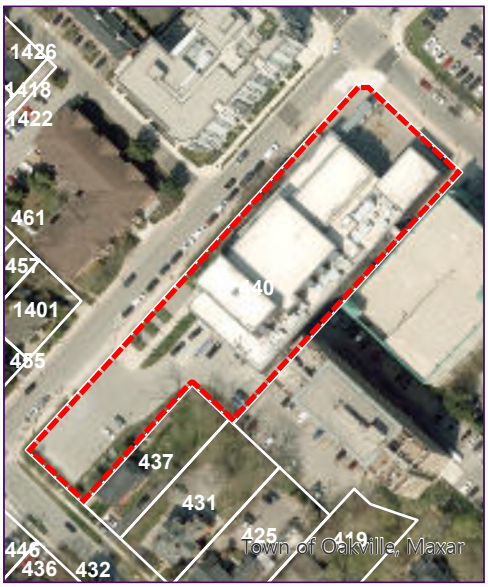
Cladding: N/A

N/A

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | N | N |

Aerial view of 440 Locust St.




Street view of 440 Locust St.

# 446 Burlington Ave.

## General Information

Property Address: 446 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: N/A

Date of Construction: N/A

Architectural Style: N/A

Property Type: Empty lot, parking

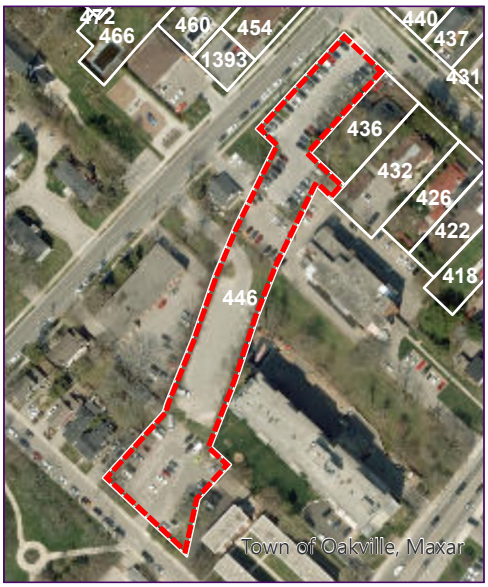
Cladding: N/A

N/A

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | N | N | N |

Aerial view of 446 Burlington Ave.




Street view of 446 Burlington Ave.

# 454 Burlington Ave.

## General Information

Property Address: 454 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Clarence E. Hewitt

Date of Construction: 1942

Architectural Style: Suburban

Property Type: 1 Storey, single-detached

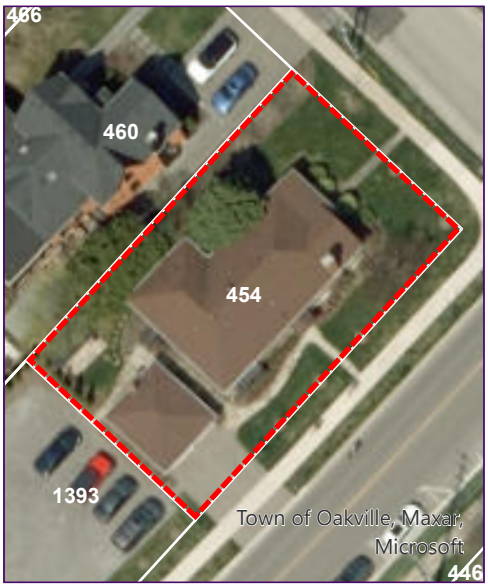
Cladding: Brick

One storey brick strcuture with a front gable with decorative trim, a set of three double-hung windows with vertical brick decorative lintel. Front veranda enclosed with double-hung windows and window paned door.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | Y | N |

Aerial view of 454 Burlington Ave.




Street view of 454 Burlington Ave.

# 455 Burlington Ave.

## General Information

Property Address: 455 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: N/A

Architectural Style: Craftsman

Property Type: 1 Storey, single-detached

Cladding: Stucco

One storey stucco "L" footprint structure with a front gable with decorative brackets and centrally placed bay window. Flat roof addition likely non-original.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 455 Burlington Ave.

Street view of 455 Burlington Ave.

# 457 Burlington Ave.

## General Information

Property Address: 457 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: John Williams

Date of Construction: 1993

Architectural Style: Contemporary Revival

Property Type: 2 Storey, duplex

Cladding: Brick, clapboard

Two-storey likely addition to the property at 461. Brick and capboard structure with front dormers with decorative cornices, lintels and frames. First storey has arched window symmetrically echoed by the open veranda's frieze, held by square columns with "tuscan" capitals.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | Y | N |

Aerial view of 457 Burlington Ave.

Street view of 457 Burlington Ave.

# 460 Burlington Ave.

## General Information

Property Address: 460 Burlington Ave.

Property Name: The Henry Foster House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1881

Architectural Style: Stripped Victorian

Property Type: 2 Storey, single-detached

Cladding: Brick

Two-storey Victorian vernacular brick "L" footprint structure with front gable and large bay window with decorative cornice. All windows decorated by brick voussoirs and corner quoining with petruding sills. The house was relocated from a property along the Halton Radial Line in the late 1890's to it's current address.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | N | Y | Y | N |

Aerial view of 460 Burlington Ave.

Street view of 460 Burlington Ave.

# 461 Burlington Ave.

## General Information

Property Address: 461 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Ephram Burns

Date of Construction: 1905

Architectural Style: Stripped Edwardian Classicism

Property Type: 2 Storey, duplex

Cladding: Brick

Two Storey brick structure with front gable and finial. Second floor symmetrically placed set of arched windows with decorative brick voussoirs. First storey asymmetrical bay window and decorative doorcase with transom.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 461 Burlington Ave.

Street view of 461 Burlington Ave.

# 465 Burlington Ave.

## General Information

Property Address: 465 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1904

Architectural Style: Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick

Two-and-a-half storey hipped roof structure with dormer window and front gable with simplified cornice and decorative brackets. Wrap-around veranda with central pediment supported by square columns and decorated doorcase.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 465 Burlington Ave.

Street view of 465 Burlington Ave.

# 466 Burlington Ave.

## General Information

Property Address: 466 Burlington Ave.

Property Name: The O.T. Springer House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1908

Architectural Style: Queen Anne Revival

Property Type: 2.5 Storey, single-detached

Cladding: Brick, fish-scale shingles

Two-and-a-half storey structure in eclectic Queen Anne Revival style with brick and fish-scale wood shingle cladding. Centrally located grand-dormer at second level with carved decorative trim and pediment. Assymetrical veranda supported by a brick base and ionic short columns. Carved wooden bay-window frame at first storey, centrally-placed front door with carved doorcase and transom. Second storey double-sash window. Most windows have brick vouissoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | N | Y | Y | Y | N |

Aerial view of 466 Burlington Ave.

Street view of 466 Burlington Ave.

# 471 Burlington Ave.

## General Information

Property Address: 471 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1904

Architectural Style: Stripped Edwardian Classicism

Property Type: 2.5 Storey, single-detached

Cladding: Brick, fish-scale shingles, clapboard

Two-and-a-half storey hipped roof brick structure with front gable clad in fish-scale shingles. Assymetrically placed door and petruding porch supported by square columns, decorative freize, cornice and pediment. Window openings have stone sills and brick soldier-course lintel.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | Y | N | N | Y | Y | N |

Aerial view of 471 Burlington Ave.

Street view of 471 Burlington Ave.

# 472 Burlington Ave.

## General Information

Property Address: 472 Burlington Ave.

Property Name: The George Blair House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1885

Architectural Style: Queen Anne Revival

Property Type: 2.5 Storey, single-detached

Cladding: Brick, fish-scale shingles

Two-and-a-half storey brick structure built by George Blair one of Burlington's most eminent builders, in Queen Anne Style categorized by asymmetrical entrance, and decorative cornice and trim with floral designs. Front and side gables with fish-scale shingles, front dormer with decorative pediment. Grand, decorated bay windows and a front veranda supported by decorative trim, posts and brackets. Carved doorcase with arched transom. Second-storey windows adorned by a painted brick arched lintel.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 472 Burlington Ave.

Street view of 472 Burlington Ave.

# 475 Burlington Ave.

## General Information

Property Address: 475 Burlington Ave.

Property Name: The Kitching-Vance House

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1910

Architectural Style: Stripped Edwardian Classicism

Property Type: 2.5 Storey, single-detached

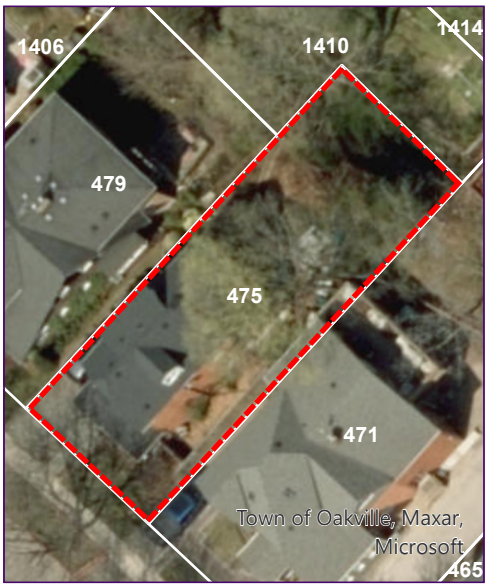
Cladding: Brick, clapboard

Two-and-a-half storey brick structure with full-width veranda with pediment, supported by tuscan columns. 3-storey front gable and side dormers with clapboard siding. Second storey windows with stone sills and brick voussoirs. Simplified carved eaves throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | Y | N | N | N | N | Y | Y | N |

Aerial view of 475 Burlington Ave.




Street view of 475 Burlington Ave.

# 476 Burlington Ave.

## General Information

Property Address: 476 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1985

Architectural Style: Contemporary Revival

Property Type: 2 Storey, duplex

Cladding: Brick

Two Storey brick structure, since converted into two dwellings. Front gable, with arched vent. Second storey equally spaced double hung windows, with brick sills. First storey bay windows with a decorative doorcase with carved flutted pilasters. Simplified carved eaves throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 476 Burlington Ave.

Street view of 476 Burlington Ave.

# 478 Burlington Ave.

## General Information

Property Address: 478 Burlington Ave.

Property Name: N/A

## Heritage Designation

Property is not listed on Municipal Heritage Register or designated under the Part IV Ontario Heritage Act

## Property Description

Builder/Architect: Unknown

Date of Construction: 1985

Architectural Style: Contemporary Revival

Property Type: 2 storey, duplex

Cladding: Brick

Two Storey brick structure, since converted into two dwellings. Front gable, with arched vent. Second storey equally spaced double hung windows, with brick sills. First storey bay windows with a decorative doorcase with carved flutted pilasters. Simplified carved eaves throughout.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| N | N | N | N | N | N | Y | N | N |

Aerial view of 478 Burlington Ave.

Street view of 478 Burlington Ave.

# 479 Burlington Ave.

## General Information

Property Address: 479 Burlington Ave.

Property Name: The Allen-McIlwain House

## Heritage Designation

Property is not listed on the Municipal Heritage Register, but is designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: Robert John Allen

Date of Construction: 1914

Architectural Style: Craftsman

Property Type: 1.5 storey, single-detached

Cladding: Brick, cedar shingle siding

One-and-a-half storey structure with side gable and central dormer clad in cedar shakes. Symmetrical double hung windows with extended veranda supported by brick columns and decorative brackets. Windows at first storey adorned by brick voussoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | N | N | N | N | N | Y | Y | N |

Aerial view of 479 Burlington Ave.

Street view of 479 Burlington Ave.

# 482 Burlington Ave.

## General Information

Property Address: 482 Burlington Ave.

Property Name: Maplelawn: The Gordon-Smith-Hyslop House

## Heritage Designation

Property is listed on the Municipal Heritage Register, but is not designated under Part IV of the Ontario Heritage Act

## Property Description

Builder/Architect: George Blair

Date of Construction: 1905

Architectural Style: Mixed Bungalow

Property Type: 1.5 Storey, single-detached

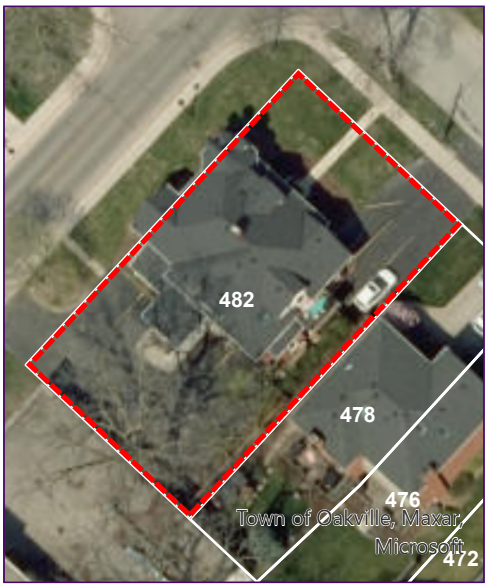
Cladding: Brick, cedar shingle siding

One-and-a-half storey brick structure with corner tourret and dormers. Hipped roof with dormers clad in cedar shakes. Centrally placed front dormer with simplified carved cornice and pediment. Central veranda supported by "Tuscan" columns and wood ballustrade and simplified carved cornice and frieze. First storey double-hung windows with stone sills and brick voussoirs.

OHA 9/06 Reg. Criteria:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| Y | Y | N | Y | Y | Y | Y | Y | N |

Aerial view of 482 Burlington Ave.




Street view of 482 Burlington Ave.

# OHA Reg. 9/06 Criteria

| | |
|---|---|
| 1 | The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method. |
| 2 | The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit. |
| 3 | The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement. |
| 4 | The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. |
| 5 | The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture. |
| 6 | The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. |
| 7 | The property has contextual value because it is important in defining, maintaining or supporting the character of an area. |
| 8 | The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings. |
| 9 | The property has contextual value because it is a landmark. O. Reg. 569/22, s. 1. |

# THE CORPORATION OF THE CITY OF BURLINGTON

## BY-LAW NUMBER XX-2026

A By-law to adopt the Burlington Avenue-Ontario Street Heritage Conservation District Plan and Guidelines dated January 2026 under subsection 41.1 (2) of the Ontario Heritage Act.

**WHEREAS** pursuant to subsection 41.1 (2) of the *Ontario Heritage Act*, R.S.O., 1990, c. O.18, if, on or before the day the *Ontario Heritage Amendment Act*, 2005 received Royal Assent, the council of a municipality had passed a by-law designating one or more heritage conservation districts, it may pass a by-law adopting a heritage conservation district plan for any one of the designated districts

**WHEREAS** the City of Burlington passed By-law 02-2024 on January 16, 2024, to designate an area of the City as a Heritage Conservation District under section 41 (1) of the *Ontario Heritage Act* RSO 1980, c.337, "the *Act*";

**WHEREAS** the Official Plan for the City of Burlington contains policies relating to the establishment of heritage conservation districts;

**WHEREAS** the Burlington Avenue-Ontario Street Heritage Conservation District Plan meets the requirements of subsections 41.1 (5) and (5.1) of the *Act*, regarding the contents of a heritage conservation district plan;

**WHEREAS** the requirements of subsection 41.1 (6) of the *Act* regarding consultation have been met including information relating to the proposed Burlington Avenue-Ontario Streer Heritage Conservation District Plan, including a copy of the proposed Plan, being made available to the public, at least one public meeting being held with respect to the proposed Plan on October 7, 2025, and the City of Burlington municipal heritage committee, the Heritage Burlington Advisory Committee, being consulted with respect to the proposed Plan at their meeting on September 10, 2025;

**WHEREAS** the requirements of subsections 42.1 (7), (8) and (9) of the *Act* have been met regarding notice of public meeting with the City Clerk having given notice of a public meeting to discuss the proposed Burlington Avenue-Ontario Street Heritage Conservation District Plan, the public meeting having taken take place at least 20 days after the said notice was given and any person attending the public meeting having been given an opportunity to make oral representations with respect to the Plan;

DRAFT

**WHEREAS** the requirements of subsection 42.1 (10) of the *Act* have been met with City Council having ensured that information was provided to persons attending the public meeting explaining that, in accordance with section 41 (8) of the *Act*, a person who did not raise objections to the adoption of the proposed Burlington Avenue-Ontario Street Heritage Conservation District Plan by making oral representations under section 41 (9) of the *Act* or written submissions under section 41 (11) of the *Act* may later be denied an opportunity to appeal the passing of this by-law adopting the Plan under section 41 (2) of the *Act*;

**WHEREAS** the requirements of subsection 42.1 (11) of the *Act* have been met by City Council considering any written submissions with respect to the proposed Burlington Avenue-Ontario Street Heritage Conservation District Plan before this by-law adopting the Plan was made;

**WHEREAS** the requirements of subsection 42.1 (12) of the *Act* have been met by City Council providing copies of the proposed Burlington Avenue-Ontario Street Heritage Conservation District Plan to any person upon request;

**COUNCIL ENACTS AS FOLLOWS:**

1. The Plan set out in Schedule “A” attached hereto and forming part of this by-law is hereby adopted as the Heritage Conservation District Plan and Guidelines for the Burlington Avenue-Ontario Street Heritage Conservation District.

2. This by-law shall come into force in accordance with section 41 of the *Ontario Heritage Act*, R.S.O. 1990, either on the day following the last day of the prescribed appeal period or as otherwise provided by section 41(10) of the *Act*.

PASSED this 17th day of February, 2026

_____ MAYOR

_____ CLERK

**SCHEDULE “A” to BY-LAW XX-2026**

***(Heritage Conservation District Plan and Guidelines follows on next page)***

# Recommendation Report Summary

SUBJECT: Heritage response to Bill 23 - Phase II shortlist of designation candidates

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-07-26

Wards Affected: 1, 2 & 3

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Direct the Director of Community Planning to retain a consultant to assess the eligibility of the following properties for potential heritage designation under Part IV of the *Ontario Heritage Act*, consult the Heritage Burlington Advisory Committee, and report back to Council with statements explaining the cultural heritage value or interest of qualifying properties prior to January 1, 2027:

1. 2137 Lakeshore Rd. (The Sewage Pumping Station aka 2137 Junction St.)
2. 1419 Ontario St. (The O'Brien-Connell House)
3. 2464 Dundas St. (St. John's Anglican Church)
4. 1264 Lemonville Rd. (A. Lemon Family Farmhouse)
5. 5534 Guelph Ln. (The Thomas Colling Centennial Farmhouse)
6. 1392 Ontario St. (The New George Allen House)
7. 1454 Birch Ave. (The Edwin Thorpe Retirement House)
8. 566 Locust St. (The Harry Blessinger Retirement House)
9. 2187 Lakeshore Rd. (The Dalton-Bell House)
10. 524 Hager Ave. (The Bamford House).

## Executive Summary

Purpose of report:

- This report presents City Council with a list of potential heritage designation properties, beyond the 21 properties recently designated by City Council through Report DGM-10-25, as part of the City’s continued response to Bill 23.

Key findings:

- Provincial Bill 23 amended the *Ontario Heritage Act* to take away the City's authority to list non-designated properties on the Municipal Heritage Register ("the Register") for more than two years. The original Register removal deadline was Jan. 1, 2025; however, the Province subsequently changed the Register removal date to Jan. 1, 2027.
- DGM-10-25 presented Council with the results of the evaluation of 27 properties for potential designation under the *Ontario Heritage Act*, which resulted in the designation of 21 of the 27 properties.

Implications:

- **Financial**
  - There are no financial considerations associated with selecting the Phase II properties. An additional $75,000 was approved by Council at its Special Meeting regarding the 2026 Budget to retain a consultant to assess the eligibility of additional properties for potential heritage designation under Part IV of the *Ontario Heritage Act* and is funded from the appropriate Reserve Fund.
- **Legal**
  - There are no legal considerations associated with this item.
- **Engagement**
  - Staff will consult with the owners of the selected properties.
  - Staff will consult the Heritage Burlington Advisory Committee regarding the selected properties.

## Background

The Province's Bill 23, the *More Homes Built Faster Act, 2022*, amended the *Ontario Heritage Act* and will impact all non-designated properties on the City of Burlington's Municipal Heritage Register ("the Register"). Bill 23 was passed in 2022 to facilitate the construction of 1.5 million new homes in Ontario by 2031, and sets out that municipalities have until Jan. 1, 2027, to designate significant non-designated heritage properties or remove those non-designated properties from the Register. Any property that is removed cannot be added back to the Register for a five (5) year period if it was added to the Register prior to Dec. 31, 2022, but may be looked at again in 2032.

Staff, in consultation with the Heritage Burlington Advisory Committee, developed a shortlist of heritage designation candidates from over 200 non-designated properties on the Register as a response to Bill 23 (PL-35-23). The shortlist was carefully developed using criteria including visibility from the street, heritage integrity, architectural style and population density around the property. Ultimately, 27 properties were originally shortlisted and evaluated as part of the City's initial response to Bill 23, per DGM-10-25. Council approved the designation of 21 of the 27 initial shortlisted properties, referring two properties back to staff (to report back to Committee of the Whole before Jan. 1, 2027).

On Dec. 2, 2025, an additional $75,000 was approved by Council at its Special Meeting regarding the 2026 Budget to retain a consultant to assess the eligibility of additional properties for potential heritage designation under Part IV of the *Ontario Heritage Act*, in consultation with the Heritage Burlington Advisory Committee, funded from the appropriate Reserve Fund.

The additional properties listed in this report are from the full ranked list of eligible non-designated properties (Appendix C of PL-35-23) and include the top 10 properties that were not included in the previous shortlist of 27 properties and exclude those included in the Burlington Avenue and Ontario Street Heritage Conservation District Study Area.

## Analysis

Consistent with the strategic actions Council approved in July 2023, staff and the Heritage Burlington Advisory Committee ("HBAC") created a spreadsheet of all non-designated heritage properties on the Heritage Register and evaluated them using the following criteria:

- Architectural Style (Classical revival, Victorian, Vernacular, etc.)
- Property Type (Place of worship, institutional, house, etc.)

- Visibility From Street (Highly Visible / Partly Visible / Not Visible)
- Integrity (Minor Alterations / Moderate Alterations / Major Alterations)
- Number of Households within 400 metres (a five-minute walk)
- Potential Number of O. Reg. 9/06 Criteria Met (1-9) (Minimum two required to be met)

HBAC was instrumental in assisting staff in these evaluations with various members completing over 200 evaluations in four categories.

Using the above criteria led to the identification by staff of the next 10 potential properties for heritage evaluation:

1. 2137 Lakeshore Rd. (The Sewage Pumping Station aka 2137 Junction St.)
2. 1419 Ontario St. (The O'Brien-Connell House)
3. 2464 Dundas St. (St. John's Anglican Church)
4. 1264 Lemonville Rd. (A. Lemon Family Farmhouse)
5. 5534 Guelph Ln. (The Thomas Colling Centennial Farmhouse)
6. 1392 Ontario St. (The New George Allen House)
7. 1454 Birch Ave. (The Edwin Thorpe Retirement House)
8. 566 Locust St. (The Harry Blessinger Retirement House)
9. 2187 Lakeshore Rd. (The Dalton-Bell House)
10. 524 Hager Ave. (The Bamford House).

Additional information on each of the criteria above can be found in PL-35-23 (see section Criteria and Methodology for Determining Shortlist of Heritage Designation Candidates).

**Option 1 – Approve the Shortlist of 10 Properties for the proposed Heritage Designation as Recommended by Planning Staff (Recommended)**

Benefits:

- Cultural heritage in Ontario provides people with a sense of place, as per the *Provincial Planning Statement, 2024*.
- The *Burlington Official Plan, 2020* identifies the following benefits to conserving cultural heritage resources:
    - Cultural heritage resources help the community to understand its past, provides context for the present, and influences the future.
    - Cultural heritage resources create a sense of civic pride and contribute to the quality of life and enjoyment of the city by residents and visitors alike.
    - The conservation of cultural heritage resources also contributes to the overall sustainability of the city.

Considerations:

- Selecting the 10 properties recommended by staff is in alignment with the strategy outlined in PL-35-23 regarding the initial project and designation shortlist (e.g., consideration of Architectural Style, Property Type, Visibility From Street, Integrity,

Number of Households within 400 metres, and Potential Number of O. Reg. 9/06 Criteria Met).

Additional Information:

- If the recommended shortlist is approved, staff would retain an external consultant to assess the eligibility of the properties for potential heritage designation.

Community Engagement and Communications:

- Owners will be invited to a Project Kick-off Meeting at Burlington City Hall.
- Property owners will be informed of the date their property/properties are going before the Heritage Burlington Advisory Committee, should they wish to delegate, and will be provided with the draft Statement of Cultural Heritage Value or Interest in advance of the meeting.
- Under its terms of reference, the Heritage Burlington Advisory Committee can advise City Council and City staff on any matter relating to property of historical, architectural, archaeological, recreational, aesthetic, natural or scenic interest, all matters to which the *Ontario Heritage Act* refers, and on all matters assigned to it by City Council in relation to the above noted matters. The Heritage Burlington Advisory Committee will be consulted regarding the findings of the heritage evaluations.

**Option 2 – Select Alternate Properties for the Heritage Designation Shortlist (Not Recommended)**

Benefits:

- See Benefits section of Option 1.

Considerations:

- Not applicable.

Additional Information:

- Not applicable.

Community Engagement and Communications:

- See Community Engagement and Communications section of Option 1.

---

**Recommendation Details**

Bill 23 requires that all non-designated properties be removed from the City's Heritage Register on Jan. 1, 2027, unless the City takes action. As it is not feasible to evaluate more than 200 properties, staff collaborated with the HBAC to identify a shortlist of strong candidates for designation – properties that are prominent and valued within the community.
Council has approved an upset limit of $75,000 to engage a heritage consultant. Within this funding, staff recommend that an additional 10 properties be studied for potential designation and are seeking Council's endorsement of the properties identified in this report.

---

**Key Dates & Milestones**

- Nov. 28, 2022: Bill 23 received Royal Assent.
- June 2023 – Report PL-34-23 – Heritage Response to Bill 23 presented to City Council.
- Nov. 14, 2023: Heritage response to Bill 23 – shortlist of designation candidates (PL-35-23) went before Council.
- Spring of 2024: Launch of the Bill 23 – Heritage Designation Candidates Shortlist project.
- June 25, 2024: Project Kick-off Meeting with property owners takes place at Burlington City Hall.
- Summer of 2024: Stantec team conducts site visits from the public right-of-way and archival research.
- Oct. 9, 2024: The Heritage Burlington Advisory Committee (HBAC) is consulted on Batch 1 of Cultural Heritage Evaluation Reports (CHERs).
- Dec. 17, 2024: HBAC is consulted on Batch 2 of CHERs.
- Jan. 8, 2025: HBAC is consulted on Batch 3 of CHERs.
- Jan. 29, 2025: HBAC is consulted on the fourth and final batch of CHERs.
- Apr. 15, 2025: Report DGM-10-25 – Heritage Response to Bill 23 – Evaluation of Shortlist of Designation Candidates went before Council.
- Dec. 2, 2025: Council approved an upset limit of $75,000 at a Special Meeting regarding the 2026 Budget to retain a consultant to assess the eligibility of additional properties for potential heritage designation.

---

**Implications**

**Total Financial Impact**

- There are no financial considerations associated with this report.
- **Source of Funding**
  - The additional $75,000 approved by Council at its Special Meeting regarding the 2026 Budget to retain a consultant to assess the eligibility of additional properties for potential heritage designation under Part IV of the *Ontario Heritage Act* is funded from the appropriate Reserve Fund.
- **Legal**
  - If the properties are designated in the future, any person who objects to the by-law(s) will have the right to appeal the designation to the Ontario Land Tribunal.
- **Engagement**
  - Not applicable.

---

## References

City of Burlington. (2023). *Heritage response to Bill 23 - shortlist of designation candidates* (PL-35-23).
City of Burlington. (2024). *Burlington Official Plan, 2020*.
City of Burlington. (2025). *Heritage Response to Bill 23 – Evaluation of Shortlist of Designation Candidates* (DGM-10-25).
Province of Ontario. (2022). *Bill 23, More Homes Built Faster Act, 2022*.
Province of Ontario. (2024). *Provincial Planning Statement, 2024*.

---

## Strategic Alignment

- ☑ Designing and delivering complete communities
- ☐ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

---

## Author:

Chloe Richer, MCIP, RPP, CAHP
Senior Planner, Heritage
(905) 335-7600 Ext. 7427

## Appendices:

A. Location Map

## Draft By-laws for Approval at Council:

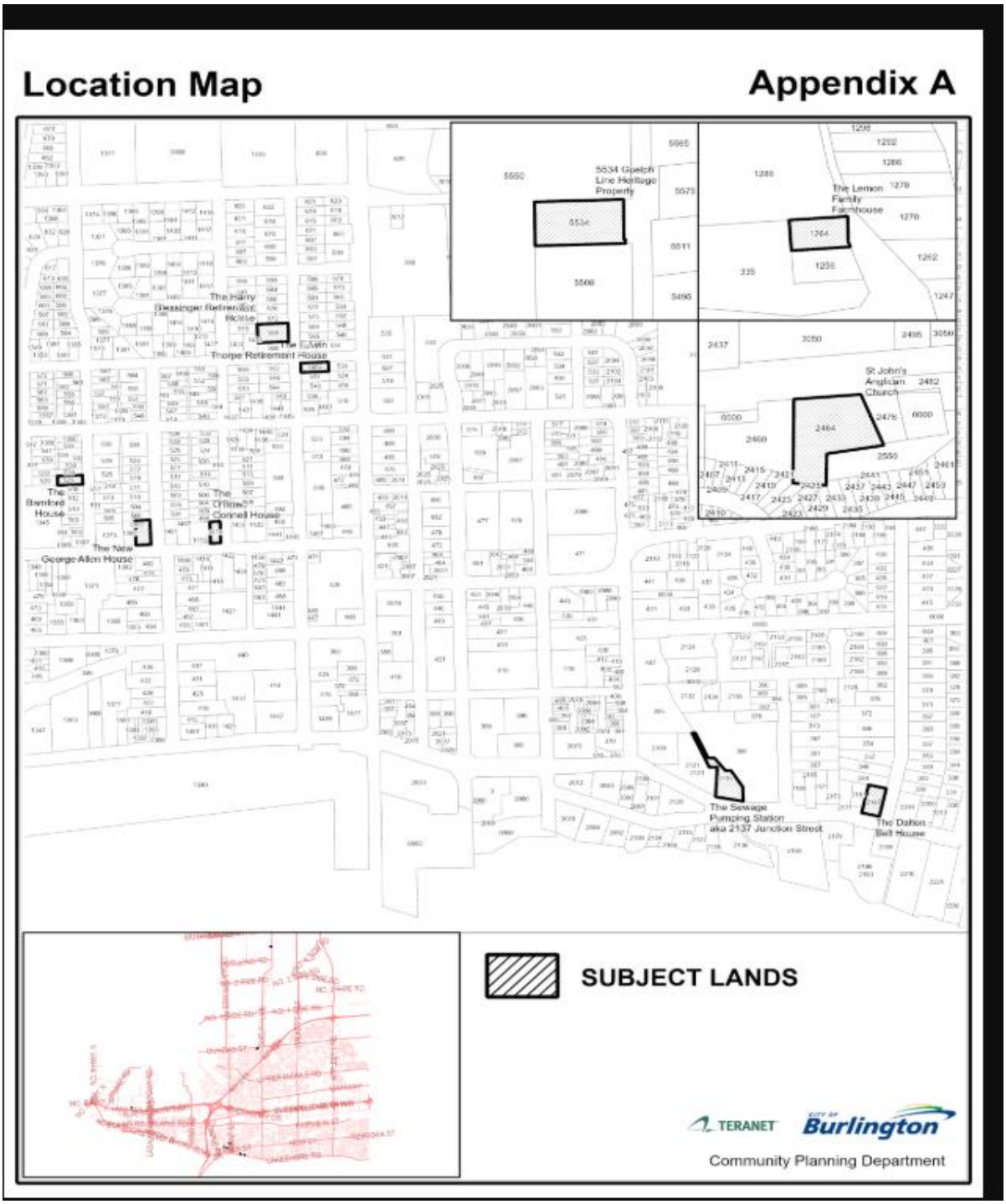
- Not applicable.

## Notifications:

Planner will provide contact information for affected heritage property owners who require notification after Council.

## Report Approval:

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.


Location Map
Appendix A
5534 Guelph Line Heritage Property
The Lemon Family Farmhouse
St John's Anglican Church
The Harry Blessings Retirement Home
The Erwin Thorpe Retirement House
The Bramford House
The O'Brien Connell House
The New George Allen House
The Sewage Pumping Station aka 2137 Junction Street
The Dalton Bell House
SUBJECT LANDS
TERANET
Burlington
Community Planning Department

# Recommendation Report Summary

SUBJECT: Options for the temporary elimination of Development Charges

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-03-26

Wards Affected: All

Date to Committee: February 9, 2026

Date to Council: February 17, 2026

## Recommendation

Direct the Director of Community Planning to initiate an amendment to the City's Affordable Rental Housing Community Improvement Plan considering options 2a) and 2b) contained in development and growth management report DGM-03-26; and

Direct the Director of Community Planning to work closely with the Region of Halton in order to support the City's approved Affordable Rental Housing Community Improvement Plan, including any forthcoming amendments, in acknowledgment of their continued role as Housing Service Provider and housing-enabling infrastructure provider; and

Direct the Commissioner of Development and Growth Management to work collaboratively with the Region to fund the Region's matching CIP and advocate for further Federal and Provincial support to offset lost DC or other revenues.

## Executive Summary

Purpose of report:

- To discuss options to address Staff Direction 12-25.

Key findings:

- The housing market is experiencing significant challenges.

- Budgets and legislation and programs at the Federal and Provincial level have responded to varying degrees to the concerns related to the costs of development charges.
- The Province of Ontario, has implemented two relevant changes to legislation related to the issues set out in this report:
    - As of November 3, 2025, Residential Development Charges have been deferred to occupancy as set out in the Development Charges Act, 1997 (DCA); and
    - As of November 27, 2025 the Planning Act was modified to empower Upper-tier municipalities without planning authority to enable the development of a CIP and clarified that any existing CIPs in force and effect prior to July 1, 2024 are deemed to be in effect.
- The report presents options to temporarily eliminate development charges either by pursuing amendment(s) to the City's Development Charges by-law (DCs) or amendment(s) to the City's Affordable Rental Housing Community Improvement Plan (ARHCIP).
- Approaches related to the DC by-law, enacted in accordance with the Development Charges Act ("DCA"), present risks that make such an approach less suitable to the objectives of ensuring any approach is targeted to the City's broader housing policy objectives, targeted to key areas of change, and limited in time.
- In order to support the creation of more housing and provide targeted, temporary relief an amendment to the Affordable Rental Housing Community Improvement Plan (ARHCIP) is recommended. This may include the introduction of a new program providing relief equivalent to the City's portion of DCs or some other similar relief or may include the recalibration of one or more existing programs.
- While the original motion memorandum and subsequent staff direction started to define the point at which any City approach would be warranted or authorized, staff set out options and recommend relying on future Council decisions to define, fund and implement any program(s) in the ARHCIP.

Implications:

- Should Council endorse the staff recommendation, staff will prepare the necessary targeted amendments to the ARHCIP and engage with the public, the development community and the Region of Halton through the formal statutory amendment process. The purpose would be to develop a temporary Community Improvement Plan program or temporary amendments to existing programs, to provide temporary relief from DCs or other support. Any amendment may also propose any changes to reflect changes in the legislative framework and the role of the Region, among other things.
- An amendment to the City's ARHCIP is subject to appeal to the Ontario Land Tribunal. If the amendment is appealed Legal support would be required.

## Background

On September 16, 2025, Council approved the motion memorandum to direct the Commissioner of Development & Growth Management and the Chief Financial Officer to report back to Pipeline to Permit Committee on October 9, 2025 on options for a 2-year temporary development charge (DC) reduction with an appropriate impact analysis.

The Motion Memorandum and its attached correspondence from WE HBA set out details of approaches being taken in other municipalities to support meeting housing targets, economic development objectives and the development industry.

In response to this direction, Finance and Development & Growth Management Staff prepared Information Report titled Two-year temporary City Development Charges reduction (FIN-41-25).

The report presented an impact analysis of implementing a temporary, partial reduction to City Development Charges for two years. The impact of a tax-supported, temporary 20% reduction of City DCs for two years was estimated to range between $3M-$7.5M. The report acknowledged that it is difficult to estimate potential DC revenues given their dependency on development activity which, is in turn, closely related to the state of the economy. The report also confirmed that the City's growth-related capital program for 2026 and 2027 totals almost $27M. As discussed in this report and through 2026 Budget discussions, concerns related to a significant inflationary environment and the potential for a lack of available cash flow could mean delayed delivery of projects in the City's growth-related capital program

After considering the report the following Staff Direction was provided:

> Direct the Commissioner of Development & Growth Management to bring back a report to Committee of the Whole in January 2026 on options including a potential Community Improvement Plan amendment and a Development Charge bylaw update to eliminate development charges for two years subject to the following conditions:
>
> - That the reduction is tied to some degree of achieving policy goals for housing units (for example purpose-built rental, market affordable under Halton Region definitions, three-bedroom units);
> - That the reduction is conditional on being made whole for the DC reductions by the provincial and/or federal governments;

- That the reduction would only apply to projects that have achieved a defined level of start/completion. (SD-12-25)

**Context**

A wide range of factors are playing into the challenges being felt today by the development community. News and reports on various economic indicators, interest rates, tariffs, construction costs, changes to immigration policy and associated population decline, and skilled labour shortages have all created an impactful housing development slowdown.

Through regular discussions at the City's Pipeline to Permit Committee, the challenges facing the creation of new housing are reported and discussed.

**Local Context**

Over the past year, the City has invested in a study to better understand population and employment growth, in taking on the role of Growth Management previously held by the Region. This work included a Growth Analysis Review, prepared by Watson and Associates, which included a Housing Market Assessment. In addition, the City also prepared a Housing Needs Assessment for federal funding eligibility, in accordance with the Federal Government's long-term approach to addressing housing needs across the country. The Housing Needs Assessment was developed using Council-approved reports including the Growth Analysis Review, the Housing Strategy and other strategies or documents previously published by the City of Burlington and or Halton Region. This work and its recommendations have informed the development of the ARHCIP and other City-initiated work.

At the time of the preparation of the Growth Analysis work the condominium market was experiencing challenges, however the report noted that in the long-term prospects remained favourable. The report anticipated that the condo sales market would strengthen through 2025, supported by lower interest rates which was expected to improve project development feasibility and expand supply and increase sales demand.

The strengthening of the condominium market did not occur as expected. Recent data provided by Zonda Urban compares new multi-family condominium sales for Q1-Q3 in 2022 through 2025. Instead of strengthening in a lower interest rate environment, overall condominium sales were drastically lower.

| Multi-family Sales (new Apartments and Townhomes) for Q1-Q3, 2022-2025 | | | | |
|---|---|---|---|---|
| | | | | |
| **BURLINGTON** | **2022** | **2023** | **2024** | **2025** |
| **Apartment** | **202** | **130** | **21** | **12** |
| **Townhouse** | **11** | **2** | **14** | **8** |
| **Summary** | **213** | **132** | **35** | **20** |
| | | | **SOURCE: Zonda Urban 2025** | |

Even before the further weakening of the housing market the Growth Analysis Report emphasized that in order "[t]o achieve the population growth forecast…the City will need to consider a range of factors in supporting and enabling a higher rate of residential development activity, with particular emphasis on rental and affordable housing. Burlington will require a broader choice of new housing products that appeal to a diverse range of demographic groups, by family and non-family type, structure type, location, age group, and income level. This includes expanding the rental housing supply, including purpose-built rentals, and increasing [Additional Residential Unit] development activity. Furthermore, the City will need to expand affordable and attainable rental housing and ownership housing options. (Growth Analysis Review, 2025. Watson & Associates, pg 6-26)

**Provincial and Federal Government**

Over the course of the past several years, the Province has made significant changes to the Development Charges Act (DCA). While all changes are not highlighted here, changes related to exemptions, processes and DC eligible services have required municipalities to adapt and adjust in real time.

Below is a summary of the numerous changes to the DCA, to incentive development:

- For applications where a Site Plan or Zoning By-law Amendment is required, DC rates are frozen for 18 months following approval.
    - Municipalities are allowed to charge interest over this time period, not to exceed a maximum rate as prescribed by the DC Act.
- Full exemptions for affordable housing units.
- Full exemptions for non-profit housing developments.
- Full exemptions for two (2) additional residential units (ARUs) within and/or ancillary to existing and new developments.
- DC discounts for rental housing based on number of bedrooms per unit.
- DC installment plan for purpose-built rental units.
    - 6 annual installments payable starting from date of occupancy.
- Defer payment of DCs for all residential developments to the date of occupancy

- Removes interest payments on existing legislated deferrals for rental and institutional developments

Using revenue assumptions as presented in Report FIN-41-25 Two-Year Temporary City Development Charges Reduction, the City estimates that the collection of approximately $15-37 million of residential development charges may be deferred to occupancy. On average, the duration to occupancy is 1-3 years from building permit issuance. However, this period widely varies across applications due to factors that are beyond the City's control.
It is expected that there will be further changes to the *Development Charges Act* given some of the new regulation-making authorities established though Bill 17.

To date, the City of Burlington has not received support from the Building Faster Fund as this program evaluates municipal performance solely on the number of housing starts. In June 2025, the City sent formal communication to the Ministry of Municipal Affairs and Housing conveying that this evaluation criterion does not accurately reflect the scope or effectiveness of work and holds municipalities responsible for matters that are beyond their jurisdiction and control (i.e., market conditions such as high interest rates, construction costs, and labour shortages). In August 2025, Minister Flack indicated an openness to consult with the municipal sector on expanding or changing Building Faster Fund criteria. The City shares the province's goal of increasing housing supply and is fully committed to Burlington's target of 29,000 homes by 2030. Over recent years the City has approved significantly more units on an annual basis than the 20- year historical average of 800 units. While City approvals allow for projects to move forward to construction the City cannot compel a land owner to build units.

In October, 2025 the Province announced the removal of the 8% PST for first-time buyers on new homes valued up to $1 million. Industry advocates have highlighted that this is a move in the right direction but continue to press to see broader relief for all first-time buyers.

In May, 2025 the Federal Government announced a GST relief initiative for first time buyers on new homes. For homes valued up to $1 million the rebate would be 100% GST, while for homes valued from $1 million to $1.5 million a partial rebate. The implementing legislation Bill C-4 is currently at second reading in the Senate.

In a December Tax Insight publication PriceWaterhouseCooper described that if both programs were in place a first time home buyer of a new home could save up to $130,000, significantly more than the City's current DC charge.

## Advocacy

From Burlington's Housing Pledge to more recent submissions from Ontario's Big City Mayors and others, advocacy has highlighted the connection between growth and infrastructure, and

the importance of delivering on both. The bottom line being that municipalities have the ability to collect growth-related charges to deliver infrastructure and community needs. Requests and advocacy have emphasized since the time of Bill 23 in 2022 the need to "ensure municipalities are made whole, dollar for dollar to eliminate unintended consequence of Development Charge reductions."

Specific to Burlington, the City's advocacy efforts have showcased municipal leadership through the proactive adoption of innovative solutions and tools to enable more housing – i.e., Burlington was the first Ontario municipality to lower DCs; Working directly with stakeholders at Pipeline to Permit Committee; AI Powered Building Permit System Pilot Project; Housing Connections landing page. Burlington's advocacy has also been leveraged as an opportunity to promote local success – i.e., Hitting a 10-year high of housing starts; Formal recognition in public-facing reports released by RESCON (2025 GTA and GGH Housing Report Card) and Burlington Community Foundation (2025 Vital Signs Community Check-up Report).

Recent advocacy from AMO called Building Homes, Building Communities: The Role of Development Charges (DCs) in Ontario (November 2025) continues to reinforce that Development Charges are not the main cause of the current housing crisis. AMO further reiterates the important role that Development Charges play in acting as a cost recovery tool to help share the costs of growth and partially fund essential infrastructure.

Similarly, also in 2025, the Ontario Big City Mayors sought commitment from the Federal Government to work with OBCM on Development Charge Legislation.

The Province in partnership with the development community and municipalities will continue to look to modernize municipal revenue tools. While further legislative changes have been made to the DCA, there has been limited commitment to new funding arrangements. To date there has been no indication of action towards a commitment to making municipalities whole to support reductions or the temporary elimination of development charges.

## City of Burlington

The City has invested significant time and effort into supporting the creation of more housing. These actions have been addressed in various reports to Council but are summarized together in brief in the following table:

| Action | Description | Status | Outcome |
|---|---|---|---|
| Development Charges by-law, 41- 2024 | Study and by-law to establish development charges. Recommended reduced DCs. | Appealed – but in effect | Staff-driven initiative to reduce the initially proposed DC rates to encourage development by mitigating the proposed rate increases. Residential DCs saw a 28% reduction, and Non-residential DCs were reduced by 32% at time of approval. |
| Housing Strategy | A comprehensive Housing Strategy for the City of Burlington informed by Housing Needs. | Complete, implementation ongoing | New focus on Partnerships and defining the City's role and setting out ambitious action. |
| Housing Pledge | A comprehensive response to the Provincial Housing target established for Burlington as a Large and Fast Growing municipality. | Pledge submitted | Focused action on areas of the pledge |
| Pipeline to Permit | A new standing committee of council composed of a wide range of representatives ranging from non-profit housing to the development community and agencies. | Regular meetings | Tracking and understanding the development pipeline, identifying issues and continuous improvement opportunities. Recommendations to Council. |
| Housing Accelerator Fund (HAF) Action Plan | Action Plan including a wide range of initiatives underway or to be initiated to support funding through HAF. | HAF funding approved | Completion of all Action Plan Items |
| Growth Analysis and Housing Market Assessment | Assessment of Population and Employment growth to 2051. Confirmed that affordable and attainable rental and home ownership options remain critical to the City's ability to grow in accordance with projections. | Study complete. | Informed development of the City's ARHCIP.<br><br>Will inform future Official Plan Amendments including Urban Structure. |

| Action | Description | Status | Outcome |
|---|---|---|---|
| MTSA (OPA 2) | An Official Plan Amendment to set the framework to support mixed use, transit supportive development in key areas of the City | Adopted, 2024. Approved with Modifications by Minister, 2025. Significant portions came into effect on October 30, 2025, three appeals. | The building blocks for new communities in proximity to the City's 3 MTSAs |
| Affordable Rental Housing Community Improvement Plan | Using data from the Population and Growth Analysis and the Housing Needs developed a focused Community Improvement Plan to specifically address affordable rental housing. | Approved by Council in 2025 First element of programs funded through HAF funds in 2025. | See update in Housing Accelerator Fund update DGM-91-25 |
| Modernizing Residential Neighbourhood Area policies (OPA 3) | Phase 1 and 2 focused on developing policy oriented to built form rather than density in neighbourhoods to support missing middle opportunities. A future phase will consider further opportunities for missing middle housing. | Official Plan policies in effect. | Provides new guidance for the development of residential neighbourhood zones in the City's new Zoning by-law. |
| Modernizing and streamlining the Residential Zoning By-law | Objectives of the NZBL project | Draft Residential Zoning By-law released in 2025. Recommended Zoning By-law to be considered in 2026. | Will result in clear residential permissions to support the creation of new units. |
| Streamlining Development Approval Processes | Invested in LEAN 6 Sigma training and specific process reviews | Pre-building permit process; OPA and ZBLA processes Site Plan processes | Significant progress on streamlining development application processes and overlapping with building permits. |

## Analysis

In the context of the efforts of the City of Burlington to date, observing action and opportunities for other levels of government, and in light of the current and short, to medium term challenges facing the development community, City staff provide the following analysis to support the recommendation to address Staff Direction SD-12-25.

This section is organized into Development Charge Approaches and Community Improvement Plan Approaches and a theoretical Do-Nothing approach. Although each approach may have more than one option, the general considerations related to the approach are similar and have been condensed for discussion purposes.

Although general costs have been identified, no source of funding has been identified at this time.

### 1. Development Charge Approaches

Development charges (DC) are imposed by municipalities on development and re-development to recover growth-related capital costs under the Development Charges Act. It is used to help municipalities fund essential infrastructure, such as roads, storm drainage, fire stations, vehicles, recreation centres and libraries required to service the City's population growth. Development Charges are collected to support growth related costs. It continues to be relevant to note that infrastructure renewal is funded from existing taxpayers. In the context of the City of Burlington as set out in the City's 2025 Asset Management Plan, the City has a funding shortfall of up to $350 million over the next ten years.

In addition to City DCs, applicants are subject to DCs payable to Halton Region and Halton School Boards. The fees for each agency are determined by their respective by-laws and policies. Within the Region's built boundary, the City's current portion of total DCs for residential developments is approximately 25%. However, this proportion is subject to change due to timing of indexation, updates to the agencies' DC background studies and legislative changes.

Staff's impact analysis of exempting the City's portion of DCs below continues to use and further refine Planning's data from the P2P dashboard that provides a high-level estimate of residential development activity. The projection is a forecast of estimated applications that has the potential of pulling Building permits within two years. An assumption of 50% 2+ Bedroom Apartments and 50% 1 Bedroom / Bachelor Apartments was applied to this data and used to help determine a range of estimated financial impact of each option. A summary of the data is as follows:

| Estimated Residential Units Receiving Building Permits Within Two Years | | | | | |
|---|---|---|---|---|---|
| | Dwelling Type | | | | |
| Estimate | Single and Semi-Detached | Mutiples | Apartments 2+ | Apartments 1 and Bachelor | Total |
| Low | 604 | 133 | 1,311 | 1,311 | **3,359** |

Similar to the methodology presented in Report FIN-41-25, historical DC collection receipts and recent building permit activities were also considered when determining the estimated range of financial costs.

It is important to note that all DC reductions or exemptions implemented by the City, temporary or otherwise, are required to be funded from a tax-supported source, as mandated by the DCA, s.5(6)(3):

> "*3. If the development charge by-law will exempt a type of development, phase in a development charge, or otherwise provide for a type of development to have a lower development charge than is allowed, the rules for determining development charges may not provide for any resulting shortfall to be made up through higher development charges for other development."*

As a result of this paragraph in the DCA, any City discounts or waving of Development Charges, will require the City to fund such discounts from other tax support sources.

**Options**

a. **Apply a temporary 2-year Residential DC exemption through an amendment to the DC By-law.**
   - All residential developments will receive a full exemption of City development charges.
   - **Estimated Cost $16.7M-41.3M**

b. **Applying a temporary 2-year exemption for all Apartment units through an amendment to the DC By-law**
   - All apartment units will receive a full exemption of City development charges
   - Other residential unit types are not affected and City DCs will continue to be applicable
   - **Estimated Cost $10.7M-26.6M**

c. **Apply a temporary 2-year exemption on 2BR+ Apartment units through an amendment to the DC By-law**
   - Only 2BD+ apartment units will receive a full exemption of City development charges
   - Designed to incentivize larger high-density (apartment) units.
   - Other residential unit types are not affected and City DCs will continue to be applicable

- **Estimated Cost $6.1M-15.1M**

**DC exemption Considerations:**

- Given changes to DCA related to the removal of public consultation requirements for these types of DC By-law Amendments (i.e. an amendment that results in a decrease in DC rates), these options can be completed relatively quickly.
- It is the understanding of staff that temporary DC exemptions can be designed to be time limited. However, automatic expiration of time of exemption provisions in the by-law is currently untested and poses a potential future risk. In the scenario that an amendment is required to revert the exemptions or the DC fees back to non-discounted rates, the full legislated process may be required, which would include updates to the background study, public meetings and the possibility of appeals.
- It is unclear at this time the extent to which decisions made on a temporary basis with respect to the City's calculated Development Charges may prejudice or limit flexibility on future development charge policy decisions and the DC Background Study. It is unclear as to the degree to which any temporary relief has the potential to impact future decisions.
- DC rates are established at the time of the Planning Act application. If an application is made during the exemption period but occupancy occurs after the exemption period expires this would introduce an unfunded liability for the City, and would be counter to the intention of the temporary relief.
- The recent Provincial move to provide relief from the payment of development charges to occupancy may, in part, address the temporary strain facing the development industry while ensuring the City is collecting DCs in support of critical infrastructure investments
- While technically a possibility an area specific exemption would be difficult to rationalize, and is not a recommended approach given that the City does not currently have area specific charges.
- It is not possible to calibrate, or to tie temporary exemptions to specific policy objectives or specific Burlington housing needs, other than proposed approach that would specifically exempt 2 or more bedroom apartment units which is a general proxy to supporting larger, more diverse housing units..
- Eliminating DCs shifts costs, it doesn't eliminate them. As previously noted, any exemptions or discounts/reductions to DCs must have a tax-supported funding source to offset the reduced DC revenue.
- Given that City DCs make up generally 25% of total DCs payable, it is unclear whether exempting the City portion of the Development Charges payable on a new unit or any other proposed changes, even to the point of full exemption will have the desired effect of making development feasible in the near term.

- Staff is aware that other municipalities have entered into agreements with developers to permit DC reductions. Such agreements require that the developer pass on the DC reduction to purchasers by reducing the purchase price on a dollar-for-dollar basis and that *Agreements of Purchase and Sale* (APS) include wording disclosing this to purchasers. Staff note that the legal authority to defer payment of DCs indefinitely as some municipalities have done is not clear.
- Non-residential developments are not affected, and development charges will continue to be applicable
- Should Council direct staff to amend the Development Charges by-law, this should be made to be brought into effect conditional upon Provincial or Federal support, as specified as a condition in the Council Direction.

**2. Community Improvement Plan Approaches**

A Community Improvement Plan (CIP) is a flexible tool enabled by policies in the City's Official Plan that allows a municipality to establish a CIP to direct funds and implement policy initiatives toward a specific objective, such as addressing housing needs. Once established, a CIP enables municipalities to provide grants, loans and other incentives to landowners for eligible costs to prepare land and construct or rehabilitate building on private and public properties. The City has an existing approved Affordable Rental Housing Community Improvement Plan, approved in 2025.

Council has approved the use of HAF funding to support the implementation of several programs in the ARHCIP. The Additional Residential Unit Affordable Rental program launched last year and Council approved the use of HAF funds to implement three of the ten programs in the ARHCIP, including the:

- Additional Residential Unit Affordable Rental Program, including legalizing non-compliant ARUs,
- Municipal fee waivers program, and
- Missing Middle Affordable Rental Unit Program (Pilot 2026)

**Options**

**a) Amend the ARHCIP to develop a new, temporary DC exemption program with defined criteria related to tenure and level of affordability.**

- By virtue of the fact that the current ARHCIP relies on the Provincial definition of affordable, these affordable units are also legislatively exempted from development charges. An amendment would need to establish a new set of "affordability" criteria. The City received feedback at the time of the ARHCIP that the provincial definition presented challenges and other definitions were highlighted for consideration (CMHC Apartment Construction Loan Program). This approach represents an

opportunity to work with development industry to consider options to expand the scope of eligibility for a temporary time period.

- **Estimated Cost - less than or equal to the cost of DC option a) above**, however the cost range is unknown and would rely on establishing new criteria**.**

**b) Amend the ARHCIP to adjust one or more of the existing approved programs to address opportunities to expand the scope of eligibility for a temporary time period.**

- An opportunity to review the existing programs in light of changes to date may identify non-DC exemptions that are more effective to act as stimuli to development given the wide range of factors in play today.
- **Estimated Cost** unknown at this time would depend upon the nature of the amendments to the existing programs.

**CIP Approach Considerations:**

- The Current ARHCIP is focused on two basic premises – that the tenure of the new unit is rental and that, where affordability criteria apply, the unit meets the Provincial definition as identified in the Development Charges Act. An amendment to the ARHCIP will need to describe the change to criteria and the specific purpose for a given temporary program whether that is related to tenure or level of affordability or any other criteria.
- Any amendment to the ARHCIP is subject to appeal to the OLT.
- Any new program or revised existing program can be scoped geographically to key areas of the City, though the entirety of the Urban Area is currently included as part of the Community Improvement Project Area see By-law 22-2025 .
- Any new program or revised existing program can be scoped to meet the specific objectives of Council, the Housing Strategy and reflect up to date information. Any amendment to the ARHCIP would need to explain the purpose, objective, effective date and eligibility criteria of any new temporary incentive.
- Amending the CIP could consider options beyond only DC exemptions. This could include a closer examination of the other Council approved programs like the tax-equivalent increment grant program that may be more easily calibrated to deliver on the objectives of a new, temporary incentive.
- Amending the CIP would support existing DC Charge rationale and identify that for a specific reason, subject to criteria (level of affordability, geographic location, built form etc), for a specific amount of time, we are choosing to incentivize development.
- Amending the CIP is likely to take longer to implement relative to the time to prepare and adopt a by-law to reduce or repeal the residential DC charge.
- Since Council will first be approving the program, with or without funding, there is additional flexibility in defining when a program is implemented, based on the

availability of funds. Adoption of an amendment to the CIP establishes the overall CIP incentive programs, and their maximum values based on eligible costs. It does not mean that any or all of the programs will be activated, nor does it indicate approval of any budget for implementation.

- Unlike a DC exemption that would be automatically applied to all development a CIP would allow Council to establish a cap based on the budget set aside or funds received from other levels of government to fund the program.
- To date Council has approved the use of a portion of the City's HAF funds to implement a subset of the ARHCIP, subject to the availability of HAF as set out in DGM-91-25 Housing Accelerator Fund Update. No other funding has been identified or secured for the balance of the CIP programs.

**NOTE:** The role of Upper Tier Municipalities without planning responsibility in Community Improvement Plans

The preparation of the City's ARHCIP relied on the most up to date information available at the time. In early 2025 Regional staff report CA-03-25 titled Final Update on Regional Programs for CIPs, noted that recent changes to the Region's role in land use planning and the Regional Official Plan meant that there was no longer a clear legislative basis for the program. Halton Regional Council directed the end of the Regional Program for CIPs, as of January 1, 2025. The City's ARHCIP was developed after that date. At the time Regional staff report stated that staff will continue work in collaboration with the Local Municipalities to explore other opportunities to advance shared interests, including delivering supportive and assisted housing and providing growth-enabling infrastructure. The City's ARHCIP includes a section on Regional Participation that highlighted that the City would seek and encourage the participation of the Region which focused at the time on opportunities to deepen affordability or to work together with the Region to implement a future TIEG program.

Since then, Bill 60 (Royal Assent November 27, 2025) implemented a number of changes to the Planning Act related to the role of an upper-tier municipality without planning responsibility as it relates to Community Improvement Plans:

- Allows the participation of these municipalities in Community Improvement Plans and removes the requirement for an official plan in effect that contains CIP provisions, and
- Clarifies that by-laws passed by an upper-tier municipality without planning responsibility that designated a community improvement project area and adopted a community improvement plan and that were in effect on the day before the municipality became an upper-tier municipality without planning responsibility, are deemed to be in effect on the day the new subsection comes into force.

Though unfunded, the Regional CIP by-law is currently now deemed to be in effect. The Region's CIP took a local program matching approach. Regional participation through matching could have a significant impact on any of the City's ARHCIP approved programs (funded or unfunded).

**Option 3: Do Nothing**

While a theoretical option, staff do not recommend doing nothing. The following list offers practical grounding for managing an issue much bigger than the scope of influence of the City that has the potential to continue to change over the coming years.

- Without action, it will likely mean development charges will not be collected given market conditions and developments will not have been able to advance to occupancy in the near term.
- A do-nothing approach would protect City documents (DC By-law and Background Study and the ARHCIP) from appeal or from compromising future updates.
- A pause on action would allow the impact of other City, Provincial and Federal actions to play out which may provide insights into the best contribution and role the City can play to support the creation of new housing and the achievement of growth forecasts and ambitious housing targets.
- Working together with the development community to resolve the extensive broad appeals to the BOP,2020 and subsequent appeals to OPA 2 would enable the City to even more aggressively pursue streamlining policies and processes to support City Council's housing objectives. Unlocking those key appeals can pave the way for future phases of the Zoning By-law project and the Community Planning Permit System.

---

**Recommendation Details**

It is recommended that Council consider amending the Affordable Rental Housing Community Improvement Plan. This would have the benefit of considering options to provide temporary relief for the development community and would provide the City an opportunity to connect with the Region to understand opportunities to support the City's objectives through the funding of the deemed in force Regional CIP by-laws. The CIP is more dynamic and adaptable and allows Council more control on turning on and off programs and funding to respond to changes.

As with both DC and CIP approaches, the City does not have existing funding to support any associated costs. However, the City's Housing Accelerator Funding may present an opportunity to support action once a program within the CIP and its scope is defined. However, if HAF is not available as a funding source, then DC exemptions through the CIP will need to be funded through a tax-supported source. This also remains true for exemptions through a

DC-Bylaw amendment.

---

**Implications**

An amendment to the CIP is subject to appeal. Care will be taken to amend only the portions of the CIP that are necessary, however, the risk remains that should an appeal be filed, additional legal support will be required.

Lessons from the Additional Residential Unit Affordable Rental Program will be applied to the consideration of any new programs, or modifications to existing programs.

---

**References**

Burlington Housing Pledge
DGM-20-25: Findings of report Growth Analysis Review City of Burlington
Growth Analysis Review, February 2025 prepared by Watson & Associates
CA-03-25: Final Update on Regional Programs for CIPs
DGM-24-25 Draft Affordable Rental Housing Community Improvement Plan
- By-law 22-2025: A by-law to designate the Burlington Affordable Rental Housing Community Improvement Area
- By-law 23-2025: A by-law to adopt an Affordable Rental Housing Community Improvement Plan, as a policy document for the Burlington Affordable Rental Housing Community Improvement Project Area.

DGM-53-25 Housing Needs Assessment Report – Burlington
- Housing Needs Assessment Report

DGM-91-25 Housing Accelerator Fund Update
PP-12-25 Motion Memorandum Regarding Development Charges
- PP-12-25 Attachment: Correspondence from WE HBA

FIN-41-25 Two-year temporary City Development Charges reduction
DGM-101-25 Deferred development charges to occupancy

---

**Strategic Alignment**

- ☑ Designing and delivering complete communities
- ☑ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

---

**Author:**

Alison Enns, MCIP,RPP
Manager of Policy and Community Initiatives
Alison.Enns@burlington.ca

**Draft By-laws for Approval at Council:**

- N/A

**Notifications:**

Region of Halton

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

# Recommendation Report Summary

SUBJECT: New Residential Zoning Bylaw – Final Draft – Statutory Public Meeting and Recommendation Report

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-05-26

Wards Affected: All

Date to Committee: February 10, 2026

Date to Council: February 17, 2026

**Recommendation**

Approve and enact the new Burlington Residential Zoning By-laws in accordance with Appendices A and B of development and growth management report DGM-05-26; and

Deem that the new Burlington Residential Zoning By-laws will conform to the 2020 Official Plan of the City of Burlington, the 1997 Official Plan of the City of Burlington, and the 1995 Burlington Regional Official Plan, as applicable; and

State that in accordance with Section 34(17) of the *Planning Act*, City Council has determined that no further public notice is required related to the changes to the proposed Zoning By-laws.

## Executive Summary

Purpose of report:

- This report recommends approving the proposed new Residential Zoning By-laws, found in Appendices A and B.
- The new by-laws represent a transformational step forward for the City – grounded in today's needs but purposefully shaping how our residential neighbourhoods will evolve for decades to come. As a cornerstone of the City's long-term visions, these by-laws are designed to increase housing supply, improve affordability, and support vibrant, complete communities while honouring the established character of our neighbourhoods through thoughtful, context-sensitive built form. They play a foundational role in advancing major City initiatives, including the Housing Strategy, Housing Pledge, Housing Accelerator Fund Action Plan, Climate Action Plan, Integrated Mobility Plan, Urban Forest Master Plan, and the Strategic Plan. Together, these efforts chart an innovative path toward a more sustainable, inclusive, and resilient Burlington. By simplifying zoning rules and implementing the updated Official Plan policies, including those added through Official Plan Amendment No. 3 (see Staff Report DGM-01-25 City-initiated Official Plan and Zoning By-law Amendments to increase housing options) – the by-laws unlock opportunities for gentle density and a broader mix of housing types within and at the edges of existing neighbourhoods. This enables more diverse, adaptable, and future-ready residential areas, ensuring Burlington can grow responsibly while maintaining the unique character that residents value.
- This report provides a summary of the comments received since the release of the draft Zoning By-law on July 2, 2025, including comments from the Statutory Public Meeting on Oct. 7, 2025. Additionally, the report includes staff responses to those comments, and any resulting changes recommended to the By-laws.

Key findings:

- The City must review its Zoning By-law within three years of updating its Official Plan, as required by section 26 (9) of the *Planning Act*. The Burlington Official Plan was adopted by Council in 2018 and approved with modifications by Halton Region in 2020. The City began the New Zoning By-law Project in 2022 to update the existing Zoning By-law which is over 25 years old.
- The proposed Residential Zoning By-laws (2026) conform to the Burlington Official Plan, 2020 (BOP, 2020), as amended, and implements its vision, goals and policies for housing in Burlington. The proposed Zoning By-law conforms to the applicable policies of 1997 Burlington Official Plan and the Regional Official Plan. The new Residential Zoning By-laws use clearer, easier-to-understand rules, and use modern zoning ideas to help make it faster and easier to build several types of homes.

- The proposed new Zoning By-law streamlines and simplifies regulations and requirements. Whereas the existing Zoning By-law has 31 primary residential zones and subzones, the recommended new Zoning By-laws have reduced the total number of residential zones to 9.
- The proposed Residential Zoning By-laws align with the goals and objectives of other City plans, such as the Strategic Plan, Housing Strategy, Climate Action Plan, Integrated Mobility Plan and Urban Forest Management Plan and elements of these plans were foundational elements in the preparation of the proposed Zoning By-law.
- Since the statutory public meeting on Oct. 7, 2025, staff have made changes to the proposed Zoning By-law based on community feedback. This report outlines public feedback and how the by-law was updated in response. As a result of the changes to the proposed Zoning By-law in response to feedback received at the October 2025 Public Meeting and subsequent comments received and further analysis by staff, there have been changes made to the proposed Zoning By-law. As a result of these changes, and to provide for further public input, a second Statutory Public meeting was identified as the appropriate next step.
- The recommended Residential Zoning By-laws were released on Jan. 30, 2026, and include revised provisions relating to enabling more residential development and housing options, removing overlaps with other City by-laws, alignment of definitions, clarifying how standards apply, general edits to reduce redundancy and conflicts in the by-laws, and mapping, as summarized below.
- Two by-laws have been attached for Council's consideration: Appendix A: By-law to adopt the proposed Residential Zoning By-law to apply to residentially zoned lands that are not located in proximity to a railway or rail yard; and Appendix B: By-law to adopt the proposed Residential Zoning By-law to apply to residentially zoned lands that are within 300 metres of a railway and 1,000 metres of a rail yard and will apply holding provisions to those lands to ensure land use compatibility.

## Background

### What is a Zoning By-law?

A municipal Zoning By-law is one piece of the land use planning framework in Ontario. A Zoning By-law implements the direction of a municipality's Official Plan and provides detailed land use permissions for individual properties. It includes rules about permitted uses, size and form of buildings, and where those buildings can be built.

A Zoning By-law divides land into different zones based on permitted land uses and building types to help ensure compatibility between land uses and ensure development happens in a planned and organized way.

### Why is the City creating a new Zoning By-law?

In 2011, the City initiated the development of a new Official Plan, which was intended to set out the City's land use objectives and directions for growth, infrastructure and development. An Official Plan includes policy directions related to many aspects of a city including transportation, infrastructure, natural environment, housing, heritage, open space, as well as other important social, economic and environmental considerations. The development of the City's new Official Plan was informed by several technical studies, over 40 reports to Council and over 120 public and stakeholder meetings and consultation sessions.

In April 2018, City Council adopted the new Official Plan for the City of Burlington, which was subsequently approved by Halton Region on Nov. 30, 2020 (referred to as the Burlington Official Plan, 2020 or BOP, 2020). A significant portion of the plan was appealed to the Ontario Land Tribunal (OLT) and therefore has not yet come into effect. This means that the 1997 Official Plan (and the Regional Official Plan (as a result of legislative change) also apply to lands within the City of Burlington. However, a number of policies of BOP, 2020 have been brought into effect through Orders and Decisions of the OLT. Specifically, on April 2, 2024, the OLT issued an Order approving many of the Residential Neighbourhood Areas policies of the BOP, 2020 (including, among others, policies 8.3-8.3.5, inclusive).

Under the provincial *Planning Act*, municipalities are directed to review and update their Zoning By-law within three years of new official plan policies coming into effect. The first phase of the New Zoning By-law Project is being brought to Council for approval in less than two years after the residential neighbourhood areas policies came into effect and is intended to implement the in-effect residential designation policy directions of the City's new Official Plan.

The proposed Residential Zoning By-laws recommended for approval in this report will implement the policies of the new Official Plan to increase housing options in Burlington and help the city accommodate future growth. It provides legally enforceable rules that create more opportunities for several types of housing, especially missing‑middle options, and simplifies the rules so new homes can be built more easily.

**What areas of the City will the new Zoning By-law apply to?**

The New Zoning By-law Project is moving ahead in phases. Phase 1 focuses on Residential Zones, as shown on the map below (see Fig. 1). The project started with these zones because the associated residential policies of the BOP, 2020 are currently in-force and effect.

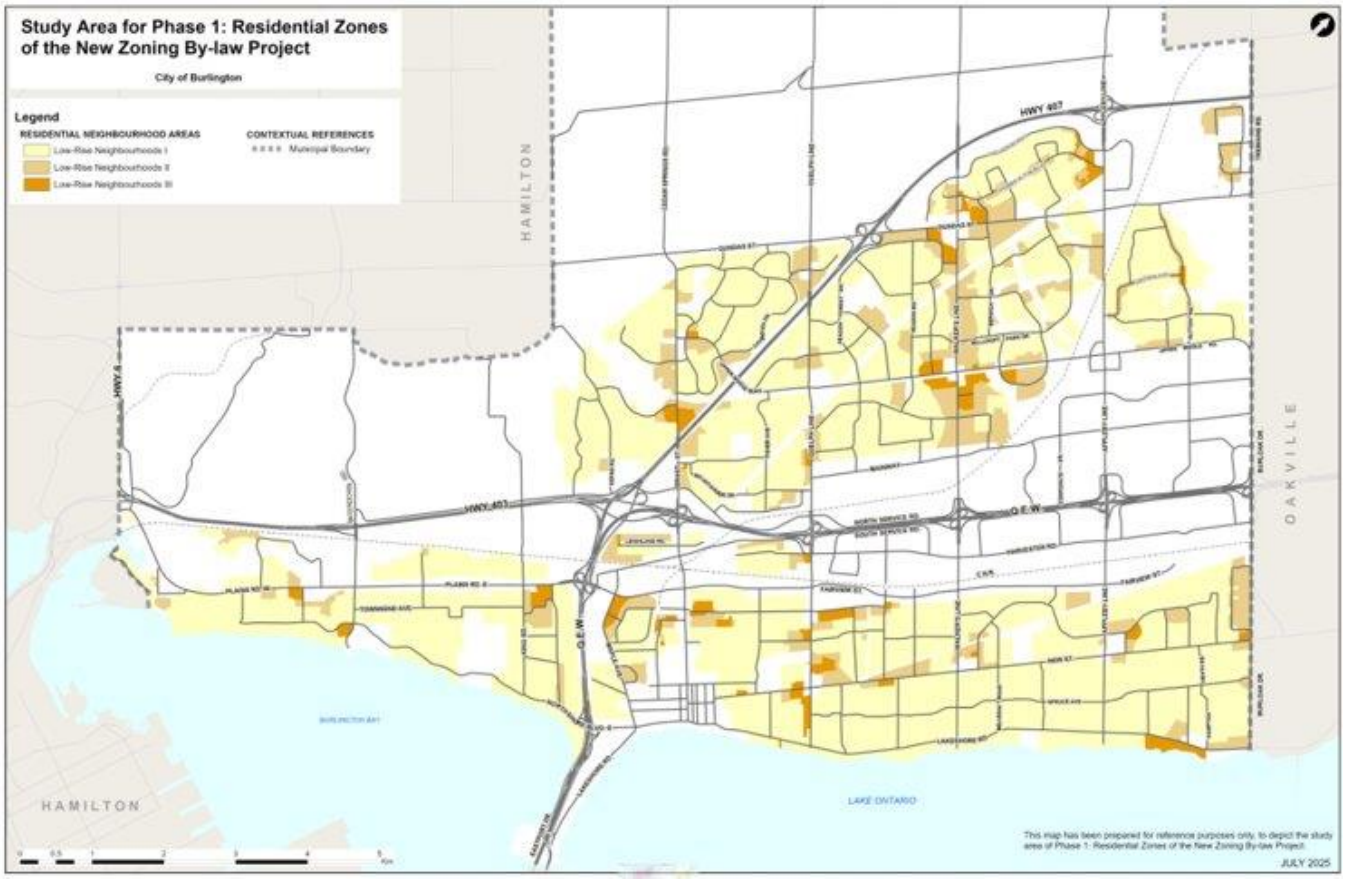



*Figure 1: Study Area for Phase 1: Residential Zones*

The scope for Phase 1 is based on the City's three residential neighbourhood areas land use designations:

1. **Low-Rise Neighbourhoods I** lands cover most of the City's residential neighbourhoods and are intended for low-rise, ground-oriented dwellings on full municipal services.

2. **Low-Rise Neighbourhoods II** lands are comprised of areas on the peripheries of the Low-Rise Neighbourhoods I lands and are intended to maintain a low-rise built form and character allowing more housing options by permitting compatible infill development that over time will include non-ground oriented dwellings along the peripheries of neighbourhoods.

3. **High-Rise Neighbourhoods** lands are limited to specific properties where taller and more dense multi-unit residential developments are located or permitted.

Starting the New Zoning By-law Project with a focus on these designations will enable new development and increase housing options within and at the periphery of Burlington's established neighbourhoods and help to support the goal of building more homes, faster.

The recommended new Residential Zoning By-laws will streamline zoning regulations and implement the Residential Neighbourhood Areas policies of the BOP, 2020, as well as policies for additional residential units and residential supportive land uses (i.e., home occupations, cottage industries, offices, retail uses, service commercial uses, and day care centres), including policies to increase housing options and support gentle, ground-oriented intensification in Burlington's neighbourhoods.

This phase of the project does not apply to the following zones, all of which will be reviewed and updated as part of subsequent phases of the project:

- Employment Zones;
- Commercial Zones;
- Parks and Open Space Zones;
- Mixed Use Zones;
- Downtown Zones;
- Uptown Zones;
- Rural Zones;
- North Aldershot Zones; and
- Other Zones[1].

[1] Including several residentially zoned properties that do not fall within one of the three Residential Neighbourhood Areas designations included in this phase.

**What is included in the New Zoning By-laws and what is not?**

Each of the proposed Zoning By-laws includes two main parts:

1. **By-law Text –** This is the main part of the new Zoning By-law. It sets out the rules (requirements and restrictions) that apply to all uses and buildings for each of the zone categories. The by-law text includes Part 1: Administration; Part 2: Establishment of Zones and Uses; Part 3: Interpretation; Part 4: Definitions, Part 5: General Provisions, Part 6: Parking and Loading; Part 7: Residential Zones and Part 8: Holding Zone Requirements. The full text can be found in Appendices A and B to this report.

   Staff note that the structure and organization of the draft Residential Zoning By-laws are also intended to form the basis of future phases of the New Zoning By-law Project. Future phases of the project will involve amending the new Zoning By-law to add new sections (such as Part 9: Site-Specific Exceptions and other zones such as employment and mixed use zones) and relying on or making amendments as appropriate to Parts 1-6 and Part 8 that will be established through this phase of the project.

2. **Mapping –** Mapping schedules included in Part 10: Maps of the proposed by-laws assign a zone to every residential property to identify which rules apply to it. The Interactive Mapping Application on the City's website includes a mapping feature allowing users to compare the first draft of the new Residential Zoning By-law with the current zoning under Zoning By-law 2020. This will be updated to match the final zoning by-laws when they are released to the public on Jan. 30, 2026, or shortly afterward.

The following components of the Zoning By-laws are not being advanced as part of this phase of the work. As noted in the October staff report DGM-69-25 Statutory Public Meeting and information report for the draft new Residential Zoning By-law, these components were intended to be re-written and carried forward into the recommended zoning by-laws, but will now follow the adoption of the first phase:

- **Site-Specific Exception Zones –** These are provisions that apply to a particular property or area, overriding the general regulations for the applicable zone. These sections typically reflect requirements and restrictions to implement specific development proposals for a location. There are currently over 230 site-specific exception zones which may be applicable to an individual property or multiple properties which may or may not have been development/redeveloped in accordance with the site-specific exception, and staff will need to review all of these and where applicable consult with the property owner, in an effort to make a recommendation as to whether to maintain the exception and carry it forward into the new Zoning By-law or delete the exception and update the zone of the property.

- **Holding Provisions –** Similar to site-specific exceptions, holding provisions apply to a particular property or area and prevent the issuance of a building permit until such time as the provisions outlined in the holding have been satisfied. These provisions typically reflect outstanding requirements that must be met before the underlying zoning permissions can be realized. These provisions will need to be reviewed to determine which provisions need to be carried forward and which can be deleted from the Zoning By-law.

Staff propose to develop a work plan to review all site-specific exceptions and holding provisions in 2026. The goal of this work is to align them with the new Zoning By-law and the Official Plan. Details about the work plan for this review will be prepared and published as part of a future report to Council.

**Additional Background for Phase 1 of the New Zoning By-law Project: Residential Zones**

Phase 1 of the New Zoning By-law Project (Residential Zones) was guided by the following goals and objectives:

- Enable development and increase low-rise housing options in Burlington's neighbourhoods;
- Be a user-friendly and easy to interpret Zoning By-law;
- Be a modern and innovative Zoning By-law; and,
- Provide flexibility for development - reducing process and red-tape.

On Jan. 28, 2025, Council approved Official Plan Amendment No. 3 (OPA 3). OPA 3 amended the BOP, 2020 to support ground-oriented intensification within Burlington's Established Neighbourhoods while providing opportunities for more diverse housing options to meet the full continuum of housing needs. OPA 3 added permissions which allow for more low-rise, ground-oriented housing options including duplex, triplex and fourplexes within the Residential Neighbourhood Areas, and the possibility of allowing up to two units within a detached additional residential unit (ARU) per urban lot in the new Residential Zoning By-laws. As a result, the New Zoning By-law Project team undertook best practices, research and analysis to determine appropriate zoning standards for the new housing options enabled through OPA 3 and incorporated these standards into the proposed Residential Zoning By-laws.

On July 2, 2025, the City of Burlington posted the first draft of the new Residential Zoning By-law to the project webpage for review and comment.

On Oct. 7, 2025, staff presented the draft Residential Zoning By-law at the Committee of the Whole through Staff Report DGM-69-25 Statutory Public Meeting and information report for the draft new Residential Zoning By-law to hear comments and questions from members of

Council and the public. Staff continued to accept questions, comments, and recommendations until December 2025. Appendix E of this report provides a record of the comments received, staff's responses to those comments, and any resulting modifications to the recommended Residential Zoning By-laws.

---

## Analysis

### Major Changes to the Zoning By-law

This section identifies some of the major changes in the new Zoning By-laws from the current Zoning By-law (Burlington Zoning By-law 2020) and outlines how these are aligned with corporate goals and objectives.

- **New Built Forms Being Permitted**

The proposed Residential Zoning By-laws allow for new built forms in the Residential Neighbourhood Areas, implementing the policies of the BOP, 2020, including permitting semi-detached dwellings broadly in the Low-Rise Neighbourhood Zones and allowing low-rise apartment buildings at the edges of some neighbourhoods on lots facing a major street. Permitting this type of gentle intensification recognizes that the City is evolving from accommodating growth in new greenfield communities to accommodating more residents and households within existing areas. Doing so aligns with the City's interest in protecting and strengthening the City's rural and agricultural lands, the natural heritage system and the efficient use of existing infrastructure and community facilities.

- **Additional Residential Units**

The proposed Zoning By-laws will permit up to two units within a detached ARU on a parcel of urban residential land and allowing detached ARUs to be up to two storeys in height, subject to additional standards to reduce overlook and protect privacy on abutting lands. These permissions implement the Planning Act and OPA 3 and support ground-oriented intensification opportunities to increase the supply of housing options to meet the needs of the full continuum housing needs.

- **Reduced Number of Residential Zones**

The existing Zoning By-law has 31 primary residential zones and subzones, whereas the recommended new Zoning By-laws have reduced the total number of residential zones to nine, as follows:

1. Low-Rise Neighbourhood 1 (LN1)
2. Low-Rise Neighbourhood 2 (LN2)
3. Low-Rise Neighbourhood 3 (LN3)

4. Low-Rise Neighbourhood 4 (LN4)
5. Low-Rise Neighbourhood 5 (LN5)
6. Low-Rise Neighbourhood 6 (LN6)
    - The purpose of these zones (LN1-6) is to accommodate detached dwellings, semi-detached dwellings and, in the Orchard Community, street townhouses.
7. Low-Rise Neighbourhood 7 (LN7)
    - The purpose of this zone is to accommodate cluster homes on a single lot.
8. Low-Rise Neighbourhood 8 (LN8)
    - The purpose of this zone is to accommodate existing detached dwellings, new detached dwellings with at least one additional residential unit – attached, in addition to semi-detached dwellings, block townhouses, street townhouses, rear lane townhouses, stacked townhouses, back-to-back townhouses and stacked back-to-back townhouses. Low-rise apartment buildings, personal services and retail stores are also permitted subject to additional provisions.
9. High-Rise Neighbourhood (HN)
    - The purpose of this zone is to accommodate new detached dwellings with at least two additional residential units – attached, block townhouses, street townhouses, rear lane townhouses, stacked townhouses, back-to-back townhouses, stacked back-to-back townhouses and apartment buildings. Personal services, restaurants and retail stores are also permitted subject to additional provisions.

- **Holding Provisions for Land Use Compatibility and A Two By-law Approach**

Two by-laws are attached for Council to review.

Staff are recommending two separate by-laws in response to staff's review of the comments from Canadian National Railway (CN Rail) and Metrolinx.

**1.** The first by-law applies to all lands that are not near a railway or rail yard.

**2.** The second by-law applies to lands within 300 metres of a railway and within 1,000 metres of a rail yard. It adds holding provisions to these lands. The holds will prevent new sensitive land uses from being developed on these lands until land use compatibility studies are completed to identify any mitigation measures needed, and a letter of undertaking from the owner is submitted, ensuring that any recommended mitigation measures are undertaken. The holding provisions will allow for minor additions from being made to existing buildings or the use of land, buildings and structures for certain non-sensitive uses within existing dwellings, such as home occupations.

Staff recommend using two by-laws to recognize the fact that lands in proximity to either rail lines or rail yards are subject to potential adverse impacts including noise, vibration, or air quality impacts that may impact land use compatibility between rail uses and sensitive land uses. Adopting two separate by-laws, as outlined above, ensures the protection of the rail uses, while also ensuring new developments in proximity to rail uses can co-exist with the rail uses in a sustainable manner. This approach would be consistent with provincial direction and conform to the City's Official Plan policies relating to land use compatibility.

- **Improvements to Provide Flexibility**

To provide flexibility for development, reducing process and red tape. These include:

- A new flexible front yard regulation that considers the existing conditions of a street to minimize the need for some minor variances;
- A more flexible maximum gross floor area regulation that allows larger detached ARUs on zones with larger lots (up to 15% of lot area);
- Maximum height regulations are expressed in terms of linear height, rather than number of storeys and linear height, which provides greater design flexibility while still ensuring that the height of new residential buildings and building additions is compatible with its surroundings; and,
- A revised definition of established grade so that a survey is not required in all cases.

- **Modernized Parking Regulations**

Parking regulations have been modernized to include minimum electric vehicle parking space requirements and new bicycle parking requirements, reflecting trends in parking technologies and supporting the City's Integrated Mobility Plan.

- **Improvements to Support Interpretation**

The recommended Zoning By-laws also include a number of changes to help readers more easily understand and find relevant regulations. These include:

- A simplified, more intuitive organization of regulations, such as parking regulations;
- A simplified, plain-language writing style, where appropriate; and,
- Defined terms are bolded, streamlined and updated.

The July 2025 draft by-law included many new illustrations to help explain zoning concepts. After the release of the draft by-law, several comments were received about the need for the illustrations to be made clearer. The illustrations are not part of the operational aspects of the by-law. As a result, the recommended by-laws do not include illustrations. After the recommended by-laws have been approved and are in effect, the illustrations will be updated to reflect the in-effect regulations and reintroduced into the by-laws for reference purposes. Staff note that illustrations can be added and updated at any time without need for an amendment to the by-laws.

## Provincial and Municipal Policy Framework

The proposed Residential Zoning By-laws are required to be consistent with the Provincial Planning Statement (PPS), 2024 and conform to the Burlington Regional Official Plan (BROP), 1995, and the City of Burlington Official Plan (BOP), 2020. Staff have completed this analysis and are of the opinion that consistency and conformity have been achieved as summarized below and in greater detail in a planning analysis provided as Appendix C to this report.

## Planning Act

The *Planning Act* is provincial legislation that sets out the ground rules for land use planning in Ontario.

Section 2 of the *Planning Act* outlines matters of provincial interest that municipalities must have regard to when making planning decisions. The Act provides the basis for considering matters of provincial interest that include, among other matters:

- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- The orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and,
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The *Planning Act* also gives municipalities the power to pass zoning by-laws, which set the rules and regulations that control development.

The proposed Residential Zoning By-laws implement the policies of Section 8.3 Residential Neighbourhood Areas of the BOP, 2020, as well as policies for residential supportive land uses (i.e., home occupations, cottage industries, offices, retail and service commercial uses, and day care centres), and additional residential units, including policies to increase housing options and support gentle intensification in Burlington’s residential neighbourhood areas.

The proposed Residential Zoning By-laws introduce changes to how land, buildings and structures within Burlington’s residential neighbourhood areas are regulated, which will make it easier to build a broader range of low-rise housing forms at appropriate locations that are subject to appropriate built form standards in Burlington’s neighbourhoods, in accordance with the BOP, 2020.

Staff are of the opinion that the proposed Residential Zoning By-laws conform to the *Planning Act*.

**Provincial Planning Statement, 2024**

The Provincial Planning Statement (PPS), 2024, came into force and effect on Oct. 20, 2024, and applies to decisions concerning planning matters occurring after this date.

The PPS replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan, 2019) while building upon housing-supportive policies from both documents.

The PPS provides policy direction on matters of provincial interest related to land use planning and development and supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The PPS provides municipalities with the tools and flexibility they need to make planning decisions. It enables municipalities to:

- Plan for and support development, and increase the housing supply across the province;
- Align development with infrastructure to build a strong and competitive economy that is investment-ready;
- Foster the long-term viability of rural areas; and,
- Protect agricultural lands, the environment, public health and safety.

The PPS recognizes that Official Plans are the most important vehicle for implementation of the PPS; however, all Council decisions affecting planning matters are required to be consistent with the PPS (PPS 2024, Chapter 1).

Staff are of the opinion that the proposed Residential Zoning By-laws are consistent with the policy direction of the PPS, as they implement the Residential Neighbourhood Areas policies of the BOP, 2020, allow for increased housing supply, align development with infrastructure, and protect environmental lands and the rural area.

**Alignment with the Burlington Official Plans and other City Objectives**

Staff are of the opinion that the proposed Residential Zoning By-laws have regard for Provincial interest under Section 2 of the *Planning Act*, are consistent with the PPS, and conform to the BROP, 1995 and the BOP, 2020. Furthermore, the proposed Residential Zoning By-laws align with the goals and objectives of other City plans, such as the Strategic Plan, Housing Strategy, Climate Action Plan, Integrated Mobility Plan and Urban Forest Management Plan, as described in Appendix C to this report.

**Current Zoning By-law 2020**

Zoning By-law 2020 will no longer be applicable to properties that fall under Phase 1 of the New Zoning By-law Project if the new Residential Zoning By-laws are approved and in effect. Zoning By-law 2020 will, however, still apply to the areas listed below until future phases of the project are approved.

1. Properties in a Residential Zone in Zoning By-law 2020 and subject to site-specific exceptions and holding provisions, and within a residential neighbourhood designation of the BOP, 2020;
2. Properties in a Residential Zone in Zoning By-law 2020 but not within a residential neighbourhood area designation in the BOP, 2020;
3. Employment Zones;
4. Commercial Zones;
5. Park Zones;
6. Open Space Zones;
7. Mixed-Use Corridor Zones;
8. Downtown Centre Zones;
9. Uptown Centre Zones;
10. Rural Zones;
11. North Aldershot Zones;
12. Development Zones; and,
13. Utility Services Zones.

In later phases of the New Zoning By-law Project, these remaining areas will be brought into the new Zoning By-law.

**Overview of changes since the July 2025 Draft of the Residential Zoning By-law**

Following the statutory public meeting on Oct. 7, 2025, staff continued to evaluate the regulations of the draft Zoning By-law based on best practices and feedback from the public and interested parties.

The recommended Residential Zoning By-laws were released on Jan. 30, 2026, and include revisions relating to enabling more residential development and housing options, removing overlaps with other City by-laws, alignment of definitions, and clarifying how standards apply in special cases like stratified severances or multiple lots, as well as general edits to reduce redundancy and conflicts in the by-law. Technical mapping updates were also completed, and to support the project goal of a modern and innovative zoning by-law, the recommended residential zoning by-laws for example respond to feedback to replace the proposed angular plane requirements with easier-to-understand setbacks and stepbacks that still protect low-rise areas. Additionally, revisions from the draft by-law presented at the October 2025 Public Meeting relating to climate resiliency, flood reduction, and tree canopy protection have been

incorporated and/or refined and are proposed in the recommended Residential Zoning By-laws.

**Summary of key feedback themes and staff's response**

The following is an overview of key themes of feedback received on the first draft of the Residential Zoning By-law from residents and the development industry, and a summary of staff's response. Appendix D of this report contains an overview of engagement events and feedback received and a detailed response to written comments received is found in Appendix E.

Clarity and user friendliness of the By-law

A variety of comments were received about improving the general clarity and user friendliness of the by-law.

> **Staff response:** The proposed Residential Zoning By-laws include many revisions to improve the user experience, including:
>
> - Minor revisions to many definitions and regulations to facilitate interpretation;
> - Removing illustrations;
> - Reorganizing General Provisions;
> - Embedding accessible parking requirements within the by-law without the need to refer to other legislation;
> - Edits to reduce overlap with other City by-laws and processes, including deleting regulations for short term accommodations and bicycle parking illumination and aligning the definition of group home with the City's Group Homes Registration By-law; and,
> - Adding maps as appendices for reference purposes showing the Conservation Halton (CH) Approximate Regulation Limit and locations of pipelines and railway rights of way.

Questions about additional residential units, triplexes, and fourplexes

Staff received comments from both the public and the development industry seeking clarification regarding how a detached dwelling with additional residential units differs from a triplex or fourplex and why there was a need to regulate these uses differently. Questions were also raised about whether additional residential units would be permitted in block townhouses.

> **Staff response:** In the proposed Residential Zoning By-laws, the terms duplex, triplex, and fourplex have been removed to simplify the by-laws and provide clarity that two-, three-, and four-unit low-rise residential buildings are permitted through the regulations for additional residential units. The proposed by-laws do not include permission for ARUs in block townhouse developments which are townhouses on one lot such as in a

standard condominium development or rental townhouse development. Further review is needed to determine an appropriate set of development standards for ARUs in block townhouses which will be considered in future phase of the project.

Impacts on neighbourhood character, community facilities, traffic, parking, and flooding

Comments from the public included concerns about the impacts of new development standards and increasing housing options through the new zoning by-law on neighbourhood character (including tree canopy, noise, and privacy), access to community facilities (e.g., parks and schools), traffic congestion and parking, and flooding (e.g., due to reduced setbacks, iceberg homes, and large rear decks).

**Staff response:** The recommended Residential Zoning By-laws aim to increase housing options through gentle intensification in existing areas which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options. No changes to the off-street parking requirements currently provided in Zoning By-law 2020 are proposed in this phase of the project. The following revisions have been made to the recommended by-laws in consideration of the concerns noted above:

- Reintroducing a maximum dwelling depth in the LN5 and LN6 zones, which are characterized by deeper lots;
- Clarifying that building setbacks also apply to basements and that porches, including covered decks, and decks that have a basement under the platform count towards maximum lot coverage to prevent iceberg homes (i.e. a dwelling with multiple underground levels);
- Revising the definition for “soft landscaped open space” to ensure it is open to the sky (i.e., it cannot be covered by the overhang of a building roof or porch roof);
- Adding a minimum soil depth for green roofs;
- Clarifying that minimum soft landscaped open space must abut the front lot line, as a way to provide a buffer for street trees; and
- Adding a minimum setback from property lines for underground parking structures to avoid encroachments onto neighbouring property during construction, minimize potential damage to public and private property resulting from construction, and to support tree protection and planting.

Staff also note that the City has a separate process under the Grading and Drainage Certificate By-law for Low Density Residential Lands, outside of the zoning by-law and zoning clearance process. Through this process, grading and drainage matters are reviewed in detail for residential developments containing 10 units or less, to ensure

that any changes to a building footprint or grading on a property does not result in increased drainage onto neighbouring properties (i.e., to prevent flooding). Through the grading and drainage review, in some cases, setbacks larger than the minimums of the zoning by-law will be required to be incorporated into the development designs before the issuance of a Grading and Drainage Certificate and Building Permit.

Angular Plane Requirements for Apartment Buildings

The development industry expressed concerns with the inclusion of angular plane requirements for apartment buildings due to impacts on construction costs and building inefficiencies, and requested a more flexible approach of using setbacks and stepbacks,

**Staff response:** The angular plane requirements for apartment buildings have been replaced with regulations for setbacks and stepbacks in the recommended by-laws. These requirements are easier-to-understand and implement compared to the angular plane requirements and will continue to reflect the intent of the City's design guidelines and ensure appropriate built form transitions to low-rise residential development, including limiting shadowing and overlook and protecting access to sunlight.

Flexibility for detached ARUs, common amenity area, projecting garages, and building height

Concerns were noted regarding the restrictiveness of the by-law related to limits on the size of detached ARUs on larger lots, requirements for common outdoor amenity area, regulations preventing projecting garages, and the approach to measuring building height and building additions.

**Staff response:** The recommended Residential Zoning By-laws include updates to broaden flexibility in response to these concerns. The regulations for detached ARUs have been revised to allow for a larger floor area (up to 15% of a lot) in the LN5 and LN6 zones, which are characterized by larger lots. The regulations related to projecting garages have been revised to allow a garage to project past the main wall of a house where there is a front porch, provided it does not extend past the front porch. This broadens the range of permitted design outcomes without negatively affecting the streetscape. The requirements for required outdoor common amenity area have also been updated to allow for the outdoor amenity area to be located at grade or on the roof of a building. This allows for greater site and building design flexibility, while still achieving a usable outdoor amenity space for residents. Maximum building height is now expressed in linear height in the recommended by-laws, rather than both storeys and linear height, and the definition of established grade has also been revised so that a survey is not required in all cases, which is consistent with best practice research.

Parking Standards and Large Dwelling Unit Requirements

Feedback from the development industry included requests to reduce requirements for off-street parking spaces, electric vehicle (EV) parking spaces, and large-dwelling units due to the impact of these requirements on development feasibility and a preference for the market to dictate the amount and type of parking and unit size and mix provided in a development.

> **Staff response:** The off-street parking requirements are being carried forward from Zoning By-law 2020. The EV parking requirements have been simplified to require one EV installed parking space on a site containing 11 or more dwelling units. EV parking requirements will be reevaluated in future project phases for non-residential and mixed use zones. The requirements for large dwelling units have been removed from the recommended Residential Zoning By-laws. The residential zones permit mainly ground-oriented dwellings which typically include units with more bedrooms. Large dwelling unit requirements will also be reevaluated in future project phases and may be introduced for other zones where appropriate.

Enhanced Accessible Parking Standards

The Burlington Accessible Advisory Committee provided the following recommendations regarding the accessible parking requirements in the by-law:

- Require all accessible parking spaces to be Type A spaces;
- Increase the overhead height clearance to 3.0 metres for accessible parking spaces; and
- Incorporate requirements for accessible electric vehicle parking/charging space design.

> **Staff response:** The recommended Residential Zoning By-laws require a 2.0-metre-wide access aisle adjacent to accessible parking spaces (Types A and B), which exceeds the minimum requirements of the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA). The City's Accessibility Specialist and Planning Staff agree that this wider aisle in combination with a Type B accessible space is appropriate without requiring all accessible parking spaces to be the wider Type A spaces. The recommended Residential Zoning By-laws include an overhead height clearance of 2.75 metres for accessible parking spaces, which is consistent with the requirements in the City's Accessibility Design Standards. Increasing the overhead height clearance for accessible parking spaces and incorporating requirements for accessible design of electric vehicle parking/charging spaces can be considered in future phases of the New Zoning By-law Project. Future phases of the project focus on zones where there is a greater potential for larger developments which may include parking structures (underground and above ground) to which the overhead clearance requirement is

applicable, and which may also generate a more substantial requirement for electric vehicle parking spaces.

Transition Regulations

Clarification was requested regarding which by-law applies for developments that were approved under Zoning By-law 2020 but have not yet received a building permit.

**Staff response:** The transition regulations have been revised to clarify whether Zoning By-law 2020 or the applicable new Residential Zoning By-law applies. In the case of a complete building permit application received before the new by-law comes into effect, Zoning By-law 2020 will apply. In the case of a complete *Planning Act* application received before the new by-law comes into effect, either Zoning By-law 2020 or the new by-law will apply, whichever is most consistent with the intent of the complete application.

**Summary of agency comments and staff's response**

The first draft of the by-law was circulated to all public bodies and agencies as prescribed under the *Planning Act* on July 2, 2025, for review. Comments were received from: Halton District School Board; Conservation Halton; TransCanada Pipelines; Enbridge (Enbridge Liquid Pipelines Damage Prevention); Infrastructure Ontario and Hydro One Networks Inc.; Metrolinx; and Canadian National Railway. The following is a summary of the comments received from these groups and staff's response.

Halton District School Board (HDSB)

- Requested the inclusion of permissions for school board administrative uses as the primary or sole use on school sites, as well as permissions to allow sports domes on school sites;
- Clarity was requested regarding accessory uses, setbacks, and the maximum number of buildings allowed on school sites;
- Suggested alternative standards to regulations about maximum building height and setbacks for schools, locational criteria for school sites, loading spaces, EV parking, and bicycle parking;
- Requested a regulation recognizing off-site parking arrangements on City-owned lands; and,
- Requests were made to change the zoning of all school sites to a Low-Rise Neighbourhood 8 zone.

**Staff Response:** The by-law was revised to allow schools to be repurposed for solely administrative school uses on sites that abut a major street, and to clarify that sports domes are permitted on secondary and post-secondary school sites. General edits were

also made to clarify where accessory uses may be allowed on a lot and how zoning regulations are to be applied on sites consisting of multiple lots. The project and consultant team have also considered the suggested alternative standards and have increased the maximum building height for schools; revised the rear yard requirement for schools so it is proportionate to building height; generally revised loading space and EV parking space requirements for all uses; and adjusted the bicycle parking rates for schools to differentiate between primary and secondary schools. No change was made to permit off-site parking arrangements on City-owned lands. Such regulations are typically incorporated on a site-by-site basis as part of site-specific zoning amendments for developments that involve the development of a new school. No changes were made to the proposed zoning of school sites from a Low-Rise Neighbourhood 1 to 7 (LN1-7) zone to a Low-Rise Neighbourhood 8 (LN8) zone because it would also require a site-specific amendment to the BOP, 2020, which is outside the scope of this project.

Conservation Halton (CH)

- Suggested edits to ensure that where there is overlap between CH and zoning by-law regulations, the zoning by-law is reflective of or does not conflict with CH policies and regulations; and
- Recommended not allowing additional residential units (ARUs) on properties that do not have safe access.

**Staff Response:** In response to feedback from CH and from the public, the by-law has been revised to minimize overlaps in the zoning by-law and CH regulations and policies. Section 5.30 (Setback to Lake Ontario and Burlington Bay) of the July draft by-law has been deleted, as this subsection related to CH's regulated area. Edits were also made to Section 5.31 (Setbacks Abutting Creek Blocks and Other Zones) of the July draft, so that the section only applies to lands that are outside of CH's regulated area. Staff have considered the recommendation from CH to include a regulation that does not allow ARUs on properties without safe access. Staff note that through OPA 3, policy 8.7.2(2) c) of the BOP, 2020, was modified to state that ARUs shall not be permitted within hazardous lands, unless where specifically permitted by the conservation authority, and shall have safe access. For properties within CH's regulated area, Conservation Halton will implement this policy. For properties outside CH's regulated area, this policy will be implemented through existing City processes rather than a regulation in the zoning by-law. The number of properties that may not have safe access outside of CH's regulated area comprises a small percentage of residential lots.

TransCanada Pipelines & Enbridge

- Recommended showing pipelines on zoning maps;

- Recommended inclusion of regulations that require circulation of development applications within 200 metres of a pipeline to Enbridge for review and written consent from Enbridge for all development within 30 metres of a pipeline or crossings of a pipeline prior to development approval; and.
- TransCanada Pipelines requested minimum setbacks for parking or loading areas and, on lots abutting the TransCanada pipeline right of way, in-ground swimming pools, in addition to the required setbacks to pipeline right of ways for buildings, accessory buildings and accessory structures in the July draft by-law.

  **Staff Response:** An appendix showing the approximate location of pipeline corridors is included as a non-operative part of the recommended by-laws for information purposes, and a regulation was added to the by-laws to reflect TransCanada's setback requirements. Regarding the circulation of development applications and requiring written consent, staff do not recommend including such regulations into the zoning by-laws as such requirements are more appropriately and already addressed through the City's standard operating procedures for *Planning Act* applications and Pre-Building Approval applications. Under the *Planning Act*, the City is required to give notice of planning applications (e.g. Zoning By-law Amendments and Plan of Subdivision applications) to every company operating an oil or natural gas pipeline in the city, and the City accordingly circulates development applications and pre-consultation requests to the pipelines. Also, as part of the City's Pre-Building Approval Process, applicants are required to contact pipeline companies to confirm if their approval is required, and to include any required pipeline approvals as part of the Pre-Building Approval application.

<u>Infrastructure Ontario & Hydro One Networks Inc.</u>

- Requested an edit to the definition of "Utility" to be consistent with how Hydro One would like electricity infrastructure facilities to be defined and referenced throughout the province; and,
- Requested that a regulation be added to encourage secondary uses, such as active and passive recreation, and uses accessory to adjacent land uses on hydro corridor lands, where compatible with surrounding land uses.

  **Staff Response:** The definition of "Utility" has been revised. No changes were made regarding secondary uses, as the scope of this phase of the project is limited to residentially zoned and designated lands, which does not include hydro corridor lands. This comment will be considered in the future phase of the New Zoning By-law Project that addresses hydro corridor lands.

<u>Canadian National Railway (CN Rail)</u>

- Consideration be given to the feedback provided on the proposed Zoning By-law for incorporation into the final draft regarding land use compatibility and separation distances for sensitive uses. Specifically, CN Rail requested:

- 30- Metre Railway Setback
    - All buildings or structures containing dwellings or other sensitive land uses are located at least 30 metres from any railway corridor.
- Prohibition of Sensitive Land Uses Near Aldershot Rail Yard
    - All sensitive land uses located within 300 metres of the Aldershot Rail Yard be prohibited, except those existing on the date the new Zoning By-law is passed.
- Mandatory Land Use Compatibility Assessment (within 300 m of any rail line and 1,000 m of Aldershot Rail Yard))
    - Any proposal for sensitive land uses within 300 metres of a rail line and 1,000 metres of the Aldershot Rail Yard includes a land use compatibility assessment identifying necessary mitigation measures; and,
    - The assessment must also identify a legal mechanism to secure mitigation strategies, finalized before the lifting of any holding provision.
- Mapping Request
    - Railway properties should be clearly identified on the zoning schedules.

<u>Metrolinx</u>

- Consider the proposed Zoning By-law provisions for incorporation into the final draft:
    - Development within 300 metres of the Metrolinx Rail Corridor:
        - Shall require an Acoustical Study, which shall include the current rail traffic data and the Standard Metrolinx Noise Warning Clause; and,
        - Shall require registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands.
    - Development within 75 metres of the Metrolinx Rail Corridor shall require a Vibration Study.
    - Development adjacent to the Metrolinx Rail Corridor:
        - Shall not alter any drainage patterns, flows and / or volumes, absent review and approval by Metrolinx and its Technical Advisor;
        - Shall require execution of agreements with Metrolinx as deemed applicable;
        - Shall provide the standard setback and safety barrier (berm) or receive approval of an alternative per a Rail Safety Report, to be reviewed and approved by Metrolinx and its Technical Advisor; and,
        - Shall install the Metrolinx Standard Security Fence along the mutual property line, save and except for, where substitutes are deemed satisfactory by Metrolinx.
    - Work within 30 feet or beyond (depending on the nature of the equipment) from the closest edge of Metrolinx rail shall require a Metrolinx Work Permit.
    - Vegetation within 3.5 metres of the mutual property line with Metrolinx shall be restricted to low lying vegetation only.

**Staff Response:** In response to comments from both CN Rail and Metrolinx, staff propose holding provisions on all lands within 300 metres of a railway and 1,000 metres of a rail yard. The holding provisions will prevent the development of new sensitive land uses on those lands until land use compatibility assessments and a letter of undertaking from the owner is submitted, identifying any recommended mitigation measures and agreeing to undertake the mitigation measures and incorporate them into the associated building permit plans and any applicable *Planning Act* applications to the satisfaction of the Director of Community Planning. To lift the H, an amendment to the by-law will be required. Staff have the delegated authority to approve applications to lift holding provisions.

Staff recommend that two zoning by-laws be passed. The first by-law applies to all lands that are not located in proximity to a railway or rail yard. The second by-law applies to lands within 300 metres of a railway and 1,000 metres of a rail yard and will include the described holding provisions as well as a general provision requiring a minimum setback of 30 metres from a railway right-of-way for all sensitive land uses permitted in the by-law, including outdoor amenity areas.

**Matters more appropriately addressed in future phases of the New Zoning By-law Project**

Staff propose addressing several matters in future phases of the project, when they can complete detailed reviews, consultation, and ensure alignment with upcoming Official Plan work. Shifting these items into later phases will allow staff to assess them thoroughly and develop stronger, more coordinated solutions.

These future phase items include, but are not limited to, the following:

- Residential lands excluded from the recommended Residential Zoning By-laws (i.e., areas subject to site-specific exceptions and/or holding provisions);
- Regulations to permit ARUs in block townhouse developments;
- Requests to reduce off-street parking rates;
- Enhanced accessible parking standards;
- Electric vehicle (EV) parking rates for non-residential and mixed-use zones; and,
- Potential requirements for large dwellings units.

**Timely correction of errors following approval of the new Zoning By-law**

Zoning By-laws are dynamic documents and given the scope of the New Zoning By-law Project combined with the level of detail involved in implementing a new Zoning By-law, it is anticipated that technical errors will be identified in the administration and application of the new Zoning By-laws following enactment. Staff have the delegated authority to make minor

Zoning By-law amendments to correct minor errors or omissions and, if deemed necessary, will prepare zoning by-law amendment reports to Council in a timely manner to correct errors in the new by-laws.

Additionally, staff will continue to monitor the efficacy of the regulatory framework for residential land uses and will work to refine performance standards to be delivered as a part of future phases of the project to further reduce barriers to ARUs and other missing middle housing in the City's neighbourhoods.

**Engagement Matters**

Engagement has been a central element to the new Official Plan and Phase 1 of the New Zoning By-law Project. The engagement was informed by the project engagement plan and took place between June 2024 and December 2025.

The Get Involved Burlington project page provides an overview of engagement activities and information shared with the public to-date. For details on all engagement for the recommended Residential Zoning By-laws, please refer to the feedback report attached as Appendix D of this report and Appendix F of DGM-69-25 Statutory Public Meeting and information report for the draft new Residential Zoning By-law, which covers the engagement activities for the time period between July 2025 to Sept. 19, 2025. A copy of the written public and agency comments received to date on the draft by-law are found in Appendix E.

At the time of drafting this report, 61 written comments from the public have been received. Comments have also been received from several agencies, as noted in the "Summary of agency comments and staff's response" section earlier in this report.

---

**Recommendation Details**

Staff recommend that the Committee of the Whole and Council approve the recommended New Residential Zoning By-law included as Appendix A, and the recommended New Residential Zoning By-law Near Rail included as Appendix B.

**Key Dates & Milestones**

**January 2024 to July 2024:**

- Council's endorsement of the revised project terms of reference and work plan;
- Research and analysis of relevant policies, legislation, and best practices in zoning and trends in minor variance applications;
- Preliminary engagement activities;
- Phase 1: Residential Zones – Discussion Paper presented to Council.

**January 2025:** OPA 3 to Increase Housing Options approved by Council.

**January to March 2025:**

- Adjustments made to the project workplan to reflect new policy directions introduced through OPA 3.
- Additional research in response to changes to the policy framework.

**July 2, 2025:** Public release of Draft Residential Zoning By-law and supporting materials.
**July to October 2025:** Public and targeted stakeholder engagement (Appendix E).
**Sept. 16, 2025:** Statutory Public Open House.
**Oct. 7, 2025:** Statutory Public Meeting.
**Oct. 30, 2025:** Joint Workshop with Interested Parties and Development Industry representatives.
**Feb. 10, 2026:** Statutory Public Meeting No. 2 and recommendation report to Committee of the Whole.
**Feb. 17, 2026:** Council meeting and decision.

---

## Implications

### Financial Implications

$530,000 of funding was approved in the 2021 Budget for a Comprehensive Zoning By-law Review. Of this value, approximately $150,000 has been used to support this first phase of the broader project. Additionally, a further $65,000 of funding from the Canada Mortgage and Housing Corporation (CMHC) Housing Accelerator Fund (HAF) Program has been used to support the work related to implementation of the policy changes set out in OPA 3.

Any costs related to potential appeals to the Ontario Land Tribunal would be funded from the City's Contingency Reserve Fund.

### Strategic Connections

Approval of Phase 1: Residential Zones of the New Zoning By-law Project represents a significant milestone in advancing Action H under Focus Area 1 of the City's Strategic Plan. This approval supports the implementation of the new Official Plan, the findings of Phases 1 and 2 of the Official Plan Amendment to Increase Housing Options Study, and the objectives of the City's Housing Strategy. It also aligns with and reinforces other key City initiatives, including the Housing Pledge and the Housing Accelerator Fund Action Plan.

### Climate Implications

The proposed Residential Zoning By-law responds to climate change by:

- Providing the opportunity for additional housing to be built within the City's existing urban area;

- Providing increased housing opportunities at the periphery of neighbourhoods in transit supportive locations;
- Providing updated bicycle parking requirements;
- Providing new electric vehicle parking requirements to future-proof development; and,
- Updating lot coverage requirements and providing landscaped open space requirements that speak to not only the quantity of space but also the quality of space to support a healthy tree canopy.

---

**References**

- Get Involved Project Web Page
- **Sept. 20, 2022:** PL-60-22 New Zoning By-law Review Project - Terms of Reference
- **May 30, 2023:** PL-41-23 New Zoning By-law Project update for Q1 2023
- **Sept. 28, 2023:** Council Information Package Item 2. - Project Update No. 2
- **Dec. 5, 2023:** PL-62-23 New Zoning By-law Project - Revised Work Plan
- **March 22, 2024:** Council Information Package Item 1. - Project Update No. 4
- **July 8, 2024:** PL-34-24 New Zoning By-law Project - Phase 1: Residential Zones - Discussion Paper and Project update
- **Jan. 28, 2025:** DGM-01-25 City-initiated Official Plan and Zoning By-law Amendments to increase housing options
- **May 16, 2025:** DGM-38-25 New Zoning By-law Project Quarterly Update
- **Aug. 29, 2025:** DGM-75-25 New Zoning By-law Project Quarterly Update
- **Oct. 7, 2025:** DGM-69-25 Statutory Public Meeting and information report for the draft new Residential Zoning By-law
- **Nov. 21, 2025:** DGM-98-25 New Zoning By-law Project Quarterly Update

---

**Strategic Alignment**

☑ Designing and delivering complete communities
☑ Providing the best services and experiences
☑ Protecting and improving the natural environment and taking action on climate change
☐ Driving organizational performance

---

**Authors:**

Victoria Coates, MCIP, RPP
Senior Planner, Special Projects
905-335-7777 ext. 7409

Rebecca Lau, MCIP, RPP
Senior Planner, Special Projects
905-335-7777 ext. 7860

Todd Evershed, MCIP, RPP
Supervisor, Special Projects and Urban Design
905-335-7777 ext. 7870

**Appendices:**

A. Draft Burlington Residential Zoning By-law
B. Draft Burlington Residential Zoning By-law Near Rail
C. Planning Analysis
D. Engagement Summary (Sept. 20 – Oct. 30, 2025)
E. Written Comments received since Oct.3 2025, and Public Comment Response Matrix
F. Agency Comments received after Sept. 20, 2025

**Draft By-laws for Approval at Council:**

- Feb. 17, 2025

**Notifications:**

- Enbridge Pipelines (notifications@enbridge.com)
- Infrastructure Ontario/Hydro One (Joanna.craig@infrastructureontario.ca)
- Veronica Osei-Akoto Brown, Canacre Ltd. (honilup@canacre.com)

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

Appendix A – Draft Burlington Residential Zoning By-law to Report DGM-05-26

The Corporation of the City of Burlington

City of Burlington By-law XX-2026

A by-law to repeal Zoning By-law 2020, as amended, and replace it with a new Residential Zoning By-law only as it applies to certain residentially zoned lands

Whereas Council of the City of Burlington has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

Whereas this By-law conforms to the City of Burlington Official Plan, as amended;

And whereas, Council deems that adequate notice of the public meetings was provided and adequate information regarding this By-law was provided at the public meetings and through the public open house and community engagement events held between June 2024 and December 2025, and that a further public meeting is not considered necessary to proceed with this By-law,

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. That this By-law shall apply to residentially zoned lands in the City of Burlington, Regional Municipality of Halton as shown on Maps 1-32 attached hereto and forming Schedule A in Part 10 of the By-law;

2. That Zoning By-law 2020, as amended, except for lands subject to sections 1.16 and 1.17 of this By-law, is repealed as it applies to lands identified as “Residential Zones” on Maps 1-32 and forming Schedule A in Part 10 of this By-law;

3. And that this By-law comes into force on the day it is passed, subject to the provisions of the Planning Act.

Enacted and passed this 17th day, of February, 2026.

Mayor Marianne Meed Ward _____

City Clerk Michael de Rond_____

# Burlington Residential Zoning By-law

# City of Burlington

**January 2026**

# Table of Contents


Part 1: Administration ..... 1
- 1.1 Title ..... 1
- 1.2 Compliance With This By-law ..... 1
- 1.3 Compliance With Other Regulations ..... 1
- 1.4 Area to Which the Burlington Residential Zoning By-law Applies ..... 2
- 1.5 Repeal Of Existing By-laws ..... 2
- 1.6 Effective Date ..... 2
- 1.7 Existing Buildings and Structures ..... 2
- 1.8 Legal Non-conforming Uses ..... 2
- 1.9 Non-complying Lots ..... 3
- 1.10 Non-complying Buildings and Structures ..... 3
- 1.11 Lots Reduced by Acquisition for Road Widening or Park Dedications ..... 3
- 1.12 Enforcement and Penalties ..... 3
- 1.13 Technical Revisions not Requiring a By-law Amendment ..... 3
- 1.14 Illustrations and other Reference Aids Not Part of the By-law ..... 4
- 1.15 Severability / Validity ..... 4
- 1.16 Transition for Complete Applications ..... 4
- 1.17 Continuation of Approved Applications ..... 5

Part 2: Establishment of Zones and Uses ..... 6
- 2.1 Zone Designations ..... 6
- 2.2 Zoning Exceptions ..... 6
- 2.3 Zone Boundaries ..... 6
- 2.4 Zone Maps ..... 7
- 2.5 Multiple Zones on One Lot ..... 7
- 2.6 Holding Provisions ..... 7

Part 3: Interpretation ..... 9
- 3.1 Defined terms ..... 9
- 3.2 Interpretation of Words ..... 9
- 3.3 Interpretation of Tables ..... 10
- 3.4 Interpretation of Permitted Uses ..... 10
- 3.5 Interpretation of Phased Condominium Registration or Multiple Standard Condominiums on One Lot ..... 10
- 3.6 0.3 metre Reserves ..... 10
- 3.7 Rounding to Determine By-law Compliance ..... 10
- 3.8 Multiple Building Connections ..... 11

# Table of Contents


3.9 Purpose Statements ..... 11
3.10 Daylight Triangles ..... 11
Part 4: Definitions ..... 12
Part 5: General Provisions ..... 31
5.1 Accessory Uses ..... 31
5.2 Accessory Buildings and Accessory Structures ..... 31
5.3 Garbage, Refuse and Storage ..... 32
5.4 Balconies, Decks, Residential Patios, and Porches ..... 32
5.5 Fencing and Privacy Screens ..... 33
5.6 Swimming Pools ..... 34
5.7 Trailers, Recreational Vehicles and Commercial Vehicles ..... 35
5.8 Visibility Triangles ..... 35
5.9 Encroachments and Projections ..... 36
5.10 Frontage on a Public Street ..... 37
5.11 Home Occupation ..... 37
5.12 Office Uses in Residential Zones ..... 38
5.13 Uses Permitted in All Zones ..... 38
5.14 Additional Residential Units ..... 39
5.15 Schools ..... 41
5.16 Long-Term Care Facility and Retirement Home ..... 42
5.17 Public and Private Hospitals ..... 42
5.18 Places of Worship ..... 42
5.19 Day Care Centre ..... 43
5.20 Group Home ..... 44
5.21 Correctional Facility ..... 44
5.22 Emergency Shelter ..... 44
5.23 Boarding House ..... 45
5.24 Additional Needs Housing ..... 45
5.25 Utility ..... 45
5.26 Agricultural Uses ..... 45
5.27 Bed and Breakfast ..... 45
5.28 Model Homes ..... 46
5.29 Temporary Sales Offices ..... 46
5.30 Temporary Building and Structures for Construction ..... 46
5.31 Tents and Temporary Structures ..... 47

# Table of Contents


5.32 Temporary Storage and Shipping Containers....47
5.33 Number of Buildings Per Lot....47
5.34 Availability of Municipal Services and Utilities....48
5.35 Outdoor Patios....48
5.37 Exceptions to Height Provisions....48
5.38 Mechanical Equipment including Roof Top Mechanicals....49
5.39 Roof Top Solar Panels....49
5.40 Structures Related to Below-grade Parking....49
5.41 General Landscaping Provisions....50
5.42 Exterior Barrier-Free Accessibility Ramp....50
5.43 Setbacks Abutting Creek Blocks and Other Zones....50
5.44 Setback from a Watercourse....50
5.45 Setback from a Pipeline Right-of-Way....51
5.46 Setback from a Highway Corridor....51
Part 6: Parking and Loading....52
6.1 Off-Street Parking and Loading Space Requirements....52
6.2 Parking Space & Loading Space Size....54
6.3 Surface Treatment....56
6.4 Parking Structures....56
6.5 Designated Accessible Parking Spaces....56
6.6 Bicycle Parking....57
6.7 Driveway Width, Length and Landscaped Open Space Area....59
6.8 Tandem Parking....60
Part 7: Residential Zones....62
7.1 Purpose Statements for Residential Zones....62
7.2 Permitted uses....63
7.3 Provisions for Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones....64
7.4 Provisions for Semi-Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones....66
7.6 Provisions for Cluster Homes in the Low-Rise Neighbourhood 7 Zone....68
7.7 Low-Rise Neighbourhood 8 Residential Zone Provisions....69
7.8 High-Rise Neighbourhood (HN) Residential Zone Provisions....73
Part 8: Holding Zone Requirements....75
8.1 General Requirements for Lands Subject to a Holding Provision....75
Part 9: Site-Specific Exceptions....76
Part 10: Maps....77

# Table of Contents

Appendices to the By-law (Not Operative Parts of the By-law).....78

# Part 1: Administration

## 1.1 Title

This By-law may be cited as the Burlington Residential Zoning By-law.

## 1.2 Compliance With This By-law

a) No **building** or **structure** shall be erected or altered, no change of **use** or occupancy of any **building**, **structure**, land, premises, or any part thereof shall be made, and no **lot** shall be created except in compliance with the regulations of this By-law.

b) Where there is a conflict between regulations of this By-law, the most restrictive regulation shall prevail.

c) The regulations of this by-law shall be held to be the minimum requirements except where the word maximum is used, such regulation shall apply as a maximum.

d) The regulations of this By-law shall not apply to a **public authority** in any **zone**, except the following regulations shall apply:

i) Section 5.13 Uses Permitted in all Zones and any related regulations;

ii) Section 5.43 Setbacks abutting Creek Blocks and Other Zones;

iii) Section 5.44 Setbacks from a Watercourse;

iv) Section 5.45 Setback from a Pipeline Right-of-Way;

v) Section 5.46 Setback from a Highway Corridor; and

vi) Part 6: Parking and Loading.

## 1.3 Compliance With Other Regulations

a) Compliance with this By-law does not exempt any person from the requirements of any Federal, Provincial, Conservation Authority, Regional or Municipal legislation, approval process, licensing or permitting regime, agreements, or other **City** by-laws.

b) Compliance with the requirements of any Federal, Provincial, Conservation Authority, Regional or Municipal legislation, approval process, licensing or permitting regime, agreements, or other **City** by-laws does not exempt any person from the requirements of this By-law.

Note: A permit from Conservation Halton may be required prior to **development** occurring on lands within Conservation Halton's regulated area. Where there is a conflict between the regulations of this By-law and Conservation Halton requirements, the requirements of Conservation Halton shall prevail.

The delineation of Conservation Halton's regulated area, including **hazardous lands** and wetlands, is defined by and subject to the *Conservation Authorities Act* and Ontario Regulation 41/24, which are administered by Conservation Halton. A map showing the Approximate Regulation Limit of Conservation Halton is attached as Appendix A.

## 1.4 Area to Which the Burlington Residential Zoning By-law Applies

This By-law applies only to the residential zoned areas within the City of Burlington shown on the zoning maps forming Schedule A in Part 10 of this By-law.

## 1.5 Repeal Of Existing By-laws

City of Burlington Zoning By-law 2020 and all amendments thereto are hereby only repealed as it applies to the areas shown in Schedule A.

## 1.6 Effective Date

The effective date of this By-law is XX.

## 1.7 Existing Buildings and Structures

a) Nothing in this By-law shall prevent the reconstruction, restoration, or repair of an **existing building** or **structure** that has been deemed unsafe by the **City's** Chief Building Official or that has been severely damaged or destroyed by natural causes or fire, in whole or in part, provided the reconstruction will not increase the **height**, size, or volume or change the location or **use** of the **building** or **structure**.

b) Nothing in this By-law shall prevent the reconstruction, restoration or repair of a legally established **existing building** or **structure** in whole or in part, provided the reconstruction will not increase the **height**, size, or volume or change the location of the **building** or **structure**.

c) Nothing in this By-law will prevent a legally established **existing building** or **structure** which does not conform to the **yard**, **lot coverage**, or **building height** regulations of the applicable **zone**, from changing to any **use** which is permitted within the **zone** designation of the **lot**.

## 1.8 Legal Non-conforming Uses

Nothing in this By-law shall apply to prevent the continuation of the **use** of land, **buildings** or **structures** for a purpose which is not listed as a **permitted use** in the **zone** applying to the land, but which was lawful on the effective date of this By-law.

## 1.9 Non-complying Lots

Where a **lot** in existence prior to the effective date of this By-law does not meet the minimum **lot area** or **lot frontage** requirements of the applicable **zone**, the **lot** is permitted to be used and **buildings** and **structures** thereon erected, enlarged, rebuilt, repaired or renovated, provided the **use** conforms with this By-law and the **buildings** and **structures** comply with all other regulations of this By-law.

## 1.10 Non-complying Buildings and Structures

A **building** or **structure**, which was lawfully constructed prior to the effective date of this By-law, but which does not comply with one or more of the applicable **zone** standards is permitted to be enlarged or altered provided that the **use** is permitted in the **zone** applying to the land or is a legal non-conforming **use** described in Section 1.8 and the enlargement or alteration itself complies with all applicable provisions of this By-law.

## 1.11 Lots Reduced by Acquisition for Road Widening or Park Dedications

Nothing in this By-law prevents the continued **use** of a **lot** that no longer conforms to the **zone** regulations in which the **lot** is located, provided that the non-conformity is a result of land acquisition for road widening or park dedication purposes by a **public authority**, and provided that:

i) no further reduction is made in the dimensions, area or any other characteristics of the **lot** as reduced, subsequent to the date of such acquisition, that would increase the extent of the said non-compliance; and

ii) no **building** or **structure** or addition thereto is erected on the **lot** as reduced, subsequent to the date of such acquisition, except in accordance with all the regulations for the **zone** in which such **lot** is located.

## 1.12 Enforcement and Penalties

a) Any person or corporation who uses land contrary to any provision of this By-law and any person who owns land which is used contrary to any provision of this By-law is guilty of an offence.

b) Any person convicted of an offence under any provision of this By-law shall be liable to a penalty as set out in section 67(1) of the *Planning Act*, or its successor, as amended.

c) Any corporation convicted of an offence under any provision of this By-law shall be liable to a penalty as set out in section 67(2) of the *Planning Act*, or its successor, as amended.

## 1.13 Technical Revisions not Requiring a By-law Amendment

Provided that the purpose, effect, meaning, and substance of this By-law are in no way affected, the following technical revisions to this By-law are permitted without public notice or a Zoning By-law Amendment:

a) correction of grammar, punctuation, spelling errors or typographical errors;

b) changes to section numbering;

c) additions or revisions to technical information on maps or schedules including, but not limited to matters such as updating and correcting infrastructure information, keys, legends or title blocks; and

d) changes to appendices, footnotes, headings, indices, notes, tables of contents, illustrations, historical or reference information, page numbering, footers and headers, which do not form a part of this By-law and are editorially inserted for convenience or reference only.

## 1.14 Illustrations and other Reference Aids Not Part of the By-law

Illustrations, appendices, purpose statements, indices, marginal notes, and tables of contents do not form part of the By-law and are inserted for clarification and reference only.

## 1.15 Severability / Validity

A decision of a court of competent jurisdiction that one or more of the regulations of this By-law or any portion of the zoning maps to this By-law are invalid in whole or in part does not affect the validity, effectiveness, or enforceability of the other regulations or parts of the regulations of this By-law.

## 1.16 Transition for Complete Applications

Complete building permit applications

a) Nothing in this By-law prevents the **development** or **use** of a **lot** or **building** for which a complete application for a building permit was received by the **City** on or before the effective date of this By-law if the **development** or **use** complies, or the building permit application is amended to comply, with the provisions of the City of Burlington Zoning By-law 2020 as it read immediately prior to the effective date of this By-law.

Complete *Planning Act* applications

b) Where a complete application was received but not approved by the **City** on or before the effective date of this By-law for the **development** or **use** of a **lot** or one or more **buildings**, approval shall be granted under City of Burlington Zoning By-law 2020 as it read immediately prior to the effective date of this By-law, or this By-law, whichever regulations are the most consistent with the intent of the complete application:

   i) Any application under Section 45 of the *Planning Act*;

   ii) Site Plan Control application under Section 41 of the *Planning Act*;

   iii) Zoning By-law Amendment application under Section 34 of the *Planning Act*;

   iv) Consent pursuant to Section 53 of the *Planning Act*;

   v) Draft Plan of Subdivision pursuant to Section 51 of the *Planning Act* or a description under the *Condominium Act*;

vi) A Part Lot Control exemption pursuant to Section 50 of the *Planning Act*; and

vii) A zoning clearance certificate application.

c) For the purpose of Section 1.16 b), “complete application”:

i) Means an application for which the **City** has deemed complete before the effective date of this By-law;

ii) does not include documents submitted for the purpose of consultation with city staff under section 41(3.1) of the *Planning Act*, or its successor, as amended.

Building permits may be issued

d) Where the **development** or **use** of a **lot** of one or more **buildings** was the subject of a complete application and approved under City of Burlington Zoning By-law 2020 in accordance with Section 1.16 b) of this By-law, a building permit may be issued after final approval is received for all required applications if the **development** or **use** complies, or the building permit application for the **development** or **use** is amended to comply, with the provisions of By-law 2020 as it read immediately prior to the effective date of this By-law.

Expiration of Transition

e) Sections 1.16 a) and b) shall not apply beyond the issuance of the final building permit.

Repeal

f) Section 1.16 is repealed in its entirety five years after the effective date of this By-law.

## 1.17 Continuation of Approved Applications

Approved applications

a) Nothing in this By-law prevents the issuance of a building permit for a **use** of a **lot** or a **building** for which one or more approvals under Section 34, 41, 45, 51 or 53 of the *Planning Act* were issued on or before the effective date of this By-law if the **development** or **use** complies, or is amended to comply, with the provisions of City of Burlington Zoning By-law 2020 as it read immediately prior to the effective date of this By-law.

Repeal

b) Section 1.17 a) is repealed in its entirety three years after the effective date of this By-law

# Part 2: Establishment of Zones and Uses

## 2.1 Zone Designations

This By-law establishes the following residential **zones** and places all lands subject to this By-law in one or more of the following **zones**:

Low-Rise Neighbourhood (LN1)
Low-Rise Neighbourhood (LN2)
Low-Rise Neighbourhood (LN3)
Low-Rise Neighbourhood (LN4)
Low-Rise Neighbourhood (LN5)
Low-Rise Neighbourhood (LN6)
Low-Rise Neighbourhood (LN7)
Low-Rise Neighbourhood (LN8)
High-Rise Neighbourhood (HN)

## 2.2 Zoning Exceptions

a) Where a **zone** symbol shown on Schedule A contains a hyphen followed by a number, the number represents a site-specific exception that applies to the lands noted.

b) The regulations of the site-specific exceptions are included in Part 9 of this By-law.

c) The regulations of the site-specific exception supersede any inconsistent regulations in the remainder of this By-law.

## 2.3 Zone Boundaries

When determining the boundary of any **zone** as shown on Schedule A, the following regulations apply:

a) Where a **zone** boundary is shown following a **street**, **lane**, unopened road allowance; railway right-of-way; or **utility** corridor, the centreline of such **street**, **lane**, unopened road allowance, railway right-of-way or **utility** corridor is the boundary and the **zone** designations shall be deemed not to be **abutting**;

b) Where a **zone** boundary is shown as running substantially parallel to a **street** or **lane**, and the distance from the **street** or **lane** is not indicated, the distance shall be

c) determined by the scale of the zoning map measured from the limit of the **street** or **lane**;

d) Where a **zone** boundary is shown as substantially following **lot lines**, the **zone** boundary follows such **lot lines**;

e) Where a **zone** boundary is shown following a **watercourse**, the **zone** boundary shall be the stable top-of-bank of the **watercourse**, plus a 6 metre erosion access allowance as determined by Conservation Halton;

f) Where a **zone** boundary is shown as following **floodplain** hazard limits established by Conservation Halton, the **zone** boundary shall be the **floodplain** hazard limits plus a 6 metre access allowance as determined by Conservation Halton;

g) Where a **zone** boundary is shown following a **natural heritage feature or area**, or other key feature including buffers or other wetlands, the boundary shall be determined by the scale of the zoning map. Where **existing** features on the ground are at variance with the zoning maps, the actual location on the ground shall govern;

h) Where none of the above applies, the **zone** boundary shall be scaled from the Schedule(s); and

i) The determination of the boundaries of Niagara Escarpment Development Control is administratively the responsibility of the Niagara Escarpment Commission in accordance with regulations passed under the *Niagara Escarpment Planning and Development Act.*

## 2.4 Zone Maps

The **zones** and **zone** boundaries are shown on the Zoning Maps, which are attached as Schedule A and form Part 10 of this By-law.

## 2.5 Multiple Zones on One Lot

a) Where a **lot** falls into two or more **zones**, the **use** permissions and regulations for the applicable **zone** shall apply to that portion of the **lot**. Except, in cases where a **building** or **structure** is located on two or more **zones**, the more restrictive regulations shall apply to the entire **building**.

b) Notwithstanding a) above, **parking spaces**, **driveways**, aisles and stacking spaces required by this By-law may be provided anywhere on a **lot** that falls into two or more **zones** except that portion of a **lot** in any Open Space Zone of the City of Burlington Zoning By-law 2020.

c) A **zone** boundary dividing a **lot** into two or more **zones** is not a l**ot line** for the purposes of this By-law.

d) Notwithstanding c) above, where two or more **zones** apply to a **lot** and one of the **zones** is an Open Space Zone of the City of Burlington Zoning By-law 2020, the boundary between the Open Space Zone and the other **zone**(s) is considered a **lot line** for the purposes of **setbacks** and **lot coverage** requirements.

## 2.6 Holding Provisions

a) Where a **zone** symbol shown on Schedule A has a prefix with the letter (H) and a number within a set of brackets, the lands affected are subject to a holding provision in accordance with Section 36 of the *Planning Act*.

b) Part 8 of this By-law contains general requirements for lands subject to a holding provision as well as the conditions that must be satisfied prior to the removal of the (H) symbol and any permitted interim **uses**.

# Part 3: Interpretation

## 3.1 Defined terms

a) Terms that are defined in Section 4 have been bolded in the text of the By-law.

b) The definitions of words in this By-law are not intended to preclude the applicability of a definition under the *Ontario Building Code Act* or any other Act or its regulations for the purpose of obtaining a building permit or approval.

c) Words not defined in this By-law shall take on their usual meaning within a dictionary determined by the Director of Community Planning, or their meaning as they are defined in other relevant policy documents such as the Burlington Official Plan, Site Plan Guidelines, provincial policies, and the *Planning Act.*

d) The Director of Community Planning may exercise discretion in interpreting defined and undefined words in this By-law.

## 3.2 Interpretation of Words

For the purposes of this By-law,

a) words used in the present include the future;

b) words in the singular include the plural and words in the plural include the singular;

c) the words ‘used’ and ‘occupied’ shall include the words ‘arranged’ and ‘designed to be ‘used’ or ‘occupied’ respectively;

d) where a provision or standard involves two (2) or more conditions, connected by a conjunction, the following shall apply:

   i) ‘and’ means all the connected items shall apply in combination; and

   ii) ‘or’ means that the connected items may apply singly or in combination.

e) the words ‘provision’, ‘standard’ and ‘requirement’ are sometimes used interchangeably to refer to the regulations of this By-law, and may be further interpreted as follows:

   i) ‘standard’ and ‘requirement’ refer to matters that are regulating the position of **buildings** or **structures** on a **lot**, such as required **yards** and **setbacks**;

   ii) ‘provision’ refers to all other regulations, such as regulations setting out permitted and prohibited land **uses**.

## 3.3 Interpretation of Tables

a) Where a “P” appears in a table it shall mean that the use is permitted in that zone.

b) “--” shall mean the use is not permitted in that zone.

c) “P” followed by number in superscript “P $^{(\#)}$” means a qualification to the permitted use applies and is listed as a footnote to the table.

d) A number in brackets (#) means one or more additional regulations apply and are listed as a footnote to the table.

e) “m” means metres.

f) “$m^2$” means square metres.

g) “N/R” means no requirement.

## 3.4 Interpretation of Permitted Uses

a) A **use** listed as a **permitted use** in a table of this By-law shall be permitted only within the **zone** in which it is listed as permitted.

b) A **use** not listed as a **permitted use** in a **zone** in a table of this By-law shall not be permitted in that **zone**, whether defined in Part 4: Definitions or not.

## 3.5 Interpretation of Phased Condominium Registration or Multiple Standard Condominiums on One Lot

Where a Plan of Condominium has received Draft Plan Approval and where registration of the Plan is intended to occur in phases or multiple standard condominiums, the draft approved plan of condominium shall be deemed to be one **lot** for purposes of applying zoning regulations. Zoning regulations shall apply only to the external limits of the Plan, not to interior boundaries resulting from the registration of each phase or condominium.

## 3.6 0.3 metre Reserves

For the purposes of this By-law, a 0.3 metre reserve shall be considered to be part of the **abutting road**.

## 3.7 Rounding to Determine By-law Compliance

All measurements shall be rounded to 1 decimal place, based on the following regulations of rounding numbers, to determine By-law compliance:

a) For regulations calculated as a whole number, numbers less than 0.5 shall be rounded downward to the nearest whole number, and the numbers 0.5 and greater than shall be rounded upward to the nearest whole number;

b) For regulations calculated as a number with one decimal place, numbers less than 0.05 shall be rounded downward to the nearest one-tenth number, and the numbers 0.05 and greater than shall be rounded upward to the one-tenth number; and

c) For the purposes of calculating required **parking spaces**, **accessible parking spaces**, **bicycle parking spaces** and **loading spaces**, the number of required spaces shall be rounded upward to the next whole number.

## 3.8 Multiple Building Connections

a) Where **buildings** are connected only below ground, they are considered separate **buildings** for the purposes of applying the regulations of the By-law.

b) Except where a contrary intention is evident from the context, separation distances required by this By-law between **buildings** do not apply to those portions of the **building** below ground.

c) **Buildings** connected above the ground floor by features such as pedways, breezeways, bridges, or other connections and that do not create additional **gross floor area** within these connections are not considered one **building** for the purposes of applying the regulations of the By-law.

## 3.9 Purpose Statements

Purpose statements are included in this By-law for each **zone** and are intended to assist in the understanding of the By-law's objectives and purpose, the planning principles underlying the **use** provisions and the regulatory provisions of the **zone**. They do not form part of this By-law.

## 3.10 Daylight Triangles

For purposes of determining a **front lot line**, or an **exterior side lot line** or any **yard** dimension, a **daylight triangle** shall be deemed to be part of the **lot**, provided the minimum distance of any **building** or **structure** from the hypotenuse of the **daylight triangle** is 3 metres.

## 3.11 Development Comprising Contiguous Multiple Lots

Where multiple contiguous **lots** are developed under a single comprehensive site plan and under one ownership, all contiguous **lots** shall be deemed to be one **lot** for purposes of applying zoning regulations.

## 3.12 Stratified Severances as One Lot

Where a conditional stratified severance has been approved, the lands to which it applies, shall be deemed to be one **lot** for the purposes of applying zoning regulations.

## Part 4: Definitions

# A

**Abutting:** means having a **lot line** or portion thereof in common with another **lot line** or with a **street line**.

**Accessible Access Aisle:** means a barrier-free space located adjacent to an **accessible parking space**, designed and marked in accordance with applicable Provincial accessibility standards to provide room for persons with disabilities to safely transfer to or from a vehicle.

**Accessible Parking Space:** means a **parking space** for the use of persons with a valid accessible parking permit issued by the Province of Ontario.

**Accessory Building or Structure:** means a detached **building** or **structure**, the **use** of which is **accessory** to the principal **use**, **building**, or **structure** located on the same **lot**.

**Accessory Use / Accessory:** means a **use** of land, a **building**, or a **structure** that is naturally and normally incidental to, subordinate to, and exclusively devoted to the principal **use**, **building**, or **structure**, and located on the same **lot**.

**Additional Needs Housing:** means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of **additional needs housing** may include, but are not limited to **long term care facility**, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

**Additional Residential Unit - Attached:** means a self-contained **dwelling unit** which is located on a **lot** and contained within a **detached dwelling**, **semi-detached dwelling**, **street townhouse** or **rear lane townhouse**.

**Additional Residential Unit – Detached:** means a self-contained **dwelling unit** which is located within an **accessory building** on the same **lot** that contains a **detached dwelling**, **semi-detached dwelling**, **street townhouse**, or **rear lane townhouse**.

**Agricultural Use:** means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm **buildings** and **structures**, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and housing for farm workers, when the size and nature of the operation requires additional employment.

**Amenity Area, Common:** means an area on a **lot** provided for the common active or passive recreation and enjoyment of all occupants of a residential **development**, excluding a **driveway** or any other **parking area**. Located inside or outside a **structure**, **common amenity areas** may include landscape open space, **building** rooftops, **patios**, terraces,

above ground **decks**, **swimming pools**, party rooms, tennis courts and the like, but shall not include **balconies**.

**Amenity Area, Private:** means an area on a **lot** provided for private **use** for the active or passive recreation and enjoyment of the occupants of a **dwelling unit**, and may include **balconies** but excluding a **driveway**, **parking area**, or **walkway**, which is **accessory** to, directly accessible from, and outside of a **dwelling unit**.

**Antenna System:** means any apparatus, including antennas (such as panel, whip, or dish types), supporting masts, poles, towers, or other **structures**, and associated **accessory** equipment (such as cabinets, shelters, transmission lines, and electrical components), designed or intended for transmitting or receiving radiocommunication, broadcasting, or telecommunication signals. This definition excludes: (a) Antennas used solely for **accessory** household television or radio reception (e.g., typical residential TV antennas or satellite dishes); and (b) Antennas used by a federally licensed amateur radio operator.

**Apartment Building:** means a **building** containing five or more **dwelling units** which share a common entrance and utilize a common internal corridor, stairway, and/or elevator system. Occupants commonly share access to **common amenity area** and **yards**.

# B

**Balcony**: means an outdoor platform adjoining a **dwelling unit** that has no direct access to the ground, and which is used as **private amenity area**. A **balcony** may be covered by a roof or another **balcony** and has at least one side open except for required railings or guards.

**Basement:** means that portion of a **building** situated wholly or partly below the **first storey**.

**Bay Window:** means a window assembly projecting outward from a wall of a **building**, which may be multi-sided, boxed-out, or curved, and is not supported by a foundation or footings extending below ground.

**Bed and Breakfast:** means an **accessory use** in which temporary sleeping accommodation, with or without meals, is provided for compensation within a **dwelling unit** that is the principal residence of the operator. Guest accommodation shall consist of guest rooms that do not contain cooking facilities. This **use** does not include a hotel, motel, or **boarding house**.

**Bicycle Parking Space:** means an area for the purpose of parking and securing bicycles.

**Bicycle Parking Space, Long Term:** means an area for the purpose of parking and securing bicycles that: is intended for use by the usual occupants of a **building**; is accessible, secure, and weather protected; is equipped with a bicycle rack or bicycle locker; and is not provided within a **dwelling unit**, suite, or on a **balcony**.

**Bicycle Parking Space, Short Term:** means an area for the purpose of parking and securing bicycles for use by visitors, customers, or other non-regular users of a **building**, typically at ground level and accessible to a **building**.

**Bicycle Parking Space, Stacked:** means a two-tier bicycle parking solution comprised of horizontal spaces with one tier of **bicycle parking spaces** at ground level and a second tier of **bicycle parking spaces** directly above it, equipped with a mechanical device providing ground level access.

**Boarder:** means any person who pays rent, fees or other valuable consideration for living accommodation in a **boarding house**.

**Boarding House**: means a **building** or part of a **building**, which provides, with or without meals and care, lodging to a **boarder** or **boarders** as the principal **use**, and may include one **dwelling unit** for the owner or caretaker but shall not include a hotel, **bed and breakfast** establishment, **dwelling unit**, **additional residential unit**, or any other residential **use** otherwise defined in this By-law.

**Body-rub Parlour:** means any premises or part thereof where a body-rub is performed, offered, or solicited in pursuance of a trade, calling, business or occupation as a service designed to appeal to erotic or sexual appetites or inclinations, but does not include any premises or part thereof where the body-rubs performed are for the purpose of medical or therapeutic treatment and are performed or offered by persons otherwise duly qualified, licensed, or registered to do so under the laws of the Province of Ontario.

**Building:** means a fully enclosed roofed **structure** used or intended for supporting or sheltering any **use** or occupancy by persons, animals or property. For greater clarity, the following items are excluded from this definition: **mobile homes**; trailers; and vehicles.

# C

**Canopy:** means a roof-like cover projecting from an exterior wall of a **building** or **structure**, primarily intended to provide shelter over entrances, windows, **walkways**, or service areas, and which is unenclosed (excluding necessary supports).

**Cemetery:** means land that has been established as a **cemetery** under the *Funeral, Burial, and Cremation Services Act* or under a predecessor of that Act, and in respect of which a certificate of consent issued by the registrar is registered in the land registry office; or land that is otherwise set aside to be used either for the interment of human and/or animal remains or for the scattering of cremated human and/or animal remains, or for both of these purposes, but does not include a crematory.

**City:** means the Corporation of the City of Burlington.

**Cluster Home:** means a multiple-unit residential **development** on a single **lot**, comprised of one- and/or two-unit **buildings** with attached units divided vertically from adjoining units.

**Commercial Vehicle:** means a **motor vehicle** having attached to it a truck or delivery body, and may include a food truck, bus, cube van, tow truck, tilt and load trucks or trailers, dump trucks, tractor trailers, semitrailers, or construction equipment that is self-propelled or designed to be towed.

**Common Wall:** means a vertical wall separating two or more units.

**Community Garden:** means an area of land operated and maintained by the **City**, an organization, or a group of individuals for the cultivation of fruits, vegetables, flowers, or herbs, primarily for personal use, donation, or incidental sale by the members, utilizing individual or shared plots.

**Correctional Facility**: means a facility supervised by staff on a daily basis for persons who have been placed on probation, released on parole, or admitted for correctional purposes. A **correctional facility** shall be funded, licensed, approved, or supervised by the Province of Ontario, Corrections Canada, or any other Federal Government agency or by any organization on behalf of the Federal or Provincial Government, for the accommodation of not less than 3 and not more than 8 residents, exclusive of staff.

**Creek Block**: means a parcel or block of land, owned by the City of Burlington or other **public authority**, containing a **watercourse** defined as the greater of the Regulatory **Floodplain** or the valley through which the **watercourse** flows and may include an open space buffer area beyond the top-of-bank, but which shall not include a separate parcel or block of land for a storm water detention pond.

# D

**Day Care Centre**: means a premises licensed or required to be licensed as a child care centre under the *Child Care and Early Years Act, 2014*, as amended, providing temporary care or supervision for children. This term also includes premises providing similar temporary day-time care or supervision for adults.

**Daylight Triangle:** means a triangular shaped area which if required, forms part of an intersecting **street**.

**Deck**: means an outdoor platform, including any steps, adjoining a **dwelling unit** that has direct access to the ground, having a floor height 0.6 metres or more above **grade**, and which is used as a **private amenity area**. A **deck** is not covered by a roof and is not enclosed except by railings, guards or **privacy screens**.

**Development:** means the creation of a new **lot**, a change in land use, or the construction of **buildings** and **structures** requiring approval under the *Planning Act*, but does not include: (a) activities that create or maintain infrastructure authorized under an environmental assessment process or identified in provincial standards; or (b) works subject to the *Drainage Act*.

**Driveway:** means a single passageway or series of interconnected passageways, for exclusive or shared private **use**, providing vehicular access between a **street** or condominium common element roadway and an area used for the parking, loading, or storage of a vehicle.

**Dwelling Unit:** means a single **habitable room**, or a suite of **habitable rooms**, located in a **building**, that is used or may be used as a residence by one or more persons living together as a single housekeeping unit, in which both private cooking facilities and private sanitary facilities are provided for the exclusive use of the occupants, and which has an independent

entrance either directly from outside the **building** or through a common hallway or stairway inside the **building**.

**Dwelling, Detached:** means a **building** containing only one **dwelling unit** but may contain one or more **additional residential units** where permitted by this By-law.

**Dwelling, Semi-Detached:** means a **building** that is divided vertically by a **common wall** into two **dwelling units**, each with independent access. **Semi-detached dwellings** may contain one or more **additional residential units** where permitted by this By-law.

# E

**Electric Vehicle (EV):** means a **motor vehicle** that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.

**Electric Vehicle Parking Space:** means a **parking space** equipped with **electric vehicle supply equipment**.

**Electric Vehicle Supply Equipment:** means the equipment, including the connectors, attachment plugs, charging cables, and controls, installed specifically for the purpose of safely delivering electrical energy to an **electric vehicle** at a Level 2 charging level or higher.

**Emergency Shelter:** means a premises providing temporary overnight lodging, meals, and essential support services in a supervised setting for persons requiring immediate shelter.
**Established front yard or exterior side yard:** means, in the case of an **interior lot**, the average distance from the **street line** to the **wall** of **existing buildings** situated on the two **lots** on either side of the subject **lot**, or where one of those **lots** is vacant, the next adjacent occupied **lot**. In the case of a **corner lot**, the distance from the **street line** to the **wall of the existing building** situated on the **lot** adjacent to the subject **lot**, or where that **lot** is vacant, then next adjacent occupied **lot**.

**Existing:** means **existing** as of the effective date of the provision that contains that word.

# F

**Fence:** means a barrier erected for the purpose of enclosing all or part of a **lot**, or marking a boundary. This includes associated gates, but excludes retaining walls or landscape features such as trellises or arbours unless they form an integral part of the **fence structure** itself.

**Fitness Centre:** means premises operated for profit or gain where facilities are provided for physical fitness activities such as weightlifting, exercise equipment use, and fitness classes, and may include **accessory** facilities.

**Flooding Hazard:** means the inundation, under the conditions specified below, of areas adjacent to shoreline or a river or stream system and not ordinarily covered by water. Along river, stream and small inland lake system, the **flooding hazard** limit is the greater of:

i) The flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with local conditions, where evidence suggests that the storm event could have potentially occurred over watershed in the general area;
ii) The one hundred year flood; and,
iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof, for example, as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;

except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

**Floodplain:** means the area, usually low lands, adjoining a **watercourse**, which has been or may be subject to **flooding hazards**.

**Floor Area, Accessory Building or Structure:** means the sum of the total horizontal area of each floor located at or above **grade**, measured to the outside of the exterior walls or posts of an **accessory building or structure**.

**Floor Area, Gross**: means the sum of the total horizontal area of each floor of a **building** measured from the exterior face of the exterior walls and the centre line of walls separating two **buildings** or uses but excluding the following areas: **motor vehicle parking areas**; bicycle **parking areas** located in a **parking structure**; loading areas; **basements**; **mechanical penthouses** and **floor area** used exclusively for mechanical or electrical systems serving the **building** (including mechanical shafts); elevator shafts; stairwells; and non-habitable attics.

# G

**Garage, Private:** means an enclosed **accessory building**, or an enclosed portion of a **principal building**, designed or used primarily for the parking or storage of **motor vehicles** and **accessory** to the principal **use** conducted on the same **lot**.

**Grade:** means, when used with reference to a **building**, **structure, deck** or **porch**, the lowest elevation of the finished surface of ground where it meets the **building**, **structure**, **deck** or **porch**.

**Grade, Established:** means the geodetic elevation taken at the midpoint of the **front lot line**.

**Group Home:** means a single housekeeping unit in a residential **building** that is occupied by 6 to 8 persons (excluding staff or receiving family), living together under supervision that is licensed, approved, or funded under an Act of the Parliament of Canada or the Province of Ontario for the provision of specialized care or supervision.

# H

**Habitable Room:** means a room within a **dwelling unit** that is used or may be used for living, sleeping, eating, or cooking. This excludes a bathroom, water closet compartment, laundry room, pantry, corridor, stairway, closet, lobby, **private garage**, **basement** primarily used for storage/**utility**, non-habitable attic, sunroom not usable year-round, or any space used for **building** services or common access.

**Hazardous Lands:** means property or lands that could be unsafe for **development** due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, covered by water, between the international boundary, where applicable, and the furthest landward limit of the **flooding hazard**, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the **flooding hazard** or erosion hazard limits.

**Height, Building:** means, in the **case of a principal building**, the vertical distance between the **established grade** of a **building** and the top of such **building**. In the case of an **accessory building or structure,** it means the vertical distance between the **grade** of the **accessory building or structure** and the top of such **accessory building or structure**. The top is the highest point of the roof surface, **parapet**, or exterior wall, whichever is greater. In the case of a **structure** with no roof, the top is the highest point of the **structure**.

**Height, Podium:** means the vertical distance measured from **established grade** to the highest point of the main roof surface of the **podium**.

**Home Day Care:** means an **accessory use** where temporary care or supervision is provided within a **dwelling unit**, or a **building accessory** thereto, operated by a resident of that **dwelling unit**. Where care is provided for children, it must be in accordance with the regulations, including the maximum number of children permitted, under the *Child Care and Early Years Act, 2014*, as amended (whether licensed or unlicensed under that Act). Where care is provided for adults, it shall be for no more than five adults. Overnight accommodation shall not be provided for persons receiving care as part of a **home day care**.

**Home Occupation:** means an activity that provides a service as an **accessory use** within a **dwelling unit**. A **home day care** is considered a **home occupation**.

# I

**Internal Roadway:** means a right-of-way or roadway that provides vehicular access to the **parking areas** and **parking spaces** on a residential property intended for multi-unit residential **development** and is not a **lane** or **private street**.

# K

**Kennel:** means an establishment **accessory** to a residential or **agricultural use** for the keeping, breeding, and raising of domesticated animals for profit or gain but which does not include a veterinary establishment.

# L

**Landscaped Open Space:** means that portion of the **lot area** which is required by this By-law to be used for landscaping, and which excludes the area occupied by: **buildings**, **driveways**, bicycle parking, snow storage, transformers, **parking areas**, **parking spaces**; and **loading spaces**. For clarity, **landscaped open space** includes areas defined as **hard landscaped open space**, and **soft landscaped open space**, and may include green roofs and approved low impact **development** or stormwater management features when integrated as landscape elements, subject to any specific regulations elsewhere in this By-law.

**Landscaped Open Space, Hard:** means an area of land within a **lot** dedicated to a **walkway** or other area on a **lot** surfaced by stable or fitted materials such as unit pavers, patio stones, concrete, gravel, stonework or artificial turf or similar materials, but does not include any **driveway**, **internal roadway**, **private street**, ramp or **parking area**, **parking space** or **loading space**, whether surfaced or not.

**Landscaped Open Space, Soft:** means an area of land within a **lot** which is open and uncovered to the sky and dedicated to the planting of trees, shrubs, flower beds, grass or other vegetative landscaping and may also include **accessory** ground cover as well as other decorative landscape features, but excludes hard surfaces such as **driveways**, **walkways**, **patios** or **decks**.

**Lane:** means a public or private right-of-way providing a means of access to **lots abutting** thereon.

**Licensed Establishment:** means premises, which may include a **restaurant**, nightclub, micro-brewery, or micro-distillery, that sells, provides, or serves alcohol pursuant to a licence issued by the Alcohol and Gaming Commission of Ontario (AGCO), but does not include premises operating solely under a Special Occasion Permit or premises owned and operated by the **City**.

**Loading Space:** means an off-street space for the temporary parking of vehicles while loading or unloading merchandise or materials.

**Long Term Care Facility:** means a premises licensed or approved as a long-term care home under the *Fixing Long-Term Care Act, 2021*, as amended.

**Lot:** means a parcel of land under one ownership which is established as a separate parcel of land in accordance with the **lot** creation sections of the *Planning Act* which **abuts** a **public street**, except if it has been created as a **parcel of tied land** or unit in a vacant land condominium, in which case, it may **abut** a **private street**.

**Lot Area:** means the total horizontal area within the **lot lines** of a **lot**.

**Lot, Corner:** means a **lot** situated at the intersection of and **abutting** upon two or more **streets** or two parts of the same **street**, where the **street lot lines** have an angle facing the **lot** of 135 degrees or less. In the case of a curved **street lot line**, such angle shall be formed by the projected tangents drawn from the end points of the **street lot line**. A **corner lot** does not include an angle formed by a **lot abutting** the bulb of a cul-de-sac or a turning circle.

**Lot, Interior:** means a **lot** other than a **corner lot** or a **through lot**.

**Lot, Through:** means a **lot** bounded on two opposite sides by **streets** provided that if any **lot** qualifies as both a **corner lot** and a **through lot**, it shall be deemed a **corner lot** for the purposes of this By-law.

**Lot Coverage:** means the percentage of the **lot area** covered by **buildings, porches, decks** containing a **basement** under the platform and **accessory buildings and structures**, measured to the outside of the exterior walls, including all **buildings** and projections (cantilevered floor space, window projections, etc.).

**Lot Depth:** means the horizontal distance between the **front** and **rear lot lines**. If the **front** and **rear lot lines** are not parallel, **lot depth** means the length of a straight line joining the middle of the **front lot line** with the middle of the **rear lot line**.

**Lot Frontage:** means the horizontal distance between the **side lot lines** measured along the **front lot line**, provided that where the **front lot line** is not a straight line, or where the **side lot lines** are not parallel, the **lot frontage** shall be measured by a line at the **front yard setback** and parallel to the chord of the **front lot line**. For the purposes of this By-law, the chord of the **front lot line** is a straight line joining the two points where the **side lot lines** intersect the **front lot line**.

**Lot Line:** means any boundary of a **lot**.

**Lot Line, Exterior Side:** means a **side lot line** that abuts a **street**.

**Lot Line, Front:** means the **lot line** dividing a **lot** from a **street**. On a **corner lot**, the shorter **lot line abutting** a **street** is the **front lot line**; if such lines are equal, the **front lot line** shall be designated by the **City**. On a **through lot**, the **front lot line** is typically the one providing primary vehicular access to the principal **use**, but may be otherwise designated by the **City**.

**Lot Line, Interior Side:** means a **side lot line** that abuts another **lot**.

**Lot Line, Rear:** means the **lot line** or point of intersection of the **side lot lines** farthest from and opposite the **front lot line**.

**Lot Line, Side:** means a **lot line** other than a **front lot line** or a **rear lot line**.

**Lot Line, Street:** means the division between a **street** and a **lot**.

**Lot of Record:** means a **lot** according to a registered plan of subdivision, or a parcel of land, the deed to which was registered prior to December 31, 1970, but does not include a **lot** in a registered plan which has been designated by By-law as a plan which shall be deemed not to be a registered plan of subdivision in accordance with the regulations of the *Planning Act.*

# M

**Mechanical Equipment:** means equipment, devices, apparatus, and systems necessary for the functional operation and maintenance of a **building**, **structure**, or **use** located therein, including but not limited to equipment associated with heating, ventilation, air conditioning (HVAC), plumbing, electrical distribution, emergency power generation, fire suppression, elevators, communication systems, or **swimming pool** filtering and heating. This term applies to the equipment itself, whether located inside or outside a **building** or **structure**.

**Mechanical Penthouse:** means a fully enclosed **structure** located on the roof of a **building**, used exclusively for housing **mechanical equipment**, electrical equipment, elevator equipment, ventilation equipment, communication equipment, water tanks, or similar systems necessary for the operation of the **building**. A **mechanical penthouse** may include the minimum necessary associated stair or elevator shaft overruns providing access only to the roof level for service and maintenance purposes, but shall not include any **floor area** designed or used for human habitation, amenity space, or access thereto.

**Medical Office:** means premises used for the consultation, examination, diagnosis, or therapeutic treatment of human patients primarily on an out-patient basis by one or more physicians, dentists, or other health professionals governed by the *Regulated Health Professions Act, 1991*, as amended. A **medical office** may include a medical laboratory, diagnostic imaging facility, pharmacy, or dispensary as an **accessory use**, but does not include a hospital.

**Mezzanine:** means an intermediate floor assembly between the floor and ceiling of any room or **storey**, which may be enclosed or open to the room or **storey** below, and includes an interior **balcony**. For the purposes of calculating **gross floor area** and the number of **storeys** in this By-law, a **mezzanine** shall be included in **gross floor area** and considered a separate **storey** if: (a) it is enclosed by walls (other than required railings or guards) and its **floor area** exceeds 10% of the **floor area** of the room or **storey** in which it is located; or (b) it is not enclosed by walls and its **floor area** exceeds 40% of the **floor area** of the room or **storey** in which it is located.

**Mid-Rise Building:** means a **building** five to eleven **storeys** in height.

**Mobile Home:** means a dwelling designed to be mobile and constructed or manufactured to provide a permanent residence for one or more persons in accordance with the applicable Canadian Standards Association standard.

**Model Home:** means a **building** constructed as an example of a **dwelling unit** type offered for sale or lease within an approved plan of subdivision, plan of condominium, or site plan **development**, which is used temporarily for marketing and display purposes and including

**office** and / or show room and / or sales centre but is not occupied for residential purposes during its use as a **model home**.

**Motor Vehicle:** means an automobile, truck, and any other vehicle propelled or driven by other than muscular power, but does not include the cars of electric or steam railways, or other **motor vehicles** running solely upon rails, or a traction engine, farm tractor, self-propelled implement of husbandry or road-building machine within the meaning of the *Highway Traffic Act.*

# N

**Natural Heritage Features and Areas:** means features and areas, including significant wetlands, significant coastal wetlands, other coastal wetlands, fish habitat, significant woodlands, significant valleylands, significant habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

# O

**Office:** means premises used primarily for conducting the affairs of a business, profession, service, industry, or government, including administration, clerical work, management, consulting, or the practice of a profession. A **medical office** is considered an **office**. This **use** does not include a **retail store**, **personal service** establishment, or industrial activities such as manufacturing or warehousing, unless otherwise specifically defined or permitted as **accessory**.

**Outdoor Patio:** means an outdoor area **accessory** to a permitted non-residential use, such as a **restaurant** or **licensed establishment**, equipped and used for the seating of patrons for the consumption of food or beverages.

# P

**Parapet:** means an extension of a wall of a **building** above the roof line that forms a barrier at the edge of the roof.

**Parking Aisle**: means an internal access way located within a **parking area** that provides direct access to a **parking space** or **loading space** but shall not be considered a **driveway**.

**Parking Area:** means a **parking aisle** and **parking space** but does not include any part of a **street**.

**Parking Lot:** means the total outdoor area of a **lot** used for the temporary parking of 5 or more **motor vehicles**, comprising **parking spaces**, **parking aisles**, **driveways**, the interior landscaped islands and medians, and may include EV Charging Stations, but excludes the

required perimeter landscaped buffer to a **lot line,** for the accommodation of clients, customers, tenants, lessees, employees, or owners, but shall not include occupant **parking spaces** in the **driveway** of individual **dwelling units**.

**Parking Space:** means an area provided for the parking of a vehicle and includes **electric vehicle parking spaces**.

**Parking Structure:** means a **building** or other **structure**, or part thereof, located above or below **grade**, used primarily for the parking or storage of five or more **motor vehicles**, and which may include **electric vehicle parking spaces** or **electric vehicle supply equipment**. This definition excludes a **private garage accessory** to a residential **use** with less than four **dwelling units**.

**Parcel of Tied Land (POTL):** means any parcel of land legally bound and tied to a common element condominium. A **parcel of tied land** must front on either a **public street** or **private street** and shall, subject to the regulations of this By-law that relate strictly to **parcels of tied land**, be regarded as a type of **lot**.

**Parcel of Urban Residential Land:** means a parcel of land that is within an area of settlement on which residential use, other than ancillary residential use, is permitted by By-law and that is served by,

a) sewage works within the meaning of the *Ontario Water Resources Act* that are owned by,
   i) a municipality,
   ii) a municipal service board established under the *Municipal Act, 2001,*
   iii) a city board established under the *City of Toronto Act, 2006,*
   iv) a corporation established under sections 9, 10 and 11 of the *Municipal Act, 2001* in accordance with section 203 of that Act, or
   v) a corporation established under sections 7 and 8 of the *City of Toronto Act, 2006* in accordance with sections 148 and 154 of that Act, and

b) a municipal drinking water system within the meaning of the *Safe Drinking Water Act, 2002*.

**Passive Recreational Use:** means outdoor recreational areas and facilities requiring minimal land alteration, including walking or hiking trails, interpretative or educational signage, lookouts, boardwalks, picnic areas, benches, shade structures, and bicycle paths, but does not include trails primarily for use by motorized vehicles, formalized sports fields, or significant **buildings**.

**Patio, Residential**: means an outdoor platform adjoining a **dwelling unit** that has direct access to the ground, having a floor height less than 0.6 metres above **grade**, and which is used as a **private amenity area**. **A patio, residential** is not covered by a roof and is not enclosed except by guards or **privacy screens**.

**Permitted Use:** means a **use** permitted by this By-law.

**Personal Service:** means a **building** or part of a **building** where services are provided and administered to individuals and their personal needs and where **accessory** retail sales is permitted and include but is not limited to hair care, esthetics, health and beauty treatment including alternative healthcare services, dressmaking, tailoring, tattooing, piercing, shoe repair, dry cleaner's distribution station, printing and photocopying, and laundromat or similar uses, but shall not include a **body-rub parlour** or **medical office.**

**Podium:** means the lower portion or base of a **mid-rise building** or **tall building**, including the ground floor and potentially **storeys** above, which is clearly differentiated from the **building** portions vertically above it.

**Porch:** means an outdoor platform, including any steps, adjoining a **dwelling unit** that has direct access to the ground, and which is used as a **private amenity area**. A **porch** is covered by a roof and shall have at least one side open except for required railings or guards.

**Principal Building:** means the **building** on a **lot** in which the principal **use** of the **lot** is conducted. A **lot** may have more than one **principal building** only where specifically permitted by this By-law.

**Privacy Screen:** means a decorative wall, **fence** or barrier designed primarily to provide visual privacy for a **patio**, **deck**, **balcony**, or part of a **yard**.

**Private Street / Road:** means a private right-of-way providing a means of access to **lots abutting** thereon and is not owned by a **public authority**.

**Public Authority:** means any federal, provincial, Regional Municipality of Halton, or City of Burlington agency, and includes any commission, board, authority, or department established by such an agency exercising any power or authority under a Statute of Canada or Ontario.

**Public Street / Road:** means a public right-of-way providing a means of access to **lots abutting** thereon and owned by a **public authority**.

# R

**Recreational Vehicle:** means a vehicle which provides short-term occupancy intended and used exclusively for travel, recreation, and vacationing, designed to be towed or propelled by a **motor vehicle** or self-propelled, and includes such vehicles commonly known as travel trailers, camper trailers, truck campers, motor homes, or other similar vehicles but does not include a **mobile home**.

**Renewable Energy System:** means a device or collection of devices that generates thermal energy or electrical power from **renewable energy** sources including, but not limited to, solar radiation, wind, geothermal energy, or biomass. This includes associated components such as photovoltaic panels, solar thermal collectors, turbines, ground or air source heat pumps, inverters, mounting **structures**, and transmission equipment, typically **accessory** to a principal **use** on the same **lot**.

**Restaurant, Standard:** means a premises where food and beverages are primarily prepared and offered for consumption on the premises, typically involving service to seated patrons. Any take-out service is **accessory**, and it may include an associated **outdoor patio** or **licensed establishment** component but does not include an associated drive-through facility.

**Restaurant, Take-Out:** means a premises where food and beverages are primarily prepared for consumption off the premises, and which typically has limited or no seating area designed primarily for patrons consuming meals on the premises. This **use** may include an associated drive-through facility where permitted.

**Retail Store:** means premises where merchandise is offered or kept for sale or rental directly to the public and includes a convenience store.

**Retirement Home:** means a **building** or part of a **building** that is a **retirement home** as defined in the *Retirement Homes Act, 2010.*

**Roof, Flat:** means a roof having a slope of less than 1:10.

**Roof, Peaked:** means a roof having a slope of 1:10 or greater.

**Rooftop Terrace:** means an outdoor space located on the roof of a **building** which is improved and intended for **use** as **private or common amenity area**.

# S

**School:** means a premises used primarily for elementary or secondary academic instruction that meets the requirements of the *Education Act, R.S.O. 1990, c. E.2*, as amended, and any **accessory uses** such as **school board administrative uses**. This includes public **schools** and private **schools** offering curriculum approved by the Province of Ontario, but does not include a **school, commercial** or **school, post-secondary.**

**School Board Administrative Uses**: means non-instructional, **office uses** that support the operation of a district school board as defined under the *Education Act, R.S.O. 1990, c. E.2*, as amended.

**School, Commercial:** means premises used for providing private instruction or training in a particular skill, trade, art, or subject, operated primarily for profit or gain. Examples may include, but are not limited to, **schools** for business, computer training, driving, language, music, dance, or arts & crafts, but does not include a **school**, **school**, post-secondary, or **fitness centre**.

**School, Post-Secondary:** means premises used for post-secondary education and instruction, such as a university or a college of applied arts and technology, authorized by the Province of Ontario to grant degrees, diplomas, or certificates, and may include associated research facilities, student residences, and other **accessory uses**.

**Setback:** means the horizontal distance between a **lot line** or other specified boundary, and the nearest point of any **building** or **structure** on the **lot**, measured perpendicular to the **lot line** or boundary.

**Shipping Container:** means a standardized, reusable container designed for the transport of goods by one or more modes of transportation (such as ship, rail, or truck), and may be used for **accessory** storage or other purposes as permitted by this By-law but does not include a **building, structure,** or vehicle otherwise defined or regulated.

**Stepback:** means the horizontal recess of an exterior wall of a **building** from the exterior wall of the **storey(s)** immediately below.

**Storage Yard:** means an outdoor area on a **lot** used primarily for the keeping or storage of goods, materials, equipment, or vehicles. Examples include, but are not limited to, storage for construction supplies, landscaping materials, road maintenance materials, **shipping containers**, contractor's equipment, **motor vehicles** (including salvage or impound **yards** where permitted), **recreational vehicles**, or **utility trailers**. A **storage yard** may include an **accessory** maintenance or repair facility related to the stored items, but does not include a **parking lot**, **loading space**, or areas used primarily for retail display.

**Storey:** means that portion of a **building** included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the surface of such floor and the ceiling or roof above it, but does not include a **basement**, attic primarily used for insulation or mechanical systems, **mezzanine**, or **mechanical penthouse**.

**Storey, First:** means the lowermost **storey** of a **building** having its ceiling 1.8 metres or more above **established grade** of the **front wall** of the **building**. In the case of an **accessory building** containing an **additional residential unit – detached**, **first storey** shall mean the lower most **storey** having its ceiling 1.8 metres or more above the **grade** of the **accessory building**.

**Street / Road:** means a **public street/road** or **private street/road**.

**Street Line:** means a **lot line** dividing a **lot** from a **street** and is the limit of the street allowance.

**Structure:** means anything that is constructed, erected, or placed on land, or affixed to something located on land, requiring a fixed location on the ground or attachment to something having a fixed location on the ground, but specifically excludes: (a) Signs; (b) **fences**; (c) **swimming pools** and hot tubs; (d) platforms or **patios** with a floor height less than 0.6 metres above adjacent **grade**; (e) **walkways**, **driveways**, sports courts, and similar surfaces constructed essentially at **grade**; (f) minor **accessory** landscape, recreational or decorative elements such as residential play equipment, planters, flagpoles, or garden ornaments; (g) retaining walls having an exposed height less than 1.0 metre; and (h) components of a **utility installation** such as individual poles, lines, pipes, or pedestals located within a public right-of-way or registered easement.

**Swimming Pool:** means any privately-owned outdoor tank or body of water used or which is intended to be used and maintained for swimming or display purposes and which has a

maximum depth of water greater than 0.6 metres, other than an **existing** natural body of water or stream.

# T

**Tall Building:** means a **building** twelve **storeys** or higher.

**Tandem Parking Space:** means a **parking space** that can only be accessed by passing through another **parking space** from a **street**, **lane** or **driveway**.

**Temporary Sales Office:** means a temporary **building**, **structure**, or portion thereof (which may include part of a **model home** or its garage), used exclusively for the initial marketing, sale, or leasing of **lots** or units within an approved plan of subdivision, plan of condominium, or site plan **development**, and permitted only for a limited duration as specified elsewhere in this By-law.

**Tower:** means that portion of a **tall building** located vertically above a **podium**, generally characterized by a smaller **tower floor plate** than the **podium**.

**Tower Floor Plate:** means the **gross floor area** of any individual **storey** located within the **tower** portion of a **building**.

**Tower Separation Distance:** means the minimum required horizontal distance between the exterior faces of the **tower** portions of **buildings**. This distance shall be measured between **towers** located on the same **lot**, and between a **tower** on one **lot** and a **tower** on an adjacent **lot**. For the purpose of measuring **tower separation distance**, permitted projections such as **balconies** shall not be included.

**Townhouse Building:** means a **building** containing four or more **dwelling units**, each divided from the others primarily by vertical **common walls** extending generally from foundation to roof, and each **dwelling unit** having an independent exterior entrance accessible directly from the ground level.

**Townhouse, Block:** means a **townhouse building** where all **dwelling units** are located on one **lot** and may share common vehicular access to a **public street**, but shall not include a **street townhouse**.

**Townhouse, Back-to-Back:** means a **townhouse building** in which **dwelling units** are attached side-by-side and back-to-back by **common walls**, including a common **rear wall**, such that individual units do not have a **rear yard**, and where each unit has an independent entrance from the outside.

**Townhouse, Rear Lane:** means a **townhouse building** where each individual **dwelling unit** is situated on its own legally conveyable **lot** or **parcel of tied land** and is accessed by a rear **lane**, with garages or **parking spaces** located at the rear of the **lot**. A **rear lane townhouse** may contain one or more **additional residential units** where permitted by this By-law.

**Townhouse, Podium:** means a **dwelling unit** constructed in a townhouse form, typically having direct exterior access from the ground level or from a courtyard, located within the **podium** of a **mid-rise building** or **tall building**.

**Townhouse, Stacked:** means a **townhouse building** in which **dwelling units** are placed over or under other units, such that individual units are separated from each other both vertically (by common floor/ceiling assemblies) and horizontally (by **common walls**), and where each unit has an independent exterior entrance accessible from the ground level (which may include via an exterior or common interior stair).

**Townhouse, Stacked Back-to-Back:** means a **stacked townhouse** where **dwelling units** also share a common **rear wall**.

**Townhouse, Street:** means a **townhouse building** where each individual **dwelling unit** is situated on its own legally conveyable **lot** or **parcel of tied land** having **lot frontage** on a **public street** or **private street**. A **street townhouse** may contain one or more **additional residential units** where permitted by this By-law.

# U

**Unitary Equipment:** means standalone equipment including central air conditioning units, heat pumps, pool equipment, residential generators and gas metres.

**Unit Width**: means the horizontal distance across the front of an individual unit measured from one **side wall** to the other, parallel to the **street** or main access. Where units share walls with adjacent units, **unit width** is the horizontal distance measured from the middle of one shared wall to the middle of the other shared wall.

**Upper Building:** means the portion of a **mid-rise building** located vertically above the **podium**.

**Use:** means: (a) when used as a noun, the purpose for which land, a **building**, or a **structure** is designed, arranged, intended, occupied, or maintained; and (b) when used as a verb ("to use" or "using"), the act of utilizing land, a **building**, or a **structure** for a purpose.

**Utility:** means a water supply, storm water or wastewater system, gas or oil pipeline, electricity generation facilities and transmission and distribution systems including **renewable energy systems** and district energy systems for electricity, heating and/or cooling, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

**Utility Installation:** means the **buildings**, **structures**, equipment, lines, pipes, towers, poles, pedestals, or other physical works used to provide a **utility** service. This includes but is not limited to facilities associated with water supply, wastewater systems, energy generation,

transmission, and distribution (including electrical, gas, district energy, **renewable energy**), or communication/telecommunication systems, but excludes **antenna systems**.

**Utility Trailer:** means a vehicle designed to be towed by a **motor vehicle** for the purpose of transporting or storage of goods, materials, equipment or livestock such as boat and snowmobile trailers.

# V

**Visibility Triangle:** means a triangular area of land required at the intersection of two **public streets** or at the intersection of a **driveway**, **lane**, **parking aisle**, or other vehicular access with a **public street**, for the purpose of preserving sight lines for vehicular traffic. The boundary of a **visibility triangle** shall be defined by two intersecting property lines or access lines and a straight line drawn between specified points along them.

# W

**Wall, Front:** means the wall of a **building** above ground that contains the primary pedestrian entrance.

**Wall, Rear:** means the wall of a **building** above ground that is opposite to the **front wall**.

**Wall, Side:** means the wall of a **building** above ground that is not a **front wall** or **rear wall.**

**Walkway:** means a surface treated area that provides pedestrian access to and from a **driveway**, a **street** or condominium common element roadway, and a **dwelling unit**.

**Watercourse**: an open channel, ditch or depression, whether naturally or artificially created, in which flow of water occurs either continuously or intermittently.

**Window Well:** means a recessed area at or below **grade**, between a below **grade** window and the surrounding earth, and which is constructed adjacent to the foundation of the **building** to permit light and air to the below-**grade** window.

# Y

**Yard:** means an area extending from the lowest level below **grade** to the sky, open and uncovered, appurtenant to a **building** and unoccupied by any **building**, except as specifically permitted in this By-law. In determining **yard** measurements, the minimum horizontal distance from the respective l**ot lines** to the nearest wall of a **building** above or below **grade** shall be used.

**Yard, Exterior Side:** means a **yard** extending from the **front yard** to the **rear yard** between an **exterior side lot line** and the nearest wall of any **principal building** on the **lot**.

**Yard, Front:** means a **yard** extending across the full width of the **lot** between the **front lot line** and the nearest wall of the **principal building** located on the **lot**.

**Yard, Interior Side:** means a **yard** extending from the **front yard** to the **rear yard** between an **interior side lot line** and the nearest wall of any **principal building** on the **lot**.

**Yard, Rear:** means a **yard** extending across the full width of the **lot** between the **rear lot line** and the nearest wall of the **principal building** located on the **lot**.

# Z

**Zone:** means a specific category of permitted land **uses**, **lot** standards, and **building** regulations established by this By-law, applicable to defined areas of land as delineated on the schedules forming part of this By-law.

# Part 5: General Provisions

## 5.1 Accessory Uses

Where this By-law provides that land may be used or a **building** or **structure** may be erected and used for a **permitted use**, that **use** shall include any **accessory use** provided:

a) the **accessory use** is located on the same **lot**;

b) the **gross floor area** of the **accessory use** is less than 50% of the **gross floor area** of the principal **use**;

c) except for **home occupations**, where the **accessory use** is located within the **principal building**, customer/client access to the **accessory use** shall be provided from the **principal building** interior only.

## 5.2 Accessory Buildings and Accessory Structures

The erection, alteration, enlargement, maintenance and **use** of **accessory buildings or structures** shall comply with the regulations of the applicable **zone**, except as otherwise provided for in this section.

a) An **accessory building or structure** shall not be used for habitation except as an **additional residential unit - detached** in accordance with Section 5.14.

b) An **accessory building or structure** shall not be located within a **front yard** or required **exterior side yard**.

c) The **floor area** of each **accessory building or structure** in a residential **zone** shall count towards the maximum **lot coverage** requirements of the **zone** and shall not exceed 10% of the **lot area**, except when approved as an **additional residential unit - detached**.

d) **Accessory buildings and structures** in a residential **zone** shall be subject to the regulations of Table 1:

**Table 1: Setback, Overhang and Height Requirements for Accessory Buildings and Structures**

| Setbacks, Overhang and Heights | Requirement |
|---|---|
| Minimum **setback** to the **rear lot line**: | 0.6 m |
| Minimum **setback** to the **interior side lot line:** | 0.6 m |
| Maximum roof overhang from a wall or post: | 0.5 m |
| Maximum **building height** (**peaked roof**): | 4.6 m |
| Maximum **building height** (**flat roof**): | 3.5 m |

## 5.3 Garbage, Refuse and Storage

a) No garbage or refuse shall be stored on any **lot** in a residential **zone** except within the **building** or **structure** on such **lot** or in a container in the **interior side yard** or **rear yard** of such **lot**.

b) A dumpster or garbage container shall be regulated in the same manner as an **accessory building or structure** in accordance with Section 5.2.

c) Garbage containers for a **detached dwelling**, **semi-detached dwelling, additional residential unit**, **street townhouse**, and **rear lane townhouse** are exempt from the regulations of Section 5.3 when an individual container is less than 1 cubic metre in size.

d) Notwithstanding Section 5.2 d), a **building** or **structure** for the storage of garbage shall comply with the following regulations:

i) Shall not be located in a required **landscaped open space**.

ii) Shall not be located in a front or **exterior side yard**.

iii) Minimum **setback** from a **rear lot line**: 1 metre

iv) Minimum **setback** from an **interior side lot line**: 1 metre

v) Minimum **setback** from an LN1 to LN7 **zone**: 15 metres

vi) Maximum height: 3.7 metres

vii) Shall not be located in any required **parking space** or obstruct any required **parking aisle**.

## 5.4 Balconies, Decks, Residential Patios, and Porches

a) A **balcony**, **deck**, **residential patio** or **porch** is permitted in all residential zones.

b) A **porch** is not permitted above the **first storey**.

c) **Balconies** and **decks** located above the **first storey** and adjoining a wall facing the **interior side yard** or **rear yard** are not permitted in the LN1 to LN7 **zones** outside the following areas:

i) Alton Community (lands bounded by Highway 407 to the north, Appleby Line to the east, and Dundas Street to the south); and

ii) Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west).

d) Additional regulations for a **balcony**, **deck**, or **porch** with a platform less than or equal to 1.2 metres above **grade**:

i) Maximum 2 metres encroachment into a required **front yard** or **exterior side yard**.

ii) Maximum 1 metre encroachment into a required **interior side yard**.

iii) Minimum **setback** from **front lot line**: 1.5 metres

iv) Minimum **setback** from **exterior side lot line**: 1.5 metres

v) Minimum **setback** from **interior side lot line**: 0.6 metres

vi) Minimum **setback** of a **deck** from **rear lot line**: 1.8 metres

vii) Maximum 2 metre encroachment into a required **rear yard** for a **porch** or a **balcony**.

viii) Where a **side lot line** extends from a **common wall** dividing attached **dwelling units** the **interior side yard setback** shall not apply.

e) Additional regulations for a **balcony**, **deck**, or **porch** with a platform more than 1.2 metres above **grade**, but not above the **first storey**:

i) Maximum 2 metres encroachment into a required **front yard** or **exterior side yard**.

ii) Minimum **setback** from **front lot line**: 1.5 metres

iii) Minimum **setback** from **exterior side lot line**: 1.5 metres

iv) Minimum **setback** from **interior side lot line**: **Principal building setback**

v) Minimum **setback** from **rear lot line**: 4.5 metres

f) Additional regulations for **balconies,** and **decks** above the **first storey**:

i) Subject to **principal building setbacks**, except that a **balcony** or **deck** with a width of 3 metres or less may encroach 1.5 metres maximum into a required **front yard**, **rear yard**, or **exterior side yard**. The width of a **balcony** or **deck** is measured along the exterior wall to which it is attached.

ii) Maximum projection from exterior wall: 3 metres.

## 5.5 Fencing and Privacy Screens

a) For a **fence** located on the common **lot line** between a non-residential **use** and a residential **use**, the maximum **fence** height shall be 3 metres.

b) For all residential **uses** the following regulations apply:

i) Maximum **fence** height: 2.5 metres.

ii) Within a **front yard**, maximum **fence** height shall be 1.2 metres within 3 metres of a **front lot line**.

iii) Notwithstanding ii) above, where a **front yard** abuts the **rear yard** of a **corner lot** the maximum **fence** height shall be 2.5 metres along the common **lot line** within 3 metres of a **front lot line**.

iv) For a **townhouse building,** the maximum **fence** height shall be 1.2 m within 3 metres of a **lot line abutting** a **public street**.

v) Fencing for the purpose of enclosing a sport court is permitted to a maximum height of 3 metres.

c) **Fence** height shall be measured vertically from **grade**, exclusive of any artificial embankment, to the highest point of each 3 metres section of **fence**, excluding decorative post caps.

d) Where the **grade** elevations along the **fence** vary, maximum **fence** height may be increased by 0.3 metres provided that the lowest height of the same 3 metre **fence** section does not exceed the maximum permitted height.

e) **Privacy screens** are permitted on all **porches**, **decks** and **balconies** to a maximum height of 1.8 metres from the floor surface of the **porch**, **deck** or **balcony**.

## 5.6 Swimming Pools

a) A **swimming pool** shall be permitted as an **accessory use** to any residential **use**, in accordance with the following regulations:

i) Not permitted in a **front yard** or required **exterior side yard**.

ii) On **lots** less than 12 meters **wide**, permitted in a **rear yard** only.

iii) Minimum **setback** from a **lot line**: 1.5 metres measured from the inside wall of the **swimming pool** and 0.9 metres measured from the outside of any **hard landscaped open space**.

iv) Notwithstanding iii) above, where the height of the **swimming pool** is greater than 1.5 metres, the minimum **setback** from any **lot line** shall be 3 metres.

v) Maximum height of a **swimming pool**: 2 metres, measured from the lowest point of **grade** at the perimeter of the **swimming pool**.

vi) Notwithstanding v) above, the maximum height shall not apply to a **swimming pool** that is located on a **rooftop terrace** of an **apartment building**.

b) A hydro-massage pool or hot tub having a water surface area which is less than 8 square metres shall not be subject to the above regulations.

c) A **swimming pool** shall maintain a minimum **setback** of 3.3 metres from a pipeline right-of-way.

d) Notwithstanding c) above, an in-ground **swimming pool** shall maintain a minimum **setback** of 7.7 metres from a TransCanada Pipelines Limited (TCPL) pipeline right-of-way.

e) Any **structure** used to contain **mechanical equipment** that is **accessory** to the operation of a **swimming pool** shall be considered an **accessory building or structure** and subject to the general regulations for **accessory buildings and structures** in Section 5.2.

## 5.7 Trailers, Recreational Vehicles and Commercial Vehicles

a) The following regulations apply to parking of trailers and **recreational vehicles** in all residential **zones**:

i) Any **recreational vehicle**, trailer, or any load thereon including a boat, whether on or off a trailer or other supporting device, which does not exceed a height of 2 metres, may be parked or stored in any **yard**.

ii) Any **recreational vehicle**, trailer, or any load thereon including a boat, whether on or off a trailer or other supporting device, which exceeds a height of 2 metres, may be parked or stored in a **rear yard** or **interior side yard**.

iii) Notwithstanding ii) above, the parking or storage of a **recreational vehicle**, trailer, or any load thereon including a boat, whether on or off a trailer or other supporting device, which exceeds a height of 3.6 metres, is prohibited.

iv) Parking and storage of **recreational vehicles** and trailers is not permitted within a **visibility triangle** or a required **landscaped open space** area.

b) The parking of a maximum of one **commercial vehicle** shall be permitted in a residential **zone** subject to the following regulations:

i) The parking of a **commercial vehicle** shall only be permitted in **a private garage** or **driveway**.

ii) Where parked in a **driveway**, the **commercial vehicle**, including any attached equipment or accessories, shall not exceed 6 metres in length and 2.3 metres in height.

iii) A **commercial vehicle** in excess of the dimensions in ii) above shall only be permitted within a fully enclosed **private garage**.

iv) The minimum number of required **parking spaces** shall not be occupied or otherwise obstructed by the parking of a **commercial vehicle**.

## 5.8 Visibility Triangles

a) At every **street** intersection, a 6 metre x 6 metre **visibility triangle** shall be provided.

b) At every **driveway**, **lane**, **parking aisle** or other vehicular access intersecting a **street**, 3 metres x 3 metres **visibility triangles** shall be provided.

c) Within a **visibility triangle**, **buildings**, **structures**, solid fencing, **mechanical equipment** and landscaping shall not exceed a height of 1 metre above the elevation of the **street** pavement measured at the centre point of intersecting **streets**.

d) Notwithstanding c) above, the maximum height shall not apply to one private or municipal deciduous tree located within a **visibility triangle**.

## 5.9 Encroachments and Projections

a) Every part of a required **yard** shall be unobstructed except for the encroachments or projections permitted in this By-law.

b) Exterior recladding of a **building** may project a maximum of 0.05 metres from the wall of the **existing building**.

c) A chimney; pilaster; belt course; sill; lintel; cornice; window box; ornamental projection:

   i) May encroach a maximum of 0.5 metres into a required **interior side yard** and 1 metre into any other **yard**.

   ii) Shall maintain a minimum 0.6 metre **setback** from any **lot line**.

d) Roof overhangs:

   i) May encroach a maximum of 1 metre into any required **yard**.

   ii) Shall maintain a minimum 0.3 metre **setback** from any **lot line**.

   iii) Eavestroughs shall be included as part of the roof overhang.

e) Exterior stairs, fire escape, **basement** walkout stair:

   i) May encroach a maximum of 1.6 metres into a required **rear yard**.

   ii) Shall maintain a minimum **setback** of 0.6 metres from any **lot line**.

f) **Window wells**:

   i) May encroach a maximum of 1 metre into any required **yard**.

   ii) Shall maintain a minimum 0.6 metre **setback** from any **lot line**.

g) **Bay windows**:

   i) May encroach a maximum of 0.5 metres into a required **interior side yard** and 1.6 metres into any other **yard**.

   ii) Shall maintain a minimum 0.6 metre **setback** from any **lot line**.

   iii) Maximum width for an encroaching **bay window** shall not exceed 3 metres.

   iv) An encroaching **bay window** must have at least 30% of the surface area of the projection as a window.

h) Roofed or unroofed loading dock:

   i) Not permitted in a **yard abutting** an LN1 to LN7 **zone**.

   ii) May encroach a maximum of 3 metres into a required **rear yard**.

   iii) Shall maintain a minimum 3 metre **setback** from a **rear lot line**.

i) An awning or **canopy**:

   i) May encroach a maximum of 1 metre into any required **yard**.

ii) Shall maintain a minimum 0.3 metre **setback** from any **lot line**.

iii) In the HN **zone,** a **canopy** may project into a required **front yard** or **exterior side yard** up to half the distance of the required **yard**.

## 5.10 Frontage on a Public Street

a) Excepting **lots of record** and **parcels of tied land**, no **building** or **structure** shall be constructed on a parcel of land which does not have frontage on a **public street**.

b) Section 5.10 a) above does not apply to a **lot** used for:

i) a **utility installation**;

ii) a **cemetery**;

iii) a conservation/natural area.

c) Section 5.10 a) above shall not restrict the erection of any **building** on a **lot** in a registered plan of subdivision where a subdivision agreement has been entered into but the **streets** will not be assumed until the end of the maintenance period.

## 5.11 Home Occupation

A **home occupation** is permitted in all **dwelling units**, subject to the following regulations:

a) The **gross floor area** of the **home occupation** must be less than 50% of the **gross floor area** dedicated to the **dwelling unit**.

b) An integral **private garage** may be used for a **home occupation**, provided the minimum number of required **parking spaces** is maintained.

c) Persons employed by the **home occupation** business shall be limited to residents of the household from which the **home occupation** is conducted.

d) Where the business involves classes for teaching or instructional purposes, the maximum number of clients permitted at any one time shall be three.

e) For pet grooming and pet training, a maximum of four pets are permitted within a **dwelling unit**.

f) The following uses and activities are not permitted:

i) outside storage,

ii) outside manufacturing or processing activities,

iii) outside display and sales areas,

iv) automotive related uses,

v) small engine repair,

vi) **kennel**,

vii) **standard restaurant** and **take-out restaurant**,

viii) direct retail sales or customer merchandise pick up,

ix) **body-rub parlour**, and

x) nightclub.

## 5.12 Office Uses in Residential Zones

**Office uses** are permitted in a **building** constructed as a **detached dwelling** in all residential **zones** as a principal **use** or in combination with one or more **dwelling units**, provided the **detached dwelling** has existed on the **lot** for a minimum of 2 years, subject to the following regulations:

a) Minimum **lot** width: 18 metres.

b) The **lot** shall have a **front** or **side lot line** in common with a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

c) Maximum number of **office uses**: 2.

d) 50% of the **front yard** shall be maintained as **soft landscaped open space**.

e) 25% of the **rear yard** and **exterior side yard** shall be maintained as **landscaped open space**.

f) Solid screen fencing with a minimum height of 2.5 metres shall be installed along a **rear lot line** and along all **side lot lines** extending from the **rear lot line** to the **front wall** of the dwelling.

g) Parking shall be located in a **side** or **rear yard** only.

h) Where the **lot** abuts a residential **use**, any **parking area** or **driveway** shall maintain a minimum **setback** of 6 metres from the **rear lot line** and 3 metres along that portion of the **side lot line** which is located in the **rear yard**.

i) Storage or display of merchandise, material or equipment is prohibited.

## 5.13 Uses Permitted in All Zones

a) The following **uses** are permitted in all residential **zones**:

i) **Additional residential units** subject to Section 5.14;

ii) **Schools** subject to Section 5.15;

iii) Long-term care facility and **retirement home** subject to Section 5.16;

iv) Public and private hospitals subject to Section 5.17;

v) Parks and open space subject to the requirements of the Parks and Open Space **Zones** in the City of Burlington Zoning By-law 2020;

vi) Places of worship subject to Section 5.18;

vii) **Day care centre** subject to Section 5.19;

viii) **Group home** subject to Section 5.20;

ix) **Correctional facility** subject to Section 5.21;

x) **Emergency shelter** subject to Section 5.22;

xi) **Boarding house** subject to Section 5.23;

xii) **Additional needs housing** subject to Section 5.24;

xiii) **Utility** subject to Section 5.25;

xiv) **Community garden**;

xv) **Agriculture use** subject to Section 5.26;

xvi) **Bed and breakfast** subject to Section 5.27;

xvii) **Model homes** subject to Section 5.28;

xviii) **Temporary sales offices** subject to Section 5.29;

xix) Temporary **buildings** and **structures** for construction subject to Section 5.30;

xx) Temporary storage and **shipping containers** subject to Section 5.32; and

xxi) Infrastructure.

Subject to compliance with any other regulations or standards which are generally applicable and required elsewhere in this By-law or any other regulations or standards specified for the use in this By-law.

b) The **development** of public or institutional uses including hospitals, **long term care facilities**, **retirement homes**, pre-schools, school nurseries, **day care centres**, and **schools**, are only permitted outside of **hazardous lands** and hazardous sites.

## 5.14 Additional Residential Units

a) Up to three **additional residential units** are permitted on a **parcel of urban residential land** in all residential **zones** where one **detached dwelling**, **semi-detached dwelling**, **street townhouse**, or **rear lane townhouse** is permitted.

b) Of the three **additional residential units** permitted in a) above, up to two are permitted to be an **additional residential unit – detached**.

c) A maximum of one **accessory building** containing **additional residential units – detached** is permitted on a **parcel of urban residential land**.

d) **Additional residential units** shall not be included in the calculation of minimum number of visitor **parking spaces**.

e) A 1.2 metre wide unobstructed pedestrian access shall be provided from the **street** to the entrance of an **additional residential unit – attached** or **additional residential unit – detached** located in the **rear yard** or **interior side yard**. A gate may be constructed within the pedestrian access, but no projections shall be permitted within the 1.2 metre width.

f) Notwithstanding Sections 5.2 c) and d) of this By-law, an **accessory building** containing an **additional residential unit – detached** shall be subject to the regulations of Table 2 and as follows:

i) Exterior stairs above the **first storey** are not permitted to project into the **front yard**, **exterior side yard** or the required **interior side yard**.

ii) **Decks** and **balconies** above the **first storey** of the **accessory building** and rooftop **common amenity areas** or **private amenity areas** are not permitted on or attached to an **accessory building** containing an **additional residential unit – detached**.

**Table 2: Provisions for Accessory Buildings Containing an Additional Residential Unit - Detached**

| | **Accessory Building** containing an **Additional Residential Unit - Detached** |
|---|---|
| Maximum **gross floor area** | 80 $m^2$ except in the LN5 and LN6 zone, the maximum **gross floor area** is 15% of the **lot area**.(1) |
| **Minimum setback** from an **interior side lot line** or **rear lot line** | 1.2 m, except 3 m for the portion of the **accessory building** that is greater than 4.6 m in **height** for a **peaked roof** or 3.5 m in **height** for a **flat roof**. . |
| Maximum **height** | 7 m for a **peaked roof**<br>6 m for a **flat roof** |
| Maximum roof overhang from a wall or post | 0.5 m |

**Notes:**
(1) Provided the maximum **lot coverage** does not exceed 45%.

g) A minimum separation distance of 4 metres shall be provided from an **additional residential unit – detached** and a **principal building** located on the same **parcel of urban residential land**.

## 5.15 Schools

The following regulations apply to **schools** and **post-secondary schools**:

a) Minimum **lot frontage**: 45 metres.

b) For **post-secondary schools,** the **lot** shall abut a Major Arterial, Multi-Purpose Arterial, Urban Avenue or Main Street identified on Schedule B in Part 10 of this By-law.

c) Minimum **setback** from any **street line**: 3 metres.

d) Maximum **setback** from a **street line** in an LN1 **zone**: 6 metres.

e) Minimum **interior side yard**: 3 metres plus an additional 3 metres where the **yard** is adjacent to an LN1 to LN7 zone, except the minimum **interior side yard** for a portable shall be 3 metres.

f) Minimum **rear yard:** 7.5 metres plus an additional 1.5 metres for a **building** greater than 11.25 metres in height.

g) Notwithstanding the **yard** requirements in Section 5.2, the **yard** requirements for portables shall comply with the regulations of this section.

h) Notwithstanding Section 5.2, seasonal sports domes are permitted on a secondary **school** or **post-secondary school** site, subject to the minimum **setback** and maximum **building height** regulations of Section 5.15 of this By-law.

i) The maximum **building height**: 15 metres; 25 metres for a seasonal sports dome.

j) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

k) **School board administrative uses** are permitted in a **building** constructed as a **school** in all residential zones as a principal **use**, provided the **building** has existed on the **lot** for a minimum of 2 years, and the **lot** has a **front** or **side lot line** in common with a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, Neighbourhood Connector or Industrial Connector as identified on Schedule B in Part 10 of this By-law.

l) Where a **school** site consists of multiple **lots**, the **school** site shall be considered one **lot** for the purposes of this By-law.

## 5.16 Long-Term Care Facility and Retirement Home

The following regulations apply to a **long-term care facility** and **retirement home**:

a) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

b) Minimum **lot frontage**: 30 metres.

c) Minimum **lot area**: 900 square metres.

d) Minimum **front yard**: 7.5 metres.

e) Minimum **rear yard**: 9 metres.

f) Minimum **interior side yard**: 3 metres plus an additional 3 metres where the **yard** is adjacent to an LN1 to LN7 **zone**.

g) Minimum **exterior side yard**: 6 metres.

h) Maximum **building height**: 15 metres.

i) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

## 5.17 Public and Private Hospitals

The following regulations apply to public and private hospitals:

a) Maximum **lot frontage**: 30 metres.

b) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

c) Minimum **setback** from any **street line**: 3 metres.

d) Minimum **setback** from all other **lot lines**: 15 metres.

e) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

## 5.18 Places of Worship

The following regulations apply to a place of worship:

a) Includes an attached or detached manse, an **accessory dwelling unit** for a watchman and any other associated **buildings** located on the same property.

b) Minimum **lot frontage**: 30 metres.

c) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

d) Minimum **setback** from any **lot lines** or **street line**: 15 metres.

e) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

### 5.19 Day Care Centre

The following regulations apply to a **day care centre**:

a) Minimum **lot frontage**: 15 metres.

b) Shall provide services to more than 5 children or adults.

c) Shall not provide for overnight accommodation to those being cared for.

d) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

e) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector, as identified on Schedule B in Part 10 of this By-law.

f) Within the LN1 to LN7 **zones**, the maximum **gross floor area** shall be 300 square metres.

g) Sections 5.19 e) and f) shall not apply to a **day care centre** on a **school** site or within a **school building**.

For all other **lot** and **building** requirements, the following shall apply:

a) within the LN1 to LN7 **zones**, the regulations for **detached dwellings** in the respective **zone**.

b) within the LN8 or HN **zones**, the regulations for **detached dwellings** in the LN1 **zone**.

c) Notwithstanding ii), a **day care centre** contained within an **apartment building** in the LN8 or HN **zones** shall be subject to the regulations for **apartment buildings** in the respective **zone**.

d) A **day care centre** is also permitted in conjunction with a **school** or place of worship where it will be subject to the **setback** requirements for a **school** or place of worship.

## 5.20 Group Home

The following regulations apply to a **group home**:

a) Minimum **lot frontage**: 15 metres.

b) In **apartment buildings** over 3 **storeys**, one **group home** is permitted for every 30 **dwelling units** and subject to one **group home** per floor.

c) The minimum **private amenity area** for any **group home** is 12 square metres for each resident, including live-in staff or receiving family.

d) Any **private amenity area** shall be located in the **rear yard**.

e) For all other **lot** and **building** requirements, the respective **zone** regulations for **detached dwellings** and **apartment buildings** shall apply.

## 5.21 Correctional Facility

The following regulations apply to a **correctional facility**:

a) Minimum **lot frontage**: 15 metres.

b) Minimum **lot area**: 500 square metres.

c) Maximum **lot coverage**: 35%.

d) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, or Urban Avenue as identified on Schedule B in Part 10 of this By-law.

e) Minimum **setback** from any **street line**: 3 metres.

f) Minimum **setback** from all other **lot lines**: 15 metres.

g) Maximum **building height**: 10 metres for a **peaked roof** or 7.5 metres for a **flat roof**.

h) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

## 5.22 Emergency Shelter

The following regulations apply to an **emergency shelter**:

a) Minimum **lot frontage**: 30 metres.

b) Minimum **setback** from any **street line**: 3 metres.

c) Minimum **setback** from all other l**ot lines**: 15 metres.

d) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

e) The maximum number of beds permitted in an **emergency shelter** is 20.

f) For all other **lot** and **building** requirements, the respective **zone** regulations for a **detached dwelling** shall apply.

### 5.23 Boarding House

The following regulations apply to a **boarding house**:

a) Minimum **lot frontage**: 18 metres.

b) The maximum number of beds permitted in a **boarding house** is 10.

c) For all other **lot** and **building** requirements, the respective **zone** regulations for a **detached dwelling** shall apply.

### 5.24 Additional Needs Housing

a) A **long-term care facility** shall be subject to the regulations of Section 5.16.

b) Other **additional needs housing** shall be permitted in any permitted housing form and subject to the regulations for the housing form in the respective **zone**.

### 5.25 Utility

Any **building** containing a **utility installation** must comply with **zone** regulations for a **detached dwelling** in the LN1 to LN7 **zones**, and in the LN8 and HN **zones**, the respective **zone** requirements for **detached dwellings** in the LN1 **zone** shall apply.

### 5.26 Agricultural Uses

a) Livestock operations, greenhouses, and outdoor cannabis production facilities are not permitted in a residential **zone**.

b) A minimum **setback** of 15 metres from a **street line** or l**ot line** is required for all **buildings** excluding a dwelling which shall be subject to the regulations of the respective **zone**.

### 5.27 Bed and Breakfast

A **bed and breakfast** is permitted in a **detached dwelling** subject to the following regulations:

a) Minimum **lot frontage**: 18 metres.

b) A maximum of three guest rooms or suites.

c) No one other than a resident of the dwelling may be employed or have their services retained in the operation of the **bed and breakfast**.

d) Meals shall be provided to the guests of the **bed and breakfast** only.

## 5.28 Model Homes

**Model homes** are permitted on lands that have received draft plan of subdivision or condominium approval for residential purposes, subject to the following regulations:

a) The number of **model homes** does not exceed 10 units or 10% of the **dwelling units** draft approved in the plan of subdivision or condominium whichever is the lesser.

b) The **model home** is built within a **lot** defined by the draft approved plan of subdivision or condominium.

c) The **model home** complies with all other requirements of this By-law for the applicable type of **dwelling unit** with the exception of the parking requirements.

## 5.29 Temporary Sales Offices

a) The **temporary sales office** is located in the plan of subdivision, condominium, or site plan where the **lots** or units are being sold or leased.

b) The **temporary sales office** shall not be permitted until an applicable plan of subdivision, condominium, or site plan control has received draft plan approval.

c) The **temporary sales office** shall only be permitted for such period that work within a relevant plan of subdivision, condominium, or site plan remains in progress, having not been finished or discontinued for 60 days.

d) The **temporary sales office** shall comply with the minimum **yards** for the applicable **zone**.

## 5.30 Temporary Building and Structures for Construction

a) Temporary **buildings** and **structures**, including a **shipping container**, normal and incidental to construction shall be permitted in all **zones**, provided that a valid **building** permit has been issued by the City of Burlington where a **building** permit is required, and that these uses shall only be permitted so long as the same are necessary for any work in progress which has been neither finished nor abandoned.

b) Temporary **buildings** and **structures** shall be removed from the site within 60 days of final building permit inspection.

## 5.31 Tents and Temporary Structures

a) The **use** of temporary **structures**, tents, trailers or **recreational vehicles** for human habitation, business, storage of merchandise or other purposes, is prohibited except:

i) Tents may be used for children's play, excluding camps.

ii) Tents maybe be used by the operators of a circus, carnival or carousel for a maximum period of 14 days.

iii) Tents or trailers may be used for a special occasion or special sale of goods or merchandise in conjunction with a **permitted use**, for a maximum of 30 days in a calendar year.

iv) One tent may be used for the seasonal sale of flowers, plants, shrubs, trees and other garden materials and landscape products, provided the zoning of the property permits the sale of these items, for a maximum period of 90 days and limited to one occasion in a 12 month period.

v) Temporary stages and other **structures** for entertainment purposes shall be permitted for a maximum period of 10 days.

vi) The temporary **structure**, tent, trailer or **recreational vehicle** shall be set back a minimum of 3 metres from a **street line** and shall not be located within a required **landscaped open space**.

## 5.32 Temporary Storage and Shipping Containers

a) A movable storage **structure** or a **shipping container** may be permitted in a **driveway** of a residential property for a period not exceeding 30 days in any given calendar year, provided that:

i) the movable storage or **shipping container** is not located within or blocking access to a required **parking space.**

ii) the movable storage or **shipping container** is set back a minimum of 0.6 metres from a **street line.**

iii) it does not exceed a maximum height of 3 metres and a maximum length of 6.1 metres.

b) In no case shall a movable storage **structure** or **shipping container** encroach onto a public sidewalk, or a public right-of-way, or create a site line obstruction.

## 5.33 Number of Buildings Per Lot

No more than one **building** shall be located on a **lot** in a LN1 to LN7 **zone**, with the exception of an **accessory building or structure** or an **additional residential unit – detached** as specifically permitted in this By-law, or on **school** sites.

## 5.34 Availability of Municipal Services and Utilities

No land shall be built upon and no **building** or **structure** shall be erected or expanded for any purpose unless municipal services and utilities including sanitary sewers, storm sewers and drains, water mains, electric power lines and roads are available and adequate.

## 5.35 Outdoor Patios

An **outdoor patio** is not permitted in a residential **zone.**

## 5.36 Kennels

A **kennel** is not permitted in a residential **zone**.

## 5.37 Exceptions to Height Provisions

The height restrictions of this By-law shall not apply to:

a) an antenna or mast (when attached to or on a **building**)
b) a chimney or smokestack
c) a spire or steeple on a place of worship
d) clock tower, bell tower, belfry, or church tower
e) ornamental architectural features such as, but not limited to, cupolas and finials
f) an electrical power transmission tower or line and related apparatus
g) rooftop **mechanical equipment** and **mechanical penthouse** (subject to Section 5.38)
h) a light standard, including outdoor sports field lighting facilities
i) a flag pole
j) a Federally regulated and authorized telecommunications tower
k) a water tower
l) a weathervane, lightning rod or other weather device
m) storage tank
n) roof top solar panel (subject to Section 5.39)
o) a required fire wall extending above the top of the roof of a **building**
p) **buildings** and **structures** that are **accessory** to a permitted **agricultural use**, provided that the **building** or **accessory structure** is not used for human habitation.
q) roof top access to a **rooftop terrace** provided that:
    i) the feature must be set back a distance equal to its height from the **exterior front wall** and exterior **rear wall**;
    ii) the maximum total area for the feature is 10.5 square metres;

iii) the maximum projection for eaves beyond the exterior walls of the feature is 0.6 metres; and

iv) the maximum height to the eaves of the roof top access is 3 metres.

## 5.38 Mechanical Equipment including Roof Top Mechanicals

a) Roof top **mechanical equipment**:

i) Shall have a minimum **setback** of 5 metres from the **building** edge.

ii) Notwithstanding i) above, shall have a minimum **setback** of 1.5 metres from the **building** edge provided it is enclosed on four sides and screened with solid screening equal to the height of rooftop mechanical unit.

iii) A **mechanical penthouse**, including any appurtenances thereto shall not exceed 6 metres above the maximum **building height**.

iv) Rooftop **mechanical equipment**, including any appurtenances thereto shall not exceed 2 metres above the maximum **building height**.

b) **Unitary equipment** not located on a rooftop shall be subject to the following regulations:

i) Permitted in all **yards**.

ii) Minimum **interior side yard**, **exterior side yard** and **rear yard**: 0.6 metres.

iii) When located in the **front yard**, shall be no further than 1.5 metres from the **front wall** of the **principal building**.

## 5.39 Roof Top Solar Panels

a) Rooftop solar panels that exceed a height of 0.9 metres above the roof upon which it is located shall be set back a minimum of 5 metres from all edges of a roof.

b) Notwithstanding a) above, rooftop solar panels shall not exceed a height of 2 metres above the roof upon which it is located.

## 5.40 Structures Related to Below-grade Parking

Notwithstanding any other requirement of this By-law, air ventilation shafts or an access staircase, shall be permitted anywhere on the same **lot** as the **parking structure** is located, subject to the following regulations:

a) Shall not be located in a required **front yard** or **exterior side yard**.

b) Shall have a minimum **setback** of 3 metres from any **lot line**.

## 5.41 General Landscaping Provisions

a) To qualify for any minimum **landscaped open space** or **soft landscaped open space** requirement of this By-law, an individual area of landscaping provided on a **lot** shall contain an area with minimum dimensions of 3 metres by 3 metres and may include additional area of lesser dimensions provided the additional area is contiguous to the 3 metres by 3 metres area.

b) Required **soft landscaped open space** shall **abut** the **front lot line**.

c) Landscaping provided on the roof of a **building** shall be included in the calculation of required **landscaped open space** on the **lot**, provided it meets the requirements of a) above and has a minimum soil depth of 1 metre.

## 5.42 Exterior Barrier-Free Accessibility Ramp

An exterior unenclosed ramp to provide a barrier-free path of travel to a **building** or **structure** as may be required under the *Ontario Building Code Act* or *Accessibility for Ontarians with Disabilities Act* shall be exempt from the provisions of this By-law except for the following requirements:

a) **Setback** from a **front lot line**: 0.5 metres.

b) **Setback** from a **side lot line abutting** a **street**: 0.5 metres.

c) **Setback** from all other **lot lines**: 1 metre.

## 5.43 Setbacks Abutting Creek Blocks and Other Zones

a) Notwithstanding the other regulations of this By-law, all **buildings** and **structures** shall maintain the following **setbacks** from lands which fall outside Conservation Halton's regulated area and are zoned O2 or O3 in the following maps of the City of Burlington Zoning By-law 2020:

   i) 15 metres from an O2 or O3 **zone** on Zoning Maps 1-W and 1-E north of Plains Road West;

   ii) 3 metres if **creek block** includes a 3 metres buffer from limit of the **floodplain** and erosion hazards; and,

   iii) 7.5 metres from an O2 or O3 **zone** on all other Zoning Maps except Zoning Maps 25, 30 and 29.

b) The above **setbacks** may be reduced to the applicable **setback** requirement contained in the base zoning, provided the approval of the **City** is obtained.

## 5.44 Setback from a Watercourse

Every **building**, including **accessory buildings** 15 square metres in size or greater, and **parking lots** shall maintain a minimum **setback** of 6 metres from the greater of

the limit of the **floodplain** and the top-of-bank of any **watercourse** which is not within a **creek block**, unless a reduced **setback** is specifically permitted by Conservation Halton or, in the case of a **watercourse** not regulated by Conservation Halton.

### 5.45 Setback from a Pipeline Right-of-Way

a) Every **building** and **accessory building** shall maintain a minimum **setback** of 7.7 metres from a pipeline right-of-way.

b) **Accessory structures** shall maintain a minimum **setback** of 3.3 metres from the pipeline right-of-way.

c) Notwithstanding b) above, every **structure**, **parking area**, **parking lot**, or loading area, including any **parking spaces**, **loading spaces**, stacking spaces, and any associated **parking aisle** or **driveway** shall maintain a minimum **setback** of 7.7 metres from the TransCanada PipeLines Limited (TCPL) pipeline right-of-way.

### 5.46 Setback from a Highway Corridor

Notwithstanding any other provision of this By-law, all **buildings** and **structures** and the following features shall have a minimum **setback** of 14 metres from the **lot line abutting** the boundary of Highway 403, Highway 407 and the Queen Elizabeth Way:

a) Any required **parking area**, **parking lot** or loading area, including any required **parking space**, **loading space**, stacking space, or **bicycle parking space**, and any associated **parking aisle** or **driveway**;

b) A required **amenity area**; and

c) A stormwater management facility.

# Part 6: Parking and Loading

## 6.1 Off-Street Parking and Loading Space Requirements

a) Whenever a new **development** occurs or whenever an **existing development** is enlarged, extended or increased in capacity, in accordance with this By-law, off-street vehicle **parking spaces** shall be provided and maintained.

b) Any **parking space**, **accessible parking space**, **bicycle parking space**, and **loading space** requirements of this By-law shall be provided for and located on the same **lot** as the **use** for which the parking is required.

c) The number of **parking spaces** required for **permitted uses** in all **zones** shall be in accordance with Table 3, unless otherwise specified in the respective **zones**. Where more than one **use** specified in Table 3 is provided on the same **lot** or in the same **building**, the **parking spaces** required shall be in respect of each **use**.

d) For **developments** containing 11 **dwelling units** or more, a minimum of one **electric vehicle parking space** shall be provided. If the **electric vehicle parking space** is provided as a visitor **parking space**, it shall not count towards meeting the minimum number of visitor **parking spaces** or **accessible parking spaces** required in Table 3 or Section 6.1 of this By-law, respectively.

**Table 3: Off-Street Parking Standards**

| Use | Minimum Parking Standard |
|---|---|
| **Cluster Home**<br>**Detached Dwelling**<br>**Semi-Detached Dwelling** | 2 **parking spaces** per unit;<br><br>If on a **parcel of tied land** fronting onto a common element condominium road:<br>1.5 **parking spaces** per unit where 1 **parking space** shall be located on the **parcel of tied land** and 0.5 **parking spaces** per unit for visitor parking shall be located within the common element condominium block which contains the condominium roadway. |
| **Street Townhouse, Rear Lane Townhouse** | 2 **parking spaces** per unit |
| **Block Townhouse** | 2 **parking spaces** per unit, 0.25 visitor **parking spaces** per unit |
| **Stacked Townhouse**<br>**Stacked Back-to-Back Townhouse** | 1 **parking space** per unit, 0.25 visitor **parking spaces** per unit |
| **Back-to-Back Townhouse** | 2 **parking spaces** per unit, 0.25 visitor **parking spaces** per unit |
| **Apartment Building** | 1 **parking space** per one-bedroom unit<br>1.25 **parking spaces** per two-bedroom unit |

# Parking and Loading

| Use | Minimum Parking Standard |
|---|---|
| | 1.5 **parking spaces** per three or more bedroom unit<br>0.25 visitor **parking space** per unit<br>1 additional **parking space** per 75 units for the use of maintenance vehicles servicing the site |
| **Dwelling Units on the 2nd or 3rd floor of a 2 or 3 storey commercial building** | 1.25 **parking spaces** per unit, inclusive of visitor parking |
| **Additional Residential Unit** | 0 **parking spaces** for the first **additional residential unit**<br>1 **parking space** for the second or third **additional residential unit** |
| **Bed and Breakfast**<br>**Boarding House** | 1 **parking space** per guest room |
| **Cemetery** | 1 **parking space** per employee plus 1 **parking space** per 4 seats chapel capacity |
| **Convent, Monastery** | 1 **parking space** per 2 beds |
| **Convenience Store, retail store** | 3.5 **parking spaces** per 100 $m^2$ **gross floor area** |
| **Correctional Facility** | 0.85 **parking space** per employee<br>0.25 visitor **parking spaces** per resident |
| **Day Care Centre** | 4 **parking spaces** per 100 $m^2$ **gross floor area** |
| **Emergency Shelter** | 0.85 **parking space** per employee<br>0.25 visitor **parking spaces** per resident |
| **Group Home** | 2 **parking spaces** |
| **Home Occupation** | None required |
| **Home Day Care** | None required |
| **Hospital, Health Care Facility** | 0.65 **parking spaces** per patient bed |
| **Long-Term Care Facility** | 0.35 **parking spaces** per bed |
| **Medical Office** | 6 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **Office** | 3 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **Personal Service** | 4 **parking spaces** per 100 $m^2$ **gross floor area** |
| **Place of Worship** | 0.2 **parking spaces** per seat or prayer space, or<br>6 **parking spaces** per 100 $m^2$ of **gross floor area**, whichever is higher |
| **Restaurant, Standard** | 18.5 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **Restaurant, Take-Out** | 10 **parking spaces** per 100 $m^2$ of **gross floor area** |

| Use | Minimum Parking Standard |
|---|---|
| **Retirement Home** | 0.6 **parking spaces** per unit<br>0.25 visitor **parking spaces** per unit<br>1 additional **parking space** per 50 units for the use of maintenance vehicles servicing the site |
| **Retail Store** | 3.5 **parking spaces** per 100 $m^2$ of **gross floor area** |
| Retail Centre | 5 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **School** | For elementary **schools**: 1.5 **parking spaces** per classroom<br>For secondary **schools**: 3 **parking spaces** per classroom |
| **Post-Secondary School** | 5 **parking spaces** per classroom plus 1 **parking space** per 20 $m^2$ of **gross floor area** of auditoriums |

e) In addition to **parking spaces**, a residential **building** containing 25 **dwelling units** or more shall provide and maintain on the same **lot** a minimum of 1 **loading space**.

f) In addition to **parking spaces**, industrial or commercial uses that require the receiving, shipping, loading or unloading of goods, wares, merchandise or raw materials, shall comply with the following minimum regulations:

i) 1 **loading space** for **gross floor area** between 300 square metres and 2,299 square metres;

ii) 2 **loading spaces** for **gross floor area** of 2,300 square metres to 7,360 square metres; and

iii) 1 additional **loading space** for each **gross floor area** increment of 9,200 square metres (or part thereof) over 7,360 square metres.

## 6.2 Parking Space & Loading Space Size

a) Unless otherwise specified in this By-law, all **parking spaces** shall have a minimum width of 2.75 metres and a minimum area of 16.5 square metres.

b) Parallel **parking spaces** shall comply with the following minimum dimensions:

i) 2.75 metres in width;

ii) 7.2 metres in length; and

iii) Unobstructed end spaces may be 6.7 metres in length.

c) Where a wall, column or other obstruction is adjacent to or within a **parking space** in a **parking structure**, the minimum width of the **parking space** shall increase by 0.3 metres.

d) Notwithstanding c) above, an additional 0.3 metres is not required when:

i) The maximum length of the wall, column or any other obstruction does not exceed 1.15 metres from the non-driving aisle end of the **parking space**;

ii) The wall, column or any other obstruction is located at the front or rear of the **parking space**.

e) Up to 5% of the minimum required **parking spaces** may be designed for a motorcycle, cargo bicycle or similar vehicle and shall be clearly identified as being reserved for the parking of motorcycles, cargo bicycles or similar vehicles only.

f) Notwithstanding any other provision in this By-law, a **parking space** for motorcycles, cargo bicycles or similar vehicles shall comply with the following minimum dimensions:

i) 1.3 metres in width; and

ii) 3 metres in length.

g) The minimum internal dimensions for a **private garage** shall comply with the following minimum dimensions:

i) 6 metres in depth;

ii) 3 metres in width; and

iii) 2 metres of height clearance.

h) The minimum internal dimensions for unobstructed area in the **private garage** shall comply with the following minimum dimensions:

i) 5.5 metres in depth;

ii) 3 metres in width; and

iii) 2 metres of height clearance.

One step is permitted in the unobstructed area.

i) **Loading spaces** shall comply with the following minimum dimensions:

i) 3 metres in width;

ii) 9.7 metres in length; and

iii) 3 metres of height clearance.

j) The location of loading doors and associated loading facilities:

i) Shall not be allowed within a **yard abutting** a **street**; and

ii) Shall not be allowed in a required **yard abutting** an LN 1 to LN8 **zone**.

## 6.3 Surface Treatment

Every **parking lot** shall be graded and drained and the surface treated so as to provide a permanent durable and dustless surface.

## 6.4 Parking Structures

a) Any part of a **parking structure** that projects 1.6 metres or more above **grade** shall be subject to the **yard** requirements of the **zone**.

b) Entrance and exit ramps to below-ground **parking structures** and above-ground **parking structures** or **buildings** shall be set back 7.5 metres from a **street line**.

c) A minimum **setback** of 2 metres from any **lot line** shall apply to below-ground **parking structures**.

d) Where a below-ground **parking structure** is located in accordance with c) above, and is located below a required **landscaped open space**, there shall be a minimum depth of 2 metres between **grade** and the top of the **structure**.

## 6.5 Designated Accessible Parking Spaces

a) Where **parking spaces** are required, **accessible parking spaces** shall be provided in accordance with this section.

b) The total number of **accessible parking spaces** required shall be in accordance with Table 4. Where both resident and visitor **parking spaces** are required for a residential **use**, the **accessible parking spaces** required shall be calculated as the sum of the requirements of Table 4 applied to each type of parking (i.e. resident and visitor).

**Table 4: Accessible Parking Standards**

| Required Parking Spaces | Required Accessible Parking Spaces |
|---|---|
| 12 or fewer | 1 Type A space |
| 13-100 | 4% of **parking spaces** with an equal number of Type A and Type B spaces (1) |
| 101-200 | 1 space plus 3% of **parking spaces** with an equal number of Type A and Type B spaces (1) |
| 201-1,000 | 2 spaces plus 2% of **parking spaces** with an equal number of Type A and Type B spaces (1) |
| 1,001 or greater | 11 spaces plus 1% of **parking spaces** with an equal number of Type A and Type B spaces (1) |

**Notes:**

(1) If an odd number of **accessible parking spaces** is required, the additional space may be a Type B **accessible parking space**, except if only one **accessible parking space** is required, it shall be a Type A space.

c) Section 6.5 b) above shall not apply to **detached dwellings**, **semi-detached dwellings**, **cluster homes**, **street townhouses**, and **rear lane townhouses**.

d) **Accessible parking spaces** shall be counted towards the minimum number of required **parking spaces**.

e) Where an **accessible parking space** is provided, the **accessible parking space** shall:

i) be identified with a provincially regulated vertical sign displaying the international symbol for **accessible parking spaces** and, for a 'Type A' space, identifying the space as van accessible;

ii) be located adjacent to a delineated **accessible access aisle** with a minimum width of 2 metres;

iii) comply with the **accessible parking space** dimensions in Table 5.

**Table 5: Accessible Parking Space Dimensions**

| Accessible Parking Space Type | Minimum Width | Minimum Length | Minimum Overhead Clearance |
|---|---|---|---|
| Type A | 3.4 m | 6 m | 2.75 m |
| Type B | 2.75 m | 6 m | 2.75 m |

f) Where there are **accessible parking spaces** in a **parking lot**, the entrance of the **parking lot** and circulation to and from the **accessible parking spaces** shall include a minimum overhead clearance of 2.75 metres.

## 6.6 Bicycle Parking

a) A **bicycle parking space** not located in an enclosure must be separated from **parking spaces**, visitor **parking spaces** or **loading spaces** by 2 metres.

b) Each horizontal **bicycle parking space** shall be a minimum of 0.6 metres wide, 1.8 metres deep with 2 metres of height clearance, exclusive of parking racks and hardware.

c) Each vertical **bicycle parking space** shall be a minimum of 0.6 metres wide, 1.1 metres deep with 2.3 metres of height clearance, exclusive of parking racks and hardware.

d) A minimum of 5% of required **bicycle parking spaces** shall be designated spaces for large bicycles, such as cargo, recumbent and bicycles with trailers.

e) Each **bicycle parking space** for large bicycles, such as cargo, recumbent and bicycles with trailers shall be horizontal.

f) Each horizontal **bicycle parking space** for large bicycles, such as cargo, recumbent and bicycles with trailers shall be a minimum of 0.91 metres wide, 3.05 metres deep with 2 metres of height clearance, exclusive of parking racks and hardware.

g) Each **bicycle parking space** shall be accessed by an aisle with a minimum width of 1.5 metres.

h) **Bicycle parking spaces** and accesses shall be located on hard-surfaced areas.

i) **Short-term bicycle spaces** and **long term bicycle parking spaces** shall be provided in accordance with the minimum requirements in Table 6.

j) Where a **lot** contains more than one use, the required number of **bicycle parking spaces** is the sum of all **bicycle parking spaces** required for each use.

k) **Long term bicycle parking spaces**:

i) A minimum of 25% of the required **long term bicycle parking spaces** shall be stored in a horizontal ground mounted position. The remainder of the spaces may be provided as **stacked** or vertical **bicycle parking spaces.**

ii) A minimum of 50% of the required **long term bicycle parking spaces** must be horizontal. A **bicycle parking space** located on the lower level of stacked rack is considered a horizontal **bicycle parking space**.

l) **Short term bicycle parking spaces**:

i) Shall be located no more than 25 metres from the primary pedestrian entrance to the **building**.

ii) A minimum of 25% of the required **short term bicycle parking spaces** shall be weather protected, except none of the required **bicycle parking spaces** for an elementary **school** are required to be weather protected.

iii) Must not be provided as **stacked** or vertical **bicycle parking space.**

**Table 6: Bicycle Parking Space Requirements**

| Use | Bicycle parking spaces, long term – minimum required | Bicycle parking spaces, short term – minimum required |
|---|---|---|
| **Apartment building** | 0.1 spaces per **dwelling unit**, 2 spaces minimum | 0.5 space per **dwelling unit**, 2 spaces minimum |
| Commercial multi-unit **building** (includes individual **buildings** on the same **lot** as the multi-unit **building**) | 0.2 spaces per 100 $m^2$ of **gross floor area**, 3 spaces minimum | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |

| Use | Bicycle parking spaces, long term – minimum required | Bicycle parking spaces, short term – minimum required |
|---|---|---|
| **Retail Store** | 0.2 spaces per 100 $m^2$ of **gross floor area**, 3 spaces minimum | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| **Day Care Centre** | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum | 0.2 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| **Restaurant** | 3 spaces plus 1 space per 1000 $m^2$ of **gross floor area** | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| **Office/ medical office** | 0.13 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum | 0.2 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum[1] |
| Elementary **School** | No minimum | 4 spaces minimum |
| All other commercial uses not otherwise specified | 0.05 spaces per 100 $m^2$ of **gross floor area** | 2 spaces minimum 0.09 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| Industrial uses | 0.03 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum | 0.07 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| All other non-residential uses not otherwise specified | 2 spaces minimum | 2 spaces minimum |

## 6.7 Driveway Width, Length and Landscaped Open Space Area

a) A maximum of one **driveway** shall be permitted for each residential **lot**, except in the case of a **corner lot** or **through lot** where a maximum of one **driveway** per **street** frontage may be permitted if the second **driveway** location is approved by the **City**.

b) Where two **driveways** are permitted, the maximum width of one **driveway** shall be 4 metres inclusive of **walkways**.

c) Unless otherwise specified in this By-law, **driveways** shall be a minimum of 6 metres in length. For **driveways** with direct access to a **public street**, **driveway**

length shall be measured from the **street line** to the front of garage or where there is no garage, to the end of the **driveway**. For **driveways** with direct access to a **private street**, **driveway** length shall be measured from back of sidewalk, or where there is no sidewalk from back of curb, to the front of garage or where there is no garage, to the end of the **driveway**.

d) **Driveways** shall have a minimum width of 2.75 metres. The width of **driveways** and **walkways** shall be measured perpendicular to the direction of travel of the vehicle or person.

e) Unless otherwise specified in this By-law, the combined maximum width of all hard surfaces (**driveways** plus **walkways**) for all dwelling types except **apartment buildings** shall be:

i) For **lot frontage** less than 9 metres in width: 4.5 metres.

ii) For **lot frontages** equal to or greater than 9 metres and less than 12 metres in width: 5.5 metres.

iii) Notwithstanding the above, for **lot frontages** less than 12 metres in width with an **existing** dwelling containing a two-car garage on or before December 14, 2009: 7 metres.

iv) For **lot frontages** equal to or greater than 12 metres and less than 18 metres in width: 7.5 metres.

v) For **lot frontages** equal to or greater than 18 metres in width: 10 metres.

f) For **lots** identified in e) above, the remaining **lot area** between a **street line** and a **front wall** of the dwelling facing a **street** shall be **landscaped open space**, excluding **porches** and stairs.

g) Circular **driveways** are permitted subject to the following:

i) **Lot frontage** is equal to or greater than 21 metres.

ii) Must be located in a front or **exterior side yard**.

iii) Maximum width of a **walkway** shall be 2 metres.

iv) The combined width of the two points of access shall not exceed a maximum width of 9 metres.

v) The widest point beyond circular **driveway** shall not exceed a maximum width of 9 metres.

vi) Minimum width of 8 metres of **landscaped open space** between **driveway** access points.

## 6.8 Tandem Parking

a) Required **parking spaces** shall be readily accessible without obstructions at all times for parking and removal of a **motor vehicle** without the necessity of moving any other vehicle or obstruction.

b) Notwithstanding a) above, required **parking spaces** for the following uses are permitted to be provided as **tandem parking spaces**:

   i) **Additional residential units**;

   ii) **Group homes,** provided that at least 2 **parking spaces** are accessible at all times;

   iii) **Dwelling units,** provided:

      i. the **tandem parking spaces** are located in a **private garage** or on a **driveway** devoted exclusively to the **dwelling unit**; or

      ii. the **tandem parking spaces** are located in a **parking lot** or **parking structure**, are occupant spaces, and comprise a maximum of 20% of the required occupant parking.

# Part 7: Residential Zones

## 7.1 Purpose Statements for Residential Zones

**Low-Rise Neighbourhood 1-6 (LN1 to LN6)**
The purpose of these **zones** is to accommodate **detached dwellings**, **semi-detached dwellings** and, in the Orchard Community, **street townhouses**.

**Low-Rise Neighbourhood 7 (LN7)**
The purpose of this **zone** is to accommodate **cluster homes** on a single **lot.**

**Low-Rise Neighbourhood 8 (LN8)**
The purpose of this **zone** is to accommodate **existing detached dwellings,** new **detached dwellings** with at least one **additional residential unit – attached**, in addition to **semi-detached dwellings**, **block townhouses**, **street townhouses**, **rear lane townhouses**, **stacked townhouses**, **back-to-back townhouses** and **stacked back-to-back townhouses**. **Apartment buildings**, **personal services** and **retail stores** are also permitted subject to additional provisions.

**High-Rise Neighbourhood (HN)**
The purpose of this **zone** is to accommodate new **detached dwellings** with at least two **additional residential units – attached**, **block townhouses, street townhouses**, **rear lane townhouses**, **stacked townhouses**, **back-to-back townhouses**, **stacked back-to-back townhouses** and **apartment buildings**. **Personal services**, **restaurants** and **retail stores** are also permitted subject to additional provisions.

## 7.2 Permitted uses

The following Table 7 establishes the uses permitted in the Residential **Zones**.

**Table 7: Permitted uses in residential zones.**

| Permitted uses | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 | LN7 | LN8 | HN |
|---|---|---|---|---|---|---|---|---|---|
| **Residential uses** | | | | | | | | | |
| **Detached Dwelling** | P | P | P | P | P | P | -- | P (1)(2) | P (3) |
| **Semi-Detached Dwelling** | P | P | P | P | P | P | -- | P | -- |
| **Cluster Homes** | -- | -- | -- | -- | -- | -- | P | -- | -- |
| **Block Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Street Townhouse** | P (4) | -- | -- | -- | -- | -- | -- | P | P |
| **Rear Lane Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Back-to-back Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Stacked Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Stacked Back-to-Back Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Apartment Building** | -- | -- | -- | -- | -- | -- | -- | P (5) | P |
| **Non-residential uses** | | | | | | | | | |
| **Personal Service** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |
| **Restaurant Standard** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |
| **Restaurant Take-Out** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |
| **Retail Store** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |

**Notes:**

(1) **Existing detached dwellings** are permitted.

(2) New **detached dwellings** containing a minimum of one **additional residential unit – attached** are permitted.

(3) New **detached dwellings** containing a minimum of two **additional residential units – attached** are permitted.

(4) Permitted only on **lots** in the Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west).

(5) Permitted only on **lots** with a **front lot line abutting** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

(6) Permitted on the ground floor of a **street townhouse or apartment building** located adjacent to a Major Arterial, Multi-Purpose Arterial, Urban Avenue, or Main Street identified on Schedule B in Part 10 of this By-law to a maximum **gross floor area** of 300 square metres.

## 7.3 Provisions for Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones

### a) Lot and Building Requirements by Building Type

The following Table 8 and additional regulations establish the **zone** standards that apply to **detached dwellings** in the Low-Rise Neighbourhood LN1 to LN6 **zones**. Regulations for **accessory buildings and structures** are set out in Section 5.2.

**Table 8: Provisions for Detached Dwellings**

| | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 |
|---|---|---|---|---|---|---|
| Minimum **Lot Area** | 225 $m^2$ | 270 $m^2$ | 360 $m^2$ | 425 $m^2$ | 680 $m^2$ | 925 $m^2$ |
| Minimum **Lot Frontage** | 7.5 m | 9 m | 12 m | 15 m | 18 m | 24 m |
| Minimum **Front Yard** | 3 m (1) | 3 m (1) | 6 m (1) | 6 m (1) | 7.5 m (1) | 9 m (1) |
| Maximum **Lot Coverage** | 50% | 50% | 40% (2) | 35% (2) | 35% (2) | 35% (2) |
| Minimum **Rear Yard** | 6 m | 7 m | 7.5 m (3) | 9 m (3) | 9 m (3) | 9 m (3) |
| Minimum **Interior Side Yard** | 1.2 m one side, 0.6 m other side (4) | 1.2 m one side, 0.6 m other side (4) | 1.2 m one side, 0.6 m other side (4) | 1.5 m (4) | 1.8 m (4) | 2.4 m (4) |
| Minimum **Exterior Side Yard** | 3 m (1) | 3 m (1) | 4.5 m (1) | 4.5 (1) | 4.5 (1) | 9 m (1) |
| Minimum **Front Yard Soft Landscaped Open Space** | 30% | 30% | 30% | 30% | 40% | 50% |
| Maximum **Building Height** | 11.5 m for a **peaked roof** or 7.5 m for | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5)(6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) |

| | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 |
|---|---|---|---|---|---|---|
| | a **flat roof** | | | | | |

**Notes:**

(1) The minimum required **front yard** or **exterior side yard** may be reduced to the **established front** or **exterior side yard**, provided there is a minimum **setback** of 1 metre from the **street line**.

(2) Maximum **lot coverage** on a **lot** with one or more **additional residential units** shall be 45%.

(3) On a **corner lot** the **rear yard** may be 4.5 metres.

(4) Where a detached **private garage** is in the **rear yard**, the minimum **interior side yard** leading to the **rear yard private garage** shall be 3 metres.

(5) Properties in the Alton Community (lands bounded by Highway 407 to the north, Appleby Line to the east, and Dundas Street to the south) or Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west)) shall have a maximum **building height** of 14 metres for a **peaked roof** or 10 metres for a **flat roof**.

(6) Properties with a **front** or **exterior side yard abutting** Lakeshore Road and North Shore Boulevard and all properties south of Lakeshore Road and North Shore Boulevard shall have a maximum **building height** of 13 metres for a **peaked roof** or 10 metres for a **flat roof**. For **through lots**, the front **building** elevation shall determine the front of the **lot** for this regulation.

**b) Additional Provisions for Detached Dwellings**

i) The total width of all **private garage** door openings facing a **street** shall not exceed 50% of the width of its **building** elevation.

ii) An attached **private garage** with a garage door facing a **street** is not permitted to project beyond the longest wall facing a **street** and containing residential floor area on the **first storey** of a dwelling, or where there is a **porch** attached to the longest wall facing a **street**, it shall not project past the **porch**.

iii) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

iv) In the LN5 and LN6 **zones**, the maximum **building** depth shall be 20 metres, measured from the minimum **front yard** or **established front yard**, whichever is less, to the wall closest to the **rear lot line**.

## 7.4 Provisions for Semi-Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones

### a) Lot and Building Requirements by Building Type

The following Table 9 and additional regulations establish the **zone** standards that apply to each **semi-detached dwelling unit** in the Low-Rise Neighbourhood **zones**. Regulations for **accessory buildings and structures** are set out in Section 5.2.

**Table 9: Provisions for Semi-Detached Dwellings**

| | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 |
|---|---|---|---|---|---|---|
| Minimum **Lot Area** | 165 $m^2$ | 165 $m^2$ | 270 $m^2$ | 270 $m^2$ | 400 $m^2$ | 500 $m^2$ |
| Minimum **Lot Frontage** | 6.5 m | 6.5 m | 9 m | 9 m | 9.5 m | 13 m |
| Minimum **Front Yard** | 3 m (1) | 3 m (1) | 6 m (1) | 6 m (1) | 7.5 m (1) | 9 m (1) |
| Maximum **Lot Coverage** | 50% | 50% | 40% (2) | 40% (2) | 35% (2) | 35% (2) |
| Minimum **Rear Yard** | 6 m | 7 m | 7.5m | 9 m | 9 m | 9 m |
| Minimum **Interior Side Yard** | 0.6 m (3) | 0.6 m (3) | 1.2 m (3) | 1.5 m (3) | 1.8 m (3) | 2.4 m (3) |
| Minimum **Exterior Side Yard** | 3 m | 3 m | 4.5 m | 4.5 m | 4.5 m | 4.5 m |
| Minimum **Front Yard Soft Landscaped Open Space** | 30% | 30% | 30% | 30% | 30% | 30% |
| Maximum **Building Height** | 11.5 m for a **peaked roof** or 7.5 m for a **flat roof** | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (4)(5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) |

**Notes:**

(1) The minimum required **front yard** or **exterior side yard** may be reduced to the **established front** and/or **exterior side yard**, provided there is a minimum **setback** of 1 metre from the **street line**.

(2) Maximum **lot coverage** on a **lot** with one or more **additional residential units** shall be 45%.

(3) Where an **interior side lot line** shares a **common wall**, no **setback** is required.

(4) Properties in the Alton Community (lands bounded by Highway 407 to the north, Appleby Line to the east, and Dundas Street to the south) or Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west)) shall have a maximum **building height** of 14 metres for a **peaked roof** or 10 metres for a **flat roof**.

(5) Properties with a **front** or **exterior side yard abutting** Lakeshore Road and North Shore Boulevard and all properties south of Lakeshore Road and North Shore Boulevard shall have a maximum **building height** of 13 metres for a **peaked roof** or 10 metres for a **flat roof**. For **through lots**, the front **building** elevation shall determine the front of the **lot** for this regulation.

**b) Additional Provisions for Semi-Detached Dwellings**

i) The total width of all **private garage** door openings facing a **street** shall not exceed 50% of the width of the **building**.

ii) In the LN5 and LN6 **zones**, the maximum **building** depth shall be 20 metres, measured from the minimum **front yard** or **established front yard**, whichever is less, to the wall closest to the **rear lot line**.

iii) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

## 7.5 Provisions for Street Townhouses in the Low-Rise Neighbourhood 1 Residential Zone

**a) Lot and Building Requirements for Street Townhouses**

The regulations for permitted **street townhouses** in the Low-Rise Neighbourhood 1 **zone** shall be subject to the requirements of the LN8 **zone** in Section 7.7, except that the maximum **building height** shall be 11.5 metres for a **peaked roof** or 7.5 metres for a **flat roof**.

## 7.6 Provisions for Cluster Homes in the Low-Rise Neighbourhood 7 Zone

### a) Lot and Building Requirements by Building Type

The following Table 10 and additional regulations establish the **zone** standards that apply to **cluster homes** in the Low-Rise Neighbourhood 7 **zone**.

**Table 10: Provisions for Cluster Homes**

| | LN7 |
|---|---|
| Minimum **Lot Area** | 2000 $m^2$ |
| Minimum **Lot Frontage** | 12 m |
| Maximum **Lot Coverage** | 40% |
| Minimum **yard abutting** a **street** | 7.5 m |
| Minimum **yard abutting** a rear **building** elevation | 6 m (1) |
| Minimum **yard abutting** a side **building** elevation | 3 m (2) |
| Minimum **Landscaped Open Space** | 35% |
| Maximum **Building Height** | 10 m for a **peaked roof** or 7.5 m for a **flat roof** |

**Notes:**

(1) Except 9 metres **abutting** an LN3, LN4, LN5 or LN6 **zone**.

(2) Except 4.5 metres **abutting** an LN3, LN4, LN5 or LN6 **zone**.

### b) Additional Provisions for Cluster Homes

i) The minimum separation distance between **cluster homes** on the same **lot** shall be 2.4 metres for a **side wall** to **side wall** condition; 15 metres for a **rear wall** to **rear wall** condition; 15 metres for a **front wall** to **front wall** condition; 15 metres for a **front wall** to **rear wall** condition and 8.5 metres for a **side wall** to a **front wall** or **rear wall** condition.

ii) The minimum distance from a **side wall** to an **internal roadway, parking aisle**, **parking area, parking lot** or **parking space** shall be 1.5 metres.

iii) The minimum distance from a wall other than a **side wall** to an **internal roadway, parking aisle**, **parking area,** or **parking lot** shall be 3 metres.

iv) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

## 7.7 Low-Rise Neighbourhood 8 Residential Zone Provisions

### a) Lot and Building Requirements for Detached Dwellings

The regulations for permitted **detached dwellings** in the Low-Rise Neighbourhood 8 **zone** shall be subject to the requirements of the LN1 **zone** in Section 7.3.

### b) Lot and Building Requirements for Semi-Detached Dwellings

The regulations for **semi-detached dwellings** in the Low-Rise Neighbourhood 8 **zone** shall be subject to the requirements of the LN1 **zone** in Section 7.4, except that the maximum **building height** shall be 14 metres for a **peaked roof** or 10 metres for a **flat roof**.

### c) Lot and Building Requirements for Townhouses and Back-to-Back Townhouses

i) The following Table 12 establishes the **zone** standards that apply to the various **townhouse** and **back-to-back townhouse** forms in the Low-Rise Neighbourhood 8 **zone**.

**Table 12: Provisions for Block, Street, Rear Lane and Back-to-Back Townhouse**

| | Block Townhouse | Street Townhouse | Rear Lane Townhouse with detached rear garage | Rear Lane Townhouse with integral rear garage | Back-to-Back Townhouse (19) |
|---|---|---|---|---|---|
| Minimum **Lot Area** | 4000 $m^2$ | 160 $m^2$ (1) | 165 $m^2$ | 115 $m^2$ | 80 $m^2$ |
| Minimum **Lot Frontage** or **Unit Width** | 5.5 m | 6 m (2)(3) | 5.5 m (4) | 5.5 m (4) | 6 m |
| Minimum **Front Yard** | 4.5 m | 3 m | 3 m | 3 m | 3 m |
| Minimum **Rear Yard** | 7.5 m | 6 m | 1.75 m (5) | 1.75 m (5) | 0 m |
| Minimum **Interior Side Yard** | 1.2 m (7) | 1.2 m (6)(7) | 1.2 m (6)(7) | 1.2 m (6)(7) | 1.2 m (6)(7) |
| Minimum **Exterior Side Yard** | 3 m | 3 m | 3 m | 3 m | 3 m |
| Minimum **Common Amenity Area** | 10 $m^2$/unit (8) | N/R | N//R | N/R | N/R |

| | Block Townhouse | Street Townhouse | Rear Lane Townhouse with detached rear garage | Rear Lane Townhouse with integral rear garage | Back-to-Back Townhouse (19) |
|---|---|---|---|---|---|
| Minimum **Private Amenity Area** | N/R | N/R | 20 $m^2$/unit | 15 $m^2$/unit | 15 $m^2$/unit |
| Minimum **Front Yard Soft Landscaped Open Space** | N/R | 25% | 50% | 50% | 25% |
| Maximum Number of Attached Units | 8 | 8 | 8 | 8 | 16 |
| Maximum **Building Height** | 14 m for a **peaked roof** or 10 m for a **flat roof** | | | | |

**Notes:**

(1) Except 145 square metres on a **private street**.

(2) Except 5.5 metres on a **private street**.

(3) Except that for a **corner lot**, the minimum **lot frontage** shall be 9 metres.

(4) Except that for a **corner lot**, the minimum **lot frontage** shall be 8.5 metres.

(5) To a **private garage**.

(6) Where an **interior side lot line** shares a **common wall**, no **setback** is required.

(7) Except when **abutting** a **detached dwelling** or **semi-detached dwelling** in an LN4, LN5 or LN6 **zone**, the **abutting yard** shall be a minimum of 4 metres.

(8) The minimum **common amenity area** requirement shall comprise at least one contiguous outdoor area of a minimum of 55 square metres at ground level.

(9) For multiple **back-to-back townhouses** occurring on one **lot**, the **lot area**, **lot frontage** and **amenity area** regulations in Table 12 shall apply to each unit.

**d) Additional provisions for street townhouses and back-to-back townhouses**

i) The total width of all **private garage** door openings facing a **street** shall not exceed 50% of its **building** elevation.

ii) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

iii) The minimum **lot depth** or unit depth of a **back-to-back townhouse dwelling unit** shall be 13 metres.

**e) Additional Provisions for Block Townhouses**

i) The minimum separation distance between **block townhouse buildings** on the same **lot** shall be 2.4 metres for a **side wall** to **side wall** condition; 12 metres for a **rear wall** to **rear wall** condition; 12 metres for a **front wall** to **front wall**

conditions; 12 metres for a **front wall** to **rear wall** condition and 7.5 metres for a **side wall** to a **front wall** or **rear wall** condition.

ii) The minimum distance from a **side wall** to an **internal roadway, parking aisle**, **parking area, parking lot** or **parking space** shall be 1.5 metres.

iii) The minimum distance from a wall other than a **side wall** to an **internal roadway, parking aisle**, **parking area or parking lot** shall be 3 metres.

iv) The minimum distance from an integral **private garage** of a **block townhouse** unit to an **internal roadway** shall be 5.5 metres.

v) The minimum **landscaped open space** on the **lot** shall be 30%.

vi) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

**f) Additional Provisions for Rear Lane Townhouses**

i) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

**g) Lot and Building Requirements for Stacked Townhouse, Stacked Back-to-Back Townhouse and Apartment Buildings**

i) The following Table 13 and additional regulations establish the **zone** standards that apply to **stacked townhouses**, **stacked back-to-back townhouses** and **apartment buildings**.

**Table 13: Provisions for Stacked Townhouse, Stacked Back-to-Back Townhouse and Apartment Building**

| | Stacked Townhouse | Stacked Back-to-Back Townhouse | Apartment Building |
|---|---|---|---|
| Minimum **Lot Area** | 2,000 $m^2$ | 2,000 $m^2$ | 4,000 $m^2$ |
| Minimum **Lot Frontage** | 50 m | 50 m | 30 m |
| Minimum **Unit Width** | 5 m | 5.5 m | N/A |
| Minimum **Front Yard** | 3 m (1) | 3 m (1) | 3 m |
| Minimum **Rear Yard** | 6 m (2) | 0 | 6 m (2) |
| Minimum **Interior Side Yard** | 1.2 m (2) | 1.2 m (2) | 4 m |
| Minimum **Exterior Side Yard** | 3 m | 3 m | 3 m |
| Minimum **Common Amenity Area** | 10 $m^2$/unit (3) | 10 $m^2$/unit (3) | 5 $m^2$/unit (3) |
| Minimum **Landscaped Open Space** | 35% | 35% | 35% |
| Maximum **Building** Length | 60 m | 60 m | 60 m |

| | Stacked Townhouse | Stacked Back-to-Back Townhouse | Apartment Building |
|---|---|---|---|
| Maximum **Building Height** | 18 m for a **peaked roof** or 13 m for a **flat roof** | | |

**Notes:**

(1) Except that for the wall of a **private garage** containing an opening for a vehicle, the minimum **front yard** or **exterior side yard** to the garage door of the **private garage** shall be 5.5 metres.

(2) Except when **abutting** a **detached dwelling** or **semi-detached dwelling** in an LN4, LN5 or LN6 **Zone**, the **abutting** internal **side yard** shall be a minimum 4 metres, and the **abutting rear yard** shall be a minimum of 7.5 metres.

(3) The minimum **common amenity area** requirement shall comprise at least one contiguous outdoor area of a minimum of 55 square metres at ground level or on the roof of a **podium**, **tower**, or **building**.

**h) Additional provisions for stacked townhouse, stacked back-to-back townhouse and apartment buildings**

i) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

ii) When **abutting** a **detached dwelling** or **semi-detached dwelling** in an LN4, LN5 or LN6 **zone**, the fourth **storey** shall have a minimum **stepback** of 3 metres.

iii) The minimum separation distance between **buildings** on the same **lot** shall be 2.4 metres for a **side wall** to **side wall** condition; 12 metres for a **rear wall** to **rear wall** condition; 12 metres for a **front wall** to **front wall** conditions; 12 metres for a **front wall** to **rear wall** condition and 7.5 metres for a **side wall** to a **front wall** or **rear wall** condition.

iv) The minimum distance from a **side wall** to an **internal roadway**, **parking aisle**, **parking area**, **parking lot** or **parking space** shall be 1.5 metres.

v) The minimum distance from a wall other than a **side wall** to an **internal roadway**, **parking aisle**, **parking area, parking lot** or **parking space** shall be 3 metres.

**i) Additional provisions for non-residential uses permitted in Table 7**

i) Where there is a combination of two or more non-residential **uses** as permitted in Table 7, in one or more **buildings**, on one or more **lots**, designed as an integrated, planned **development** having common off-street parking and **driveways**, the non-residential **uses** shall be subject to the off-street parking standard for Retail Centre in Table 3.

## 7.8 High-Rise Neighbourhood (HN) Residential Zone Provisions

### a) Lot and Building Requirements for Detached Dwellings

The regulations for permitted **detached dwellings** in the High-Rise Neighbourhood **zone** shall be subject to the requirements of the LN1 **zone** in Section 7.3, except that the maximum **building height** shall be 14 m for a **peaked roof** or 10 m for a **flat roof**.

### b) Lot and Building Requirements for Townhouses, Back-to-Back Townhouses, Stacked Townhouses, and Back-to-Back Stacked Townhouses

The regulations for permitted **block**, **street**, **rear lane**, **back-to-back**, **stacked**, and **stacked back-to-back townhouses** in the High-Rise Neighbourhood **zone** shall be subject to the requirements of Section 7.7.

### c) Lot and Building Requirements for Apartment Buildings

The following Table 14 and additional regulations establish the **zone** standards for **apartment buildings** in the High-Rise Neighbourhood **zone**.

**Table 14: Provisions for Apartment Buildings**

| | Apartment Building |
|---|---|
| Minimum **Lot Area** | 0.2 ha |
| Minimum **Lot Frontage** | 30 m |
| Minimum **Front Yard** | 3 m |
| Maximum **Front Yard** | 7.5 m |
| Minimum **Rear Yard**<br>i. Where **abutting** an LN1 to LN7 **Zone**<br>ii. All other cases | <br>**Storeys** 1 to 3: 7.5 m<br>**Storeys** 4 to 6: 16.5 m<br>**Storeys** 7 and above: 25.5 m<br>7.5 m |
| Minimum **Interior Side Yard**<br>i. Where **abutting** an LN1 to LN7 **Zone**<br>ii. All other cases | <br>**Storeys** 1 to 3: 5.5 m<br>**Storeys** 4 to 6: 14.5 m<br>**Storeys** 7 and above: 25 m<br>4 m |
| Minimum **Exterior Side Yard** | 3 m |
| Maximum **Exterior Side Yard** | 7.5 m |
| Minimum **stepback** of a **Tower** or **Upper Building** from a **Podium** | 3 m |
| Maximum Height of a **Podium** | 3 **storeys** |
| Minimum **Tower Separation Distance** | 25 m |
| Minimum **setback** of a **Tower** to a **lot line** | 12.5 m |

| | |
|---|---|
| that is not the **street line** | |
| Minimum **setback** of an **Upper Building** to a **lot line** that is not the **street line** | 10 m |
| **Common Amenity Area** | 5 $m^2$/ unit (1) |
| Maximum **Building Height** | See Maximum Heights shown on the Zoning Maps in Schedule A |
| Minimum **Landscaped Open Space** | 35% |

**Notes:**

(1) The minimum **common amenity area** requirement shall comprise at least one contiguous outdoor area of a minimum of 55 square metres at ground level or on the roof of a **podium, tower** or **building**.

**d) Additional Provisions**

i) Where a **podium** wall contains windows opposite another **podium** containing windows, the minimum separation distance between the wall and the opposite **podium** shall be 15 metres. Where a **podium** wall contains no windows and is opposite another **podium** wall with no windows, the minimum separation distance shall be 2.4 metres. Where a **podium** wall contains no windows and is opposite another **podium** wall containing windows, the minimum separation distance shall be 8.5 metres.

ii) The minimum distance from an end wall to an **internal roadway** shall be 1.5 metres.

iii) The minimum distance from a wall other than an end wall to an **internal roadway** shall be 3 metres.

iv) A **podium** shall be provided for **mid-rise buildings** and **tall buildings**.

v) Where there is a combination of two or more non-residential **uses** as permitted in Table 7, in one or more **buildings**, on one or more **lots**, designed as an integrated, planned **development** having common off-street parking and **driveways**, the non-residential **uses** shall be subject to the off-street parking standard for Retail Centre in Table 3.

# Part 8: Holding Zone Requirements

## 8.1 General Requirements for Lands Subject to a Holding Provision

a) No person shall **use** the land to which the letter (H) symbol applies, erect any **building** or **structure**, or expand an **existing building** or **structure**, until the (H) symbol is removed in accordance Section 36 of the *Planning Act*, except:

i) **Uses**, **buildings**, and **structures** that legally existed on the date the By-law applying the holding provision came into effect;

ii) Interim **uses** permitted in the applicable holding provision; and

iii) Any other exceptions permitted in the applicable holding provision.

## Part 9: Site-Specific Exceptions

Note: This section has been intentionally left blank.

# Part 10: Maps

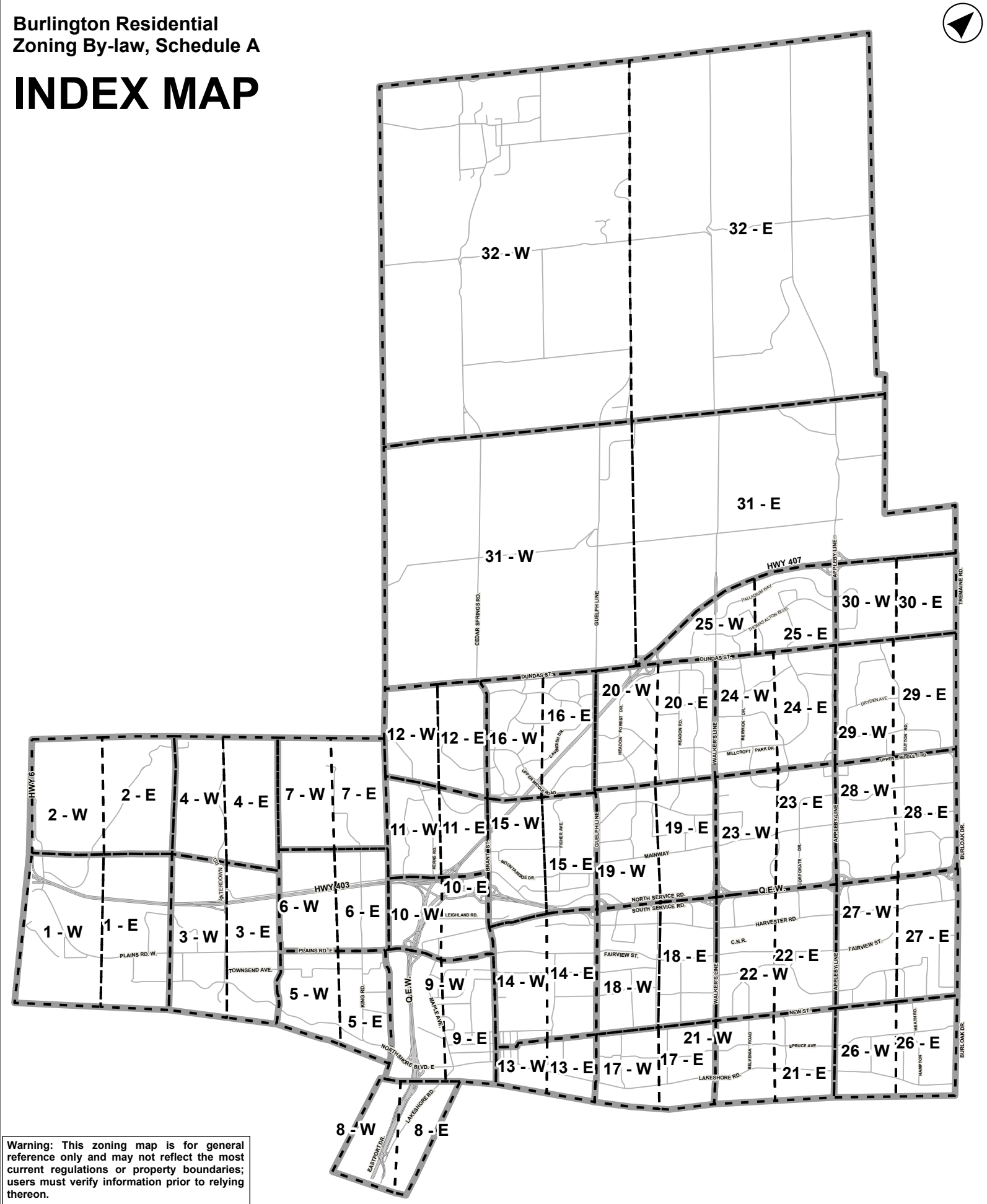
Schedule A: Zoning Maps
Schedule B: Road Classifications

# Appendices to the By-law (Not Operative Parts of the By-law)

Appendix A: Approximate location of Conservation Authority Regulation Limit
Appendix B: Approximate location of highway and railway right-of-ways
Appendix C: Approximate location of pipeline right-of-ways

**Burlington Residential Zoning By-law, Schedule A**

# INDEX MAP




**Warning:** This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

**Scale - 1:80,000**

**1/26/2026**

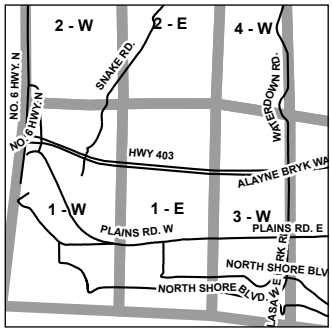
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.1 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

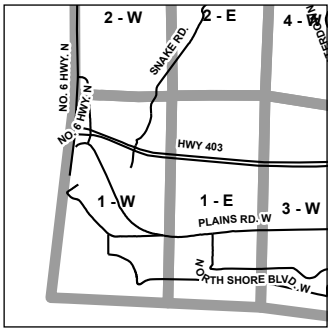
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.1 - W

## Map Index




Zones

Residential Zones

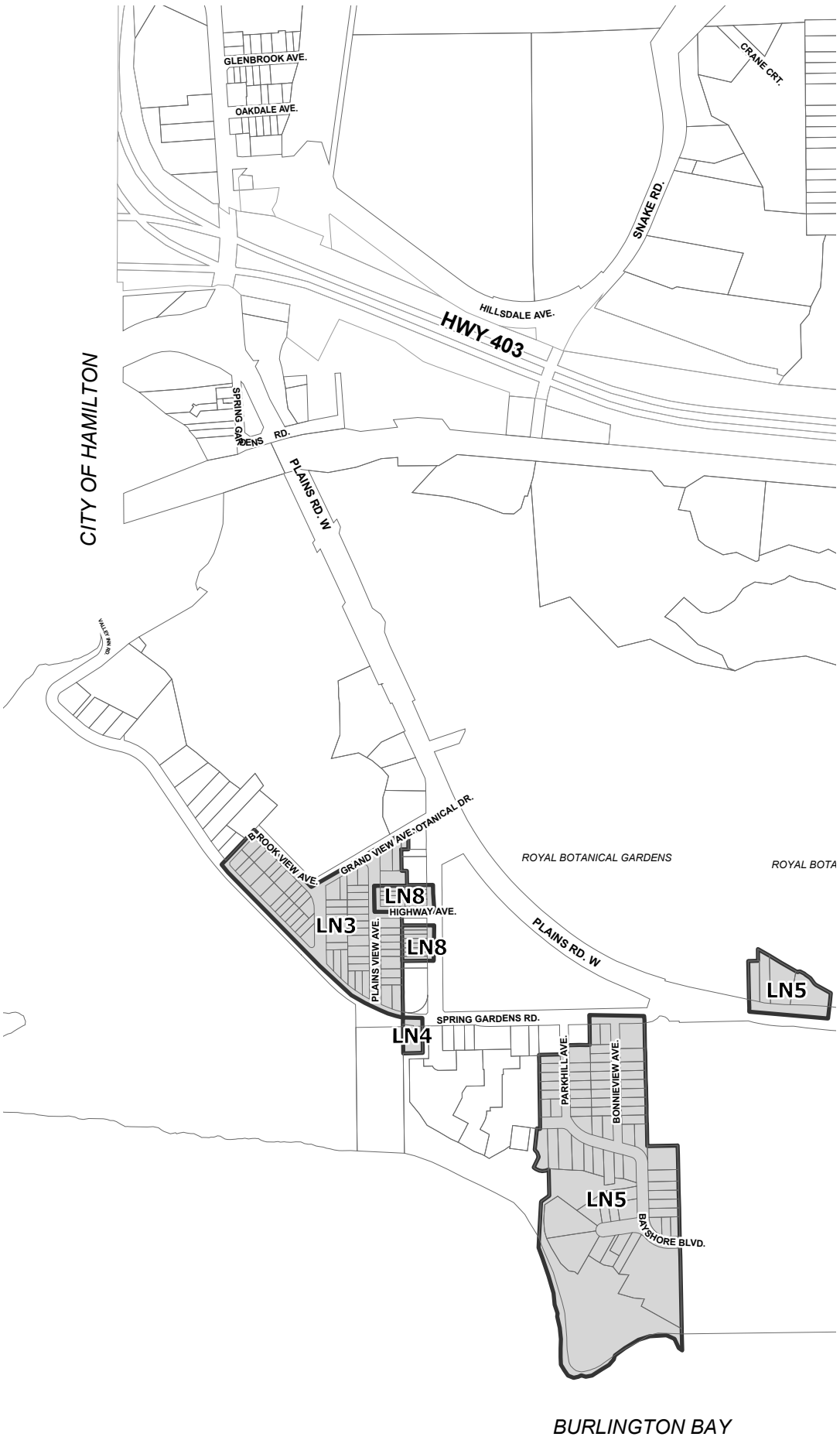
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



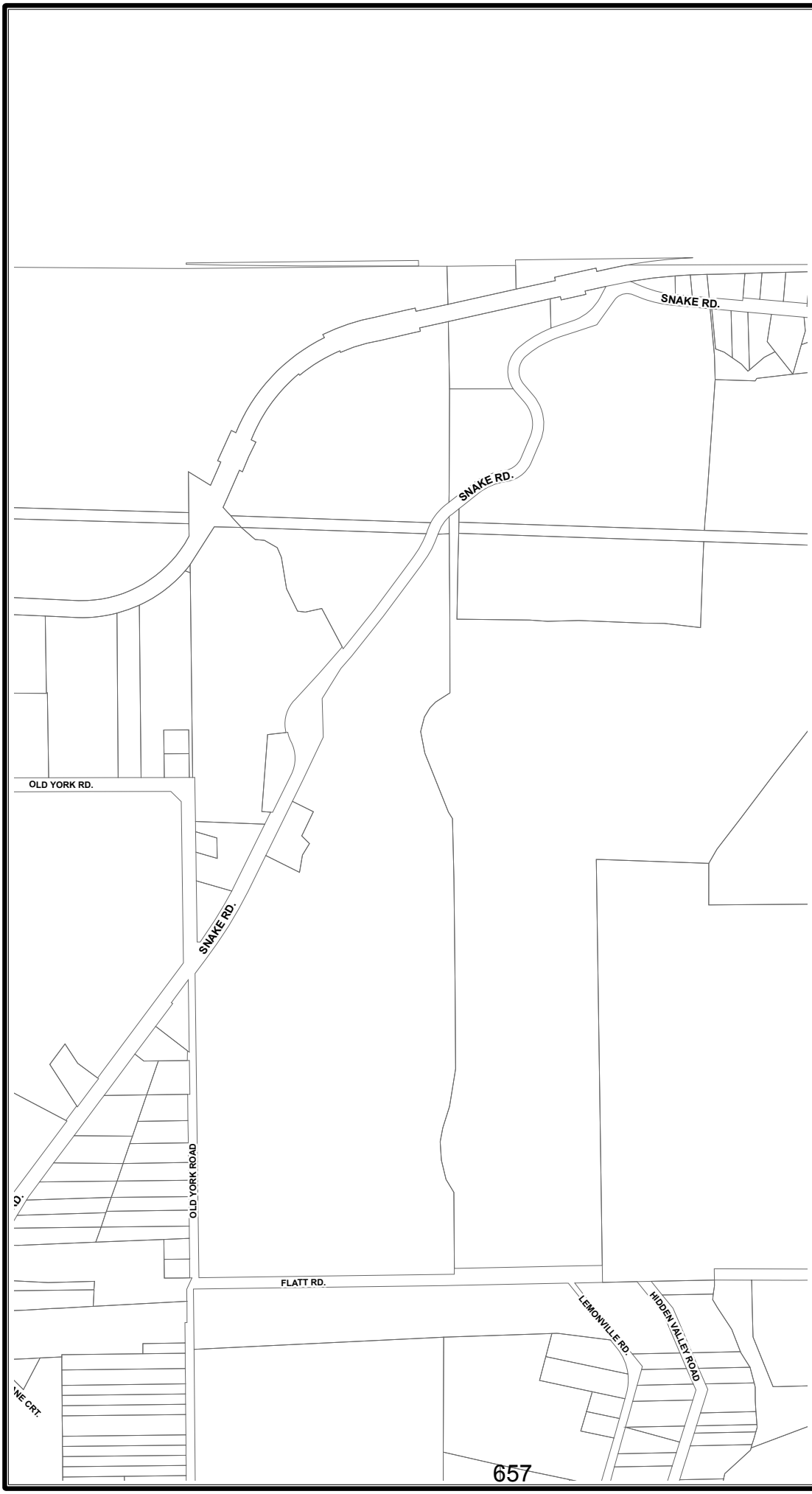

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

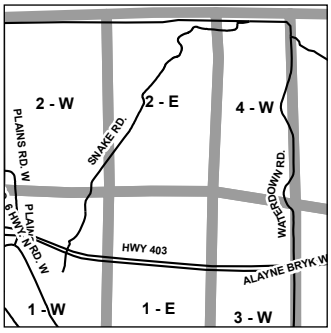
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.2 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

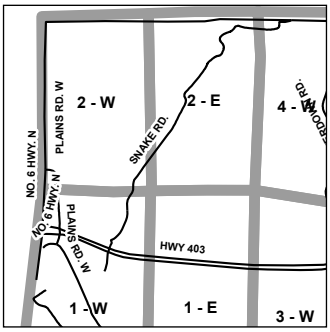
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.2 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

CITY OF HAMILTON

CITY OF HAMILTON

MOUNTAIN BROW RD. W

OLD YORK RD.

OLD YORK ROAD

OLD YORK RD.

PLAINS RD. W

NORWOOD AVE.

EDGE MOOR AVE.

OLD PLAINS RD. W

GLENBROOK AVE.

OAKDALE AVE.

SNAKE RD.

CRANE CRT.

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

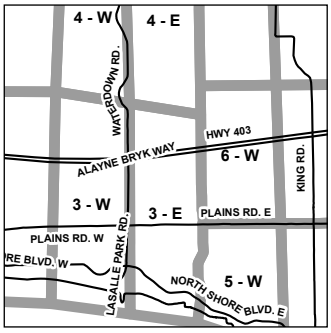
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.3 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/22/2026

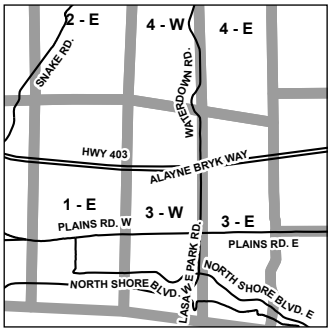
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.3 - W

## Map Index




Zones

Residential Zones

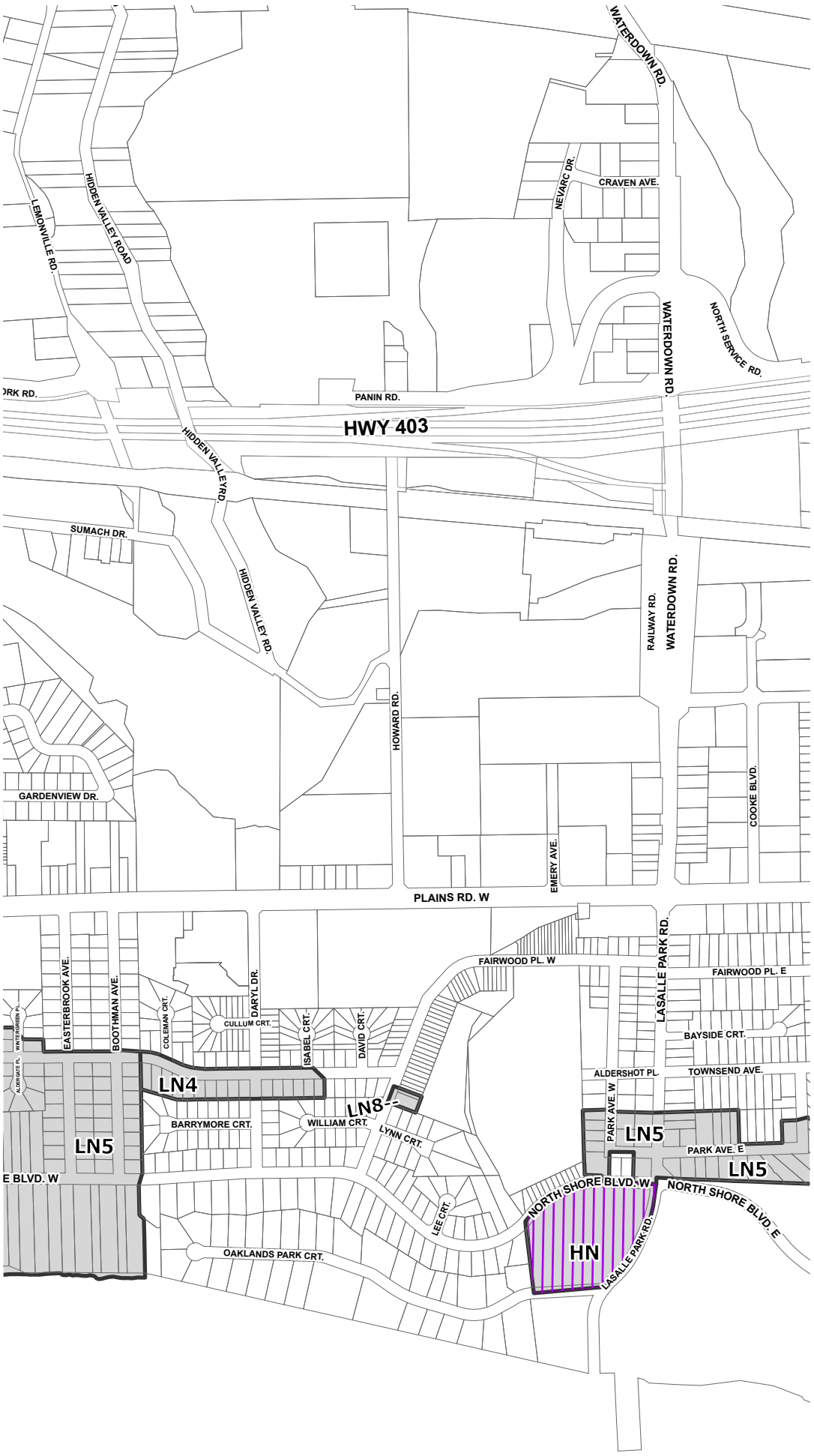
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

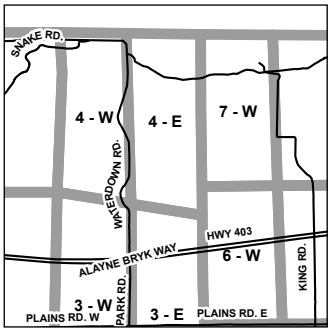
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.4 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

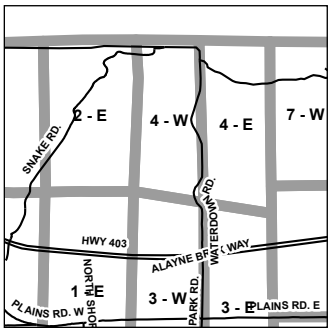
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.4 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

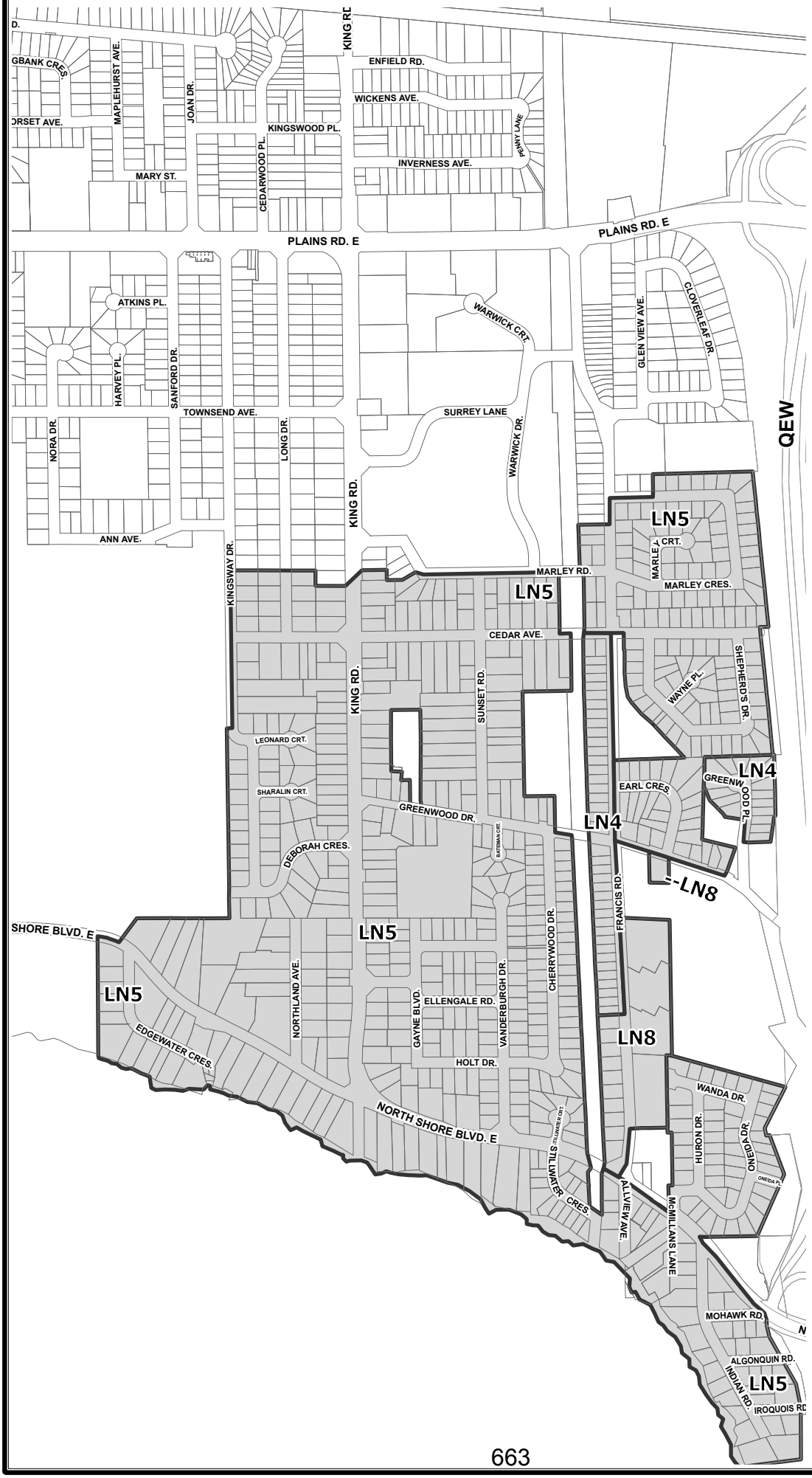
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

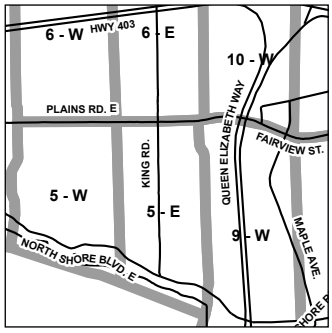
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.5 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

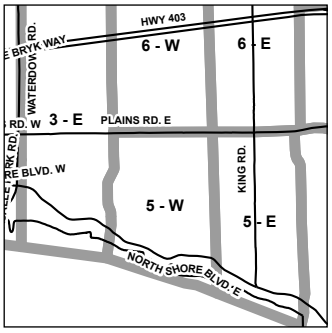
**1/22/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A
# MAP NO.5 - W

## Map Index




Zones

Residential Zones

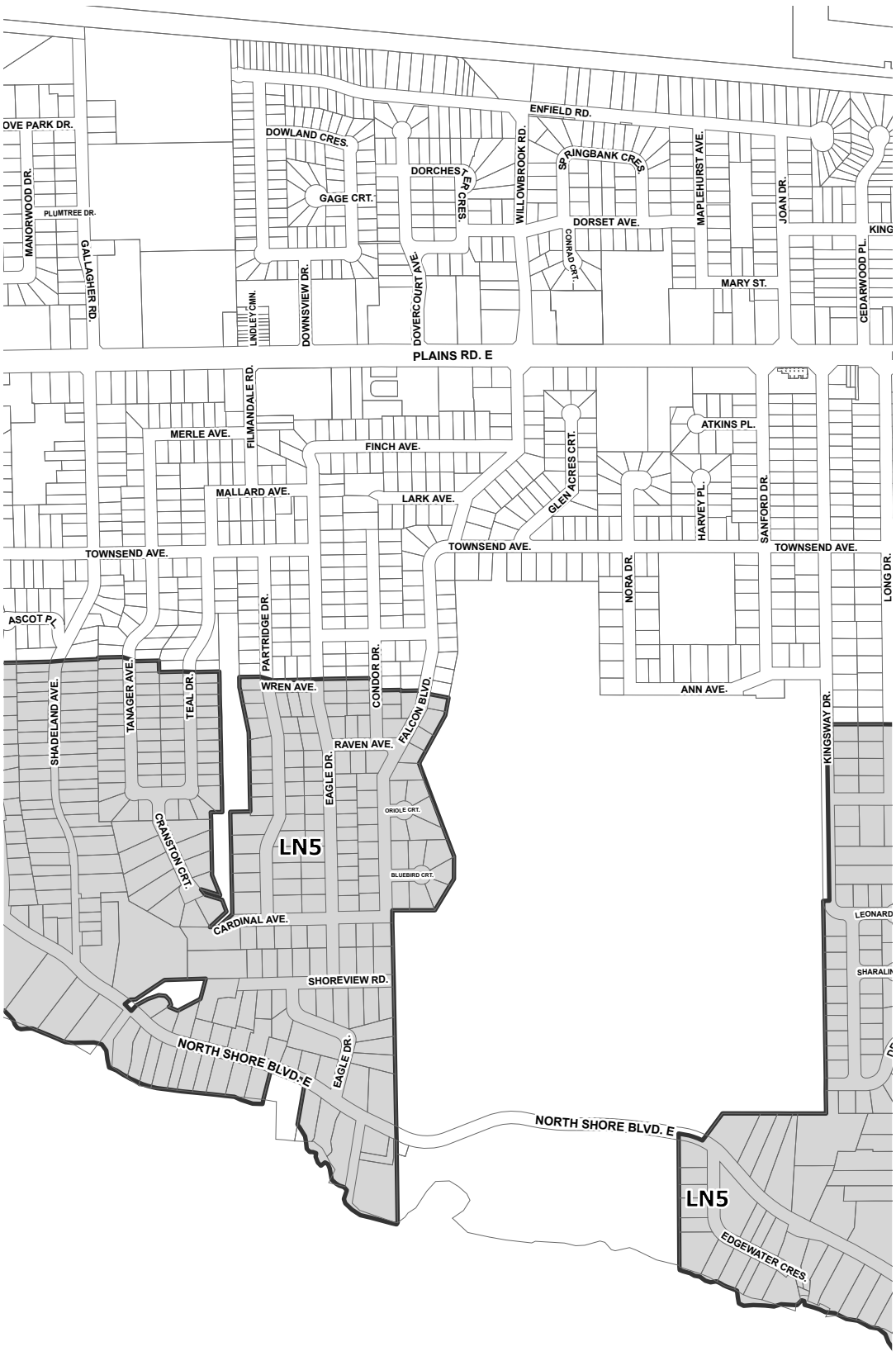
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



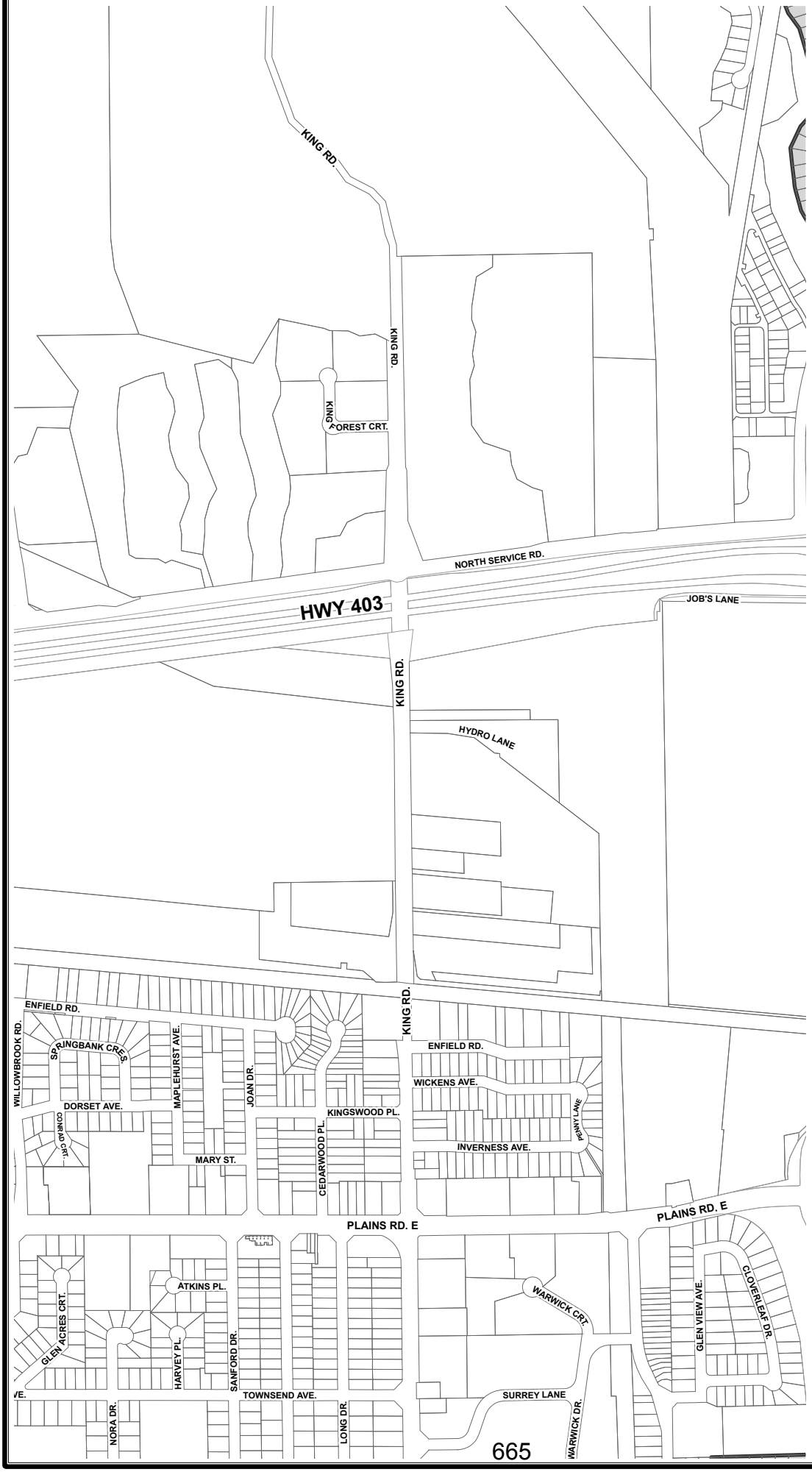

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

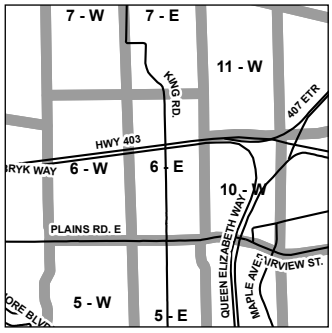
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.6 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

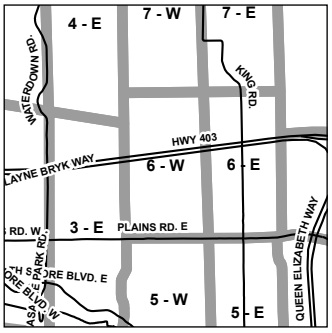
**1/22/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A
# MAP NO.6 - W

## Map Index




Zones

Residential Zones

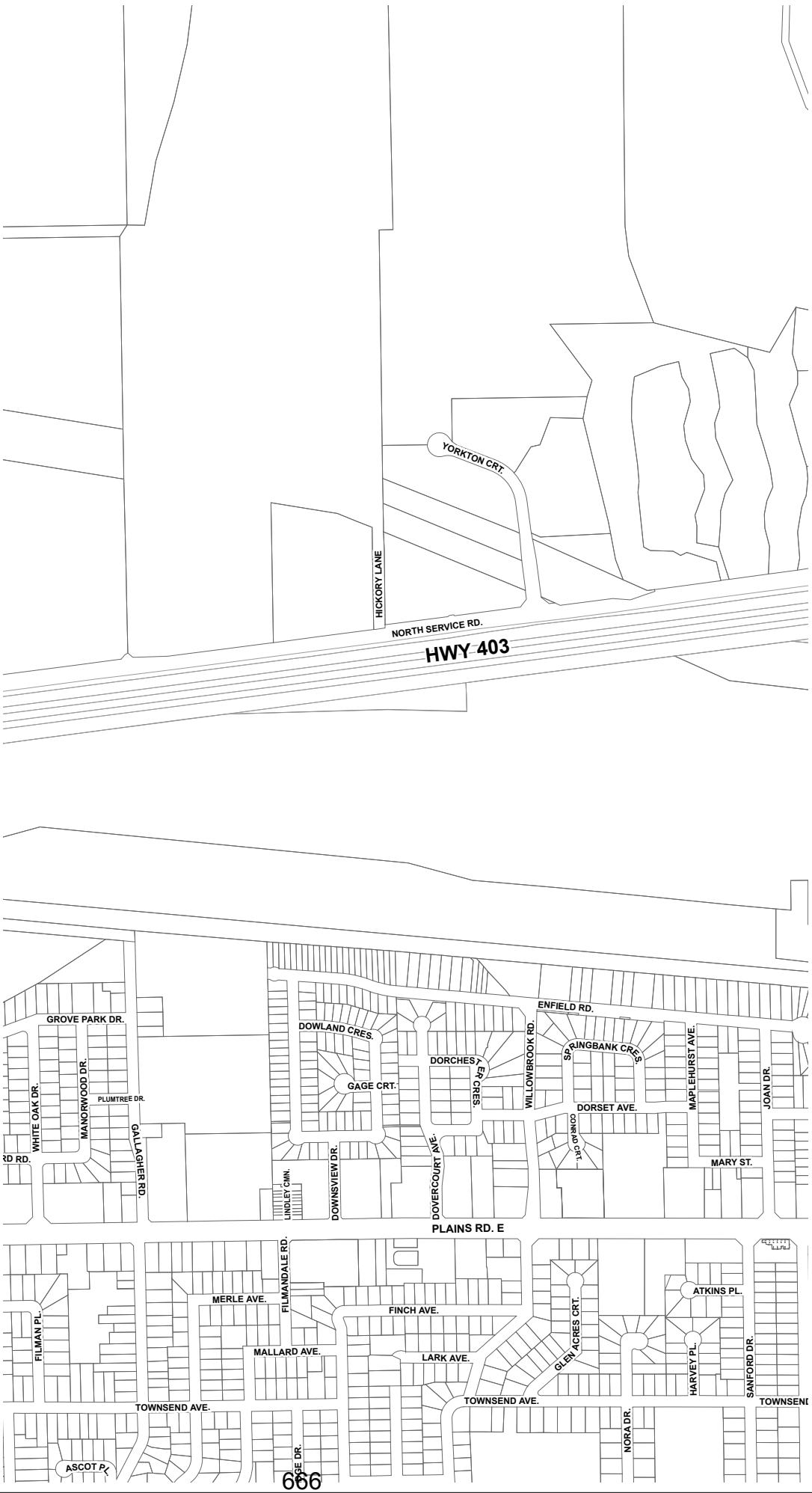
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



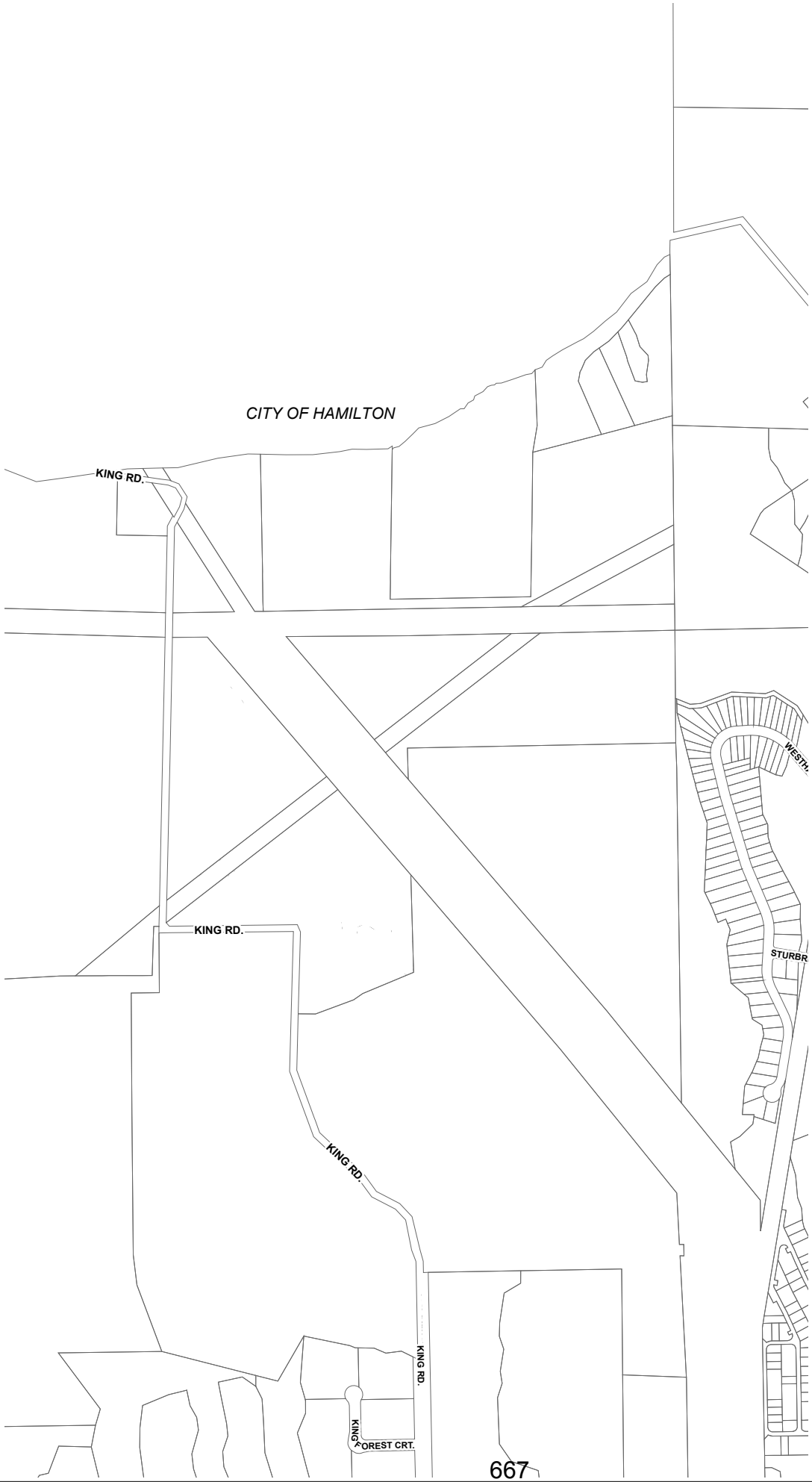

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

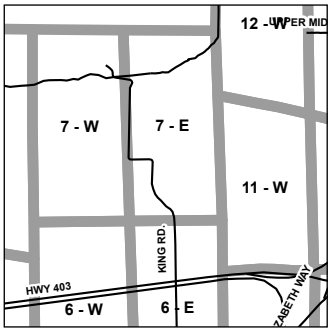
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.7 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

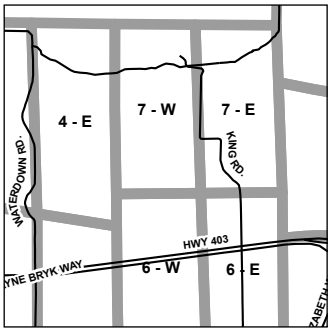
TERANET

Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.7 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

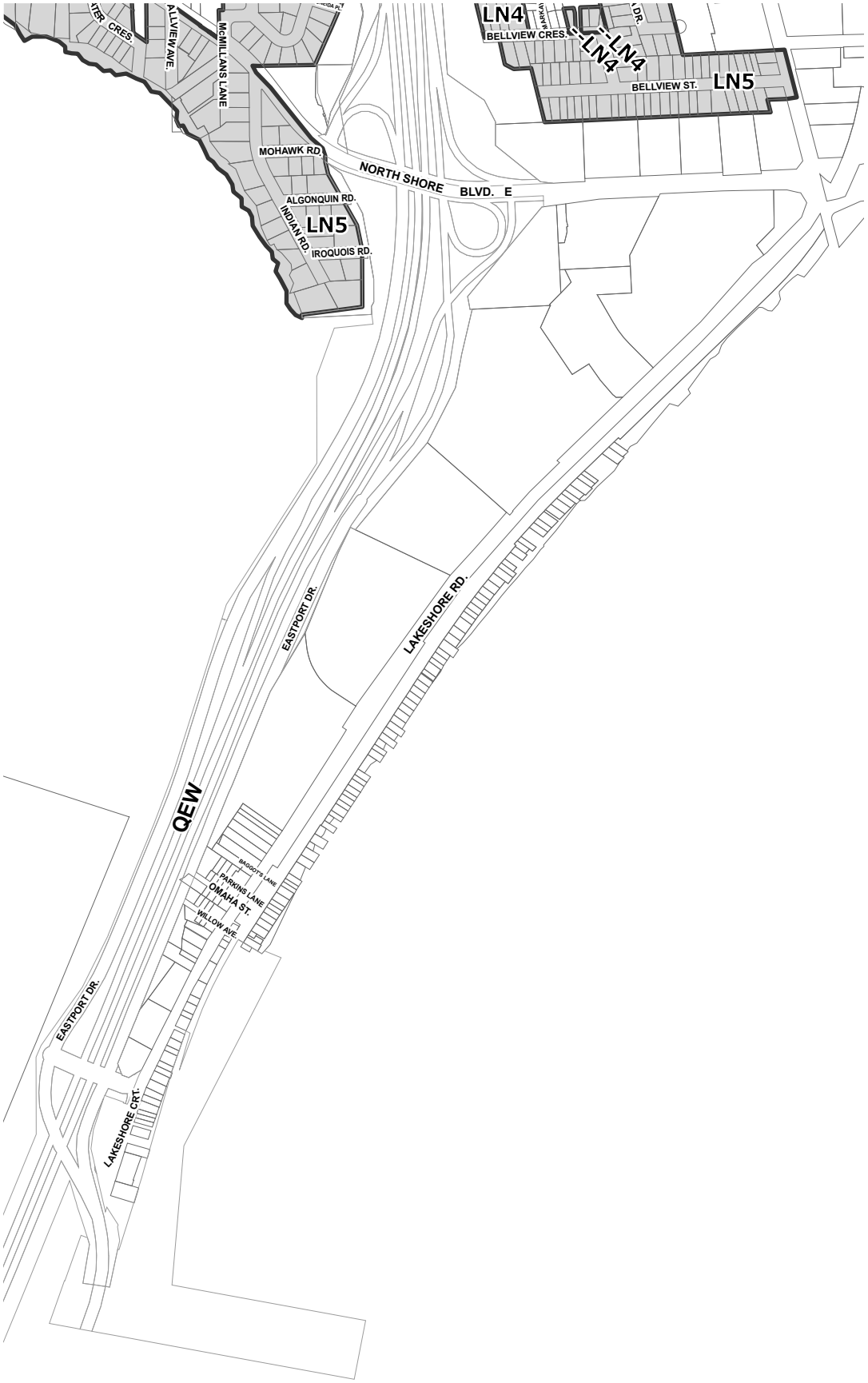
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

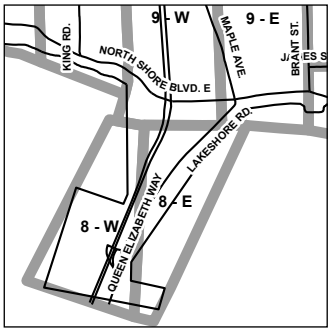
CITY OF Burlington




**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.8 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

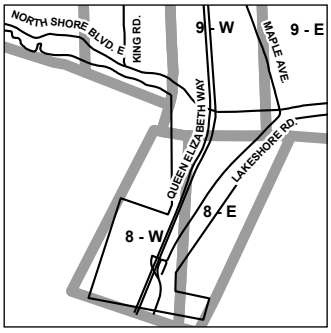
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.8 - W

## Map Index




Zones

Residential Zones

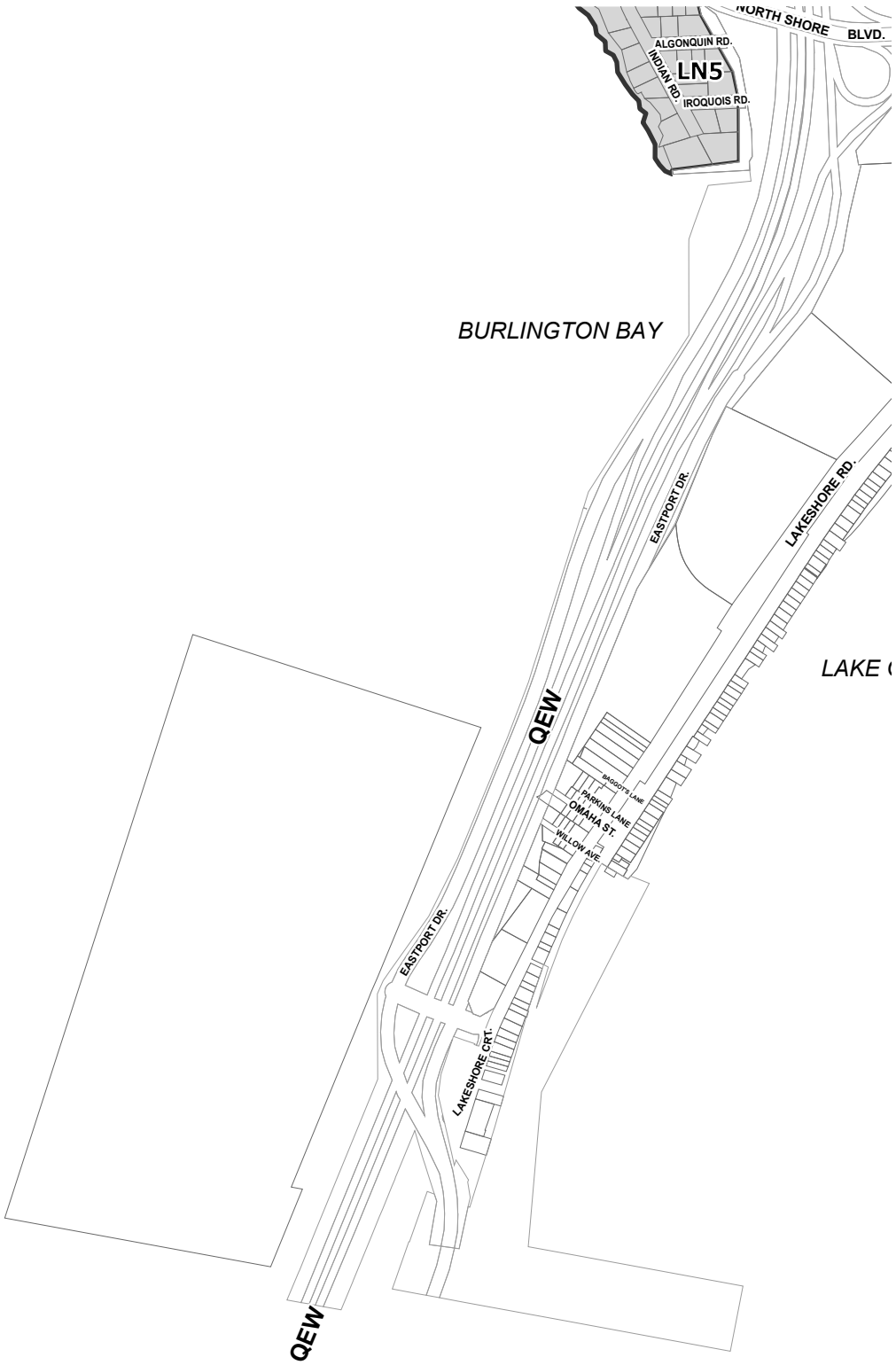
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.9 - A

**Map Index**

Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

19.5 metres
24 metres
37.5 metres
55.5 metres
No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

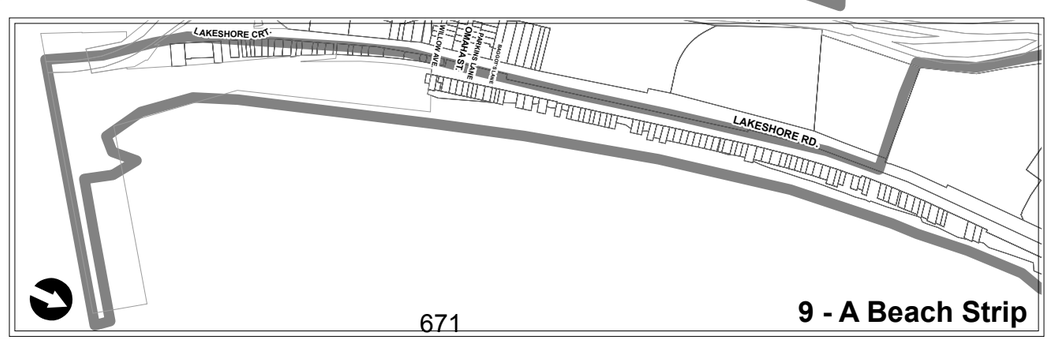
Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

BALDWIN ST. FREEMAN ST. EDEN PL. BLENHEIM ST. HALIFAX PL. CLARK AVE. VICTORIA AVE. HALTON PL. BELLWOOD AVE. WELLINGTON AVE. EMERALD ST. JOHN ST. EX. EMERALD CRES. BIRCH AVE. CAROLINE STREET HURD AVE. LOCUST ST. BRANT ST. MARIA ST. HOLTBY AVE. CROSBY AVE. ONTARIO HYDRO ONTARIO ST. BLATHWAYTE LANE JOHN ST. JAMES ST. SWANSON CRT. ELIZABETH ST. PEARL ST. MARTHA ST. PINE ST. ALMAS CMN. BATES CMN. ELGIN ST. NELSON AVE. BURLINGTON AVE. LAKESHORE RD. OLD LAKESHORE RD. SMITH AVE. STRATHEDEN DR. MAPLE AVE. REGINA DR. MARKAY CMN. BELLVIEW CRES. BELLVIEW ST. BROCK AVE. TH SHORE BLVD. E

LN8 LN5 LN4 LN4 LN5 LN4 LN4

LAKE ONTARIO

See 9 - A Beach Strip inset




**9 - A Beach Strip**

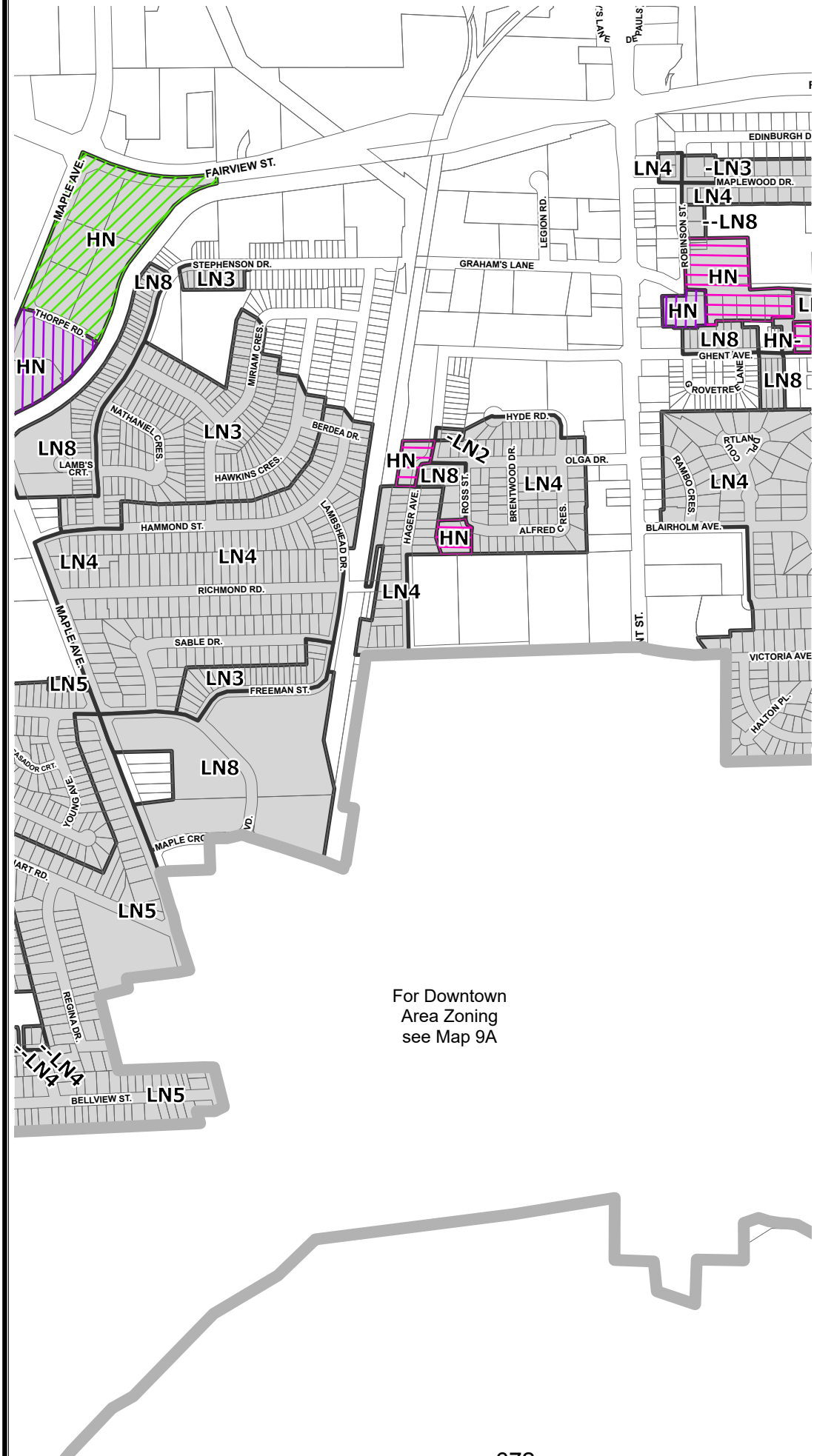
Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:5,750

1/26/2026

TERANET

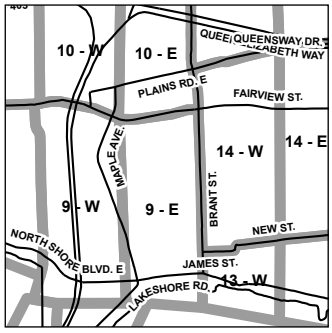
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.9 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

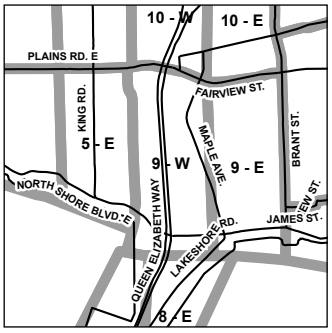
**1/26/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A
# MAP NO.9 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

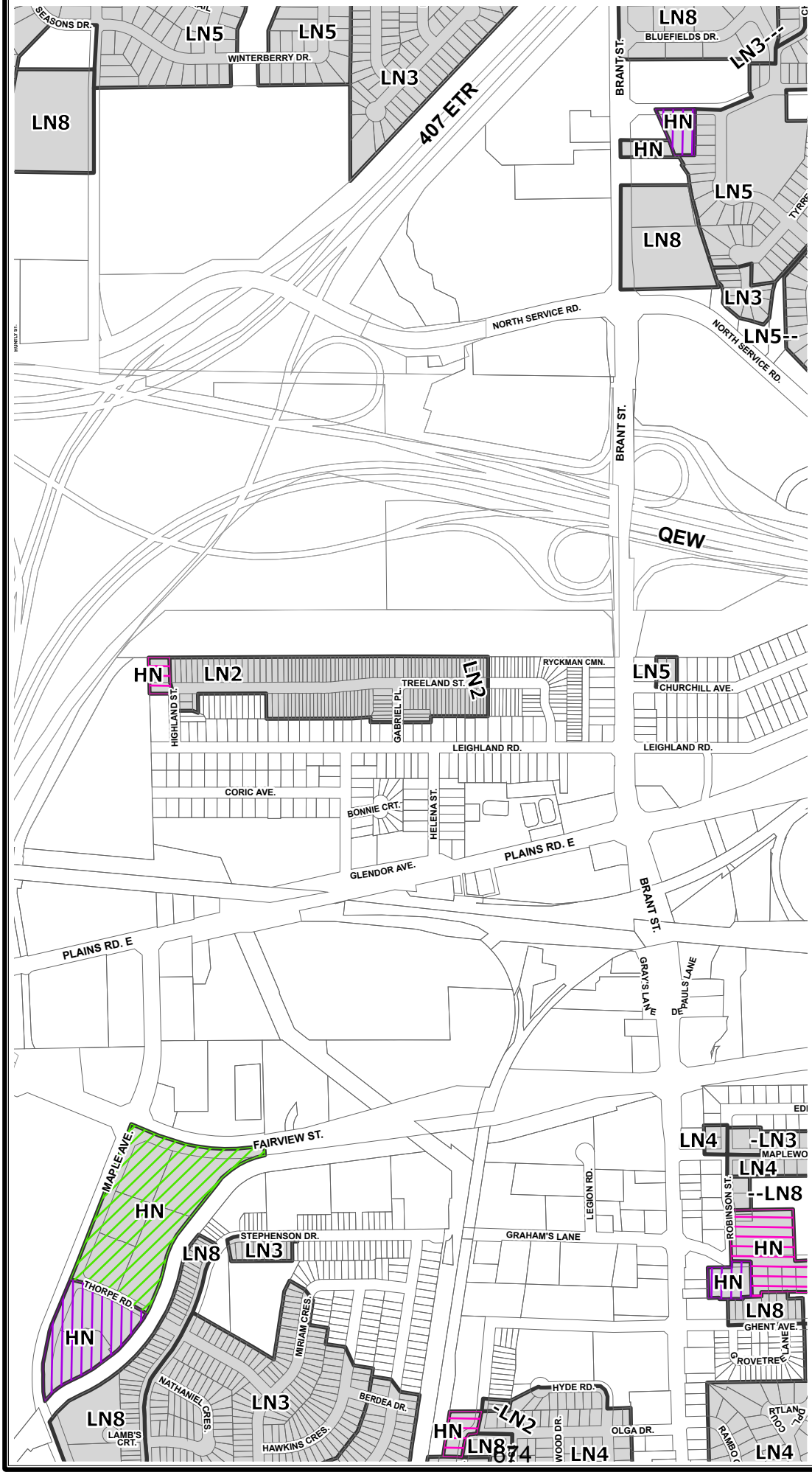
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

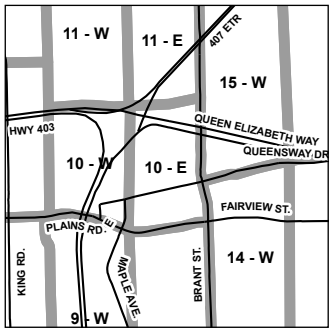
CITY OF Burlington




**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.10 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

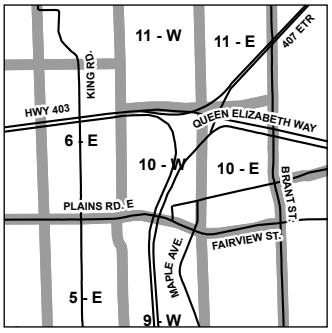
**1/26/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A
# MAP NO.10 - W

## Map Index




Zones

Residential Zones

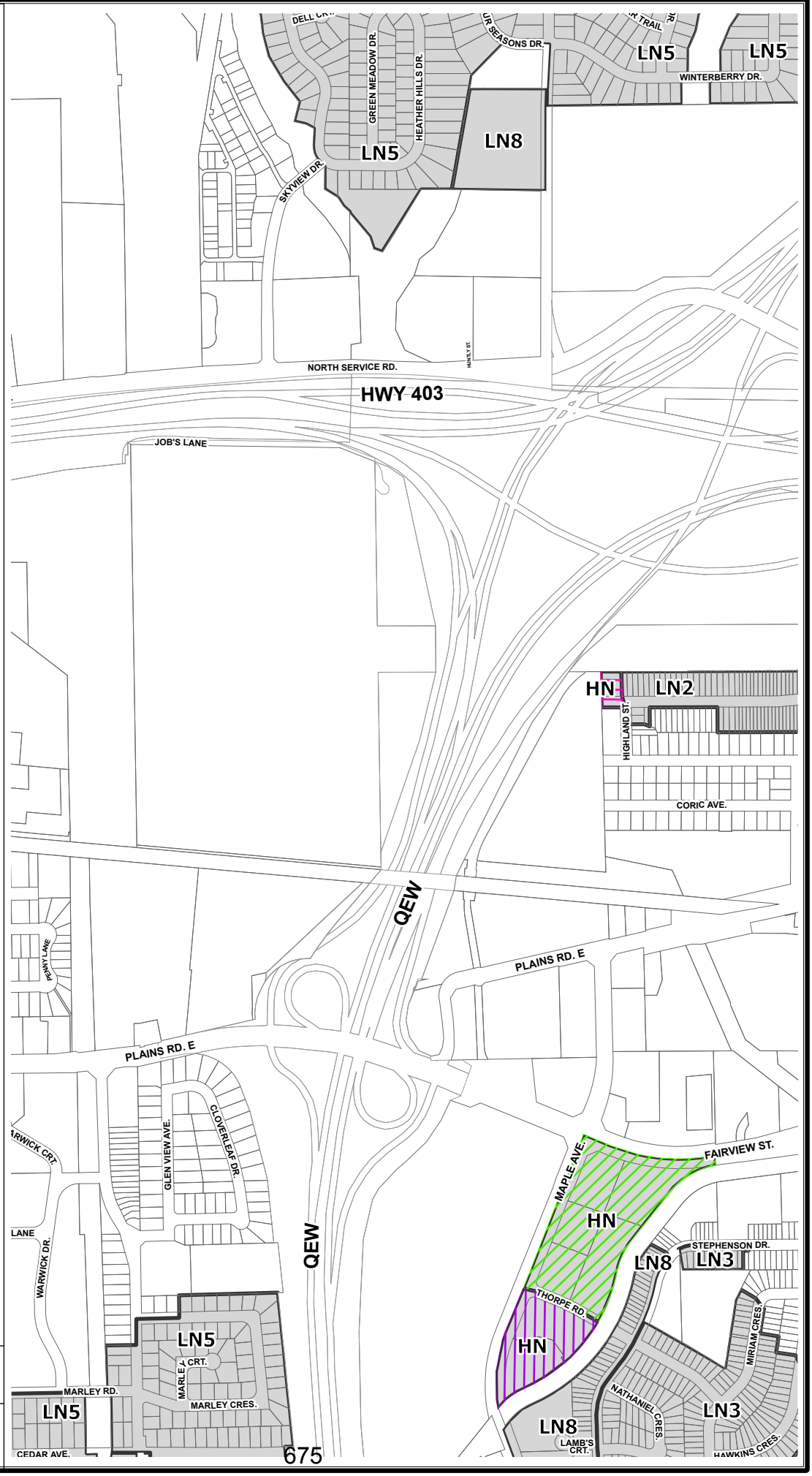
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



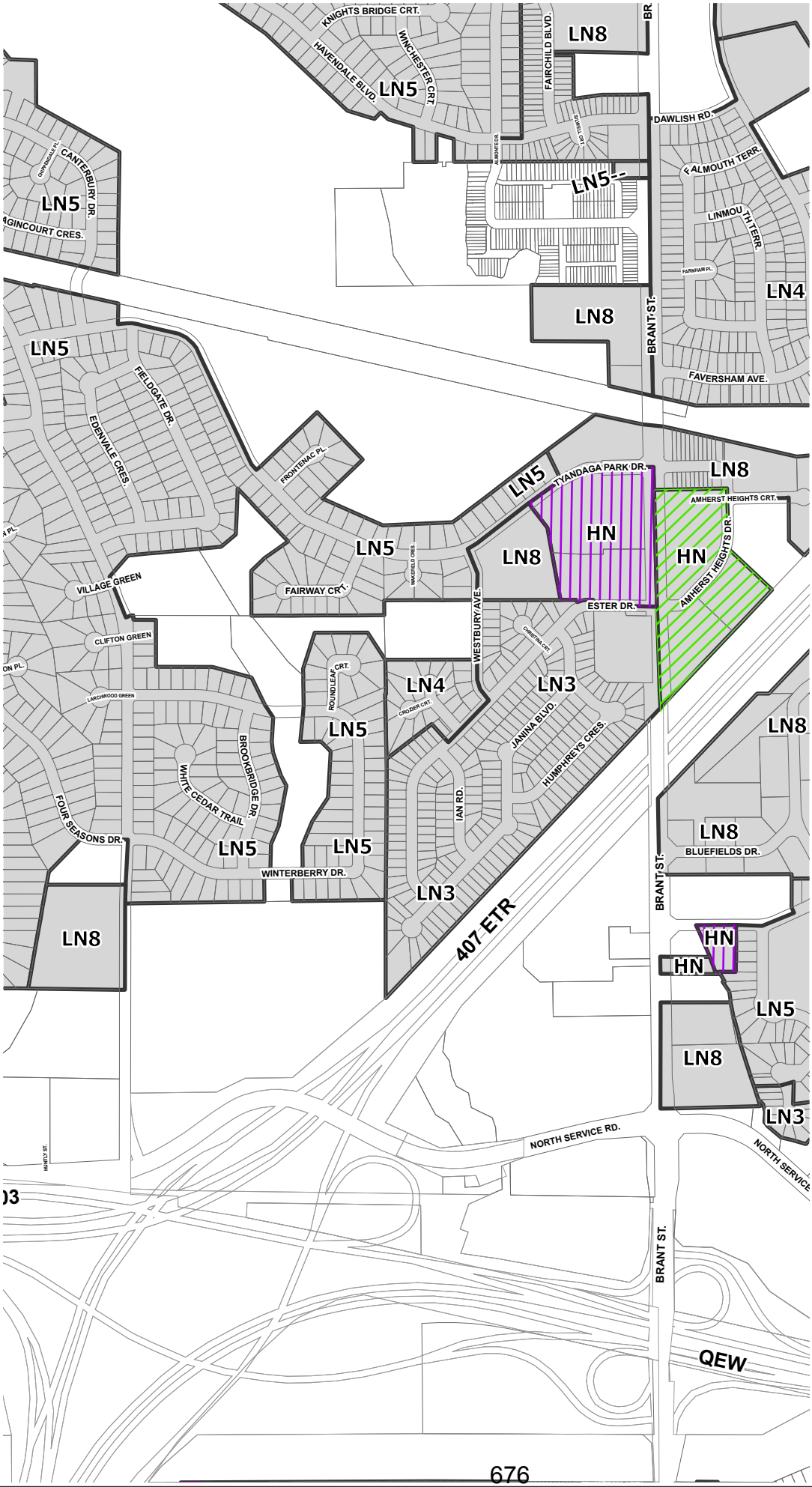

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

TERANET

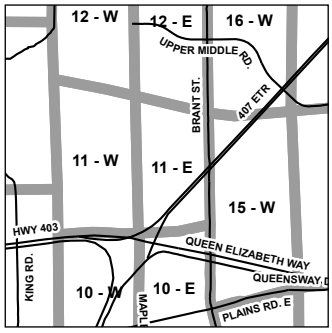
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.11 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

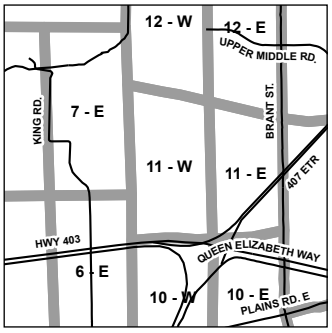
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.11 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

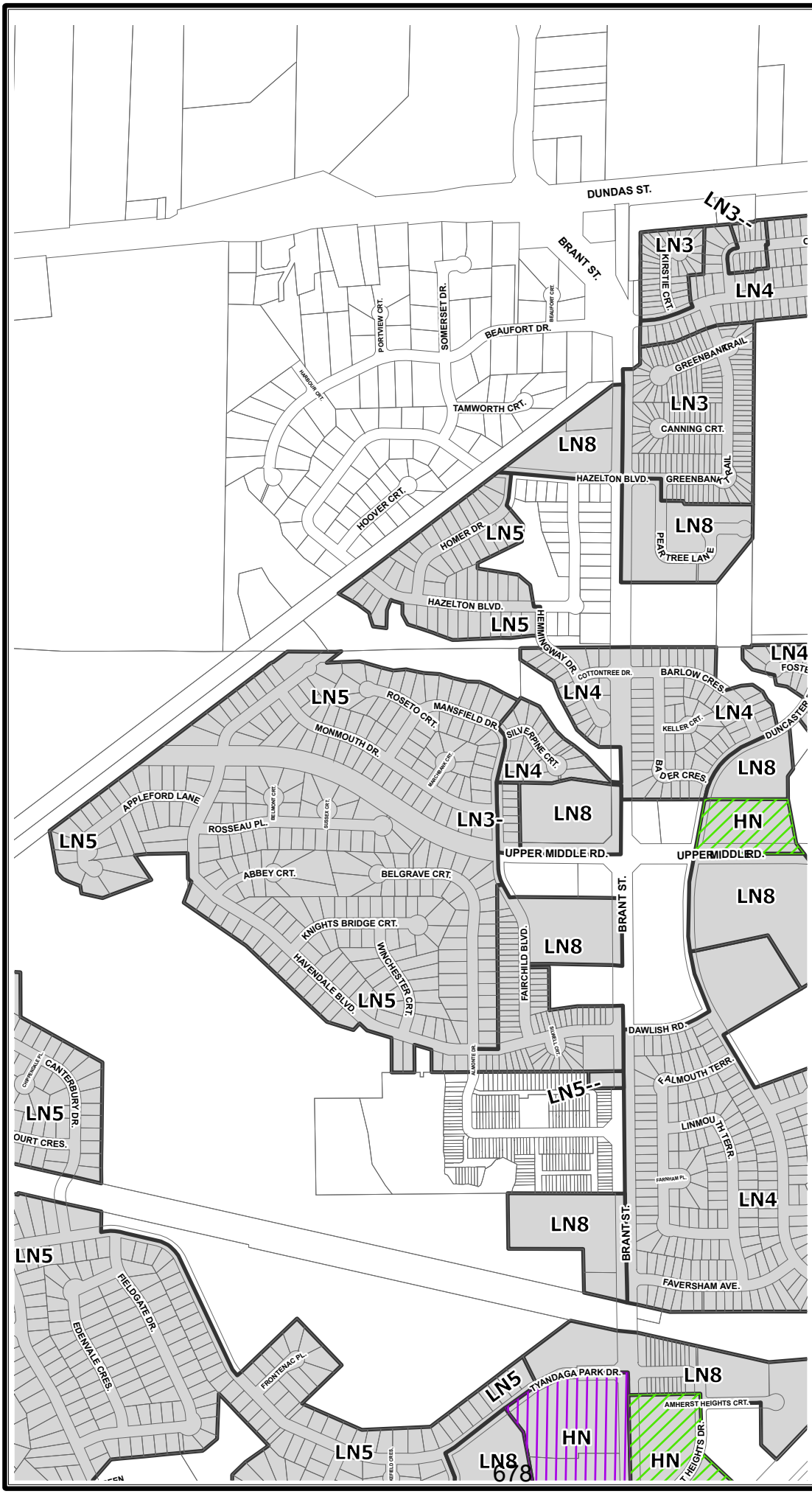
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

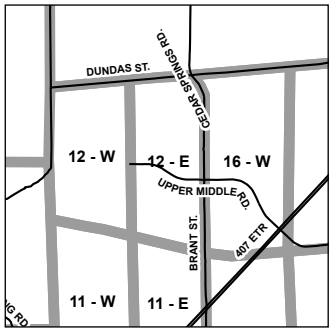
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.12 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

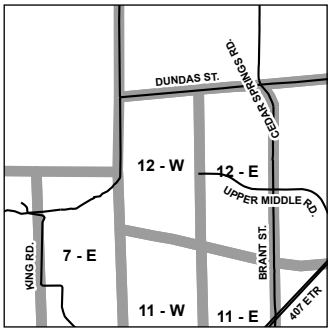
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.12 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

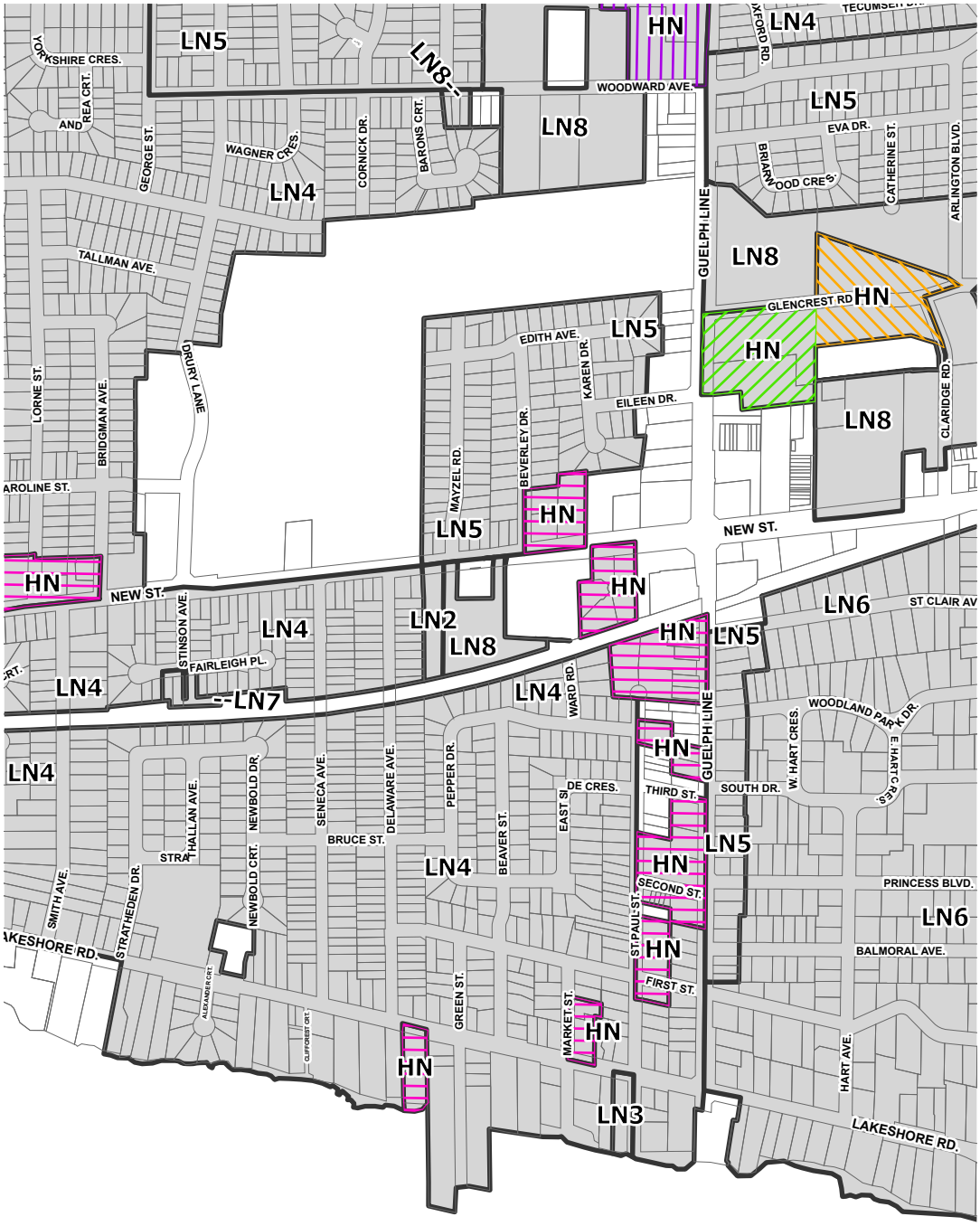
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

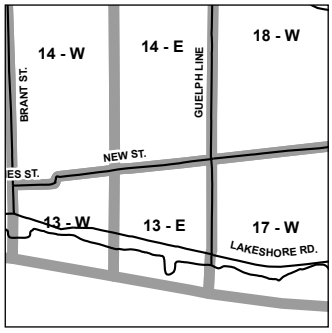
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.13 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

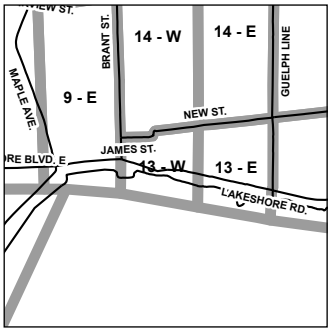
**1/26/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A
# MAP NO.13 - W

## Map Index




Zones

Residential Zones

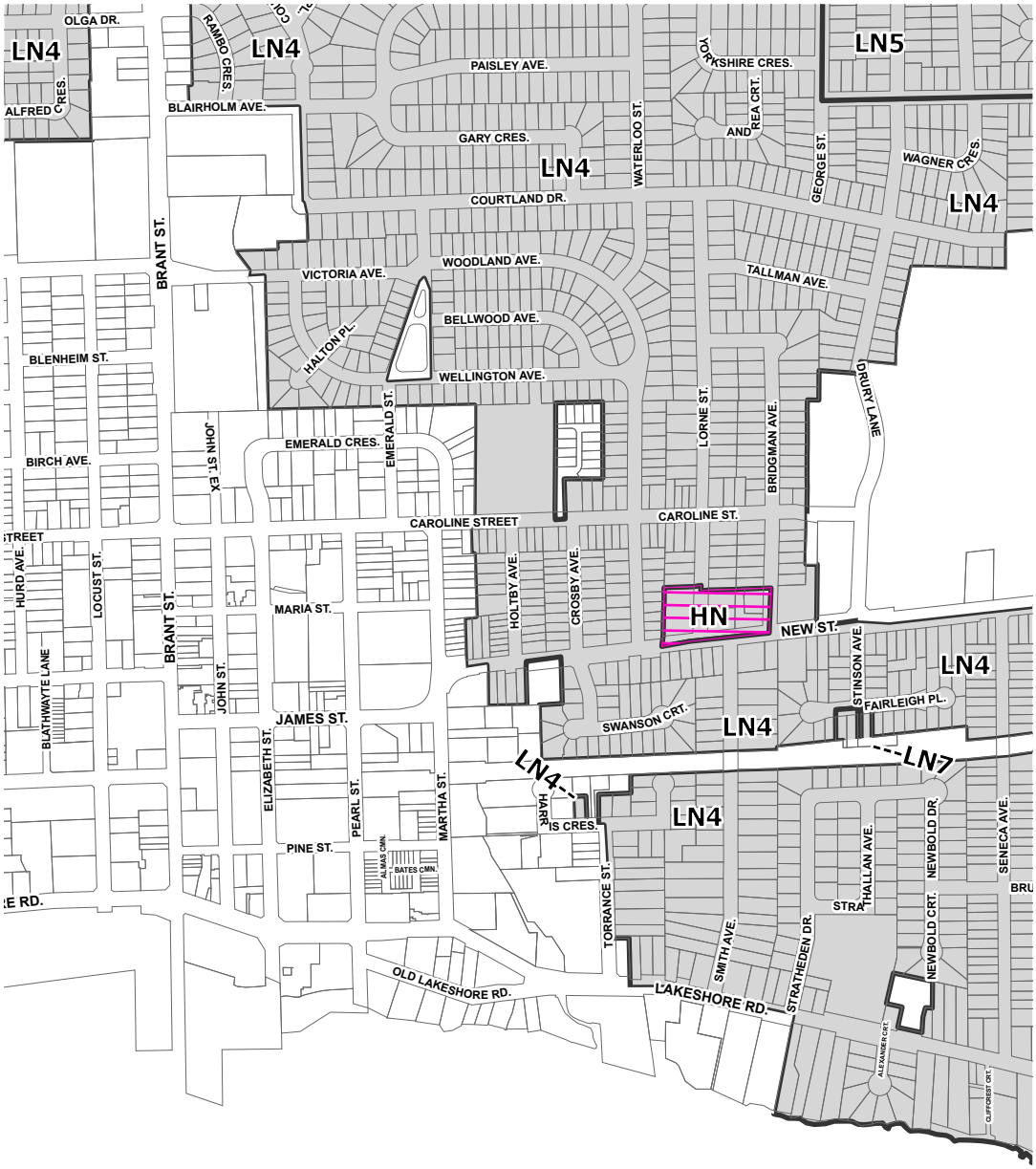
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.14 - E

## Map Index

## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 10,000**

**1/26/2026**

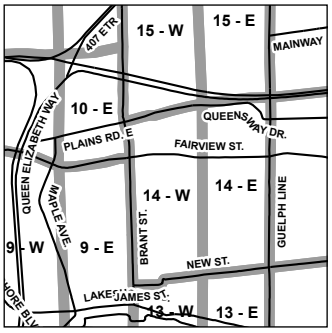
TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.14 - W

## Map Index




Zones

Residential Zones

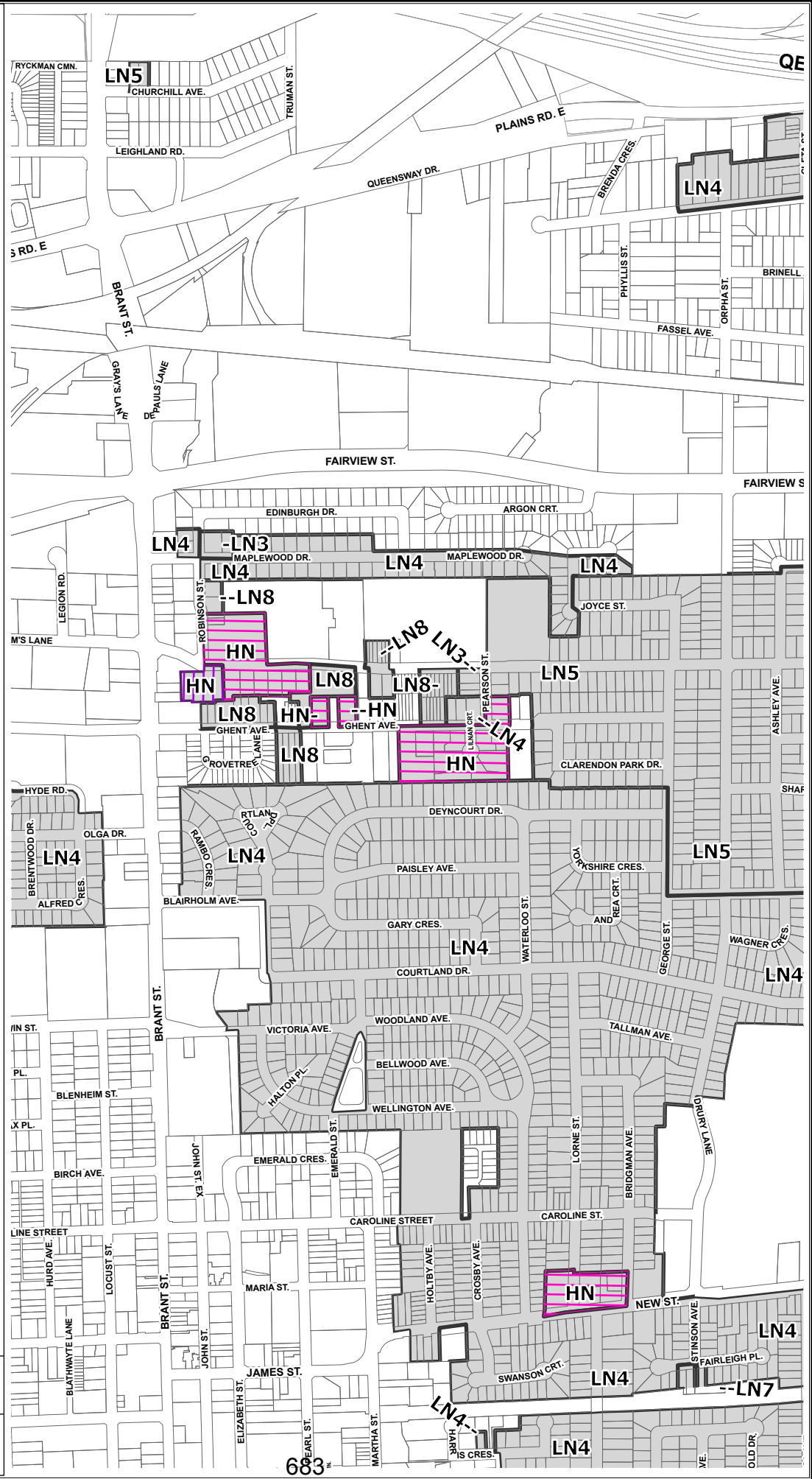
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



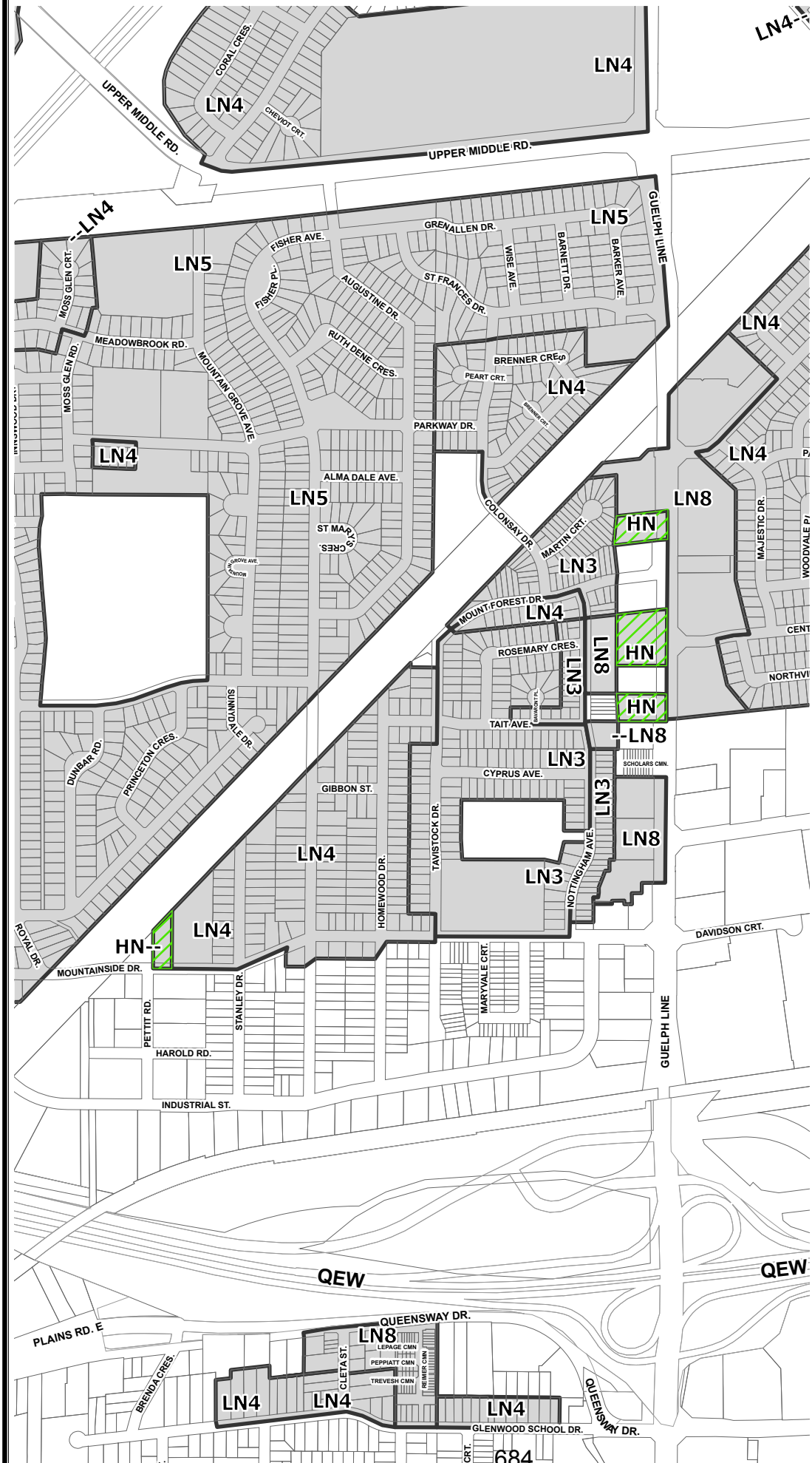

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/27/2026

TERANET

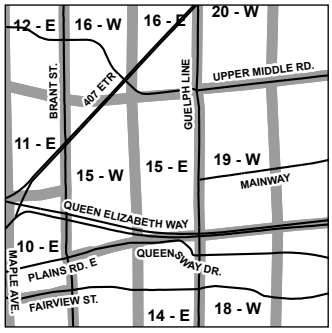
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.15 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

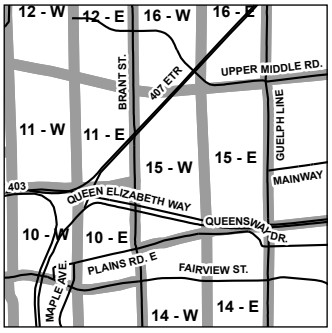
TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.15 - W

## Map Index




Zones

Residential Zones

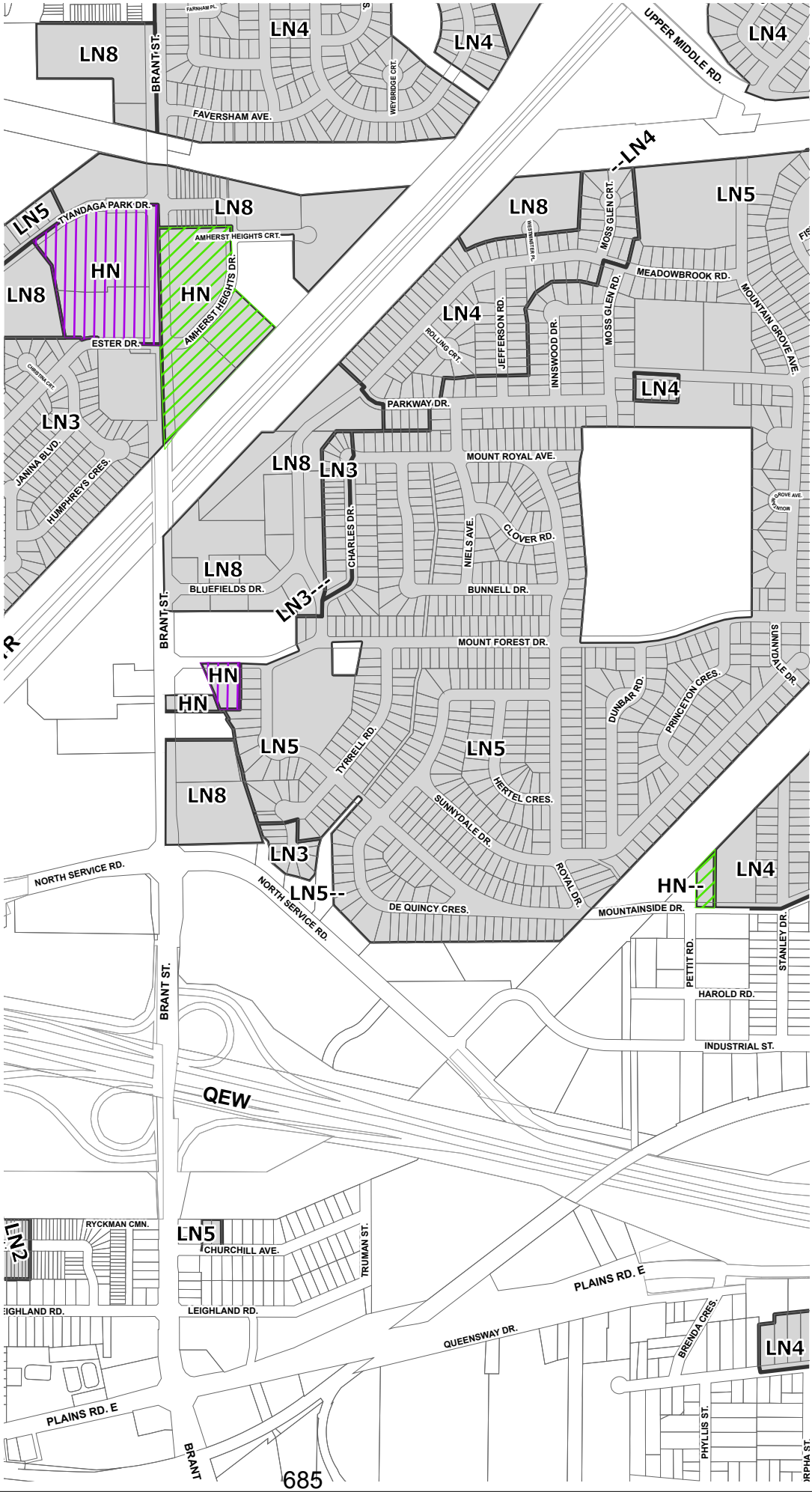
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



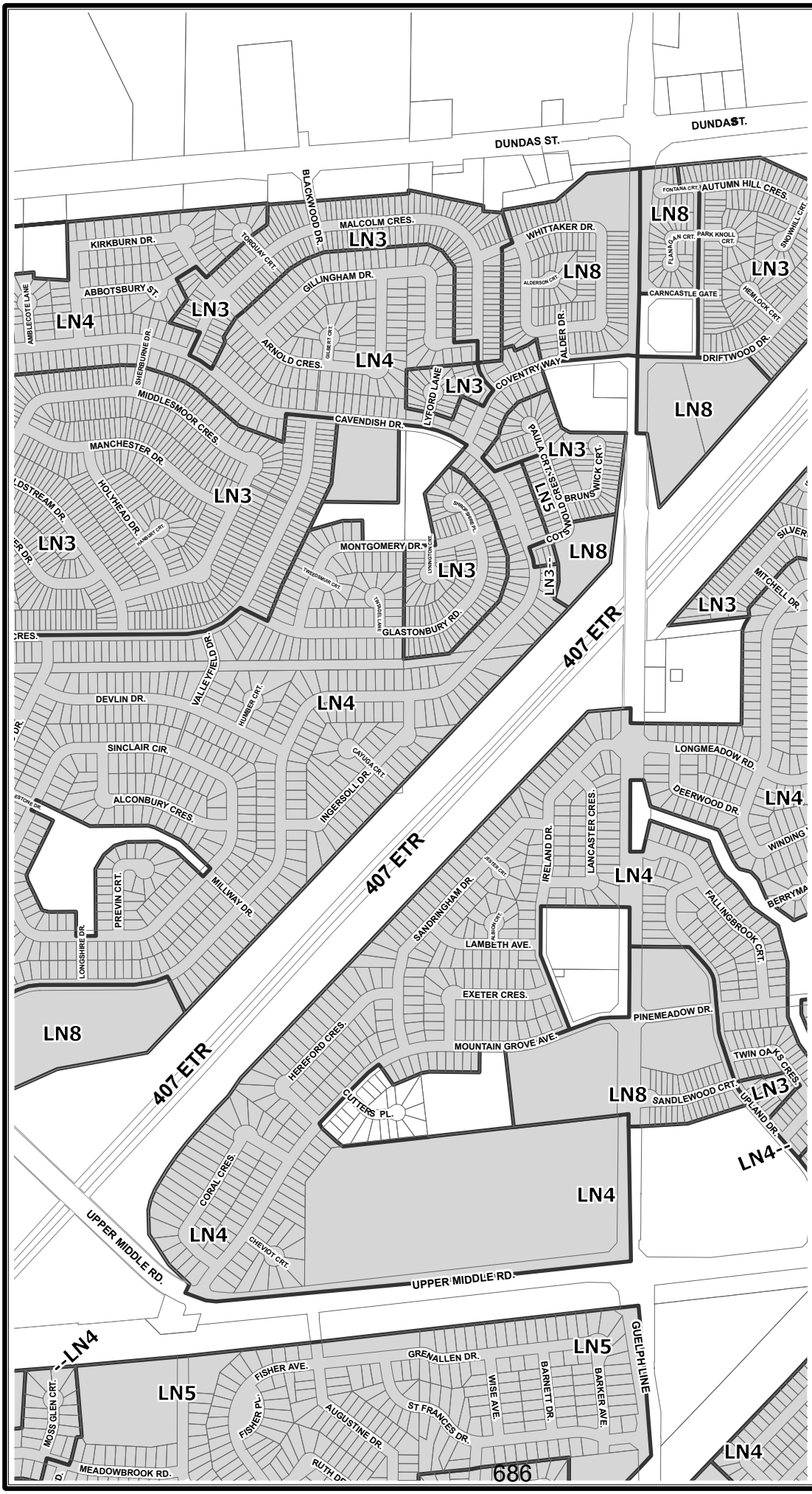

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

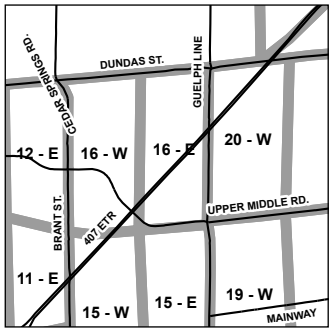
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.16 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

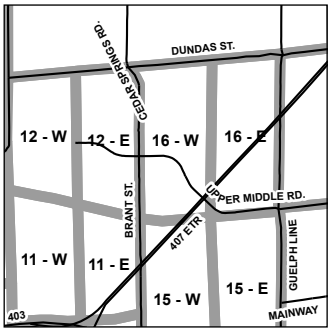
TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.16 - W

## Map Index




## Zones

Residential Zones

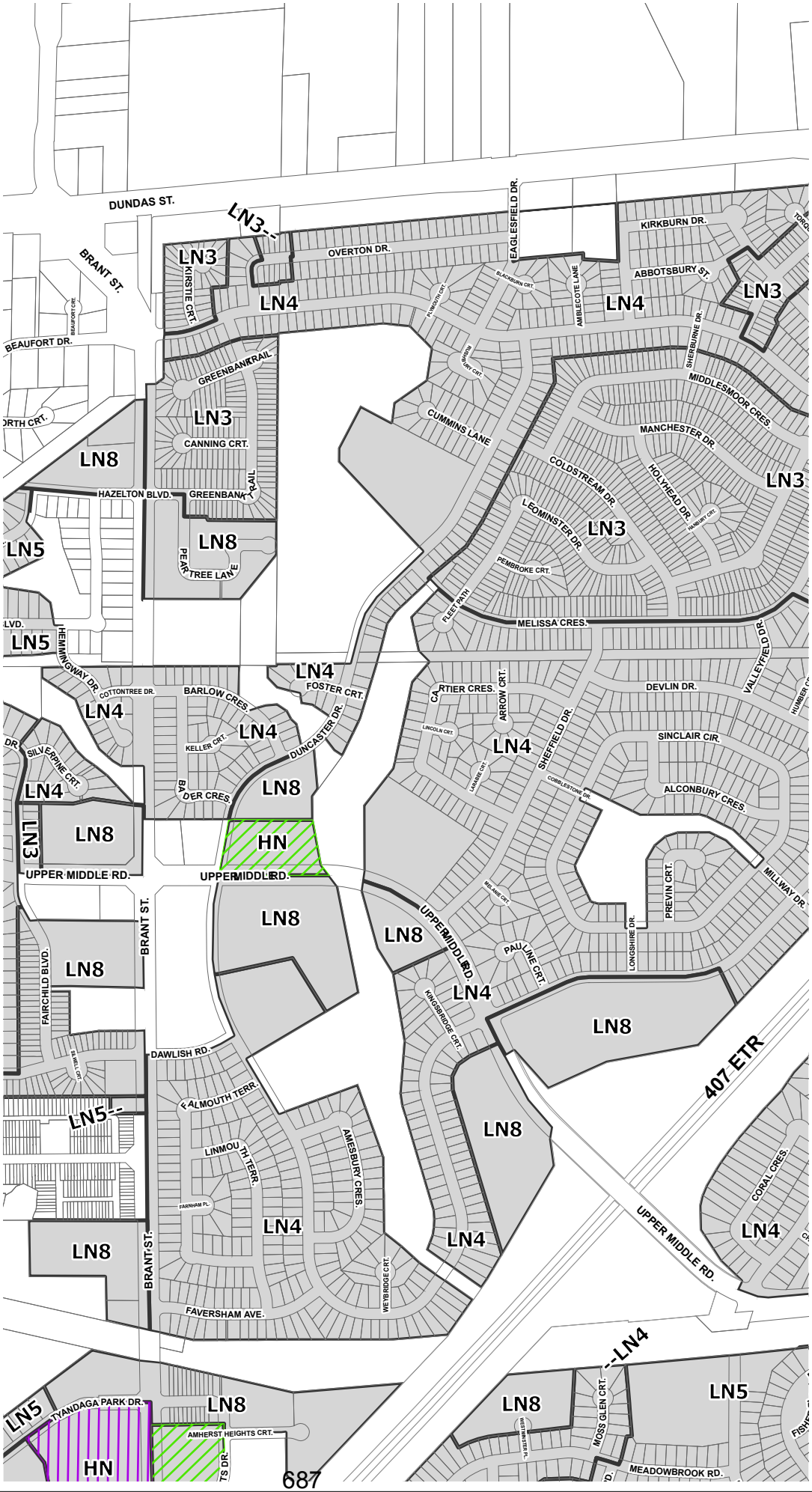
- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



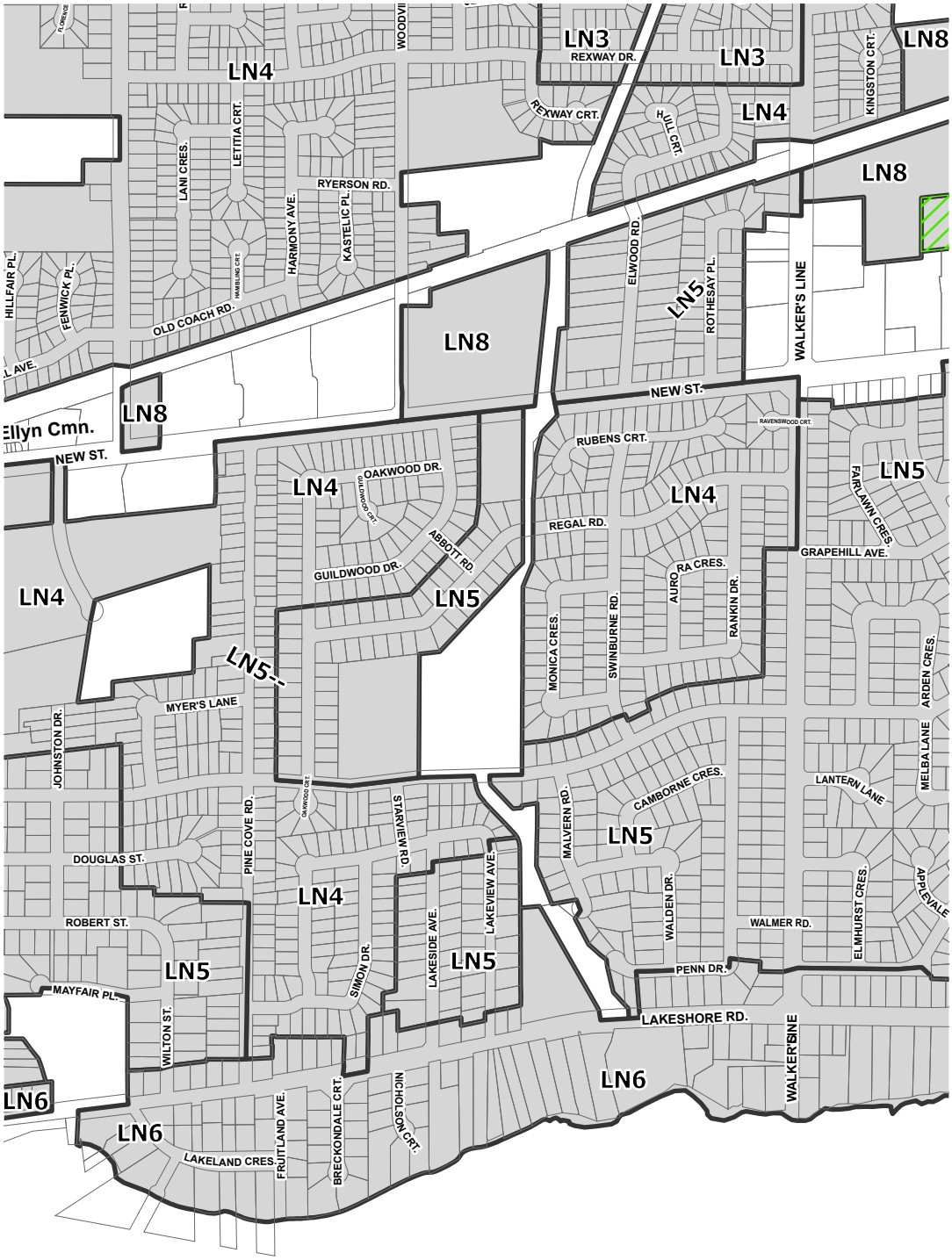

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

TERANET

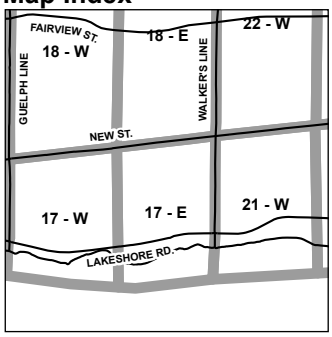
CITY OF Burlington




**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.17 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

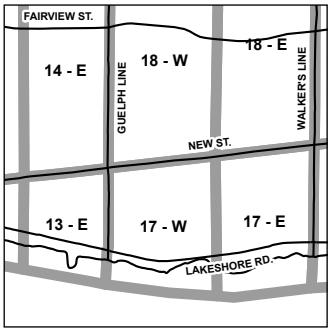
**1/26/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A
# MAP NO.17 - W

## Map Index




Zones

Residential Zones

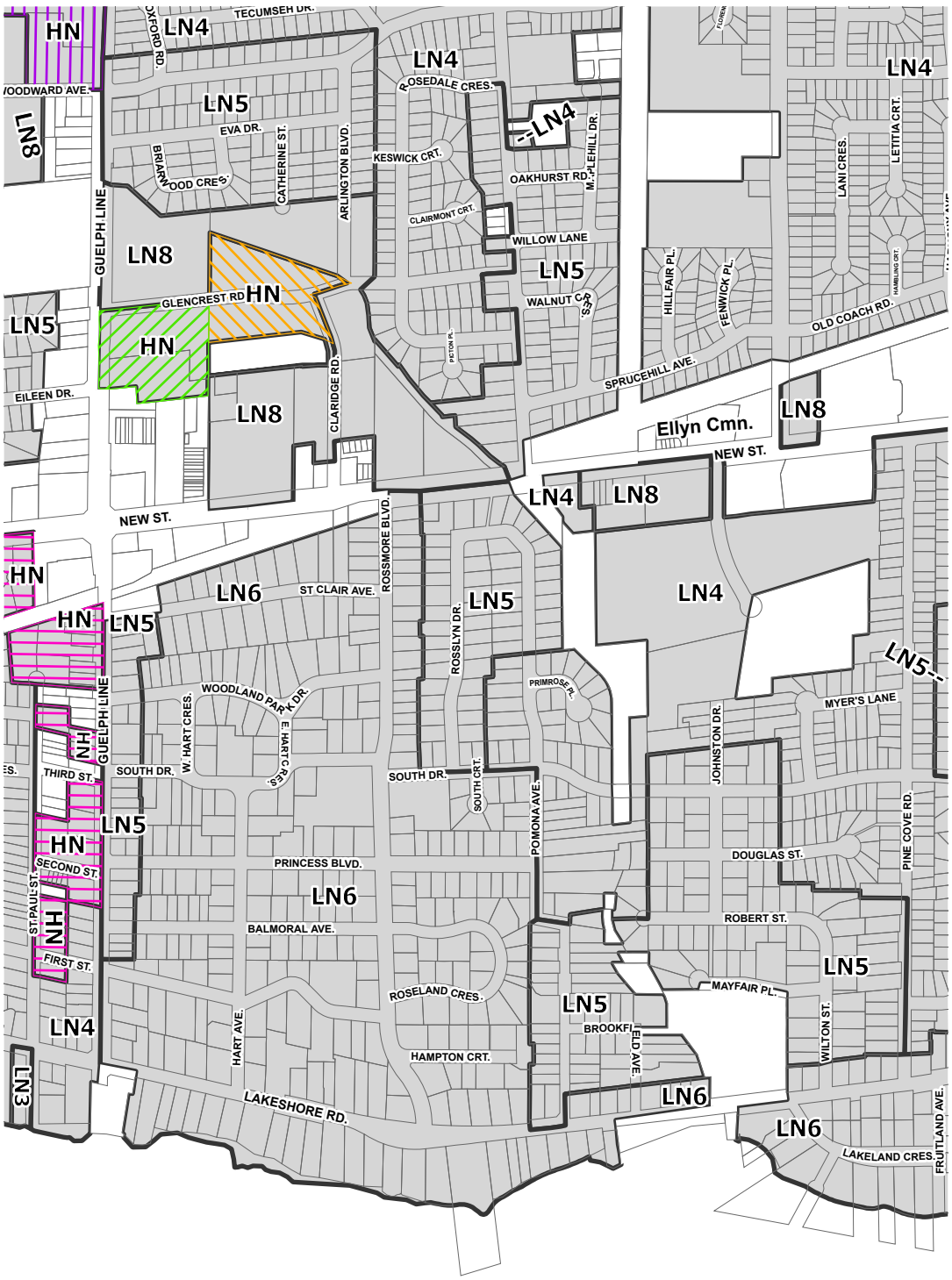
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



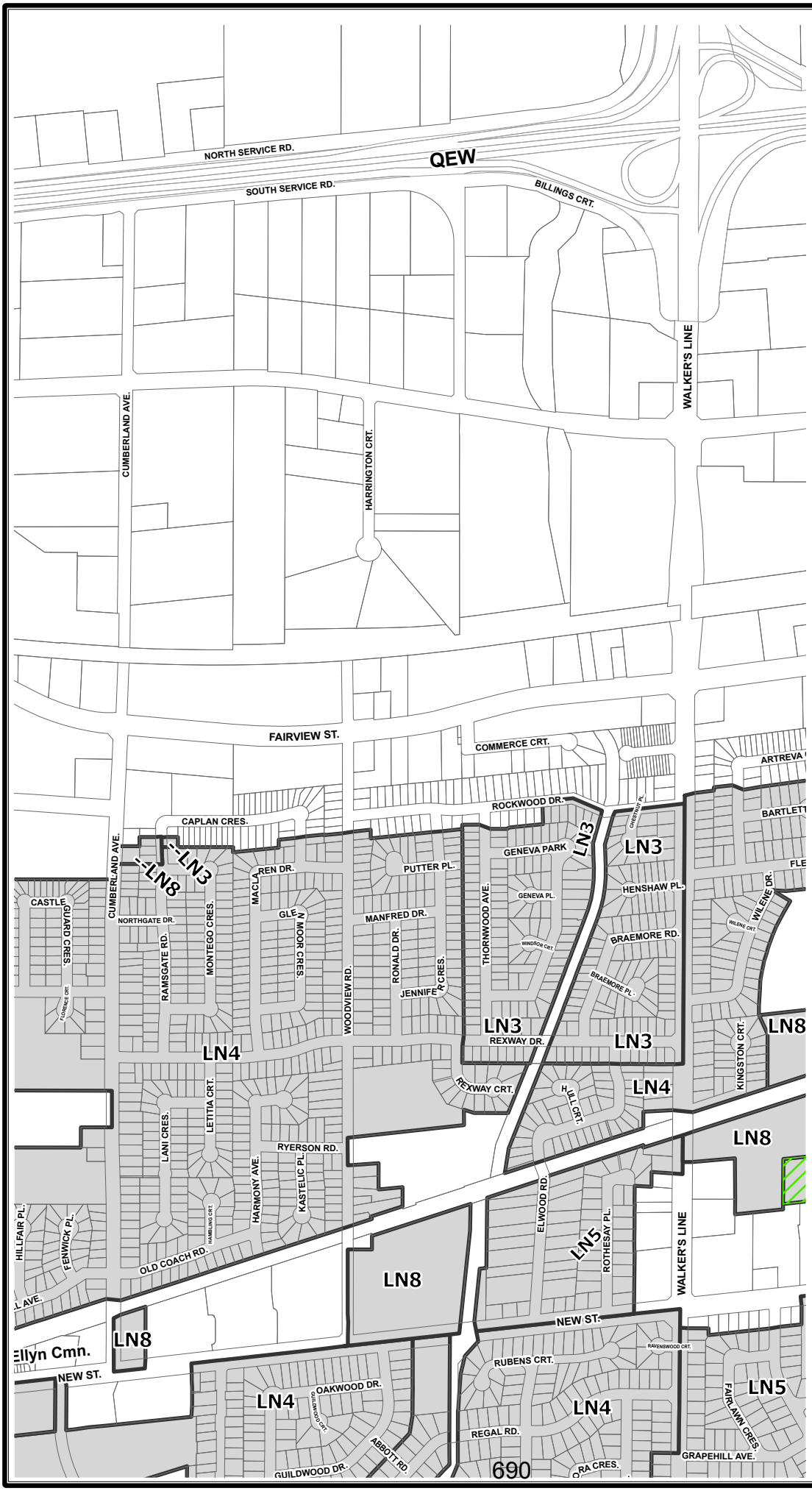

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/27/2026

TERANET

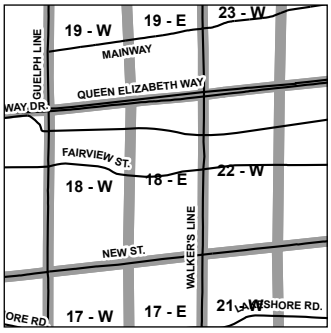
City of Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.18 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A
# MAP NO.18 - W

## Map Index

Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/27/2026

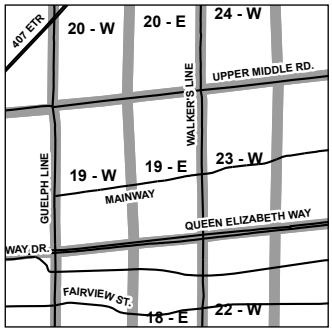
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.19 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

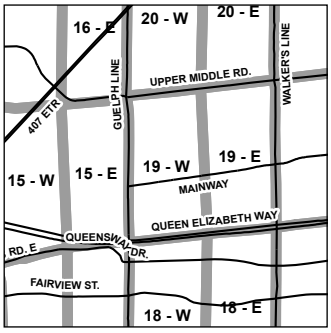
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.19 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

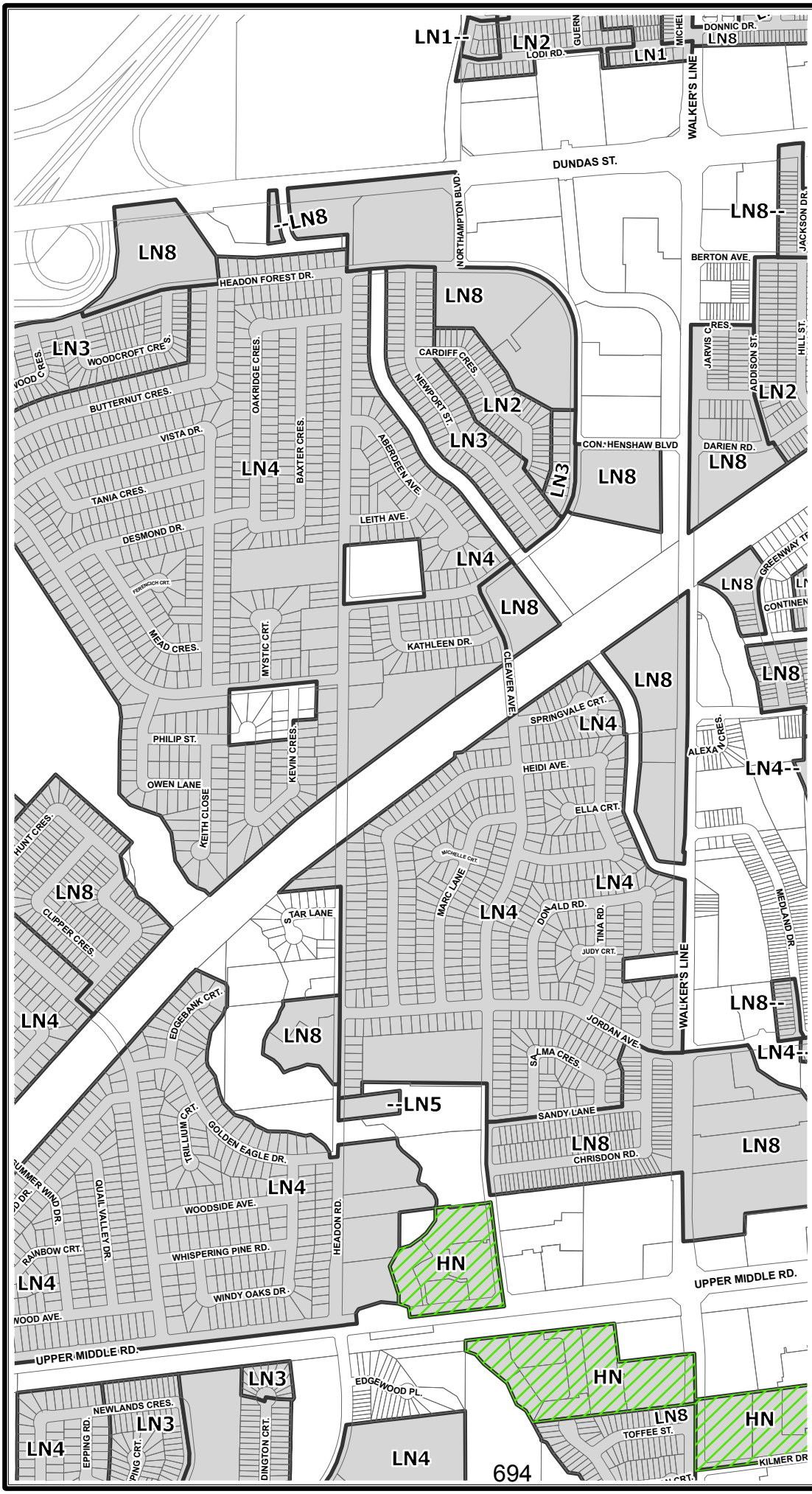
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

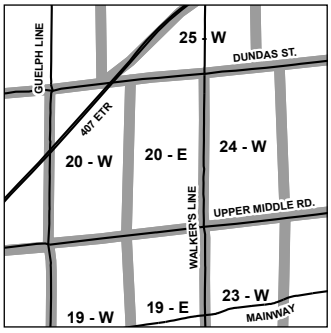
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.20 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning:** This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

**Scale -** 1:10,000

**1/26/2026**

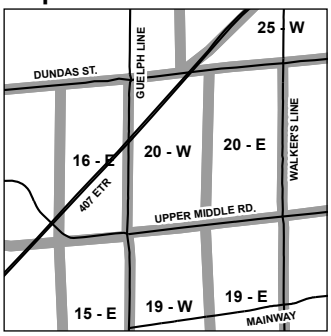
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.20 - W

## Map Index




Zones

Residential Zones

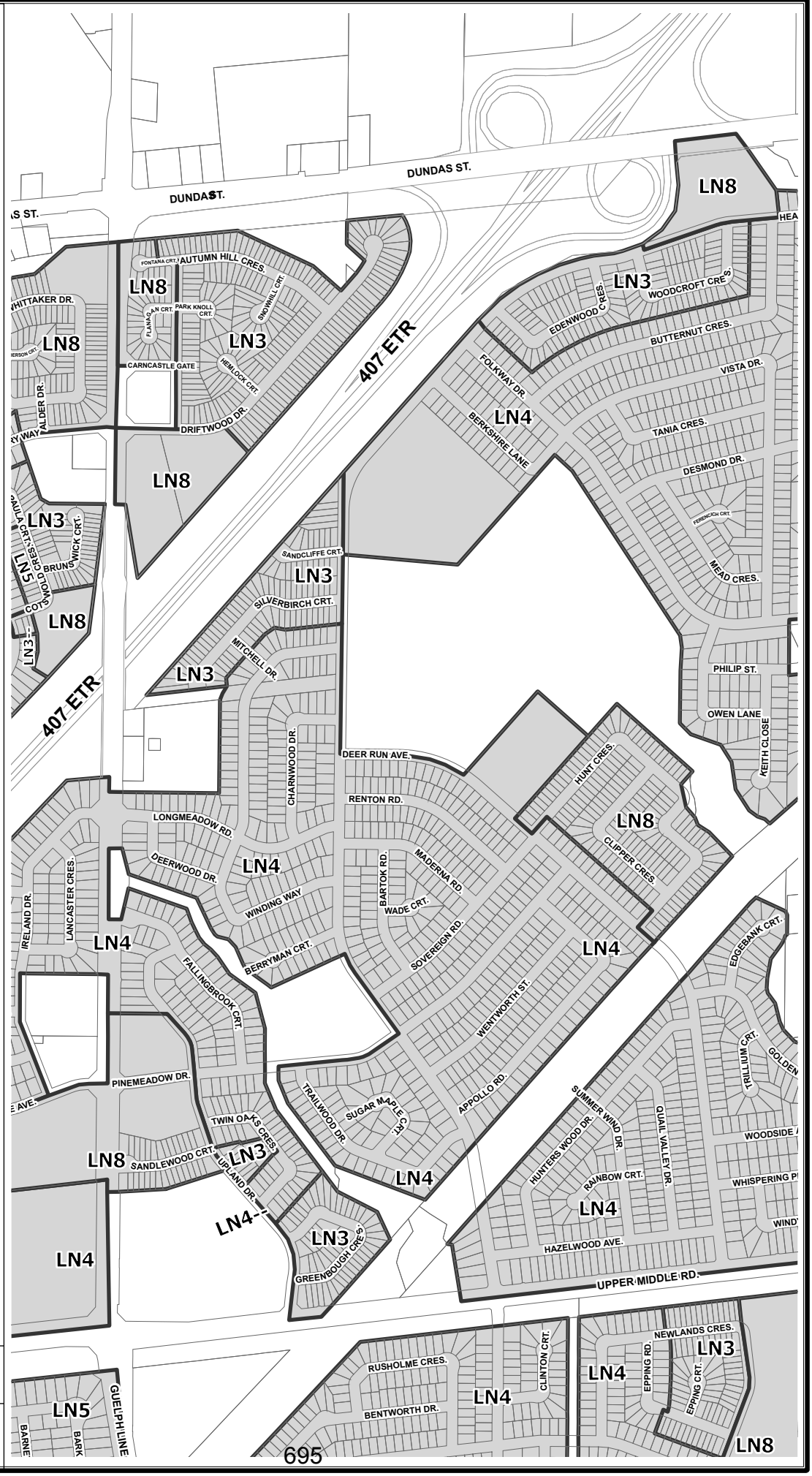
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



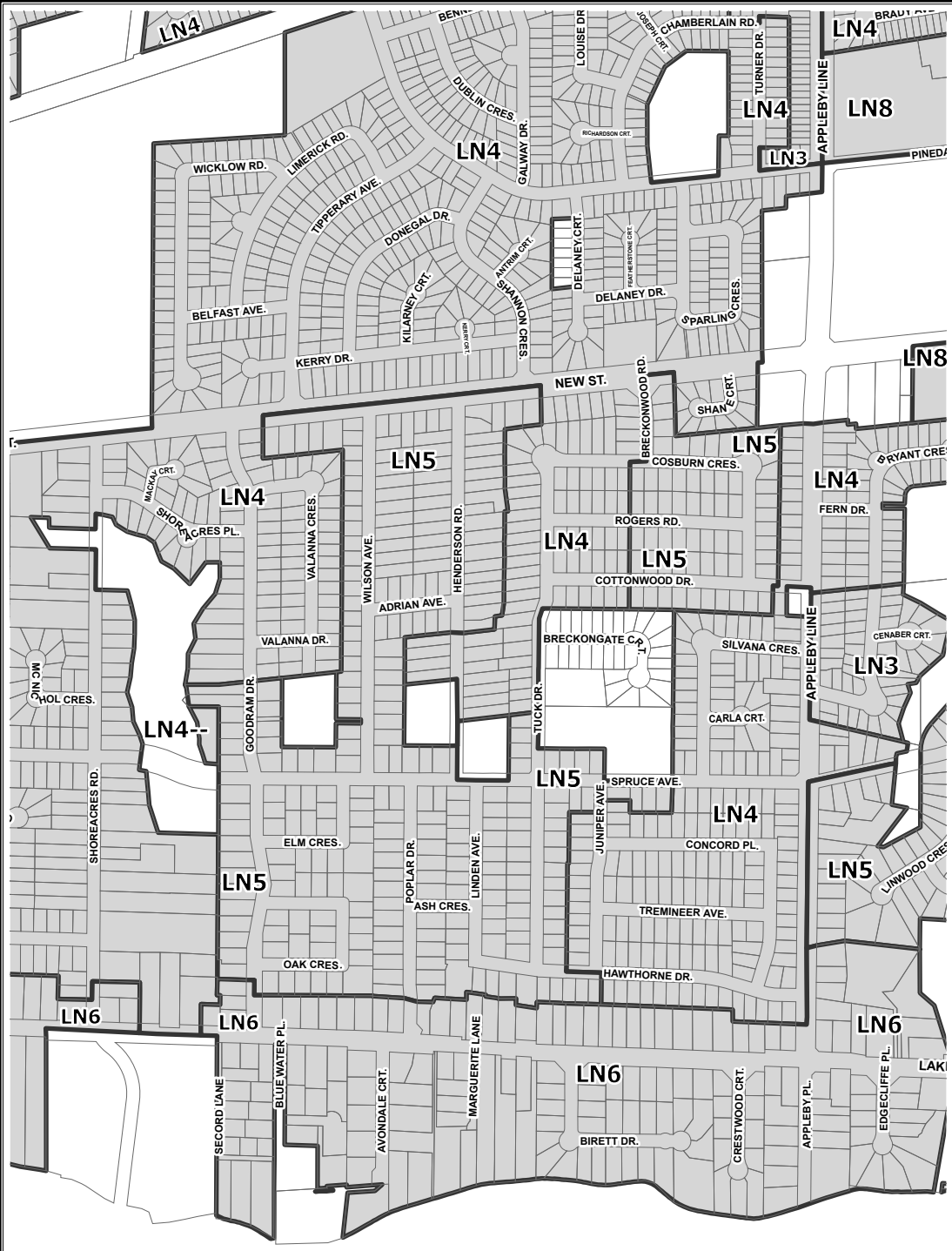

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

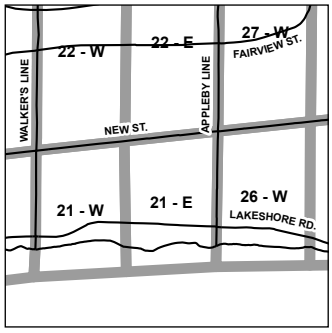
CITY OF Burlington




**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.21 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

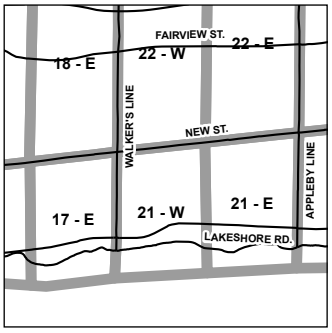
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.21 - W

## Map Index




Zones

Residential Zones

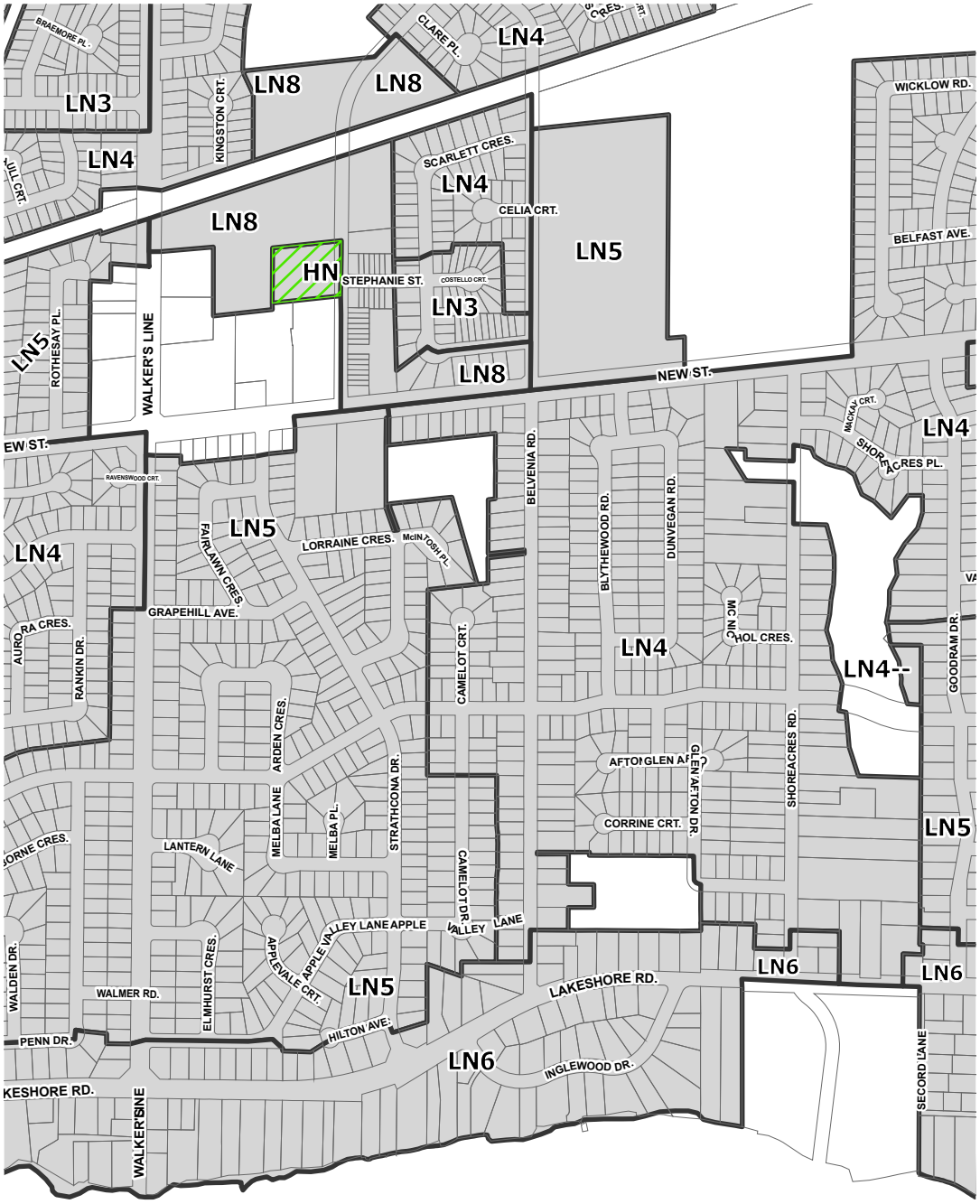
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



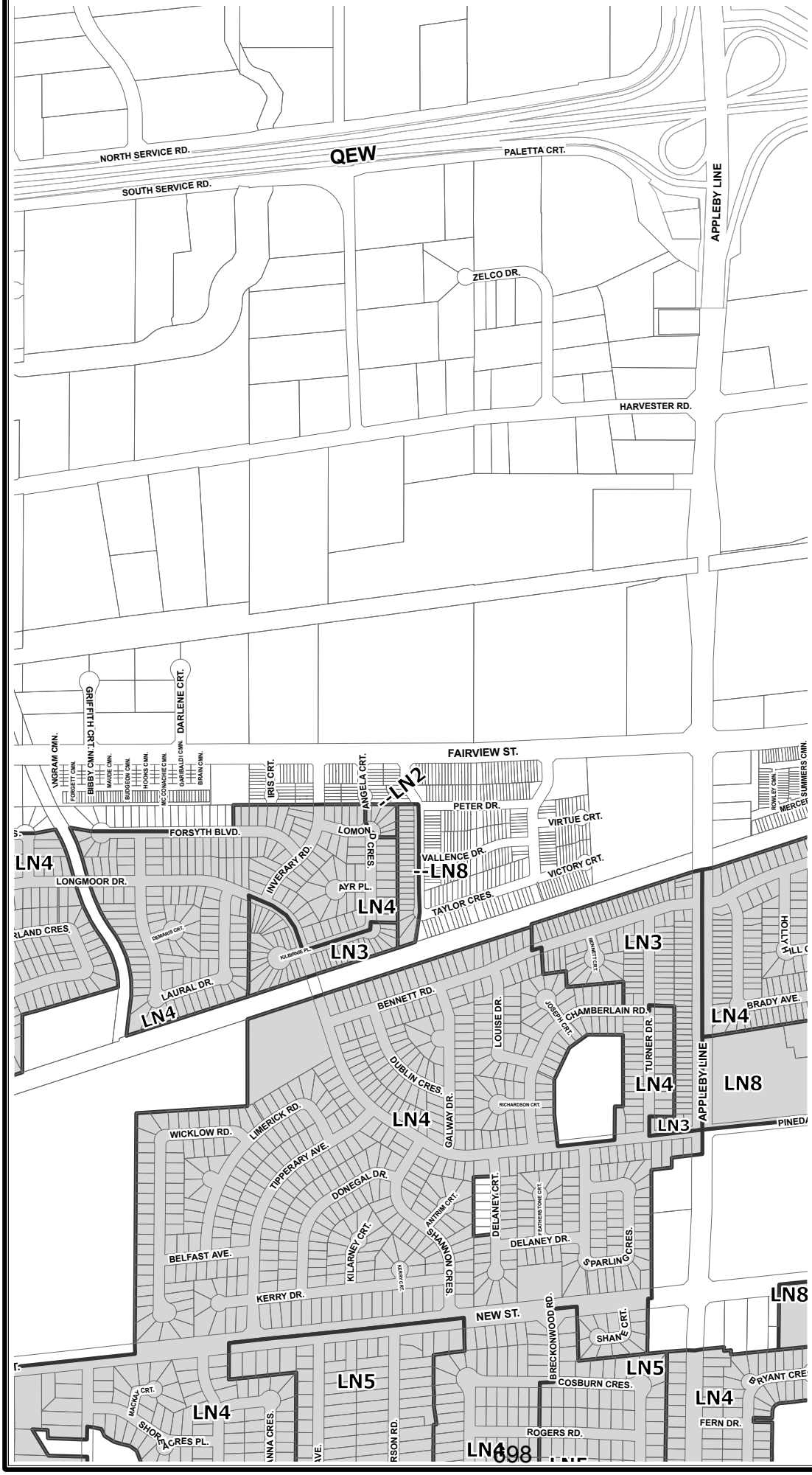

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

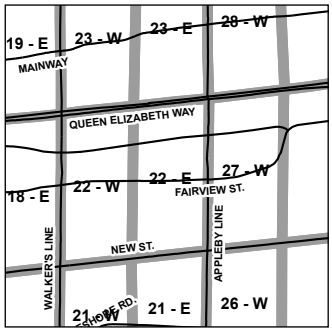
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.22 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

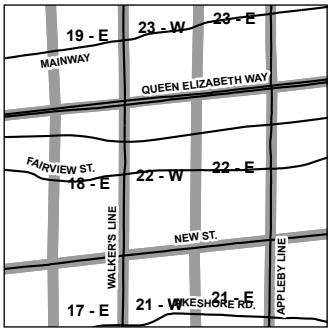
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.22 - W

## Map Index




Zones

Residential Zones

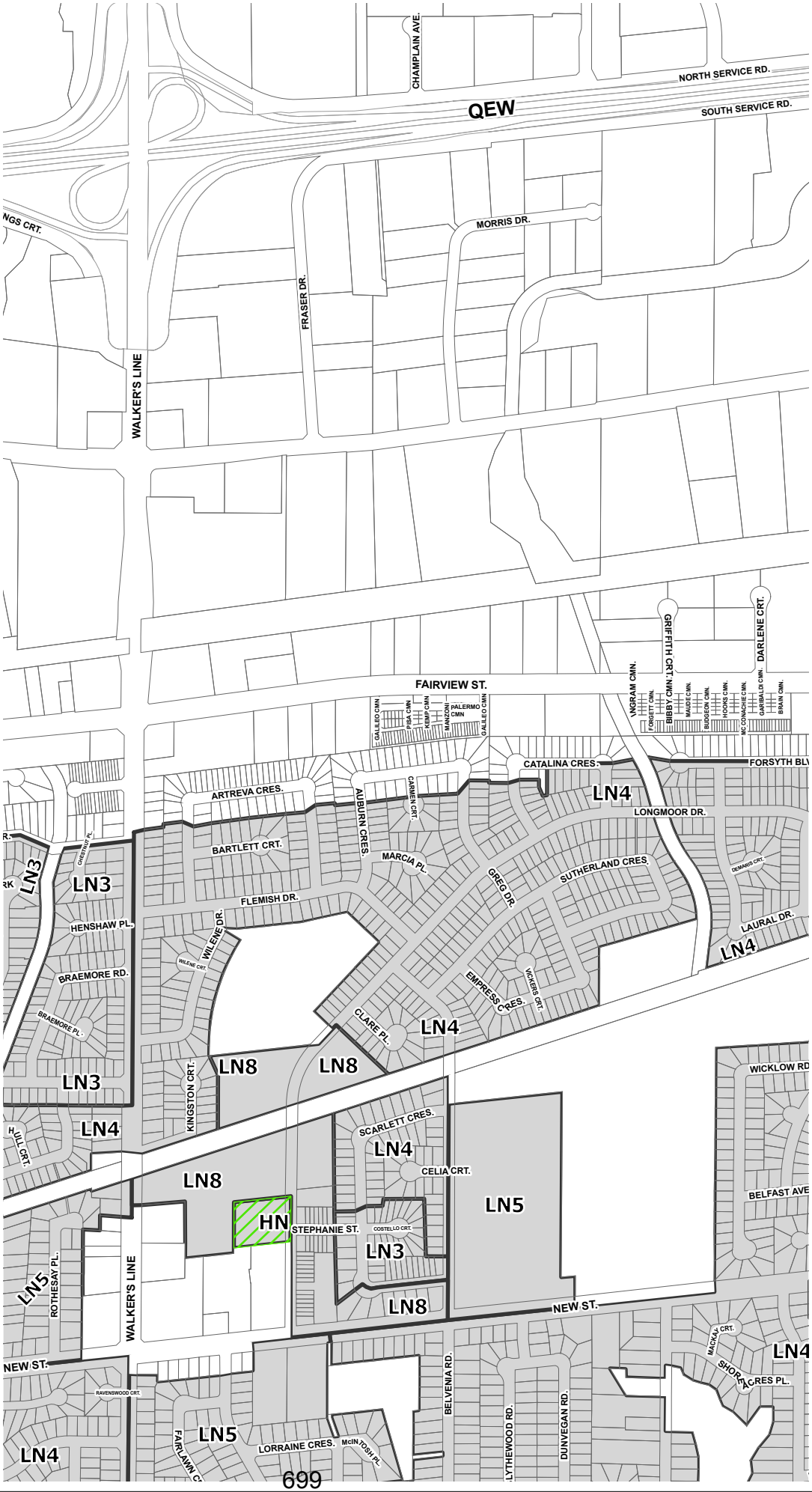
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.23 - E

## Map Index

## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

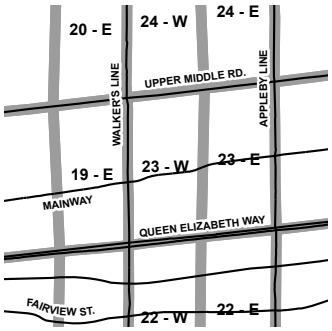
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.23 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.24 - E

## Map Index

## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

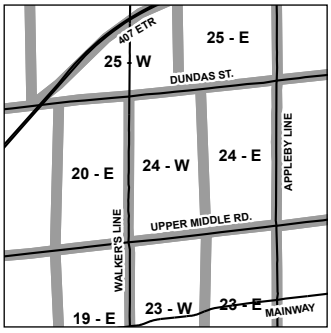
TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.24 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

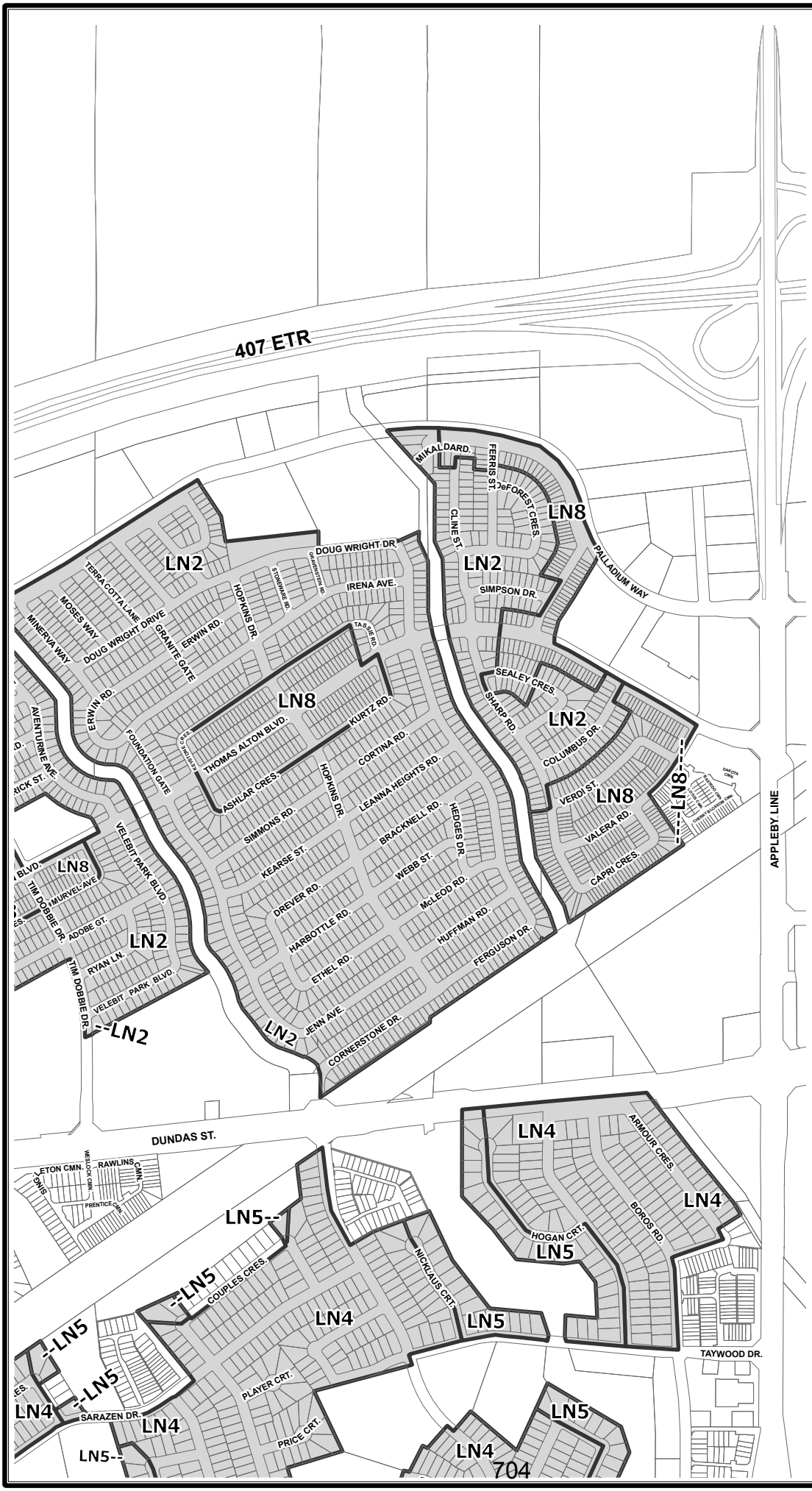
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

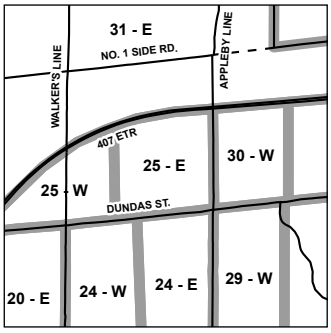
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.25 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

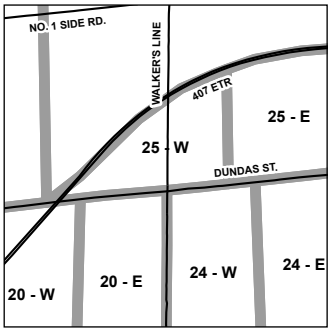
TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.25 - W

## Map Index




Zones

Residential Zones

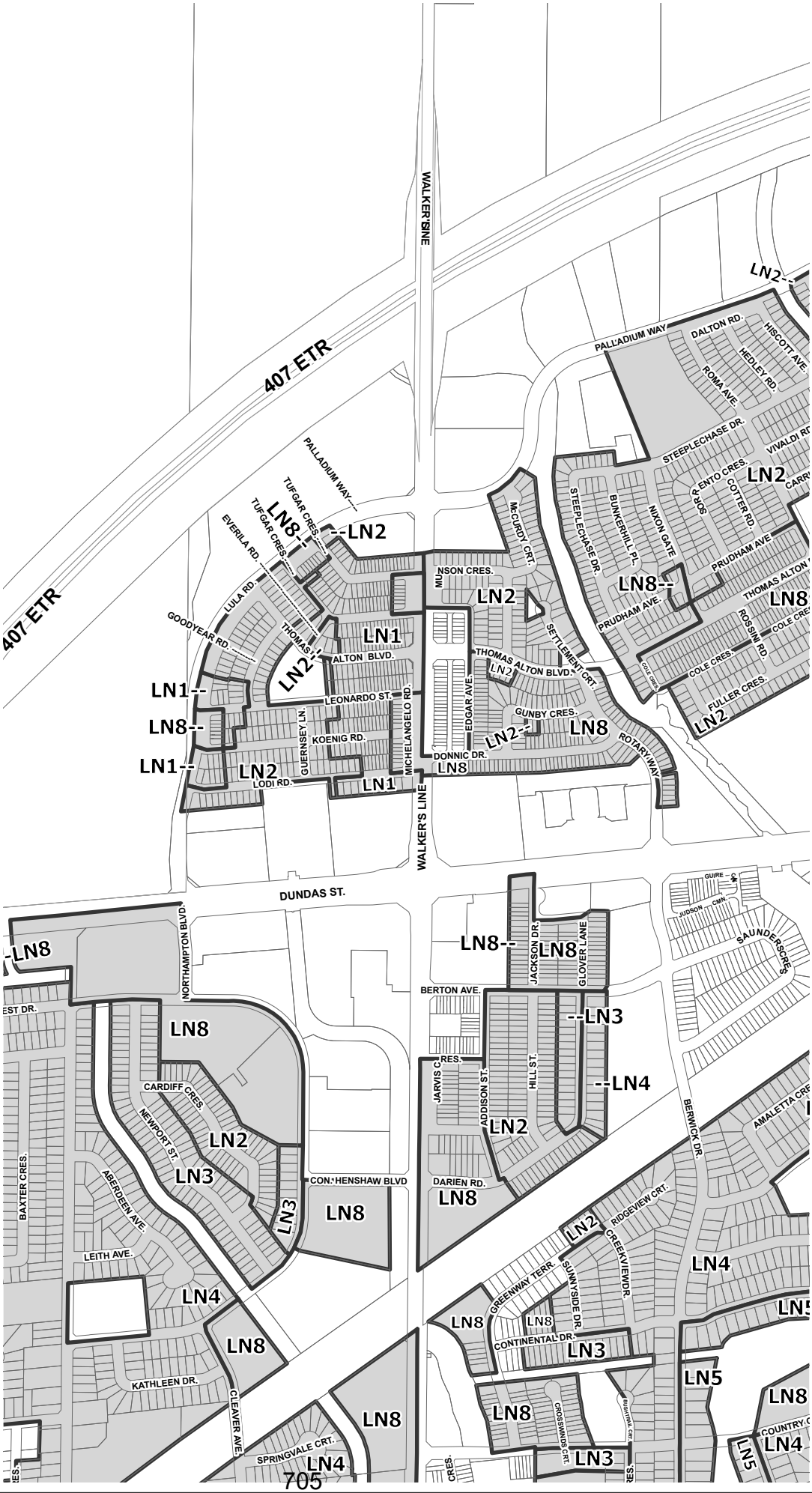
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



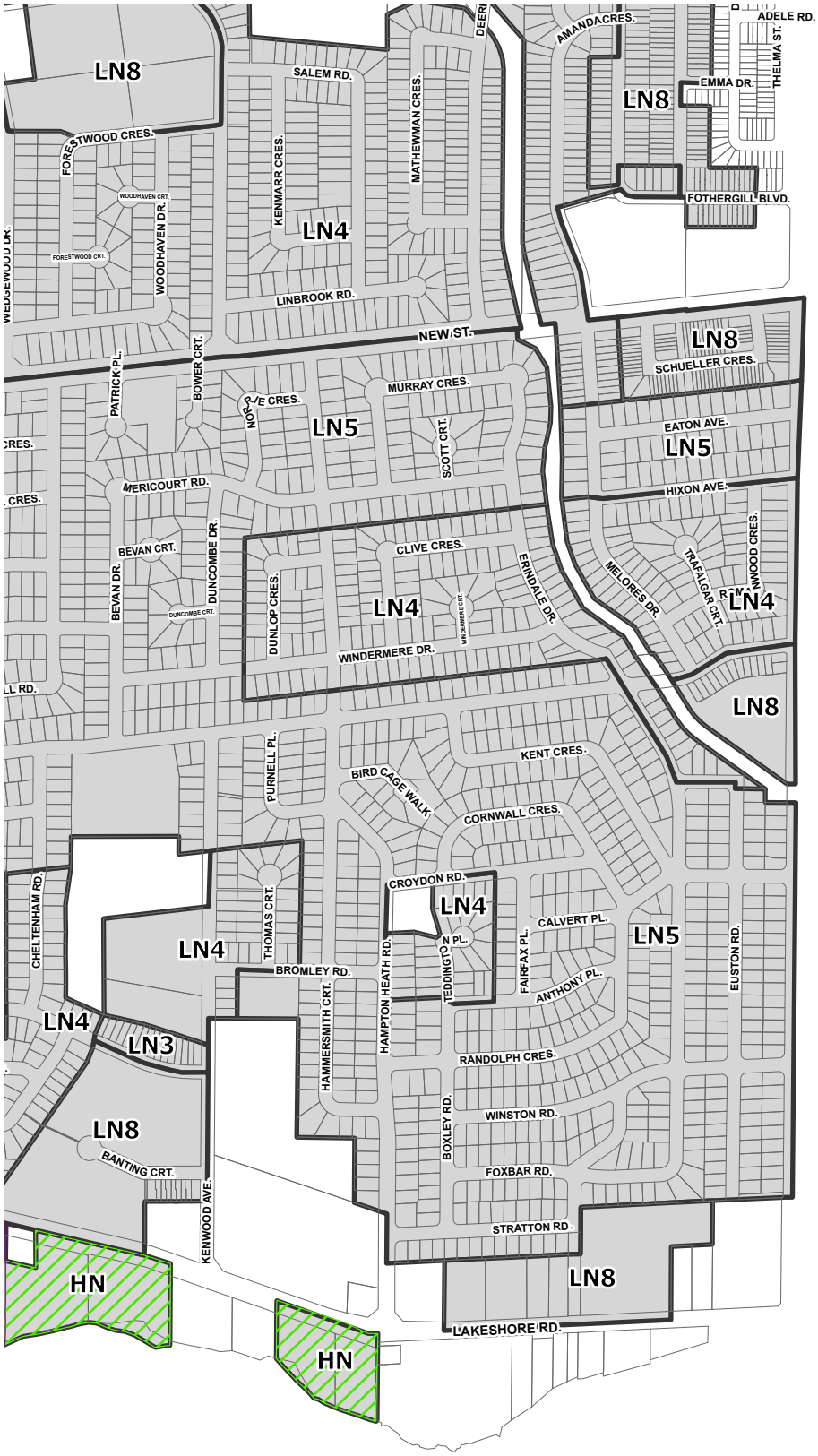

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

TERANET

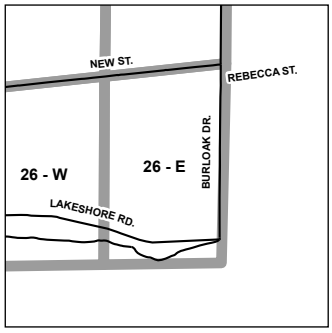
CITY OF Burlington




# Burlington Residential Zoning By-law, Schedule A

# MAP NO.26 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

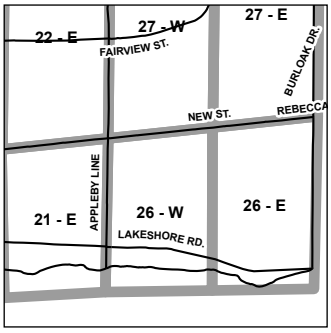
TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.26 - W

## Map Index




Zones

Residential Zones

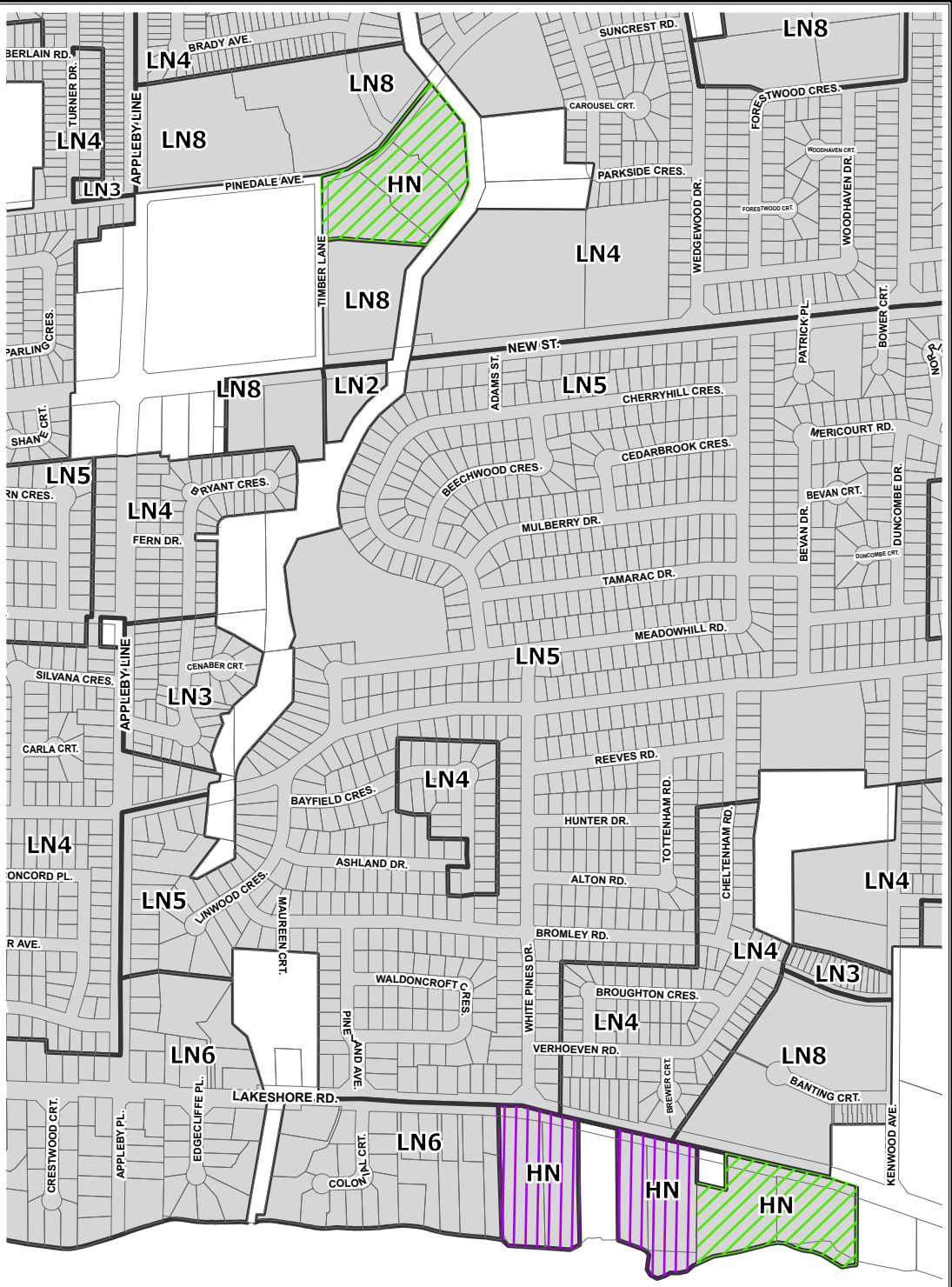
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



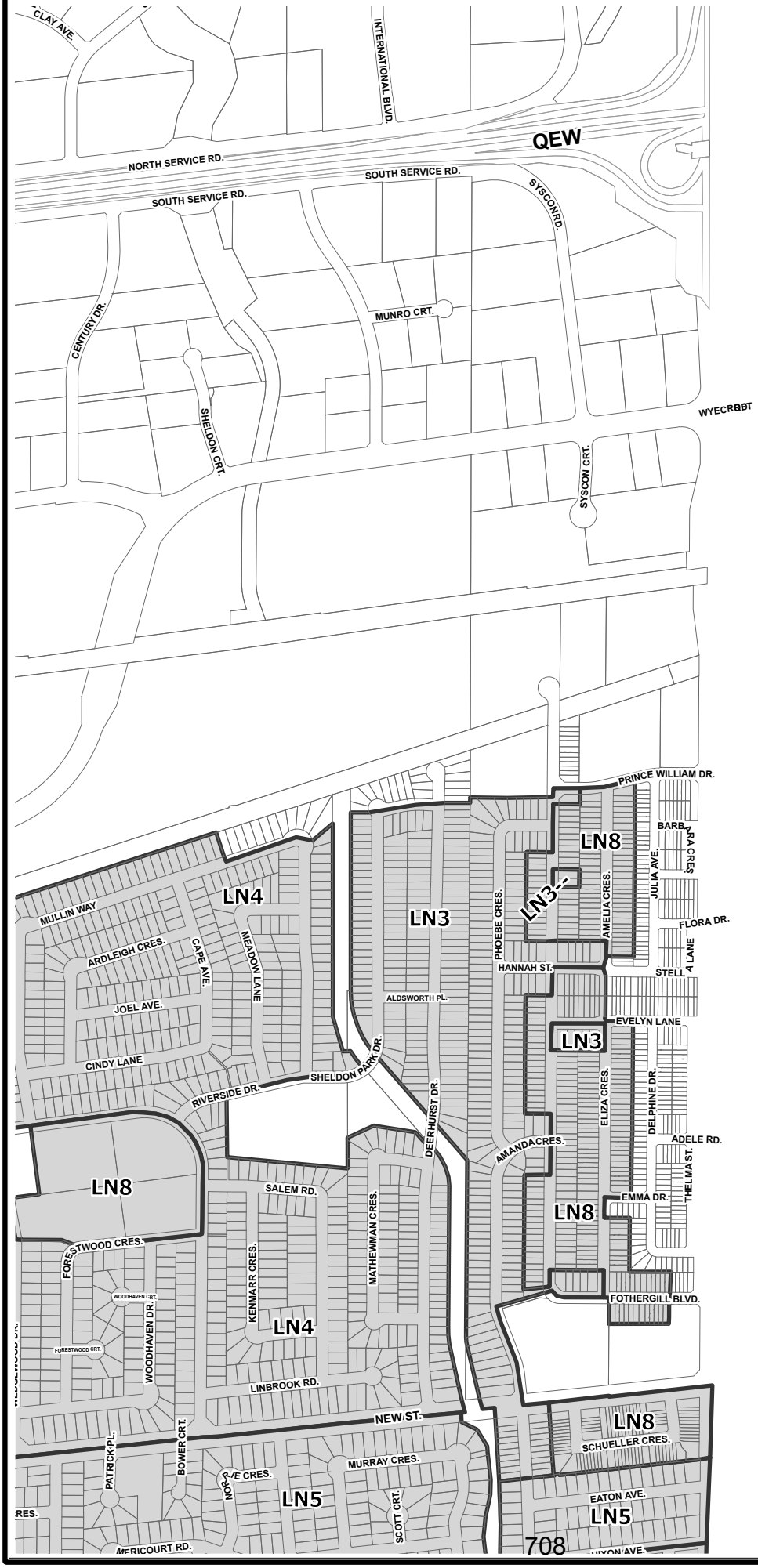

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/26/2026

TERANET

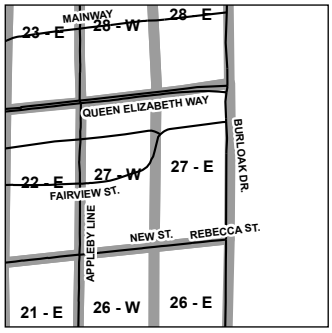
CITY OF Burlington




## Burlington Residential Zoning By-law, Schedule A

# MAP NO.27 - E

### Map Index




### Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

### Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

### Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.27 - W

## Map Index

Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.28 - E

## Map Index

Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

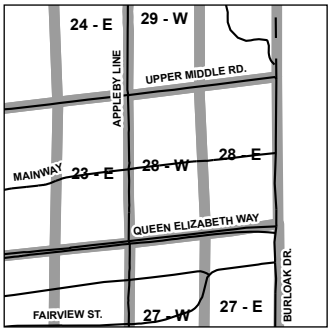
TERANET

City of Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.28 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

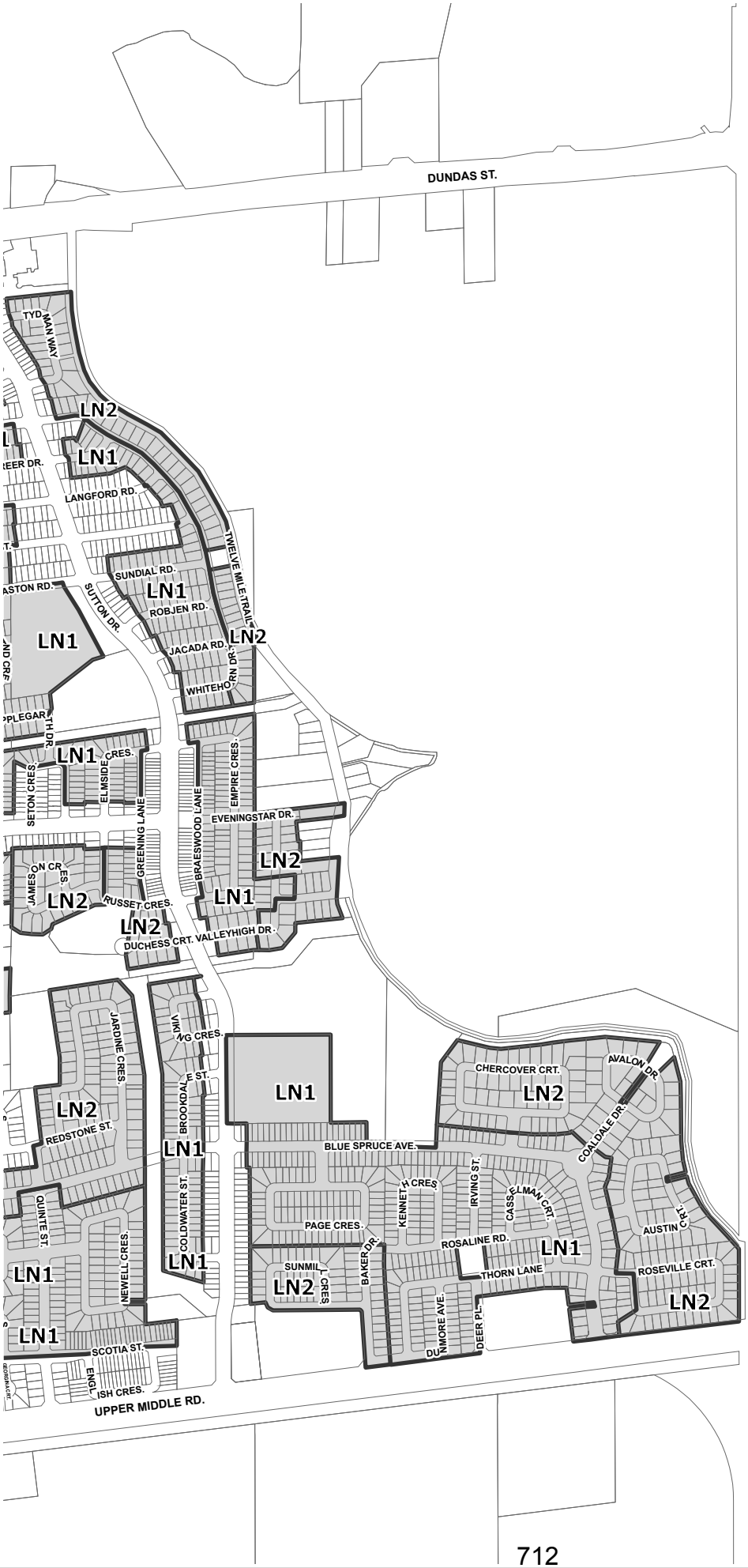
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

TERANET

CITY OF Burlington

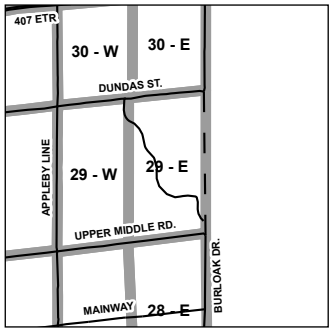



712

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.29 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

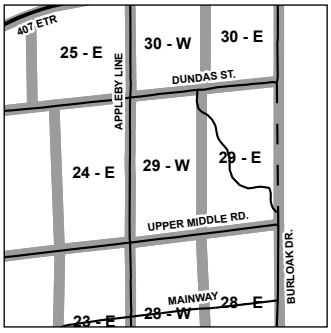
TERANET

City of Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.29 - W

## Map Index




Zones

Residential Zones

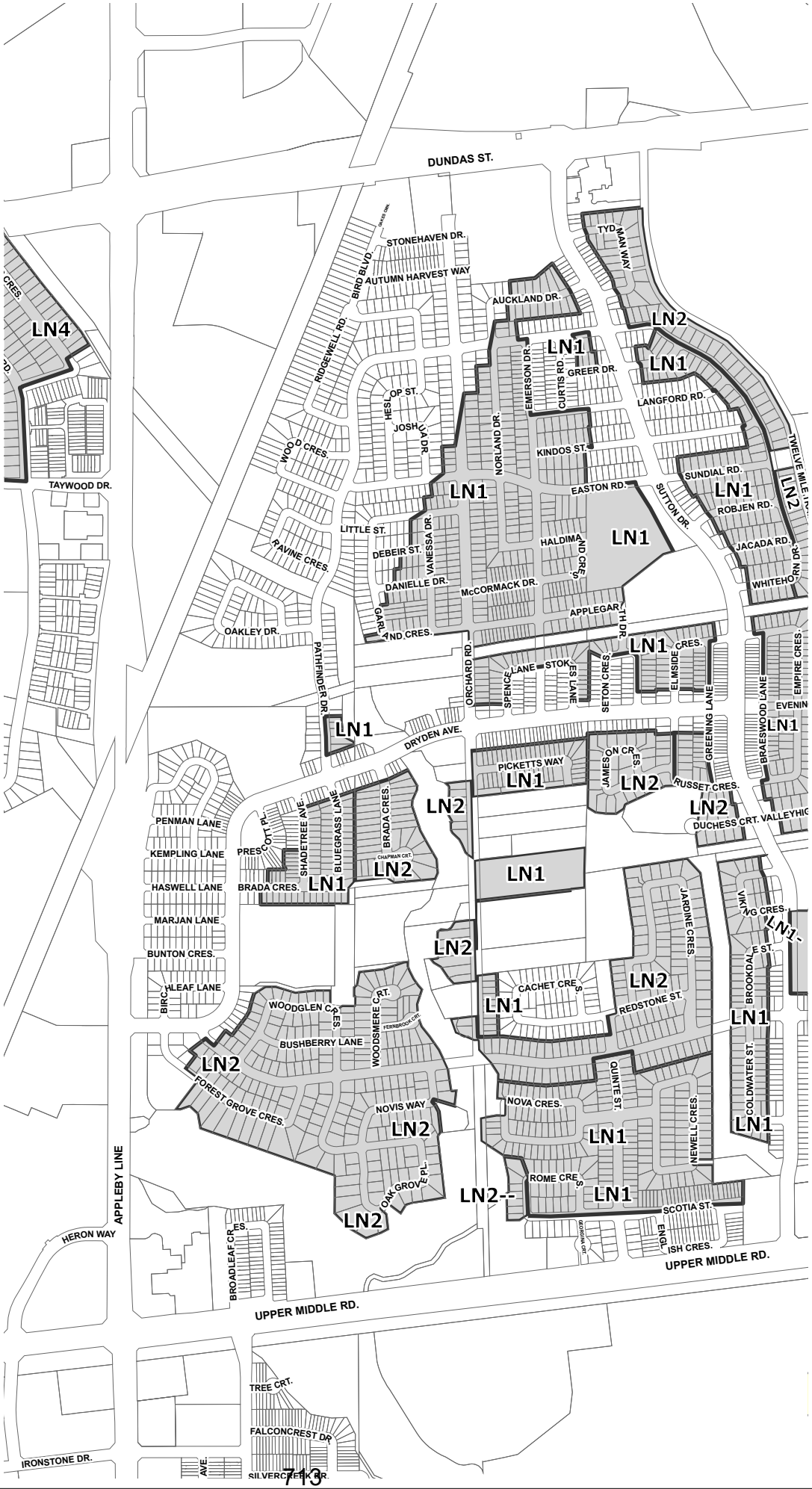
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

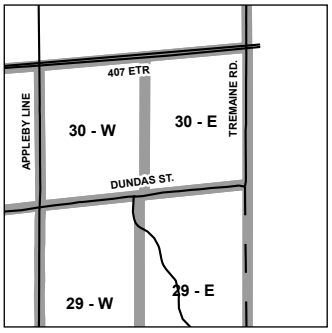
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.30 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

19.5 metres
24 metres
37.5 metres
55.5 metres
No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 10,000**

**1/22/2026**

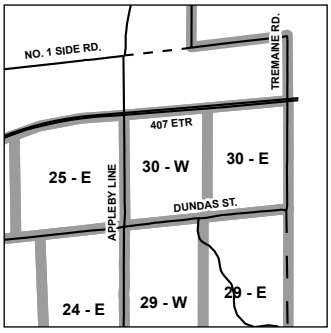
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.30 - W

## Map Index




Zones

Residential Zones

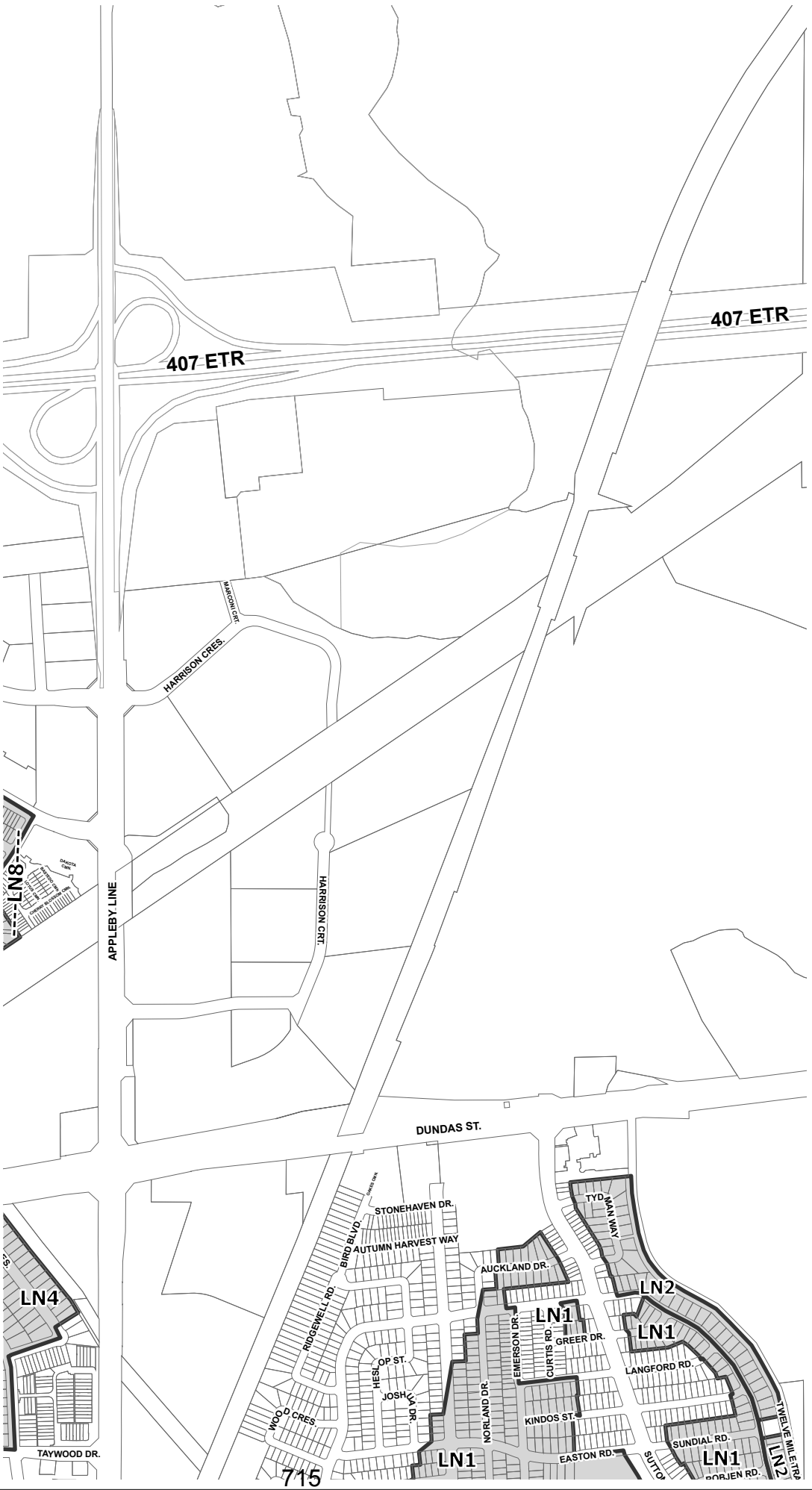
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

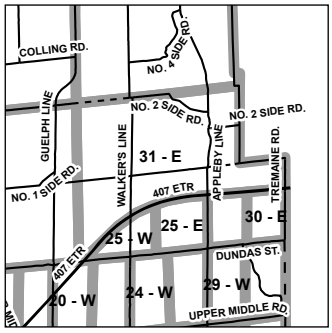
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule A

# MAP NO.31 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

19.5 metres
24 metres
37.5 metres
55.5 metres
No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 40,000**

**1/26/2026**

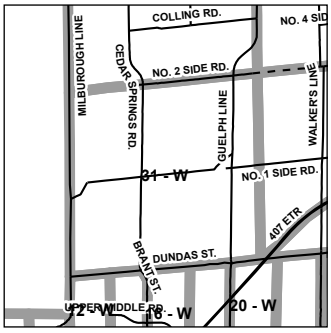
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.31 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:32,000**

**1/27/2026**

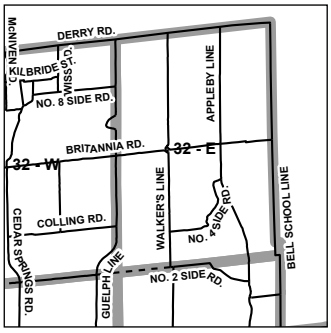
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.32 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 32,000**

**1/22/2026**

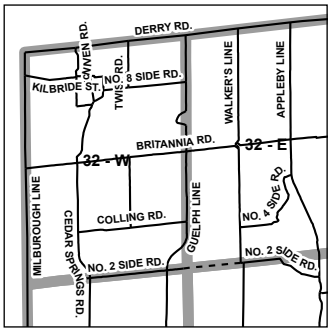
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.32 - W

## Map Index




Zones

Residential Zones

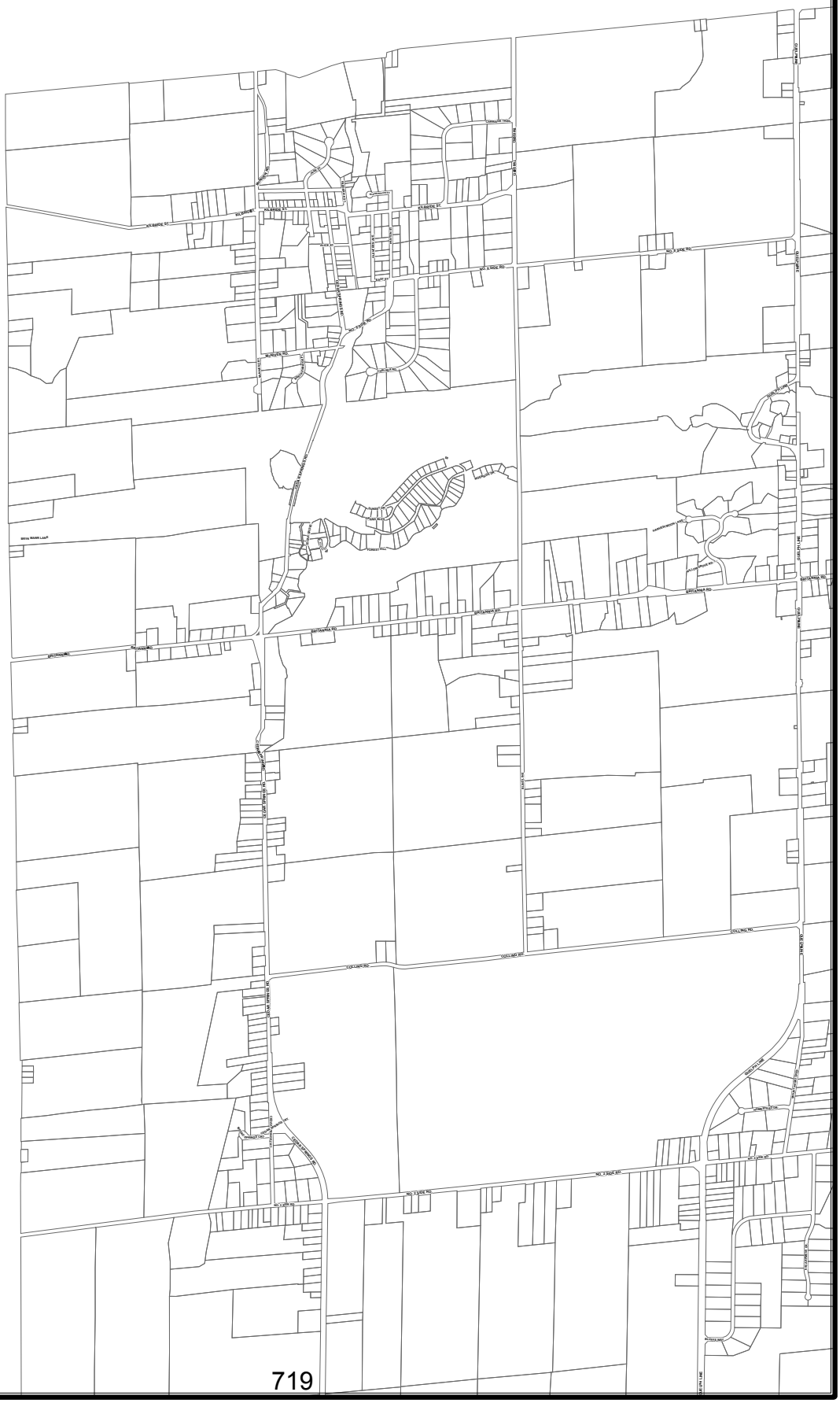
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law Near Rail



**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:32,000**

**1/23/2026**

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law, Schedule B, Road Classifications

**City of Burlington**

## Legend

- Major Arterial
- Multi Purpose Arterial
- Urban Avenue
- Main Street
- Industrial Connector
- Neighbourhood Connector

**CONTEXTUAL REFERENCES**

- Municipal Boundary
- Other Streets

HAMILTON
OAKVILLE
HAMILTON
BURLINGTON BAY
LAKE ONTARIO
HWY 6
HWY 403
HWY 407
Q.E.W.
WATERDOWN RD.
TOWNSEND AVE.
PLAINS RD. W.
PLAINS RD. E
KERNS RD.
CEDAR SPRINGS RD.
KING RD.
BRANT ST.
GUELPH LINE
MOUNTAINSIDE DR.
LEIGHLAND RD.
FISHER AVE.
MAPLE AVE.
NORTHSHORE BLVD. E
LAKESHORE RD.
LAKESHORE RD.
DUNDAS ST.
DUNDAS ST.
CAVENDISH DR.
UPPER MIDDLE ROAD
HEADON FOREST DR.
HEADON RD.
WALKER'S LINE
BERWICK DR.
MILLCROFT PARK DR.
UPPER MIDDLE RD.
DRYDEN AVE
SUTTON RD.
MAINWAY
NORTH SERVICE RD.
SOUTH SERVICE RD.
CORPORATE DR.
HARVESTER RD.
C.N.R.
FAIRVIEW ST.
FAIRVIEW ST.
NEW ST.
BELVENIA ROAD
SPRUCE AVE
HEATH RD.
HAMPTON
APPLEBY LINE
APPLEBY LINE
APPLEBY LINE
PALLADIUM WAY
THOMAS ALTON BLVD.
TREMAINE RD.
BURLOAK DR.
BURLOAK DR.

0 0.5 1 2 3 4 Km

720

NOVEMBER 2025

# Burlington Residential Zoning By-law, Appendix A, Approximate Location of Conservation Authority Regulation Limits

**City of Burlington**

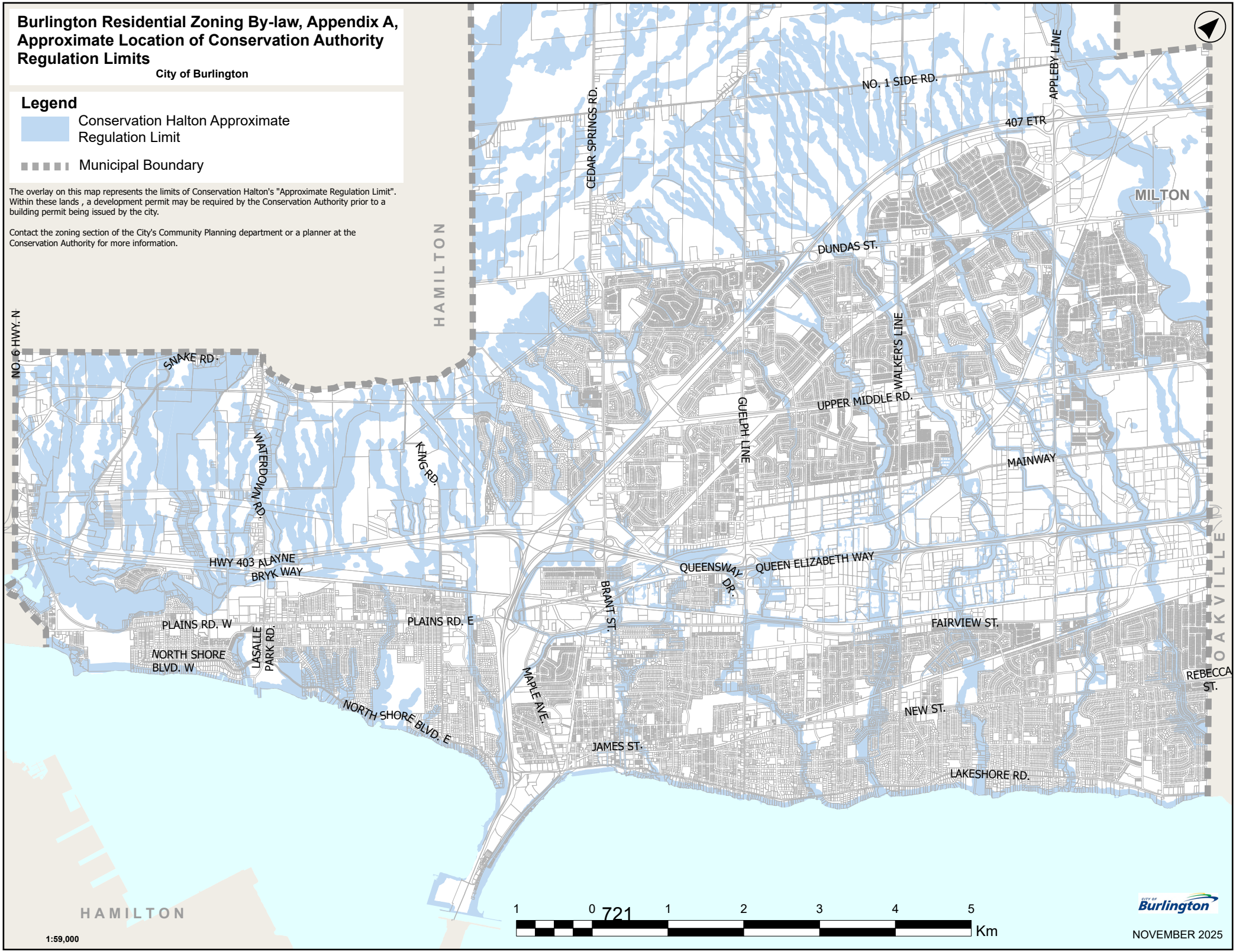
## Legend

Conservation Halton Approximate Regulation Limit

Municipal Boundary

The overlay on this map represents the limits of Conservation Halton's "Approximate Regulation Limit". Within these lands , a development permit may be required by the Conservation Authority prior to a building permit being issued by the city.

Contact the zoning section of the City's Community Planning department or a planner at the Conservation Authority for more information.




1:59,000

NOVEMBER 2025

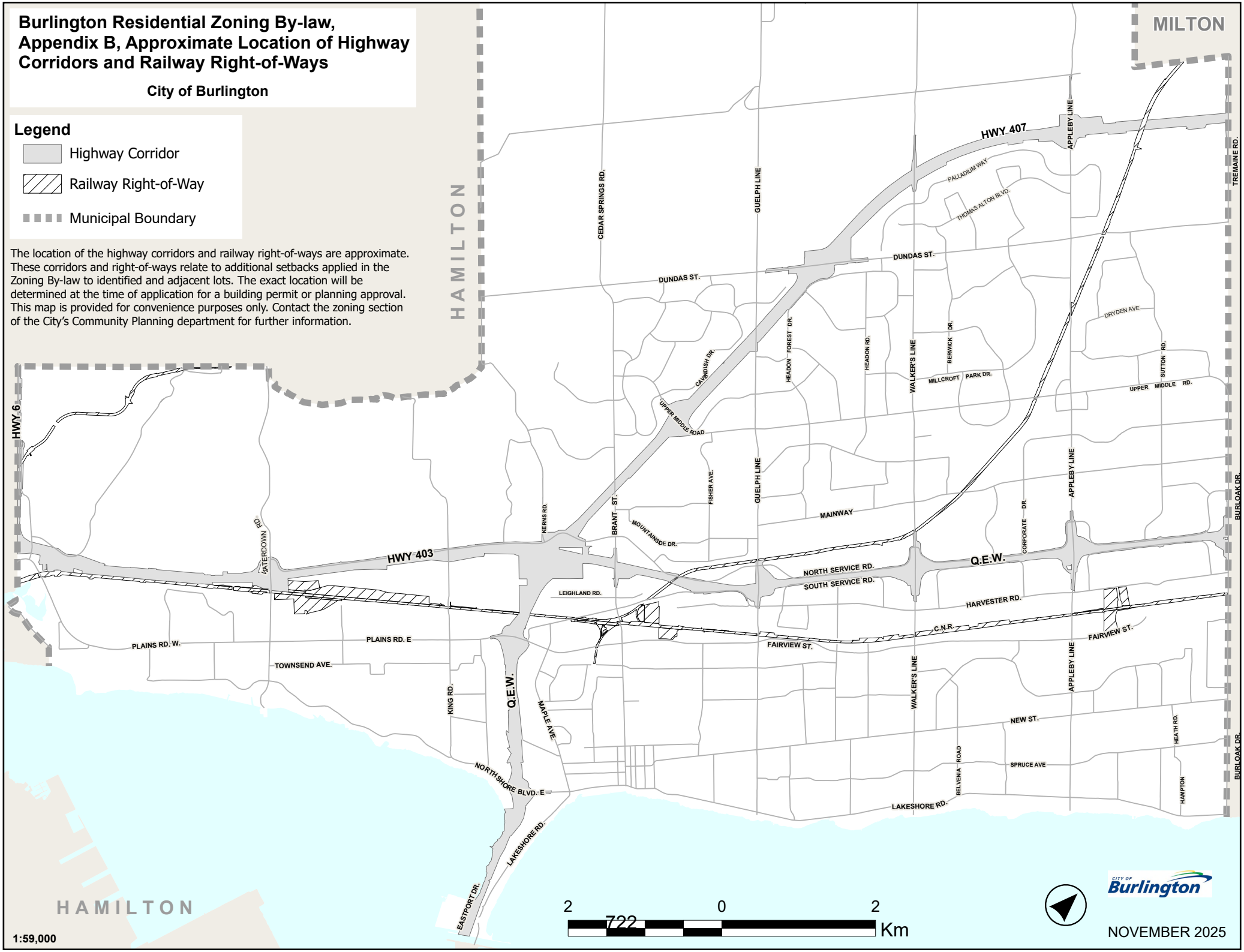
# Burlington Residential Zoning By-law, Appendix B, Approximate Location of Highway Corridors and Railway Right-of-Ways

**City of Burlington**

## Legend

- Highway Corridor
- Railway Right-of-Way
- Municipal Boundary

The location of the highway corridors and railway right-of-ways are approximate. These corridors and right-of-ways relate to additional setbacks applied in the Zoning By-law to identified and adjacent lots. The exact location will be determined at the time of application for a building permit or planning approval. This map is provided for convenience purposes only. Contact the zoning section of the City's Community Planning department for further information.




1:59,000

NOVEMBER 2025

# Burlington Residential Zoning By-law, Appendix C, Approximate Location of Pipeline Right-of-Ways

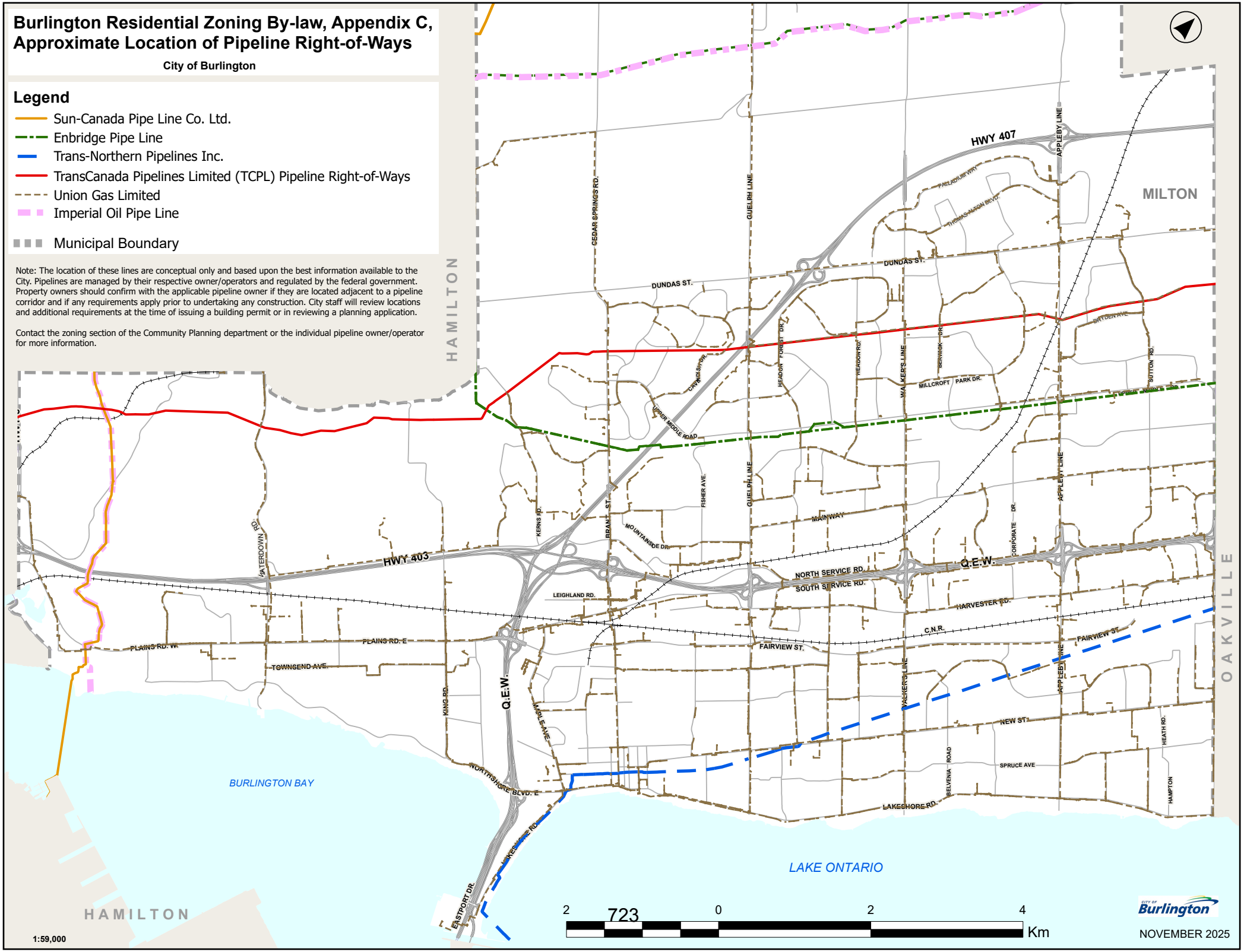
**City of Burlington**

## Legend

- Sun-Canada Pipe Line Co. Ltd.
- Enbridge Pipe Line
- Trans-Northern Pipelines Inc.
- TransCanada Pipelines Limited (TCPL) Pipeline Right-of-Ways
- Union Gas Limited
- Imperial Oil Pipe Line
- Municipal Boundary

Note: The location of these lines are conceptual only and based upon the best information available to the City. Pipelines are managed by their respective owner/operators and regulated by the federal government. Property owners should confirm with the applicable pipeline owner if they are located adjacent to a pipeline corridor and if any requirements apply prior to undertaking any construction. City staff will review locations and additional requirements at the time of issuing a building permit or in reviewing a planning application.

Contact the zoning section of the Community Planning department or the individual pipeline owner/operator for more information.




1:59,000

2 723 0 2 4 Km

NOVEMBER 2025

Appendix B – Draft Burlington Residential Zoning By-law Near Rail to Report DGM-05-26

The Corporation of the City of Burlington

City of Burlington By-law XX-2026

A by-law to repeal Zoning By-law 2020, as amended, and replace it with a new Residential Zoning By-law Near Rail, only as it applies to certain residentially zoned lands near railways and rail yards

Whereas Council of the City of Burlington has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

Whereas this By-law conforms to the City of Burlington Official Plan, as amended;

And whereas, Council deems that adequate notice of the public meetings was provided and adequate information regarding this By-law was provided at the public meetings and through the public open house and community engagement events held between June 2024 and December 2025, and that a further public meeting is not considered necessary to proceed with this By-law,

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. That this By-law shall apply to residentially zoned lands near rail in the City of Burlington, Regional Municipality of Halton as shown on Maps 1-32 attached hereto and forming Schedule A in Part 10 of the By-law;

2. That Zoning By-law 2020, as amended, except for lands subject to sections 1.16 and 1.17 of this By-law, is repealed as it applies to lands identified as “Residential Zones” on Maps 1-32 and forming Schedule A in Part 10 of this By-law;

3. And that this By-law comes into force on the day it is passed, subject to the provisions of the Planning Act.

Enacted and passed this 17th day, of February, 2026.

Mayor Marianne Meed Ward _____

City Clerk Michael de Rond _____

# Burlington Residential Zoning By-law Near Rail

# City of Burlington

**January 2026**

# Table of Contents


Part 1: Administration ..... 1
- 1.1 Title ..... 1
- 1.2 Compliance With This By-law ..... 1
- 1.3 Compliance With Other Regulations ..... 1
- 1.4 Area to Which the Burlington Residential Zoning By-law Near Rail Applies ..... 2
- 1.5 Repeal Of Existing By-laws ..... 2
- 1.6 Effective Date ..... 2
- 1.7 Existing Buildings and Structures ..... 2
- 1.8 Legal Non-conforming Uses ..... 2
- 1.9 Non-complying Lots ..... 3
- 1.10 Non-complying Buildings and Structures ..... 3
- 1.11 Lots Reduced by Acquisition for Road Widening or Park Dedications ..... 3
- 1.12 Enforcement and Penalties ..... 3
- 1.13 Technical Revisions not Requiring a By-law Amendment ..... 3
- 1.14 Illustrations and other Reference Aids Not Part of the By-law ..... 4
- 1.15 Severability / Validity ..... 4
- 1.16 Transition for Complete Applications ..... 4
- 1.17 Continuation of Approved Applications ..... 5

Part 2: Establishment of Zones and Uses ..... 6
- 2.1 Zone Designations ..... 6
- 2.2 Zoning Exceptions ..... 6
- 2.3 Zone Boundaries ..... 6
- 2.4 Zone Maps ..... 7
- 2.5 Multiple Zones on One Lot ..... 7
- 2.6 Holding Provisions ..... 7

Part 3: Interpretation ..... 9
- 3.1 Defined terms ..... 9
- 3.2 Interpretation of Words ..... 9
- 3.3 Interpretation of Tables ..... 10
- 3.4 Interpretation of Permitted Uses ..... 10
- 3.5 Interpretation of Phased Condominium Registration or Multiple Standard Condominiums on One Lot ..... 10
- 3.6 0.3 metre Reserves ..... 10
- 3.7 Rounding to Determine By-law Compliance ..... 10
- 3.8 Multiple Building Connections ..... 11

# Table of Contents


3.9 Purpose Statements ..... 11
3.10 Daylight Triangles ..... 11
Part 4: Definitions ..... 12
Part 5: General Provisions ..... 31
5.1 Accessory Uses ..... 31
5.2 Accessory Buildings and Accessory Structures ..... 31
5.3 Garbage, Refuse and Storage ..... 32
5.4 Balconies, Decks, Residential Patios, and Porches ..... 32
5.5 Fencing and Privacy Screens ..... 33
5.6 Swimming Pools ..... 34
5.7 Trailers, Recreational Vehicles and Commercial Vehicles ..... 35
5.8 Visibility Triangles ..... 35
5.9 Encroachments and Projections ..... 36
5.10 Frontage on a Public Street ..... 37
5.11 Home Occupation ..... 37
5.12 Office Uses in Residential Zones ..... 38
5.13 Uses Permitted in All Zones ..... 38
5.14 Additional Residential Units ..... 39
5.15 Schools ..... 41
5.16 Long-Term Care Facility and Retirement Home ..... 42
5.17 Public and Private Hospitals ..... 42
5.18 Places of Worship ..... 42
5.19 Day Care Centre ..... 43
5.20 Group Home ..... 44
5.21 Correctional Facility ..... 44
5.22 Emergency Shelter ..... 44
5.23 Boarding House ..... 45
5.24 Additional Needs Housing ..... 45
5.25 Utility ..... 45
5.26 Agricultural Uses ..... 45
5.27 Bed and Breakfast ..... 45
5.28 Model Homes ..... 46
5.29 Temporary Sales Offices ..... 46
5.30 Temporary Building and Structures for Construction ..... 46
5.31 Tents and Temporary Structures ..... 47

# Table of Contents


5.32 Temporary Storage and Shipping Containers....47
5.33 Number of Buildings Per Lot....47
5.34 Availability of Municipal Services and Utilities....48
5.35 Outdoor Patios....48
5.37 Exceptions to Height Provisions....48
5.38 Mechanical Equipment including Roof Top Mechanicals....49
5.39 Roof Top Solar Panels....49
5.40 Structures Related to Below-grade Parking....49
5.41 General Landscaping Provisions....50
5.42 Exterior Barrier-Free Accessibility Ramp....50
5.43 Setbacks Abutting Creek Blocks and Other Zones....50
5.44 Setback from a Watercourse....50
5.45 Setback from a Pipeline Right-of-Way....51
5.46 Setback from a Highway Corridor....51
5.47 Setback from a Railway Right-of-Way....51
Part 6: Parking and Loading....52
6.1 Off-Street Parking and Loading Space Requirements....52
6.2 Parking Space & Loading Space Size....54
6.3 Surface Treatment....56
6.4 Parking Structures....56
6.5 Designated Accessible Parking Spaces....56
6.6 Bicycle Parking....57
6.7 Driveway Width, Length and Landscaped Open Space Area....59
6.8 Tandem Parking....60
Part 7: Residential Zones....62
7.1 Purpose Statements for Residential Zones....62
7.2 Permitted uses....63
7.3 Provisions for Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones....64
7.4 Provisions for Semi-Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones....66
7.6 Provisions for Cluster Homes in the Low-Rise Neighbourhood 7 Zone....68
7.7 Low-Rise Neighbourhood 8 Residential Zone Provisions....69
7.8 High-Rise Neighbourhood (HN) Residential Zone Provisions....73
Part 8: Holding Zone Requirements....75
8.1 General Requirements for Lands Subject to a Holding Provision....75
8.2 Holding Provision (H1) - Lands within 75 metres of a railway right-of-way....75

# Table of Contents

8.3 Holding Provision (H2) - Lands between 75 metres and 300 metres of a railway right-of-way ....76
8.4 Holding Provision (H3) - Lands within 75 metres of a railway yard ....76
8.5 Holding Provision (H4) - Lands between 75 metres and 1,000 metres of a railway yard ..77
Part 9: Site-Specific Exceptions ....79
Part 10: Maps ....80
Appendices to the By-law (Not Operative Parts of the By-law) ....81

# Part 1: Administration

## 1.1 Title

This By-law may be cited as the Burlington Residential Zoning By-law Near Rail.

## 1.2 Compliance With This By-law

a) No **building** or **structure** shall be erected or altered, no change of **use** or occupancy of any **building**, **structure**, land, premises, or any part thereof shall be made, and no **lot** shall be created except in compliance with the regulations of this By-law.

b) Where there is a conflict between regulations of this By-law, the most restrictive regulation shall prevail.

c) The regulations of this by-law shall be held to be the minimum requirements except where the word maximum is used, such regulation shall apply as a maximum.

d) The regulations of this By-law shall not apply to a **public authority** in any **zone**, except the following regulations shall apply:

i) Section 5.13 Uses Permitted in all Zones and any related regulations;

ii) Section 5.43 Setbacks abutting Creek Blocks and Other Zones;

iii) Section 5.44 Setbacks from a Watercourse;

iv) Section 5.45 Setback from a Pipeline Right-of-Way;

v) Section 5.46 Setback from a Highway Corridor;

vi) Section 5.47 Setback from a Railway Right-of-Way; and

vii) Part 6: Parking and Loading.

## 1.3 Compliance With Other Regulations

a) Compliance with this By-law does not exempt any person from the requirements of any Federal, Provincial, Conservation Authority, Regional or Municipal legislation, approval process, licensing or permitting regime, agreements, or other **City** by-laws.

b) Compliance with the requirements of any Federal, Provincial, Conservation Authority, Regional or Municipal legislation, approval process, licensing or permitting regime, agreements, or other **City** by-laws does not exempt any person from the requirements of this By-law.

Note: A permit from Conservation Halton may be required prior to **development** occurring on lands within Conservation Halton's regulated area. Where there is a conflict between the regulations of this By-law and Conservation Halton requirements, the requirements of Conservation Halton shall prevail.

The delineation of Conservation Halton's regulated area, including **hazardous lands** and wetlands, is defined by and subject to the *Conservation Authorities Act* and Ontario Regulation 41/24, which are administered by Conservation Halton. A map showing the Approximate Regulation Limit of Conservation Halton is attached as Appendix A.

## 1.4 Area to Which the Burlington Residential Zoning By-law Near Rail Applies

This By-law applies only to the residential zoned areas within the City of Burlington shown on the zoning maps forming Schedule A in Part 10 of this By-law.

## 1.5 Repeal Of Existing By-laws

City of Burlington Zoning By-law 2020 and all amendments thereto are hereby only repealed as it applies to the areas shown in Schedule A.

## 1.6 Effective Date

The effective date of this By-law is XX.

## 1.7 Existing Buildings and Structures

a) Nothing in this By-law shall prevent the reconstruction, restoration, or repair of an **existing building** or **structure** that has been deemed unsafe by the **City's** Chief Building Official or that has been severely damaged or destroyed by natural causes or fire, in whole or in part, provided the reconstruction will not increase the **height**, size, or volume or change the location or **use** of the **building** or **structure**.

b) Nothing in this By-law shall prevent the reconstruction, restoration or repair of a legally established **existing building** or **structure** in whole or in part, provided the reconstruction will not increase the **height**, size, or volume or change the location of the **building** or **structure**.

c) Nothing in this By-law will prevent a legally established **existing building** or **structure** which does not conform to the **yard**, **lot coverage**, or **building height** regulations of the applicable **zone**, from changing to any **use** which is permitted within the **zone** designation of the **lot**.

## 1.8 Legal Non-conforming Uses

Nothing in this By-law shall apply to prevent the continuation of the **use** of land, **buildings** or **structures** for a purpose which is not listed as a **permitted use** in the **zone** applying to the land, but which was lawful on the effective date of this By-law.

## 1.9 Non-complying Lots

Where a **lot** in existence prior to the effective date of this By-law does not meet the minimum **lot area** or **lot frontage** requirements of the applicable **zone**, the **lot** is permitted to be used and **buildings** and **structures** thereon erected, enlarged, rebuilt, repaired or renovated, provided the **use** conforms with this By-law and the **buildings** and **structures** comply with all other regulations of this By-law.

## 1.10 Non-complying Buildings and Structures

A **building** or **structure**, which was lawfully constructed prior to the effective date of this By-law, but which does not comply with one or more of the applicable **zone** standards is permitted to be enlarged or altered provided that the **use** is permitted in the **zone** applying to the land or is a legal non-conforming **use** described in Section 1.8 and the enlargement or alteration itself complies with all applicable provisions of this By-law.

## 1.11 Lots Reduced by Acquisition for Road Widening or Park Dedications

Nothing in this By-law prevents the continued **use** of a **lot** that no longer conforms to the **zone** regulations in which the **lot** is located, provided that the non-conformity is a result of land acquisition for road widening or park dedication purposes by a **public authority**, and provided that:

i) no further reduction is made in the dimensions, area or any other characteristics of the **lot** as reduced, subsequent to the date of such acquisition, that would increase the extent of the said non-compliance; and

ii) no **building** or **structure** or addition thereto is erected on the **lot** as reduced, subsequent to the date of such acquisition, except in accordance with all the regulations for the **zone** in which such **lot** is located.

## 1.12 Enforcement and Penalties

a) Any person or corporation who uses land contrary to any provision of this By-law and any person who owns land which is used contrary to any provision of this By-law is guilty of an offence.

b) Any person convicted of an offence under any provision of this By-law shall be liable to a penalty as set out in section 67(1) of the *Planning Act*, or its successor, as amended.

c) Any corporation convicted of an offence under any provision of this By-law shall be liable to a penalty as set out in section 67(2) of the *Planning Act*, or its successor, as amended.

## 1.13 Technical Revisions not Requiring a By-law Amendment

Provided that the purpose, effect, meaning, and substance of this By-law are in no way affected, the following technical revisions to this By-law are permitted without public notice or a Zoning By-law Amendment:

a) correction of grammar, punctuation, spelling errors or typographical errors;

b) changes to section numbering;

c) additions or revisions to technical information on maps or schedules including, but not limited to matters such as updating and correcting infrastructure information, keys, legends or title blocks; and

d) changes to appendices, footnotes, headings, indices, notes, tables of contents, illustrations, historical or reference information, page numbering, footers and headers, which do not form a part of this By-law and are editorially inserted for convenience or reference only.

## 1.14 Illustrations and other Reference Aids Not Part of the By-law

Illustrations, appendices, purpose statements, indices, marginal notes, and tables of contents do not form part of the By-law and are inserted for clarification and reference only.

## 1.15 Severability / Validity

A decision of a court of competent jurisdiction that one or more of the regulations of this By-law or any portion of the zoning maps to this By-law are invalid in whole or in part does not affect the validity, effectiveness, or enforceability of the other regulations or parts of the regulations of this By-law.

## 1.16 Transition for Complete Applications

Complete building permit applications

a) Nothing in this By-law prevents the **development** or **use** of a **lot** or **building** for which a complete application for a building permit was received by the **City** on or before the effective date of this By-law if the **development** or **use** complies, or the building permit application is amended to comply, with the provisions of the City of Burlington Zoning By-law 2020 as it read immediately prior to the effective date of this By-law.

Complete *Planning Act* applications

b) Where a complete application was received but not approved by the **City** on or before the effective date of this By-law for the **development** or **use** of a **lot** or one or more **buildings**, approval shall be granted under City of Burlington Zoning By-law 2020 as it read immediately prior to the effective date of this By-law, or this By-law, whichever regulations are the most consistent with the intent of the complete application:

   i) Any application under Section 45 of the *Planning Act*;

   ii) Site Plan Control application under Section 41 of the *Planning Act*;

   iii) Zoning By-law Amendment application under Section 34 of the *Planning Act*;

   iv) Consent pursuant to Section 53 of the *Planning Act*;

   v) Draft Plan of Subdivision pursuant to Section 51 of the *Planning Act* or a description under the *Condominium Act*;

vi) A Part Lot Control exemption pursuant to Section 50 of the *Planning Act*; and

vii) A zoning clearance certificate application.

c) For the purpose of Section 1.16 b), “complete application”:

i) Means an application for which the **City** has deemed complete before the effective date of this By-law;

ii) does not include documents submitted for the purpose of consultation with city staff under section 41(3.1) of the *Planning Act*, or its successor, as amended.

Building permits may be issued

d) Where the **development** or **use** of a **lot** of one or more **buildings** was the subject of a complete application and approved under City of Burlington Zoning By-law 2020 in accordance with Section 1.16 b) of this By-law, a building permit may be issued after final approval is received for all required applications if the **development** or **use** complies, or the building permit application for the **development** or **use** is amended to comply, with the provisions of By-law 2020 as it read immediately prior to the effective date of this By-law.

Expiration of Transition

e) Sections 1.16 a) and b) shall not apply beyond the issuance of the final building permit.

Repeal

f) Section 1.16 is repealed in its entirety five years after the effective date of this By-law.

## 1.17 Continuation of Approved Applications

Approved applications

a) Nothing in this By-law prevents the issuance of a building permit for a **use** of a **lot** or a **building** for which one or more approvals under Section 34, 41, 45, 51 or 53 of the *Planning Act* were issued on or before the effective date of this By-law if the **development** or **use** complies, or is amended to comply, with the provisions of City of Burlington Zoning By-law 2020 as it read immediately prior to the effective date of this By-law.

Repeal

b) Section 1.17 a) is repealed in its entirety three years after the effective date of this By-law

# Part 2: Establishment of Zones and Uses

## 2.1 Zone Designations

This By-law establishes the following residential **zones** and places all lands subject to this By-law in one or more of the following **zones**:

Low-Rise Neighbourhood (LN1)
Low-Rise Neighbourhood (LN2)
Low-Rise Neighbourhood (LN3)
Low-Rise Neighbourhood (LN4)
Low-Rise Neighbourhood (LN5)
Low-Rise Neighbourhood (LN6)
Low-Rise Neighbourhood (LN7)
Low-Rise Neighbourhood (LN8)
High-Rise Neighbourhood (HN)

## 2.2 Zoning Exceptions

a) Where a **zone** symbol shown on Schedule A contains a hyphen followed by a number, the number represents a site-specific exception that applies to the lands noted.

b) The regulations of the site-specific exceptions are included in Part 9 of this By-law.

c) The regulations of the site-specific exception supersede any inconsistent regulations in the remainder of this By-law.

## 2.3 Zone Boundaries

When determining the boundary of any **zone** as shown on Schedule A, the following regulations apply:

a) Where a **zone** boundary is shown following a **street**, **lane**, unopened road allowance; railway right-of-way; or **utility** corridor, the centreline of such **street**, **lane**, unopened road allowance, railway right-of-way or **utility** corridor is the boundary and the **zone** designations shall be deemed not to be **abutting**;

b) Where a **zone** boundary is shown as running substantially parallel to a **street** or **lane**, and the distance from the **street** or **lane** is not indicated, the distance shall be

c) determined by the scale of the zoning map measured from the limit of the **street** or **lane**;

d) Where a **zone** boundary is shown as substantially following **lot lines**, the **zone** boundary follows such **lot lines**;

e) Where a **zone** boundary is shown following a **watercourse**, the **zone** boundary shall be the stable top-of-bank of the **watercourse**, plus a 6 metre erosion access allowance as determined by Conservation Halton;

f) Where a **zone** boundary is shown as following **floodplain** hazard limits established by Conservation Halton, the **zone** boundary shall be the **floodplain** hazard limits plus a 6 metre access allowance as determined by Conservation Halton;

g) Where a **zone** boundary is shown following a **natural heritage feature or area**, or other key feature including buffers or other wetlands, the boundary shall be determined by the scale of the zoning map. Where **existing** features on the ground are at variance with the zoning maps, the actual location on the ground shall govern;

h) Where none of the above applies, the **zone** boundary shall be scaled from the Schedule(s); and

i) The determination of the boundaries of Niagara Escarpment Development Control is administratively the responsibility of the Niagara Escarpment Commission in accordance with regulations passed under the *Niagara Escarpment Planning and Development Act.*

## 2.4 Zone Maps

The **zones** and **zone** boundaries are shown on the Zoning Maps, which are attached as Schedule A and form Part 10 of this By-law.

## 2.5 Multiple Zones on One Lot

a) Where a **lot** falls into two or more **zones**, the **use** permissions and regulations for the applicable **zone** shall apply to that portion of the **lot**. Except, in cases where a **building** or **structure** is located on two or more **zones**, the more restrictive regulations shall apply to the entire **building**.

b) Notwithstanding a) above, **parking spaces**, **driveways**, aisles and stacking spaces required by this By-law may be provided anywhere on a **lot** that falls into two or more **zones** except that portion of a **lot** in any Open Space Zone of the City of Burlington Zoning By-law 2020.

c) A **zone** boundary dividing a **lot** into two or more **zones** is not a l**ot line** for the purposes of this By-law.

d) Notwithstanding c) above, where two or more **zones** apply to a **lot** and one of the **zones** is an Open Space Zone of the City of Burlington Zoning By-law 2020, the boundary between the Open Space Zone and the other **zone**(s) is considered a **lot line** for the purposes of **setbacks** and **lot coverage** requirements.

## 2.6 Holding Provisions

a) Where a **zone** symbol shown on Schedule A has a prefix with the letter (H) and a number within a set of brackets, the lands affected are subject to a holding provision in accordance with Section 36 of the *Planning Act*.

b) Part 8 of this By-law contains general requirements for lands subject to a holding provision as well as the conditions that must be satisfied prior to the removal of the (H) symbol and any permitted interim **uses**.

# Part 3: Interpretation

## 3.1 Defined terms

a) Terms that are defined in Section 4 have been bolded in the text of the By-law.

b) The definitions of words in this By-law are not intended to preclude the applicability of a definition under the *Ontario Building Code Act* or any other Act or its regulations for the purpose of obtaining a building permit or approval.

c) Words not defined in this By-law shall take on their usual meaning within a dictionary determined by the Director of Community Planning, or their meaning as they are defined in other relevant policy documents such as the Burlington Official Plan, Site Plan Guidelines, provincial policies, and the *Planning Act.*

d) The Director of Community Planning may exercise discretion in interpreting defined and undefined words in this By-law.

## 3.2 Interpretation of Words

For the purposes of this By-law,

a) words used in the present include the future;

b) words in the singular include the plural and words in the plural include the singular;

c) the words ‘used’ and ‘occupied’ shall include the words ‘arranged’ and ‘designed to be ‘used’ or ‘occupied’ respectively;

d) where a provision or standard involves two (2) or more conditions, connected by a conjunction, the following shall apply:

   i) ‘and’ means all the connected items shall apply in combination; and

   ii) ‘or’ means that the connected items may apply singly or in combination.

e) the words ‘provision’, ‘standard’ and ‘requirement’ are sometimes used interchangeably to refer to the regulations of this By-law, and may be further interpreted as follows:

   i) ‘standard’ and ‘requirement’ refer to matters that are regulating the position of **buildings** or **structures** on a **lot**, such as required **yards** and **setbacks**;

   ii) ‘provision’ refers to all other regulations, such as regulations setting out permitted and prohibited land **uses**.

## 3.3 Interpretation of Tables

a) Where a “P” appears in a table it shall mean that the use is permitted in that zone.

b) “--” shall mean the use is not permitted in that zone.

c) “P” followed by number in superscript “P $^{(\#)}$” means a qualification to the permitted use applies and is listed as a footnote to the table.

d) A number in brackets (#) means one or more additional regulations apply and are listed as a footnote to the table.

e) “m” means metres.

f) “$m^2$” means square metres.

g) “N/R” means no requirement.

## 3.4 Interpretation of Permitted Uses

a) A **use** listed as a **permitted use** in a table of this By-law shall be permitted only within the **zone** in which it is listed as permitted.

b) A **use** not listed as a **permitted use** in a **zone** in a table of this By-law shall not be permitted in that **zone**, whether defined in Part 4: Definitions or not.

## 3.5 Interpretation of Phased Condominium Registration or Multiple Standard Condominiums on One Lot

Where a Plan of Condominium has received Draft Plan Approval and where registration of the Plan is intended to occur in phases or multiple standard condominiums, the draft approved plan of condominium shall be deemed to be one **lot** for purposes of applying zoning regulations. Zoning regulations shall apply only to the external limits of the Plan, not to interior boundaries resulting from the registration of each phase or condominium.

## 3.6 0.3 metre Reserves

For the purposes of this By-law, a 0.3 metre reserve shall be considered to be part of the **abutting road**.

## 3.7 Rounding to Determine By-law Compliance

All measurements shall be rounded to 1 decimal place, based on the following regulations of rounding numbers, to determine By-law compliance:

a) For regulations calculated as a whole number, numbers less than 0.5 shall be rounded downward to the nearest whole number, and the numbers 0.5 and greater than shall be rounded upward to the nearest whole number;

b) For regulations calculated as a number with one decimal place, numbers less than 0.05 shall be rounded downward to the nearest one-tenth number, and the numbers 0.05 and greater than shall be rounded upward to the one-tenth number; and

c) For the purposes of calculating required **parking spaces**, **accessible parking spaces**, **bicycle parking spaces** and **loading spaces**, the number of required spaces shall be rounded upward to the next whole number.

## 3.8 Multiple Building Connections

a) Where **buildings** are connected only below ground, they are considered separate **buildings** for the purposes of applying the regulations of the By-law.

b) Except where a contrary intention is evident from the context, separation distances required by this By-law between **buildings** do not apply to those portions of the **building** below ground.

c) **Buildings** connected above the ground floor by features such as pedways, breezeways, bridges, or other connections and that do not create additional **gross floor area** within these connections are not considered one **building** for the purposes of applying the regulations of the By-law.

## 3.9 Purpose Statements

Purpose statements are included in this By-law for each **zone** and are intended to assist in the understanding of the By-law's objectives and purpose, the planning principles underlying the **use** provisions and the regulatory provisions of the **zone**. They do not form part of this By-law.

## 3.10 Daylight Triangles

For purposes of determining a **front lot line**, or an **exterior side lot line** or any **yard** dimension, a **daylight triangle** shall be deemed to be part of the **lot**, provided the minimum distance of any **building** or **structure** from the hypotenuse of the **daylight triangle** is 3 metres.

## 3.11 Development Comprising Contiguous Multiple Lots

Where multiple contiguous **lots** are developed under a single comprehensive site plan and under one ownership, all contiguous **lots** shall be deemed to be one **lot** for purposes of applying zoning regulations.

## 3.12 Stratified Severances as One Lot

Where a conditional stratified severance has been approved, the lands to which it applies, shall be deemed to be one **lot** for the purposes of applying zoning regulation

## Part 4: Definitions

# A

**Abutting:** means having a **lot line** or portion thereof in common with another **lot line** or with a **street line**.

**Accessible Access Aisle:** means a barrier-free space located adjacent to an **accessible parking space**, designed and marked in accordance with applicable Provincial accessibility standards to provide room for persons with disabilities to safely transfer to or from a vehicle.

**Accessible Parking Space:** means a **parking space** for the use of persons with a valid accessible parking permit issued by the Province of Ontario.

**Accessory Building or Structure:** means a detached **building** or **structure**, the **use** of which is **accessory** to the principal **use**, **building**, or **structure** located on the same **lot**.

**Accessory Use / Accessory:** means a **use** of land, a **building**, or a **structure** that is naturally and normally incidental to, subordinate to, and exclusively devoted to the principal **use**, **building**, or **structure**, and located on the same **lot**.

**Additional Needs Housing:** means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of **additional needs housing** may include, but are not limited to **long term care facility**, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

**Additional Residential Unit - Attached:** means a self-contained **dwelling unit** which is located on a **lot** and contained within a **detached dwelling**, **semi-detached dwelling**, **street townhouse** or **rear lane townhouse**.

**Additional Residential Unit – Detached:** means a self-contained **dwelling unit** which is located within an **accessory building** on the same **lot** that contains a **detached dwelling**, **semi-detached dwelling**, **street townhouse**, or **rear lane townhouse**.

**Agricultural Use:** means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm **buildings** and **structures**, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and housing for farm workers, when the size and nature of the operation requires additional employment.

**Amenity Area, Common:** means an area on a **lot** provided for the common active or passive recreation and enjoyment of all occupants of a residential **development**, excluding a **driveway** or any other **parking area**. Located inside or outside a **structure**, **common**

**amenity areas** may include landscape open space, **building** rooftops, **patios**, terraces, above ground **decks**, **swimming pools**, party rooms, tennis courts and the like, but shall not include **balconies**.

**Amenity Area, Private:** means an area on a **lot** provided for private **use** for the active or passive recreation and enjoyment of the occupants of a **dwelling unit**, and may include **balconies** but excluding a **driveway**, **parking area**, or **walkway**, which is **accessory** to, directly accessible from, and outside of a **dwelling unit**.

**Antenna System:** means any apparatus, including antennas (such as panel, whip, or dish types), supporting masts, poles, towers, or other **structures**, and associated **accessory** equipment (such as cabinets, shelters, transmission lines, and electrical components), designed or intended for transmitting or receiving radiocommunication, broadcasting, or telecommunication signals. This definition excludes: (a) Antennas used solely for **accessory** household television or radio reception (e.g., typical residential TV antennas or satellite dishes); and (b) Antennas used by a federally licensed amateur radio operator.

**Apartment Building:** means a **building** containing five or more **dwelling units** which share a common entrance and utilize a common internal corridor, stairway, and/or elevator system. Occupants commonly share access to **common amenity area** and **yards**.

# B

**Balcony**: means an outdoor platform adjoining a **dwelling unit** that has no direct access to the ground, and which is used as **private amenity area**. A **balcony** may be covered by a roof or another **balcony** and has at least one side open except for required railings or guards.

**Basement:** means that portion of a **building** situated wholly or partly below the **first storey**.

**Bay Window:** means a window assembly projecting outward from a wall of a **building**, which may be multi-sided, boxed-out, or curved, and is not supported by a foundation or footings extending below ground.

**Bed and Breakfast:** means an **accessory use** in which temporary sleeping accommodation, with or without meals, is provided for compensation within a **dwelling unit** that is the principal residence of the operator. Guest accommodation shall consist of guest rooms that do not contain cooking facilities. This **use** does not include a hotel, motel, or **boarding house**.

**Bicycle Parking Space:** means an area for the purpose of parking and securing bicycles.

**Bicycle Parking Space, Long Term:** means an area for the purpose of parking and securing bicycles that: is intended for use by the usual occupants of a **building**; is accessible, secure, and weather protected; is equipped with a bicycle rack or bicycle locker; and is not provided within a **dwelling unit**, suite, or on a **balcony**.

**Bicycle Parking Space, Short Term:** means an area for the purpose of parking and securing bicycles for use by visitors, customers, or other non-regular users of a **building**, typically at ground level and accessible to a **building**.

**Bicycle Parking Space, Stacked:** means a two-tier bicycle parking solution comprised of horizontal spaces with one tier of **bicycle parking spaces** at ground level and a second tier of **bicycle parking spaces** directly above it, equipped with a mechanical device providing ground level access.

**Boarder:** means any person who pays rent, fees or other valuable consideration for living accommodation in a **boarding house**.

**Boarding House**: means a **building** or part of a **building**, which provides, with or without meals and care, lodging to a **boarder** or **boarders** as the principal **use**, and may include one **dwelling unit** for the owner or caretaker but shall not include a hotel, **bed and breakfast** establishment, **dwelling unit**, **additional residential unit**, or any other residential **use** otherwise defined in this By-law.

**Body-rub Parlour:** means any premises or part thereof where a body-rub is performed, offered, or solicited in pursuance of a trade, calling, business or occupation as a service designed to appeal to erotic or sexual appetites or inclinations, but does not include any premises or part thereof where the body-rubs performed are for the purpose of medical or therapeutic treatment and are performed or offered by persons otherwise duly qualified, licensed, or registered to do so under the laws of the Province of Ontario.

**Building:** means a fully enclosed roofed **structure** used or intended for supporting or sheltering any **use** or occupancy by persons, animals or property. For greater clarity, the following items are excluded from this definition: **mobile homes**; trailers; and vehicles.

# C

**Canopy:** means a roof-like cover projecting from an exterior wall of a **building** or **structure**, primarily intended to provide shelter over entrances, windows, **walkways**, or service areas, and which is unenclosed (excluding necessary supports).

**Cemetery:** means land that has been established as a **cemetery** under the *Funeral, Burial, and Cremation Services Act* or under a predecessor of that Act, and in respect of which a certificate of consent issued by the registrar is registered in the land registry office; or land that is otherwise set aside to be used either for the interment of human and/or animal remains or for the scattering of cremated human and/or animal remains, or for both of these purposes, but does not include a crematory.

**City:** means the Corporation of the City of Burlington.

**Cluster Home:** means a multiple-unit residential **development** on a single **lot**, comprised of one- and/or two-unit **buildings** with attached units divided vertically from adjoining units.

**Commercial Vehicle:** means a **motor vehicle** having attached to it a truck or delivery body, and may include a food truck, bus, cube van, tow truck, tilt and load trucks or trailers, dump trucks, tractor trailers, semitrailers, or construction equipment that is self-propelled or designed to be towed.

**Common Wall:** means a vertical wall separating two or more units.

**Community Garden:** means an area of land operated and maintained by the **City**, an organization, or a group of individuals for the cultivation of fruits, vegetables, flowers, or herbs, primarily for personal use, donation, or incidental sale by the members, utilizing individual or shared plots.

**Correctional Facility**: means a facility supervised by staff on a daily basis for persons who have been placed on probation, released on parole, or admitted for correctional purposes. A **correctional facility** shall be funded, licensed, approved, or supervised by the Province of Ontario, Corrections Canada, or any other Federal Government agency or by any organization on behalf of the Federal or Provincial Government, for the accommodation of not less than 3 and not more than 8 residents, exclusive of staff.

**Creek Block**: means a parcel or block of land, owned by the City of Burlington or other **public authority**, containing a **watercourse** defined as the greater of the Regulatory **Floodplain** or the valley through which the **watercourse** flows and may include an open space buffer area beyond the top-of-bank, but which shall not include a separate parcel or block of land for a storm water detention pond.

# D

**Day Care Centre**: means a premises licensed or required to be licensed as a child care centre under the *Child Care and Early Years Act, 2014*, as amended, providing temporary care or supervision for children. This term also includes premises providing similar temporary day-time care or supervision for adults.

**Daylight Triangle:** means a triangular shaped area which if required, forms part of an intersecting **street**.

**Deck**: means an outdoor platform, including any steps, adjoining a **dwelling unit** that has direct access to the ground, having a floor height 0.6 metres or more above **grade**, and which is used as a **private amenity area**. A **deck** is not covered by a roof and is not enclosed except by railings, guards or **privacy screens**.

**Development:** means the creation of a new **lot**, a change in land use, or the construction of **buildings** and **structures** requiring approval under the *Planning Act*, but does not include: (a) activities that create or maintain infrastructure authorized under an environmental assessment process or identified in provincial standards; or (b) works subject to the *Drainage Act*.

**Driveway:** means a single passageway or series of interconnected passageways, for exclusive or shared private **use**, providing vehicular access between a **street** or condominium common element roadway and an area used for the parking, loading, or storage of a vehicle.

**Dwelling Unit:** means a single **habitable room**, or a suite of **habitable rooms**, located in a **building**, that is used or may be used as a residence by one or more persons living together as a single housekeeping unit, in which both private cooking facilities and private sanitary facilities are provided for the exclusive use of the occupants, and which has an independent

entrance either directly from outside the **building** or through a common hallway or stairway inside the **building**.

**Dwelling, Detached:** means a **building** containing only one **dwelling unit** but may contain one or more **additional residential units** where permitted by this By-law.

**Dwelling, Semi-Detached:** means a **building** that is divided vertically by a **common wall** into two **dwelling units**, each with independent access. **Semi-detached dwellings** may contain one or more **additional residential units** where permitted by this By-law.

# E

**Electric Vehicle (EV):** means a **motor vehicle** that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.

**Electric Vehicle Parking Space:** means a **parking space** equipped with **electric vehicle supply equipment**.

**Electric Vehicle Supply Equipment:** means the equipment, including the connectors, attachment plugs, charging cables, and controls, installed specifically for the purpose of safely delivering electrical energy to an **electric vehicle** at a Level 2 charging level or higher.

**Emergency Shelter:** means a premises providing temporary overnight lodging, meals, and essential support services in a supervised setting for persons requiring immediate shelter.
**Established front yard or exterior side yard:** means, in the case of an **interior lot**, the average distance from the **street line** to the **wall** of **existing buildings** situated on the two **lots** on either side of the subject **lot**, or where one of those **lots** is vacant, the next adjacent occupied **lot**. In the case of a **corner lot**, the distance from the **street line** to the **wall of the existing building** situated on the **lot** adjacent to the subject **lot**, or where that **lot** is vacant, then next adjacent occupied **lot**.

**Existing:** means **existing** as of the effective date of the provision that contains that word.

# F

**Fence:** means a barrier erected for the purpose of enclosing all or part of a **lot**, or marking a boundary. This includes associated gates, but excludes retaining walls or landscape features such as trellises or arbours unless they form an integral part of the **fence structure** itself.

**Fitness Centre:** means premises operated for profit or gain where facilities are provided for physical fitness activities such as weightlifting, exercise equipment use, and fitness classes, and may include **accessory** facilities.

**Flooding Hazard:** means the inundation, under the conditions specified below, of areas adjacent to shoreline or a river or stream system and not ordinarily covered by water. Along river, stream and small inland lake system, the **flooding hazard** limit is the greater of:

i) The flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with local conditions, where evidence suggests that the storm event could have potentially occurred over watershed in the general area;
ii) The one hundred year flood; and,
iii) a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof, for example, as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;

except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

**Floodplain:** means the area, usually low lands, adjoining a **watercourse**, which has been or may be subject to **flooding hazards**.

**Floor Area, Accessory Building or Structure:** means the sum of the total horizontal area of each floor located at or above **grade**, measured to the outside of the exterior walls or posts of an **accessory building or structure**.

**Floor Area, Gross**: means the sum of the total horizontal area of each floor of a **building** measured from the exterior face of the exterior walls and the centre line of walls separating two **buildings** or uses but excluding the following areas: **motor vehicle parking areas**; bicycle **parking areas** located in a **parking structure**; loading areas; **basements**; **mechanical penthouses** and **floor area** used exclusively for mechanical or electrical systems serving the **building** (including mechanical shafts); elevator shafts; stairwells; and non-habitable attics.

# G

**Garage, Private:** means an enclosed **accessory building**, or an enclosed portion of a **principal building**, designed or used primarily for the parking or storage of **motor vehicles** and **accessory** to the principal **use** conducted on the same **lot**.

**Grade:** means, when used with reference to a **building**, **structure, deck** or **porch**, the lowest elevation of the finished surface of ground where it meets the **building**, **structure**, **deck** or **porch**.

**Grade, Established:** means the geodetic elevation taken at the midpoint of the **front lot line**.

**Group Home:** means a single housekeeping unit in a residential **building** that is occupied by 6 to 8 persons (excluding staff or receiving family), living together under supervision that is licensed, approved, or funded under an Act of the Parliament of Canada or the Province of Ontario for the provision of specialized care or supervision.

# H

**Habitable Room:** means a room within a **dwelling unit** that is used or may be used for living, sleeping, eating, or cooking. This excludes a bathroom, water closet compartment, laundry room, pantry, corridor, stairway, closet, lobby, **private garage**, **basement** primarily used for storage/**utility**, non-habitable attic, sunroom not usable year-round, or any space used for **building** services or common access.

**Hazardous Lands:** means property or lands that could be unsafe for **development** due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, covered by water, between the international boundary, where applicable, and the furthest landward limit of the **flooding hazard**, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the **flooding hazard** or erosion hazard limits.

**Height, Building:** means, in the **case of a principal building**, the vertical distance between the **established grade** of a **building** and the top of such **building**. In the case of an **accessory building or structure,** it means the vertical distance between the **grade** of the **accessory building or structure** and the top of such **accessory building or structure**. The top is the highest point of the roof surface, **parapet**, or exterior wall, whichever is greater. In the case of a **structure** with no roof, the top is the highest point of the **structure**.

**Height, Podium:** means the vertical distance measured from **established grade** to the highest point of the main roof surface of the **podium**.

**Home Day Care:** means an **accessory use** where temporary care or supervision is provided within a **dwelling unit**, or a **building accessory** thereto, operated by a resident of that **dwelling unit**. Where care is provided for children, it must be in accordance with the regulations, including the maximum number of children permitted, under the *Child Care and Early Years Act, 2014*, as amended (whether licensed or unlicensed under that Act). Where care is provided for adults, it shall be for no more than five adults. Overnight accommodation shall not be provided for persons receiving care as part of a **home day care**.

**Home Occupation:** means an activity that provides a service as an **accessory use** within a **dwelling unit**. A **home day care** is considered a **home occupation**.

# I

**Internal Roadway:** means a right-of-way or roadway that provides vehicular access to the **parking areas** and **parking spaces** on a residential property intended for multi-unit residential **development** and is not a **lane** or **private street**.

# K

**Kennel:** means an establishment **accessory** to a residential or **agricultural use** for the keeping, breeding, and raising of domesticated animals for profit or gain but which does not include a veterinary establishment.

# L

**Landscaped Open Space:** means that portion of the **lot area** which is required by this By-law to be used for landscaping, and which excludes the area occupied by: **buildings**, **driveways**, bicycle parking, snow storage, transformers, **parking areas**, **parking spaces**; and **loading spaces**. For clarity, **landscaped open space** includes areas defined as **hard landscaped open space**, and **soft landscaped open space**, and may include green roofs and approved low impact **development** or stormwater management features when integrated as landscape elements, subject to any specific regulations elsewhere in this By-law.

**Landscaped Open Space, Hard:** means an area of land within a **lot** dedicated to a **walkway** or other area on a **lot** surfaced by stable or fitted materials such as unit pavers, patio stones, concrete, gravel, stonework or artificial turf or similar materials, but does not include any **driveway**, **internal roadway**, **private street**, ramp or **parking area**, **parking space** or **loading space**, whether surfaced or not.

**Landscaped Open Space, Soft:** means an area of land within a **lot** which is open and uncovered to the sky and dedicated to the planting of trees, shrubs, flower beds, grass or other vegetative landscaping and may also include **accessory** ground cover as well as other decorative landscape features, but excludes hard surfaces such as **driveways**, **walkways**, **patios** or **decks**.

**Lane:** means a public or private right-of-way providing a means of access to **lots abutting** thereon.

**Licensed Establishment:** means premises, which may include a **restaurant**, nightclub, micro-brewery, or micro-distillery, that sells, provides, or serves alcohol pursuant to a licence issued by the Alcohol and Gaming Commission of Ontario (AGCO), but does not include premises operating solely under a Special Occasion Permit or premises owned and operated by the **City**.

**Loading Space:** means an off-street space for the temporary parking of vehicles while loading or unloading merchandise or materials.

**Long Term Care Facility:** means a premises licensed or approved as a long-term care home under the *Fixing Long-Term Care Act, 2021*, as amended.

**Lot:** means a parcel of land under one ownership which is established as a separate parcel of land in accordance with the **lot** creation sections of the *Planning Act* which **abuts** a **public street**, except if it has been created as a **parcel of tied land** or unit in a vacant land condominium, in which case, it may **abut** a **private street**.

**Lot Area:** means the total horizontal area within the **lot lines** of a **lot**.

**Lot, Corner:** means a **lot** situated at the intersection of and **abutting** upon two or more **streets** or two parts of the same **street**, where the **street lot lines** have an angle facing the **lot** of 135 degrees or less. In the case of a curved **street lot line**, such angle shall be formed by the projected tangents drawn from the end points of the **street lot line**. A **corner lot** does not include an angle formed by a **lot abutting** the bulb of a cul-de-sac or a turning circle.

**Lot, Interior:** means a **lot** other than a **corner lot** or a **through lot**.

**Lot, Through:** means a **lot** bounded on two opposite sides by **streets** provided that if any **lot** qualifies as both a **corner lot** and a **through lot**, it shall be deemed a **corner lot** for the purposes of this By-law.

**Lot Coverage:** means the percentage of the **lot area** covered by **buildings, porches, decks** containing a **basement** under the platform and **accessory buildings and structures**, measured to the outside of the exterior walls, including all **buildings** and projections (cantilevered floor space, window projections, etc.).

**Lot Depth:** means the horizontal distance between the **front** and **rear lot lines**. If the **front** and **rear lot lines** are not parallel, **lot depth** means the length of a straight line joining the middle of the **front lot line** with the middle of the **rear lot line**.

**Lot Frontage:** means the horizontal distance between the **side lot lines** measured along the **front lot line**, provided that where the **front lot line** is not a straight line, or where the **side lot lines** are not parallel, the **lot frontage** shall be measured by a line at the **front yard setback** and parallel to the chord of the **front lot line**. For the purposes of this By-law, the chord of the **front lot line** is a straight line joining the two points where the **side lot lines** intersect the **front lot line**.

**Lot Line:** means any boundary of a **lot**.

**Lot Line, Exterior Side:** means a **side lot line** that abuts a **street**.

**Lot Line, Front:** means the **lot line** dividing a **lot** from a **street**. On a **corner lot**, the shorter **lot line abutting** a **street** is the **front lot line**; if such lines are equal, the **front lot line** shall be designated by the **City**. On a **through lot**, the **front lot line** is typically the one providing primary vehicular access to the principal **use**, but may be otherwise designated by the **City**.

**Lot Line, Interior Side:** means a **side lot line** that abuts another **lot**.

**Lot Line, Rear:** means the **lot line** or point of intersection of the **side lot lines** farthest from and opposite the **front lot line**.

**Lot Line, Side:** means a **lot line** other than a **front lot line** or a **rear lot line**.

**Lot Line, Street:** means the division between a **street** and a **lot**.

**Lot of Record:** means a **lot** according to a registered plan of subdivision, or a parcel of land, the deed to which was registered prior to December 31, 1970, but does not include a **lot** in a registered plan which has been designated by By-law as a plan which shall be deemed not to be a registered plan of subdivision in accordance with the regulations of the *Planning Act.*

# M

**Mechanical Equipment:** means equipment, devices, apparatus, and systems necessary for the functional operation and maintenance of a **building**, **structure**, or **use** located therein, including but not limited to equipment associated with heating, ventilation, air conditioning (HVAC), plumbing, electrical distribution, emergency power generation, fire suppression, elevators, communication systems, or **swimming pool** filtering and heating. This term applies to the equipment itself, whether located inside or outside a **building** or **structure**.

**Mechanical Penthouse:** means a fully enclosed **structure** located on the roof of a **building**, used exclusively for housing **mechanical equipment**, electrical equipment, elevator equipment, ventilation equipment, communication equipment, water tanks, or similar systems necessary for the operation of the **building**. A **mechanical penthouse** may include the minimum necessary associated stair or elevator shaft overruns providing access only to the roof level for service and maintenance purposes, but shall not include any **floor area** designed or used for human habitation, amenity space, or access thereto.

**Medical Office:** means premises used for the consultation, examination, diagnosis, or therapeutic treatment of human patients primarily on an out-patient basis by one or more physicians, dentists, or other health professionals governed by the *Regulated Health Professions Act, 1991*, as amended. A **medical office** may include a medical laboratory, diagnostic imaging facility, pharmacy, or dispensary as an **accessory use**, but does not include a hospital.

**Mezzanine:** means an intermediate floor assembly between the floor and ceiling of any room or **storey**, which may be enclosed or open to the room or **storey** below, and includes an interior **balcony**. For the purposes of calculating **gross floor area** and the number of **storeys** in this By-law, a **mezzanine** shall be included in **gross floor area** and considered a separate **storey** if: (a) it is enclosed by walls (other than required railings or guards) and its **floor area** exceeds 10% of the **floor area** of the room or **storey** in which it is located; or (b) it is not enclosed by walls and its **floor area** exceeds 40% of the **floor area** of the room or **storey** in which it is located.

**Mid-Rise Building:** means a **building** five to eleven **storeys** in height.

**Mobile Home:** means a dwelling designed to be mobile and constructed or manufactured to provide a permanent residence for one or more persons in accordance with the applicable Canadian Standards Association standard.

**Model Home:** means a **building** constructed as an example of a **dwelling unit** type offered for sale or lease within an approved plan of subdivision, plan of condominium, or site plan **development**, which is used temporarily for marketing and display purposes and including

**office** and / or show room and / or sales centre but is not occupied for residential purposes during its use as a **model home**.

**Motor Vehicle:** means an automobile, truck, and any other vehicle propelled or driven by other than muscular power, but does not include the cars of electric or steam railways, or other **motor vehicles** running solely upon rails, or a traction engine, farm tractor, self-propelled implement of husbandry or road-building machine within the meaning of the *Highway Traffic Act.*

# N

**Natural Heritage Features and Areas:** means features and areas, including significant wetlands, significant coastal wetlands, other coastal wetlands, fish habitat, significant woodlands, significant valleylands, significant habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

# O

**Office:** means premises used primarily for conducting the affairs of a business, profession, service, industry, or government, including administration, clerical work, management, consulting, or the practice of a profession. A **medical office** is considered an **office**. This **use** does not include a **retail store**, **personal service** establishment, or industrial activities such as manufacturing or warehousing, unless otherwise specifically defined or permitted as **accessory**.

**Outdoor Patio:** means an outdoor area **accessory** to a permitted non-residential use, such as a **restaurant** or **licensed establishment**, equipped and used for the seating of patrons for the consumption of food or beverages.

# P

**Parapet:** means an extension of a wall of a **building** above the roof line that forms a barrier at the edge of the roof.

**Parking Aisle**: means an internal access way located within a **parking area** that provides direct access to a **parking space** or **loading space** but shall not be considered a **driveway**.

**Parking Area:** means a **parking aisle** and **parking space** but does not include any part of a **street**.

**Parking Lot:** means the total outdoor area of a **lot** used for the temporary parking of 5 or more **motor vehicles**, comprising **parking spaces**, **parking aisles**, **driveways**, the interior landscaped islands and medians, and may include EV Charging Stations, but excludes the

required perimeter landscaped buffer to a **lot line,** for the accommodation of clients, customers, tenants, lessees, employees, or owners, but shall not include occupant **parking spaces** in the **driveway** of individual **dwelling units**.

**Parking Space:** means an area provided for the parking of a vehicle and includes **electric vehicle parking spaces**.

**Parking Structure:** means a **building** or other **structure**, or part thereof, located above or below **grade**, used primarily for the parking or storage of five or more **motor vehicles**, and which may include **electric vehicle parking spaces** or **electric vehicle supply equipment**. This definition excludes a **private garage accessory** to a residential **use** with less than four **dwelling units**.

**Parcel of Tied Land (POTL):** means any parcel of land legally bound and tied to a common element condominium. A **parcel of tied land** must front on either a **public street** or **private street** and shall, subject to the regulations of this By-law that relate strictly to **parcels of tied land**, be regarded as a type of **lot**.

**Parcel of Urban Residential Land:** means a parcel of land that is within an area of settlement on which residential use, other than ancillary residential use, is permitted by By-law and that is served by,

a) sewage works within the meaning of the *Ontario Water Resources Act* that are owned by,
   i) a municipality,
   ii) a municipal service board established under the *Municipal Act, 2001,*
   iii) a city board established under the *City of Toronto Act, 2006,*
   iv) a corporation established under sections 9, 10 and 11 of the *Municipal Act, 2001* in accordance with section 203 of that Act, or
   v) a corporation established under sections 7 and 8 of the *City of Toronto Act, 2006* in accordance with sections 148 and 154 of that Act, and

b) a municipal drinking water system within the meaning of the *Safe Drinking Water Act, 2002*.

**Passive Recreational Use:** means outdoor recreational areas and facilities requiring minimal land alteration, including walking or hiking trails, interpretative or educational signage, lookouts, boardwalks, picnic areas, benches, shade structures, and bicycle paths, but does not include trails primarily for use by motorized vehicles, formalized sports fields, or significant **buildings**.

**Patio, Residential**: means an outdoor platform adjoining a **dwelling unit** that has direct access to the ground, having a floor height less than 0.6 metres above **grade**, and which is used as a **private amenity area**. **A patio, residential** is not covered by a roof and is not enclosed except by guards or **privacy screens**.

**Permitted Use:** means a **use** permitted by this By-law.

**Personal Service:** means a **building** or part of a **building** where services are provided and administered to individuals and their personal needs and where **accessory** retail sales is permitted and include but is not limited to hair care, esthetics, health and beauty treatment including alternative healthcare services, dressmaking, tailoring, tattooing, piercing, shoe repair, dry cleaner's distribution station, printing and photocopying, and laundromat or similar uses, but shall not include a **body-rub parlour** or **medical office.**

**Podium:** means the lower portion or base of a **mid-rise building** or **tall building**, including the ground floor and potentially **storeys** above, which is clearly differentiated from the **building** portions vertically above it.

**Porch:** means an outdoor platform, including any steps, adjoining a **dwelling unit** that has direct access to the ground, and which is used as a **private amenity area**. A **porch** is covered by a roof and shall have at least one side open except for required railings or guards.

**Principal Building:** means the **building** on a **lot** in which the principal **use** of the **lot** is conducted. A **lot** may have more than one **principal building** only where specifically permitted by this By-law.

**Privacy Screen:** means a decorative wall, **fence** or barrier designed primarily to provide visual privacy for a **patio**, **deck**, **balcony**, or part of a **yard**.

**Private Street / Road:** means a private right-of-way providing a means of access to **lots abutting** thereon and is not owned by a **public authority**.

**Public Authority:** means any federal, provincial, Regional Municipality of Halton, or City of Burlington agency, and includes any commission, board, authority, or department established by such an agency exercising any power or authority under a Statute of Canada or Ontario.

**Public Street / Road:** means a public right-of-way providing a means of access to **lots abutting** thereon and owned by a **public authority**.

# R

**Recreational Vehicle:** means a vehicle which provides short-term occupancy intended and used exclusively for travel, recreation, and vacationing, designed to be towed or propelled by a **motor vehicle** or self-propelled, and includes such vehicles commonly known as travel trailers, camper trailers, truck campers, motor homes, or other similar vehicles but does not include a **mobile home**.

**Renewable Energy System:** means a device or collection of devices that generates thermal energy or electrical power from **renewable energy** sources including, but not limited to, solar radiation, wind, geothermal energy, or biomass. This includes associated components such as photovoltaic panels, solar thermal collectors, turbines, ground or air source heat pumps, inverters, mounting **structures**, and transmission equipment, typically **accessory** to a principal **use** on the same **lot**.

**Restaurant, Standard:** means a premises where food and beverages are primarily prepared and offered for consumption on the premises, typically involving service to seated patrons. Any take-out service is **accessory**, and it may include an associated **outdoor patio** or **licensed establishment** component but does not include an associated drive-through facility.

**Restaurant, Take-Out:** means a premises where food and beverages are primarily prepared for consumption off the premises, and which typically has limited or no seating area designed primarily for patrons consuming meals on the premises. This **use** may include an associated drive-through facility where permitted.

**Retail Store:** means premises where merchandise is offered or kept for sale or rental directly to the public and includes a convenience store.

**Retirement Home:** means a **building** or part of a **building** that is a **retirement home** as defined in the *Retirement Homes Act, 2010.*

**Roof, Flat:** means a roof having a slope of less than 1:10.

**Roof, Peaked:** means a roof having a slope of 1:10 or greater.

**Rooftop Terrace:** means an outdoor space located on the roof of a **building** which is improved and intended for **use** as **private or common amenity area**.

# S

**School:** means a premises used primarily for elementary or secondary academic instruction that meets the requirements of the *Education Act, R.S.O. 1990, c. E.2*, as amended, and any **accessory uses** such as **school board administrative uses**. This includes public **schools** and private **schools** offering curriculum approved by the Province of Ontario, but does not include a **school, commercial** or **school, post-secondary.**

**School Board Administrative Uses**: means non-instructional, **office uses** that support the operation of a district school board as defined under the *Education Act, R.S.O. 1990, c. E.2*, as amended.

**School, Commercial:** means premises used for providing private instruction or training in a particular skill, trade, art, or subject, operated primarily for profit or gain. Examples may include, but are not limited to, **schools** for business, computer training, driving, language, music, dance, or arts & crafts, but does not include a **school**, **school**, post-secondary, or **fitness centre**.

**School, Post-Secondary:** means premises used for post-secondary education and instruction, such as a university or a college of applied arts and technology, authorized by the Province of Ontario to grant degrees, diplomas, or certificates, and may include associated research facilities, student residences, and other **accessory uses**.

**Setback:** means the horizontal distance between a **lot line** or other specified boundary, and the nearest point of any **building** or **structure** on the **lot**, measured perpendicular to the **lot line** or boundary.

**Shipping Container:** means a standardized, reusable container designed for the transport of goods by one or more modes of transportation (such as ship, rail, or truck), and may be used for **accessory** storage or other purposes as permitted by this By-law but does not include a **building, structure,** or vehicle otherwise defined or regulated.

**Stepback:** means the horizontal recess of an exterior wall of a **building** from the exterior wall of the **storey(s)** immediately below.

**Storage Yard:** means an outdoor area on a **lot** used primarily for the keeping or storage of goods, materials, equipment, or vehicles. Examples include, but are not limited to, storage for construction supplies, landscaping materials, road maintenance materials, **shipping containers**, contractor's equipment, **motor vehicles** (including salvage or impound **yards** where permitted), **recreational vehicles**, or **utility trailers**. A **storage yard** may include an **accessory** maintenance or repair facility related to the stored items, but does not include a **parking lot**, **loading space**, or areas used primarily for retail display.

**Storey:** means that portion of a **building** included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the surface of such floor and the ceiling or roof above it, but does not include a **basement**, attic primarily used for insulation or mechanical systems, **mezzanine**, or **mechanical penthouse**.

**Storey, First:** means the lowermost **storey** of a **building** having its ceiling 1.8 metres or more above **established grade** of the **front wall** of the **building**. In the case of an **accessory building** containing an **additional residential unit – detached**, **first storey** shall mean the lower most **storey** having its ceiling 1.8 metres or more above the **grade** of the **accessory building**.

**Street / Road:** means a **public street/road** or **private street/road**.

**Street Line:** means a **lot line** dividing a **lot** from a **street** and is the limit of the street allowance.

**Structure:** means anything that is constructed, erected, or placed on land, or affixed to something located on land, requiring a fixed location on the ground or attachment to something having a fixed location on the ground, but specifically excludes: (a) Signs; (b) **fences**; (c) **swimming pools** and hot tubs; (d) platforms or **patios** with a floor height less than 0.6 metres above adjacent **grade**; (e) **walkways**, **driveways**, sports courts, and similar surfaces constructed essentially at **grade**; (f) minor **accessory** landscape, recreational or decorative elements such as residential play equipment, planters, flagpoles, or garden ornaments; (g) retaining walls having an exposed height less than 1.0 metre; and (h) components of a **utility installation** such as individual poles, lines, pipes, or pedestals located within a public right-of-way or registered easement.

**Swimming Pool:** means any privately-owned outdoor tank or body of water used or which is intended to be used and maintained for swimming or display purposes and which has a

maximum depth of water greater than 0.6 metres, other than an **existing** natural body of water or stream.

# T

**Tall Building:** means a **building** twelve **storeys** or higher.

**Tandem Parking Space:** means a **parking space** that can only be accessed by passing through another **parking space** from a **street**, **lane** or **driveway**.

**Temporary Sales Office:** means a temporary **building**, **structure**, or portion thereof (which may include part of a **model home** or its garage), used exclusively for the initial marketing, sale, or leasing of **lots** or units within an approved plan of subdivision, plan of condominium, or site plan **development**, and permitted only for a limited duration as specified elsewhere in this By-law.

**Tower:** means that portion of a **tall building** located vertically above a **podium**, generally characterized by a smaller **tower floor plate** than the **podium**.

**Tower Floor Plate:** means the **gross floor area** of any individual **storey** located within the **tower** portion of a **building**.

**Tower Separation Distance:** means the minimum required horizontal distance between the exterior faces of the **tower** portions of **buildings**. This distance shall be measured between **towers** located on the same **lot**, and between a **tower** on one **lot** and a **tower** on an adjacent **lot**. For the purpose of measuring **tower separation distance**, permitted projections such as **balconies** shall not be included.

**Townhouse Building:** means a **building** containing four or more **dwelling units**, each divided from the others primarily by vertical **common walls** extending generally from foundation to roof, and each **dwelling unit** having an independent exterior entrance accessible directly from the ground level.

**Townhouse, Block:** means a **townhouse building** where all **dwelling units** are located on one **lot** and may share common vehicular access to a **public street**, but shall not include a **street townhouse**.

**Townhouse, Back-to-Back:** means a **townhouse building** in which **dwelling units** are attached side-by-side and back-to-back by **common walls**, including a common **rear wall**, such that individual units do not have a **rear yard**, and where each unit has an independent entrance from the outside.

**Townhouse, Rear Lane:** means a **townhouse building** where each individual **dwelling unit** is situated on its own legally conveyable **lot** or **parcel of tied land** and is accessed by a rear **lane**, with garages or **parking spaces** located at the rear of the **lot**. A **rear lane townhouse** may contain one or more **additional residential units** where permitted by this By-law.

**Townhouse, Podium:** means a **dwelling unit** constructed in a townhouse form, typically having direct exterior access from the ground level or from a courtyard, located within the **podium** of a **mid-rise building** or **tall building**.

**Townhouse, Stacked:** means a **townhouse building** in which **dwelling units** are placed over or under other units, such that individual units are separated from each other both vertically (by common floor/ceiling assemblies) and horizontally (by **common walls**), and where each unit has an independent exterior entrance accessible from the ground level (which may include via an exterior or common interior stair).

**Townhouse, Stacked Back-to-Back:** means a **stacked townhouse** where **dwelling units** also share a common **rear wall**.

**Townhouse, Street:** means a **townhouse building** where each individual **dwelling unit** is situated on its own legally conveyable **lot** or **parcel of tied land** having **lot frontage** on a **public street** or **private street**. A **street townhouse** may contain one or more **additional residential units** where permitted by this By-law.

# U

**Unitary Equipment:** means standalone equipment including central air conditioning units, heat pumps, pool equipment, residential generators and gas metres.

**Unit Width**: means the horizontal distance across the front of an individual unit measured from one **side wall** to the other, parallel to the **street** or main access. Where units share walls with adjacent units, **unit width** is the horizontal distance measured from the middle of one shared wall to the middle of the other shared wall.

**Upper Building:** means the portion of a **mid-rise building** located vertically above the **podium**.

**Use:** means: (a) when used as a noun, the purpose for which land, a **building**, or a **structure** is designed, arranged, intended, occupied, or maintained; and (b) when used as a verb ("to use" or "using"), the act of utilizing land, a **building**, or a **structure** for a purpose.

**Utility:** means a water supply, storm water or wastewater system, gas or oil pipeline, electricity generation facilities and transmission and distribution systems including **renewable energy systems** and district energy systems for electricity, heating and/or cooling, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

**Utility Installation:** means the **buildings**, **structures**, equipment, lines, pipes, towers, poles, pedestals, or other physical works used to provide a **utility** service. This includes but is not limited to facilities associated with water supply, wastewater systems, energy generation,

transmission, and distribution (including electrical, gas, district energy, **renewable energy**), or communication/telecommunication systems, but excludes **antenna systems**.

**Utility Trailer:** means a vehicle designed to be towed by a **motor vehicle** for the purpose of transporting or storage of goods, materials, equipment or livestock such as boat and snowmobile trailers.

# V

**Visibility Triangle:** means a triangular area of land required at the intersection of two **public streets** or at the intersection of a **driveway**, **lane**, **parking aisle**, or other vehicular access with a **public street**, for the purpose of preserving sight lines for vehicular traffic. The boundary of a **visibility triangle** shall be defined by two intersecting property lines or access lines and a straight line drawn between specified points along them.

# W

**Wall, Front:** means the wall of a **building** above ground that contains the primary pedestrian entrance.

**Wall, Rear:** means the wall of a **building** above ground that is opposite to the **front wall**.

**Wall, Side:** means the wall of a **building** above ground that is not a **front wall** or **rear wall.**

**Walkway:** means a surface treated area that provides pedestrian access to and from a **driveway**, a **street** or condominium common element roadway, and a **dwelling unit**.

**Watercourse**: an open channel, ditch or depression, whether naturally or artificially created, in which flow of water occurs either continuously or intermittently.

**Window Well:** means a recessed area at or below **grade**, between a below **grade** window and the surrounding earth, and which is constructed adjacent to the foundation of the **building** to permit light and air to the below-**grade** window.

# Y

**Yard:** means an area extending from the lowest level below **grade** to the sky, open and uncovered, appurtenant to a **building** and unoccupied by any **building**, except as specifically permitted in this By-law. In determining **yard** measurements, the minimum horizontal distance from the respective l**ot lines** to the nearest wall of a **building** above or below **grade** shall be used.

**Yard, Exterior Side:** means a **yard** extending from the **front yard** to the **rear yard** between an **exterior side lot line** and the nearest wall of any **principal building** on the **lot**.

**Yard, Front:** means a **yard** extending across the full width of the **lot** between the **front lot line** and the nearest wall of the **principal building** located on the **lot**.

**Yard, Interior Side:** means a **yard** extending from the **front yard** to the **rear yard** between an **interior side lot line** and the nearest wall of any **principal building** on the **lot**.

**Yard, Rear:** means a **yard** extending across the full width of the **lot** between the **rear lot line** and the nearest wall of the **principal building** located on the **lot**.

# Z

**Zone:** means a specific category of permitted land **uses**, **lot** standards, and **building** regulations established by this By-law, applicable to defined areas of land as delineated on the schedules forming part of this By-law.

# Part 5: General Provisions

## 5.1 Accessory Uses

Where this By-law provides that land may be used or a **building** or **structure** may be erected and used for a **permitted use**, that **use** shall include any **accessory use** provided:

a) the **accessory use** is located on the same **lot**;

b) the **gross floor area** of the **accessory use** is less than 50% of the **gross floor area** of the principal **use**;

c) except for **home occupations**, where the **accessory use** is located within the **principal building**, customer/client access to the **accessory use** shall be provided from the **principal building** interior only.

## 5.2 Accessory Buildings and Accessory Structures

The erection, alteration, enlargement, maintenance and **use** of **accessory buildings or structures** shall comply with the regulations of the applicable **zone**, except as otherwise provided for in this section.

a) An **accessory building or structure** shall not be used for habitation except as an **additional residential unit - detached** in accordance with Section 5.14.

b) An **accessory building or structure** shall not be located within a **front yard** or required **exterior side yard**.

c) The **floor area** of each **accessory building or structure** in a residential **zone** shall count towards the maximum **lot coverage** requirements of the **zone** and shall not exceed 10% of the **lot area**, except when approved as an **additional residential unit - detached**.

d) **Accessory buildings and structures** in a residential **zone** shall be subject to the regulations of Table 1:

**Table 1: Setback, Overhang and Height Requirements for Accessory Buildings and Structures**

| Setbacks, Overhang and Heights | Requirement |
|---|---|
| Minimum **setback** to the **rear lot line**: | 0.6 m |
| Minimum **setback** to the **interior side lot line:** | 0.6 m |
| Maximum roof overhang from a wall or post: | 0.5 m |
| Maximum **building height** (**peaked roof**): | 4.6 m |
| Maximum **building height** (**flat roof**): | 3.5 m |

## 5.3 Garbage, Refuse and Storage

a) No garbage or refuse shall be stored on any **lot** in a residential **zone** except within the **building** or **structure** on such **lot** or in a container in the **interior side yard** or **rear yard** of such **lot**.

b) A dumpster or garbage container shall be regulated in the same manner as an **accessory building or structure** in accordance with Section 5.2.

c) Garbage containers for a **detached dwelling**, **semi-detached dwelling, additional residential unit**, **street townhouse**, and **rear lane townhouse** are exempt from the regulations of Section 5.3 when an individual container is less than 1 cubic metre in size.

d) Notwithstanding Section 5.2 d), a **building** or **structure** for the storage of garbage shall comply with the following regulations:

i) Shall not be located in a required **landscaped open space**.

ii) Shall not be located in a front or **exterior side yard**.

iii) Minimum **setback** from a **rear lot line**: 1 metre

iv) Minimum **setback** from an **interior side lot line**: 1 metre

v) Minimum **setback** from an LN1 to LN7 **zone**: 15 metres

vi) Maximum height: 3.7 metres

vii) Shall not be located in any required **parking space** or obstruct any required **parking aisle**.

## 5.4 Balconies, Decks, Residential Patios, and Porches

a) A **balcony**, **deck**, **residential patio** or **porch** is permitted in all residential zones.

b) A **porch** is not permitted above the **first storey**.

c) **Balconies** and **decks** located above the **first storey** and adjoining a wall facing the **interior side yard** or **rear yard** are not permitted in the LN1 to LN7 **zones** outside the following areas:

i) Alton Community (lands bounded by Highway 407 to the north, Appleby Line to the east, and Dundas Street to the south); and

ii) Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west).

d) Additional regulations for a **balcony**, **deck**, or **porch** with a platform less than or equal to 1.2 metres above **grade**:

i) Maximum 2 metres encroachment into a required **front yard** or **exterior side yard**.

ii) Maximum 1 metre encroachment into a required **interior side yard**.

iii) Minimum **setback** from **front lot line**: 1.5 metres

iv) Minimum **setback** from **exterior side lot line**: 1.5 metres

v) Minimum **setback** from **interior side lot line**: 0.6 metres

vi) Minimum **setback** of a **deck** from **rear lot line**: 1.8 metres

vii) Maximum 2 metre encroachment into a required **rear yard** for a **porch** or a **balcony**.

viii) Where a **side lot line** extends from a **common wall** dividing attached **dwelling units** the **interior side yard setback** shall not apply.

e) Additional regulations for a **balcony**, **deck**, or **porch** with a platform more than 1.2 metres above **grade**, but not above the **first storey**:

i) Maximum 2 metres encroachment into a required **front yard** or **exterior side yard**.

ii) Minimum **setback** from **front lot line**: 1.5 metres

iii) Minimum **setback** from **exterior side lot line**: 1.5 metres

iv) Minimum **setback** from **interior side lot line**: **Principal building setback**

v) Minimum **setback** from **rear lot line**: 4.5 metres

f) Additional regulations for **balconies,** and **decks** above the **first storey**:

i) Subject to **principal building setbacks**, except that a **balcony** or **deck** with a width of 3 metres or less may encroach 1.5 metres maximum into a required **front yard**, **rear yard**, or **exterior side yard**. The width of a **balcony** or **deck** is measured along the exterior wall to which it is attached.

ii) Maximum projection from exterior wall: 3 metres.

## 5.5 Fencing and Privacy Screens

a) For a **fence** located on the common **lot line** between a non-residential **use** and a residential **use**, the maximum **fence** height shall be 3 metres.

b) For all residential **uses** the following regulations apply:

i) Maximum **fence** height: 2.5 metres.

ii) Within a **front yard**, maximum **fence** height shall be 1.2 metres within 3 metres of a **front lot line**.

iii) Notwithstanding ii) above, where a **front yard** abuts the **rear yard** of a **corner lot** the maximum **fence** height shall be 2.5 metres along the common **lot line** within 3 metres of a **front lot line**.

iv) For a **townhouse building,** the maximum **fence** height shall be 1.2 m within 3 metres of a **lot line abutting** a **public street**.

v) Fencing for the purpose of enclosing a sport court is permitted to a maximum height of 3 metres.

c) **Fence** height shall be measured vertically from **grade**, exclusive of any artificial embankment, to the highest point of each 3 metres section of **fence**, excluding decorative post caps.

d) Where the **grade** elevations along the **fence** vary, maximum **fence** height may be increased by 0.3 metres provided that the lowest height of the same 3 metre **fence** section does not exceed the maximum permitted height.

e) **Privacy screens** are permitted on all **porches**, **decks** and **balconies** to a maximum height of 1.8 metres from the floor surface of the **porch**, **deck** or **balcony**.

## 5.6 Swimming Pools

a) A **swimming pool** shall be permitted as an **accessory use** to any residential **use**, in accordance with the following regulations:

i) Not permitted in a **front yard** or required **exterior side yard**.

ii) On **lots** less than 12 meters **wide**, permitted in a **rear yard** only.

iii) Minimum **setback** from a **lot line**: 1.5 metres measured from the inside wall of the **swimming pool** and 0.9 metres measured from the outside of any **hard landscaped open space**.

iv) Notwithstanding iii) above, where the height of the **swimming pool** is greater than 1.5 metres, the minimum **setback** from any **lot line** shall be 3 metres.

v) Maximum height of a **swimming pool**: 2 metres, measured from the lowest point of **grade** at the perimeter of the **swimming pool**.

vi) Notwithstanding v) above, the maximum height shall not apply to a **swimming pool** that is located on a **rooftop terrace** of an **apartment building**.

b) A hydro-massage pool or hot tub having a water surface area which is less than 8 square metres shall not be subject to the above regulations.

c) A **swimming pool** shall maintain a minimum **setback** of 3.3 metres from a pipeline right-of-way.

d) Notwithstanding c) above, an in-ground **swimming pool** shall maintain a minimum **setback** of 7.7 metres from a TransCanada Pipelines Limited (TCPL) pipeline right-of-way.

e) Any **structure** used to contain **mechanical equipment** that is **accessory** to the operation of a **swimming pool** shall be considered an **accessory building or structure** and subject to the general regulations for **accessory buildings and structures** in Section 5.2.

## 5.7 Trailers, Recreational Vehicles and Commercial Vehicles

a) The following regulations apply to parking of trailers and **recreational vehicles** in all residential **zones**:

i) Any **recreational vehicle**, trailer, or any load thereon including a boat, whether on or off a trailer or other supporting device, which does not exceed a height of 2 metres, may be parked or stored in any **yard**.

ii) Any **recreational vehicle**, trailer, or any load thereon including a boat, whether on or off a trailer or other supporting device, which exceeds a height of 2 metres, may be parked or stored in a **rear yard** or **interior side yard**.

iii) Notwithstanding ii) above, the parking or storage of a **recreational vehicle**, trailer, or any load thereon including a boat, whether on or off a trailer or other supporting device, which exceeds a height of 3.6 metres, is prohibited.

iv) Parking and storage of **recreational vehicles** and trailers is not permitted within a **visibility triangle** or a required **landscaped open space** area.

b) The parking of a maximum of one **commercial vehicle** shall be permitted in a residential **zone** subject to the following regulations:

i) The parking of a **commercial vehicle** shall only be permitted in **a private garage** or **driveway**.

ii) Where parked in a **driveway**, the **commercial vehicle**, including any attached equipment or accessories, shall not exceed 6 metres in length and 2.3 metres in height.

iii) A **commercial vehicle** in excess of the dimensions in ii) above shall only be permitted within a fully enclosed **private garage**.

iv) The minimum number of required **parking spaces** shall not be occupied or otherwise obstructed by the parking of a **commercial vehicle**.

## 5.8 Visibility Triangles

a) At every **street** intersection, a 6 metre x 6 metre **visibility triangle** shall be provided.

b) At every **driveway**, **lane**, **parking aisle** or other vehicular access intersecting a **street**, 3 metres x 3 metres **visibility triangles** shall be provided.

c) Within a **visibility triangle**, **buildings**, **structures**, solid fencing, **mechanical equipment** and landscaping shall not exceed a height of 1 metre above the elevation of the **street** pavement measured at the centre point of intersecting **streets**.

d) Notwithstanding c) above, the maximum height shall not apply to one private or municipal deciduous tree located within a **visibility triangle**.

## 5.9 Encroachments and Projections

a) Every part of a required **yard** shall be unobstructed except for the encroachments or projections permitted in this By-law.

b) Exterior recladding of a **building** may project a maximum of 0.05 metres from the wall of the **existing building**.

c) A chimney; pilaster; belt course; sill; lintel; cornice; window box; ornamental projection:

i) May encroach a maximum of 0.5 metres into a required **interior side yard** and 1 metre into any other **yard**.

ii) Shall maintain a minimum 0.6 metre **setback** from any **lot line**.

d) Roof overhangs:

i) May encroach a maximum of 1 metre into any required **yard**.

ii) Shall maintain a minimum 0.3 metre **setback** from any **lot line**.

iii) Eavestroughs shall be included as part of the roof overhang.

e) Exterior stairs, fire escape, **basement** walkout stair:

i) May encroach a maximum of 1.6 metres into a required **rear yard**.

ii) Shall maintain a minimum **setback** of 0.6 metres from any **lot line**.

f) **Window wells**:

i) May encroach a maximum of 1 metre into any required **yard**.

ii) Shall maintain a minimum 0.6 metre **setback** from any **lot line**.

g) **Bay windows**:

i) May encroach a maximum of 0.5 metres into a required **interior side yard** and 1.6 metres into any other **yard**.

ii) Shall maintain a minimum 0.6 metre **setback** from any **lot line**.

iii) Maximum width for an encroaching **bay window** shall not exceed 3 metres.

iv) An encroaching **bay window** must have at least 30% of the surface area of the projection as a window.

h) Roofed or unroofed loading dock:

i) Not permitted in a **yard abutting** an LN1 to LN7 **zone**.

ii) May encroach a maximum of 3 metres into a required **rear yard**.

iii) Shall maintain a minimum 3 metre **setback** from a **rear lot line**.

i) An awning or **canopy**:

i) May encroach a maximum of 1 metre into any required **yard**.

ii) Shall maintain a minimum 0.3 metre **setback** from any **lot line**.

iii) In the HN **zone,** a **canopy** may project into a required **front yard** or **exterior side yard** up to half the distance of the required **yard**.

## 5.10 Frontage on a Public Street

a) Excepting **lots of record** and **parcels of tied land**, no **building** or **structure** shall be constructed on a parcel of land which does not have frontage on a **public street**.

b) Section 5.10 a) above does not apply to a **lot** used for:

i) a **utility installation**;

ii) a **cemetery**;

iii) a conservation/natural area.

c) Section 5.10 a) above shall not restrict the erection of any **building** on a **lot** in a registered plan of subdivision where a subdivision agreement has been entered into but the **streets** will not be assumed until the end of the maintenance period.

## 5.11 Home Occupation

A **home occupation** is permitted in all **dwelling units**, subject to the following regulations:

a) The **gross floor area** of the **home occupation** must be less than 50% of the **gross floor area** dedicated to the **dwelling unit**.

b) An integral **private garage** may be used for a **home occupation**, provided the minimum number of required **parking spaces** is maintained.

c) Persons employed by the **home occupation** business shall be limited to residents of the household from which the **home occupation** is conducted.

d) Where the business involves classes for teaching or instructional purposes, the maximum number of clients permitted at any one time shall be three.

e) For pet grooming and pet training, a maximum of four pets are permitted within a **dwelling unit**.

f) The following uses and activities are not permitted:

i) outside storage,

ii) outside manufacturing or processing activities,

iii) outside display and sales areas,

iv) automotive related uses,

v) small engine repair,

vi) **kennel**,

vii) **standard restaurant** and **take-out restaurant**,

viii) direct retail sales or customer merchandise pick up,

ix) **body-rub parlour**, and

x) nightclub.

## 5.12 Office Uses in Residential Zones

**Office uses** are permitted in a **building** constructed as a **detached dwelling** in all residential **zones** as a principal **use** or in combination with one or more **dwelling units**, provided the **detached dwelling** has existed on the **lot** for a minimum of 2 years, subject to the following regulations:

a) Minimum **lot** width: 18 metres.

b) The **lot** shall have a **front** or **side lot line** in common with a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

c) Maximum number of **office uses**: 2.

d) 50% of the **front yard** shall be maintained as **soft landscaped open space**.

e) 25% of the **rear yard** and **exterior side yard** shall be maintained as **landscaped open space**.

f) Solid screen fencing with a minimum height of 2.5 metres shall be installed along a **rear lot line** and along all **side lot lines** extending from the **rear lot line** to the **front wall** of the dwelling.

g) Parking shall be located in a **side** or **rear yard** only.

h) Where the **lot** abuts a residential **use**, any **parking area** or **driveway** shall maintain a minimum **setback** of 6 metres from the **rear lot line** and 3 metres along that portion of the **side lot line** which is located in the **rear yard**.

i) Storage or display of merchandise, material or equipment is prohibited.

## 5.13 Uses Permitted in All Zones

a) The following **uses** are permitted in all residential **zones**:

i) **Additional residential units** subject to Section 5.14;

ii) **Schools** subject to Section 5.15;

iii) Long-term care facility and **retirement home** subject to Section 5.16;

iv) Public and private hospitals subject to Section 5.17;

v) Parks and open space subject to the requirements of the Parks and Open Space **Zones** in the City of Burlington Zoning By-law 2020;

vi) Places of worship subject to Section 5.18;

vii) **Day care centre** subject to Section 5.19;

viii) **Group home** subject to Section 5.20;

ix) **Correctional facility** subject to Section 5.21;

x) **Emergency shelter** subject to Section 5.22;

xi) **Boarding house** subject to Section 5.23;

xii) **Additional needs housing** subject to Section 5.24;

xiii) **Utility** subject to Section 5.25;

xiv) **Community garden**;

xv) **Agriculture use** subject to Section 5.26;

xvi) **Bed and breakfast** subject to Section 5.27;

xvii) **Model homes** subject to Section 5.28;

xviii) **Temporary sales offices** subject to Section 5.29;

xix) Temporary **buildings** and **structures** for construction subject to Section 5.30;

xx) Temporary storage and **shipping containers** subject to Section 5.32; and

xxi) Infrastructure.

Subject to compliance with any other regulations or standards which are generally applicable and required elsewhere in this By-law or any other regulations or standards specified for the use in this By-law.

b) The **development** of public or institutional uses including hospitals, **long term care facilities**, **retirement homes**, pre-schools, school nurseries, **day care centres**, and **schools**, are only permitted outside of **hazardous lands** and hazardous sites.

## 5.14 Additional Residential Units

a) Up to three **additional residential units** are permitted on a **parcel of urban residential land** in all residential **zones** where one **detached dwelling**, **semi-detached dwelling**, **street townhouse**, or **rear lane townhouse** is permitted.

b) Of the three **additional residential units** permitted in a) above, up to two are permitted to be an **additional residential unit – detached**.

c) A maximum of one **accessory building** containing **additional residential units – detached** is permitted on a **parcel of urban residential land**.

d) **Additional residential units** shall not be included in the calculation of minimum number of visitor **parking spaces**.

e) A 1.2 metre wide unobstructed pedestrian access shall be provided from the **street** to the entrance of an **additional residential unit – attached** or **additional residential unit – detached** located in the **rear yard** or **interior side yard**. A gate may be constructed within the pedestrian access, but no projections shall be permitted within the 1.2 metre width.

f) Notwithstanding Sections 5.2 c) and d) of this By-law, an **accessory building** containing an **additional residential unit – detached** shall be subject to the regulations of Table 2 and as follows:

i) Exterior stairs above the **first storey** are not permitted to project into the **front yard**, **exterior side yard** or the required **interior side yard**.

ii) **Decks** and **balconies** above the **first storey** of the **accessory building** and rooftop **common amenity areas** or **private amenity areas** are not permitted on or attached to an **accessory building** containing an **additional residential unit – detached**.

**Table 2: Provisions for Accessory Buildings Containing an Additional Residential Unit - Detached**

| | **Accessory Building** containing an **Additional Residential Unit - Detached** |
|---|---|
| Maximum **gross floor area** | 80 $m^2$ except in the LN5 and LN6 zone, the maximum **gross floor area** is 15% of the **lot area**.(1) |
| **Minimum setback** from an **interior side lot line** or **rear lot line** | 1.2 m, except 3 m for the portion of the **accessory building** that is greater than 4.6 m in **height** for a **peaked roof** or 3.5 m in **height** for a **flat roof**.. |
| Maximum **height** | 7 m for a **peaked roof** 6 m for a **flat roof** |
| Maximum roof overhang from a wall or post | 0.5 m |

**Notes:**
(1) Provided the maximum **lot coverage** does not exceed 45%.

g) A minimum separation distance of 4 metres shall be provided from an **additional residential unit – detached** and a **principal building** located on the same **parcel of urban residential land**.

## 5.15 Schools

The following regulations apply to **schools** and **post-secondary schools**:

a) Minimum **lot frontage**: 45 metres.

b) For **post-secondary schools,** the **lot** shall abut a Major Arterial, Multi-Purpose Arterial, Urban Avenue or Main Street identified on Schedule B in Part 10 of this By-law.

c) Minimum **setback** from any **street line**: 3 metres.

d) Maximum **setback** from a **street line** in an LN1 **zone**: 6 metres.

e) Minimum **interior side yard**: 3 metres plus an additional 3 metres where the **yard** is adjacent to an LN1 to LN7 zone, except the minimum **interior side yard** for a portable shall be 3 metres.

f) Minimum **rear yard:** 7.5 metres plus an additional 1.5 metres for a **building** greater than 11.25 metres in height.

g) Notwithstanding the **yard** requirements in Section 5.2, the **yard** requirements for portables shall comply with the regulations of this section.

h) Notwithstanding Section 5.2, seasonal sports domes are permitted on a secondary **school** or **post-secondary school** site, subject to the minimum **setback** and maximum **building height** regulations of Section 5.15 of this By-law.

i) The maximum **building height**: 15 metres; 25 metres for a seasonal sports dome.

j) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

k) **School board administrative uses** are permitted in a **building** constructed as a **school** in all residential zones as a principal **use**, provided the **building** has existed on the **lot** for a minimum of 2 years, and the **lot** has a **front** or **side lot line** in common with a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, Neighbourhood Connector or Industrial Connector as identified on Schedule B in Part 10 of this By-law.

l) Where a **school** site consists of multiple **lots**, the **school** site shall be considered one **lot** for the purposes of this By-law.

## 5.16 Long-Term Care Facility and Retirement Home

The following regulations apply to a **long-term care facility** and **retirement home**:

a) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

b) Minimum **lot frontage**: 30 metres.

c) Minimum **lot area**: 900 square metres.

d) Minimum **front yard**: 7.5 metres.

e) Minimum **rear yard**: 9 metres.

f) Minimum **interior side yard**: 3 metres plus an additional 3 metres where the **yard** is adjacent to an LN1 to LN7 **zone**.

g) Minimum **exterior side yard**: 6 metres.

h) Maximum **building height**: 15 metres.

i) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

## 5.17 Public and Private Hospitals

The following regulations apply to public and private hospitals:

a) Maximum **lot frontage**: 30 metres.

b) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

c) Minimum **setback** from any **street line**: 3 metres.

d) Minimum **setback** from all other **lot lines**: 15 metres.

e) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

## 5.18 Places of Worship

The following regulations apply to a place of worship:

a) Includes an attached or detached manse, an **accessory dwelling unit** for a watchman and any other associated **buildings** located on the same property.

b) Minimum **lot frontage**: 30 metres.

c) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

d) Minimum **setback** from any **lot lines** or **street line**: 15 metres.

e) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

### 5.19 Day Care Centre

The following regulations apply to a **day care centre**:

a) Minimum **lot frontage**: 15 metres.

b) Shall provide services to more than 5 children or adults.

c) Shall not provide for overnight accommodation to those being cared for.

d) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

e) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector, as identified on Schedule B in Part 10 of this By-law.

f) Within the LN1 to LN7 **zones**, the maximum **gross floor area** shall be 300 square metres.

g) Sections 5.19 e) and f) shall not apply to a **day care centre** on a **school** site or within a **school building**.

For all other **lot** and **building** requirements, the following shall apply:

a) within the LN1 to LN7 **zones**, the regulations for **detached dwellings** in the respective **zone**.

b) within the LN8 or HN **zones**, the regulations for **detached dwellings** in the LN1 **zone**.

c) Notwithstanding ii), a **day care centre** contained within an **apartment building** in the LN8 or HN **zones** shall be subject to the regulations for **apartment buildings** in the respective **zone**.

d) A **day care centre** is also permitted in conjunction with a **school** or place of worship where it will be subject to the **setback** requirements for a **school** or place of worship.

## 5.20 Group Home

The following regulations apply to a **group home**:

a) Minimum **lot frontage**: 15 metres.

b) In **apartment buildings** over 3 **storeys**, one **group home** is permitted for every 30 **dwelling units** and subject to one **group home** per floor.

c) The minimum **private amenity area** for any **group home** is 12 square metres for each resident, including live-in staff or receiving family.

d) Any **private amenity area** shall be located in the **rear yard**.

e) For all other **lot** and **building** requirements, the respective **zone** regulations for **detached dwellings** and **apartment buildings** shall apply.

## 5.21 Correctional Facility

The following regulations apply to a **correctional facility**:

a) Minimum **lot frontage**: 15 metres.

b) Minimum **lot area**: 500 square metres.

c) Maximum **lot coverage**: 35%.

d) The **lot** shall **abut** a Major Arterial, Multi-Purpose Arterial, or Urban Avenue as identified on Schedule B in Part 10 of this By-law.

e) Minimum **setback** from any **street line**: 3 metres.

f) Minimum **setback** from all other **lot lines**: 15 metres.

g) Maximum **building height**: 10 metres for a **peaked roof** or 7.5 metres for a **flat roof**.

h) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

## 5.22 Emergency Shelter

The following regulations apply to an **emergency shelter**:

a) Minimum **lot frontage**: 30 metres.

b) Minimum **setback** from any **street line**: 3 metres.

c) Minimum **setback** from all other l**ot lines**: 15 metres.

d) Parking is not permitted within 3 metres of a residential **use** in a residential **zone**.

e) The maximum number of beds permitted in an **emergency shelter** is 20.

f) For all other **lot** and **building** requirements, the respective **zone** regulations for a **detached dwelling** shall apply.

### 5.23 Boarding House

The following regulations apply to a **boarding house**:

a) Minimum **lot frontage**: 18 metres.

b) The maximum number of beds permitted in a **boarding house** is 10.

c) For all other **lot** and **building** requirements, the respective **zone** regulations for a **detached dwelling** shall apply.

### 5.24 Additional Needs Housing

a) A **long-term care facility** shall be subject to the regulations of Section 5.16.

b) Other **additional needs housing** shall be permitted in any permitted housing form and subject to the regulations for the housing form in the respective **zone**.

### 5.25 Utility

Any **building** containing a **utility installation** must comply with **zone** regulations for a **detached dwelling** in the LN1 to LN7 **zones**, and in the LN8 and HN **zones**, the respective **zone** requirements for **detached dwellings** in the LN1 **zone** shall apply.

### 5.26 Agricultural Uses

a) Livestock operations, greenhouses, and outdoor cannabis production facilities are not permitted in a residential **zone**.

b) A minimum **setback** of 15 metres from a **street line** or l**ot line** is required for all **buildings** excluding a dwelling which shall be subject to the regulations of the respective **zone**.

### 5.27 Bed and Breakfast

A **bed and breakfast** is permitted in a **detached dwelling** subject to the following regulations:

a) Minimum **lot frontage**: 18 metres.

b) A maximum of three guest rooms or suites.

c) No one other than a resident of the dwelling may be employed or have their services retained in the operation of the **bed and breakfast**.

d) Meals shall be provided to the guests of the **bed and breakfast** only.

## 5.28 Model Homes

**Model homes** are permitted on lands that have received draft plan of subdivision or condominium approval for residential purposes, subject to the following regulations:

a) The number of **model homes** does not exceed 10 units or 10% of the **dwelling units** draft approved in the plan of subdivision or condominium whichever is the lesser.

b) The **model home** is built within a **lot** defined by the draft approved plan of subdivision or condominium.

c) The **model home** complies with all other requirements of this By-law for the applicable type of **dwelling unit** with the exception of the parking requirements.

## 5.29 Temporary Sales Offices

a) The **temporary sales office** is located in the plan of subdivision, condominium, or site plan where the **lots** or units are being sold or leased.

b) The **temporary sales office** shall not be permitted until an applicable plan of subdivision, condominium, or site plan control has received draft plan approval.

c) The **temporary sales office** shall only be permitted for such period that work within a relevant plan of subdivision, condominium, or site plan remains in progress, having not been finished or discontinued for 60 days.

d) The **temporary sales office** shall comply with the minimum **yards** for the applicable **zone**.

## 5.30 Temporary Building and Structures for Construction

a) Temporary **buildings** and **structures**, including a **shipping container**, normal and incidental to construction shall be permitted in all **zones**, provided that a valid **building** permit has been issued by the City of Burlington where a **building** permit is required, and that these uses shall only be permitted so long as the same are necessary for any work in progress which has been neither finished nor abandoned.

b) Temporary **buildings** and **structures** shall be removed from the site within 60 days of final building permit inspection.

## 5.31 Tents and Temporary Structures

a) The **use** of temporary **structures**, tents, trailers or **recreational vehicles** for human habitation, business, storage of merchandise or other purposes, is prohibited except:

i) Tents may be used for children's play, excluding camps.

ii) Tents maybe be used by the operators of a circus, carnival or carousel for a maximum period of 14 days.

iii) Tents or trailers may be used for a special occasion or special sale of goods or merchandise in conjunction with a **permitted use**, for a maximum of 30 days in a calendar year.

iv) One tent may be used for the seasonal sale of flowers, plants, shrubs, trees and other garden materials and landscape products, provided the zoning of the property permits the sale of these items, for a maximum period of 90 days and limited to one occasion in a 12 month period.

v) Temporary stages and other **structures** for entertainment purposes shall be permitted for a maximum period of 10 days.

vi) The temporary **structure**, tent, trailer or **recreational vehicle** shall be set back a minimum of 3 metres from a **street line** and shall not be located within a required **landscaped open space**.

## 5.32 Temporary Storage and Shipping Containers

a) A movable storage **structure** or a **shipping container** may be permitted in a **driveway** of a residential property for a period not exceeding 30 days in any given calendar year, provided that:

i) the movable storage or **shipping container** is not located within or blocking access to a required **parking space.**

ii) the movable storage or **shipping container** is set back a minimum of 0.6 metres from a **street line.**

iii) it does not exceed a maximum height of 3 metres and a maximum length of 6.1 metres.

b) In no case shall a movable storage **structure** or **shipping container** encroach onto a public sidewalk, or a public right-of-way, or create a site line obstruction.

## 5.33 Number of Buildings Per Lot

No more than one **building** shall be located on a **lot** in a LN1 to LN7 **zone**, with the exception of an **accessory building or structure** or an **additional residential unit – detached** as specifically permitted in this By-law, or on **school** sites.

## 5.34 Availability of Municipal Services and Utilities

No land shall be built upon and no **building** or **structure** shall be erected or expanded for any purpose unless municipal services and utilities including sanitary sewers, storm sewers and drains, water mains, electric power lines and roads are available and adequate.

## 5.35 Outdoor Patios

An **outdoor patio** is not permitted in a residential **zone.**

## 5.36 Kennels

A **kennel** is not permitted in a residential **zone**.

## 5.37 Exceptions to Height Provisions

The height restrictions of this By-law shall not apply to:

a) an antenna or mast (when attached to or on a **building**)

b) a chimney or smokestack

c) a spire or steeple on a place of worship

d) clock tower, bell tower, belfry, or church tower

e) ornamental architectural features such as, but not limited to, cupolas and finials

f) an electrical power transmission tower or line and related apparatus

g) rooftop **mechanical equipment** and **mechanical penthouse** (subject to Section 5.38)

h) a light standard, including outdoor sports field lighting facilities

i) a flag pole

j) a Federally regulated and authorized telecommunications tower

k) a water tower

l) a weathervane, lightning rod or other weather device

m) storage tank

n) roof top solar panel (subject to Section 5.39)

o) a required fire wall extending above the top of the roof of a **building**

p) **buildings** and **structures** that are **accessory** to a permitted **agricultural use**, provided that the **building** or **accessory structure** is not used for human habitation.

q) roof top access to a **rooftop terrace** provided that:

   i) the feature must be set back a distance equal to its height from the **exterior front wall** and exterior **rear wall**;

   ii) the maximum total area for the feature is 10.5 square metres;

iii) the maximum projection for eaves beyond the exterior walls of the feature is 0.6 metres; and

iv) the maximum height to the eaves of the roof top access is 3 metres.

## 5.38 Mechanical Equipment including Roof Top Mechanicals

a) Roof top **mechanical equipment**:

i) Shall have a minimum **setback** of 5 metres from the **building** edge.

ii) Notwithstanding i) above, shall have a minimum **setback** of 1.5 metres from the **building** edge provided it is enclosed on four sides and screened with solid screening equal to the height of rooftop mechanical unit.

iii) A **mechanical penthouse**, including any appurtenances thereto shall not exceed 6 metres above the maximum **building height**.

iv) Rooftop **mechanical equipment**, including any appurtenances thereto shall not exceed 2 metres above the maximum **building height**.

b) **Unitary equipment** not located on a rooftop shall be subject to the following regulations:

i) Permitted in all **yards**.

ii) Minimum **interior side yard**, **exterior side yard** and **rear yard**: 0.6 metres.

iii) When located in the **front yard**, shall be no further than 1.5 metres from the **front wall** of the **principal building.**

## 5.39 Roof Top Solar Panels

a) Rooftop solar panels that exceed a height of 0.9 metres above the roof upon which it is located shall be set back a minimum of 5 metres from all edges of a roof.

b) Notwithstanding a) above, rooftop solar panels shall not exceed a height of 2 metres above the roof upon which it is located.

## 5.40 Structures Related to Below-grade Parking

Notwithstanding any other requirement of this By-law, air ventilation shafts or an access staircase, shall be permitted anywhere on the same **lot** as the **parking structure** is located, subject to the following regulations:

a) Shall not be located in a required **front yard** or **exterior side yard**.

b) Shall have a minimum **setback** of 3 metres from any **lot line**.

## 5.41 General Landscaping Provisions

a) To qualify for any minimum **landscaped open space** or **soft landscaped open space** requirement of this By-law, an individual area of landscaping provided on a **lot** shall contain an area with minimum dimensions of 3 metres by 3 metres and may include additional area of lesser dimensions provided the additional area is contiguous to the 3 metres by 3 metres area.

b) Required **soft landscaped open space** shall **abut** the **front lot line**.

c) Landscaping provided on the roof of a **building** shall be included in the calculation of required **landscaped open space** on the **lot**, provided it meets the requirements of a) above and has a minimum soil depth of 1 metre.

## 5.42 Exterior Barrier-Free Accessibility Ramp

An exterior unenclosed ramp to provide a barrier-free path of travel to a **building** or **structure** as may be required under the *Ontario Building Code Act* or *Accessibility for Ontarians with Disabilities Act* shall be exempt from the provisions of this By-law except for the following requirements:

a) **Setback** from a **front lot line**: 0.5 metres.

b) **Setback** from a **side lot line abutting** a **street**: 0.5 metres.

c) **Setback** from all other **lot lines**: 1 metre.

## 5.43 Setbacks Abutting Creek Blocks and Other Zones

a) Notwithstanding the other regulations of this By-law, all **buildings** and **structures** shall maintain the following **setbacks** from lands which fall outside Conservation Halton's regulated area and are zoned O2 or O3 in the following maps of the City of Burlington Zoning By-law 2020:

   i) 15 metres from an O2 or O3 **zone** on Zoning Maps 1-W and 1-E north of Plains Road West;

   ii) 3 metres if **creek block** includes a 3 metres buffer from limit of the **floodplain** and erosion hazards; and,

   iii) 7.5 metres from an O2 or O3 **zone** on all other Zoning Maps except Zoning Maps 25, 30 and 29.

b) The above **setbacks** may be reduced to the applicable **setback** requirement contained in the base zoning, provided the approval of the **City** is obtained.

## 5.44 Setback from a Watercourse

Every **building**, including **accessory buildings** 15 square metres in size or greater, and **parking lots** shall maintain a minimum **setback** of 6 metres from the greater of

the limit of the **floodplain** and the top-of-bank of any **watercourse** which is not within a **creek block**, unless a reduced **setback** is specifically permitted by Conservation Halton or, in the case of a **watercourse** not regulated by Conservation Halton.

### 5.45 Setback from a Pipeline Right-of-Way

a) Every **building** and **accessory building** shall maintain a minimum **setback** of 7.7 metres from a pipeline right-of-way.

b) **Accessory structures** shall maintain a minimum **setback** of 3.3 metres from the pipeline right-of-way.

c) Notwithstanding b) above, every **structure**, **parking area**, **parking lot**, or loading area, including any **parking spaces**, **loading spaces**, stacking spaces, and any associated **parking aisle** or **driveway** shall maintain a minimum **setback** of 7.7 metres from the TransCanada PipeLines Limited (TCPL) pipeline right-of-way.

### 5.46 Setback from a Highway Corridor

Notwithstanding any other provision of this By-law, all **buildings** and **structures** and the following features shall have a minimum **setback** of 14 metres from the **lot line abutting** the boundary of Highway 403, Highway 407 and the Queen Elizabeth Way:

a) Any required **parking area**, **parking lot** or loading area, including any required **parking space**, **loading space**, stacking space, or **bicycle parking space**, and any associated **parking aisle** or **driveway**;

b) A required **amenity area**; and

c) A stormwater management facility.

### 5.47 Setback from a Railway Right-of-Way

Notwithstanding any other regulations in this By-law, all outdoor amenity areas and **buildings** and **structures** containing a **dwelling unit**, community centre, place of worship, **day care centre**, **school**, **post-secondary school**, hospital, long-term care facility, **retirement home**, **group home**, **correctional facility**, **emergency shelter** and **boarding house** shall be located no closer than 30 metres from any railway corridor.

# Part 6: Parking and Loading

## 6.1 Off-Street Parking and Loading Space Requirements

a) Whenever a new **development** occurs or whenever an **existing development** is enlarged, extended or increased in capacity, in accordance with this By-law, off-street vehicle **parking spaces** shall be provided and maintained.

b) Any **parking space**, **accessible parking space**, **bicycle parking space**, and **loading space** requirements of this By-law shall be provided for and located on the same **lot** as the **use** for which the parking is required.

c) The number of **parking spaces** required for **permitted uses** in all **zones** shall be in accordance with Table 3, unless otherwise specified in the respective **zones**. Where more than one **use** specified in Table 3 is provided on the same **lot** or in the same **building**, the **parking spaces** required shall be in respect of each **use**.

d) For **developments** containing 11 **dwelling units** or more, a minimum of one **electric vehicle parking space** shall be provided. If the **electric vehicle parking space** is provided as a visitor **parking space**, it shall not count towards meeting the minimum number of visitor **parking spaces** or **accessible parking spaces** required in Table 3 or Section 6.1 of this By-law, respectively.

**Table 3: Off-Street Parking Standards**

| Use | Minimum Parking Standard |
|---|---|
| **Cluster Home**<br>**Detached Dwelling**<br>**Semi-Detached Dwelling** | 2 **parking spaces** per unit;<br><br>If on a **parcel of tied land** fronting onto a common element condominium road:<br>1.5 **parking spaces** per unit where 1 **parking space** shall be located on the **parcel of tied land** and 0.5 **parking spaces** per unit for visitor parking shall be located within the common element condominium block which contains the condominium roadway. |
| **Street Townhouse, Rear Lane Townhouse** | 2 **parking spaces** per unit |
| **Block Townhouse** | 2 **parking spaces** per unit, 0.25 visitor **parking spaces** per unit |
| **Stacked Townhouse**<br>**Stacked Back-to-Back Townhouse** | 1 **parking space** per unit, 0.25 visitor **parking spaces** per unit |
| **Back-to-Back Townhouse** | 2 **parking spaces** per unit, 0.25 visitor **parking spaces** per unit |
| **Apartment Building** | 1 **parking space** per one-bedroom unit<br>1.25 **parking spaces** per two-bedroom unit |

# Parking and Loading

| Use | Minimum Parking Standard |
|---|---|
| | 1.5 **parking spaces** per three or more bedroom unit<br>0.25 visitor **parking space** per unit<br>1 additional **parking space** per 75 units for the use of maintenance vehicles servicing the site |
| **Dwelling Units on the 2nd or 3rd floor of a 2 or 3 storey commercial building** | 1.25 **parking spaces** per unit, inclusive of visitor parking |
| **Additional Residential Unit** | 0 **parking spaces** for the first **additional residential unit**<br>1 **parking space** for the second or third **additional residential unit** |
| **Bed and Breakfast**<br>**Boarding House** | 1 **parking space** per guest room |
| **Cemetery** | 1 **parking space** per employee plus 1 **parking space** per 4 seats chapel capacity |
| **Convent, Monastery** | 1 **parking space** per 2 beds |
| **Convenience Store, retail store** | 3.5 **parking spaces** per 100 $m^2$ **gross floor area** |
| **Correctional Facility** | 0.85 **parking space** per employee<br>0.25 visitor **parking spaces** per resident |
| **Day Care Centre** | 4 **parking spaces** per 100 $m^2$ **gross floor area** |
| **Emergency Shelter** | 0.85 **parking space** per employee<br>0.25 visitor **parking spaces** per resident |
| **Group Home** | 2 **parking spaces** |
| **Home Occupation** | None required |
| **Home Day Care** | None required |
| **Hospital, Health Care Facility** | 0.65 **parking spaces** per patient bed |
| **Long-Term Care Facility** | 0.35 **parking spaces** per bed |
| **Medical Office** | 6 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **Office** | 3 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **Personal Service** | 4 **parking spaces** per 100 $m^2$ **gross floor area** |
| **Place of Worship** | 0.2 **parking spaces** per seat or prayer space, or<br>6 **parking spaces** per 100 $m^2$ of **gross floor area**, whichever is higher |
| **Restaurant, Standard** | 18.5 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **Restaurant, Take-Out** | 10 **parking spaces** per 100 $m^2$ of **gross floor area** |

| Use | Minimum Parking Standard |
|---|---|
| **Retirement Home** | 0.6 **parking spaces** per unit<br>0.25 visitor **parking spaces** per unit<br>1 additional **parking space** per 50 units for the use of maintenance vehicles servicing the site |
| **Retail Store** | 3.5 **parking spaces** per 100 $m^2$ of **gross floor area** |
| Retail Centre | 5 **parking spaces** per 100 $m^2$ of **gross floor area** |
| **School** | For elementary **schools**: 1.5 **parking spaces** per classroom<br>For secondary **schools**: 3 **parking spaces** per classroom |
| **Post-Secondary School** | 5 **parking spaces** per classroom plus 1 **parking space** per 20 $m^2$ of **gross floor area** of auditoriums |

e) In addition to **parking spaces**, a residential **building** containing 25 **dwelling units** or more shall provide and maintain on the same **lot** a minimum of 1 **loading space**.

f) In addition to **parking spaces**, industrial or commercial uses that require the receiving, shipping, loading or unloading of goods, wares, merchandise or raw materials, shall comply with the following minimum regulations:

i) 1 **loading space** for **gross floor area** between 300 square metres and 2,299 square metres;

ii) 2 **loading spaces** for **gross floor area** of 2,300 square metres to 7,360 square metres; and

iii) 1 additional **loading space** for each **gross floor area** increment of 9,200 square metres (or part thereof) over 7,360 square metres.

## 6.2 Parking Space & Loading Space Size

a) Unless otherwise specified in this By-law, all **parking spaces** shall have a minimum width of 2.75 metres and a minimum area of 16.5 square metres.

b) Parallel **parking spaces** shall comply with the following minimum dimensions:

i) 2.75 metres in width;

ii) 7.2 metres in length; and

iii) Unobstructed end spaces may be 6.7 metres in length.

c) Where a wall, column or other obstruction is adjacent to or within a **parking space** in a **parking structure**, the minimum width of the **parking space** shall increase by 0.3 metres.

d) Notwithstanding c) above, an additional 0.3 metres is not required when:

i) The maximum length of the wall, column or any other obstruction does not exceed 1.15 metres from the non-driving aisle end of the **parking space**;

ii) The wall, column or any other obstruction is located at the front or rear of the **parking space**.

e) Up to 5% of the minimum required **parking spaces** may be designed for a motorcycle, cargo bicycle or similar vehicle and shall be clearly identified as being reserved for the parking of motorcycles, cargo bicycles or similar vehicles only.

f) Notwithstanding any other provision in this By-law, a **parking space** for motorcycles, cargo bicycles or similar vehicles shall comply with the following minimum dimensions:

i) 1.3 metres in width; and

ii) 3 metres in length.

g) The minimum internal dimensions for a **private garage** shall comply with the following minimum dimensions:

i) 6 metres in depth;

ii) 3 metres in width; and

iii) 2 metres of height clearance.

h) The minimum internal dimensions for unobstructed area in the **private garage** shall comply with the following minimum dimensions:

i) 5.5 metres in depth;

ii) 3 metres in width; and

iii) 2 metres of height clearance.

One step is permitted in the unobstructed area.

i) **Loading spaces** shall comply with the following minimum dimensions:

i) 3 metres in width;

ii) 9.7 metres in length; and

iii) 3 metres of height clearance.

j) The location of loading doors and associated loading facilities:

i) Shall not be allowed within a **yard abutting** a **street**; and

ii) Shall not be allowed in a required **yard abutting** an LN 1 to LN8 **zone**.

## 6.3 Surface Treatment

Every **parking lot** shall be graded and drained and the surface treated so as to provide a permanent durable and dustless surface.

## 6.4 Parking Structures

a) Any part of a **parking structure** that projects 1.6 metres or more above **grade** shall be subject to the **yard** requirements of the **zone**.

b) Entrance and exit ramps to below-ground **parking structures** and above-ground **parking structures** or **buildings** shall be set back 7.5 metres from a **street line**.

c) A minimum **setback** of 2 metres from any **lot line** shall apply to below-ground **parking structures**.

d) Where a below-ground **parking structure** is located in accordance with c) above, and is located below a required **landscaped open space**, there shall be a minimum depth of 2 metres between **grade** and the top of the **structure**.

## 6.5 Designated Accessible Parking Spaces

a) Where **parking spaces** are required, **accessible parking spaces** shall be provided in accordance with this section.

b) The total number of **accessible parking spaces** required shall be in accordance with Table 4. Where both resident and visitor **parking spaces** are required for a residential **use**, the **accessible parking spaces** required shall be calculated as the sum of the requirements of Table 4 applied to each type of parking (i.e. resident and visitor).

**Table 4: Accessible Parking Standards**

| Required Parking Spaces | Required Accessible Parking Spaces |
|---|---|
| 12 or fewer | 1 Type A space |
| 13-100 | 4% of **parking spaces** with an equal number of Type A and Type B spaces (1) |
| 101-200 | 1 space plus 3% of **parking spaces** with an equal number of Type A and Type B spaces (1) |
| 201-1,000 | 2 spaces plus 2% of **parking spaces** with an equal number of Type A and Type B spaces (1) |
| 1,001 or greater | 11 spaces plus 1% of **parking spaces** with an equal number of Type A and Type B spaces (1) |

**Notes:**

(1) If an odd number of **accessible parking spaces** is required, the additional space may be a Type B **accessible parking space**, except if only one **accessible parking space** is required, it shall be a Type A space.

c) Section 6.5 b) above shall not apply to **detached dwellings**, **semi-detached dwellings**, **cluster homes**, **street townhouses**, and **rear lane townhouses**.

d) **Accessible parking spaces** shall be counted towards the minimum number of required **parking spaces**.

e) Where an **accessible parking space** is provided, the **accessible parking space** shall:

i) be identified with a provincially regulated vertical sign displaying the international symbol for **accessible parking spaces** and, for a 'Type A' space, identifying the space as van accessible;

ii) be located adjacent to a delineated **accessible access aisle** with a minimum width of 2 metres;

iii) comply with the **accessible parking space** dimensions in Table 5.

**Table 5: Accessible Parking Space Dimensions**

| Accessible Parking Space Type | Minimum Width | Minimum Length | Minimum Overhead Clearance |
|---|---|---|---|
| Type A | 3.4 m | 6 m | 2.75 m |
| Type B | 2.75 m | 6 m | 2.75 m |

f) Where there are **accessible parking spaces** in a **parking lot**, the entrance of the **parking lot** and circulation to and from the **accessible parking spaces** shall include a minimum overhead clearance of 2.75 metres.

## 6.6 Bicycle Parking

a) A **bicycle parking space** not located in an enclosure must be separated from **parking spaces**, visitor **parking spaces** or **loading spaces** by 2 metres.

b) Each horizontal **bicycle parking space** shall be a minimum of 0.6 metres wide, 1.8 metres deep with 2 metres of height clearance, exclusive of parking racks and hardware.

c) Each vertical **bicycle parking space** shall be a minimum of 0.6 metres wide, 1.1 metres deep with 2.3 metres of height clearance, exclusive of parking racks and hardware.

d) A minimum of 5% of required **bicycle parking spaces** shall be designated spaces for large bicycles, such as cargo, recumbent and bicycles with trailers.

e) Each **bicycle parking space** for large bicycles, such as cargo, recumbent and bicycles with trailers shall be horizontal.

f) Each horizontal **bicycle parking space** for large bicycles, such as cargo, recumbent and bicycles with trailers shall be a minimum of 0.91 metres wide, 3.05 metres deep with 2 metres of height clearance, exclusive of parking racks and hardware.

g) Each **bicycle parking space** shall be accessed by an aisle with a minimum width of 1.5 metres.

h) **Bicycle parking spaces** and accesses shall be located on hard-surfaced areas.

i) **Short-term bicycle spaces** and **long term bicycle parking spaces** shall be provided in accordance with the minimum requirements in Table 6.

j) Where a **lot** contains more than one use, the required number of **bicycle parking spaces** is the sum of all **bicycle parking spaces** required for each use.

k) **Long term bicycle parking spaces**:

i) A minimum of 25% of the required **long term bicycle parking spaces** shall be stored in a horizontal ground mounted position. The remainder of the spaces may be provided as **stacked** or vertical **bicycle parking spaces.**

ii) A minimum of 50% of the required **long term bicycle parking spaces** must be horizontal. A **bicycle parking space** located on the lower level of stacked rack is considered a horizontal **bicycle parking space**.

l) **Short term bicycle parking spaces**:

i) Shall be located no more than 25 metres from the primary pedestrian entrance to the **building**.

ii) A minimum of 25% of the required **short term bicycle parking spaces** shall be weather protected, except none of the required **bicycle parking spaces** for an elementary **school** are required to be weather protected.

iii) Must not be provided as **stacked** or vertical **bicycle parking space.**

**Table 6: Bicycle Parking Space Requirements**

| Use | Bicycle parking spaces, long term – minimum required | Bicycle parking spaces, short term – minimum required |
|---|---|---|
| **Apartment building** | 0.1 spaces per **dwelling unit**, 2 spaces minimum | 0.5 space per **dwelling unit**, 2 spaces minimum |
| Commercial multi-unit **building** (includes individual **buildings** on the same **lot** as the multi-unit **building**) | 0.2 spaces per 100 $m^2$ of **gross floor area**, 3 spaces minimum | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |

| Use | Bicycle parking spaces, long term – minimum required | Bicycle parking spaces, short term – minimum required |
|---|---|---|
| **Retail Store** | 0.2 spaces per 100 $m^2$ of **gross floor area**, 3 spaces minimum | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| **Day Care Centre** | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum | 0.2 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| **Restaurant** | 3 spaces plus 1 space per 1000 $m^2$ of **gross floor area** | 0.1 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| **Office/ medical office** | 0.13 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum | 0.2 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum[1] |
| Elementary **School** | No minimum | 4 spaces minimum |
| All other commercial uses not otherwise specified | 0.05 spaces per 100 $m^2$ of **gross floor area** | 2 spaces minimum 0.09 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| Industrial uses | 0.03 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum | 0.07 spaces per 100 $m^2$ of **gross floor area**, 2 spaces minimum |
| All other non-residential uses not otherwise specified | 2 spaces minimum | 2 spaces minimum |

## 6.7 Driveway Width, Length and Landscaped Open Space Area

a) A maximum of one **driveway** shall be permitted for each residential **lot**, except in the case of a **corner lot** or **through lot** where a maximum of one **driveway** per **street** frontage may be permitted if the second **driveway** location is approved by the **City**.

b) Where two **driveways** are permitted, the maximum width of one **driveway** shall be 4 metres inclusive of **walkways**.

c) Unless otherwise specified in this By-law, **driveways** shall be a minimum of 6 metres in length. For **driveways** with direct access to a **public street**, **driveway**

length shall be measured from the **street line** to the front of garage or where there is no garage, to the end of the **driveway**. For **driveways** with direct access to a **private street**, **driveway** length shall be measured from back of sidewalk, or where there is no sidewalk from back of curb, to the front of garage or where there is no garage, to the end of the **driveway**.

d) **Driveways** shall have a minimum width of 2.75 metres. The width of **driveways** and **walkways** shall be measured perpendicular to the direction of travel of the vehicle or person.

e) Unless otherwise specified in this By-law, the combined maximum width of all hard surfaces (**driveways** plus **walkways**) for all dwelling types except **apartment buildings** shall be:

i) For **lot frontage** less than 9 metres in width: 4.5 metres.

ii) For **lot frontages** equal to or greater than 9 metres and less than 12 metres in width: 5.5 metres.

iii) Notwithstanding the above, for **lot frontages** less than 12 metres in width with an **existing** dwelling containing a two-car garage on or before December 14, 2009: 7 metres.

iv) For **lot frontages** equal to or greater than 12 metres and less than 18 metres in width: 7.5 metres.

v) For **lot frontages** equal to or greater than 18 metres in width: 10 metres.

f) For **lots** identified in e) above, the remaining **lot area** between a **street line** and a **front wall** of the dwelling facing a **street** shall be **landscaped open space**, excluding **porches** and stairs.

g) Circular **driveways** are permitted subject to the following:

i) **Lot frontage** is equal to or greater than 21 metres.

ii) Must be located in a front or **exterior side yard**.

iii) Maximum width of a **walkway** shall be 2 metres.

iv) The combined width of the two points of access shall not exceed a maximum width of 9 metres.

v) The widest point beyond circular **driveway** shall not exceed a maximum width of 9 metres.

vi) Minimum width of 8 metres of **landscaped open space** between **driveway** access points.

## 6.8 Tandem Parking

a) Required **parking spaces** shall be readily accessible without obstructions at all times for parking and removal of a **motor vehicle** without the necessity of moving any other vehicle or obstruction.

b) Notwithstanding a) above, required **parking spaces** for the following uses are permitted to be provided as **tandem parking spaces**:

   i) **Additional residential units**;

   ii) **Group homes,** provided that at least 2 **parking spaces** are accessible at all times;

   iii) **Dwelling units,** provided:

      i. the **tandem parking spaces** are located in a **private garage** or on a **driveway** devoted exclusively to the **dwelling unit**; or

      ii. the **tandem parking spaces** are located in a **parking lot** or **parking structure**, are occupant spaces, and comprise a maximum of 20% of the required occupant parking.

# Part 7: Residential Zones

## 7.1 Purpose Statements for Residential Zones

**Low-Rise Neighbourhood 1-6 (LN1 to LN6)**
The purpose of these **zones** is to accommodate **detached dwellings**, **semi-detached dwellings** and, in the Orchard Community, **street townhouses**.

**Low-Rise Neighbourhood 7 (LN7)**
The purpose of this **zone** is to accommodate **cluster homes** on a single **lot.**

**Low-Rise Neighbourhood 8 (LN8)**
The purpose of this **zone** is to accommodate **existing detached dwellings,** new **detached dwellings** with at least one **additional residential unit – attached**, in addition to **semi-detached dwellings**, **block townhouses**, **street townhouses**, **rear lane townhouses**, **stacked townhouses**, **back-to-back townhouses** and **stacked back-to-back townhouses**. **Apartment buildings**, **personal services** and **retail stores** are also permitted subject to additional provisions.

**High-Rise Neighbourhood (HN)**
The purpose of this **zone** is to accommodate new **detached dwellings** with at least two **additional residential units – attached**, **block townhouses, street townhouses**, **rear lane townhouses**, **stacked townhouses**, **back-to-back townhouses**, **stacked back-to-back townhouses** and **apartment buildings**. **Personal services**, **restaurants** and **retail stores** are also permitted subject to additional provisions.

## 7.2 Permitted uses

The following Table 7 establishes the uses permitted in the Residential **Zones**.

**Table 7: Permitted Uses in Residential Zones**

| Permitted uses | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 | LN7 | LN8 | HN |
|---|---|---|---|---|---|---|---|---|---|
| **Residential uses** | | | | | | | | | |
| **Detached Dwelling** | P | P | P | P | P | P | -- | P (1)(2) | P (3) |
| **Semi-Detached Dwelling** | P | P | P | P | P | P | -- | P | -- |
| **Cluster Homes** | -- | -- | -- | -- | -- | -- | P | -- | -- |
| **Block Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Street Townhouse** | P (4) | -- | -- | -- | -- | -- | -- | P | P |
| **Rear Lane Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Back-to-back Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Stacked Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Stacked Back-to-Back Townhouse** | -- | -- | -- | -- | -- | -- | -- | P | P |
| **Apartment Building** | -- | -- | -- | -- | -- | -- | -- | P (5) | P |
| **Non-residential uses** | | | | | | | | | |
| **Personal Service** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |
| **Restaurant Standard** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |
| **Restaurant Take-Out** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |
| **Retail Store** | -- | -- | -- | -- | -- | -- | -- | P (6) | P (6) |

**Notes:**

(1) **Existing detached dwellings** are permitted.

(2) New **detached dwellings** containing a minimum of one **additional residential unit – attached** are permitted.

(3) New **detached dwellings** containing a minimum of two **additional residential units – attached** are permitted.

(4) Permitted only on **lots** in the Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west).

(5) Permitted only on **lots** with a **front lot line abutting** a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector identified on Schedule B in Part 10 of this By-law.

(6) Permitted on the ground floor of a **street townhouse or apartment building** located adjacent to a Major Arterial, Multi-Purpose Arterial, Urban Avenue, or Main Street identified on Schedule B in Part 10 of this By-law to a maximum **gross floor area** of 300 square metres.

## 7.3 Provisions for Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones

### a) Lot and Building Requirements by Building Type

The following Table 8 and additional regulations establish the **zone** standards that apply to **detached dwellings** in the Low-Rise Neighbourhood LN1 to LN6 **zones**. Regulations for **accessory buildings and structures** are set out in Section 5.2.

**Table 8: Provisions for Detached Dwellings**

| | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 |
|---|---|---|---|---|---|---|
| Minimum **Lot Area** | 225 $m^2$ | 270 $m^2$ | 360 $m^2$ | 425 $m^2$ | 680 $m^2$ | 925 $m^2$ |
| Minimum **Lot Frontage** | 7.5 m | 9 m | 12 m | 15 m | 18 m | 24 m |
| Minimum **Front Yard** | 3 m (1) | 3 m (1) | 6 m (1) | 6 m (1) | 7.5 m (1) | 9 m (1) |
| Maximum **Lot Coverage** | 50% | 50% | 40% (2) | 35% (2) | 35% (2) | 35% (2) |
| Minimum **Rear Yard** | 6 m | 7 m | 7.5 m (3) | 9 m (3) | 9 m (3) | 9 m (3) |
| Minimum **Interior Side Yard** | 1.2 m one side, 0.6 m other side (4) | 1.2 m one side, 0.6 m other side (4) | 1.2 m one side, 0.6 m other side (4) | 1.5 m (4) | 1.8 m (4) | 2.4 m (4) |
| Minimum **Exterior Side Yard** | 3 m (1) | 3 m (1) | 4.5 m (1) | 4.5 (1) | 4.5 (1) | 9 m (1) |
| Minimum **Front Yard Soft Landscaped Open Space** | 30% | 30% | 30% | 30% | 40% | 50% |
| Maximum **Building Height** | 11.5 m for a **peaked roof** or 7.5 m for | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5)(6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (6) |

| | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 |
|---|---|---|---|---|---|---|
| | a **flat roof** | | | | | |

**Notes:**

(1) The minimum required **front yard** or **exterior side yard** may be reduced to the **established front** or **exterior side yard**, provided there is a minimum **setback** of 1 metre from the **street line**.

(2) Maximum **lot coverage** on a **lot** with one or more **additional residential units** shall be 45%.

(3) On a **corner lot** the **rear yard** may be 4.5 metres.

(4) Where a detached **private garage** is in the **rear yard**, the minimum **interior side yard** leading to the **rear yard private garage** shall be 3 metres.

(5) Properties in the Alton Community (lands bounded by Highway 407 to the north, Appleby Line to the east, and Dundas Street to the south) or Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west)) shall have a maximum **building height** of 14 metres for a **peaked roof** or 10 metres for a **flat roof**.

(6) Properties with a **front** or **exterior side yard abutting** Lakeshore Road and North Shore Boulevard and all properties south of Lakeshore Road and North Shore Boulevard shall have a maximum **building height** of 13 metres for a **peaked roof** or 10 metres for a **flat roof**. For **through lots**, the front **building** elevation shall determine the front of the **lot** for this regulation.

**b) Additional Provisions for Detached Dwellings**

i) The total width of all **private garage** door openings facing a **street** shall not exceed 50% of the width of its **building** elevation.

ii) An attached **private garage** with a garage door facing a **street** is not permitted to project beyond the longest wall facing a **street** and containing residential floor area on the **first storey** of a dwelling, or where there is a **porch** attached to the longest wall facing a **street**, it shall not project past the **porch**.

iii) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

iv) In the LN5 and LN6 **zones**, the maximum **building** depth shall be 20 metres, measured from the minimum **front yard** or **established front yard**, whichever is less, to the wall closest to the **rear lot line**.

## 7.4 Provisions for Semi-Detached Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones

### a) Lot and Building Requirements by Building Type

The following Table 9 and additional regulations establish the **zone** standards that apply to each **semi-detached dwelling unit** in the Low-Rise Neighbourhood **zones**. Regulations for **accessory buildings and structures** are set out in Section 5.2.

**Table 9: Provisions for Semi-Detached Dwellings**

| | LN1 | LN2 | LN3 | LN4 | LN5 | LN6 |
|---|---|---|---|---|---|---|
| Minimum **Lot Area** | 165 $m^2$ | 165 $m^2$ | 270 $m^2$ | 270 $m^2$ | 400 $m^2$ | 500 $m^2$ |
| Minimum **Lot Frontage** | 6.5 m | 6.5 m | 9 m | 9 m | 9.5 m | 13 m |
| Minimum **Front Yard** | 3 m (1) | 3 m (1) | 6 m (1) | 6 m (1) | 7.5 m (1) | 9 m (1) |
| Maximum **Lot Coverage** | 50% | 50% | 40% (2) | 40% (2) | 35% (2) | 35% (2) |
| Minimum **Rear Yard** | 6 m | 7 m | 7.5m | 9 m | 9 m | 9 m |
| Minimum **Interior Side Yard** | 0.6 m (3) | 0.6 m (3) | 1.2 m (3) | 1.5 m (3) | 1.8 m (3) | 2.4 m (3) |
| Minimum **Exterior Side Yard** | 3 m | 3 m | 4.5 m | 4.5 m | 4.5 m | 4.5 m |
| Minimum **Front Yard Soft Landscaped Open Space** | 30% | 30% | 30% | 30% | 30% | 30% |
| Maximum **Building Height** | 11.5 m for a **peaked roof** or 7.5 m for a **flat roof** | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (4)(5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) | 10 m for a **peaked roof** or 7.5 m for a **flat roof** (5) |

**Notes:**

(1) The minimum required **front yard** or **exterior side yard** may be reduced to the **established front** and/or **exterior side yard**, provided there is a minimum **setback** of 1 metre from the **street line**.

(2) Maximum **lot coverage** on a **lot** with one or more **additional residential units** shall be 45%.

(3) Where an **interior side lot line** shares a **common wall**, no **setback** is required.

(4) Properties in the Alton Community (lands bounded by Highway 407 to the north, Appleby Line to the east, and Dundas Street to the south) or Orchard Community (lands bounded by Upper Middle Road to the south, Bronte Creek Valley to the east, Dundas Street and the CN rail line to the north, and Appleby Line to the west)) shall have a maximum **building height** of 14 metres for a **peaked roof** or 10 metres for a **flat roof**.

(5) Properties with a **front** or **exterior side yard abutting** Lakeshore Road and North Shore Boulevard and all properties south of Lakeshore Road and North Shore Boulevard shall have a maximum **building height** of 13 metres for a **peaked roof** or 10 metres for a **flat roof**. For **through lots**, the front **building** elevation shall determine the front of the **lot** for this regulation.

**b) Additional Provisions for Semi-Detached Dwellings**

i) The total width of all **private garage** door openings facing a **street** shall not exceed 50% of the width of the **building**.

ii) In the LN5 and LN6 **zones**, the maximum **building** depth shall be 20 metres, measured from the minimum **front yard** or **established front yard**, whichever is less, to the wall closest to the **rear lot line**.

iii) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

## 7.5 Provisions for Street Townhouses in the Low-Rise Neighbourhood 1 Residential Zone

**a) Lot and Building Requirements for Street Townhouses**

The regulations for permitted **street townhouses** in the Low-Rise Neighbourhood 1 **zone** shall be subject to the requirements of the LN8 **zone** in Section 7.7, except that the maximum **building height** shall be 11.5 metres for a **peaked roof** or 7.5 metres for a **flat roof**.

## 7.6 Provisions for Cluster Homes in the Low-Rise Neighbourhood 7 Zone

### a) Lot and Building Requirements by Building Type

The following Table 10 and additional regulations establish the **zone** standards that apply to **cluster homes** in the Low-Rise Neighbourhood 7 **zone**.

**Table 10: Provisions for Cluster Homes**

| | LN7 |
|---|---|
| Minimum **Lot Area** | 2000 $m^2$ |
| Minimum **Lot Frontage** | 12 m |
| Maximum **Lot Coverage** | 40% |
| Minimum **yard abutting** a **street** | 7.5 m |
| Minimum **yard abutting** a rear **building** elevation | 6 m (1) |
| Minimum **yard abutting** a side **building** elevation | 3 m (2) |
| Minimum **Landscaped Open Space** | 35% |
| Maximum **Building Height** | 10 m for a **peaked roof** or 7.5 m for a **flat roof** |

**Notes:**

(1) Except 9 metres **abutting** an LN3, LN4, LN5 or LN6 **zone**.

(2) Except 4.5 metres **abutting** an LN3, LN4, LN5 or LN6 **zone**.

### b) Additional Provisions for Cluster Homes

i) The minimum separation distance between **cluster homes** on the same **lot** shall be 2.4 metres for a **side wall** to **side wall** condition; 15 metres for a **rear wall** to **rear wall** condition; 15 metres for a **front wall** to **front wall** condition; 15 metres for a **front wall** to **rear wall** condition and 8.5 metres for a **side wall** to a **front wall** or **rear wall** condition.

ii) The minimum distance from a **side wall** to an **internal roadway, parking aisle**, **parking area, parking lot** or **parking space** shall be 1.5 metres.

iii) The minimum distance from a wall other than a **side wall** to an **internal roadway, parking aisle**, **parking area,** or **parking lot** shall be 3 metres.

iv) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

## 7.7 Low-Rise Neighbourhood 8 Residential Zone Provisions

### a) Lot and Building Requirements for Detached Dwellings

The regulations for permitted **detached dwellings** in the Low-Rise Neighbourhood 8 **zone** shall be subject to the requirements of the LN1 **zone** in Section 7.3.

### b) Lot and Building Requirements for Semi-Detached Dwellings

The regulations for **semi-detached dwellings** in the Low-Rise Neighbourhood 8 **zone** shall be subject to the requirements of the LN1 **zone** in Section 7.4, except that the maximum **building height** shall be 14 metres for a **peaked roof** or 10 metres for a **flat roof**.

### c) Lot and Building Requirements for Townhouses and Back-to-Back Townhouses

i) The following Table 12 establishes the **zone** standards that apply to the various **townhouse** and **back-to-back townhouse** forms in the Low-Rise Neighbourhood 8 **zone**.

**Table 12: Provisions for Block, Street, Rear Lane and Back-to-Back Townhouse**

| | Block Townhouse | Street Townhouse | Rear Lane Townhouse with detached rear garage | Rear Lane Townhouse with integral rear garage | Back-to-Back Townhouse (19) |
|---|---|---|---|---|---|
| Minimum **Lot Area** | 4000 $m^2$ | 160 $m^2$ (1) | 165 $m^2$ | 115 $m^2$ | 80 $m^2$ |
| Minimum **Lot Frontage** or **Unit Width** | 5.5 m | 6 m (2)(3) | 5.5 m (4) | 5.5 m (4) | 6 m |
| Minimum **Front Yard** | 4.5 m | 3 m | 3 m | 3 m | 3 m |
| Minimum **Rear Yard** | 7.5 m | 6 m | 1.75 m (5) | 1.75 m (5) | 0 m |
| Minimum **Interior Side Yard** | 1.2 m (7) | 1.2 m (6)(7) | 1.2 m (6)(7) | 1.2 m (6)(7) | 1.2 m (6)(7) |
| Minimum **Exterior Side Yard** | 3 m | 3 m | 3 m | 3 m | 3 m |
| Minimum **Common Amenity Area** | 10 $m^2$/unit (8) | N/R | N//R | N/R | N/R |

| | Block Townhouse | Street Townhouse | Rear Lane Townhouse with detached rear garage | Rear Lane Townhouse with integral rear garage | Back-to-Back Townhouse (19) |
|---|---|---|---|---|---|
| Minimum **Private Amenity Area** | N/R | N/R | 20 $m^2$/unit | 15 $m^2$/unit | 15 $m^2$/unit |
| Minimum **Front Yard Soft Landscaped Open Space** | N/R | 25% | 50% | 50% | 25% |
| Maximum Number of Attached Units | 8 | 8 | 8 | 8 | 16 |
| Maximum **Building Height** | 14 m for a **peaked roof** or 10 m for a **flat roof** | | | | |

**Notes:**

(1) Except 145 square metres on a **private street**.

(2) Except 5.5 metres on a **private street**.

(3) Except that for a **corner lot**, the minimum **lot frontage** shall be 9 metres.

(4) Except that for a **corner lot**, the minimum **lot frontage** shall be 8.5 metres.

(5) To a **private garage**.

(6) Where an **interior side lot line** shares a **common wall**, no **setback** is required.

(7) Except when **abutting** a **detached dwelling** or **semi-detached dwelling** in an LN4, LN5 or LN6 **zone**, the **abutting yard** shall be a minimum of 4 metres.

(8) The minimum **common amenity area** requirement shall comprise at least one contiguous outdoor area of a minimum of 55 square metres at ground level.

(9) For multiple **back-to-back townhouses** occurring on one **lot**, the **lot area**, **lot frontage** and **amenity area** regulations in Table 12 shall apply to each unit.

**d) Additional provisions for street townhouses and back-to-back townhouses**

i) The total width of all **private garage** door openings facing a **street** shall not exceed 50% of its **building** elevation.

ii) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

iii) The minimum **lot depth** or unit depth of a **back-to-back townhouse dwelling unit** shall be 13 metres.

**e) Additional Provisions for Block Townhouses**

i) The minimum separation distance between **block townhouse buildings** on the same **lot** shall be 2.4 metres for a **side wall** to **side wall** condition; 12 metres for a **rear wall** to **rear wall** condition; 12 metres for a **front wall** to **front wall**

conditions; 12 metres for a **front wall** to **rear wall** condition and 7.5 metres for a **side wall** to a **front wall** or **rear wall** condition.

ii) The minimum distance from a **side wall** to an **internal roadway, parking aisle**, **parking area, parking lot** or **parking space** shall be 1.5 metres.

iii) The minimum distance from a wall other than a **side wall** to an **internal roadway, parking aisle**, **parking area or parking lot** shall be 3 metres.

iv) The minimum distance from an integral **private garage** of a **block townhouse** unit to an **internal roadway** shall be 5.5 metres.

v) The minimum **landscaped open space** on the **lot** shall be 30%.

vi) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

**f) Additional Provisions for Rear Lane Townhouses**

i) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

**g) Lot and Building Requirements for Stacked Townhouse, Stacked Back-to-Back Townhouse and Apartment Buildings**

i) The following Table 13 and additional regulations establish the **zone** standards that apply to **stacked townhouses**, **stacked back-to-back townhouses** and **apartment buildings**.

**Table 13: Provisions for Stacked Townhouse, Stacked Back-to-Back Townhouse and Apartment Building**

| | Stacked Townhouse | Stacked Back-to-Back Townhouse | Apartment Building |
|---|---|---|---|
| Minimum **Lot Area** | 2,000 $m^2$ | 2,000 $m^2$ | 4,000 $m^2$ |
| Minimum **Lot Frontage** | 50 m | 50 m | 30 m |
| Minimum **Unit Width** | 5 m | 5.5 m | N/A |
| Minimum **Front Yard** | 3 m (1) | 3 m (1) | 3 m |
| Minimum **Rear Yard** | 6 m (2) | 0 | 6 m (2) |
| Minimum **Interior Side Yard** | 1.2 m (2) | 1.2 m (2) | 4 m |
| Minimum **Exterior Side Yard** | 3 m | 3 m | 3 m |
| Minimum **Common Amenity Area** | 10 $m^2$/unit (3) | 10 $m^2$/unit (3) | 5 $m^2$/unit (3) |
| Minimum **Landscaped Open Space** | 35% | 35% | 35% |
| Maximum **Building** Length | 60 m | 60 m | 60 m |

| | Stacked Townhouse | Stacked Back-to-Back Townhouse | Apartment Building |
|---|---|---|---|
| Maximum **Building Height** | 18 m for a **peaked roof** or 13 m for a **flat roof** | | |

**Notes:**

(1) Except that for the wall of a **private garage** containing an opening for a vehicle, the minimum **front yard** or **exterior side yard** to the garage door of the **private garage** shall be 5.5 metres.

(2) Except when **abutting** a **detached dwelling** or **semi-detached dwelling** in an LN4, LN5 or LN6 **Zone**, the **abutting** internal **side yard** shall be a minimum 4 metres, and the **abutting rear yard** shall be a minimum of 7.5 metres.

(3) The minimum **common amenity area** requirement shall comprise at least one contiguous outdoor area of a minimum of 55 square metres at ground level or on the roof of a **podium**, **tower**, or **building**.

**h) Additional provisions for stacked townhouse, stacked back-to-back townhouse and apartment buildings**

i) The maximum height above **grade** of any pedestrian entrance facing a **front yard** or **exterior side yard** shall be 7 stair risers.

ii) When **abutting** a **detached dwelling** or **semi-detached dwelling** in an LN4, LN5 or LN6 **zone**, the fourth **storey** shall have a minimum **stepback** of 3 metres.

iii) The minimum separation distance between **buildings** on the same **lot** shall be 2.4 metres for a **side wall** to **side wall** condition; 12 metres for a **rear wall** to **rear wall** condition; 12 metres for a **front wall** to **front wall** conditions; 12 metres for a **front wall** to **rear wall** condition and 7.5 metres for a **side wall** to a **front wall** or **rear wall** condition.

iv) The minimum distance from a **side wall** to an **internal roadway**, **parking aisle**, **parking area**, **parking lot** or **parking space** shall be 1.5 metres.

v) The minimum distance from a wall other than a **side wall** to an **internal roadway**, **parking aisle**, **parking area, parking lot** or **parking space** shall be 3 metres.

**i) Additional provisions for non-residential uses permitted in Table 7**

i) Where there is a combination of two or more non-residential **uses** as permitted in Table 7, in one or more **buildings**, on one or more **lots**, designed as an integrated, planned **development** having common off-street parking and **driveways**, the non-residential **uses** shall be subject to the off-street parking standard for Retail Centre in Table 3.

## 7.8 High-Rise Neighbourhood (HN) Residential Zone Provisions

### a) Lot and Building Requirements for Detached Dwellings

The regulations for permitted **detached dwellings** in the High-Rise Neighbourhood **zone** shall be subject to the requirements of the LN1 **zone** in Section 7.3, except that the maximum **building height** shall be 14 m for a **peaked roof** or 10 m for a **flat roof**.

### b) Lot and Building Requirements for Townhouses, Back-to-Back Townhouses, Stacked Townhouses, and Back-to-Back Stacked Townhouses

The regulations for permitted **block**, **street**, **rear lane**, **back-to-back**, **stacked**, and **stacked back-to-back townhouses** in the High-Rise Neighbourhood **zone** shall be subject to the requirements of Section 7.7.

### c) Lot and Building Requirements for Apartment Buildings

The following Table 14 and additional regulations establish the **zone** standards for **apartment buildings** in the High-Rise Neighbourhood **zone**.

**Table 14: Provisions for Apartment Buildings**

| | Apartment Building |
|---|---|
| Minimum **Lot Area** | 0.2 ha |
| Minimum **Lot Frontage** | 30 m |
| Minimum **Front Yard** | 3 m |
| Maximum **Front Yard** | 7.5 m |
| Minimum **Rear Yard**<br>i. Where **abutting** an LN1 to LN7 **Zone**<br><br><br>ii. All other cases | <br>**Storeys** 1 to 3: 7.5 m<br>**Storeys** 4 to 6: 16.5 m<br>**Storeys** 7 and above: 25.5 m<br><br>7.5 m |
| Minimum **Interior Side Yard**<br>i. Where **abutting** an LN1 to LN7 **Zone**<br><br><br>ii. All other cases | <br>**Storeys** 1 to 3: 5.5 m<br>**Storeys** 4 to 6: 14.5 m<br>**Storeys** 7 and above: 25 m<br><br>4 m |
| Minimum **Exterior Side Yard** | 3 m |
| Maximum **Exterior Side Yard** | 7.5 m |
| Minimum **stepback** of a **Tower** or **Upper Building** from a **Podium** | 3 m |
| Maximum Height of a **Podium** | 3 **storeys** |
| Minimum **Tower Separation Distance** | 25 m |
| Minimum **setback** of a **Tower** to a **lot line** | 12.5 m |

| | |
|---|---|
| that is not the **street line** | |
| Minimum **setback** of an **Upper Building** to a **lot line** that is not the **street line** | 10 m |
| **Common Amenity Area** | 5 $m^2$/ unit (1) |
| Maximum **Building Height** | See Maximum Heights shown on the Zoning Maps in Schedule A |
| Minimum **Landscaped Open Space** | 35% |

**Notes:**

(1) The minimum **common amenity area** requirement shall comprise at least one contiguous outdoor area of a minimum of 55 square metres at ground level or on the roof of a **podium, tower** or **building**.

**d) Additional Provisions**

i) Where a **podium** wall contains windows opposite another **podium** containing windows, the minimum separation distance between the wall and the opposite **podium** shall be 15 metres. Where a **podium** wall contains no windows and is opposite another **podium** wall with no windows, the minimum separation distance shall be 2.4 metres. Where a **podium** wall contains no windows and is opposite another **podium** wall containing windows, the minimum separation distance shall be 8.5 metres.

ii) The minimum distance from an end wall to an **internal roadway** shall be 1.5 metres.

iii) The minimum distance from a wall other than an end wall to an **internal roadway** shall be 3 metres.

iv) A **podium** shall be provided for **mid-rise buildings** and **tall buildings**.

v) Where there is a combination of two or more non-residential **uses** as permitted in Table 7, in one or more **buildings**, on one or more **lots**, designed as an integrated, planned **development** having common off-street parking and **driveways**, the non-residential **uses** shall be subject to the off-street parking standard for Retail Centre in Table 3.

# Part 8: Holding Zone Requirements

## 8.1 General Requirements for Lands Subject to a Holding Provision

a) No person shall **use** the land to which the letter (H) symbol applies, erect any **building** or **structure**, or expand an **existing building** or **structure**, until the (H) symbol is removed in accordance Section 36 of the *Planning Act*, except:

i) **Uses**, **buildings**, and **structures** that legally existed on the date the By-law applying the holding provision came into effect;

ii) Interim **uses** permitted in the applicable holding provision; and

iii) Any other exceptions permitted in the applicable holding provision.

## 8.2 Holding Provision (H1) - Lands within 75 metres of a railway right-of-way

a) A minor addition to an **existing building** is permitted provided it does not exceed 25% of the **existing gross floor area**, and provided it complies with the **lot** and **building** requirements of the underlying **zone**.

b) The following interim **uses** are permitted prior to the removal of the (H) holding provision:

i) **Accessory uses**, in accordance with Section 5.1;

ii) **Accessory buildings** and **structures**, in accordance with Section 5.2;

iii) Replacement of **existing uses**, in accordance with the **lot** and **building** requirements of the underlying **zone**;

iv) **Home occupations**, in accordance with Section 5.11;

v) **Office uses**, in accordance with Section 5.12;

vi) **Utilities**, **agricultural uses**, **model homes**, **temporary sales offices**, and **infrastructure**, in accordance with Section 5.13;

vii) **Additional residential units**, in accordance with Section 5.14; and

viii) Non-residential **uses** permitted in the underlying **zone**, in accordance with Section 7.2.

c) The (H) holding provision shall be removed when the following conditions have been completed to the satisfaction of the **City**:

i) Submission of a noise and vibration study that assesses the potential adverse effects of nearby railway operations on any proposed new **use** and identifies any recommended mitigation measures for the new **use** to ensure land use compatibility to the satisfaction of the Director of Community Planning; and

ii) Submission of a letter of undertaking from the owner agreeing to undertake the study's recommended mitigation measures and incorporate them into the building permit plans and as part of any applicable *Planning Act* application to the satisfaction of the Director of Community Planning.

## 8.3 Holding Provision (H2) - Lands between 75 metres and 300 metres of a railway right-of-way

a) A minor addition to an **existing building** is permitted provided it does not exceed 25% of the **existing gross floor area**, and provided it complies with the **lot** and **building** requirements of the underlying **zone**.

b) The following interim **uses** are permitted prior to the removal of the (H) holding provision:

i) **Accessory uses**, in accordance with Section 5.1;

ii) **Accessory buildings** and **structures**, in accordance with Section 5.2;

iii) Replacement of **existing uses**, in accordance with the **lot** and **building** requirements of the underlying **zone**;

iv) **Home occupations**, in accordance with Section 5.11;

v) **Office uses**, in accordance with Section 5.12;

vi) **Utilities**, **agricultural uses**, **model homes**, **temporary sales offices**, and **infrastructure**, in accordance with Section 5.13;

vii) **Additional residential units**, in accordance with Section 5.14; and

viii) Non-residential **uses** permitted in the underlying **zone**, in accordance Section 7.2.

c) The (H) holding provision shall be removed when the following conditions have been completed to the satisfaction of the **City**:

i) Submission of a noise study that assesses the potential adverse effects of nearby railway operations on any proposed new **use** and identifies any recommended mitigation measures for the new **use** to ensure land use compatibility to the satisfaction of the Director of Community Planning; and

ii) Submission of a letter of undertaking from the owner agreeing to undertake the study's recommended mitigation measures and incorporate them into the building permit plans and as part of any applicable *Planning Act* application to the satisfaction of the Director of Community Planning.

## 8.4 Holding Provision (H3) - Lands within 75 metres of a railway yard

a) A minor addition to an **existing building** is permitted provided it does not exceed 25% of the **existing gross floor area**, and provided it complies with the **lot** and **building** requirements of the underlying **zone**.

b) The following interim **uses** are permitted prior to the removal of the (H) holding provision:

i) **Accessory uses**, in accordance with Section 5.1;

ii) **Accessory buildings** and **structures**, in accordance with Section 5.2;

iii) Replacement of **existing uses**, in accordance with the **lot** and **building** requirements of the underlying **zone**;

iv) **Home occupations**, in accordance with Section 5.11;

v) **Office uses**, in accordance with Section 5.12;

vi) **Utilities**, **agricultural uses**, **model homes**, **temporary sales offices**, and **infrastructure**, in accordance with Section 5.13;

vii) **Additional residential units**, in accordance with Section 5.14; and

viii) Non-residential **uses** permitted in the underlying **zone**, in accordance with Section 7.2.

c) The (H) holding provision shall be removed when the following conditions have been completed to the satisfaction of the **City**:

i) Submission of a noise, vibration, and air quality study that assesses the potential adverse effects of nearby railway operations on any proposed new **use** and identifies any recommended mitigation measures for the new **use** to ensure land use compatibility to the satisfaction of the Director of Community Planning; and

ii) Submission of a letter of undertaking from the owner agreeing to undertake the study's recommended mitigation measures and incorporate them into the building permit plans and as part of any applicable *Planning Act* application to the satisfaction of the Director of Community Planning.

## 8.5 Holding Provision (H4) - Lands between 75 metres and 1,000 metres of a railway yard

a) A minor addition to an **existing building** is permitted provided it does not exceed 25% of the **existing gross floor area**, and provided it complies with the **lot** and **building** requirements of the underlying **zone**.

b) The following interim **uses** are permitted prior to the removal of the (H) holding provision:

i) **Accessory uses**, in accordance with Section 5.1;

ii) **Accessory buildings** and **structures**, in accordance with Section 5.2;

iii) Replacement of **existing uses**, in accordance with the **lot** and **building** requirements of the underlying **zone**;

iv) **Home occupations**, in accordance with Section 5.11;

v) **Office uses**, in accordance with Section 5.12;

vi) **Utilities**, **agricultural uses**, **model homes**, **temporary sales offices**, and **infrastructure**, in accordance with Section 5.13;

vii) **Additional residential units**, in accordance with Section 5.14; and

viii) Non-residential **uses** permitted in the underlying **zone**, in accordance with Section 7.2.

c) The (H) holding provision shall be removed when the following conditions have been completed to the satisfaction of the **City**:

i) Submission of a noise and air quality study that assesses the potential adverse effects of nearby railway operations on any proposed new **use** and identifies any recommended mitigation measures for the new **use** to ensure land use compatibility to the satisfaction of the Director of Community Planning; and

ii) Submission of a letter of undertaking from the owner agreeing to undertake the study's recommended mitigation measures and incorporate them into the building permit plans and as part of any applicable *Planning Act* application to the satisfaction of the Director of Community Planning.

# Part 9: Site-Specific Exceptions

Note: This section has been intentionally left blank.

# Part 10: Maps

Schedule A: Zoning Maps
Schedule B: Road Classifications

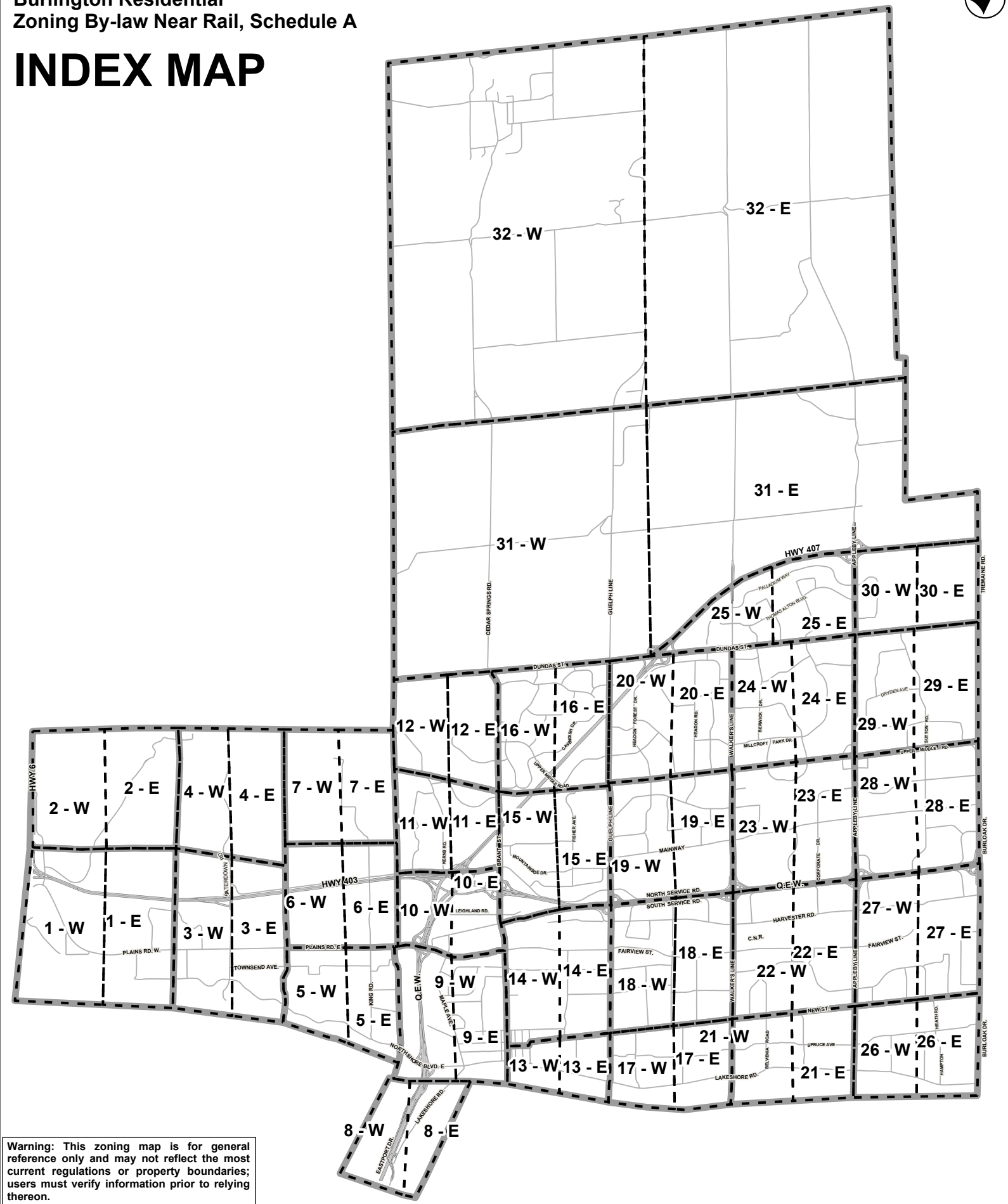
# Appendices

## Appendices to the By-law (Not Operative Parts of the By-law)

Appendix A: Approximate location of Conservation Authority Regulation Limit
Appendix B: Approximate location of highway and railway right-of-ways
Appendix C: Approximate location of pipeline right-of-ways

**Burlington Residential**
**Zoning By-law Near Rail, Schedule A**

# INDEX MAP



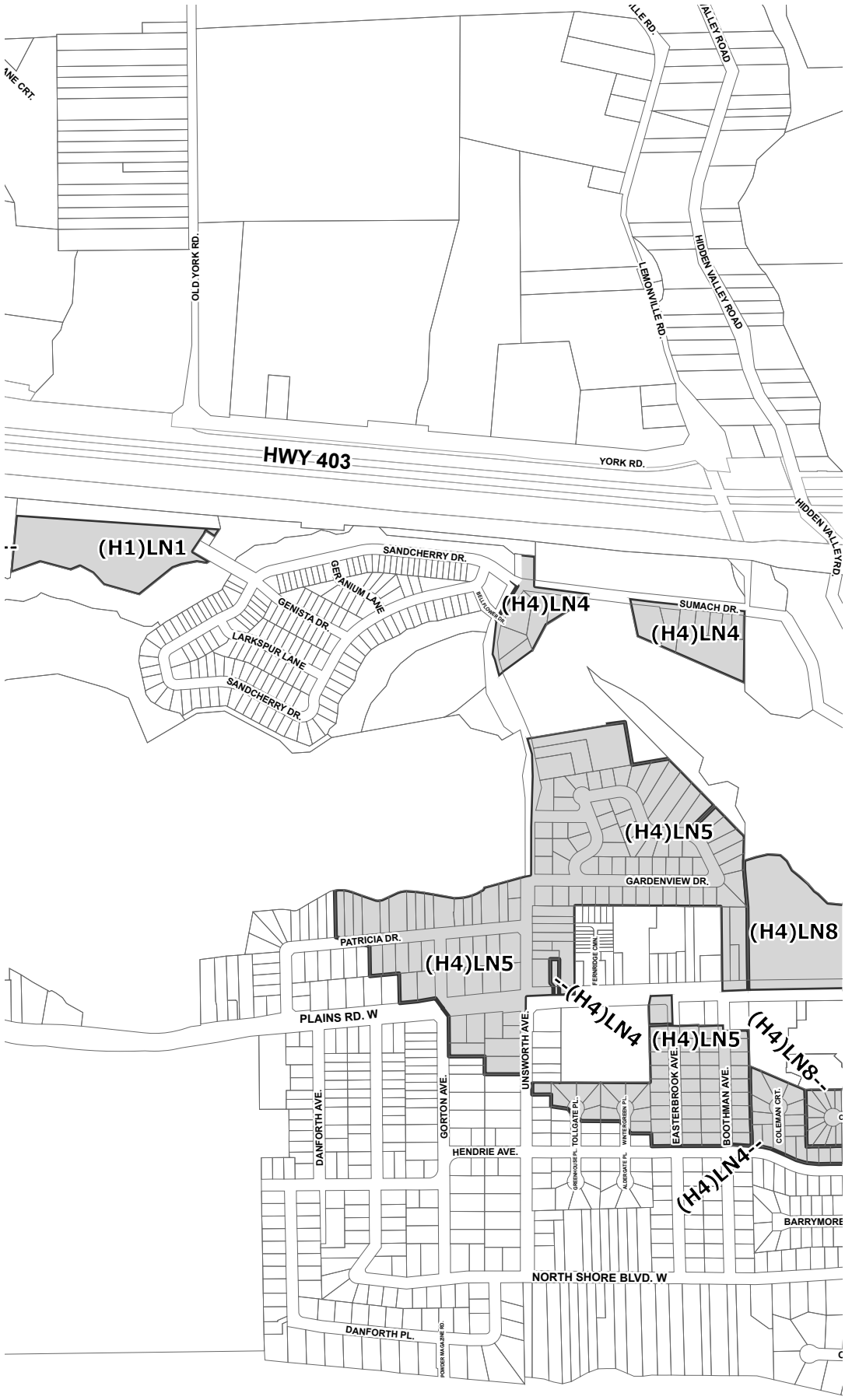

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:80,000

1/26/2026

TERANET

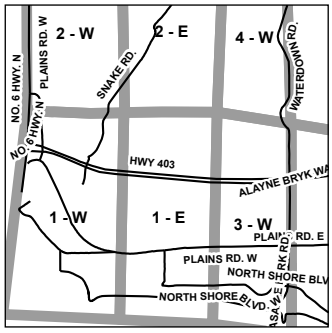
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.1 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

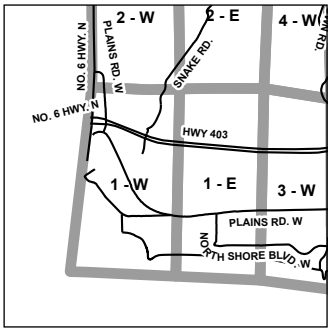
TERANET

City of Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.1 - W

## Map Index




Zones

Residential Zones

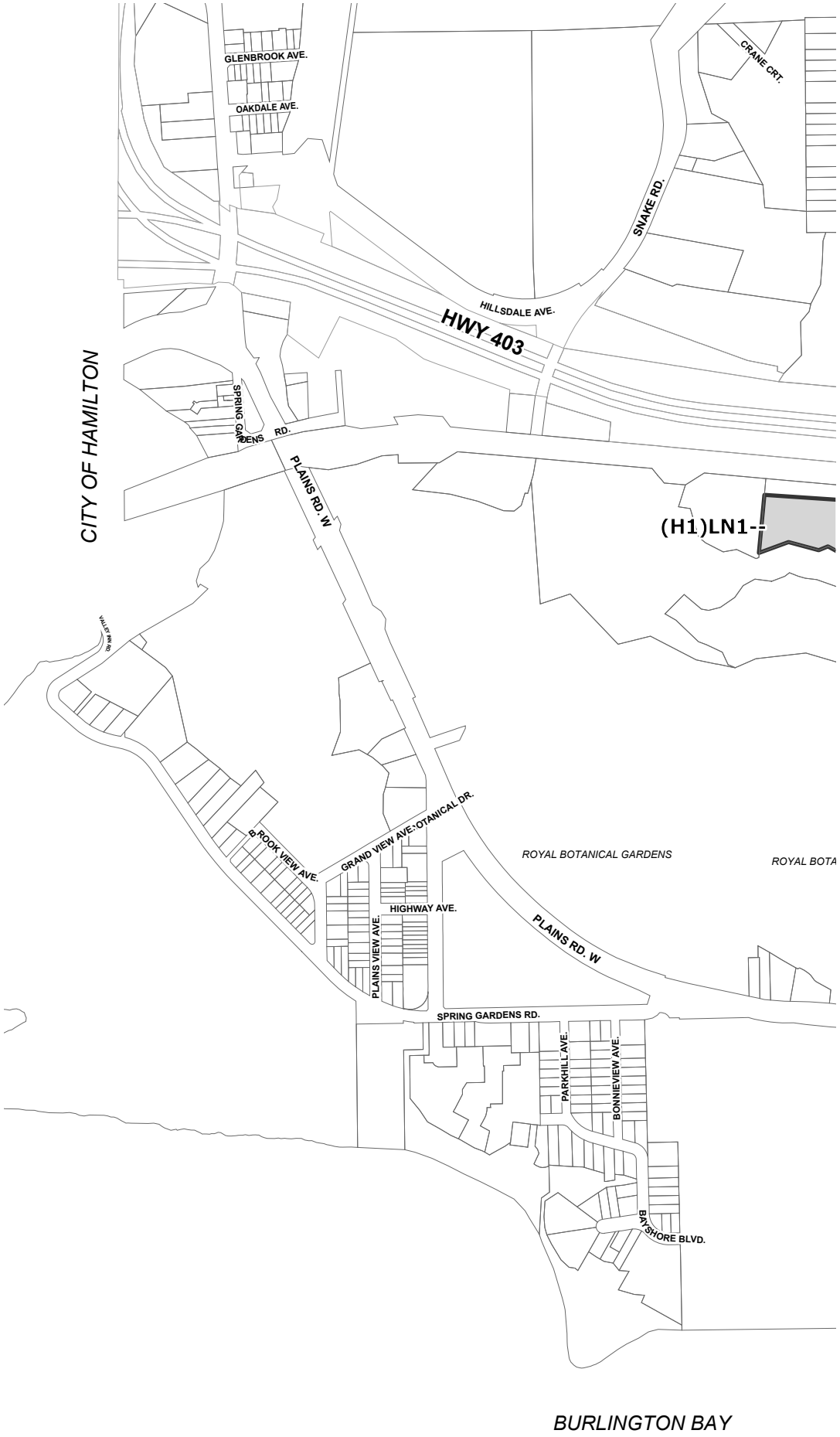
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



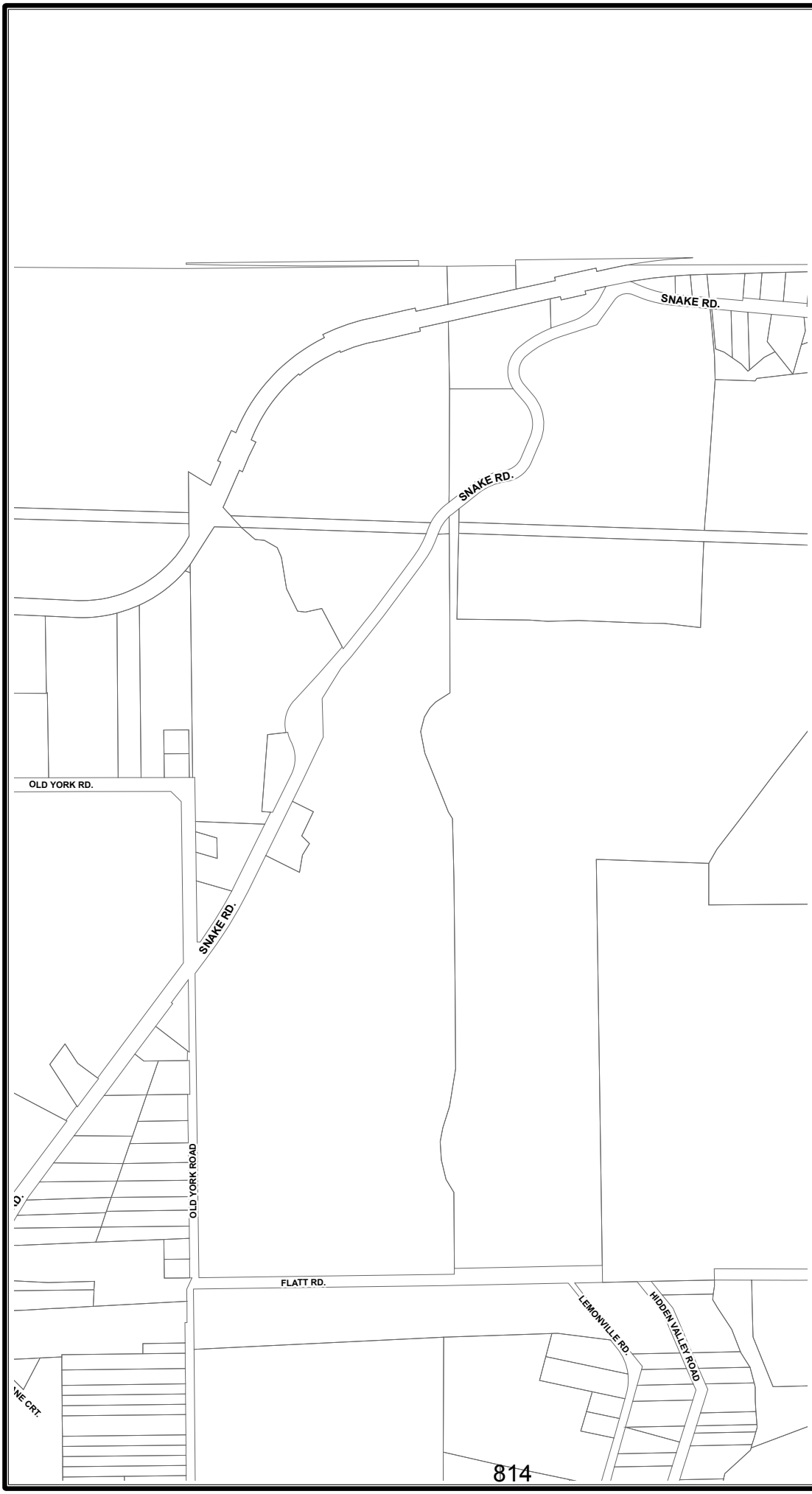

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

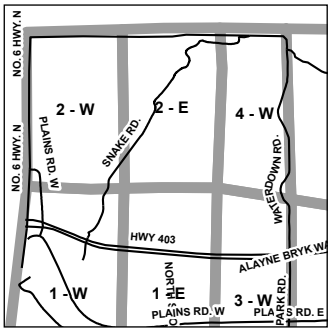
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.2 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

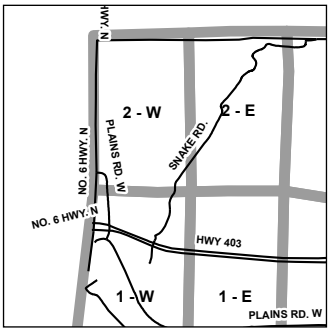
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.2 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

19.5 metres
24 metres
37.5 metres
55.5 metres
No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

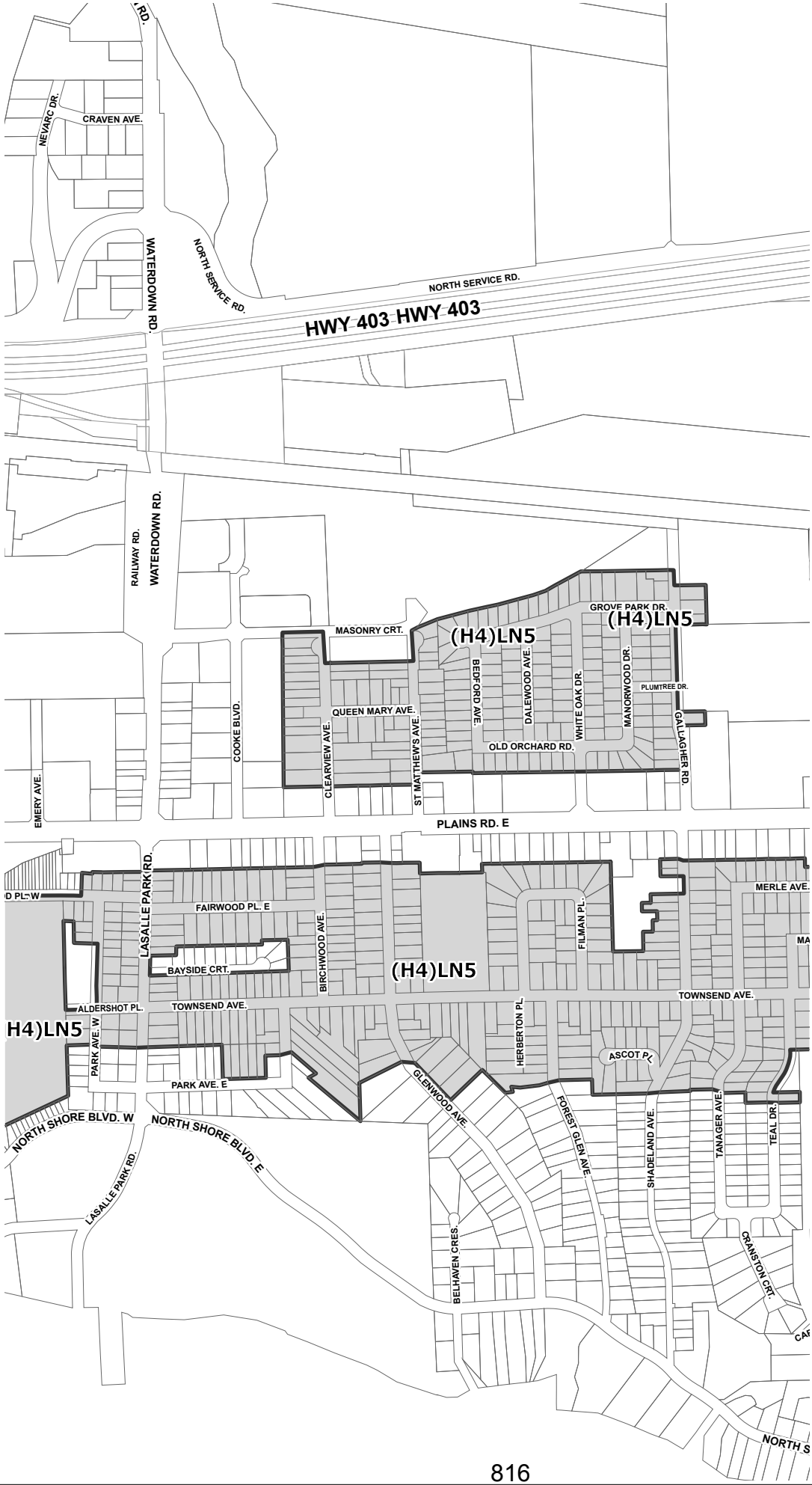
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

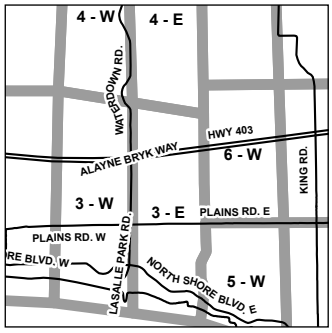
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.3 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale -1:10,000

1/22/2026

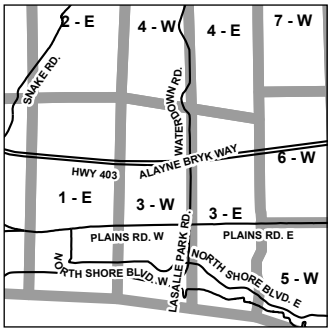
TERANET

City of Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.3 - W

## Map Index




Zones

Residential Zones

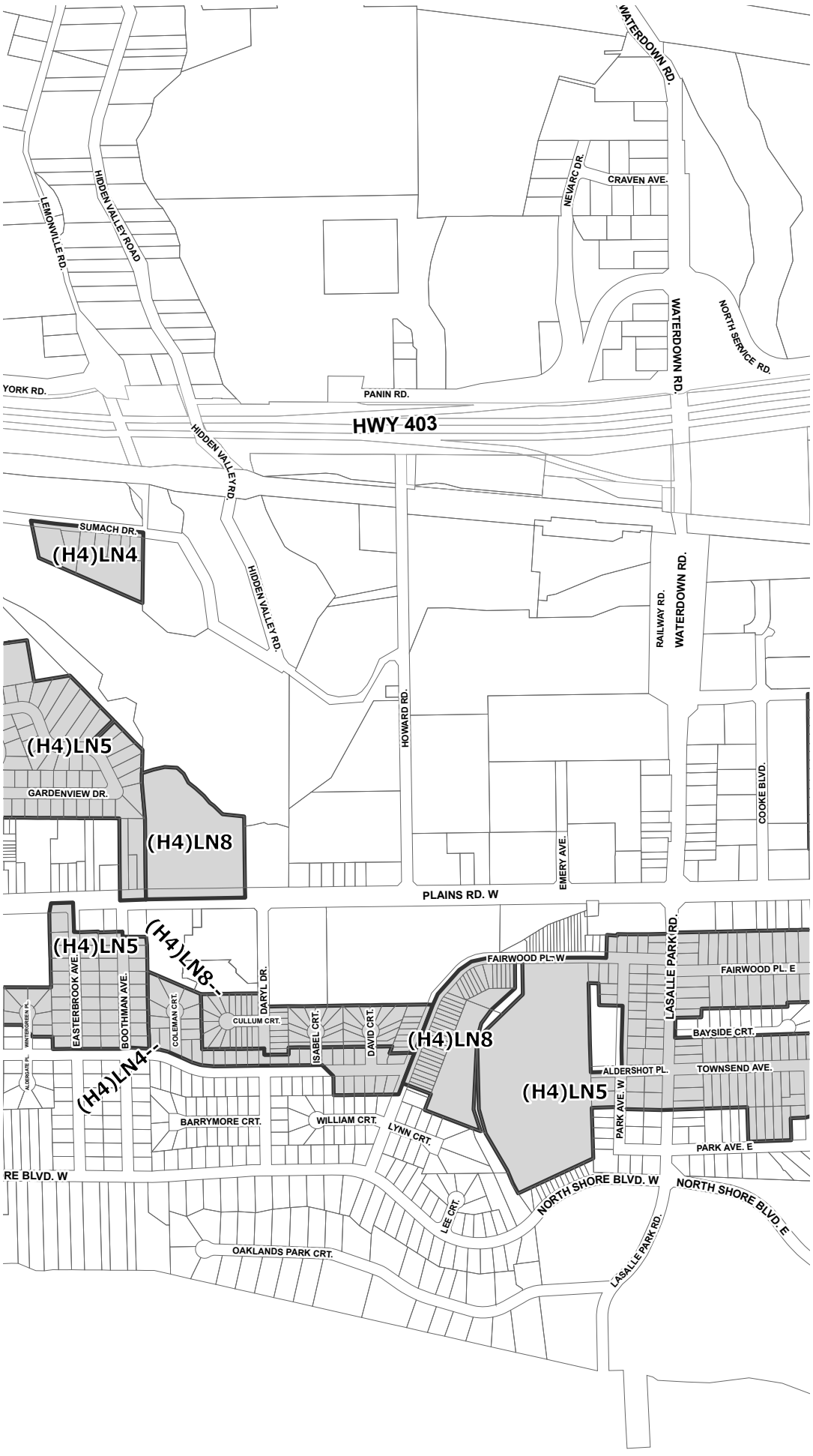
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

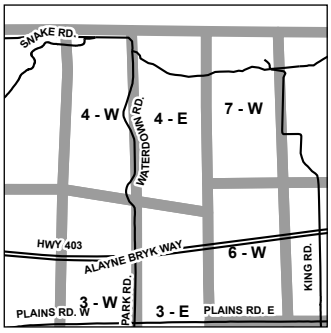
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.4 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

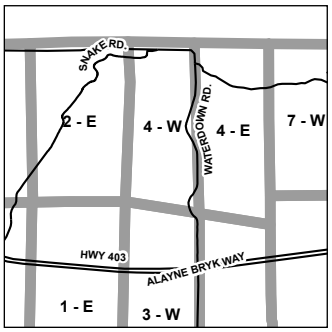
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.4 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

19.5 metres
24 metres
37.5 metres
55.5 metres
No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

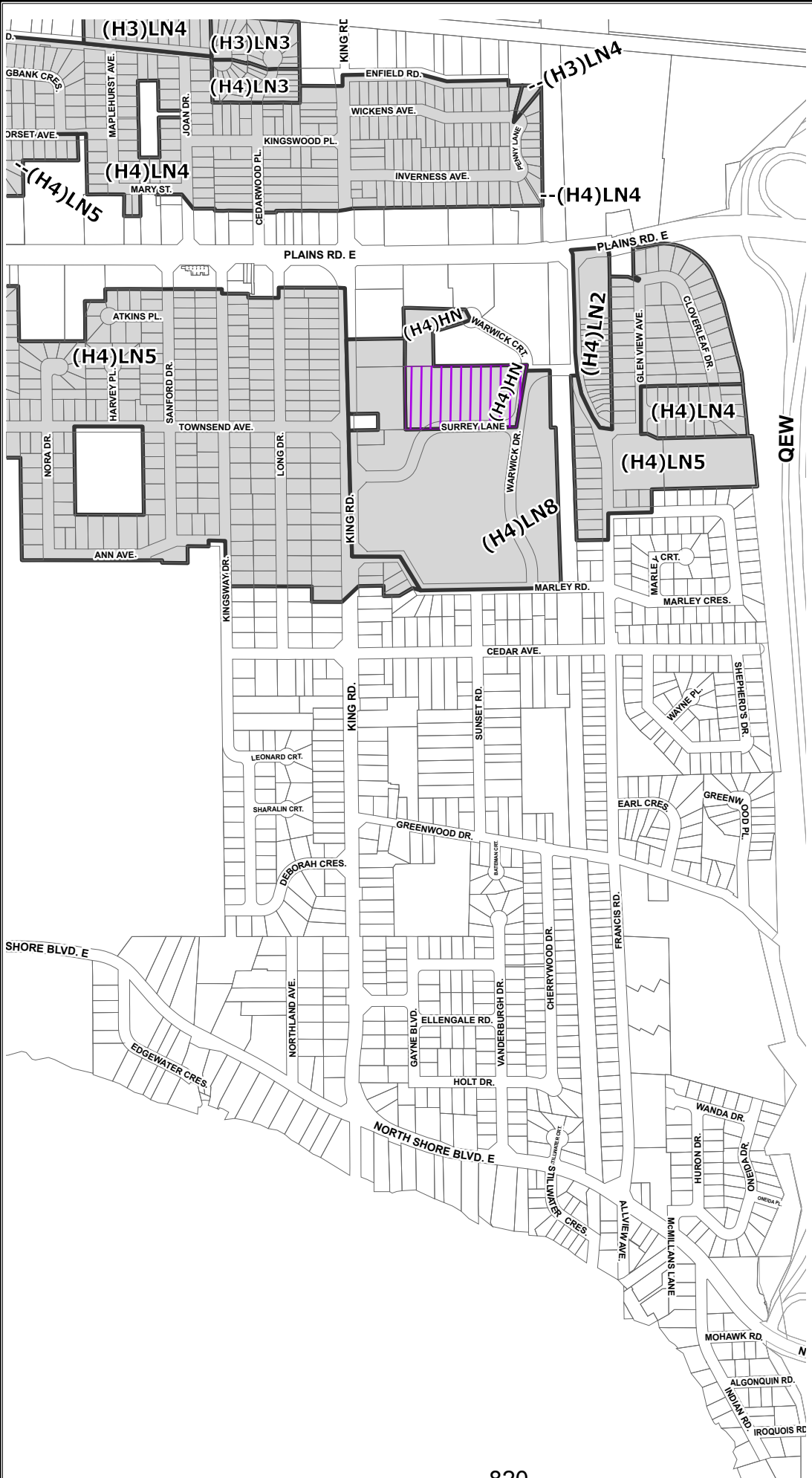
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

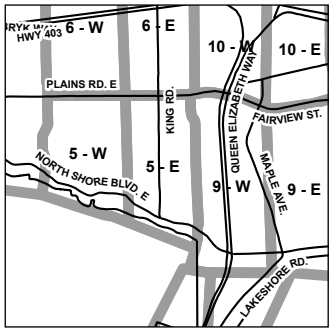
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.5 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

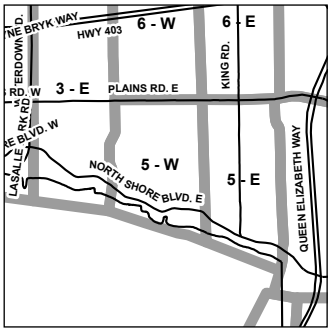
TERANET

City of Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.5 - W

## Map Index




Zones

Residential Zones

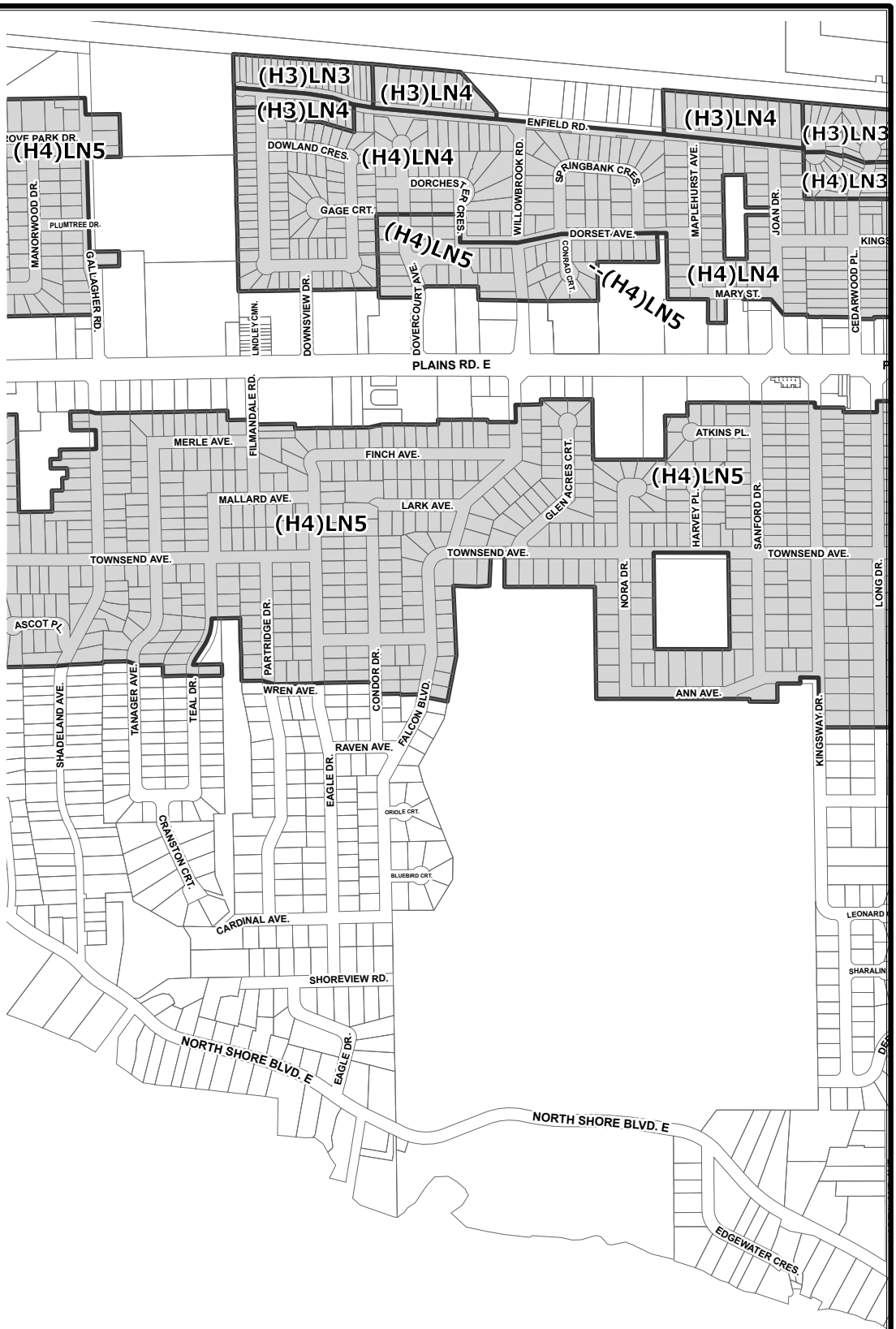
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



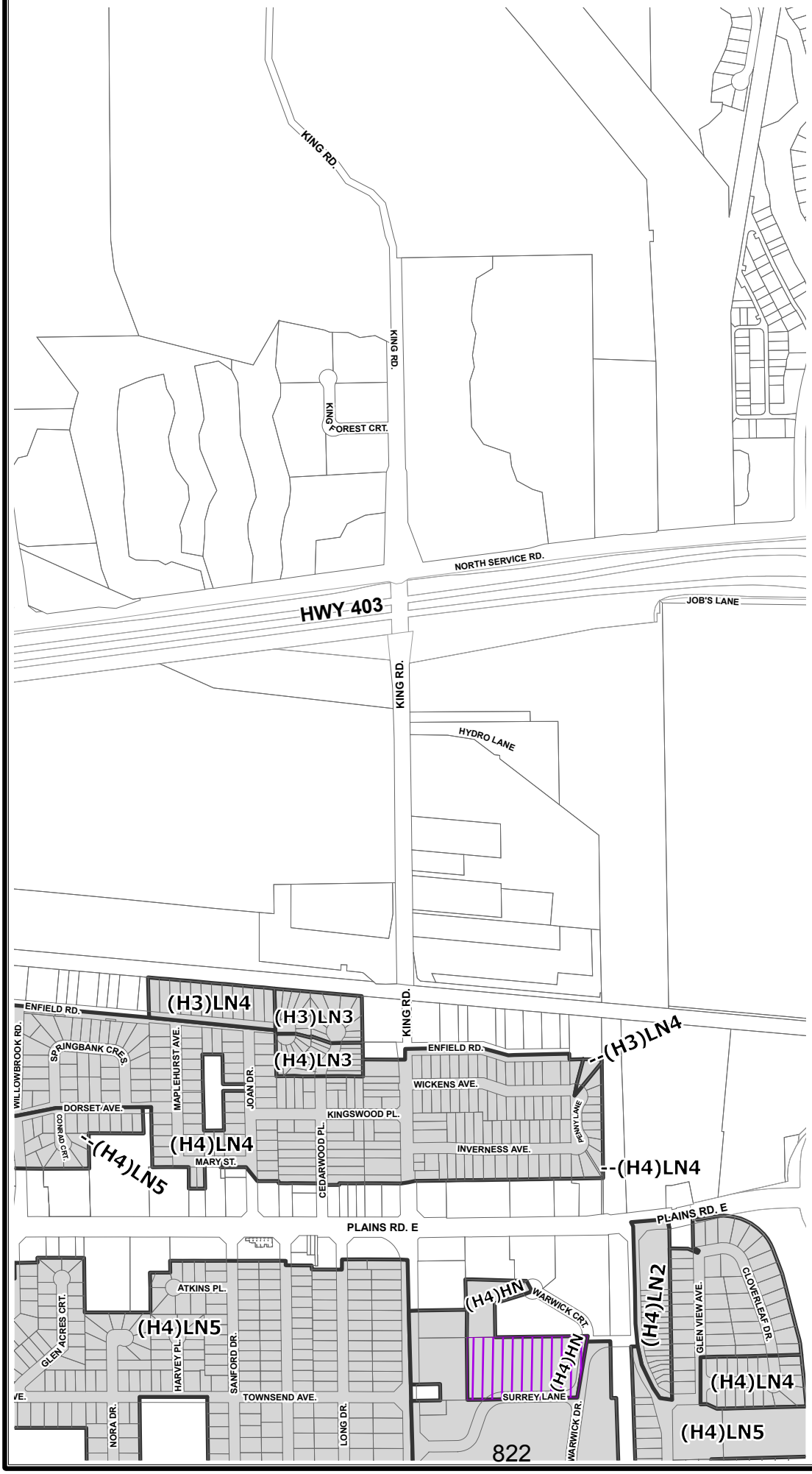

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

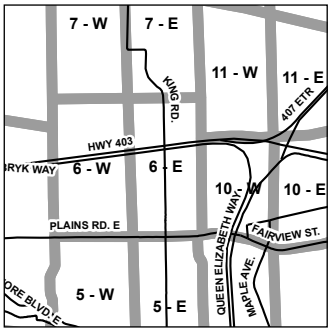
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.6 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

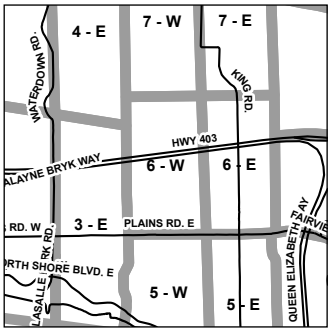
TERANET

City of Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.6 - W

## Map Index




Zones

Residential Zones

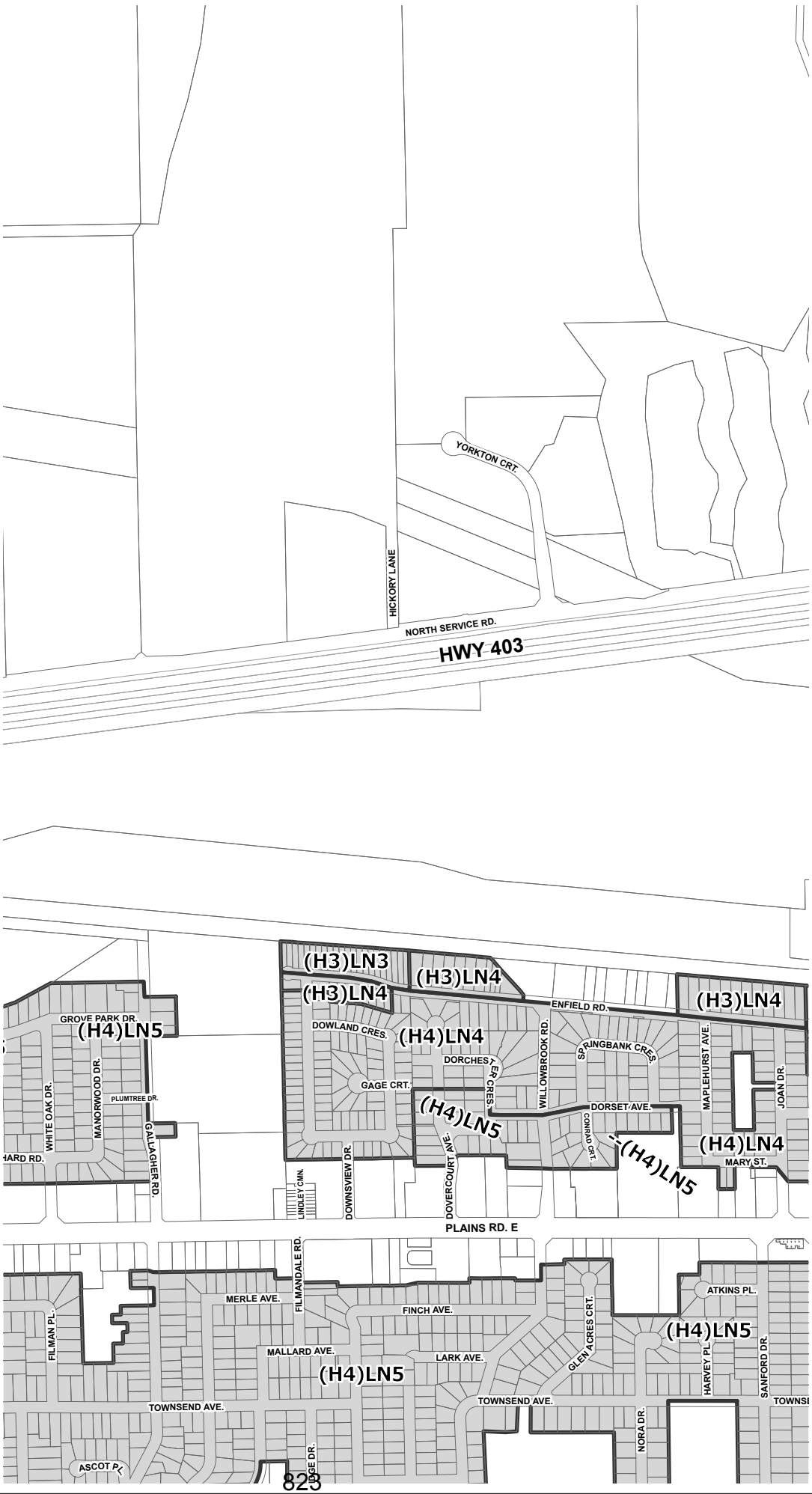
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



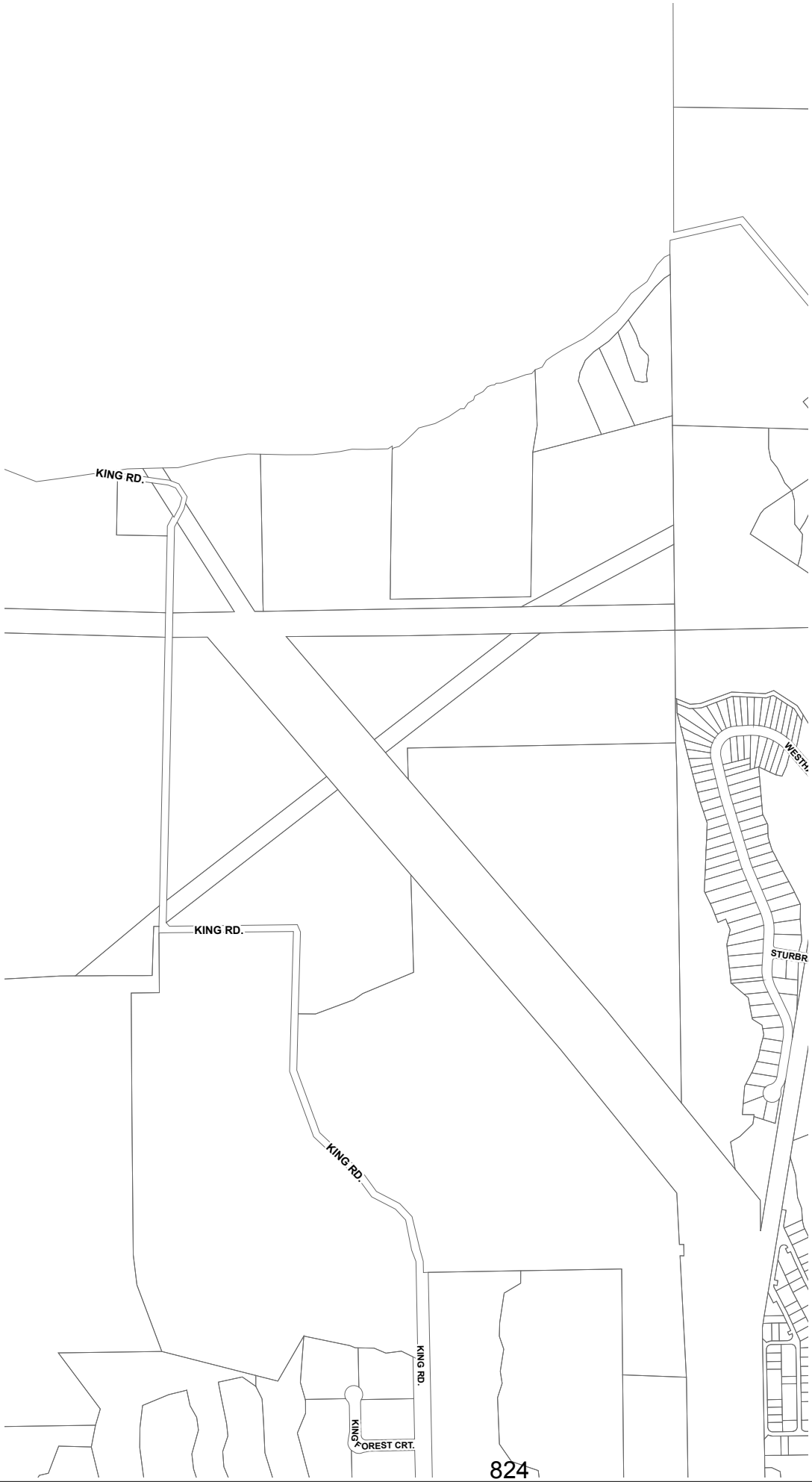

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/27/2026**

TERANET

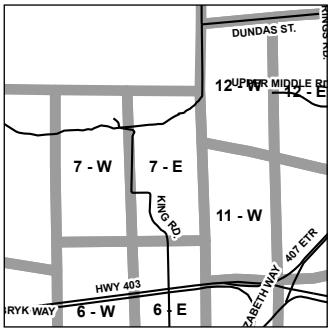
CITY OF Burlington




**Burlington Residential Zoning By-law, Schedule A**

# MAP NO.7 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

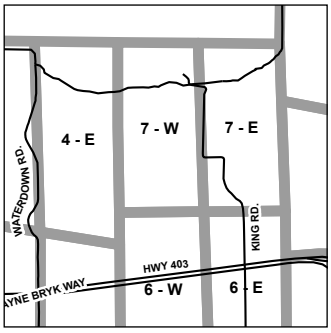
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.7 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

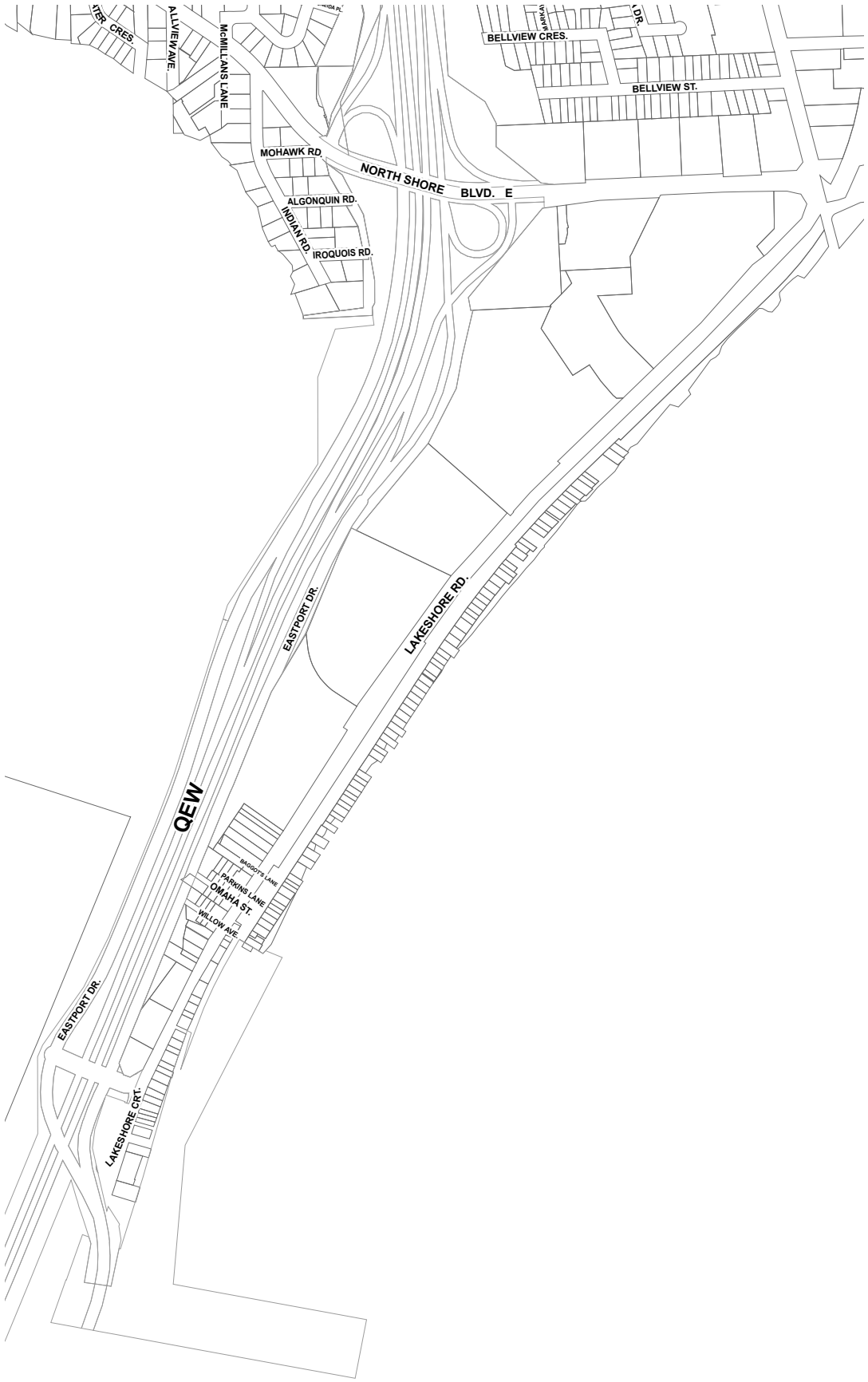
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

TERANET

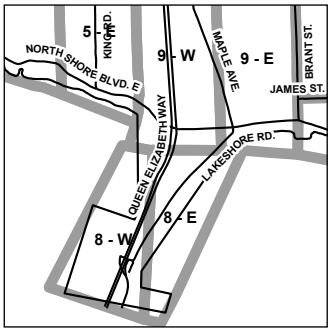
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.8 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

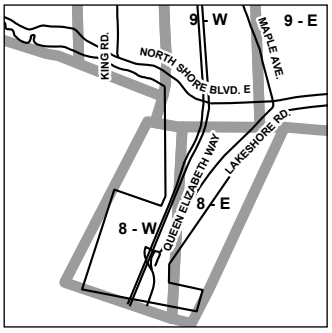
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.8 - W

## Map Index




Zones

Residential Zones

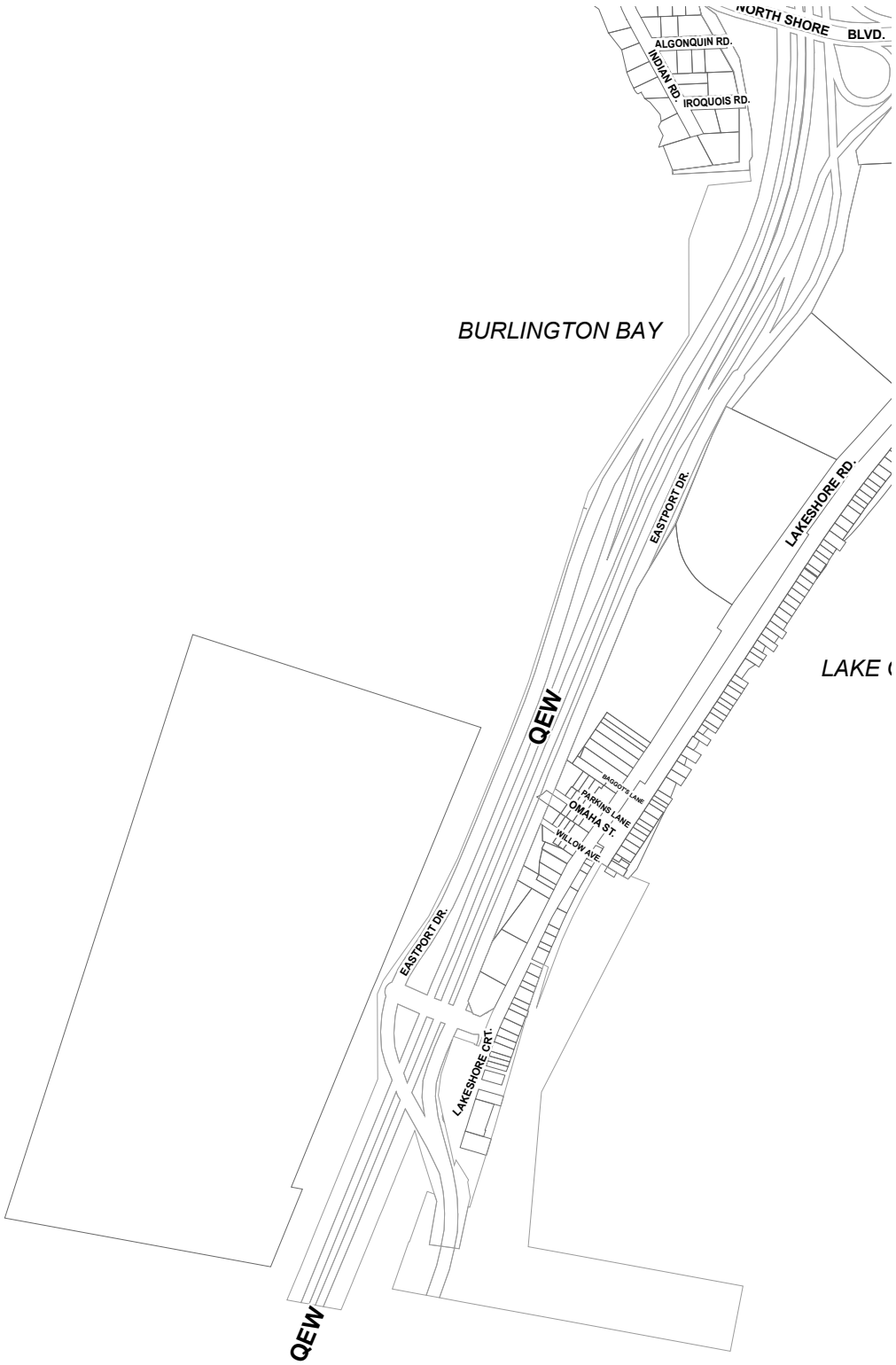
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

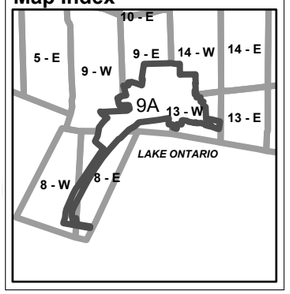
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.9 - A

**Map Index**




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

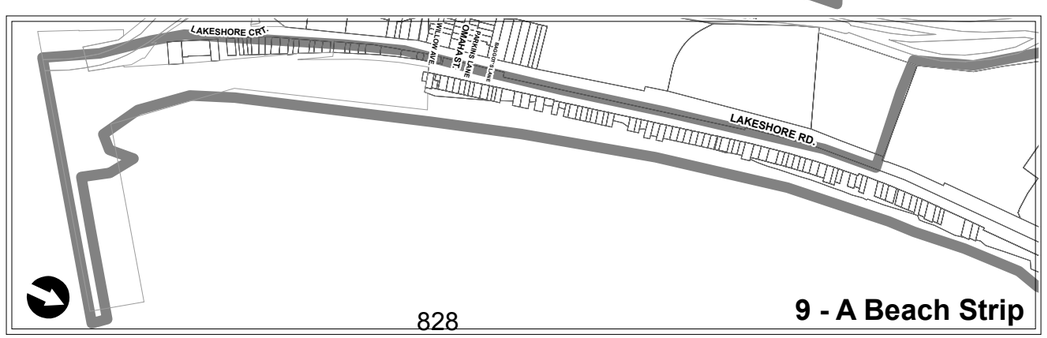
Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

BALDWIN ST.
FREEMAN ST.
EDEN PL.
BLENHEIM ST.
HALIFAX PL.
CLARK AVE.
VICTORIA AVE.
HALTON PL.
BELLWOOD AVE.
WELLINGTON AVE.
JOHN ST. EX
EMERALD ST.
EMERALD CRES.
BIRCH AVE.
CAROLINE STREET
HURD AVE.
LOCUST ST.
BRANT ST.
MARIA ST.
HOLTBY AVE.
CROSBY AVE.
ONTARIO HYDRO
MAPLE AVE.
ONTARIO ST.
BLATHWAYTE LANE
JOHN ST.
JAMES ST.
SWANSON CRT.
REGINA DR.
MARKAY CMN.
BELLVIEW CRES.
BELLVIEW ST.
ELGIN ST.
NELSON AVE.
BROCK AVE.
BURLINGTON AVE.
ELIZABETH ST.
PEARL ST.
MARTHA ST.
PINE ST.
ALMAS CMN.
BATES CMN.
LAKESHORE RD.
OLD LAKESHORE RD.
SMITH AVE.
STRATHEDEN DR.
LAKE ONTARIO
See 9 - A Beach Strip inset




**9 - A Beach Strip**

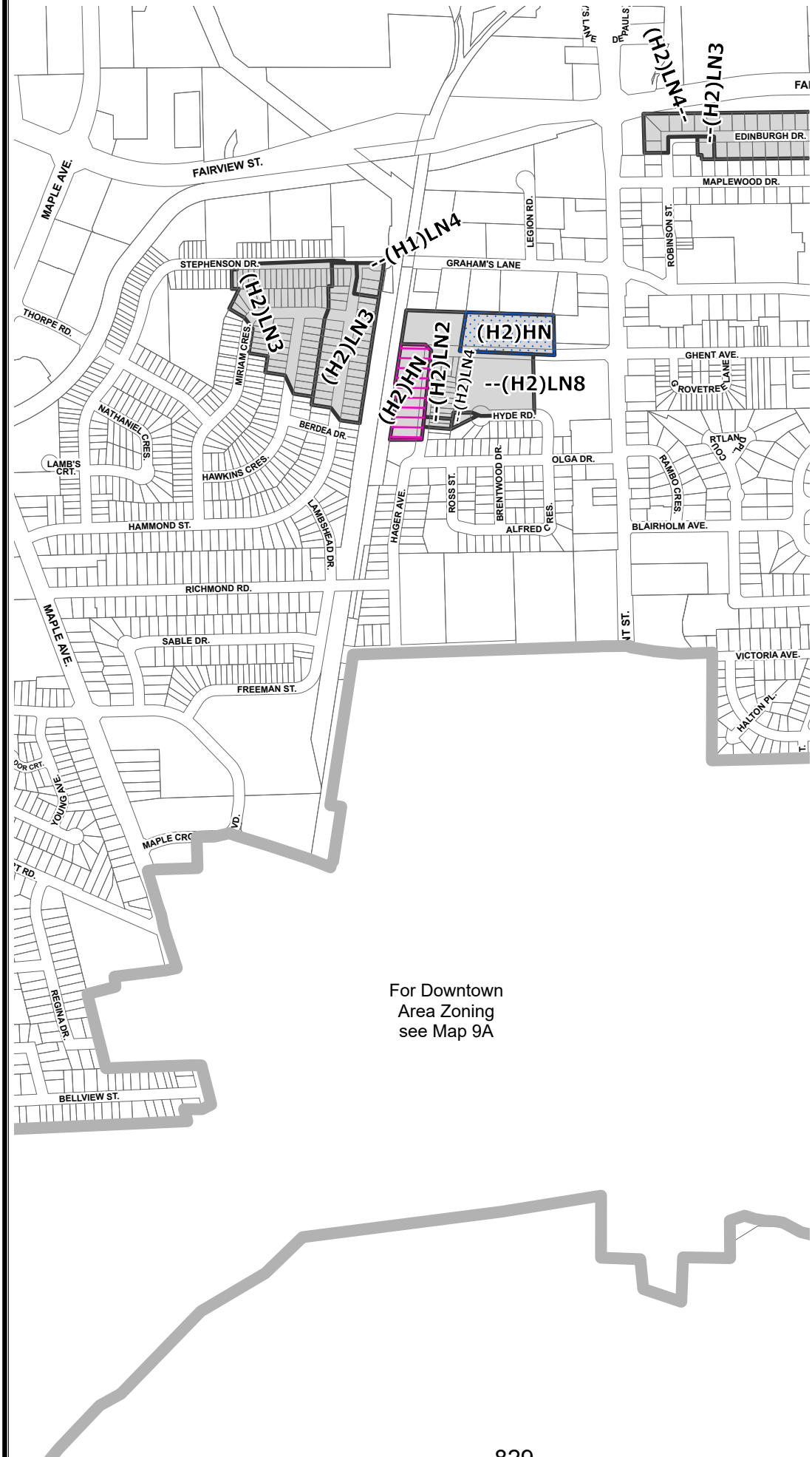
Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:5,750

1/22/2026

TERANET

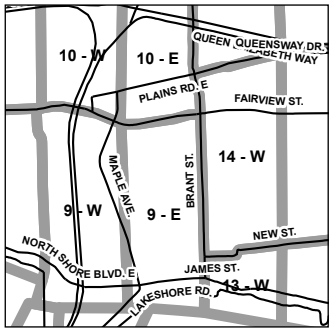
City of Burlington




**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.9 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

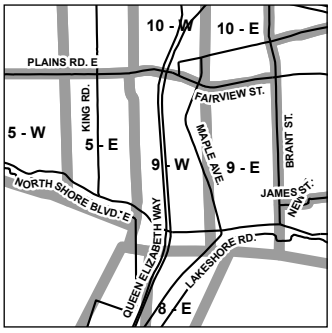
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.9 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

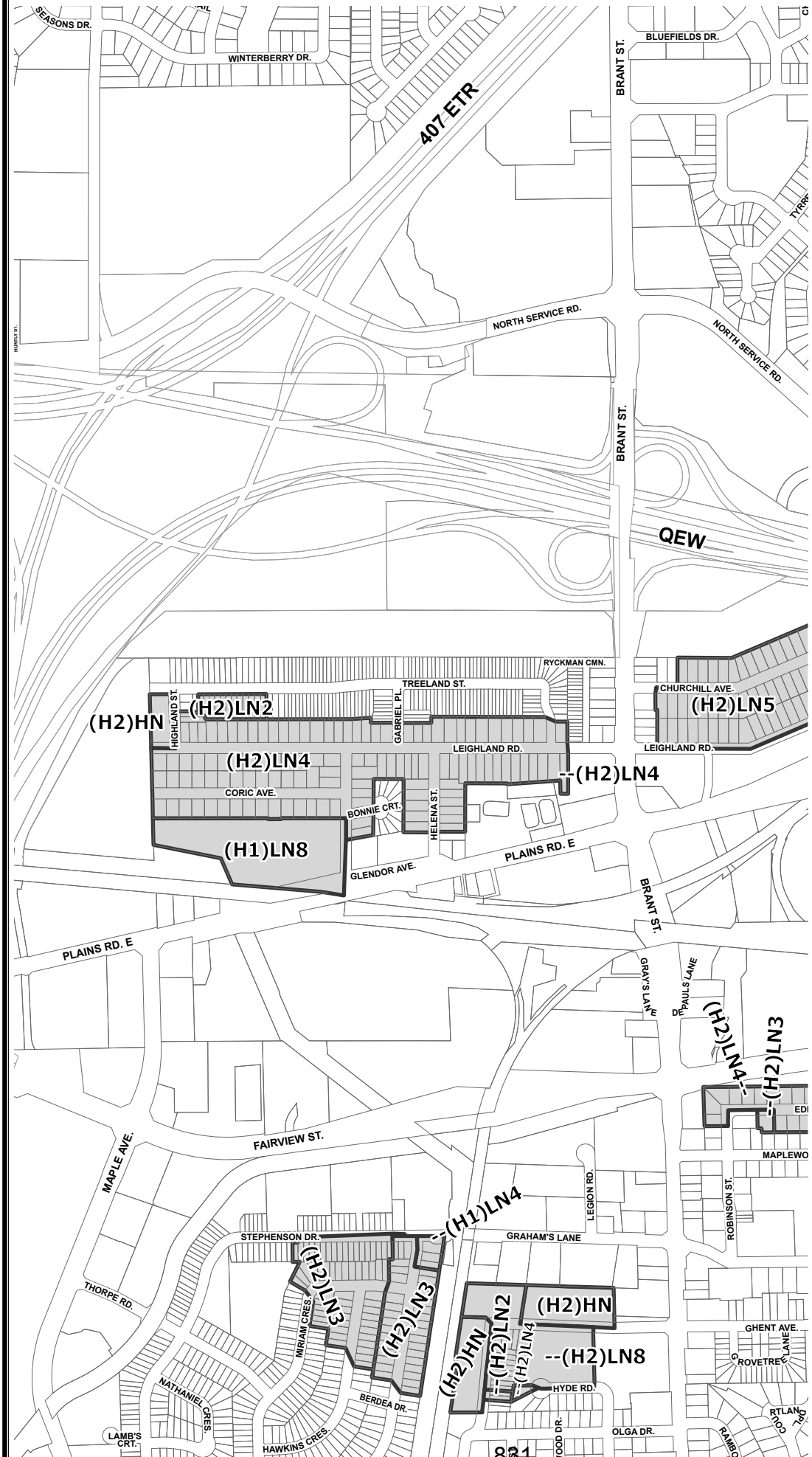
Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/23/2026

TERANET

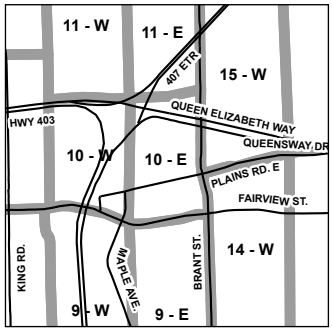
CITY OF Burlington




**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.10 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

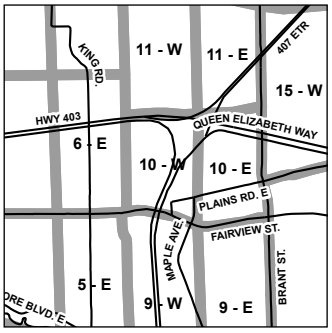
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.10 - W

## Map Index




Zones

Residential Zones

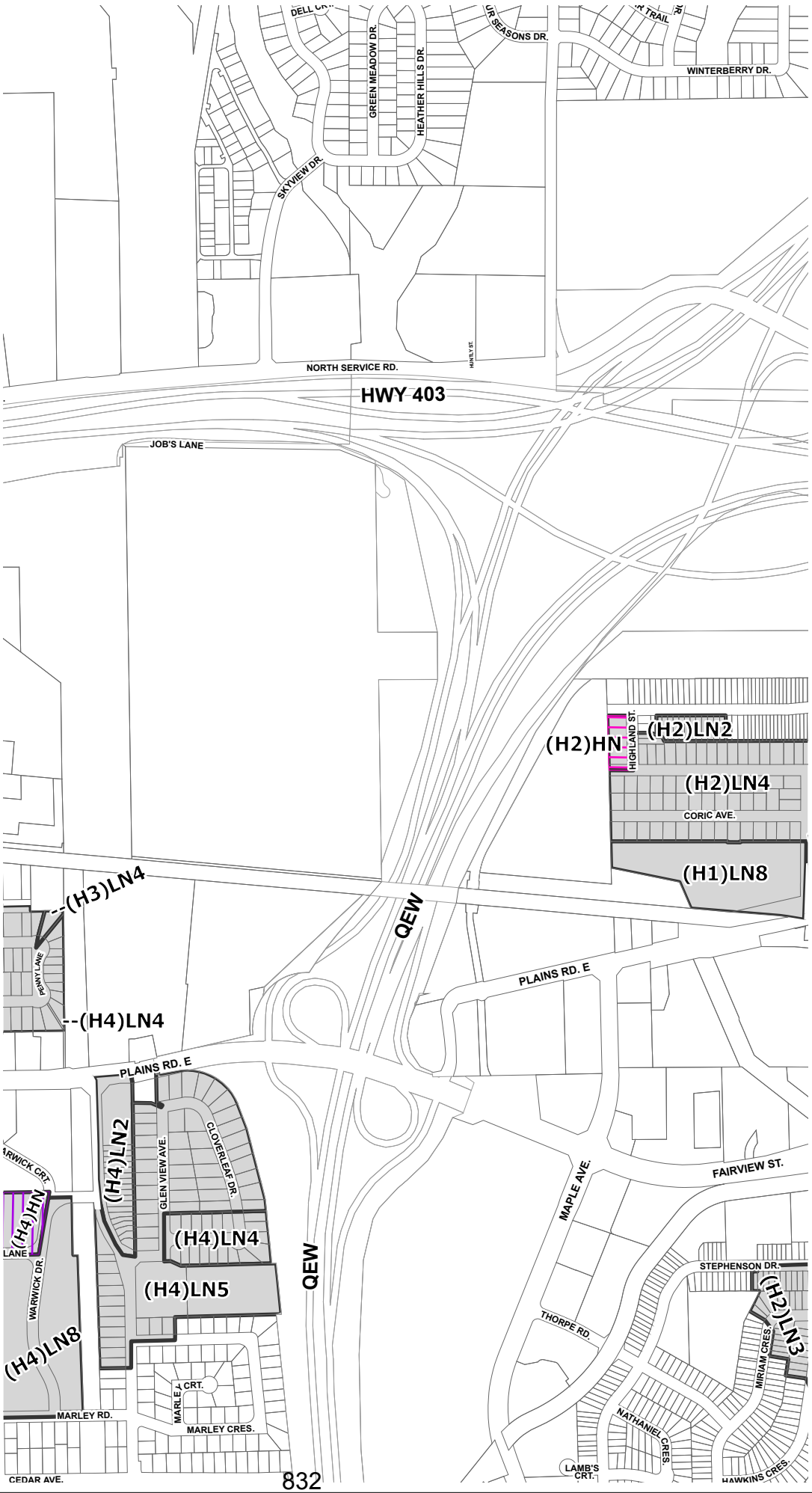
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



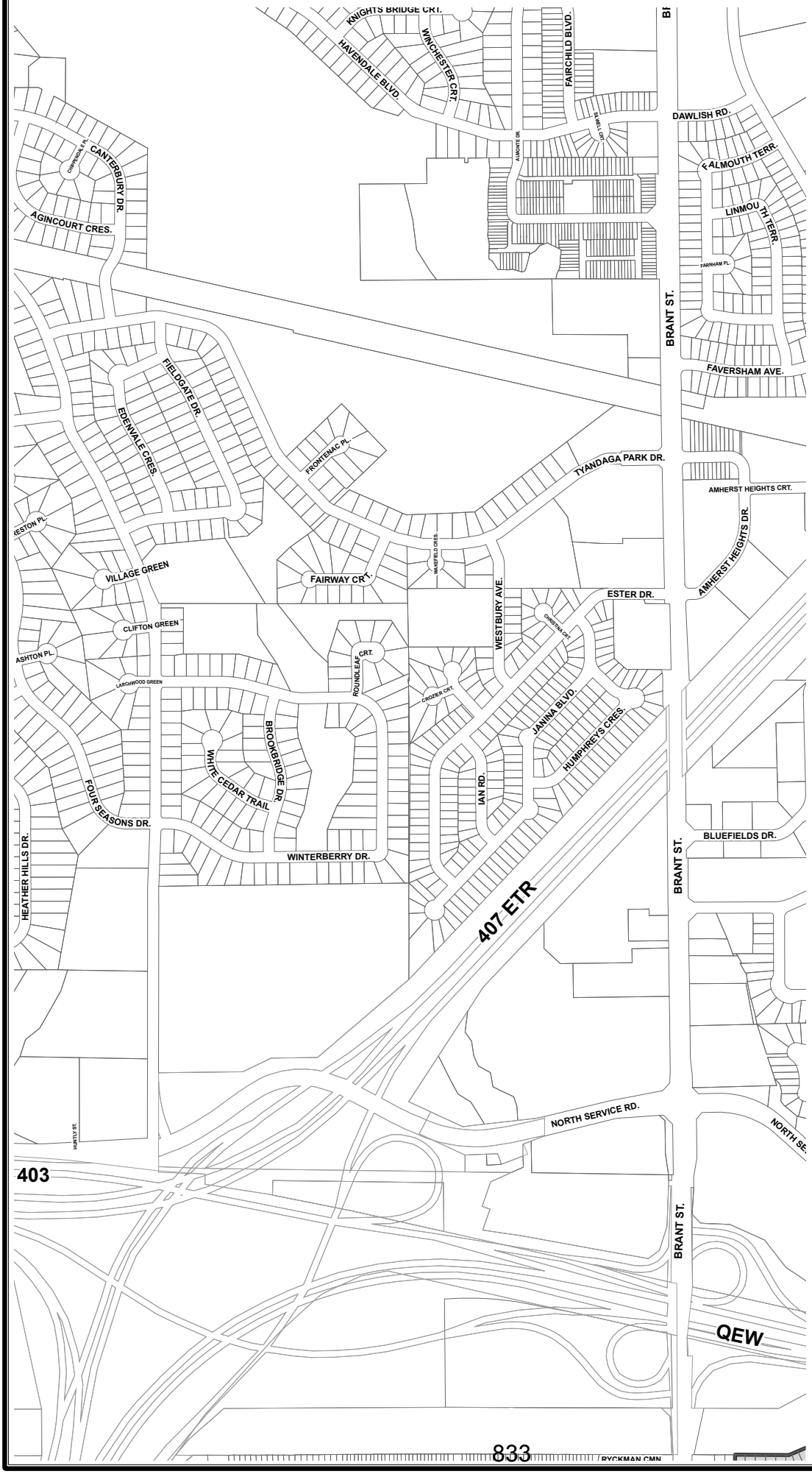

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

TERANET

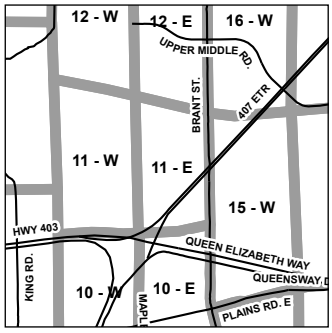
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.11 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

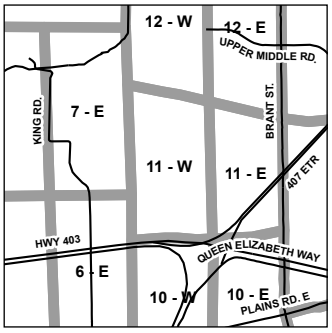
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.11 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

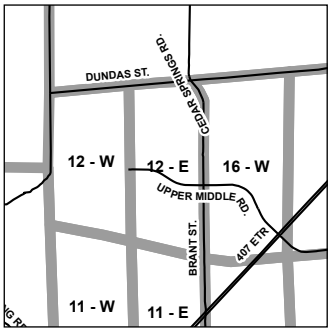
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.12 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

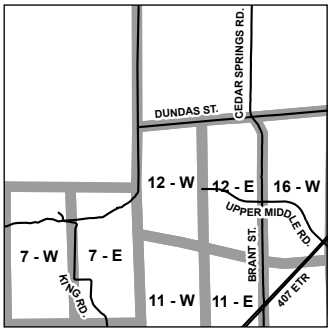
TERANET

City of Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.12 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

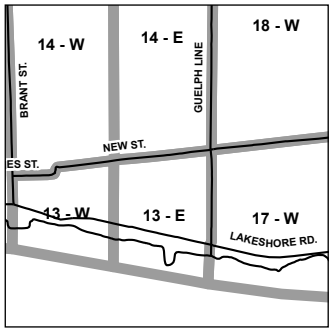
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.13 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

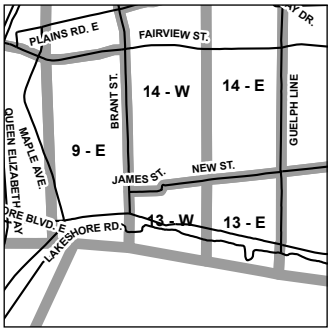
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.13 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

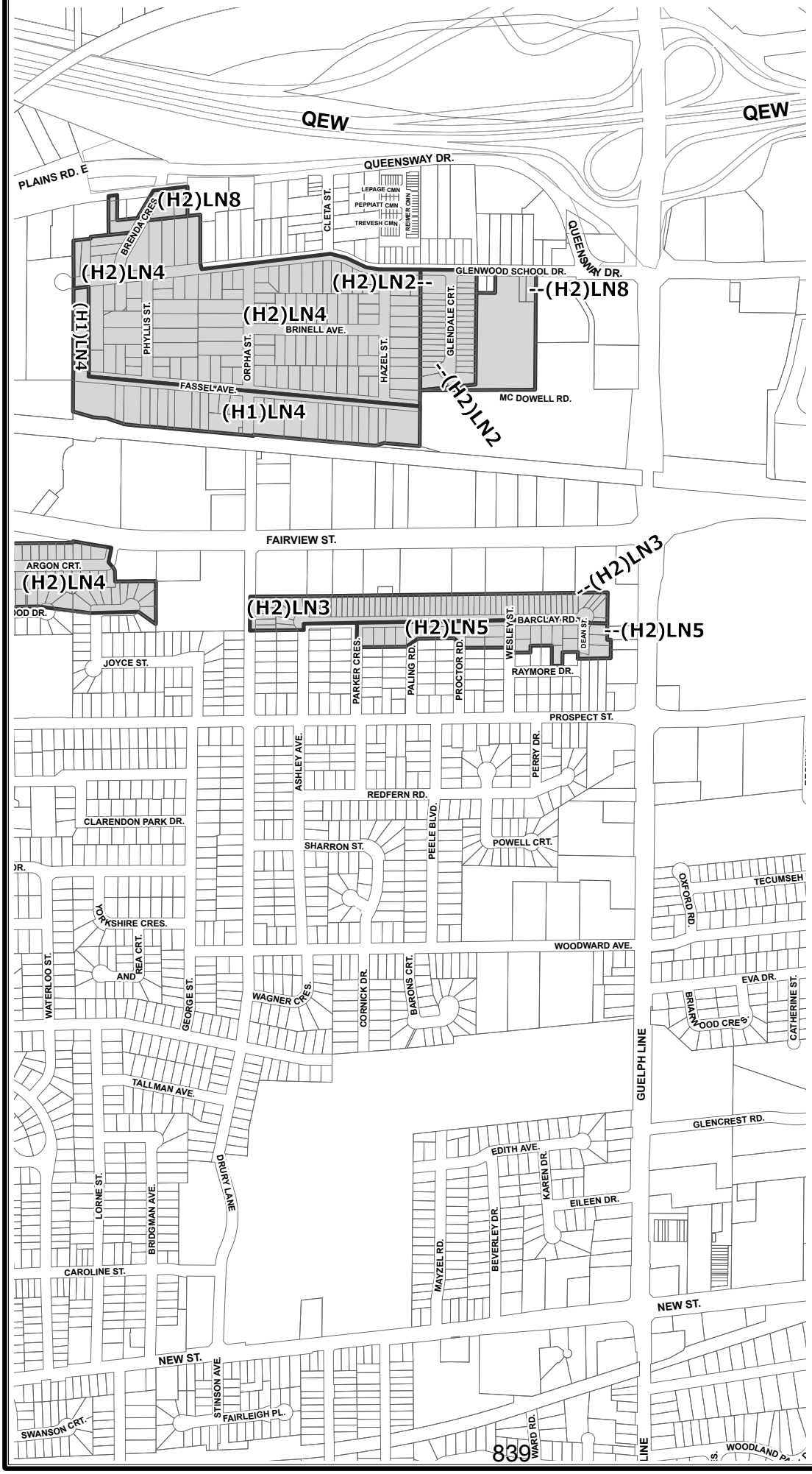
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

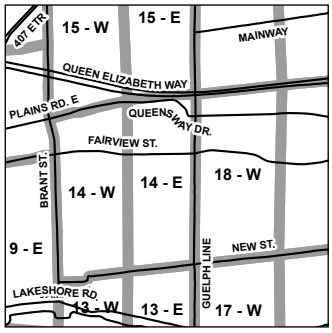
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.14 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 10,000**

**1/26/2026**

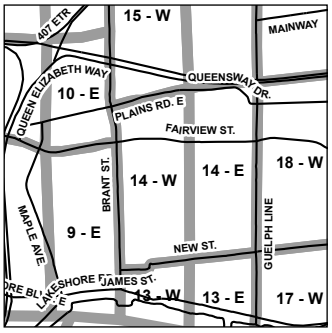
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.14 - W

## Map Index




Zones

Residential Zones

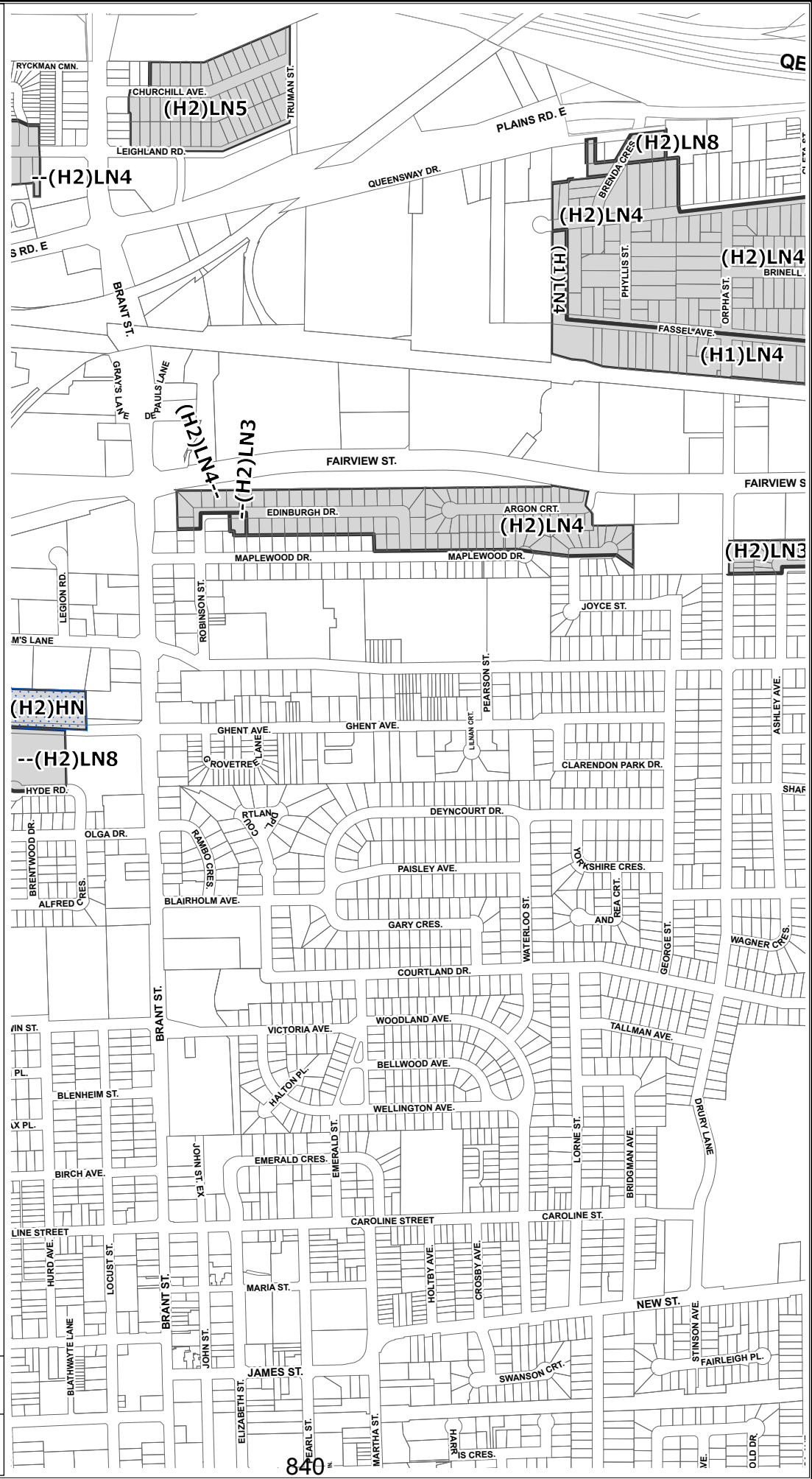
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



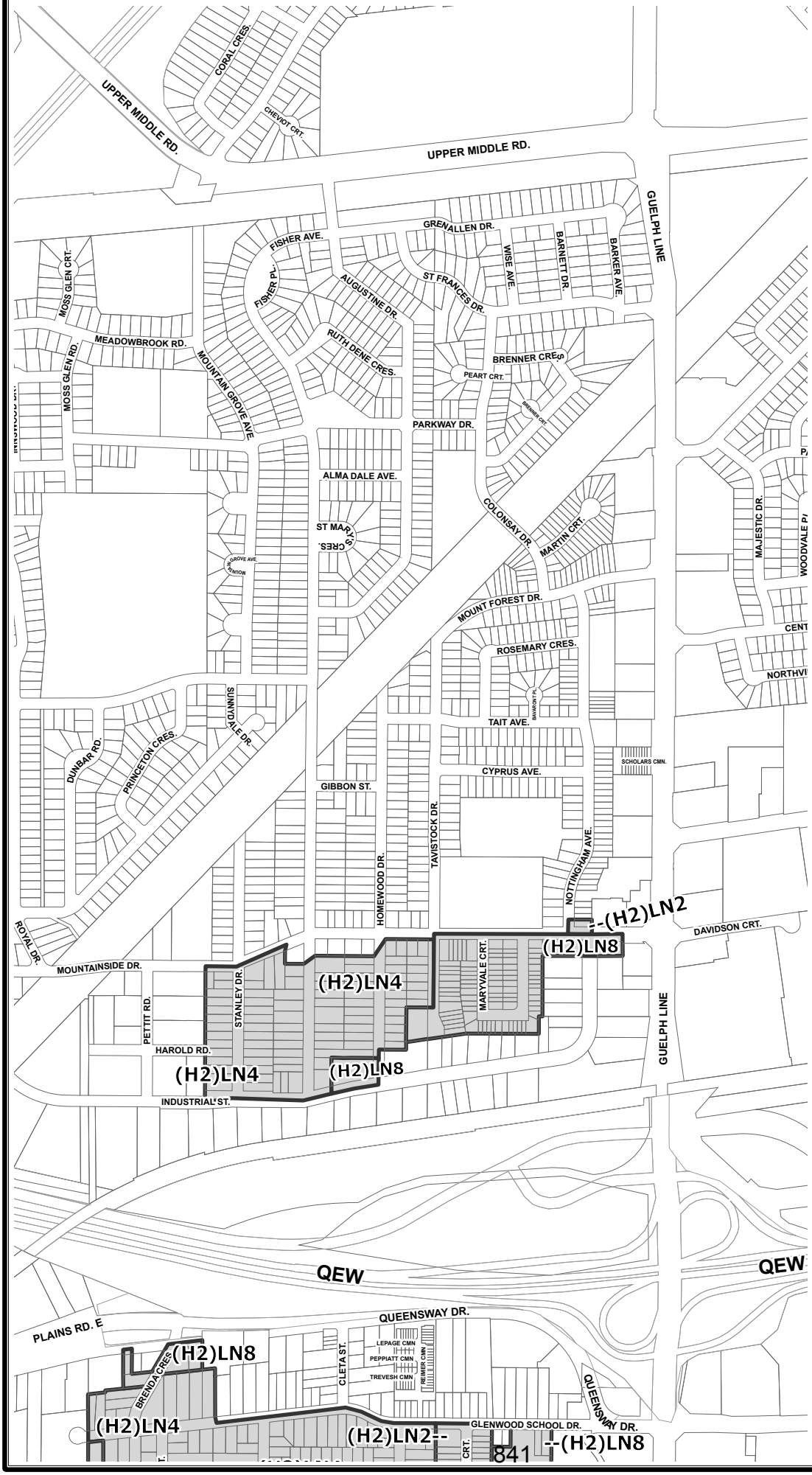

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

TERANET

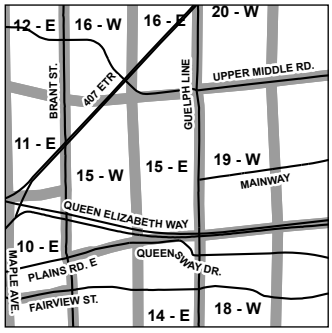
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.15 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

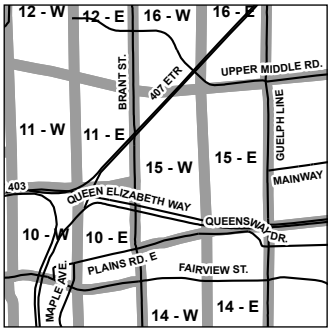
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.15 - W

## Map Index




## Zones

Residential Zones

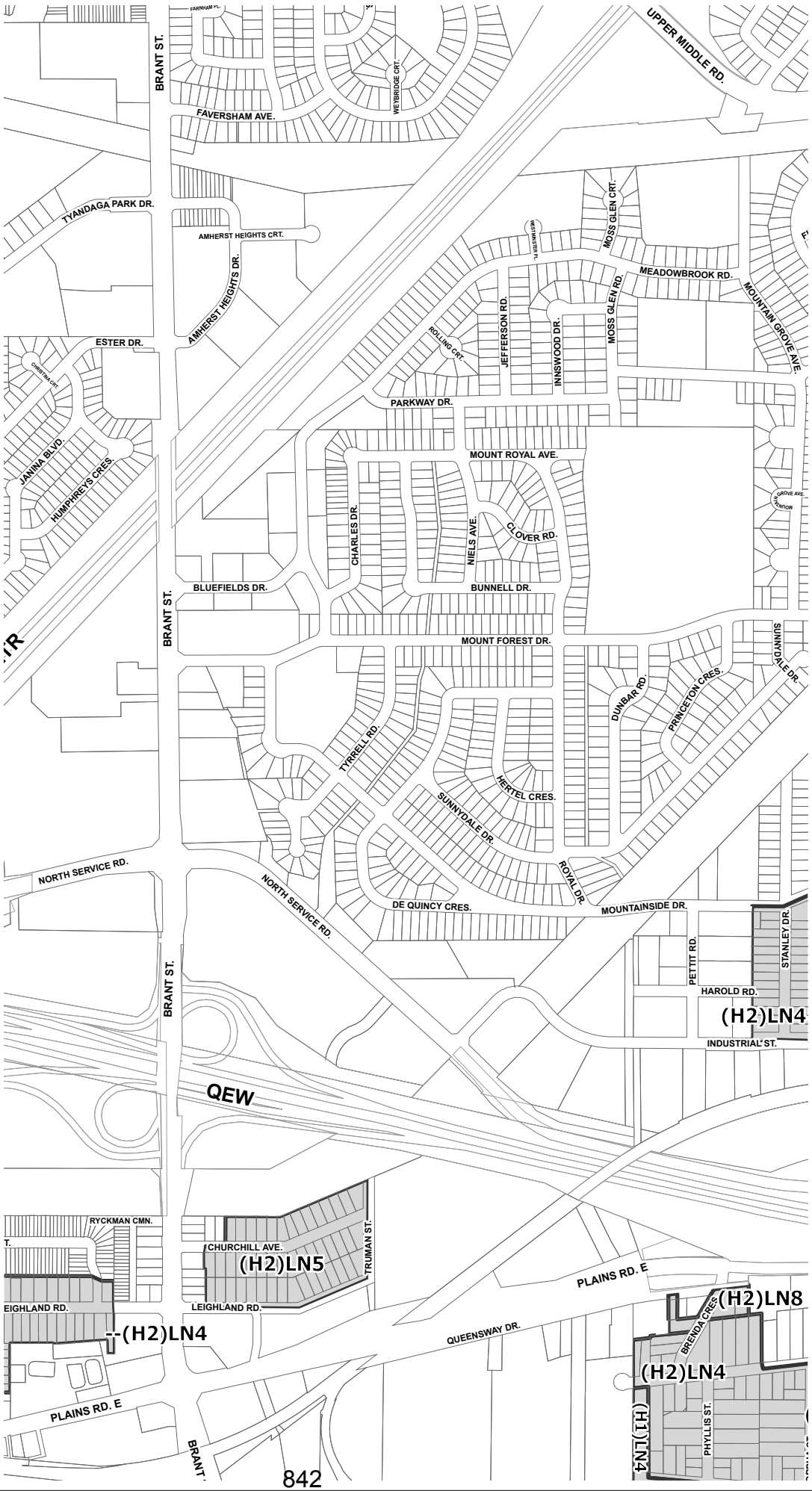
- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



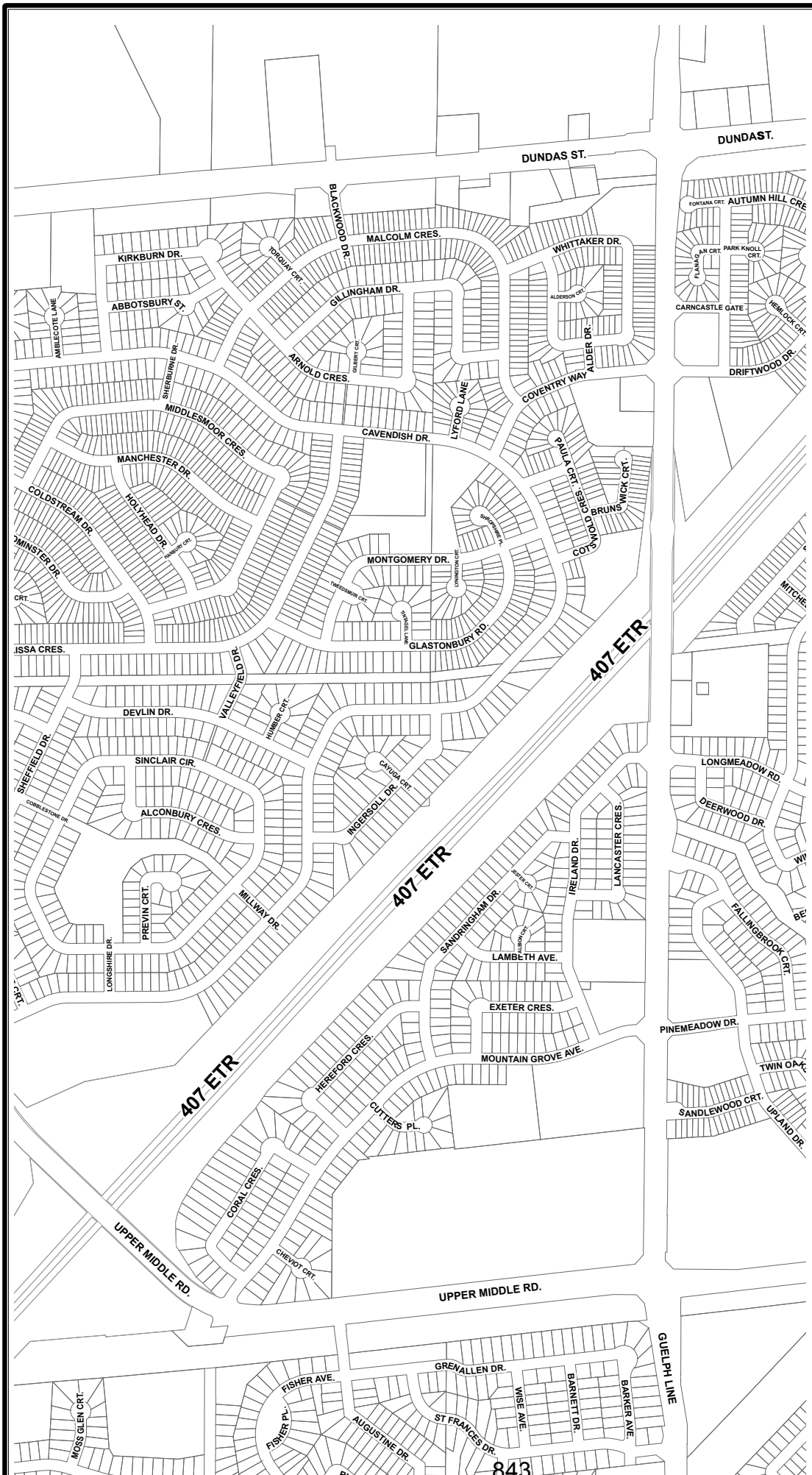

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

TERANET

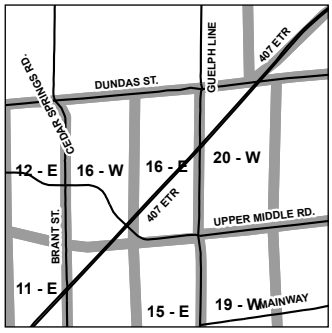
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.16 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

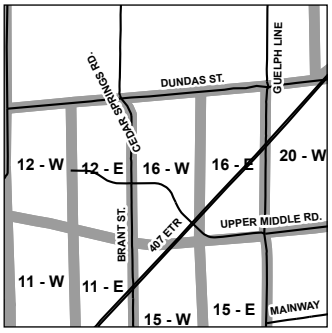
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.16 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

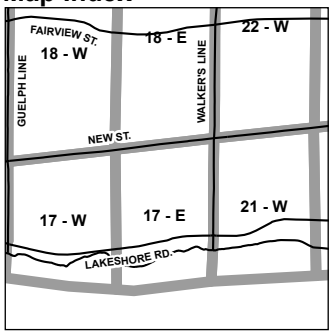
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.17 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

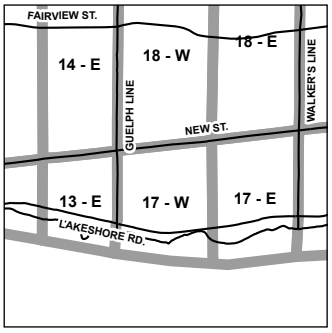
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.17 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

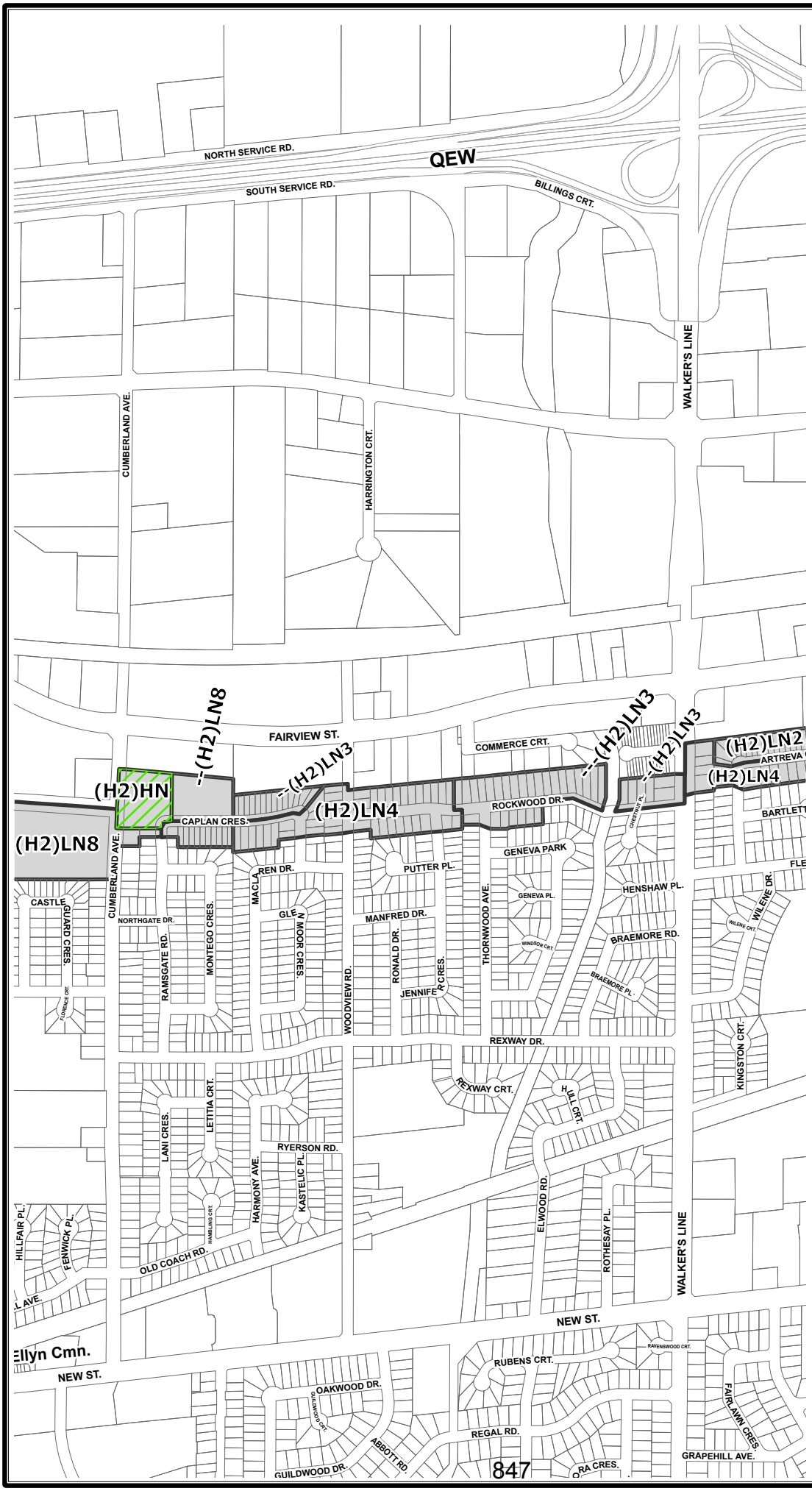
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.18 - E

## Map Index

## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

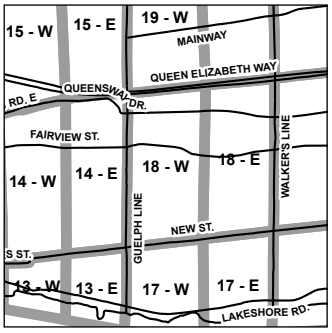
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.18 - W

## Map Index




Zones

Residential Zones

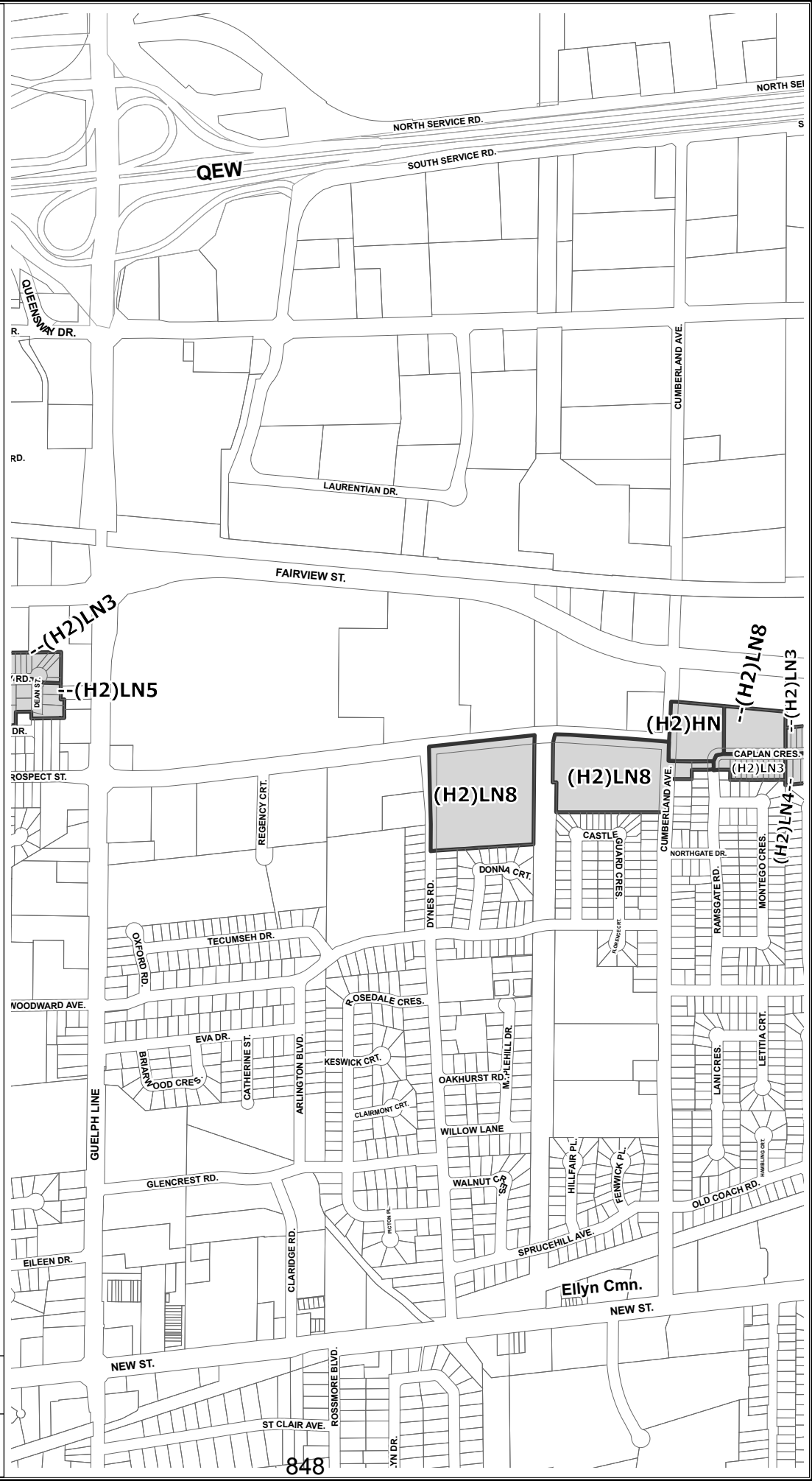
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

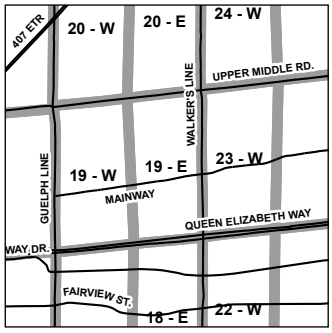
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.19 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

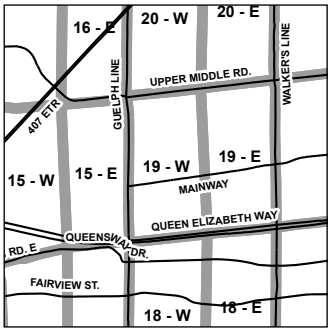
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.19 - W

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

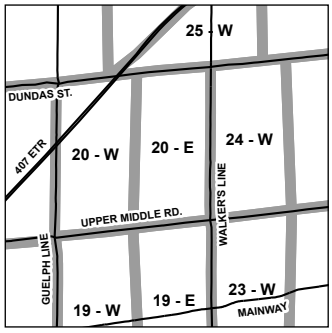
TERANET

CITY OF Burlington

## Burlington Residential Zoning By-law, Schedule A

# MAP NO.20 - E

### Map Index




### Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

### Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

### Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

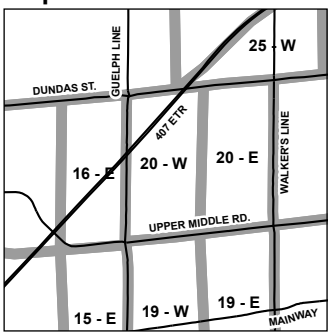
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.20 - W

## Map Index




Zones

Residential Zones

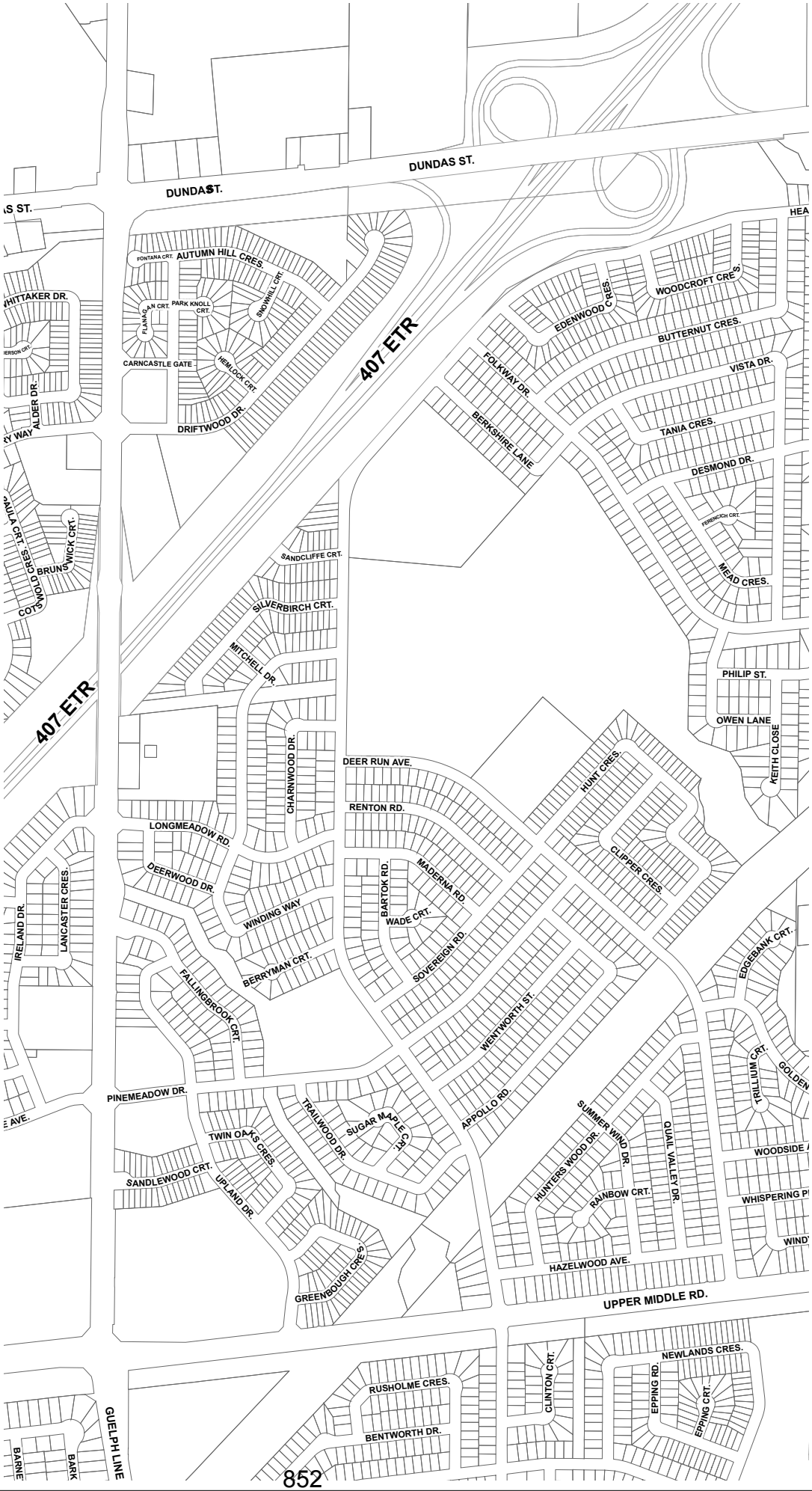
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law




Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/23/2026

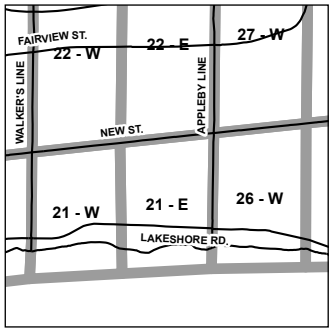
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.21 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

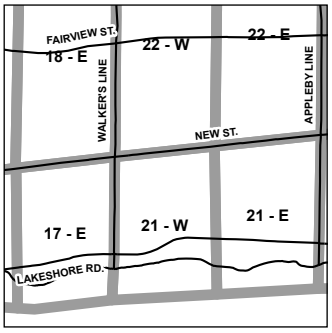
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.21 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.22 - E

## Map Index

## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

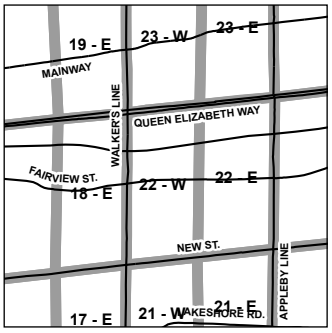
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.22 - W

## Map Index




## Zones

Residential Zones

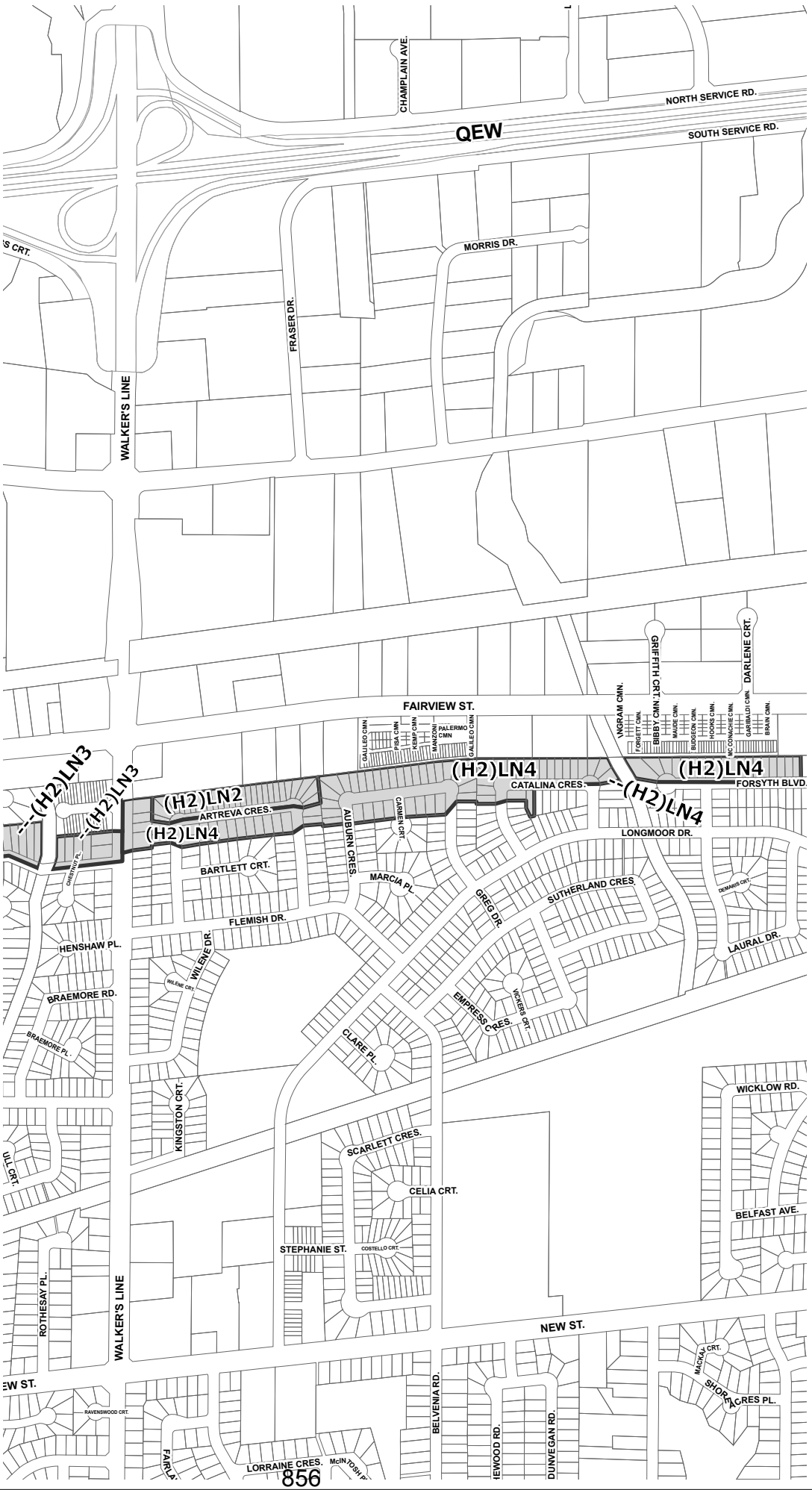
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

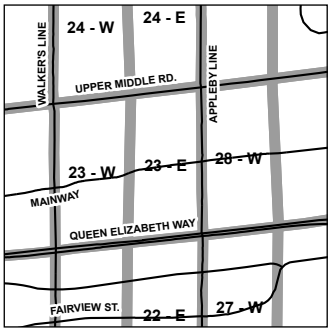
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.23 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

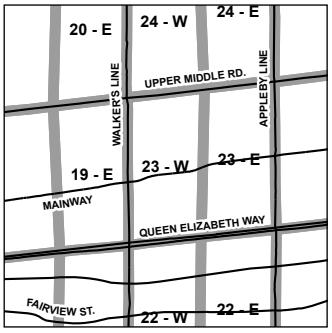
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.23 - W

## Map Index




Zones

Residential Zones

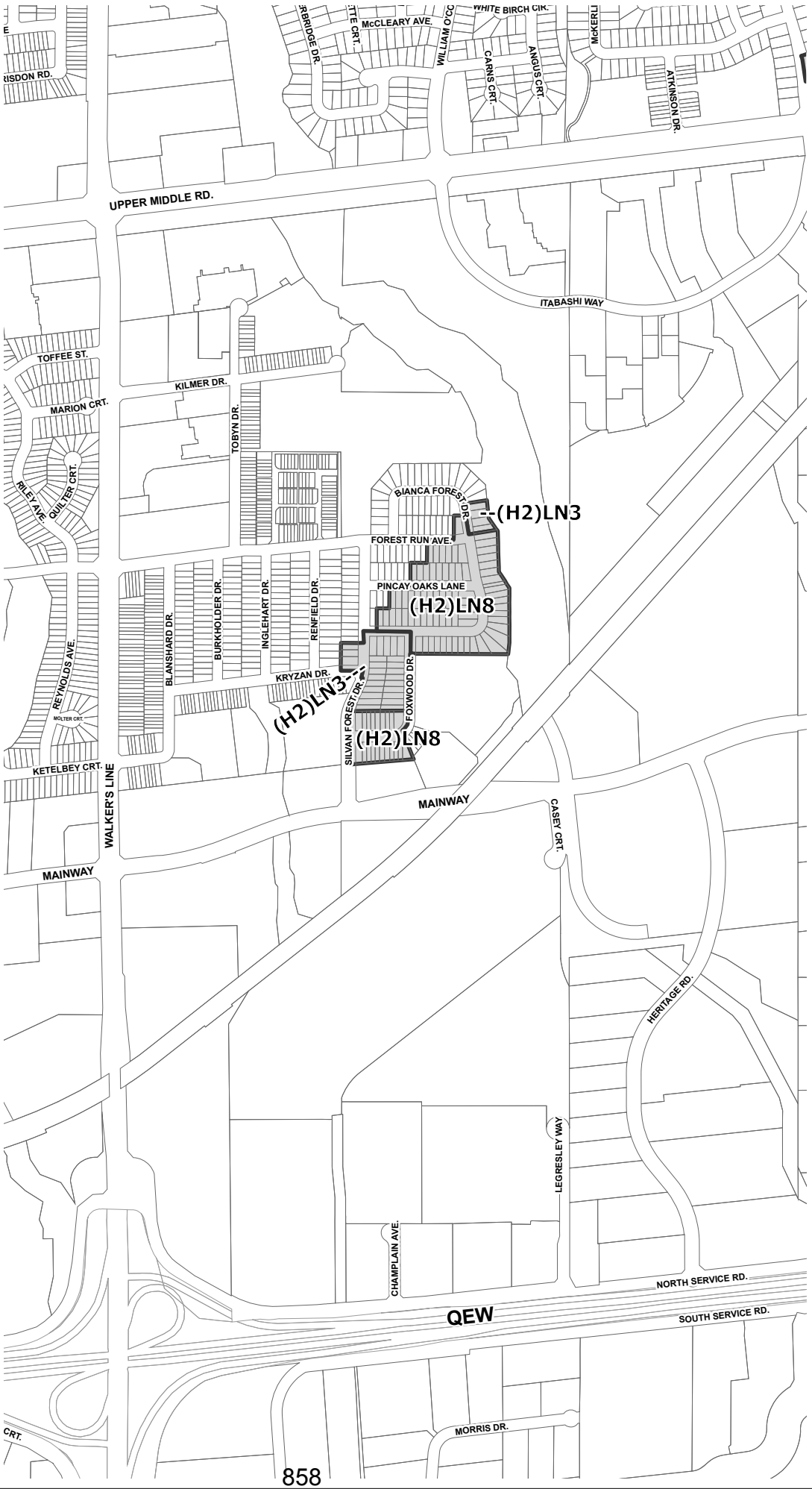
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



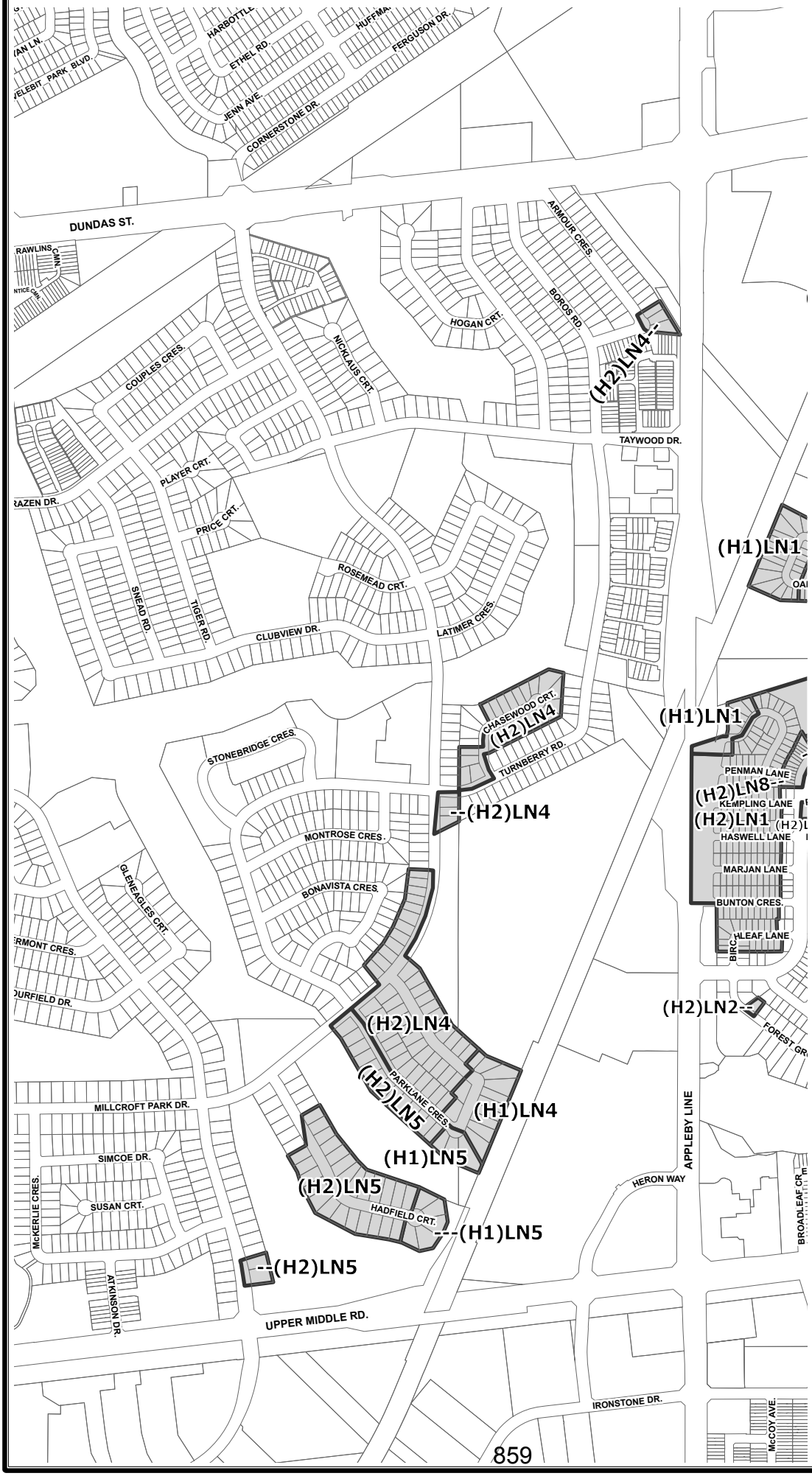

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/23/2026

TERANET

CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.24 - E

## Map Index

## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/26/2026**

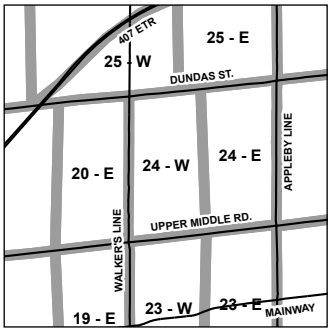
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.24 - W

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.

Scale - 1:10,000

1/23/2026

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.25 - E

## Map Index

## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

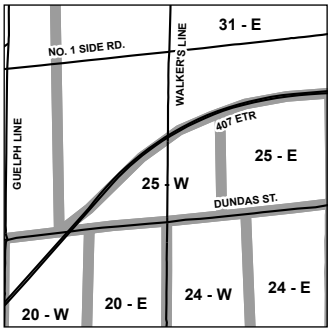
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.25 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.26 - E

## Map Index

## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

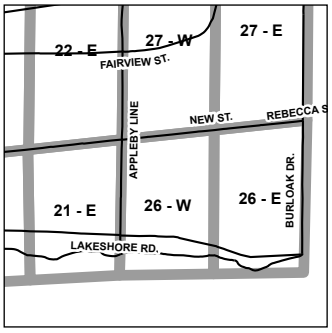
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.26 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

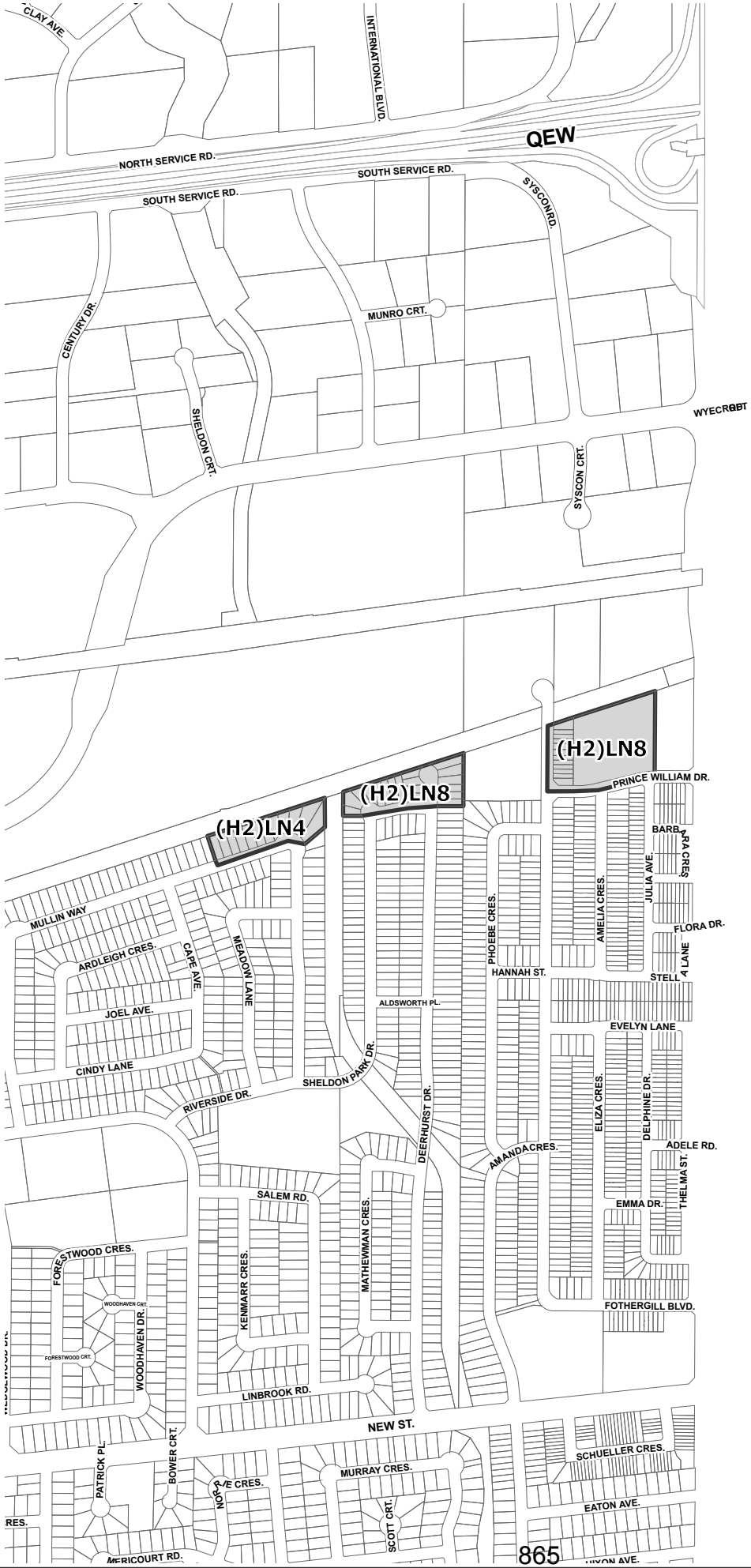
**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

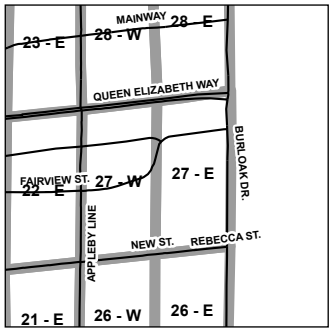
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.27 - E

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

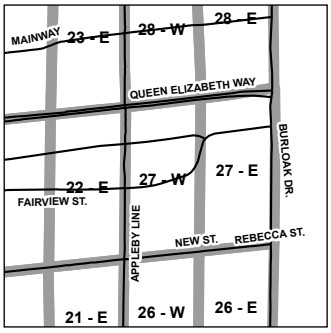
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.27 - W

## Map Index




## Zones

Residential Zones

- LN1 - Low-Rise Neighbourhood 1
- LN2 - Low-Rise Neighbourhood 2
- LN3 - Low-Rise Neighbourhood 3
- LN4 - Low-Rise Neighbourhood 4
- LN5 - Low-Rise Neighbourhood 5
- LN6 - Low-Rise Neighbourhood 6
- LN7 - Low-Rise Neighbourhood 7
- LN8 - Low-Rise Neighbourhood 8
- HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/23/2026**

TERANET

CITY OF Burlington

867

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.28 - E

## Map Index

Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

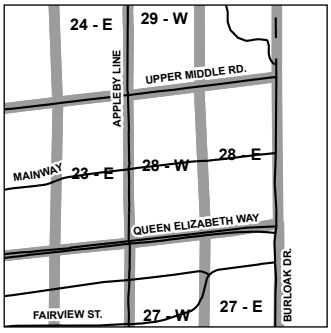
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.28 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

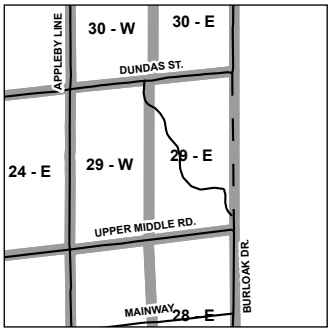
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.29 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:10,000**

**1/22/2026**

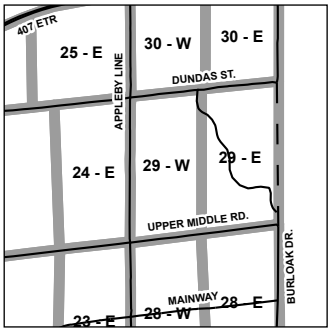
TERANET

City of Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.29 - W

## Map Index




Zones

Residential Zones

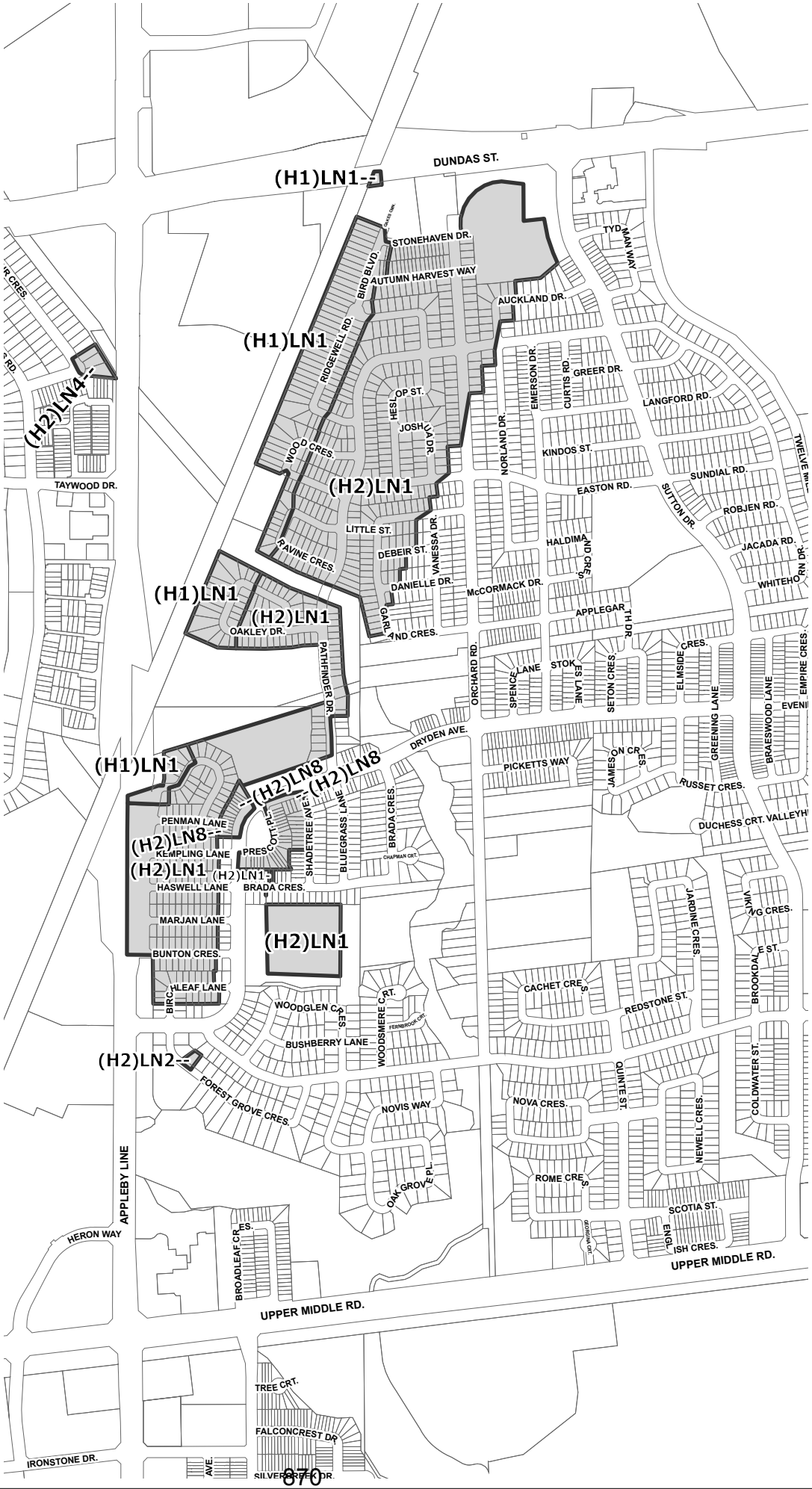
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law



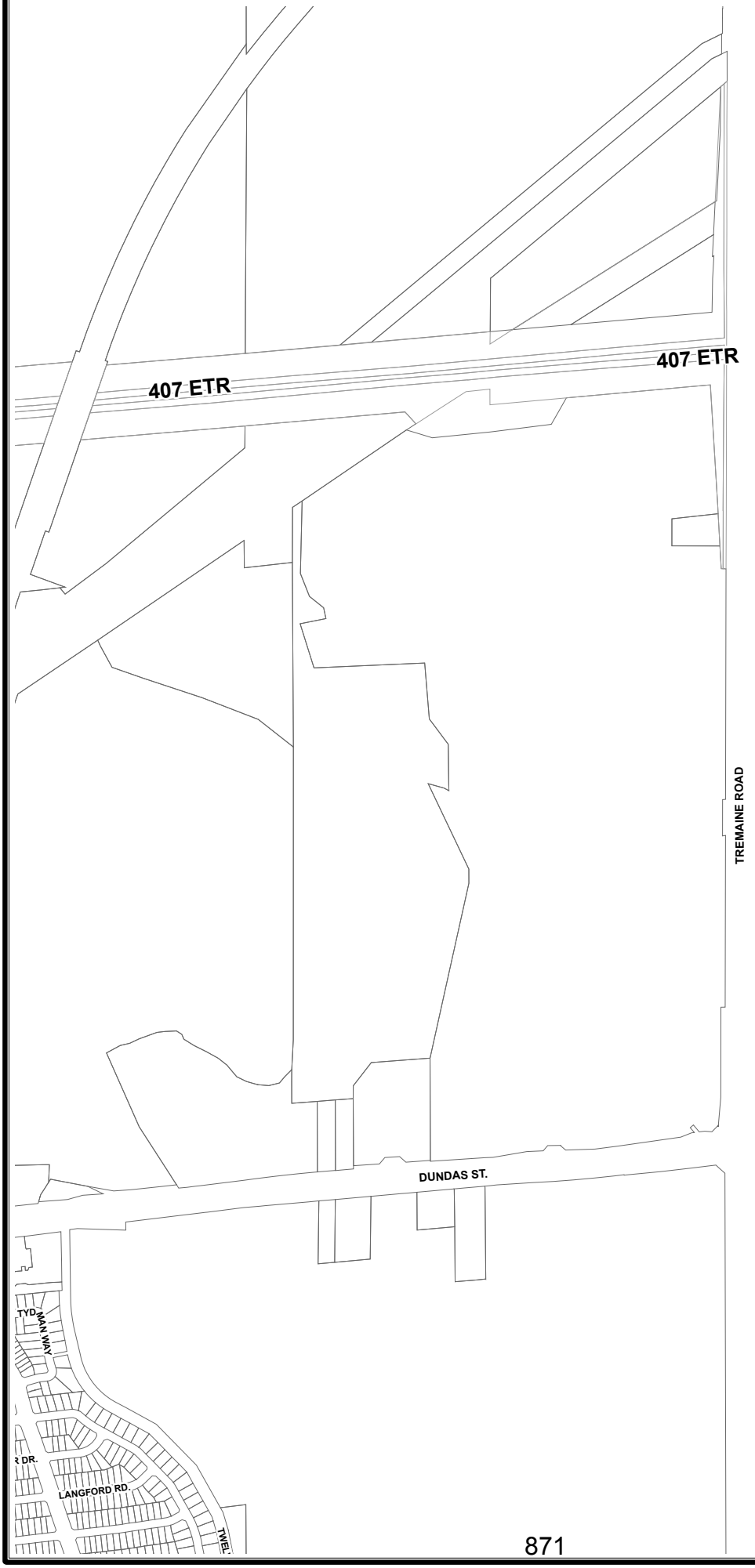

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/26/2026

TERANET

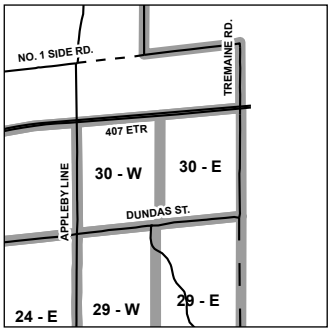
CITY OF Burlington




# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.30 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 10,000**

**1/22/2026**

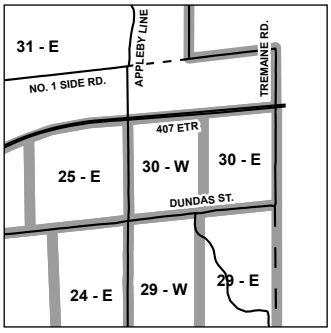
TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.30 - W

## Map Index




Zones

Residential Zones

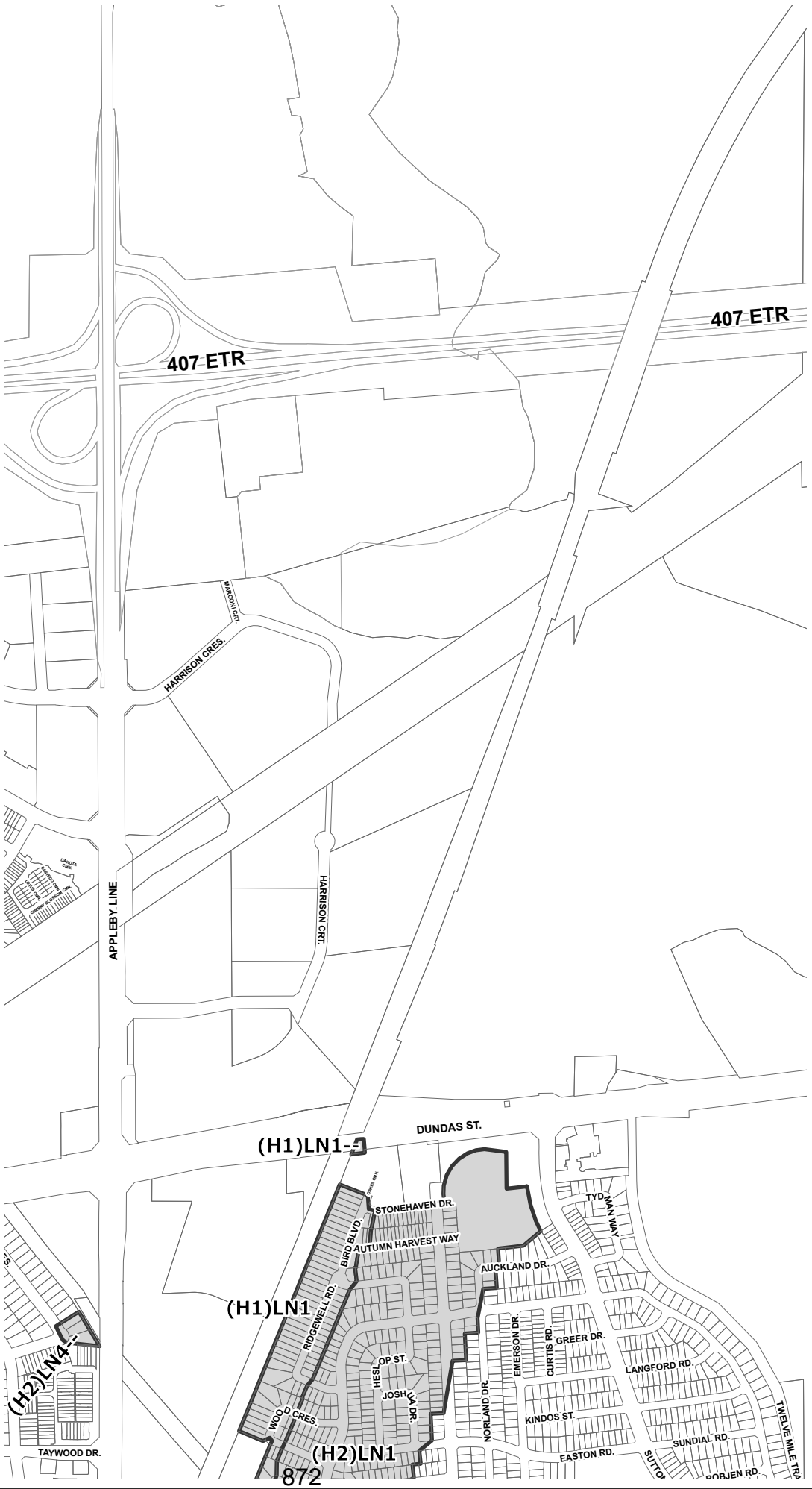
LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law




**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

Scale - 1:10,000

1/23/2026

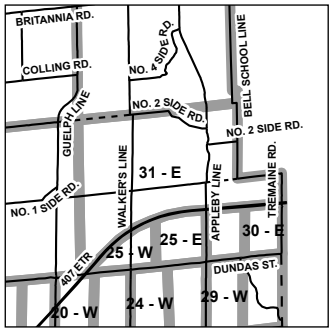
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.31 - E

## Map Index




## Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

## Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

## Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 40,000**

**1/26/2026**

TERANET

City of Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.31 - W

## Map Index

Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:32,000**

**1/23/2026**

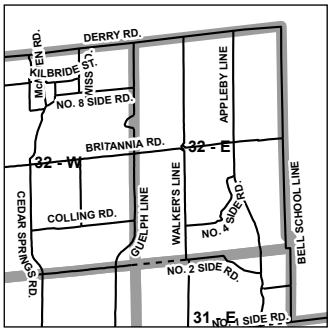
TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule A

# MAP NO.32 - E

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 32,000**

**1/22/2026**

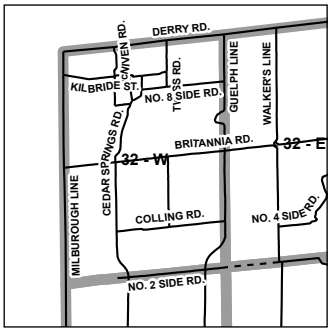
TERANET

CITY OF Burlington

**Burlington Residential Zoning By-law Near Rail, Schedule A**

# MAP NO.32 - W

## Map Index




Zones

Residential Zones

LN1 - Low-Rise Neighbourhood 1
LN2 - Low-Rise Neighbourhood 2
LN3 - Low-Rise Neighbourhood 3
LN4 - Low-Rise Neighbourhood 4
LN5 - Low-Rise Neighbourhood 5
LN6 - Low-Rise Neighbourhood 6
LN7 - Low-Rise Neighbourhood 7
LN8 - Low-Rise Neighbourhood 8
HN - High-Rise Neighbourhood

Maximum Heights

- 19.5 metres
- 24 metres
- 37.5 metres
- 55.5 metres
- No Maximum

Zoning By-law 2020 or Burlington Residential Zoning By-law

- Lands Subject to Zoning By-law 2020 or Burlington Residential Zoning By-law

**Warning: This zoning map is for general reference only and may not reflect the most current regulations or property boundaries; users must verify information prior to relying thereon.**

**Scale - 1:32,000**

**1/23/2026**

TERANET

CITY OF Burlington

# Burlington Residential Zoning By-law Near Rail, Schedule B, Road Classifications

**City of Burlington**

## Legend

- Major Arterial
- Multi Purpose Arterial
- Urban Avenue
- Main Street
- Industrial Connector
- Neighbourhood Connector

**CONTEXTUAL REFERENCES**

- Municipal Boundary
- Other Streets

HAMILTON

CEDAR SPRINGS RD.

GUELPH LINE

HWY 407

APPLEBY LINE

TREMAINE RD.

PALLADIUM WAY

THOMAS ALTON BLVD.

DUNDAS ST.

DUNDAS ST.

DRYDEN AVE

CAVENDISH DR.

HEADON FOREST DR.

HEADON RD.

WALKER'S LINE

BERWICK DR.

SUTTON RD.

MILLCROFT PARK DR.

UPPER MIDDLE ROAD

UPPER MIDDLE RD.

BRANT ST.

KERNS RD.

FISHER AVE.

GUELPH LINE

MOUNTAINSIDE DR.

MAINWAY

APPLEBY LINE

BURLOAK DR.

OAKVILLE

HWY 6

WATERDOWN RD.

HWY 403

NORTH SERVICE RD.

SOUTH SERVICE RD.

Q.E.W.

CORPORATE DR.

LEIGHLAND RD.

HARVESTER RD.

C.N.R.

PLAINS RD. W.

PLAINS RD. E

FAIRVIEW ST.

FAIRVIEW ST.

TOWNSEND AVE.

KING RD.

Q.E.W.

MAPLE AVE.

WALKER'S LINE

APPLEBY LINE

NEW ST.

HEATH RD.

BELVENIA ROAD

SPRUCE AVE

HAMPTON

BURLOAK DR.

NORTHSHORE BLVD. E

LAKESHORE RD.

LAKESHORE RD.

BURLINGTON BAY

HAMILTON

LAKE ONTARIO

0 0.5 1 2 3 4 Km

877

JANUARY 2026

# Burlington Residential Zoning By-law Near Rail, Appendix A, Approximate Location of Conservation Authority Regulation Limits

**City of Burlington**

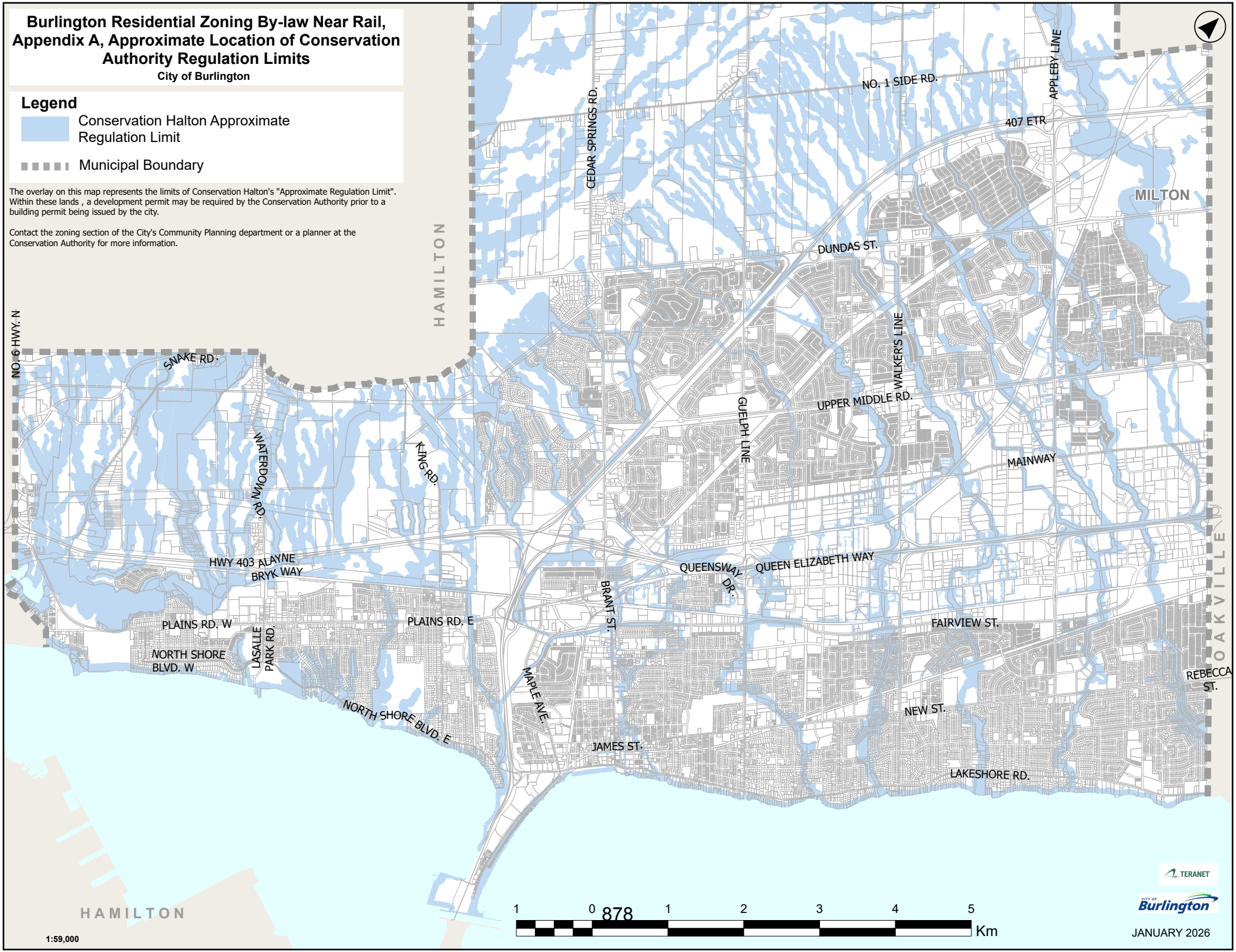
## Legend

Conservation Halton Approximate Regulation Limit

Municipal Boundary

The overlay on this map represents the limits of Conservation Halton's "Approximate Regulation Limit". Within these lands , a development permit may be required by the Conservation Authority prior to a building permit being issued by the city.

Contact the zoning section of the City's Community Planning department or a planner at the Conservation Authority for more information.



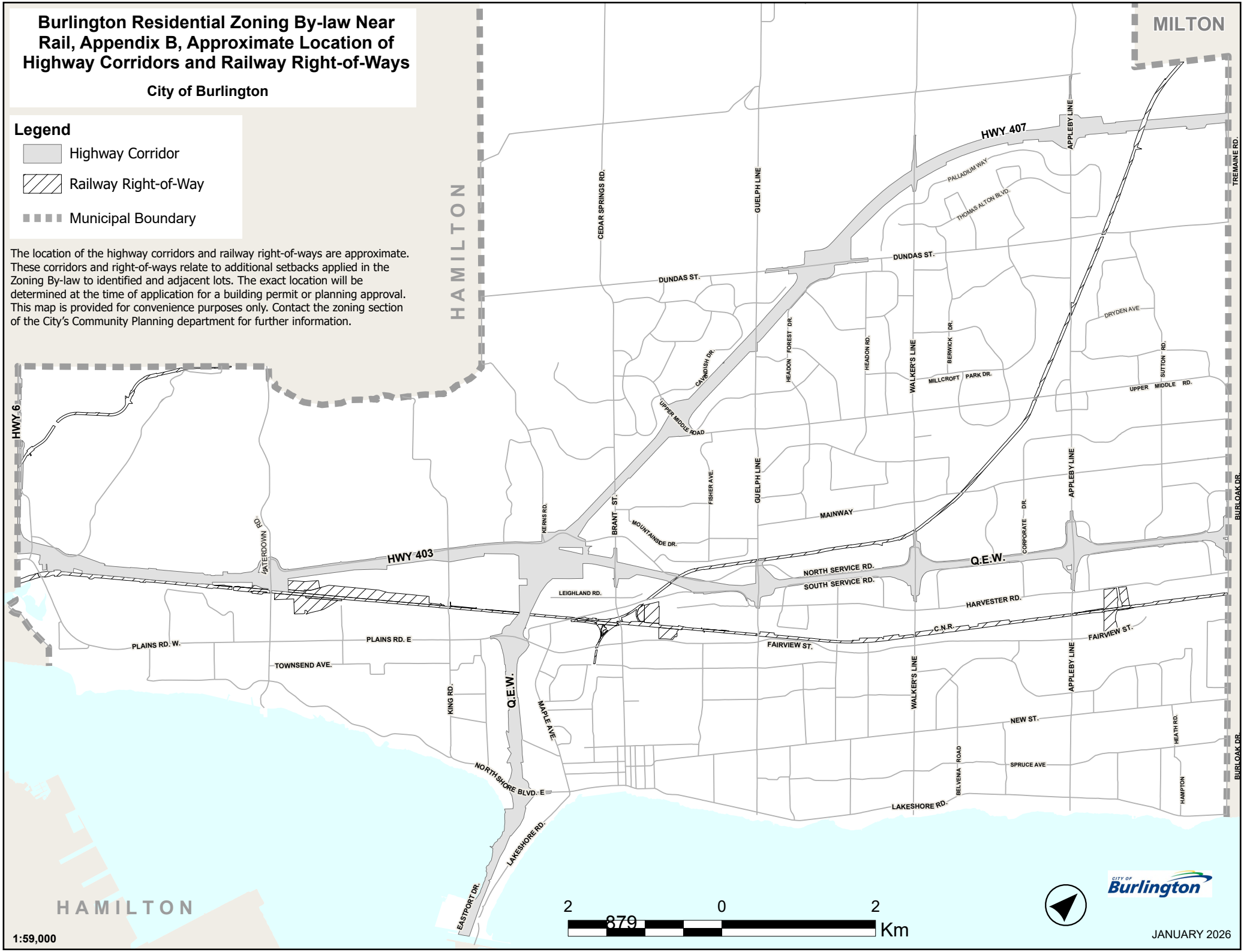
# Burlington Residential Zoning By-law Near Rail, Appendix B, Approximate Location of Highway Corridors and Railway Right-of-Ways

**City of Burlington**

## Legend

- Highway Corridor
- Railway Right-of-Way
- Municipal Boundary

The location of the highway corridors and railway right-of-ways are approximate. These corridors and right-of-ways relate to additional setbacks applied in the Zoning By-law to identified and adjacent lots. The exact location will be determined at the time of application for a building permit or planning approval. This map is provided for convenience purposes only. Contact the zoning section of the City's Community Planning department for further information.




1:59,000

JANUARY 2026

# Burlington Residential Zoning By-law Near Rail, Appendix C, Approximate Location of Pipeline Right-of-Ways

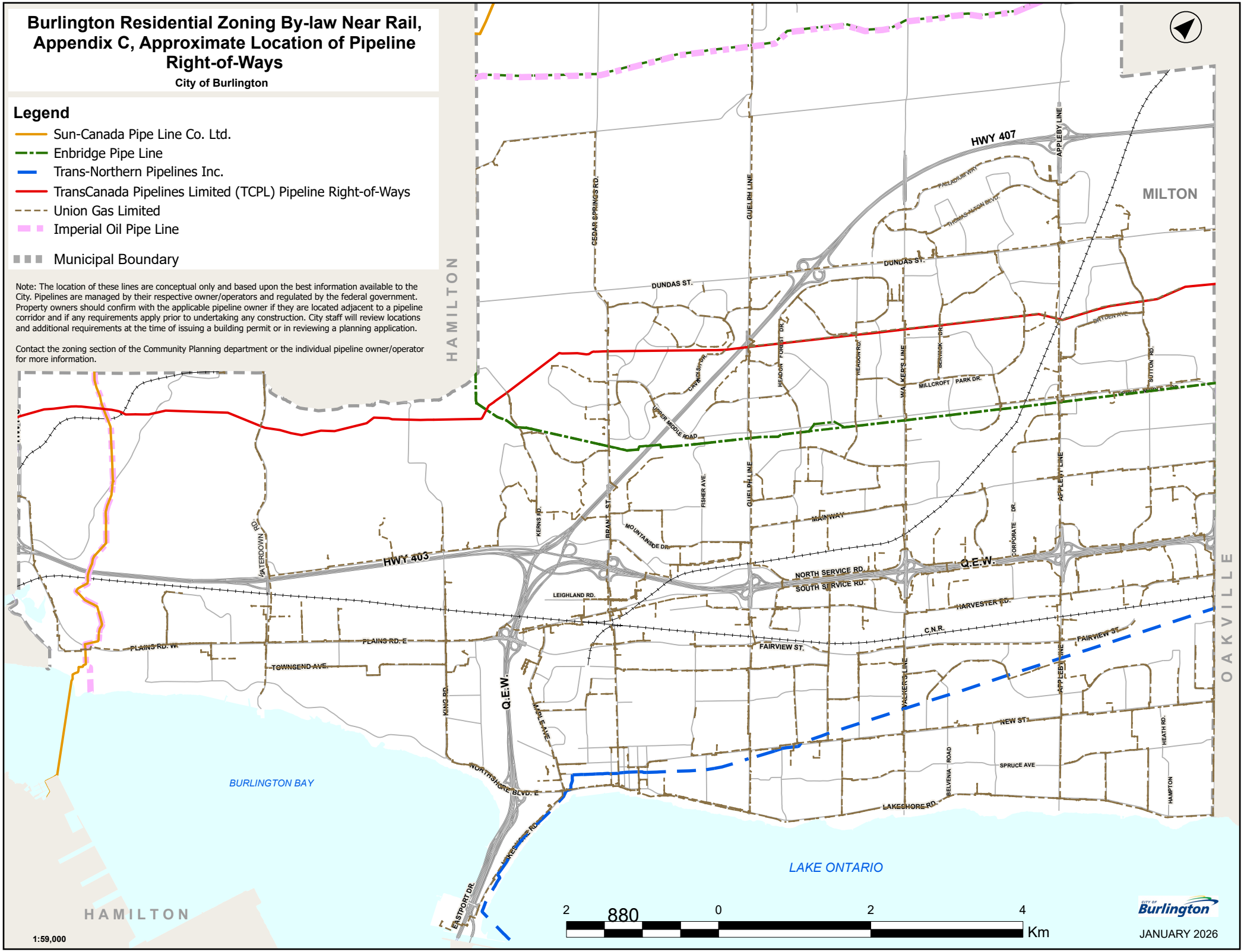
**City of Burlington**

## Legend

- Sun-Canada Pipe Line Co. Ltd.
- Enbridge Pipe Line
- Trans-Northern Pipelines Inc.
- TransCanada Pipelines Limited (TCPL) Pipeline Right-of-Ways
- Union Gas Limited
- Imperial Oil Pipe Line
- Municipal Boundary

Note: The location of these lines are conceptual only and based upon the best information available to the City. Pipelines are managed by their respective owner/operators and regulated by the federal government. Property owners should confirm with the applicable pipeline owner if they are located adjacent to a pipeline corridor and if any requirements apply prior to undertaking any construction. City staff will review locations and additional requirements at the time of issuing a building permit or in reviewing a planning application.

Contact the zoning section of the Community Planning department or the individual pipeline owner/operator for more information.




2 880 0 2 4 Km

1:59,000

JANUARY 2026

# DGM-05-26: Appendix C – Planning Analysis

The following tables identify the relevant planning policies and demonstrate how the proposed Residential Zoning By-laws recommended for approval align with each policy document.

## Provincial Planning Statement (PPS), 2024

| Policy | Policy Intent | Analysis | Conclusion |
|---|---|---|---|
| Chapter 2: Building Homes, Sustaining Strong and Competitive Communities<br>PPS 2.1 – Planning for People and Homes | Support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options; improving accessibility for people of all ages and abilities by addressing land use barriers; and improving social equity and overall quality of life. | The proposed Residential Zoning By-laws expand as-of-right permissions to provide opportunities for an increase in the mix and range of housing options available to all properties within the city's existing residential neighbourhoods. This can help to address regulatory barriers for multi-generational housing, aging-in-place, and improve quality of life for all ages, abilities and incomes and working towards the city's vision for housing in Burlington. | Consistent |
| PPS 2.2 – Housing | Provide an appropriate range and mix of housing options and densities. | The proposed Residential Zoning By-laws enable a range and mix of housing options, including more housing types such as semi-detached, townhouses and backyard homes like detached additional residential units, and low-rise apartments. This will enable units on existing residential lands and in existing homes of different shapes and sizes, which would contribute to more attainable housing options to meet the diverse needs of many people within the community. | Consistent |
| PPS 2.3 – Settlement Areas | 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. | The proposed Residential Zoning By-laws provide opportunities to increase housing options within the existing land-use pattern for the urban area as outlined in the Official Plan. The proposed Residential Zoning By-laws will support incremental growth and changes that make efficient use of existing infrastructure within the urban area and reduce growth pressures outside of the urban area. | Consistent |
| PPS 2.9 – Energy Conservation, Air Quality and Climate Change | Plan to reduce greenhouse gas emissions. | The proposed Residential Zoning By-laws enable opportunities for gentle intensification and housing that repurposes existing land and infrastructure, which supports infill development and reduces the need for new construction on undeveloped land, minimizing the environmental impact associated with new development. The proposed Residential Zoning By-laws introduce | Consistent |

| Policy | Policy Intent | Analysis | Conclusion |
|---|---|---|---|
| | | permissions to allow more housing units on certain lands near major roads and within walking distance of public transit. | |
| PPS 3.5 – Land Use Compatibility | Major industrial facilities and sensitive land uses shall be planned and developed to avoid, minimize and mitigate any potential adverse effects from odour, noise and other contaminants to minimize risk to public health and safety and to ensure the long-term operational and economic viability of major facilities. | The proposed Residential Zoning By-law for lands in proximity to the Aldershot Rail Yard or a rail line incorporates four holding provisions to ensure that land use compatibility studies are completed and any required mitigation measures are incorporated into development plans before that development is able to proceed. Incorporating these requirements will minimize public health risk and ensure operation and economic viability of the railways. | Consistent |
| PPS 5.2 – Natural Hazards | 1. Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas.<br>2. Development shall generally be directed to areas outside of:<br>a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;<br>b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and<br>c) hazardous sites.<br>3. Development and site alteration shall not be permitted within:<br>a) the dynamic beach hazard;<br>b) defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);<br>c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and d) a floodway regardless of whether | The proposed Residential Zoning By-laws are informed by consultation with Conservation Halton (CH) – the local conservation authority. The proposed Residential Zoning By-laws will not permit development within Conservation Halton's regulated area. For clarity and to improve the user's experience with the zoning by-laws, the proposed by-laws include Appendix A – a map for reference purposes only showing the Conservation Halton (CH) Approximate Regulation Limit. The by-laws also include appropriate setback requirements for lands that fall outside CH's regulated area and that abut a creek block, certain open space zones, or a watercourse to appropriately regulate development in these areas. | Consistent |

| Policy | Policy Intent | Analysis | Conclusion |
|---|---|---|---|
| | the area of inundation contains high points of land not subject to flooding. | | |
| PPS 6.1.6 – General Policies for Implementation and Interpretation | Planning authorities shall keep their zoning by-laws up-to-date with their official plans and the PPS to accommodate growth and development by establishing permitted uses, minimum densities, heights and other development standards. | The proposed Residential Zoning By-laws have been drafted to implement the policies of the City's new Official Plan, inclusive of the most recent and in effect amendments made through OPAs 1 and 3. The proposed Residential Zoning By-laws are intended to enable and provide an appropriate regulatory framework to allow development and increase housing options in Burlington's neighbourhoods. The proposed zoning regulations will provide appropriate regulations to accommodate future growth and development within Burlington's Residential Neighbourhood Areas. | Consistent |

## Burlington Regional Official Plan (BROP), 1995

| Policy | Policy Intent | Analysis | Conclusion |
|---|---|---|---|
| BROP Map 1H – Regional Urban Structure | Show Halton's basic position on the use of land and natural resources and provide the framework within which Local Zoning By-laws, among other things, are prepared. | The proposed Residential Zoning By-laws apply only to residentially zoned areas within the City of Burlington as shown on the zoning maps forming Schedule A in Part 10. These lands are within the Urban Area designation as shown on Map 1H of the BROP and fall within the Built Boundary. | Conforms |
| BROP 44 | Provide broad policy directions on strategic matters such as management of land and natural resources, growth strategies, and housing. | The regulations identified in the proposed Residential Zoning By-laws apply to the "Urban Area" identified on Map 1H – Regional Urban Structure of the BROP. | Conforms |
| BROP 72 | The goals of the Urban Area and the Regional Urban Structure are 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. | The proposed Residential Zoning By-laws contribute to implementing 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 land for employment uses. | Conforms |
| BROP 72.1 (9) | To facilitate and promote intensification and increased densities. | The proposed Residential Zoning By-laws introduce new built forms in the Residential Neighbourhood Areas, implementing the policies of the BOP, 2020, including permitting semi-detached dwellings broadly in the Low-Rise Neighbourhood Zones and allowing low-rise apartment buildings at the edges of some neighbourhoods on lots facing a major street. | Conforms |

| Policy | Policy Intent | Analysis | Conclusion |
|---|---|---|---|
| BROP 84 | Housing – The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs. | The proposed Residential Zoning By-laws allow for a broader variety of housing options, which can more effectively support a greater mix of housing to satisfy differing needs. | Conforms |
| BROP 85 (3) | To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing. | It is expected that the new Residential Zoning By-laws will help to streamline the development approval process, requiring less site-specific development approvals, through updated permissions for low-rise building forms and modern zoning regulations that implement the Residential Neighbourhood Areas policies of the BOP, 2020. | Conforms |
| BROP 85 (4) | To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods. | The proposed Residential Zoning By-laws eliminate exclusionary residential zoning and permit a full range of housing to make more efficient use of underutilized lands, while maintaining the physical character of existing neighbourhoods. | Conforms |
| BROP 85 (5) | To meet housing needs through the provision of Assisted Housing, Affordable Housing and Special Needs Housing in Halton. | The proposed Residential Zoning By-laws permit a full range of housing, including affordable housing and special needs housing within all residential zones subject to appropriate regulations. | Conforms |
| BROP 86 (10) | Require Local Zoning By-laws to permit ARUs in residential development, provided that health, safety and other reasonable standards or criteria are met. | The proposed Residential Zoning By-laws permit additional residential units within all residential zones subject to appropriate regulations. | Conforms |
| BROP 86 (10.1) | Ensure Local Zoning By-laws provide standards or criteria for ARUs that align with provincial legislation, policy or plans. | The proposed Residential Zoning By-laws permit additional residential units within all residential zones subject to appropriate regulations, and include new permissions to implement the BOP, 2020, as amended by OPA 3, and aligns with Ontario Regulation 299/19, as amended by Ontario Regulation 462/24, which came into force on Nov. 20, 2024. | Conforms |
| BROP 86 (11) | Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained. | The proposed Residential Zoning By-laws permit infill and intensification of existing residential lands through a broadened set of permitted uses that maintain a low-rise built form and character. Most homes will remain ground oriented, but areas along the edges of neighbourhoods can include low-rise apartments or similar buildings such as townhouses. | Conforms |

| Policy | Policy Intent | Analysis | Conclusion |
|---|---|---|---|
| BROP 86 (22) | Require Local Official Plans and Zoning By-laws to permit Special Needs Housing as of right in all residential neighbourhoods subject to reasonable planning standards and design criteria. | The proposed Residential Zoning By-laws permit Special Needs Housing, including long-term care facilities, group homes, additional needs housing, and emergency shelters within all residential zones subject to appropriate regulations. | Conforms |
| BROP 143 (9) | Air and the Ambience – To address the impact of air pollution, noise, vibration and light on land uses. Requires proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, noise, vibration, or air quality studies and to implement the study recommendations if the development contains sensitive land uses. | The proposed Residential Zoning By-law Near Rail introduces four (4) different holding provisions to require proposed development near a railway or rail yard to complete noise, vibration, and/or air quality studies. Additionally, the holding provisions require a letter of undertaking from the landowner agreeing to undertake mitigation measures and incorporate them into building permit plans and *Planning Act* applications. Prior to lifting the hold, additional residential units, minor additions to existing buildings, and development of other non-sensitive uses are permitted under these regulations of the proposed Zoning By-law. These land use compatibility conditions help to minimize the adverse effects of noise, vibration, odour and air pollution from industrial, transportation and utility sources on sensitive land uses, including the application of separation distance between these non-compatible uses. | Conforms |

## Burlington Official Plan (OP), 1997

The Burlington Official Plan (OP), 1997, was approved by Halton Region, with modifications, on March 5, 1997. Because parts of Burlington's new Official Plan were appealed, and referred, to the Ontario Land Tribunal (OLT) for a final decision, some parts of the '97 OP remain applicable until such time that the appeals are resolved. Please refer to the column labeled Policy Status below, which indicates whether a policy is "in effect" or is "not in effect" and may be considered as informative, but not determinative.

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| Part I Policy Framework<br>4.0 Land Use Vision<br>OP 4.3 The Future Built Form and Natural Environment<br>• Key changes<br>• Compact housing<br>• Broader mix of housing | • Changes that are encouraged by this Plan are: i) the development of a greater diversity of housing types to meet the changing needs of the population;<br>• To meet the needs of the changing population as shown by smaller households, an aging population, alternative family units and a broader range of income levels, | In Effect | The proposed Residential Zoning By-laws enable opportunities for gentle intensification and housing that repurpose existing land and infrastructure, which supports infill development and reduces the need for new construction on undeveloped land, minimizing the environmental impact associated with new development. The proposed Residential Zoning By-laws introduce | Conforms |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | and in response to greater environmental awareness and fiscal restraints, new residential growth will be mainly in the form of more compact housing. encourages a broader mix of residential dwellings in terms of type, size, cost and ownership. Most residential development will be in low and medium density land use designations with some sites designated for high density development. While infill developments will be encouraged on vacant and under-utilized lands in existing neighbourhoods, the Plan provides that preservation and enhancement of the quality of life features of neighbourhoods must be considered in the review of any new and/or intensified development proposals in these areas. | | permissions to allow more housing units on certain lands near major roads and within walking distance of public transit. | |
| Part II Functional Policies<br>3.0 Transportation<br>OP 3.7.2 d) | New residential development and other uses sensitive to noise and vibration shall not be permitted within 300 m of a railway yard. The proponent of land uses sensitive to noise and vibration adjacent or in proximity to railway lines or railway yards shall be required to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region of Halton, the City, and the Ministry of the Environment, in consultation with the appropriate railway agency, and to implement the study recommendations as approved, including the restriction of new residential and other sensitive uses:<br>(i) noise studies, if the development is within 300 m of the railway right-of-way or 1000 m of a railway yard; and | In Effect | The proposed Residential Zoning By-law for lands in proximity to the Aldershot Rail Yard or a rail line incorporates four holding provisions to ensure that land use compatibility studies are completed and any required mitigation measures are incorporated into development plans before that development is able to proceed. Incorporating these requirements will minimize public health risk and ensure operation and economic viability of the railways. | Conforms |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | (ii) vibration studies, if the development is within 75 m of the railway right-of-way or a railway yard. | | | |
| Part II Functional Policies<br>6.0 Design<br>OP 6.6 a) | Zoning By-law regulations shall be reviewed from a design perspective and shall encourage innovations that achieve City design objectives, including but not limited to:<br>• To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character. To achieve a high quality of design within the public realm.<br>• To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression. | In Effect | The proposed Residential Zoning By-laws have developed regulations to facilitate appropriate forms of development intended to be compatible with and context-sensitive to existing built forms. This includes appropriate setbacks and building height requirements. The recommended Zoning By-laws also respond to feedback to replace angular plane requirements with easier-to-understand setbacks and stepbacks that support appropriate transition in built form from taller buildings into low-rise neighbourhoods. The proposed by-laws introduce a minimum soft landscaped open space requirement to promote climate resiliency, flood reduction, and tree canopy protection. | Conforms |
| Part III Land Use Policies – Urban Planning Area<br>2.0 Residential Areas<br>OP 2.7 | Provide opportunities for limited, small-scale, home-based office and personal service commercial activity and cottage industries in residential areas. | In Effect | The proposed Residential Zoning By-laws permit home occupations within a dwelling unit subject to appropriate regulations. | Conforms |

## Burlington Official Plan (BOP), 2020

Burlington's new Official Plan was approved by Halton Region on Nov. 30, 2020. Because parts of BOP, 2020 were appealed, and referred, to the OLT for a final decision, some parts of the '97 OP remain applicable until such time that the appeals are resolved. Please refer to the column labeled Policy Status below, which indicates whether a policy is "in effect" or is "not in effect" and may be considered as informative, but not determinative.

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| Chapter 2 Sustainable Growth<br>2.3 The Urban Structure<br>BOP 2.3.4 | Lands identified as Residential Neighbourhood Areas make up a significant proportion of the Urban Area. These areas are intended to accommodate a wide range of residential uses and forms, together with supporting parkland, and other | Not in Effect | The proposed Residential Zoning By-laws will permit a wide range of residential uses, including opportunities for small-scale commercial or home occupations. | Conforms |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | land uses such as small-scale commercial uses or home occupations that are part of the residential environment. | | | |
| BOP 2.4.2 (3) – Established Neighbourhood Areas | Allow for infill and intensification where incremental change in a neighbourhood is expected to happen over time. | Not in Effect | The proposed Residential Zoning By-laws establish appropriate regulations and performance standards for each housing type. | Conforms |
| Chapter 3 Complete Communities<br>BOP 3.1 – Housing<br>• 3.1.1 – Housing Supply<br>• 3.1.2 – Housing Tenure<br>• 3.1.3 – Housing Affordability<br>• 3.1.4 – Assisted and Special Needs Housing | Promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of all city residents and workers, regardless of age, income level, physical, sensory and mental health and ability, culture, level of support services, household structure and family composition. | Not in Effect | The proposed Residential Zoning By-laws will permit a full range of housing, including additional residential units and affordable housing, to accommodate the needs of all city residents, household sizes and incomes, and add to the mix of housing options and tenures available. The proposed regulations include further expanding permissions for additional residential units, and an opportunity to create additional new low-rise ground-oriented rental stock as well as providing opportunities for the creation of multi-generational housing. This will contribute to and support the achievement of complete communities. | Conforms |
| Chapter 4 Environment and Sustainability<br>BOP 4.1.2 a) – Climate Change and Air Quality | Improve air quality and energy efficiency, to reduce greenhouse gas and fuel emissions, and to mitigate and adapt to the impacts of a changing climate through land use and transportation policies related to:<br>(ii) achieving mixed use development to encourage walking, cycling and transit;<br>(iii) locating intensification in areas which are well served by existing or planned transit;<br>(ix) encouraging sustainable, energy efficient and low carbon buildings; | Not in Effect | The proposed Residential Zoning By-laws enable opportunities for gentle intensification and housing that repurpose existing land and infrastructure, which supports infill development and reduces the need for new construction on undeveloped land, minimizing the environmental impact associated with new development. The proposed Residential Zoning By-laws introduce permissions to allow more housing units on certain lands near major roads and within walking distance of public transit. | Conforms |
| Chapter 4 Environment and Sustainability<br>BOP 4.3.2 a) – Urban Forestry | City to use zoning by-law regulations to ensure development occurs in a manner that advances the Urban Forest Master Plan. | Not in Effect | The proposed Residential Zoning By-laws have incorporated performance standards (e.g. setbacks, lot coverage, maximum building depth, | Conforms |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | | | minimum soft landscaped open space) that ensure the provision of adequate space and suitable conditions at, below or above grade for the planting and growth of trees on public and private property. The City has ensured that the Zoning By-law provisions support the implementation of the Urban Forest Master Plan objectives. | |
| Chapter 4 Environment and Sustainability<br>BOP 4.6 – Land Use Compatibility | Major industrial facilities and sensitive land uses shall be planned and developed to avoid, minimize and mitigate any potential adverse effects from odour, noise and other contaminants to minimize risk to public health and safety and to ensure the long-term operational and economic viability of major facilities. | Not in Effect | The proposed Residential Zoning By-law for lands in proximity to the Aldershot Rail Yard or a rail line incorporates four holding provisions to ensure that land use compatibility studies are completed and any required mitigation measures are incorporated into development plans before that development is able to proceed. Incorporating these requirements will minimize public health risk and ensure operation and economic viability of the railways. | Conforms |
| Chapter 7 Design Excellence<br>BOP 7.3.2(2) – Established Neighbourhood Areas | Development should be designed to enhance the existing physical character of the surrounding area within which it is situated. The design of development in Established Neighbourhood Areas shall address the policies, where applicable, and consider:<br>• ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area;<br>• providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location | Not in Effect | The proposed Residential Zoning By-laws have developed regulations to facilitate appropriate forms of development intended to be compatible with and context-sensitive to existing built form. This includes appropriate setbacks and building height requirements. The recommended Zoning By-laws also respond to feedback to replace angular plane requirements with easier-to-understand setbacks and stepbacks that support appropriate transition in built form from taller buildings into low-rise neighbourhoods. The proposed by-laws introduce a minimum soft landscaped open space requirement to promote climate resiliency, flood reduction, and tree canopy protection. | Conforms |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | and building orientation, and the use of setbacks and stepbacks of building mass;<br>• providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;<br>• providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings;<br>• providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;<br>• providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank facades facing a public street or public open space;<br>• designing and orienting development in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the public realm and pedestrian environment and provide definition at these locations;<br>• implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring | | | |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | properties, parks and open spaces and natural areas;<br>• taking into account the visual effect of varying topography and existing and proposed vegetation;<br>• promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;<br>• implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;<br>• considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design;<br>• considering cultural heritage resources and natural features;<br>• creating, maintaining and enhancing public views and vistas of significant natural and built features; and<br>• considering the adaptive reuse of buildings through innovative design.<br>• the local pattern of lots;<br>• the building typologies of nearby residential properties;<br>• the heights and scale of nearby residential properties;<br>• the setback of buildings from the street;<br>• the pattern of rear and side-yard setbacks; | | | |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| Chapter 8 Land Use Urban Area<br>BOP 8.3 – Residential Neighbourhood Areas<br>• 8.3.1 General Objectives<br>• 8.3.2 General Policies | Encourage new residential development and residential intensification;<br>Recognize that the Residential Neighbourhood Areas will evolve over time;<br>Encourage the accommodation of a diverse range of household sizes and incomes;<br>Encourage the integration of a wide range of housing types and tenures, including assisted and additional needs housing, affordable housing and rental housing to contribute towards meeting the needs of current and future residents at all stages of life and that are attainable at all income levels, and move the city towards the vision for housing in Burlington;<br>Ensure that development is compatible with and consider the surrounding physical character. | In Effect | The proposed Residential Zoning By-laws will permit a full range of housing, including additional residential units and affordable housing, to enable new residential development and intensification. This is expected to incrementally increase the number of ground-oriented homes in traditionally single-detached neighbourhoods. Increasing housing types will serve to accommodate the needs of all city residents, household sizes and incomes, and add to the mix of housing options and tenures available. The proposed regulations include further expanding permissions for additional residential units, and an opportunity to create additional new low-rise ground-oriented rental stock as well as providing opportunities for the creation of multi-generational housing. This will help Burlington move towards its housing vision. | Conforms |
| BOP 8.3.3 – Low-Rise Neighbourhoods I | Allow for gradual and compatible change in the form of infill development that respects the existing low-rise character of the city's Neighbourhoods, and allows for more housing options to exist | In Effect | The proposed Residential Zoning By-laws implement the Low-Rise Neighbourhoods I land use designation and policies by creating a set of Low-Rise Neighbourhood zones (LN1-LN7) to regulate low-rise, ground-oriented built form within the urban area. Phase 1 of the NZBP has reviewed the current rules and proposed new ones that fit each zone and support the objectives and policies of the Official Plan. | Conforms |
| BOP 8.3.4 – Low-Rise Neighbourhoods II | Maintain a low-rise built form and character while allowing more housing options by permitting compatible infill development. Most homes will remain ground-oriented, but areas along the edges of the neighbourhood can include low-rise apartments or similar buildings. These edge areas will help create a smooth transition in height | In Effect | The proposed Residential Zoning By-laws implement the Low-Rise Neighbourhoods II land use designation and policies by creating one Low-Rise Neighbourhood 8 (LN8) zone to regulate low-rise, ground- and non-ground oriented built forms within the urban area. Phase 1 of the NZBP has reviewed the current rules and proposed new ones that fit this zone | Conforms |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | and scale between traditional houses and larger buildings nearby. | | and support the objectives and policies of the Official Plan. | |
| BOP 8.3.5 – High-Rise Neighbourhoods | Accommodate limited infill development that fits into and is sensitive to the existing physical character of the surrounding neighbourhoods, including low-rise, mid-rise, and tall buildings. Any new infill should also improve the experience for people walking at street level. | In Effect | The proposed Residential Zoning By-laws implement the Low-Rise Neighbourhoods II land use designation and policies by creating one High-Rise Neighbourhood (HN) Zone to regulate low-, mid-, and high-rise, ground- and non-ground oriented built forms within the urban area. Phase 1 of the NZBP has reviewed the current rules and proposed new ones that fit this zone and support the objectives and policies of the Official Plan. | Conforms |
| BOP 8.3.6 – Neighbourhood Character Areas | | Not in Effect | On Jan. 28, 2025, Council amended the by-law which approved Grow Bold: Burlington Official Plan to remove this section from the Official Plan. As a result of the change to the Official Plan, related zoning provisions and maps have not been carried forward in the proposed by-laws. | Conforms |
| BOP 8.3.7 – Home Occupations and Cottage Industries | Provide opportunities for limited, small-scale, home-based office and personal service commercial activity and cottage industries in residential areas. | Not in Effect | The proposed Residential Zoning By-laws permit home occupations within a dwelling unit subject to appropriate regulations. | Conforms |
| BOP 8.3.8 – Offices | Provide opportunities for limited conversions of existing detached dwellings to small-scale offices in residential areas. | In Effect | The proposed Residential Zoning By-laws permit offices within an existing dwelling unit subject to appropriate regulations. | Conforms |
| BOP 8.3.9 – Retail and Service Commercial Uses | Provide opportunities for limited, small-scale retail and service commercial uses in residential areas. | In Effect | The proposed Residential Zoning By-laws permit retail and service commercial uses within the LN8 and HN zones subject to appropriate regulations. | Conforms |
| BOP 8.3.10 – Day Care Centres | Rules for day care centres will be included in the Zoning By-law. | In Effect | The proposed Residential Zoning By-laws permit day care centres within all residential zones subject to appropriate regulations. | Conforms |
| BOP 8.7.2 – Additional Residential Units | Support the creation of additional residential units in ground-oriented building forms within all land use | In Effect | The proposed Residential Zoning By-laws permit additional residential units | Conforms |

| Policy | Policy Intent | Policy Status | Analysis | Conclusion |
|---|---|---|---|---|
| | designations that permit residential uses, to increase the supply of affordable housing options in the city. | | within all residential zones subject to appropriate regulations. | |

Planning staff are of the opinion that when read as a whole, the proposed Zoning By-laws are consistent with the Provincial Planning Statement and conform to the applicable Official Plans. The proposed Residential Zoning By-laws represent good planning, enable development that is compatible with existing and surrounding uses, and are in the public interest.

## Relevant Plans, Strategies and Studies

### Vision 2040: Burlington's Strategic Plan 2015-2040

Vision 2040: Burlington's Strategic Plan 2015-2040 is the City's long-term strategic response to address economic and demographic changes and provides guidance for decision making for a 25-year period. It sets out four key strategic visions for Burlington:

1. **A city that grows**;
2. **A city that moves**;
3. **A healthy and greener city**; and
4. **An engaging city**.

In Planning Staff's opinion, the proposed Residential Zoning By-laws assist the city in achieving measurable goals of increasing the population under the A City that Grows strategic objective by creating opportunities for increasing housing options and housing units within the city's neighbourhoods. The proposed Residential Zoning By-law also supports A City that Moves and A healthy and Greener City, by providing opportunities for housing in areas with existing transit service where driving can be a choice and not a necessity, and by increasing the number of units per lot making more efficient use of land and reducing the consumption of energy. Increasing as-of-right permissions for gentle density also results in the use of less building materials to house more people.

### Burlington's Plan: From Vision to Focus 2022-2026

Burlington's Plan: From Vision to Focus 2022-206 is the City's four-year work plan which prioritizes key strategic directions from the Strategic Plan. Vision to Focus sets out four key focus areas:

1. **Designing and delivering complete communities**;
2. **Providing the best services and experiences**;
3. **Protecting and improving the natural environment and taking action on climate change**; and
4. **Driving organizational performance**.

The City's objective under Focus Area 1 – Designing and delivering complete communities is to create all-inclusive, thriving, vibrant, healthy connected and safe communities, through commitment to, among other things:

- Managing change and growth, while maintaining the high quality of life experience by our residents;
- Increasing affordable and attainable housing
- Ensuring housing options and choices are available for all residents so they may find a home to meet their needs; and
- Building our community for our children and grandchildren of today and those in the next generations so they can choose to live, work and play in Burlington, amongst other things.

The proposed Residential Zoning By-laws will introduce new as-of-right permissions allowing up to four units on residential lots within the urban area to increase housing options to implement the policies of the new Official Plan. This is achieved by reducing barriers, such as density and floor area ratio requirements, to allow for more housing types and additional residential units within the existing residential neighbourhoods in a manner that is compatible with the existing built form.

Planning Staff are of the opinion that the proposed Residential Zoning By-laws will result in incremental growth and change over time within and on the periphery of existing residential neighbourhoods.

The proposed Residential Zoning By-laws further assist in achieving Actions 6, 7 and 11 of the Housing Strategy and support planning to deliver on Burlington's 2031 aspirational Housing Pledge Target of 29,000 units, as outlined in Action B, of Focus Area 1 of the Vision to Focus workplan.

Planning Staff are of the opinion that the proposed Residential Zoning By-laws support the direction in Focus Area 1 of Vision to Focus.

Through further reductions to barriers to Additional Residential Units and creating flexibility within the regulations for additional housing options, Planning Staff are of the opinion that the proposed Residential Zoning By-laws may result in fewer *Planning Act* applications and will efficiently create more opportunities for development to go straight to the building permit process, which assists with achieving objectives under Focus Area 2 – Providing the best services and experiences.

Planning Staff are of the opinion that proposed Residential Zoning By-laws align with Vision to Focus: 2022-2026 work plan and Vision 2040: Burlington's Strategic Plan.

## Burlington Housing Strategy

The City of Burlington's Housing Strategy established the road map and acts as a guiding document for the City to use to take action and work towards meeting housing needs and increasing housing options in Burlington. It helps move the city closer to the Vision for Housing, which states:

> Everyone is welcome in Burlington. Burlington is a city where all current and future residents have access to the housing options that meet their needs at all stages of life, and that are attainable at all income levels.

The Housing Strategy identifies 12 recommended actions that the city can take to achieve this vision.

The proposed Residential Zoning By-laws support Theme 2: Support a Broad Variety of Housing Types and Forms: Increase housing options that meet the needs of all current and future residents at all stages of life.

The Housing Strategy emphasizes the City's role and opportunity to address the "missing middle" from both the perspective of having housing options that are affordable/attainable for middle-income households and for the opportunity to diversify the spectrum of housing types and tenures. Identifying opportunities to increase the range of housing options available aligns with and will implement Housing Strategy Actions 6, 7 and 11 and the related sub-actions:

- **Action 6:** Build upon the policies of the Official Plan, 2020 and the findings of the Housing Strategy Project to inform the Comprehensive Zoning By-law project (now the New Zoning By-Law Project), to assist in broadening the range and mix of housing in the City and to explore tools to streamline processes.
- **Action 7:** Support, permit and encourage the development of alternate forms of housing, including higher density types of housing, where feasible and appropriate.
- **Action 11:** Encourage Additional Residential Units (ARUs) and consider a registry and monitoring program to evaluate the success of the framework and to make sure the ARUs meet health and safety standards.

The proposed Residential Zoning By-laws support increasing housing options by introducing permissions within residential neighbourhoods that expand residential use permissions in each zone and by further reducing regulatory barriers for Additional Residential Units through new permissions allowing up to two ARUs within a detached accessory building and increasing building heights for a detached ARU.

The proposed amendments to the Residential Neighbourhood Areas aim to provide additional flexibility to increase housing options through mainly low-rise ground-oriented housing types by focusing on built form and removing density requirements.

Planning Staff are of the opinion that the proposed Residential Zoning By-laws align with and help to achieve the overall Vision for Housing in Burlington.

## City of Burlington Climate Action Plan

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The plan identifies seven implementation programs:

1. Low carbon new guidelines;
2. Deep energy retrofit program;
3. Renewable energy cooperative
4. Integrated mobility plan;
5. Electric mobility and equipment program;
6. Waste reduction initiative; and
7. Industrial innovation program

Planning Staff are of the opinion that the proposed Residential Zoning By-laws support the City's Climate Action Plan by enabling the efficient use of land, making optimal use of existing transportation and municipal servicing infrastructure, and incorporating appropriate building setbacks and spatial allowances to ensure the protection, enhancement, and long-term viability of the urban tree canopy. Collectively, these elements demonstrate clear alignment with, and support for, the objectives and policy directions of the Plan.

## Integrated Mobility Plan

On Nov. 14, 2023, City Council approved the City of Burlington Integrated Mobility Plan (IMP) to guide how people and goods move in and through our community for the next 30 years. The plan has three key areas for action:

1. Implement transportation network improvements through capital planning and budget;
2. Guide future studies, plans and capital projects to meet the goals of the IMP; and
3. Enhance and develop innovative programs to support the implementation of the plan.

Key elements of the integrated network approach include:

- Only widening streets if it improves walking, cycling, transit or safety.
- Giving the right-of-way to pedestrians, cyclists, transit users or for safety.
- Focusing multi-modal corridors, like sidewalks, bike lanes and cut throughs, in growth areas.
- Developing transit infrastructure to improve bus service and reduce transit delays.
- Developing high-quality cycling lanes and pathways for cyclists of all ages and abilities.
- Improving walkability in employment, future growth and rural areas.
- Create new connections for pedestrians and cyclists across the QEW and rail lines.

The IMP provides the vision for the City's future transportation network and outlines the policy, programs and capital projects needed to meet long-term mobility goals for the next three decades.

Planning Staff believe the proposed Residential Zoning By-laws support the City's Integrated Mobility Plan by encouraging efficient use of existing transportation networks, creating walkable communities, and promoting cycling. The updated zoning provisions, particularly new minimum requirements for on-site bicycle parking and storage for bikes, further align with and advance the Plan's objectives and policy direction.

## Urban Forest Master Plan

In April 2024, City Council approved the Urban Forest Master Plan and Woodland Management Strategy, which sets out five focus areas to help to protect and manage Burlington's urban forest**:**

1. Maximizing the life expectancy of trees;

2. Increasing canopy cover on both public and private land including woodlands;
3. Developing best practices to manage climate change and invasive pests;
4. Expanding opportunities for the community to get involved; and
5. Improving data analytics.

The Urban Forest Master Plan includes goals for improving planting environments, planting more urban trees, restoring more woodland and planting the right trees. Introducing new soft landscaped open space requirements will support the implementation of these goals, and align with Action 21:

- **Action 21:** Consider adopting zoning provisions which support co-benefits with trees in terms of planting site numbers and quality.

Planning Staff are of the opinion that the proposed Residential Zoning By-laws support the City's Urban Forest Master Plan and Woodland Management Strategy updating lot coverage requirements and providing landscaped open space requirements that speak to not only the quantity of space but also the quality of space to support a healthy tree canopy. These zoning regulations can support improved tree planting environments in line with the Plan, which includes for example a minimum area in the front yard for soft landscaped open space, minimum dimensions of landscaped open space, and a minimum setback from property lines for underground parking structures to support tree protection and planting.

# DGM-05-26 Appendix D – Engagement Summary (Sept. 20 - Oct. 30, 2025)

This appendix summarizes the engagement activities and feedback collected during Phase 1: Residential Zones of the New Zoning By-law Project from Sept. 20, 2025, to Oct. 30, 2025.

## Recap of feedback on the draft Residential Zoning By-law (from September 2022 to Sept. 19, 2025)

The project team heard the following feedback themes, as summarized in Appendix F to Staff Report DGM-69-25 Statutory Public Meeting and information report for the draft new Residential Zoning By-law, through engagement activities conducted from the release of the draft Residential Zoning By-law on July 2, 2025 to Sept.19, 2025:

- Suggestions to improve the user-friendliness of the draft by-law and mapping;
- Support for gentle density as a way to increase housing options and limit potential overdevelopment in other areas of the city;
- Impacts of residential intensification on neighbourhood character, infrastructure, greenspace, traffic, parking, and livability;
- Questions about how the regulations of the draft by-law compare to the current by-law;
- Regulations related to sheds and accessory structures;
- Regulations to support permeable landscaping and trees; and,
- Differentiating between triplexes/fourplexes and a principal dwelling with multiple additional residential units.

## Summary of feedback on the draft Residential Zoning By-law (from Sept. 20 to Oct. 30, 2025)

During the engagement activities held from Sept. 20 to Oct. 30, 2025, the project team heard the following additional feedback themes:

- Suggestions for clearer by-law regulations, illustrations, definitions and zoning maps;
- Concerns that additional housing permissions and proposed built form standards will result in flooding;
- Suggestions for more flexible regulations related to building and parking standards;
- Suggestions for additional engagement on the project, and additional clarity on how to get involved;
- Suggestions for clearer development processes, and better alignment between the new by-law and other City policies and directives; and,

- Suggestions for zoning reforms that support affordability without adding procedural burdens.

The project team has been engaging with a wide range of interested parties. The following table provides a summary of the public engagement events undertaken between Sept. 20 and Oct. 30, 2025, together with an overview of feedback collected at each session. A copy of written comments received and staff's response to those comments can be found in Appendix E to this report. The feedback collected on the draft Residential Zoning By-law has been used to inform revisions to the proposed Residential Zoning By-laws being presented to Council for approval.

| Date | Engagement Event | Description & Feedback Themes | Level of Engagement & Reach |
|---|---|---|---|
| Sept. 21, 2025 | Appleby Line Street Festival | The project team had a booth at the Appleby Line Street Festival event to promote the project and invite feedback on the draft Residential Zoning By-law.<br><br>**Feedback Themes:**<br>• Questions about where distinct types of housing will be permitted, what is allowed in the new LN zones, where to find more information on the project, how to be notified of updates and planning changes, and what informed the proposed zoning changes.<br>• Concerns about new developments and housing options fitting in with existing neighbourhoods.<br>• Mixed views on city growth, high-rise buildings and missing middle housing. Some people support more housing, and some people are strongly opposed to it.<br>• Concerns about increased traffic, parking availability, sustainable building practices and the need for transportation planning to support new housing. | Inform/Consult<br><br>Reach:<br>100+ people visited the project booth |
| Oct. 1, 2025 | In-person Workshop with Development | The purpose of this workshop was for the New Zoning By-law Project team to present key changes introduced through the draft residential zoning by-law to development | Inform/Consult<br><br>Reach: |

| Date | Engagement Event | Description & Feedback Themes | Level of Engagement & Reach |
|---|---|---|---|
| | Industry Representatives | industry representatives and hear their feedback on the draft changes.<br><br>**Feedback Themes:**<br>• Clarification is needed to distinguish between similar building types (fourplex vs. triplex and multiplex vs. apartment).<br>• Suggestions for more flexible regulations for additional residential units (ARUs) regarding ownership, the size of ARUs, and allowing ARUs with more housing types.<br>• Recommendations for less restrictive height and setback limits.<br>• Requests for changes to parking requirements, including alignment with the City's new On-Street Parking By-law and reduced electric vehicle (EV) parking standards.<br>• Suggestions to remove redundant regulations, such as those that overlap with Conservation Halton regulations.<br>• Requests for clearer illustrations, mapping for tall buildings and transition rules between old and new by-laws to improve transparency and usability. | 16 attendees |
| Oct. 1, 2025 | In-person Workshop with Resident Associations and Groups | The purpose of this workshop was for the New Zoning By-law Project team to present key changes introduced through the draft residential zoning by-law to residents and hear their feedback on the draft changes.<br><br>**Feedback Themes:**<br>• Concerns were raised about oversized basements built to property lines causing flooding. It was suggested that | Inform/Consult<br><br>Reach:<br>3 attendees |

| Date | Engagement Event | Description & Feedback Themes | Level of Engagement & Reach |
|---|---|---|---|
| | | basements should be included in lot coverage and setback calculations.<br>• Concerns about large, enclosed rear-yard decks with amenities being disruptive, with suggestions to limit their size and include them in lot coverage.<br>• Questions regarding definitions of porches versus decks, and recommendations that new home entryways should better align with neighbouring grades especially in sloped areas.<br>• Suggestions to allow taller triplexes and fourplexes to distinguish them from detached dwellings with ARUs.<br>• Concerns about how building height is measured, the adequacy of setback standards, and requests for clarification on accessory unit size limits, floor area ratio, and parking changes. | |
| Oct. 7, 2025 | Statutory Public Meeting for the draft new Residential Zoning By-law – Committee of the Whole Meeting | The purpose of this meeting was to provide background information and an overview of the draft Residential Zoning By-law and receive feedback from the public and Council.<br><br>**Feedback Themes:**<br>• Recommendations to remove angular plane regulations and refine of EV parking space requirements to not overburden developers with costs.<br>• Concerns that off-street parking rates have not been reduced in the new by-law.<br>• Suggestions to allow triplexes and fourplexes in more places, and to treat a principal building with ARUs as being the same as a triplex or fourplex. | Inform/Consult<br><br>Reach:<br>5 delegations |

| Date | Engagement Event | Description & Feedback Themes | Level of Engagement & Reach |
|---|---|---|---|
| | | • Suggestions that more ownership options and flexibility in regulations for ARUs will make multi-unit housing more affordable.<br>• Residents expressed a need for more responsive and collaborative engagement between the city, residents and developers.<br>• Residents cautioned that larger building footprints could worsen flooding and erode neighbourhood character.<br>• Suggestions for the by-law to include a mid-rise zone. The by-law seems to be focused on low and high density. | |
| Oct. 9, 2025 | Burlington Accessibility Advisory Committee Meeting | Staff provided an overview of the New Zoning By-law Project and the draft Residential Zoning By-law, highlighting the accessible parking requirements, and sought feedback from the Committee.<br><br>**Feedback Themes:**<br>• Suggestion to increase the overhead height clearance of 3.0 m for accessible parking spaces.<br>• Recommend requiring all accessible parking spaces to be Type A spaces.<br>• Consider incorporating requirements for accessible EV parking/charging space design. | Inform/Consult |
| Oct. 30, 2025 | In-person Workshop with Resident Associations and Groups and Development | The purpose of this workshop was for the New Zoning By-law Project team to meet with residents and development industry representatives to share draft responses to previous feedback received from both groups, and to | Inform/Consult<br><br>12 attendees |

| Date | Engagement Event | Description & Feedback Themes | Level of Engagement & Reach |
|---|---|---|---|
| | Industry Representatives | receive additional feedback on proposed changes to the draft zoning by-law.<br><br>**Feedback Themes:**<br>• Concerns that height regulations are too restrictive, and suggestions that a more flexible approach around measuring height is needed.<br>• Setbacks are a preferred alternative to more restrictive regulations such as dwelling depth.<br>• Permissions for larger homes and greater impermeable surfaces cause flooding concerns – regulations which allow for a case-by-case review are needed.<br>• Confusion over the difference between ARUs and triplexes/fourplexes. Whether or not ARUs can be owned separately is seen as one significant difference.<br>• Concerns that clearer EV and bicycle parking requirements are needed.<br>• There is frustration with the current Committee of Adjustment process, a clearer and less ambiguous by-law could help reduce the need for Committee of Adjustment applications.<br>• Suggestions that increasing housing options and allowing smaller lots and more missing middle housing will help address affordability concerns.<br>• Concerns that mid-rise zones are missing from the by-law.<br>• While there is acknowledgement that a better zoning by-law can help improve affordability, participants noted that City processes are onerous, contribute significantly to affordability and should be changed. | |

| Date | Engagement Event | Description & Feedback Themes | Level of Engagement & Reach |
|---|---|---|---|
| | | • Concerns over alignment with other City directives and by-laws. Participants asked if the new zoning by-law uses language which is consistent with the Ontario Building Code, as well as building department directives and if the new by-law takes the City's climate action mandate into account. | |

## DGM-05-26 – Appendix E: Written Comments Received Since Oct. 3, 2025 & Public Comment Response Matrix

This appendix contains:

1. A copy of written comments received on the draft zoning by-law since noon on Oct. 3, 2025 (for a copy of written comments received between July 2025 and noon on Oct. 3, 2025, see Appendix G and Additional Public Comments to staff report DGM-69-25); and
2. Staff's response to all written comments received on the draft zoning by-laws between July 2025 up to Jan. 28, 2026.

## 1. Written Comments Received Between noon Oct. 3, 2025, and Jan. 28, 2026

Outlook

**New Zoning by law.. meeting 7th October 2025**

**From** Lloyd Ripani <[redacted]>
**Date** Fri 2025-10-03 6:59 AM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>
**Cc** Wensing, Nikolas <Nikolas.Wensing@burlington.ca>; Lau, Rebecca <Rebecca.Lau@burlington.ca>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Just wanted to send you this to make sure they are considered for the upcoming meeting.. I also want to send this directly to the committee members and need some direction on how to do it.

Some changes that could be considered for the upcoming new zoning by law.

1: Now that semi detached homes will be allowed I recommend in zones LN3, LN4 and LN5 the minimum lot width should be reduced from 9m to 7.5 m. And in the LN6 zone it should be reduced from 13m to 11m.
This will allow the potential of more of this style of housing to be built which is far more affordable than a single family home.. It will not change the look of the neighbourhood as the foot print of the structure is the same size as a single family home, the only difference is an additional door.

2: ARU's should be allowed in condominium town homes - this opens up far more units available for rental

3: Height of triplexes and fourplexes need to be increased from 10 meters to accommodate 3 and 4 story structures to accommodate 3 and 4 units vertically as lots will not be large enough to accommodate these units in a 2 storey structure

4: Tenure: should also allow the ARU's Triplex and fourplex units to be made into condo's so they can be individually sold.. Opens up the missing middle.. Owners can still rent out these units if the so chose.

5: increase the 10% variance as a right to 15%

Regards, Lloyd Ripani
Coral Gable Homes Ltd.
[redacted]

Outlook

## Draft Zoning By-law for Residential Zones - Comment Letter

**From** Melinda MacRory <[redacted]>
**Date** Fri 2025-10-03 4:47 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>
**Cc** Dave Pitblado <[redacted]>

1 attachment (229 KB)
1886I_Burlington ZBL Review Comment Letter_2025-10-03.pdf;

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Rebecca,

On behalf of our client, Alinea Land Corporation, please find enclosed our comment letter on the Draft Zoning By-law.

Best,

**MELINDA MACRORY, M.Pl., MCIP, RPP | Partner**
MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
12 James Street North, Suite 301, Hamilton, ON L8R 2J9
T: [redacted]
C: [redacted]

This communication is intended solely for the named addressee(s) and may contain information that is privileged, confidential, protected or otherwise exempt from disclosure. No waiver of confidence, privilege, protection or otherwise is made. If you are not the intended recipient of this communication, please advise us immediately and delete this email without reading, copying, or forwarding it to anyone.

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

October 3, 2025

Rebecca Lau, Senior Planner, Special Projects
City of Burlington
426 Brant Street, PO Box 5013
Burlington, ON L7R 3Z6

*Via email: newzoning@burlington.ca*

Dear Ms. Lau:

**RE: COMMENT LETTER**
**DRAFT ZONING BY-LAW – PHASE 1 RESIDENTIAL ZONES**
**255 BASS PRO MILLS DRIVE**
**OUR FILE 1886I**

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Alinea Land Corporation to provide comments on the Draft City of Burlington Zoning By-law – Phase 1 Residential Zones ("Draft ZBL"), released by the City on July 2, 2025.

## Background

Alinea Land Corporation has several active development applications in the City of Burlington for large-scale developments inclusive of residential and employment intensification projects. Therefore, Alinea Land Corporation has a vested interest in the proposed changes to the Draft ZBL and the potential impacts to its active and future development applications to implement the proposals currently before the City. The following letter outlines our comments on the July 2, 2025 Draft ZBL, which we hope the City will consider addressing in the next iteration of the Zoning By-law.

## Comments

### Part 7: Residential Zoning Provisions

The New Residential Zoning By-law narrows and simplifies many standards compared to the current zoning by-law. Focusing specifically on the High-Rise Neighbourhood Residential zoning provisions, there are many positive changes, including:

- The addition of non-residential uses as permitted uses including convenience stores, personal service uses and restaurants (Section 7.2);
- The reduction in minimum lot width, front, side, street side, and rear yard requirements (Section 7.8, Table 11);

- The removal of density caps, setback requirements abutting lower-density zones, landscape buffers, and enclosed parking ratios; and,
- A reduction to the significant amenity area requirements with a reduction from 25 m² per unit to 5 m² per unit (Section 7.8, Table 11).

However, there are outstanding concerns that warrant further review and discussion with staff, including:

- The new tower and podium provisions (stepbacks, heights, separation distances, setbacks) are too prescriptive and should be addressed through Urban Design Guidelines instead of zoning (Section 7.8, Table 11);
- The amenity space requirements have improved, however, requiring a 55 m² contiguous outdoor area at grade is restrictive. We suggest considering dividing the common amenity area into an indoor and outdoor amenity area requirement instead of a specific contiguous outdoor area which can be difficult to achieve (Section 7.8, Table 11);
- The landscaped open space minimum of 35% is high for apartment buildings and we recommend that either a reduction should be considered or maintenance of the previous landscape buffer requirements (Section 7.8, Table 11); and,
- The inclusion of an angular plane requirement in the Zoning By-law is restrictive and difficult to achieve for infill developments and we suggest that it remain in the Urban Design Guidelines (Section 7.8).

**Part 5: General Provisions**

There have been many positive changes to the General Provisions in the Draft ZBL, including the reduction in visibility triangle requirements (Section 5.9) allowing for a more active and animated streetscape as well as clearer and generally more permissive encroachment provisions (Section 5.10).

However, there are some outstanding concerns that warrant further review and discussion with staff, including:

- Decreased awning and canopy and encroachments than the current Zoning By-law (Section 5.10); and,
- Requirement for a percentage of large dwelling units which is limiting and should remain as a policy direction for the City at large allowing for area-specific market needs to be considered rather than a general requirement. This is also very problematic for small infill lots where larger rooms can be difficult to achieve while conforming to all other zoning requirements (Section 5.47).

**Part 6: Parking and Loading Provisions**

The New Residential Zoning By-law modernizes parking standards with clearer, more prescriptive rules. There are many positive changes to the parking and loading provisions, including:

- Removal of overly prescriptive driveway and parking setbacks that were difficult to achieve.
- Elimination of underground parking structure setbacks and inclusion of a 2 m soil depth requirement for tree planting to allow for optimization of underground parking areas (Section 6.7).
- Reduction of parking space lengths and addition of varied space types (compact, motorcycle) improving flexibility (Section 6.2).
- Addition of vertical and large-format bicycle parking dimensions, with new bicycle parking rates (short- and long-term), aligning with current practices and providing clearer direction (Section 6.12).
- Provision for cash-in-lieu of parking to support flexible implementation (Section 6.17).

We recommend further consideration of the following key areas:

- Electric Vehicle Parking Space requirements (Section 6.16) are overly prescriptive and recommend that these requirements remain in the Sustainable Building and Development Guidelines.

- Apartment parking rate of 1.25 spaces per unit (inclusive of visitors) (Section 6.1) is still high for urban and transit-supportive areas.

**Conclusion**

We appreciate the opportunity to provide comments to the City and trust that our comments and recommended changes are implemented. We would be happy to meet with staff to review and discuss our comments further. We kindly request that we be kept apprised of any further meetings and updates related to the Draft Zoning By-law.

If you have any questions, do not hesitate to contact our office.

Sincerely,

**MHBC**

Melinda MacRory, M.Pl., MCIP, RPP
Partner

Cc: *Alinea Land Corporation c/o Dave Pitblado*

October 3, 2025

From:
**West End Home Builders' Association**
1112 Rymal Road East
Hamilton, Ontario L8W 3N7

To:
**Members of Committee of the Whole**
City of Burlington, 426 Brant St
Burlington, ON L7R 3Z6

## WE HBA Letter: Burlington Residential Zones – October 2025

The West End Home Builders' Association ("WE HBA") is the voice of the land development, new housing and professional renovation industries in Hamilton, Burlington, and Grimsby. WE HBA represents 300 member companies made up of all disciplines involved in land development and residential construction. In the Hamilton CMA in 2023, residential construction contributed over $4.6 billion in investment value and provided over 21,000 jobs paying about $1.6 billion in wages[1].

WE HBA appreciates the City bringing forward draft new Residential Zoning-Bylaw as part of the New Zoning By-law Project ("NZBP"). WE HBA and our membership have participated throughout the consultation on this project and have been pleased to provide the City with comments to inform the development of the first Phase of the By-law. WE HBA is supportive of the work to facilitate more streamlined processes and increasing housing options.

WE HBA is broadly supportive of the document brought forward today, as a clear, easy-to-read document that provides flexibility through built-in variability in zoning regulations, the removal of regulations related to Floor Area Ratio or Floor Space index and the use of form-based regulations. WE HBA has several outstanding comments that we wish for Committee and staff to consider moving forward as the City targets adoption of the zones in December of this year.

Please see below for comments:

- It is our understanding that the LN8 Zone is intended to encompass all residential typologies below high-density residential, with buildings above four storeys covered by the High-Rise Neighbourhood Residential Provisions within the HN zone. WE HBA requests the City consider a Mid-Rise Neighbourhood Residential zone to include options for a Zone that is specific to mid-rise housing typologies.
- WE HBA does not support the use of angular planes to mitigate perceived impacts related to shadow and privacy. Angular planes severely reduce the viability of density on many sites, drive up construction costs, reduce building layout efficiency, lead to poor urban design outcomes, and are not necessary to mitigate the aforementioned impacts. WE HBA encourages the City to consider the use of a single stepback above a certain height as an alternative to angular planes
- It has been the position of WE HBA that the private market is well-positioned to determine the minimum level of parking that is necessary for residents. WE HBA understands that the City has recently introduced a City-wide On-Street Residential

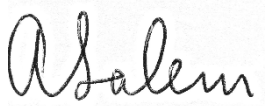
[1] *CHBA Economic Impacts 2024 Fact Sheet, Hamilton CMA.*

Parking Permit. On-street parking reduces the need for on-site parking and should be taken into consideration when determining the level of mandated parking within the By-law.

- It is the position of WE HBA that triplexes and fourplexes are functionally the same in form as units with two and three Additional Residential Units, as it is not necessary for ARUs to be secondary to a "primary" unit. Thus, triplexes and fourplexes should be permitted within all Residential areas of the City as an option for gentle density within all neighbourhoods. WE HBA understands that OPA 3 permitted four units as-of-right, and therefore purpose-built triplexes and fourplexes, through zoning, should not be limited to major streets.
- WE HBA requests clarification between the definition of a "Multiplex" and an "Apartment Building". Buildings containing five or more units, but are similar in form to triplexes or fourplexes (such as six- and eight-plexes), may have common accesses, stairwells, and amenities. However, they may be considered a more compatible typology within existing neighbourhoods than apartments but may be classified as such. Therefore, clearly delineating the definitions may be helpful to expand options for multiplexes in more areas than apartments.
- WE HBA appreciates the inclusion of varying levels of "EV readiness" through definitions related to Electric Vehicle Ready Parking Spaces and Electric Vehicle Capable Parking Spaces. WE HBA requests that the City confirm with Burlington Hydro that Electric Vehicle Capable Parking Spaces do not require buildings to be designed to handle the load required by those spaces being electrified in the future.

WE HBA appreciates the opportunity to comment on the proposed Residential Zones and looks forward to future discussions over the coming months prior to the adoption of the zones in December of this year.

Sincerely,



**Anthony Salemi, BURPl**
Planner, Policy and Government Relations
West End Home Builders' Association

Outlook

## New zoning bylaw

**From** Cathryn Kelly <[redacted]>
**Date** Sat 2025-10-04 5:02 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello
I understand you are considering approving 4-plex units in Burlington. I am strongly opposed to this idea.
Our family has lived in Burlington since 1992. Since that time, I have seen the congestion increase exponentially.
I used to be able to travel from Dundas/Appleby to Brant and Lakeshore in the same amount of time it takes me to travel from QEW/Appleby to Taywood Dr.
We are surrounded by condos and apartments in North East Burlington.
The congestion is worse than Toronto, due to poorly timed traffic lights.
The roads are in disrepair due to the amount of vehicles.
We do not need 4 plexes. I am opposed to them
In Burlington.
Our city has changed, and not necessarily for the better.
Respectfully. ,
Cathy

Outlook

## New Zoning

**From** Grahame Richards <[redacted]>
**Date** Sat 2025-10-04 3:59 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live at [redacted] Linbrook.Has my property been re zoned?
Sent from my iPad

Outlook

**Council direction to implement Right of Way housing**

**From** wendy <[redacted]>
**Date** Sat 2025-10-04 10:10 AM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I don't expect this letter to have any impact. If there is one thing I've learned dealing with this city council and these various feel good committees it's that transparency & accountability are a massive farce. When they don't get the results they want, they target the groups they know will give them the answers they want. Or they manipulate surveys to get the results they want. You can dismiss that. I've gone enough rounds and done enough deep research on this council to know different.

It's like the comments in this directive. I was at that meeting. You know, the one advertised in the Post where making 4-plexes a right of way was discussed. There were 4 attendees including myself. 4. Go ahead and check the record. I was the only homeowner so guess who got their way? It wasn't me. There are shy of 200,000 people in this city. But please, impart upon me how that is the majority of residents demanding this. That is utter bs.

Yet the comments in this memo include: "Whereas background research undertaken through the Housing Strategy indicates that Burlington residents do not feel there is enough diversity or options for ownership housing in the City to meet residents' needs throughout their lifecycle" What utter bs.

Is there some other research or focus group that the city has failed to disclose? Bc as I said, I was the only home owner at that meeting and then it was approved. Not a hell of alot of input from actual residents. Or even attempts. That notice in the Post was long, verbose and not clear. But that's how you do it when you don't actually want the public there who are going to vote against it.

After that decision was published in the media, that the city had approved this, there was overwhelming uproar from residents who had no idea it had happened. Approximately 90% of taxpayers were against it. That was based off hundreds of responses. Which was a helluva alot more than those who showed up for the meeting.

The real reason its being done is because that's the only way for this council to get their hands on the Housing Accelerator Fund. It is not bc Burlington residents want this. They absolutely do not. Tell me something. Are you going to put 4-plexes in Milcroft? How about on Lakeshore? Tyandaga? Roseland? Or is it just for the rest of Burlington that MMW considers throw away areas?

The fact is that most of us have been around long enough to be able to call Marianne Meed Ward out on her pledge to not change zoning in residential single family neighbourhoods. How convenient that she refuses to even acknowledge that now. I will be guaranteeing everyone is reminded of it before the next election. I was able to get >3500 signature on a petition in 30 days so having the next year to remind Burlington that she's all for slamming a 4-plex into you on top of her egregious tax increases for vanity projects and making the lives of city employees better while putting massive taxes on people earning half to a third of what they make will be so easy.

This entire thing is so hypocritical. MMW jumps on the Millcroft bandwagon when she'd already agreed to literally sell out the rest of Burlington. Burlington is 50% single family homes. That's it. The rest are duplex, larger plexes, town or row housing, apartment buildings, condos. To say that are housing stock doesn't offer enough options is so deceitful. It should be criminal. I'm all for legislation that puts a stop to politicians lying to the public. I'd say someone should find out from the ombudsman how lying to the public lists on offences but we pay for their office and they have never once found an issue with a complaint filed by the public against this council. Hardly shocking from an non arms length organization. Theres a term for that in private businesses which is why it isn't allowed.

Even Doug Ford knew that forcing 4-plexes was political suicide which is why he refused to do it. I hate Doug Ford but that is the one thing he is right about. He must know that home owners make up 65% of the vote. Crombie & Stiles were foolish enough to think coming down on the side of disgruntled young people was going to win them the election. The thing is, alot of them don't vote and even more do not want to live in 4-plexes or apts or condos. They want single family homes. MMW would know that if she did her research. She thinks she's attracting talent here when its been turned into a 15 minute city with crappy 4-plexes devaluing the neighbourhoods? She needs to be smart and recognize all these things but apparently the allure of cash for 4plexes is too high to resist. Anyone who campaigns against her who points out that she's bringing 4-plexes and other unwanted density to your single family neighbourhoods and says they will reverse this bylaw, will be certain to beat her and anyone else on this council who supports it. If she isn't voted out on the next election, watch for the riots when you try to do this. It's not about helping people. Its nothing but a money grab. If this council actually gave a damn about residents, this would not be happening.

Sincerely

Wendy Fletcher

Outlook

## Zoning By-Law for 4-plexes

**From** Pro Scaler <[redacted]>
**Date** Sun 2025-10-05 11:10 AM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

50% of Burlington is already duplexes, other plexes, town or row houses, apartment buildings and condos. So, claiming there isn't enough diversity in housing options isn't true.

It seems the decision to implement this change to zoning came as soon as the feds offered a Housing Accelerator Fund. So it's about a cash grab for the city and nothing more. Even Doug Ford knew that forcing this on taxpayers was political suicide as home owners are 65% of the vote. That's why he did not mandate it as part of provincial planning. Even though this initiative tries to imply that you have to do it because of provincial changes, that is simply not true.

I do not want a bylaw that allows for 4-plexes or other "plexes" in my single family neighbourhood! In fact, I do not know of anyone that wants this, except for the City and that's not a good enough reason for the homeowners.

Please do the right thing and do not allow this to happen!

Aldona Dubickas
[redacted] Ashland Drive
Burlington

Outlook

## Att: New Zoning Bylaw Project Team

**From** Caren Burcher <[redacted]>
**Date** Sun 2025-10-05 1:39 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
**Cc** Kearns, Lisa <Lisa.Kearns@burlington.ca>; Caren Burcher <[redacted]>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention: New Zoning Bylaw Project Team, and Burlington City Council

Att: To all concerned

I am a resident in Ward 2 here in Burlington.

I am completely opposed to a New Zoning Bylaw that allows for duplexes; triplexes; or fourplexes in single family home neighbourhoods such as the one I live in.

50% of Burlington is already duplexes; other plexes; town homes or row houses; apartment buildings; and condos. These stats are readily available.

Saying that there isn't a variety of different housing choices in Burlington is not correct.

There has been a total lack of engagement and information provided to the residents of Burlington on the "New Zoning Bylaw Project" in its entirety; and this"plan" should not move forward without further engagement and consultation with Burlington Residents.

This is a cash grab by the City of Burlington. And this "New Zoning Bylaw Project" has not been mandated as part of the Provincial planning in Ontario.

Thank you for your attention to this matter.

Caren Burcher
Ward 2

Outlook

## Re: Council direction to implement Right of Way housing

**From** wendy <[redacted]>
**Date** Sun 2025-10-05 3:45 AM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello again,

I've decided that I'm not going to let the City of Burlington get away with this. Especially not when you are outright lying to residents. That is something that I cannot let go of.

In Appendix A of PL-05-22 on page 19, where it asked, why is important to add all this middle development it states, "The City's current housing stock is primarily composed of single-detached dwellings"

That is 100% a blatant outright lie. You don't need the Stats Canada report to know that. All you have to do is drive around the city. Almost all areas with single family homes already have areas of duplexes or larger plexes, and row or townhouses right there with them. Many also have at least one apartment building within a kilometre. But since the Housing Strategy has chosen to publish such utter lies, here is that Stats Canada report.

https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Burlington&DGUIDlist=2021A00053524002&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0

If you scroll down a few pages you'll come to "Total - Occupied private dwellings by structural type of dwelling - 100% data" The **number of single family residents are 36795**. Adding up a**ll the other types comes to 36375**. You can therefore see that the split btw single family homes and all other types, which includes middle housing, is **almost exactly 50/50**. In fact, of the 36375, only 12830 units are 5 storeys or more. So 65% of it is alternatives to single family homes other than higher apartment buildings. If you'd like more specific 50% single family homes, 32% less than 5 stories and 18% over 5 stories. But again there is this outrageous comment on Pg 19 claiming primarily single family homes.

Of course with the number of high rises approved around the GO station that will change but that is this council's doing. Incidentally, those apartments beside the GO station, which still aren't completed years later, are maybe the ugliest buildings in all of Burlington. Great job making those hideous buildings what people see when they get off a GO train.

I haven't read the full "report" yet. Because as I said, I already know that this premise that residents are asking for this is absolute bullshit because again, I was at that meeting. In none of these documents has there been any reference to actual public input. When the city is taking the direction of Dillon and SHS Consulting who have a vested interest in writing a report that supports development, it does not in any way shape or form reflect public opinion. Nor could any purported research done by them be considered unbiased by any stretch of the imagination. They couldn't even be bothered to put any effort into trying to make this report believable.

I have watched far too much irresponsible governance of this city under this council to be willing to tolerate allowing this to go forward. I will be going thru these reports and identifying every single statement that is inaccurate or outright false. Since time is limited, I will not waste my time with the municipal ombudsman. All Burlington taxpayers know that's a complete waste of our time and one shouldn't even exist as its a waste of our $ given the level of bias. But I will take this to the provincial Ombudsman. It's not the only issue that's going there. While they haven't yet made politicians lying an offense, the thing about being able to demonstrate a city not abiding by their legal obligations and also lying about major things like this, especially when there is money involved, is that it shows a pattern of behaviour.. That affects the city's credibility. Particularly when your entire argument for why the initiative is important is based on a verifiable lie that the City is attempting to sell to taxpayers. There is no scenario where anyone on this committee, on this council or at City Hall can say that they didn't know the premise of the report was completely untrue.

My demands to keep this out of the Provincial Ombudsman's office are simple. The initiative is axed. Minimally it is stopped until there is actual public engagement on this matter. Not this stacked report based on lies and unreliable research by consulting firms with financial interest in the outcomes. There has been no real public engagement on this matter. If you disagree, then please provide me with the details of when that occurred and the feedback provided. That means BEFORE the decision to move forward with this. Not after. Under the Engagement Charter that was still in effect at that time, the City had a written contract with residents that bound them to fully engage with residents on this extremely important matter that affects their homes, their property rights, their neighbourhoods. If you think that I cannot make a very compelling argument to the Provincial Ombudsman, you would be mistaken.

We were a decade ahead of our housing requirements before Ford came to office. He is unlikely to stay in office past this term with the number of scandals mounting and having added $140 Billion to our debt which we are now paying $15B a year just in interest. Even if he does, Ford doesn't support forcing this type of right of way on property owners. We do not need federal $ so badly as to [redacted] property owners rights. Nor should taxpayers have this forced on them bc this council repeatedly overspent on want to have's, not need to have's, and now needs money to fund the things we do actually need. I can discuss a significant number of those expenditures in great detail. I am nothing if not detail oriented. Its almost amusing that after my delegation on the asset management plan and the dedicated infrastructure tax that they changed the name to the Infrastructure renewal tax which means on a search, my extremely well researched paper backed by internal documents on how they fear mongered taxpayers into believing they were justified in implementing an accelerated funding plan, doesn't come up. Very interesting indeed

Again, my demands to keep this out of the Provincial Ombudsman's office are for the bylaw and initiative to be axed, with minimally this bylaw and initiative does not move forward until proper public engagement is conducted.

Given my findings on page 19, I clearly will have to carefully read all of these reports to identify what other untruths they contain.

Sincerely

Wendy Fletcher

------ Original Message ------
From "wendy" [redacted]
To newzoning@burlington.ca

Date 10/4/2025 10:10:02 AM
Subject Council direction to implement Right of Way housing

> To whom it may concern,
>
> I don't expect this letter to have any impact. If there is one thing I've learned dealing with this city council and these various feel good committees it's that transparency & accountability are a massive farce. When they don't get the results they want, they target the groups they know will give them the answers they want. Or they manipulate surveys to get the results they want. You can dismiss that. I've gone enough rounds and done enough deep research on this council to know different.
>
> It's like the comments in this directive. I was at that meeting. You know, the one advertised in the Post where making 4-plexes a right of way was discussed. There were 4 attendees including myself. 4. Go ahead and check the record. I was the only homeowner so guess who got their way? It wasn't me. There are shy of 200,000 people in this city. But please, impart upon me how that is the majority of residents demanding this. That is utter bs.
>
> Yet the comments in this memo include: "Whereas background research undertaken through the Housing Strategy indicates that Burlington residents do not feel there is enough diversity or options for ownership housing in the City to meet residents' needs throughout their lifecycle" What utter bs.
>
> Is there some other research or focus group that the city has failed to disclose? Bc as I said, I was the only home owner at that meeting and then it was approved. Not a hell of alot of

input from actual residents. Or even attempts. That notice in the Post was long, verbose and not clear. But that's how you do it when you don't actually want the public there who are going to vote against it.

After that decision was published in the media, that the city had approved this, there was overwhelming uproar from residents who had no idea it had happened. Approximately 90% of taxpayers were against it. That was based off hundreds of responses. Which was a helluva alot more than those who showed up for the meeting.

The real reason its being done is because that's the only way for this council to get their hands on the Housing Accelerator Fund. It is not bc Burlington residents want this. They absolutely do not. Tell me something. Are you going to put 4-plexes in Milcroft? How about on Lakeshore? Tyandaga? Roseland? Or is it just for the rest of Burlington that MMW considers throw away areas?

The fact is that most of us have been around long enough to be able to call Marianne Meed Ward out on her pledge to not change zoning in residential single family neighbourhoods. How convenient that she refuses to even acknowledge that now. I will be guaranteeing everyone is reminded of it before the next election. I was able to get >3500 signature on a petition in 30 days so having the next year to remind Burlington that she's all for slamming a 4-plex into you on top of her egregious tax increases for vanity projects and making the lives of city employees better while putting massive taxes on people earning half to a third of what they make will be so easy.

This entire thing is so hypocritical. MMW jumps on the Millcroft bandwagon when she'd already agreed to literally sell out the rest of Burlington. Burlington is 50% single family homes. That's it. The rest are duplex, larger plexes, town or row housing, apartment buildings, condos. To say that are housing stock doesn't offer enough options is so deceitful. It should be criminal. I'm all for legislation that puts a stop to politicians lying to the public. I'd say someone should find out from the ombudsman how lying to the public lists on offences but we pay for their office and they have never once found an issue with a complaint filed by the public against this council. Hardly shocking from an non arms length organization. Theres a term for that in private businesses which is why it isn't allowed.

Even Doug Ford knew that forcing 4-plexes was political suicide which is why he refused to do it. I hate Doug Ford but that is the one thing he is right about. He must know that home owners make up 65% of the vote. Crombie & Stiles were foolish enough to think coming down on the side of disgruntled young people was going to win them the election. The thing is, alot of them don't vote and even more do not want to live in 4-plexes or apts or condos. They want single family homes. MMW would know that if she did her research. She thinks she's attracting talent here when its been turned into a 15 minute city with crappy 4-plexes devaluing the neighbourhoods? She needs to be smart and recognize all these things but apparently the allure of cash for 4plexes is too high to resist. Anyone who campaigns against her who points out that she's bringing 4-plexes and other unwanted density to your single family neighbourhoods and says they will reverse this bylaw, will be certain to beat her and anyone else on this council who supports it. If she isn't voted out on the next election, watch

for the riots when you try to do this. It's not about helping people.  Its nothing but a money grab. If this council actually gave a damn about residents, this would not be happening.

Sincerely

Wendy Fletcher

Outlook

**Support for Low-Rise Neighbourhood B Zone & ARU Provisions – [redacted] Fisher Ave**

**From** Shashank Kagwad <[redacted]>
**Date** Tue 2025-10-07 10:13 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Planning Team,

I'm a resident at [redacted] Fisher Ave and want to express my strong support for the new Zoning Bylaw, especially the Low-Rise Neighbourhood B Zone and updated Accessory Residential Unit (ARU) policies.

Our property is a deep lot (64×175 ft) — ideal for gentle density that aligns with Burlington's housing and affordability goals. I fully support:

- Allowing up to two ARUs in an accessory building
- Increasing detached ARU height to 7 m, enabling functional two-storey backyard homes.
- Permitting triplex and fourplex dwellings as-of-right in Low-Rise Neighbourhood B areas, where lot size and servicing allow.
- Keeping reduced parking and flexible setbacks for deep lots.

These updates will help homeowners add diverse housing responsibly while maintaining the neighbourhood's low-rise character.

Could you please confirm:

1. Whether [redacted] Fisher Ave will fall within the Low-Rise Neighbourhood B Zone, and
2. Whether the final bylaw will permit fourplexes as-of-right (potentially alongside two ARUs) on larger lots like ours?

Thank you for the City's work on modernizing the bylaw and for inviting resident feedback.

Best,

Shashank

[redacted] Fisher Ave, Burlington

Outlook

## Follow up Re: Draft New Zoning Bylaw

**From** Amy Schnurr <[redacted]>

**Date** Thu 2025-10-09 4:28 PM

**To** Mailbox, Office of the Mayor <mayor@burlington.ca>; Sharman, Paul <Paul.Sharman@burlington.ca>; Bentivegna, Angelo <Angelo.Bentivegna@burlington.ca>; Galbraith, Kelvin <Kelvin.Galbraith@burlington.ca>; Kearns, Lisa <Lisa.Kearns@burlington.ca>; Nisan, Rory <Rory.Nisan@burlington.ca>; Stolte, Shawna <Shawna.Stolte@burlington.ca>

**Cc** Robichaud, Steve <Steve.Robichaud@burlington.ca>; Benson, Curt <Curt.Benson@burlington.ca>; Storace-Hogan, Fleur <fleur.storace-hogan@burlington.ca>; Robinson, Steve <Steve.Robinson@burlington.ca>; Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>

1 attachment (358 KB)

BurlingtonGreen Input Re_ Committee of the Whole Agenda items - July 7, 2025 (5) (1).pdf;

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon

As I am not available to delegate at the next Council meeting on behalf of BurlingtonGreen regarding the draft new Zoning By-law, I'd like to take this opportunity to reshare and add to the earlier input provided on the attachment submitted July 4th:

**July 4:** 3. **Burlington Housing Strategy and New Draft Zoning Bylaw for Residential Zones:** Upon scanning the draft Zoning By-law for Residential Zones as well as the Burlington Housing Strategy, unfortunately we were unable to identify references to climate change mitigation or resiliency, sustainability, or green infrastructure and we discovered just one reference to complete communities. This raises the question of whether the City's Climate Action Plan, Climate Resilient Plan, Urban Forest Management Plan or Integrated Transportation Plan informed the Housing Strategy or draft Zoning By-law?

How does the Housing Strategy and Zoning By-law specifically align with and advance the objectives of focus areas 1 and 3 of the City's Vision to Focus work plan? Buildings currently constitute roughly 43% of emissions in Burlington. As the City prepares to support further population growth, the time is now to ensure the required homes and their properties are designed and constructed to combat climate change while being affordable to maintain and operate. Building green from the start offers significant co-benefits. By building energy efficient and low carbon buildings with low impact surrounding features from the outset, we can reduce monthly energy bills, improve air quality, and protect homes from the costly impacts of extreme weather. Importantly, this proactive approach is more cost-effective than retrofitting existing buildings in the near future. Climate change, the protection of nature, and the housing crisis must be tackled simultaneously.

**Oct 9:** Upon review of the Consultant's presentation at the October 7th Statutory meeting providing a progress update of the new Zoning By-law project, we noted that missing from the 4 key objectives

of the draft new Zoning By-law was alignment with/accountability to the City's established strategic priorities and thus, associated Plans such as the Climate Action & Resiliency Plans, and the Urban Forest Management Plan, Integrated Mobility Plan, etc. It was helpful to hear the C-comment that one of the key takeaways they heard during public /stakeholder consultation was the importance of the new Zoning By-law integrating impacts to the environment including regulations for permeable landscapes and trees. We look forward to seeing this reflected in the updated Zoning By-law to be presented in December.

It is essential the new Zoning By-law support maximum tree canopy expansion if the City is to reach its tree canopy coverage target. Key to expanding canopy cover is increasing the available planting space, as are considerations of landscape buffers, minimum soil volumes, implications of below-grade parking and structures, etc. " Pervious spaces, such as tree, grass, shrub and bare earth land covers are potential planting space for new trees as they absorb water that supports tree growth, termed as soft landscaping. Further, the quality of pervious space for maximizing tree canopy through tree planting is dependent on whether the space is adequate for tree growth. Pervious spaces for tree planting require both, enough space on the surface for the tree trunk to grow unimpeded, and enough space below the surface for root growth. In contrast, impervious spaces such as buildings, roads, parking lots and sidewalks increase surface water runoff and do not support tree growth. Trends show that since 1999, impervious cover is increasing while pervious cover is decreasing, a change which is often permanent, presenting negative implications towards space for tree planting and reaching the canopy cover goal.

Minimum requirements for soft landscaping pertaining to the space between garden and laneway suites and the main residential building, as well as the front yards of residential buildings provide the necessary pervious space for tree planting and are integral to help us meet our goals. It is especially important to actively recognize opportunities to bolster the resilience of the urban forest to ensure sustainable and increasing benefits offered to Torontonians. However, since approvals, there is evidence that the policies to promote this are not being fully implemented. City Council must work to ensure that zoning by-laws allow for maximum tree canopy expansion to reach the target of expanding tree canopy to 40%." ~ Councillor Mike Layton, City of Toronto, 2022.

We also look forward to members of Council confirming with Project staff where and **how specifically** the new Zoning Bylaw integrates the existing Sustainable Building and Development Guidelines with its '...measures as identified in the Official Plan, Zoning By-law and other city by-laws'.

The new Zoning By-law is being prepared at a critical time when the implications of climate change and biodiversity loss are on the rise locally and globally. It is **essential** the new By-law effectively prioritizes and reflects this reality.

Thank you for considering this input.

Respectfully,

Amy

**Amy Schnurr** (She/Her)

Co-Founder / Executive Director

[redacted]

[redacted]

Stay Connected & Support Local Eco Action

***Acknowledging – Honouring – Acting***

*In Burlington, our work with the community takes place within the Treaty Lands and Territory of the Mississaugas of the Credit First Nation, and we recognize this land as being home and the traditional territory of Indigenous people since time*

---------- Forwarded message ---------
From: **Amy Schnurr** [redacted]
Date: Fri, Jul 4, 2025 at 1:10 PM
Subject: follow up Re: BurlingtonGreen input
To: Mailbox, Office of the Mayor <MayorsOffice@burlington.ca>, Paul Sharman <Paul.Sharman@burlington.ca>, Bentivegna, Angelo <angelo.bentivegna@burlington.ca>, Kearns, Lisa <lisa.kearns@burlington.ca>, Stolte, Shawna <shawna.stolte@burlington.ca>, Galbraith, Kelvin <kelvin.galbraith@burlington.ca>, Nisan, Rory <rory.nisan@burlington.ca>
Cc: <clerks@burlington.ca>

Good afternoon

As per the Clerk's request I have removed the input regarding the New Draft Zoning Bylaw for Residential Zones and the Housing Strategy from the official submission as the items are not included on the CoW Agenda. However, BurlingtonGreen hopes you will read and consider the full version as attached.

Thanks very much. Have a lovely weekend.

Amy

**Amy Schnurr** (She/Her)
Co-Founder / Executive Director

[redacted]

Stay Connected & Support Local Eco Action

***Acknowledging – Honouring – Acting***

*In Burlington, our work with the community takes place within the Treaty Lands and Territory of the Mississaugas of the Credit First Nation, and we recognize this land as being home and the traditional territory of Indigenous people since time*

On Fri, Jul 4, 2025 at 8:42 AM Amy Schnurr <[redacted]> wrote:

Good morning Mayor Meed Ward and Members of Council,

BurlingtonGreen is pleased to provide brief input on upcoming CoW agenda items: Electric Vehicle Charging Policy and fee options, and the Burlington Agricultural Action Plan along with a few comments pertaining to the New Draft Zoning Bylaw for Residential Zones as well as the Housing Strategy.

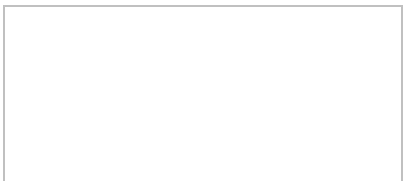
Thank you all in advance for your consideration of the attached input.

Respectfully,

Amy

**Amy Schnurr** (She/Her)

Co-Founder / Executive Director



[redacted]

Stay Connected & Support Local Eco Action

***Acknowledging – Honouring – Acting***

*In Burlington, our work with the community takes place within the Treaty Lands and Territory of the Mississaugas of the Credit First Nation, and we recognize this land as being home and the traditional territory of Indigenous people since time*

Burlington Green
Together we make a difference

July 4, 2025

To: Mayor Meed Ward and Members of Council

Re: BurlingtonGreen input regarding **Electric Vehicle Charging Policy and fee options - Report Number: PWS-02-25 , Burlington Agricultural Action Plan - Report DGM-47-25 report**
**and**
**Preliminary comments re: Burlington Housing Strategy and New Draft Zoning Bylaw for Residential Zones**

---

BurlingtonGreen is pleased to provide input regarding two items on the Committee of the Whole Agenda for July 7, 2025, in addition to brief preliminary comments pertaining to the Burlington Housing Strategy and New Draft Zoning Bylaw for Residential Zones:

**1. Electric Vehicle Charging Policy and fee options - Report Number: PWS-02-25**

Since BurlingtonGreen's co-authoring of Burlington's Electric Mobility Strategy in the fall of 2022, community ownership of electric vehicles in Burlington has grown significantly. The City is to be commended for its continual investment in local charging infrastructure that has supported this growth while contributing to the reduction of emissions from the transportation sector; the largest source of greenhouse gas emissions in Burlington.

BurlingtonGreen has been pleased to continue to actively contribute to extensive community engagement and the organization of events to showcase the multitude of benefits of E-mobility. The 2024 addition of an EV charging station by the BurlingtonGreen Eco-Hub by the beach also serves as a profile feature for our ongoing promotions of sustainable, integrated mobility opportunities.

**We support the staff report recommendation of Option 2** to implement a $2.00/hour fee for city owned Level 2 electric vehicle chargers for the first four hours of charging, increasing to $5.00/hour for subsequent charging time, and a fee of $10.00/hour for city owned Level 3 (fast) electric vehicle chargers, as we believe this to be a balanced approach that would help to recover operating costs, thus better sustain the City's long term continued investment in this essential climate-friendly infrastructure.

**Recommendation:** as stated in the report, an associated communications campaign informing the broader community of the potential introduction of fees will be key. **Leverage BurlingtonGreen's extensive online and outreach engagement via our popular Make the Switch campaign to help spread the word.**

**Recommendation:** as previously proposed for various environment-benefiting initiatives (such as bike racks, bus shelters, etc.,) brand EV charging stations across the city with 'Take Action Burlington" sticker symbols to help the community 'connect the dots' to how these opportunities advance local action on climate change.

**Note:** at the time of preparing this submission, the E-Mobility Strategy update report was not available in a Council Information package on the City website. BurlingtonGreen looks forward to learning of the progress made for the 35 action items across the 4 theme areas that we developed together.

**2. Burlington Agricultural Action Plan - Report DGM-47-25**

BurlingtonGreen congratulates City of Burlington project staff and the Burlington Agricultural and Rural Affairs Advisory Committee for their collective efforts to produce the Burlington Agricultural Action Plan. We are pleased to see the inclusion of climate resiliency considerations, and references to the protection and enhancement of the natural environment.

**Recommendation:** BurlingtonGreen believes it to be imperative that advocacy be a key priority of the Burlington Agricultural Action Plan. While the staff report references **aligning** with updated provincial policies, particularly given this Provincial government's continued advancement of destructive policies and projects that threaten the future of farmland and a healthy environment, it will be essential that the City speak up for policies that support the vision and objectives of the Burlington Agricultural Action Plan. Example: Highway 413 will pave 400 acres of the Greenbelt and 2000 acres of high-quality farmland.

**Recommendation:** in addition to the staff report recommendation of a representative from Burlington Economic Development & Tourism to be part of the committee's composition, if not already the case, a representative from the City's Sustainability and/or Forestry staff would be beneficial to support the Burlington Agricultural Action Plan goals pertaining to natural heritage protection and climate resiliency. Additionally, as cited in Burlington's Woodland Management Strategy Vision, " Trees and woodlands will be maintained and enhanced for the long term, in recognition of the valued environmental, social and economic services they provide. The city will work with its partners and the community in the urban and **rural areas** to ensure that this essential resource is managed effectively to maximize tree cover and health, increase native biodiversity, minimize risks to public and property and contribute to the environmental sustainability and quality of life in Burlington".

**Recommendation:** Leverage BurlingtonGreen's extensive online and community outreach to advance the Plan's action for increased local awareness about the various benefits of local agriculture.

**3. Burlington Housing Strategy and New Draft Zoning Bylaw for Residential Zones**

Upon scanning the draft Zoning Bylaw for Residential Zones as well as the Burlington Housing Strategy, unfortunately we were unable to identify references to climate change mitigation or resiliency, sustainability, or green infrastructure and we discovered just one reference to complete communities. **This raises the question of whether the City's Climate Action Plan, Climate Resilient Plan, Urban Forest Management Plan or Integrated Transportation Plan informed the Housing Strategy or draft Zoning Bylaw? How does the Housing Strategy and Zoning Bylaw specifically align with and advance the objectives of focus areas 1 and 3 of the City's Vision to Focus work plan?**

Buildings currently constitute roughly 43% of emissions in Burlington. As the City prepares to support further population growth, the time is now to ensure the required homes and their properties are designed and constructed to combat climate change while being affordable to maintain and operate.

Building green from the start offers significant co-benefits. By building energy efficient and low carbon buildings with low impact surrounding features from the outset, we can reduce monthly energy bills, improve air quality, and protect homes from the costly impacts of extreme weather. Importantly, this proactive approach is more cost-effective than retrofitting existing buildings in the near future.

Climate change, the protection of nature, and the housing crisis must be tackled simultaneously.

Thank you for considering the above input and our questions.

Respectfully,

**Amy Schnurr**
Co-Founder / Executive Director
[redacted]

Outlook

## Burlington - New Zoning Bylaw Comments - Branthaven

**From** Thomas Kastelic <[redacted]>
**Date** Fri 2025-10-17 3:06 PM
**To** Lau, Rebecca <Rebecca.Lau@burlington.ca>; Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

1 attachment (1 MB)
Correspondence to R. Lau, City of Burlington, Oct 17.25.pdf;

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Rebecca/New Zoning,

Hope you're doing well! Wanted to extend my thanks for hosting the constructive roundtable discussion regarding the new City Zoning By-law.

Per the discussion, please see below our written submission outlying items we request the City for inclusion within the new by-law.

1. OLT Order Transition Policies
    a. The attached letter (prepared by our Solicitor) requests that the City's proposed Zoning By-law include either Special Provisions or a transition regulation to preserve site-specific approvals already granted through the Ontario Land Tribunal. The concern is that the ongoing Zoning By-law review may unintentionally override these approvals. We offer to collaborate with the City on appropriate wording to ensure these approvals are maintained.

2. Angular Plane
    a. We recommend that the City avoid applying angular plane requirements across all areas. While angular planes may be suitable in select low-rise residential contexts, their city-wide application risks unnecessarily constraining development, particularly in areas already subject to site-specific approvals or located near transit, parks, or employment zones. A more effective and flexible approach would be to rely on simple setbacks (ie. 7.5m up to 6 storeys and additional 2.5m beyond that), which can achieve appropriate transitions without imposing rigid height and massing controls. Setbacks allow for context-sensitive design responses and are already embedded in many zoning frameworks and urban design guidelines. This approach better supports intensification goals and respects the diversity of built form across Burlington.

3. EV Parking
    a. We recommend that the City reconsider the blanket application of new EV zoning provisions within the proposed City-wide Zoning By-law. While the market is clearly moving toward increased EV adoption, the infrastructure required to support widespread EV charging—particularly hydro capacity—may not be readily available within the built boundary. Applying uniform EV requirements without assessing site-specific servicing constraints could result in unintended delays or infeasible obligations for approved or shovel-ready developments. **We suggest that the City consult directly with Burlington Hydro Inc. to better understand current capacity limitations and future upgrade timelines**. A coordinated, phased approach—aligned with infrastructure readiness and market

demand—would better support EV adoption while ensuring regulatory feasibility and alignment with existing development approvals.

4. Mandating 15% 3 Bedroom Units
    a. We recommend that the City reconsider mandating a fixed percentage—such as 15%—of three-bedroom units in all new developments. While the intent to support family housing is understood, a rigid requirement does not reflect market realities, site-specific constraints, or evolving household demographics. Developers are already responding to demand for larger units where viable, but mandating a fixed ratio may result in inefficient layouts, unsellable inventory, or reduced affordability. Instead, we suggest a more flexible approach that encourages a range of unit types through design guidelines or incentives, allowing the market to respond organically to demand while ensuring feasibility and alignment with approved built forms.

If you have any questions, please do not hesitate to contact me.

Cheers,

**Thomas Kastelic, BComm.**
Senior Project Manager

BRANTHAVEN
DEVELOPMENT

[redacted]
720 Oval Court, Burlington, ON L7L 6A9

e-mail: [redacted]

October 17, 2025

**Denise Baker**
Managing Partner
[redacted]

*VIA E-MAIL: REBECCA.LAU@BURLINGTON.CA*

File No. 18721.00003

City of Burlington
426 Brant Street
PO Box 5013
Burlington, ON L7R 3Z6

Attention: Rebecca Lau, Senior Planner, Special Projects

Dear Ms. Lau:

**Re: City of Burlington's Proposed Zoning By-law**

We are solicitors for 1602211 Ontario Limited, Branthaven 735 Oval Inc, Branthaven 740 Oval Inc., S&G Consulting Inc., 5135 Fairview Holdings Inc and Branthaven Development Corporation regarding the redevelopment of its property located at 720, 735, and 740 Oval Court and 5135 and 5155 Fairview Street, in the City of Burlington (the "Subject Property").

On November 24, 2023, the Ontario Land Tribunal ("Tribunal"), following an extended period of negotiation and mediation and an ultimate settlement with the City approved an Official Plan amendment and a Zoning By-law amendment for the Subject Property. My client is in the process of working with the City and the Region to implement the Tribunal's decision. Given the size of the Subject Property, its full build out will take many years.

We understand that the City is in the process of updating its Zoning By-law review and we appreciate that it is being done in phases. However, we are concerned that this review will undermine or otherwise change the many recent approvals granted by either the municipality or the Tribunal, for not only for the Subject Property, but with respect to all approvals under the in force by-law.

It is our position that there needs to be either the inclusion of Special Provisions for those developments approved, including the approval of the Subject Property, or otherwise a transition regulation inserted into the proposed Zoning By-law to recognize those site-specific approvals. We believe that this will need to occur in every phase of the proposed by-law, which is why we are writing at the outset of this process.

With respect to the Subject Property specifically, for ease of reference, we attach the decision of the Tribunal which includes the Zoning By-law amendment that was approved.

We would be pleased to work with the City with respect to specific wording for either a Special Provision or a transition regulation to ensure that previous approvals of projects which have not yet been constructed are maintained.

Yours truly,

**WeirFoulds LLP**

Per: Denise Baker

DB/mw

Encls. 1
22817311.1

# Ontario Land Tribunal
Tribunal ontarien de l'aménagement du territoire

**ISSUE DATE:** November 24, 2023 **CASE NO.:** OLT-22-003893

**PROCEEDING COMMENCED UNDER** subsection 17(40) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

| | |
|---|---|
| Appellant: | 1602211 Ontario Limited,<br>Branthaven 735 Oval Inc.<br>1471681 Ontario Inc.,<br>S &G Consulting Inc.,<br>5135 Fairview Holding Inc., and<br>Branthaven Development Corporation |
| Subject: | Failure of Approval Authority to announce a decision respecting a Proposed Official Plan Amendment |
| Description: | To permit a mixed- use development consisting of commercial retail uses, commercial office uses, a public library, residential apartments and daycare facilities |
| Reference Number: | 505-03/21 |
| Property Address: | 720, 735, 740 Oval Court |
| Municipality/UT: | Burlington/Halton |
| OLT Case No.: | OLT-22-003893 |
| OLT Lead Case No.: | OLT-22-003893 |
| OLT Case Name: | 1602211 Ontario Limited et. al. v. Burlington (City) |

**PROCEEDING COMMENCED UNDER** subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

| | |
|---|---|
| Appellant: | 1602211 Ontario Limited,<br>Branthaven 735 Oval Inc.<br>1471681 Ontario Inc.,<br>S &G Consulting Inc.,<br>5135 Fairview Holding Inc., and<br>Branthaven Development Corporation |
| Subject: | Application to amend the Zoning By-law – Refusal or neglect to make a decision |
| Description: | To permit a mixed- use development consisting of commercial retail uses, commercial office uses, a public library, residential apartments and daycare facilities |
| Reference Number: | 520-04/21 |
| Property Address: | 720, 735, 740 Oval Court |
| Municipality/UT: | Burlington/Halton |
| OLT Case No.: | OLT-22-003894 |
| OLT Lead Case No. | OLT-22-003893 |

BEFORE:

| | | |
|---|---|---|
| "*Sharyn Vincent*" | ) | Friday, the 24th |
| | ) | |
| SHARYN VINCENT | ) | |
| VICE-CHAIR | ) | day of November, 2023 |

**THIS MATTER** having come before the Tribunal for a written hearing on November 20, 2023;

**AND THE TRIBUNAL** having received opinion evidence in the area of land use planning in the form of an affidavit sworn by Ruth Victor, RPP on November 10, 2023, in support of a settlement between the parties;

**AND THE TRIBUNAL** being satisfied that the settlement has appropriate regard for matters of provincial interest, is consistent with the Provincial Policy Statement (2020), conforms with the Growth Plan for the Greater Golden Horseshoe (2019), as amended, conforms with the Region of Halton Official Plan, conforms with the City of Burlington Official Plan, represents good planning, and is in the public interest;

**AND THE TRIBUNAL** being advised that the settlement is on consent of all of the parties to this matter;

**THE TRIBUANL ORDERS THAT:**

1. The above-noted appeal pursuant to subsection 17(40) and 34(11) of the Planning Act are allowed, in part;

2. That the amendment to the City of Burlington Oakville Official Plan is hereby approved as set out in Attachment "A" to this Order;

3. That the amendment to the City of Burlington Zoning By-law is hereby approved as set out in Attachment "B" to this Order.

## ATTACHMENT "A"

### AMENDMENT NO.*** TO THE OFFICIAL PLAN OF THE CITY OF BURLINGTON PLANNING AREA

## CONSTITUTIONAL STATEMENT

The details of the Amendment, as contained in Part "B" of this text, constitute Amendment No.*** to the Official Plan of the City of Burlington Planning Area, as amended.

## PART A — PREAMBLE

### 1. PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to permit a mixed-use project including high density residential dwellings, daycare facilities, a library, seniors assisted living units, memory care units, commercial uses including retail uses and office uses on the lands at 720, 735, 740 Oval Court and 5135, 5155 Fairview Street.

### 2. SITE AND LOCATION

The subject lands are located on the north side of Fairview Street, east of Appleby Line, adjacent to Sherwood Forest Park and are approximately 4.24 hectares in size. The subject lands are currently occupied by employment uses, including office and industrial uses.

Surrounding land uses consist of Appleby GO Station to the west, industrial uses beyond and industrial and commercial uses to the north of the rail tracks and Sherwood Forest Park to the east and low-rise residential development on the south side of Fairview Street.

### 3. BASIS FOR THE AMENDMENT

a) The application proposes intensification that is consistent with the Provincial Policy Statement (PPS), subject to the existing limits of flooding and erosion hazards being refined as a result of future upgrades to the Fairview Street creek crossing and alterations to Appleby creek and associated hazard lands to ensure development is outside of hazardous lands and to provide safe access, all of which is to be confirmed through the use of a holding provision per the amending Zoning by-law.

b) The PPS promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities, supports the use of public transit, and requires that development be planned to avoid or minimize potential adverse impacts to ensure compatibility with surrounding employment uses;

c) Intensification of land within built-up, serviced areas of the City makes more efficient use of underutilized lands and assists the City in achieving its intensification targets and meeting the intent of the Provincial "A Place to Grow" Growth Plan, subject to the existing limits of flooding and erosion hazards being refined as a result of future

upgrades to the Fairview Street creek crossing and alterations to Appleby creek and associated hazard lands to ensure development is outside of hazardous lands and to provide safe access, all of which is to be confirmed through the use of a holding provision per the amending Zoning by-law;

d) The proposal conforms to the Halton Region Official Plan and the Official Plan for the Burlington Planning Area, upon finalization of this amendment;

e) The proposed amendment would permit the redevelopment of lands adjacent to Appleby Creek which forms part of the Regional Natural Heritage System within the Region's Official Plan and is designated "Watercourse' within the City's Official Plan.

f) The subject lands are located within the City's Major Transit Station Areas which play an important role in accommodating population and job growth;

g) The proposal can be adequately serviced;

h) The proposal is served by existing community infrastructure including public transit, parks, schools and recreation facilities and new community infrastructure may be identified as part of the area-specific planning for the Appleby Go Major Transit Station Area; and

i) The applicant submitted technical studies that provide adequate and appropriate information to support the development.

## PART B – THE AMENDMENT

### 1. DETAILS OF THE AMENDMENT

**Map Change:**

Schedule B – Comprehensive Land Use Plan – Urban Planning Area

The lands designated as 'A' on Schedule "A" attached hereto are hereby re-designated from Mixed-Use Corridor – Employment to Mixed-Use Corridor – General. A technical housekeeping amendment is also included to redesignate a portion of the lands from Major Parks and Open Space to Mixed-Use Corridor – General.

**Text Change:**

The text of the Official Plan of the City of Burlington Planning Area, as amended, is hereby amended as follows:

By adding the following site-specific policy at the end of Part III, Land Use Policies – Urban Planning Area, Section 5.3 Mixed Use Corridors, Subsection 5.3.2 within the Mixed-use Corridor – General Policies as follows:

| | |
|---|---|
| 720, 735 & 740 Oval Court and 5135 & 5155 Fairview Street | Notwithstanding the policies of Part lll, Subsection 3.7.2 d), 5.3.2 *a)* (i), 5.3.2 d) (i) and (ii), 5.3.2 j), and 5.3.4 k) of this Plan on the lands designated "Mixed Use Corridor – General" and identified as 720, 735 & 740 Oval Court and 5135 & 5155 Fairview Street, a mixed-use development *shall* be permitted with a maximum building height of 34 storeys, with a maximum floor area ratio of 6:1. Development on the subject lands *shall:*<br>i) not exceed 19 storeys for buildings that front onto Fairview Street.<br>ii) small scale motor vehicle dealerships are prohibited.<br>iii) demonstrate how applicable City design guidelines and the Oval Court Urban Design Guidelines are being achieved and be subject to review in accordance with guidance contained therein.<br>iv) contribute to a walkable, accessible and attractive pedestrian environment, by incorporating in the proposal appropriate internal links, such as sidewalks and promenades with connections to Sherwood Park and Appleby Go Station.<br>v) facilitate the provision of affordable housing through engagement with the non-profit sectors in the provision of affordable housing units.<br>vi) retain space for a similar number of employment jobs to be accommodated to assist in the achievement of the employment targets for this area.<br>vii) be accordance with a Class 4 Area as defined by the Ontario Ministry of the Environment Environmental Noise Guideline Publication NPC-300.<br>viii) incorporate measures to avoid or minimize and mitigate potential adverse effects to the development from noise and air emissions including odour.<br>ix) incorporate measures to avoid or minimize and mitigate potential impacts on industrial, manufacturing or other uses, including reducing the risk of complaints, and to ensure the ability of major facilities to comply with environmental approvals, registrations, legislation, regulations and guidelines for both current and future operations.<br>x) individual buildings on Schedule 'B' may exceed a floor area ratio of 6:1 provided the cumulative total maximum floor area ratio for all of the buildings on Schedule 'B' do not exceed 6:1.<br>xi) *may* consider the following objectives: |

| | |
|---|---|
| | I. To ensure particular attention will be given to the relationship between the public and private realms in the development of buildings, streets, and urban open spaces.<br>II. To provide pedestrian access, appropriate building and underground setbacks, proposed uses adjacent to existing park facilities and the preservation of the large existing row of trees along the property line and the interface with Sherwood Park.<br>III. To promote built form transitions for the existing residential development along Fairview Street and along Sherwood Park.<br>IV. To provide podium setbacks and stepbacks within the built form along Fairview Street.<br>V. To ensure appropriate tower setback from Fairview Street.<br>VI. To establish appropriate streetscape design for Fairview Street, Oval Court and the proposed promenade.<br>VII. To incorporate public/private spaces such as urban squares, parkettes, amenity space and café spaces as part of the design elements.<br>VIII. To ensure connectivity between the Appleby GO Station and Sherwood Park through the proposed promenade. |

By deleting and replacing the following policy vi. at the end of Part III, Land Use Policies – Urban Planning Area, Section 5.3 Mixed Use Corridors, Subsection 5.3.4 a) (vi) within the Mixed-use Corridor – Employment Policies as follows:

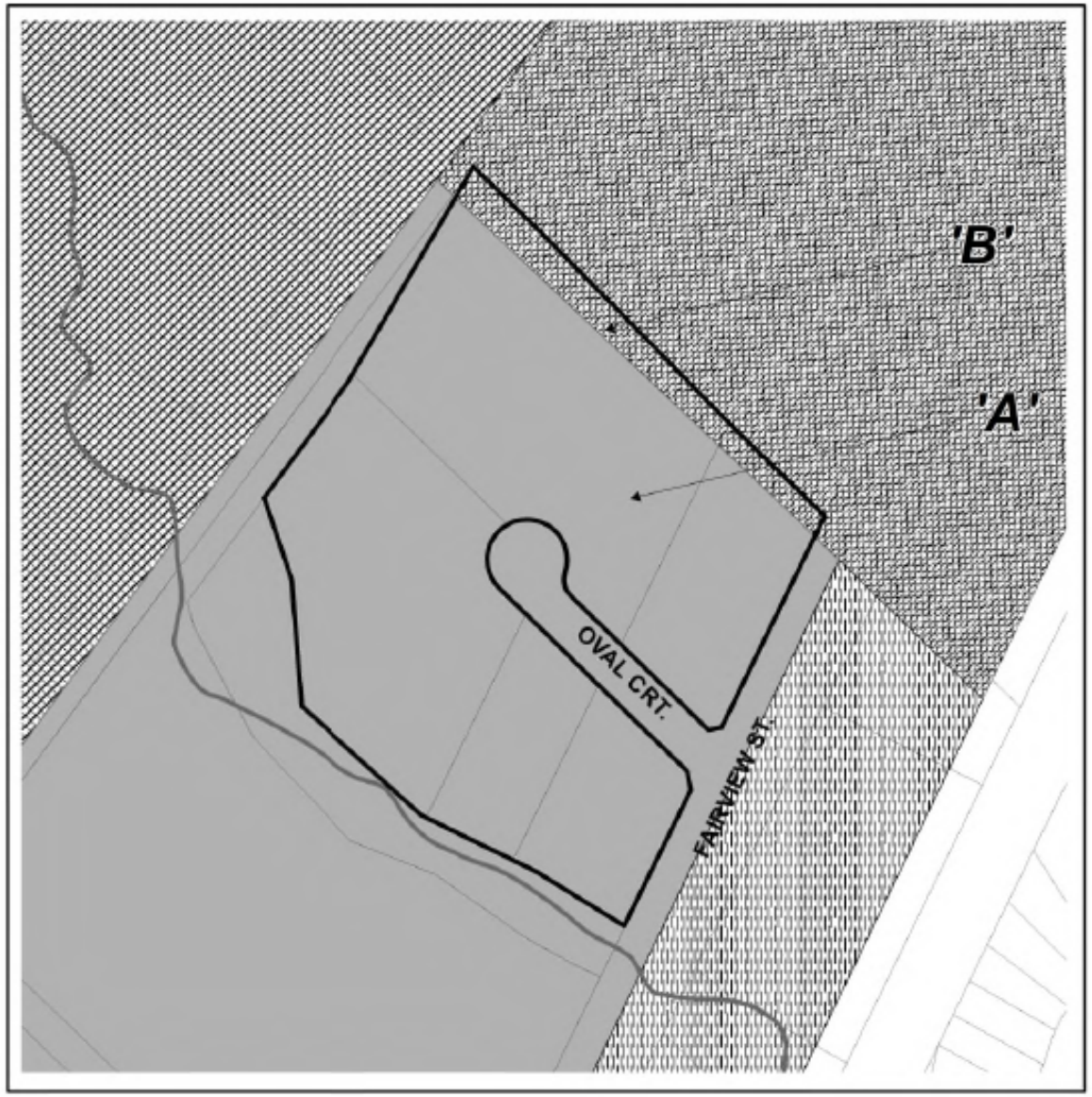
| | |
|---|---|
| Part lll Subsection 5.3.4 a) vi. | vi. north side of Fairview Street, between Walkers Line and Sherwood Forest Park, except the 0.7 hectare property at 4175 Fairview Street, the north-east corner of Fairview Street, and the north-east corner of Fairview Street and Walker's Line, and except the 6.5 hectare property at 4415 Fairview Street, and except 5135 & 5155 Fairview Street and 720, 735 & 740 Oval Court; |

## 2. INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the "Interpretation" policies of Part VI, Implementation, Section 3.0, Interpretation, of the Official Plan of the Burlington Planning Area.

## 3. IMPLEMENTATION

This Official Plan Amendment will be implemented in accordance with the appropriate "Implementation" policies of Part VI of the Official Plan of the Burlington Planning Area.




**AMENDMENT No. 1xx TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA**

***MAP 1***

*File Nos. 505-03/21 & 520-04/21*

**Area 'A'**
Area 'A' to be amended from 'Mixed Use Corridor - Employment' to 'Mixed Use Corridor - General'

**Area 'B'**
Area 'B' to be amended from 'Major Parks and Open Space' to 'Mixed Use Corridor - General'

**Legend**

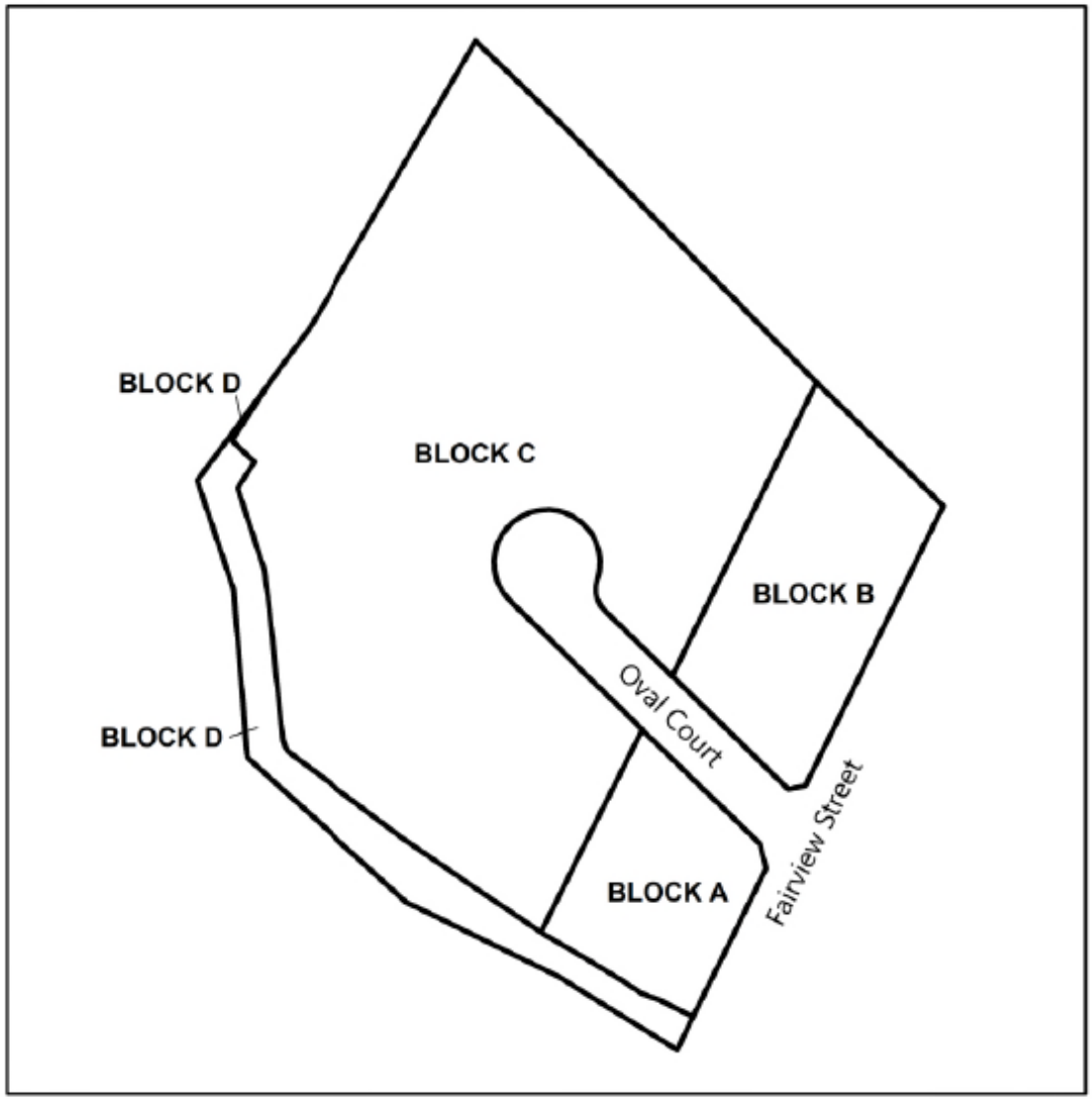
- General Employment
- MUC - General
- MUC - Employment
- Major Parks and Open Space
- Residential - Low Density
- Watercourse - Conceptual only, refer to Part III, Section 6.4.2 d

50 0 50 100 Meters

Date: October 13, 2023
Community Planning Department

TERANET City of Burlington

**SCHEDULE "A"**




**AMENDMENT No. 1xx TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA**

***MAP 2***

*File Nos. 505-03/21 & 520-04/21*

50 0 50 Meters

Date: November 10, 2023
Community Planning Department

TERANET

City of Burlington

**SCHEDULE "B"**

## ATTACHMENT “B”

### THE CORPORATION OF THE CITY OF BURLINGTON BY-

### LAW NUMBER 2020.XXX

A By-law to amend By-law 2020, as amended; for 720, 735, 740 Oval Court & 5135 and 5155 Fairview Street,
File No.:505-03/21 and 520-04/21

**WHEREAS** Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

**WHEREAS** the Ontario Land Tribunal issued a decision on XXX, 2023, to amend the City’s existing Zoning By-law 2020, as amended, to permit a eight (8) mixed-use towers (ranging in height between 11 and 34 storeys) and a total of 1,988 residential units (including 190 assisted living units) and approximately 12,020 $m^2$ of retail, office, daycare and library uses for lands located at 720, 735, 740 Oval Court & 5135 and 5155 Fairview Street, Burlington.

**THE ONTARIO LAND TRIBUNDAL AMENDS ZONING BY-LAW 2020 AS FOLLOWS:**

1. Zoning Map Number **27-W** to By-law 2020, as amended, is hereby amended as shown on Schedule “A” attached to this By-law.

2. The lands designated as “A” on Schedule “A” attached hereto are hereby rezoned from “MXE" to "H-MXT-XXX".

3. The lands designated as “B” on Schedule “A” attached hereto are hereby rezoned from “MXE" to “O2”.

4. Part 11 of By-law 2020, as amended, Holding Zone Provisions, is hereby amended by the addition of the following section to Appendix A:

| | | | |
|---|---|---|---|
| #XX | H-MXT-XXX | Map 27W | Resolution: |

The Holding symbol shall be removed from the zone designation by way of an amending zoning by-law when the following has been obtained/completed:

a) Issuance of all necessary permits and completion of creek and hazard alterations and Fairview Street crossing upgrades such that the following is completed to the satisfaction of Conservation Halton and the City of Burlington:

i. all hazards and their associated regulatory allowances are contained within Block D Schedule “B” to this by-law, with the exception of the 7.5 m regulatory allowance from the floodplain that follows the drainage ditch along the northwest edge of the site, which extends into Block C; and

ii. safe access and egress to the subject lands is available under regulatory storm conditions.

b) The submission of a Ministry of the Environment, Conservation and Parks acknowledged Record of Site Condition (RSC). The RSC may be phased to apply to all or only a portion of the subject lands; or registration of the whole or the appropriate phase of the subdivision with appropriate conditions within the related subdivision agreement regarding the RSC, to the satisfaction of the City of Burlington and Region of Halton. The Holding provision may be lifted on a phased basis, over all or only a portion of the subject lands for which the RSC applies. In the event that the H is lifted on only a portion of the subject lands, the H otherwise continues to be in effect on the remaining lands to which it applies.

Notwithstanding subsections (a) or (b) above, this Holding Provision does not prevent the issuance of a building permit and/or municipal consent by-law permit and/or site alteration by-law permit necessary to authorize:

i. the demolition of an existing building, installation of servicing works along Oval Court, or activities, including the removal of soil, rock or fill, excavation and shoring, necessary to accommodate site remediation for the purpose of filing a Record of Site Condition.

5. Part 14 of By-law 2020, as amended, Exceptions to Zone Designations, is amended by adding Exception XXX as follows:

<table>
<tr><th>Exception<br>XXX</th><th>Zone<br>MXT</th><th>Map<br>27W</th><th>Amendment<br>2020.XXX</th><th>Enacted<br>XXXXXXX</th></tr>
<tr><td colspan="5">1. <u>Permitted Uses</u><br>Only the following uses shall be permitted:<br><br>(a) Apartment Buildings with Retail, Service Commercial, Recreational, Community Institution, Day Care Centre, Training Centre or other place of learning, Public Library and All Office Uses;<br>(b) Long-Term Care Facilities;<br>(c) Miscellaneous Uses, as per Part 1, Section 2.21(q)<br>(d) Retirement Homes on Block ‘C’ only</td></tr>
<tr><td colspan="5">2. <u>Regulations apply to all permitted uses in Block ‘A’ , Block ‘B’ and Block ‘C’ on Diagram XXX:</u></td></tr>
<tr><td colspan="4">a) Doors:</td><td>Every building elevation located within 60 m of Fairview Street or Oval Court shall provide a</td></tr>
</table>

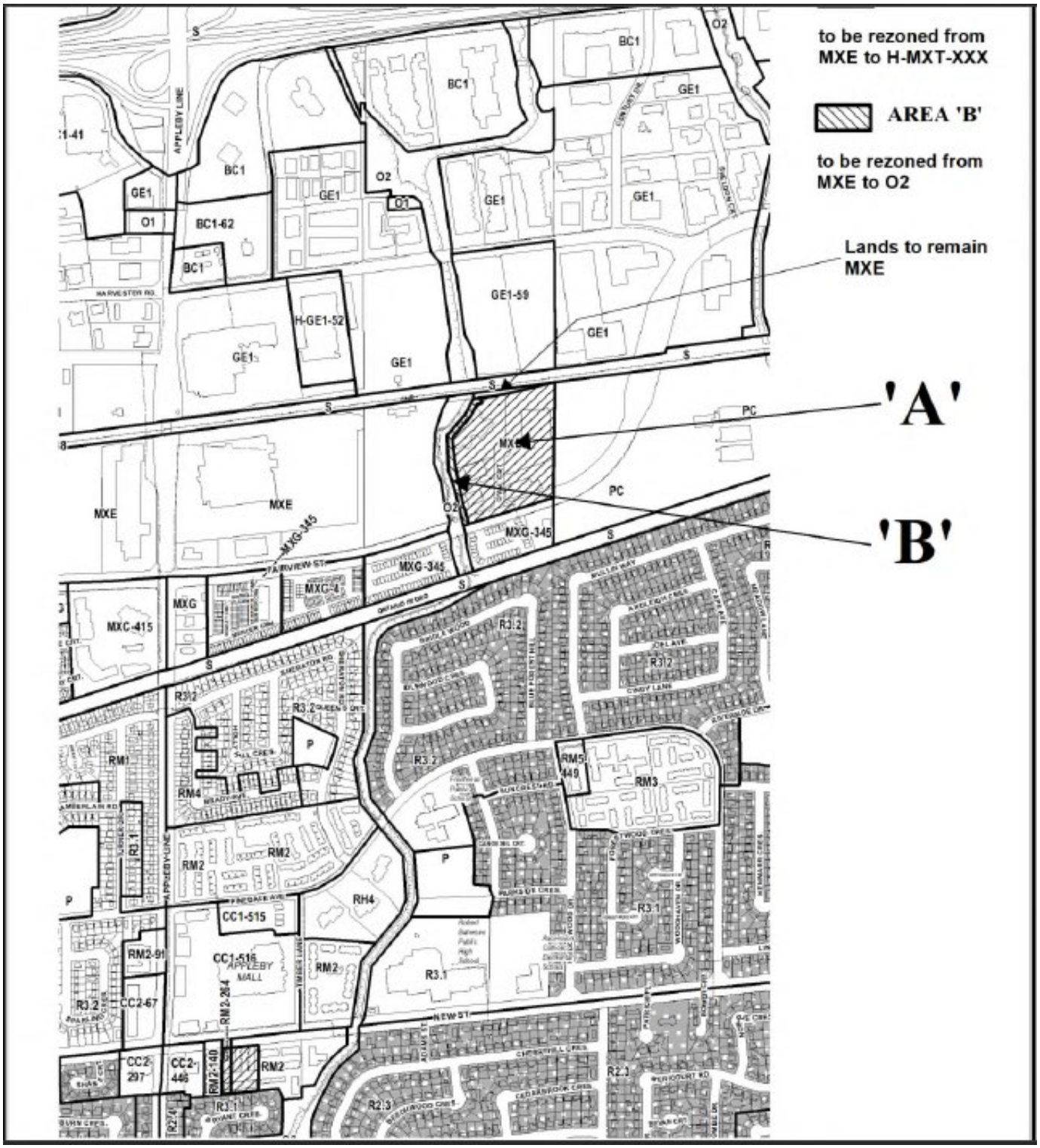
| | |
|---|---|
| | pedestrian accessible door on the elevation facing the street. |
| b) Visibility Triangles: | 3 m x 3 m. |
| c) Footnote (m) of Table 5.2.1 shall not apply. | |
| d) Horizontal distance between building towers: | 25 m |
| e) Maximum Floor Area Ratio for Block 'A': | 6:1 |
| f) Maximum Floor Area Ratio for Block 'B': | 6:1 |
| g) Maximum Cumulative Floor Area Ratio for all lots within Block 'C': | 6:1 |
| h) Notwithstanding part 5, Section 4.1-Table 5.4.1: maximum yards abutting any other street shall not apply. | |
| i) Long-Term Care Facility, Day Care Centre and Training Centre or Other Place of Learning are permitted on a Local Street | |
| 3. Regulations applying to buildings in Block 'A' on Diagram XXX: | |
| a) Maximum height: | 19 storeys and 65 m (exclusive of mechanical penthouse) |
| b) Floor area for all Retail, Service Commercial, Recreational, Community Institution, Day Care Centre, Training Centre or other place of learning, Public Library and All Office Uses on the ground floor of a building: | 600 $m^2$ |
| c) Amenity Area: | 15 $m^2$ per unit |
| d) Setback to below grade parking structures:<br>i) From any lot line: | <br>1 m |
| e) Landscape Area<br>i) Abutting Fairview Street:<br>ii) Abutting a O2 zone or a creek block: | <br>not required<br>1 m |
| f) Maximum podium height: | 6 storeys |
| g) Building stepback above 3 storeys for podium walls facing Fairview Street: | 3 m from building face of podium |
| h) Building stepback for storeys 18 and 19 for tower walls facing Fairview Street: | 3 m from building face of tower |

| | |
|---|---|
| i) Required parking for an Apartment Building:<br>Occupant:<br>Visitor: | <br>0.9 spaces per unit<br>0.1 spaces per unit |
| 4. Regulations applying to buildings in Block 'B' on Diagram XXX: | |
| a) Maximum height: | 19 storeys and 65 m (exclusive of mechanical penthouse) |
| b) Floor area for all Retail, Service Commercial, Recreational, Community Institution, Day Care Centre, Training Centre or other place of learning, Public Library and All Office Uses: | 1190 $m^2$ |
| c) Amenity Area: | 15 $m^2$ per unit |
| d) Yard from any lot line: | 1.0 m |
| e) Setback to below grade parking structure:<br>i) from any lot line: | <br>1.0 m |
| f) Landscape area<br>i) abutting Fairview Street:<br>ii) A below grade parking structure can encroach into a required landscape area abutting a PC or P zone | not required |
| g) Maximum podium height: | 6 storeys |
| h) Building stepback above 3 storeys for podium walls facing Fairview Street: | 3 m from building face of podium |
| i) Building stepback for storeys 18 and 19 for tower walls facing Fairview Street: | 3 m from building face of tower |
| j) Required Parking for an Apartment Building:<br>Occupant:<br>Visitor: | <br>0.9 spaces per unit<br>0.1 spaces per unit |
| 5. Regulations applying to buildings in Block 'C' on Diagram XXX: | |
| a) The properties zoned MXT-XXX and located on Block 'C' shall be considered | |

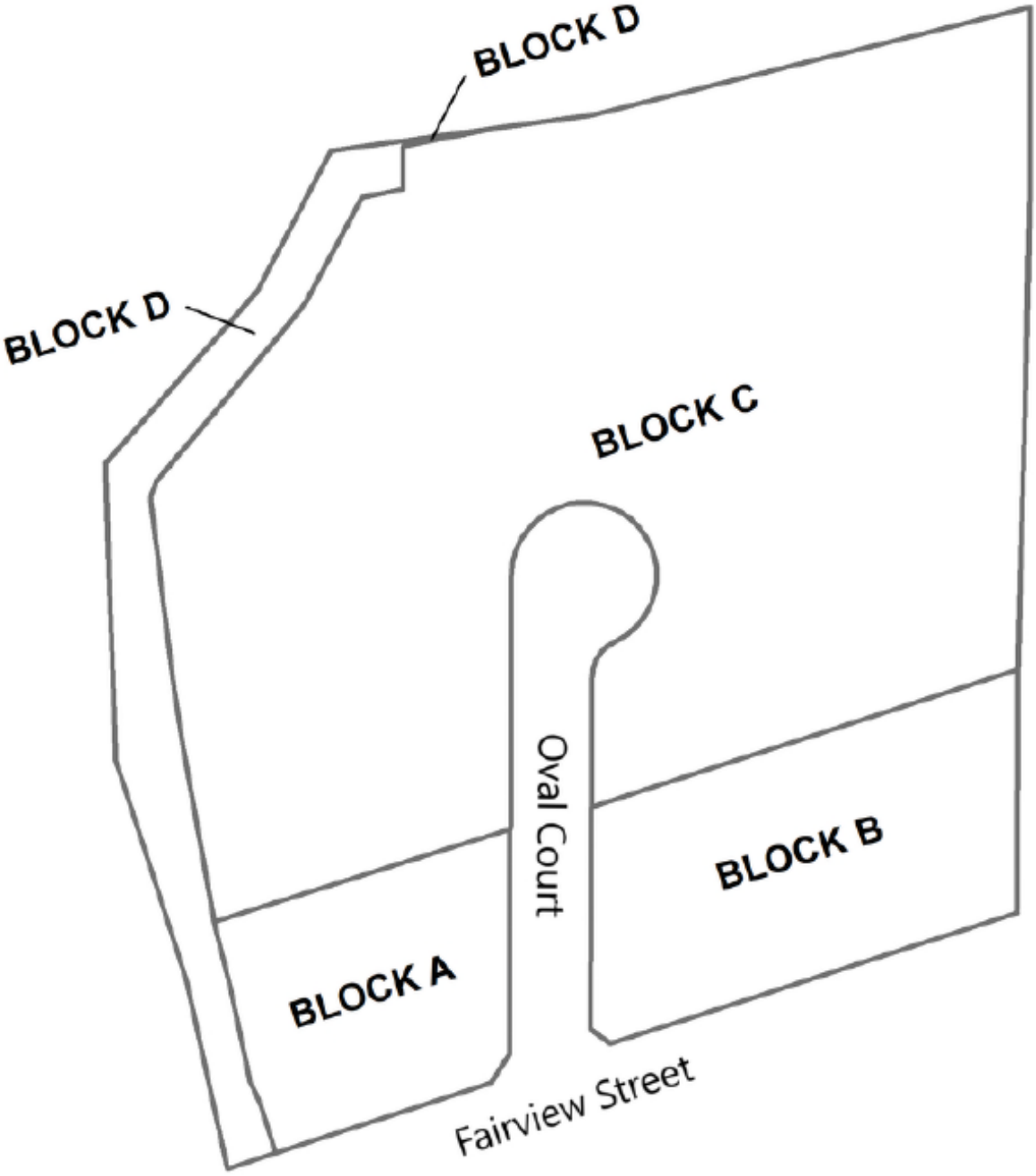
| | |
|---|---|
| one lot for the purposes of applying zoning regulations. | |
| b) Floor area for all Retail, Service Commercial, Recreational, Community Institution, Day Care Centre, Training Centre or other place of learning, Public Library and All Office Uses: | 3290 $m^2$ |
| c) Amenity Area: | 15m² per unit |
| d) Setback to below grade parking structures:<br>i) abutting the north lot line of Block 'C':<br>ii) abutting a PC or P zone:<br><br><br>iii) From a O2 zone or a creek block<br><br><br>iv) From all other lot lines: | <br>1 m<br>3.1 m for a length of 145 m measured from the north property line towards Fairview Street.<br><br>1 m along the O2 zone to the west; 2 m along the O2 zone adjacent/abutting the north lot line of Block 'C'.<br>1 m |
| e) No development, save and except below-grade parking garage, berm and a crash wall are permitted within 7.5 m of the O2 zone adjacent/abutting the north lot line of Block C. | |
| f) Landscape area:<br>a. Abutting Oval Court:<br>b. Abutting a O2 zone or a creek block: | <br>Not required<br>1 m along the O2 zone to the west. |
| g) Yard abutting a PC zone:<br><br>h) Yard abutting the north lot line of Block 'C': | 17.5 m for apartment towers<br>30 m for land uses sensitive to railway |
| i) Building Height:<br>a. For the buildings at the intersection of the easterly portion of the pedestrian promenade and the easterly property line:<br><br>b. For all other buildings: | <br>maximum building height of 65 m and 19 storeys exclusive of mechanical penthouse and at grade conditions<br><br>34 storeys and 114m (exclusive of mechanical penthouse) |
| j) Notwithstanding the maximum permitted building heights, no two buildings on Block 'C' shall be the same number of storeys. | |

| | |
|---|---|
| k) Required Parking for an Apartment Building in Block 'C':<br>Occupant:<br>Visitor: | <br><br>0.9 spaces per unit<br>0.1 spaces per unit |
| l) Required parking for a retirement home:<br>a. Notwithstanding Part 1, Section 2.25 – Table 1.2.6 maintenance vehicle parking is not required for a retirement home | |
| m) A 20 m wide separation between building podiums shall be required to allow for a pedestrian promenade, which may include vehicular access which extends from Sherwood Forest Park at the east to the O2 zone to the west. | |

Except as amended herein, all other provisions of this By-law, as amended, shall apply.


to be rezoned from
MXE to H-MXT-XXX
AREA 'B'
to be rezoned from
MXE to O2
Lands to remain
MXE
'A'
'B'

# Schedule B


BLOCK D
BLOCK D
BLOCK C
Oval Court
BLOCK B
BLOCK A
Fairview Street

Outlook

## Fw: City of Burlington - Draft Residential Zoning By-law Comments

**From** Lau, Rebecca <Rebecca.Lau@burlington.ca>
**Date** Mon 2025-10-20 12:07 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>
**Cc** Coates, Victoria <Victoria.Coates@burlington.ca>; Plas, Kyle <Kyle.Plas@burlington.ca>; Evershed, Todd <Todd.Evershed@burlington.ca>; Wensing, Nikolas <Nikolas.Wensing@burlington.ca>

---

**From:** Jenn Morrison <[redacted]>
**Sent:** October 20, 2025 10:41 AM
**To:** Lau, Rebecca <Rebecca.Lau@burlington.ca>; [redacted]
**Cc:** Josie Tavares <[redacted]>
**Subject:** City of Burlington - Draft Residential Zoning By-law Comments

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Rebecca, Paul, and Michael,

CLV Group Developments Inc. (CLV) would like to thank you for including us in the draft residential zoning by-law workshop on October 1st. Overall, we are pleased that the draft by-law has built in more flexibility than the current by-law, has lessened restrictions in some areas, and is easier to navigate. We do have some points/items for consideration regarding items that will hinder residential projects from starting or that will result in higher rental and purchase costs for residents.

1. **Unit size – Zoning By-law Should Not Dictate - Market Does**
    a. Section 5.47 requires certain percentages of three- bedroom units depending on building typology. Unit sizes and mix are dictated by the market's needs, which fluctuates over time. All developers undertake market studies at the start of a project, and in the case of rental, throughout the planning process, to understand the market needs. **No developer is going to construct a building that cannot be sold or leased due to unit mix**. This is not something that needs to be dictated in a zoning by-law. Developers complete their own due diligence on unit mix for a development, in a specific area at a specific point in time. Generalizing a requirement for the entire City in a by-law that may only be reviewed every 5 years, or as in the case of the previous zoning by-law in Burlington, every 20 years, can result in an unnecessary strain on a development's proforma. Needs change over short periods of time, as do family sizes and composition. As a rental provider, CLV can attest that the most difficult units to lease across southwestern Ontario, Ottawa, Quebec, and British Columbia are 2+ bedrooms. Depending on the area, urban downtown or MTSAs, 2+ bedrooms can be even harder to lease. Leave unit size mix to the market.
    b. Understanding that the Official Plan (OP) encourages larger bedrooms, consider an accompanying official plan amendment (OPA) or change language in zoning by-law to encourage larger units as opposed to regulating a specific amount that may not be required.
2. **Bicycle Parking Location – End of Parking Space**

a. Section 6.12 sets out the requirement for bicycle parking. CLV agrees with most of the bicycle parking requirements, however, question why bicycle parking at the end of a parking space cannot contribute to the overall minimum parking requirements? We have this condition in some of our buildings and find that residents prefer this for convenience and security. We suggest that this restriction be removed or altered to require a longer parking space for this condition to allow for maneuverability.

3. **Electrical Vehicle Charging Requirements – Zoning By-law Should Not Dictate - Market Does**
   a. Section 6.16 sets out requirements to provide electrical vehicle (EV) parking space that are both equipped with charging infrastructure (EV Ready) and capable of adding charging infrastructure (EV Capable). Again, we question why these requirements are being dictated in a zoning by-law? The market dictates the need for EV charging. Regulating the number of EV Ready and EV Capable spaces on a development results in undue costs, that will ultimately be passed on to the end user, the purchaser or lease holder. Rental projects are particularly sensitive to the increase costs to provide EV Ready and EV Capable spaces, as profits from rental projects are not realized for several years, 10-15+ years in most instances. Therefore, the tens or hundreds of thousands additional dollars, depending on the size of the development, required to meet the proposed requirements set out in the draft by-law, could move the needle for a project, rendering it unviable. Again, **developers undertake market research to understand the demand for EV Ready and EV Capable spaces for each development**. The market will dictate the need. A zoning by-law does not need to set this requirement.
   b. Understanding that the Official Plan (OP) encourages EV Ready and EV Capable parking spaces, consider an accompanying official plan amendment (OPA) or change language in zoning by-law to encourage EV ready and EV Capable spaces as opposed to regulating a specific amount that may not be required.
   c. Further, consultation with Burlington Hydro should be undertaken to understand if there is electricity supply capacity to support these requirements, and if not, what investment that the City of Burlington will need to make to ensure developments will be able to achieve these requirements.
4. **LN8 - High Rise Apartment Regulations – Height and Angular Plane**
   a. The height regulations are not easily found. By-law refers to Schedule A, that is not readily available, which then refers to an overlay, which is very difficult to find (not searchable) and very cumbersome. Consider one consolidated schedule.
   b. Section 7.8 sets out several requirements for high rise apartments. Most are reasonable; however, we urge the City to reconsider the angular plan requirement. Angular plane requirements result in additional construction costs and building inefficiencies that could potentially render some development unviable. The stepping approach on multiple levels results in increased construction and labour costs because it does not allow for stacking of mechanical, plumbing, and electrical infrastructure, forming is more difficult, and leads to multiple unit types depending on the floorplate, requiring additional design and construction efforts that are costly. Consider using setbacks and a singular step back at the 5$^{th}$ level to achieve the same goal.
5. **General Comment**
   a. Lastly, additional language or specific clause should be included in the new zoning by-law to recognize any developments that were approved under the previous by-law, especially through the OLT, but have not yet received a building. This will avoid potential additional costs to re-attend OLT or re-design a development proposal if the new by-law does not align with the previous approval.

Again, we appreciate the opportunity to provide our feedback on the draft zoning by-law through our lens of a rental housing developer and operator. We would be happy to discuss the above comments in greater detail if you have any questions.

Regards,

**Jenn Morrison, RPP, MCIP**
Vice President Planning & Land Development
**CLV Group Developments Inc.**

C [redacted]
501-209 Oak Park Blvd, Oakville, ON, L6H 7S8
www.clvdevelopments.com

AIRD BERLIS

Patrick J. Harrington
Direct: [redacted]
E-mail: [redacted]

November 19, 2025

VIA E-MAIL

Our File No. 137008

Blake Hurley
Commissioner of Legal and Legislative Services/ City Solicitor
City of Burlington
426 Brant Street, P.O. Box 5013
Burlington, ON L7R 3Z6
blake.hurley@burlington.ca

Office of the City Clerk
City of Burlington
426 Brant St., PO Box 5013,
Burlington, ON, L7R 3Z6
clerks@burlington.ca

Dear Mr. Hurley:

**Re: City of Burlington**
**New Comprehensive Zoning By-law**
**Millcroft Greens**

As you are aware, our firm is counsel to Millcroft Greens Corporation ("Millcroft Greens"). Millcroft Greens is the registered owner of lands known municipally as 2155 Country Club Drive and 4274 Dundas Street in the City of Burlington (collectively, the "Subject Lands").

As you are also aware, on June 12, 2024 the Ontario Land Tribunal (the "OLT") issued a Decision and Order approving official plan amendments, zoning by-law amendments and a draft plan of subdivision affecting the Subject Lands. Specific to the zoning of the Subject Lands, the OLT issued its Final Order dated February 19, 2025, approving Zoning By-law 2020.498 for the Subject Lands, a copy of which is attached for your ease of reference. We hereinafter refer to the June 2024 Decision and Order, and the February 2025 Final Order, collectively as the "Decision/Order" of the OLT.

We understand that Burlington has, since July 2025, been undertaking public and stakeholder consultations respecting a draft of a new Zoning By-law for the City. These public consultations respecting the new Zoning By-law build upon terms of reference and various council updates on the City's Zoning By-law Project, which has been active at the City since 2022.

After reviewing the City's published draft of its new Zoning By-law, Millcroft Greens' planning consultant, Wellings Planning Consultants Inc., contacted City Staff with respect to the Subject Lands. Specifically, Mr. Glenn Wellings requested that City Staff confirm that the zoning of the Subject Lands under the new Zoning By-law would reflect the zoning that was approved by the OLT through the Decision/Order.

Unfortunately, to-date, City Staff have not provided Mr. Wellings with a clear answer to this question. Instead, on November 14, 2025, Mr. Kyle Plas (the City's Manager of Development and Design) provided the following response to Mr. Wellings via e-mail:

> *The 1st Phase of the New Zoning By-law Project is intended to implement the policies of the Residential Neighbourhood Area designations of the Burlington Official Plan 2020, as amended, as these policies are in force and effect. Since the New Zoning By-law needs to conform with the in-force and effect Official Plan (i.e. 2020 for Residential designations), we are only able to implement zoning on lands where the new OP policies are not subject to appeal.*
>
> *Prior to answering your question about the site-specific zoning being brought into effect through the New Zoning By-law Project for the Millcroft Greens lands, a discussion related to the Burlington Official Plan 2020 appeals needs to occur….*

Mr. Plas' response has caused this matter to be (re)-elevated to our firm.

It is not clear on what basis Mr. Plas is purporting to defer the "implementation" of zoning on the Subject Lands. We confirm that Millcroft Greens has filed, and is maintaining, a policy-specific appeal of the 2020 Burlington Official Plan. However, this appeal in no way affects the Decision/Order. Furthermore, the eventual coming-into-force of the 2020 Burlington Official Plan (material portions of which remain under appeal before the OLT as of the date of this letter) does not affect the in-force zoning of the Subject Lands as approved by the Decision/Order. Accordingly, ensuring that the City's new Zoning By-law reflects and implements the Decision/Order, as requested by Mr. Wellings, should not be dependent upon the resolution of any of the current appeals of the 2020 Burlington Official Plan – including the policy-specific appeal being maintained by Millcroft Greens.

We therefore write to repeat Mr. Wellings' original request for City Staff's confirmation that the zoning of the Subject Lands under the new Zoning By-law will reflect the in-force zoning that was approved by the OLT through the Decision/Order. It would be unreasonable and unfair for the City to refrain from recognizing the Decision/Order in the new Zoning By-law, thereby necessitating the filing of yet-another OLT appeal by Millcroft Greens to protect its interests and ensure that the Decision/Order implemented by the City.

We are copying both the City Clerk and the e-mail address provided to the public for comments on the City's new Zoning By-law. This is being done to ensure that this letter is accepted as a written submission on behalf of Millcroft Greens in accordance with subparagraph 34(19)2.2 of the *Planning Act*. Regardless, we do ask that the City Solicitor's office ensure that City's new Zoning By-law is reflective of the Decision/Order to avoid any further costs to our client.

Yours truly,

AIRD & BERLIS LLP

Patrick J. Harrington

Encl.

cc. newzoning@burlington.ca
Kyle Plas, City of Burlington
Kelly Cook, City of Burlington
Client

66446811.1

**BY-LAW NUMBER 2020.498, SCHEDULE 'A' – OVERVIEW, SCHEDULE 'A' – INSETS AND EXPLANATORY NOTE**

**THE CORPORATION OF THE CITY OF BURLINGTON**

**BY-LAW NUMBER 2020.498**

A By-law to amend By-law 2020, as amended;
File No.: 505-07/20, 520-07/20, & 510-02/20 (24T-20002/B)

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

WHEREAS on June 12, 2024, the Ontario Land Tribunal approved an amendment to the City's existing Zoning By-law 2020, as amended, to permit 90 detached dwellings on four (4) parcels of land;

**THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:**

1. Zoning Map Number 24-E and 24-W of PART 15 to By-law 2020, as amended, is hereby amended as shown on Schedule "A" – Overview and Schedule "A" - Insets attached to this By-law.

2. The lands shown as "Area A" on Schedule "A" attached hereto are hereby rezoned from O1 to R3.2-551.

3. The lands shown as "Area B" on Schedule "A" attached hereto are hereby rezoned from O1 to R3.2-552.

4. The lands shown as "Area C" on Schedule "A" attached hereto are hereby rezoned from O1 to R3.2-553.

5. The lands shown as "Area D" on Schedule "A" attached hereto are hereby rezoned from O1 to R2.3-554.

6. The lands shown as "Area E" on Schedule "A" attached hereto are hereby rezoned from O1 to R2.3-555.

7. The lands shown as "Area F" on Schedule "A" attached hereto are hereby rezoned from O1 to O3-556.

8. The lands shown as "Area G" on Schedule "A" attached hereto are hereby rezoned from O1 to O1-557.

9. PART 14 of By-law 2020, as amended, Exceptions to Zone Designations, is amended by adding Exceptions 551, 552, 553, 554, 555, 556 and 557 as follows:

| Exception 551 | Zone R3.2 | Map 24-W and 24-E | Amendment 2020.498 OLT-22-004149 | Enacted June 12, 2024 |
|---|---|---|---|---|

**1. <u>Regulations for Detached Dwellings on a Common Element Condominium Road:</u>**

a) Lot Area: 335 $m^2$

b) Lot Width: 15.2 m

c) Front Yard:
   i) To dwelling: 4.5 m
   ii) To attached garage: 6.7 m

d) Rear Yard / Rear Yard to an O1 zone:
   i) One-storey dwelling: 4.5 m
   ii) One and a half storey dwelling: 6.0 m
   iii) Two-storey dwelling: 7.5 m, may be reduced to 3.5 m for a one-storey rear portion provided the maximum width is 45% of the dwelling width, measured from the closest wall to each side lot line.

e) Side Yards with an attached garage:
   i) One-storey / one and a half storey dwelling: 1.2 m one side, 0.6 m other side
   ii) Two-storey dwelling: 1.2 m
   iii) Abutting a creek block / O1 zone / walkway: 1.2 m
   iv) Street side yard for Lot 19 Shown in Diagram 551c below: 3 m

f) Maximum Building Height:
   i) One-storey dwelling: 9.5 m
   ii) One and a half storey dwelling: 9.5 m
   iii) Two-storey dwelling: 12.5 m

g) Maximum Lot Coverage:
   i) One-storey dwelling: 57%
   ii) One and a half storey dwelling: 52%
   iii) Two-storey dwelling: 51%

h) Balconies:
   i) Notwithstanding Part 1, Subsection 2.3.3, Balconies located above the first storey are only permitted on Lots 19-29 and 77-79 as shown on Diagrams 551a and 551b provided:
      a) Accessory to dwelling unit.
      b) Located above a covered porch or deck only.
      c) Maximum 3 m projection from the wall the balcony is located.
      d) Maximum 50% of the dwelling width, measured from the closest wall to each side lot line.

i) Part 2, Subsection 4.6 Dwelling Depth regulations shall not apply.

j) Part 1, Subsection 2.36 Setbacks Abutting Creek Blocks, O2 Zones, O3 Zones, and RG zones shall not apply to Lot 29 to Block 92 zoned as O3, the walkway access to the irrigation pond as shown in Diagram 551a.

k) Encroachment Into Yards:
   i) Notwithstanding Part 1, Subsection 2.13, the maximum unenclosed 1-storey porch encroachment into a required front yard shall be 1.5 m including roof overhang.
   ii) In addition to the maximum porch encroachment above, a maximum stair encroachment into a required front yard shall be 1.5 m.

l) Notwithstanding the definitions for lot lines in Part 16, the lot lines identified in Diagram 551c below shall apply.

**Diagram 551a:**

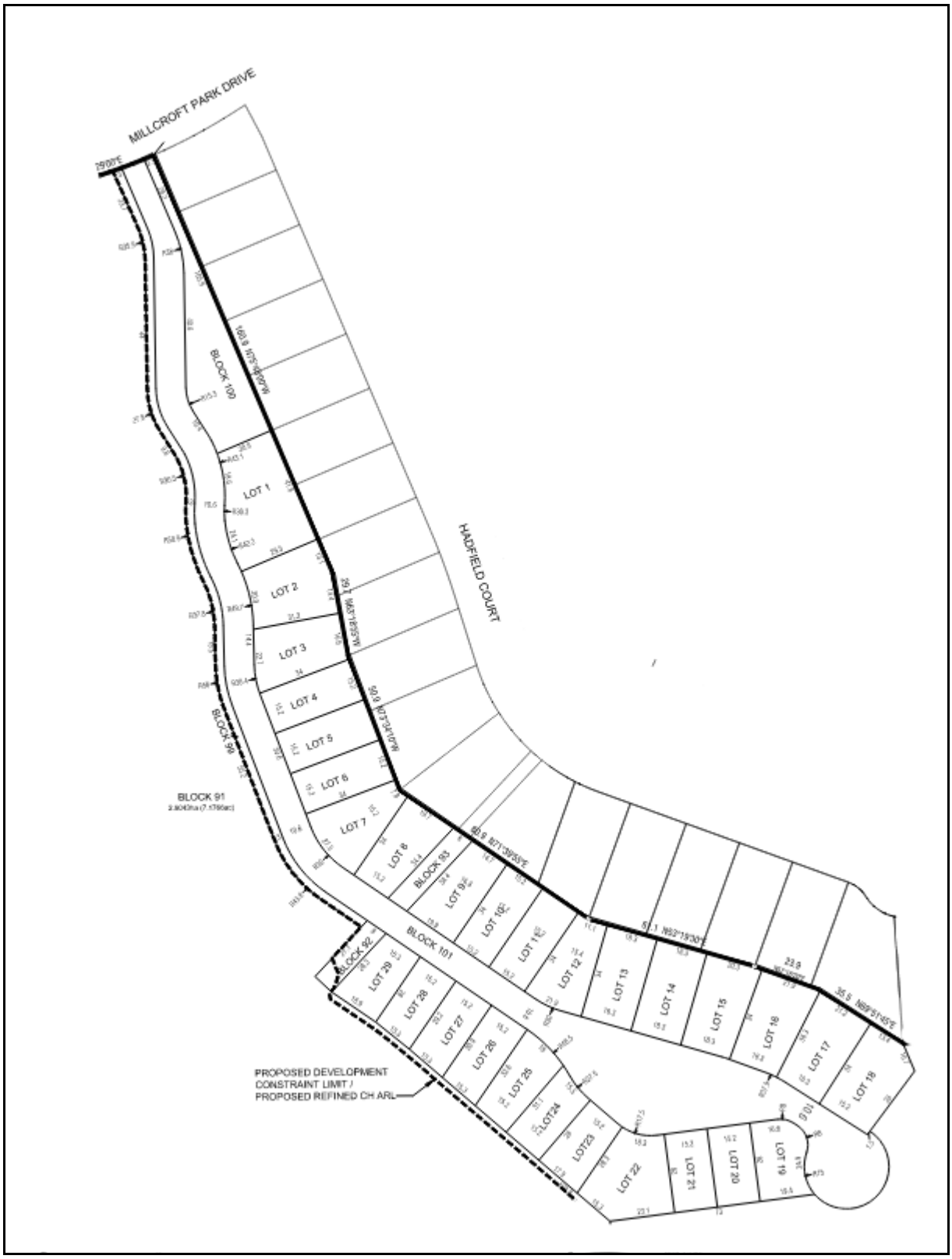

MILLCROFT PARK DRIVE
HADFIELD COURT
BLOCK 100
BLOCK 99
BLOCK 91
BLOCK 92
BLOCK 93
BLOCK 101
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
LOT 22
LOT23
LOT24
LOT 25
LOT 26
LOT 27
LOT 28
LOT 29
PROPOSED DEVELOPMENT
CONSTRAINT LIMIT /
PROPOSED REFINED CH ARL

**Diagram 551b:**

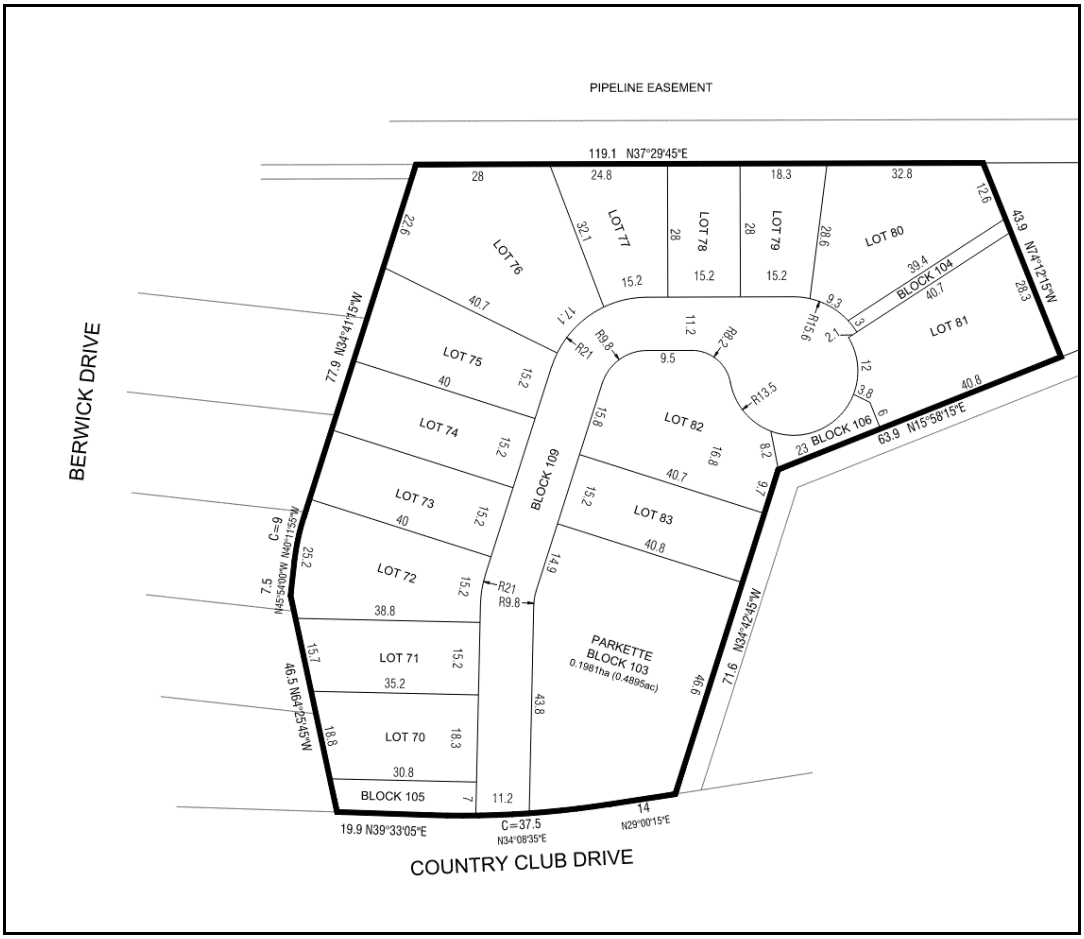
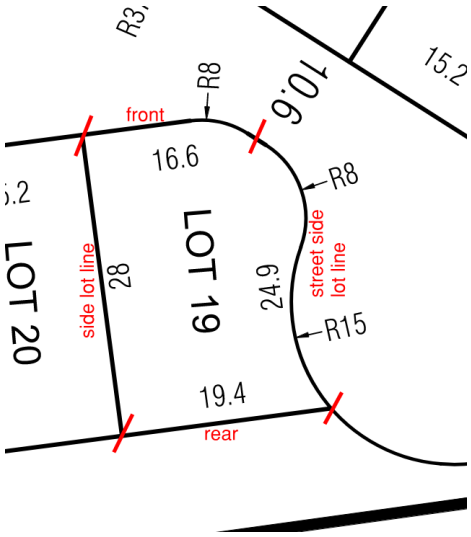



**Diagram 551c for Lot 19:**




Except as amended herein, all other provisions of this By-law, as amended, shall apply.

| Exception 552 | Zone R3.2 | Map 24-W and 24-E | Amendment 2020.498 OLT-22-004149 | Enacted June 12, 2024 |
|---|---|---|---|---|

**1. <u>Regulations for Detached Dwellings on a Common Element Condominium Road:</u>**

a) Lot Area: 424 $m^2$

b) Lot Width: 15.2 m

c) Front Yard:
- i) To dwelling: 4.5 m
- ii) To attached garage: 6.7 m

d) Rear Yard to an O1 zone:
- i) One-storey dwelling: 4.5 m
- ii) One and a half storey dwelling: 6.0 m
- iii) Two-storey dwelling: 7.5 m, may be reduced to 3.5 m for a one-storey rear portion provided the maximum width is 45% of the dwelling width, measured from the closest wall to each side lot line.

e) Side Yards with an attached garage:
- i) One-storey / one and a half storey dwelling: 1.2 m one side, 0.6 m other side
- ii) Two-storey dwelling: 1.2 m
- iii) Abutting a creek block / O1 zone / walkway: 1.2 m
- iv) Street side yard for Lot 89 show in Diagram 552c below: 3 m

f) Maximum Building Height:
- i) One-storey dwelling: 9.5 m
- ii) One and a half storey dwelling: 9.5 m
- iii) Two-storey dwelling: 12.5 m

g) Maximum Lot Coverage:
- i) One-storey dwelling: 57%
- ii) One and a half storey dwelling: 52%
- iii) Two-storey dwelling: 51%

h) Visibility Triangle: 3m x 3m

i) Balconies:
- i) Notwithstanding Part 1, Subsection 2.3.3, Balconies located above the first storey are only permitted on Lots 68, 69 and 90 as shown in Diagrams 552a and 552b provided:
  - a) Accessory to dwelling unit.
  - b) Located above a covered porch or deck only.
  - c) Maximum 3 m projection from the wall the balcony is located.
  - d) Maximum 50% of the dwelling width, measured from the closest wall to each side lot line.

e) Balconies are not permitted to be located in the yard of dwellings facing Hadfield Court, Parklane Crescent or Chasewood Court.

j) Part 2, Subsection 4.6 Dwelling Depth regulations shall not apply.

k) Encroachment Into Yards:
   i) Notwithstanding Part 1, Subsection 2.13, the maximum unenclosed 1-storey porch encroachment into a required front yard shall be 1.5 m including roof overhang.
   ii) In addition to the maximum porch encroachment above, a maximum stair encroachment into a required front yard shall be 1.5 m.

l) Notwithstanding the definitions for lot lines in Part 16, the lot lines identified in Diagram 552c below shall apply.

**Diagram 552a:**

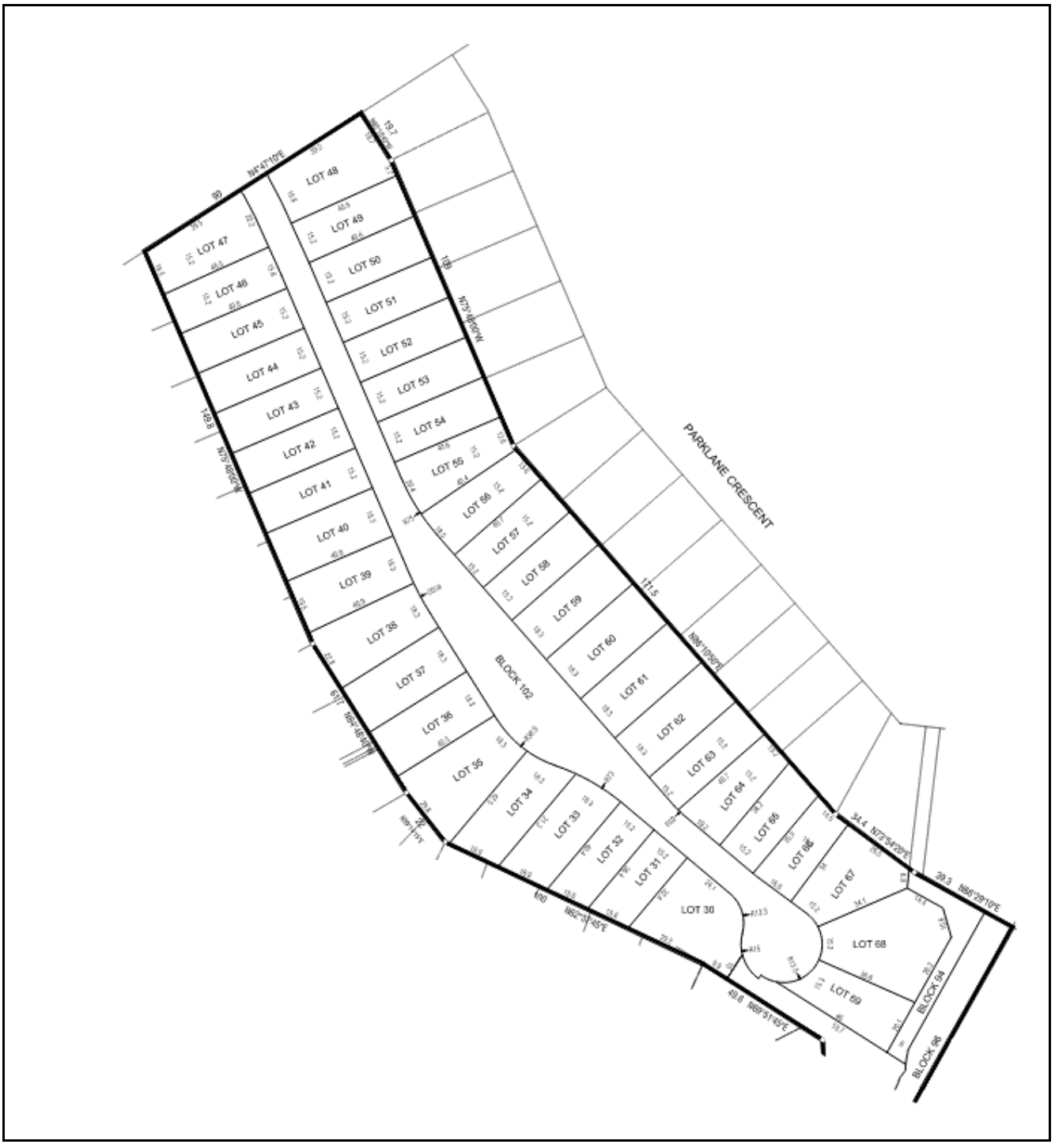



**Diagram 552b:**

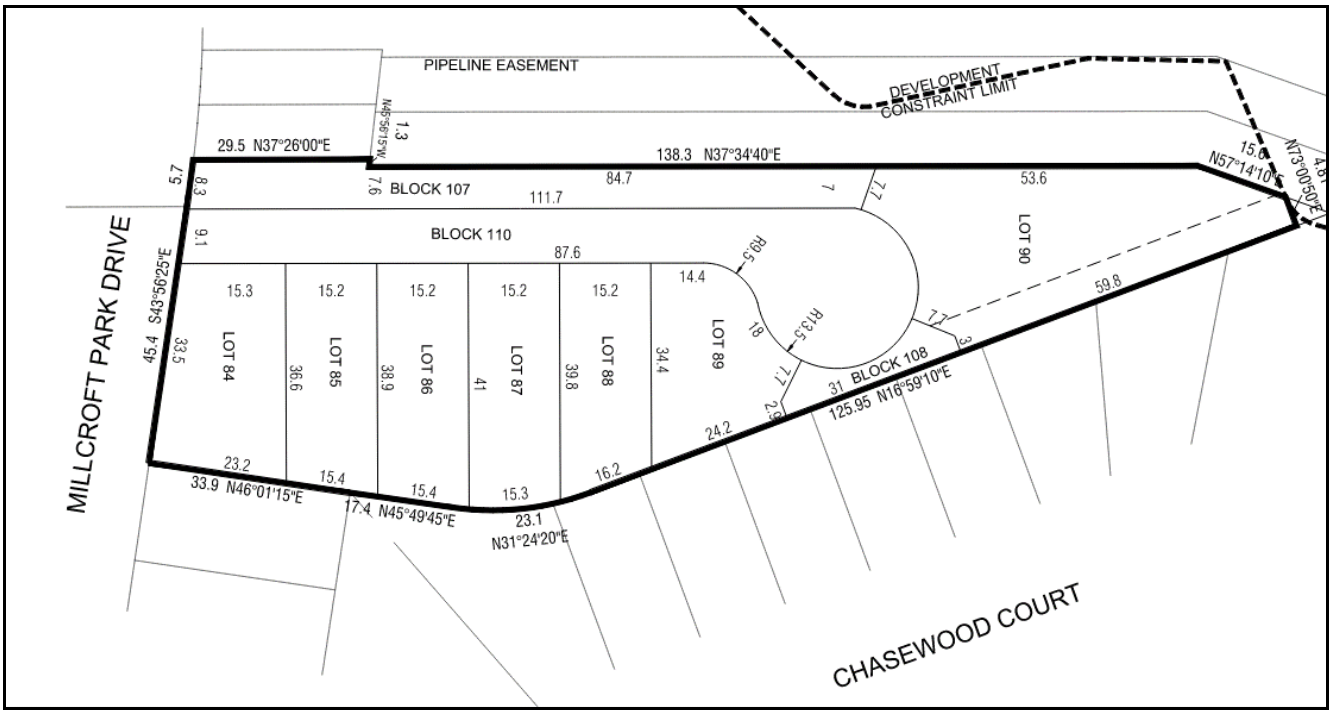
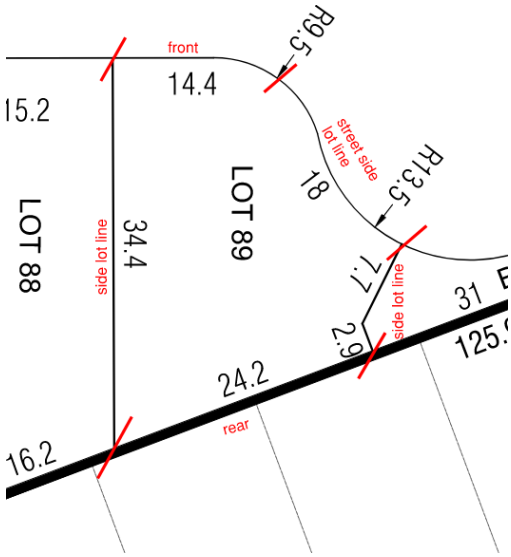



**Diagram 552c for Lot 89:**




Except as amended herein, all other provisions of this By-law, as amended, shall apply.

| Exception 553 | Zone R3.2 | Map 24-W and 24-E | Amendment 2020.498 OLT-22-004149 | Enacted June 12, 2024 |
|---|---|---|---|---|

1. **Regulations for Detached Dwellings on a Common Element Condominium Road:**

| | |
|---|---|
| a) Lot Area: | 516 $m^2$ |
| b) Lot Width: | 15.2 m |
| c) Front Yard: | |
| i) To dwelling: | 4.5 m |
| ii) To attached garage: | 6.7 m |
| d) Rear Yard to an O1 zone: | |
| i) One-storey dwelling: | 4.5 m |
| ii) One and a half storey dwelling: | 6.0 m |
| iii) Two-storey dwelling: | 7.5 m, may be reduced to 3.5 m for a one-storey rear portion provided the maximum width is 45% of the dwelling width, measured from the closest wall to each side lot line. |
| e) Side Yards with an attached garage: | |
| i) One-storey / one and a half storey dwelling: | 1.2 m one side, 0.6 m other side |
| ii) Two-storey dwelling: | 1.2 m |
| iii) Street side yard: | 4.5 m |
| iv) Abutting a creek block / O1 zone / walkway: | 1.2 m |
| f) Maximum Building Height: | |
| i) One-storey dwelling: | 9.5 m |
| ii) One and a half storey dwelling: | 9.5 m |
| iii) Two-storey dwelling: | 12.5 m |
| g) Maximum Lot Coverage: | |
| i) One-storey dwelling: | 49% |
| ii) One and a half storey dwelling: | 59% |
| iii) Two-storey dwelling: | 57% |
| i) Visibility Triangle: | 3m x 3m |

i) Balconies:

i) Notwithstanding Part 1, Subsection 2.3.3, Balconies located above the first storey are only permitted on Lot 80 and 81 as shown in Diagram 553a provided:

a) Accessory to dwelling unit.
b) Located above a covered porch or deck only.
c) Maximum 3 m projection from the wall the balcony is located.
d) Maximum 50% of the dwelling width, measured from the closest wall to each side lot line.
e) Lot 81 balcony is not permitted to be located in the yard of the dwelling facing the townhouses on Country Club Drive.

j) Driveways and Walkways for Lots 59-63 only as shown in Diagram 553b:

i) Notwithstanding Part 1, Subsection 2.24, the maximum driveway width shall be 8.9 m.
ii) In addition to the maximum driveway width above, a walkway with a maximum width of

1.2 m shall be permitted.

iii) The remaining lot area between a street line and a building elevation facing a street shall be landscaped open space area.

k) Attached garages for Lots 59-63 only as shown in Diagram in 553b:
   i) The width of a front loading attached garage shall not exceed 58.2% of its building elevation.

l) Part 2, Subsection 4.6 Dwelling Depth regulations shall not apply.

m) Encroachment Into Yards:
   i) Notwithstanding Part 1, Subsection 2.13, the maximum unenclosed 1-storey porch encroachment into a required front yard shall be 1.5 m including roof overhang.
   ii) In addition to the maximum porch encroachment above, a maximum stair encroachment into a required front yard shall be 1.5 m.

m) Notwithstanding the definitions for lot lines in Part 16, the lot lines identified in Diagram 553c below shall apply.

**Diagram 553a:**

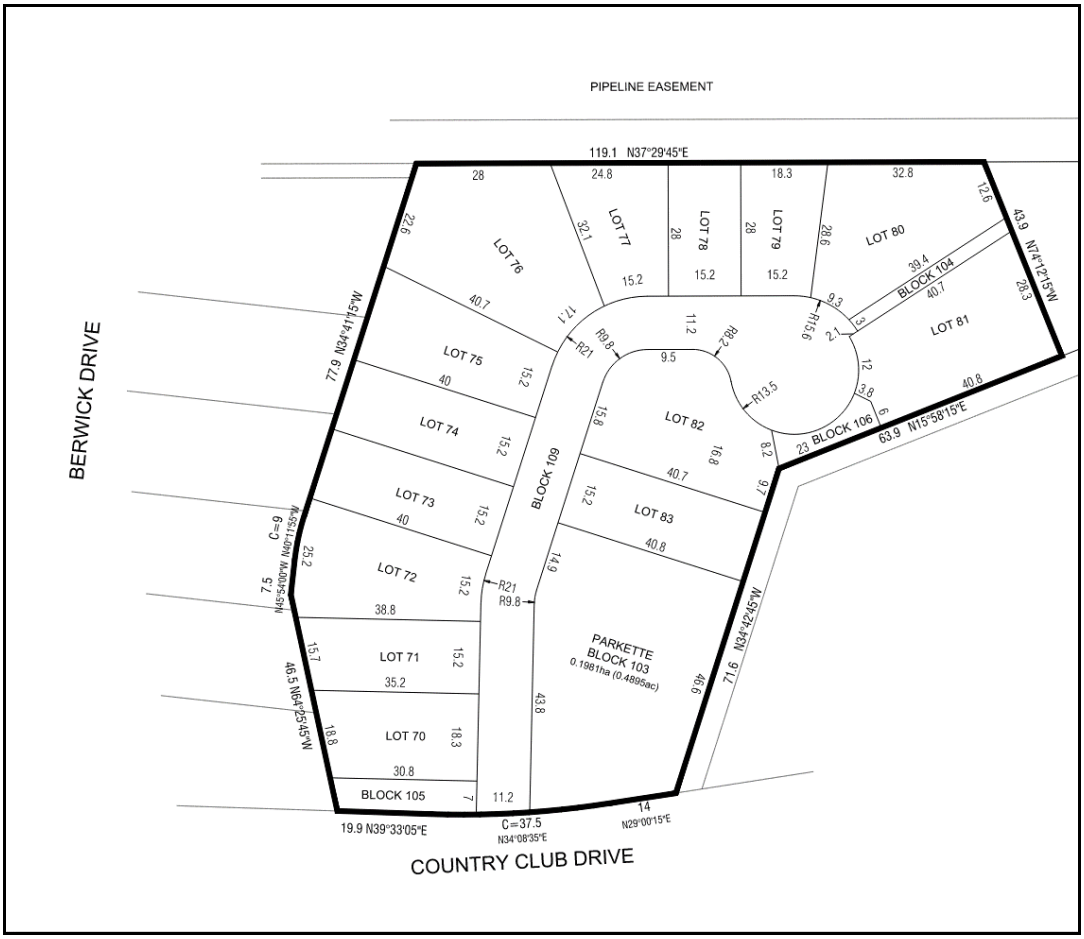


**Diagram 553b:**

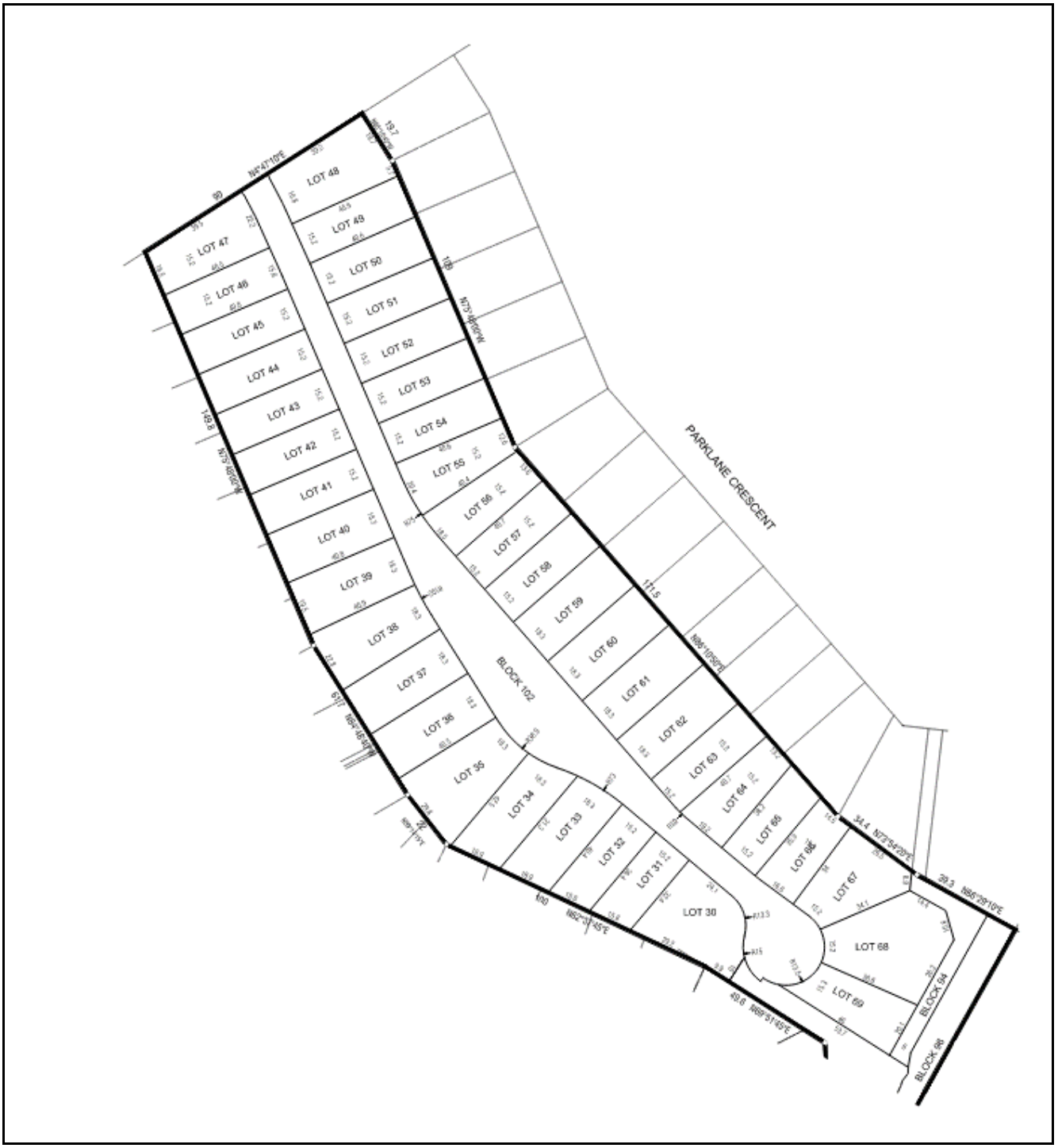
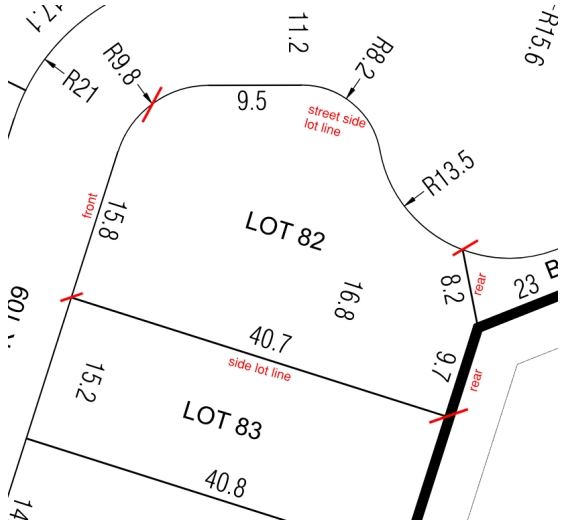



**Diagram 553c for Lot 82:**




Except as amended herein, all other provisions of this By-law, as amended, shall apply.

| Exception 554 | Zone R2.3 | Map 24-E | Amendment 2020.498 OLT-22-004149 | Enacted June 12, 2024 |
|---|---|---|---|---|

**1. <u>Regulations for Detached Dwellings on a Common Element Condominium Road:</u>**

| | |
|---|---|
| a) Lot Area: | 622 $m^2$ |
| b) Lot Width: | 18 m |
| c) Front Yard: | |
| i) To dwelling: | 4.5 m |
| ii) To attached garage: | 6.7 m |
| d) Rear Yard to an O1 zone: | |
| i) One-storey dwelling: | 4.5 m |
| ii) One and a half storey dwelling: | 6.0 m |
| iii) Two-storey dwelling: | 7.5 m, may be reduced to 3.5 m for a one-storey rear portion provided the maximum width is 45% of the dwelling width, measured from the closest wall to each side lot line. |
| e) Side Yards with an attached garage: | |
| i) One-storey / one and a half storey dwelling: | 1.2 m one side, 0.6 m other side |
| ii) Two-storey dwelling: | 1.5 m |
| iii) Street side yard: | 4.5 m |
| iv) Abutting a creek block / O1 zone / walkway: | 1.2 m |

f) Maximum Building Height:
   i) One-storey dwelling: 9.5 m
   ii) One and a half storey dwelling: 9.5 m
   iii) Two-storey dwelling: 12.5 m

g) Maximum Lot Coverage:
   i) One-storey dwelling: 65%
   ii) One and a half storey dwelling: 61%
   iii) Two-storey dwelling: 57%

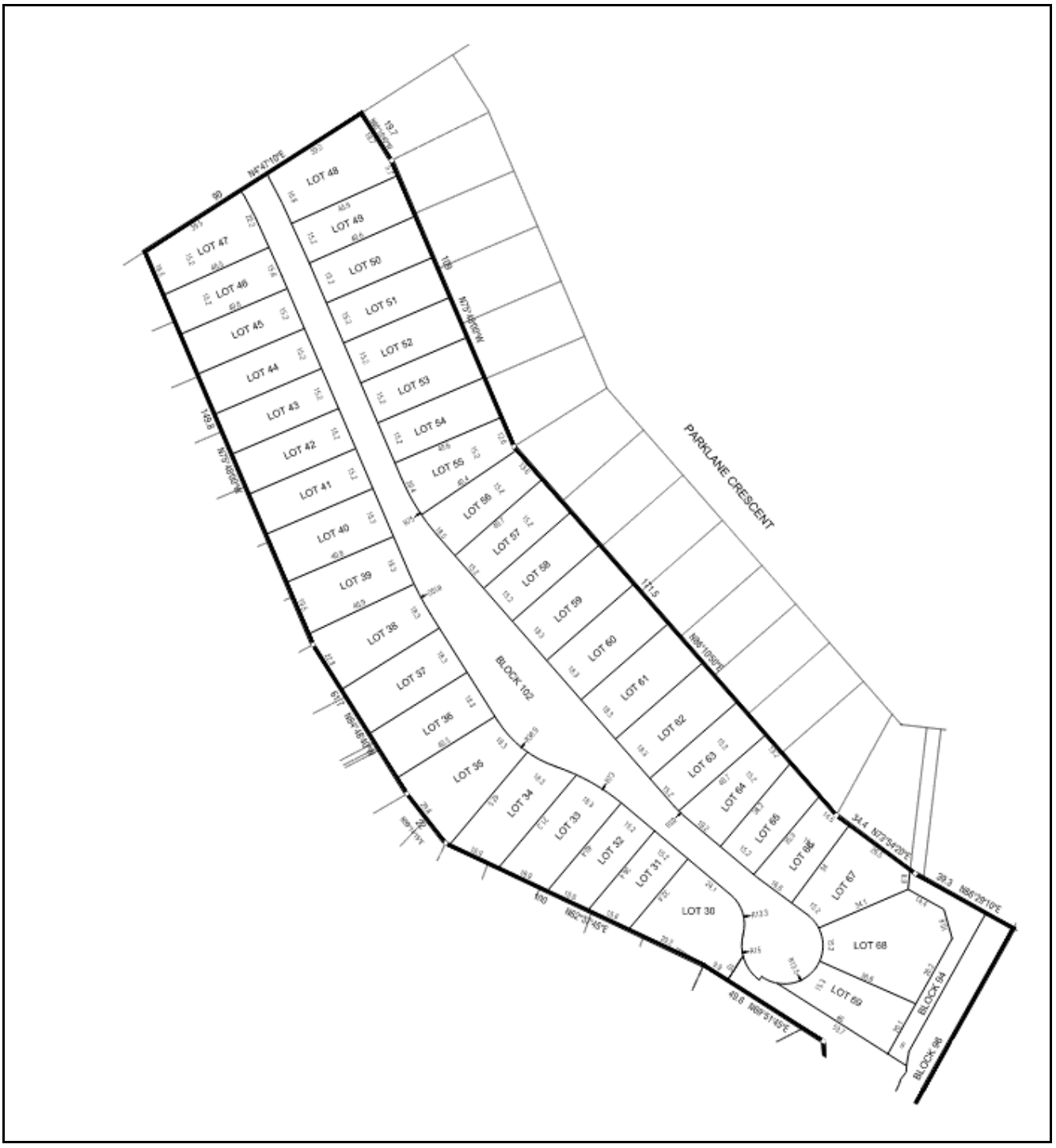
h) Driveways and Walkways:
   i) Notwithstanding Part 1, Subsection 2.24, the maximum driveway width shall be 8.9 m.
   ii) In addition to the maximum driveway width above, a walkway with a maximum width of 1.2 m shall be permitted.
   iii) The remaining lot area between a street line and a building elevation facing a street shall be landscaped open space area.

i) Attached garages for Lots 33-40 only as shown in Diagram in 554a:
   i) The width of a front loading attached garage shall not exceed 58.2% of its building elevation.

j) Part 2 Subsection 4.6 Dwelling Depth regulations shall not apply.

k) Encroachment Into Yards:
   i) Notwithstanding Part 1, Subsection 2.13, the maximum unenclosed 1-storey porch encroachment into a required front yard shall be 1.5 m including roof overhang.
   ii) In addition to the maximum porch encroachment above, a maximum stair encroachment into a required front yard shall be 1.5 m.

**Diagram 554a:**


LOT 47
LOT 46
LOT 45
LOT 44
LOT 43
LOT 42
LOT 41
LOT 40
LOT 39
LOT 38
LOT 37
LOT 36
LOT 35
LOT 48
LOT 49
LOT 50
LOT 51
LOT 52
LOT 53
LOT 54
LOT 55
LOT 56
LOT 57
LOT 58
LOT 59
LOT 60
LOT 61
LOT 62
LOT 63
LOT 64
LOT 65
LOT 66
LOT 67
LOT 68
LOT 69
LOT 34
LOT 33
LOT 32
LOT 31
LOT 30
BLOCK 102
BLOCK 104
BLOCK 68
PARKLANE CRESCENT
N73°48'50"W
N68°47'10"E
N68°47'10"E
N73°48'50"W
N68°47'10"E
N68°47'10"E
N73°34'20"E
N68°25'40"E
N68°25'40"E
N68°51'45"E
N68°51'45"E
N68°25'40"E
N68°25'40"E
N68°25'40

| Exception 555 | Zone R2.3 | Map 24-W and 24-E | Amendment 2020.498 OLT-22-004149 | Enacted June 12, 2024 |
|---|---|---|---|---|

**1. <u>Regulations for Detached Dwellings on a Common Element Condominium Road:</u>**

a) Lot Area: 538 $m^2$

b) Lot Width: 21 m

c) Front Yard:
   i) To dwelling: 4.5 m
   ii) To attached garage: 6.7 m, may be reduced to 4.5 m for Lots 1 and 30 for a one-storey street side and side yard facing attached garage.

d) Rear Yard to an O1 zone:
   i) One-storey dwelling: 4.5 m
   ii) One and a half storey dwelling: 6.0 m
   iii) Two-storey dwelling: 7.5 m, may be reduced to 3.5 m for Lot 3 for a one-storey rear portion provided the maximum width is 45% of the dwelling width, measured from the closest wall to each side lot line.

e) Side Yards with an attached garage:
   i) One-storey / one and a half storey dwelling: 1.2 m one side, 0.6 m other side
   ii) Two-storey dwelling: 1.5 m
   iii) Street side yard: 6.7 m
   iv) Abutting a creek block / O1 zone / walkway: 1.2 m

f) Maximum Building Height:
   i) One-storey dwelling: 9.5 m
   ii) One and a half storey dwelling: 9.5 m
   iii) Two-storey dwelling: 12.5 m

g) Maximum Lot Coverage:
   i) One-storey dwelling: 51%
   ii) One and a half storey dwelling: 46%
   iii) Two-storey dwelling: 45%

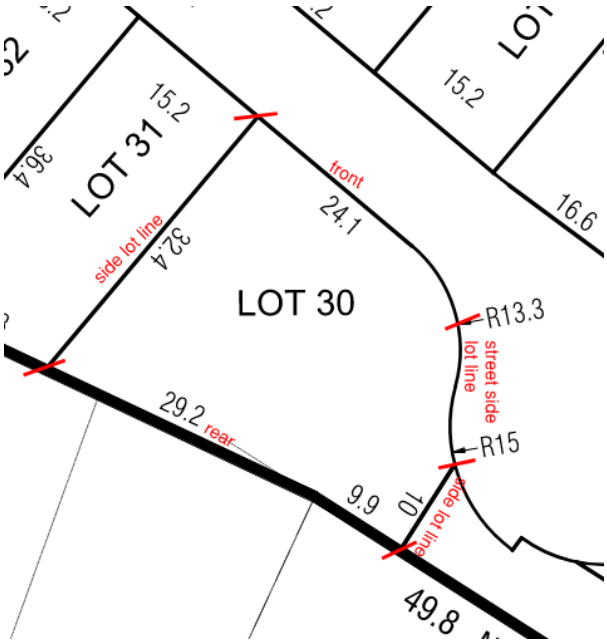
h) Part 2 Subsection 4.6 Dwelling Depth regulations shall not apply.

i) Encroachment Into Yards:
   i) Notwithstanding Part 1, Subsection 2.13, the maximum unenclosed 1-storey porch encroachment into a required front yard shall be 1.5 m including roof overhang.
   ii) In addition to the maximum porch encroachment above, a maximum stair encroachment into a required front yard shall be 1.5 m.

j) Notwithstanding the definitions for lot lines in Part 16, the lot lines identified in Diagram

555 below shall apply.

**Diagram 555 for Lot 30:**




Except as amended herein, all other provisions of this By-law, as amended, shall apply.

| Exception 556 | Zone O3 | Map 24-W and 24-E | Amendment 2020.498 OLT-22-004149 | Enacted June 12, 2024 |
|---|---|---|---|---|

1. **The following additional use is permitted:**

   - Irrigation pond

Except as amended herein, all other provisions of this By-law, as amended, shall apply.

| Exception 557 | Zone O1 | Map 24-W and 24-E | Amendment 2020.498 OLT-22-004149 | Enacted June 12, 2024 |
|---|---|---|---|---|

2. **Only the following uses are permitted:**

   - Municipal parks, public and private open space
   - Storm water management and erosion control facilities

Except as amended herein, all other provisions of this By-law, as amended, shall apply.

5. a) When no notice of appeal is filed pursuant to the provisions of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed

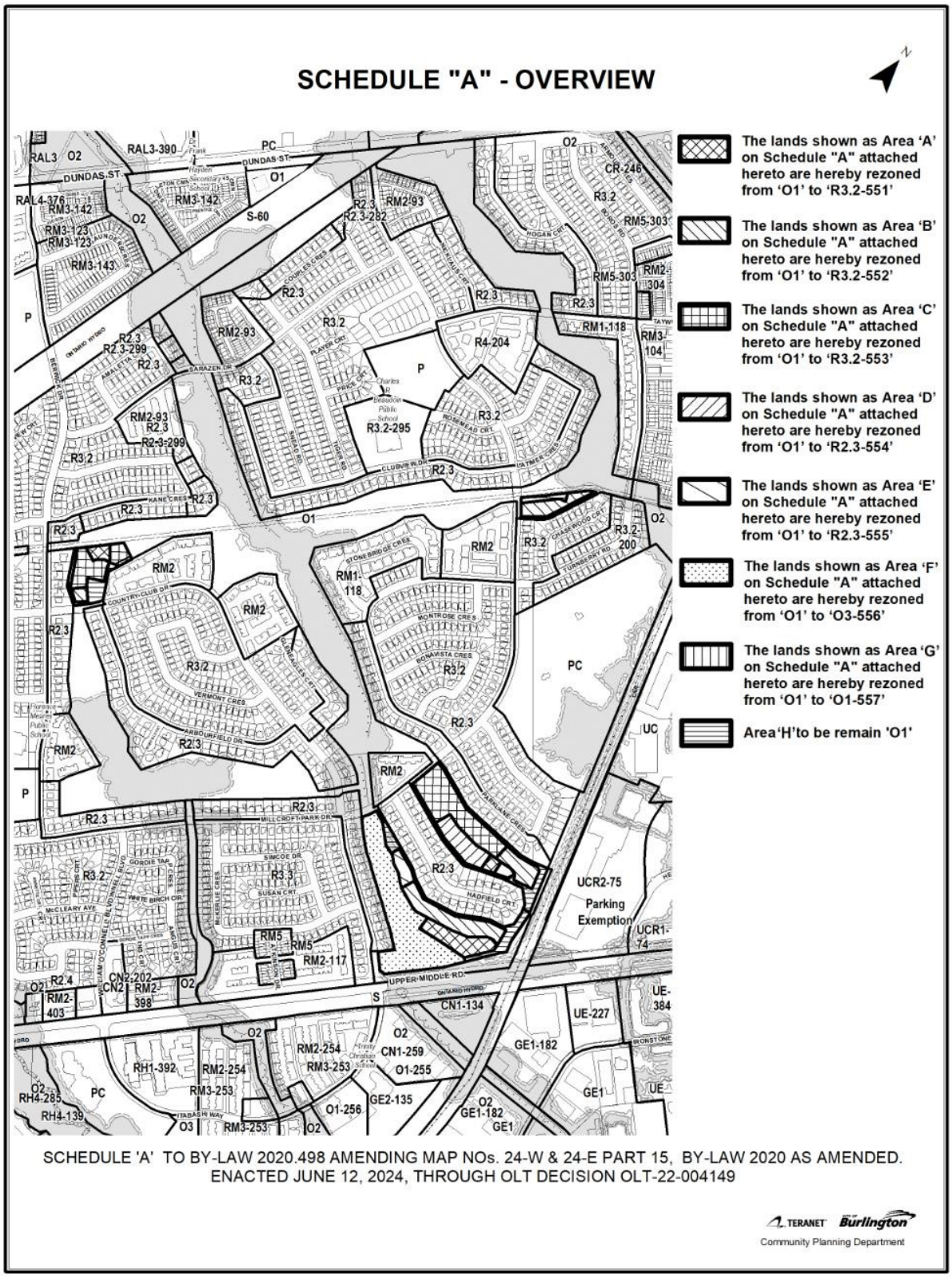
5. b) If one or more appeals are filed pursuant to the provisions of the *Planning Act*, as amended, this By-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Ontario Land Tribunal this By-law shall be deemed to have come into force on the day it was passed.

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.498

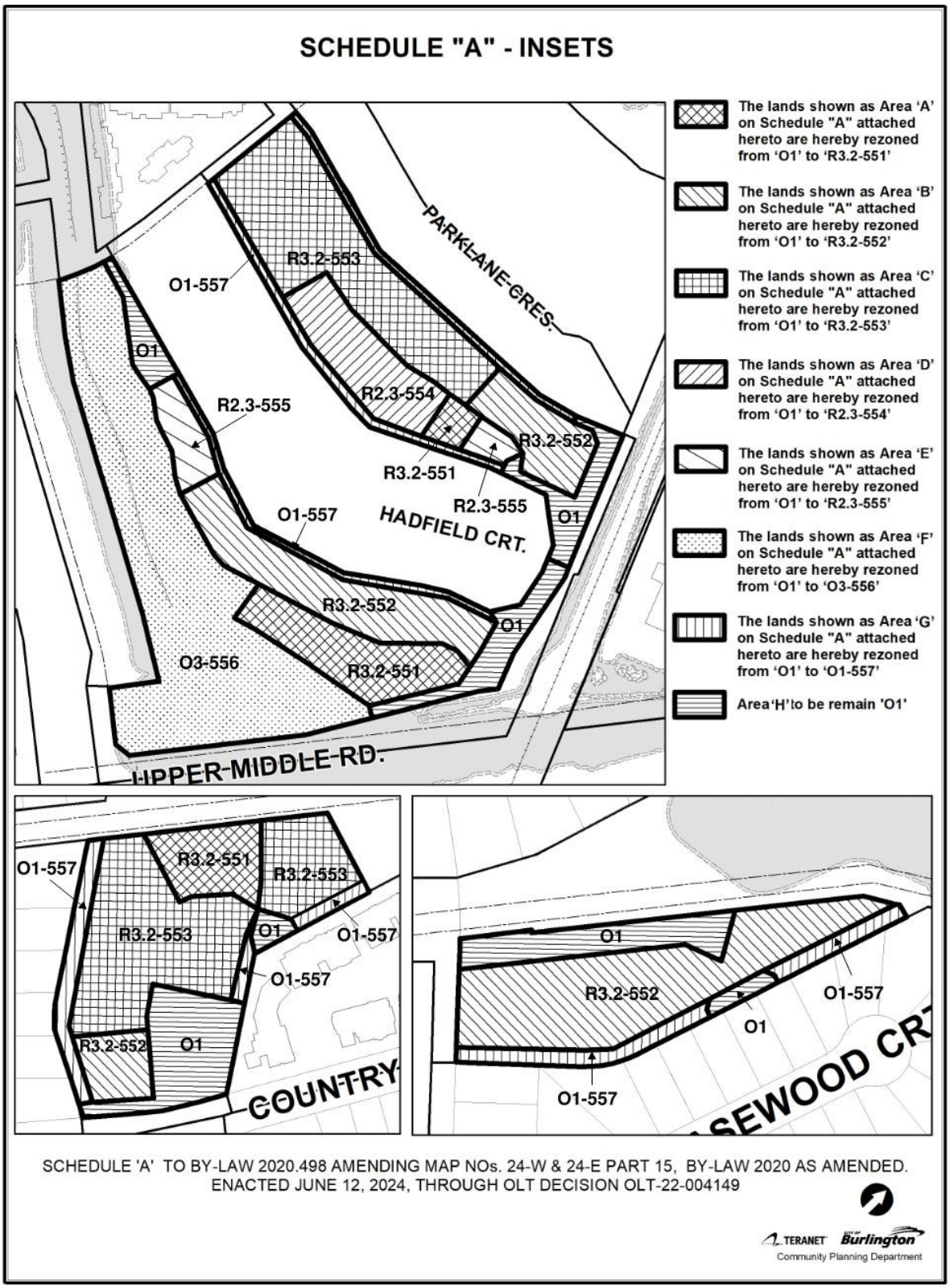
By-law 2020.498 rezones lands on 2155 Country Club Drive to permit 90 detached homes on 4 parcels of land.

For further information regarding By-law 2020.498, please contact Elyse Meneray of the Burlington Community Planning Department at (905) 335-7600, extension 7462 or elyse.meneray@burlington.ca.

**SCHEDULE “A” – OVERVIEW**



**SCHEDULE “A” – INSETS**



Outlook

**RE: New Zoning Bylaws**

**From** van Niekerk, Hannelie <Hannelie.vanNiekerk@burlington.ca>
**Date** Tue 2026-01-27 4:31 PM
**To** maureen downey <[redacted]>
**Cc** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>; Stolte, Shawna <Shawna.Stolte@burlington.ca>

1 attachment (247 KB)
Mailer Feb 2026_New Zoning Bylaw.pdf;

Hi Maureen,

Thank you for reaching out to Cllr Stolte about the two City-initiated, new Residential Zoning Bylaws.

I've included the staff team who would be able to answer any questions you may have, and you are welcome to continue the discussion with them directly. I've also attached the notice that was distributed to get the conversation started, should that be needed. A copy of the first draft of the zoning bylaw and supporting background information can be found on the project website, and a copy of the recommended bylaws will be available later this week.

In closing, I also wanted to take the opportunity to invite you to join Cllr Stolte for her Ward 4 Coffee Chat event on **January 31st @ 10- 12 at the HUB at Burlington Centre,** if you would like to discuss this further. Looking forward to seeing you there!

Kind regards and a lovely day,
Sent on behalf of Cllr Shawna Stolte.

**Hannelie van Niekerk | Ward 4 Councillor Assistant & Community Liaison**
**Office of Councillor Shawna Stolte | City of Burlington**

Please stay connected! Sign up for the Ward 4 monthly newsletter

**Our working hours may be different. You are not obligated to reply outside of your typical working hours**

-----Original Message-----
From: maureen downey <[redacted]>
Sent: Thursday, January 22, 2026 8:58 AM
To: LIST - Office of Ward 4 <ward4@burlington.ca>
Subject: New Zoning Bylaws

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning!

My name is Maureen Downey and my address is [redacted] Pincay Oaks Lane. My cell number is [redacted]

I recently moved into Ward 4 (October/25), and was very interested when I read about the new zoning bylaws in the recent mailing I received ("Statutory Public Meeting and Recommendation Report). I also read the "Get Involved Burlington" for more information, and looked at the map of potential streets where permissions for triplex, etc are being considered.

I looked at the area where my house is located, and have some questions, which I hope you will answer:

The big question is- How will the new zoning bylaws affect my immediate neighbourhood?

Will there be more new housing in my neighbourhood, and if so where will that occur?

Will the Tansley Woods walking trail be affected in any way by the new bylaws?

Will Tansley Woods ( wooded area on each side of the trail) be affected by the new bylaws?

Will Tansley Woods Park and playground be affected by the new bylaws?

The area surrounding my house seems to be filled with housing of many types. Where could more housing possibly be located?

The railroad cutting through this area seems to be a concern of council. Will this affect development in the area ?

More details explaining the map of my area would be appreciated.

Thank you for taking the time to answer my questions and I look forward to hearing from you soon.

Sincerely,
Maureen Downey

Sent from my iPhone

Outlook

**RE: Character Areas**

**From** patdickson <[redacted]
**Date** Tue 2026-01-27 10:14 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi
Can you please advise me if the proposed changes to to zoning bylaws affect the specific bylaws that are in place for the Character Areas.
Thank you
Pat Dickson
[redacted] Princess Blvd

Sent from my Galaxy

-------- Original message --------
From: "van Niekerk, Hannelie" <Hannelie.vanNiekerk@burlington.ca>
Date: 2026-01-27 4:24 p.m. (GMT-05:00)
To: Pat <[redacted]>
Cc: "Mailbox, New Zoning Bylaw Project" <newzoning@burlington.ca>
Subject: RE: Character Areas

Hi Pat,

Thank you for reaching out to Cllr Stolte about the two City-initiated, new Residential Zoning Bylaws.

I've included the staff team who would be able to answer any questions you may have, and you are welcome to continue the discussion with them directly. I've also attached the notice that was distributed to get the conversation started. A copy of the first draft of the zoning bylaw and supporting background information can be found on the project website. A copy of the recommended bylaws will be available later this week.

In closing, I also wanted to take the opportunity to invite you to join Cllr Stolte for her Ward 4 Coffee Chat event on **January 31st @ 10- 12 at the HUB at Burlington Centre,** if you would like to discuss this further. Looking forward to seeing you there!

Kind regards and a lovely day,

Sent on behalf of Cllr Shawna Stolte.

**Hannelie van Niekerk | Ward 4 Councillor Assistant & Community Liaison**

**Office of Councillor Shawna Stolte | City of Burlington**

Please stay connected! Sign up for the Ward 4 monthly newsletter

**Our working hours may be different. You are not obligated to reply outside of your typical working hours**

-----Original Message-----
From: Pat <[redacted]>
Sent: Thursday, January 22, 2026 6:41 PM
To: Stolte, Shawna <Shawna.Stolte@burlington.ca>
Cc: A My Phone <[redacted]
Subject: Character Areas

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

> Hi Shawna,

> Today we received notice of a meeting regarding “City Initiated Draft New Zoning Bylaws” for Burlington’s residential neighbourhood areas. Can you please advise me if the City is proposing changes to the zoning bylaws that are specific to the Character areas?

> Thank you, Shawna, for your assistance. I appreciate it!

> Pat Dickson

[redacted] Princess Ave

Subject
BAAC Feedback and Questions Regarding Proposed Zoning By-law Project

To: Jamie Tellier, Director of Community Planning
From: Burlington Accessibility Advisory Committee (BAAC)
Date: January 23, 2025

Dear Mr. Tellier,

This letter follows the presentation provided by your team to the Burlington Accessibility Advisory Committee (BAAC) on October 10, 2025, regarding the City's proposed zoning by-law project. BAAC has identified several questions and concerns related to both the consultation process and the proposed regulations.

BAAC supports the City of Burlington's goal of modernizing zoning regulations and increasing housing diversity. We view this initiative as an important opportunity to embed accessibility, universal design, and aging-in-place principles into the City's regulatory framework. We also recognize the need to balance accessibility with development feasibility and broader community interests.

However, BAAC remains concerned that accessibility and universal design principles are not clearly or consistently reflected in the current draft by-laws. As the City's advisory committee on accessibility, we believe these considerations should be addressed explicitly and proactively at this stage of the process.

Attached are soe questions prepared by BAAC to support constructive dialogue and to help ensure accessibility considerations are appropriately incorporated into the proposed zoning by-laws. We understand that the project is moving toward Council consideration in February, and timelines are tight. BAAC respectfully requests a written response within two weeks of the date of this letter to support timely review and continued consultation.

Thank you for your attention and for your ongoing commitment to accessibility in the City of Burlington.

Sincerely,
Jill Randall
Chair, Burlington Accessibility Advisory Committee

- **Process, Governance, and Engagement**
  1. Why was BAAC not engaged earlier and more consistently in Phase 1, despite the project's long timeline and the committee's legislative role under AODA?
  2. Why were materials provided at the meeting without advance circulation?
  3. How are BAAC's previous comments and suggestions being tracked, and why has there been no documented response to date?
  4. What changes to the project timeline would be required to ensure early, meaningful, and ongoing engagement with BAAC in future phases?
  5. How could the Accessibility Specialist be integrated into the zoning project once hired?
  6. Would staff support fast-tracking approvals for developments that exceed minimum accessibility standards?

- **Legal and Policy Alignment**
  7. How does the draft zoning by-law go beyond minimum AODA and Ontario Building Code compliance, if at all?
  8. How does the current draft align with Burlington's inclusion, equity, and aging-in-place goals, and where does it fall short?
  9. Did the project team conduct a jurisdictional scan regarding accessibility best practices. If so, what jurisdictions were included and what were the accessibility principles and practices included in the by laws as a result of the scan?

- **Impact Assessment and Accountability**
  10. Has an **accessibility impact assessment** been conducted for the draft by-law? If so who conducted the assessment and what were the findings?

- **Purpose, Intent, and Interpretation**
  11. Why are accessibility, universal design, and aging-in-place absent from the by-law's purpose and guiding principles?
  12. Would planners support explicit exemptions for accessibility retrofits from setbacks, height limits, and encroachment rules?

- **Residential Building Forms and Housing Diversity**
  13. How does the City reconcile its housing diversity goals with zoning that allows legally compliant but functionally inaccessible housing?
  14. What are the implications of the current draft for aging residents who wish to remain in their homes?

- **Site Design, Amenities, and Outdoor Spaces**
  15. Why does the by-law regulate patios, walkways, garages, and amenity areas only by setbacks and dimensions, without accessibility requirements?
  16. Would planners support requiring barrier-free routes connecting entrances, parking, amenity spaces, and outdoor areas?

- **Parking and Transportation Access**
  17. Why does the by-law rely solely on minimum AODA standards for accessible parking?
  18. How are proximity, grade, and connectivity to accessible routes and entrances being addressed?
  19. Will staff consider strengthening parking standards to reflect real-world usability, not just compliance?

- **Definitions and Technical Clarity**
  20. Why are key concepts such as Universal Design, Adaptable Dwelling Unit, Accessible Route, Barrier-Free Entrance, and Aging in Place missing from the definitions section?
  21. How does the absence of these definitions affect site plan review, variances, and appeals?
  22. Would planners support adding operational definitions tied to clear zoning requirements?

Outlook

**FW: Resident Concerns About LN4–LN6 Zoning in Established Neighbourhoods**

**From** Hordyk, Debbie <Debbie.Hordyk@burlington.ca>
on behalf of
Mailbox, Clerks <Clerks@burlington.ca>

**Date** Fri 2026-01-23 11:39 AM

**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>; Rudy, Jo-Anne <Jo-Anne.Rudy@burlington.ca>

Forwarding for your information

**From:** [redacted]
**Sent:** Friday, January 23, 2026 6:31 AM
**To:** Mailbox, Office of the Mayor <mayor@burlington.ca>; Kearns, Lisa <Lisa.Kearns@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>; Nash, Marie <Marie.Nash@burlington.ca>
**Cc:** Amy Nutting [redacted]>
**Subject:** Resident Concerns About LN4–LN6 Zoning in Established Neighbourhoods

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Meed Ward and Councillor Kearns,

I am writing as a Burlington resident to express my concerns regarding the proposed updates to the City's zoning bylaws.

I understand that Burlington is required to plan for growth and housing needs, and I appreciate the work that staff and Council are doing to address these challenges. However, I am deeply concerned about the potential impacts that the proposed zoning changes may have on established neighbourhoods, infrastructure, and overall community character.

In particular, I am concerned by the number of LN4, LN5, and LN6 designations being proposed within traditional single-family home neighbourhoods. For many residents, this feels like a significant shift occurring too far and too fast. These areas have historically functioned as low-density neighbourhoods, and residents reasonably expected them to remain within LN1 or LN2 classifications, or at most LN3. Applying higher-intensity zoning categories so broadly risks fundamentally altering the character, scale, and livability of these neighbourhoods without sufficient transition or justification.

I am also worried that increased density allowances in low-rise residential areas may outpace the capacity of local roads, parking, schools, and green spaces. Burlington's neighbourhoods are valued not only for housing, but for their livability, sense of scale, and long-term stability. Many residents fear that these qualities could be unintentionally eroded if zoning changes are applied too broadly or without sufficient safeguards.

I am also concerned that residents may not fully understand how these changes could affect their own streets and properties. Clear, transparent communication — including practical,

neighbourhood-level examples — would go a long way toward building public trust and confidence in this process.

I respectfully ask Council to carefully consider:

* The cumulative impacts of increased density on existing neighbourhoods
* Whether infrastructure and services are adequately planned to support these changes
* How neighbourhood character and quality of life will be protected
* Whether LN4, LN5, and LN6 zoning is appropriate in established single-family neighbourhoods
* Additional opportunities for meaningful public consultation before final decisions are made

Burlington is a city that many of us chose specifically for its balance of growth, green space, and community-oriented neighbourhoods. I hope Council will take a cautious and thoughtful approach to zoning changes to ensure that this balance is preserved for current and future residents.

Thank you for your time and consideration. I appreciate the opportunity to provide input on this important matter and trust that Council will take residents' concerns seriously as part of your decision-making process.

Sincerely,

Dustin Nutting
Ward 2 resident
Burlington, Ontario

Outlook

# FW: Formal Objection to Proposed Residential Zoning Bylaw – Request for Deferral or Amendment

**From** Hordyk, Debbie <Debbie.Hordyk@burlington.ca>
on behalf of
Mailbox, Clerks <Clerks@burlington.ca>

**Date** Fri 2026-01-23 11:38 AM

**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>; Rudy, Jo-Anne <Jo-Anne.Rudy@burlington.ca>

**Cc** Gillies, Suzanne <Suzanne.Gillies@burlington.ca>; Gosse, Roxanne <Roxanne.Gosse@burlington.ca>

Forwarding for your information

**From:** Kareem Refaay <[redacted]>
**Sent:** Friday, January 23, 2026 11:31 AM
**To:** Mailbox, Clerks <Clerks@burlington.ca>
**Cc:** Bentivegna, Angelo <Angelo.Bentivegna@burlington.ca>; LIST - Office of Ward 6 <ward6@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca>
**Subject:** Formal Objection to Proposed Residential Zoning Bylaw – Request for Deferral or Amendment

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Subject: Formal Objection letter to Proposed Residential Zoning Bylaw

Dear City Clerk and Members of Council,

I am a resident of the City of Burlington writing in response to the City's statutory notice regarding the proposed City-Initiated Draft New Zoning Bylaws for residential neighbourhoods and the associated Statutory Public Meeting.

I hereby formally object to the proposed zoning bylaw in its current form.

While I acknowledge the City's stated intention to modernize zoning regulations and respond to housing pressures, I strongly oppose the proposed bylaw due to its broad application and insufficient consideration of neighbourhood compatibility, infrastructure and service capacity, public safety, and financial impacts on existing residents.

My objections include the following concerns:

• Neighbourhood Compatibility and Character
The expanded permissions for semi-detached dwellings, multiple additional residential units, and low-rise apartment buildings across established low-density neighbourhoods risk undermining neighbourhood character and long-term stability. The absence of strong transition and buffering requirements is inconsistent with good planning practice.

• Infrastructure, Medical, and Community Services Capacity
The proposed intensification is not supported by clear, enforceable evidence that essential services can accommodate increased demand. These include healthcare services (family

physicians, clinics, hospitals), schools, childcare facilities, transit, and road infrastructure. Increased demand without guaranteed capacity expansion risks reduced access and service quality for existing residents.

• Public Safety and Emergency Response
Increased density combined with reduced parking standards may lead to congestion that negatively impacts emergency response times for fire, police, and ambulance services. Established neighbourhoods were not designed to accommodate this level of intensification without safety risks.

• Traffic, Parking, and Mobility Impacts
The proposed parking reductions do not reflect actual vehicle ownership patterns and may result in increased on-street congestion, traffic conflicts, and pedestrian safety concerns.

• Negative Financial and Economic Implications
The proposed zoning changes may have adverse financial consequences, including potential negative impacts on property values, increased municipal servicing costs, and long-term infrastructure upgrade expenses borne by taxpayers. These implications have not been sufficiently quantified or transparently communicated.

• Cumulative and Irreversible Impacts
The cumulative effect of applying blanket zoning permissions across multiple neighbourhoods has not been adequately assessed. Once implemented, these changes may result in irreversible impacts on neighbourhoods and municipal finances.

For the reasons outlined above, I respectfully request that Council defer approval of the proposed zoning bylaw or substantially amend it to include neighbourhood-specific controls, mandatory infrastructure and service capacity assessments, enhanced safety and parking standards, and a phased, evidence-based approach to intensification.

Reservation of Rights
This submission is made in direct response to the City's statutory notice and is intended to preserve all rights available to me under the Ontario Planning Act and applicable provincial legislation. I expressly reserve the right to make further submissions, objections, and to pursue escalation or appeal, including to the Ontario Land Tribunal, should the proposed zoning bylaw be approved in whole or in part.

Please ensure that this objection is formally recorded as part of the public record for the Statutory Public Meeting and that I am recognized as a person who has made written submissions for the purposes of appeal rights under the Planning Act.

Thank you for your consideration.

Sincerely,
Kareem Elhelaky
[redacted] Creekview Dr, Burlington, ON L7M 4N5
[redacted]
Burlington, Ontario

Outlook

**FW: COB - Normal Request: Zoning Regulation - CAS-426233-W9H4R0 CRM:0021000103198**

**From** Mailbox, Planning - Customer Service <planning@burlington.ca>
**Date** Fri 2026-01-23 10:24 AM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>
**Cc** CRM, Service Burlington <city@burlington.ca>

Hello team,

See inquiry below.

Thanks,

Joe

**From:** CRM, Service Burlington <city@burlington.ca>
**Sent:** Friday, January 23, 2026 9:27 AM
**To:** Mailbox, Planning - Customer Service <planning@burlington.ca>
**Subject:** COB - Normal Request: Zoning Regulation - CAS-426233-W9H4R0 CRM:0021000103198

Service Burlington has received a customer enquiry for Planning - Zoning Regulation and requires your assistance.

Please complete one of the options below.

A. Respond directly to the customer's enquiry:

1. Forward this email to the customer's email address
2. Carbon Copy (cc) city@burlington.ca
3. Do not modify the subject line, because it contains the case number and an email token that are needed to create case history

B. Send this email to another staff member for action:

1. Forward this email to the staff member's@burlington.ca email address
2. Carbon Copy (cc) city@burlington.ca
3. Do not modify the subject line, because it contains the case number and an email token that are needed to create case history

Thank you,

Service Burlington

**Case Information:**

- **Case Number:** CAS-426233-W9H4R0

- **Request Type:** Zoning Regulation
- **Service Address:** 3248 MEAD CRES. -
- **Description of Location:**
- **Details of the Request:** New Rezoning Bylaws
- **Flex Field Summary:**
- **Origin:** Email
- **Date Reported:** 1/23/2026 9:25 AM
- **Customer:** Kenneth Larin
- **Contact Address:** [redacted] MEAD CRES.
- **Contact Email:** [redacted]
- **Contact Phone Number:** [redacted]
- **Business Unit:** Planning
- **Created By:** Cathi Lacey

**Original Email:**

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

to the attention of New Bylaws Committee

We received the City of Burlington New Rezoning Bylaws notice in the mail. It doesn't really tell us much as to how it would affect us. What would be most helpful is a ward by ward impact overview covering these bylaws. Examples.. How are my taxes affected? How would this affect the evaluation of my house? If large developments start in north Burlington with these bylaw changes, how will the city address the already deplorable and sometimes hopeless north / south traffic congestion on Appleby Line, Walkers Line and Brant Street.

This Communication, which is basically a bunch of alphabet soup terms, pays no attention to enlightening tax payers on the pros and cons for existing neighbourhoods, which is what we really need and want to know. And I prefer this on paper in black and white, not listening at a meeting which can not cover that topic in any detail.

Regards
Kenneth Larin
[redacted]Mead cres
Burlington, Ont. L7M3N2
[redacted]

Outlook

**New Zoning Bylaw**

**From** [redacted]
**Date** Sat 2026-01-24 1:16 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Members of Council and Community Planning Department,

I am writing in response to the proposed new zoning bylaws for Burlington's residential neighbourhoods. While I understand the City's goal of addressing housing demand, the direction of these changes appears to prioritize density as a solution to every problem — regardless of local infrastructure capacity, neighbourhood design, or quality of life impacts.

Density is not inherently bad. Poorly planned density is.

The proposed expansion of low-rise apartments, additional residential units, and intensified zoning across established neighbourhoods risks fundamentally altering the character, livability, and functionality of communities that were designed for low-to-moderate residential use. These areas were not built to support the traffic volumes, parking demand, school capacity strain, infrastructure load, and service pressures that come with blanket upzoning.

Housing supply should be strategic, not indiscriminate.

Transit corridors, downtown cores, and commercial nodes are logical places for increased density. Mature residential neighbourhoods are not. When zoning policy treats every block as a redevelopment opportunity, communities stop being communities and start becoming land-use experiments.

Burlington's appeal has always been balance — not congestion, not vertical sprawl, and not the erosion of stable neighbourhoods under the banner of "efficiency." Growth should enhance a city, not dilute what made it desirable in the first place.

Smart planning is targeted growth, not uniform intensification.

I strongly urge Council to reconsider the scope and scale of these zoning changes and to preserve low-density residential neighbourhoods as they are — focusing density where infrastructure, transit access, and urban design can genuinely support it.

Sustainable cities are built with long-term livability in mind, not short-term housing metrics.

Respectfully,

Quinn Ryan,
[redacted]

Confidentiality Notice: This e-mail, including any attachments, may contain confidential or privileged information. If you are not the intended recipient, please notify the sender by e-mail and immediately delete this message and its contents. Thank you.

Outlook

## Roseland and New Zoning Bylaw

**From** [redacted]
**Date** Sun 2026-01-25 1:11 PM
**To** Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, I live in the Roseland area on Roseland Cr.

What is changing on my street and the surrounding area with respect to permitted uses?

Regards, Dan Pio
[redacted]

Outlook

**Royal Botanical Gardens - zoning Question**

**From** Tys Theysmeyer <[redacted]>
**Date** Wed 2026-01-21 1:06 PM
**To** newzoning@burlington.ca <newzoning@burlington.ca>

5 attachments (244 KB)
smime.p7s; image001.png; image002.png; image003.png; image004.jpg;

Hi

Just checking in on a detail relating to some newly acquired properties by RBG.

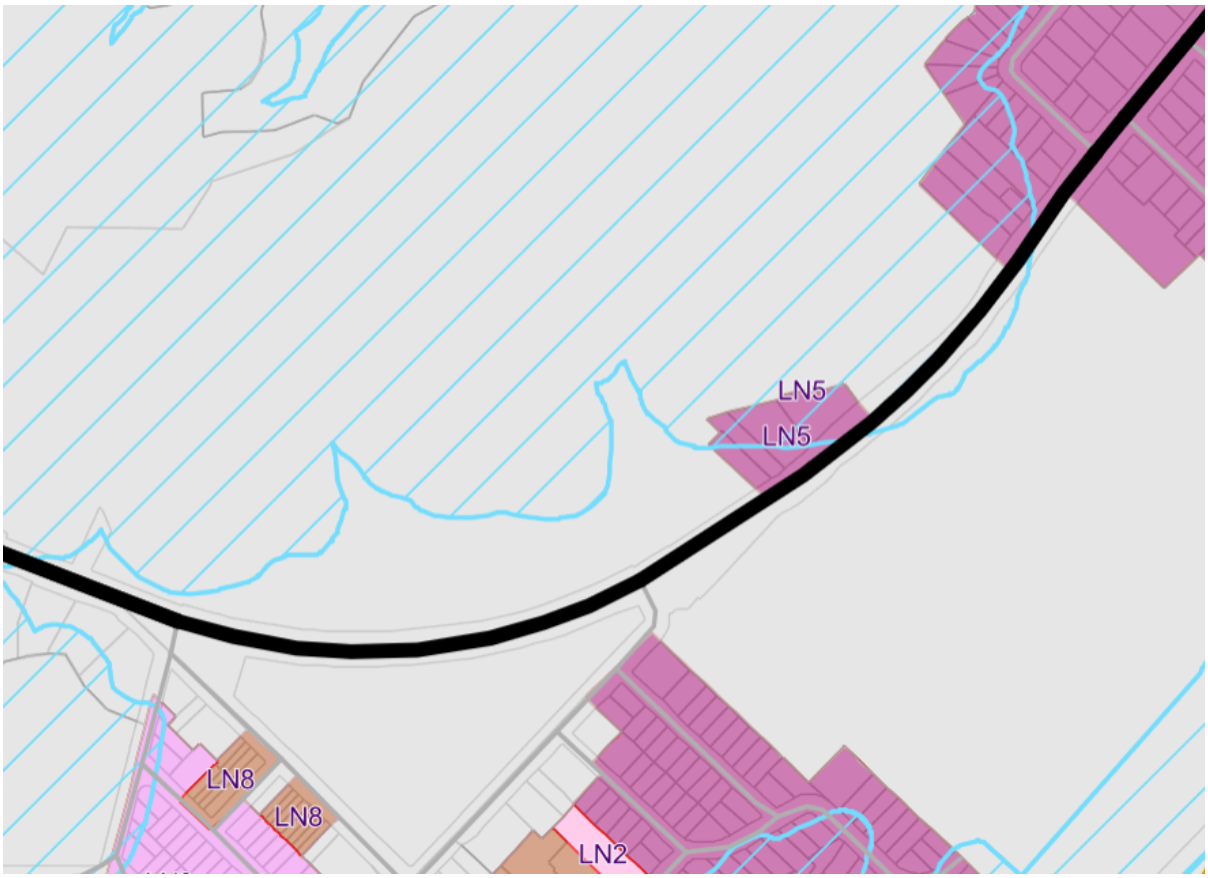
From the below map – we have in the past year become the owner of two address abutting our Hendrie Park property.
Addresses

1. 567 Plains Rd West
2. 571 Plains Rd West

Related to this do we need to have the below zoning map with LN5 adjusted? Or does it automatically updated based on ownership?

Thanks

LN5
LN5
LN8
LN8
LN2




Royal Botanical Gardens CANADA

Tys Theijsmeijer
Sr Director of Ecosystem Stewardship
Programs and Policy
[redacted]

Royal Botanical Gardens, 680 Plains Road West, Burlington, Ontario L7T 4H4
Please consider the environment before printing this email.
**rbg.ca**

*Royal Botanical Gardens acknowledges the long history of First Nations and Métis People in the Province of Ontario and pays respect to the Six Nations of the Grand River Territory and the Mississaugas of the Credit First Nation, the holder of the Treaty with the Crown for these lands. The land we steward is within the traditional territories of the Haudenosaunee, Anishinaabe, and Huron-Wendat Nations.*

Outlook

## FW: New Zoning Bylaw Project - Feb 10th meeting

**From** Hordyk, Debbie <Debbie.Hordyk@burlington.ca>
on behalf of
Mailbox, Clerks <Clerks@burlington.ca>

**Date** Thu 2026-01-29 8:26 AM

**To** Rudy, Jo-Anne <Jo-Anne.Rudy@burlington.ca>; Mailbox, New Zoning Bylaw Project <newzoning@burlington.ca>

**From:** [redacted]
**Sent:** Wednesday, January 28, 2026 6:03 PM
**To:** Mailbox, Clerks <Clerks@burlington.ca>
**Subject:** Re: New Zoning Bylaw Project - Feb 10th meeting

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings Office of the City Clerk, Chair and Members of the Committee of the Whole,

I am writing to formally express my **full support** for the proposed New Zoning Bylaw Project.

As a property owner situated on [redacted] in Burlington, I see the need for the 'Missing Middle' housing this bylaw enables. Modernizing our zoning to allow for gentle density is a practical way to provide diverse and attainable housing options for creating a vibrant and sustainable future in Burlington. The current framework was designed for a different era and no longer reflects how people live, work or access housing today.

Broadening these permissions is an effective step toward improving long-term community sustainability. This initiative allows young residents, essential workers, and families to remain in the community and continue contributing to its vitality.

For these reasons, I strongly encourage the Committee to approve the proposed changes as drafted. This represents a meaningful opportunity to support both current and future generations and to ensure Burlington remains inclusive, livable, and resilient.

**Privacy Request:** I respectfully request that this statement be included in the public record. Additionally, I ask that my name/signature, address and email address be **redacted** from all public-facing documents and website agendas to protect my privacy.

I appreciate your time and commitment to making Burlington a better place for all.

Sincerely,

[redacted]

## 2. Staff Response to Written Comments Received Between July 2025 and Jan. 28, 2026

The following is a response to written comments received up to Jan. 28, 2026. In most instances, the comment received is copied verbatim. However, longer comments have been summarized. For the original comments, please refer to Appendix G and Additional Public Comments to staff report DGM-69-25.

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| 1. | Anonymous, Jul. 3, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>Totally against this new by law. No thought had been to put on strain on services nor asthetics to the existing neighbourhoods. Changing the whole bylaw to appease certain federal government ideologies is wrong. | The recommended by-laws implement the objectives of the City's Official Plan by increasing housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options.<br><br>The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues to respond to the growing transportation and recreation needs of the community. |
| 2. | Anonymous, Jul. 3, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>I have already had my next door neighbour build a totally out of place monster home. If any of my neighbours put an accessory building or a triplex or 4 plex I will move out of Burlington | The recommended by-laws implement the objectives of the City's Official Plan by increasing housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options. |
| 3. | Anonymous, Jul. 3, 2025, via Online Comment Form | *[Specific Section of By-law: Part 4: Definitions]*<br><br>Additional Residential Units - you can have multiple on one lot!!! Without taking into consideration of the size of the lot makes no sense! If I read correctly a 35 foot lot could have a ADU of size 80 metres???? And a 100 foot lot could have the same?<br>If we are to build more houses having people live in a shed is not the answer.<br>I love in an area where massive homes are built taking up most of the lot and towering over other homes - I don't think having an max ADU of 80 m is an answer to our housing crisis. | In the July draft by-law, the maximum floor area of an accessory building containing a detached ARU was limited to 80 square metres. This regulation has been revised in the recommended by-laws to be more flexible in zones where there are larger lots. In the Low-Rise Neighbourhood 5 and Low-Rise Neighbourhood 6 zones, the floor area of an accessory building with a detached ARU can be up to 15% of the lot area instead of being limited to 80 square metres. |
| 4. | Anonymous, Jul. 3, 2025, via Online Comment Form | *[Specific Section of By-law: Proposed Zoning Map]*<br><br>This system is impossible to understand. TWhat is an LN4. What's the colour coded system explanation. Clear as mud. I'm used to heavy technology but this would be to thwart anyone from understanding the change from present to proposed. Can you make it more opaque? Get out and interact with the community. No one will have much use for this. Seems sneaky. Poor start. Start again. | Comment has been noted. The interactive mapping tool released in July was intended to facilitate consultation on the zones and were to be viewed along with the regulations of the draft by-law.<br><br>City staff held drop-in information centres throughout the city in the months of July to September 2025 and an in-person Open House at Mountainside Community Centre in September 2025 to inform the community of the proposed changes, answer questions, help residents find the proposed zone of their property, and |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | | receive feedback. A summary of those engagement events can be found in Appendix F of staff report DGM-69-25.<br><br>At the time of writing this response, an updated interactive mapping tool with a more user-friendly interface and functionality is being prepared and planned to be released alongside the proposed by-laws, to make it easier for readers to find the proposed zoning of their property. The zoning maps that are included in the recommended by-laws pdf documents are designed to be readable in black and white and include clear labels indicating the zone category. |
| 5. | Anonymous, Jul. 3, 2025, via Online Comment Form | *[Specific Section of By-law: 1.2 Compliance With This By-law]*<br>Who understands the magnitude of this doc. Certainly not any ordinary citizen. How can one possible be connected to this. | Comment has been noted. City staff held drop-in information centres throughout the city in the months of July to September 2025 and an in-person Open House at Mountainside Community Centre in September 2025 to inform the community of the proposed changes, answer questions, help residents find the proposed zone of their property, and receive feedback. A summary of those engagement events can be found in Appendix F of staff report DGM-69-25. |
| 6. | Anonymous, Jul. 3, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>Upon scanning the draft of the Burlington Residential Zoning Bylaw, as well as the Housing Strategy I'm unable to see the alignment to the City's Climate Action Plan, Climate Resilient Plan or the Urban Forest Management Plan - how is this possible? I found a single reference to 'complete communities" in the Housing Strategy. Burlington must plan for growth that respects a healthy environment for future generations. Retrofiting homes in the future to be more climate resilient versus advancing a strategy that builds green and affordable from the start, is irresponsible. I hope the next version is accountable to these key Plan's that support the City's Vision to Focus commitment.. Thank you | The recommended by-laws support the City's Climate Action Plan and Urban Forest Master Plan by enabling the efficient use of land, making optimal use of existing transportation and municipal servicing infrastructure, and incorporating appropriate building setbacks and spatial allowances to ensure the protection, enhancement, and long-term viability of the urban tree canopy. Examples of regulations in the new by-laws that support the City's urban tree canopy include new minimum requirements for soft landscape open space in front yards, landscape area dimensions, and minimum soil depths for green roofs if they are intended to count towards meeting landscape open space requirements. |
| 7. | Anonymous, Jul. 3, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>City of Burlington is one of the best places to live in Canada because it is not so condensed. Current tax paying residents do not want all these new developments in our city, destroying all our open green spaces. We love it the way it is and choose Burlington as our home because of this. Developing more and more housing and condensing our traffic and infrastructure will definitely make our city less desirable, not more. | The recommended by-laws implement the objectives and policies of the Official Plan for the city's residential neighbourhood areas. The by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options.<br><br>The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues to respond to the growing transportation and recreation needs of the community. |
| 8. | Anonymous, Jul. 9, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>Parking, and traffic is already very bad and adding fourplex's and ARUs everywhere in the community will make it worse. The proposal to bring more growth to stable neighborhoods all while continuing to raise property taxes each | The recommended by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities and helps inform future transit service improvements. The by-laws were drafted to consider the context |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | year is a flawed approach - we pay high property taxes because we don't want to live next to a fourplex... ARUs or "gentle" density will shift growth from the urban areas served by transit into low rise neighborhoods. This will not solve the housing crises - it will simply change the character of our community. | and character of existing neighbourhoods while allowing for these increased housing options. |
| 9. | Anonymous, Jul. 13, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>There should be no allowance for four units as of right. If more housing is needed it should be focused on intensification in the downtown area or on lands today that have little value to the community such as many areas along Fairview which maintain businesses that are seem to be falling apart and or are desolate. These proposed allowances should not occur in already established subdivisions. If the city is opposed to the above the only option should be to develop lands north of dundas on the greenbelt. The pressure, increased issues that will result should not come at the expense of homeowners and the communities they have bought into and developed.<br><br>Does the city have a plan to deal with increased intensification outside of this option? Will it tax those homeowners who operate more than one unit more?<br><br>This is not a good idea, and Brampton is a perfect example of this.<br><br>Do not allow for intensfication of existing communities at all.<br><br>Horrible map to depict what you are proposing and provides no value to visualize what you are trying to propose. | The recommended by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options.<br><br>The by-laws implement the objectives and policies of the Burlington Official Plan for the residential neighbourhood areas. The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues respond to the growing transportation and recreation needs of the community. |
| 10. | Anonymous, Jul. 14, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>Can you make it so corner stores are allowed in residential areas? | The recommended by-laws allow for limited, small-scale retail and service commercial uses. Retail stores and restaurants up to 300 square metres in gross floor area are allowed on the ground floor of street townhouse buildings and apartment buildings in the Low-Rise Neighbourhood 8 zone and in the High-Rise Neighbourhood zone, where they are located next to a major street such as New Street. |
| 11. | Anonymous, Jul. 22, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>It maybe my phone but I found it hard to navigate - the site disappeared on a regular basis and I had to restart everything from the beginning.<br>Also the background music is very annoying after being on the site for a half hour reading the proposed zoning by-law and going through the zoning map | Comment has been noted. The project webpage and mapping tool did not have background music. |
| 12. | Anonymous, Jul. 22, 2025, via Online Comment Form | *[Specific Section of By-law: Proposed Zoning Map]*<br><br>I looked around the map quite a bit and I may be blind but I could not catch sight of a colour index for the residential zone legend. The map shows all existing development, is there nothing pre-zoned like the Millcroft redevelopment?<br>Again I may have missed it, but is this bylaw is for the "Urban boundary" only? If | The legend for the interactive map that was released in July was found on the bottom left corner of the page. At the time of writing this response, an updated interactive mapping tool with a more user-friendly interface and functionality is being prepared and planned to be released alongside the proposed by-laws, to make it easier for readers to search for their property and see the proposed zones. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | not, where are the zoning classes for all the rural estate subdivisions and small villages north of Dundas. | The zoning maps that are included in the recommended by-laws are designed to be readable in black and white and include clear labels indicating the zone category.<br><br>This phase of the project applies only to residential neighbourhood areas in the City's urban area. Specifically, the proposed by-laws will only apply to lands designated Low-Rise Neighbourhoods I, Low-Rise Neighbourhoods II or High-Rise Neighbourhoods in the BOP, 2020 and that are not subject to a site-specific exception in the Zoning By-law 2020.<br><br>In a future project phase, the lands currently zoned residential and subject to a site-specific or holding provision in the Zoning By-law 2020 will be carefully reviewed to determine the appropriate zone category under the new by-laws. |
| 13. | Anonymous, Jul. 22, 2025, via Online Comment Form | *[Specific Section of By-law: Part 4: Definitions]*<br><br>Just a dumb question, why are the definition list at the beginning of the bylaw and not at the end? | Placing definitions near the beginning of the by-law allows readers to understand key terms before applying or interpreting the regulations that follow. The structure of the recommended by-laws is consistent with the structure of other municipal by-laws, including the zoning by-laws of comparable municipalities, as well as other forms of legislation. |
| 14. | Anonymous, Aug. 3, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>Are you able to advise when the by laws will be effective if passed? | Should Council approve the recommended by-laws, a Notice of Decision to Approve will be posted to the City's Public Notices webpage (www.burlington.ca/publicnotices). In accordance with the *Planning Act*, if no appeals to the decision are received by the City Clerk within 20 days after the notice is posted, the by-laws will be deemed to have come into force on the day the by-laws were passed. |
| 15. | Anonymous, Aug. 5, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>Ammendments to current zoning to encourage or allow for more population density in the downtown Burlington core will negatively affect those living in Ward 2 by increasing local traffic, decreasing safety for pedestrians, increasing travel times, and increasing foot traffic through adjacent downtown neighbourhoods. The increase in population density will reduce already scarce availability of community supports and services, further populate schools where there is no land to further expand education spaces, and increase crime in the core. Panhandling and homelessness will continue to increase due to the amount of foot traffic in the downtown area and the anticipated increase in donations from pedestrians. Petty crime will continue to rise. We are already seeing items being stolen off of front yards in our neighbourhood, where this has never been a concern. Without better transportation supports, creating dense housing by way of condos or apartment buildings, will congest the city and make it less desireable, in addition to clogging an already busy waterfront. This will also reduce real estate values and create less safe spaces for our children to bike, walk, scooter, etc. This sounds like a | The recommended Residential Zoning By-laws will not apply to lands in the downtown.<br><br>The recommended by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas (outside the downtown), which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options. Furthermore, no changes to the off-street parking requirements currently provided in Zoning By-law 2020 are proposed in this phase of the project.<br><br>The by-laws implement the objectives and policies of the Burlington Official Plan for the residential neighbourhood areas. The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues respond to the growing transportation and recreation needs of the community. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | short-sighted bylaw that is in the best interest of developers and downtown business owners, not taxpaying home owners. | |
| 16. | Anonymous, Aug. 5, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>We need better infrastructure prior to any new builds. Traffic is already over stressed through the city. Worst in the northeast.<br>We should also protect all remaining green space. Overpopulating Burlington damages the quality of life. | The recommended Residential Zoning By-laws aim to increase housing options through gentle intensification in existing areas which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options.<br><br>The proposed by-laws will not apply to any lands not already zoned residential in the Zoning By-law 2020.<br><br>The by-laws implement the objectives and policies of the Burlington Official Plan for the residential neighbourhood areas. The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues respond to the growing transportation and recreation needs of the community. |
| 17. | Anonymous, Aug. 5, 2025, via Online Comment Form | *[Specific Section of By-law: Part 7: Residential Zones (7.3 Provisions for Detached Dwellings and Duplex Dwellings in the Low-Rise Neighbourhood 1 to 6 Zones)]*<br><br>The use of the words "to the garage door" in note 2 aka "Except that for the wall of a private garage containing an opening for a vehicle, the minimum front yard setback or exterior side yard setback to the garage door of the private garage shall be 5.5 metres." is confusing or assumes that the garage door is parallel with the front of the dwelling. As can be the case, the garage door can be perpendicular (90 deg) to the front wall of the dwelling. The front and and side setbacks are to a wall and not the garage door. | This regulation has been deleted from the recommended by-laws because it was found to be redundant to other regulations in the by-laws. The purpose of this regulation was to ensure a minimum parking space length on driveways used for off-street parking; this is already regulated in the parking section of the by-laws. |
| 18. | Anonymous, Aug. 5, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>Please stop building and adding more people to our already over crowded city.. it was nice 10 years ago.. now it's unrecognizable and not in a good way.<br><br>Please stop building and adding more people to our already over crowded city.. it was nice 10 years ago.. now it's unrecognizable and not in a good way. | The recommended Residential Zoning By-laws aim to increase housing options through gentle intensification in existing areas which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options. |
| 19. | Janet Au, Aug. 5, 2025, via email and Online Comment Form | Dear Planning Staff and Council,<br><br>I have already submitted a survey response but wanted to share an email also as a resident of Burlington, to provide input on the proposed zoning bylaw revisions. I respectfully urge the City to exclude non-compliant sheds and accessory structures (general provisions in section 5 I believe) from grandfathering, unless they meet current setback and construction standards. | Under the *Planning Act*, structures that were legally established under the rules in place at the time of their construction are recognized as legal non-conforming uses. This means that if a shed or other accessory building or structure complied with zoning regulations when it was built, or if it was built before zoning regulations applied, it is permitted to remain in its current location, even if it does not meet the standards introduced in the new zoning by-law. The City does not have the authority to require the removal or modification of these existing, legally |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | These smaller structures can still pose significant problems for neighbouring properties; especially in older neighbourhoods where homes are close together and lot sizes are modest. The updated bylaw is a key opportunity to address these long-standing issues.<br><br>1.Safety and Fire Risk:<br>Sheds near lot lines can pose fire spread risks, especially if constructed with flammable materials or placed too close to fences and homes.<br><br>**I personally witnessed this risk materializing which led to a 3-alarm fire in Toronto a couple of months ago in May - it was absolutely awful and could've been avoided.**<br><br>I recommend that no grandfathering be granted unless the structure meets modern setback and construction safety standards (Burlington is the only municipality hasn't adopted setbacks). This is particularly important in residential zones where emergency access and fire separation distances are critical.<br><br>2. Drainage and Water Issues:<br>Older sheds built without proper setbacks may redirect runoff, snow melt, or rainwater onto neighbouring yards, causing erosion, pooling, or even foundation issues. These environmental impacts were not always addressed under earlier zoning rules or permit processes.<br><br>3. Neighbourhood Character:<br>Many legacy sheds were built with little regard for placement or impact. They may conflict with the City's vision for open, green, and visually consistent residential areas. Allowing them to remain indefinitely would compromise the intent of the new zoning direction and could lead to a patchwork of non-compliant and potentially unsightly structures.<br><br>4. Minimal Burden to Comply:<br>Sheds are relatively low-cost and simple to move or replace, especially compared to larger structures. Requiring compliance either immediately or within a reasonable transition period (e.g., 2–5 years) would not place undue hardship on property owners, while improving both safety and neighbourhood cohesion.<br>I respectfully recommend:<br><br>Non-compliant sheds not be grandfathered unless they meet current setback and construction standards.<br><br>The City consider a compliance timeline for older sheds that fall short of today's safety and drainage expectations. | established buildings and structures. However, if a shed is expanded, replaced, or altered in a way that increases its non-compliance, the new work would be required to meet the updated zoning standards. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | Enforcement be prioritized in cases where sheds create risks or ongoing disputes between neighbours.<br><br>Thank you for your work on this important review. I appreciate the City's commitment to modern, safe, and neighbour-friendly zoning.<br><br>Kind regards,<br>Janet | |
| 20. | Anonymous, Aug. 5, 2025, via Online Comment Form | *[Specific Section of By-law: General Comment]*<br><br>That City Staff consider including a as-of-right green roof addition to homes in the zoning by-law | The recommended by-laws do not prohibit a green roof from being added to a house. |
| 21. | Brynn Nheiley, Aug. 18, 2025, via email | Hi Todd!<br><br>How are you, and how is the team? Congratulations to all of you on this amazing milestone of the draft zoning bylaw!<br><br>I wanted to slip in my 2 cents as a resident :)<br><br>1 - it's really exciting to see the city positioning itself for maturation and 'thickening up' as they say.<br><br>2 - I was wondering how the City will be nimble and responsive to neighbourhood evolving needs. For example, if one area densifies more quickly with ADUs, is there a mechanism to smoothly fit in walkable amenities like bodegas, coffeeshops, etc, or a threshold to allow that area to automatically qualify to 'level up' it's permitted density in acknowledgement of the demand in that area?<br><br>3 - thinking of efficiency in application processing: What is the planning rational for typical side yard setbacks? Is that provision redundant to obligations of the building code or the GDC by-laws - and if so, is this an opportunity to reduce the number of departments who are simultaneously evaluating that aspect of an application? (Personally this feels like a holdover simply because zoning bylaws have historically regulated this, without bringing much real public benefit from a planning standpoint, vs building code/GDC).<br><br>Tell everyone I say hi, and regardless of my questioning some of the details, I am thoroughly impressed with what the team has accomplished.<br><br>Wishing you a smooth tlride through committee. :)<br><br>Brynn | The proposed by-laws permit residential supportive land uses including home occupations, offices, day care centres, and in the Low-Rise Neighbourhood 8 and High-Rise Neighbourhood Zones, retail and service commercial uses. Broadening the permitted non-residential uses or the permitted locations of these uses in the zoning by-laws would require an amendment to the BOP, 2020.<br><br>Side yard setbacks help to create separation between neighbouring buildings to protect privacy and help to control building massing and maintain a consistent rhythm of buildings along the street, which contributes to neighbourhood character. These objectives are not necessarily achieved through requirements under the Building Code or the City's Grading and Drainage Clearance Certificate By-law, and therefore Planning staff are of the opinion that there is merit to including side yard setbacks in the zoning by-law. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| 22. | Jeff Zanin, Aug. 21, 2025, via email | I am trying to understand the information provided in the September 2024 zoning bylaw and the June 2025 draft.<br><br>I am in R2.1 which in the current bylaw permits detached dwellings and Additional Residential Units (ARUs, subject to Part 1, section 2.21, subsection (u)) ,with a minimum lot width of 18 m, lot area of 700 $m^2$, and various other parameters.<br><br>According to the draft map this property will be LN5 which will permit detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings and fourplex dwellings, with detail of the latter two subject to "further review". LN5 will have minimum lot area of 680 $m^2$, minimum lot frontage of 18 m, and various other parameters. I don't see anything about ARUs for LN5.<br><br>I am not a land use planner, a lawyer, etc. nor do I have resources to properly review and understand all the details of the zoning changes contained in hundreds of pages affecting the entire city.<br><br>Could you please advise if my summary of the changes as they will affect my property are correct?<br><br>Thank you.<br><br>Jeff Zanin | The Low-Rise Neighbourhood 5 (LN5) Zone in the recommended zoning by-laws permits detached dwellings, subject to the regulations in Section 7.3, and semi-detached dwellings, subject to the regulations in Section 7.4. Up to three additional residential units (ARUs) are permitted on a lot where a detached, semi-detached, street townhouse or rear lane townhouse is permitted, including in the LN5 zone, subject to the regulations provided in Section 5.14.<br><br>The terms duplex, triplex, and fourplex have been removed from the recommended by-laws. Two-, three-, and four-unit residential buildings are permitted through the ARU regulations. |
| 23. | Anonymous, Aug.24, 2025, via Online Comment Form | [Specific Section of By-law: General Comment]<br><br>The proposed changes to the existing R2.1 (proposed LN5) zone will favour the construction of larger detached dwellings through reduced setbacks and increased lot coverage without increasing the number of dwelling units on a property. There should be different requirements for detached dwellings as opposed to semi-detached and duplex dwellings. Hoping the City will add curbs and sidewalks to the residential streets in the proposed LN5 zone as the increased number of dwelling units will increase traffic volumes. Hoping the City will upgrade approximately 70 year-old water & sewer infrastructure in the proposed LN5 zone to handle the increased number of dwelling units. Suggesting the parking requirement be reduced to 1 space per dwelling unit to not add to already increasing traffic congestion and motivate people to walk, cycle and/or use public transit. | After the release of the July draft by-law, a maximum building depth regulation for detached and semi-detached dwellings in the LN5 and LN6 zones was added to further control building size in recognition of the size of existing lots in these zones. Lot coverage regulations were also revised to include decks with basements underneath.<br><br>The recommended by-laws carry forward the existing off-street parking rates of the Zoning By-law 2020. A comprehensive parking study is outside the scope of this phase of the New Zoning By-law Project. |
| 24. | Jeff Zanin, Aug. 29, 2025, via email | Why is it "necessary" to significantly change the types of housing permitted (semi, triplex, fourplex) in an area that has been single family detached for as long as I can remember? I understand there is pressure to increase density, but this should be done in new developments where the buyers are choosing to live in a higher density area. | The proposed Residential Zoning By-laws implement the policies of BOP, 2020 and aim to increase housing options through gentle intensification in existing areas which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | Rezoning from R2.1 to LN5 means that I and other property owners are having the nature of our area changed without our desire or consent after we have been here for many years. This will inevitably result in increased traffic, noise, construction, congestion and all the other consequences of squeezing higher density into an area that was never designed, built or intended for it.<br><br>Jeff | The by-laws implement the objectives and policies of the Burlington Official Plan for the residential neighbourhood areas. The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues respond to the growing transportation and recreation needs of the community. |
| 25. | Tino Petrossi, Sept. 4, 2025, via email | Thank you for your prompt response. I would be available Thursday Sept 11. However if my questions can be answered below I can possibly forgo the meeting.<br><br>Questions 1 and 2 pertain to setbacks in current zone R1.2 or LN6(proposed).<br><br>1) Currently in R1.2 interior side yard setback (with attached garage) is 10% of lot width. In proposed LN6 you have a fixed setback limit of 2.4m. Is this correct?<br><br>2) Porches (roofed) in front yard (eg over front entrance). Currently in R1.2 Part1(2.13.1(d)) the encroachment is set at 0.65m and with proposed LN6 is set at 2m Is this correct?<br><br>Just a comment...In the zoning bylaw draft page 55 table I am confused by the circled letter references eg.. "A" "B" "C" and "D".. example in the Porch Rear Yard 3m provision. Is "A" not a reference to the front yard in your definitions. If so should this not be shown as "B".... same comment applies to other placements of the letters A,B,C,D in the table for other rules.<br><br>Garages...<br>Under current bylaw *Part2 4.8 GARAGES (a) The width of a front loading attached garage shall not exceed 50% of the width of its building elevation. (b) An attached garage with a garage door facing a street is not permitted to project beyond the longest portion of a wall facing a street and containing residential floor area on the first storey of a dwelling.*<br><br>3) For corner lots, are garages (door side) permitted facing exterior side yard, provided the front (garage door) wall meets exterior side setback?<br><br>4) if allowed, how does the 50% rule apply if any in this case? example ..if the front street side elevation of the building is 20m then the garage facing exterior side yard cannot exceed 15m in width?<br><br>In the new draft plan page 93 *Note(2) Except that for the wall of a private garage containing an opening for a vehicle, the minimum front yard setback or exterior side yard setback to the garage door of the private garage shall be 5.5 meters.* | 1) The minimum interior side yard in the proposed LN6 zone is 2.4 metres, except where a detached garage is in the rear yard, the minimum interior side yard leading to the garage is 3 metres.<br><br>2) The maximum encroachment for a porch in the front yard is 2 metres, with a minimum setback of 1.5 metres from the front lot line.<br><br>Illustrations have been removed from the recommended by-laws. After the by-laws have been approved and are in effect, the illustrations will be updated to reflect the in-effect regulations and reintroduced into the by-laws for reference purposes.<br><br>3) Garage doors are permitted facing the exterior side yard, subject to the minimum exterior side yard setback. The total width of all private garage door openings facing a street shall not exceed 50 percent of the width of the elevation of the building containing the garage door (e.g., if the garage door is on the exterior side yard elevation of the building and that elevation is 20 m wide, the garage door opening cannot exceed 10 m).<br><br>4) & 5) The recommended by-laws have been revised to remove the requirement for a minimum setback to the garage door of 5.5 metres. A minimum driveway length of 6 metres is required in accordance with Section 6.7c) in all zones, including the LN6 zone. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | 5)Does this rule only apply for properties in zones LN1 through to LN5 but not LN6?<br><br>Timelines<br><br>Not to hold anyone to it...but what is the projected timeline to enacting the new bylaw?<br><br>That's it for now....<br><br>Appreciate your feedback.<br><br>Tino Petrossi | |
| 26. | Jason Szakacs, Sept. 5, 2025, via email | To Whom It May Concern:<br><br>Just a question to begin:<br><br>If fourplexes are supposed to be as of right why are they mostly illegal to build in most of the city under this new planning bylaw? If I'm not reading it incorrectly it looks like permissions are restricted to major streets only.<br><br>Thank you,<br>Jason Szakacs | In the recommended Residential Zoning By-laws, the terms duplex, triplex, and fourplex have been removed to simplify the by-laws and provide clarity that two-, three-, and four-unit low-rise residential buildings are permitted through the regulations for ARUs. Up to three ARUs are permitted on a lot where a detached, semi-detached, street townhouse or rear lane townhouse is permitted. |
| 27. | Stephen Hawryschuk, Sept. 9, 2025, via email | I am writing to share my concerns with the direction of the Housing Strategy. While I understand the need to plan for growth, I worry that the current focus on adding large numbers of multi-unit and high-density buildings will create significant traffic issues and strain our infrastructure.<br><br>Neighbouring cities have already shown us the risks—quality of life for existing residents declines when growth is pursued too aggressively, without first addressing the impacts on transportation, services, and neighbourhood character. Burlington has always stood out as a place people want to live because of its balance, livability, and sense of community.<br><br>Please don't forget your current citizens in pursuit of additional tax revenue. Growth must be thoughtful, measured, and in keeping with the very qualities that make Burlington attractive in the first place.<br><br>Regards,<br><br>Stephen Hawryschuk | The proposed Residential Zoning By-laws implement the policies of BOP, 2020 and aim to increase housing options through gentle intensification in existing areas which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options.<br><br>The by-laws implement the objectives and policies of the Burlington Official Plan for the residential neighbourhood areas. The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues respond to the growing transportation and recreation needs of the community. |
| 28. | Leslie Barbetta, Sept. 15, 2025, via email | Good morning, | On Jan. 28, 2025, Council amended the by-law which approved Grow Bold: Burlington Official Plan to remove the Neighbourhood Character Areas (BOP 8.3.6) from the Official Plan. As a result, the recommended zoning by-laws do not |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | As discussed with Kyle and Nick at the Food for Feedback event, please see below the email which I sent to Mark Johnson following our stakeholders' meeting last summer. I wouldn't be able to put together this kind of message now due to changes in personal circumstances, but my comments still hold true (it's interesting how the real estate market has changed in the last year and we're seeing that some developers got in over their heads as their "investments" sit around unsold, while leaving some of the negative impacts noted below).<br><br>Anyway, as mentioned, I was hoping you could point me to the areas of the current draft that address my comments and concerns. I'm still hoping to make it to the meeting tomorrow at Mountainside so perhaps we can continue the conversation then.<br><br>Thank you and have a good day,<br><br>Leslie Barbetta<br><br>--<br><br>Good morning Mark<br><br>Apologies for leaving this til the last minute of your deadline as I had a few personal matters to deal with the last few weeks.<br><br>I mainly wanted to provide a summary of some of the issues I see pop up in our neighbourhood. And I should preface these comments by saying that many of us in the Shoreacres area are aware that our "Character Area" designation is likely to be reconsidered with the changes to Zoning Bylaws. Perhaps we can discuss this further at the next stakeholder meeting? My views on low density residential zoning have evolved over the last few years. I never wanted this neighbourhood to be seen as "exclusive" but as excessively large homes make their way into the community, it feels like that is the direction it's moved in. House flippers and investors have changed the sense of community that existed when we first moved in - now it's "build a big home, take the money and leave the neighbours to deal with the lingering impacts". I could certainly never afford this neighbourhood if we were buyers over the last 5 or 6 years! And while I'm more amendable to other forms of housing than i used to be, I'm also aware that more flexible zoning probably impacts those of us in older neighbourhoods disproportionately, since no one is likely to tear down homes in the Orchard or Alton Village! Builders & investors will want to get their hands on every bungalow and turn it over to something more lucrative… construction is already a constant around here and I anticipate that would just increase if someone knows they can build a few townhomes or a triplexes on their lot. My thoughts on zoning now relate directly to flooding mitigation and preserving one's enjoyment of their home & property. I | carry forward specific character area regulations from Zoning By-law 2020. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for increased housing options, and include regulations that limit the size of buildings, such as maximum lot coverage and minimum building setbacks.<br><br>Maximum building height is expressed in linear height in the recommended by-laws, rather than both storeys and linear height, which will assist with achieving consistent maximum height in neighbourhoods. In addition, the by-laws include regulations that limit the maximum height of a pedestrian entrance facing a street to seven stairs (approximately 1.5 metres).<br><br>Building height is measured in relation to the street, from "established grade", which is the elevation at the midpoint of the front lot line. Maximum building heights in the proposed by-laws are generally consistent with existing permissions in Zoning By-law 2020.<br><br>The proposed by-laws include regulations that relate to potential flooding impacts. They have been revised to clarify that building setbacks also apply to basements and that porches as well as decks that have a basement under the platform count towards maximum lot coverage. The by-laws also introduce new requirements for minimum soft landscaped open space in the front yard. In addition, the by-laws include window well regulations which permit a maximum 1 metre encroachment into any required yard, and require a minimum setback of 0.6 metres from any lot line.<br><br>Staff also note that the City has a separate process under the Grading and Drainage Certificate By-law for Low Density Residential Lands, outside of the zoning by-law and zoning clearance process. Through this process, grading and drainage matters are reviewed in detail for residential developments containing 10 units or less, to ensure that any changes to a building footprint or grading on a property does not result in increased drainage onto neighbouring properties (i.e., to prevent flooding). Through the grading and drainage review, in some cases, side yard setbacks larger than the minimums of the zoning by-law will be required to be incorporated into the development designs before a Grading and Drainage Certificate can be issued and before a Building Permit can be issued.<br><br>The recommended by-laws permit a maximum fence height of 2.5 metres, which is increased from a current maximum of 2 metres in Zoning By-law 2020.<br><br>Porches (defined as platforms covered by a roof) are not permitted above the first storey in any yard. Balconies and decks (defined as platforms not covered by a roof) are only permitted above the first storey where adjoining a wall facing the front yard or exterior side yard, with the exception of the Alton and Orchard communities where they are also permitted adjoining the wall facing an interior |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | hope some of my anecdotal information at the last meeting helped provide context for some of my points, many of which are repeated below:<br><br>*When choosing a home, there is a reasonable expectation that the conditions under which you bought it will not be significantly impacted. Where adjacent redevelopment occurs how can zoning bylaws ensure that the impact, if any, is minimal? This is particularly important where there are differences in elevation, since new builds are consistently built with higher foundations. Depending on elevation differences, that could mean a new house's first floor starts at the midway point of an adjoining neighbour's. This leads to a massing situation and loss of privacy. Perhaps a limit on foundation heights for new builds?<br><br>*For infill development, especially within areas prone to flooding (including groundwater flooding): limit the size of the new footprint to a reasonable number, i.e. max 25% larger than the previous one. Many of the new homes are building a footprint 3 times as big as what previously existed, disrupting the natural course of groundwater.<br><br>*Clarity on building height: what is considered the “grade” if the elevation of property is higher than street grade? Also, what kind of height maximums is the City now considering since we can only build UP in Burlington? This would be a good section to include a picture or other visual to demonstrate height more clearly.<br><br>*While others in my community may disagree, I welcome semi-detached homes. In my opinion, this is preferable over a single detached 4000-5000 sq ft home, which seems to have become the norm, often with only a few people living in it, and usually, put up for sale after 2 or 3 years. Again, with semis, impacts to neighbouring properties should be minimized.<br><br>*What kind of zoning, if any, can be applied to what is built underground?<br><br>*Conversations about increased dwelling depth and lot coverage are concerning given our vulnerability to flooding. Perhaps we should be increasing minimum requirements for permeable surfaces?<br><br>*Side yard setbacks have become increasingly important for stormwater mitigation between properties. There should be no reduction to sideyard setbacks, and it is not a one-size fits all situation.<br><br>*Window wells on new builds seem to be getting larger. As we have now seen due to recent storms, these fill up with water, causing flooding in those basements. Some properties are built with an enormous number of window wells, which encroach into the side yard setback, reducing the opportunity for suitable stormwater mitigation. There does not appear to be any notations on window wells | side yard or rear yard. Porches, balconies, and decks, are also not permitted above the first storey of a detached ARU. Additional regulations limiting encroachments and prescribing setbacks for these features are found in Section 5.4.<br><br>The notice requirements for minor variance applications are dictated by Ontario Regulation 200/96 of the *Planning Act* and are outside the scope of what a zoning by-law regulates. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | in the current zoning bylaws (at least, none that I could see), so perhaps they need to be looked at in terms of the number permitted, size/depth & encroachment.<br><br>*Flexibility to fencing & privacy screen bylaws, particularly as it relates to loss of privacy due to new development. Residents should not be required to apply for a Variance in circumstances where their privacy has been compromised due to no fault of their own.<br><br>*Porches - the wording below from the current zoning bylaw is puzzling, i.e. one can have as big a porch as they like as long as it has a roof? Covered porches have become de facto living spaces, with kitchens, fireplaces, televisions, and so on. They are being built with foundations or full basements underneath and are attached to the home and therefore need to be considered as part of the footprint.<br><br>2.3.4 Porches are permitted in all zones, provided:<br><br>• Maximum size 20 m2 (no roof)<br><br>• **No maximum size if roofed over**<br><br>• Must meet principal building setback with encroachment allowance permitted in Part 1, Section 2.13 (d)<br><br>*Balconies - new builds have been able to navigate around the “no 2nd storey balcony” by constructing covered porches that are accessible from a second storey window. Perhaps some tighter design controls here? And if they are to be permitted by way of an ADU, once again, impacts to neighbouring properties must be accounted for.<br><br>*ADUs - as noted in the stakeholder meeting, Planning Staff and Council may want have the conversation about potential flooding impacts on basement units. If a homeowner builds a basement ADU, they may not be able to get proper insurance, leading to illegal rental units. Further, if they have insurance and become flooded, they are not likely to be re-insured.<br><br>*While the Committee of Adjustment rules fall under Provincial jurisdiction, is it possible for our Planning department to expand the current COA notification of 60 meters? Within the current guidelines, those notices only go out to a small handful of neighbours in older areas, leaving many folks unaware of potential changes. Could this be increased at your discretion?<br><br>And lastly, i agree that the Zoning Bylaws should be in plain language, and include graphics/visuals that clearly demonstrate the item. Residents should also not need to click on multiple embedded links to find the information they need (I find this is | |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | something that happens a lot when searching for City documents and it is easy to get lost & confused in all of that)<br><br>Mark, thank you for the opportunity to submit these comments. I'm sure I will have other thoughts along the way.<br><br>Have a nice weekend!<br><br>Leslie Barbetta | |
| 29. | Ivan Jeremic, Sept. 18, 2025, via email | Hi,<br><br>I was speaking with Nataliya from Community Planning Division and she referred me to you. I was having a look at the draft for the New Zoning and I noticed in it there are no mention of Designated Areas any longer. Are these being removed except for Roseland & Shoreacres?<br><br>I am mostly interested in lot coverages. From what I understand, currently if I want to build a 2-storey house with attached garage in a designated area, it can only cover a maximum of 25% of the lot, but if its not located in a designated area it can cover 35% of the lot. In the new zoning draft, I only see the 35% figure.<br><br>Can you let me know about this please. I tried to reach Nikolas, Rebecca and Victoria without success.<br><br>Thank you!<br><br>Ivan<br><br>--<br><br>Thank you Rebecca.<br><br>So, for LN4 and LN5, if this draft gets approved, it would be 35% maximum lot coverage if I am just building a house on it without any additional residential units.<br><br>Please confirm.<br><br>Thanks!<br><br>Ivan | On Jan. 28, 2025, Council amended the by-law which approved Grow Bold: Burlington Official Plan to remove the Neighbourhood Character Areas (BOP 8.3.6) from the Official Plan. As a result, the recommended zoning by-laws do not carry forward the Character Area or Designated Area concepts from Zoning By-law 2020.<br><br>The proposed by-laws simplify the lot coverage requirements and include a new regulation to support tree planting in front yards. In the LN4 and LN5 zones, for detached dwellings where there are no ARUs, the proposed regulations allow a maximum lot coverage of 35 percent and require a 30 percent minimum front yard soft landscaped open space area. |
| 30. | Jeff Zanin, Sept. 18, 2025 via email | I don't agree that the change from R2.1 to LN5 constitutes a "gentle" intensification, it is potentially substantial.<br><br>On King Road south of Marley Road most of the properties are large because the area was developed prior to the availability of city sewer systems, so needed | The LN5 zone introduces semi-detached dwellings as a permitted use and broadens permissions for ARUs. These changes implement the policies of the City's Official Plan by broadening housing options and represent gentle intensification in the opinion of Planning staff. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | space for septic fields. Sewer service has since been added, but many of the other characteristics of the area have not been updated to sustain higher density.<br><br>For example, on King Road south of Marley there are no proper sidewalks separated from the roadway by either median or curb, just a couple of lines on the road to indicate lanes for pedestrians, cyclists, and motor vehicles. Likewise on King Road south of Marley there are no left turn lanes to keep traffic flowing when a vehicle is waiting to turn left. Instead, vehicles pass on the pedestrian / cyclist lanes, ignoring the NO PASSING ON THE RIGHT signs. Also, landscapers, delivery vehicles, and anyone else who wants to use the pedestrian / cyclist lane as a place to park, because again it is just a line painted on the road.<br><br>King Road from Marley to North Shore is 500 meters, it is straight and flat, with no features or characteristics to reinforce the 50 km/h speed limit. So traffic in this area often travels at 60 km/h or faster.<br><br>Areas designed for higher density residential will have curbs, centre turn lanes, curves and other features intended to provide safer management of the additional traffic attracted by the higher density. To the best of my knowledge there are no plans for any such roadway improvements in this area, just the opportunity for developers to build much higher density on existing property without suitable and corresponding changes in the infrastructure.<br><br>Jeff | The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues to respond to the growing transportation and recreation needs of the community. |
| 31. | Albert Facenda, Sept. 18, 2025, via email | Thanks for the meeting yesterday..<br>We would like some information for the upcoming meeting scheduled for October the 1st at City Hall room 305 and 307.<br>In regards to the development and construction of a 4 plex and or a home with 3 ARU's and one principal unit we would like to know the tenure possibilities of this described development ..<br>IE: can a 4 flex be sold as 4 individual units ? Or can the Home with 3 ARU's and a principal unit be sold as individual units.. This would fulfill the " Missing Middle " mandate by creating more housing choices and most likely preferred by neighbouring homeowners.<br>What development charges would apply to these two type of developments?<br>For clarification why is a 4 plex and a home with 3 ARU's and a principal unit ( 4 units in total ) referred in different terms creating confusion.. if the intent is for the 4 plexs to be developed on the periphery of the neighbourhoods, by laws can be stablished to accommodate them for the ARU's by laws can be stablished for construction of 4 plexs in the established neighbourhoods allowing 4 units in each area<br><br>Regards, Albert Facenda<br>Coral Gable Homes Ltd | The terms duplex, triplex, and fourplex have been removed from the recommended by-laws. Two-, three-, and four-unit residential buildings are permitted through the ARU regulations. Up to three ARUs are permitted on a lot where a detached, semi-detached, street townhouse or rear lane townhouse is permitted.<br><br>A zoning by-law does not regulate tenure. A plan of condominium or stratified severances can be used to covey ARUs separately. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| 32. | Lloyd Ripani,<br>Sept. 18, 2025, via email | Currently the by law allows 3 ARU's in single family homes and freehold townhomes.. we are developing 6 condo 3 story townhomes on Plains rd and would like to add 3 ARU's in them when we construct. The current by law does not allow this as they have to be freehold or POTL's. To convert our condos to POTL's will cost approx $100k.. We don't want to go through this process if not necessary..<br>If the new by law is talking about triplex, fourplex and low rise buildings in the periphery, the ability to add more units in a townhome that is a condo should not make any difference.. we would like this addressed at the next meeting on the 01 Oct 2025 at City Hall.<br>If you have a question in regards to this e mail please contact me directly<br>Regards, Lloyd Ripani<br>Coral Gable Homes Ltd | The proposed by-laws do not include permission for ARUs in block townhouse developments such as in a standard condominium development or rental townhouse development. Further review is needed to determine an appropriate set of development standards for ARUs in block townhouses which will be considered in a future phase of the project. |
| 33. | Lloyd Ripani,<br>Sept. 24, 2025, via email | I was reading up on some of the zoning requirements and would like some clarification for the October 1st meeting.<br>I read that lot coverage is 45% for a structure containing ARU"S ?<br>If that is the case, on larger and deeper lots, that is good to create larger rental units, but we are currently restricted by an 18m depth restriction on the depth of the. This restriction should be removed if we were to build a new structure on a larger deeper lot.. as opposed to 18m, it could be a percentage for a deeper lot.<br>As an example, on a 50x225 foot lot, Im restricted to build a 1 storey structure without a garage on a footprint of 36'x60' giving me a floor area of 2160 sq.ft, which would give Principal living area of 760 sq.ft and 2 ARU'S at 700 sq ft.<br>If the structure was increase to 100' as an example that would give a total floor area of 3600' sq ft which would give principal living area of 1600 sq. Ft and 2 ARU'S at 1000 sq ft as an example .. THE MISSING MIDDLE WE ARE TRYING TO ACHIEVE.<br>For ARU's the zoning by law should reflect minimum side, front and rear set backs and lot coverage and remove the depth restriction .<br>Thanks Lloyd Ripani | The proposed by-laws include a maximum lot depth requirement for the LN5 and LN6 zones which are characterized by deeper lots. The lot depth is increased to 20 metres from the current requirement of 18 metres in Zoning By-law 2020 to allow for more flexibility while still protecting established neighbourhood character. In addition, the maximum gross floor area of a detached ARU in the LN5 and LN6 zones has been increased to a maximum of 15 percent of the lot area in recognition of larger lots in these areas. |
| 34. | Mary Alice St. James,<br>Sept. 24, 2025, via email | Hi, I was wondering if the new zoning proposal includes height increases for flat roof and peak roof? New builds are now 10 feet and 12 feet per floor high.. so wondering if this was considered.. also I was told that the vote would be this year with Jan 1st implementation without appeals.. is there a provision to break up the new zoning bylaws to enable passage of some vs all at once? thanks | Maximum building heights in the proposed by-laws are generally consistent with existing permissions in Zoning By-law 2020. Maximum building height is expressed in linear height in the recommended by-laws, rather than both storeys and linear height in Zoning By-law 2020, which will assist with achieving consistent maximum height in neighbourhoods.<br><br>Staff are recommending approval of both proposed Residential Zoning By-laws in their entirety for Council's consideration. |
| 35. | Kristina Didiano, Emshih Developments Inc., Sept. 29, 2025, via email | Good afternoon, Rebecca, Victoria and Nikolas,<br><br>In advance of next week's statutory meeting for the Draft Residential Zoning By-Law, on behalf of Emshih Developments, I wanted to share some site-specific comments as it relates to couple of our sites: | 550 Genista Dr. is designated Low-Rise Neighbourhoods I in the BOP, 2020 and the LN8 zone does not conform to this designation as it implements the Low-Rise Neighbourhoods II designation. Staff note that after completing a review of proposed zones, the recommended by-law now includes 550 Genista Dr. in the LN1 zone. Semi-detached dwellings are permitted in the LN1 zone. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | 1. **Garden Trails Phase 2 Lands (550 Genista Drive)**<br>• **Current zoning is R3.1** permitting single detached only<br>• **Proposed LN4** expands permissions to allow semi-detached, and duplex dwellings; tri- and four-plex permitted under certain circumstances.<br>• Emshih currently proposing plans to permit 60 semi-detached dwelling units; see attached plan<br>• The proposed lot layout is based on current market standards for semi-detached dwellings as well as adjustments to lot layouts resulting from increased CH setbacks<br>• The proposed lot and building requirements under the LN4 zone exceed the minimum standards provided in our plan and would reduce the number of proposed lots for the site<br>• **Recommend LN8 zone**; would be more appropriate and in line with the proposed development plan lot and building standards for semi detached dwellings and provides more development options with expanded permissions for townhouses and low-rise apartment in the future<br><br>2. **1180 Unsworth Lot**<br>• **Current zoning RM4-245** permitting single detached and semi-detached dwellings<br>• **Proposed LN8** expands permitted uses beyond single detached and semi-detached dwellings<br>• **Recommend LN2 or LN3;** would be more appropriate zone for the remnant parcel of land for detached dwellings and more compatible with the existing neighbourhood and surrounding single-detached dwellings; see proposed lot severance plan for 3 detached dwellings<br>• Lot area of 1180 Unsworth is less than 1,500 sm; therefore, does not meet the minimum lot area requirement for block, stacked, stacked B2B and apartment<br>• Non-residential uses are unfeasible for the same reason above (lot area does not meet the lot requirement where it would be permissible)<br>• It is unclear if the existing Exception 245 regarding GE zone setback requirement is to remain. Emshih recommends that it be removed or reduced to reflect the existing use/operation on the GE site.<br><br>We would greatly appreciate a meeting to discuss the above and how best to incorporate into the final version of the by-law. We look forward to working together.<br><br>Best regards, | Properties with existing site-specific exceptions in Zoning By-law 2020 including 1180 Unsworth Ave. are not included in the recommended by-laws. They will be reviewed in a future phase of the project. |
| 36. | Griffin Welch, Oct. 1, 2025, via email | Hello, | Up to three ARUs are permitted on a lot where a detached, semi-detached, street townhouse or rear lane townhouse is permitted. The terms duplex, triplex, and |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | Hope this email finds you well, I attended the open house and presentation on the 16th and had some feedback on the new zoning laws.<br><br>My name is Griffin, I'm currently a grade 12 student at [redacted]. I've spent over 200 hours talking to low income families at Compassion Society, a charity that helps low income families get food, clothes and hygiene products. While helping them collect food, one thing that surprises me when talking to these people is that almost everyone has a job but still can barely afford housing. This led to my interest in the new residential bylaws and how they could make an impact on my community.<br><br>I created a website that shows my feedback and my solution to the housing crisis in Burlington. This website is linked at the bottom. My feedback for the bylaw is that there should be triplexes and fourplexes allowed in every part of the residential neighbourhoods, not just on major roads. This would be a relatively small change as the proposed bylaws already allow up to 2 ARU allowing a house to already have 3 units and allow triplexes and fourplexes on main streets already. This small change would impact the community by creating more diversity and more affordable housing especially for seniors. This change will still keep the same look and feel of the neighbourhood while making it more affordable.<br><br>Thank you, | fourplex have been removed from the recommended by-laws. Two-, three-, and four-unit residential buildings are permitted through the ARU regulations. |
| 37. | Cynthia Zahoruk, Oct. 1, 2025, via email | Hello – attached please find my comments to the Bylaw Draft<br><br>Thanks for the opportunity to assist you.<br><br>Sincerely<br><br>**Cynthia Zahoruk, OAA**<br>*Principal Architect*<br><br>Cyntha Zahoruk's comments are summarized as follows:<br><br>• Questions about requirements for off-street parking;<br>• Request to exempt small block townhouse developments from common amenity area requirements;<br>• Concern with podium and stepback requirements for apartment buildings;<br>• Suggestion to increase flexibility for second storey additions to legal non-complying buildings;<br>• Questions about how to interpret definitions;<br>• Suggestion to allow flexibility for who can determine established grade for the purposes of measuring building height;<br>• Questions about illustrations; and | A comprehensive parking study was outside the scope of this phase of the project and therefore the requirements for off-street parking spaces in the recommended Residential Zoning By-laws are carried forward from Zoning By-law 2020.<br><br>In the recommended by-laws, block townhouses are townhouses on one lot, such as a standard condominium development or rental development; block townhouses do not include street townhouses where each unit is on its own lot or POTL. Therefore, common amenity area requirements are included for block townhouses because there may be no private amenity space in these types of developments.<br><br>Regulations for apartment buildings in the HN zone include requirements for a podium, setbacks, and stepbacks. It is the opinion of Planning staff that these requirements ensure appropriate built form transitions to low-rise residential development, including limiting shadow and overlook and protecting access to sunlight<br><br>The recommended Residential Zoning By-laws include many revisions that address these comments, including:<br>• Updating provisions for legal non-complying buildings to allow second storey additions, provided they comply with all applicable provisions; |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | • Questions about how to interpret unclear regulations. | • Minor revisions to definitions to support interpretation (e.g., the definition of office has been revised to clarify that medical offices are included). Note, words not defined take on their usual meaning within a dictionary;<br>• Deletion of definitions for terms no longer used (e.g., some definitions related to electric vehicle parking spaces have been deleted as they are no longer necessary);<br>• Revising the definition of established grade so that a survey is not required in all cases;<br>• Removing illustrations; and<br>• Minor revisions to regulations to facilitate interpretation including clarifying tandem parking regulations using plain language. |
| 38. | Lloyd Ripani<br>Oct. 3, 2025, via email | Just wanted to send you this to make sure they are considered for the upcoming meeting.. I also want to send this directly to the committee members and need some direction on how to do it.<br>Some changes that could be considered for the upcoming new zoning by law.<br>1: Now that semi detached homes will be allowed I recommend in zones LN3, LN4 and LN5 the minimum lot width should be reduced from 9m to 7.5 m. And in the LN6 zone it should be reduced from 13m to 11m.<br>This will allow the potential of more of this style of housing to be built which is far more affordable than a single family home.. It will not change the look of the neighbourhood as the foot print of the structure is the same size as a single family home, the only difference is an additional door.<br>2: ARU's should be allowed in condominium town homes - this opens up far more units available for rental<br>3: Height of triplexes and fourplexes need to be increased from 10 meters to accommodate 3 and 4 story structures to accommodate 3 and 4 units vertically as lots will not be large enough to accommodate these units in a 2 storey structure<br>4: Tenure: should also allow the ARU's Triplex and fourplex units to be made into condo's so they can be individually sold.. Opens up the missing middle.. Owners can still rent out these units if the so chose.<br>5: increase the 10% variance as a right to 15%<br>Regards, Lloyd Ripani<br>Coral Gable Homes Ltd. | The proposed minimum lot frontage requirements and other standards for semi-detached dwellings are based on a best practice review. Not all lots in Burlington's residential neighbourhood areas may be able to meet these standards; however, proponents can request to vary these standards through a minor variance or zoning by-law amendment application on a site-specific basis. Staff will monitor the implementation of these standards and may recommend adjustments to them in the future as appropriate for Council's consideration. Also, it should be noted that ARUs are also permitted on all residentially zoned lands; buildings on one lot could be designed to appear as a semi-detached dwellings in accordance with the performance standards for detached dwellings and ARUs.<br><br>The proposed by-laws permit ARUs in street townhouses and rear lane townhouses which could include townhouses in a common element condominium, with each townhouse on its own parcel of tied land (POTL). The proposed by-laws do not include permission for ARUs in block townhouse developments such as in a standard condominium development or rental townhouse development. Further review is needed to determine an appropriate set of development standards for ARUs in block townhouses which will be considered in a future phase of the project.<br><br>Maximum building heights in the proposed by-laws are generally consistent with existing permissions in Zoning By-law 2020 and reflect the context and character of existing neighbourhoods while allowing for increased housing options.<br><br>A zoning by-law does not regulate tenure. A plan of condominium or stratified severances can be used to covey ARUs separately.<br><br>The *Planning Act* permits "as-of-right minor variances" of up to 10 percent for a minimum setback distance prescribed in a zoning by-law. Deviating more than 10 percent from a minimum setback will require a minor variance or zoning by-law amendment application where the merits of the application will be considered on a site-specific basis. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| 39. | Melinda MacRory, MHBC Planning on behalf of Alinea, Oct. 3, 2025, via email | Hi Rebecca,<br><br>On behalf of our client, Alinea Land Corporation, please find enclosed our comment letter on the Draft Zoning By-law.<br><br>Best,<br>MELINDA MACRORY, M.Pl., MCIP, RPP \| Partner<br><br>---<br><br>MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Alinea Land Corporation to provide comments on the Draft City of Burlington Zoning By-law – Phase 1 Residential Zones ("Draft ZBL"), released by the City on July 2, 2025.<br><br>**Background**<br>Alinea Land Corporation has several active development applications in the City of Burlington for large-scale developments inclusive of residential and employment intensification projects. Therefore, Alinea Land Corporation has a vested interest in the proposed changes to the Draft ZBL and the potential impacts to its active and future development applications to implement the proposals currently before the City. The following letter outlines our comments on the July 2, 2025 Draft ZBL, which we hope the City will consider addressing in the next iteration of the Zoning By-law.<br><br>**Comments**<br><br>**Part 7: Residential Zoning Provisions**<br>The New Residential Zoning By-law narrows and simplifies many standards compared to the current zoning by-law. Focusing specifically on the High-Rise Neighbourhood Residential zoning provisions, there are many positive changes, including:<br>• The addition of non-residential uses as permitted uses including convenience stores, personal service uses and restaurants (Section 7.2);<br>• The reduction in minimum lot width, front, side, street side, and rear yard requirements (Section 7.8, Table 11);<br>• The removal of density caps, setback requirements abutting lower-density zones, landscape buffers, and enclosed parking ratios; and,<br>• A reduction to the significant amenity area requirements with a reduction from 25 m² per unit to 5 m² per unit (Section 7.8, Table 11).<br><br>However, there are outstanding concerns that warrant further review and discussion with staff, including: | The angular plane regulations for apartment buildings in the High-Rise Neighbourhood (HN) Zone have been replaced with regulations for building setbacks and stepbacks in the recommended by-laws. This change helps make it easier for readers to understand and apply zoning regulations and continues to reflect the intent of the City's urban design guidelines, ensuring appropriate built form transitions to low-rise residential development, including limiting shadow and overlook and protecting access to sunlight.<br><br>The requirements for outdoor common amenity area have been updated in the recommended by-laws to allow for the contiguous outdoor amenity area to be located at grade or on the roof of a building. This allows for greater site and building design flexibility, while still achieving a usable outdoor amenity space for residents.<br><br>The minimum required landscaped open space for apartment buildings in the recommended by-laws provides greater flexibility when compared to the existing regulations in Zoning By-law 2020 for High Density Zones which require landscape areas and buffers abutting streets and abutting some residential zones. Landscaped open space in the recommended by-laws can be provided anywhere on a lot, including as a green roof, and can include both soft and hard landscaped open space, which means walkways are included towards satisfying the required landscaped open space.<br><br>The awning and canopy encroachment requirements in the recommended by-laws are similar to those within Zoning By-law 2020. The recommended by-laws add minimum setbacks from lot lines, which is consistent with how other features are regulated such as roof overhangs, and ensures there is sufficient space between these features and the street or neighbouring properties (e.g., space to allow for maintenance).The awning and canopy encroachment requirements for properties currently zoned RH5 in Zoning By-law 2020 (proposed HN zone in recommended by-laws) are proposed to change to ensure the size of the awning or canopy is proportionate to the size of the required front or exterior side yard, rather than extending to the street line. This also ensures there is sufficient space between a street line and a canopy or awning which will support tree protection and planting and allow for maintenance to occur without blocking the street.<br><br>The requirements for large dwelling units have been deleted in the recommended by-laws. Staff note that this phase of the project focuses on the City's residential neighbourhood areas, which consist mainly of ground-oriented housing types that typically contain more bedrooms. Large dwelling unit requirements will be reevaluated in future project phases and may be introduced for other zones where appropriate. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | • The new tower and podium provisions (stepbacks, heights, separation distances, setbacks) are too prescriptive and should be addressed through Urban Design Guidelines instead of zoning (Section 7.8, Table 11);<br>• The amenity space requirements have improved, however, requiring a 55 m² contiguous outdoor area at grade is restrictive. We suggest considering dividing the common amenity area into an indoor and outdoor amenity area requirement instead of a specific contiguous outdoor area which can be difficult to achieve (Section 7.8, Table 11);<br>• The landscaped open space minimum of 35% is high for apartment buildings and we recommend that either a reduction should be considered or maintenance of the previous landscape buffer requirements (Section 7.8, Table 11); and,<br>• The inclusion of an angular plane requirement in the Zoning By-law is restrictive and difficult to achieve for infill developments and we suggest that it remain in the Urban Design Guidelines (Section 7.8).<br><br>**Part 5: General Provisions**<br>There have been many positive changes to the General Provisions in the Draft ZBL, including the reduction in visibility triangle requirements (Section 5.9) allowing for a more active and animated streetscape as well as clearer and generally more permissive encroachment provisions (Section 5.10).<br><br>However, there are some outstanding concerns that warrant further review and discussion with staff, including:<br>• Decreased awning and canopy and encroachments than the current Zoning By-law (Section 5.10); and,<br>• Requirement for a percentage of large dwelling units which is limiting and should remain as a policy direction for the City at large allowing for area-specific market needs to be considered rather than a general requirement. This is also very problematic for small infill lots where larger rooms can be difficult to achieve while conforming to all other zoning requirements (Section 5.47).<br><br>**Part 6: Parking and Loading Provisions**<br>The New Residential Zoning By-law modernizes parking standards with clearer, more prescriptive rules. There are many positive changes to the parking and loading provisions, including:<br>• Removal of overly prescriptive driveway and parking setbacks that were difficult to achieve.<br>• Elimination of underground parking structure setbacks and inclusion of a 2 m soil depth requirement for tree planting to allow for optimization of underground parking areas (Section 6.7).<br>• Reduction of parking space lengths and addition of varied space types (compact, motorcycle) improving flexibility (Section 6.2). | The recommended by-laws have been revised to include a minimum 2 metre setback from property lines for underground parking structures to avoid encroachments onto neighbouring property during construction, minimize potential damage to public and private property resulting from construction, and to support tree protection and planting.<br><br>Minium parking space length has been replaced with a minimum parking space area to ensure adequate space is provided while allowing flexibility.<br><br>Cash-in-lieu of parking is no longer referenced in the recommended by-laws because the City does not currently have a cash-in-lieu of parking policy or by-law.<br><br>Electric Vehicle (EV) parking rates have been reduced so that only one EV installed space is required for residential developments containing 11 dwelling units or more. EV parking requirements will be reevaluated in future project phases for non-residential and mixed use zones.<br><br>A comprehensive parking study was outside the scope of this phase of the project and therefore the requirements for off-street parking spaces in the recommended Residential Zoning By-laws are carried forward from Zoning By-law 2020. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | • Addition of vertical and large-format bicycle parking dimensions, with new bicycle parking rates (short- and long-term), aligning with current practices and providing clearer direction (Section 6.12).<br>• Provision for cash-in-lieu of parking to support flexible implementation (Section 6.17).<br><br>We recommend further consideration of the following key areas:<br>• Electric Vehicle Parking Space requirements (Section 6.16) are overly prescriptive and recommend that these requirements remain in the Sustainable Building and Development Guidelines.<br>• Apartment parking rate of 1.25 spaces per unit (inclusive of visitors) (Section 6.1) is still high for urban and transit-supportive areas.<br><br>**Conclusion**<br>We appreciate the opportunity to provide comments to the City and trust that our comments and recommended changes are implemented. We would be happy to meet with staff to review and discuss our comments further. We kindly request that we be kept apprised of any further meetings and updates related to the Draft Zoning By-law. | |
| 40. | Anthony Salemi on behalf of West End Home Builders Association Oct. 3, 2025, via email | The West End Home Builders' Association ("WE HBA") is the voice of the land development, new housing and professional renovation industries in Hamilton, Burlington, and Grimsby. WE HBA represents 300 member companies made up of all disciplines involved in land development and residential construction. In the Hamilton CMA in 2023, residential construction contributed over $4.6 billion in investment value and provided over 21,000 jobs paying about $1.6 billion in wages1. WE HBA appreciates the City bringing forward draft new Residential Zoning-Bylaw as part of the New Zoning By-law Project ("NZBP").<br><br>WE HBA and our membership have participated throughout the consultation on this project and have been pleased to provide the City with comments to inform the development of the first Phase of the By-law. WE HBA is supportive of the work to facilitate more streamlined processes and increasing housing options.<br><br>WE HBA is broadly supportive of the document brought forward today, as a clear, easy-to-read document that provides flexibility through built-in variability in zoning regulations, the removal of regulations related to Floor Area Ratio or Floor Space index and the use of form-based regulations. WE HBA has several outstanding comments that we wish for Committee and staff to consider moving forward as the City targets adoption of the zones in December of this year.<br><br>Please see below for comments:<br>- It is our understanding that the LN8 Zone is intended to encompass all residential typologies below high-density residential, with buildings above four storeys | The High-Rise Neighbourhood (HN) Zone implements the High-Rise Neighbourhoods Area designation of the BOP, 2020 and includes permissions for mid-rise buildings as well as tall buildings. Having one zone to implement this designation ensures clear alignment with the Official Plan policies and provides flexibility for development.<br><br>The angular plane regulations for the apartment buildings in the High-Rise Neighbourhood Zone have been replaced with regulations for building setbacks and stepbacks in the recommended by-laws. This change helps make it easier for readers to understand and apply zoning regulations and continue to reflect the intent of the City's urban design guidelines, ensuring appropriate built form transitions to low-rise residential development, including limiting shadow and overlook and protecting access to sunlight.<br><br>A comprehensive parking study was outside the scope of this phase of the project and therefore the requirements for off-street parking spaces in the recommended Residential Zoning By-laws are carried forward from Zoning By-law 2020.<br><br>The terms duplex, triplex, and fourplex have been removed from the recommended by-laws. Two-, three-, and four-unit residential buildings are permitted through the ARU regulations. Up to three ARUs are permitted on a lot where a detached, semi-detached, street townhouse or rear lane townhouse is permitted. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | covered by the High-Rise Neighbourhood Residential Provisions within the HN zone. WE HBA requests the City consider a Mid-Rise Neighbourhood Residential zone to include options for a Zone that is specific to mid-rise housing typologies.<br>- WE HBA does not support the use of angular planes to mitigate perceived impacts related to shadow and privacy. Angular planes severely reduce the viability of density on many sites, drive up construction costs, reduce building layout efficiency, lead to poor urban design outcomes, and are not necessary to mitigate the aforementioned impacts. WE HBA encourages the City to consider the use of a single stepback above a certain height as an alternative to angular planes<br>- It has been the position of WE HBA that the private market is well-positioned to determine the minimum level of parking that is necessary for residents. WE HBA understands that the City has recently introduced a City-wide On-Street Residential Parking Permit. On-street parking reduces the need for on-site parking and should be taken into consideration when determining the level of mandated parking within the By-law.<br>- It is the position of WE HBA that triplexes and fourplexes are functionally the same in form as units with two and three Additional Residential Units, as it is not necessary for ARUs to be secondary to a “primary” unit. Thus, triplexes and fourplexes should be permitted within all Residential areas of the City as an option for gentle density within all neighbourhoods. WE HBA understands that OPA 3 permitted four units as-of-right, and therefore purpose-built triplexes and fourplexes, through zoning, should not be limited to major streets.<br>- WE HBA requests clarification between the definition of a “Multiplex” and an “Apartment Building”. Buildings containing five or more units, but are similar in form to triplexes or fourplexes (such as six- and eight-plexes), may have common accesses, stairwells, and amenities. However, they may be considered a more compatible typology within existing neighbourhoods than apartments but may be classified as such. Therefore, clearly delineating the definitions may be helpful to expand options for multiplexes in more areas than apartments.<br>- WE HBA appreciates the inclusion of varying levels of “EV readiness” through definitions related to Electric Vehicle Ready Parking Spaces and Electric Vehicle Capable Parking Spaces. WE HBA requests that the City confirm with Burlington Hydro that Electric Vehicle Capable Parking Spaces do not require buildings to be designed to handle the load required by those spaces being electrified in the future.<br><br>WE HBA appreciates the opportunity to comment on the proposed Residential Zones and looks forward to future discussions over the coming months prior to the adoption of the zones in December of this year.<br><br>Sincerely,<br>Anthony Salemi, BURPl<br>Planner, Policy and Government Relations | The term multiplex has also been removed from the recommended by-laws. A variety of multi-unit built forms are permitted (e.g., buildings with ARUs, various townhouse forms including stacked townhouses and back-to-back townhouses, and apartment buildings).<br><br>Electric Vehicle (EV) parking rates have been reduced so that only one EV installed space is required for residential developments containing 11 dwelling units or more. EV parking requirements will be reevaluated in future project phases for non-residential and mixed use zones. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | West End Home Builders' Association | |
| 41. | Wendy Fletcher, Oct. 4, 2025, via email | To whom it may concern,<br><br>I don't expect this letter to have any impact. If there is one thing I've learned dealing with this city council and these various feel good committees it's that transparency & accountability are a massive farce. When they don't get the results they want, they target the groups they know will give them the answers they want. Or they manipulate surveys to get the results they want. You can dismiss that. I've gone enough rounds and done enough deep research on this council to know different.<br><br>It's like the comments in this directive. I was at that meeting. You know, the one advertised in the Post where making 4-plexes a right of way was discussed. There were 4 attendees including myself. 4. Go ahead and check the record. I was the only homeowner so guess who got their way? It wasn't me. There are shy of 200,000 people in this city. But please, impart upon me how that is the majority of residents demanding this. That is utter bs.<br><br>Yet the comments in this memo include: "Whereas background research undertaken through the Housing Strategy indicates that Burlington residents do not feel there is enough diversity or options for ownership housing in the City to meet residents' needs throughout their lifecycle" What utter bs.<br><br>Is there some other research or focus group that the city has failed to disclose? Bc as I said, I was the only home owner at that meeting and then it was approved. Not a hell of alot of input from actual residents. Or even attempts. That notice in the Post was long, verbose and not clear. But that's how you do it when you don't actually want the public there who are going to vote against it.<br><br>After that decision was published in the media, that the city had approved this, there was overwhelming uproar from residents who had no idea it had happened. Approximately 90% of taxpayers were against it. That was based off hundreds of responses. Which was a helluva alot more than those who showed up for the meeting.<br><br>The real reason its being done is because that's the only way for this council to get their hands on the Housing Accelerator Fund. It is not bc Burlington residents want this. They absolutely do not. Tell me something. Are you going to put 4-plexes in Milcroft? How about on Lakeshore? Tyandaga? Roseland? Or is it just for the rest of Burlington that MMW considers throw away areas?<br><br>The fact is that most of us have been around long enough to be able to call Marianne Meed Ward out on her pledge to not change zoning in residential single | The recommended by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities, and aligns with the goals and objectives of other City plans and strategies, including the City's Strategic Plan, Housing Strategy and Official Plan.<br><br>Staff note that the City's Housing Strategy was endorsed by Council in 2022, following a robust engagement strategy that included an Engagement Plan which provided a roadmap of the engagement activities that took place over the course of the Housing Strategy Project. It highlighted at which points in the process engagement was to take place, who was to be engaged and the level of engagement that was to take place. The Engagement Plan was informed by the Housing Strategy Virtual Launch, which took place on the evening of March 8, 2021 along with an online survey (open from March 1 to March 19) to introduce the project to residents and key stakeholders in the community and to seek input on the development of the Housing Strategy and how the community would like to collaborate on the Housing Strategy, as directed by Council. The Virtual Launch attracted over 100 attendees and the survey had 230 responses.<br><br>Additionally, the Housing Strategy project was guided by the Housing Strategy Working Group which was comprised of members of Council, regional staff, professionals in both profit and non-profit housing sectors and a wide range of residents from varied backgrounds and with varied life experiences. More information about how the Working Group members were appointed can be found on page 4 of Staff Report PL-05-22. Additionally, the Working Group meetings were live streamed and the recordings of the meetings are available at the project webpage www.getinvolvedburlington.ca/housingstrategy. Additionally, recordings of the open houses can also be found on the webpage.<br><br>Over the course of the 18 month Housing Strategy Project, the engagement process resulted in:<br>• Over 1,400 survey responses over the course of 4 online surveys;<br>• 6 virtual Open Houses;<br>• 5 presentations to Community Planning, Regulation and Mobility Committee;<br>• A variety of meetings with members of the development community;<br>• A Virtual Council Workshop;<br>• 15 Working Group Meetings;<br>• Presentations to Ward townhalls, Advisory Committees and the Burlington Youth Council;<br>• A variety of meetings with the Housing Strategy Steering Committee, City Staff and Regional Staff; |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | family neighbourhoods. How convenient that she refuses to even acknowledge that now. I will be guaranteeing everyone is reminded of it before the next election. I was able to get >3500 signature on a petition in 30 days so having the next year to remind Burlington that she's all for slamming a 4-plex into you on top of her egregious tax increases for vanity projects and making the lives of city employees better while putting massive taxes on people earning half to a third of what they make will be so easy.<br><br>This entire thing is so hypocritical. MMW jumps on the Millcroft bandwagon when she'd already agreed to literally sell out the rest of Burlington. Burlington is 50% single family homes. That's it. The rest are duplex, larger plexes, town or row housing, apartment buildings, condos. To say that are housing stock doesn't offer enough options is so deceitful. It should be criminal. I'm all for legislation that puts a stop to politicians lying to the public. I'd say someone should find out from the ombudsman how lying to the public lists on offences but we pay for their office and they have never once found an issue with a complaint filed by the public against this council. Hardly shocking from an non arms length organization. Theres a term for that in private businesses which is why it isn't allowed.<br><br>Even Doug Ford knew that forcing 4-plexes was political suicide which is why he refused to do it. I hate Doug Ford but that is the one thing he is right about. He must know that home owners make up 65% of the vote. Crombie & Stiles were foolish enough to think coming down on the side of disgruntled young people was going to win them the election. The thing is, alot of them don't vote and even more do not want to live in 4-plexes or apts or condos. They want single family homes. MMW would know that if she did her research. She thinks she's attracting talent here when its been turned into a 15 minute city with crappy 4-plexes devaluing the neighbourhoods? She needs to be smart and recognize all these things but apparently the allure of cash for 4plexes is too high to resist. Anyone who campaigns against her who points out that she's bringing 4-plexes and other unwanted density to your single family neighbourhoods and says they will reverse this bylaw, will be certain to beat her and anyone else on this council who supports it. If she isn't voted out on the next election, watch for the riots when you try to do this. It's not about helping people. Its nothing but a money grab. If this council actually gave a damn about residents, this would not be happening.<br><br>Sincerely<br><br>Wendy Fletcher | • Numerous phone conversations, one on one meetings and email correspondence;<br>• Engagement with the development community, including one on one interviews with development community representatives to inform the Inclusionary Zoning Municipal Assessment Report work;<br>• Virtual Engagement with the Burlington Youth Student Council, April 5, 2022; and<br>• A Virtual Open House in partnership with Halton Multicultural Council, April 23, 2022.<br><br>Public engagement was also a central element to subsequent City projects to implement the Housing Strategy including Phases 1 and 2 of the Official Plan Amendment to Increase Housing Options Project.<br><br>An outline of the engagement activities leading to the endorsement of the Housing Strategy and as part of the Official Plan Amendment to Increase Housing Options Project can be found here:<br>• Housing Strategy: https://www.getinvolvedburlington.ca/housingstrategy (all reports, documents and engagement recordings can be found on this page)<br>• Housing Strategy Engagement Plan<br>• Burlington Housing Strategy Virtual Launch – Feedback Report and Video of Virtual Launch<br>• Housing Needs and Opportunities Report (findings from engagement survey 2 can be found in appendix D)<br>• Housing Strategy Feedback Report (This report provides a full summary of engagement over the Housing Strategy Project). This Feedback Report was appended to the Housing Strategy Staff Report (PL-05-22) presented to Community Planning, Regulation and Mobility Committee on June 7, 2022.<br>• Phase 1 and 2 of Official Plan Amendment to Increase Housing Options Project:<br>  • Official Plan Amendment to Increase Housing Options Engagement Plan<br>  • Recording of the Virtual Open Houses held on October 17th and October 28th , 2024<br>  • Feedback Report (May 2024 to October 2024)<br>  • Public Feedback Table |
| 42. | Grahame Richards, Oct. 4, 2025, via email | I live at [redacted] Linbrook.Has my property been re zoned?<br><br>Best regards, | This property is proposed to be in the Low-Rise Neighbourhood 4 Zone in the recommended Residential Zoning By-law. |
| 43. | Cathryn Kelly, Oct. 4, 2025, via email | Hello<br>I understand you are considering approving 4-plex units in Burlington. I am | The recommended by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas (outside the downtown), |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | strongly opposed to this idea.<br>Our family has lived in Burlington since 1992. Since that time, I have seen the congestion increase exponentially.<br>I used to be able to travel from Dundas/Appleby to Brant and Lakeshore in the same amount of time it takes me to travel from QEW/Appleby to Taywood Dr.<br>We are surrounded by condos and apartments in North East Burlington.<br>The congestion is worse than Toronto, due to poorly timed traffic lights.<br>The roads are in disrepair due to the amount of vehicles.<br>We do not need 4 plexes. I am opposed to them<br>In Burlington.<br>Our city has changed, and not necessarily for the better.<br>Respectfully. ,<br>Cathy | which makes efficient use of existing infrastructure and community facilities and helps inform future improvements to the City's transportation network, in accordance with the City's Official Plan and Integrated Mobility Plan.<br><br>Staff note that Zoning By-law 2020 currently allows up to three additional residential units (ARUs) on a parcel of urban residential land where one detached dwelling, semi-detached dwelling, street townhouse or townhouse is permitted, for a total of four residential dwelling units on a parcel, in accordance with the Burlington Official Plan, 2020.<br><br>The draft by-law has been simplified to remove duplex, triplex and fourplex terminology and regulations, and to clarify that up to four residential units are allowed on a lot, subject to regulations for ARUs and principal buildings (i.e. regulations for detached dwellings, semi-detached dwellings, street townhouse or rear lane townhouse dwellings). |
| 44. | Wendy Fletcher, Oct. 5, 2025, via email | Hello again,<br><br>I've decided that I'm not going to let the City of Burlington get away with this. Especially not when you are outright lying to residents. That is something that I cannot let go of.<br><br>In Appendix A of PL-05-22 on page 19, where it asked, why is important to add all this middle development it states, "The City's current housing stock is primarily composed of single-detached dwellings"<br>That is 100% a blatant outright lie. You don't need the Stats Canada report to know that. All you have to do is drive around the city. Almost all areas with single family homes already have areas of duplexes or larger plexes, and row or townhouses right there with them. Many also have at least one apartment building within a kilometre. But since the Housing Strategy has chosen to publish such utter lies, here is that Stats Canada report.<br>https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Burlington&DGUIDlist=2021A00053524002&GENDERlist=1,2,3&STATISTIClist=1&HEADERlist=0<br>If you scroll down a few pages you'll come to "Total - Occupied private dwellings by structural type of dwelling - 100% data" The **number of single family residents are 36795**. Adding up a**ll the other types comes to 36375**. You can therefore see that the split btw single family homes and all other types, which includes middle housing, is **almost exactly 50/50**. In fact, of the 36375, only 12830 units are 5 storeys or more. So 65% of it is alternatives to single family homes other than higher apartment buildings. If you'd like more specific 50% single family homes, 32% less than 5 stories and 18% over 5 stories. But again there is this outrageous comment on Pg 19 claiming primarily single family homes. | The City's Housing Strategy was endorsed by Council in 2022, following a robust engagement strategy that included an Engagement Plan which provided a roadmap of the engagement activities that took place over the course of the Housing Strategy Project. It highlighted at which points in the process engagement was to take place, who was to be engaged and the level of engagement that was to take place. The Engagement Plan was informed by the Housing Strategy Virtual Launch, which took place on the evening of March 8, 2021 along with an online survey (open from March 1 to March 19) to introduce the project to residents and key stakeholders in the community and to seek input on the development of the Housing Strategy and how the community would like to collaborate on the Housing Strategy, as directed by Council. The Virtual Launch attracted over 100 attendees and the survey had 230 responses.<br><br>Additionally, the Housing Strategy project was guided by the Housing Strategy Working Group which was comprised of members of Council, regional staff, professionals in both profit and non-profit housing sectors and a wide range of residents from varied backgrounds and with varied life experiences. More information about how the Working Group members were appointed can be found on page 4 of Staff Report PL-05-22. Additionally, the Working Group meetings were live streamed and the recordings of the meetings are available at the project webpage www.getinvolvedburlington.ca/housingstrategy. Additionally, recordings of the open houses can also be found on the webpage.<br><br>Over the course of the 18 month Housing Strategy Project the engagement process resulted in:<br>• Over 1,400 survey responses over the course of 4 online surveys;<br>• 6 virtual Open Houses; |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | Of course with the number of high rises approved around the GO station that will change but that is this council's doing. Incidentally, those apartments beside the GO station, which still aren't completed years later, are maybe the ugliest buildings in all of Burlington. Great job making those hideous buildings what people see when they get off a GO train.<br>I haven't read the full "report" yet. Because as I said, I already know that this premise that residents are asking for this is absolute bullshit because again, I was at that meeting. In none of these documents has there been any reference to actual public input. When the city is taking the direction of Dillon and SHS Consulting who have a vested interest in writing a report that supports development, it does not in any way shape or form reflect public opinion. Nor could any purported research done by them be considered unbiased by any stretch of the imagination. They couldn't even be bothered to put any effort into trying to make this report believable.<br>I have watched far too much irresponsible governance of this city under this council to be willing to tolerate allowing this to go forward. I will be going thru these reports and identifying every single statement that is inaccurate or outright false. Since time is limited, I will not waste my time with the municipal ombudsman. All Burlington taxpayers know that's a complete waste of our time and one shouldn't even exist as its a waste of our $ given the level of bias. But I will take this to the provincial Ombudsman. It's not the only issue that's going there. While they haven't yet made politicians lying an offense, the thing about being able to demonstrate a city not abiding by their legal obligations and also lying about major things like this, especially when there is money involved, is that it shows a pattern of behaviour.. That affects the city's credibility. Particularly when your entire argument for why the initiative is important is based on a verifiable lie that the City is attempting to sell to taxpayers. There is no scenario where anyone on this committee, on this council or at City Hall can say that they didn't know the premise of the report was completely untrue.<br>My demands to keep this out of the Provincial Ombudsman's office are simple. The initiative is axed. Minimally it is stopped until there is actual public engagement on this matter. Not this stacked report based on lies and unreliable research by consulting firms with financial interest in the outcomes. There has been no real public engagement on this matter. If you disagree, then please provide me with the details of when that occurred and the feedback provided. That means BEFORE the decision to move forward with this. Not after. Under the Engagement Charter that was still in effect at that time, the City had a written contract with residents that bound them to fully engage with residents on this extremely important matter that affects their homes, their property rights, their neighbourhoods. If you think that I cannot make a very compelling argument to the Provincial Ombudsman, you would be mistaken.<br>We were a decade ahead of our housing requirements before Ford came to office. He is unlikely to stay in office past this term with the number of scandals mounting and having added $140 Billion to our debt which we are now paying $15B a year | • 5 presentations to Community Planning, Regulation and Mobility Committee;<br>• A variety of meetings with members of the development community;<br>• A Virtual Council Workshop;<br>• 15 Working Group Meetings;<br>• Presentations to Ward townhalls, Advisory Committees and the Burlington Youth Council;<br>• A variety of meetings with the Housing Strategy Steering Committee, City Staff and Regional Staff;<br>• Numerous phone conversations, one on one meetings and email correspondence;<br>• Engagement with the development community, including one on one interviews with development community representatives to inform the Inclusionary Zoning Municipal Assessment Report work;<br>• Virtual Engagement with the Burlington Youth Student Council, April 5, 2022; and<br>• A Virtual Open House in partnership with Halton Multicultural Council, April 23, 2022.<br><br>Public engagement was also a central element to subsequent City projects to implement the Housing Strategy including Phases 1 and 2 of the Official Plan Amendment to Increase Housing Options Project.<br><br>An outline of the engagement activities leading to the endorsement of the Housing Strategy and as part of the Official Plan Amendment to Increase Housing Options Project can be found here:<br>• Housing Strategy: https://www.getinvolvedburlington.ca/housingstrategy (all reports, documents and engagement recordings can be found on this page)<br>• Housing Strategy Engagement Plan<br>• Burlington Housing Strategy Virtual Launch – Feedback Report and Video of Virtual Launch<br>• Housing Needs and Opportunities Report (findings from engagement survey 2 can be found in appendix D)<br>• Housing Strategy Feedback Report (This report provides a full summary of engagement over the Housing Strategy Project). This Feedback Report was appended to the Housing Strategy Staff Report (PL-05-22) presented to Community Planning, Regulation and Mobility Committee on June 7, 2022.<br>• Phase 1 and 2 of Official Plan Amendment to Increase Housing Options Project:<br>  • Official Plan Amendment to Increase Housing Options Engagement Plan<br>  • Recording of the Virtual Open Houses held on October 17th and October 28th , 2024 |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | just in interest. Even if he does, Ford doesn't support forcing this type of right of way on property owners. We do not need federal $ so badly as to [redacted] property owners rights. Nor should taxpayers have this forced on them bc this council repeatedly overspent on want to have's, not need to have's, and now needs money to fund the things we do actually need. I can discuss a significant number of those expenditures in great detail. I am nothing if not detail oriented. Its almost amusing that after my delegation on the asset management plan and the dedicated infrastructure tax that they changed the name to the Infrastructure renewal tax which means on a search, my extremely well researched paper backed by internal documents on how they fear mongered taxpayers into believing they were justified in implementing an accelerated funding plan, doesn't come up. Very interesting indeed<br>Again, my demands to keep this out of the Provincial Ombudsman's office are for the bylaw and initiative to be axed, with minimally this bylaw and initiative does not move forward until proper public engagement is conducted.<br>Given my findings on page 19, I clearly will have to carefully read all of these reports to identify what other untruths they contain.<br><br>Sincerely<br><br>Wendy Fletcher | • Feedback Report (May 2024 to October 2024)<br>• Public Feedback Table<br><br>An outline of the engagement activities that were held during the course of this phase of the New Zoning By-law Project can be found in Appendix F to staff report DGM-69-25, and Appendix D to this report. |
| 45. | Aldona Dubickas,<br>Oct. 5, 2025 | 50% of Burlington is already duplexes, other plexes, town or row houses, apartment buildings and condos. So, claiming there isn't enough diversity in housing options isn't true.<br><br>It seems the decision to implement this change to zoning came as soon as the feds offered a Housing Accelerator Fund. So it's about a cash grab for the city and nothing more. Even Doug Ford knew that forcing this on taxpayers was political suicide as home owners are 65% of the vote. That's why he did not mandate it as part of provincial planning. Even though this initiative tries to imply that you have to do it because of provincial changes, that is simply not true.<br><br>I do not want a bylaw that allows for 4-plexes or other "plexes" in my single family neighbourhood! In fact, I do not know of anyone that wants this, except for the City and that's not a good enough reason for the homeowners.<br><br>Please do the right thing and do not allow this to happen!<br><br>Aldona Dubickas<br>[redacted] Ashland Drive<br>Burlington | Staff note that Zoning By-law 2020 currently allows up to three additional residential units (ARUs) on a parcel of urban residential land where one detached dwelling, semi-detached dwelling, street townhouse or townhouse is permitted, for a total of four residential dwelling units on a parcel, in accordance with the Burlington Official Plan, 2020.<br><br>The recommended by-laws have been simplified to remove duplex, triplex and fourplex terminology and regulations, and to clarify that up to four residential units are allowed on a lot, subject to the regulations for ARUs and for the principal building (i.e. regulations for detached dwellings, semi-detached dwellings, street townhouse or rear lane townhouse dwellings). |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| 46. | Caren Burcher,<br>Oct. 5, 2025 | Attention: New Zoning Bylaw Project Team, and Burlington City Council<br><br>Att: To all concerned<br><br>I am a resident in Ward 2 here in Burlington.<br><br>I am completely opposed to a New Zoning Bylaw that allows for duplexes; triplexes; or fourplexes in single family home neighbourhoods such as the one I live in.<br><br>50% of Burlington is already duplexes; other plexes; town homes or row houses; apartment buildings; and condos. These stats are readily available.<br><br>Saying that there isn't a variety of different housing choices in Burlington is not correct.<br><br>There has been a total lack of engagement and information provided to the residents of Burlington on the "New Zoning Bylaw Project" in its entirety; and this"plan" should not move forward without further engagement and consultation with Burlington Residents.<br><br>This is a cash grab by the City of Burlington. And this "New Zoning Bylaw Project" has not been mandated as part of the Provincial planning in Ontario.<br><br>Thank you for your attention to this matter.<br><br>Caren Burcher<br>Ward 2 | The *Planning Act* requires the City to update its Zoning By-law within three years of updating its Official Plan. The objectives and policies of the Burlington Official Plan, 2020 for Burlington's residential neighbourhood areas include encouraging new residential development and intensification while ensuring that new development achieves compatibility and integration within existing residential neighbourhoods. The recommended zoning by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for increased housing options.<br><br>Staff note that Zoning By-law 2020 currently allows up to three additional residential units (ARUs) on a parcel of urban residential land where one detached dwelling, semi-detached dwelling, street townhouse or townhouse is permitted, for a total of four residential dwelling units on a parcel, in accordance with the Burlington Official Plan, 2020.<br><br>The recommended by-laws have been simplified to remove duplex, triplex and fourplex terminology and regulations, and to clarify that up to four residential units are allowed on a lot, subject to the regulations for ARUs and for the principal building (i.e. regulations for detached dwellings, semi-detached dwellings, street townhouse or rear lane townhouse dwellings).<br><br>Many engagement activities were held between July and December 2025 to inform residents of the draft by-law and to seek feedback, including: several in-person, drop-in information centres over the summer months at various locations across the city; a broad digital outreach campaign; and an in-person open house on September 16, 2025. For a detailed overview of engagement undertaken on the draft by-law, see Appendix F of staff report DGM-69-25, and Appendix D to this report. |
| 47. | Shashank Kagwad,<br>Oct. 7, 2025 | Hello Planning Team,<br><br>I'm a resident at [redacted]Fisher Ave and want to express my strong support for the new Zoning Bylaw, especially the Low-Rise Neighbourhood B Zone and updated Accessory Residential Unit (ARU) policies.<br><br>Our property is a deep lot (64×175 ft) — ideal for gentle density that aligns with Burlington's housing and affordability goals. I fully support:<br>• Allowing up to two ARUs in an accessory building<br>• Increasing detached ARU height to 7 m, enabling functional two-storey backyard homes.<br>• Permitting triplex and fourplex dwellings as-of-right in Low-Rise Neighbourhood B areas, where lot size and servicing allow.<br>• Keeping reduced parking and flexible setbacks for deep lots. | Comment has been noted. A response was provided at the time the email was received, confirming that the proposed zone for this property is Low-Rise Neighbourhood 4 Zone.<br><br>In the July draft by-law, triplex and fourplex uses were proposed to be allowed on lots in the LN4 zone where it fronts onto a major street, and to be subject to different standards from detached dwellings or semi-detached dwellings with additional residential units (ARUs). The subject property did not meet the locational criteria for triplex and fourplex uses, as it was not located on a major street.<br><br>After the release of the July by-laws, many comments were received seeking clarification about whether and how detached or semi-detached dwellings with ARUs differ from duplexes, triplexes and fourplexes and why there was a need for them to be regulated differently. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | These updates will help homeowners add diverse housing responsibly while maintaining the neighbourhood's low-rise character.<br><br>Could you please confirm:<br>1. Whether [redacted] Fisher Ave will fall within the Low-Rise Neighbourhood B Zone, and<br>2. Whether the final bylaw will permit fourplexes as-of-right (potentially alongside two ARUs) on larger lots like ours?<br><br>Thank you for the City's work on modernizing the bylaw and for inviting resident feedback.<br><br>Best,<br>Shashank<br>[redacted] Fisher Ave, Burlington | Staff note that Zoning By-law 2020 currently allows up to three additional residential units (ARUs) on a parcel of urban residential land where one detached dwelling, semi-detached dwelling, street townhouse or townhouse is permitted, for a total of four residential dwelling units on a parcel, in accordance with the Burlington Official Plan, 2020.<br><br>The recommended by-laws have been simplified to remove duplex, triplex and fourplex terminology and regulations, and to clarify that up to four residential units are allowed on a lot, subject to the regulations for ARUs and for the principal building (i.e. regulations for detached dwellings, semi-detached dwellings, street townhouse or rear lane townhouse dwellings). |
| 48. | Burlington Green, Oct. 15, 2025, via email | Good afternoon<br><br>As I am not available to delegate at the next Council meeting on behalf of BurlingtonGreen regarding the draft new Zoning By-law, I'd like to take this opportunity to reshare and add to the earlier input provided on the attachment submitted July 4th:<br><br>**July 4:** 3. **Burlington Housing Strategy and New Draft Zoning Bylaw for Residential Zones:** Upon scanning the draft Zoning By-law for Residential Zones as well as the Burlington Housing Strategy, unfortunately we were unable to identify references to climate change mitigation or resiliency, sustainability, or green infrastructure and we discovered just one reference to complete communities. This raises the question of whether the City's Climate Action Plan, Climate Resilient Plan, Urban Forest Management Plan or Integrated Transportation Plan informed the Housing Strategy or draft Zoning By-law?<br><br>How does the Housing Strategy and Zoning By-law specifically align with and advance the objectives of focus areas 1 and 3 of the City's Vision to Focus work plan? Buildings currently constitute roughly 43% of emissions in Burlington. As the City prepares to support further population growth, the time is now to ensure the required homes and their properties are designed and constructed to combat climate change while being affordable to maintain and operate. Building green from the start offers significant co-benefits. By building energy efficient and low carbon buildings with low impact surrounding features from the outset, we can reduce monthly energy bills, improve air quality, and protect homes from the costly impacts of extreme weather. Importantly, this proactive approach is more cost-effective than retrofitting existing buildings in the near future. Climate change, the protection of nature, and the housing crisis must be tackled simultaneously. | Please see Appendix C - Planning Analysis of this report for an overview of how the recommended by-laws support and implement the City's Strategic Plan, Housing Strategy, Climate Action Plan, Integrated Mobility Plan, and Urban Forest Master Plan.<br><br>Regarding the City's Sustainable Development Guidelines, the Guidelines provide a comprehensive checklist of sustainable design, construction and operation approaches, and are used as a tool to help evaluate *Planning Act* applications. Applications involving single detached dwellings and other low density residential buildings are not subject to the Guidelines, nor are Committee of Adjustment, minor Site Plan and building permit applications. Instead, the Guidelines apply to major Site Plan applications, Official Plan Amendment, and Zoning By-law Amendment applications involving uses such as high and medium density residential buildings (e.g. townhouses and apartment buildings) and institutional and public service facilities.<br><br>The Guidelines were originally approved in 2018 by Council. Changes were made to the Guidelines in 2019 and, most recently, in 2021.<br><br>The Guidelines contain both required and voluntary criteria. Criteria that reference the Zoning By-law are:<br>• (Required) Provide bicycle parking spaces in accordance with the Zoning By-law (Guideline #2.3)<br>• (Voluntary) Provide bicycle parking spaces in weather-protected areas, located near main entrances (Guidelines #2.5 & 2.6)<br>• (Required) Provide vegetated landscape areas in hard surface areas as per the Zoning By-law (Guideline #5.1) |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | **Oct 9:** Upon review of the Consultant's presentation at the October 7th Statutory meeting providing a progress update of the new Zoning By-law project, we noted that missing from the 4 key objectives of the draft new Zoning By-law was alignment with/accountability to the City's established strategic priorities and thus, associated Plans such as the Climate Action & Resiliency Plans, and the Urban Forest Management Plan, Integrated Mobility Plan, etc. It was helpful to hear the C-comment that one of the key takeaways they heard during public /stakeholder consultation was the importance of the new Zoning By-law integrating impacts to the environment including regulations for permeable landscapes and trees. We look forward to seeing this reflected in the updated Zoning By-law to be presented in December.<br><br>It is essential the new Zoning By-law support maximum tree canopy expansion if the City is to reach its tree canopy coverage target. Key to expanding canopy cover is increasing the available planting space, as are considerations of landscape buffers, minimum soil volumes, implications of below-grade parking and structures, etc. " Pervious spaces, such as tree, grass, shrub and bare earth land covers are potential planting space for new trees as they absorb water that supports tree growth, termed as soft landscaping. Further, the quality of pervious space for maximizing tree canopy through tree planting is dependent on whether the space is adequate for tree growth. Pervious spaces for tree planting require both, enough space on the surface for the tree trunk to grow unimpeded, and enough space below the surface for root growth. In contrast, impervious spaces such as buildings, roads, parking lots and sidewalks increase surface water runoff and do not support tree growth. Trends show that since 1999, impervious cover is increasing while pervious cover is decreasing, a change which is often permanent, presenting negative implications towards space for tree planting and reaching the canopy cover goal.<br><br>Minimum requirements for soft landscaping pertaining to the space between garden and laneway suites and the main residential building, as well as the front yards of residential buildings provide the necessary pervious space for tree planting and are integral to help us meet our goals. It is especially important to actively recognize opportunities tobolster the resilience of the urban forest to ensure sustainable and increasing benefits offered to Torontonians. However, since approvals, there is evidence that the policies to promote this are not being fully implemented. City Council must work to ensure that zoning by-laws allow for maximum tree canopy expansion to reach the target of expanding tree canopy to 40%." ~ Councillor Mike Layton, City of Toronto, 2022.<br><br>We also look forward to members of Council confirming with Project staff where and **how specifically** the new Zoning Bylaw integrates the existing Sustainable | The recommended zoning by-laws continue to require minimum landscaped open space areas for townhouse and apartment uses in the City's residential neighbourhood areas. The recommended by-laws also include new and updated regulations related to landscaped open space and bicycle parking to support tree planting, minimize the urban heat island effect, and support sustainable modes of transportation. If approved, these regulations will become the new required standard for applicable development in the City's residential neighbourhood areas. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | Building and Development Guidelines with its '...measures as identified in the Official Plan, Zoning By-law and other city by-laws'.<br><br>The new Zoning By-law is being prepared at a critical time when the implications of climate change and biodiversity loss are on the rise locally and globally. It is **essential** the new By-law effectively prioritizes and reflects this reality.<br><br>Thank you for considering this input.<br><br>Respectfully,<br>Amy<br><br>---<br>[From letter dated July 4, 2025]<br><br>**3. Burlington Housing Strategy and New Draft Zoning Bylaw for Residential Zones** Upon scanning the draft Zoning Bylaw for Residential Zones as well as the Burlington Housing Strategy, unfortunately we were unable to identify references to climate change mitigation or resiliency, sustainability, or green infrastructure and we discovered just one reference to complete communities. **This raises the question of whether the City's Climate Action Plan, Climate Resilient Plan, Urban Forest Management Plan or Integrated Transportation Plan informed the Housing Strategy or draft Zoning Bylaw? How does the Housing Strategy and Zoning Bylaw specifically align with and advance the objectives of focus areas 1 and 3 of the City's Vision to Focus work plan?**<br><br>Buildings currently constitute roughly 43% of emissions in Burlington. As the City prepares to support further population growth, the time is now to ensure the required homes and their properties are designed and constructed to combat climate change while being affordable to maintain and operate.<br><br>Building green from the start offers significant co-benefits. By building energy efficient and low carbon buildings with low impact surrounding features from the outset, we can reduce monthly energy bills, improve air quality, and protect homes from the costly impacts of extreme weather. Importantly, this proactive approach is more cost-effective than retrofitting existing buildings in the near future.<br><br>Climate change, the protection of nature, and the housing crisis must be tackled simultaneously. | |
| 49. | Thomas Kastelic, Branthaven | Hi Rebecca/New Zoning, | 1. The recommended zoning by-laws will not apply to lands currently subject to a site-specific exception under Zoning By-law 2020. Such lands will continue to remain subject to the Zoning By-law 2020. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | Development, Oct 17, 2025, via email | Hope you're doing well! Wanted to extend my thanks for hosting the constructive roundtable discussion regarding the new City Zoning By-law.<br><br>Per the discussion, please see below our written submission outlying items we request the City for inclusion within the new by-law.<br><br>1. OLT Order Transition Policies<br>a. The attached letter (prepared by our Solicitor) requests that the City's proposed Zoning By-law include either Special Provisions or a transition regulation to preserve site-specific approvals already granted through the Ontario Land Tribunal. The concern is that the ongoing Zoning By-law review may unintentionally override these approvals. We offer to collaborate with the City on appropriate wording to ensure these approvals are maintained.<br><br>2. Angular Plane<br>a. We recommend that the City avoid applying angular plane requirements across all areas. While angular planes may be suitable in select low-rise residential contexts, their city-wide application risks unnecessarily constraining development, particularly in areas already subject to site-specific approvals or located near transit, parks, or employment zones. A more effective and flexible approach would be to rely on simple setbacks (ie. 7.5m up to 6 storeys and additional 2.5m beyond that), which can achieve appropriate transitions without imposing rigid height and massing controls. Setbacks allow for context-sensitive design responses and are already embedded in many zoning frameworks and urban design guidelines. This approach better supports intensification goals and respects the diversity of built form across Burlington.<br><br>3. EV Parking<br>a. We recommend that the City reconsider the blanket application of new EV zoning provisions within the proposed City-wide Zoning By-law. While the market is clearly moving toward increased EV adoption, the infrastructure required to support widespread EV charging—particularly hydro capacity—may not be readily available within the built boundary. Applying uniform EV requirements without assessing site-specific servicing constraints could result in unintended delays or infeasible obligations for approved or shovel-ready developments. **We suggest that the City consult directly with Burlington Hydro Inc. to better understand current capacity limitations and future upgrade timelines**. A coordinated, phased approach—aligned with infrastructure readiness and market demand—would better support EV adoption while ensuring | In a future project phase, staff will review each existing residential site-specific exception in the Zoning By-law 2020 against the new zoning by-law zones and regulations, to determine how these lands should be addressed in the applicable new zoning by-law. The goal of this future work will be to align these lands with the new zoning by-laws and the Official Plan. A workplan for this review will be prepared and published as part of a future report to Council.<br><br>2. The angular plane regulations for the apartment buildings in the High-Rise Neighbourhood Zone have been replaced with regulations for building setbacks and stepbacks in the recommended by-laws. This change helps make it easier for readers to understand and apply zoning regulations and continue to reflect the intent of the City's urban design guidelines, ensuring appropriate built form transitions to low-rise residential development, including limiting shadow and overlook and protecting access to sunlight.<br><br>3. EV parking rates have been reduced so that only one EV installed space is required for residential developments containing 11 dwelling units or more. EV parking requirements will be reevaluated in future project phases for non-residential and mixed use zones.<br><br>4. The requirements for large dwelling units have been deleted. Staff note that this phase of the project focuses on the City's residential neighbourhood areas, which consist mainly of ground-oriented housing types that typically contain more bedrooms. Large dwelling unit requirements will be reevaluated in future project phases and may be introduced for other zones where appropriate. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | regulatory feasibility and alignment with existing development approvals.<br><br>4. Mandating 15% 3 Bedroom Units<br>a. We recommend that the City reconsider mandating a fixed percentage—such as 15%—of three-bedroom units in all new developments. While the intent to support family housing is understood, a rigid requirement does not reflect market realities, site-specific constraints, or evolving household demographics. Developers are already responding to demand for larger units where viable, but mandating a fixed ratio may result in inefficient layouts, unsellable inventory, or reduced affordability. Instead, we suggest a more flexible approach that encourages a range of unit types through design guidelines or incentives, allowing the market to respond organically to demand while ensuring feasibility and alignment with approved built forms.<br><br>If you have any questions, please do not hesitate to contact me.<br><br>Cheers,<br>**Thomas Kastelic, BComm.**<br>Senior Project Manager | |
| 50. | Jenn Morrison, CLV Group, Oct. 20, 2025, via email | Good morning, Rebecca, Paul, and Michael,<br><br>CLV Group Developments Inc. (CLV) would like to thank you for including us in the draft residential zoning by-law workshop on October 1st. Overall, we are pleased that the draft by-law has built in more flexibility than the current by-law, has lessened restrictions in some areas, and is easier to navigate. We do have some points/items for consideration regarding items that will hinder residential projects from starting or that will result in higher rental and purchase costs for residents.<br><br>1. **Unit size – Zoning By-law Should Not Dictate - Market Does**<br>a. Section 5.47 requires certain percentages of three- bedroom units depending on building typology. Unit sizes and mix are dictated by the market's needs, which fluctuates over time. All developers undertake market studies at the start of a project, and in the case of rental, throughout the planning process, to understand the market needs. **No developer is going to construct a building that cannot be sold or leased due to unit mix**. This is not something that needs to be dictated in a zoning by-law. Developers complete their own due diligence on unit mix for a development, in a specific area at a specific point in time. Generalizing a requirement for the entire City in a by-law that may only be reviewed every 5 years, or as | 1. The requirements for large dwelling units have been deleted. Staff note that this phase of the project focuses on the City's residential neighbourhood areas, which consist mainly of ground-oriented housing types that typically contain more bedrooms. Large dwelling unit requirements will be reevaluated in future project phases and may be introduced for other zones where appropriate.<br><br>2. This regulation has been deleted as it is redundant to regulation 6.6 a). 6.6 a) requires bicycle parking spaces not in an enclosure to be located at least 2 metres from a parking or loading space to ensure sufficient space for secure bicycle parking that does not interfere with parking or loading activities.<br><br>3. EV parking rates have been reduced so that only one EV installed space is required for residential developments containing 11 dwelling units or more. EV parking requirements will be reevaluated in future project phases for non-residential and mixed use zones.<br><br>4. a) Maximum building height in the High-Rise Neighbourhood Zone is shown as a layer on the zone maps of the recommended zoning by-laws. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | in the case of the previous zoning by-law in Burlington, every 20 years, can result in an unnecessary strain on a development's proforma. Needs change over short periods of time, as do family sizes and composition. As a rental provider, CLV can attest that the most difficult units to lease across southwestern Ontario, Ottawa, Quebec, and British Columbia are 2+ bedrooms. Depending on the area, urban downtown or MTSAs, 2+ bedrooms can be even harder to lease. Leave unit size mix to the market.<br>b. Understanding that the Official Plan (OP) encourages larger bedrooms, consider an accompanying official plan amendment (OPA) or change language in zoning by-law to encourage larger units as opposed to regulating a specific amount that may not be required.<br>2. **Bicycle Parking Location – End of Parking Space**<br>a. Section 6.12 sets out the requirement for bicycle parking. CLV agrees with most of the bicycle parking requirements, however, question why bicycle parking at the end of a parking space cannot contribute to the overall minimum parking requirements? We have this condition in some of our buildings and find that residents prefer this for convenience and security. We suggest that this restriction be removed or altered to require a longer parking space for this condition to allow for maneuverability.<br>3. **Electrical Vehicle Charging Requirements – Zoning By-law Should Not Dictate - Market Does**<br>a. Section 6.16 sets out requirements to provide electrical vehicle (EV) parking space that are both equipped with charging infrastructure (EV Ready) and capable of adding charging infrastructure (EV Capable). Again, we question why these requirements are being dictated in a zoning by-law? The market dictates the need for EV charging. Regulating the number of EV Ready and EV Capable spaces on a development results in undue costs, that will ultimately be passed on to the end user, the purchaser or lease holder. Rental projects are particularly sensitive to the increase costs to provide EV Ready and EV Capable spaces, as profits from rental projects are not realized for several years, 10-15+ years in most instances. Therefore, the tens or hundreds of thousands additional dollars, depending on the size of the development, required to meet the proposed requirements set out in the draft by-law, could move the needle for a project, rendering it unviable. Again, **developers undertake market research to understand the demand for EV Ready and EV Capable spaces for each development**. The market will dictate the need. A zoning by-law does not need to set this requirement. | b) The angular plane regulations have been replaced with regulations for building setbacks and stepbacks in the recommended by-laws. This change helps make it easier for readers to understand and apply zoning regulations and continue to reflect the intent of the City's urban design guidelines, ensuring appropriate built form transitions to low-rise residential development, including limiting shadow and overlook and protecting access to sunlight.<br><br>5. The transition regulations have been clarified. For a period of three years after the recommended by-laws take effect, nothing will prevent the issuance of building permits for developments that received *Planning Act* approval prior to the effective date of the new by-laws and that comply with the Zoning By-law 2020. See Section 1.17 (Continuation of Approved Applications) in the recommended by-laws. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | b. Understanding that the Official Plan (OP) encourages EV Ready and EV Capable parking spaces, consider an accompanying official plan amendment (OPA) or change language in zoning by-law to encourage EV ready and EV Capable spaces as opposed to regulating a specific amount that may not be required.<br>c. Further, consultation with Burlington Hydro should be undertaken to understand if there is electricity supply capacity to support these requirements, and if not, what investment that the City of Burlington will need to make to ensure developments will be able to achieve these requirements.<br>4. **LN8 - High Rise Apartment Regulations – Height and Angular Plane**<br>a. The height regulations are not easily found. By-law refers to Schedule A, that is not readily available, which then refers to an overlay, which is very difficult to find (not searchable) and very cumbersome. Consider one consolidated schedule.<br>b. Section 7.8 sets out several requirements for high rise apartments. Most are reasonable; however, we urge the City to reconsider the angular plan requirement. Angular plane requirements result in additional construction costs and building inefficiencies that could potentially render some development unviable. The stepping approach on multiple levels results in increased construction and labour costs because it does not allow for stacking of mechanical, plumbing, and electrical infrastructure, forming is more difficult, and leads to multiple unit types depending on the floorplate, requiring additional design and construction efforts that are costly. Consider using setbacks and a singular step back at the 5th level to achieve the same goal.<br>5. **General Comment**<br>a. Lastly, additional language or specific clause should be included in the new zoning by-law to recognize any developments that were approved under the previous by-law, especially through the OLT, but have not yet received a building. This will avoid potential additional costs to re-attend OLT or re-design a development proposal if the new by-law does not align with the previous approval.<br><br>Again, we appreciate the opportunity to provide our feedback on the draft zoning by-law through our lens of a rental housing developer and operator. We would be happy to discuss the above comments in greater detail if you have any questions.<br><br>Regards,<br>**Jenn Morrison, RPP, MCIP**<br>Vice President Planning & Land Development<br>**CLV Group Developments Inc.** | |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| 51. | Patrick Harrington, Aird & Berlis LLP on behalf of Millcroft Greens Corporation, Nov. 19, 2025, via email | Request that the new zoning by-laws reflect the zoning that was approved by the Ontario Land Tribunal (OLT) Order on February 19, 2025 for the lands at 2155 Country Club Drive and 4274 Dundas Street. | The recommended zoning by-laws will not apply to lands currently subject to a site-specific exception under Zoning By-law 2020. Such lands will continue to remain subject to the Zoning By-law 2020.<br><br>In a future project phase, staff will review each existing residential site-specific exception in the Zoning By-law 2020 against the new zoning by-law zones and regulations, to determine how these lands should be addressed in the applicable new zoning by-law. The goal of this future work will be to align these lands with the new zoning by-laws and the Official Plan. A workplan for this review will be prepared and published as part of a future report to Council. |
| 52. | Tys Theysmeyer, Royal Botanical Gardens, Jan. 21, 2026, via email | Hi<br><br>Just checking in on a detail relating to some newly acquired properties by RBG.<br><br>From the below map – we have in the past year become the owner of two address abutting our Hendrie Park property.<br>Addresses<br>1. 567 Plains Rd West<br>2. 571 Plains Rd West<br><br>Related to this do we need to have the below zoning map with LN5 adjusted? Or does it automatically updated based on ownership?<br><br>Thanks | 567 and 571 Plains Rd. W. are designated Low-Rise Neighbourhoods I in the City's Official Plan, and therefore these properties are proposed to be included in the recommended Residential Zoning By-law with an LN5 zone. Staff note that parks and open space uses are permitted in all residential zones. |
| 53. | Maureen Downey, Jan. 22, 2026, via email | Good morning!<br><br>My name is Maureen Downey and my address is [redacted] Pincay Oaks Lane. My cell number is [redacted].<br><br>I recently moved into Ward 4 (October/25), and was very interested when I read about the new zoning bylaws in the recent mailing I received (“Statutory Public Meeting and Recommendation Report). I also read the “Get Involved Burlington” for more information, and looked at the map of potential streets where permissions for triplex, etc are being considered.<br><br>I looked at the area where my house is located, and have some questions, which I hope you will answer:<br><br>The big question is- How will the new zoning bylaws affect my immediate neighbourhood? | In the neighbourhood surrounding this property, some of the properties are subject to the proposed Residential Zoning By-law, and some are subject to the proposed Residential Zoning By-law Near Rail which applies Holding Provision 2 (H2) to address land use compatibility between rail uses and sensitive land uses. Holding Provision 2 applies to lands between 75 metres and 300 metres of a railway right-of-way and prevents new sensitive land uses from being developed on these lands until a noise study is completed to identify any mitigation measures needed, and a letter of undertaking from the owner is submitted, ensuring that any recommended mitigation measures are undertaken. Minor additions to existing buildings, new ARUs, as well as the use of land, buildings and structures for certain non-sensitive uses within existing dwellings, such as home occupations are permitted without the need to do a noise study.<br><br>Both of the recommended zoning by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities. The new housing options enabled through the proposed by-laws include semi-detached dwellings which are permitted broadly in the Low-Rise Neighbourhood Zones and low-rise |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | Will there be more new housing in my neighbourhood, and if so where will that occur?<br><br>Will the Tansley Woods walking trail be affected in any way by the new bylaws?<br><br>Will Tansley Woods ( wooded area on each side of the trail) be affected by the new bylaws?<br><br>Will Tansley Woods Park and playground be affected by the new bylaws?<br><br>The area surrounding my house seems to be filled with housing of many types. Where could more housing possibly be located?<br><br>The railroad cutting through this area seems to be a concern of council. Will this affect development in the area ?<br><br>More details explaining the map of my area would be appreciated.<br><br>Thank you for taking the time to answer my questions and I look forward to hearing from you soon.<br><br>Sincerely,<br>Maureen Downey | apartment buildings on properties fronting a major street in the Low-Rise Neighbourhood 8 Zone. The by-laws also broaden flexibility for additional residential units, permitting up to two units within a detached ARU and allowing detached ARUs to be up to two storeys in height, subject to additional standards to reduce overlook and protect privacy on abutting lands. Given the level of existing development and lot sizes in the area around Pincay Oaks Lane, it is most likely that new housing in the area would take the form of additional residential units (e.g., renovating an existing detached dwelling to add another unit).<br><br>The Tansley Woods walking trail, wooded area, and Tansley Woods Park will not be affected by the recommended by-laws. These areas are within parks and open space zones in the current Zoning By-law 2020 and are outside the scope of this phase of the New Zoning By-law Project which is focused on residential zones.<br><br>The map entitled “Potential streets where permissions for triplex, fourplex and low-rise apartment buildings are considered” shows areas where these uses were being considered at the time of its release in August 2025. Permissions for triplexes and fourplexes were being considered on lots with a front lot line abutting a major street in the LN1 to LN6 zones, and permissions for apartment buildings were being considered on lots with a front lot line abutting a major street in the LN8 zone. In the recommended by-laws, the terms duplex, triplex, and fourplex have been removed. Two-, three-, and four-unit residential buildings are permitted through the ARU regulations on any lot where a detached, semi-detached, street townhouse or rear lane townhouse is permitted. In the recommended by-laws, apartment buildings in the LN8 zone are restricted to lots with a front lot line abutting a Major Arterial, Multi-Purpose Arterial, Urban Avenue, Main Street, or Neighbourhood Connector. The recommended by-laws include zoning maps in Schedule A which have clear labels indicating the zone category that is applicable to each property and whether a holding provision applies. The streets noted above are identified on Schedule B. |
| 54. | Pat Dickson, Jan. 22, 2026, via email | Hi<br>Can you please advise me if the proposed changes to to zoning bylaws affect the specific bylaws that are in place for the Character Areas.<br>Thank you<br>Pat Dickson<br>[redacted]Princess Blvd | On Jan. 28, 2025, Council amended the by-law which approved Grow Bold: Burlington Official Plan to remove the Neighbourhood Character Areas (BOP 8.3.6) from the Official Plan. As a result, the recommended zoning by-laws do not carry forward specific character area regulations from Zoning By-law 2020. The recommended by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for increased housing options, and include regulations that limit the size of buildings, such as maximum lot coverage and minimum building setbacks. |
| 55. | Dustin Nutting, Jan.23, 2026, via email | Dear Mayor Meed Ward and Councillor Kearns, | In Zoning By-law 2020, the smaller the minimum required lot area and frontage, the larger the residential zone number. For example, the minimum required area and frontage for lots in the R1 zones is larger than that for the R5 zones. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | I am writing as a Burlington resident to express my concerns regarding the proposed updates to the City's zoning bylaws.<br><br>I understand that Burlington is required to plan for growth and housing needs, and I appreciate the work that staff and Council are doing to address these challenges. However, I am deeply concerned about the potential impacts that the proposed zoning changes may have on established neighbourhoods, infrastructure, and overall community character.<br><br>In particular, I am concerned by the number of LN4, LN5, and LN6 designations being proposed within traditional single-family home neighbourhoods. For many residents, this feels like a significant shift occurring too far and too fast. These areas have historically functioned as low-density neighbourhoods, and residents reasonably expected them to remain within LN1 or LN2 classifications, or at most LN3. Applying higher-intensity zoning categories so broadly risks fundamentally altering the character, scale, and livability of these neighbourhoods without sufficient transition or justification.<br><br>I am also worried that increased density allowances in low-rise residential areas may outpace the capacity of local roads, parking, schools, and green spaces. Burlington's neighbourhoods are valued not only for housing, but for their livability, sense of scale, and long-term stability. Many residents fear that these qualities could be unintentionally eroded if zoning changes are applied too broadly or without sufficient safeguards.<br><br>I am also concerned that residents may not fully understand how these changes could affect their own streets and properties. Clear, transparent communication — including practical, neighbourhood-level examples — would go a long way toward building public trust and confidence in this process.<br><br>I respectfully ask Council to carefully consider:<br><br>* The cumulative impacts of increased density on existing neighbourhoods<br>* Whether infrastructure and services are adequately planned to support these changes<br>* How neighbourhood character and quality of life will be protected<br>* Whether LN4, LN5, and LN6 zoning is appropriate in established single-family neighbourhoods<br>* Additional opportunities for meaningful public consultation before final decisions are made<br><br>Burlington is a city that many of us chose specifically for its balance of growth, green space, and community-oriented neighbourhoods. I hope Council will take a | In contrast, in the proposed by-laws, the smaller the lot dimensions, the smaller the zone number (i.e. the minimum required lot area and frontage is smallest in the LN1 zone, and largest in the LN6 zone). The zone categories and associated standards of the LN1 to LN6 zones in the proposed by-law were informed by the existing residential lot standards of the Zoning By-law 2020.<br><br>Staff note that while the proposed by-laws introduce new use permissions for semi-detached dwellings broadly to the LN1 to LN6 zones, not every lot may be suitable for semi-detached dwellings. The proposed by-laws also establish minimum lot areas, frontages and other standards that a semi-detached dwelling development must meet, to ensure that this type of built form maintains an appropriate balance between building massing and open space that is compatible with its surroundings. The maximum height of semi-detached dwellings is proposed to be the same as that for detached dwellings.<br><br>The intent of the recommended by-laws is to increase housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities. In the LN1 to LN6 zones, these additional housing options are ground-oriented. The by-laws implement the objectives and policies of the Burlington Official Plan for the residential neighbourhood areas. The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues to respond to the growing transportation and recreation needs of the community. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | cautious and thoughtful approach to zoning changes to ensure that this balance is preserved for current and future residents.<br><br>Thank you for your time and consideration. I appreciate the opportunity to provide input on this important matter and trust that Council will take residents' concerns seriously as part of your decision-making process.<br><br>Sincerely,<br><br>Dustin Nutting<br>Ward 2 resident<br>Burlington, Ontario | |
| 56. | Burlington Accessibility Advisory Committee, Jan. 23, 2026, via email | Dear Mr. Tellier,<br><br>This letter follows the presentation provided by your team to the Burlington Accessibility Advisory Committee (BAAC) on October 10, 2025, regarding the City's proposed zoning by-law project. BAAC has identified several questions and concerns related to both the consultation process and the proposed regulations. BAAC supports the City of Burlington's goal of modernizing zoning regulations and increasing housing diversity. We view this initiative as an important opportunity to embed accessibility, universal design, and aging-in-place principles into the City's regulatory framework. We also recognize the need to balance accessibility with development feasibility and broader community interests.<br><br>However, BAAC remains concerned that accessibility and universal design principles are not clearly or consistently reflected in the current draft by-laws. As the City's advisory committee on accessibility, we believe these considerations should be addressed explicitly and proactively at this stage of the process.<br><br>Attached are soe questions prepared by BAAC to support constructive dialogue and to help ensure accessibility considerations are appropriately incorporated into the proposed zoning by-laws. We understand that the project is moving toward Council consideration in February, and timelines are tight.<br><br>BAAC respectfully requests a written response within two weeks of the date of this letter to support timely review and continued consultation.<br><br>Thank you for your attention and for your ongoing commitment to accessibility in the City of Burlington.<br><br>Sincerely, Jill Randall Chair, Burlington Accessibility Advisory Committee | 1. How do the proposed by-laws support accessibility, universal design, and aging in place?<br>• The background research and analysis that informed the draft by-laws involved a jurisdictional scan of best practices for zoning for residential and supportive land uses, but did not include a specific accessibility impact assessment.<br>• The proposed zoning by-laws support the implementation of *Accessibility for Ontarians with Disabilities Act* (AODA) requirements in the following ways:<br>o Exterior barrier-free accessibility ramps are proposed to continue to be exempted from all zoning regulations except for minimum setbacks from lot lines (see Section 5.42 of the proposed by-laws).<br>o An updated table of required accessible parking spaces is proposed, reflecting AODA requirements.<br>o The by-laws are proposed to exceed AODA requirements by:<br>- Continuing to require a minimum access aisle of 2.0 m next to all accessible parking spaces, whereas the AODA requires only 1.5 m.<br>- A minimum 2.75 m overhead clearance for accessible parking spaces is required, which is consistent with City's Accessibility Design Standards and whereas none is required by the AODA or Zoning By-law 2020.<br>• The proposed by-laws also support aging in place. The intent of the proposed by-laws is to increase housing options in Burlington's residential neighbourhoods to meet the needs of all residents at all stages of life and at all income levels, and include more options for additional residential units, retirement homes and additional needs housing.<br>• The definitions in the proposed by-laws are intentionally streamlined to include terms only where it is used in a regulation. While the by-laws do not specifically define universal design, aging in place or adaptable dwelling unit, the regulations of the by-law support these concepts as explained above. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | *[Summary of Attachment]*<br>The attachment contained questions from BAAC relating to:<br>1. How the proposed by-laws align with or exceed the minimum requirements of the AODA and Building Code, and incorporate universal design and aging in place concepts? Suggestions for the by-laws to include:<br>○ Exemptions for accessibility retrofits from building setbacks, height and encroachment regulations<br>○ Accessibility requirements for patios, walkways, garages, and amenity areas, in addition to setbacks and dimensions<br>○ Requirements for barrier free routes connecting entrances, parking, amenity spaces and outdoor areas<br>○ Definitions for universal design, adaptable dwelling unit, accessible route, barrier-free entrance, and aging in place to support review of development applications<br>2. Process, governance and engagement with BAAC on the project to date and moving forward.<br>3. Whether staff would support fast tracking development applications that exceed minimum accessibility standards. | • Staff note that standards related to the interior design of buildings are outside the scope of what a zoning by-law can regulate.<br><br>2. Engagement with BAAC<br>• BAAC was notified of the release of the draft by-law in August, with an invitation from the project team to meet with BAAC to discuss and answer any questions about the draft by-law. The project team met with BAAC on October 9, 2025. At the meeting, BAAC highlighted three recommendations for staff to consider:<br><br>○ Require all accessible parking spaces to be Type A<br>○ Increase the minimum height clearance for accessible parking spaces to 3 metres<br>○ Incorporate requirements for accessible electric vehicle parking/charging space design<br><br>These recommendations have been considered by staff. A response can be found on page 18 of this staff report (DGM-05-26). Staff note that this phase of the project focuses on residential neighbourhood areas, which are primarily characterized by existing low-rise residential development. Future phases of the project will focus on zones where there is a greater potential for larger developments which may include parking structures (underground and above ground) to which the overhead clearance requirement is applicable, and which may also generate a more substantial requirement for electric vehicle parking spaces.<br><br>• Planning staff acknowledge the additional suggestions that have been provided by BAAC in this comment letter regarding exemptions from zoning requirements for accessibility-related retrofit projects, requirements for barrier-free routes between building entrances, parking and amenity spaces, and requirements about the proximity of accessible parking spaces to entrances, grading, and connectivity. Staff note that these matters mostly relate to larger, multi-unit developments and non-residential development, and will be considered in future phases of the New Zoning By-law Project. Some of these matters may also be more appropriately addressed through guidelines and implemented through the City's Site Plan Approvals process.<br><br>• The City's Accessibility Specialist was a part of the Technical Advisory Committee for this phase of the project and was circulated drafts of the by-law. The Accessibility Specialist will continue to be consulted in future phases of the project. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | | • Future phases of the New Zoning By-law Project will include the preparation of project terms of reference and engagement plan.<br><br>3. Processing Development Applications<br>• Application processing procedures are outside the scope of the New Zoning By-law Project. |
| 57. | Kareem Elhelaky, Jan. 23, 2026, via email | Dear City Clerk and Members of Council,<br><br>I am a resident of the City of Burlington writing in response to the City's statutory notice regarding the proposed City-Initiated Draft New Zoning Bylaws for residential neighbourhoods and the associated Statutory Public Meeting.<br><br>I hereby formally object to the proposed zoning bylaw in its current form.<br><br>While I acknowledge the City's stated intention to modernize zoning regulations and respond to housing pressures, I strongly oppose the proposed bylaw due to its broad application and insufficient consideration of neighbourhood compatibility, infrastructure and service capacity, public safety, and financial impacts on existing residents.<br><br>My objections include the following concerns:<br><br>• Neighbourhood Compatibility and Character<br>The expanded permissions for semi-detached dwellings, multiple additional residential units, and low-rise apartment buildings across established low-density neighbourhoods risk undermining neighbourhood character and long-term stability. The absence of strong transition and buffering requirements is inconsistent with good planning practice.<br><br>• Infrastructure, Medical, and Community Services Capacity<br>The proposed intensification is not supported by clear, enforceable evidence that essential services can accommodate increased demand. These include healthcare services (family physicians, clinics, hospitals), schools, childcare facilities, transit, and road infrastructure. Increased demand without guaranteed capacity expansion risks reduced access and service quality for existing residents.<br><br>• Public Safety and Emergency Response<br>Increased density combined with reduced parking standards may lead to congestion that negatively impacts emergency response times for fire, police, and ambulance services. Established neighbourhoods were not designed to accommodate this level of intensification without safety risks.<br><br>• Traffic, Parking, and Mobility Impacts | The recommended by-laws aim to increase housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities and helps inform future transit service improvements. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options. Furthermore, no changes to the off-street parking requirements currently provided in Zoning By-law 2020 are proposed in this phase of the project.<br><br>The by-laws implement the objectives and policies of the Burlington Official Plan for the residential neighbourhood areas. The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues to respond to the growing transportation and recreation needs of the community. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | The proposed parking reductions do not reflect actual vehicle ownership patterns and may result in increased on-street congestion, traffic conflicts, and pedestrian safety concerns.<br><br>• Negative Financial and Economic Implications<br>The proposed zoning changes may have adverse financial consequences, including potential negative impacts on property values, increased municipal servicing costs, and long-term infrastructure upgrade expenses borne by taxpayers. These implications have not been sufficiently quantified or transparently communicated.<br><br>• Cumulative and Irreversible Impacts<br>The cumulative effect of applying blanket zoning permissions across multiple neighbourhoods has not been adequately assessed. Once implemented, these changes may result in irreversible impacts on neighbourhoods and municipal finances.<br><br>For the reasons outlined above, I respectfully request that Council defer approval of the proposed zoning bylaw or substantially amend it to include neighbourhood-specific controls, mandatory infrastructure and service capacity assessments, enhanced safety and parking standards, and a phased, evidence-based approach to intensification.<br><br>Reservation of Rights<br>This submission is made in direct response to the City's statutory notice and is intended to preserve all rights available to me under the Ontario Planning Act and applicable provincial legislation. I expressly reserve the right to make further submissions, objections, and to pursue escalation or appeal, including to the Ontario Land Tribunal, should the proposed zoning bylaw be approved in whole or in part.<br><br>Please ensure that this objection is formally recorded as part of the public record for the Statutory Public Meeting and that I am recognized as a person who has made written submissions for the purposes of appeal rights under the Planning Act.<br><br>Thank you for your consideration.<br><br>Sincerely,<br>Kareem Elhelaky<br>[redacted] Creekview Dr, Burlington, ON L7M 4N5<br>[redacted]<br>Burlington, Ontario | |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| 58. | Kenneth Larin, Jan. 23, 2026, via email | to the attention of New Bylaws Committee<br><br>We received the City of Burlington New Rezoning Bylaws notice in the mail. It doesn't really tell us much as to how it would affect us. What would be most helpful is a ward by ward impact overview covering these bylaws. Examples.. How are my taxes affected? How would this affect the evaluation of my house? If large developments start in north Burlington with these bylaw changes, how will the city address the already deplorable and sometimes hopeless north / south traffic congestion on Appleby Line, Walkers Line and Brant Street.<br><br>This Communication, which is basically a bunch of alphabet soup terms, pays no attention to enlightening tax payers on the pros and cons for existing neighbourhoods, which is what we really need and want to know. And I prefer this on paper in black and white, not listening at a meeting which can not cover that topic in any detail.<br><br>Regards<br>Kenneth Larin<br>[redacted] Mead cres<br>Burlington, Ont. L7M3N2<br>[redacted] | The recommended by-laws implement the objectives of the City's Official Plan by increasing housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options. The new housing options enabled through the proposed by-laws include semi-detached dwellings which are permitted broadly in the Low-Rise Neighbourhood Zones and low-rise apartment buildings on properties fronting a major street in the Low-Rise Neighbourhood 8 Zone. The by-laws also broaden flexibility for additional residential units, permitting up to two units within a detached ARU and allowing detached ARUs to be up to two storeys in height, subject to additional standards to reduce overlook and protect privacy on abutting lands.<br><br>The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues to respond to the growing transportation and recreation needs of the community.<br><br>This property is proposed to be zoned Low-Rise Neighbourhood 4 (LN4). New permitted uses proposed in the LN4 zone include semi-detached dwellings, subject to appliable lot and building requirements. The LN4 zone will also continue to permit detached dwellings and ARUs. |
| 59. | Quinn Ryan, Jan. 24, 2026, via email | Dear Members of Council and Community Planning Department,<br><br>I am writing in response to the proposed new zoning bylaws for Burlington's residential neighbourhoods. While I understand the City's goal of addressing housing demand, the direction of these changes appears to prioritize density as a solution to every problem — regardless of local infrastructure capacity, neighbourhood design, or quality of life impacts.<br><br>Density is not inherently bad. Poorly planned density is.<br><br>The proposed expansion of low-rise apartments, additional residential units, and intensified zoning across established neighbourhoods risks fundamentally altering the character, livability, and functionality of communities that were designed for low-to-moderate residential use. These areas were not built to support the traffic volumes, parking demand, school capacity strain, infrastructure load, and service pressures that come with blanket upzoning.<br><br>Housing supply should be strategic, not indiscriminate.<br><br>Transit corridors, downtown cores, and commercial nodes are logical places for | The recommended by-laws implement the objectives of the City's Official Plan by increasing housing options through gentle intensification in existing residential neighbourhood areas, which makes efficient use of existing infrastructure and community facilities and helps inform future transit service improvements. The by-laws were drafted to consider the context and character of existing neighbourhoods while allowing for these increased housing options.<br><br>The City's Integrated Mobility Plan (2023) and the Live and Play Plan (2024) were also informed by the City's Official Plan, and guide the City's investments in the transportation network, parks and recreation to ensure that the City continues to respond to the growing transportation and recreation needs of the community. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | increased density. Mature residential neighbourhoods are not. When zoning policy treats every block as a redevelopment opportunity, communities stop being communities and start becoming land-use experiments.<br><br>Burlington's appeal has always been balance — not congestion, not vertical sprawl, and not the erosion of stable neighbourhoods under the banner of "efficiency." Growth should enhance a city, not dilute what made it desirable in the first place.<br><br>Smart planning is targeted growth, not uniform intensification.<br><br>I strongly urge Council to reconsider the scope and scale of these zoning changes and to preserve low-density residential neighbourhoods as they are — focusing density where infrastructure, transit access, and urban design can genuinely support it.<br><br>Sustainable cities are built with long-term livability in mind, not short-term housing metrics.<br><br>Respectfully,<br><br>Quinn Ryan,<br>[redacted] | |
| 60. | Dan Pio, Jan. 25, 2026, via email | Good afternoon, I live in the Roseland area on Roseland Cr.<br><br>What is changing on my street and the surrounding area with respect to permitted uses?<br><br>Regards, Dan Pio<br>[redacted] | Roseland Crescent and the surrounding area are proposed to be zoned Low-Rise Neighbourhood 6 (LN6). New permitted uses proposed in the LN6 zone include semi-detached dwellings. The LN6 zone will also continue to permit detached dwellings and additional residential units (ARUs). |
| 61. | [redacted], Jan. 28, 2026, via email | Greetings Office of the City Clerk, Chair and Members of the Committee of the Whole,<br>I am writing to formally express my **full support** for the proposed New Zoning Bylaw Project.<br>As a property owner situated on [redacted] in Burlington, I see the need for the 'Missing Middle' housing this bylaw enables. Modernizing our zoning to allow for gentle density is a practical way to provide diverse and attainable housing options for creating a vibrant and sustainable future in Burlington. The current framework was designed for a different era and no longer reflects how people live, work or access housing today.<br>Broadening these permissions is an effective step toward improving long-term community sustainability. This initiative allows young residents, essential workers, and families to remain in the community and continue contributing to its vitality. | Comment has been noted. |

| No. | Commenter & Date of Comment | Comment | Staff Response |
|---|---|---|---|
| | | For these reasons, I strongly encourage the Committee to approve the proposed changes as drafted. This represents a meaningful opportunity to support both current and future generations and to ensure Burlington remains inclusive, livable, and resilient.<br>**Privacy Request:** I respectfully request that this statement be included in the public record. Additionally, I ask that my name/signature, address and email address be **redacted** from all public-facing documents and website agendas to protect my privacy.<br>I appreciate your time and commitment to making Burlington a better place for all.<br>Sincerely,<br>[redacted] | |

CANACRE
A QUANTA SERVICES COMPANY

Infrastructure Ontario

November 4, 2025

City of Burlington
Rebecca Lau, MCIP, RPP
Senior Planner, Special Projects
426 Brant Street
Burlington, ON, L7R 3Z6

Via Email

**RE: Draft Burlington Residential Zoning Bylaw – Comments Related to Electrical Transmission Systems and Rights-of-Way**

Canacre Ltd. on behalf of Infrastructure Ontario (IO) and Hydro One Networks Inc. (Hydro One), has reviewed the Draft Burlington Residential Zoning Bylaw (Draft Zoning Bylaw) dated June, 2025. Infrastructure Ontario is the strategic manager of the provincial government's real property, which includes hydro corridor lands, and has a mandate of maintaining and optimizing value of the portfolio. Hydro One Networks Inc. jointly manages the hydro corridors owned by the Province with IO and is involved in the planning, construction, operation, and maintenance of their transmission and distribution network

This review of the Draft Zoning Bylaw takes direction from the Provincial Planning Statement (PPS) (effective October 20, 2024) as it relates to electricity generation facilities and transmission and distribution systems. In particular, PPS Sections 3.1, 3.3, and 3.8 provide specific direction for municipalities to maintain the primacy of hydro corridor lands for the transmission and distribution of electricity throughout the province. The relevant PPS Sections include:

> ***3.1.1*** *Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*
>
> *Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:*
>
> - ***a)*** *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
> - ***b)*** *leverage the capacity of development proponents, where appropriate; and*
> - ***c)*** *are available to meet current and projected needs.*
>
> ***3.3.1*** *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.*
>
> ***3.3.3*** *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.*

CANACRE
A QUANTA SERVICES COMPANY

Infrastructure Ontario

*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.*

***3.8.1** Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, energy storage systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.*

**Concerns**

**1. Terminology**

Part 4: Definitions states:

> Utility: means a water supply, storm water or wastewater system, gas or oil pipeline, **the generation, transmission and distribution of electric power** including renewable energy systems and district energy systems for electricity, heating and/or cooling, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

We request that this policy be revised to state the following.

> Utility: means a water supply, storm water or wastewater system, gas or oil pipeline, **electricity generation facilities and transmission and distribution systems** including renewable energy systems and district energy systems for electricity, heating and/or cooling, the generation, transmission and distribution of steam or hot water, towers, communication or telecommunication facilities and other cabled services, a public transit or transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest, but does not include a new sanitary landfill site, incineration facilities or large-scale packer and/or recycling plants or similar uses.

**Terminology Recommendation**

We would like to encourage a consistent approach to defining hydro corridors and electricity infrastructure facilities throughout the province. Accordingly, it is requested that the following language be considered for use throughout the Draft Zoning Bylaw, including in the definition of "Infrastructure."

- All references to Hydro One should be referred to as "Hydro One Networks Inc."
- All references to corridors used for the transmission and distribution of electricity should be referred to as "hydro corridors."

- All references to electricity infrastructure and facilities should be referred to as "electricity generation facilities and transmission and distribution systems."

**2. Secondary Uses**

We request the addition of the following policy to Section 5.1 Accessory Uses:

"Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of a hydro corridor is for electricity generation facilities and transmission and distribution systems, and that secondary uses require technical approval from Hydro One Networks Inc."

The requested policy would provide flexibility for future uses on hydro corridor lands. The inclusion of this policy offers clarity with respect to the types of secondary uses that are possible on hydro corridor lands, in accordance with the Provincial Secondary Land Use Program. Having these policies in place will also streamline the number of municipal planning approvals that a proponent must seek when they apply to Hydro One/IO for a secondary use.

We would request that this letter be included as part of the record of submissions for the Draft Zoning Bylaw and that we be notified of any decisions regarding these matters.

Contact information as follows:

**Joanna Craig, RPP**
Planner
Infrastructure Ontario
1 Dundas St W, Suite 2000
Toronto, ON M5G 1Z3
Joanna.Craig@infrastructureontario.ca
Tel: 647-956-6703

**Veronica Osei-Akoto Brown**
Manager, Planning & Permitting
Canacre Ltd.
5520 Explorer Drive, Suite 201
Mississauga, ON L4W 5L1
honilup@canacre.com
Tel: (289) 206-5473

Thank you for your consideration. Please contact us if you have any questions or comments.

Kind Regards,

Veronica Osei-Akoto Brown
Canacre Ltd.

Cc: Shadi Shenouda, Hydro One
Greg Gowan, Hydro One
Tejinder Singh, IO

WSP
150 Commerce Valley Drive West
Thornhill, ON L3T 7Z3
Canada
**wsp.com**

Victoria Coates MCIP RPP
Senior Planner, Special Projects
Community Planning, Development and Growth Management
City Hall
426 Brant Street., PO Box 5013
Burlington ON

January 20, 2026

**RE: Confirmation of the CN Rail Aldershot Yard Boundary**

Dear Ms. Coates,

WSP submitted a Formal Comment Letter (**Enclosed**) in response to the City of Burlington's Draft Residential Zoning By-law (Phase 1) on August 27, 2025. Further to the City's email request on December 18, 2025, please consider this letter as CN Rail's confirmation of the current Aldershot Yard Boundary, solely for the purposes of its inclusion in the Residential Zoning By-law, and subject to the qualifications set out in this letter.

The City of Burlington is proposing to consider the boundary for the Aldershot Yard for the purposes of the Residential Zoning By-law (and potentially other land use planning documents) according to the image provided on December 18, 2025, and shown in **Figure 1**.

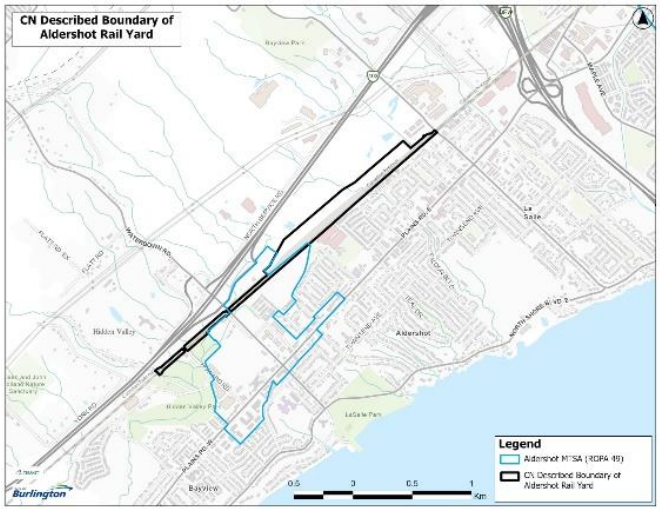



**Figure 1. CN Described Boundary of the Aldershot Rail Yard, provided by the City of Burlington on December 18, 2025.**

Please be aware that CN Rail is subject to federal jurisdiction, including the *Canadian Transportation Act* (CTA) and the *Railway Safety Act* (RSA), which defines CN Rail's operational parameters. Per the CTA, CN Rail has the right to expand yard operations outside the depicted limits shown in **Figure 1**. Subject to the relevant statutes, CN Rail has the right to expand rail infrastructure and intensify yard operations within their property limits. The scale and location of yard operations is largely dependent on CN Rail's customer demand and operational needs to service industries located in and around southern Ontario.

For example, expansion of rail tracks within CN Rail's property limits is permitted by the relevant statues, without requiring CN Rail to notify the municipality. Furthermore, we note that there is existing non-mainline tracks that extend beyond the area outlined in **Figure 1** that lead into Aldershot Yard, and which may be used for Yard operations.

Therefore, the expansion and/or intensification of yard operations may occur and extend beyond the area outlined in **Figure 1**.

CN Rail does not oppose the Aldershot Yard Boundary being identified as noted in **Figure 1** for land use planning purposes. However, the scale of the Aldershot Yard may evolve over time, and **Figure 1** or the Residential Zoning By-law should not be interpreted as constraining the limits of the Aldershot Yard or CN's operations, which are subject to change in accordance with applicable law and at CN's discretion. CN retains all rights to participate in, comment on, and appeal development applications that are impacted by or will impact the Aldershot Yard or any of its holdings in the City, in its sole and absolute discretion, and in accordance with the *Planning Act* and the applicable federal, provincial, and municipal policies and guidelines.

We look forward to continuing to work with the City of Burlington on this matter, and other land use planning initiatives currently in progress.

Thank you,

C.B. John-Baptiste

**Chad B. John-Baptiste BES MCIP RPP**
**Senior Principal**

**Enclosure**: Draft Phase 1 Residential Zoning Bylaw – CN Rail Response dated August 27, 2025

**CC**: Saadia.Jamil@cn.ca
Proximity@cn.ca
Max.Reedjik@dentons.ca

# Appendix A

## Draft Phase 1 Zoning Bylaw – Residential Zones

## CN Response dated August 27, 2025

2025-08-27

City of Burlington
426 Brant Street,
Burlington, Ontario
L7R 3Z6

Via e-mail: newzoning@burlington.ca;

**Re: City of Burlington's Draft Phase 1 Zoning Bylaw – Residential Zones ("Draft Zoning By-law") Response on behalf of Canadian National Railway ("CN Rail") to the Draft Zoning By-law**

To whom it may concern;

CN Rail is pleased to have the opportunity to participate in the City of Burlington's update to the Zoning By-law. It is our understanding that Community Meetings to receive feedback on Phase 1 of the Draft Zoning By-law (Residential Zones) was held on August 14, 2025 and an additional meeting is scheduled for August 24, 2025. We request that the comments herein be considered.

We recognize and understand that there is growing emphasis on the delivery of housing units and strategic intensification as per the Provincial Policy Statement, 2024 ("PPS, 2024"). The Province of Ontario continues to emphasize the importance of maintaining and promoting economic competitiveness in an evolving economy, in addition to the provincial goals to increase housing. As such, the PPS 2024 maintains that development in proximity to rail shall be compatible with, and supportive of, the long-term purposes of goods movement corridors. Additionally, development of sensitive land uses in proximity to goods movement corridors like the CN Rail infrastructure, including rail lines and rail yards, should be avoided. If the development of sensitive land uses cannot be avoided, then the development approvals should be designed to mitigate and minimize potential adverse effects on public health and safety.

CN Rail is the owner and operator of the Aldershot Rail Yard, and several main rail lines in the City of Burlington including all or a portion of the Halton and Oakville Subdivision lines. The Halton and Oakville Subdivision lines transverse the City of Burlington and are an integral component of railway and transit infrastructure. The rail lines and Aldershot Rail Yard are embedded within existing residential neighbourhoods, industrial areas, and open spaces. The Aldershot Rail Yard is located within the middle of the proposed Aldershot GO MTSA Secondary Plan Area, awaiting Minister of Municipal Affairs and Housing approval. The eastern boundary of the Aldershot Yard is approximately Hidden Valley Road, and the western boundary of the Aldershot Yard is approximately King Road.

We are providing this letter on behalf of CN Rail to outline CN's comments regarding Phase 1 of the Draft Zoning By-law for Residential Zones, dated June 2025. CN Rail is of the opinion that the Zoning By-laws are one of the most effective opportunity to introduce robust zoning provisions to protect and mitigate current and future residents/sensitive uses in proximity to rail infrastructure from potential adverse effects from railway operations. **Please note that text in red indicates a requested consideration or proposed amendment to the Zoning By-law.**

***Request**: It is our request that the following feedback on the provisions of the Draft Zoning By-law for Residential Zones be implemented into the final version of the Zoning By-law.*

**Land Use Compatibility and Separation Distances for Sensitive Uses**

CN Rail objects, in principle, to sensitive land uses within 300 m of a Rail Yard. Within 300 m to 1000 m of a Rail Yard, a proposed development requires a land use compatibility study to determine the required mitigation strategies from rail operations.

Furthermore, CN Rail requires that land use compatibility studies and/or noise assessments are necessary to identify mitigation strategies for sensitive uses proposed within 300 metres of a rail line, such as the Oakville and Halton Subdivisions.

CN Rail acknowledges that several neighbourhoods abut or are in proximity to the Rail Lines and the Aldershot Rail Yard. CN Rail is not suggesting altering existing zones to introduce legal non-conforming uses for existing residential homes within 300 metres of the Rail Lines or Yard. However, CN Rail requests that new zoning does not expand upon, intensify, or introduce new sensitive uses to these areas without the proper land use compatibility assessments being completed, or the requirement for a Development Agreement with CN Rail.

Noise and vibration produced from rail yard and railway operations are extremely difficult to mitigate at source. In addition, there are existing land use planning conflicts in the area of the Aldershot Yard, as a result of yard operations and residential development abutting and in proximity to the yard. CN Rail has received multiple complaints about current yard operations from existing residents in the vicinity of the Aldershot Yard. We also understand that City Council has also received complaints from existing residents due to CN's operations. These complaints represent a real risk to CN Rail's operations and CN's ability to serve industries in and around Southern Ontario.

We acknowledge and appreciate the inclusion of Section 5.34 Setback from a Railway Right-of-Way in the Draft Zoning By-law. Section 5.34 currently states:

*Notwithstanding any other rules in this Bylaw, all buildings and structures containing a dwelling, additional dwelling unit, place of worship, day care centre, school, college or university, hospital, long-term care facility, retirement home, group home, correctional group home, emergency shelter and boarding house shall be located no closer than 30 metres from any railway corridor.*

However, Section 5.34 does not adequately capture the scope of potential adverse effects from railway operations and facilities as currently written. Nor does it capture all of the sensitive land uses that are contemplated in the draft zoning by-law. CN Rail requests that all sensitive uses not be permitted within 300 m of the Aldershot Yard, and not within 30 metres of a Main Line. Setbacks for uses from a Rail Yard or main line to address rail safety (i.e. derailment) concerns should be 30 m, unless a Development Viability Assessment per FCM-RAC is done to address rail safety matters and design for a crash wall if required.

Furthermore, Section 5.34 of the Draft Zoning By-law does not currently require a land use assessment within certain distances from rail infrastructure for the expansion or introduction of new sensitive uses. Land Use Compatibility impacts from noise and vibration of rail operations on sensitive uses should be studied within 300 m of a rail line or spur. CN Rail's position regarding assessing land use compatibility matter for sensitive land uses from a Rail Yard should reflect the 1,000 m study area in the D-series guidelines. The D-Servies Guidelines are one of several documents which inform the Land Use Compatibility guidelines and procedures as mentioned in the PPS 2024.

CN Rail proposes the following additions to Section 5.34:

***Request**: Notwithstanding any other rules in this Bylaw, all buildings and structures containing a dwelling, additional dwelling unit, place of worship, day care centre, school, college or university, hospital, long-term care facility, retirement home, group home, correctional group home, emergency shelter, boarding house, hotel, community centre, and outdoor patio/amenity areas shall be located no closer than 30 metres from any railway corridor.*

***Request:** Notwithstanding any other rules in this Bylaw, all sensitive land uses (list above) within 300 metres of Aldershot Rail Yard , shall be prohibited, excluding uses that existed on the date of the passing of this zoning by-law. For the purpose of this Zoning By-law addition, the eastern boundary of the Aldershot Yard is Hidden Valley Road, and the western boundary of the Aldershot Yard is King Road.*

*Request: Development of sensitive land uses (list above) within 300 metres of a rail line shall require a land use compatibility assessment to identify the required land use compatibility mitigation strategies necessary to mitigate the potential adverse effects from railway operations. Such an assessment must identify the legal mechanism to secure*

*the mitigation strategies (if required), and the legal mechanism must be entered into prior to the lifting of holding provision.*

***Request**: All sensitive land uses (list above) within 1000 metres of Aldershot Rail Yard shall require a land use compatibility assessment to identify the required land use compatibility necessary to mitigate the potential adverse effects from railway operations. For the purpose of this Zoning By-law addition, the* eastern boundary of the Aldershot Yard is *Hidden Valley Road, and the western boundary of the Aldershot Yard is King Road. Such an assessment must identify the legal mechanism to secure the mitigation strategies (if required), and the legal mechanism must be entered into prior to the lifting of holding provision.*

**Proposed Zoning**

The Interactive Zoning Map provided on the City's website provides the location of the proposed zones corresponding to the Draft Zoning By-law. As mentioned, it is acknowledged that the CN Rail Halton and Oakville Subdivisions currently run through many established neighbourhoods in the City. However, CN is of the opinion that it is inappropriate to propose new, higher density and intensified zones near or along railway lines without the appropriate provisions to mitigate potential adverse effects from railway activities. Furthermore, railway property is not clearly identified on the draft mapping.

***Request**: CN RAIL requests that the railway properties are clearly identified on the future zoning schedule.*

As mentioned, CN Rail does not wish to amend the proposed zoning to introduce legal nonconforming uses for existing developments within 300 metres of the Rail Line or 1,000 metres of the Rail Yard. However, CN Rail objects in principle to the expansion or introduction of new sensitive uses through as-of-right zoning unless required land use compatibility assessments have been completed, and land use compatibility measures have been incorporated into the Zoning By-law. For example, the Draft Zoning By-law is proposing to change the existing RM2 zones located near Glendor Avenue & Plains Road East, Plains Road East & Maple Avenue, and Fairview Street & Brant Street, to LN8. The table below summarizes the existing and proposed as-of-right zoning for area at Plains Road East and Glendor Avenue:

| Current<br><br>Table 2.7.1 RM Zone Permitted Uses<br><br>RM2 | Proposed<br><br>Part 7 Residential Zones Table 4: Permitted Uses in All Residential Zones<br><br>LN 8 |
|---|---|
| • **Detached Dwelling**<br>• **Semi-detached Dwelling**<br>• **Duplex Building**<br>• **Triplex Building**<br>• **Fourplex Building**<br>• **Townhouse**<br>• **Retirement Home**<br>• **Lodge, Fraternity, Private Club**<br>• **Community Institution** | • Detached Dwelling<br>• Semi-detached dwelling<br>• Duplex Dwelling<br>• Triplex Dwelling<br>• Fourplex Dwelling<br>• Multiplex<br>• Block Townhouse<br>• **Apartment Building** |

The introduction of the LN8 zone is a substantial expansion of residential uses within proximity of the CN Rail Line. As currently written, there are no zoning provisions in place to secure noise mitigation strategies necessary to protect expanded or newly introduced sensitive uses. In addition, we are not aware of any land use compatibility studies that have been completed to determine whether potential adverse effects can be avoided, or if potential adverse effects cannot be avoided, they have been minimized and mitigated. CN Rail is concerned that this approach to intensification without mitigation leaves limited opportunities in the development approvals process to introduce the appropriate requirements to ensure land use compatibility. As an example, if the lands at Plains Road East and Glendor Avenue are developed into a high-rise apartment building, facilitated by as-of-right zoning, it is not clear what mitigation measures are required and there are no provisions in the Zoning By-law to ensure that the recommended noise mitigation strategies are implemented.

As CN Rail has reiterated, CN Rail does not object to the expansion or introduction of sensitive uses only when it is accompanied by robust planning or legal mechanisms to ensure that recommended noise mitigation strategies, including but not limited to upgraded windows, brick façades, and noise berms, are implemented.

**Enclosed Noise Buffers**

The CN Rail Aldershot Rail Yard is classified as a Class 3 facility per the D-Series Guidelines. Development near rail yards often require on-building mitigation for nearby sensitive uses, including residential dwelling units. An example of on-building mitigation includes Enclosed Noise Buffers, as permitted through a Class 4 designation for the sensitive land use under NPC-300. It is our recommendation that the City defines Enclosed Noise Buffers and amends the Zoning By-law to prohibit their use. Therefore, any development which requires an enclosed noise buffer as a mitigation strategy must apply for an amendment to the Zoning By-Law.

***Request:*** *it is our recommendation that a provision prohibiting the use of enclosed noise buffers is added as a general provision in Section 5, to require any development necessitating such mitigation strategy to apply for a Zoning By-law Amendment to Council.*

***Planning Act* Changes**

It is common that mitigation measures with respect to noise and vibration are often executed through the layout of interior and exterior areas, the placement of windows, and the use of upgraded construction materials. It is a misconception between City Staff and Developers alike that all types of land use compatibility measures and recommended mitigation strategies can be addressed at the Site Plan stage of the development approvals process. However, recent *Planning Act* changes have excluded the type and manner of construction from Site Plan Control. Specifically, Section 41, Subsection 4.1 of the Planning Act which states that the following matters are excluded from site plan control:

a) Interior Design

b) Exterior design, except to the extent that it is a matter relating to exterior access to a building that will contain affordable housing units or to any part of such a building or is a matter referred to in subparagraph 2 (d) of subsection (4).

c) The layout of interior areas, excluding interior walkways, stairs, elevators and escalators referred to in subparagraph 2 (c) of subsection (4).

d) The manner of construction and standards for construction. 2006. c.23, s. 16 (5); c. 21, Sched 9, s. 11(3).

Furthermore related to the Site Plan approval process, Section 41, subsection 4.1.1 of the Planning Act states that “The appearance of the elements, facilities and works on the land or any adjoining highway under a municipality’s jurisdiction is not subject to site plan control, except to the extent that the appearance impacts matters of health, safety, accessibility, sustainable design or the protection of adjoining lands”.

As such, the mitigation measures related to noise, including interior design and material requirements, fall outside the scope of site plan control and cannot be secured in the site plan control process. It is for this reason that provisions to require appropriate land use compatibility studies and demonstrate how the recommended noise mitigation measures will be secured, prior to the site plan approval process, need to be included within the Zoning By-law.

It is CN Rail’s preference that intensification along the rail corridor is thoughtfully planned to acknowledge, study, and identify recommended mitigation strategies prior to development approval. As currently proposed, as-of-right intensification along the rail corridor leaves limited opportunities to identify land use compatibility conflicts, and secure recommended land use compatibility mitigation strategies. CN Rail encourages the City of Burlington to ensure proposed areas of intensification along the rail corridor pre-emptively protect land use compatibility through zoning, separate restrictions on title (ie. a CN Development Agreement), or other land use planning approval mechanisms (ie. a Subdivision Agreement). Therefore, it is CN Rail’s preference that as-of-right zoning in proximity to the rail corridor is generally limited to the existing land uses, and that site specific amendments be utilized where land use compatibility mitigation strategies can be assessed and secured. The intended goal is to ensure that public health is protected, and that the economic competitiveness of industries in the City of Burlington is maintained.

**Conclusion**

We would like to thank you again for the opportunity to comment on the City of Burlington Draft Zoning By-law review (Phase 1). We look forward to continuing to work with the City of Burlington throughout this process to ensure that this important industry is protected in the land use framework in Ontario. Please forward all future documents to proximity@cn.ca and the undersigned.

Thank your time and we look forward to receiving further information on this initiative.

Yours very truly.

**WSP CANADA INC.**

C. B. John-Baptiste

Chad B. John-Baptiste, MCIP, RPP
Senior Principal, Urban and Community Planning – Ontario

Copy: proximity@cn.ca
Saadia.Jamil@cn.ca

# Committee of the Whole Report Forecast
# March 2 & 3, 2026

Note: this forecast is subject to change

**Consent Items:**

- BEDT Destination Stewardship Plan
- Indexation of Building Permit fees 2026
- Draft Plan of Vacant Land Condominium at 4030 and 4040 Upper Middle Rd.
- Appointment of Livestock Valuers and Weed Inspectors
- Civic Square and City Hall façade renewal
- Mayor and Councillors remuneration
- Quarterly financial status – December 31, 2025
- Operating budget performance report as at December 31, 2025 and summary of year end financial position
- Proposed budget and tax levy for the Burlington Downtown Business Improvement Area
- Proposed budget and tax levy for the Aldershot Village Business Improvement Area
- Sims Square surface lot – Lot 17

**Regular Items:**

- Community Engagement Charter
- Building Vibrant Communities – A New Framework for Recreation, Culture and Community grants
- Housing Accelerator Fund (HAF) update
- New Site Plan By-law
- Horizon2050 – Community Strategic Plan
- Use of Corporate Resources during an Election Policy review
- Strategic parking framework for Downtown Burlington
- EV Charging Policy and pricing options

**Statutory Meeting:**

- Delegated Authority By-law amendments