Regular Council Agenda published July 17, 2026
Addendum published July 20, 2026
Revised Agenda published July 20,2026

Date: July 21, 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. National Anthem

4. Roll Call

5. Approval of the Agenda

6. Declarations of Interest

7. Proclamations

7.1 Black African and Caribbean Canadian Appreciation Month August 2026

7.2 Childhood Cancer Awareness Month September 2026

7.3 National Coaches Week September 14-20, 2026

7.4 Terry Fox Day September 20, 2026

7.5 National British Home Children Day September 28, 2026

8. Recognition and Achievements

8.1 Skyway Community Centre and Park 2026 PRO Award of Excellence – Facility Design

8.2 Glenn Arthur Community Impact Award from Parks and Recreation Ontario (PRO)

9. Presentations

10. Motion to approve Council Minutes

Confirm the minutes of the following meeting of Council:

10.1 Special Council Shareholder meeting minutes of Council June 23, 2026

10.2 Regular Council meeting minutes of June 23, 2026

11. Delegations

In order to speak at a Council meeting, Individuals must register as a delegation no later than noon the business day before the meeting. To register, complete the online application at www.burlington.ca/delegation or by submitting a written request by email to the Legislative Services at clerks@burlington.ca

If you do not wish to delegate, but would like to submit feedback, please email your comments to clerks@burlington.ca by noon the business day before the meeting. Your comments will be circulated to Council members in advance of the meeting and will be attached to the minutes, forming part of the public record.

11.1 Tim Katty, Green Party will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.2 Martin Karsten will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.3 Amy Schnurr, BurlingtonGreen Environmental Association will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.4 Owen Davies will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.5 Samantha Perrotta will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.6 Nathaniel Arfin will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.7 Rowen Fraser will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.8 Meaghan Hannah will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.9 Terry Caddo, Burlington Chamber of Commerce, will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.10 Sean Campbell will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.11 Alex Vita-Finzi will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.12 Deedee Davies, Green Party of Burlington, will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.13 Mara Scodeller, will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.14 Pauline Lamers, will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.15 Mikayla Woodward, Gliese AI, will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

11.16 Jorge Barreto, Alpha Moneta Inc., will speak regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26)

12. Petitions

12.1 Petition regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26) 1 - 1

13. Recommendations from Standing Committees:

13.1 Committee of the Whole meeting of July 6 and 7, 2026

a. Burlington’s application for Development Charge Reduction Program funding (CAO-03-26) (CCS)

Receive for information Chief Administrative Officer report CAO-03-26 regarding the City of Burlington's funding application to the 2026-2035 Development Charge Reduction Program (DCRP).

b. Corporate policy framework and policy review (CAO-05-26) (CCS)

Direct the Chief Administrative Officer (CAO) to implement a policy framework as described in chief administrative officer report CAO-05-26 that:

a. establishes criteria for which policies are Council approved & maintained;
b. meets legislative requirements for public disclosure;
c. establishes a risk-based policy review cadence;
d. authorizes staff to make housekeeping and technical edits provided intent, risk, cost or authority is not altered; and

Direct the CAO to report changes to the policy framework, changes to organizational policies, and changes to the public disclosure of policies by Q2, 2027 with subsequent updates provided via the Council Information Package (CIP) at least twice per year.

c. Amendments to Rates and Fees By-law 92-2025 - By-law Compliance (DGM-22-26) (GM)

Direct the Commissioner, Legal and Legislative Services/City Solicitor to prepare, for the approval of Council, the necessary by-law to amend 2026 Rates and Fees By-law 92-2025, to reduce fees related to transient trader, refreshment vehicles, lottery licences, to transfer the late renewal fee for dog licences and align administrative fees across all licensing categories to meet customer needs as outlined in development and growth management report DGM-22-26.

d. Repeal and replace Parks By-law 35-1976 (DGM-47-26) (GM)

Direct the Commissioner, Legal and Legislative Services/City Solicitor to prepare, for the approval of Council, the necessary by-law to repeal and replace Parks By-law 35-1976 as outlined in development and growth management report DGM-47-26.

e. Amendment to Licensing By-law 42-2008 to clarify Foodstuff Sales (DGM-49-26) (GM)

Direct the Commissioner, Legal and Legislative Services/City Solicitor to prepare, for the approval of Council, the necessary by-law to amend Business Licensing By-law 42-2008 to clarify definitions related to the sale of ‘foodstuff’, as outlined in development and growth management report DGM-49-26.

f. Advance authorization to pursue community, recreation and sport grant opportunities (CSS-17-26)

Direct the Director of Recreation, Community and Culture, in consultation with Government Relations staff, Director of Engineering Services and Chief Financial Officer (CFO) to pursue and submit applications for future community, recreation, sport, cultural, and related infrastructure grant opportunities, including provincial and federal programs as outlined in community services report CSS-17-26; and

Authorize the Director of Recreation, Community and Culture to execute all documents required for the submission of such applications, where any required municipal contribution is within approved budgets and in accordance with applicable City policies; and

Authorize the Chief Administrative Officer (CAO) in consultation with the CFO to identify an appropriate funding source for the municipal contribution should we be successful in the grant application under these programs.

g. Motion memo regarding Freeman Station (COW-18-26) (SD)

Direct the Commissioner of Community Services to report back by Q4 2026 with information exploring options and implications for the long-term, sustainable operation of Freeman Station including options to engage with Discover Burlington to explore any available business supports, access to funding, and market research insights and options to explore a Joint Venture agreement.

h. Staff directions update (CAO-04-26)

Item 20.3 provides supplemental information regarding this item.

Receive for information transformation office report CAO-04-26 regarding the update on staff directions since CAO-01-25, including progress made, the current status of outstanding

items, and the proposed transition to semi-annual reporting.

i. Options to restrict construction noise, response to staff direction COW-16-26 (DGM-48-26) (SD)

Receive for information development and growth management report DGM-48-26, regarding options to restrict construction noise, response to staff direction COW-16-26 which outlines the proposed process for engagement**;** and

Direct the Director of Corporate Communications to report back by Q4 2026 with community engagement plans for Council's consideration that outline both a "Consult" level of engagement and an "Involve" level of engagement to gather public and stakeholder input on options to restrict construction noise. The report should describe the scope, approach, timeline, and resource implications of each engagement level to enable Council to determine how to proceed.

j. Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

Item 20.5 provides supplemental information regarding this item.

Approve the applications for Official Plan and Zoning By-law Amendments, submitted by JEC Properties proposing eight (8) 3-storey townhouse units within a single building block at 2105 Headon Road; and

Approve Official Plan Amendment No.10 to the City of Burlington Official Plan 2020, as outlined in Appendix D of development and growth management report DGM-44-26, to amend the designation of the lands located at 2105 Headon Road to ‘Low-Rise Neighbourhoods I’ with site-specific policies; and

Deem that Official Plan Amendment No.10 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No.10 as outlined in Appendix D to development and growth management report DGM-44-26 to be presented for approval at the same time as the associated by-laws to amend Zoning By-law 09-2026 and Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.522, attached as Appendix E to development and growth management report DGM-44-26, to rezone portions of the lands at 2105 Headon Road as outlined under By-law 2020.522 from the existing “LN5” zone to a “O2“ zone; and

Approve the amendment to Zoning By-law 09-2026, attached as Appendix F to development and growth management report DGM-44-26, to rezone portions of the lands at 2105 Headon Road from the existing “LN5” zone to a site-specific “(H5)-LN8-1“ zone; and

Deem that the amendments to Zoning By-law 09-2026 and Zoning By-law 2020.522 will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.10 is adopted; and

State that the amending Zoning By-laws will not come into effect until Official Plan Amendment No.10 is adopted.

k. Official Plan and Zoning By-law Amendments for 198 and 206 Plains Road East (DGM-45-26)

Approve the applications for Official Plan and Zoning By-law Amendments, as modified by staff, submitted by Landwise, on behalf of the property owner for a 7-storey mixed use building; and

Approve Official Plan Amendment No.165 to the City of Burlington Official Plan 1997, as outlined in Appendix D of development and growth management report DGM-45-26, to amend the designation of the lands located at 198 and 206 Plains Road East to “Mixed Use Corridor – General” with site-specific policies; and

Deem that Official Plan Amendment No.165 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No.165 as outlined in Appendix D to development and growth management report DGM-45-26 to be presented for approval at the same time as the associated by-law to amend Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.523, as modified by staff and

attached as Appendix E to development and growth management report DGM-45-26, to rezone the lands at 198 and 206 Plains Road East from the existing “RM1-346” and “RM2-119” zones to a site-specific “MXG-572“ zone; and

Deem that Zoning By-law 2020.523, as modified by staff, will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.165 is adopted; and

State that the amending Zoning By-law will not come into effect until Official Plan Amendment No.165 is adopted.

l. Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

Items 20.2 and 20.4 provide supplemental information regarding this item.

Approve the applications, as modified by planning staff, for Official Plan Amendment and Zoning By-law Amendment submitted by Bousfields Inc. on behalf of Alinea Land Corporation proposing a mixed use development consisting of a mixed-use node, entertainment node, campus node, and residential node at 1200 King Road subject to the conditions of draft plan approval described in this report being secured to the satisfaction of the Commissioner of Legal and Legal Services/City Solicitor or his designate, as set out in confidential legal report LLS-31-26; and

Approve Official Plan Amendment No. 9 to the City of Burlington Official Plan 2020, as modified by planning staff and provided in Appendix D of development and growth management report DGM-28-26, to amend the designation for the lands located at 1200 King Road; and

Deem that Official Plan Amendment No.9 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No. 9 as contained in Appendix D to development and growth management report DGM-28-26 to be presented for approval at the same time as the associated by-law to amend Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.524, attached as Appendix E to

development and growth management report DGM-28-26, and

Deem that Zoning By-law 2020.524 will conform to all applicable Official Plans of the City of Burlington once Official Plan Amendment No. 9 is adopted; and

State that the amending zoning by-law will not come into effect until Official Plan Amendment No. 9 is adopted; and

Deem that the lands described as 1200 King Road are classified as a Class 4 area as defined by the Ontario Ministry of Environment, Conservation, and Parks NPC-300 Environmental Noise Guidelines; and

Endorse the Urban Design Brief, dated February 2026, prepared by NAK Urban Design Strategy as urban design guidelines for the King Road Community.

m. Confidential legal update on a litigation matter regarding appeal of OPA 2, projected Major Transit Station Areas (LLS-28-26)

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

Instruct the Commissioner of Legal and Legislative Services/City Solicitor, or his designate, to proceed in accordance with the instructions sought in confidential legal report LLS-28-26

n. Confidential legal update on a litigation matter regarding 1200 King Road (LLS-31-26)

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

Instruct the Commissioner, Legal & Legislative Services and City Solicitor, or his designate, to proceed in accordance with the instructions sought in confidential legal report LLS-31-26.

o. Confidential legal advice regarding City of Stratford legal challenge to Strong Mayor Powers (LLS-33-26)

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

Receive for information confidential Legal report LLS-33-26 providing confidential legal advice regarding the City of Stratford's legal challenge to the 'Strong Mayor Powers' of the Municipal Act, 2001.

p. Confidential verbal update regarding a human resource matter (CAO-06-26)

Pursuant to Section 239(2)(b) personal matters about an identifiable individual, including municipal or local board employees

Receive for information confidential verbal update regarding a human resources matter (CAO-06-26)

13.2 Special Council Shareholder meeting of June 23, 2026

a. Resolutions of the Sole Shareholder of Burlington Enterprises Corporation (BEC) (LLS-32-26)

That the Resolutions of the Sole Shareholder of Burlington Enterprises Corporation (Appendix A) be approved; and

That Council direct the City Clerk to execute the foregoing Resolutions on behalf of the Sole Shareholder; and

That the City Clerk be directed to provide a copy of this Council Resolution along with the executed copy of the Resolutions of the Sole Shareholder to the Burlington Enterprises Corporation.

14. Motion to Approve Standing Committee Minutes

Approve the following minutes:

14.1 Committee of the Whole meeting minutes of July 6 and 7, 2026 2 - 15

15. Urgent Business

15.1 Recommendations from Traffic, Congestion and Road Safety Roundtables (MO-02-26) 16 - 54

Item 20.1 provides supplemental information regarding this item.

Endorse the key findings arising from the Mayor's Traffic, Congestion, and Related Road Safety Roundtables, as summarized in mayor's office report MO-0-26; and

Direct the Director of Transportation Services to report back in Q4 2026

with an implementation framework, associated resource requirements, governance considerations, and priority actions arising from the Roundtable recommendations, including intergovernmental advocacy, coordination measures with Halton Region and the Province of Ontario, and the development of a comprehensive congestion strategy; and

Direct the Director of Corporate Communications to report back by Q4 2026 with a community engagement plan to gather input from residents on the set of recommendations arising from the Roundtables and to identify any gaps in strategy.

16. Confidential Items and Closed Meeting

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

16.1 Motion to Confirm Confidential minutes

a. Confidential closed Committee of the Whole meeting minutes of July 6 and 7, 2026

b. Confidential closed Council meeting minutes of June 23, 2026

16.2 Confidential Legal Update on Potential Litigation Matter regarding 480 Guelph Line (LLS-35-25)

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

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

Pursuant to Section 239(2) (a) the security of the property of the municipality or local board

16.3 Confidential Appendix B to Supplemental staff memo regarding information related to outstanding staff directions (CAO-04-26)

Pursuant to section 239(2)(c) of the Municipal Act in that it relates to the proposed or pending purchase, sale, lease, or exchange of property.

17. Rise and Report

18. Motions of Members

18.1 Motion Memo Policy Framework for Municipal Decision-Making regarding the Deployment of Data Centres in Burlington (ADM-05-26) 55 - 58

Direct Staff to report back at the September Committee of the Whole with an interim information update outlining the City's role in reviewing and evaluating data centre development applications, including applicable planning and zoning considerations, infrastructure requirements, environmental considerations, and any existing or potential standards related to energy and water consumption and community impacts; and

Direct Staff to report back at the September Committee of the Whole with a preliminary information report on the option to pass an Interim Control By-law (ICB) motion imposing a one-year moratorium on new commercial data centre developments city-wide, including artificial intelligence facilities that outlines escimated cost, scope, staff resources, and legislative considerations with an intended purpose to give the city time to complete a municipal study to develop robust regulations, guardrails, and standards around environmental, noise, and energy impacts and definition of both small-medium and large-scale data centres; and

Direct Staff to report back to Committee of the Whole in 2026 Q4 with a comprehensive framework including, but not limited to: potential guidelines, amendments, frameworks, by-law updates, public engagement strategy, and/or advocacy to address Municipal Decision-Making regarding the deployment of Data Centres in Burlington; and

Direct Staff to report back on options to ensure compliance with resolutions arising from the report back on Policy Framework for Municipal Decision-Making regarding the Deployment of Data Centres in Burlington prior to permitting approval through site-plan of any proposed information processing, data centre or technology hub in General Employment or Business Corridor zoning.

18.2 Motion Memo Coordinated Federal, Provincial, Regional, and Municipal Response to Data Centre Infrastructure Capacity, Growth Readiness and Protecting Public Interest (ADM-06-26) 59 - 62

Whereas the City of Burlington has received a site plan application for a data centre in an employment area of the City, on South Service Road in Ward 4; and

Whereas the data centre will require approximately 17 MW electricity, and the proponent has been working with Burlington Hydro to secure the energy required to operate the facility; and

Whereas the centre will utilize air-cooling rather than water-cooling, and Halton Region is currently reviewing applicable servicing requirements; and

Whereas city staff are circulating the application to applicable technical agencies for review and comment to determine infrastructure capacity and other matters; and

Whereas data centres are a permitted use under Burlington's Official Plan and Zoning By-law applicable to the property, and the applicant is not proposing any changes to these provisions; and

Whereas site plan matters are delegated to staff by Provincial regulation and cannot be undelegated back to Council for decision-making; and

Whereas the Planning Act does not require that public notice be given of a site plan application, but given public attention on data centres, public interest is served by accurate information being made available to the community; and

Whereas in order to provide accurate information about this specific data centre and the evolving considerations of data centres more broadly, city staff have created a dedicated webpage (www.burlington.ca/datacentres) to share information with the public; and

Whereas data centres complement Ontario's digital economy, and Burlington Digital Services strategy relies on cloud computing, e-Check permitting, digital planning dashboard and more applications; and

Whereas Burlington's Techplace's Innovation & Entrepreneurship Strategy focuses on supporting entrepreneurs, commercialization, scale-ups and attracting knowledge-intensive businesses, data centres represent one form of enabling digital infrastructure that support a wide range of industries in Burlington, including advanced manufacturing, life sciences, financial services, and cloud computing;

Whereas it is important to protect strategic employment lands as a finite resource that supports long-term job creation, assessment growth and economic competitiveness; and

Whereas data centres require significant amounts of electricity and these demands are in addition to hydro, wastewater and other city and

regional infrastructure at a time that local municipalities are planning for significant residential and employment growth in support of Provincial housing and economic development objectives; and

Whereas the demand for data centres is expected to grow across the region and country, and municipalities will need to understand the impact on power, water and other infrastructure; and

Whereas the Ontario Chamber of Commerce (OCC) notes that while data centres enable growth across the economy, they require significant energy resouces, OCC has recommended that the Province establish a process to prioritize grid access based on expected benefits as well as transparency criteria to allocate scarce energy resouces; and

Whereas the Association of Municipalities of Ontario (AMO) states that while domestic data centres are strategic opportunities to improve Canada’s data sovereignty, cybersecurity, and high-tech sector, municipalities are experiencing an increase in data centre proposals, placing increased demand on our strained electrical distribution and transmission system; and

Whereas to address these challenges AMO has provided recommendations to the Province that proposed projects for data centres:

- not undermine the municipality's ability to deliver other provincial or municipal priorities (e.g. housing targets, clean, reliable and affordable energy supply, trade-enabling growth, etc.)
- be from Canadian owned companies
- offer a community benefit agreement to ensure economic benefits accrue to host communities
- include co-location of energy generation or storage to offset demand on the electrical grid,
- provide a collaborative process for the review of proposed facilities that involve municipalities, and
- commit to maintain full municipal planning and development approvals after a decision is made regarding electrical grid connections; and

Whereas the Independent Electricity System Operator's 2025 GTA West (Peel and Halton Regions) Integrated Regional Resource Plan has determined that the pace of demand growth in GTA West by 2044 could require major investments in large-scale transmission infrastructure; and

Whereas the electricity demand in the area is primarily being driven by urban growth, economic development, and the electrification of buildings and vehicles; and

Whereas IESO’s draft forecast accounts for new developments, economic growth, data centers, and insights from municipal plans, community energy plans, climate action plans and decarbonization; and

Whereas the IESO is working with the local distribution companies serving GTA West - Alectra, Burlington Hydro, Milton Hydro, Oakville Hydro, Halton Hills and Hydro One Networks to understand the energy demands of the area and what solutions are best suited to address them, and is expected to release options and draft recommendations in 2026; and

Whereas the federal government has launched Canada’s National Artificial Intelligence Strategy: AI for All to ensure sovereignty and control over our data; enable data for innovation and economic growth, and protect Canadians from the risks and harms of AI; and

Whereas Burlington Council and Staff plan to meet our housing targets set by the Province and shift from carbon-based to electrical and hydro energy, causing increased demand for power, water and other infrastructure, we believe a comprehensive Ontario-wide and Canada-wide strategy is necessary, rather than piecemeal response by individual municipalities to specific proposals;

Therefore be it resolved that Burlington Council request the federal and provincial governments work with municipalities and municipal associations to establish a coordinated regulatory framework with environmental, human and community health safeguards, and infrastructure capacity and priority-setting for energy and water use, along with public disclosure requirements for the AI industry growth and development; and

That a copy of this resolution be shared with Federation of Canadian Municipalities, the Association of Municipalities of Ontario, Ontario’s Big City Mayors, Halton Region, and Halton MPs and MPPs.

18.3 Motion Memo Prioritizing and Expediting Official Plan Review of Data Centres (ADM-07-26) *63 - 64*

This motion requires a 2/3 vote to waive the rules of procedure to be included on the agenda as a motion introduced to Council.

That the Director of Community Planning be directed to prioritize and expedite early engagement as part of the City's 2027 Official Plan Review on the key topic of employment areas, with particular attention

to data centres, building on feedback received earlier this year through the consideration of draft Official Plan Amendment 7; and

That engagement and community discussions on this matter be focussed on employment area policies, employment uses, the employment area extent, emerging issues and trends as well as the City's emerging economic development strategy and objectives, with the purpose of informing recommendations as part of the City's 2027 Official Plan Review.

18.4 Motion Memo Sign By-Law Amendment (ADM-08-26) *65 - 67*

This motion requires a 2/3 vote to waive the rules of procedure to be included on the agenda as a motion introduced to Council.

Direct staff to amend the Sign By-law to permit the proposed billboard sign by RCC Media on lands owned by CN Rail at CN rail underpass mile 36.2.

19. Council Information Package

19.1 Council Information Package June 26, 2026

19.2 Council Information Package July 3, 2026

19.3 Council Information Package July 10, 2026

19.4 Council Information Package July 17, 2026

20. Motion to Receive and File Information Items

Receive and file Information items, having been considered by Council:

20.1 Supplemental staff memo to Mayor's Office Report MO-02-26 regarding recommendations from traffic, congestion and road safety roundtables (PWS-33-26) 68 - 72

This item provides supplemental information regarding item 15.1.

20.2 Revised – Statutory Public Meeting and Recommendation Report for Official Plan Amendment and Zoning By-law Amendment for 1200 King Road (DGM-28-26) 73 - 146

This item provides a revised recommendation and revised by-laws regarding item 13.1 l.

20.3 Supplemental staff memo regarding information related to outstanding 147 - 150

staff directions (CAO-04-26)

This item provides supplemental information regarding item 13.1 h.

20.4 Supplemental staff memo regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26) 151 - 152

This item provides supplemental information regarding item 13.1 l.

20.5 Supplemental staff memo regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26) 153 - 154

This item provides supplemental information regarding item 13.1 j.

20.6 Public comments regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) 155 - 201

20.7 Correspondence from Hon. Karina Gould regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) *202 - 202*

20.8 Additional public comments regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) *203 - 242*

20.9 Correspondence Ownership Team of Proposed Data Centre – 3110 South Service Road regarding AI Data Centre (ADM-05-26, ADM-06-26, ADM-07-26) *243 - 244*

20.10 Correspondence Burlington Hydro regarding AI Data Centre (ADM-05-26, ADM-06-26, ADM-07-26) *245 - 246*

20.11 Correspondence David Vollick Motion memo regarding Freeman Station (COW-18-26) *247 - 248*

20.12 Correspondence from Mayor Andrea Horwath regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) *249 - 250*

20.13 Correspondence from Terry Caddo, Burlington Chamber of Commerce, regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) *251 - 253*

20.14 Correspondence from Deedee Davies, Green Party of Burlington, regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) *254 - 255*

20.15 Mikayla Woodward, Gliese AI, presentation regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) *256 - 260*

20.16 Martin Karsten, presentation regarding motion memos item 18.1 (ADM-05-26) and 18.2 (ADM-06-26) *261 - 268*

21. Notice of Motion

22. Motion to Approve By-Laws

Enact and pass the following by-laws which are now introduced, entitled and numbered as indicated below:

22.1	40-2026: A by-law to regulate parks and to repeal By-law 35-1976, the Parks By-law. Report DGM-47-26, Committee of the Whole July 6 and 7, 2026	269 - 281
22.2	41-2026: A by-law to amend By-law Number 42-2008, being a by-law to provide for the licensing, regulating and governing various businesses in the City of Burlington. Report DGM-41-26, Committee of the Whole July 6 and 7, 2026	282 - 283
22.3	42-2026: A by-law to adopt Official Plan Amendment No. 10 to the Burlington Official Plan 2020 to permit eight (8) 3-storey townhouse units within a single building block at 2105 Headon Road Report DGM-44-26, Committee of the Whole July 6 and 7, 2026	284 - 287
22.4	43-2026: A by-law to amend Zoning By-law 09-2026, for 2105 Headon Rd. Report DGM-44-26, Committee of the Whole July 6 and 7, 2026	288 - 292
22.5	44-2026: A by-law to adopt Official Plan Amendment No. 165 for 198 and 206 Plains Road East. Report DGM-45-26, Committee of the Whole July 6 and 7, 2026.	293 - 296
22.6	45-2026: A by-law to adopt Official Plan Amendment No. 9 to the Burlington Official Plan regarding 1200 King Road in accordance with the Schedules to this amendment. Report DGM-28-26, Committee of the Whole July 6 and 7, 2026	297 - 325
22.7	46-2026: A by-law to amend By-law 86-2007, as amended, being a by-law for the regulation of traffic. Delegated Authority	326 - 331
22.8	47-2026: A by-law to amend City of Burlington By-law 92-2025, being a by-law to establish and impose certain 2026 rates and fees for services, activities or the use of property.	332 - 336

Report PWS-17-26 Committee of the Whole June 8 and 9, 2026 and Report DGM-22-26, Committee of the Whole July 6 and 7.

22.9 48-2026: A by-law to assume City-owned parcels of land in the City of Burlington as Public Highway. 337 - 337

Delegated Authority

22.10 2020.522: A by-law to amend Zoning By-law 2020, as amended, for 2105 Headon Rd. 338 - 340

Report DGM-44-26, Committee of the Whole July 21, 2026

22.11 2020.523: A by-law to amend Zoning By-law 2020, as amended, for 198 and 206 Plains Rd. E. 341 - 347

Report DGM-45-26, Committee of the Whole July 6 and 7, 2026

22.12 2020.524: A by-law to amend Zoning By-law 2020, as amended, and to repeal Zoning By-law 4000-3 for 1200 King Rd. 348 - 375

Report DGM-28-26, Committee of the Whole July 6 and 7, 2026

23. Confirmatory By-law 376 - 377

Enact and pass By-law Number 49-2026 being a by-law to confirm the proceedings of Council at its meeting held July 21, 2026 being read a first, second and third time.

24. Statements by Members and Staff

25. Motion to Adjourn

Adjourn this Council now to meet again at the call of the Mayor.

Petition to Oppose Townhouses at 2105 Headon Road

To the Mayor, Members of Council, and the Planning Department of the City of Burlington, and the Halton Region Conservation Authority:

We, the undersigned residents and stakeholders of the Headon Forest community, respectfully submit this petition to formally oppose Planning Application File # 505-08/26 & 520-08/26. This application proposes the development of a block of **eight 3-story, 4-bedroom townhouses** at **2105 Headon Road**.

Our opposition is based on serious concerns regarding the impacts this project will have on our neighborhood. We urge you to deny this application.

1. Population and Traffic Density

Our neighborhood is already strained. Introducing eight large family units will significantly increase local population density and traffic congestion.

- Each 4-bedroom unit could house **4-6 residents**, adding up to **48 new residents** to a small lot.
- This influx will increase traffic on Headon Road, a collector road already quite busy.
- The additional vehicles will enter near a Crossing Guard controlled intersection used by children walking to a nearby school and park.

2. Impact on Halton Region Conservation Authority (HRCA) Regulated Lands for Tuck Creek

The site is partially within lands regulated by the Halton Region Conservation Authority for the protection of Tuck Creek. This development poses a direct threat to this sensitive ecological area.

- The proposal includes significantly reducing the standard Region of Halton Buffer from Significant Woodlands increasing the risk of impacts.

3. Lack of Yard Space and Amenities

These townhouses are designed without consideration for family living. The proposed units lack private and communal outdoor space.

- There is virtually no yard space for children and pets.
- Residents will be forced to use sensitive creek valley lands for amenity space.

4. Inconsistency with Official Plan and Zoning By-law

This application contradicts the City of Burlington's Official Plan and Zoning By-laws.

- The Official Plan designates the site as **Low Rise Neighborhoods 1**, which permits only low-density residential development.
- The Zoning Bylaw designates the site as **Low-Rise Neighborhood 5**, which is intended for detached and semi-detached homes.
- These established designations should not be changed.

5. Negative Development Precedent in Headon Forest

Approving a block of eight 3-story 4-bedroom townhouses on one lot sets a dangerous precedent for up-zoning in the Headon Forest area.

- If this over-development is permitted, other property owners will seek similar intensification.
- This will lead to cascading applications, further compromising the Headon Forest neighbourhood.

Committee of the Whole

Minutes

Date:	July 6, 2026
Time:	9:30 am
Location:	Council Chambers, City Hall, second floor

Members Present:	Councillor Shawna Stolte (Chair) Councillor Kelvin Galbraith Councillor Lisa Kearns Councillor Rory Nisan Councillor Paul Sharman Councillor Angelo Bentivegna Mayor Marianne Meed Ward
Staff Present:	Curt Benson, Chief Administrative Officer Blake Hurley, Commissioner, Legal and Legislative Services/City Solicitor Jacqueline Johnson, Commissioner, Community Services Scott Hamilton, Commissioner, Public Works Sue Evfremidis, Chief Human Resources Officer Craig Millar, Chief Financial Officer Stephen Robichaud, Commissioner, Development and Growth Management Andrew Scott, Chief Transformation Officer Mike de Rond, City Clerk/Director, Legislative Services Craig Kummer, Director, Transportation Services Jo-Anne Rudy, Committee Clerk Suzanne Gillies, Committee Clerk

1. Call to Order

The Chair called the meeting to order.

2. Land Acknowledgement

The Chair read the Land Acknowledgement.

3. Approval of the Agenda

Moved by Mayor Meed Ward

Waive section 10 of the Procedure Bylaw to appoint Councillor Stolte as Chair of the July 6-7 Committee of the Whole meeting and the September 14-15 Committee of the Whole meeting.

CARRIED

Amendment:
Moved by Councillor Kearns

Direct the City Clerk to Clerk the remainder of Committee meetings for the 2026 term of Council, with support from a Committee Clerk.

LOST

Moved by Mayor Meed Ward

Suspend the rules for Section 46.1 of the Procedure By-law 59-2024, as amended, to permit an unregistered delegate Dave Vollick to speak to Item 8.3 motion memo regarding Freeman Station (COW-18-26)

CARRIED

Moved by Councillor Kearns

Request to re-order the agenda to deal with item 8.3 motion memo regarding Freeman Station (COW-18-26) as the first Community and Corporate Services regular item; and

Approve the agenda as amended.

CARRIED

Moved by Mayor Meed Ward

Suspend the rules for section 45.2 of Procedure By-law 59-2024, as amended, to allow an extension of delegation speaking time beyond the 10-minute maximum for David Falletta and Michael Reitta regarding Item 13.3 Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

CARRIED

4. Declarations of Interest

None

5. Presentations

None

6. Delegations

6.1 Jim Thomson spoke regarding staff directions update (CAO-04-26)

6.2 Dave Vollick spoke to the motion memo regarding Freeman Station (COW-18-26)

7. Consent Items

7.1 Burlington's application for Development Charge Reduction Program funding (CAO-03-26) (CCS)

Moved by Councillor Sharman

Receive for information Chief Administrative Officer report CAO-03-26 regarding the City of Burlington's funding application to the 2026-2035 Development Charge Reduction Program (DCRP).

CARRIED

7.2 Corporate policy framework and policy review (CAO-05-26) (CCS)

Moved by Councillor Sharman

Direct the Chief Administrative Officer (CAO) to implement a policy framework as described in chief administrative officer report CAO-05-26 that:

a. establishes criteria for which policies are Council approved & maintained;

b. meets legislative requirements for public disclosure;

c. establishes a risk-based policy review cadence;

d. authorizes staff to make housekeeping and technical edits provided intent, risk, cost or authority is not altered; and

Direct the CAO to report changes to the policy framework, changes to organizational policies, and changes to the public disclosure of policies by Q2, 2027 with subsequent updates provided via the Council Information Package (CIP) at least twice per year.

CARRIED

7.3 Staff directions update (CAO-04-26) (CCS)

Note: this item was moved to Community and Corporate Services Regular Items

7.4 Amendments to Rates and Fees By-law 92-2025 - By-law Compliance (DGM-22-26) (GM)

Moved by Councillor Sharman

Direct the Commissioner, Legal and Legislative Services/City Solicitor to prepare, for the approval of Council, the necessary by-law to amend 2026 Rates and Fees By-law 92-2025, to reduce fees related to transient trader, refreshment vehicles, lottery licences, to transfer the late renewal fee for dog licences and align administrative fees across all licensing categories to meet customer needs as outlined in development and growth management report DGM-22-26.

CARRIED

7.5 Repeal and replace Parks By-law 35-1976 (DGM-47-26) (GM)

Moved by Councillor Sharman

Direct the Commissioner, Legal and Legislative Services/City Solicitor to prepare, for the approval of Council, the necessary by-law to repeal and replace Parks By-law 35-1976 as outlined in development and growth management report DGM-47-26.

CARRIED

7.6 Options to restrict construction noise, response to staff direction COW-16-26 (DGM-48-26) (GM)

Note: this item was moved to Growth Management Regular items

7.7 Amendment to Licensing By-law 42-2008 to clarify Foodstuff Sales (DGM-49-26) (GM)

Moved by Councillor Sharman

Direct the Commissioner, Legal and Legislative Services/City Solicitor to prepare, for the approval of Council, the necessary by-law to amend Business Licensing By-law 42-2008 to clarify definitions related to the sale

of ‘foodstuff’, as outlined in development and growth management report DGM-49-26.

CARRIED

8. Community and Corporate Services

8.1 Advance authorization to pursue community, recreation and sport grant opportunities (CSS-17-26)

Moved by Councillor Nisan

Direct the Director of Recreation, Community and Culture, in consultation with Government Relations staff, Director of Engineering Services and Chief Financial Officer (CFO) to pursue and submit applications for future community, recreation, sport, cultural, and related infrastructure grant opportunities, including provincial and federal programs as outlined in community services report CSS-17-26; and

Authorize the Director of Recreation, Community and Culture to execute all documents required for the submission of such applications, where any required municipal contribution is within approved budgets and in accordance with applicable City policies; and

Authorize the Chief Administrative Officer (CAO) in consultation with the CFO to identify an appropriate funding source for the municipal contribution should we be successful in the grant application under these programs.

CARRIED

8.2 Recommendations from Traffic, Congestion and Road Safety Roundtables (MO-02-26)

Moved by Councillor Nisan

Refer mayor's office report (MO-02-26) Recommendations from Traffic, Congestion and Road Safety Roundtables to the July 21, 2026 meeting of Council.

CARRIED

8.3 Motion memo regarding Freeman Station (COW-18-26) (SD)

Note: this item was discussed before item 8.1

Moved by Mayor Meed Ward

Direct the Commissioner of Community Services to report back by Q4 2026 with information exploring options and implications for the long-term, sustainable operation of Freeman Station **including options to engage with Discover Burlington to explore any available business supports, access to funding, and market research insights and options to explore a Joint Venture agreement.**

CARRIED

8.4 Staff directions update (CAO-04-26)

Note: this item was moved from Consent Items and discussed after item 8.3

Moved by Councillor Nisan

Receive for information transformation office report CAO-04-26 regarding the update on staff directions since CAO-01-25, including progress made, the current status of outstanding items, and the proposed transition to semi-annual reporting.

CARRIED

9. Confidential Items and Closed Meeting

Moved by Councillor Nisan

Proceed into closed session on Monday July 6, 2026 at 11:41 a.m. in accordance with the following provisions under the Municipal Act:

Pursuant to Section 239(2)(e) litigation or potential litigation, including matters before administrative tribunals, affecting them municipality or local board **regarding Item 9.2**

Pursuant to Section 239(2)(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose **regarding Item 9.3**

CARRIED

Moved by Councillor Kearns

Proceed into closed session on Tuesday, July 7, 2026 at 2:55 p.m. in accordance with the following provisions under the Municipal Act:

Pursuant to Section 239(2)(b) personal matters about an identifiable individual, including municipal or local board employees **regarding Item 9.4**

CARRIED

9.1 Confidential legal update on a litigation matter regarding appeal of OPA 2, projected Major Transit Station Areas (LLS-28-26)

Moved by Councillor Kearns

Instruct the Commissioner of Legal and Legislative Services/City Solicitor, or his designate, to proceed in accordance with the instructions sought in confidential legal report LLS-28-26

CARRIED

9.2 Confidential legal update on a litigation matter regarding 1200 King Road (LLS-31-26)

9.3 Confidential legal advice regarding City of Stratford legal challenge to Strong Mayor Powers (LLS-33-26)

9.4 Confidential verbal update regarding a human resource matter (CAO-06-26)

Note: this item was discussed on Tuesday, July 7 as the last item of business. The following motion was voted on in open session.

Moved by Councillor Bentivegna

Receive for information confidential verbal update regarding a human resources matter (CAO-06-26)

CARRIED

10. Rise and Report

Committee reconvened into open session on **July 6, 2026 at 12:03 p.m.**

In closed session Committee discussed and provided instructions to staff for the following items:

9.2 - Confidential legal update on a litigation matter regarding 1200 King Road (LLS-31-26)

9.3 - Confidential legal advice regarding City of Stratford legal challenge to Strong Mayor Powers (LLS-33-26)

Committee reconvened into open session on **July 7, 2026 at 3:45 p.m**.

In closed session Committee received a verbal update for the following item:

9.4 - Confidential verbal update regarding a human resources matter (CAO-06-26)

11. Public Works

None

12. Growth Management

12.1 Options to restrict construction noise, response to staff direction COW-16-26 (DGM-48-26) (SD)

Note: this item was moved from Consent Items and was discussed before item 8.1

Moved by Councillor Kearns

Receive for information development and growth management report DGM-48-26, regarding options to restrict construction noise, response to staff direction COW-16-26 which outlines the proposed process for engagement**; and**

Direct the Director of Corporate Communications to report back by Q4 2026 with community engagement plans for Council's consideration that outline both a "Consult" level of engagement and an "Involve" level of engagement to gather public and stakeholder input on options to restrict construction noise. The report should describe the scope, approach, timeline, and resource implications of each engagement level to enable Council to determine how to proceed.

CARRIED

Amendment:
Moved by Councillor Kearns

Direct the Director of Corporate Communications to report back by Q4 2026 with community engagement plans for Council's consideration that outline both a "Consult" level of engagement and an "Involve" level of engagement to gather public and stakeholder input on options to restrict construction noise. The report should describe the scope, approach, timeline, and resource implications of each engagement level to enable Council to determine how to proceed.

CARRIED

13. Statutory Public Meetings

Note: view July 7, 2026 video for discussion of Items 13.1 to 13.3

13.1 Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

The Committee of the Whole, in accordance with the Planning Act, held Public Meeting No. 09-26 on July 7, 2026, regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road. Having considered the oral and written comments received from staff and the public, the Committee of the Whole approved the recommendation contained in development and growth management report DGM-44-26.

Moved by Councillor Bentivegna

Approve the applications for Official Plan and Zoning By-law Amendments, submitted by JEC Properties proposing eight (8) 3-storey townhouse units within a single building block at 2105 Headon Road; and

Approve Official Plan Amendment No.10 to the City of Burlington Official Plan 2020, as outlined in Appendix D of development and growth management report DGM-44-26, to amend the designation of the lands located at 2105 Headon Road to ‘Low-Rise Neighbourhoods I’ with site-specific policies; and

Deem that Official Plan Amendment No.10 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No.10 as outlined in Appendix D to development and growth management report DGM-44-26 to be presented for approval at the same time as the associated by-laws to amend Zoning By-law 09-2026 and Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.522, attached as Appendix E to development and growth management report DGM-44-26, to rezone portions of the lands at 2105 Headon Road as outlined under By-law 2020.522 from the existing “LN5” zone to a “O2“ zone; and

Approve the amendment to Zoning By-law 09-2026, attached as Appendix F to development and growth management report DGM-44-26, to rezone

portions of the lands at 2105 Headon Road from the existing “LN5” zone to a site-specific “(H5)-LN8-1“ zone; and

Deem that the amendments to Zoning By-law 09-2026 and Zoning By-law 2020.522 will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.10 is adopted; and

State that the amending Zoning By-laws will not come into effect until Official Plan Amendment No.10 is adopted.

CARRIED

a. Jim Wall spoke regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

b. Katelyn Crowley, Zelinka Priamo Ltd., spoke regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

c. Deborah McNairn spoke regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

d. Kyle Hope spoke regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

e. Devon Osborne spoke regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

f. Staff presentation regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

g. Delegation material from Jim Wall regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

h. Correspondence from Kunal Vaswani regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

i. Correspondence from Dan, Larissa and Colby Byckalo regarding Official Plan and Zoning By-law Amendments for 2105 Headon Road (DGM-44-26)

13.2 Official Plan and Zoning By-law Amendments for 198 and 206 Plains Road East (DGM-45-26)

The Committee of the Whole, in accordance with the Planning Act, held Public Meeting No. 10-26 on July 7, 2026, regarding Official Plan and

Zoning By-law Amendments for 198 and 206 Plains Road East. Having considered the oral and written comments received from staff and the public, the Committee of the Whole approved the recommendation contained in development and growth management report DGM-45-26.

Moved by Councillor Galbraith

Approve the applications for Official Plan and Zoning By-law Amendments, as modified by staff, submitted by Landwise, on behalf of the property owner for a 7-storey mixed use building; and

Approve Official Plan Amendment No.165 to the City of Burlington Official Plan 1997, as outlined in Appendix D of development and growth management report DGM-45-26, to amend the designation of the lands located at 198 and 206 Plains Road East to “Mixed Use Corridor – General” with site-specific policies; and

Deem that Official Plan Amendment No.165 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No.165 as outlined in Appendix D to development and growth management report DGM-45-26 to be presented for approval at the same time as the associated by-law to amend Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.523, as modified by staff and attached as Appendix E to development and growth management report DGM-45-26, to rezone the lands at 198 and 206 Plains Road East from the existing “RM1-346” and “RM2-119” zones to a site-specific “MXG-572“ zone; and

Deem that Zoning By-law 2020.523, as modified by staff, will conform to the Halton Region Official Plan, the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No.165 is adopted; and

State that the amending Zoning By-law will not come into effect until Official Plan Amendment No.165 is adopted.

CARRIED

a. Chloe Simpson, Landwise, spoke regarding Official Plan and Zoning By-law Amendments for 198 and 206 Plains Road East (DGM-45-26)

b. Staff presentation regarding Official Plan and Zoning By-law Amendments for 198 and 206 Plains Road East (DGM-45-26)

c. Delegation material from Chloe Simpson, Landwise, regarding Official Plan and Zoning By-law Amendments for 198 and 206 Plains Road East (DGM-45-26)

13.3 Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

The Committee of the Whole, in accordance with the Planning Act, held Public Meeting No. 11-26 on July 7, 2026, regarding Official Plan and Zoning By-law Amendments for 1200 King Road. Having considered the oral and written comments received from staff and the public, the Committee of the Whole approved the recommendation contained in development and growth management report DGM-28-26.

Moved by Councillor Galbraith

Approve the applications, as modified by planning staff, for Official Plan Amendment and Zoning By-law Amendment submitted by Bousfields Inc. on behalf of Alinea Land Corporation proposing a mixed use development consisting of a mixed-use node, entertainment node, campus node, and residential node at 1200 King Road subject to the conditions of draft plan approval described in this report being secured to the satisfaction of the Commissioner of Legal and Legal Services/City Solicitor or his designate, as set out in confidential legal report LLS-31-26; and

Approve Official Plan Amendment No. 9 to the City of Burlington Official Plan 2020, as modified by planning staff and provided in Appendix D of development and growth management report DGM-28-26, to amend the designation for the lands located at 1200 King Road; and

Deem that Official Plan Amendment No.9 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No. 9 as contained in Appendix D to development and growth management report DGM-28-26 to be presented for approval at the same time as the associated by-law to amend Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.524, attached as Appendix E to development and growth management report DGM-28-26, and

Deem that Zoning By-law 2020.524 will conform to all applicable Official Plans of the City of Burlington once Official Plan Amendment No. 9 is adopted; and

State that the amending zoning by-law will not come into effect until Official Plan Amendment No. 9 is adopted; and

Deem that the lands described as 1200 King Road are classified as a Class 4 area as defined by the Ontario Ministry of Environment, Conservation, and Parks NPC-300 Environmental Noise Guidelines; and

Endorse the Urban Design Brief, dated February 2026, prepared by NAK Urban Design Strategy as urban design guidelines for the King Road Community.

CARRIED

a. David Falletta, Bousfields Inc., and Michael Reitta, Giannone Petricone Associates Inc. Architects, spoke regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

b. Staff presentation regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

c. Delegation material from David Falletta, Bousfields Inc., and Michael Reitta, Giannone Petricone Associates Inc. Architects, regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

d. Correspondence from Andrea Dodd, Aldershot Village BIA, regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

e. Correspondence from Terry Caddo, Burlington Chamber of Commerce, regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

f. Correspondence from Jim Young, Partnering Aldershot, regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

g. Correspondence from Canadian National Railway Company regarding Official Plan and Zoning By-law Amendments for 1200 King Road (DGM-28-26)

14. Information Items

Moved by Mayor Meed Ward

Receive and file the following 2 items, having been given due consideration by the Committee of the Whole.

CARRIED

14.1 Legislative Services forecast for standing committee reports (COW-19-26)

14.2 Correspondence from David Vollick regarding Freeman Station (COW-18-26)

15. Staff Remarks

16. Committee Remarks

17. Adjournment

10:05 a.m. (recessed), 10:14 a.m. (reconvened), 11:00 a.m. (recessed), 11:10 a.m. (reconvened), 11: 41 a.m. (closed), 12:03 p.m. (open), 12:05 p.m. (recessed)

Meeting was reconvened on July 7, 2026 at 9:30 a.m.

10:16 a.m. (recessed), 10:23 a.m. (reconvened), 11:44 a.m. (recessed), 11:53 a.m. (reconvened), 11:54 a.m. (recessed), 1:00 p.m. (reconvened), 2:15 p.m. (recessed), 2:18 p.m. (reconvened), 2:55 p.m. (closed), 3:45 p.m. (open)

Chair adjourned the meeting at 3:48 p.m.

Recommendation Report Summary

SUBJECT: Recommendations from Traffic, Congestion and Road Safety Roundtables

TO: Committee of the Whole

FROM: Office of the Mayor

N/A

Report Number: MO-02-26

Wards Affected: All

Date to Committee: July 6, 2026

Date to Council: July 21, 2026

Recommendation

Endorse the key findings arising from the Mayor's Traffic, Congestion, and Related Road Safety Roundtables, as summarized in mayor's office report MO-0-26; and

Direct the Director of Transportation Services to report back in Q4 2026 with an implementation framework, associated resource requirements, governance considerations, and priority actions arising from the Roundtable recommendations, including intergovernmental advocacy, coordination measures with Halton Region and the Province of Ontario, and the development of a comprehensive congestion strategy; and

Direct the Director of Corporate Communications to report back by Q4 2026 with a community engagement plan to gather input from residents on the set of recommendations arising from the Roundtables and to identify any gaps in strategy.

Executive Summary

Purpose of report**:**

This report presents the outcomes and recommended actions emerging from the Mayor's Traffic, Congestion, and Related Road Safety Roundtables, and to seek Council direction on advancing coordinated, multi-jurisdictional solutions to address traffic, congestion, and road safety issues in Burlington.

Traffic continues to be a top concern for Burlington residents. The 2025 Community Survey found that 33 percent of residents report traffic has worsened their quality of life, while the 2023 survey identified traffic and road safety as the top issue for Council attention.

Two roundtables held in March and May 2026 brought together key partners from the City of Burlington, Halton Region, Province of Ontario, local academia, business, and industry experts to assess challenges and identify solutions.

Participants identified five priority actions to address congestion:

1. Advancing real-time signal coordination, potentially led by a single agency.
2. Strengthening coordination with the Ministry of Transportation for the Burlington Skyway Bridge and Freeman Interchange.
3. Expanding transit service to reduce dependance on single-occupant vehicle travel.
4. Improving communication, data sharing, and coordination of construction projects with Halton Region and the Province of Ontario.
5. Developing a comprehensive congestion strategy for the City of Burlington.

Key findings:

The Traffic, Congestion, and Road Safety Roundtables confirmed that traffic congestion remains a top concern for Burlington residents and is a complex, multi-jurisdictional challenge requiring coordinated action. Participants identified a set of priority actions to address congestion and improve road safety, including:

1. Advancing adaptive traffic control and real-time signal coordination across jurisdictions, including the potential for single agency control;
2. Strengthening advocacy and coordination with the Ministry of Transportation related to the Burlington Skyway Bridge and Freeman Interchange;
3. Expanding transit service and enhanced reliability to support a balanced transportation network by encouraging mode shift and reducing dependance on single-occupant vehicle travel;
4. Improving communication, data sharing, and coordination of construction and major projects; and
5. Developing a comprehensive anti-congestion strategy, including the potential for formal MOUs with partnering agencies.

Implications:

- Financial implications will be dependent on the scope and phasing of recommended initiatives. Some actions, such as coordination improvements and advocacy, can be advanced within existing resources, while others, including technology upgrades and transit investments, will require future capital and operating funding.

Background

Traffic and road safety rank among Burlington residents' top concerns. Council continues to hear clearly and consistently from residents that traffic congestion is impacting daily life, including longer commute times and increased cut-through traffic in neighbourhoods.

The 2025 Community Survey found that 33 percent of residents reported that traffic has worsened their quality of life over the past two years, and was the second most reported factor, after cost of living/affordability. The 2023 Community Survey identified traffic and road safety as the top issue requiring attention from Mayor and Council.

Analysis

Burlington is a key corridor for regional and provincial travel. Major transportation routes such as the QEW, Highway 403, and Highway 407 generate significant through-traffic, meaning congestion pressures often originate beyond municipal boundaries but are experienced locally.

Traffic congestion occurs when demand exceeds road capacity, resulting in slower speeds, increased delays, and longer travel times. Congestion is most noticeable during peak periods and is often linked to freeway-related disruptions, which can quickly negatively influence local road conditions.

The complexity of Burlington's transportation system presents additional challenges. Responsibility for road operations is shared across multiple jurisdictions including the City of Burlington, Halton Region, the Province of Ontario, and 407 ETR, requiring coordinated approaches to signal timing, incident management, and infrastructure planning.

Provincial highways, including the QEW, Highway 403, and associated interchanges, are owned and operated by the Province of Ontario. Many of Burlington's major arterial roads are operated by Halton Region, including Guelph Line, Brant Street, Appleby Line, Burloak Drive, Dundas Street, Upper Middle Road, and Derry Road.

Lastly, traffic pressures are expected to intensify as the City's population increases. According to the most recent growth analysis conducted for Burlington by Watson & Associates in February 2025, the City is expected to grow at an annual rate of 1.1% to 1.7% per year, with population projections ranging from 265,200 to 323,600 by 2051.

Community Engagement and Communications:

The roundtables represent a targeted engagement approach bringing together subject matter experts, institutional partners, and community representatives. The outcomes complement broader community engagement, including findings from the City's Community Surveys

identifying traffic and road safety as top concerns.

Key Dates & Milestones

The Mayor convened two Traffic, Congestion, and Related Road Safety Roundtables to bring together key partners, share data, and identify practical, evidence-informed solutions.

March 23, 2026 – Mountainside Community Centre

The first roundtable focused on establishing a shared understanding of congestion challenges in Burlington and identifying key system pressures. Staff presented data on traffic patterns, collision trends, and jurisdictional responsibilities. Congestion was identified as occurring primarily during peak periods, with larger disruptions often linked to freeway incidents that quickly impact local roads. Participants discussed broader impacts including economic, social, road safety, and environmental considerations, and explored key factors influencing congestion such as infrastructure constraints, collisions, construction activity, and limited network redundancy.

May 25, 2026 – Central Arena (Auditorium)

The second roundtable focused on identifying and prioritizing actionable solutions. Participants reviewed key congestion themes, including traffic signals and technology, transit and active transportation, freeway network coordination, growth and construction impacts, and communication and coordination across agencies. The session included a structured “pair and share” exercise to identify top recommendations and build consensus on priority actions, with particular emphasis on measures within municipal and regional control.

Representation and Participation

Both roundtables were led by City of Burlington Transportation staff, supported by a professional meeting facilitator, and included a broad cross-section of participants. Attendees included representatives from several internal departments, the Province of Ontario, representatives from MPP’s offices, Halton Region, City of Burlington advisory committees, Economic Development and Tourism, Business Improvement Areas, and academic experts in transportation and congestion. Representation also included the Town of Oakville as a neighbouring municipality.

The March 23 session included approximately 22 participants, including Ward 1 and 2 Councillors.

The May 25 session included approximately 23 participants, including Ward 3 and 5 Councillors.

Participants brought perspectives from transportation operations, emergency services, economic development, academia, and community advocacy. This broad representation supported a multidisciplinary approach to identifying solutions and reinforcing the importance of coordination across jurisdictions and sectors.

Implications

Specific funding necessary to complete the resourcing and development of an implementation framework and congestion strategy would be formulated into a 2027 budget submission for Council consideration in 2027.

The development of a implementation framework and anti-congestion strategy will help Burlington reach its climate change goals, as it will help reduce our use of fossil fuels and lower our carbon emissions overall. Car usage is a leading driver of climate change.

References

This work aligns with the City's endorsed Integrated Mobility Plan (IMP), and more specifically the System Management Program. The IMP identifies a number of policies, programs, and actions intended to improve transportation network performance and address congestion. The recommendations arising from the roundtable support and complement many of these existing directions.

This work also supports coordination with Halton Region, provincial partners, neighbouring municipalities, and other transportation agencies in addressing transportation challenges that extend beyond municipal boundaries.

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:

Esther Gibbs
Policy & Community Support Specialist
Office of the Mayor

Marie Nash
Chief-of-Staff
Office of the Mayor

Appendices:

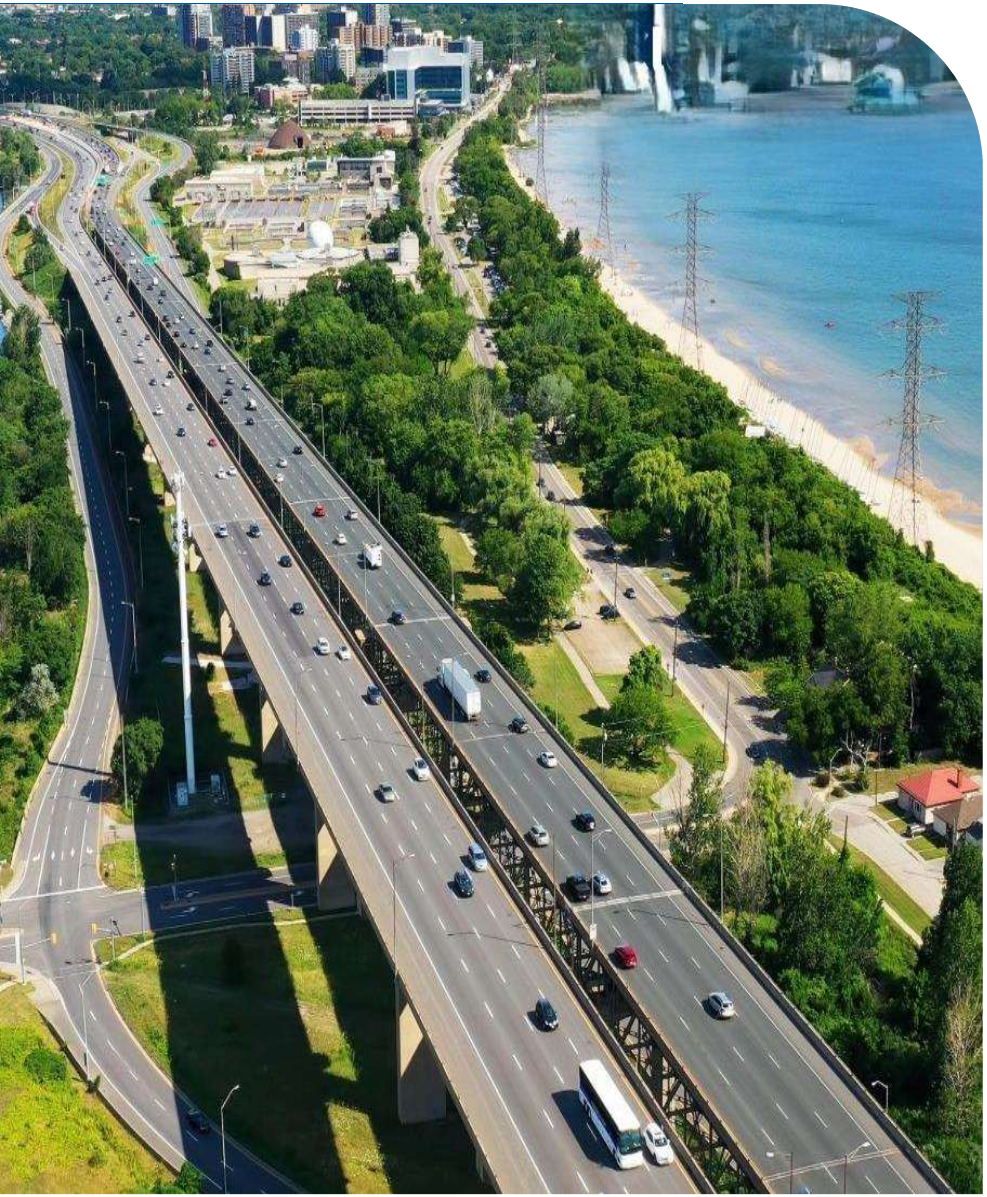
A. Traffic Roundtable Presentation for March 23, 2026
B. Traffic Roundtable Presentation for May 25, 2026

Notifications:

Marek Braczek	Lee Anne Jones
Director	Commissioner
Transportation	Public Works
Halton Region	Halton Region

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.



Traffic Congestion and Related Road Safety Roundtable

Presented By:

Chris King

Manager of Transportation Operations

City of Burlington

What is Traffic Congestion?

Traffic Demand is higher than road capacity

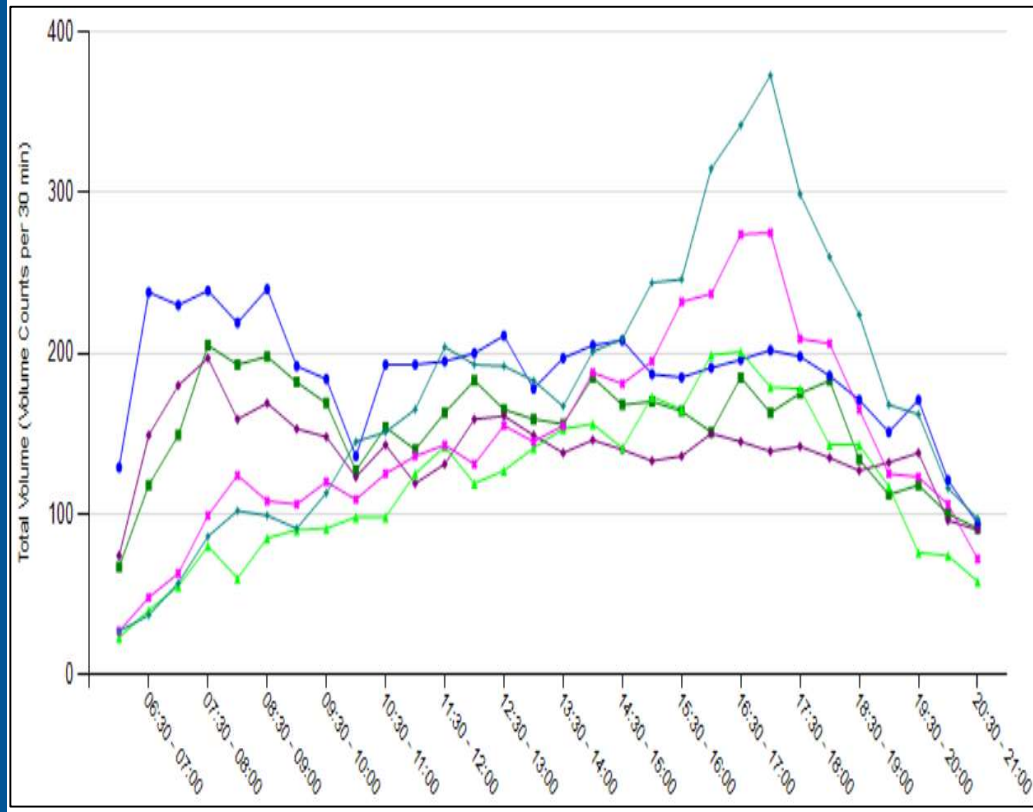
Measured by:

- Volume
- Capacity
- Speeds
- Stops
- Queues
- Delay
- Travel times
- Reliability

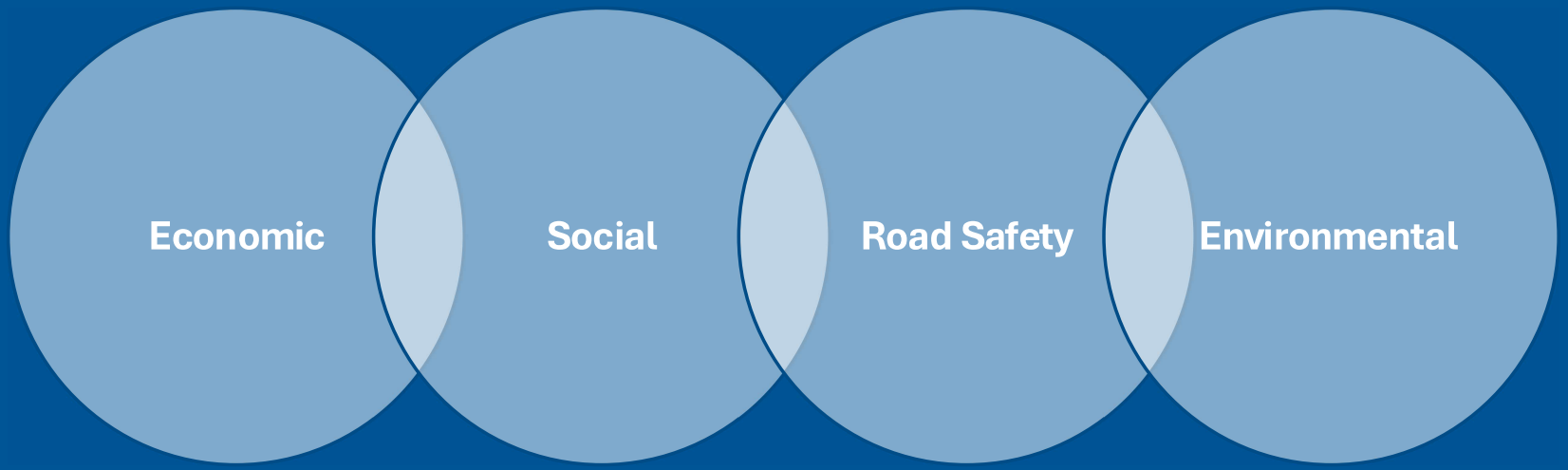
Congestion results in slower speeds, increased delay and longer trip times

Congestion in Burlington

- Traffic generally functions well day-to-day
- Congestion is most noticeable during peak periods
- Larger disruptions are typically freeway-related
- Freeway impacts can quickly influence local roads



Congestion's Broader Impacts



Jurisdictional Partners

Federal: Lift Bridge

Provincial: QEW, 403

Private: 407 ETR

Halton Region: Arterials

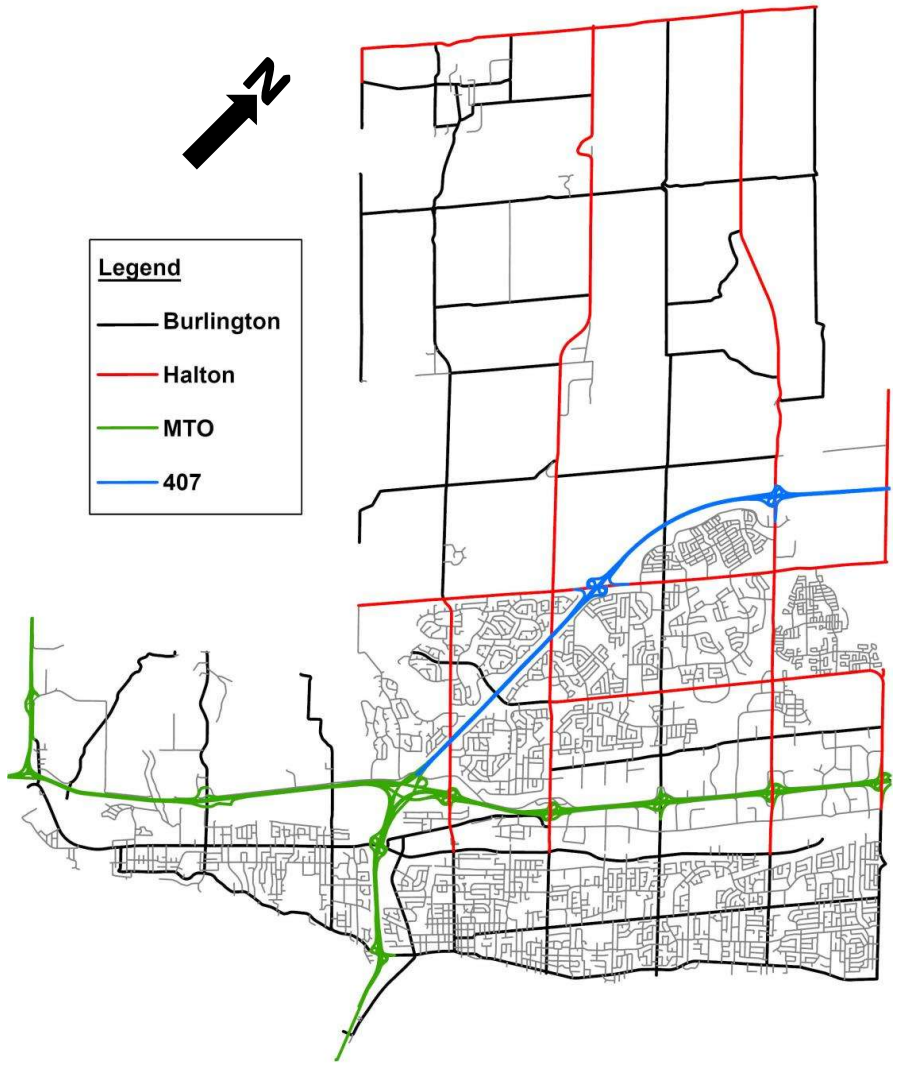
City of Burlington: Local/collector/Arterial

Border municipalities: Hamilton/Milton/Oakville

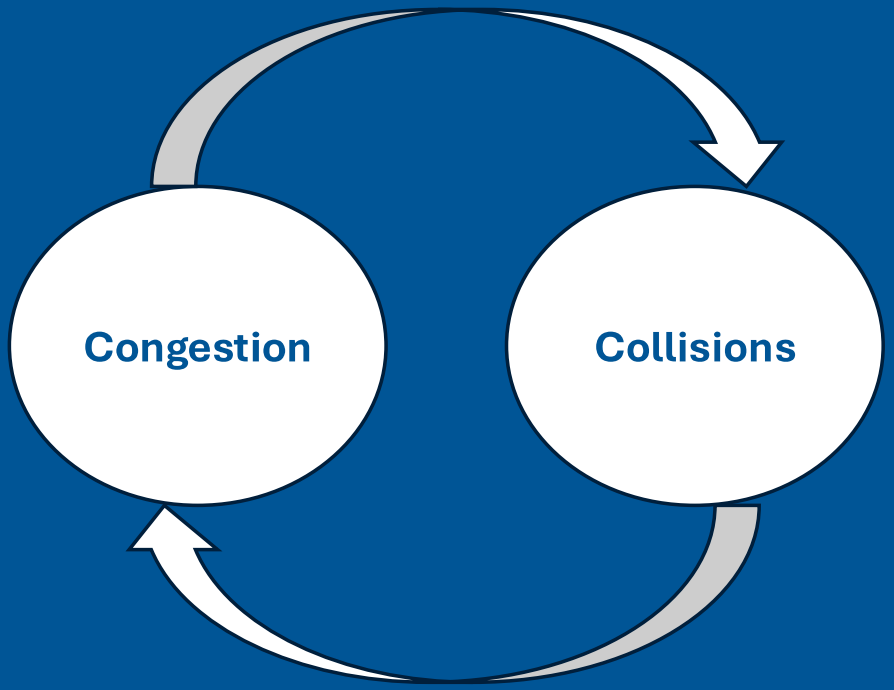
Who Operates Which Roads?

There are 218 traffic signals within Burlington's urban area, falling under 4 jurisdictions:

- 131 City of Burlington Signals
- 64 Halton Region Signals
- 19 Ministry of Transportation (MTO) Signals including along Eastport Drive.
- 4 Highway 407 Signals



Congestion and Collisions: A Two-Way Connection



Collision Trends in Burlington

- Burlington has had 1.6 traffic fatalities / year
- Injury collisions have remained consistent at approximately 150 / year
- Provincial average is 3.9 fatalities per 100,000 people
- 809 collisions per 100k residents vs. Brampton (1,208), Toronto (1,081)

MyChoice annual rankings

- MyChoice uses self-reported accidents from 200k+ insurance quotes, not official collision data

CANADA

Burlington Traffic Debate Intensifies After Insurance Report Labels City Dangerous — But Is It Accurate?

A report from an online insurance comparison platform recently ranked Burlington as the second most dangerous city to drive in Ontario, but local officials say the finding may not reflect the city's actual collision data.

City Initiatives

- Corridor Management
- Real time monitoring
- Coordination with partners
- Integrated Mobility Plan and key future programs/plans:
  - Transportation System Management
  - Vision Zero
  - Transportation Demand Management
  - Active Transportation

Agency Partner initiatives - Halton

2026 ATMS Initiatives – Burlington

2026 Focus: Signal Connectivity (Tier 1 Rollout)

Deployment across **72 intersections**, enabling full visibility and control from the **Regional Traffic Management** Centre.

Enhanced Operations & Monitoring
Real-time system viewing, alerts, and diagnostics will improve incident response, maintenance efficiency, and overall level of service.

Coordinated Implementation with Burlington
Ongoing collaboration to confirm network topology and constraints, ensuring equal or improved service levels during rollout.

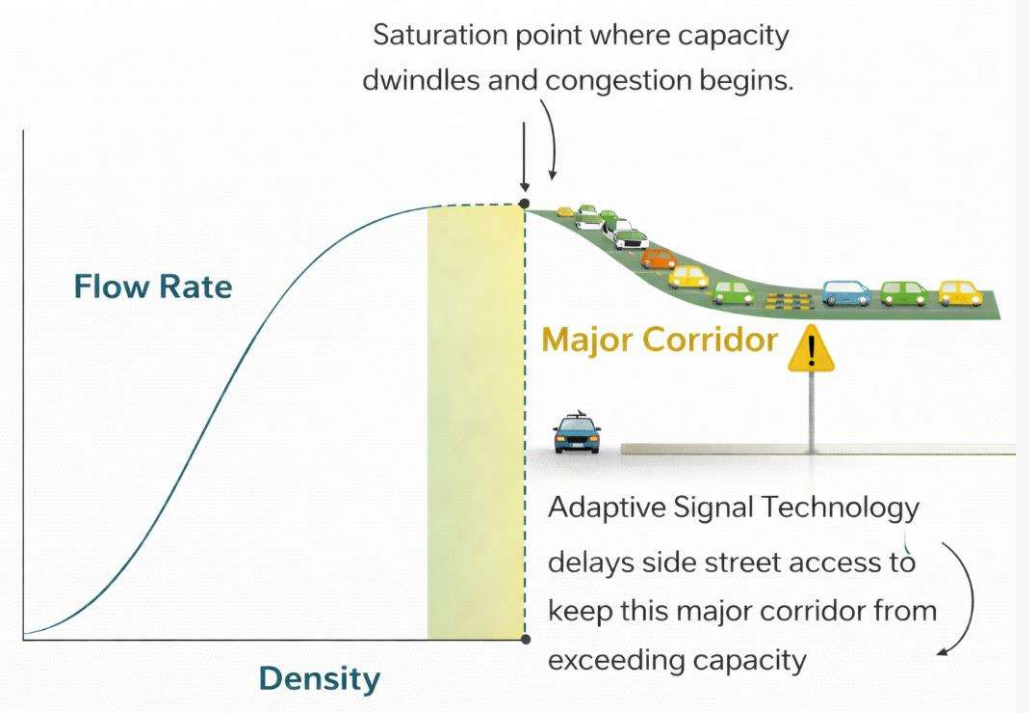
Future Phase: Adaptive Signal Technology (AST)
To be implemented in later phases of the Regional Traffic Management Centre / ATMS program

Corridor Optimization Through Adaptive Control
AST will use live data and predictive modeling to improve arterial flow, **reduce** corridor **travel times**, and manage congestion—while accepting minor side street delays.

Agency Partner initiatives - Halton

Benefits of Adaptive Signal Corridors

- **Improved traffic flow:** Signals adjust in real time to reduce stops and delays along the Arterial corridor.
- **Reduced congestion:** Prioritizes main routes to prevent bottlenecks and maintain steady movement.
- **Shorter travel times:** Dynamic timing improves progression, helping vehicles move through multiple intersections efficiently.
- **Better incident response**: System adapts quickly to fluctuations from crashes, events, or peak demand.



Key Factors Influencing Congestion

Network Structure & Regional Context

- Complex freeway interchanges
- Freeman Interchange (QEW / 403 / 407)
- Skyway Bridge constraints
- Limited alternatives to the Skyway
- Lift bridge openings
- All QEW crossings are full interchanges

Planned & Recurring Activity

- Construction and lane closures
- Road and bridge maintenance
- Special events
- School travel patterns
- Population growth and development

Incidents & Unplanned Disruptions

- Freeway collisions
- Roadway collisions
- Vehicle breakdowns
- Infrastructure failures
- Equipment or signal failures

Operations & Competing Demands

- Multiple road jurisdictions
- Signal timing and coordination
- Limited network redundancy
- Diverse travel needs
- Limited street space

Key Context: What We Know

A 'KnoWonder' Exercise	
What else do we KNOW that is essential to informing the discussion?	About what else are we WONDERING — what are key outstanding questions?

Issues and Challenges Top-Up

What else would you add to the list of notable issues and challenges that are traffic congestion specific, and that may also have related safety implications/impacts?

Identifying Potential Priorities and Related Action Tracks

What do you believe are the top five issues that need to be addressed to deliver the biggest positive impact on Burlington's traffic congestion (and related road safety)?

- **Of these, on which two issues would you place the greatest focus?**

For the two issues of greatest focus, please answer the following questions:

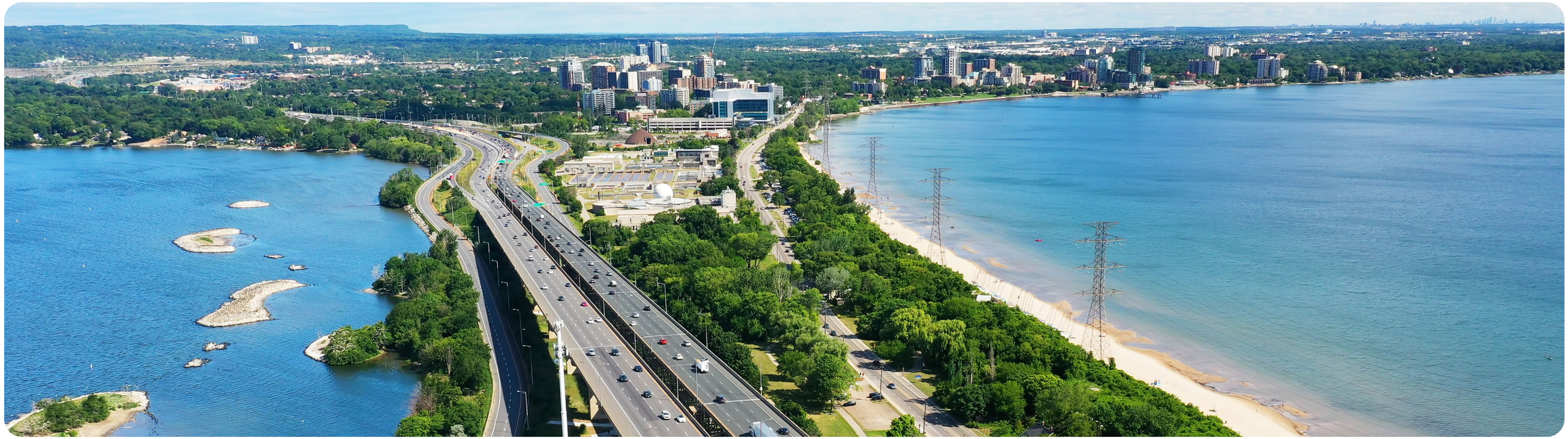
- **Which parties have a key role to play and what should they be doing? (For example: What can the City of Burlington do? What can the Region of Halton do? What can the Ontario Ministry of Transportation do? What can others do? Etc.)**

GLP*i*

Looking Ahead and Open Forum

- **What's next — and Roundtable Meeting #2**
- **Additional participant comments/observations**

Travel Safely.



Traffic Congestion and Related Road Safety Roundtable 2

MAYOR'S TRAFFIC & SAFETY ROUNDTABLE

PRESENTED BY

Chris King

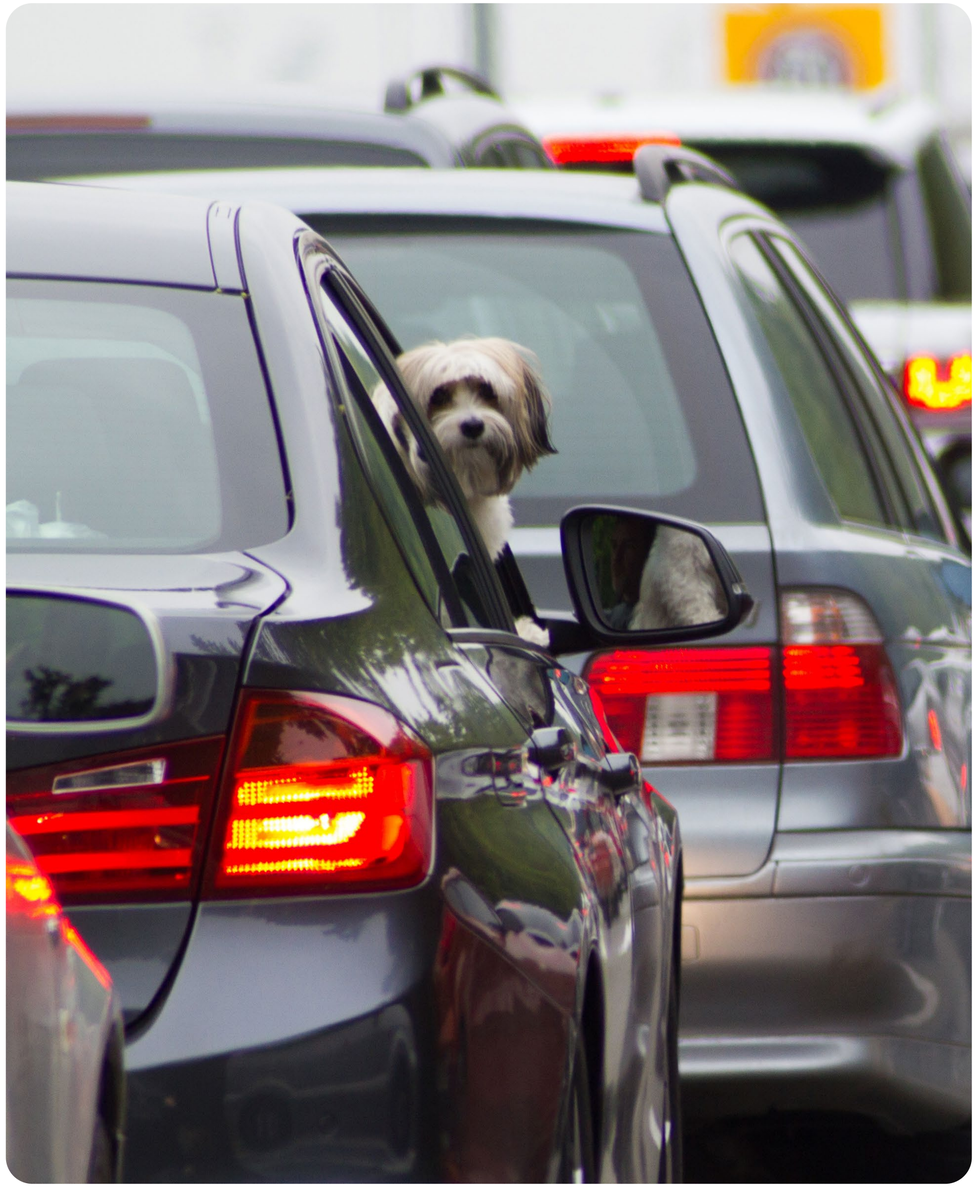
Manager of Transportation Operations

Agenda

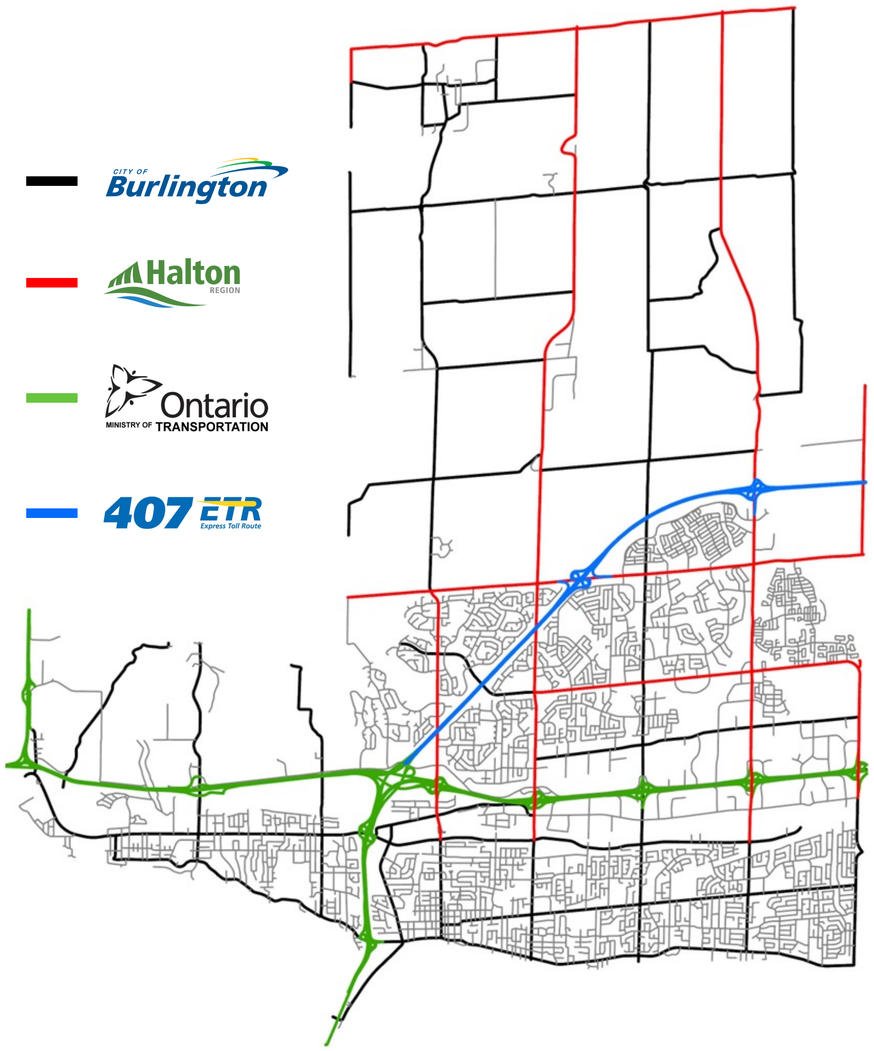
1 **Jurisdiction Overview**
Who Does What?

2 **What We Heard**
Congestion Themes

3 **Identifying Priorities**
Pair & Share



1 Jurisdiction Overview
Who Does What?



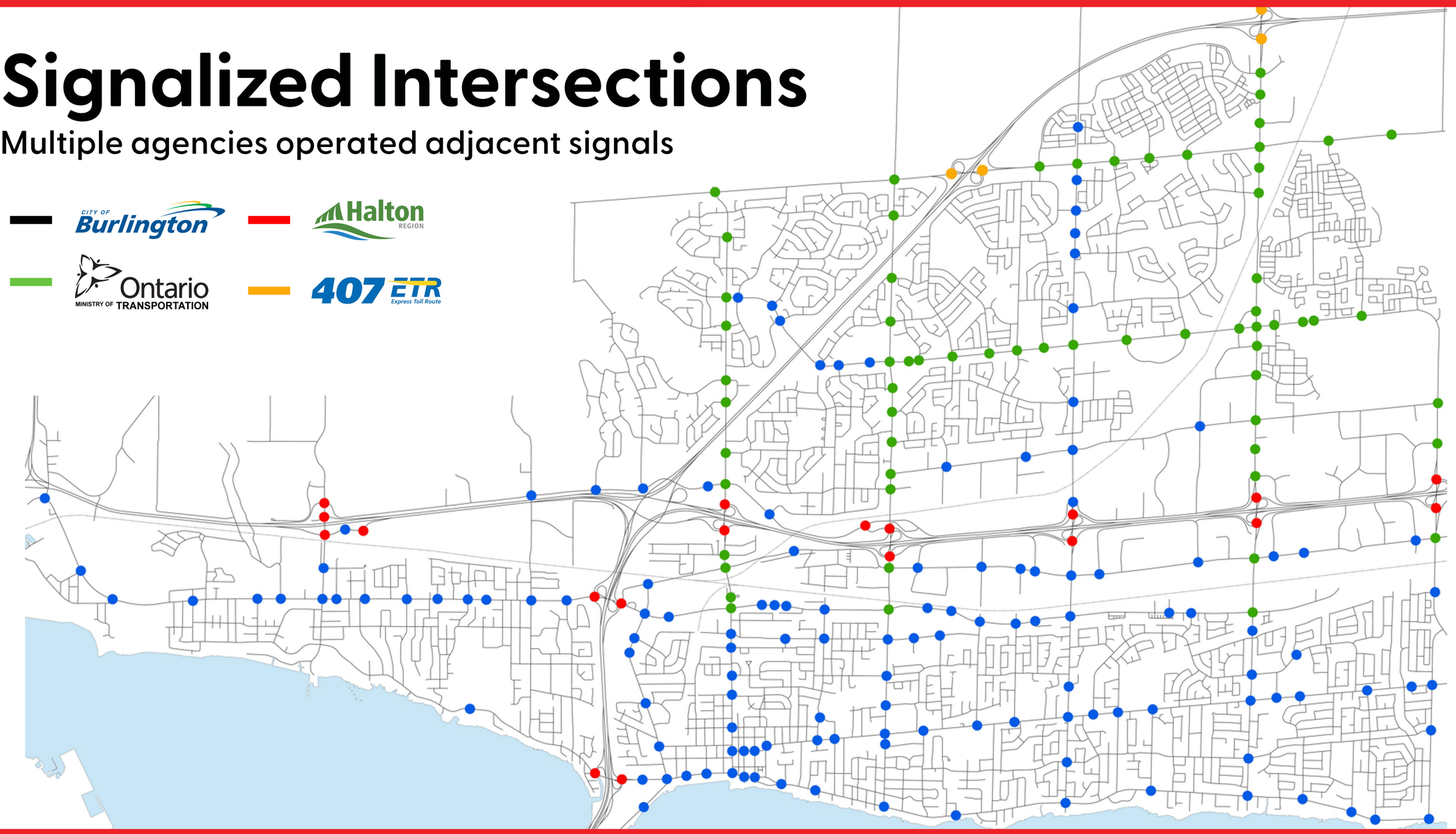
JURISDICTION OVERVIEW

Road Network Overview

- Multiple Jurisdictions are responsible for the Operations and Maintenance of roads in the City of Burlington
- City, Region, Province, 407, Lift Bridge
- Boundary Roads
- Freeman Interchange

Signalized Intersections

Multiple agencies operated adjacent signals



2 What We Heard
Congestion Themes

CONGESTION THEMES

Traffic Signals & Technology

- Implement/Pilot adaptive signal control
- Investigate AI for signal timing, modelling, and simulation
- Real-time signal monitoring and timing changes, ramp monitoring
- Shared signal systems between jurisdictions
- Advocate for changes to navigation app routing / add planned works
- Better coordination and communication between jurisdictions
- Collect Data

CONGESTION THEMES

Transit, Walking and Rolling

- Address barriers to shifting from driving (safety, reliability, comfort, accessibility)
- More and safer cycling and walking infrastructure
- Free transit / Go shuttle service / Expand Service and Reliability
- Review and enhance last mile connection options
- Adopt Vision Zero

CONGESTION THEMES

Freeway Network

- Skyway Alternatives
- Prevent highway spillover onto local roads
- Advocate and collaborate with the MTO on provincial freeway capacity and network planning
- Difficult merges where many highways converge causes congestion
- Use technology (adaptive ramps, COMPASS)
- Better construction coordination and communications

CONGESTION THEMES

Growth & Construction

- Strong coordination needed across City, Region, Province and with developers
- Paid duty police support during construction
- Improve road conditions during construction
- Increase transit during construction
- Improve public communication on construction timing, impacts, and detours/ closures
- Better planning and coordination of projects
- Address growing population pressures on the transportation network (and associated development construction)

CONGESTION THEMES

Communication & Coordination

- Improve real-time traffic and incident communication across agencies
- Coordinate response to incidents and congestion events
- Stronger partnerships, advocacy, and information sharing between municipalities
- Engage with app providers to influence routing behaviour
- Treat traffic like managed events (Develop pre-planned, multi-agency detour and signal timing strategies for incident/event induced congestion)
- Stakeholders may have differing priorities
- Enhance communications (Variable message or public safety messaging)

3 Identifying Priorities
Pair & Share

Step 1

On your own...

Identify your **top three recommendations** to deliver the biggest positive impact on Burlington's traffic congestion (and related road safety)—at least one of which must be within the City of Burlington's and/or Halton Region's control to implement!

Step 2

Within your group of 4-6 others...

Share your ideas and make the case for them.

Develop a list of the **top five recommendations** (at least two of which must be within the City of Burlington's and/or Halton Region's control to implement!)

Please use the index card, one per card, be precise.

Step 3

Pair-up with another group...

Share your **top fives** —make the case for them.

Discuss, challenge, make difficult choices with a view to coming up with a **top six recommendations list** (at least three of which must be within the City of Burlington's and/or Halton Region's control to implement!)

You can create new cards, but... keep the old ones and do not "water things down" or "overly combine".

Step 4

Of your top six, which two are most essential to act on expeditiously? **Why?**

IDENTIFYING PRIORITIES

Making the Case & Sequencing

Rationale building for the top recommendations

- Why is this a top-tier recommendation—how would you “make the case” for it?

Recommendation Sequencing (time permitting)

- What is the most logical order for recommendation implementation?

IDENTIFYING PRIORITIES

Looking Ahead & Open Forum

- What's next
- Additional participant comments/ observations

Thank You!

Travel Safely.

MAYOR'S TRAFFIC & SAFETY ROUNDTABLE

GLPi

CITY OF Burlington

Motion Memorandum
ADM-05-26

SUBJECT: Policy Framework for Municipal Decision-Making regarding the Deployment of Data Centres in Burlington

TO: City Council

From: **Councillor Lisa Kearns**

Seconded by (for Council only): Mayor Marianne Meed Ward

Date to Committee: N/A

Date to Council: July 21, 2026

CIP Date: N/A

Motion for Council to Consider:

Direct Staff to report back at the September Committee of the Whole with an interim information update outlining the City's role in reviewing and evaluating data centre development applications, including applicable planning and zoning considerations, infrastructure requirements, environmental considerations, and any existing or potential standards related to energy and water consumption and community impacts;

Direct Staff to report back at the September Committee of the Whole with a preliminary **information report** on the option to pass an Interim Control By-law (ICB) motion imposing a one-year moratorium on new commercial data centre developments city-wide, including artificial intelligence facilities that outlines escimated cost, scope, staff resources, and legislative considerations with an intended purpose to give the city time to complete a municipal study to develop robust regulations, guardrails, and standards around environmental, noise, and energy impacts and definition of both small-medium and large-scale data centres;

Direct Staff to report back to Committee of the Whole in 2026 Q4 with a comprehensive framework including, but not limited to: potential guidelines, amendments, frameworks, by-law updates, public engagement strategy, and/or advocacy to address Municipal Decision-Making regarding the deployment of Data Centres in Burlington;

Direct Staff to report back on options to ensure compliance with resolutions arising from the report back on Policy Framework for Municipal Decision-Making regarding the Deployment of Data Centres in Burlington prior to permitting approval through site-plan of any proposed information processing, data centre or technology hub in General Employment or Business Corridor zoning;

Reason:

A data centre is a specialized facility that houses computer servers and supporting equipment used to store, process and manage digital information for businesses, governments and online services.

There are many different kinds and sizes of data centres. Some are cooled with water, and some with air. Some are very large and some can be quite small. Some may even be located within a company that requires its own data centre to support its business. Whether, and where data centres are located depends on what an area is zoned for, the servicing capabilities of the municipality and other applicable agencies, provincial electricity grid considerations, and local bylaws.

The Province has not established a dedicated regulatory or planning framework for data centre development. As a result, municipalities are increasingly being asked to consider proposals for a land use that presents unique planning, infrastructure, environmental, and community considerations.

As planning for data centres represents relatively new territory for the City of Burlington, Council would benefit from a clearer understanding of the City's role, authority, and responsibilities in reviewing and evaluating future proposals.

Residents across Burlington and in other jurisdictions have raised concerns regarding the potential impacts of large-scale data centres, including significant energy consumption, water usage, noise generation, heat production, and compatibility with surrounding land uses.

Data centres are an emerging form of development driven by the rapid growth of artificial intelligence (AI), cloud computing, and digital infrastructure. Federal initiatives, including Canada's Sovereign AI Compute Strategy, are supporting the development of Canadian-owned and secure AI computing infrastructure, while the Province of Ontario has identified data centres as an important component of the digital economy.

A staff report will provide Council with information respecting the legislative, planning, zoning, infrastructure, and environmental considerations associated with data centre development and identify whether additional policies, standards, or guidance should be considered to support municipal decision-making.

Outcome Sought:

A staff report that outlines:

- The municipal planning and approval framework applicable to data centres;

- The City's decision-making authority and areas of jurisdiction.
- Infrastructure considerations, including servicing, energy, and water requirements.
- Status update on Innovation District Study Areas as applicable to data centres;
- Official Plan review and definition(s) for “information processing” policy;
- Development of zoning tools that address separation distances, buffer zones to sensitive uses, residential distancing;
- Updates to associated By-law No.19-2023 to include cumulative effect of NPC-300 noise emittance;
- Heat map modelling or other demonstration of zoning impacts through QEW corridor;
- Prepare an impact assessment framework that weighs economic, social, and community implications;
- Address the risk and economic opportunity of digital infrastructure;
- Provide clarity over provincial / federal authorities for water and electricity;
- Options for data centre specific business license, which would require annual public disclosure of water consumption, power consumption, and monitored noise levels aligned with application through a Public Impact Requirement.
- Municipal scan of approaches, policies, or standards under consideration in other Canadian municipalities;
- Deploy a GetInvolved page with information available regarding municipal data centre information from trusted sources;
- Economic impact strategy or strategy for technology hub innovation acceleration.

The goal is to provide Council with a foundational understanding of data centre development and the municipality's role in evaluating future proposals.

Implications:

Financial
- None.

Human Resources
- Municipal staff time across various departments, including Development and Growth Management, Legal and Legislative Services, and Corporate Affairs will be required to prepare the Q4 2026 Information Report, pending Council direction.

Legal
- TBD.

Communications
- None.

Engagement

- None.

Climate Change

- Pending Council direction, the information report will consider best available information on climate related impacts of data centres, based on the experiences of other jurisdictions.

References:

Canada's Sovereign AI Compute Strategy. Government of Canada. 2026. https://ised-isde.canada.ca/site/ised/en/canadian-sovereign-ai-compute-strategy

Ontario's Energy Plan Unlocking Opportunities in the Digital Economy. Government of Ontario. 2025. https://news.ontario.ca/en/release/1006141/ontarios-energy-plan-unlocking-opportunities-in-the-digital-economy

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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
ADM-06-26

SUBJECT: Coordinated Federal, Provincial, Regional, and Municipal Response to Data Centre Infrastructure Capacity, Growth Readiness and Protecting Public Interest

TO: Council

From: **Mayor Marianne Meed Ward**

Seconded by (for Council only): Councillor Kelvin Galbraith

Date to Committee: N/A

Date to Council: July 21, 2026

CIP Date: N/A

Motion for Council to Consider:

Whereas the City of Burlington has received a site plan application for a data centre in an employment area of the City, on South Service Road in Ward 4;

And whereas the data centre will require approximately 17 MW electricity, and the proponent has been working with Burlington Hydro to secure the energy required to operate the facility;

And whereas the centre will utilize air-cooling rather than water-cooling, and Halton Region is currently reviewing applicable servicing requirements;

And whereas city staff are circulating the application to applicable technical agencies for review and comment to determine infrastructure capacity and other matters;

And whereas data centres are a permitted use under Burlington's Official Plan and Zoning By-law applicable to the property, and the applicant is not proposing any changes to these provisions;

And whereas site plan matters are delegated to staff by Provincial regulation and cannot be undelegated back to Council for decision-making;

And whereas the Planning Act does not require that public notice be given of a site plan application, but given public attention on data centres, public interest is served by accurate

information being made available to the community;

And whereas in order to provide accurate information about this specific data centre and the evolving considerations of data centres more broadly, city staff have created a dedicated webpage (www.burlington.ca/datacentres) to share information with the public;

And whereas data centres complement Ontario's digital economy, and Burlington Digital Services strategy relies on cloud computing, e-Check permitting, digital planning dashboard and more applications;

And whereas Burlington's Techplace's Innovation & Entrepreneurship Strategy focuses on supporting entrepreneurs, commercialization, scale-ups and attracting knowledge-intensive businesses, data centres represent one form of enabling digital infrastructure that support a wide range of industries in Burlington, including advanced manufacturing, life sciences, financial services, and cloud computing;

And whereas it is important to protect strategic employment lands as a finite resource that supports long-term job creation, assessment growth and economic competitiveness;

And whereas data centres require significant amounts of electricity and these demands are in addition to hydro, wastewater and other city and regional infrastructure at a time that local municipalities are planning for significant residential and employment growth in support of Provincial housing and economic development objectives;

And whereas the demand for data centres is expected to grow across the region and country, and municipalities will need to understand the impact on power, water and other infrastructure;

And whereas the Ontario Chamber of Commerce (OCC) notes that while data centres enable growth across the economy, they require significant energy resouces, OCC has recommended that the Province establish a process to prioritize grid access based on expected benefits as well as transparency criteria to allocate scarce energy resouces;

And whereas the Association of Municipalities of Ontario (AMO) states that while domestic data centres are strategic opportunities to improve Canada's data sovereignty, cybersecurity, and high-tech sector, municipalities are experiencing an increase in data centre proposals, placing increased demand on our strained electrical distribution and transmission system;

And whereas to address these challenges AMO has provided recommendations to the Province that proposed projects for data centres:

- not undermine the municipality's ability to deliver other provincial or municipal priorities (e.g. housing targets, clean, reliable and affordable energy supply, trade-enabling growth, etc.)
- be from Canadian owned companies
- offer a community benefit agreement to ensure economic benefits accrue to host communities
- include co-location of energy generation or storage to offset demand on the electrical grid,
- provide a collaborative process for the review of proposed facilities that involve municipalities, and
- commit to maintain full municipal planning and development approvals after a decision is made regarding electrical grid connections.

And whereas the Independent Electricity System Operator's 2025 GTA West (Peel and Halton Regions) Integrated Regional Resource Plan has determined that the pace of demand growth in GTA West by 2044 could require major investments in large-scale transmission infrastructure,

And whereas the electricity demand in the area is primarily being driven by urban growth, economic development, and the electrification of buildings and vehicles;

And whereas IESO's draft forecast accounts for new developments, economic growth, data centers, and insights from municipal plans, community energy plans, climate action plans and decarbonization.

And whereas the IESO is working with the local distribution companies serving GTA West - Alectra, Burlington Hydro, Milton Hydro, Oakville Hydro, Halton Hills and Hydro One Networks to understand the energy demands of the area and what solutions are best suited to address them, and is expected to release options and draft recommendations in 2026;

And whereas the federal government has launched Canada's National Artificial Intelligence Strategy: AI for All to ensure sovereignty and control over our data; enable data for innovation and economic growth, and protect Canadians from the risks and harms of AI;

And whereas Burlington Council and Staff plan to meet our housing targets set by the Province and shift from carbon-based to electrical and hydro energy, causing increased demand for power, water and other infrastructure, we believe a comprehensive Ontario-wide and Canada-wide strategy is necessary, rather than piecemeal response by individual municipalities to specific proposals;

Therefore be it resolved that Burlington Council request the federal and provincial governments work with municipalities and municipal associations to establish a coordinated regulatory framework with environmental, human and community health safeguards, and infrastructure capacity and priority-setting for energy and water use, along with public disclosure requirements for the AI industry growth and development;

And that a copy of this resolution be shared with Federation of Canadian Municipalities, the

Association of Municipalities of Ontario, Ontario's Big City Mayors, Halton Region, and Halton MPs and MPPs.

Reason:

The purpose of this motion is to recognize the growing demand for data centres in Canada's digital economy and acknowledge the concerns raised by community members regarding noise, location, size, and other considerations.

The increasing demand for data centres across Ontario and Canada raises broader questions regarding infrastructure capacity, environmental impacts, public transparency and the prioritization of finite resources.

A coordinated provincial and federal regulatory framework would help municipalities assess emerging data centre proposals consistently, protect local infrastructure capacity, support public confidence, and ensure that community interests are considered alongside broader economic benefits.

Outcome Sought:

That the Government of Canada and the Province of Ontario work collaboratively with municipalities, municipal associations, utilities, infrastructure providers and industry stakeholders to develop a coordinated regulatory and policy framework for data centre development.

Implications:

Data centres can have significant electricity and infrastructure requirements. A regulatory policy framework would assist municipalities in balancing economic development, growth management, infrastructure planning and climate objectives.

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
ADM-07-26

SUBJECT: Prioritizing and Expediting Official Plan Review of Data Centres

TO: Council

From: **Councillor Rory Nisan**

Seconded by (for Council only): Councillor Kelvin Galbraith

Date to Committee: N/A

Date to Council: July 21, 2026

CIP Date: N/A

Motion for Council to Consider:

That the Director of Community Planning be directed to prioritize and expedite early engagement as part of the City's 2027 Official Plan Review on the key topic of employment areas, with particular attention to data centres, building on feedback received earlier this year through the consideration of draft Official Plan Amendment 7, and

That engagement and community discussions on this matter be focussed on employment area policies, employment uses, the employment area extent, emerging issues and trends as well as the City's emerging economic development strategy and objectives, with the purpose of informing recommendations as part of the City's 2027 Official Plan Review.

Reason:

A locally informed approach to land use policy, including data centres, is a prudent next step that will provide direction and guidance that will have consideration to all types of uses, including those that may carry risks for the community while also generating jobs and uses that may generate economic benefits for the community, the province and the country, with consideration of the City's emerging economic development strategy.

This motion was co-drafted with staff who have indicated support for this approach as an appropriate way to ensure data centres are effectively taken into account in our planning regime as soon as possible.

This is being presented as a stand-alone motion to ensure it is on the addendum to give time for colleagues and the communtiy to review. However, it may be presented as an amendment to one of the other motions coming forward.

Outcome Sought:

That the City of Burlington takes responsible steps to expedite work on its official plan review to ensure that its policies fully consider the impacts of data centres on the community.

Implications:

The sequencing of the 2027 Official Plan Review would be modified to bring forward the review of data centres as early as possible in the process.

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: **Sign By-law Amendment**

TO: **Mayor and Members of Council**

FROM: Councillor Kelvin Galbraith, Ward 1

Date to Committee: July 21, 2026

Date to Council: July 21, 2026

Motion for Council to Consider:

1. Direct staff to amend the Sign By-law to permit the proposed billboard sign by RCC Media on lands owned by CN Rail at CN rail underpass mile 36.2.

Reason:

RCC Media has been commissioned by the Province of Ontario to install digital signage along the Province's 400-series highway network. One of the proposed sign locations is situated within Ward 1 at the CN Rail underpass along Highway 403, approximately 460 metres east of Plains Road (Highway 403 – CN Rail Underpass, Mile 36.2).

The proposed sign does not comply with the City's current Sign By-law. A site-specific amendment is therefore required to permit the installation of the provincially commissioned digital sign at this location only. The proposed amendment would apply exclusively to this site on provincially designated lands and would not establish a broader exemption to the City's Sign By-law.

Outcome Sought:

Direct staff to prepare and bring forward a site-specific amendment to the City's Sign By-law to permit the installation of a provincially commissioned digital sign at the CN Rail underpass along Highway 403, approximately 460 metres east of Plains Road, subject to all applicable technical, safety, and regulatory requirements.

Vision to Focus Alignment:

(check those that apply)

- ☑ Increase economic prosperity and community responsive city growth
- ☐ Improve integrated city mobility
- ☐ Support sustainable infrastructure and a resilient environment
- ☐ Building more citizen engagement, community health and culture
- ☑ Deliver customer centric services with a focus on efficiency and technology transformation

Motion Seconded by: Councillor Rory Nisan, Ward 3
Share with Senior Staff ☑

Approved as per form by the City Clerk,

Reviewed by the City Manager - In accordance with the Code of Good Governance, Council-Staff Relations Policy and an assessment of the internal capacity within the City to complete the work based on a specific target date (quarter/year).

Comments:

City Clerk: Approved as per form

City Manager: Approved

Supplemental Staff Memo

SUBJECT: Supplemental staff memo to Mayor's Office Report MO-02-26 regarding recommendations from traffic, congestion and road safety roundtables

TO: Council

FROM: Public Works

Transportation

Report Number: PWS-33-26

Wards Affected: All

Date to Council: July 21, 2026

Purpose

The purpose of this report is to respond to Council's referral of Mayor's Office Report MO-02-26 by providing additional context regarding the relationship between the Roundtable recommendations and the City's existing transportation initiatives while identifying the strategic opportunities that emerged from the Roundtable discussions.

Background

During Council's consideration of the Mayor's Office Report MO-02-26, questions were raised regarding whether many of the recommendations reflected work already underway through existing City plans.

Staff acknowledge that many of the initiatives discussed during the Roundtables are already being advanced through Council approved strategies, including the Integrated Mobility Plan (IMP), Transit Master Plan and the emerging Vision Zero Road Safety Strategy. These initiatives include Transportation Systems Management (TSM), Transit Signal Priority, traffic signal optimization, travel time monitoring, active transportation improvements and initiatives that improve transit reliability and encourage more sustainable travel choices.

While the Roundtables confirmed that these initiatives remain appropriate, their greatest value was bringing together city, regional, provincial, academic and industry partners to identify opportunities that extend beyond existing work programs. Participants consistently identified stronger governance, enhanced intergovernmental coordination and greater use of technology and data-driven decision making as the next evolution of Transportation Systems Management in Burlington.

Discussion

The Roundtables demonstrated that addressing congestion is no longer solely about delivering individual transportation projects. Participants consistently identified that the greatest opportunities to improve transportation system performance lie in how the transportation network is managed through stronger governance, enhanced coordination between agencies and greater use of technology and evidence-based decision making.

The discussions also created a valuable forum where organizations that do not routinely plan together were able to share operational experience, challenge assumptions and identify practical opportunities that would not likely emerge through individual agency processes. This collaborative approach validated the City's current direction while identifying strategic priorities that warrant further investigation.

Managing Traffic Operations as an Integrated System

One of the strongest themes emerging from the Roundtables was the opportunity to move toward a single operating model for traffic signal operations across Burlington.

Today, traffic signal operations are managed independently by the City of Burlington, Halton Region, 407ETR, and the Province of Ontario. While each agency effectively manages its own infrastructure, independent operational decision making limits opportunities to optimize traffic flow across the transportation network as a single integrated system within the city.

The Integrated Mobility Plan identifies Transportation Systems Management as a strategic priority to maximize the efficiency of Burlington's existing transportation network before investing in additional infrastructure.

Building on this direction, participants recommended that the City evaluate governance options for implementing a single operating model for traffic signal operations across Burlington. This would include exploring formal operational agreements with Halton Region and the Province of Ontario that would enable traffic signal operations to be managed as an integrated system while maintaining existing road ownership and legislative responsibilities.

Under such a model, responsibility for day-to-day traffic signal operations, including traffic signal timing, real-time traffic management and operational coordination, could be managed through a single operating framework, enabling transportation decisions to be made from a citywide network perspective rather than within individual jurisdictional intersections.

A more integrated operating model has the potential to improve corridor performance, travel time reliability, incident response, emergency routing, transit reliability and overall network efficiency.

Accordingly, staff are recommending that the Q4 2026 Transportation Systems Management Framework considers the governance implications, partnership requirements, implementation

options, costs, benefits and associated resource requirements for this approach.

Strengthening Provincial Partnerships

Participants also identified the need to strengthen advocacy and operational collaboration with the Ministry of Transportation.

Provincial facilities, including the Burlington Skyway Bridge, Freeman Interchange, Highway 403 and the QEW, have a significant influence on congestion experienced throughout Burlington. Incidents and operational decisions on the provincial highway network routinely affect traffic conditions on city and regional roads.

The Roundtables highlighted the importance of strengthening collaboration with the Province to improve operational coordination, information sharing, incident management and long-term transportation planning. Continued Council support will strengthen Burlington's ability to advocate for improvements that extend beyond city jurisdiction but have a significant influence on the City's transportation network.

Technology and Data-Driven Transportation Management

Participants also emphasized the importance of expanding Burlington's use of transportation data and emerging technologies, including adaptive traffic signal control, artificial intelligence, predictive analytics and digital twin technology.

Beyond improving traffic signal operations, these technologies provide opportunities to better understand travel behaviour, network performance, diversion patterns, greenhouse gas emissions, localized air quality associated with congestion and the effectiveness of congestion mitigation strategies. They also provide opportunities to model future growth scenarios and better understand how congestion affects neighbourhoods, businesses and the environment before major investments are made.

This information will support evidence-based operational and investment decisions while helping ensure future transportation initiatives align with Burlington's growth, sustainability and climate objectives.

A coordinated operating model, supported by enhanced transportation data and emerging technologies, would position Burlington to proactively manage congestion rather than simply respond to it.

The Q4 Transportation Systems Management Framework will identify some of these technologies and identify where they can provide measurable operational, environmental and community benefits.

Next Steps

The Q4 2026 Transportation Systems Management Framework will build upon existing transportation initiatives rather than duplicate them.

The report will:

- consolidate existing Transportation Systems Management initiatives into an integrated operational framework to support the creation of a congestion management plan;
- consider governance options for implementing a single operating model for traffic signal operations across Burlington, including partnership models, legislative considerations and implementation requirements;
- identify strategies to strengthen collaboration and advocacy with Halton Region, the Ministry of Transportation and other transportation partners;
- assess emerging transportation technologies and data platforms, including adaptive traffic control, artificial intelligence, predictive analytics and digital twin applications;
- identify opportunities to improve the City's understanding of congestion impacts, including travel behaviour, network performance, greenhouse gas emissions and localized air quality through enhanced transportation analytics;
- establish implementation priorities, performance measures and associated resource requirements for Council's consideration.

This work will complement existing Council-approved strategies while positioning Burlington to better respond to future transportation challenges through stronger partnerships, improved governance, advanced technology and evidence-based decision making.

Conclusion

The Mayor's Traffic Congestion and Road Safety Roundtables confirmed that Burlington is advancing the appropriate transportation initiatives identified through existing Council approved strategies.

More importantly, the Roundtables provided valuable validation from city, regional, provincial, academic and industry partners while identifying strategic opportunities that extend beyond current work programs.

In particular, participants identified the opportunity to consider governance options for implementing a single operating model for traffic signal operations across Burlington, strengthen advocacy and operational collaboration with the Ministry of Transportation, and expand the City's use of technology and transportation data to improve transportation system performance and better understand the broader impacts of congestion on the community.

Collectively, these recommendations represent the next evolution of Transportation Systems Management in Burlington. They build upon the strategic direction established through the Integrated Mobility Plan by moving beyond individual transportation projects toward a more

integrated, technology-enabled and evidence-based approach to managing the City's transportation network.

The Transportation Systems Management Framework will provide Council with recommendations on governance, partnerships, technology investments and implementation priorities that support Burlington's evolution toward a more integrated, data-driven and proactive approach to managing its transportation network. By building upon the strategic direction established through the Integrated Mobility Plan, this work will help position Burlington to respond to future growth, improve transportation system performance and enhance mobility for residents, businesses and visitors.

Author:

Craig Kummer
Director - Transportation Services
craig.kummer@burlington.ca

Attachments:

n/a

Memo Approval:
Supplemental staff memos are reviewed and approved by the Commissioner.

CITY OF Burlington

. . . Memo

DGM-28-26

To: **Mayor Meed Ward and Members of City Council**

From: **Benjamin Kissner, Senior Planner and Elyse Meneray, Planner**

Cc: **Curt Benson, Steve Robichaud, Jamie Tellier, Kyle Plas and William Wallace**

Date: **July 21, 2026**

Re: **Revised – Statutory Public Meeting and Recommendation Report for Official Plan Amendment and Zoning By-law Amendment for 1200 King Road**

File Nos. **505-03/26 and 520-04/26**

Staff Report DGM-28-26 was presented to the Committee of the Whole at the July 7, 2026 meeting. The report outlined staff's recommendation for a modified approval of the Official Plan Amendment and Zoning By-law Amendment for 1200 King Road. Since the Committee of the Whole meeting, Planning staff have met with the applicant and discussed proposed changes to the Official Plan Amendment and Zoning By-law Amendment.

This memo represents staff's response to additional information and discussion and also contains updated recommendations for Council's consideration.

Revised Staff Recommendation:

Approve the applications, as modified by planning staff, for Official Plan Amendment and Zoning By-law Amendment, submitted by Bousfields Inc. on behalf of Alinea for the lands known as 1200 King Road; and,

Approve Official Plan Amendment No. 9 to the City of Burlington Official Plan 2020, as modified by planning staff and provided in Appendix D of the Memo to Development and Growth Management report DGM-28-26, to amend the designation for the lands located at 1200 King Road; and,

Deem that Official Plan Amendment No.9 as revised in Appendix D is consistent with The Provincial Planning Statement; and,

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No. 9 as contained in Appendix D of the Memo to Development and Growth Management report DGM-28-26 to be presented for approval at the same time as the associated by-law in Appendix E to amend Zoning By-law 2020, as amended, for the development proposal; and,

Approve Zoning By-law 2020.524, attached as Appendix E of the Memo to Development and Growth Management report DGM-28-26, and,

Deem that Zoning By-law 2020.524 will conform to all applicable Official Plans of the City of Burlington once Official Plan Amendment No. 9 is adopted; and,

State that the amending zoning by-law will not come into effect until Official Plan Amendment No. 9 is adopted.

The table below reflects the feedback that staff have received from the applicant, City departments and agencies, and provides staff responses. The tables describe revisions that are now recommended to the draft Official Plan Amendment and Zoning Bylaw Amendment in response to the feedback received after the July 7, 2026 Committee of the Whole meeting.

Response to feedback on draft Official Plan Amendment:

	Staff's recommended OPA as published Friday July 3 in Appendix D of DGM-28-26	**Feedback received**	**Revisions Requested**	**Staff's revised recommendation in Appendix D of DGM-28-26**	**Staff comment/rationale for revised recommendation**
1	Policy 8.8.3(3)(n) - General Policies "Along street segments identified as an Activated Street Frontage on Schedule T: The King Road Community, of this Plan, retail, *service commercial*, *institutional uses*, *entertainment uses*, *recreation uses*, *public service facilities* and *office* uses *should* be provided along the majority of the buildings	Applicant requests a modification to policy 8.8.3(3)(n) to include a standalone residential building on the lands to the north of the segment of Street B provided the remainder of the block provides non-residential uses.	Along street segments identified as an Activated Street Frontage on Schedule T: The King Road Community, of this Plan, retail, *service commercial*, *institutional uses*, *entertainment uses*, *recreation uses*, *public service facilities* and *office* uses *should* be provided along the majority of the buildings main wall at- grade in buildings having frontage	n/a	No revision proposed. Staff are not supportive of the proposed modification. The activated street policies and how they have been visualized in the proposed OP Schedule emphasizes the importance of the pedestrian realm, activated streets and an inviting connection /vibrancy across the creek. While the Urban

	main wall at-grade in buildings having frontage onto public streets. *Primary Public Entrances shall* be permitted at grade in conjunction with other permitted uses. In addition, other active uses such as ground related residential units, lobbies, amenity uses, etc. *shall* also be permitted when coupled with other non-residential uses to make up the majority of the building's main wall at-grade along the street		onto public streets. *Primary Public Entrances shall* be permitted at grade in conjunction with other permitted uses. In addition, other active uses such as ground related residential units, lobbies, amenity uses, etc. *shall* also be permitted when coupled with other non-residential uses to make up the majority of the building's main wall at-grade along the street. Notwithstanding this policy, a standalone residential building may be permitted on the lands to the north of the segment of Street B identified as an Activated Street Frontage, if developed in conjunction with or subsequently to non-residential uses on the same block, to the satisfaction of the *City*.		Design Brief contemplates this building as residential, in order to meet the objectives of the policy up to 40% of the street frontage of any building along Street B would be permitted to have a residential use at grade. It is noted that the list of activated uses in the policy is extensive and is well beyond only retail uses. In addition, the City previously added flexibility to this policy by adding that "*other active uses such as ground related residential units, lobbies, amenity uses, etc. shall also be permitted when coupled with other non-residential uses to make up the majority of the building's main wall at-grade along the street*". In service of the completion of the Mixed Use Node as a whole, the appropriate development of this block and the connection to the adjacent residential and institutional uses the City continues to maintain the opinion that this portion of the street frontage should maintain the intent of the activated streets policy.

2	Policy 8.8.3 (7)(a) - Implementation and Phasing "Prior to the development of any lands identified as "The King Road Community" on Schedule T of this Plan, the construction of the proposed east-west street from The King Road Community to Alayne Bryk Way as shown on Schedule T: The King Road Community of this Plan from the proposed development to the Aldershot GO station shall be required. Limited development within the three (3) blocks fronting onto King Road may occur prior to the construction of the road where the development does not create an unacceptable impact to the existing transportation system and the operation of the surrounding streets, to the satisfaction of the City. Development may also proceed concurrently with the construction of the road	Applicant requests a modification to Policy 8.8.3 (7)(a) to include Development Area 3 in the limited development areas allowed to proceed prior to or in conjunction with the construction of Street 'A'.	Prior to the development of any lands identified as "The King Road Community" on Schedule T of this Plan, the construction of the proposed east-west street from The King Road Community to Alayne Bryk Way as shown on Schedule T: The King Road Community of this Plan from the proposed *development* to the Aldershot GO station *shall* be required. Limited *development* within ~~the~~ three (3) blocks **between** Indian Creek and ~~fronting onto~~ King Road *may* occur prior to the construction of the road where the development does not create an unacceptable impact to the existing transportation system and the operation of the surrounding streets, to the satisfaction of the *City*. *Development may* also proceed concurrently with the construction of the road.	Revised Policy 8.8.3 (7)(a)(b) a) Prior to the development of any lands identified as "The King Road Community" on Schedule T of this Plan, the construction of the proposed east-west street from ~~The~~ King Road ~~Community~~ to Alayne Bryk Way ~~as~~ shown as Street A on Schedule T: The King Road Community of this Plan from the proposed *development* to the Aldershot GO station *shall* be *shall* be required. b) Limited *development* within the three (3) blocks fronting onto King Road *may* occur prior to the construction of ~~the road~~ the entire extent of Street A where the development does not create an unacceptable impact to the existing transportation system and the operation of the surrounding streets, to the satisfaction of the	Minor revision proposed. Staff are recommending minor revisions to policies 8.8.3 (7)(a)(b) of OPA 9 to allow limited development in Development Area 3 to proceed prior to or in conjunction with the construction of Street 'A'.

				City. *Development may* also proceed concurrently with the construction of ~~the road~~ Street A.	
3	Policy 8.8.3 (7)(a) - Implementation and Phasing "Prior to the development of any lands identified as "The King Road Community" on Schedule T of this Plan, the construction of the proposed east-west street from The King Road Community to Alayne Bryk Way as shown on Schedule T: The King Road Community of this Plan from the proposed development to the Aldershot GO station shall be required. Limited development within the three (3) blocks fronting onto King Road may occur prior to the construction of the road where the development does not create an unacceptable impact to the existing transportation system and the operation of the surrounding streets, to the satisfaction of the City. Development may also proceed	Applicant requests a modification to Policy 8.8.3 (7)(a) to include Development Area 3 in the limited development areas allowed to proceed prior to or in conjunction with the construction of Street 'A'.	Prior to the development of any lands identified as "The King Road Community" on Schedule T of this Plan, the construction of the proposed east-west street from The King Road Community to Alayne Bryk Way as shown on Schedule T: The King Road Community of this Plan from the proposed *development* to the Aldershot GO station *shall* be required. Limited *development* within ~~the~~ three (3) blocks **between** Indian Creek and ~~fronting onto~~ King Road *may* occur prior to the construction of the road where the development does not create an unacceptable impact to the existing transportation system and the operation of the surrounding streets, to the satisfaction of the *City*. *Development may* also proceed	New Policy 8.8.3 (7)(c) c) In addition to 8.8.3 (7) b), the development of the remaining block east of Indian Creek *may* proceed prior to the construction of Street A as described in 8.8.3 (7) a), subject to addressing the following criteria to the satisfaction of the *City*: i. The required street network to support development east of Indian Creek has been secured, including portions of Street A, B and E; ii. Detailed design of Street A has been approved; iii. Any required on and off- site improvements identified in the	New policy proposed. Staff are recommending a new policy to allow limited development in Development Area 3 to proceed prior to or in conjunction with the construction of Street 'A'. Staff are supportive of this new policy as the City has identified the Street A connection as a critical need in this area to connect King Road to the Aldershot GO Station, Highway 403 and Waterdown Road and ease some of the existing congestion within the surrounding street networks. The new policy will ensure that Development Area 3 will develop in accordance with the vision for King Road Community will secure the necessary materials to support this growth.

	concurrently with the construction of the road		concurrently with the construction of the road.	accepted Transportation Impact Study and Transportation Demand Management Report for the entire site are secured through appropriate agreements and funding mechanisms; and, iv. Provide a Transportation Impact Study to reflect the entire phase of development east of Indian Creek.	

Response to feedback on draft Zoning By-law Amendment:

	Staff's recommended Zoning as published Friday July 3 in Appendix E of DGM-28-26	Feedback received	Revisions Requested	Staff's revised recommendation in Appendix E of DGM-28-26	Staff comment/rationale for revised recommendation
1	Part 1, General Conditions and Provisions, section 2.21(u)(i) "Permitted in the R1, R2, R3, R4, R5, RM1, RM2, RM3, RM4, RM5, RH1, RH2, RH4, RH5, RO1, RO2, RO3, RO4, RAL1, RAL2,	Applicant requests that the Additional Residential Units provision apply to all applicable zones.	n/a	Part 1, General Conditions and Provisions, section 2.21(u)(i) "Permitted in the R1, R2, R3, R4, R5, RM1, RM2, RM3, RM4, RM5, RH1, RH2, RH4, RH5, RO1, RO2, RO3, RO4, RAL1, RAL2, RAL3, RAL4, REV1, REV2, REV3**,** MXG,	Deletion. Staff have revised this provision to remove the MUKR5 zone from the ARU regulations. The MUKR5 zone only permits an apartment use which cannot accommodate an ARU.

	RAL3, RAL4, REV1, REV2, REV3**,** MXG, MXC, MXT, MUKR1, MUKR2, MUKR3, MUKR5, DRM, DRL, UCR1, UCR2, UCR3, URH, URM, RNA1, RNA2, RNA3, SNA, ONA, and DNA zones, and any exception numbers associated with these zones, and in the O2-195, O2-196, and O3-196 zones			MXC, MXT, MUKR1, MUKR2, MUKR3, ~~MUKR5,~~ DRM, DRL, UCR1, UCR2, UCR3, URH, URM, RNA1, RNA2, RNA3, SNA, ONA, and DNA zones, and any exception numbers associated with these zones, and in the O2-195, O2-196, and O3-196 zones	Therefore, staff are recommending that reference to the MUKR5 zone be removed from the proposed regulation.
2	MUKR Permitted Uses, Table 5.6.1: Additional Residential Units are permitted in the MUKR1 and MUKR2 zones	Applicant requests that the Additional Residential Units provision apply to all applicable zones.	n/a	MUKR Permitted Uses, Table 5.6.1: Additional Residential Units are permitted in the MUKR1, MUKR2 and MUKR3 zones	Minor revision proposed. Staff have no objections to the applicant's request and recommend revising the regulation to permit additional residential units in the MUKR3 zone.
3	Part 16, Definition for Campus Facility “A building or structure providing residential dwelling units, office, entertainment or recreational uses which are exclusively devoted to a permitted College or University (public or private) within a MUKR1, MUKR3 or MUKR5 zone. Dwelling units may or may not provide	Applicant requests clarity for the proposed Campus Facility use to ensure all accessory uses associated with the proposed University/College are captured.	n/a	Part 16, Definition for Campus Facility “Building or structures, or parts thereof, located within a MUKR1, MUKR3 or MUKR5 zone providing residential dwelling units, office, classrooms, laboratories, entertainment or recreational uses which are exclusively devoted to a permitted College or University (public or private) which has been	Partial revision proposed. Staff are recommending the proposed Campus Facility definition be updated to include reference to classrooms and laboratories as permitted uses for the proposed campus use in Development Area 8.

	exclusive kitchen and/or bathroom facilities"			established within the MUKR5 zone. Dwelling units may or may not provide exclusive kitchen and/or bathroom facilities"	
4	n/a	Applicant requests clarity for the proposed Campus Facility use to ensure all accessory uses associated with the proposed University /College are captured.	n/a	MUKR4,Footnotes to Table 5.6.1 (h) "Non-residential uses associated with a Campus Facility use are only permitted within Development Areas 6 and 7 in conjunction with a College or University use provided in Development Area 8 as shown in Diagram 2 in Section 12.	New provision. To add further clarity regarding the proposed uses associated with the Campus Node, staff are recommending the following footnote be included in the by-law. This footnote will limit the non-residential uses associated with the proposed Campus Use to Development Areas 6 and 7.
5	MUKR Permitted Uses, Table 5.6.1: MUKR1 Townhouses footnote (a)	Applicant advised that footnote (f) of the draft zoning by-law should be included for the MUKR1 zone.	MUKR Permitted Uses, Table 5.6.1: MUKR Townhouses footnote (a,f)	MUKR Permitted Uses, Table 5.6.1: MUKR Townhouses footnote (a,f)	Staff have no objections to the proposed request from the applicant as it corrects a typographical error.
6	n/a	Applicant has requested that a site-specific provision be included in the MUKR1 zone to permit a standalone residential building on Development Area 4 provided that other non-residential uses have been provided in the same development area.	Notwithstanding Footnote (a) to Table 5.6.1 and 7.3(c), a standalone residential building is permitted on Development Area 4 as shown on Diagram 2 in Section 12 if developed in conjunction with or subsequently to non-residential uses on the same block	n/a	No revision proposed. As noted above in the Official Plan Amendment chart, staff are not supportive of this modification and are recommending that the site-specific modification not be included in the draft zoning by-law.
7	n/a	Applicant has requested that a mechanical penthouse is excluded for	n/a	MUKR1 zone, section 7.4, MUKR2 zone, section 8.2.3, MUKR3 zone,	New provision. Staff have no objections to the applicant's

		the purpose of calculating building height and mezzanine areas are not considered a storey for the purpose of calculating building height		section 9.5, MUKR5 zone, section 11.5 "Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area Notwithstanding the definition of storey, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height, but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1"	request to exclude the mechanical penthouse and mezzanine area as it aligns with the City of Burlington's New Zoning By-law 09-2026 and the CPPL By-law.
8	n/a	Applicant has requested that a mechanical penthouse is excluded for the purpose of calculating building height and mezzanine areas are not considered a storey for the purpose of calculating building height	n/a	MUKR4 zone, section 10.5 "Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height	New provision. Staff have no objections to the applicant's request to exclude the mechanical penthouse and mezzanine area as it aligns with the City of Burlington's New Zoning By-law 09-2026 and the CPPL By-law.

				where there is no access provided to an associated rooftop amenity area Notwithstanding the definition of storey, and excluding a building containing an Arena use, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1."	
9	MUKR4, section 10.3 (c) "A minimum Gross Floor Area for a permitted Arena use of 6,000 m^2 is required"	Applicant has identified that the minimum gross floor area for the proposed Arena use should be 10,000 m2 to align with the proposed Arena use definition proposed for Part 16.	MUKR4, section 10.3 (c) "A minimum Gross Floor Area for a permitted Arena use of 10,000 m^2 is required"	n/a	Minor revision. Staff have no objections to the proposed request from the applicant as it corrects a typographical error and aligns with the proposed definition for an Arena use.
10	Table 11.1 - Holding Area Matrix T1 applies to Holding Areas 1, 2 and 4	Applicant has requested that Holding Provision T1 be revised to include Development Area 3	Add T1 to Holding Area 3 in Table 11.1 - Holding Area Matrix	Add T2 to Holding Area 3 in Table 11.1 - Holding Area Matrix	New Holding Provision and column in Table 11.1 - Holding Area Matrix proposed. To align with the revised wording in the Official Plan Amendment, staff are recommending that a new T2 holding provision be created to capture the requirements of Policy

					8.8.3 (7)(c) and apply to Development Area 3. Staff have also created a new column in Table 11.1 - Holding Area Matrix to reflect this change.
11	Table 11.1 - Holding Area Matrix Holding Provision C3 applies to Holding Area 5	Applicant has identified that Holding Provision C3 should not apply to Development Area 5	Remove C3 under Holding Area 5 in Table 11.1 - Holding Area Matrix	n/a	Minor revision. Staff have no objections to the proposed request from the applicant as it corrects a typographical error.
12	Table 11.2 - Holding Conditions T1 “Prior to the development of any lands identified on Diagram of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning. Development may occur in advance of or concurrently with the construction of the street where the development	Applicant requests that the holding provision be revised to reflect the wording from OPA 9 and to include the flexibility to develop any of the four Development Areas east of Indian Creek.	Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east- west street from from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning. Development <u>of up to 3 Development Areas, as shown on Diagram 2</u>, may occur in advance of or concurrently with the construction of the street where the development	Table 11.2 - Holding Conditions T2 “Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning. Development may proceed prior to the construction of Street A, subject to addressing the following criteria to the satisfaction of the Director of	New Holding Provision proposed. To align with the revised wording in the Official Plan Amendment, staff are recommending that a new T2 holding provision be created to capture the requirements of Policy 8.8.3 (7)(c) and apply to Development Area 3.

	does not create ~~a significant~~ impact to the existing transportation system, to the satisfaction of the Director of Transportation Services and the Director of Community Planning.		does not create <u>an unacceptable</u> impact to the existing transportation system, to the satisfaction of the Director of Transportation Services and the Director of Community Planning.	Transportation Services and the Director of Community Planning: a) The required street network to support development east of Indian Creek has been secured, including the portions of Street A, B and E as shown on Diagram 3 of this by-law; b) Detailed design of Street A has been approved; c) Any required on and off-siteimprovements identified in the accepted Transportation Impact Study and Transportation Demand Management Report for the entire site are secured through appropriate agreements and funding mechanisms; and, d) Provide a Transportation Impact Study to reflect the	

				entire phase of development east of Indian Creek.	
14	Table 11.2 - Holding Conditions T6 “The Owner shall submit a revised Transportation Impact Study and Transportation Demand Management report, addressing comments from Transportation Services and Dillon Consulting to the satisfaction of the Director of Transportation Services and the Director of Community Planning.	Applicant requests that the holding provision be updated to remove reference to Dillon Consulting and be replaced with the peer reviewer.	The Owner shall submit a revised Transportation Impact Study and Transportation Demand Management report, addressing comments from Transportation Services and the peer reviewer to the satisfaction of the Director of Transportation Services and the Director of Community Planning.	n/a	Minor revision. Staff have no objections to the proposed request from the applicant as it provides further clarity for the Holding Provision.
15	Table 11.2 - Holding Conditions E4 “The owner shall submit updated constraint mapping and supporting technical studies, which delineate all natural hazards and related regulatory and erosion access allowances along with wetlands and adjacent regulated areas, setbacks required for all vested agencies including but not limited to MTO, HONI, CNR, Metrolinx; with clear labels, setbacks with dimensions, and notes for any agency	Applicant requests that the holding provision be revised to include the term “updated” to provide clarity that revised materials are required.	Table 11.2 - Holding Conditions E4 “The owner shall submit updated constraint mapping and updated supporting technical studies, which delineate all natural hazards and related regulatory and erosion access allowances along with wetlands and adjacent regulated areas, setbacks required for all vested agencies including but not limited to MTO, HONI, CNR, Metrolinx; with clear labels, setbacks with dimensions, and notes	n/a	Minor revision. Staff have no objections to the proposed request from the applicant as it provides further clarity for the Holding Provision.

	easements and the limits of easements to the satisfaction of the Director of Community Planning and Conservation Halton.		for any agency easements and the limits of easements to the satisfaction of the Director of Community Planning and Conservation Halton."		
16	Table 11.2 - Holding Conditions C2 "Notwithstanding the required minimum railway setback in the MXC Zone, the appropriate yard abutting the railway will be determined through the revised Noise and Vibration Feasibility Study, to the satisfaction of the Director of Community Planning"	Applicant requests that the Holding Provision be revised to include reference to applicable staff comments.	n/a	Table 11.2 - Holding Conditions C2 "Notwithstanding the required minimum railway setback in the MXC Zone, the appropriate yard abutting the railway will be determined through the revised Noise and Vibration Feasibility Study and by addressing the peer reviewer comments, to the satisfaction of the Director of Community Planning"	Minor revision. Staff have no objections to the proposed request from the applicant as it provides further clarity for the Holding Provision.
17	Table 11.2 - Holding Conditions S1 "The owner shall submit a revised Enhanced Functional Servicing and Stormwater Management Report to demonstrate all stormwater management targets can be met and to support downstream analysis, to the satisfaction of the Director of Community Planning, Conservation	Applicant requests that the Holding Provision be revised to include reference to comments from Conservation Halton and Halton Region.	n/a	Table 11.2 - Holding Conditions S1 "The owner shall submit a revised Enhanced Functional Servicing and Stormwater Management Report, addressing Conservation Halton and Halton Region comments, to the satisfaction of the Director of Community Planning, Conservation Halton and the Region of Halton.	Minor revision. Staff have no objections to the proposed request from the applicant as it provides further clarity for the Holding Provision.

	Halton and the Region of Halton.				
18	Table 11.2 - Holding Conditions U1 “Where buildings up to 11 storeys in height are proposed, demonstration of how the proposed buildings comply with the Urban Design Brief by NAK Design and Giannone Petricone Associates, dated February 2026, is required to the satisfaction of the Director of Community Planning.”	Applicant requests that the holding provision be revised to reflect the wording from OPA 9	Table 11.2 - Holding Conditions U1 “Where buildings up to 11 storeys in height are proposed, demonstration of how the proposed buildings <u>are consistent with guidance in the Urban Design Brief dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials</u>, is required to the satisfaction of the Director of Community Planning.	n/a	Minor revision. Staff have no objections to the proposed request from the applicant as it represents a minor revision to align with the proposed language in OPA 9.
19	Table 11.2 - Holding Conditions U2 “The review of the following items and any applicable complete application requirements where relevant, shall be required to accompany any development applications that propose buildings taller than 11	Applicant requests that the holding provision be revised to reflect the wording from OPA 9	Table 11.2 - Holding Conditions U2 “The <u>consideration</u> of the following items <u>along with the policies in 12.1.2(1) of Burlington Official Plan, where applicable</u> shall be required to accompany any development applications that propose buildings	n/a	Minor revision. Staff have no objections to the proposed request from the applicant as it represents a minor revision to align with the proposed language in OPA 9.

	storeys in height, up to 30 storeys in height, to the satisfaction of the Director of Community Planning: b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief by NAK Design and Giannone Petricone Associates, dated February 2026, as amended, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.		taller than 11 storeys in height, to the satisfaction of the Director of Community Planning: b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief ~~by NAK Design and Giannone Petricone Associates~~, dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.		
20	Table 11.2 - Holding Conditions U3 "The review of the following items and any applicable complete application requirements where relevant, shall be required to accompany any development applications that propose buildings taller than 30	Applicant requests that the holding provision be revised to reflect the wording from OPA 9.	Table 11.2 - Holding Conditions U3 "The consideration of the following items along with the policies in 12.1.2(1) of Burlington Official Plan, where applicable shall be required to accompany any development applications that propose buildings	n/a	Minor revision. Staff have no objections to the proposed request from the applicant as it represents a minor revision to align with the proposed language in OPA 9.

	storeys in height, to the satisfaction of the City: b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief by NAK Design and Giannone Petricone Associates, dated February 2026, as amended, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.		taller than 30 storeys in height , to the satisfaction of the City: b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief ~~by NAK Design and Giannone Petricone Associates~~, dated February 2026, <u>as updated from time to time</u>, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.		
21	Schedule 'A' "Schedule 'A" to By-law 2020.XXX Amending Map Nos. 3-E, 6-E & 6-W Part 15, By-law 2020 as amended, passed the XXth day of **XX**, 2026	n/a	n/a	Schedule 'A" to By-law 2020.524 Amending Map Nos. 3-E, 6-E & 6-W Part 15, By-law 2020 as amended, passed the 21st day of July, 2026	Through review of the by-law staff noted that the accompanying text in Schedule 'A' had not been updated to reflect the by-law number and Council date. Staff are recommending that the text in Schedule 'A' be updated to reflect this change. Revised Schedule 'A' is included as part of the revised Appendix E- Draft Zoning By-law Amendment

Conclusion

Staff have discussed the Official Plan Amendment and Zoning By-law Amendment with the applicant and have consulted relevant City departments regarding the applicant's comments and requested revisions to the Official Plan Amendment and Zoning By-law Amendment. Staff are of the opinion that the proposed changes to the recommendations of report DGM-28-26 and the planning instruments, as outlined by staff in this memo, are appropriate.

Staff consider the above amended recommendation an appropriate form of intensification and efficient use of land. It is staff's opinion that the modified recommendation satisfies the City's objectives and represents good planning.

Appendices

Appendix D – Revised Official Plan Amendment No. 9

Appendix E – Revised Draft Zoning By-law Amendment

Respectfully submitted,

Ben Kissner, RPP, MCIP
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OFFICIAL PLAN AMENDMENT

PROPOSED AMENDMENT NO. 9 TO THE OFFICIAL PLAN

OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

The Amendment contained in Part "B" of this document constitutes proposed Amendment No. 9 to the Official Plan of the City of Burlington, 2020 for the new community to be known as "The King Road Community". The lands governed by the Proposed Amendment are known for municipal purposes as 1200 King Road and are owned by a single owner. The site is presently vacant.

PART A – PREAMBLE

1 PURPOSE OF THE AMENDMENT

The purpose of this Official Plan Amendment (OPA) is to establish a planning framework for the development of The King Road as a complete, integrated, inclusive and cohesive urban village.

The effect of the proposed Amendment is to add new area-specific policies to the Burlington Official Plan, 2020 that will:

- Establish a community structure for the creation of an urban village within the City's urban boundaries, a community with a strong identity and character, an urban village that is a complete community where future Burlington residents can live, work, learn, shop and play informed by protected Natural Heritage features, with a new transportation and transit network;
- Establish the authorized land uses in the King Road Community to allow for a mix of residential, commercial, institutional, recreational, office and entertainment uses, subject to addressing key threshold issues;
- Provide policies relating to the manner in which the King Road Community will function as an integrated complete community including policies relating to infrastructure, transportation, public service facilities, parks, public space, housing, land use compatibility, natural heritage and hazards, education, recreation and entertainment;
- Outline requirements to be addressed through zoning, plan of subdivision or other means to ensure the creation of a complete community; and,
- Establish a set of implementation policies related to phasing and monitoring, among other things.

2. SITE AND LOCATION

The proposed amendment will govern 49 hectares of vacant land identified for municipal purposes as 1200 King Road.

The proposed amendment pertains to the lands at 1200 King Road with its boundaries defined by Highway 403 on the North, King Road on the East, CN Rail line and Rail Yard on the South and the Aldershot GO MTSA station and parking lot on the West. The site is illustrated in Attachment 1.

3. BASIS FOR THE AMENDMENT

The King Road site is currently vacant with a single owner. The site presents a unique opportunity to create an complete urban village inside the City's urban boundaries, a community with a strong identity and character, a complete community where future Burlington residents can live, work, learn, shop and play, a community with significant natural features; a community providing a high quality of life for residents, an exceptional home for employment and commercial enterprise. These goals are attainable as a result of the size, ownership, visible boundaries, transportation resources, separation from other residential areas, provincial government support and historical character.

On March 24, 2024, staff report L-27-24 Bill 162, Get It Done Act, 2024 Update, explained that Bill 162 reinstated modifications made by the Minister to the Region's Official Plan through the Minister's decision on ROPA 49. This included modifications to remove the Employment Area overlay from 1200 King Road, among other changes. The report included a link to the draft letter from the Mayor to the Minister of Municipal Affairs and Housing regarding support for ROPA 49 changes. Bill 162 received Royal Assent on May 16, 2024. The letter highlighted the following:

The City of Burlington will continue to work collaboratively with the ROPA 49 landowners and the public in advancing the City's interests on these lands. Priority will be given to achieving the City's community responsive growth management objectives and long-term community development goals related to achieving vibrant mixed-use neighbourhoods inclusive of the following elements as outlined in our May 25, 2023, letter:

- economic benefits including future employment targets that increase future property assessment growth.
- social benefits including affordable and attainable housing, public parks and greenspace and community facilities and amenities.
- environmental benefits including climate mitigation and adaption, natural heritage preservation and enhanced integrated mobility.

On April 2, 2024, staff report PL-29-24 Targeted realignment future growth areas – 1200 King Road, Bronte Creek Meadows and Bridgeview, addressed issues to be considered with newly converted employment areas and new urban areas resulting from Bill 162. This staff report noted that each area be treated appropriately given its status and context. The report noted that "…1200 King Road has an existing development application submitted to the existing Official Plan and Zoning By-law that is appealed to the Ontario Land Tribunal." The report noted further that staff were working closely with the landowners at the time and that their active participation was critical and that it presented a good opportunity to return to Council with timelines and approaches that were appropriate.

Working together through the two year pre-consultation process, City Staff and the Owner have developed a set of area-specific policies to establish the vision for King Road Community.

While currently considered designated growth area, King Road community cannot be considered lands *designated and available* for development in accordance with the PPS, 2024, as the Official Plan of the City sets out the requirement for detailed, site specific policies to address key issues related to land use planning. OPA 9 establishes a comprehensive framework to establish this area as a new *Local Node* within the Urban Structure of the City. Given the close proximity to the Aldershot GO Major Transit Station Area (MTSA), this *Local Node* is expected to accommodate significant population and employment growth and complement and support the City's identified MTSA. The policy sets a framework to guide the development of this emerging key destination as an emerging complete community with multiple community nodes with a wide range of housing, a mix of uses, critical major destinations all supported by multi-modal connections to the Aldershot GO MTSA including new complete streets and regional and local transit. OPA 9 provides a framework to guide building typology within King Road community, allowing for a range of heights and styles that respond to the opportunity for *transit-supportive* development while limiting built form impacts.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

1.1 Text Change:

The amendment includes a new section to be inserted into the text of the Burlington Official Plan 2020 as described in the following table.

Item No.	Section	Description of Change
1	8.8 Sub-Area Policies	Insert new section 8.8.3 King Road community, as provided in Attachment 2.
2	13 Definitions	Delete the definition in its entirety and replace with the following: **Major Trip Generator:** means origins and destinations with high population densities or concentrated activities which generate many trips (e.g., strategic growth areas, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, public service facilities, and other mixed-use areas)
3	13 Definitions	Add the following as a new definition: **Architectural Control:** means the approval of building permit plans to ensure that urban and/or architectural designs are consistent with applicable urban design/architectural guidelines and the applicable Urban Design Brief. Certification of building plans shall be prepared by a qualified architect at the expense of the owner prior to submission of application for building permits.

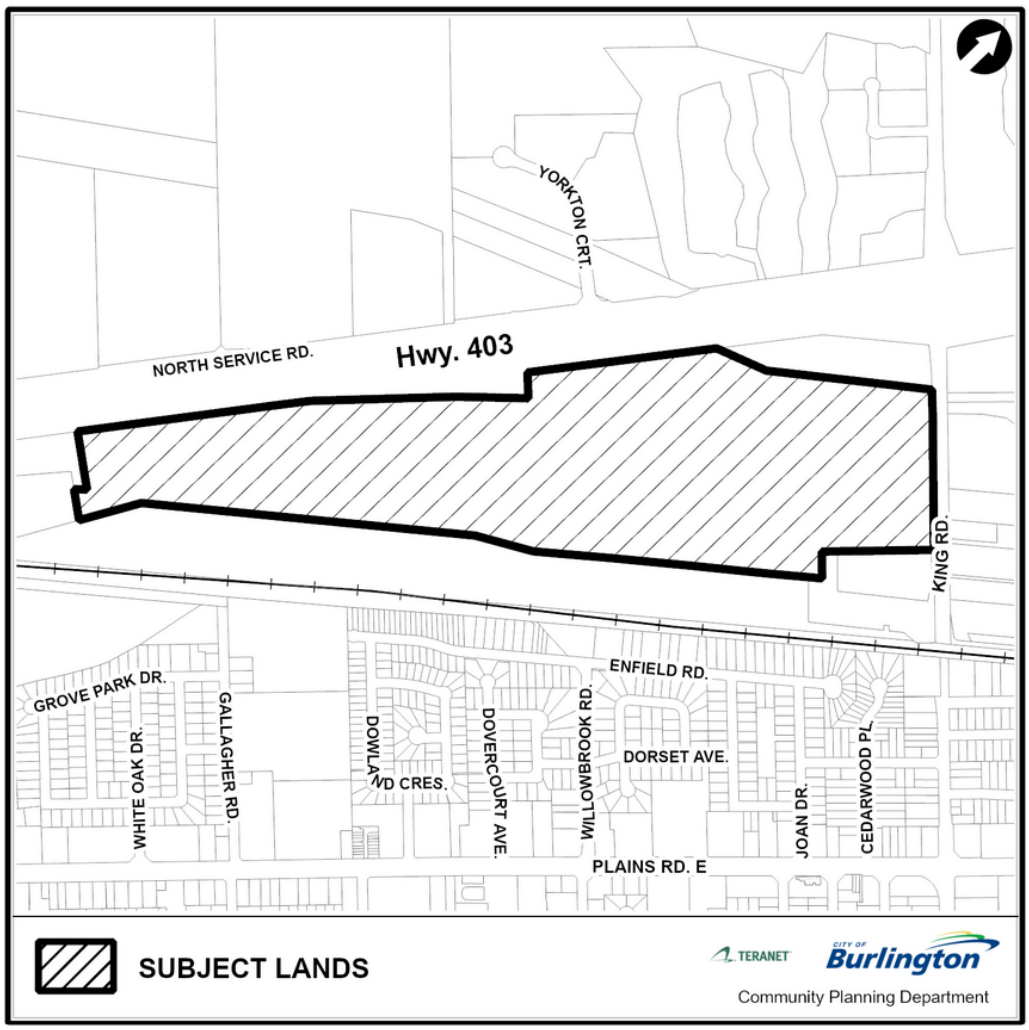
4	13 Definitions	Add the following as a new definition: **LOCAL NODE AND LOCAL INTENSIFICATION CORRIDOR** means a Strategic Growth Area identified by a Local Municipality in an approved Official Plan, which has a role in the accommodation of mixed-use intensification and/or employment intensification at a scale appropriate to the context.

1.2 Map Changes:

The amendment includes new mapping to be added to the schedules of the Burlington Official Plan, 2020, as described in the following table.

Item No.	Section	Description of Change
5	Schedules	Insert new schedule as follows: Schedule T: King Road Community, as provided in Attachment 3.
6	Schedules	Insert new schedule as follows: Schedule T-1: King Road Community Frequent Transit Corridors, as provided in Attachment 4.
7	Schedules	Insert new schedule as follows: Schedule T-2: King Road Community Maximum Building Heights, as provided in Attachment 5.

Attachment 1 to OPA 9- Subject Lands



Attachment 2 to OPA 9 –

King Road Community Area-Specific Policies

8.8.3 King Road Community

8.8.3 (1) Vision

The proposed amendment will govern 49 hectares of vacant land identified for municipal purposes as 1200 King Road.

1200 King Road is a unique site with clearly identified tangible boundaries consisting of Highway 403 on the North, King Road on the East, CN Rail line and Rail Yard on the South and the Aldershot GO MTSA station and parking lot on the West. The site is known as “King Road Community” and the future development of the community is illustrated in Attachment 1.

King Road represents a strategic transformation of underutilized land into a cohesive community that will be home to approximately 9,000 households and the King Road Community is designed to incorporate urban mixed-use village elements as a new *Local Node* within the City’s Urban Structure that is expected to accommodate signification population and employment growth.

Recognizing the long-term nature of such a transformation, the project is underpinned by comprehensive guidelines designed to preserve the integrity of the vision across all phases of development.

The natural environment of the King Road Community, including the protection and enhancement of the Natural Heritage System, urban forests, wetlands and watersheds, and the identification of hazards will lay the foundation for an urban village structure to emerge over time. The new structure will be organized into a set of nodes, each with its own vision and character as set out in this amendment, reliant on the introduction of a new transportation and public transit network throughout the entire community, connecting to the broader city network and achieving *multi-modal* access to the Aldershot GO MTSA. The goal is to achieve an attractive, vibrant, and active urban village community structured by a robust public realm and open space network.

Prioritizing flexibility, the plan envisions a *complete community* which is planned to be a dynamic mixed-use hub capable of adapting to future retail innovations and trends, a community recreation and entertainment centre, postsecondary education campus, and significant parks and natural features.

With an urban village character and a diversity of housing options, jobs and services available, this accessible community will be highly connected through walkable compact streets, linked open spaces, extensive trail and cycling networks, public transit and convenient transit. A network of new, *complete streets* will prioritize safe and convenient

walking and cycling connections for people of all ages and abilities, with traffic calming strategies incorporated by design. to set the tone of the urban village as safe and desirable. It will be a community where a wide spectrum of residents, from young families to downsizing retirees, can find a permanent sense of home in Burlington.

The built form structure of the King Road community will reinforce the different nodes, while providing for a distinct and varied skyline. The building bases are pedestrian scaled and are intended to frame public realm at the street level. A variety of built form typologies are provided throughout the community and will frame the structuring elements of the plan including the central park, streetscapes and natural heritage system. The strategic placement of tall buildings creates a distinct skyline while ensuring shadow impact on open spaces is minimized.

The resulting urban village will feel safe, warm and inviting, with a memorable identity and features that promote well-being, health and a strong sense of community.

8.8.3 (2) Objectives

The King Road community will be planned as a vibrant local and regional destination with a mix of uses in a complete community format supported by enhanced public transit connections that together achieve the following objectives:

a) To create a new mixed use *Local Node* to support population and *employment* growth in a key area in the City's overall urban structure to support and complement the adjacent Aldershot GO MTSA.

b) To develop the community as an urban village with a strong identity and character that will encourage cohesion, high-level community activity, smart use of streets and open space with components that function well together.

c) To create a complete, compact and environmentally *sustainable* urban village in accordance with the vision, with a mix of uses supported by high quality public transit and convenient *multi-modal* connections to the Aldershot GO MTSA.

d) To ensure that *development,* transportation and traffic features function as guided by the Urban Design Brief dated February 2026, as updated from time to time to contribute positively to a high quality of life in the village homes.

e) To provide a range of services and facilities that will satisfy health, education, social, religious, culture and recreation needs of the King Road community and adjacent neighbourhoods.

f) To include a mix of uses including *employment*, housing, *public service facilities*, parks, *recreation*, *entertainment*, *institutional* and commercial shops and services.

g) To plan for *transit-supportive* levels of population and employment to support existing and planned local and regional transit.

h) To ensure that streets in the residential nodes are calmed, complete and function as a positive addition to the quality of life of the residents. These roads will be designed to a maximum speed of 30km/h in order to support pedestrian safety and connections to open spaces and the public realm.

i) To minimize cut-through traffic for residential and park areas by appropriate street structure.

j) To ensure that pedestrians, cyclists, persons with disabilities, and children will feel safe on the streets, setting the tone of the community as safe and desirable.

k) To ensure that the roads and sidewalks function as positive influences on the quality of life of pedestrians and residents.

l) To provide a mixture of public and private open space that function to meet the needs of the high-density areas of the community;

m) To provide a range of housing types and tenure and meet a broad range of demographics and income levels including *affordable housing*.

n) To create a balanced community with a variety of local jobs and live/work opportunities for residents.

o) To create a built environment that achieves walkability, high-quality public spaces and design excellence.

p) To establish opportunities for a range of building typologies and heights including variety of buildings and densities subject to criteria.

q) To establish a safe, balanced and connected fine grain *multi-modal* transportation network.

r) To establish a new frequent transit corridor to connect the King Road community to the Aldershot GO MTSA and other parts of the city.

s) To plan for land uses and building forms which are *compatible* with the surrounding area and achieve sensitive integration with existing areas.

t) To create new parks, trails, *public and private realm* and open spaces.

u) To ensure the protection and enhancement of the Natural Heritage System;

v) To protect life and property from natural hazards.

w) To ensure the conservation of *cultural heritage* and *archaeological resources*.

x) To mitigate *adverse effects* to *sensitive land uses* from human-made hazards and environmental land use compatibility concerns such as noise, vibration, odour, dust and air pollution.

y) To phase development in a manner that optimizes the use of existing and new

infrastructure to support growth in a compact, efficient form.

8.8.3 (3) General Policies

a) Section 8.8.3 *shall* only apply to those lands shown on Schedule T: King Road community, of this Plan, and all policies in Section 8.8.3 are to be read in conjunction with the policies of this Plan. In the event of a conflict, the more specific policies *shall* apply.

b) *Development shall* conform to the overall vision for the King Road community and support the achievement of the vision, objectives and policies of the applicable community node.

c) The King Road Community policies *shall* plan to accommodate growth to 2051 and beyond, including approximately 9000 units and a minimum of 1500 jobs on a site wide basis. This plan includes an aspirational goal of 3,000 new jobs. Minor variations to these targets *shall* not require an Official Plan Amendment.

d) The King Road Community *shall* accommodate a minimum of approximately 5% of all residential units to be new *affordable housing* units, guided by an appropriate implementation mechanism approved by the *City*.

e) *Public service facilities* and *institutional uses shall* be permitted in all nodes identified on Schedule T: The King Road Community, of this Plan.

f) Public/private partnerships for the purpose of providing *public service facilities* are *encouraged*.

g) *Affordable Housing shall* be permitted and *encouraged* to locate in all nodes.

h) *Additional needs housing* is *encouraged* where residential uses are permitted.

i) *Accessory drive-throughs shall* be prohibited.

j) Notwithstanding 8.8.3 (3) i), the Zoning By-law *shall* establish standards for *accessory drive-throughs* to be permitted on a limited and interim basis within the Mixed Use Node to address the following criteria to the satisfaction of the *City*:

    i) the proposed *development* ensures *compatibility* by appropriately separating and mitigating potential adverse impacts of the *accessory drive-through* in relation to residential uses and other sensitive land uses within, and adjacent to, the proposed *development*;

    ii) the *accessory drive-through* will not impede current or future opportunities for intensification, including the development of sensitive land uses, on or adjacent to the site; and,

iii) the *accessory drive-through* does not conflict with the objectives and policies of the mixed use node, activated streets as per 8.8.3 (3) l) and design policies of this Plan, to limit conflicts and ensure pedestrian safety.

k) *Development* within The King Road Community *shall* implement a comprehensive network of open space, trails and *multi-modal* connections, subject to the confirmation of constraints as illustrated on Schedule T: The King Road Community.

l) The Natural Heritage System and/or hazard as identified on Schedule T: The King Road Community of this Plan, *shall* be zoned appropriately. Upon acceptance of an EIA by the *City*, if the City's Natural Heritage System extent is refined to exclude all or part of the Existing Natural Heritage System as shown on Schedule T, the portion located within the respective conceptual Community Node shown on Schedule T *shall* be designated to form part of that Community Node, without amendment to this Plan.

m) The boundaries of the Existing Natural Heritage System as shown on Schedule T *may* be refined without amendment to this Plan, through the City's acceptance of an Environmental Impact Assessment prepared in accordance with the policies of the Burlington Regional Official Plan or similar study based on terms of reference accepted by the *City*.

n) Along street segments identified as an Activated Street Frontage on Schedule T: The King Road Community, of this Plan, retail, *service commercial*, *institutional uses*, *entertainment uses*, *recreation uses*, *public service facilities* and *office* uses *should* be provided along the majority of the buildings main wall at-grade in buildings having frontage onto public streets. *Primary Public Entrances shall* be permitted at grade in conjunction with other permitted uses. In addition, other active uses such as ground related residential units, lobbies, amenity uses, etc. *shall* also be permitted when coupled with other non-residential uses to make up the majority of the building's main wall at-grade along the street.

o) *Development shall* comply with all applicable policies of this Plan and be guided by the Urban Design Brief dated February 2026, as updated from time to time. Changes and updates to the Urban Design Brief initiated by the owner can occur through *development application* to allow for the plan to evolve over time. Changes and updates to the Urban Design Brief are subject to approval by the Director of Community Planning. The City *may* require *architectural control* to be put in place by the owner to ensure consistency with the Urban Design Brief.

8.8.3 (3.1) Building Height Policies

The King Road Community will include a variety of building heights that align with the community's vision as a mixed use, transit-supportive community with connections to Aldershot GO MTSA.

a) Building heights are identified on Schedule T-2, The King Road Community Maximum Building Heights and subject to the following:

   i) Meeting the vision and objectives contained in Policies 8.8.3(1) and 8.8.3(2) of this Plan.

   ii) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.

   iii) The consideration of the following items along with the policies in 12.1.2(1) of this Plan, where applicable *shall* be required to accompany any *development applications* that propose buildings taller than 11 storeys in height, to the satisfaction of the *City*:

      a. Shadow impact study for the block proposed;

      b. Pedestrian wind impact study for the block proposed;

      c. Confirmation that the proposed central park has been secured;

      d. Demonstration that the King Road Community will achieve the minimum 1,500 jobs as set out in 8.8.3 (3) c), across the entirety of the Community;

      e. Confirmation that the affordable housing units, as required in Policy 8.8.3(3) d) have been secured across the entirety of the Community;

      f. Confirmation that a significant *institutional* or *public service facility*, including but not limited to a post secondary institution use *shall* be the principle use in the Campus Node as per section 8.8.3 (5.1.2) b), unless otherwise permitted in accordance with 8.8.3 (5.1.2.) e).

      g. Confirmation that significant *entertainment* use, such as a sports arena, with an event plaza will be located in the Entertainment Node as per section 8.8.3 (5.3.2) b), unless otherwise permitted in accordance with 8.8.3 (5.3.2) f).

      h. Providing a variety of building heights on a block by block basis,

generally in accordance with the Urban Design Brief dated February 2026, as updated from time to time.

iv) The consideration of the following items along with the policies in 12.1.2(1) of this Plan, where applicable, *shall* be required to accompany any *development applications* that propose buildings taller than 30 storeys in height, to the satisfaction of the *City*:

a. Submission of the items in 8.8.3(3.1) a) i), ii), and iii);

b. The inclusion of one or more voluntary elements of the Sustainable Building and Development Guidelines; and,

c. Where residential uses are proposed, either the inclusion of rental units or the inclusion of larger units of 2-bedroom or 3-bedroom.

8.8.3 (4) Community Structure

The King Road Community structure is made up of both natural and planned systems which define the areas for growth and change. This community structure is informed by policies of this section and the Official Plan, which lay the foundation for a future *complete community*. Systems will link the nodes to create an integrated community. The existing and planned systems that contribute to The King Road Community Structure include the following:

- **Natural Heritage System** – The layout of community nodes and future *development* blocks is driven by the defined Natural Heritage System. Neighbourhood design will support the maintenance and enhancement of natural features and functions and a continuous natural open space system, where appropriate.

- **Infrastructure and Mobility Network** – This system is comprised of existing and planned *infrastructure*, utility and mobility elements. The future mobility network in The King Road Community will provide enhanced mobility and connections to the broader city network. The creation of community nodes is informed by a new key arterial street, identified as Street A on Schedule T of this Plan, connecting King Road to Alayne Bryk Way and will be further sub-divided by future local *complete streets* and trail connections to create a fine network of *multi-modal* connections and future development blocks. Enhanced *active transportation,* public transit service and *multi-modal* transportation connections, including infrastructure and transit investments, will support community connectivity between the King Road Community and adjacent neighborhoods such as the Aldershot GO Major Transit Station Area, as well as to the Aldershot

GO Station and the rest of the city.

- **Parks and Public Service Facilities** –The King Road Community will include a network of new *public service facilities*, *public realm* and parks that will serve the new community, as well as surrounding neighbourhoods. These important *complete community* elements will be connected to each other, where possible, to create synergies of uses to serve the public, enhance accessibility and create vibrancy, as well as complement and reinforce the Natural Heritage System and Infrastructure and Mobility Network. The vision for the King Road Community includes a series of open spaces including a two hectare, central public park.

8.8.3 (5) Community Nodes

The King Road Community is made up of a series of general community nodes which will further be refined through the completion of ongoing technical work and *development applications*. Each community node has its own vision, as set out below, and will evolve into a neighbourhood with its own distinct attributes and character. A new *infrastructure* and mobility network for the Village will connect the nodes to support a *complete integrated community* that allows people to move around the neighbourhoods and access a wide range of amenities, services, housing, jobs and public transit.

Schedule T: The King Road Community, of this Plan, identifies the general location of each node. The location of each node is conceptual in nature. Community Node boundaries will be confirmed through final detail road design as well as confirmation of the extent of the Natural Heritage System, the extent of regulated areas and other constraints mapping, without the need for an Official Plan Amendment.

8.8.3 (5.1) Campus Node

8.8.3 (5.1.1) Vision

The Campus Node is generally located on the western side of the King Road Community, west of Falcon Creek, south of HWY 403 and north of the proposed street “A” as shown on Schedule T: The King Road Community. The boundaries of this node will be defined by the Natural Heritage System in this area. This node is envisioned to be a focus for institutional uses such as a post-secondary use and supported by retail, service commercial, as well as community and open space, to support the creation of jobs and access to education, with shops and services for employees and visitors.

8.8.3 (5.1.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Campus Node in section 8.8.3 (5.1) of this Plan and the overall King Road Community.

b) Significant *institutional or public service facility,* including but not limited to a post-secondary use *shall* be the principle use in the Campus Node.

c) The following uses *may* be permitted in the Campus Node:

i) institutional uses;

ii) *office* uses, including research and development;

iii) public service facilities;

iv) retail and *service commercial* uses, excluding *automotive commercial uses*;

v) *recreational uses*;

vi) entertainment uses;

vii) *additional needs housing*; and,

viii) residential uses with the exception of single-detached dwellings; semi-detached dwellings; and standalone townhouses such as street townhouses, stacked townhouses and back-to-back townhouses.

d) Residential uses contemplated in 8.8.3 (5.1.2) c) viii) *may* only be permitted on a lot in conjunction with an *institutional* use.

e) Where the Campus Node lands are re-envisioned and/or do not incorporate a significant *institutional* or *public service facility* as per 8.8.3 (5.1.2) b), an amendment to this Plan *shall* be required. In such cases, *development shall* deliver a comparable community asset of a similar scale and function, to the satisfaction of the *City*.

8.8.3 (5.2) Residential Nodes

8.8.3 (5.2.1) Vision

The Residential Node is located in two areas of the King Road Community. The first is

generally located in the middle of the King Road Community, east of Falcon Creek, west of proposed street ‘D’, south of HWY 403 and north of the proposed street ‘A’ as shown on Schedule T: The King Road Community, of this Plan. The second is located in the west side of the site, south of the proposed street ‘A’ as shown on Schedule T of this Plan. This node is envisioned to be new neighbourhood area, providing a range of housing types with complementary community facilities, public spaces and parks. The vision for this residential node is to include a large two hectare, central public park.

8.8.3 (5.2.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Residential Node in section 8.8.3 (5.2) of this Plan and the overall King Road Community.

b) One large public park *shall* be required as shown on Schedule T as part of *development* in the Residential Node.

c) The following uses *may* be permitted in the Residential Node:

   i) residential uses, including single-detached dwellings, semi-detached dwellings, and standalone townhouses such as street townhouses, stacked townhouses and back-to-back townhouses;

   ii) *additional residential units*, subject to the policies of Subsection 8.7.2 of this Plan;

   iii) *Additional needs housing;*

   iv) *public service facilities;*

   v) *institutional uses;*

   vi) *office; and,*

   vii) retail and *service commercial* uses, excluding *automotive commercial uses*.

d) Notwithstanding 8.8.3 (5.2.2) c) i), a limited number of single-detached dwellings, semi-detached dwellings or standalone townhouses, including street townhouses, stacked townhouses and back-to-back townhouses *may* be permitted in the Residential Node where it is demonstrated that the proposal does not compromise the overall vision of the King Road Community being a vibrant mixed-use, transit-supportive, *complete community* inclusive of social, environmental and economic benefits. It is acknowledged that such housing

contributes to the mix of housing proposed for the urban village.

e) *Additional residential units* are *encouraged* to be built within any single-detached dwellings, semi-detached dwellings or standalone townhouses that may be built.

f) In order to facilitate *additional residential units*, the Zoning By-law *shall* identify minimum side-yard setbacks for single and semi-detached dwellings, and street townhouses residential lots that allow sufficient space for the provision of side entrance doors through initial construction or potential future renovation.

8.8.3 (5.3) Entertainment Node

8.8.3 (5.3.1) Vision

The Entertainment Node is generally located south of proposed street ‘A’ as shown on Schedule T of this Plan and west of Indian Creek. This node is envisioned to develop into a key destination and be a focus for entertainment uses such as a sports arena and event plaza, supported by retail, *service commercial* and hotel space. Together, this mix of uses will help develop this node into a unique destination and *major trip generator* within the local and larger community that is easily accessible by public transit. This Entertainment Node will help promote tourism, economic development and competitiveness, as well as the development of a *complete community*.

8.8.3 (5.3.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Entertainment Node in section 8.8.3 (5.3) of this Plan and the overall The King Road Community.

b) A significant *entertainment* use, such as a sports arena with an event plaza *shall* be the principle use in the Entertainment Node.

c) The following uses *may* be permitted in the Entertainment Node:

   i) *Entertainment uses*;
   ii) Hotel uses;
   iii) Retail and *service commercial* uses, excluding *automotive commercial uses*;
   iv) *Office*;
   v) *Recreation* uses;
   vi) residential uses with the exception of single-detached dwellings; semi-detached dwellings, and standalone townhouses such as street

townhouses, stacked townhouses and back-to-back townhouses;

vii) *Public service facilities*; and,

viii) *Institutional* uses.

d) Residential uses contemplated in 8.8.3 (5.3.2) c) vi) *may* only be permitted where they are co-located with a hotel use.

e) Retail, *service commercial,* residential, and hotel uses *shall* not be permitted until one or more of the other permitted uses listed in section 8.8.3 (5.3.2) c) have been developed or has been proposed in conjunction with another permitted use.

f) Where the Entertainment Node lands are re-envisioned and/or do not incorporate a significant *entertainment* use such as a sports arena with an event plaza as per 8.8.3 (5.3.2) b), an amendment to this Plan *shall* be required. In such cases, development *shall* deliver a comparable public asset informed by the City's Live and Play Plan, to the satisfaction of the *City*.

8.8.3 (5.4) Mixed Use Node

8.8.3 (5.4.1) Vision

The Mixed Use Node is generally located on the eastern side of the King Road Community, east of proposed street 'D' and on the north and south sides of proposed street 'A' (where located east of Indian Creek) as shown on Schedule T: The King Road Community, of this Plan. This node is envisioned to be a key area for *intensification* to accommodate residential and *employment* growth. This node will focus on a diversity of housing types and the creation of mixed-use buildings with residential units, shops,
offices and daily/weekly needs, including a centrally located retail square. This node will serve as a community hub with a concentration of community services, amenities and *public service facilities*, transit, public spaces and active transportation connections, including a pedestrian connection/bridge over Indian Creek.

8.8.3 (5.4.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Mixed Use Node in section 8.8.3 (5.4) of this Plan and the overall The King Road Community.

b) A retail square *shall* be required as part of *development* in the Mixed Use Node to support and activate the proposed trail across the King Road Community as

shown on Schedule T: The King Road Community, of this Plan.

c) The following uses *may* be permitted in the Mixed Use Node:

   i) residential uses with the exception of single-detached dwellings; semi-detached dwellings, and standalone townhouses such as street townhouses, stacked townhouses and back-to-back townhouses;
   ii) hotel uses;
   iii) retail and *service commercial* uses, excluding *automotive commercial uses*;;
   iv) *office*;
   v) *entertainment* uses;
   vi) *recreation* uses;
   vii) public service facilities;
   viii) Institutional uses*;* and*,*
   ix) *additional needs housing*.

d) Residential uses contemplated in 8.8.3 (5.4.2) c) *shall* not be permitted until one or more of the other permitted uses listed in section 8.8.3 (5.4.2) c) have been developed on the same block or has been proposed in conjunction with another permitted use.

e) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in the Mixed Use Node.

8.8.3 (6) Infrastructure

To support *development* within the King Road Community, the comprehensive study of planning, phasing and financing of *infrastructure* in an integrated manner must be prioritized. Planning for *infrastructure* is undertaken by the Region of Halton and various partner agencies and organizations with information provided by the *City*. Collaboration is necessary to ensure that there are services in place to support new population and *employment* uses as growth occurs.

Accommodating growth in this new community will require investment in the *multi-modal* transportation network to ensure that people of all ages and abilities have a

variety of travel options, and that connections are made to the Aldershot GO MTSA. *Transportation facilities* will be planned and designed as a *multi-modal* transportation network to be safe, accessible, and balanced to prioritize *active transportation* and transit. The *multi-modal* network of *complete street*s will be designed based on the safe integration of all *modes* of travel.

a) *Infrastructure shall* be delivered in accordance with Chapter 6 of this Plan.

b) Existing and proposed overhead *utilities should* be buried, where feasible, within the King Road Community and, where feasible, the integration, combining and grouping of *utilities* is *encouraged* at the time of *development* at the cost of the proponent.

c) Street design and rights of way *shall* be guided by Section 3 of the Urban Design Brief dated February 2026, as updated from time to time. *Complete streets* will be designed to prioritize pedestrians, cyclists and transit, using traffic calming strategies such as slower speeds and mid-block connections to ensure safety and enhance the overall accessibility of the area.

d) New local streets including streets A, B, C, D and E as shown on Schedule T *shall* be owned and maintained by the *City*.

e) Notwithstanding Table 2: Public Right of Way Widths, the public street rights-of-way identified as Street “A” as shown on Schedule T: King Road Community, of this Plan, of this Plan, *shall* have a width of 35 metres and be protected and secured through the processing of a *development application*. Reductions to the public right-of-way allowance widths, without the need for an Official Plan Amendment, *may* be considered provided the proponent demonstrates that City’s objectives to achieve complete streets standards, including but not limited to all mobility, transit, *utility,* maintenance and design needs such as street trees, have been addressed to the satisfaction of the *City*.

f) Street B identified on Schedule T: The King Road Community, of this Plan, *shall* have a width of 24 metres and be protected and secured through the processing of a *development application*. The design of the segment of Street B west of proposed Street D will include design approaches to support pedestrian safety and connections from neighbourhoods to open spaces and the public realm. Reductions to the public right-of-way allowance widths, without the need for an Official Plan Amendment *may* be considered provided the proponent demonstrates that City’s objectives to achieve complete streets standards, including but not limited to all mobility, transit, *utility,* maintenance and design

needs such as street trees, have been addressed to the satisfaction of the *City*. In addition, this segment of street is to be designed to reinforce Street A as being the primary route to the GO station.

g) Streets C, D and E identified on Schedule T: The King Road Community, of this Plan, and any new public local streets not identified on Schedule T *shall* have a right-of-way width of 18 metres.

h) Modifications to the classification, location, and alignment of proposed streets shown on Schedule T: The King Road Community, of this Plan, *may* be permitted without amendment to this Plan provided that such modifications continue to meet the objective of delivering *active transportation* connections and City design standards are approved by the City and positive impacts on adjacent planned residential buildings.

8.8.3 (6.1) The King Road Community Long-Term Frequent Transit Corridors

a) The *City shall* implement transit corridors in accordance with Schedule T-1 of this Plan as part of the broader Frequent Transit Corridor network of the *City* as shown in Schedule B-2 of this Plan.

b) The *City shall* incorporate Schedule T-1 through updates to Schedule B-1: Growth Framework, of this Plan, through a future process.

c) The *City shall* plan for and implement additional transit routes and increased frequency to support population and employment growth in The King Road Community and to enhance connections to the Aldershot GO Station and other areas of the City.

8.8.3 (6.2) Trail System

a) Trails within or adjacent to the Natural Heritage System, including additional trails west of street “B”, will be *encouraged* in accordance with Section 118 (6) of the ROP. Trails *should* be planned to avoid *Key Natural Features* unless supported by an Environmental Impact Assessment accepted by the *City*.

b) Proposed Trail connections *shall* be provided generally in accordance with Schedule T: The King Road Community, of this Plan, as refined through an Environmental Impact Assessment or equivalent which is approved by the *City* in consultation with partner *public authorities*.

c) Proposed trails, conceptually shown on Schedule T: The King Road Community, of this Plan, *shall* be planned to facilitate direct connections within, outside of the King Road Community, to the Aldershot GO MTSA and provide recreational opportunities in accordance Section 6.2.4 and Schedule Q: Trails Strategy, of this Plan.

8.8.3 (7) Implementation and Phasing

a) Prior to the development of any lands identified as “The King Road Community” on Schedule T of this Plan, the construction of the proposed east-west street from King Road to Alayne Bryk Way shown as Street A on Schedule T: The King Road Community of this Plan from the proposed *development* to the Aldershot GO station *shall* be required.

b) Limited *development* within the three (3) blocks fronting onto King Road *may* occur prior to the construction of the entire extent of Street A where the development does not create an unacceptable impact to the existing transportation system and the operation of the surrounding streets, to the satisfaction of the *City*. *Development may* also proceed concurrently with the construction of Street A.

c) In addition to 8.8.3 (7) b), the *development* of the remaining block east of Indian Creek *may* proceed prior to the construction of Street A as described in 8.8.3 (7) a), subject to addressing the following criteria to the satisfaction of the *City*:

    i) The required street network to support development east of Indian Creek has been secured, including portions of Street A, B and E;

    ii) Detailed design of Street A has been approved;

    iii) Any required on and off site improvements identified in the accepted Transportation Impact Study and Transportation Demand Management Report for the entire site are secured through appropriate agreements and funding mechanisms; and,

    iv) Provide a Transportation Impact Study to reflect the entire phase of development east of Indian Creek.

d) In consultation with the *City*, Halton Region and relevant utility providers, d*evelopment shall* be phased and coordinated with provision of *infrastructure*, as

well as transportation network and intersection design and improvements in accordance with Section 8.8.3 (6) of this Plan.

e) The timing of *development* will be subject to the availability of required *infrastructure* including transportation, transit, *municipal sewage and water*, parks and *public service facilities,* in accordance with the policies of this Plan.

f) Phased development of any lands in the King Road Community as shown on Schedule T: The King Road Community, of this Plan, *shall* only be permitted once conformity to policy 77 (5) of the Burlington Regional Official Plan (BROP) is demonstrated to the satisfaction of the *City*:

i) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands;

ii) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes;

iii) location, types and density of residential and employment lands that contribute to creating healthy communities through:
    a. urban design;
    b. diversity of land uses;
    c. appropriate mix and densities of housing;
    d. provision of local parks and open space;
    e. strengthening live-work relationship through a proper balance of residential and employment land uses; and,
    f. promoting active transportation and public transit use;

iv) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines;

v) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services;

vi) development phasing;

vii) storm water management or, if the scale of development justifies, a Sub-watershed Study as per Section 145(9) of the BROP;

viii) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study. Completion of technical work to the satisfaction of city staff will address the ultimate location and definition of features such as buffers;

ix) an Air Quality Impact Assessment based on guidelines under Section 143(2.1) of the BROP;

x) water and wastewater servicing plans;

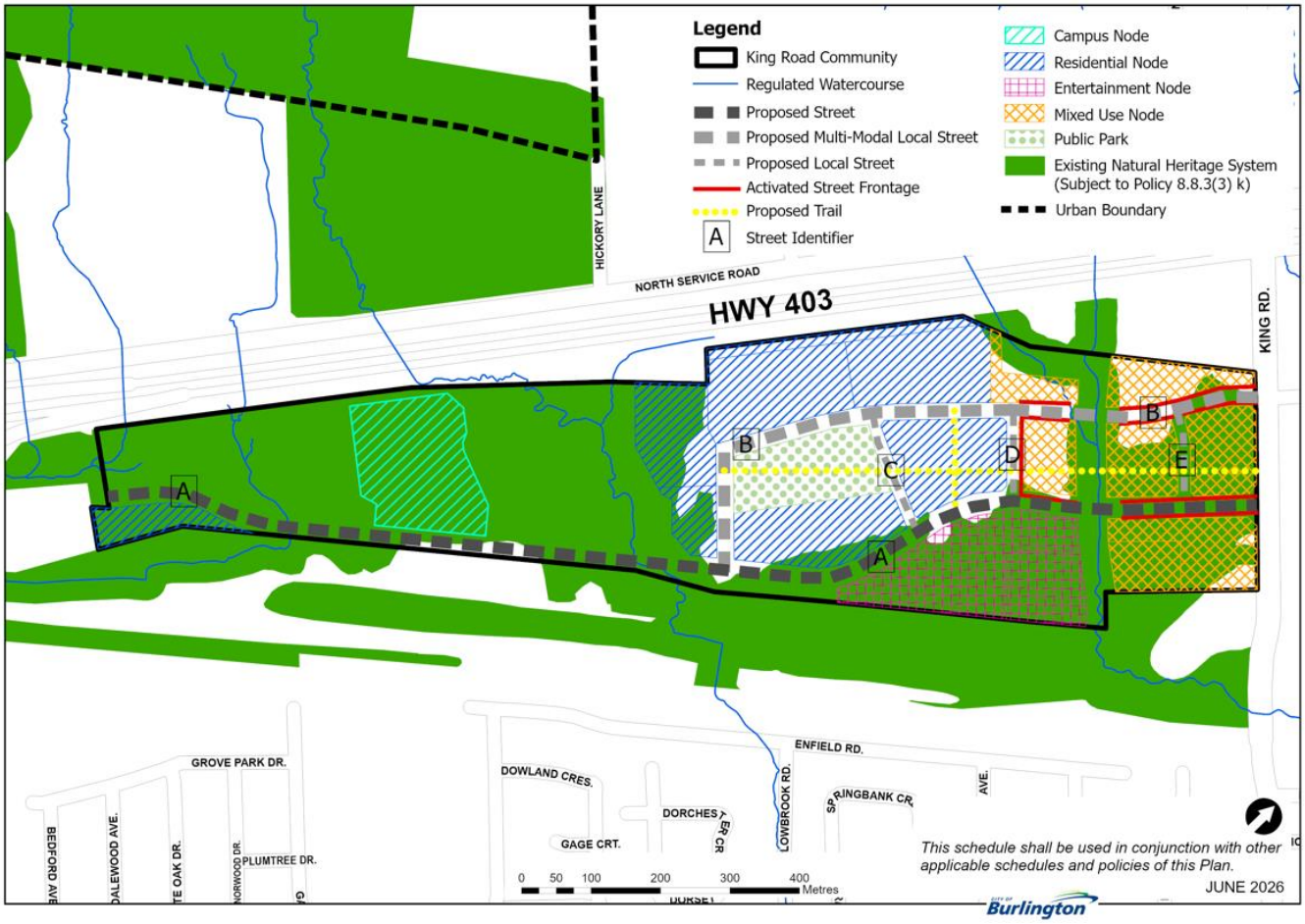
xi) provision of utilities;

xii) a fiscal impact analysis; and,

xiii) a community infrastructure plan, based on Ministry of the Environment guidelines and informed by the City's Live and Play Plan, describing where, how and when public services for health, education, recreation, socio-cultural activities, safety and security and Affordable Housing will be provided to serve the community.

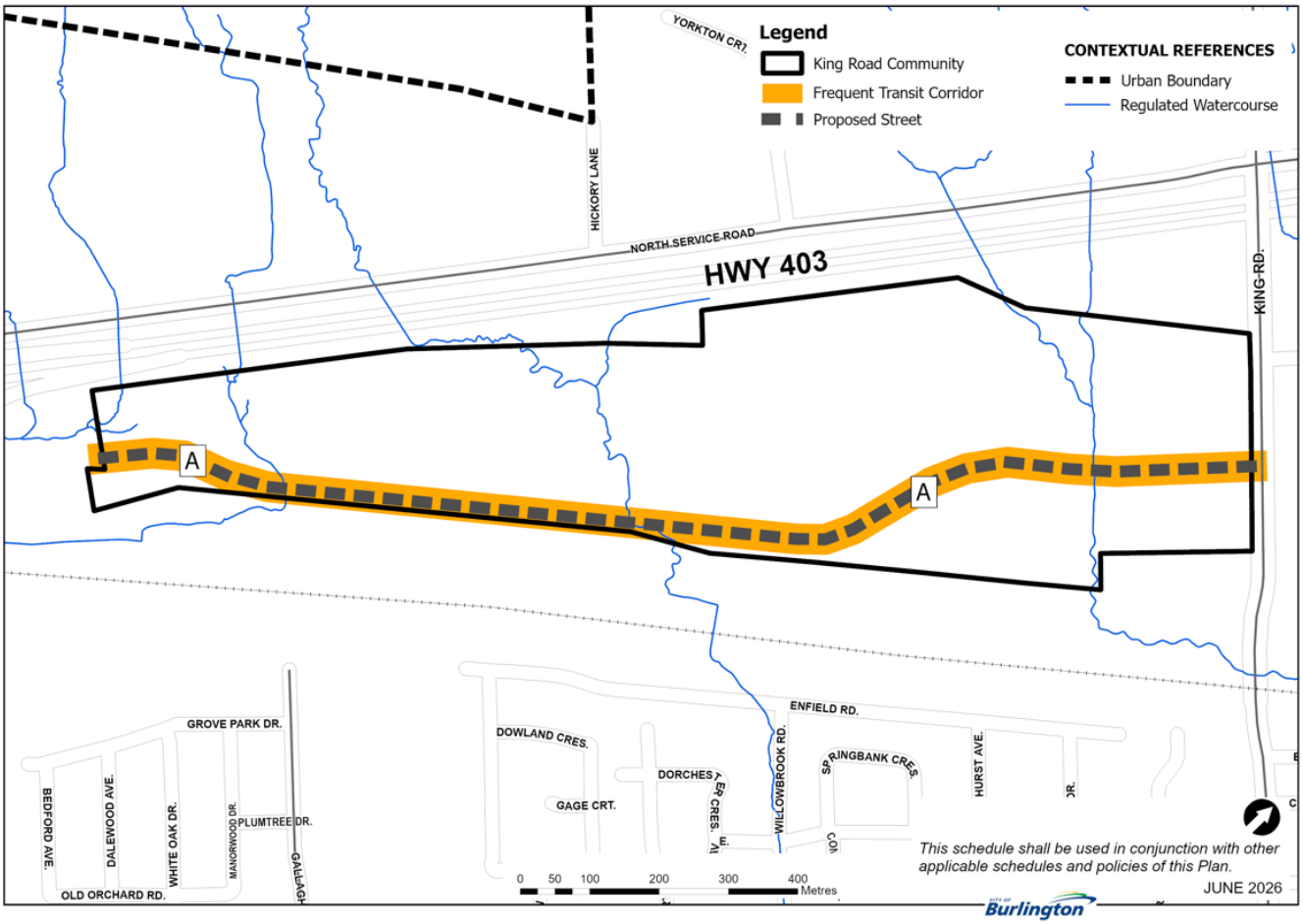
g) The *City shall* require that future *development applications* be supported by a The King Road Community Monitoring Report to describe development activity related to residential uses and the monitoring of the achievement of the population and employment capacity targets and *affordable housing* targets established in section 8.8.3 (3) of this Plan and any other relevant *City* housing targets.

Attachment 3 to OPA 9 – The King Road Community Schedule T



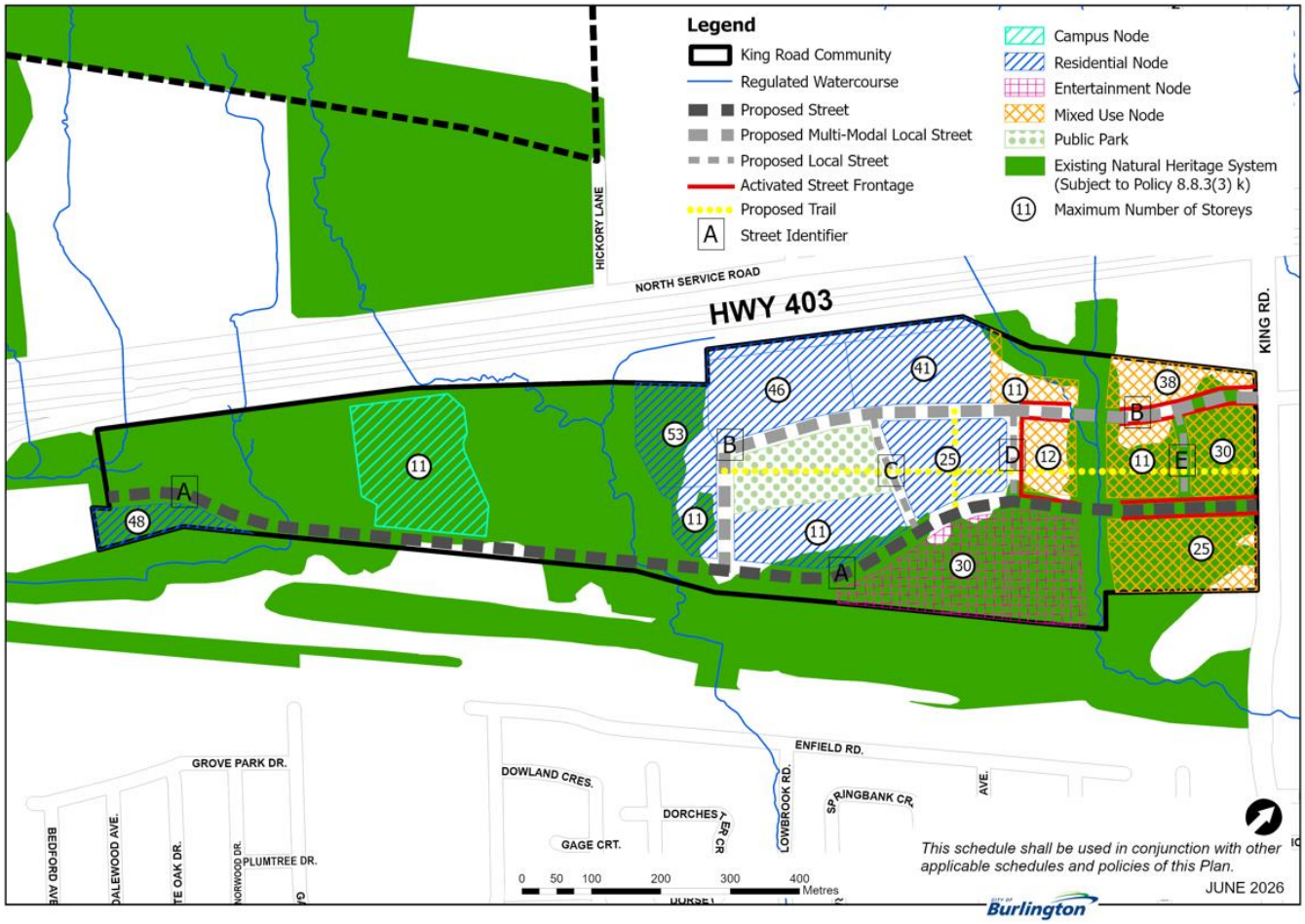
Attachment 4 to OPA 9 – The King Road Community Schedule T-1

SCHEDULE T-1
King Road Community: Frequent Transit Corridors
City of Burlington



Attachment 5 to OPA 9 – The King Road Community Schedule T-2

SCHEDULE T-2: Building Heights
King Road Community
City of Burlington



The Corporation of the City of Burlington

City of Burlington By-law 2020.524

A by-law to amend Zoning By-law 2020, as amended, and to repeal Zoning By-law 4000-3, as amended, and replace it with Mixed Use, Open Space and Development zones with holding symbols only as it applies to certain lands within 1200 King Rd.
(File Nos. 505-03/26 & 520-04/26)

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 Council of the Corporation of the City of Burlington approved Recommendation DGM-28-26 on July 21, 2026, to amend the City's existing Zoning By-law 2020, as amended, to permit the development of a mixed-use community in accordance with draft Official Amendment No. 9, as provided in Appendix D of staff report DGM-28-26; and

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

1. Map No. 3-E, 6-E and 6-W of Part 15 to Zoning By-law 2020, as amended, is further amended by rezoning the lands as shown on Schedule "A" to this By-law.

2. That Zoning By-law 4000-3, as amended, is repealed as it applies to lands identified on Schedule "A" to this By-law.

3. Part 1, General Conditions and Provisions, of Zoning By-law 2020, as amended, is further amended by replacing Subsection 2.21(u)(i) so that it reads:

   "Permitted in the R1, R2, R3, R4, R5, RM1, RM2, RM3, RM4, RM5, RH1, RH2, RH4, RH5, RO1, RO2, RO3, RO4, RAL1, RAL2, RAL3, RAL4, REV1, REV2, REV3**,** MXG, MXC, MXT, MUKR1, MUKR2, MUKR3, DRM, DRL, UCR1, UCR2, UCR3, URH, URM, RNA1, RNA2, RNA3, SNA, ONA, and DNA zones, and any exception numbers associated with these zones, and in the O2-195, O2-196, and O3-196 zones."

4. Part 1, General Conditions and Provisions, of Zoning By-law 2020, as amended, is further amended by replacing Subsection 2.21(v)(iv) so that it reads:

   "An outdoor patio located at least 1.8 m above grade or on the roof of a building is only permitted in the CR, CE, CC1, DC, DW, DL-A, DL-B, DLC, MUKR1, MUKR3, MUKR4, MUKR5 zones, and is not permitted on lands abutting a DRL, DRM, or

URM Zone, any Residential Zone identified in Part – 2 Residential Zones, or any exception numbers associated with these zones, excluding the RO4 and RAL4-493 Zones."

5. Part 16, Definitions, of Zoning By-law 2020, as amended, is further amended by adding a new defined term "**Arena**" and definition as follows:

   "A publicly or privately owned facility with a minimum gross floor area of 10,000m^2 used primarily for the viewing of live sports or artistic/entertainment related performance, and may include additional programming such as trade shows, conventions, or recreational uses within a MUKR4 zone."

6. Part 16, Definitions, of Zoning By-law 2020, as amended, is further amended by adding a new defined term "**Campus Facility**" and definition as follows:

   "Buildings or structures, or parts thereof, located within a MUKR1, MUKR3 or MUKR5 zone providing residential dwelling units, office, classrooms, laboratories, entertainment or recreational uses which are exclusively devoted to a permitted College or University (public or private) which has been established within the MUKR5 zone. Dwelling units may or may not provide exclusive kitchen and/or bathroom facilities."

7. Part 5, Mixed Use Corridor Zones, of Zoning By-law 2020, as amended, is further amended by adding the following new Sections 6, 7, 8, 9, 10, 11, and 12 so that it reads:

The uses permitted in all Residential 'MUKR' Zones shall be in accordance with Table 5.6.1:

6. MUKR ZONE PERMITTED USES (KING ROAD COMMUNITY)

The uses permitted in all Mixed Use 'MUKR' Zones shall be in accordance with Table 5.6.1:

Table 5.6.1

USES	KING ROAD COMMUNITY ZONES				
	MUKR1	MUKR2	MUKR3	MUKR4	MUKR5
Retail Commercial					
Retail uses permitted in a MXC zone	✓		✓	✓ (d)	✓

USES	KING ROAD COMMUNITY ZONES				
	MUKR1	MUKR2	MUKR3	MUKR4	MUKR5
Farmers' Market	✓		✓	✓ (d)	✓
Service Commercial					
Standard Restaurant	✓		✓	✓ (e)	✓
Standard Restaurant with Dance Floor	✓		✓	✓ (e)	✓
Fast Food Restaurant	✓		✓	✓ (e)	✓
Convenience Restaurant	✓		✓	✓ (e)	✓
Dry Cleaning Depot, Laundromat	✓		✓		
Veterinary Services	✓		✓		
Elevated Parking Facility				✓ (d)	
Other Service Commercial uses	✓		✓		
Office					
All Office uses	✓		✓	✓ (d)	
Community					
Community Institution uses	✓		✓	✓ (d)	✓
College or University (private or public)					✓
Campus Facility	✓ (b,h)		✓ (b,h)		✓ (b)
Hospitality					
Hospitality uses permitted in a MXC zone				✓ (d)	
Hotel	✓			✓ (d)	
Entertainment					
Entertainment Establishment	✓				
Arena				✓	
Recreation					

USES	KING ROAD COMMUNITY ZONES				
	MUKR1	MUKR2	MUKR3	MUKR4	MUKR5
Recreation uses permitted in a MXC zone	✓			✓ (d)	✓
Residential					
Apartment Building	✓ (a)	✓	✓	✓ (a,c)	✓
Retirement Home	✓	✓	✓		
Stacked Townhouse		✓			
Back-to-Back Townhouse		✓			
Townhouse	✓ (a, f)	✓	✓ (a,f)		
Additional Residential Units	✓ (g)	✓ (g)	✓ (g)		

Footnotes to Table 5.6.1:

(a) Standalone residential uses are not permitted

(b) Dwelling units associated with a Campus Facility use are only permitted within Development Areas 6, 7, 8, 11 and 13 in conjunction with a College or University use provided in Development Area 8 as shown in Diagram 2 in Section 12.

(c) Apartment dwelling units are permitted accessory to the hotel use

(d) Permitted on a lot in conjunction with an Arena

(e) Permitted on the ground floor in conjunction with an Arena

(f) Permitted on the ground floor of an apartment building

(g) Subject to Part 1, Section 2.21, Subsection (u)

(h) Non-residential uses associated with a Campus Facility use are only permitted within Development areas 6 and 7 in conjunction with a College or University use provided in Development Area 8 as shown in Diagram 2 in Section 12.

7. MUKR1 ZONE REGULATIONS

Lands zoned MUKR1 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

7.1 LOT WIDTH

Notwithstanding the definition of Lot Width, Development Area 4 as shown on Diagram 2 in Section 12 may have its lot width measured from the longest property line abutting a street

7.2 YARDS

(a) Yard abutting any street: 1.5 m
(b) Maximum yard abutting a street:
    i. First and second storey: 5 m
    ii. All other storeys: No maximum
    iii. Notwithstanding 7.2 (b)(i), the maximum yard shall only apply to building elevations located within 7 m of Streets ‘A’ and ‘B’ as shown on Diagram 2 in Section 12.
(c) Building setback from a creek block: 5.5 m

7.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ration as required in Table 5.12.1 and Diagram 2, in Section 12
(b) No maximum non-residential Gross Floor Area applies
(c) Residential uses are permitted to occupy a maximum 40% of the length of a building wall abutting Streets ‘A’, B; and ‘D’ as shown on Diagram 2 in Section 12.

7.4 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12 .
(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.
(c) Notwithstanding the definition of storey, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.
(d) Notwithstanding the maximum building height permitted in Table 5.12.1, where multiple buildings greater than 12 storeys are permitted within the same lot, the following shall apply
    i. A minimum height variation of 4 storeys shall be provided between adjacent buildings.
    ii. No two buildings on the same lot or with a shared podium shall have the same building height.

7.5 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:
   i. Residential occupant: 0.75 parking spaces per unit
   ii. Residential visitor: 0.05 parking spaces per unit
   iii. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area
   iv. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area

(b) Parking spaces are not permitted above the third storey of a building
(c) The Retail Centre parking rate shall not apply

7.6 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:
   i. Residential Bicycle Parking Rates:
      a. 0.1 short term bicycle parking spaces per unit
      b. 0.5 long term bicycle parking space per unit

(b) Bicycle Parking Standards:
   i. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.
   ii. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.
   iii. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

(c) Bicycle Parking Space Size:
   i. Horizontal space: 0.6 m x 1.8 m
   ii. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
   iii. Vertical space: 1 m x 0.6 m

7.7 DRIVE-THROUGH FACILITIES

(a) Drive-through facilities are only permitted in conjunction with a permitted retail or service commercial use
(b) Notwithstanding 7.6 (a), drive-through facilities are only permitted in Development Areas 1, 2 and 4 as shown on Diagram 2 in Section 12.

7.8 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

7.9 LANDSCAPE AREA AND BUFFER

Minimum landscape area abutting a street or creek block shall not apply.

7.10 AMENITY AREA

15 m^2 per dwelling unit

7.11 DOORS

A pedestrian accessible door is not required along King Road for Development Area 4 as shown on Diagram 2 in Section 12.

8. MUKR2 ZONE REGULATIONS

8.1 Townhouse, Stacked Townhouse and Back-to-Back Townhouse Regulations

Development of a Townhouse, Stacked Townhouse and Back-to-Back Townhouse on the lands zoned MUKR2 are subject to Part 5, section 5 of the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

8.1.1 YARDS

(a) Yard abutting a street: 1.5 m
(b) Maximum yard abutting a street as shown on Diagram 2 in Section 12:
    i. Street ‘A’: 5 m
    ii. Street ‘B’: 10 m
    iii. The maximum yard shall only apply to building elevations located within 10m m of streets A and B as shown on Diagram 2 in Section 12
(c) Rear yard: 5 m
(d) Yard abutting a P Zone: 5 m

8.1.2 DENSITY

No maximum permitted density applies

8.1.3 BUILDING HEIGHT

Minimum and Maximum building height: as required in Table 5.12.1 and Diagram 2 in Section 12

8.1.4 PARKING REQUIREMENTS

Parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law.

8.1.5 LANDSCAPE AREA

(a) Minimum landscape area:
   i. Abutting a street: 1.5 m
   ii. Abutting a creek block: 1.5 m

8.1.6 AMENITY AREA

15 m^2 per dwelling unit

8.1.7 PRIVACY AREA

Not required

8.2 Apartment Building Regulations

Development of an Apartment Building on the lands zoned MUKR2 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

8.2.1 YARDS

(a) Yard abutting a street: 1.5 m
(b) Maximum yard abutting a street
   i. First and second storey: 3 m
   ii. All other storeys: no minimum
   iii. The maximum yard shall only apply to building elevations located within 10m of streets A and B as shown on Diagram 2 in Section 12
(c) Rear yard: 5 m
(d) Yard abutting a P Zone: 5 m

8.2.2 FLOOR AREA AND FLOOR AREA RATIO

Maximum Floor Area Ratio as required per Table 5.12.1 and Diagram 2 in Section 12

8.2.3 BUILDING HEIGHT

(a) Minimum and Maximum building height: as required in Table 5.12.1 and Diagram 2 in Section 12.

(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.
(c) Notwithstanding the definition of storey, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.

8.2.4 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6 parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law, except as amended by the following:

(a) Minimum Parking:
   i. Residential occupant: 0.75 parking spaces per unit
   ii. Residential visitor: 0.05 parking spaces per unit

8.2.5 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:
   a. Residential Bicycle Parking Rates:
      i. 0.1 short term bicycle parking spaces per unit
      ii. 0.5 long term bicycle parking space per unit
(b) Bicycle Parking Standards:
   a. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.
   b. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.
   c. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.
(c) Bicycle Parking Space Size:
   a. Horizontal space: 0.6 m x 1.8 m
   b. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
   c. Vertical space: 1 m x 0.6 m

8.2.6 LANDSCAPE AREA

(a) Minimum landscape area:
   i. Abutting a street: 1.5 m
   ii. Abutting a creek block: 1.5 m

8.2.7 AMENITY AREA

15 m^2 per dwelling unit

9. MUKR3 ZONE REGULATIONS

Lands zoned MUKR3 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

9.1 YARDS

(a) Yard abutting Highway 403: 14 m
(b) Yard abutting any street: 1.5 m
(c) Maximum Yard abutting a street:
  i. First and Second storey: 5 m
  ii. All other storeys: no maximum
  iii. Notwithstanding 9.1 (b)(i), the maximum yard shall only apply to building elevations located within 15 m of streets A and B as shown on Diagram 2 in Section 12
(d) Building setback from a creek block: 5.5 m

9.2 SEPARATION DISTANCE FROM A RAILWAY RIGHT-OF-WAY

Notwithstanding Part 5, Table 5.4.1 Separation Distance from a railway right-of-way, no minimum shall apply.

9.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ratio as required per Table 5.12.1and Diagram 2 in Section 12
(b) No maximum non-residential Gross Floor Area applies

9.4 LANDSCAPE AREA AND BUFFER

(a) Minimum landscape area:
  i. Abutting a street: 1.5 m
  ii. Abutting a creek block: 1.5 m

9.5 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12.
(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of

calculating building height where there is no access provided to an associated rooftop amenity area.

(c) Notwithstanding the definition of storey, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.

(d) Notwithstanding the maximum building height permitted in Table 5.12.1, where multiple buildings greater than 12 storeys are permitted within the same lot, the following shall apply:

i. A minimum height variation of 4 storeys shall be provided between adjacent buildings.

ii. No two buildings on the same lot or with a shared podium shall have the same building height.

9.6 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:

i. Residential Occupant: 0.75 parking spaces per unit

ii. Residential Visitor: 0.05 parking spaces per unit

iii. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area

iv. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area

(b) Parking spaces are not permitted above the third storey of a building

(c) The Retail Centre parking rate shall not apply

9.7 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:

i. Residential Bicycle Parking Rates:

a. 0.1 short term bicycle parking spaces per unit

b. 0.5 long term bicycle parking space per unit

(b) Bicycle Parking Standards:

i. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.

ii. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.

iii. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

(c) Bicycle Parking Space Size:

i. Horizontal space: 0.6 m x 1.8 m

ii. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
iii. Vertical space: 1 m x 0.6 m

9.8 DRIVE-THROUGH FACILITIES

Drive-through facilities are prohibited.

9.9 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

9.10 AMENITY AREA

15 m^2 per dwelling unit

10. MUKR4 ZONE REGULATIONS

Lands zoned MUKR4 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

10.1 YARDS

(a) Yard abutting any street: 1.5 m
(b) No maximum yard requirement to a street applies
(c) Minimum building setback from a creek block: 5.5 m

10.2 SEPARATION DISTANCE FROM A RAILWAY RIGHT-OF-WAY

Notwithstanding Part 5, Table 5.4.1 Separation Distance from a railway right-of-way, no minimum shall apply.

10.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ratio as required per Table 5.12.1 and Diagram 2 in Section 12
(b) No maximum non-residential Gross Floor Area applies
(c) A minimum Gross Floor Area for a permitted Arena use of 10,000 m^2 is required
(d) A minimum Gross Floor Area for a permitted Community Institutional or Recreational Establishment of 6,000 m^2 is required

10.4 LANDSCAPE AREA AND BUFFER

a. Minimum landscape area abutting a street shall not apply

10.5 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12.
(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.
(c) Notwithstanding the definition of storey, and excluding a building containing an Arena use, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.

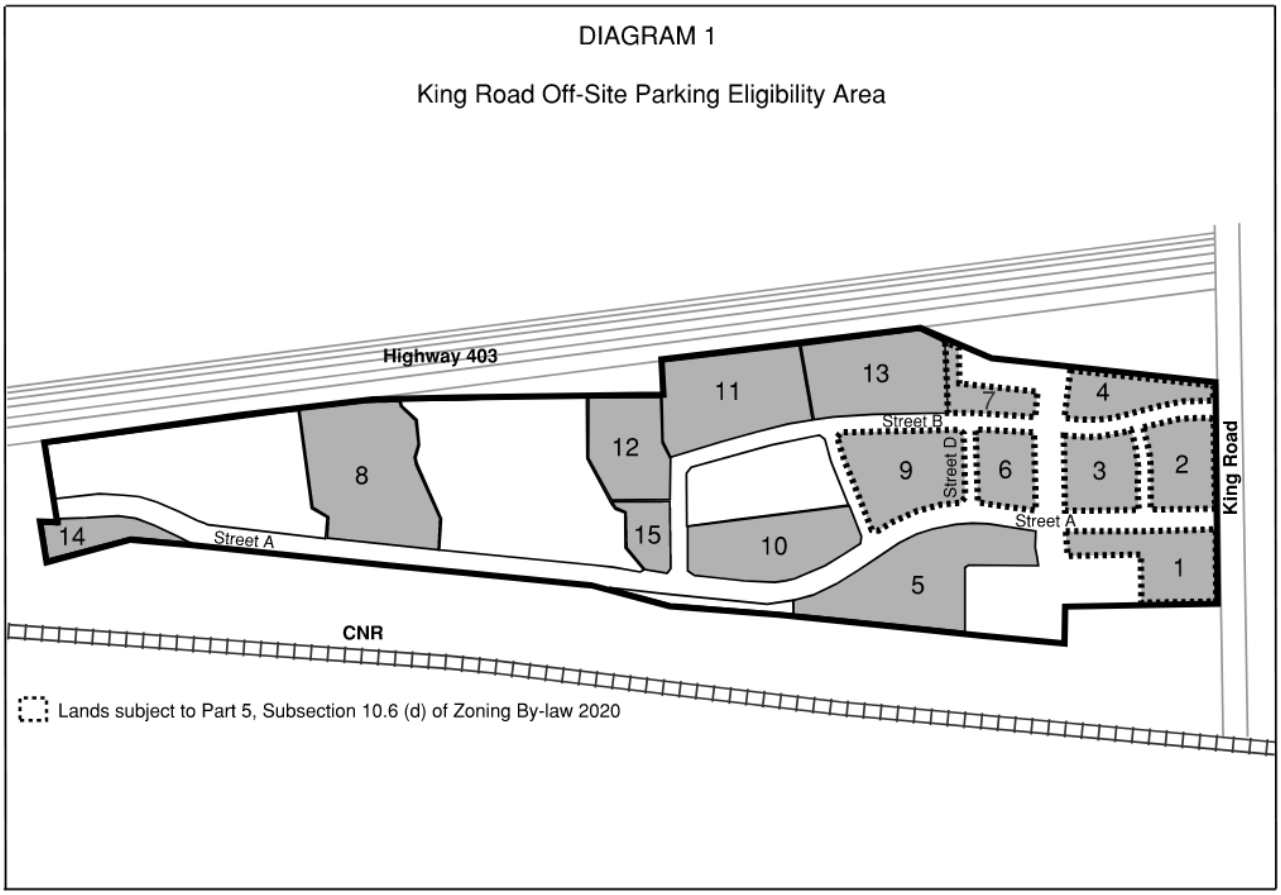
10.6 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:
    i. Residential Occupant: 0.75 parking spaces per unit
    ii. Residential Visitor: 0.05 parking spaces per unit
    iii. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area
    iv. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area
    v. Arena: 3.0 spaces per 100 m2 of gross floor area
    vi. Hotel: 0.75 spaces per unit
(b) Parking spaces are not permitted above the third storey of a building
(c) The Retail Centre parking rate shall not apply
(d) The minimum required parking spaces for an arena shall be provided on the property containing the use, and in addition, the following shall apply:
    i. Notwithstanding, Part 1, Subsection 2.25, where the provision of parking on the same lot as the use requiring the parking is not possible, required parking spaces may be located on another lot within the area of eligibility shown in Diagram 1 in Section 10. Such alternative parking shall be subject to (ii) herein and shall be surplus to the number of parking spaces required on the affected lot by Zoning By-law 2020, as amended
    ii. Where required parking spaces are provided in accordance with 10.6 (d), the owners of all lots shall enter into an agreement with the City of Burlington to be registered against title of the lot upon which parking is to be provided and the property containing the arena for which parking is required.

iii. Parking as provided for in subsection (ii) may be transferred to another lot in accordance with subsection (i) above, provided that an agreement as required by subjection (ii) is registered on title of said other lot.

Diagram 1 – Off-Site Parking Diagram



10.7 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:

a. Residential Bicycle Parking Rates:
   i. 0.1 short term bicycle parking spaces per unit
   ii. 0.5 long term bicycle parking space per unit

(b) Bicycle Parking Standards:

a. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.
b. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.
c. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

(c) Bicycle Parking Space Size:

a. Horizontal space: 0.6 m x 1.8 m
b. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
c. Vertical space: 1 m x 0.6 m

10.8 DRIVE-THROUGH FACILITIES

Drive-through facilities are prohibited.

10.9 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

10.10 AMENITY AREA

15 m^2 per dwelling unit

11. MUKR5 ZONE REGULATIONS

Lands zoned MUKR5 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

11.1 YARDS

(a) Yard abutting Highway 403: 14 m
(b) Yard abutting any street: 1.5 m
(c) No maximum yard requirement to a street applies

11.2 SEPARATION DISTANCE FROM A RAILWAY RIGHT-OF-WAY

Notwithstanding Part 5, Table 5.4.1 Separation Distance from a railway right-of-way, no minimum shall apply.

11.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ratio as required per Table 5.12.1 and Diagram 2 in Section 12
(b) No maximum non-residential Gross Floor Area applies
(c) A minimum Gross Floor Area for permitted Community Institutional Uses identified in Table 5.6.1 of 400 m^2 is required

11.4 LANDSCAPE AREA AND BUFFER

Minimum landscape area abutting a street: 1.5 m

11.5 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12.

(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.

(c) Notwithstanding the definition of storey, a mezzanine located between the ground floor and the third floor is not considered a storey for the purpose of calculating building height.

11.6 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:

i. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area

ii. Campus Facility: 3.0 parking spaces per 100 m2 gross floor area

iii. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area

(b) Parking spaces are not permitted above the third storey of a building

(c) The Retail Center parking rate shall not apply

11.7 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:

a. Residential Bicycle Parking Rates:

i. 0.1 short term bicycle parking spaces per unit

ii. 0.5 long term bicycle parking space per unit

(b) Bicycle Parking Standards:

a. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.

b. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.

c. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

(c) Bicycle Parking Space Size:

a. Horizontal space: 0.6 m x 1.8 m

b. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall

c. Vertical space: 1 m x 0.6 m

11.8 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

11.9 DRIVE-THROUGH FACILITIES

Drive-through facilities are prohibited.

11.10 AMENITY AREA

15 m^2 per dwelling unit

12. Building Height and Gross Floor Area

The minimum and maximum required building height and maximum gross floor area specified in Table 5.12.1 shall apply to Development Areas 1 to 15 inclusive as shown on Diagram 2.

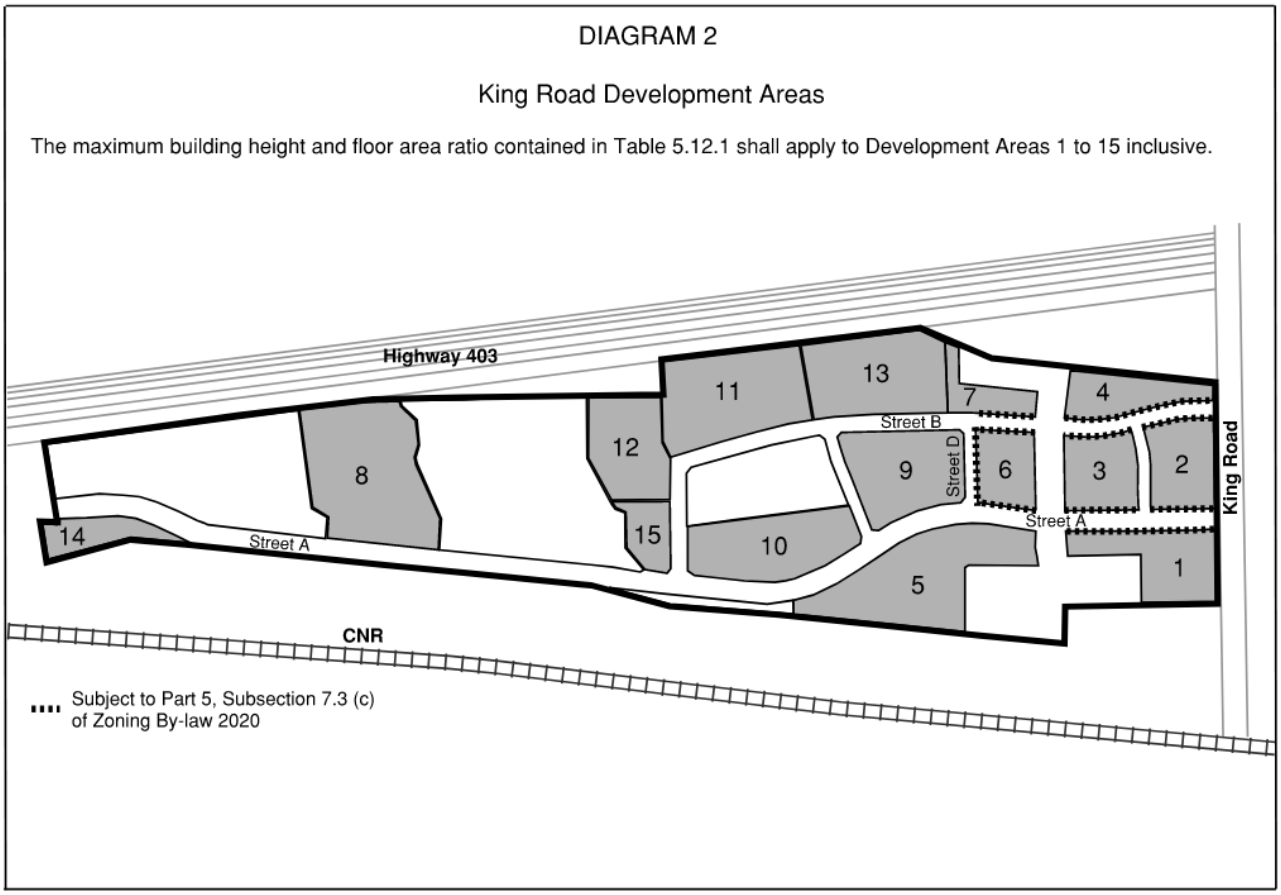
Table 5.12.1

Development Area	Requirement		
	Building Height		Maximum Floor Area Ratio
1	Minimum:	2 storeys	4:1
	First and second floor:	4.5 m	
	Maximum:	25 storeys	
2	Minimum:	2 storeys	6:1
	First and second floor:	4.5 m	
	Maximum:	30 storeys	
3	Minimum:	2 storeys	1.5:1
	First and second floor:	4.5 m	
	Maximum:	11 storeys	
4	Minimum:	2 storeys	6.5:1

	First and second floor:	4.5 m	
	Maximum:	38 storeys	
5	Minimum:	2 storeys	4:1
	Maximum:	30 storeys	
6	Minimum:	2 storeys	3.6:1
	First and second floor:	4.5 m	
	Maximum:	12 storeys	
7	Minimum:	2 storeys	3.6:1
	First and second floor:	4.5 m	
	Maximum:	11 storeys	
8	Minimum:	1 storey	1.5:1
	Maximum:	11 storeys	
9	Minimum:	2 storeys	4:1
	Maximum:	25 storeys	
10	Townhouses:		1.5:1
	Maximum:	4 storeys, up to 14 m	
	Apartment building:		3.6:1
	Minimum:	2 storeys	
	Maximum:	11 storeys	
11	Minimum:	2 storeys	6:1
	Maximum:	46 storeys	
12	Minimum:	2 storeys	6:1
	Maximum:	53 storeys	
13	Minimum:	2 storeys	6:1
	Maximum:	41 storeys	

14	Minimum:	2 storeys	8.4:1
	Maximum:	48 storeys	
15	Minimum:	2 storeys	
	Maximum:	11 storeys	

Diagram 2 – King Road Development Areas



8. Part 11, Holding Zone Provisions, of Zoning By-law 2020, as amended, is further amended by adding to Appendix 'A', Site-Specific Requirement 577, as follows:

#114	**H-MUKR1** **H-MUKR2** **H-MUKR3** **H-MUKR4** **H-MUKR5** **H-P** **H-O2**	**Map 3-E, 6-E and 6-W**	**Resolution:**

H-D-577

Holding Areas

The Holding symbol shall apply to the Holding Areas identified in Diagram 1. Each Holding Area is subject only to the conditions identified in Table 11.1.

The Holding symbol may be removed from all or part of a Holding Area by by-law where Council is satisfied that the applicable conditions identified in Tables 11.1 and 11.2 have been fulfilled to the satisfaction of the City and any applicable approval authority.

Diagram 3

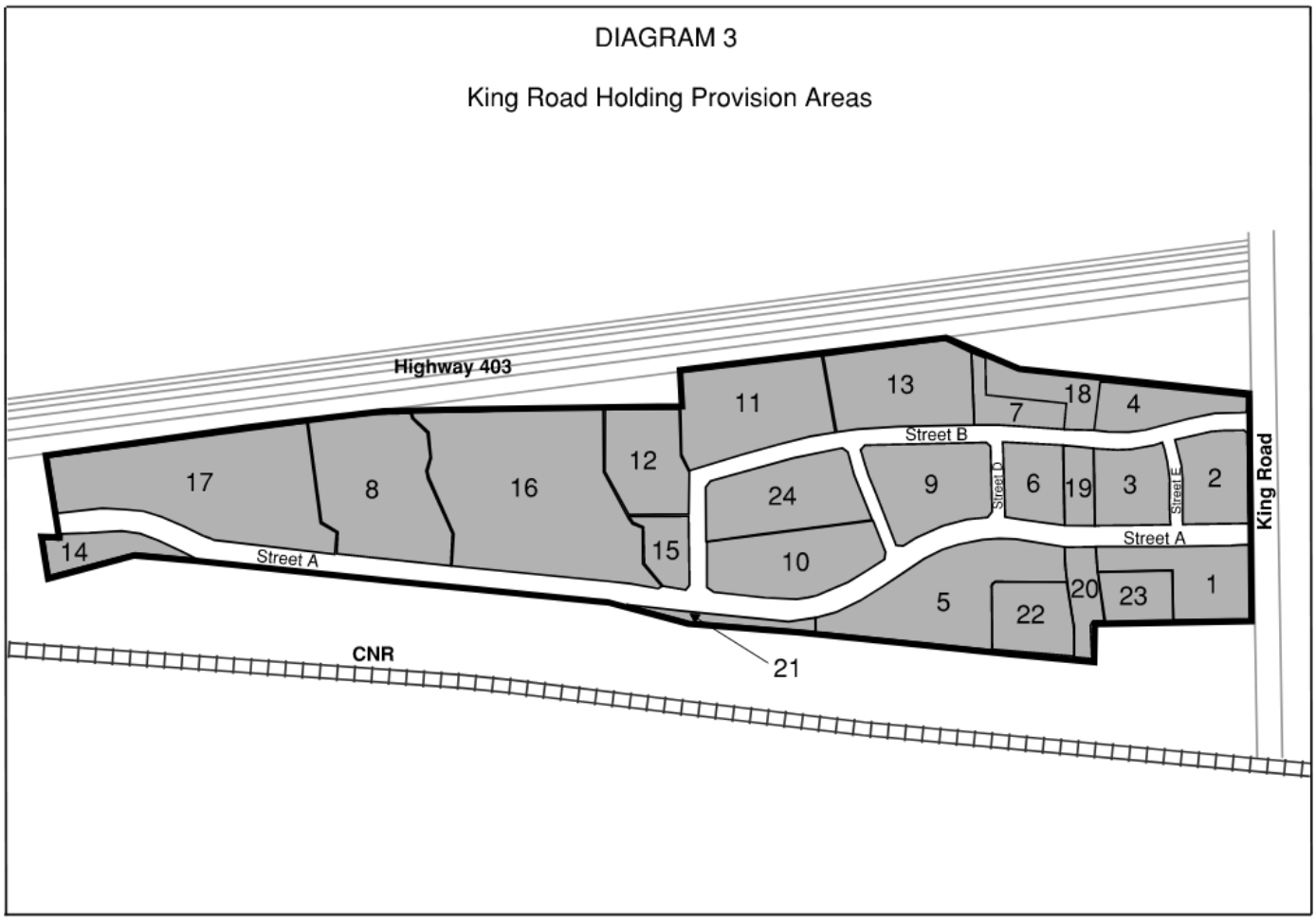


Table 11.1 – Holding Area Matrix

Holding Area	T1	T2	T3	T4	T5	T6	T7	E1	E2	E3	E4	C1	C2	C3	R1	S1	U1	U2	U3	P1
1	✓		✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓		✓
2	✓		✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓		✓

3		✓	✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓			✓
4	✓		✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓	✓	✓
5			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓		✓	✓		✓
6			✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓		✓
7			✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓			✓
8			✓	✓	✓	✓	✓						✓		✓		✓			✓
9			✓	✓	✓	✓	✓			✓	✓				✓		✓	✓		✓
10			✓	✓	✓	✓	✓			✓	✓		✓		✓		✓			✓
11			✓	✓	✓	✓	✓								✓		✓	✓	✓	✓
12			✓	✓	✓	✓	✓		✓						✓		✓	✓	✓	✓
13			✓	✓	✓	✓	✓	✓							✓		✓	✓	✓	✓
14			✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓		✓	✓	✓	✓
15			✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓					
16			✓						✓											
17			✓						✓	✓	✓									
18										✓	✓					✓				
19										✓	✓					✓				
20										✓	✓					✓				
21								✓		✓	✓					✓				
22										✓	✓					✓				
23										✓	✓					✓				
24			✓							✓	✓									

Table 11.2 – Holding Conditions

T1 Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning. Limited development may occur in advance of or concurrently with the construction of the street where the development does not create an unacceptable impact to the existing transportation system subject to the following requirements, to the satisfaction of, the Director of Transportation Services and the Director of Community Planning.
T2 Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning. Development may proceed prior to the construction of Street A, subject to addressing the following criteria to the

satisfaction of the Director of Transportation Services and the Director of Community Planning:

a) The required street network to support development east of Indian Creek has been secured, including the portions of Street A, B and E as shown on Diagram 3 of this by-law;

b) Detailed design of Street A has been approved;

c) Any required on and off site improvements identified in the accepted Transportation Impact Study and Transportation Demand Management Report for the entire site are secured through appropriate agreements and funding mechanisms; and,

d) Provide a Transportation Impact Study to reflect the entire phase of development east of Indian Creek.

T3

Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning.

T4

The Owner shall provide written confirmation from the Ministry of Transportation (MTO) that they have no objection to the “Street A” connection to Alayne Bryk Way, to the satisfaction of the Director of Community Planning, in consultation with MTO.

T5

The Owner shall provide written confirmation from Metrolinx that they have no objection to the “Street A” connection to Alayne Bryk Way, to the satisfaction of the Director of Community Planning, in consultation with Metrolinx.

T6

The Owner shall provide a Transportation Impact Study to the satisfaction of MTO.

T7 The Owner shall submit a revised Transportation Impact Study and Transportation Demand Management report, addressing comments from Transportation Services and the peer reviewer to the satisfaction of the Director of Transportation Services and the Director of Community Planning.
E1 The owner shall provide confirmation, including as built drawings and a letter from a Qualified Professional, that the approved alteration of a watercourse and natural hazards is completed and that the subject lands are a minimum of 7.5 metres from the flood plain, meander belt and stable top of bank and outside of hazardous lands, to the satisfaction of the Director of Community Planning and Conservation Halton.
E2 The Owner shall submit a revised Environmental Impact Assessment to refine the boundaries of the Natural Heritage System, to the satisfaction of the Director of Community Planning and Conservation Halton.
E3 The owner shall submit revised hydrologic and hydraulic modelling assessments and a downstream erosion assessment to confirm flood hazard limits and demonstrate that the proposed development, including watercourse and natural hazard alterations, will not aggravate downstream flooding or erosion, to the satisfaction of the Director of Community Planning and Conservation Halton.
E4 The owner shall submit updated constraint mapping and updated supporting technical studies, which delineate all natural hazards and related regulatory and erosion access allowances along with wetlands and adjacent regulated areas, setbacks required for all vested agencies including but not limited to MTO, HONI, CNR, Metrolinx; with clear labels, setbacks with dimensions, and notes for any agency easements and the limits of easements to the satisfaction of the Director of Community Planning and Conservation Halton.
C1 Residential, retail, service commercial and hotel uses shall not be permitted until one or more of the other permitted uses listed in Part 5 Section 6,Table 5.6.1 - MUKR4 Zone of Zoning By-law 2020 have been developed or has been proposed

in conjunction with another permitted use, for the lands show on Diagram 3 to the satisfaction of the Director of Community Planning.
C2 Notwithstanding the required minimum railway setback in the MXC Zone, the appropriate yard abutting the railway will be determined through the revised Noise and Vibration Feasibility Study and by addressing the peer reviewer comments, to the satisfaction of the Director of Community Planning
C3 Residential uses shall not be permitted until one or more of the other permitted uses listed in Part 5 Section 6, Table 5.6.1 - MUKR1 Zone of Zoning By-law 2020, have been developed or has been proposed in conjunction with another permitted use, for the lands show on Diagram 3 to the satisfaction of the Director of Community Planning.
R1 The owner shall have addressed the following requirements for all the residential units proposed for development to the satisfaction of the Region of Halton. The Region of Halton shall provide written confirmation that these matters have been addressed: a) The Owner shall secure the appropriate amount of water and wastewater Servicing Allocation under the Region of Halton Allocation Program; b) The Owner shall have signed the applicable Allocation Agreement or any required Amending Agreements; c) The Owner shall have made all required payments associated with the Allocation Program; and, d) The Owner shall be in receipt of the Region of Halton Public Works Commissioner's Notice (PWCN) letter.
S1 The owner shall submit a revised Enhanced Functional Servicing and Stormwater Management Report addressing Conservation Halton and Halton Region comments, to the satisfaction of the Director of Community Planning, Conservation Halton and the Region of Halton.
U1 Where buildings up to 11 storeys in height are proposed, demonstration of how the proposed buildings are consistent with guidance in the Urban Design Brief dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality

building materials, is required to the satisfaction of the Director of Community Planning.

U2

The consideration of the following items along with the policies in 12.1.2(1) of Burlington Official Plan, where applicable shall be required to accompany any development applications that propose buildings taller than 11 storeys in height, to the satisfaction of the Director of Community Planning:

a) Meeting the vision and objectives contained in Policies 8.8.3 (1) and 8.8.3 (2) of the City of Burlington Official Plan.
b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief, dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.
c) Shadow impact study for the block proposed;
d) Pedestrian wind impact study for the block proposed;
e) Confirmation that the proposed central park has been secured;
f) Demonstration that the King Road Community will achieve the minimum 1,500 jobs as set out in 8.8.3 (3) c), across the entirety of the Community;
g) Confirmation that the affordable housing units, as required in Policy 8.8.3(3) d) have been secured across the entirety of the Community;
h) Confirmation that a significant institutional or public service facility, including but not limited to a post secondary institution use shall be the principle use in the Campus Node as per section 8.8.3 (5.1.2) b), unless otherwise permitted in accordance with 8.8.3 (5.1.2.) e).
i) Confirmation that significant entertainment use, such as a sports arena, with an event plaza will be located in the Entertainment Node as per section 8.8.3 (5.3.2) b), unless otherwise permitted in accordance with 8.8.3 (5.3.2) f).

U3

The consideration of the following items along with the policies in 12.1.2(1) of Burlington Official Plan, where applicable shall be required to accompany any development applications that propose buildings taller than 30 storeys in height, is required to the satisfaction of the Director of Community Planning:

a) Meeting the vision and objectives contained in Policies 8.8.3 (1) and 8.8.3 (2) of the City of Burlington Official Plan.
b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief, dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.

c) Shadow impact study for the block proposed; d) Pedestrian wind impact study for the block proposed; e) Confirmation that the proposed central park has been secured; f) Demonstration that the King Road Community will achieve the minimum 1,500 jobs as set out in 8.8.3 (3) c), across the entirety of the Community; g) Confirmation that the affordable housing units, as required in Policy 8.8.3(3) d) have been secured across the entirety of the Community; h) Confirmation that a significant institutional or public service facility, including but not limited to a post secondary institution use shall be the principle use in the Campus Node as per section 8.8.3 (5.1.2) b), unless otherwise permitted in accordance with 8.8.3 (5.1.2.) e). i) Confirmation that significant entertainment use, such as a sports arena, with an event plaza will be located in the Entertainment Node as per section 8.8.3 (5.3.2) b), unless otherwise permitted in accordance with 8.8.3 (5.3.2) f). j) The inclusion of one or more voluntary elements of the Sustainable Building and Development Guidelines; and, k) Where residential uses are proposed, either the inclusion of rental units or the inclusion of larger units of 2-bedroom or 3-bedroom.
P1 Notwithstanding the parking regulations in the respective MUKR zone, the parking rate shall be calculated according to the provisions of Part 1 Section 2.25 of the Zoning By-law 2020, until revisions to the Transportation Impact Study and Transportation Demand Management reports have been approved by the Director of Community Planning and the Director of Transportation Services City. Upon approval, the parking standards of the applicable MUKR zone shall apply.

9. Part 14, Exceptions to Zone Designations, of Zoning By-law 2020, as amended, is further amended by adding a new Exception #577 as follows:

Exception	Zone	Map	Amendment	Enacted
577	**H-D**	**3-E, 6-E and 6-W**	**2020.524**	**July 22, 2026**
1. Notwithstanding Part 12, Section 1, a Detached Dwelling is not permitted 2. Notwithstanding Part 1, Subsection 2.21, “Uses Permitted in All Zones” shall not apply.				
Except as amended herein, all other provisions of this By-law, as amended, shall apply				

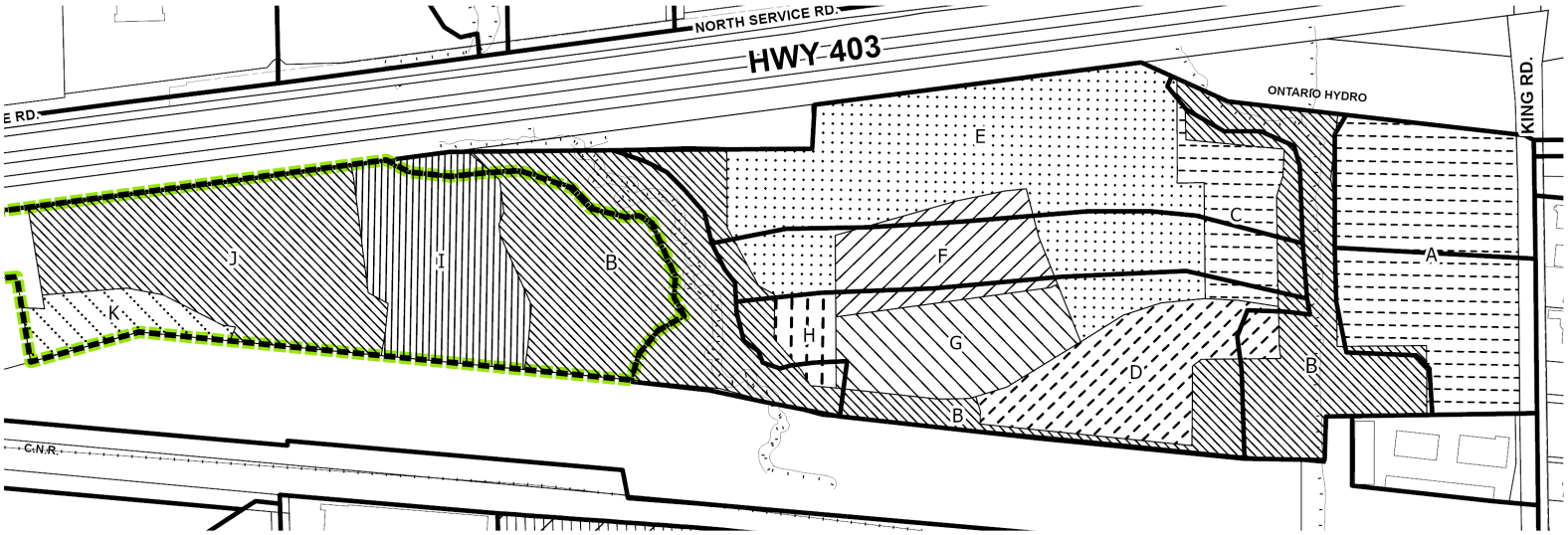
10. This By-law comes into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P. 13*, as amended.

Enacted and passed this 21st day of July, 2026

Mayor Marianne Meed Ward _____

City Clerk Michael de Rond _____

Schedule A: Zoning Map



Area A from BC1, CE-412, & O2 to H-MUKR1

Area B from BC1, CE-412, H-GE-410, H-MXE-411, 4000-3 & O2 to H-O2

Area C from from BC1, H-GE-410 & H-MXE-411 to H-MUKR1

Area D from H-GE1-410 & O2 to H-MUKR4

Area E from BC1, H-MXE-411, O2 & H-GE1-410 to H-MUKR3

Area F from BC1, H-MXE-411 & H-GE1-410 to H-P

Area G from H-GE1-410 & O2 to H-MUKR2

Area H from H-GE1-410 & O2 to H-D-XXX

Area I from 4000-3 & O2 to H-MUKR5

Area J from 4000-3 to H-O2

Area K from 4000-3 to H-MUKR3

SCHEDULE 'A' TO BY-LAW 2020.524 AMENDING MAP NOs. 3-E, 6-E & 6-W PART 15, BY-LAW 2020 AS AMENDED. PASSED THE 21st DAY OF JULY, 2026

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MAYOR CITY CLERK

TERANET City of Burlington

Community Planning Department

Supplemental Staff Memo

SUBJECT: Additional information related to outstanding staff directions

TO: Council

FROM: Transformation Office

Choose a division or N/A.

Report Number: CAO-04-26

Wards Affected: NA

Date to Council: July 21, 2026

This supplemental memo is in response to a request for information by Committee of the Whole during receipt and discussions pertaining to CAO-04-26 on July 6, 2026.

For each outstanding staff direction, it was requested that:

- the specific language approved by Council be provided for each outstanding staff direction;
- that a status update be provided with an anticipated report back timeline

Attached to this supplemental memo is a table of information (Appendix A) which will satisfy the request for additional information. One update is provided as a confidential appendix (Appendix B).

As staff have consolidated this information, a further two staff directions have been resolved. Those directions being:

SD-12-22	Bird Friendly City Resolution
SD-26-21	By-law Compliance review and updates

Information as to how these directions were resolved are included on the information table. Future updates on staff direction progress will include this information moving forward.

One of the recommendations put forth via CAO-04-26 is that reporting on outstanding staff directions move from a quarterly to a twice-yearly reporting cycle. In order to proceed with this adjustment to the reporting frequency the following motion language is recommended.

Direct the City Clerk to prepare for Council approval, a by-law to amend Procedure By-law 59-2024 to change the staff direction reporting cycle from quarterly to semi-annually.

Author:

Andrew Scott
Chief Transformation Officer
andrew.scott@burlington.ca

Attachments:

A. Staff Direction Update
B. Confidential Staff Direction Update

Memo Approval:
Supplemental staff memos are reviewed and approved by the Commissioner.

APPENDIX A - Staff Direction Updates

Staff Direction #	Report Name	Staff Direction	Current Status
SD-34-19	Urban Design and Streetscape Guidelines - Plains Road	Direct the Director of Community Planning to explore updating the urban design and streetscape guidelines for Plains Road, including the Aldershot BIA boundary area, and report back to Council in Q2 2020. (SD-34-19).	SD-34-19 was funded during 2026 budget process and project is currently underway. Anticipated completion by **Q2, 2027**.
SD-18-20	Character-Defining Precincts Review	Direct the Executive Director of Community Planning, Regulation and Mobility, through the Cultural Heritage Landscape Study and upcoming Zoning Bylaw Review, to review the character defining elements of St. Luke's and Emerald Precincts and consider creating a downtown zone. (SD-18-20). Note: there was no report with this staff direction, it was a stand alone staff direction from the CPRM meeting of Sept 30, 2020 and Special Council meeting of Oct 07, 2020.	SD-18-20 is dependent on resolving ongoing litigation matters with Official Plan 2020. Updated zoning for the downtown cannot proceed until there is a new Official Plan policy framework in place. Anticipated completion: **Unknown**
SD-26-21	By-Law Compliance review and Updates	Direct the Director of Building and By-law to review options for updating by-laws to include mechanisms which will allow staff to remedy community issues related to items such as shipping containers and derelict vehicles and report back with by-law updates in Q1 2022.	By-Law Lot Maintenance By-Law 49-2022 replaced By-Law 59-2018 which added explicit definitions of a 'derelict vehicle', recognized that derelict vehicles can be a public nuisance, and allowed the City to perform remedial work and recover costs from property owners, ability to add certain unpaid fines or costs to the tax roll. Subsequent changes to Building Code has allowed for successful enforcement without the need to add a new by-law for shipping containers. **This staff direction can be considered complete.**
SD-12-22	Bird Friendly City Resolution	Direct the City Manager or designate to report back on the additional actions identified by the Bird Friendly Hamilton Burlington group to support the Bird Friendly City certification	The City has achieved a number of the actions for consideration as identified by the staff direction (creation and maintenance of a Bird Friendly City webpage & renewed its Bird Friendly City certification in 2024). **This staff direction can be considered complete.**
SD-25-22	Health Protection and Air Quality By-Law	Direct the City Manager to consider options and methods to systematically monitor the performance of emitters of odors and air pollution to ensure that regulators are actively engaged on achieving sustainable, compliant, safe air quality and report back in Q2 2023	This staff direction continues to be ongoing in large part due to the Nelson Quarry OLT appeal. The Tribunal decision, and any additional monitoring and reporting requirements placed on the quarry operator has the potential to impact how the City might ultimately address the staff direction. Anticipated completion: **Unknown**
SD-27-23	Kennel / Pet Boarding Licensing Framework	Direct the Director of By-law Compliance to create a regulatory and licensing regime for kennel/pet-boarding facilities and integrate the work into the 2023/24 workplan of the department to present necessary by-law amendments or a new by-law to Council in Q1 2024 (SD-27-23).	Completion of the staff direction has been complicated by staffing levels, unforeseen issues with licensing administration and focus on competing priorities such as Short-Term Rental licensing. A key factor was the need to update relevant sections in the residential portion of the zoning by-law. Now that the zoning by-law has been approved, a staff report for Committee/Council consideration is anticipated in late **Q4 2026**.
SD-09-24	Range Burlington redevelopment exploration	Authorize the Director of Recreation, Community and Culture to further explore the re-development opportunity at 1540 King Road in accordance with existing planning regulations and fees and the Joint Venture Financing Program (COW-09-24) (SD-09-24) Regarding Range Burlington.	**CONFIDENTIAL -** See Confidential Appendix B.
SD-10-24	Municipal Addressing Process Review	Direct the Director of Community Planning and the Director of Engineering Services, in conjunction with the Business Process Review (BPR) underway for Municipal Addressing, to ensure new residential property addresses are confirmed early in the planning and development approval process and report back to the Pipeline to Permit Committee upon completion of the review.	SD-10-24 is pending a CIP memo co-authored by Planning and Engineering Departments outlining NG-911 and development process improvements related to addressing. This will be completed in **Q3, 2026**.

COW 05-26	Corporate Communications - Social media strategy (X platform)	Direct the Director of Corporate Communications and Engagement to report back in Q4 2026 to the Committee of the Whole on best use of social media platforms and the potential consequences and mitigation strategy of leaving the X social media platform.	Staff are on schedule to address this direction via a staff report in **Q4, 2026**.
COW 10-26	On-Demand transit pilot exploration and implementation plan	Direct the Director of Transit to explore how on-demand transit could be incorporated into Burlington Transit's fixed route model to improve transit efficiency, increase service utilization, and expand access to residents who currently do not use fixed-route transit services; and Direct the Director of Transit to develop a proposal for a 24-month +/- pilot project that provides a phased implementation plan for on-demand transit service within Burlington and report back to Council by Q4 2026 with: Service design options, Financial implications, Technology requirements, Performance metrics, Risk assessment, Implementation timeline; and Direct the Director of Transit to include analysis of how the pilot could: Increase vehicle capacity utilization; Improve overall community mobility access; Increase satisfaction among both existing riders and non-riders; Reduce per-trip subsidy over time.	Staff are on schedule to addressed this direction via a staff report in **Q4 2026**.

Supplemental Staff Memo

SUBJECT: Plain Language Summary – 1200 King Road

TO: Council

FROM: Corporate Affairs

Communications and Engagement

Report Number: DGM-28-26

Wards Affected: Ward 1

Date to Council: July 21, 2026

This memo is in response to a request at the July 7, 2026 Committee of the Whole meeting to provide some plain language messaging explaining the effect of Council's decision for 1200 King Rd. that can be shared with residents.

Key messages:

Council is being asked to approve the planning framework needed to allow a new mixed-use community to be developed at 1200 King Rd.

The proposal would transform a vacant 49-hectare site into a complete community with a mix of homes, shops, employment, education, recreation and entertainment uses.

The proposed community could include approximately 8,800 homes, new parks and open spaces, an entertainment district, a potential post-secondary campus, commercial space and employment opportunities.

Council is being asked to approve changes to the City's Official Plan and Zoning Bylaw that would establish the vision and planning rules for the site.

Staff are recommending modified approval that includes the requirement to address several technical requirements before most of the development moves forward.

Development cannot proceed until important conditions are met, including transportation improvements, environmental studies, servicing, noise mitigation and other technical requirements.

A key requirement is the construction of a new east-west road connection ("Street A") to improve access to the site and support future transportation needs.

The recommendation also protects natural heritage features, requires additional technical work, and phases development so key infrastructure and community amenities are delivered as the community grows.

If approved, future development would still require additional planning approvals and detailed design review before buildings are constructed.

Author:

Name: Ashley Harnden
Title: Director, Corporate Communications and Engagement
Contact Info: ashley.harnden@burlington.ca

Attachments:

Memo Approval:
Supplemental staff memos are reviewed and approved by the Commissioner.

Supplemental Staff Memo

SUBJECT: Supplemental Staff Memo for DGM-44-26 (Official Plan and Zoning Bylaw Amendments for 2105 Headon Road)

TO: Council

FROM: Development and Growth Management

Community Planning

Report Number: DGM-44-26

Wards Affected: 6

Date to Council: July 21, 2026

At the Committee of the Whole meeting on July 7, 2026 staff report DGM-44-26 was presented. Through questions posed to staff members of Council requested information related to:

1. Confirm traffic load/capacity on Headon Road;
2. Confirm what is being done to provide residents with access to public facing construction information

Staff offer the following in response to the additional information requested by Council:

1. Traffic Load/Capacity on Headon Road

Headon Road is classified as a collector road with a theoretical capacity of up to 12,000 vehicles of daily traffic distributed over 2-4 lanes, per Table 1 of the 1997 Official Plan. The section of Headon Road, north of Upper Middle Road has a design capacity range of 1,000-1,500 vehicles per lane during the peak hours.

Based on the most recent traffic counts from December 2023, the heaviest volumes show 270 southbound vehicles on Headon Road during the busiest peak hour (AM peak). In a worst-case scenario and using a capacity of 1,000 per lane, 270 vehicles represent 27% of capacity.

The anticipated site traffic generated is 5 vehicle trips during the busiest peak hour (AM peak), which represents a further 0.5% of capacity. Under absolute worst-case scenario if all 8 households (representing 2 cars each) were to all leave the site at the same time, or in the same hour, the 16 vehicle trips would add to peak traffic levels however does not generate a concern for transportation staff.

Transportation Planning are of the opinion there is sufficient capacity on Headon Road to accommodate the estimated site traffic.

Transportation Services has reviewed the existing conditions (inclusive of all existing and approved development) for Headon Road, including the existing speed hump north of the subject site. The additional traffic generated by the subject development can be accommodated without a material change of traffic flow and operations.

2. Public Facing Construction Information

The City of Burlington maintains a 'Construction in Your Neighbourhood' webpage. The webpage provides the public with information on where construction projects are happening through mapping of all issued and finalized building permits as well as tree permits. Further, the webpage provides answers to frequently asked questions including how to report and who to contact in the event of excessive noise/light/vibration, concerns related to parking, access, road closures and lane restrictions.

Author:

Bill Wallace
Supervisor of Development Review
william.wallace@burlington.ca
905-335-7600 ext. 7809

Memo Approval:
Supplemental staff memos are reviewed and approved by the Commissioner.

From: alex vita-finzi
Sent: Tuesday, July 14, 2026 7:55 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Cc: Kearns, Lisa <Lisa.Kearns@burlington.ca>
Subject: Supporting Lisa Kearns motion re: AI Data Centre

Hello
I have several concerns regarding the AI Data Centre slated to be constructed in downtown Burlington (Guelph Line and Fairview). I contacted the Mayor's office and did not receive a call back and subsequently contacted Councillor Kearns office. My understanding is that Councillor Kearn is filing a motion to address concerns and issues regarding the construction of this Data Centre.

I want to go on record that I support Councillor Kearns motion.

I am a longtime resident of Burlington with extensive regulatory, banking and enforcement experience. I don't believe the necessary due diligence and public engagement has been committed to this project.

Thank you
Alex Vita-Finzi

From: Alley Wright
Sent: Wednesday, July 15, 2026 11:10 AM
To: Mailbox, Clerks <Clerks@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca>; CRM, Service Burlington <city@burlington.ca>; Nisan, Rory <Rory.Nisan@burlington.ca>
Subject: Support an Interim Control By-law for AI Data Centres in Burlington

Dear Mayor Marianne Meed Ward, Rory Nisan and Members of Burlington City Council.

I am writing to express my concern about the proposed AI data centre at the former Tucker's Marketplace site and the lack of meaningful public consultation surrounding this project.

While the site may be zoned for commercial use, this is not an ordinary commercial development. AI data centres have unique impacts, including significant electricity demand, industrial cooling equipment, emergency backup generators, noise, and long-term infrastructure requirements. The City's response that this facility is "only" 17 MW compared with Hamilton's proposed 400 MW project, and that it will be air cooled rather than water cooled, minimizes legitimate concerns. A 17 MW facility is still a substantial, 24-hour electricity user. Air cooling may reduce water consumption, but it does not eliminate impacts such as continuous mechanical noise or increased energy demand.

It is also misleading to suggest this project only affects commercially zoned land. Noise, lighting, traffic, and infrastructure impacts do not stop at property lines. The former Tucker's Marketplace site is surrounded by established neighbourhoods, businesses, and community spaces, and nearby residents deserve to understand how this development could affect their quality of life.

I am disappointed by the City's position that Council has no decision-making role because site plan approval has been delegated to planning staff by the Province. Residents expect their elected representatives to advocate for transparency and to explore every available planning tool to protect the public interest.

I urge Burlington to consider enacting an Interim Control By-law under Section 38 of the Planning Act, similar to the approach being considered by the City of Hamilton. This would provide time for Burlington staff to complete the studies needed to develop appropriate policies and regulations for new AI data centres on industrial and employment lands before approvals move forward. If Hamilton can take this proactive approach, Burlington should be willing to do the same.

AI infrastructure is developing faster than municipal planning policies. Burlington has an opportunity to demonstrate leadership by ensuring these developments are carefully studied, publicly discussed, and appropriately regulated before they proceed.

I respectfully ask that you support a temporary pause, meaningful public consultation, and the development of clear planning policies that protect residents while allowing responsible innovation.

Thank you for your time and consideration.

Sincerely, Alley Wright

From: Amanda VanderVeen
Sent: Wednesday, July 15, 2026 10:45 AM
To: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
Subject: Studies regarding data centres

Hello,

My name is Amanda VanderVeen and I am a Burlington resident. I am very concerned regarding the proposed data centre at Guelph and Harvester.
I encourage the city to initiate an interim bylaw to allow time to conduct studies regarding AI data centre construction. The environmental concerns need to be considered. Data centres are not like other commercial buildings in terms of energy use, environmental impact, and more. Rushing the construction of a data centre without proper study and consideration is irresponsible.

Thank you.

Amanda VanderVeen
Burlington Resident

From: Marla Beauchamp
Sent: Tuesday, July 14, 2026 2:16 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Serious concern about the proposed AI data centre

Dear members of the City Council,

I am writing as a Burlington resident and a professor in health sciences with a background in respiratory health to express serious concern about the proposed AI data centre reportedly being considered near Guelph Line and the South Service Road.

I recognize that data centres may offer economic and technological benefits to Burlington. However, those potential benefits must be carefully weighed against the substantial environmental, health, infrastructure, and quality-of-life risks associated with a facility of this size. These risks are not trivial, and residents should not be asked to accept them without meaningful disclosure, independent assessment, and public consultation.

My concerns include the potential effects of continuous noise from cooling systems and other equipment, the substantial demand placed on the electrical grid, water and energy use, and the possibility of local air pollution from backup generators or on-site power generation. From a respiratory-health perspective, any proposal involving sustained or emergency use of diesel or natural-gas generators near homes, workplaces, schools, or recreational facilities warrants careful examination. Children and other potentially vulnerable residents regularly participate in activities in this area, making a thorough health and environmental review especially important.

At present, residents appear to have very limited information about the proposed facility, including its expected electricity and water requirements, cooling technology, backup-power system, anticipated emissions, operating noise, hours of operation, emergency plans, and proximity to sensitive land uses. It is also unclear whether Burlington currently has planning standards specifically designed to address the unique impacts of large-scale AI data centres.

I respectfully ask the City to ensure that no approvals are expedited or treated as routine industrial development until an appropriate public process has occurred. At minimum, this should include:

• early and meaningful public consultation before key decisions are made;
• full disclosure of the proposed facility's size, location, ownership, technology, energy and water requirements, and backup-power arrangements;
• independent air-quality, noise, health, environmental, and electrical-grid impact assessments;
• consideration of cumulative impacts and proximity to homes and facilities used by children;
• enforceable limits on noise, emissions, water use, generator testing, and hours of disruptive operations; and
• development of a clear municipal policy governing data-cententre proposals before Burlington becomes committed to a particular project.

This is not an argument against innovation or responsible economic development. It is a request that innovation proceed with appropriate safeguards, democratic accountability, and respect for the people

who will live with the consequences. A project of this scale should not move forward in the absence of clear ground rules or simply because existing zoning may not have anticipated the environmental and public-health implications of AI infrastructure.

I urge you and Council to ensure that Burlington residents receive due process, complete information, and a genuine opportunity to participate before any decision is made. I would appreciate clarification regarding the current status of the proposal and the specific opportunities residents will have to review and comment on it.

Sincerely,

Marla Beauchamp, PhD, PT
Professor, Health Sciences, McMaster University
Burlington resident

From: Christine Baldwin
Sent: Monday, July 13, 2026 10:09 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Proposed AI Data Centre

To Whom It May Concern,

I just learned that there is a proposed AI data centre to be built at 3110 South Service Rd in Burlington.

I am extremely concerned about the city council allowing this to be approved without any public consultation.

Everything we know so far about AI data centres has shown them to be extremely detrimental to the communities that are near them. To think that our public officials will approve something that will increase the water, heat, and air pollution.

I am also concerned about what this will mean for our energy grid. A 20 MW facility being built as we are seeing more extreme temperature changes which necessitates the increased use of personal heating and cooling is alarming.

What is going to happen to the cost of energy with the increase in demand? Will energy costs be capped so that we won't be gouged by utility companies?

This is a terrible, and shortsighted plan and it needs to be reversed.

Thank you,

Christine Baldwin

From: Donna Lewczuk
Sent: Tuesday, July 14, 2026 2:01 PM
To: Mailbox, Clerks <Clerks@burlington.ca>; CRM, Service Burlington <city@burlington.ca>
Subject: AI Data Centre

Hello,

It is very important that this development is not just pushed through. All the proper studies need to be done, and the history of other data centres should be explored so Burlington knows all pros and cons of this structure. The motion that Lisa Kearns is putting forth needs to be considered.

Thank you for your attention to this very important matter.

Donna Lewczuk

From: Eric K
Sent: Tuesday, July 14, 2026 8:54 PM
To: Mayorlisakearns@gmail.com
Cc: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Burlington AI Specialist Very Concerned About Data Centre

Dear Councillor Kearns,

My name is Eric Kys. I'm a Burlington resident with a young family, and **I oversee the usage and deployment of the world's most advanced AI models daily at Palo Alto Networks, the world's largest cybersecurity company**. I know this industry from the inside, and that's exactly why **I'm opposed to the proposed data centre** at 3110 South Service Rd. You have my full support for your July 21st motion, and my hope is that this project is stopped entirely. **I want to help Burlington, not see it punished by a project like this.**

I have compiled a number of reasons along with independent studies to back these points, as to why this data centre should not proceed. I am happy to provide additional information if needed.

Documented health, environmental, and safety concerns
To start off, The Environmental and Energy Study Institute has said that residents near data centres experience headaches, vertigo, nausea, sleep disturbance and hypertension [1]. The issue isn't volume, it's a low-frequency hum that never stops.

EESI also notes this noise is hard to capture on a standard decibel meter, so conventional noise bylaws can't protect residents. Researchers are studying infrasound from these sites as well, and it's one reason other municipalities have imposed moratoriums.

Add the waste heat from a 20MW facility, and Burlington is simply too dense for this.

Documented economic outcomes (negligible)
A 2025 University of Michigan policy brief, "What Happens When Data Centers Come to Town?", found data centres do not bring high-paying tech jobs to local communities [2].

Virginia's 2024 legislative audit of its data centre industry, the largest in the world, reached similar conclusions on limited permanent employment relative to facility size [3].

Burlingtons proposal is small even by industry standards, so once construction wraps we may be talking about a handful of jobs. The profits go to the developer and whoever leases the capacity. Residents get the noise, the heat, and the grid strain.

No local consultation
What bothers me most is that this application could have gone straight to site plan with zero Council oversight and no community input. That is not how a decision of this size should be made. Chandler, Arizona passed data-centre-specific zoning in 2023 requiring sound studies before and after construction [4]. Burlington needs that kind of framework before anything is approved, not after.

Please keep pushing Councillor Kearns, I truly appreciate what you're doing so far.

Please get the Interim Control Bylaw done like Hamilton is doing, and don't let this move forward until proper studies are complete and residents have had a real say. A lot of us are watching this one closely.

Thank you for your time,
Eric Kys

References:
[1] EESI, Communities Are Raising Noise Pollution Concerns About Data Centers: https://www.eesi.org/articles/view/communities-are-raising-noise-pollution-concernsabout-data-centers

[2] University of Michigan Ford School, What Happens When Data Centers Come to Town? (2025): https://stpp.fordschool.umich.edu/research/policy-brief/what-happens-when-data-centers-come-town

[3] Virginia JLARC, Data Centers in Virginia (Dec 2024): https://jlarc.virginia.gov/landing-2024-data-centers-in-virginia.asp

[4] Digital Emissions, on Chandler AZ's data centre noise ordinance: https://www.digitalemissions.org/insights/data-center-noise-pollution

From: George Gutowski
Sent: Wednesday, July 15, 2026 4:55 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Data Center Old Mother Tucker Site

Please accept this email as my voice of opposition to the proposed Data Center on the Old Mother Tucker Site on South Service Road. Data Centers use inordinate amounts of water and electricity which will burden existing infrastructures, create need for capital expenditure which otherwise would not be necessary. Data Centers also enable human rights and surveillance injustices. Burlington should not be a part of this.

George Gutowski

-----Original Message-----
From: Isobel Culliton <
Sent: Monday, July 13, 2026 9:14 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: AI Data Center

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.

We are residents of Burlington for over 25 years. We have been made aware of an application for an AI data center here in Burlington.

We read that this application will move straight to site plan with no over site by Council or community input due to lack of Zoning Policy or Municipal Framework.

We feel Burlington needs a framework and bylaws to protect our city from a potential data center. We have been hearing about a significant number of negative effects that such an investment would have to a city.

We are in support of the " urgent motion" that Lisa Kearns will bring forward to Council on July 21st regarding the application for a AI data center.

Regards,
Gerry and Isobel Culliton

Sent from my iPhone

From: Graeme Shatka
Sent: Monday, July 13, 2026 6:33 PM
To: Mailbox, Clerks <Clerks@burlington.ca>; jamie perioris <
Subject: Opposition to Data Centre In Burlington

Hi city of Burlington,

I am writing as a local resident to express my concerns and disappointment regarding the proposed data centre development near our community.

Last year, my partner and I bought our first house here in Burlington with the ambition of starting a family and acting as active members of the community. We want to participate in a community that acts on behalf of the best interests of their residents. We do not believe that the decision of building a data centre in Burlington reflects that.

While we recognize the importance of investing in infrastructure and supporting economic growth, I have significant concerns about the potential impacts this project may have on the surrounding neighbourhood and quality of life for residents.

In particular, I ask Council to carefully consider:

- The potential for continuous noise generated by cooling equipment, ventilation systems, and backup generators.
- The visual impact of a large industrial-scale facility located near residential areas.
- Increased traffic, disruption, and construction activity during the development phase.
- The substantial energy and water requirements associated with modern data centres and their impact on local infrastructure and sustainability goals.
- Whether this type of development aligns with the character, zoning intentions, and long-term vision for our community.

I respectfully request that Council ensure a thorough review process is undertaken, including detailed environmental, traffic, and noise assessments, and that residents are provided meaningful opportunities to participate in consultations before any approvals are granted.

Thank you for your time and consideration of these concerns.

Sincerely,

Graeme & Jamie

From: Gregory Stretton
Sent: Monday, July 13, 2026 4:19 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: AI DATA CENTRE

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 am writing as a concerned Burlington resident regarding the proposed data centre development. While I understand the need technology infrastructure and economic development, I have serious concerns about the impact this project could have on the surrounding residential community, particularly when it comes to noise.

Unlike many other businesses, a data centre operates around the clock. A constant hum day and night can affect people's ability to enjoy their homes, sit outside in their backyards, open their windows, or simply enjoy some peace and quiet.

Many of us chose to live in Burlington because of its strong neighbourhoods and quality of life. Noise that may seem minor on paper can become a daily frustration when it is present 24 hours a day, 365 days a year.

I am also concerned about the long-term impacts. Equipment can be upgraded, expanded, or replaced over time, and residents may be left dealing with increasing noise levels long after the project is approved. Once a facility of this size is built, there is little recourse for those who are negatively affected.

I respectfully ask the City to carefully consider whether this is an appropriate location for a data centre. If such a facility is necessary, it would be better situated in an area that is further removed from residential neighbourhoods and where its operational impacts would be less disruptive to residents. This would fall under The Nuisance and Noise Control By-law.

From

Greg Stretton

-----Original Message-----
From: Hannah Morikawa
Sent: Wednesday, July 15, 2026 12:14 PM
To: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
Subject: No Data Centres in Burlington

Good afternoon,

I am reaching out today regarding the proposed construction of a data centre on the South Service Road. Given the significant public opposition to this project and the impacts it will have on the community, this project needs to be cancelled. As I write to you today, we are currently experiencing a heatwave and the city is blanketed in smoke from fires decimating the boreal forest in northern Ontario. Given the proven and significant environmental, health, and economic impacts that data centres have on communities, this project must not go forward. Even if the data centre is “air cooled” rather than using water, the energy costs will still be significantly increased and will cause more power outages that residents cannot afford in this heat, even as the data centre will also raise local temperatures. At the very least, a thorough environmental impact study must be undertaken and consultations with the public and local Indigenous communities must be conducted. We simply cannot afford a centre with such massive negative impacts without any substantive benefits. Thank you for your attention to this matter, I look forward to hearing from you on this issue.

Sincerely,
Hannah Morikawa
Downtown Burlington Resident

From: Ivanka DiMichele
Sent: Tuesday, July 14, 2026 2:40 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: AI Data Centre - Support Motion to stop the build for now

Hello,

My name is Ivanka DiMichele. I am a resident of Burlington. I live at ., Burlington, ON

I am behind councillor Lisa Kearns on this motion.

I believe more studies need to be done before anything is approved. I do not support the build of this data centre as it stands today. I do not approve of the enormous power demands that will come with such a facility nor do I support and actually am strongly against any potential cost of offloading as a result. Any upgrades required for this type of build should be paid by the owners, investors etc. and NOT onto local taxpayers.

During this council meeting, there should be discussions and plan set in place for Burlington staff to draft a bylaw similar to Hamilton Bill 127.

Regards,
Ivanka

---------- Forwarded message ---------
From: **Julie Plunkett** >
Date: Wed, Jul 15, 2026 at 3:31 PM
Subject: Opposition to Proposed 17 MW AI Data Centre in Burlington
To: Marianne Meed Ward <marianne.meedward@burlington.ca>, <lisa.kearns@burlington.ca>

Dear Mayor Meed Ward and Councillor Kearns,

I am writing to express my strong opposition to the proposed 17 MW AI data centre in Burlington.

While I recognize the importance of technological innovation and economic development, I am deeply concerned about the environmental, infrastructure, and community impacts that a large-scale AI data centre could have on our city. As municipalities across North America grapple with the rapid expansion of data centres, many communities are discovering that the promised benefits often come with significant long-term costs.

First, AI data centres are extremely energy-intensive. A 17 MW facility would require a substantial and continuous supply of electricity, placing additional demand on Ontario's energy grid. At a time when communities are being encouraged to reduce energy consumption and lower greenhouse gas emissions, approving a project that significantly increases electricity demand appears inconsistent with Burlington's climate and sustainability goals.

Second, data centres consume large volumes of water for cooling systems. With climate change increasing the frequency of drought conditions and placing greater pressure on municipal infrastructure, it is important to question whether Burlington can afford to dedicate valuable water resources to a facility that provides relatively limited employment once operational.

Third, many communities that have approved data centres have reported concerns related to noise pollution from cooling equipment and backup generators, increased strain on electrical and municipal infrastructure, and a lack of meaningful economic return compared to the amount of land and resources consumed. While data centres often promise investment and job creation, the reality is that they typically generate relatively few permanent jobs once construction is complete.

I am also concerned about the precedent that approving this facility would set. Burlington has worked hard to establish itself as a livable, environmentally responsible city that prioritizes residents' quality of life. The introduction of a large AI data centre raises important questions about environmental stewardship, and whether the long-term interests of residents are being adequately protected.

I respectfully urge City Council to:

- Conduct a comprehensive environmental and infrastructure impact assessment.
- Provide full transparency regarding projected electricity and water consumption.

- Assess the long-term impacts on surrounding neighbourhoods and natural ecosystems.
- Ensure meaningful public consultation before any approvals are granted.
- Consider whether the community benefits truly outweigh the environmental and social costs.

As Burlington plans for its future, I believe decisions of this magnitude should be guided by sustainability, responsible growth, and the protection of community well-being. I ask that you carefully consider the long-term consequences of this proposal and oppose the development of an AI Centre in Burlington.

Thank you for your time and consideration.

Sincerely,

Julie Boulton

From: Katie Rebelo
Sent: Monday, July 13, 2026 3:43 PM
To: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca>; Kearns, Lisa <Lisa.Kearns@burlington.ca>
Subject: Urban Burlington Is Not an Appropriate Location for an AI Data Centre

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 Members of Burlington City Council,

I am writing to express my full support for Councillor Lisa Kearns' urgent motion regarding AI data centres. More importantly, as a resident of burlington [redacted] - what looks to be the closest residential neighbourhood to this proposed centre - I am asking Council to take a clear position that large-scale **AI data centres do not belong in urban Burlington at all.**

These facilities are not ordinary warehouses or office buildings. They can create continuous industrial noise, place enormous demands on electricity and water infrastructure, require backup generators and operate around the clock. Facilities with this level of intensity should not be located within a built-up city surrounded by homes, schools and established neighbourhoods.

That concern is even more urgent in this case. Burlington's first AI data centre application appears to be moving forward without a dedicated zoning policy, municipal framework or meaningful public process. Residents have not been provided with comprehensive studies addressing noise, low-frequency sound, electricity demand, water consumption, generator emissions or the cumulative effect on surrounding communities. Approving a project first and studying the consequences later is completely backwards.

I live on Fassel Avenue in the Glenwood School neighbourhood, approximately 1.3 kilometres from the proposed location. Our neighbourhood would be the closest residential community to this facility. Residents are extremely concerned and vehemently opposed to having a large-scale AI data centre placed this close to our homes. This is not opposition to technology or responsible economic development. It is opposition to forcing a high-impact industrial use into urban Burlington without first understanding what it will mean for the people who already live here. Council must consider the potential for neighbourhood decline caused by incompatible land use. If residents experience persistent noise, disrupted sleep, industrial visual impacts or ongoing uncertainty about expansion, those who can afford to leave may choose to do so. The neighbourhood may then face reduced buyer demand, longer selling periods and downward pressure on property values. Burlington should not wait for that damage to occur before deciding that an urban residential setting was the wrong location.

Data centres can generate persistent noise through cooling systems, ventilation equipment, transformers and backup power infrastructure. Low-frequency noise can travel differently than conventional sound and may not be adequately addressed by standard noise bylaws.

The World Health Organization identifies environmental noise as a public health concern because it can disrupt sleep and affect cardiovascular health and overall well-being.

Sources:
https://www.who.int/tools/compendium-on-health-and-environment/environmental-noise
https://www.who.int/europe/news-room/fact-sheets/item/noise
https://jlarc.virginia.gov/pdfs/reports/Rpt598.pdf

Electricity demand is another major concern. Ontario is already seeing enormous connection requests from data centres. The Independent Electricity System Operator has reported individual requests of up to 750 megawatts and expects data centres to become a significant source of future electricity demand.

Residents deserve to know the full projected electrical load of this facility. We also deserve to know whether upgrades would be required, who would pay for them and whether the project could affect local capacity or reliability.

Sources:
https://www.ieso.ca/-/media/Files/IESO/Document-Library/planning-forecasts/demand-research/Demand-Conservation-Planning-Technical-Paper-Large-Step-Loads-202507.pdf
https://ieso.ca/Sector-Participants/Planning-and-Forecasting/Annual-Planning-Outlook/2026-APO-Summary

Water use must also be fully disclosed. Depending on the cooling system, data centres can consume significant amounts of water. Burlington and Halton Region should know the proposed daily and peak demand before any approval is considered.

The application should clearly identify the cooling system, expected water consumption, wastewater discharge and drought-management plan.

Source:
https://eta.lbl.gov/publications/water-use-data-center-workloads

Backup generators are another concern. Data centres commonly rely on diesel or other combustion-powered systems for emergency power. These systems can create noise and local air-quality impacts during testing and operation.

Council should require full disclosure of the number and size of generators. This should include fuel type, testing frequency, emissions modelling and their proximity to nearby homes.

Sources:
https://www.epa.gov/stationary-sources-air-pollution/clean-air-act-resources-data-centers
https://www.epa.gov/stationary-engines/fact-sheet-specifics-about-provisions-related

I am asking Council to:

1. Support Councillor Kearns' motion.

2. Explore an Interim Control By-law to pause approvals while Burlington completes the necessary studies.
3. **Reject large-scale AI data centres in urban Burlington and near established residential neighbourhoods.**
4. Require a full public planning process before any application is considered.
5. Develop data-centre-specific zoning rules covering noise, setbacks, electricity, water, emissions and backup generation.
6. Require all technical studies to be completed independently and released publicly before any decision is made.

Burlington should not allow its first AI data centre application to become the precedent simply because the City has not yet created the rules required to regulate it.

Urban Burlington is not the appropriate place for this type of facility. The proposed location is especially unacceptable because it is only 1.3 kilometres from the Glenwood School neighbourhood and appears to be advancing without the studies or safeguards residents should reasonably expect.

The people who already live here should not be treated as an afterthought.

Please support Councillor Kearns' motion and take immediate steps to prevent large-scale AI data centres from being approved in urban Burlington.

Sincerely,
Kaitlyn Rebelo

From: Kathleen Grant
Sent: Monday, July 13, 2026 3:08 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Proposed AI data centre-Harvester and Guelph

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 am a lifelong resident of Burlington and am appalled that my city would support the building of an AI data centre in our city. AI data centres are known to be disruptive and many US states have passed moratoriums on AI data centres. Our own city of Hamilton is very close to putting their moratorium legislation in place to protect our Great Lakes and the land that we live on. An AI data centre is not only unnecessary but will cause irreparable harm to our fresh water supply, electrical grids, communities and our relationships with the First Nations that live in Ontario. Ontario is in need of moratorium against the building of AI data centres.

Ontario is home to one of the world's Great Lakes, Lake Ontario. These Great Lakes provide 20% of the entire world's fresh water supply and provide 80% of North America's fresh water. There is already a fresh water crisis. Many communities have a boil water advisory and do not have access to water to sustain their life. An AI data centre would poison Lake Ontario and make our water crisis even worse.

25% of Ontario's power comes from hydro electricity. Without this source of electricity, Ontario would rely much more heavily on Nuclear power which would cause more harm to an already unstable ecological environment. The residents of Ontario rely heavily on hydro electricity to sustain their life. An AI data centre in Ontario would negatively alter our electric grids.

Most importantly, an AI data centre would cause harm to our already poor relationship with the First Nations. Ontario has been reestablishing our relationship with the First Nations for many years. An AI data centre would cause damage to the land that they rely on and would irreparably damage our relationship with the First Nations.

This is a short rationale of why an AI data centre would hurt the fresh water supply, electrical grids, communities and our relationship with the First Nations. Not to mention the countless other reasons why an AI data centre would irreparably damage Ontario and Ontario's citizens. A data centre would affect not only Ontario but all of Canada and North America.

Please take these points into consideration before building a disruptive AI data centre into our environment. No amount of economic growth is worth the harm that an ai data centre would cause. Ontario is in need of full moratorium with NO LOOPHOLES against the building of AI data centres.

Thank you, Kathleen Grant

From: Lindsay Glasspoole
Sent: Tuesday, July 14, 2026 10:21 AM
To: Mailbox, Clerks <Clerks@burlington.ca>
Cc: Wade Glasspoole
Subject: NO to proposed AI data centre developments

Dear City Clerk and Members of the Committee,

I am writing to formally submit my concerns regarding the proposed two-storey AI data centre development Burlington at 3110 South Service Road. I request that this letter be distributed to the committee members and included as part of the official public record.

As a resident of Burlington, I am deeply concerned about the lack of oversight on a project of this scale. We deserve transparent, independent environmental and utility impact data for these massive projects. While I support economic development on our employment lands, it must not come at the expense of our safety, infrastructure and natural resources.

My primary concerns focus on three areas:

Water Consumption: The proposed use of evaporative cooling systems raises critical questions about our municipal water treatment capacity and the long-term ecological impacts on Lake Ontario.

Energy Grid Strain: A facility of this scale places an unprecedented load on our electrical grid. Burlington residents deserve a guarantee that this commercial power draw will not lead to rising consumer utility rates or grid instability.

Air Pollution: Data centres rely heavily on massive diesel generators for backup and continuous on-site gas turbines. These emit high levels of nitrogen oxide which are linked to elevated asthma rates, cardiovascular disease, and premature death in nearby communities.

We cannot allow our local infrastructure to be monopolized by low-employment data blocks at the risk of higher utility rates for local families.

The Ontario government updated its Environmental Registry (ERO Notice 025-1001) to state that the province will prioritize grid connectivity only for data centres that support clear economic interests and create high-quality, permanent domestic jobs.

Once constructed, massive AI data centres are highly automated and notoriously low-employment facilities relative to their size.

With no oversight by the Council or community input due to lack of zoning policy or municipal framework, I urge the Committee to withhold any approvals, official plan amendments, or building permits for these properties until independent, third-party environmental and grid-capacity assessments are fully completed and presented to the public for consultation.

Thank you for your time, consideration, and dedication to protecting Burlington.

Lindsay & Wade Glasspoole,

From: Melissa
Sent: Tuesday, July 14, 2026 10:24 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Response to Proposed AI Data Centre in Burlington

Dear Mayor and Members of Burlington City Council,

I am writing as a concerned Burlington resident to express my concerns regarding the proposed AI data centre and the apparent lack of clear municipal regulations and bylaws governing this type of development.

While I recognize the importance of technological innovation and economic growth, AI data centres present unique challenges that require thoughtful planning and strong oversight. These facilities can have significant impacts on electricity demand, water consumption, noise levels, emergency services, traffic, and the surrounding environment. Without appropriate regulations in place, residents may be left with unintended consequences that could affect our community for decades.

I respectfully ask Council to consider developing and implementing comprehensive bylaws and policies that address matters such as:

- Environmental impact assessments beyond minimum provincial requirements.
- Water use and conservation measures.
- Energy efficiency standards and greenhouse gas reduction commitments.
- Noise, light pollution, and visual impacts on neighbouring communities.
- Emergency preparedness and public safety.
- Public consultation requirements and transparency throughout the approval process.
- Ongoing monitoring and reporting to ensure compliance with environmental and operational standards.

Residents deserve confidence that projects of this scale will be evaluated using clear, enforceable standards rather than on a case-by-case basis without a comprehensive regulatory framework.

I encourage Council to pause any approvals until appropriate bylaws and policies have been established and residents have had a meaningful opportunity to review and comment on them. Responsible planning today will help protect Burlington’s environment, infrastructure, and quality of life while ensuring that innovation occurs in a manner that benefits the entire community and doesn’t drain natural resources or putting residents safety at risk.

Thank you for your time and for considering the concerns of Burlington residents. I would appreciate hearing how Council intends to address the regulatory framework for AI data centres in Burlington and what opportunities will be available for public input.

Sincerely,

Melissa Hadaway

From: Nicola Rivers
Sent: Tuesday, July 14, 2026 6:06 PM
To: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
Subject: Proposed Data Centre for Burlington

To Whom It May Concern,

I'm writing to express my deep concern about a proposal for a data centre near Harvester Rd. and Guelph Ln. I know there is much to do about data centres in the media and a lot of misinformation circulating about the real impact of these centres on water use, noise pollution, and energy use/strain on the grid. There is also a sentiment that AI data centres are the future and necessary for the economy. This is pure speculation and is not proven and ultimately only going to benefit the few investors while causing much disruption to surrounding businesses, residential areas, etc. It is for this reason that it is imperative that the City of Burlington develop a framework and require a full environmental impact assessment for any and all proposed data centres. This is not the same as any other commercial infrastructure and should be treated differently with plenty of opportunity for consultation with the citizens of Burlington.

Kind regards,
Nicola St George

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From: Rachel Vito
Sent: Tuesday, July 14, 2026 6:57 AM
To: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
Subject: AI data centre opposition - Motion support

Hello,

I'm writing this email in support of Lisa Kearns motion to have regulation and oppose the AI Data Centre in Burlington.

Something needs to be done, our city is so beautiful and does not need a Data centre, we need framework and bylaws to protect our city.

I will be looking forward to hearing about the motion on July 21!

Thank you!
Rachel

From: Samantha Le Grand
Sent: Monday, July 13, 2026 4:26 PM
To: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
Subject: I am in opposition to any AI data centre being built anywhere in Burlington.

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Hello,

I am in opposition to any AI data centre being built anywhere in Burlington. I live and work in the area of [redacted] and [redacted]

Please inform me on when and where public input opportunities are happening. I would like to have a say on such major developments in my city.

Thank you,
Samantha Le Grand

From: Samantha Le Grand
Sent: Wednesday, July 15, 2026 10:46 AM
To: Mailbox, Office of the Mayor <mayor@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
Subject: No AI Data Centres in Burlington Please

Hello,

We should have a moratorium for AI data centres in Ontario, but getting that done on a provincial level would be difficult.

For now, let's look at the motion that Hamilton's city council passed; their city council created a bylaw that enacts a temporary ban on data centres for the next year. Is that something Burlington council is able to do despite the province mandating that planning staff act as the approval body for this proposal?

Thanks,
Samantha Le Grand

From: S N
Sent: Tuesday, July 14, 2026 3:12 PM
To: Mailbox, Office of the Mayor <mayor@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>
Cc: S N
Subject: Proposed AI Data Centre - Guelph Line / South Service Road

Hi,

My Name is Scott Newby and I live at in Burlington. I am sending this note to voice my concerns with the proposed data centre and would agree with suggestions to implement a temporary moratorium like other southern ON municipalities.

Thank you.

Scott

From: Steven Horwood
Sent: Wednesday, July 15, 2026 6:38 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Proposed Data Centre

Good afternoon

As an individual with some knowledge of the operations of data centres I wish to express some comments and ensure I am made aware of how the public consultancy unfolds.

- is the published 17MW's electrical requirement only the IT systems magnitude, or the total estimated magnitude including all power needs?
- Region of Halton has a no water for cooling purposes. I suspect this law only applies to an open, once through to drain use of condenser cooling water? Or does it also include the use of evaporative cooling towers?
- will Burlington Hydro provide a detailed report / connection impact report?
- how will this significant (equal to roughly 18,000 home) electrical consumption impact rate structures for citizens?
- they will have CHP back up systems. Will environmental assessments be completed for that equipment?
- the information says the cooling systems will be air cooled. By rule of thumb that is probably about 5,000 to 6,000 tons of cooling capacity. That is a lot of equipment and roof fans operating. Noise study? Lower cost fans make a lot of noise.
IMPORTANT NOTE - ALL OF THE ABOVE DOES NOT INCLUDE REDUNDANCY INFRASTRUCTURE WHICH WILL BE DESIGNED INTO THE FACILITY.
- Not sure what the developer has brought forward for City economic gain regarding employment - but data centres do not require even moderate levels of employment when compared to other employment such as light industrial.

Opportunities
- such a large cooling system may reject as much as 60 million BTU's of heat every hour. This represents an opportunity to reclaim this heat and use in an adjacent property. It also represents the opportunity for the developer to direct heat into absorption chillers - which in turn reduces electrical demand - good for them and good for the grid.
- I suspect the developer will select high GWP system refrigerants. Even a leak of 20lbs can result in 40,000 lbs of carbon emissions. The developer should be mandated to use CO2 refrigerant with "0" GWP and very efficient free cooling mode which reduces demand.

Anyhow, thank you for your time.

Best Regards,

Steve Horwood

From: Sunaina Sharma
Sent: Monday, July 13, 2026 4:22 PM
To: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>; Bentivegna, Angelo <Angelo.Bentivegna@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca>
Cc: Galbraith, Kelvin <Kelvin.Galbraith@burlington.ca>; Kearns, Lisa <Lisa.Kearns@burlington.ca>; Nisan, Rory <Rory.Nisan@burlington.ca>; Sharman, Paul <Paul.Sharman@burlington.ca>; Stolte, Shawna <Shawna.Stolte@burlington.ca>
Subject: Concerns Regarding the Proposed AI Data Centre in Burlington

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 and Members of Burlington City Council,

I am writing to express my concerns regarding the proposed AI data centre in Burlington at the corner of Guelph Line & Harvester.

I want to begin by making one point very clear: I am not opposed to artificial intelligence. In fact, my professional work focuses on researching AI and exploring how it can be used as a thoughtful partner in teaching, learning, and human decision-making. I regularly write and present on responsible AI use and believe these technologies have tremendous potential when developed and implemented responsibly.

My concern is not AI itself. My concern is whether a hyperscale AI data centre is an appropriate fit for the centre of a growing city such as Burlington.

Unlike traditional data centres, the new generation of AI-focused facilities demands unprecedented amounts of electricity. Conventional data centres often require approximately 5 megawatts of power, whereas hyperscale AI facilities may require 100 megawatts or more—twenty times as much electricity. As AI models continue to grow in size and complexity, energy demand is expected to increase even further. This represents a fundamentally different category of infrastructure than communities have previously encountered.

Equally concerning is how little we still know about the long-term environmental and community impacts of these facilities. While considerable attention has been paid to the economic opportunities associated with AI, far less research has examined the cumulative effects of hyperscale data centres on:

- long-term electricity demand and grid reliability;
- greenhouse gas emissions associated with increased energy generation;
- freshwater consumption for cooling systems;
- waste heat and local microclimate effects;
- noise generated by cooling equipment and backup power systems;
- impacts on surrounding ecosystems and biodiversity; and
- the opportunity costs associated with dedicating valuable urban land to facilities that generate relatively few permanent jobs.

In short, the technology is advancing much faster than our understanding of its environmental and social consequences.

I recognize that the Government of Canada has recently released its National Artificial Intelligence Strategy, which includes significant investments in sovereign AI computing infrastructure and large-scale data centres. I support Canada's ambition to remain a global leader in AI research and innovation. However, supporting national AI infrastructure does not mean that every municipality is an appropriate location for hyperscale facilities. The federal strategy emphasizes building Canadian AI capacity, but it does not suggest that such facilities belong in the heart of established urban communities. Rather, these projects should be carefully located where energy generation, transmission infrastructure, land availability, environmental considerations, and community impacts can be appropriately balanced.

Burlington has spent decades cultivating its identity as a vibrant, livable, family-oriented city with significant investments in housing, parks, schools, and walkable neighbourhoods. A hyperscale AI data centre does not appear to align naturally with that long-term vision.

I would respectfully encourage Council to consider several important questions before approving any proposal:

- What independent environmental assessment has been conducted specifically for an AI-focused hyperscale facility?
- What guarantees exist that local residents and businesses will not bear increased energy costs or reduced grid reliability as demand grows?
- How will cumulative electricity, water, and greenhouse gas impacts be measured and publicly reported?
- What emergency planning exists should major power disruptions occur?
- What tangible long-term community benefits will Burlington receive beyond the construction phase?
- Have alternative locations outside dense urban areas been fully evaluated?

AI infrastructure will undoubtedly be part of Canada's future. The question is not whether these facilities should exist, but where they belong and how they can be developed responsibly.

I respectfully ask Council to ensure that any decision regarding this proposal is guided not only by economic opportunity, but also by rigorous environmental evidence, long-term sustainability, and the interests of Burlington residents.

Thank you for your consideration.

Sincerely,

Sunaina Sharma
- Burlington Resident

From: Vignesh Dhandapani
Sent: Monday, July 13, 2026 3:23 PM
To: Kearns, Lisa <Lisa.Kearns@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca>; Stolte, Shawna <Shawna.Stolte@burlington.ca>
Cc: CRM, Service Burlington <city@burlington.ca>; Mailbox, Clerks <Clerks@burlington.ca>; LIST - Office of Ward 2 <ward2@burlington.ca>; LIST - Office of Ward 4 <ward4@burlington.ca>
Subject: Proposed AI Data Centre in Burlington

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 and Members of Council,

I am writing to strongly oppose the proposed AI data centre at Guelph Line and Harvester Road.

This location is far too close to established residential neighbourhoods, including Glenwood. We already know how large industrial developments can affect nearby communities through constant noise, increased traffic, construction disruption, light pollution, heat, and the loss of peace and enjoyment in our own homes. Residents should not have to sacrifice their quality of life for a development that does not belong beside a long-standing neighbourhood. The enormous electricity and water demand of a data centre is also a serious concern. These are public resources, and no private development should be allowed to consume them without full transparency and a clear explanation of the long-term environmental impact. No development is worth losing our trees, water, green space and natural resources.

Removing mature trees and adding more concrete will also increase heat, reduce natural drainage and put more pressure on local stormwater systems. Once these natural areas are damaged, they cannot simply be replaced with a few newly planted trees somewhere else.This proposal is atrocious for this location. It may benefit a private company, but the surrounding residents will be left dealing with the noise, traffic, environmental impact and reduced quality of life for many years. The financial benefit of one project should not be placed above the health and wellbeing of an entire community.

Approving this project could also create a dangerous precedent for allowing more heavy industrial facilities near residential areas. Burlington should be protecting its neighbourhoods, not slowly surrounding them with developments that clearly don't fit with the area.The City should not move forward without meaningful public consultation, independent noise and environmental studies, a complete assessment of water and energy consumption, traffic studies, emergency planning, and clear information about what residents will be exposed too. Please support the motion opposing data centres in urban residential areas and take a strong stand to protect our neighbourhoods. Residents deserve better than finding out about major projects after plans are already moving forward.

I strongly urge the Council to reject this proposal.

Thank you for your attention to this matter,
Vignesh

From: Zachary Marusich
Sent: Tuesday, July 14, 2026 11:02 AM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: AI Data Center Development near Guelph/Harvester

Hello,

I am deeply concerned about the AI Data Center Development near Guelph/Harvester that was recently brought to light by Ward 2 Councillor Lisa Kearns.

I currently reside in Ward 1, and am strongly in favour of Lisas' Motion requiring such a development go through the process of complying with a set of Zoning/Land-Use Restrictions; the social and economic issues currently facing the vast majority of Burlingtonians are incompatible with a development that would only exacerbate them.

We have seen across the United States where residents are facing skyrocketing electricity bills, damaged ecosystems, and degrading mental health, and much more as a result of these projects being constructed in their communities. By not heeding those warnings we risk putting the health and wellbeing of the people of this city at risk to benefit an already wealthy developer.

With that all in mind, and in the hopeful event that the motion Lisa is tabling passes, I would expect that the Zoning By-Laws outright ban the construction of AI Data Centres in Burlington.

Thank you,

Zachary Marusich (he/him/his)

From: Kristen Murray
Sent: Thursday, July 16, 2026 12:56 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: AI data centre at 3110 South Service rd

To whom it may concern,

I, as-well as many Burlingtonians are very concerned about the possibility of an AI data centre being built at 3110 South Service rd and the possible detrimental consequences it could have on our city. Ai data centres are known for using an extreme amount of energy leading to strain on our power grids aswell as driving up the utility rates of everyday residents. The servers required to run the data centres generate immense hear and require gallons upon gallons of water for cooling, which could drastically affect our precious freshwater lakes. Many ai data centres rely on unsustainable energy sources such as fossil fuels and natural gas plants. Energy sources like that emit toxic gasses and airborne particles worsening air quality overall. AI data centres are also notoriously loud, sounding like constant lawnmowers or jackhammers. Noise pollution is something that Burlington is continually working on with by-laws such as 'Project Noisemaker' so building this data centre would go against what burlington is working towards. Below I have attached some links to reputable articles with information about the detriment of data centres in our city. Please take the opinion of the public into consideration before moving forward with the development.

https://sites.uab.edu/humanrights/2025/10/02/construction-and-consequences-the-human-impacts-of-artificial-intelligence-data-centers/

https://www.pbs.org/newshour/science/energy-water-use-and-pollution-of-ai-and-data-centers-rival-most-countries

https://unu.edu/inweh/collection/environmental-cost-of-AIs-Enrgy-Use-Carbon-water-and-land-footprints

https://teaching.uwo.ca/genai/posts/2025/article_16.html

Thanks for your consideration,

Kristen Murray

From: Darren Kazmaier
Sent: Wednesday, July 15, 2026 8:11 PM
To: Mailbox, Office of the Mayor <mayor@burlington.ca>
Subject: In Support of the Burlington Data Centre Proposal

To whom it may concern,
I live on [redacted] in Burlington, in a townhouse subdivision that would be some of the closest residents to the proposed data centre located at 3110 South Service road.
I know some of my neighbours have indicated they are opposed to this proposal. For what it's worth, I would like to confirm that I am in favour of the proposal, and find many of the objections are based on basic misunderstanding of the impacts on utilities and the environment.
Regarding noise, between our houses and the proposed location there are multiple buildings and trees, all of which mitigate sound transmission. In addition, our houses are next to the QEW so we already have elevated ambient noise levels present at our residences. We will never hear any change in ambient noise levels due to the presence of a data centre.
I am in favour of reasonable guidelines for data centre construction, implemented at the municipal, provincial, or federal level, but hope that these guidelines balance the livability of residents with the desire for Canada to continue to be a major contributor of R&D in multiple industries, including medical research. Data centres are required for this. The proposed location seems a suitable site, I am in favour of approving the proposal.

Thanks,
Darren Kazmaier

-----Original Message-----
From: Judi Esposito
Sent: Thursday, July 16, 2026 3:42 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Cc: Mailbox, Office of the Mayor <mayor@burlington.ca>
Subject: Potential AI DATA CENTRE

Hello, I am writing today to show our opposition to an AI Data Centre proposed to be built in our community. This seems to have come out of nowhere with no mention that there could be a possibility of this coming to Burlington. We pay high costs for electricity, water and gas now so we will certainly have increases if this goes through. When we have storms and our power goes out, who besides hospitals will have top priority for getting it back up, the citizens of Burlington know it won't be us if this data centre is down as well. We have also heard from other cities in the USA that have them already and the noise and heat that come from them and the electricity that it pulls as well as water, is extreme.

We have also heard that this would create jobs. Maybe for construction but after that, how many jobs will be needed. AI is going to take alot of jobs from people and it's happening right now. So what are we doing, enabling big tech by making huge filing cabinets to store stuff. Big tech is selling this and communities are buying it.

If we go head with this we are going to create more problems in the future. Why doesn't everyone take a breath and really take the time to logically look at everything and do we really need these places and if we don't have them what would happen. Does anyone know the answer to that question now?

Thank you for reading our opposition. If anything comes from this maybe my letter will help to address the things people like ourselves are worried about.

Sincerely,
Franco & Judi Esposito
From WARD 6
Burlington, ON

-----Original Message-----
From: Jason Szakacs
Sent: Wednesday, July 15, 2026 6:44 PM
To: Mailbox, Office of the Mayor <mayor@burlington.ca>
Subject: Data centres

Dear Mayor:

I wanted to register my approval on the building of data centres within Burlington. I believe that they could be a strong driver of economic growth and tax revenue for the city.

Of course they should comply with the same common sense regulations that any industrial use has too. There is a massive techno-panic underway with some truly ridiculous zero-context claims about noise, water use, electricity and who knows what else.

I’m in favour of upper level government regulations if that helps overrule local NIMBYism — the same forces that are strangling our ability to provide Canadians with attainable housing.

Perhaps there are also informed good faith concerns that need allaying and I am all for that.

I’ll stop there but I wanted you to hear from perhaps one of a mostly silent majority on this issue.

Sincerely,
Jason Szakacs

From: niki burke
Sent: Thursday, July 16, 2026 5:32 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Concerns over data centre

Dear Members of Burlington City Council,

I am writing as a concerned Burlington resident to express my strong opposition to any approval of proposed AI data centre developments without rigorous environmental review, meaningful public consultation, and enforceable protections for neighbouring communities. It is extremely disheartening to find that there has been little to no communication with the community about this proposal. I thought Burlington prided itself on transparency and accountability.

Today's poor air quality caused by wildfire smoke serves as a stark reminder that climate change and environmental degradation are no longer distant concerns, they are affecting our health and quality of life today. At a time when residents are being advised to limit outdoor activity and protect their health, it is difficult to understand how we can consider approving developments with significant environmental footprints without the highest level of scrutiny.

AI data centres are among the most resource-intensive forms of development. They require enormous amounts of electricity, substantial water resources for cooling, and can generate ongoing noise, light pollution, waste heat, and increased pressure on municipal infrastructure. While technological innovation has its place, it must never come at the expense of the communities expected to live beside these facilities.

I appreciate the efforts of Ward 2 Councillor Lisa Kearns in advocating for a precautionary, evidence-based approach to these proposals. Her recommendations, including requiring comprehensive environmental impact assessments, detailed analysis of electricity demand, water consumption, greenhouse gas emissions, cumulative infrastructure impacts, emergency preparedness, and meaningful public consultation before any approvals are granted, reflect the level of due diligence that residents should expect. I also support requiring developers to demonstrate how operational impacts such as noise, lighting, waste heat, and resource consumption will be mitigated, as well as establishing transparent, ongoing environmental monitoring and public reporting if these facilities proceed.

Council has a responsibility to ensure that every aspect of these proposals is subjected to comprehensive, transparent, and independent review. Residents deserve access to complete and understandable information before decisions are made, not after approvals have been granted. The burden should rest with developers to demonstrate that these facilities can operate safely, sustainably, and without placing undue strain on Burlington's environment, infrastructure, or surrounding neighbourhoods.

Economic development should never be used to justify lowering environmental standards or overlooking legitimate community concerns. Burlington has built its reputation on responsible planning, environmental stewardship, and protecting the quality of life of its residents. Those principles should remain at the forefront of every decision Council makes.

I also encourage Council to advocate for coordination with provincial agencies, electrical utilities, and other relevant authorities to ensure that any proposed data centre does not compromise grid reliability, local energy planning, or Burlington's climate commitments.

Decisions of this magnitude require collaboration across all levels of government and must be based on transparent, publicly available evidence.

The decisions made today will shape Burlington for decades. I ask that Council choose caution over expediency and prioritize the health of residents, the integrity of our environment, and the long-term interests of our community over short-term economic gains. Municipal governments rarely have the opportunity to make a meaningful contribution to addressing climate change and environmental stewardship; this is one such opportunity. I implore you to consider the next generation of Burlington youth and ensure they inherit a city that values sustainability, responsible growth, and public health.

I appreciate your time and attention to this matter and trust that Council will give these concerns the serious consideration they deserve.

Sincerely,

Nicole

From: Alyssa Kane < >
Sent: Thursday, July 16, 2026 10:48 PM
To: Mailbox, Clerks <Clerks@burlington.ca>; LIST - Office of Ward 1 <ward1@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca>; CRM, Service Burlington <city@burlington.ca>
Subject: Support for Councillor Lisa Kearn's motion to explore an Interim Control By-law for Data Centres

Dear Mayor, Councillor, City Clerk and Members of the Committee,

I am deeply concerned about any proposed data centre at 3110 South Service Rd, and generally about the city's process and transparency for any additional upcoming projects like this.
A data centre at this location would be incredibly close to medical buildings and to a couple of fertility clinics. I am concerned that the noise and vibrations that this centre would put off could put environmental stress on embryos at these clinics which need very specific conditions. This is the last thing that anyone going through the hell of fertility issues should have to worry about. I am also concerned about whether hydro in Burlington could become even more expensive for all of us with this new centre using the power grid.
Additionally and most importantly, we do not know enough about the long term health effects of living close to these centres. In the US it has been reported that livestock near these centres are having stillborns and children near these centres are having a multitude of health issues. Burlington has many young and growing families that this would directly impact. Furthermore, bees near data centres in the US are dying from the noise vibrations and none of us can live without the bees.
If there is a need for data centres in Canada, surely developers can find a way to build them outside of the most heavily populated areas in the country. The great thing about the cloud is that it can be located anywhere and does not need to be near anywhere that people are planning to use it from.

Therefore, I am writing in support of Councillor Lisa Kearn's motion to explore an Interim Control By-law (as well as a moratorium). Burlington residents should have a meaningful voice in determining if, when and how data centres are developed within the community. Public involvement is essential to maintaining a strong and accountable municipal democracy, and the people of Burlington have demonstrated that we want a say in these decisions and that we do not want these data centres in our community.

For a fair democratic process, we need a full moratorium. There must be no loopholes to ensure the public and the city staff are given a fair chance to understand and give their input on any and all data centres.

Sincerely,

Alyssa Kane

From: Carolyn Martinko <
Sent: Thursday, July 16, 2026 11:27 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Fwd: Concerns about proposed Burlington data centre, support for interim control bylaw

Hello,
Unfortunately I am unable to attend Tuesday's City Council meeting, but I would like to express my concerns regarding the City reviewing and potentially approving the building of data centre(s) in Burlington.

It is crucial for the environmental and human health impacts of proposed data centre(s) to be thoroughly reviewed and considered during the proposal review process. Potential impacts that are concerning include strain on Burlington's electricity and water resources, as well as noise and air pollution.

As well, in case proposals are received for other data centres in the future, the City of Burlington and the Region of Halton should consider whether the current wording in bylaws is protective enough against the use of municipal water for cooling and against the discharge of any water used for cooling, as the discharge of high temperature waters could be detrimental to local ecosystems.

Thank you to City Council for your consideration and your work in protecting Burlington's residents, workers, and environment.

Sincerely,
Carolyn Martinko

From: Carolyn Martinko
Sent: Thursday, July 16, 2026 1:45 AM
To: CRM, Service Burlington <city@burlington.ca>; Kearns, Lisa <Lisa.Kearns@burlington.ca>; LIST - Office of Ward 2 <ward2@burlington.ca>; natalie@nataliepierrempp.ca <natalie@nataliepierrempp.ca>; karina.gould@parl.gc.ca <karina.gould@parl.gc.ca>
Subject: Concerns about proposed Burlington data centre, support for interim control bylaw

Dear Honourable MP Gould, MPP Pierre, Mayor Meed Ward, Councillor Kearns, and City of Burlington staff,

I am writing to express my concerns about the proposed data centre in Burlington ON, where I live and work. I am highly concerned about the potential impacts of this and other data centres that may be proposed in the future on air and noise pollution as well as the use of water and electricity across Burlington, Ontario, and Canada. The responses to this issue will strongly affect how I vote in the municipal elections this fall and other elections in the future - I am looking to you all to provide Burlington's residents, workers, and environment with the protection they deserve.

I strongly support my councillor Lisa Kearns' proposed motion to implement an Interim Control Bylaw to allow time to conduct the studies required to assess the potential impacts and risks of this proposed data centre.

I appreciate Burlington producing a webpage with more information on this proposed data centre. While I am glad to see this proposed data centre would not be water-cooled, I am still concerned and looking to city officials to thoroughly and transparently address these concerns for all Burlington citizens.

I was relieved that recent collective action taken by Hamilton citizens led their City Council to reject the proposed data centre there. I recognize that the proposed centre in Hamilton was larger scale than the one proposed in Burlington, but I am still concerned about the potential for air and noise pollution as well as potential high demand on our electricity resources that could be associated with this or other data centres. **What is the City of Burlington going to do to address these concerns before considering approving this building proposal?** This is why I support Councillor Kearns' motion for an Interim Control Bylaw. Transparency is crucial here - citizens are worried that an agreement has already been approved behind closed doors, and we have no idea what proposals could be in store for the future. There is a need for policies to be swiftly implemented to ensure that the environmental and human well-being impacts of proposed data centres are thoroughly reviewed prior to approving any projects. Opportunities also need to be provided for public comment on these proposals, and to meaningfully address public concerns.

I am also concerned that our regional bylaws are not strongly worded enough to prohibit municipal water from being used for industrial cooling as it seems there may be opportunities to authorize its use or its discharge after use in this manner. I urge City Council to stringently protect our water supply and ensure that clean municipal water is not used for cooling purposes, regardless of pressures that may be received from industry now or in the future. It is imperative that our region protects our precious natural resources, especially considering the climate crisis we are facing, which has been emphasized by the wildfires raging in Ontario. As an ecotoxicologist, I am highly concerned about the potential effects of high water temperatures on the organisms in our environment if water used for cooling were to be released (including due to accidental spills), and I urge Burlington and surrounding regions to prevent this from happening now and in the future.

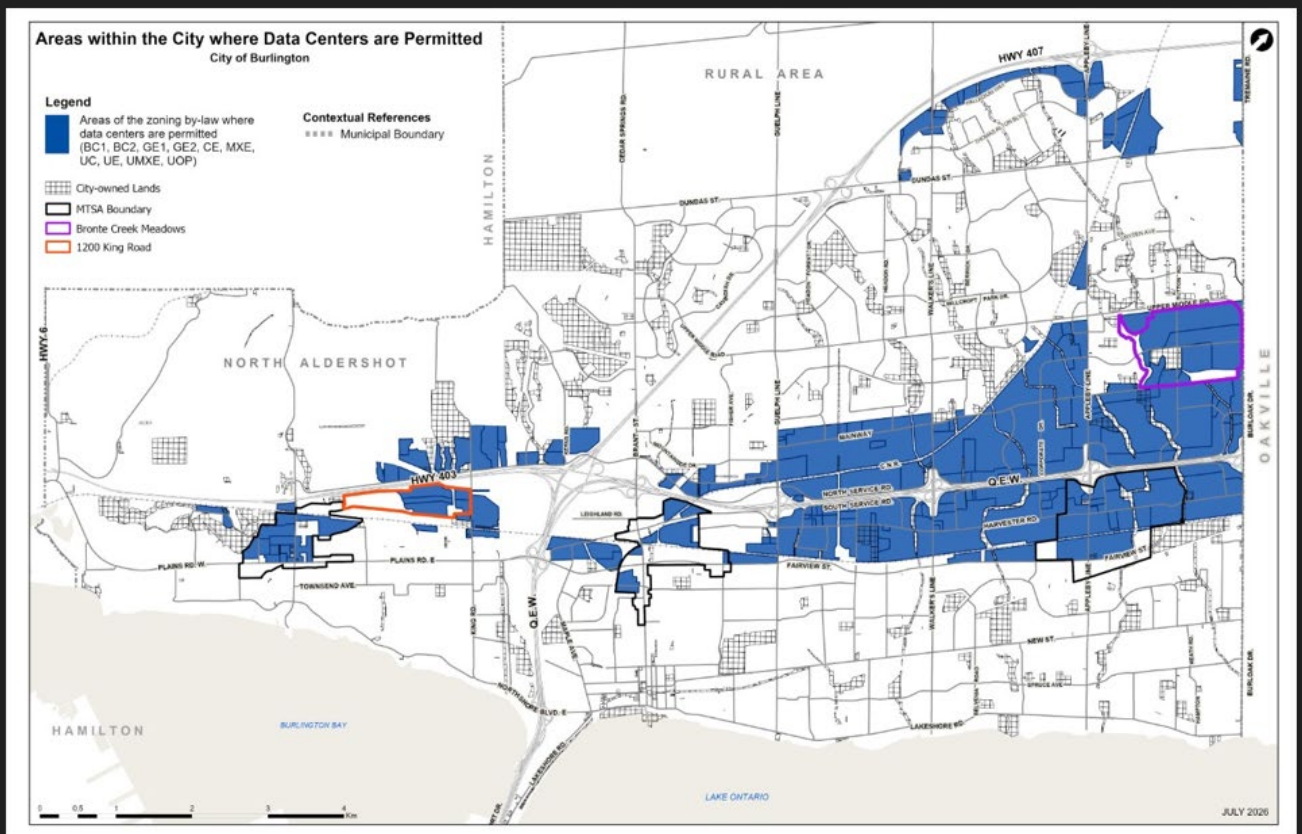
Please remain transparent with Burlington and Ontario residents throughout this time as more and more data centre building proposals may arrive on your desks. Please thoroughly consider the impacts and risks these facilities could pose to our residents and our environment.

Thank you all for your time and your dedication to Burlington. I look forward to hearing from you.

Sincerely,

Carolyn Martinko

Data Centre Permitted areas Burlington.jpg



From: Melanie Smith
Sent: Friday, July 17, 2026 4:12 AM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: AI data centers in Burlington

Hello,

I am writing because i recently became aware of the plans to build an AI data center at Guelph Line and Harvester. I support councilor Lisa Kearns motion for an interim control by-law to put a one year moratorium on this project until the proper analysis and consultation can be done.

I am traveling overseas and unable to attend the meeting on July 21 where this motion will be discussed but I would like my support for Lisa's motion to be captured.

Thank you,

Melanie Smith

From: C Dorval <
Sent: Friday, July 17, 2026 8:10 AM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Concerns of new proposal

It was appalling to discover recently that my City Council has quietly been agreeing to and pushing through a proposal for an AI Data Centre in the heart of the city. These things have been devastating communities, citizen health and nature all over the place. It disgusts me that the City of Burlington is choosing corporate money over the well being of its tax payers. Not to mention Burlington Hydro has been struggling recently with the uptake in a/c usage and the recent rain storms. How can they possibly handle the enormous drain of an AI data centre??

This is an absolute NO to this. And if allowed to go though I think the City should expect lawsuits to follow the fall out.

Tyin Krysset

House of Commons
Chambre des communes
CANADA

Hon. Karina Gould
Member of Parliament
Burlington

July 21, 2026

Dear Mayor Meed Ward and Members of Council,

Thank you for bringing forward this important motion regarding a coordinated approach to data centre development.

As Canada continues to embrace new technologies and our economy becomes increasingly digital, data centres will play an important role in supporting innovation, artificial intelligence, and economic growth. At the same time, it is essential that our regulatory frameworks evolve to ensure this growth is balanced with the protection of human health, environmental sustainability, and the interests of local communities. The motion recognizes the need for governments to work together to address these important considerations through a coordinated approach.

I support this motion and will continue to advocate at the federal level to ensure that regulations governing data centres clearly protect human and environmental health. It is equally important that the impacts on electricity demand, water usage, and other critical infrastructure are carefully considered so that future development does not adversely affect surrounding communities or place unnecessary strain on local resources.

Thank you for your leadership on this issue and for encouraging collaboration across all orders of government. I look forward to continuing to work together to support policies that foster innovation while protecting the well-being of our communities.

Sincerely,

The Honourable Karina Gould
Member of Parliament
Burlington

Ottawa
Room 606, Justice Building, Ottawa, Ontario K1A 0A6
Tel.: 613-995-0881 Fax.: 613-995-1091

Constituency Office
777 Guelph Line Suite 209, Burlington, Ontario, L7R 3N2
Tel.: 905-639-5757 Fax: 905-639-6031

Karina.Gould@parl.gc.ca
http://karinagouldmp.ca

From: Bev Hodgins
To: Mailbox, Clerks
Subject: AI data centre Burlington
Date: Saturday, July 18, 2026 10:18:15 AM

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.

Burlington City Council

I am a 16 year retired resident of Burlington.

I am and try to be as informed as I can be through reading The Halton News @nd The Burlington online ‘spec’ newspaper but I was taken unawares of the new data centre being built at 3110 South Service Rd, Burlington.

I understand the need for these Data Centres in principle and I’m not against AI, however a data centre being built near residential houses, smack in the middle of Burlington got my attention.

I understand that they emit a loud hum that interferes with our sleep patterns. Also I’m concerned about why we were not made aware of this project when it will have a large impact on our community and is a first, so will set a precedent for any other such building.

I will be attending the meeting on Tuesday where I understand Lisa Kearns will table a motion for more overnite into data centres as this is a very new undertaking. Also, I see nothing at all from the Company itself who is building this facility. That alone, raises a red flag.

Thank goodness for a sitting member of the Burlington Council to bring this to the citizens of Burlington attention.

-----Original Message-----
From: Cayley Littlejohn
Sent: Friday, July 17, 2026 1:27 PM
To: Mailbox, Clerks <Clerks@burlington.ca>; CRM, Service Burlington <city@burlington.ca>
Cc: Galbraith, Kelvin <Kelvin.Galbraith@burlington.ca>; LIST - Office of Ward 1 <ward1@burlington.ca>

Subject: Concern with AI data centre and limited regulations

Hi,

With the wildfire smoke this week, it's become abundantly clear that we need further climate action and regulation, and the news about Burlington's proposed AI data centre is especially concerning to our community.

I support city council's proposal to put a moratorium on data centres until a framework is developed and regulations are put in place.

Personally, I am terrified for the future of climate change and incredibly concerned about energy consumption, water usage, and becoming like some of the American cities we see with unexplained sludge in their water. If we proceed with an AI data centre - especially without regulation - we're putting ourselves at risk.

Burlington is a great place to live, and it's your responsibility as our representatives to keep it that way.

Thank you,
Cayley Lemon (Littlejohn) of Ward 1

From: Charlotte Heron
To: Mailbox, Clerks
Subject: Concern Over Site Application for Data Centre at 3110 South Service Rd
Date: Sunday, July 19, 2026 7:57:02 PM

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 City of Burlington Ward Councilors and City Staff,

I am writing to formally express my concerns regarding the site plan application for a data centre located on the former Mother Tucker's/Tucker's Marketplace site at 3110 South Service Rd.

Recently, there has been a noticeable increase in the presence of large scale data centres in Ontario and throughout all of Canada. Alongside this rapid surge, communities are becoming more and more conscious of the negative impacts these centres have on the environmental well-being of their surrounding areas. Electrical grid distortions, increasing temperatures and residents' electricity bills, threatening water resources, noise pollution, and general concerns of ecological pollution are among the issues that have been raised.

Although this data centre is relatively small compared to larger scale operations, this application shines a light on a larger hole in Burlington and other Ontario municipalities governments. Which is that they currently lack the framework and by-laws to properly analyze, research and consider the impacts data centres have on their communities before building is initiated.

Currently, there is not enough information about data centres to continue approving and building them without proper regulations. We must have a full understanding of the demands data centres place on electricity infrastructure, the potential for rising energy costs, and the pressure they may place on ecosystems. Residents also deserve information about potential environmental and health impacts and concerns about specific data centre operations such as the constant low-frequency noise generated through cooling systems.

I am calling for the council to back Ward 2 councillor Lisa Kearns' motion for a framework to regulate data centre development.

If this centre's application were to be approved with little consideration, it would set a negative precedent going forward where Burlington, and by extension other local governments, will not be able to properly regulate larger scale data centre operations which could have even more extreme impacts on the well-being of our communities.

I've lived in Burlington my whole life, and I sincerely hope the city staff as well as the councillors' response is done with the community's best interest in mind, accurately reflecting the calls, concerns, and needs of their citizens.

Sincerely,
Charlotte Heron, [redacted], Burlington ON.
[redacted]

From: Christine Bean
To: Mailbox, Clerks
Subject: No to data and AI centres
Date: Sunday, July 19, 2026 7:58:42 PM

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 and Members of Council,

I am writing regarding items 18.1 (ADM-05-26) and 18.2 (ADM-06-26) on the July 21, 2026 Council agenda.

I support both motions.

My concern is that a facility of this scale can move through a municipal approval process that includes no public meeting, no notice to neighbours, and no council decision, and that this is true regardless of how large the facility is.

ADM-06-26 states plainly that site plan matters are delegated to staff by provincial regulation and cannot be undelegated back to Council, and that the Planning Act does not require public notice of a site plan application. I appreciate Council putting that on the record. It confirms that the gap is in the legislation, not in how Burlington has handled this file. The City posted the application, created a dedicated webpage, and answered questions publicly without being required to do any of it.

That is exactly why the request in ADM-06-26 matters. A municipality should not have to rely on its own goodwill to give residents basic information about a project of this size.

I have three requests for Council's consideration.

1. The interval between now and September.

I understand that ADM-05-26 asks staff to report in September on the option of an Interim Control By-law, and to report on options to ensure compliance with a future framework prior to site plan approval in General Employment and Business Corridor zones. I support both.
My question is about timing. The reports come back in September and in the fourth quarter. The technical review of the South Service Road application is underway now. I would ask Council to consider directing staff to report on what options, if any, exist in the interim, and to be clear with residents about which applications the eventual framework will and will not apply to.

2. Publishing the registered owner on development pages.

Looking through the City's development pages for other applications, the applicant is typically identified by company name, with the planning consultant listed separately as the representative. On the South Service Road page, the Applicant field lists the planning consultant, and none of the documents posted with the application identifies an owner or an end user.

I understand the Planning Act does not require this information to be published for a site plan application. But nothing prevents the City from publishing it either, and the City already holds it. I would ask Council to consider directing staff to identify the registered owner on development pages consistently, regardless of application type.
This is something the City can do on its own, without waiting for the province.

3. Public reporting.

I would ask that the September and fourth quarter reports contemplated in ADM-05-26 be made public, and that the public engagement strategy referenced in that motion be a substantive one.
The City's data centres page currently says that more information will be shared "at the appropriate time, if available." I would ask that the page be updated when the technical review concludes, so that residents learn the outcome rather than only learning that an application was filed.

One further note on ADM-05-26. The direction to develop a definition of both small-medium and large-scale data centres seems particularly important. Ontario currently has no such definition, which means there is no threshold at which additional scrutiny applies. Burlington writing one would be useful well beyond Burlington.

Thank you for your work on this.

Christine Bean
Ward 2 - 800 meters from the proposed data centre.

Sent from my iPhone

From:	Colleen
To:	Mailbox, Clerks
Cc:	Mailbox, Office of the Mayor; mayor@hamilton.ca; Natalie Pierre; Kearns, Lisa; karina.gould@parl.gc.ca; nrinder.nann@hamilton.ca
Subject:	July 21 Council Meeting re data centre motions ADM-05-26 and ADM-06-26
Date:	Monday, July 20, 2026 10:37:31 AM

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 Council:

I am a resident of Ward 2 in Burlington writing in support of the two motions being reviewed by Council on July 21, 2026 related to data centre development.

Furthermore, I would like to see a moratorium on the development of data centres in Burlington (and across the Province and Country) until regulations are in place to provide transparency, public input, environmental assessments (electricity and water usage) and to address risks to public health.

We KNOW how devastating the impacts from large scale data centres can be to communities by looking south of the border and listening to the horror stories of communities suffering severe environmental and health issues. We KNOW this is happening to communities so how can we, in good conscience, not pause and learn from them?

I was involved in the protests to support Hamilton residents in their fight for a temporary moratorium on data centre development. I am opposed to the data centre development on the Stelco lands, which is in close proximity to our community. Unfortunately their Mayor, Andrea Horwath, swayed votes at the last minute and the majority of Councillors voted against the moratorium that the residents were desperately advocating for.

There is justified fear among citizens regarding these data centres, you only have to read the daily news. I hope Burlington Council will listen to their constituents and not succumb to pressure from proponents of these data centres who seek profit and development over protection of our environment and the health of people.

We need a pause. I am against cutting “red tape” to fast-track these projects as the Provincial and Federal governments seem to be advocating.

Burlington can be a leader in our Country by passing a temporary moratorium on data centre development (as New York State has done for example). I hope Council members will be strong advocates for the people who allow them to be their voice in such important matters.

Best regards,
Colleen Campbell-Webber
[redacted]
Burlington ON

Sent from my iPhone

From: Dan Bertolini
Sent: Friday, July 17, 2026 12:02 PM
To: CRM, Service Burlington <city@burlington.ca>; clerk@burlington.ca; Mailbox, Clerks <Clerks@burlington.ca>
Subject: Response to Data Centre Application

Dear Mayor Meed and City Council,

I am writing to express my deep concern about the planned data centre being considered for the South Service road location. We have consistently seen data centres abuse the gaps in legislative frameworks to manage their operations safely over the past few years in the United States. It is for this reason (along with significant concerns for the environment and the impact this centre could have on our electrical grid) that I would emplore you to consider an Interim Control By-Law similar to Councillor Nrinder Nann's motion "Municipal Framework regarding the Development of Data Centres in Hamilton". If approved, this moratorium will give Burlington residents a meaningful opportunity to help determine if, when, and how data centres are developed in our community. Public participation is fundamental to accountable municipal decision-making, and that requires time.

Importantly, the by-law should be a full moratorium with no exceptions or loopholes, kept in place until a complete Data Centre Framework is finished. The Interim Control By-Law must include an explicit **no-exceptions clause** that states there are no exemptions, grandfathering, or transitional approvals; no implied exceptions; prohibits any use that functions as a data centre, regardless of name, size, phase, or power source; and states that if one provision is invalid, the moratorium remains in force.

This will ensure that residents and City staff have the opportunity to fully understand and assess all proposed data centre developments. The impacts of data centres are becoming increasingly clear around the world. Before any development proceeds, Burlington should have the time to fully evaluate the potential effects on our electricity grid, energy costs, local ecosystems, community infrastructure, and Burlington's climate commitments.

I also urge Council to treat claims that data centres must be fast-tracked for Canadian "data sovereignty" with skepticism. Physical location alone does not create data sovereignty. True sovereignty depends on governance, ownership, Indigenous nations' involvement, legal protections, and public accountability, not simply where servers are located, and that requires time. Fast-tracking any data centre in the name of sovereignty makes no sense.

Burlington is not alone in taking this approach. In the US, a wave of moratorium bills is spreading in 2026 at both the state and local levels. The common thread is that most of the zoning regulations enacted to date have been temporary moratoriums that give municipalities time to research and determine how to regulate data centres.

A similar wave is growing in Canada. Communities from Mississauga to Vancouver are fighting AI data centre development, and a federal petition for a national data centre moratorium has been sponsored by MP Jenny Kwan.

Thank you for your consideration.
Dan Bertolini

From: Darren Kazmaier
To: Mailbox, Clerks
Subject: Re: July 21st Council Meeting - In support of proposal for Burlington data centre
Date: Friday, July 17, 2026 9:57:20 PM

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 am a resident on Peppiatt Common, in a townhouse division that would be some of the closest residents to the location of the proposed data centre at 3110 South Service Road in Burlington.

While I support developing guidelines in general for data centre planning, I see no reason for the proposed pause on data centre development put forward by Councillor Kearns. The proposed location for the data centre is close to the highway, already a high noise region, and there are multiple obstacles between the proposed location and the nearest residences that would provide sound mitigation.

I'm an engineer with nearly 2 decades of experience designing industrial installations with large cooling water requirements and have no concerns about the proposed data centre negatively impacting municipal water supply. In addition, provided there is sufficient capacity at the nearby Burlington transformer station, I also have no concern about any negative impacts on the local grid reliability.

I'm in favour of Canada being a world leader in Research and Development across a variety of industries, including medical research. Data centres are an important component of infrastructure supporting Canadian researchers. I am in favour of approving the site proposal.

Thanks,
Darren Kazmaier

From: Dianne
To: Mailbox, Clerks
Subject: For Review: City Council Meeting, July 21st, Data Center, Guelph Line and Harvester
Date: Sunday, July 19, 2026 8:55:57 PM

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 request that you please forward this email and attachment to the council members and the city's Planning Dept and whoever else is involved in the considering of the AI Data Center Application.

For far too many reasons then I can list here, I fully object to the building of any AI/Data Centers anywhere in Burlington.

I strongly suggest that all those involved in the decision making process about this application, spend time researching and learning about the profound negative consequences that come with the existence of AI/Data Centers on: Human Health, the air, the environment, wildlife, water, electricity, and all infrastures.

I've attached an article that explains all of the above consequences and respectfully request that you read it and understand it and apply this knowledge to make the right decision to decline the building of any data centers anywhere in Burlington.

Further, that the people of Burlington have a say and are allowed to give direct input about the data center application.

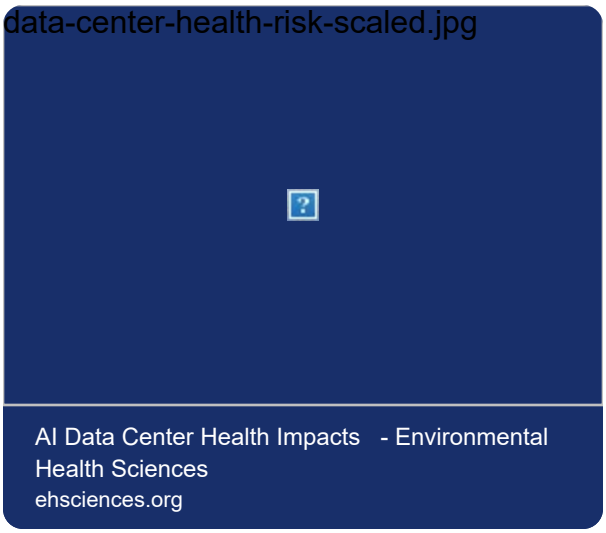
Moreover, that a ban be put in place on any applications for AI/Data Centers until such time that the Federal and Provincial Goverment have put in place proper regulatory rules etc and all loop holes are closed regarding the development and operating of data centers.

The people of Burlington have a right to full transparency and to a say about any developments that will have a direct impact on all of us, our beautiful city and our quality of life.

Respectfully submitted,

Dianne Kerrigan
Very concerned Resident of Burlington
for 20 years

Attachment Link: AI Data Center Health Impacts - Environmental Health Sciences



Sent from my iPhone

From: Dmitriy Gudyno
To: Mailbox, Clerks
Subject: No data centre
Date: Sunday, July 19, 2026 9:08:43 PM

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 and Members of Council,

I am writing regarding items 18.1 (ADM-05-26) and 18.2 (ADM-06-26) on the July 21, 2026 Council agenda.

I support both motions.

My concern is that a facility of this scale can move through a municipal approval process that includes no public meeting, no notice to neighbours, and no council decision, and that this is true regardless of how large the facility is.

ADM-06-26 states plainly that site plan matters are delegated to staff by provincial regulation and cannot be undelegated back to Council, and that the Planning Act does not require public notice of a site plan application. I appreciate Council putting that on the record. It confirms that the gap is in the legislation, not in how Burlington has handled this file. The City posted the application, created a dedicated webpage, and answered questions publicly without being required to do any of it.

That is exactly why the request in ADM-06-26 matters. A municipality should not have to rely on its own goodwill to give residents basic information about a project of this size.

I have three requests for Council's consideration.

1. The interval between now and September.

I understand that ADM-05-26 asks staff to report in September on the option of an Interim Control By-law, and to report on options to ensure compliance with a future framework prior to site plan approval in General Employment and Business Corridor zones. I support both. My question is about timing. The reports come back in September and in the fourth quarter. The technical review of the South Service Road application is underway now. I would ask Council to consider directing staff to report on what options, if any, exist in the interim, and to be clear with residents about which applications the eventual framework will and will not apply to.

2. Publishing the registered owner on development pages.

Looking through the City's development pages for other applications, the applicant is typically identified by company name, with the planning consultant listed separately as the representative. On the South Service Road page, the Applicant field lists the planning consultant, and none of the documents posted with the application identifies an owner or an end user.

I understand the Planning Act does not require this information to be published for a site plan application. But nothing prevents the City from publishing it either, and the City already holds it. I would ask Council to consider directing staff to identify the registered owner on development pages consistently, regardless of application type.
This is something the City can do on its own, without waiting for the province.

3. Public reporting.

I would ask that the September and fourth quarter reports contemplated in ADM-05-26 be made public, and that the public engagement strategy referenced in that motion be a substantive one.
The City's data centres page currently says that more information will be shared "at the appropriate time, if available." I would ask that the page be updated when the technical review concludes, so that residents learn the outcome rather than only learning that an application was filed.

One further note on ADM-05-26. The direction to develop a definition of both small-medium and large-scale data centres seems particularly important. Ontario currently has no such definition, which means there is no threshold at which additional scrutiny applies. Burlington writing one would be useful well beyond Burlington.

Thank you for your work on this.

Dmitriy Gudyno [redacted] or ward 2]

From: Elizabeth Hache
To: Mailbox, Clerks
Subject: AI Data Centre
Date: Sunday, July 19, 2026 7:41:21 PM

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 and Members of Council,

My name is Elizabeth Hache I am currently living in Ward 4. I am writing regarding items 18.1 (ADM-05-26) and 18.2 (ADM-06-26) on the July 21, 2026 Council agenda.

I strongly support both motions.

I am deeply disturbed and concerned that a facility of this scale can move through a municipal approval process that includes no public meeting, no notice to neighbours, and no council decision, regardless of how large the facility is. That scares me.

ADM-06-26 states plainly that site plan matters are delegated to staff by provincial regulation and cannot be undelegated back to Council, and that the Planning Act does not require public notice of a site plan application. I appreciate Council putting that on the record. It confirms that the gap is in the legislation, not in how Burlington has handled this file. The City posted the application, created a dedicated webpage, and answered questions publicly without being required to do any of it. Thank you for that.

That seems to demonstrate that the City recognizes why the request in ADM-06-26 matters. A municipality should not have to rely on its own goodwill to give residents basic information about a project of this size.

I have four requests for Council's consideration.

1. The interval between now and September.

I understand that ADM-05-26 asks staff to report in September on the option of an Interim Control By-law, and to report on options to ensure compliance with a future framework prior to site plan approval in General Employment and Business Corridor zones. I support both.

I have a question about timing. The reports come back in September and in the fourth quarter. The technical review of the South Service Road application is underway now. I would ask Council to consider directing staff to report on what options, if any, exist in the interim, and to be clear with residents about which applications the eventual framework will and will not apply to.

2. Publishing the registered owner on development pages.

Looking through the City's development pages for other applications, the applicant is typically identified by company name, with the planning consultant listed separately as the representative. On the South Service Road page, the Applicant field lists the planning consultant, and none of the documents posted with the application identifies an owner or an end user.

I understand the Planning Act does not require this information to be published for a site plan application. But nothing prevents the City from publishing it either, and the City already holds it. I would ask Council to consider directing staff to identify the registered owner on development pages consistently, regardless of application type. This is something the City can do on its own, without waiting for the province.

3. Consider checking out the United Nations University: Institute for Water, Environment, and Health's report on "The Environmental cost of AI use"

4. Public reporting.

I have several concerns around having a data centre in Burlington, and I would like to see staff report on. I also ask that the September and fourth quarter reports contemplated in ADM-05-26 be made public, and that the public engagement strategy referenced in that motion be a substantive one.

The City's data centres page currently says that more information will be shared "at the appropriate time, if available." I would ask that the page be updated when the technical review concludes, so that residents learn the outcome rather than only learning that an application was filed.

In conversations with my clientele and neighbours I have hard them voice the same concerns I have regarding having an AI data centre in our community. The concerns are around the environmental impacts, particularly regarding the water and energy use, as well as air and noise pollution that gets generated from these facilities. The fact that Ontario has 28 communities currently under long-term water drinking advisories, and yet we are contemplating how to use more water resources and pollute the water and air further is infuriating and asinine.

Things I would like to see staff provide transparent disclosure in the report on:

- Energy use and the resulting water, land, and carbon footprints. As well as air and noise pollution. Clear reporting enables accountability, public scrutiny, and informed choice.

- To publish more information on the lifecycle responsibility recognizes that every unit of energy used by AI carries associated water, land, and carbon impacts, and that hardware production, mineral sourcing, and disposal also have consequences. Responsibility must extend from materials to manufacturing to use, and end-of-life. Without effective recycling, heavy metals (such as lead, cadmium, and mercury) can contaminate soil and water. Where

are these resources coming from and being disposed of? Are they equitable?

- The economical outcomes

A. Electricity - The demand for electricity will go up, it is likely infrastructure will need to be upgraded. How will it be ensured that the cost of these upgrades do not get passed on to consumers?
B. Creations of jobs - Jobs will be generated during the building phase. How many jobs will it bring in, versus the strain on traffic, resources, etc.? I also wonder about what happens after the data centre is up and running. Often those people can no longer find work, because AI has taken away those entry level positions, and they cannot continue to live in their homes or apartments.
C. Tax breaks – If tax breaks are being offered to data centres, who does that money go to and what is that money being allotted for?

- On further note on ADM-05-26. The direction to develop a definition of both small-medium and large-scale data centres seems particularly important. Ontario currently has no such definition, which means there is no threshold at which additional scrutiny applies. Burlington writing one would be useful well beyond Burlington.

Lastly, I would like to take a moment to share further concerns I have about AI and what having a data centre in Burlington tells people about our community's values. AI is destroying intellectual property, and can rapidly disseminate inaccurate information. The way it collects data and allows companies to exploit that is preying on our citizens.

Thank you for your work on this.

Kindest regards,
Elizabeth Hache

From: Giulio Stirpe
To: Mailbox, Clerks
Subject: Regarding 18.1 (ADM-05-26) and 18.2 (ADM-06-26)
Date: Sunday, July 19, 2026 8:50:58 PM

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 and Members of Council,

I am writing regarding items 18.1 (ADM-05-26) and 18.2 (ADM-06-26) on the July 21, 2026 Council agenda.

I support both motions.

My concern is that a facility of this scale can move through a municipal approval process that includes no public meeting, no notice to neighbours, and no council decision, and that this is true regardless of how large the facility is.

ADM-06-26 states plainly that site plan matters are delegated to staff by provincial regulation and cannot be undelegated back to Council, and that the Planning Act does not require public notice of a site plan application. I appreciate Council putting that on the record. It confirms that the gap is in the legislation, not in how Burlington has handled this file. The City posted the application, created a dedicated webpage, and answered questions publicly without being required to do any of it.

That is exactly why the request in ADM-06-26 matters. A municipality should not have to rely on its own goodwill to give residents basic information about a project of this size.

I have three requests for Council's consideration.

1. The interval between now and September.

I understand that ADM-05-26 asks staff to report in September on the option of an Interim Control By-law, and to report on options to ensure compliance with a future framework prior to site plan approval in General Employment and Business Corridor zones. I support both. My question is about timing. The reports come back in September and in the fourth quarter. The technical review of the South Service Road application is underway now. I would ask Council to consider directing staff to report on what options, if any, exist in the interim, and to be clear with residents about which applications the eventual framework will and will not apply to.

2. Publishing the registered owner on development pages.

Looking through the City's development pages for other applications, the applicant is typically identified by company name, with the planning consultant listed separately as the representative. On the South Service Road page, the Applicant field lists the planning consultant, and none of the documents posted with the application identifies an owner or an end user.

I understand the Planning Act does not require this information to be published for a site plan application. But nothing prevents the City from publishing it either, and the City already holds it. I would ask Council to consider directing staff to identify the registered owner on development pages consistently, regardless of application type.
This is something the City can do on its own, without waiting for the province.

3. Public reporting.

I would ask that the September and fourth quarter reports contemplated in ADM-05-26 be made public, and that the public engagement strategy referenced in that motion be a substantive one.
The City's data centres page currently says that more information will be shared "at the appropriate time, if available." I would ask that the page be updated when the technical review concludes, so that residents learn the outcome rather than only learning that an application was filed.

One further note on ADM-05-26. The direction to develop a definition of both small-medium and large-scale data centres seems particularly important. Ontario currently has no such definition, which means there is no threshold at which additional scrutiny applies. Burlington writing one would be useful well beyond Burlington.

Thank you for your work on this.

Regards,

Giulio Stirpe
Ward 2 - 800m from proposed data centre

From: Allison Howard
To: Mailbox, Clerks
Subject: Items 18.1 (ADM-05-26) and 18.2 (ADM-06-26)
Date: Monday, July 20, 2026 10:21:40 AM

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 and Members of Council,

The beginning of this letter is a precursor to the motions being discussed below and at the meeting on July 21st, 2026, as I feel the context is required for the discussion at hand to understand the mindset of those writing in.

In regard to the proposed data centre for this site, I know it is said to be air-cooled, and while some consider this a better alternative to the water-cooling, people need to step back and still think what is being affected.

Air-cooling creates noise pollution and artificial EMF fields that are being linked to the disruption of the magnetic navigation bees rely on. The world is already seeing decreases in bee populations and to stay relevant under the guise of increasing the infrastructure, Burlington [City Hall] members and new mayoral candidates alike are willing to jeopardize our futures.

To cool this centre, how much fuel will be needed? The fossil fuel industry is pushing us to an environmental collapse with its affect on the climate crisis and you're willingly accepting to build a data centre, that nobody asked for or wants, to use the very thing killing the world? Northwest Ontario and other parts of Canada are on fire because climate change, with the fossil fuel at the helm, has led to extreme weather conditions and unprecedented heat. Allowing data centres to take over our lives and cities is literally fanning the flames.

I say this because if this data centre is approved, what will stop the next one being built and causing more of a disruption for bee populations and energy consumption? Will it stop there or continue on to water-cooled centres that will poison the water?

I'm only 39 years old and I'm having to come to terms with the fact that the rate the world and OUR country/provinces/cities are actively destroying the planet, I likely won't live to age of retirement. And if I do, it will be a devastatingly dystopian life, along with every single family member and friend of yours. If you don't care enough about the citizens of the city and the lasting impact on them, maybe you'll care enough about your own loved ones and the world they'll inherit in the wake of "progress".

With that said, but in regard to the topic of Tuesday's meeting, I am writing regarding items 18.1 (ADM-05-26) and 18.2 (ADM-06-26) on the July 21, 2026 Council agenda.

Due to the existing policies, I support both motions.

My concern is that a facility of this scale can move through a municipal approval process that includes no public meeting, no notice to neighbours, and no council decision, and that this is true regardless of how large the facility is.

ADM-06-26 states plainly that site plan matters are delegated to staff by provincial regulation and cannot be undelegated back to Council, and that the Planning Act does not require public notice of a site plan application. I appreciate Council putting that on the record. It confirms that the gap is in the legislation, not in how Burlington has handled this file. The City posted the application, created a dedicated webpage, and answered questions publicly without being required to do any of it.

That is exactly why the request in ADM-06-26 matters. A municipality should not have to rely on its own goodwill to give residents basic information about a project of this size.

I have three requests for Council's consideration.

1. The interval between now and September.

I understand that ADM-05-26 asks staff to report in September on the option of an Interim Control By-law, and to report on options to ensure compliance with a future framework prior to site plan approval in General Employment and Business Corridor zones. I support both.

My question is about timing. The reports come back in September and in the fourth quarter. The technical review of the South Service Road application is underway now. I would ask Council to consider directing staff to report on what options, if any, exist in the interim, and to be clear with residents about which applications the eventual framework will and will not apply to.

2. Publishing the registered owner on development pages.

Looking through the City's development pages for other applications, the applicant is typically identified by company name, with the planning consultant listed separately as the representative. On the South Service Road page, the Applicant field lists the planning consultant, and none of the documents posted with the application identifies an owner or an end user.

I understand the Planning Act does not require this information to be published for a site plan application. But nothing prevents the City from publishing it either, and the City already holds it. I would ask Council to consider directing staff to identify the registered owner on development pages consistently, regardless of application type.

This is something the City can do on its own, without waiting for the province.

3. Public reporting.

I would ask that the September and fourth quarter reports contemplated in ADM-05-26 be made public, and that the public engagement strategy referenced in that motion be a substantive one.

The City's data centres page currently says that more information will be shared "at the appropriate time, if available." I would ask that the page be updated when the technical review concludes, so that residents learn the outcome rather than only learning that an application was filed.

One further note on ADM-05-26. The direction to develop a definition of both small-medium and large-scale data centres seems particularly important. Ontario currently has no such definition, which means there is no threshold at which additional scrutiny applies. Burlington writing one would be useful well beyond Burlington.

Thank you for your work on this.

Allison Howard
Ward 4

From: Heather Wright
To: Mailbox, Clerks
Subject: AI data centre
Date: Saturday, July 18, 2026 4:04:41 PM

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I am a long term resident of Burlington and have resided Ina quiet neighborhood for the majority of my life..we currently reside about a 5 minute walk from the proposed new data centre that is looking to be built at the old Tucker's marketplace. We do NOT want that built so close to a a residential neighborhood..how would u feel if this was being built a 5 minute walk from where u lived. It is to close to alot of people ..please do not build it there. Think about the community. I look forward to your response.

A concerned tax paying citizen.

July 18, 2026

Subject: Submission to Burlington Council Regarding the Development of an AI Data Centre Policy Framework;

18.1 Policy Framework for Municipal Decision-Making regarding the 55 – 58 Deployment of Data Centres in Burlington (ADM-05-26) and;

18.2 Motion Memo Coordinated Federal, Provincial, Regional, and Municipal Response to Data Centre Infrastructure Capacity, Growth Readiness and Protecting Public Interest (ADM-06-26)

To: Mayor Marianne Meed Ward and Members of Burlington City Council

Dear Mayor Meed Ward and Members of Council,

I appreciate the balanced approach the city has taken in making factual information available regarding the proposed AI data centre at 3110 South Service Road. I also welcome Council's consideration of a broader policy framework for municipal decision-making regarding future data centre development through Agenda Items 18.1 and 18.2.

My purpose in writing is not to support or oppose this particular proposal. Rather, I hope the following questions and observations assist Council and staff as they develop Burlington's first policy framework for AI data centres.

Artificial intelligence is expected to become an important driver of Canada's future economy. The question is not whether AI data centres should exist, but whether they are planned strategically and sustainably.

1. Looking Beyond the Initial Proposal

The current proposal is described as requiring approximately 17 MW of electricity.

• Is 17 MW the ultimate build-out for this site or simply the first phase?
• What is the maximum electrical capacity that the site could accommodate?
• Would future expansion require additional municipal approvals?

To put this into perspective, a continuous 17 MW electrical demand is roughly equivalent to the annual electricity consumption of between 8,500 and 17,000 homes, depending on household usage assumptions.

2. Electricity Planning

Ontario is entering a period of rapidly increasing electricity demand driven by housing growth, electrification of transportation, industrial decarbonization and economic development. I respectfully ask:

• Will the cumulative impact of these competing demands be fully considered?
• What assumptions are Burlington Hydro and the IESO making regarding long-term electrical capacity?
• Are grid upgrades anticipated and who will fund them?

3. Peak Demand Events

If AI data centres become major electricity consumers:

• Will they participate in provincial demand-response programs?
• Will they reduce demand during heat waves or system emergencies?
• If not, how will competing demands be managed?

4. Noise and Community Impacts

Residents would benefit from understanding expected daytime and nighttime noise levels, rooftop cooling equipment, emergency generator testing schedules, transformer noise and whether low-frequency sound has been assessed.

5. Emergency Preparedness

What emergency power systems, fire protection systems and emergency response planning have been undertaken with Burlington Fire and Emergency Services?

6. Community Benefits

What permanent employment, local procurement opportunities, educational partnerships and economic benefits are expected? Should Community Benefit Agreements become an expectation where infrastructure serving national digital needs places demands upon local infrastructure?

7. National Strategy

I was encouraged to see Council's proposed advocacy requesting coordinated provincial and federal leadership. I respectfully support that initiative and believe Canada's long-term AI infrastructure strategy should include energy planning, land use planning, community benefit expectations, infrastructure funding and transparent criteria for allocating scarce electrical capacity.

8. Development Charges and Infrastructure Funding

Burlington has long embraced the principle that growth should pay for growth. AI data centres raise an analogous question regarding electrical infrastructure.

If substations, transformers, distribution upgrades or transmission improvements become necessary:

• Should those costs be borne entirely by proponents?
• Shared among multiple developments?
• Recovered through electricity distribution rates?
• Supported by provincial infrastructure funding?

9. Planning for Cumulative Impacts

During Burlington's period of rapid condominium development, residents became familiar with traffic, parking, wind, shadow and servicing studies prepared for individual developments. While these studies were generally appropriate for each proposal, they seldom addressed the cumulative impacts created as similar developments were approved over many years.

AI data centres present a similar planning challenge. The question is not simply whether one facility can be accommodated, but whether multiple facilities could collectively affect Burlington's electrical infrastructure, emergency preparedness, employment lands, municipal servicing and long-term planning objectives.

Accordingly, I respectfully ask:

• Has any assessment been undertaken of the cumulative impact if several AI data centres were ultimately developed within Burlington or the surrounding region?
• Should municipalities begin requiring cumulative impact assessments for this emerging class of development?
• Would it be prudent to establish a comprehensive planning framework before additional applications are considered?

10. Protecting Employment Lands

Burlington's employment lands are a finite resource. While data centres represent important digital infrastructure, they also occupy lands that could support manufacturing, research, logistics or other employment-intensive industries. As additional proposals emerge, Council may wish to consider whether different categories or scales of data centres warrant different planning approaches based on long-term employment objectives.

Closing Thoughts

Whether or not Council ultimately proceeds with an Interim Control By-law, the opportunity to establish a clear municipal policy framework before multiple applications are received is both timely and prudent.

Artificial intelligence will almost certainly become part of Canada's future. While the opportunity is significant, so too is the responsibility to ensure this infrastructure is planned thoughtfully and strategically. The decisions made through this policy framework will likely influence how Burlington evaluates AI data centres for many years to come.

Getting the framework right today will help ensure future decisions remain transparent, evidence-based and in the long-term public interest.

Thank you for considering these observations and for your commitment to an informed and transparent review process.

Respectfully submitted,

Joseph A. Gaetan, BGS
[redacted]
Burlington Resident

From: karina Yousef
Sent: Friday, July 17, 2026 2:14 PM
To: Mailbox, Clerks <Clerks@burlington.ca>
Subject: Concerns Regarding the Proposed Data Centre on South Service Road

Dear Mayor Meed Ward and Members of Burlington City Council,

I am a Burlington resident living approximately 13 minutes from the proposed data centre on South Service Road, and I would like to express my concerns about this project.

While I understand that data centres are becoming increasingly important, I believe it is essential that this development is carefully evaluated for its long-term impact on our community before any decisions are made.

Some of my concerns include:

- The significant amount of electricity the facility will require and what impact that could have on our local power grid and future electricity costs for residents.
- Potential noise from the cooling systems operating 24 hours a day.
- Environmental impacts, including energy consumption and greenhouse gas emissions.
- Increased traffic during construction and ongoing maintenance.
- The long-term effect on nearby neighbourhoods and property values.
- Whether Burlington residents will receive meaningful economic benefits, such as local jobs, that justify the project's impact.

I appreciate Council's commitment to transparency and public engagement, and I ask that no decisions be made until residents have had a full opportunity to understand the potential impacts through independent studies and meaningful consultation.

Based on the information currently available, I respectfully ask Council to oppose this proposal unless it can be clearly demonstrated that it will not negatively impact Burlington residents, our environment, or our infrastructure.

Thank you for taking the time to consider my concerns and for representing the interests of Burlington residents.

Sincerely,

Burlington Resident

From: Kathleen Grant
To: Mailbox, Clerks
Subject: Data centre framework
Date: Saturday, July 18, 2026 4:30:16 PM

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 am a Burlington resident and I feel unsafe knowing that there is no framework around AI data centres and a proposed centre could be built in Burlington without any input from citizens of Burlington or official council members.

We need policy framework for municipal decision making regarding the deployment of Data Centres (item 18.8) in Burlington. A coordinated federal, provincial, regional and municipal response to data centre infrastructure capacity, growth readiness and protecting public interest (item 18.2) is needed to protect Canada's communities.

Citizens of Burlington need to be able to trust that their city has their best interests in mind. Develop these two items. Keep Burlington and Canada safe.

From: Kelly b
To: Mailbox, Clerks
Subject: Proposed AI data centre developments
Date: Saturday, July 18, 2026 1:02:35 AM

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 City Clerk and Members of the Committee,

I am writing to formally submit my concerns regarding the proposed AI data centre developments in Burlington, specifically the one slated for Tuckers Marketplace.

I request that this letter be included as part of the official public record.

As a resident of Burlington, I am deeply concerned about the lack of transparent, independent environmental and utility impact data available for these projects. While I support economic developments they must not come at the expense of our infrastructure and natural resources.

We cannot allow our local infrastructure to be monopolized by low-employment data blocks at the risk of higher utility rates for local families.

I urge the Committee to withhold any approvals, official plan amendments, or building permits for these types of properties until independent, third-party environmental and grid-capacity assessments are fully completed and presented to the public for consultation.

Thank you for your time, consideration, and dedication to protecting Burlington's environment and residents.

Sincerely,

Kelly Boag-Pasalic
L7L3K3

From: Lila A
To: Mailbox, Clerks
Subject: Our Beautiful City
Date: Sunday, July 19, 2026 11:40:34 AM

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 should concern,

My name is Lila Abradjian. As a high school student in Burlington, and someone who has lived here my whole life, I can confidently say that I love this city. The serene natural views, the bustling yet quaint charm of our downtown core, and the friendly conversations with neighbours are just some of the highlights of living in our community. However, none of these things will exist for future Burlingtonians if data centres and overdevelopment continue to leech the life out of the city.

I can confidently say that I speak for everyone my age when I inform you: we do not want data centres. Nobody in Burlington does, but it is an especially concerning issue for the younger generations, who have not gotten to experience Burlington's allure as long as the people who are making these decisions. We want to keep this city beautiful, so that it can remain a welcoming and healthy community for us through old age, as well as all future cycles of youth that will rotate through the area. If we strip Burlington of the attributes that comprise its very identity by building over too much of its land and poisoning the sky and environment with noise, energy, and skyscrapers, everybody will become miserable. This seemingly beneficial decision will hurt our environment and our temperaments in turn, a crucial fact that does not seem commonly known.

At the end of the day, technology should be used to assist us, not overtake us. We have also functioned just fine without it in the past, so if we are running out of places to store data we can simply learn to rely on it less, or use it in a more thoughtful way.
Please protect the trust and well-being of your citizens and help save the city you were entrusted to govern.

Thank you for considering this message.

Sincerely,
A forward-facing Burlingtonian

From: Manuela Anamaria
To: Mailbox, Clerks
Subject: No to data center
Date: Saturday, July 18, 2026 8:49:03 AM

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 there,

Voting NO to data centers in Burlington. Please raise the issue of increased radiation in the area, all emmitted by the technology and harmful to humans as per European Union studies. European Union admits to the harms of 5G…

EPRS_STU(2021)690012_EN.pdf

Thanks kindly,

Manuela

Sent from my iPhone

From: Melissa M
Sent: Friday, July 17, 2026 1:47 PM
To: Mailbox, Clerks <Clerks@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca>
Subject: Planned AI data centre at Guelph Line and Harvester

Good afternoon,

I'm writing to express my concerns regarding the planned AI data centre in the Guelph Line and Harvester Road area.

Research on data centres shows serious and well-evidenced risks to nearby communities including grid distortions, potential environmental impacts and noise and heat effects on surrounding ecosystems. In our case, this would likely include Lake Ontario, Royal Botanical Gardens nature sanctuaries and sensitive habitats, municipal parks just to name a few.

Residents of Burlington deserve transparency about what is being built and with what safeguards to ensure our communities aren't being jeopardized. We also deserve opportunities for broad public input, consultation and engagement.

I recognize you've heard from hundreds of other residents who share my concerns. I ask the Mayor and City Coucil to advocate for residents and work with any and all individuals responsible for the oversight and decision making authority on this proposed data centre to pause further development.

Burlington needs the correct regulations and protections in place for both the residents and the land.

Sincerely,
Melissa MacLean

From: Michelle Hache
To: Mailbox, Clerks
Subject: Correspondence re: Items 18.1 (ADM-05-26) and 18.2 (ADM-06-26), Council, July 21, 2026
Date: Saturday, July 18, 2026 10:08:30 PM

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 and Members of Council,

My name is Michelle Hache. I am a 48-year-old resident and business owner in Burlington since 2010, currently living in Ward 4. I am writing regarding items 18.1 (ADM-05-26) and 18.2 (ADM-06-26) on the July 21, 2026 Council agenda.

I strongly support both motions.

I am deeply disturbed and concerned that a facility of this scale can move through a municipal approval process that includes no public meeting, no notice to neighbours, and no council decision, regardless of how large the facility is. That scares me.

ADM-06-26 states plainly that site plan matters are delegated to staff by provincial regulation and cannot be undelegated back to Council, and that the Planning Act does not require public notice of a site plan application. I appreciate Council putting that on the record. It confirms that the gap is in the legislation, not in how Burlington has handled this file. The City posted the application, created a dedicated webpage, and answered questions publicly without being required to do any of it. Thank you for that.

That seems to demonstrate that the City recognizes why the request in ADM-06-26 matters. A municipality should not have to rely on its own goodwill to give residents basic information about a project of this size.

I have four requests for Council's consideration.

1. The interval between now and September.

I understand that ADM-05-26 asks staff to report in September on the option of an Interim Control By-law, and to report on options to ensure compliance with a future framework prior to site plan approval in General Employment and Business Corridor zones. I support both.

I have a question about timing. The reports come back in September and in the fourth quarter. The technical review of the South Service Road application is underway now. I would ask Council to consider directing staff to report on what options, if any, exist in the interim, and to be clear with residents about which applications the eventual framework will and will not apply to.

2. Publishing the registered owner on development pages.

Looking through the City's development pages for other applications, the applicant is typically

identified by company name, with the planning consultant listed separately as the representative. On the South Service Road page, the Applicant field lists the planning consultant, and none of the documents posted with the application identifies an owner or an end user.

I understand the Planning Act does not require this information to be published for a site plan application. But nothing prevents the City from publishing it either, and the City already holds it. I would ask Council to consider directing staff to identify the registered owner on development pages consistently, regardless of application type. This is something the City can do on its own, without waiting for the province.

3. Consider checking out the United Nations University: Institute for Water, Environment, and Health's report on "The Environmental cost of AI use"

4. Public reporting.

I have several concerns around having a data centre in Burlington, and I would like to see staff report on. I also ask that the September and fourth quarter reports contemplated in ADM-05-26 be made public, and that the public engagement strategy referenced in that motion be a substantive one.

The City's data centres page currently says that more information will be shared "at the appropriate time, if available." I would ask that the page be updated when the technical review concludes, so that residents learn the outcome rather than only learning that an application was filed.

In conversations with my clientele and neighbours I have hard them voice the same concerns I have regarding having an AI data centre in our community. The concerns are around the environmental impacts, particularly regarding the water and energy use, as well as air and noise pollution that gets generated from these facilities. The fact that Ontario has 28 communities currently under long-term water drinking advisories, and yet we are contemplating how to use more water resources and pollute the water and air further is infuriating and asinine.

Things I would like to see staff provide transparent disclosure in the report on:

- Energy use and the resulting water, land, and carbon footprints. As well as air and noise pollution. Clear reporting enables accountability, public scrutiny, and informed choice.

- To publish more information on the lifecycle responsibility recognizes that every unit of energy used by AI carries associated water, land, and carbon impacts, and that hardware production, mineral sourcing, and disposal also have consequences. Responsibility must extend from materials to manufacturing to use, and end-of-life. Without effective recycling, heavy metals (such as lead, cadmium, and mercury) can contaminate soil and water. Where are these resources coming from and being disposed of? Are they equitable?

- The economical outcomes

A. Electricity - The demand for electricity will go up, it is likely infrastructure will need to be upgraded. How will it be ensured that the cost of these upgrades do not get passed on to consumers?
B. Creations of jobs - Jobs will be generated during the building phase. How many jobs will it bring in, versus the strain on traffic, resources, etc.? I also wonder about what happens after the data centre is up and running. Often those people can no longer find work, because AI has taken away those entry level positions, and they cannot continue to live in their homes or apartments.
C. Tax breaks – If tax breaks are being offered to data centres, who does that money go to and what is that money being allotted for?

- On further note on ADM-05-26. The direction to develop a definition of both small-medium and large-scale data centres seems particularly important. Ontario currently has no such definition, which means there is no threshold at which additional scrutiny applies. Burlington writing one would be useful well beyond Burlington.

Lastly, I would like to take a moment to share further concerns I have about AI and what having a data centre in Burlington tells people about our community's values. As someone who owns websites, teaches classes, utilizes the internet to promote my businesses and distribute information, AI is destroying intellectual property, and can rapidly disseminate inaccurate information. The way it collects data and allows companies to exploit that is preying on our citizens.

Thank you for your work on this.

Michelle Haché
[redacted], Burlington

Michelle Haché, CLD
Birth Beginnings
[redacted]
birthbeginnings.com

From: Nour Hanna
To: Mailbox, Clerks
Subject: Request to Reject the Proposed 17 MW Data Centre at its Current Location
Date: Sunday, July 19, 2026 2:02:29 PM

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 and Members of Burlington City Council,

My name is Nour HANNA and I am writing as a Burlington resident and homeowner to respectfully urge Council to reject the proposed 17 MW data centre at its current location and to consider directing this type of industrial development to a more appropriate site, away from established residential neighbourhoods.

My family and I are young professionals who worked and saved for over 15 years to achieve the dream of homeownership. We purchased our home in Burlington in 2022 because of its welcoming neighbourhoods, quality of life, and proximity to Lake Ontario. We made this investment believing that Burlington would continue to prioritize thoughtful, balanced development that protects its residents.

While I recognize the importance of technological infrastructure and economic growth, I do not believe that a large-scale data centre belongs so close to residential communities.

I have several concerns:

- **Noise pollution:** Data centres operate continuously, 24 hours a day, 365 days a year. Even air-cooled facilities rely on large cooling systems, generators, transformers, and mechanical equipment that can generate constant background noise. This is not compatible with nearby residential neighbourhoods.
- **Future operational changes:** Although the proposal states the facility will be air-cooled, residents have no guarantee that future expansions or modifications will not introduce different technologies or increased environmental impacts. Once such a facility is established, changes over time may be difficult for residents to influence.
- **Location near Lake Ontario:** Burlington's waterfront and surrounding neighbourhoods are among the city's greatest assets. Industrial-scale digital infrastructure should not be located near environmentally sensitive areas and residential communities when alternative industrial locations may exist.
- **Electrical demand:** A 17 MW facility represents a significant and continuous electricity demand. Residents deserve clear information on how this project will affect Burlington's electrical infrastructure, future capacity, and long-term planning.
- **Property values:** For many families, their home represents their largest financial investment. Before approving this project, Council should require an independent assessment of potential impacts on surrounding property values and ensure residents are not unfairly burdened by a development that primarily benefits private interests.
- **Health and environmental uncertainties:** While current research has not established health risks from living near data centres themselves, there are legitimate questions about long-term cumulative impacts related to associated electrical infrastructure, operational noise, and other environmental factors. Where uncertainty exists, I believe

the precautionary principle should guide decision-making until independent assessments are completed.

This is not an argument against technology or economic development. Data centres are important infrastructure, but the right project must be built in the right location. Burlington has industrial areas that are better suited for this type of development and are farther from homes, parks, schools, and the waterfront.

I respectfully ask Council to:

- Reject this proposal at its current location.
- Prioritize the protection of established residential neighbourhoods.
- Encourage the developer to relocate the project to an industrial area that is appropriately zoned and sufficiently separated from residential communities.
- Require comprehensive independent studies before considering any future proposal of this nature.

Council's responsibility is to protect the long-term interests of Burlington residents. Once a facility of this scale is built, its impacts may be felt for decades. I respectfully ask that you place the health, quality of life, and investments of Burlington families ahead of this proposed development.

Thank you for your time and consideration.

Sincerely,

Nour Hanna

[redacted], L7R 0C8

Burlington, Ontario

From:	Ms Pinki Virani
To:	Mailbox, Clerks
Cc:	Mailbox, Office of the Mayor; LIST - Office of Ward 2
Subject:	Data Centres in Burlington, kindly circulate to all Councillors and relevant staff, thank you: URGENT for July 21 Council Meeting: 1-year Moratorium needed
Date:	Sunday, July 19, 2026 1:02:16 PM
Attachments:	Motion Memo Municipal Decision-Making regarding the Deployment of Data Centres in Burlington (ADM-05-26).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.

Greetings Clerks at Burlington, Mayor Meed Ward, Councillor Kearns,

Apologies for sending this on a Sunday [July 19] but I needed to do some basic research on Data Centres, as also Municipal Obligations towards its City's Residents, before deciding on sending this. I believe this letter, which may please be placed on record from a Burlington property-owner - is on-time by the City's rules for being considered at Council Meetings; this particular being on July 21 [link below].

https://burlingtonpublishing.escribemeetings.com/Meeting.aspx?Id=51f8f167-22f2-4c54-bb95-1eb42c28016f&Agenda=Agenda&lang=English

I write to say that I support Item 18:1 and insist on a **one-year moratorium for all data centres in Burlington including the application just this month for a data centre on the site of the former Mother Tucker's/Tucker's Marketplace site at 3110 South Service Rd**.

The motion "Policy Framework for Municipal Decision-Making regarding the Deployment of Data Centres in Burlington" also asks for very valid preliminary information [attached] by September. It's vital to note that this is all preliminary information. Questions shall arise from/despite this preliminary information; the people of Burlington need time to understand this information and engage with their new Mayor and Councillors on supplementary questions. The new Mayor and Councillors come into place only in November 2026; allowing for December holidays, winter months of January and February 2027, at the very least a year is required to ensure that the City and its Residents benefit from Wise Decisions vis a vis Data Centres.

I have read the details on our city's website on data centres [link below] and find some lacks.

https://www.burlington.ca/en/news/council-news-and-events/data-centres.aspx

E.g.: where it says "A lot goes into the review of a proposal for a new data centre, and decisions are made carefully and in keeping with the Ontario Planning Act, applicable planning policies, technical requirements and municipal standards. The City would assess how the land use and building(s) will function on the site, where things should be located, how people and vehicles will move through the site, servicing capabilities of the municipality and other applicable agencies, how it will look and feel from outside the property, as well as accessibility and safety considerations."

Where are we, The People? We who live in, and care for, Burlington and our voices/legitimate concerns? Or does the City work in such water-tight silos that it forgot about its only very-recently updated Community Engagement Charter? Link below:

https://www.burlington.ca/en/news/city-of-burlington-launches-updated-community-engagement-charter-and-framework.aspx

The 7 points on the updated Community Engagement Charter includes: [i] Stronger accountability – The City will report back on what it heard and how public input was or was not used during decision-making. [ii] More inclusive engagement- Expand efforts to reach underrepresented groups and reduce barriers to participation. [iii] The charter also reinforces the City's commitment to ensuring all voices in Burlington are welcomed, heard and respected.

And yet, disappointingly, this is what one sees on the city's data centre page in the FAQs: "And for clarity, the Planning Act requires that approval of site plans be delegated specifically to City staff, not Council."

I looked up the Ontario Planning Act and observe that the interpretation of several clauses within can work in many ways, not necessarily all transparent, by developers/businesses/corporations. Especially as close as possible to a "lame duck" period.

Add to all of the above, the Interest of Democracy -- which is what we the voters do, when we elect our Mayor and our Councillors to safeguard our concerns -- and it would be wise to put a one-year brake on data centres in Burlington. In the absence of a proper policy on data centres -- and where they can be placed, if at all -- please look at the attached map. Burlington will become unliveable if data centres are allowed to blanket the city, all it takes is the first to start the chaos. The current Absence of Policy clearly cannot be treated as the Presence of approval for the first or later data centres.

It's the absence of coherent planning policy relevant to specific cities -- because all Ontario cities aren't identical, fortunately for Burlington -- that has led to New York State ordering a one-year moratorium on data centres [link below].

https://www.reuters.com/world/new-york-becomes-first-state-impose-data-center-moratorium-2026-07-14/

I don't think they've completely thought through the 50 megawatts and more; it wouldn't be complicated to find the loopholes. I suppose they'll realise this within the year.

I'm also aware that the mayor of Hamilton hasn't listened to the people of Hamilton; there was clearly a via-media -- it's always mystifying why politicians can't think "centrist" -- as is evident in the link below.

https://www.cbc.ca/news/canada/hamilton/data-centre-ban-voted-down-9.7271641

The Hamilton case isn't reason for Burlington to do better. If anything it's a timely and astute lesson in caution on what kind of a city Burlington shouldn't be.

Will data centre business go elsewhere while Burlingtonians decide what is best for themselves and their city? Maybe. Maybe not. The one-year moratorium should also give us a chance to gauge their actual value - and not just financially -- to our city.

Thank you for reading this, Council; and taking action which benefits Burlington -- Vote for a One Year Moratorium on Data Centres beginning with the current application.

Best
Ms Pinki Virani

From: Sarah Szenasi
To: Mailbox, Clerks
Subject: Proposed Data Centre
Date: Saturday, July 18, 2026 10:03:08 PM

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,

As a resident of Burlington, and a Public Health Professional, I urge you to strongly align with the overwhelming majority of residents, including myself, who not only want a moratorium but outright rejection of data centres in our communities.

We've seen how this plays out in the US, noise pollution, air pollution, environmental/ecological disaster, grid demands that leave citizens on the hook for excess electricity demands, and most disturbingly a levelling up of surveillance capitalism. AI is being heralded to us as some cutting edge, wonderful thing. It's so far from that. Before we allow these centers to get shoved down our throats at a dizzying rate, we absolutely need fulsome review including what you're pushing for - a provincial and federal framework that goes even a step further and ensures that the profiting these corporations stand to make off of all our data is socialized. Too many times throughout the last decades have we seen costs socialized and profits privatized.

We know data centres, like the one being proposed here and larger do not benefit residents or citizens. We know the industry is clamouring and salivating to access the promised billions by the federal government in investments. Please push back against this and act in our interests, as residents, as we move through this issue.

Sincerely,
Sarah Szenasi
[redacted]
Burlington, ON

From: Seleena Cipparrone
To: Mailbox, Clerks
Subject: Urgent: Formal Opposition to the Proposed Data Centre 800 Metres From Our Residential Community
Date: Sunday, July 19, 2026 8:58:19 PM

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 and Members of Council,

I am writing regarding items 18.1 (ADM-05-26) and 18.2 (ADM-06-26) on the July 21, 2026 Council agenda.

I support both motions.

My concern is that a facility of this scale can move through a municipal approval process that includes no public meeting, no notice to neighbours, and no council decision, and that this is true regardless of how large the facility is.

ADM-06-26 states plainly that site plan matters are delegated to staff by provincial regulation and cannot be undelegated back to Council, and that the Planning Act does not require public notice of a site plan application. I appreciate Council putting that on the record. It confirms that the gap is in the legislation, not in how Burlington has handled this file. The City posted the application, created a dedicated webpage, and answered questions publicly without being required to do any of it.

That is exactly why the request in ADM-06-26 matters. A municipality should not have to rely on its own goodwill to give residents basic information about a project of this size.

I have three requests for Council's consideration.

1. The interval between now and September.

I understand that ADM-05-26 asks staff to report in September on the option of an Interim Control By-law, and to report on options to ensure compliance with a future framework prior to site plan approval in General Employment and Business Corridor zones. I support both. My question is about timing. The reports come back in September and in the fourth quarter. The technical review of the South Service Road application is underway now. I would ask Council to consider directing staff to report on what options, if any, exist in the interim, and to be clear with residents about which applications the eventual framework will and will not apply to.

2. Publishing the registered owner on development pages.

Looking through the City's development pages for other applications, the applicant is typically identified by company name, with the planning consultant listed separately as the representative. On the South Service Road page, the Applicant field lists the planning consultant, and none of the documents posted with the application identifies an owner or an end user.

I understand the Planning Act does not require this information to be published for a site plan application. But nothing prevents the City from publishing it either, and the City already holds it. I would ask Council to consider directing staff to identify the registered owner on development pages consistently, regardless of application type.
This is something the City can do on its own, without waiting for the province.

3. Public reporting.

I would ask that the September and fourth quarter reports contemplated in ADM-05-26 be made public, and that the public engagement strategy referenced in that motion be a substantive one.
The City's data centres page currently says that more information will be shared "at the appropriate time, if available." I would ask that the page be updated when the technical review concludes, so that residents learn the outcome rather than only learning that an application was filed.

One further note on ADM-05-26. The direction to develop a definition of both small-medium and large-scale data centres seems particularly important. Ontario currently has no such definition, which means there is no threshold at which additional scrutiny applies. Burlington writing one would be useful well beyond Burlington.

Thank you for your work on this.

Seleena Truscello
Ward 2 **(800 metres from the proposed data centre)**

From:	Information
To:	Mailbox, Office of the Mayor; Galbraith, Kelvin; Kearns, Lisa; Nisan, Rory; Stolte, Shawna; Sharman, Paul; Bentivegna, Angelo; CRM, Service Burlington
Cc:	Kochuta, Ryan; O"Reilly, John; Puletto, Jenna; Mailbox, Clerks
Subject:	Proposed Data Centre – 3110 South Service Road – Project Overview
Date:	Sunday, July 19, 2026 4:19:44 PM
Attachments:	Burlington_Data_Centre_One_Page_Infographic.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.

Dear Mayor Meed Ward and Members of Council,

On behalf of the ownership team, we would like to share the attached one-page overview of the proposed data centre at 3110 South Service Road.

We understand there has been significant public interest in data centres, and we appreciate the time Council is taking to review this important topic.

The attached summary provides an overview of the proposed project, including its current status, the technical review process, key project information, and responses to common questions regarding noise, water use, electricity, sustainability, and community benefits.

We would also like to note that this is a 20 MW enterprise and colocation data centre, not a hyperscale facility. We recognize there has been considerable discussion about very large data centre developments, and we hope the attached overview helps clarify the scale, design, and approach of this project.

The project is currently undergoing the City's Site Plan Approval process, including comprehensive technical review by City staff, Burlington Hydro, Halton Region, Conservation Halton, and other applicable agencies. We remain committed to working collaboratively throughout this process and to addressing all technical requirements.

We hope you find the attached overview helpful as Council considers this matter. If you have any questions or would like additional information, we would be pleased to assist.

Thank you for your time and consideration.

Kind regards,

The Ownership Team
Proposed Data Centre – 3110 South Service Road

PROPOSED DATA CENTRE

3110 South Service Road | Burlington, Ontario

BUILDING CANADA'S DIGITAL INFRASTRUCTURE RESPONSIBLY

The proposed data centre is currently undergoing the City's Site Plan Approval process and comprehensive technical review by City staff, Burlington Hydro, Halton Region, Conservation Halton, and other applicable agencies.

PROJECT HIGHLIGHTS

- 20 MW Electrical Capacity
- Enterprise & Colocation Facility
- Not a Hyperscale Data Centre
- Under Comprehensive Technical Review
- Designed to Support Our Community and Local Infrastructure

PROJECT AT A GLANCE

Location	3110 South Service Road Burlington, Ontario
Site Area	7,944 m² (0.8 ha)
Building	Two Storey Data Centre
Gross Floor Area	5,163 m² (55,600 ft²)
Electrical Capacity	20 MW
Parking	136 spaces (84 underground + 52 surface)
Bicycle Parking	8 spaces
Current Status	Site Plan Application Under Comprehensive Technical Review

Figures based on submitted Site Plan Approval drawings.

ADDRESSING COMMUNITY QUESTIONS

NOISE

- Comprehensive acoustic study submitted
- Designed to comply with applicable provincial noise standards

WATER

- Cooling system designed to minimize municipal water use
- Primary cooling does not rely on municipal water
- Water use similar to a modern commercial building

ELECTRICITY

- Independent electrical studies
- Dedicated Burlington Hydro feeders
- Flexible load management
- Battery energy storage to reduce peak demand and support grid resilience
- Designed to support Burlington Hydro during peak demand events

SUSTAINABILITY

- High-efficiency building systems
- Low Power Usage Effectiveness
- Battery energy storage
- Designed for future heat recovery opportunities

SAFETY & REVIEW

- Site Plan Approval review
- Burlington Hydro review
- Halton Region review
- Conservation Halton review
- Ontario Building Code compliance

ADDITIONAL REVIEWS

- Environmental review
- Stormwater management review
- Traffic & transportation review
- Landscape & buffer review

COMMUNITY VALUE

- Designed to be a quiet and responsible neighbour
- Supports a resilient electrical grid
- Long-term economic contribution
- Transparent and accountable through the review process

DIGITAL INFRASTRUCTURE

- Keeps Canadian data in Canada
- Supports Canadian businesses
- Improves data security
- Supports digital innovation

COMMUNITY BENEFITS

ECONOMIC INVESTMENT

- Multi-million-dollar private investment
- Construction jobs during development
- Long-term commercial tax revenue

EMPLOYMENT & SKILLS

- Permanent skilled technology and facilities jobs
- Local business opportunities
- Training and career development

INNOVATION & PARTNERSHIPS

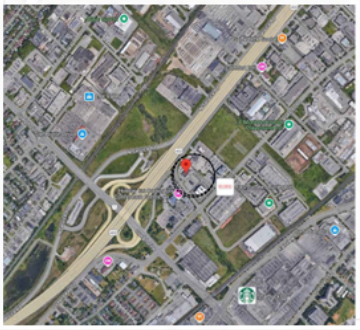
- Potential partnerships with local colleges and universities
- Research and innovation opportunities

CANADIAN INFRASTRUCTURE

- Supports Canadian data sovereignty
- Secure and reliable digital services
- Enables growth for Canadian businesses

SITE OVERVIEW

1 LOCATION MAP



2 SITE PLAN

OUR COMMITMENT

We recognize the importance of community dialogue and welcome the opportunity to answer questions, provide accurate information, and continue working collaboratively with the City and the community throughout the review process.

Prepared by the Project Team Owner Representatives and Cuadro Arch Ltd.

From: Gerry Smallegange <GSmallegange@burlingtonhydro.com>
Sent: Thursday, July 16, 2026 3:56 PM
To: Robichaud, Steve <Steve.Robichaud@burlington.ca>
Cc: Benson, Curt <Curt.Benson@burlington.ca>; Tellier, Jamie <Jamie.Tellier@burlington.ca>; Paul Heeg <PHeeg@burlingtonhydro.com>; David Ferreira <DFerreira@burlingtonhydro.com>; Jennifer Smith <JSmith@burlingtonhydro.com>
Subject: RE: [EXTERNAL] - 3110 South Service Road - Data Centres

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 Steve. Hoping an email response will suffice in the interest of expediency.

Burlington Hydro Inc (BHI) is supplied from the following Hydro One owned Transformer Stations (TS) : Burlington TS, Cumberland TS, Bronte TS, Tremaine TS and Palermo TS. Of these Cumberland TS and Burlington TS supply electricity to the South-central part of the City.

The 3110 South Service rd. site is near Cumberland TS (approx. 1 – 2 km) and would ideally be connected to this TS. The Data Center connection timeline is anticipated to be 2 – 3 years with load expected to be brought online in phases (gradual increase in demand over time). Load growth has been slow but consistent in this area with residential load growth being the primary factor driving demand increases, mainly from new high-rise buildings and housing developments, followed by industrial and commercial load. For some context, some of the larger industrial/manufacturing facilities connected to Cumberland TS (or other TSs in Burlington) are at the same level as the proposed date centre including Sofina Foods, Canada Brick, Gentek, Bericap, and Laurel Steel. For a bit more context a typical high-rise condominium requires between 1 and 2 MW of electrical capacity. Grocery stores or bigger retail stores require about 1MW of electrical capacity.

In 2025, the system coincidence peak load was 359 MW and we hit a similar peak this past week (358 MW) during the heat wave. Based on our allocated capacity (including Limited Time Rating variability for short duration during warm weather periods), we have approximately 120 MW available capacity above and beyond our current loads across the city when you look at the entirety of the system. The loading on Cumberland TS is at approximately 67% utilization and could handle the 20 MW of load associated with the proposed Data Center (this same 20 MW load would be sufficient to power 6600 residential units).

Although, the connection of the proposed 20MW of Data Center load will utilize a good portion of the available capacity at Cumberland TS, BHI is investing in major infrastructure projects (Dundas rd. widening and MTSA related system expansions) to enhance its capability to tap into the available capacities at other Transformer Stations, particularly Tremaine TS and Burlington TS (which could provide an aggregate of an additional 100 MW for city growth post data centre connection).

As such we do not anticipate that connection of this Data Center will trigger any immediate or near-term pockets of demand areas that will experience capacity shortages.

Let me know if you require any clarification. Sincerely,

Gerry

Burlington*hydro*
energizing *our* community™

Gerry ***Smallegange***
President and CEO

partner since *2009*

1340 Brant Street, Burlington, ON · L7R 3Z7 · (905)·332·2253
burlingtonhydro.com gsmallegange@burlingtonhydro.com

July 18, 2026

City Clerk
City of Burlington
426 Brant Street
Burlington, ON

Re: Regular Meeting of Council July 21,2026 - Agenda Item 13.1 g. - Motion memo regarding Freeman Station (COW-18-26) (SD)

Dear Mayor Meed Ward and Council Members,

On behalf of the **Champions of the Burlington Freeman Station**, I respectfully request that this letter be received as correspondence and included as part of the official public record for Agenda Item **COW-18-26 – Motion Memo Regarding Freeman Station**.

The Champions wish to express our support for the motion directing the Commissioner of Community Services to report back in the fourth quarter of 2026 with information exploring options and implications for the long-term, sustainable operation of Burlington Freeman Station, including opportunities to engage Discover Burlington to explore available business supports, funding opportunities, market research, and the potential for a Joint Venture agreement.

Our group is comprised primarily of former members of the Friends of Freeman Station (FOFS), the volunteers who, over more than a decade, invested thousands of hours restoring, preserving, operating, and promoting one of Burlington's most treasured heritage landmarks. Collectively, our members bring not only a deep appreciation for the Station's history, but also considerable institutional knowledge of its restoration, operation, programming, and community engagement.

We are encouraged that Council is looking beyond the immediate challenges and focusing on a sustainable future for the Station. Burlington Freeman Station deserves an operating model that is financially sound, community focused, and capable of preserving this unique heritage asset for generations to come.

We also recognize that the Station's future first depends upon the successful resolution of the outstanding realty matters currently being addressed by the City. We appreciate the diligence with which these matters are being handled and understand that, until they are resolved, the Station must remain closed.

The Champions are not advocating for any particular governance or operating model. Rather, we support the City's efforts to carefully explore the available options, engage the appropriate partners, and develop a long-term solution that serves both the Station and the broader Burlington community.

When the appropriate time comes, we hope the knowledge and experience gained by the many former Friends of Freeman Station volunteers may be of assistance to the City and

its partners. Until then, we remain respectful of the City's stewardship and optimistic about the opportunities that lie ahead.

The Champions of the Burlington Freeman Station are committed to supporting a collaborative, community-based approach that honours the Station's past while helping secure its future. We look forward to continuing to support Burlington Freeman Station in whatever way may be appropriate as this important work progresses.

Thank you for your consideration, and we respectfully request that this letter form part of the official public record for Agenda Item COW-18-26.

Respectfully submitted,

David Vollick
On behalf of the **Champions of the Burlington Freeman Station**

OFFICE OF THE MAYOR
CITY OF HAMILTON

VIA: Email July 17, 2026

Marianne Meed Ward
Mayor, City of Burlington
426 Brant Street
Burlington, ON L7R 3Z6

Re: Letter of Support - Requesting Provincial and Federal Coordination on Data Centre Development

Dear Mayor Meed Ward,

As Mayor of the City of Hamilton, I am writing to express my support for Burlington Council's motion calling on the provincial and federal governments to work with municipalities to establish a coordinated approach to data centre development.

Across Ontario, communities are seeing increased interest in data centres and the role they can play in our growing digital economy. These opportunities are important, but they must be balanced with the realities facing municipalities as we plan for significant growth, including the need for reliable energy, water and other critical infrastructure.

At the City of Hamilton, we believe strongly in building an economy that creates opportunity, supports innovation and positions our communities for the future. At the same time, we have a responsibility to ensure that growth happens in a way that protects the interests of residents and that our infrastructure can continue to support the needs of our communities.

The questions being raised around data centres, including energy demands, infrastructure capacity, transparency and community and environmental impacts, are not unique to any one municipality. They require a thoughtful, coordinated approach that brings together all levels of government, utilities, municipalities and industry.

I appreciate Burlington Council bringing this important conversation forward. Municipalities should not be left to navigate these complex decisions one proposal at a time. Clear provincial and federal frameworks and policies will help ensure that innovation and economic growth move forward responsibly, while protecting the long-term interests of the residents we serve.

Hamilton looks forward to continuing to work with Burlington and other municipal partners across Ontario to ensure we are prepared for the opportunities ahead.

Sincerely,

Andrea Horwath
Mayor, City of Hamilton

CC: Marnie Cluckie, City Manager, City of Hamilton
Uzma Qureshi, Chief of Staff, Mayor's Office, City of Hamilton
Chris Phillips, Director, Government Relations, City of Hamilton

BURLINGTON CHAMBER OF COMMERCE

July 21, 2026

Mayor Marianne Meed Ward and Members of Burlington City Council
City of Burlington
426 Brant Street
Burlington, ON L7R 3Z6

Subject: Burlington Chamber of Commerce Position on Data Centres

Dear Mayor Meed Ward and Members of Council,

Thank you for the opportunity to speak today on behalf of the Burlington Chamber of Commerce regarding the proposed data centre application.

The Burlington Chamber of Commerce represents more than **900 businesses employing over 10,000 people** across our community. Our role is not to advocate for every development application that comes before Council. Rather, our responsibility is to advocate for a strong, competitive local economy and for decision-making that is evidence-based, transparent and consistent.

In this case, we support the proposed data centre application and oppose Council interrupting the established planning process by undelegating the review of this application.

Our position aligns with that of the Ontario Chamber of Commerce, which recognizes data centres as critical infrastructure that will underpin Canada's future economic competitiveness.

Artificial intelligence is rapidly becoming the backbone of economic growth. Businesses of every size—from manufacturers to retailers, healthcare providers and professional service firms—will increasingly rely on AI and cloud computing. None of that is possible without modern data centre infrastructure.

Canada's data centre market is projected to exceed **$9 billion by 2029**, driven largely by artificial intelligence. **The Toronto–Waterloo innovation corridor—which includes Burlington—is emerging as one of Canada's premier destinations for this investment**, positioning our region to attract new capital, strengthen critical infrastructure and support innovation across every sector of the economy.

This application should be evaluated on its facts.

- It complies with the City's employment land policies.
- Burlington Hydro has confirmed it can provide the required electrical capacity.
- The proponent—not Burlington taxpayers—will fund all required infrastructure upgrades.
- Those upgrades will strengthen Burlington's electrical capacity for future business expansion.
- The facility is **air cooled, not water cooled**, significantly reducing concerns about municipal water consumption.

The broader context is also important.

The Government of Canada has identified **sovereign AI** as a national priority because Canadian businesses, researchers and governments require secure computing infrastructure located in Canada. Without sufficient domestic data centres, Canada risks becoming dependent on foreign infrastructure and losing its competitive position in the global AI economy.

There is one additional consideration from the perspective of the business community.

Ontario and Canada benefit from regulatory consistency. If individual municipalities begin creating their own unique policies, standards or approval frameworks for data centres beyond existing provincial planning requirements, businesses will face greater uncertainty, longer approval timelines and increased costs when deciding where to invest.

Companies making significant capital investments look for communities where the rules are clear, predictable and consistent. A patchwork of different municipal approaches risks slowing investment and reducing Ontario's competitiveness at a time when Canada is working to strengthen its position in the global AI economy.

For Burlington, this is about more than one application. It is about how our community is perceived by businesses considering future investment. Burlington should continue to be known as a city that welcomes responsible investment and evaluates applications through a fair, predictable and evidence-based planning process.

The issue before Council today is also about process.

Council is not being asked to approve this application. Council is being asked whether the established planning process should be delayed.

The Burlington Chamber respectfully submits that where an application satisfies the City's planning requirements, Burlington Hydro has confirmed servicing capacity, and the proponent is

funding the required infrastructure, the established planning process should be allowed to continue.

Public input is an essential part of that process and should always be respected. However, planning decisions should ultimately be guided by professional analysis and objective evidence.

Businesses consistently tell us that certainty and predictability matter. If applications that satisfy established planning and technical requirements are delayed for reasons beyond those requirements, Burlington risks creating uncertainty for every future investor—not just this one.

The Chamber is **not** asking Council to approve this application today.

We are asking Council **not to interrupt the established planning process** and to allow the application to continue through the normal review process based on its planning merits.

Burlington has earned a reputation as a city where businesses understand the rules, trust the planning process and know that applications will be evaluated fairly, consistently and based on evidence. Protecting that reputation is one of the City's greatest competitive advantages.

Businesses considering Burlington for future investment will be watching today's decision—not because of this individual project, but because it will demonstrate whether Burlington remains committed to a predictable, fair and evidence-based planning process.

On behalf of the Burlington Chamber of Commerce, we respectfully encourage Council to allow the planning process to proceed as intended.

Thank you for your time. I would be pleased to answer any questions.

Sincerely,

Terry Caddo

Terry Caddo
President and CEO
Burlington Chamber of Commerce

July 21, 2026 Regular Meeting of Council

Agenda Item 18, Motions of Members, 18.1 Policy Framework for Municipal Decision-Making regarding the Deployment of Data Centres in Burlington (ADM-05-26) and 18.2 Motion Memo Coordinated Federal, Provincial, Regional, and Municipal Response to Data Centre Infrastructure Capacity, Growth Readiness and Protecting Public Interest (ADM-06-26)

Dear Council Members,

As the President and CEO for Green Party of Burlington, representing both the Green Party of Canada and the Green Party of Ontario in Burlington, I am sharing our support for all the Motions of Members contained within Agenda Item #18. They are well thought out and useful. I am also sharing additional information for consideration by Planning Staff and Council members while deliberating on the matter of Data Centres in Burlington so that they can report back to the Committee of the Whole and for the greater coordinated regulatory framework with other municipal, provincial, and federal bodies.

Digital infrastructure, particularly Data Centres, facilitates telecommunications and allows software like artificial intelligence to function, making them incredibly important in modern life.

When our various existing zoning bylaws were created, the Commercial / Industrial zoning did not contemplate Data Centres of the variety being discussed today and even larger facilities. It is critical that Staff and Council review what Data Centres are today and into the future in order to update our laws and policies to reflect the latest knowledge and practices. When preparing to write this Delegation, I read from several sources that Canada ranks fifth globally in Data Centre density, and the GTHA is at the centre of this growth. All the more reason to get on top of this quickly.

Given that Data Centres fit under the zoning of Commercial / Industrial without requiring Zoning adjustments and their approval is delegated to Staff, it is imperative that staff have expertise on the ramifications of their approval. They need to get the model right, from the start, so that it works for both the community and the environment.

As an example, while it may seem desirable for a Data Centre to produce on-site all the electricity it would require, so as not to usurp the electricity required by the community at large, the average person may not realize this locks the proponent into using natural gas generation for its electricity source. There is no way to produce sufficient renewable energy on site for a Data Centre. Instead, what should be required is for the proponent to enter into a contract with the utility provider to finance X amount of renewable energy capacity (wind, solar) to be added to the grid through new production. The location of the energy production is immaterial, so long as it is additional to what is existing within the grid.

Another example would be accepting air cooling as a remedy to water cooling. Air cooling a Data Centre would require multiple Rooftop Units containing compressors, condensers to cool the air, and fans exhausting air heated by a building full of servers. These generate a lot of noise (and potential vibration) and if not well maintained, can also add dissonance to the general level of noise that would be extremely annoying to anyone outside and can carry long distances. Instead, Data Centres should be required to use geothermal cooling systems. In a standard commercial geothermal setup there would be a series of closed underground loops bringing chilled fluid to the compressor and heat exchanger inside the building to distribute cooled air throughout. Instead of blowing hot air outside from the building, it transfers it back to the cooler earth loop.

A step up from geothermal would be District Energy Systems, where Data Centres, energy systems and local development are planned together. This provides proponents something meaningful to offer to the community in which they want to build – shared energy, reduced emissions, and tangible local benefits.

Data Centres are needed. How many of them, may be where the debate takes place. In order to move forward, development proposals must earn community trust through openness and collaborative planning. Community concerns over such things as environmental sustainability, noise, vibration, and pollution are shaping how projects are being developed. We are early enough in their incremental rate of growth to incorporate best practices and lessons learned into how projects will be planned and delivered.

However, this is more than a municipal issue. And not every municipality has the expertise or resources to hire the expertise to develop the necessary standards and guardrails. That is why it must be a collaborative effort among Federal, Provincial, Regional, and Municipal governments to develop the best practices, sustainability design measures, collaborative planning mechanisms, consultation mechanisms with Indigenous groups, municipalities, utilities, and community residents so that the Data Centre industry earns trust to grow sustainably and be a contributing community partner to provide what Burlingtonians, Ontarians, and Canadians need. A standard set of practices to make it easier for companies to comply, and also prevent shopping around for the lowest standards. Sustainability must not take a back seat to the false god of economic growth.

And this coordinated regulatory framework must be developed quickly and efficiently so that we are not left trying to prevent development disasters from happening or responding to bad actors who pulled the wool over our eyes.

Thank you for your time. I hope you will find this input helpful as you move forward.

Deedee Davies
President / CEO
Green Party of Burlington

Burlington ON

Council July 21, 2026
Mikayla Woodward presentation
ADM-05-26 and ADM-06-26

@3110 South Service Rd

Presented by The Ownership Team

PROJECT OVERVIEW

- Proposed two-storey data centre at 3110 South Service Road, Burlington
- 5,163 m² (55,600 ft²) gross floor area; 20 MW electrical capacity
- Status: Site Plan Application under comprehensive technical review by City staff, Burlington Hydro, Halton Region, and Conservation Halton

DESIGN, SUSTAINABILITY & REVIEW

- Designed to comply with provincial noise standards;
- Primary cooling does not rely on municipal water; low Power Usage Effectiveness
- Battery energy storage and flexible load management to cut peak demand and support grid resilience,
- Designed for future heat recovery opportunities
- Reviews cover environment, stormwater, traffic, landscaping/buffers, and Ontario Building Code

ADDRESSING COMMUNITY CONCERNS

01 NOISE

Comprehensive acoustic study submitted; designed to comply with provincial noise standards

02 WATER

Cooling minimizes municipal water use —primary cooling doesn't rely on it

03 ELECTRICITY

Small scale facility; Independent electrical studies; dedicated Burlington Hydro feeders; flexible load management; battery storage to reduce peak demand and support grid resilience

04 SUSTAINABILITY

High-efficiency building systems; low Power Usage Effectiveness; battery energy storage;**engage with local universities for future heat recovery opportunities and give back to the community**

05 SAFETY & REVIEW

Site Plan Approval, Burlington Hydro, Halton Region, and Conservation Halton reviews; Ontario Building Code compliance; Environmental, stormwater management, traffic & transportation, landscape & buffer reviews

06 IMPACT ON POWER BILLS

The project will use dedicated Burlington Hydro infrastructure. Electricity rates are regulated provincially and are not determined by this project. Our facility will pay for the electricity it uses, just like any other commercial customer.

COMMUNITY & ECONOMIC VALUE

- Multi-million dollar private investment; construction jobs and long-term commercial tax revenue
- Permanent skilled technology and facility jobs, with training and career development
- Potential partnerships with local colleges and universities; research and innovation opportunities
- Strengthens Canadian digital infrastructure—keeps Canadian data in Canada and improves data security

WE COMMIT TO:

✓Continue working collaboratively with City staff, and surrounding community

Full compliance with every condition from every reviewing agency

Be transparent throughout the process

Build a facility that Burlington can be proud of

Thank you!

@3110 South Service Rd

Data Centers and their Impacts 101

Dr. Martin Karsten

Professor of Computer Science

David R. Cheriton School of Computer Science
University of Waterloo

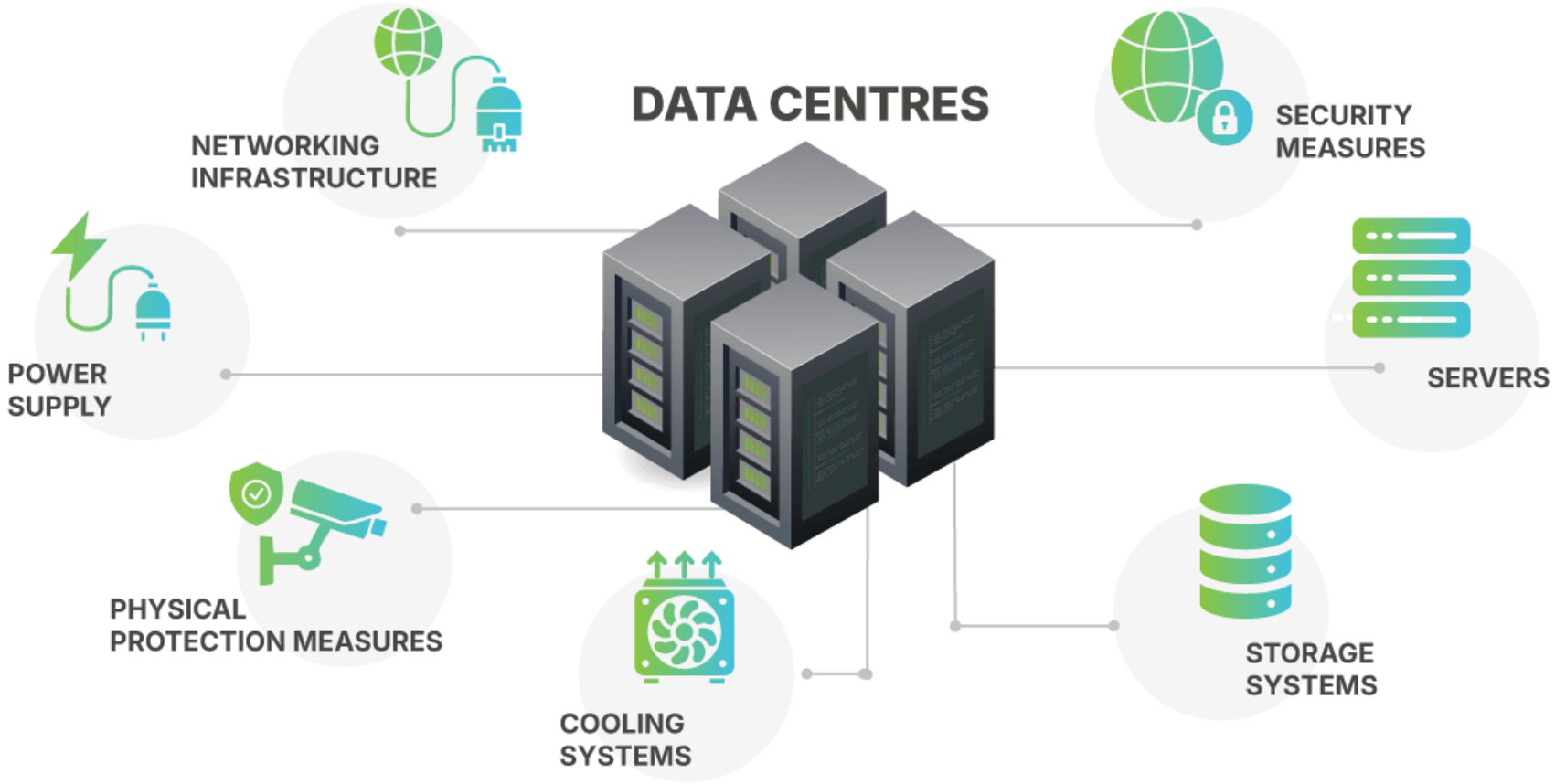
About Me

- Credentials
  - Masters-equivalent in Joint Business Administration and Computer Science
  - PhD in Computer Science
- Experience
  - almost 25 years as Professor of Computer Science at U Waterloo
    - including administrative functions
    - data centre design for new M4 building at U Waterloo
  - over 40 years of experience with system-level software
  - Linux Kernel Contributor
- Current Research
  - efficient computing – vs. just performance
  - sustainability
  - IT sovereignty

What are data centres?

- Facility that houses networked computer servers, data storage devices, and networking equipment.
- Used for different purposes, but form the backbone of the internet, streaming services, office computing, cloud computing, and recently AI services.
- Different types and sizes of data centres

Generic Data Centre Setup

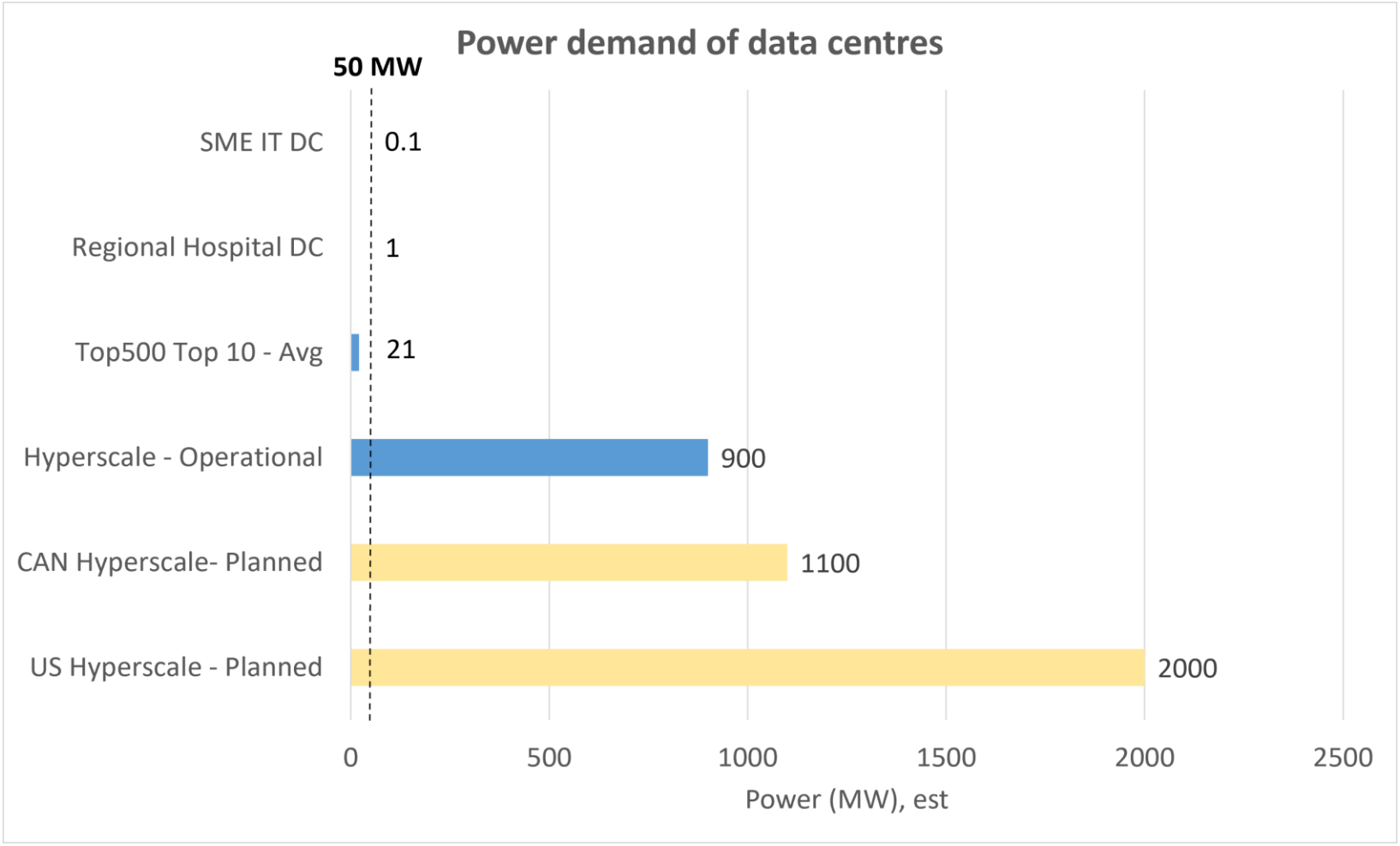


Data Centre Types

- Enterprise vs. Colocation vs. Cloud
  - who operates data centre, servers, services?
  - who are the customers? end users?
  - what services?
  - profit vs. nonprofit?

- Size and Environmental Impact
  - power consumption
  - water usage

Data centres are all around you.



Common Concerns

- Not all data centres are the same
- Noise and vibration
  - None, you likely walked by a data centre at the hospital or in an office building and didn’t know.
- Drinking Water
  - Close looped systems do not evaporate or consume water
- Emissions and Environmental Discharge
  - Minimal in Ontario – Province already uses nuclear and hydro electricity
  - Backup generators only kick in during power loss

Summary

1. Data centres are critical infrastructure
2. Public institutions, businesses, and research need data centres
3. Canadian IT sovereignty is extremely important
4. Bill 40, Protect Ontario by Securing Affordable Energy for Generations Act, 2025 provides regulation for data centres.

=> Meaningful Regulation

- limits on power & water consumption
- cooling type
- profit vs nonprofit

The Corporation of the City of Burlington

City of Burlington By-law 40-2026

A By-law to regulate parks and to repeal By-law 35-1976, the Parks By-law

(DGM-47-26)

Whereas sections 8, 9 and 11 of the *Municipal Act, 2001* provide that the powers of a municipality shall be interpreted broadly to enable it to govern its affairs as it considers appropriate and to enhance its ability to respond to municipal issues, including the authority to pass by-laws respecting parks and recreation; and

Whereas Part XII of the *Municipal Act, 2001* authorizes a municipality to impose fees or charges on persons; and

Whereas Part XIV of the *Municipal Act, 2001* authorizes a municipality to: create offences; establish fines; impose administrative penalties; exercise powers of entry; make orders requiring persons who contravene a by-law to discontinue an activity or to do work; and take remedial action;

Now therefore the Council of the City of Burlington enacts:

PART 1 - DEFINITIONS

1.1 In this By-law,

"administrative penalty" means a penalty amount set out in Schedule A of the Administrative Penalties By-law for a contravention of this By-law;

"City" means The Corporation of the City of Burlington;

"Council" means the council of the City;

"Director" means the Director responsible for the park, portion of the park, recreational activity or related purpose or their designate;

"motor vehicle" means any vehicle propelled otherwise than by muscular power and includes but is not limited to an automobile, motorcycle, motor-assisted bicycle, power-assisted bicycle and electric kick-scooter;

"Municipal Law Enforcement Officer" means any person authorized by the City to enforce the City's by-laws;

"park" means property that is owned or otherwise controlled by the City to the extent that the property is being managed by the City for recreational activities or related purposes. A park may include but is not limited to,

- a green space, garden or natural area;
- a pathway or trail;
- a playground;
- a road within a park;
- an outdoor sports field or court, baseball diamond, swimming pool, splash pad, skating rink, skateboard area or other similar facility;
- a golf course; or
- an amphitheatre, arena, ice centre or community centre;

"park permit" means a permit or other approval issued by the Director under this By-law authorizing an activity in a park including an activity that would otherwise be prohibited;

"penalty order" means a penalty order as defined in the Administrative Penalties By-law;

"permit holder" means a person who has been issued a park permit; and

"property" includes structures on property and property covered by water.

PART 2 – GENERAL

Short Title

2.1 This By-law may be referred to as the Parks By-law.

Application

2.2 This By-law applies to all parks in the City.

2.3 This By-law does not apply to property where recreational activities or related purposes are not allowed by the City, including but not limited to a hydro corridor, storm water management pond or similar use where this is the case.

2.4 Activities in parks are subject to all applicable federal or provincial legislation, Halton Region and City by-laws and policies and to any permit, licence or other requirement under any of them. This includes but is not limited to the Halton Region and City by-laws and policies that may be listed from time to time on the City's website.

2.5 This By-law does not apply to work engaged in by the City's employees, agents or contractors while conducting their duties as City employees, agents or contractors.

2.6 The Director may waive the application of all or part of this By-law if they are satisfied that an activity is adequately regulated by an agreement with the City or another form of approval given by the City.

Access to Information

2.7 Information submitted under this By-law, including all information submitted for any park

permit, may be made available to any member of the public on request, subject to the *Municipal Freedom of Information and Protection of Privacy Act*.

Administration

2.8(1) The Director shall administer this By-law and establish any practices, policies or procedures necessary to implement this By-law and may amend such practices, policies and procedures from time to time as the Director deems necessary, without amendment to this By-law.

(2) The Director is authorized to prescribe all forms necessary to implement this By-law and may amend such forms from time to time as the Director deems necessary, without amendment to this By-law.

(3) The Director is authorized to prescribe signs, including signs setting out rules to ensure that the public's use and enjoyment of a park or part of a park and/or the City's management of a park or part of a park is not interfered with, and to arrange for the signs to be posted in the park.

(4) The Director is authorized to administer and enforce this By-law, including but not limited to arranging for,

(1) the assistance or work of City staff, City agents or the assistance of police officers;

(2) the making of orders or other requirements and the imposition of conditions as authorized under this By-law;

(3) the obtaining of court orders or warrants as may be required; and

(4) the commencement of such actions on behalf of the City to recover costs or restrain contravention of this By-law as deemed necessary.

2.9 The Director may assign Municipal Law Enforcement Officers to enforce this By-law and Municipal Law Enforcement Officers so assigned or appointed by Council to enforce this By-law shall have the authority to,

(1) carry out inspections;

(2) make orders or other requirements and impose conditions as authorized under this By-law; and

(3) give immediate effect to any orders or other requirements made or conditions imposed under this By-law.

2.10 The Director may assign duties or delegate tasks under this By-law to be carried out in the Director's absence or otherwise.

Conflicts

2.11 Nothing in this By-law relieves a person from complying with any federal or provincial legislation, Regional or City by-law or policy or any permit, licence or other requirement under any of them**.**

2.12 If there is a conflict between any provision of this By-law and a provision of another City by-law, the provision that establishes the higher standard to protect the health or safety of the public or to protect park property applies.

Transition

2.13 By-law 35-1976, the Parks By-law, is repealed.

2.14 Despite its repeal, By-law 35-1976 continues to apply to, and this By-law does not apply to,

(1) any contravention of By-law 35-1976, any order or other requirement made under By-law 35-1976 or any proceeding, including a prosecution, commenced before its repeal;

(2) any fee incurred under By-law 35-1976.

2.15 If a park permit application has been submitted and the permit has not been issued before By-law 35-1976 is repealed, the permit application shall be processed in accordance with this By-law.

2.16 If a permit is issued, and is still in effect when By-law 35-1976 is repealed, the permit is deemed to be a park permit issued under this By-law and this By-law, modified as necessary, applies to the permit as if it were issued under this By-law.

Severability

2.17 If a court of competent jurisdiction declares any provision or part of a provision of this By-law invalid, the provision or part of a provision is deemed severable from this By-law, and it is the intention of Council that the remainder of this By-law shall continue in effect.

Coming into Force

2.18 This By-law comes into force on the date it is passed.

PART 3 – GENERAL RESPONSIBILITIES

3.1 No person shall fail to comply with any provision of this By-law.

3.2 No person shall fail to comply with applicable federal or provincial legislation, Halton Region or City by-laws or policies or any permit, licence or other requirement under any of them**.**

3.3 No person shall fail to comply with any by-law or similar City requirement, including but not limited to rules on a posted sign, which applies to a park or part of a park.

3.4 No person shall engage in an activity requiring a park permit without first obtaining a park permit from the City.

3.5 No person shall engage in an activity in a park requiring an agreement with the City or other form of approval from the City without first entering into the agreement or obtaining the approval.

3.6 When a park permit is required and has been obtained, no person shall engage in an activity authorized by the park permit except in compliance with that park permit.

3.7 When an agreement with the City is required for an activity in a park and has been entered into or another form of approval from the City is required for an activity in a park and has been obtained, no person shall engage in an activity authorized by the agreement or approval except in compliance with that agreement or approval.

3.8 Every person who contravenes a provision of this By-law, a park permit or an order or other requirement made under this By-law, is responsible for all costs incurred by the City related to the contravention.

PART 4 – PARK RULES

Activities that are Prohibited

4.1 No person shall,

(1) interfere with an activity in a park that is allowed by a park permit or other approval;

(2)(a) damage or remove park property;

(b) cut, remove, injure or destroy a plant, tree, shrub, flower or other growing thing in a park;

(c) remove or destroy any soil or rock in a park;

(3) subject to subsections 4.1(4) and (5), operate a motor vehicle in a park except on a road, in a parking lot or, for medical reasons, elsewhere in a park in compliance with the *Highway Traffic Act*, its regulations and any applicable By-law;

(4) operate a motorized snow vehicle in a park;

(5) operate an electric kick-scooter in a park except where permitted by the Traffic By-law and in compliance with the *Highway Traffic Act*, its regulations and any other applicable By-law;

(6)(a) play golf including drive any golf ball except on a golf course;

(b) operate a golf cart in a park except on a golf course path or on a fairway; or

(7) engage in an activity that the Director determines may interfere with the public's use and enjoyment of the park and/or the City's management of the park.

Activities that are Prohibited without Permission

4.2 No person shall,

(1) enter or remain in a park between the hours of 11 pm and 7 am unless they first obtain, as may be required by the Director, a permit issued under this By-law and/or another form of approval as may be required by the City;

(2) consume liquor in a park unless they first obtain, as may be required by the Director, a permit issued under this By-law and/or another form of approval as may be required by the City and, if required, a permit issued under the *Liquor Licence and Control Act, 2019* and/or its regulations;

(3) conduct any business in a park unless they first obtain, as required by the Director, a permit issued under this By-law and/or another form of approval as may be required by the City, including but not limited to a licence issued under the Business Licensing By-law;

(4) toboggan in a park except at the following locations,

Location	Description
LaSalle Park	East of parking lot
Tyandaga Golf Course	At hole #4, on west slope
Central Park	Hill northwest of community garden
Brant Hills Park	Southwest of tennis courts
Lowville Park	Hill on southwest end of park
Nelson Park	East side of park, north of Centennial Trail

(5) start or maintain a fire in a park unless they,

(a) use a barbeque or similar device in a park area designated for this use by posted signs;

(b) use charcoal or briquettes as fuel;

(c) attend to the fire until the fire is completely extinguished; and

(d) dispose of any material, including charcoal or briquettes, remaining after the fire has been extinguished in the bins provided for this purpose;

(6) encroach on a park, including but not limited to erecting a fence or structure, storing materials or installing hard or soft landscaping in a park, unless they first obtain, as may be required by the Director, a permit issued under this By-law and/or another form of approval as may be required by the City.

4.3 An encroachment under subsection 4.2(6) shall be presumed to be the responsibility of the nearest adjoining property owner and/or occupier, which presumption may be rebutted by evidence to the contrary on the balance of probabilities.

PART 5 - PARK PERMIT APPLICATIONS

5.1 A person may apply for a park permit by submitting a completed application, together with the applicable fees, as set out in the Rates and Fees By-law, that includes,

(1) the contact information of the applicant;

(2) the contact information of an individual who will be available at all times while the permit is in effect;

(3) the activity's locations, dates and times; and

(4) any additional information or documentation, such as proof of insurance, as required by the Director.

5.2 The Director may refuse to issue a park permit if they determine that the activity may interfere with the public's use and enjoyment of the park and/or the City's management of the park.

PART 6 – PARK PERMIT CONDITIONS

6.1 All park permits are subject to the conditions set out in this section.

Not Transferrable

(1) A park permit is the property of the City and is not transferable.

Notification of Changes

(2) A permit holder shall immediately notify the Director of any change to,

(a) the information contained in an application for a park permit;

(b) the information contained in a park permit that has been issued;

(c) the characteristics of the activity for which a park permit has been issued; or

(d) the cancellation of the activity authorized by the park permit.

(3) The Director may require revised or additional information, additional prescribed fees, or a new application with respect to a change under subsection 6.1(2).

(4) A permit holder shall notify the Director of a change under subsection 6.1(2) by contacting the permit issuer by email.

Production of Permit

(5) A park permit must be produced when requested by a Municipal Law Enforcement Officer or City staff.

Additional Conditions

(6) The Director may impose conditions as a requirement for obtaining or continuing to hold a park permit that they consider appropriate, including for the protection of the park, any other City property, or any person.

Validity, Suspension and Revocation

(7) A park permit is valid only during the dates and times specified in the permit.

(8) The Director may alter or revoke the conditions of a park permit or impose new conditions on a permit after it has been issued.

(9) The Director may revoke or suspend a park permit if, in their opinion,

(a) the suspension or revocation of the permit is necessary, including because of weather conditions or a danger to a park, other city property, or any person.

(b) the permit holder,

1. fails to comply with the conditions of a permit or this By-law;

2. fails to notify the Director immediately of any of the changes referred to in subsection 6.1(2);

3. provides false or inaccurate information in the application for the permit.

(c) any person engaged in an activity authorized by the permit has failed to comply with any applicable statutes, regulations, standards, codes, by-laws, or similar requirements.

6.2 The Director may notify a permit holder of the suspension or revocation of a park permit in-person, by telephone or by email in accordance with the contact information provided in the permit application.

PART 7 – OBSTRUCTION OFFENCES, ENFORCEMENT, REMEDIAL ACTION, AND COSTS

Obstruction Offences

7.1 Every person is guilty of an offence who,

(1) makes or participates in an assertion of fact in a statement, document or form under this By-law knowing that the assertion is false or misleading;

(2) hinders or obstructs or attempts to hinder or obstruct any person exercising a power or performing a duty under this By-law;

(3) is a director or officer of a corporation and knowingly concurs with actions taken by or on behalf of the corporation in relation to an offence described in subsection 7.1(1) or 7.1(2); or

(4) fails to comply with a requirement made under section 7.3, including but not limited to failing to identify themselves by providing their name and contact information when that information is required for the purposes of an inspection under section 7.2.

Entry and Inspections

7.2 A person authorized to enforce this By-law may enter on property, including private property, at any reasonable time in accordance with the conditions set out in the *Municipal* Ac*t, 2001* for the purpose of carrying out an inspection to determine whether or not the following are being complied with,

(1) this By-law including a park permit;

(2) an order or other requirement made under this By-law; or

(3) an order made under section 431 of the *Municipal Act, 2001*.

7.3 For the purposes of the inspection under section 7.2, and in accordance with the conditions set out in section 436 of the *Municipal Act, 2001*, a person authorized to enforce this By-law may,

(1) require the production for inspection of documents or things relevant to the inspection;

(2) inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;

(3) require information from any person concerning a matter related to the inspection; and

(4) alone or in conjunction with a person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purpose of the inspection.

7.4 Any person authorized to enforce this By-law may undertake an inspection pursuant to an order issued by a provincial judge or justice of the peace under section 438 of the *Municipal Act, 2001* in accordance with the conditions set out in that section, when they have been prevented or are likely to be prevented from carrying out an inspection.

Orders

7.5 If a Municipal Law Enforcement Officer is satisfied that a contravention of this By-law or a park permit has occurred, they may make an order requiring the person who contravened the By-law or park permit, or who has caused or permitted the

contravention, or the owner or occupier of a premises on which the contravention occurred, to discontinue the contravening activity;

7.6 An order under section 7.5 shall set out,

(1) reasonable particulars of the contravention adequate to identify the contravention and the location of the premises on which the contravention occurred;
(2) the date or dates by which there shall be compliance with the order, which may be of immediate effect should the Municipal Law Enforcement Officer determine that the circumstances warrant this; and
(3) contact information for the City's representative.

7.7 If a Municipal Law Enforcement Officer is satisfied that a contravention of this By-law or a park permit has occurred, they may make an order requiring the person who has contravened this By-law or the park permit, or who has caused or permitted the contravention, or the owner or occupier of a premises on which the contravention occurred, to do work to correct or rectify the contravention.

7.8 An order under section 7.7 shall set out,

(1) reasonable particulars of the contravention adequate to identify the contravention and the location of the premises on which the contravention occurred;
(2) the work to be completed by the owner, occupier or any other person who caused or permitted the contravention to rectify the contravention, which may include but is not limited to requiring that before starting any work, all necessary certificates, permits or other approvals be applied for and obtained;
(3) the date or dates by which the work required by the order shall be completed;
(4) notice that if the work is not completed in compliance with the order, then the work may be done at the expense of the person ordered to do the work; and
(5) contact information for the City's representative.

7.9 An order under this By-law may require the permit holder, an owner, an occupier, or any other person who caused or permitted the contravention, to pay a compliance inspection fee, or any other applicable fees, as set out in the Rates and Fees By-law, by a date and time specified by the Director.

7.10 Without limiting sections 7.5 and 7.7, an order under those sections may include, among other requirements, a requirement that any activity permitted by a park permit be stopped entirely or until such time as measures are undertaken to correct or rectify the contravention.

7.11 When a time frame is set out in an order or other document for carrying out any action, a Municipal Law Enforcement Officer may extend the time for compliance beyond the established time frame provided such extension is required and is acceptable to the Municipal Law Enforcement Officer.

7.12 If a Municipal Law Enforcement Officer is satisfied that a contravention of this By-law or a park permit has occurred, the holder of the permit shall be presumed to have caused or permitted the contravention, which presumption may be rebutted by the permit holder by evidence to the contrary on a balance of probabilities.

City Carrying Out Work

7.13 When a person does not comply with this By-law including a park permit or an order or other requirement made under this By-law, to do a matter or thing, the Director, with such assistance of others as may be required, may carry out the order or other requirement at the person's expense.

7.14 When the costs of doing a matter or thing under section 7.13 are estimated to be,

(1) up to but not including $100,000, the Director may proceed without further approval and in accordance with the Procurement Policy By-law; or

(2) $100,000 or greater, the Director may proceed with approval of an authorized person or of Council and in accordance with the Procurement Policy By-law.

7.15 The City may recover the costs of doing a matter or thing under section 7.13 by means of any one or more of,

(1) bringing an action;

(2) adding the costs to the tax roll and collecting them in the same manner as property taxes and such costs include an annual interest rate of 15% starting on the day the City incurs the costs and ending on the day the costs, including the interest, are paid in full;

(3) realizing on a financial security provided for this purpose;

(4) charging a fee, when applicable, as set out in the Rates and Fees By-law.

7.16 The amount of the City's costs, including interest to the date payment is made in full, constitutes a lien on the person's property, if any, on the registration of a notice of lien on the property.

PART 8 – *PROVINCIAL OFFENCES ACT* OFFENCES

8.1 All contraventions of any provision of this By-law, a park permit or an order or other requirement made under this By-law are designated as multiple offences and continuing offences.

8.2 Every person who contravenes any provision of this By-law, a park permit or an order or other requirement made under this By-law is guilty of an offence and on conviction under Part I of the *Provincial Offences Act* is liable to a fine as set under section 91.1 of

that Act or such other fine as the court considers appropriate, in accordance with the *Provincial Offences Act*.

8.3 Every person who contravenes any provision of this By-law, a park permit or an order or other requirement made under this By-law is guilty of an offence and on conviction under Part III of the *Provincial Offences Act* is liable to a fine as follows,

(1) a person, other than a corporation, is liable to a fine of not less than $300 and not more than $100,000 for a first conviction and to a fine of not less than $500 and not more than $100,000 for a subsequent conviction;

(2) a person that is a corporation is liable to a fine of not less than $400 and not more than $100,000 for a first conviction and to a fine of not less than $600 and not more than $100,000 for a subsequent conviction;

(3) for a continuing offence, a person, including a person that is a corporation, is liable to a fine, for each day or each part of a day that the offence continues, of not less than $500 and not more than $10,000 and the total of all the daily fines is not limited to $100,000;

(4) for a multiple offence, a person, including a corporation, is liable to a fine, for each offence included in the multiple offence, of not less than $500 and no more than $10,000 and the total of all fines for each included offence is not limited to $100,000.

8.4 An officer or director of a corporation who knowingly concurs in a contravention by the corporation of any provision of this By-law, a park permit or an order or other requirement made under this By-law, is guilty of an offence and is liable to a fine set out in subsections 8.3(1), (3) or (4).

8.5 Every person, including a person that is a corporation, who contravenes any provision of this By-law, a park permit or an order or other requirement made under this By-law is liable to a special fine, which may exceed $100,000, in an amount that eliminates or reduces any economic advantage or gain from the contravention and the special fine may be in addition to a fine set out in sections 8.3 and 8.4.

8.6 When a person has been convicted of an offence, the court in which the conviction has been entered and, subsequently, any court of competent jurisdiction, may, in addition to any other remedy and to any penalty imposed by this By-law, make an order prohibiting the continuation or repetition of the offence by the person convicted.

PART 9 - ADMINISTRATIVE PENALTIES

9.1 Every person who contravenes a provision of this By-law, a park permit or an order or other requirement made under this By-law who is not charged with a *Provincial*

Offences Act offence may be issued and served with a penalty order.

9.2 Every person who is issued and served with a penalty order for a contravention of this By-law is liable to pay an administrative penalty, and any associated administrative fees, as provided for under the Administrative Penalties By-law.

PART - 10 - NOTICE

10.1 Any notice given by a Municipal Law Enforcement Officer, the Director or the City under this By-law, including an order, may be given,

(1) personally;

(2) by posting it on the recipient's private property;

(3) by email to the recipient's last known email address; or

(4) by registered or regular mail, courier or hand delivery addressed to the recipient's last known address.

10.2 Notice given in accordance with section 10.1 shall be deemed to be effective:

(1) on the date it is personally given, posted on the recipient's property, delivered by courier, or hand delivered;

(2) on the date the email is sent; or

(3) on the fifth day after the date of mailing by registered or regular mail.

10.3 Any notice of any type given by a permit holder under this By-law shall be given by contacting the permit issuer by email.

Passed this 21st day of July, 2026.

Mayor Marianne Meed Ward _____

City Clerk Michael de Rond _____

The Corporation of the City of Burlington

City of Burlington By-law 41-2026

A By-law to amend By-law Number 42-2008, being a by-law to provide for the licensing, regulating and governing various businesses in the City of Burlington
(DGM-49-26)

Whereas sections 8, 9 and 11 of the *Municipal Act, 2001* authorize The Corporation of the City of Burlington (the "City") to pass by-laws necessary or desirable for municipal purposes, and in particular, paragraph 11 of subsection 11(3) authorizes the City to pass by-laws respecting business licensing; and

Whereas subsection 151(1) of the *Municipal Act, 2001* authorizes the City to provide for a system of licences with respect to a business and may, among other things, prohibit the carrying on or engaging in the business without a licence; and

Whereas on May 20, 2008, City Council passed By-law Number 42-2008, being a by-law to provide for the licensing, regulating and governing various businesses in the City of Burlington; and

Whereas City Council deems it appropriate to amend By-law Number 42-2008 to improve clarity, consistency and alignment with current legislative requirements and municipal practices;

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

1. Subsection 1.1 is amended by renumbering the definition of "Seller" as paragraph (62).

2. Subsection 1.1. is amended by adding the following new definition immediately after the definition of "Salvage Yard" and before definition of "Seller":

   (61) **"Sell"** means to sell, offer for sale or distribute to one or more persons, whether or not the distribution is made for consideration, and other forms of the term have a corresponding meaning.

3. Paragraph (p) of subsection 2.1 is deleted in its entirety and the following substituted:

   (p) occupy, operate or own Premises, which may include a Food Service Premise, where Foodstuff is sold

4. Subsection 30.1 is amended by deleting the words "Own or Operate a Sale of Foodstuffs Business under this By-Law and in accordance with this Part" and

replacing them with the words “occupy, operate or own Premises, which may include Food Service Premise, where Foodstuff is sold”.

5. Subject to the amendments made in this By-law, in all other respects, By-law Number 42-2008 is hereby confirmed and remains unchanged.

6. Despite the amendments being made to By-law Number 42-2008, By-law Number 42-2008, as it reads before the amendments in sections 1 and 2 of this By-law, shall continue to apply to proceedings in respect of offences that occurred before its amendment.

7. This by-law comes into force on the date of its passing.

Passed this 21st day of July, 2026.

Mayor Marianne Meed Ward _____

City Clerk Mike de Rond _____

The Corporation of the City of Burlington

City of Burlington By-law 42-2026

A by-law to adopt Official Plan Amendment No. 10 to the Burlington Official Plan 2020 to permit eight (8) 3-storey townhouse units within a single building block at 2105 Headon Road
File: 505-08/26 and 520-08/26 (DGM-44-26)

Whereas the Council of the Corporate of the City of Burlington, in accordance with the provisions of Sections 22 and 34 of the Planning Act, 1990, as amended, approved the recommendation in Development and Growth Management report DGM-44-26 at its meeting held on July 21, 2026;

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

1. That Amendment No. 10 to the Burlington Official Plan, 2020, as amended, consisting of the attached amendment is hereby adopted.
2. That this By-law shall come into full force and take effect on the final day of passing thereof.

Enacted and passed this 21st day, of July, 2026.

Mayor Marianne Meed Ward _____

City Clerk Mike De Rond _____

AMENDMENT NO.10 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.10 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 to the Burlington Official Plan, 2020 is to permit eight (8) 3-storey townhouse units within a single building block.

2. SITE AND LOCATION

The subject lands are located on the northeast side of Headon Road approximately 370m north of Upper Middle Road. The subject lands are approximately 0.4 hectares in size and are currently occupied by a single-detached dwelling and detached garage.

Surrounding land uses consist of a mix of residential, open space and institutional uses.

3. BASIS FOR THE AMENDMENT

a) The subject application proposes intensification that is consistent with the Provincial Planning Statement (PPS), 2024. The PPS promotes housing that efficiently uses land, resources, infrastructure, and public service facilities and is supportive of public transit.

b) Intensification of land within built-up, serviced areas of the City makes more efficient use of existing developed lands which meets the intent of the Halton Region Official Plan, 1995 (an Official Plan of the City of Burlington).

c) The proposed development supports the City's objective to broaden the range of housing forms and supply to meet City needs in a manner that is compatible with surrounding properties and uses.

d) 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 amend the 'Low-Rise Neighbourhoods I' to 'Low-Rise Neighbourhoods I' with site specific policies.

Text Change:

The text of the Official Plan of the City of Burlington, 2020, as amended, is hereby amended as follows:

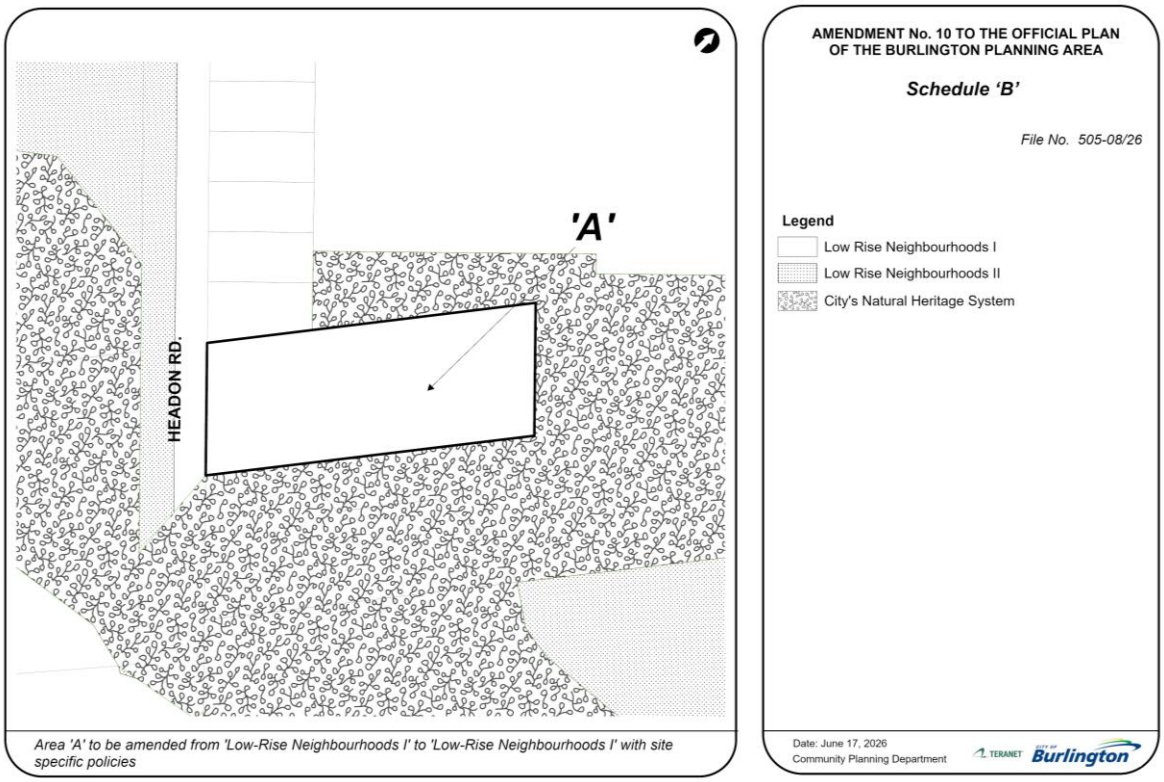
By adding the following site-specific policy in Chapter 8 – Land Use Policies – Urban Area, Subsection 8.3.3(2) Site-Specific Policies for Low-Rise Neighbourhoods I:

2105 Headon Road	c) Notwithstanding the policies of Subsection 8.3.3 (1) c) of this Plan, for the properties identified as 2105 Headon Road, the following policies *shall* apply: (i) the *development shall* include up to a maximum of 8 principal *dwelling units*; and (ii) the *development may* be permitted to a maximum height of three (3) storeys.

2. INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the "Interpretation" policies of Chapter 12 of the Official Plan of the City of Burlington, 2020.

3. IMPLEMENTATION



This Official Plan Amendment will be implemented in accordance with the appropriate "Implementation" policies of Chapter 12 of the Official Plan of the City of Burlington, 2020.

The Corporation of the City of Burlington

City of Burlington By-law 43-2026

A by-law to amend Zoning By-law 09-2026, for 2105 Headon Rd.
(File Nos. 505-08/26 and 520-08/26)

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 Council of the Corporation of the City of Burlington approved Recommendation Report DGM-44-26 on July 21, 2026, to amend the City's existing Zoning By-law 09-2026, to permit the development of eight (8) 3-storey townhouse units within a single building block.

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

1. Map No. 20 - E of Part 10 to Zoning By-law 09-2026 is further amended by rezoning the lands marked as Area "A", and by removing the lands marked as Area "B", as shown on Schedule "A" to this By-law.

2. Part 8, Holding Zone Requirements, of Zoning By-law 09-2026 is amended by adding a new Section 8.6 as follows:

8.6 Holding Provision (H5) – 2105 Headon Rd.

As shown on Map No. 20 - E in Part 10 of this By-law

a) The (H) holding symbol shall be removed when the following condition has been completed to the satisfaction of the **City**:

i) That the Owner is required to submit a revised Functional Servicing Report that includes analysis and/or calculations that demonstrate that the existing water system in the area can accommodate the proposed development to the satisfaction of Halton Region.

2. Part 9, Site-Specific Exceptions, of Zoning By-law 09-2026 is amended by adding a new Section 9.1 as follows:

Exception: 1	Map: Map 20 - E	Parent Zone: LN8	Amending Bylaw: 43-2026	Enacted: July 21, 2026

9.1.1 Permitted Uses

Only the following uses shall be permitted:

a) **Block Townhouse**

9.1.2 Provisions for Block Townhouse

The following regulations apply for **Block Townhouses**

a) Minimum **Lot Area**	2500 m^2
b) Minimum **Front Yard**	30 m
c) Minimum **Rear Yard**	2.7 m
d) Minimum **Interior Side Yard**	6 m
e) Maximum **Building Height**	3 **storeys** up to 14 m for a **peaked roof** or 10 m for a **flat roof**
f) Minimum distance from a wall to an **internal roadway**	0 m
g) Minimum distance from a wall to a **parking space**	2.3 m
h) Minimum distance from an attached **private garage** to an **internal roadway**	0 m
i) Minimum distance from a **parking space** to the north-west **interior side lot line**	2 m
j) **Accessible Parking spaces**	The **accessible parking space** requirements of Section 6.5 shall not apply to resident parking provided that each unit includes an attached **private garage** with 2 **parking spaces**. **Accessible parking spaces** for visitor parking shall be subject to the requirements of Section 6.5.

9.1.3 Special Site Provisions

The following additional provision applies:

a) Notwithstanding any future severance, partition, or division of the lands subject to this exception, the provisions of this By-law shall apply to the whole of these lands as if no severance, partition or division had occurred.

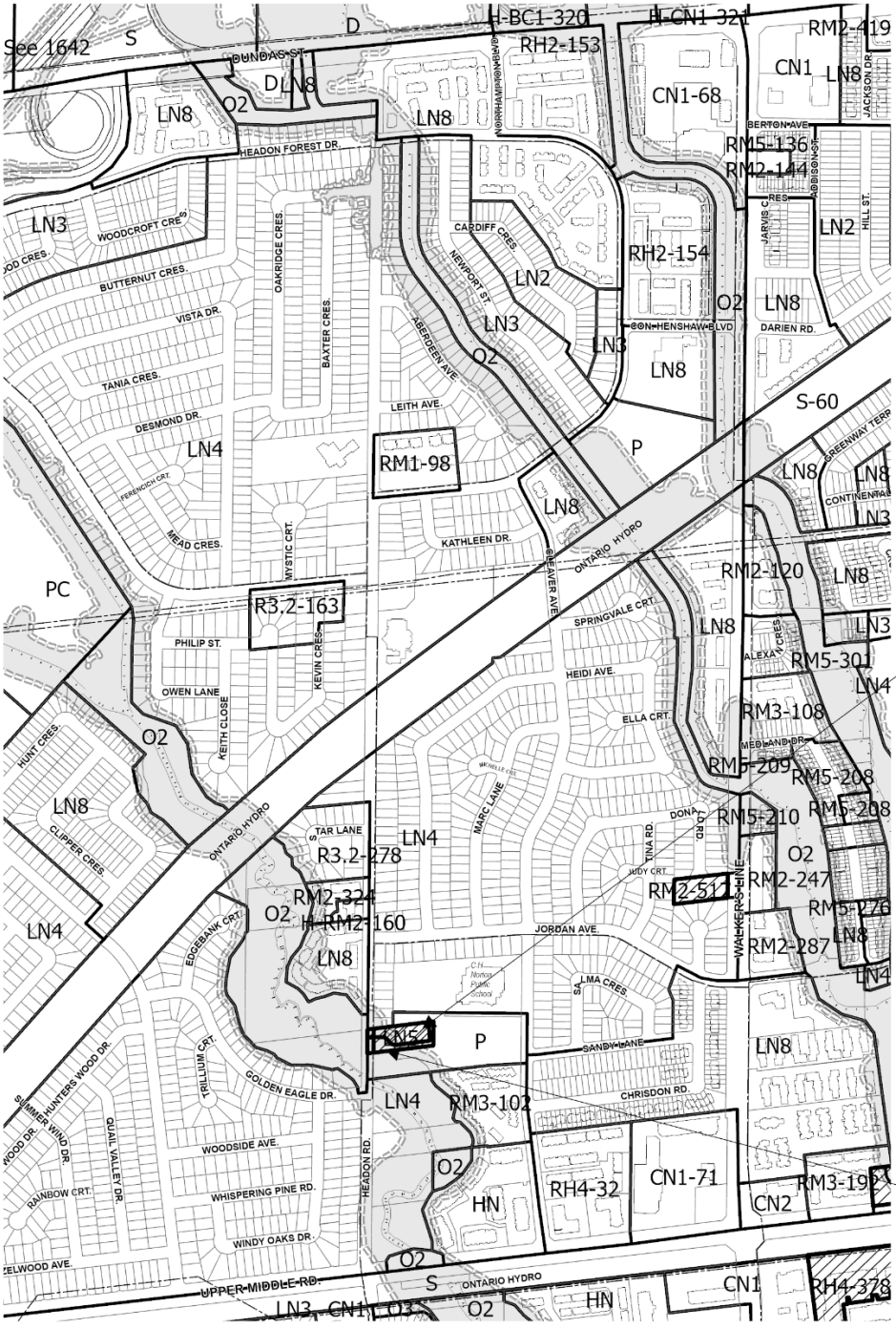
3. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

Enacted and passed this 21st day of July, 2026

Mayor Marianne Meed Ward _____

City Clerk Michael de Rond _____

SCHEDULE "A"



Area 'A'

Area 'A' to be rezoned from LN5 to (H5)LN8-1 as amended

SCHEDULE 'A' TO BY-LAW 43.2026 AMENDING MAP NO. 20-E PART 10, BY-LAW 09-2026.
PASSED THE 21st DAY OF JULY, 2026

MAYOR

CITY CLERK

TERANET | City of Burlington
Community Planning Department

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 43-2026

By-law 43-2026 amends Zoning By-law 09-2026 to rezone lands municipally known as 2105 Headon Rd., to permit eight (8) 3-storey townhouse units within a single building block.

For further information regarding By-law 43-2026, please contact Mariana Da Silva of the Burlington Community Planning Department at (905) 335-7600, extension 7536.

The Corporation of the City of Burlington

City of Burlington By-law 44-2026

A by-law to adopt Official Plan Amendment No. 165 to permit a seven (7) storey (inclusive of a 7th storey outdoor amenity area) mixed use building consisting of ground floor retail and service commercial uses and 66 residential units with access to Plains Road East at 198 and 206 Plains Road East
File: 505-05/26 and 520-05/26 (DGM-45-26)

Whereas the Council of the Corporation of the City of Burlington in accordance with the provisions of Section 22 and 34 of the Planning Act, 1990, as amended, approved recommendation DGM-45-26 at its meeting held on July 21, 2026

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

1. That Amendment No.165 to the Official Plan 1997, as amended, consisting of the attached amendment and supporting documentation is hereby adopted.

2. That this by-law shall come into full force and take effect on the final day of passing thereof.

Enacted and passed this 21st day of July, 2026

Mayor Marianne Meed Ward _____

City Clerk Mike de Rond _____

AMENDMENT NO.165 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.165 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 to the Burlington Official Plan, 1997 is to permit a seven (7) storey (inclusive of a 7th storey outdoor amenity area) mixed use building consisting of ground floor retail and service commercial uses and 66 residential units with access to Plains Road East.

2. SITE AND LOCATION

The subject lands are located on the south side of Plains Road East, directly south of the intersection of White Oak Drive and Plains Road East. The subject lands are approximately 0.289 hectares in size and are currently occupied by two residential buildings with accessory structures on separate parcels. The property municipally known as 198 Plains Road East contains a residential building with 4 residential units of rental tenure with parking spaces in the front and eastern side yards, and 206 Plains Road East contains a residential building with 3 residential units of rental tenure, supported by parking spaces within the front and rear yards, and a detached garage.

Surrounding land uses consist mainly of a mix of residential, commercial and institutional uses.

3. BASIS FOR THE AMENDMENT

a) The subject application proposes intensification that is consistent with the Provincial Planning Statement (PPS), 2024. The PPS promotes a range and mix of uses and housing that efficiently uses land, resources, infrastructure, and public service facilities and is supportive of public transit.

b) Intensification of land within built-up, serviced areas of the City makes more efficient use of existing developed lands which meets the intent of the Halton Region Official Plan, 1995 (an Official Plan of the City of Burlington).

c) The proposed development supports the City's objective to broaden the range of housing forms and supply to meet City needs in a manner that is compatible with surrounding properties and uses.

d) The proposed development is located on lands with adequate infrastructure and is in close proximity to transit routes, commercial uses and community amenities so satisfies Official Plan policies to provide housing opportunities in locations that can reduce travel times and decrease dependence on the car.

e) 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 'Residential – Medium Density' to 'Mixed Use Corridor – General' with site specific policies.

Text Change:

The text of the Official Plan of the City of Burlington, 1997, as amended, is hereby amended as follows:

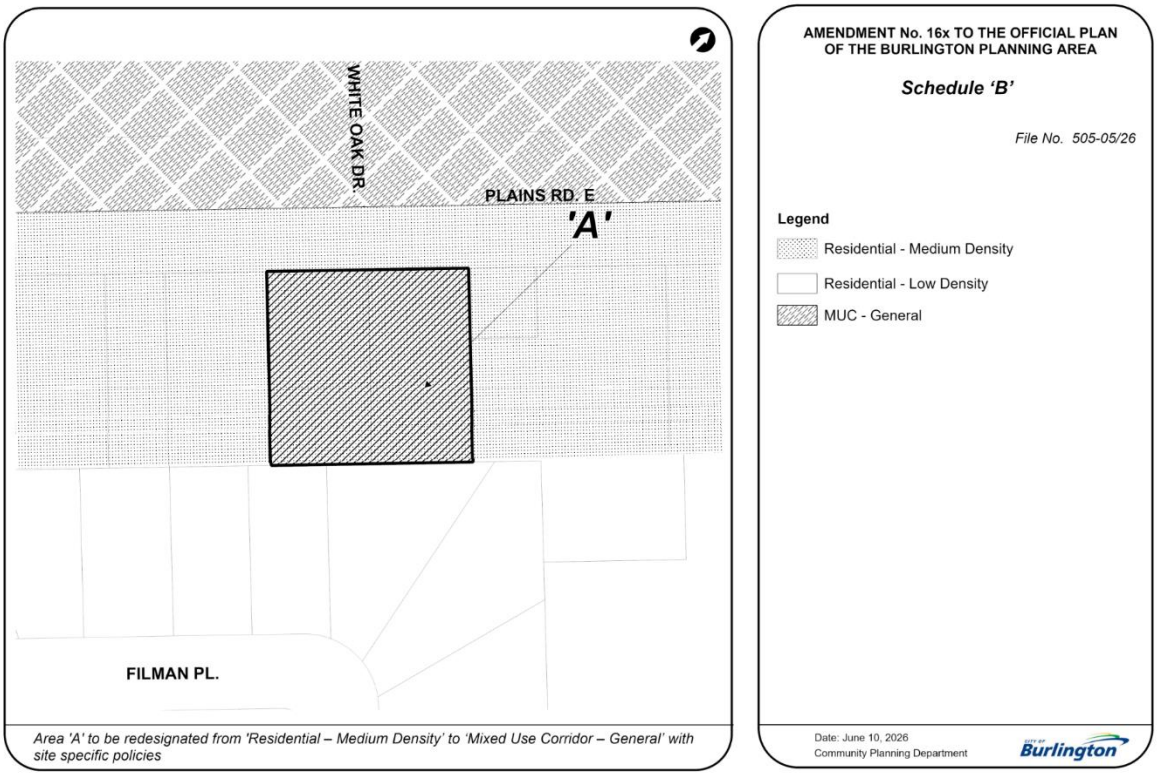
Insert the following site-specific policy at the end of Part III, Land Use Policies – Urban Planning Area, Section 5.3 Mixed Use Corridors – General, 5.3.2 General Policies:

198 and 206 Plains Road East	aj) Notwithstanding policies of Part III, Subsection 5.3.2 d) of this Plan, for the properties identified as 198 and 206 Plains Road East, the following policies *shall* apply: (i) a mixed use building consisting of residential and at-grade retail and *service commercial* uses *shall* be permitted; (ii) the maximum building height *shall* be seven storeys; (iii) the maximum *floor area ratio shall* be 2.4:1.

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 City of Burlington, 1997.

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 City of Burlington, 1997.

The Corporation of the City of Burlington

City of Burlington By-law 45-2026

A by-law to adopt Official Plan Amendment No. 9 to the Burlington Official Plan 2020 to set out a planning framework within the area identified as “King Road Community” and redesignate the lands at 1200 King Road in accordance with the Schedules to this amendment.

File: 505-03/26 DGM-28-26

Whereas the Council of the Corporate of the City of Burlington, in accordance with the provisions of Section 22 of the Planning Act, 1990, as amended, approved the recommendation in Development and Growth Management report DGM-28-26 at its meeting held on July 21, 2026;

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

1. That Amendment No. 9 to the Burlington Official Plan, 2020 (OPA 9) consisting of the attached amendment is hereby adopted.
2. That this By-law shall come into full force and take effect on the final day of passing thereof.

Enacted and passed this 21st day, of July, 2026.

Mayor Marianne Meed Ward _____

City Clerk Mike De Rond _____

OFFICIAL PLAN AMENDMENT

PROPOSED AMENDMENT NO. 9 TO THE OFFICIAL PLAN

OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

The Amendment contained in Part "B" of this document constitutes proposed Amendment No. 9 to the Official Plan of the City of Burlington, 2020 for the new community to be known as "The King Road Community". The lands governed by the Proposed Amendment are known for municipal purposes as 1200 King Road and are owned by a single owner. The site is presently vacant.

PART A – PREAMBLE

1 PURPOSE OF THE AMENDMENT

The purpose of this Official Plan Amendment (OPA) is to establish a planning framework for the development of The King Road as a complete, integrated, inclusive and cohesive urban village.

The effect of the proposed Amendment is to add new area-specific policies to the Burlington Official Plan, 2020 that will:

- Establish a community structure for the creation of an urban village within the City's urban boundaries, a community with a strong identity and character, an urban village that is a complete community where future Burlington residents can live, work, learn, shop and play informed by protected Natural Heritage features, with a new transportation and transit network;
- Establish the authorized land uses in the King Road Community to allow for a mix of residential, commercial, institutional, recreational, office and entertainment uses, subject to addressing key threshold issues;
- Provide policies relating to the manner in which the King Road Community will function as an integrated complete community including policies relating to infrastructure, transportation, public service facilities, parks, public space, housing, land use compatibility, natural heritage and hazards, education, recreation and entertainment;
- Outline requirements to be addressed through zoning, plan of subdivision or other means to ensure the creation of a complete community; and,
- Establish a set of implementation policies related to phasing and monitoring, among other things.

2. SITE AND LOCATION

The proposed amendment will govern 49 hectares of vacant land identified for municipal purposes as 1200 King Road.

The proposed amendment pertains to the lands at 1200 King Road with its boundaries defined by Highway 403 on the North, King Road on the East, CN Rail line and Rail Yard on the South and the Aldershot GO MTSA station and parking lot on the West. The site is illustrated in Attachment 1.

3. BASIS FOR THE AMENDMENT

The King Road site is currently vacant with a single owner. The site presents a unique opportunity to create an complete urban village inside the City's urban boundaries, a community with a strong identity and character, a complete community where future Burlington residents can live, work, learn, shop and play, a community with significant natural features; a community providing a high quality of life for residents, an exceptional home for employment and commercial enterprise. These goals are attainable as a result of the size, ownership, visible boundaries, transportation resources, separation from other residential areas, provincial government support and historical character.

On March 24, 2024, staff report L-27-24 Bill 162, Get It Done Act, 2024 Update, explained that Bill 162 reinstated modifications made by the Minister to the Region's Official Plan through the Minister's decision on ROPA 49. This included modifications to remove the Employment Area overlay from 1200 King Road, among other changes. The report included a link to the draft letter from the Mayor to the Minister of Municipal Affairs and Housing regarding support for ROPA 49 changes. Bill 162 received Royal Assent on May 16, 2024. The letter highlighted the following:

The City of Burlington will continue to work collaboratively with the ROPA 49 landowners and the public in advancing the City's interests on these lands. Priority will be given to achieving the City's community responsive growth management objectives and long-term community development goals related to achieving vibrant mixed-use neighbourhoods inclusive of the following elements as outlined in our May 25, 2023, letter:

- economic benefits including future employment targets that increase future property assessment growth.
- social benefits including affordable and attainable housing, public parks and greenspace and community facilities and amenities.
- environmental benefits including climate mitigation and adaption, natural heritage preservation and enhanced integrated mobility.

On April 2, 2024, staff report PL-29-24 Targeted realignment future growth areas – 1200 King Road, Bronte Creek Meadows and Bridgeview, addressed issues to be considered with newly converted employment areas and new urban areas resulting from Bill 162. This staff report noted that each area be treated appropriately given its status and context. The report noted that "…1200 King Road has an existing development application submitted to the existing Official Plan and Zoning By-law that is appealed to the Ontario Land Tribunal." The report noted further that staff were working closely with the landowners at the time and that their active participation was critical and that it presented a good opportunity to return to Council with timelines and approaches that were appropriate.

Working together through the two year pre-consultation process, City Staff and the Owner have developed a set of area-specific policies to establish the vision for King Road Community.

While currently considered designated growth area, King Road community cannot be considered lands *designated and available* for development in accordance with the PPS, 2024, as the Official Plan of the City sets out the requirement for detailed, site specific policies to address key issues related to land use planning. OPA 9 establishes a comprehensive framework to establish this area as a new *Local Node* within the Urban Structure of the City. Given the close proximity to the Aldershot GO Major Transit Station Area (MTSA), this *Local Node* is expected to accommodate significant population and employment growth and complement and support the City's identified MTSA. The policy sets a framework to guide the development of this emerging key destination as an emerging complete community with multiple community nodes with a wide range of housing, a mix of uses, critical major destinations all supported by multi-modal connections to the Aldershot GO MTSA including new complete streets and regional and local transit. OPA 9 provides a framework to guide building typology within King Road community, allowing for a range of heights and styles that respond to the opportunity for *transit-supportive* development while limiting built form impacts.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

1.1 Text Change:

The amendment includes a new section to be inserted into the text of the Burlington Official Plan 2020 as described in the following table.

Item No.	Section	Description of Change
1	8.8 Sub-Area Policies	Insert new section 8.8.3 King Road community, as provided in Attachment 2.
2	13 Definitions	Delete the definition in its entirety and replace with the following: **Major Trip Generator:** means origins and destinations with high population densities or concentrated activities which generate many trips (e.g., strategic growth areas, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, public service facilities, and other mixed-use areas)
3	13 Definitions	Add the following as a new definition: **Architectural Control:** means the approval of building permit plans to ensure that urban and/or architectural designs are consistent with applicable urban design/architectural guidelines and the applicable Urban Design Brief. Certification of building plans shall be prepared by a qualified architect at the expense of the owner prior to submission of application for building permits.

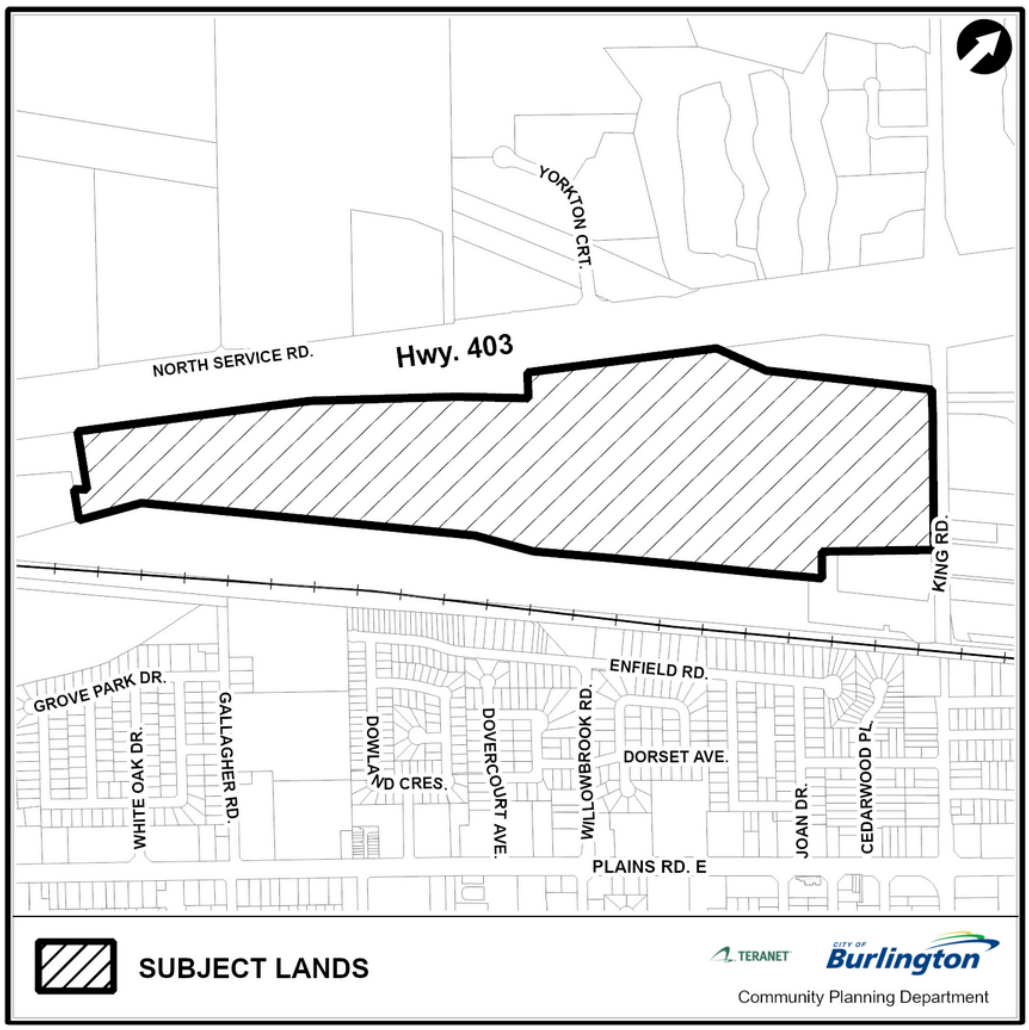
4	13 Definitions	Add the following as a new definition: **LOCAL NODE AND LOCAL INTENSIFICATION CORRIDOR** means a Strategic Growth Area identified by a Local Municipality in an approved Official Plan, which has a role in the accommodation of mixed-use intensification and/or employment intensification at a scale appropriate to the context.

1.2 Map Changes:

The amendment includes new mapping to be added to the schedules of the Burlington Official Plan, 2020, as described in the following table.

Item No.	Section	Description of Change
5	Schedules	Insert new schedule as follows: Schedule T: King Road Community, as provided in Attachment 3.
6	Schedules	Insert new schedule as follows: Schedule T-1: King Road Community Frequent Transit Corridors, as provided in Attachment 4.
7	Schedules	Insert new schedule as follows: Schedule T-2: King Road Community Maximum Building Heights, as provided in Attachment 5.

Attachment 1 to OPA 9- Subject Lands



Attachment 2 to OPA 9 –

King Road Community Area-Specific Policies

8.8.3 King Road Community

8.8.3 (1) Vision

The proposed amendment will govern 49 hectares of vacant land identified for municipal purposes as 1200 King Road.

1200 King Road is a unique site with clearly identified tangible boundaries consisting of Highway 403 on the North, King Road on the East, CN Rail line and Rail Yard on the South and the Aldershot GO MTSA station and parking lot on the West. The site is known as “King Road Community” and the future development of the community is illustrated in Attachment 1.

King Road represents a strategic transformation of underutilized land into a cohesive community that will be home to approximately 9,000 households and the King Road Community is designed to incorporate urban mixed-use village elements as a new *Local Node* within the City’s Urban Structure that is expected to accommodate signification population and employment growth.

Recognizing the long-term nature of such a transformation, the project is underpinned by comprehensive guidelines designed to preserve the integrity of the vision across all phases of development.

The natural environment of the King Road Community, including the protection and enhancement of the Natural Heritage System, urban forests, wetlands and watersheds, and the identification of hazards will lay the foundation for an urban village structure to emerge over time. The new structure will be organized into a set of nodes, each with its own vision and character as set out in this amendment, reliant on the introduction of a new transportation and public transit network throughout the entire community, connecting to the broader city network and achieving *multi-modal* access to the Aldershot GO MTSA. The goal is to achieve an attractive, vibrant, and active urban village community structured by a robust public realm and open space network.

Prioritizing flexibility, the plan envisions a *complete community* which is planned to be a dynamic mixed-use hub capable of adapting to future retail innovations and trends, a community recreation and entertainment centre, postsecondary education campus, and significant parks and natural features.

With an urban village character and a diversity of housing options, jobs and services available, this accessible community will be highly connected through walkable compact streets, linked open spaces, extensive trail and cycling networks, public transit and convenient transit. A network of new, *complete streets* will prioritize safe and convenient

walking and cycling connections for people of all ages and abilities, with traffic calming strategies incorporated by design. to set the tone of the urban village as safe and desirable. It will be a community where a wide spectrum of residents, from young families to downsizing retirees, can find a permanent sense of home in Burlington.

The built form structure of the King Road community will reinforce the different nodes, while providing for a distinct and varied skyline. The building bases are pedestrian scaled and are intended to frame public realm at the street level. A variety of built form typologies are provided throughout the community and will frame the structuring elements of the plan including the central park, streetscapes and natural heritage system. The strategic placement of tall buildings creates a distinct skyline while ensuring shadow impact on open spaces is minimized.

The resulting urban village will feel safe, warm and inviting, with a memorable identity and features that promote well-being, health and a strong sense of community.

8.8.3 (2) Objectives

The King Road community will be planned as a vibrant local and regional destination with a mix of uses in a complete community format supported by enhanced public transit connections that together achieve the following objectives:

a) To create a new mixed use *Local Node* to support population and *employment* growth in a key area in the City's overall urban structure to support and complement the adjacent Aldershot GO MTSA.

b) To develop the community as an urban village with a strong identity and character that will encourage cohesion, high-level community activity, smart use of streets and open space with components that function well together.

c) To create a complete, compact and environmentally *sustainable* urban village in accordance with the vision, with a mix of uses supported by high quality public transit and convenient *multi-modal* connections to the Aldershot GO MTSA.

d) To ensure that *development,* transportation and traffic features function as guided by the Urban Design Brief dated February 2026, as updated from time to time to contribute positively to a high quality of life in the village homes.

e) To provide a range of services and facilities that will satisfy health, education, social, religious, culture and recreation needs of the King Road community and adjacent neighbourhoods.

f) To include a mix of uses including *employment*, housing, *public service facilities*, parks, *recreation*, *entertainment*, *institutional* and commercial shops and services.

g) To plan for *transit-supportive* levels of population and employment to support existing and planned local and regional transit.

h) To ensure that streets in the residential nodes are calmed, complete and function as a positive addition to the quality of life of the residents. These roads will be designed to a maximum speed of 30km/h in order to support pedestrian safety and connections to open spaces and the public realm.

i) To minimize cut-through traffic for residential and park areas by appropriate street structure.

j) To ensure that pedestrians, cyclists, persons with disabilities, and children will feel safe on the streets, setting the tone of the community as safe and desirable.

k) To ensure that the roads and sidewalks function as positive influences on the quality of life of pedestrians and residents.

l) To provide a mixture of public and private open space that function to meet the needs of the high-density areas of the community;

m) To provide a range of housing types and tenure and meet a broad range of demographics and income levels including *affordable housing*.

n) To create a balanced community with a variety of local jobs and live/work opportunities for residents.

o) To create a built environment that achieves walkability, high-quality public spaces and design excellence.

p) To establish opportunities for a range of building typologies and heights including variety of buildings and densities subject to criteria.

q) To establish a safe, balanced and connected fine grain *multi-modal* transportation network.

r) To establish a new frequent transit corridor to connect the King Road community to the Aldershot GO MTSA and other parts of the city.

s) To plan for land uses and building forms which are *compatible* with the surrounding area and achieve sensitive integration with existing areas.

t) To create new parks, trails, *public and private realm* and open spaces.

u) To ensure the protection and enhancement of the Natural Heritage System;

v) To protect life and property from natural hazards.

w) To ensure the conservation of *cultural heritage* and *archaeological resources*.

x) To mitigate *adverse effects* to *sensitive land uses* from human-made hazards and environmental land use compatibility concerns such as noise, vibration, odour, dust and air pollution.

y) To phase development in a manner that optimizes the use of existing and new

infrastructure to support growth in a compact, efficient form.

8.8.3 (3) General Policies

a) Section 8.8.3 *shall* only apply to those lands shown on Schedule T: King Road community, of this Plan, and all policies in Section 8.8.3 are to be read in conjunction with the policies of this Plan. In the event of a conflict, the more specific policies *shall* apply.

b) *Development shall* conform to the overall vision for the King Road community and support the achievement of the vision, objectives and policies of the applicable community node.

c) The King Road Community policies *shall* plan to accommodate growth to 2051 and beyond, including approximately 9000 units and a minimum of 1500 jobs on a site wide basis. This plan includes an aspirational goal of 3,000 new jobs. Minor variations to these targets *shall* not require an Official Plan Amendment.

d) The King Road Community *shall* accommodate a minimum of approximately 5% of all residential units to be new *affordable housing* units, guided by an appropriate implementation mechanism approved by the *City*.

e) *Public service facilities* and *institutional uses shall* be permitted in all nodes identified on Schedule T: The King Road Community, of this Plan.

f) Public/private partnerships for the purpose of providing *public service facilities* are *encouraged*.

g) *Affordable Housing shall* be permitted and *encouraged* to locate in all nodes.

h) *Additional needs housing* is *encouraged* where residential uses are permitted.

i) *Accessory drive-throughs shall* be prohibited.

j) Notwithstanding 8.8.3 (3) i), the Zoning By-law *shall* establish standards for *accessory drive-throughs* to be permitted on a limited and interim basis within the Mixed Use Node to address the following criteria to the satisfaction of the *City*:

    i) the proposed *development* ensures *compatibility* by appropriately separating and mitigating potential adverse impacts of the *accessory drive-through* in relation to residential uses and other sensitive land uses within, and adjacent to, the proposed *development*;

    ii) the *accessory drive-through* will not impede current or future opportunities for intensification, including the development of sensitive land uses, on or adjacent to the site; and,

iii) the *accessory drive-through* does not conflict with the objectives and policies of the mixed use node, activated streets as per 8.8.3 (3) l) and design policies of this Plan, to limit conflicts and ensure pedestrian safety.

k) *Development* within The King Road Community *shall* implement a comprehensive network of open space, trails and *multi-modal* connections, subject to the confirmation of constraints as illustrated on Schedule T: The King Road Community.

l) The Natural Heritage System and/or hazard as identified on Schedule T: The King Road Community of this Plan, *shall* be zoned appropriately. Upon acceptance of an EIA by the *City*, if the City's Natural Heritage System extent is refined to exclude all or part of the Existing Natural Heritage System as shown on Schedule T, the portion located within the respective conceptual Community Node shown on Schedule T *shall* be designated to form part of that Community Node, without amendment to this Plan.

m) The boundaries of the Existing Natural Heritage System as shown on Schedule T *may* be refined without amendment to this Plan, through the City's acceptance of an Environmental Impact Assessment prepared in accordance with the policies of the Burlington Regional Official Plan or similar study based on terms of reference accepted by the *City*.

n) Along street segments identified as an Activated Street Frontage on Schedule T: The King Road Community, of this Plan, retail, *service commercial*, *institutional uses*, *entertainment uses*, *recreation uses*, *public service facilities* and *office* uses *should* be provided along the majority of the buildings main wall at-grade in buildings having frontage onto public streets. *Primary Public Entrances shall* be permitted at grade in conjunction with other permitted uses. In addition, other active uses such as ground related residential units, lobbies, amenity uses, etc. *shall* also be permitted when coupled with other non-residential uses to make up the majority of the building's main wall at-grade along the street.

o) *Development shall* comply with all applicable policies of this Plan and be guided by the Urban Design Brief dated February 2026, as updated from time to time. Changes and updates to the Urban Design Brief initiated by the owner can occur through *development application* to allow for the plan to evolve over time. Changes and updates to the Urban Design Brief are subject to approval by the Director of Community Planning. The City *may* require *architectural control* to be put in place by the owner to ensure consistency with the Urban Design Brief.

8.8.3 (3.1) Building Height Policies

The King Road Community will include a variety of building heights that align with the community's vision as a mixed use, transit-supportive community with connections to Aldershot GO MTSA.

a) Building heights are identified on Schedule T-2, The King Road Community Maximum Building Heights and subject to the following:

   i) Meeting the vision and objectives contained in Policies 8.8.3(1) and 8.8.3(2) of this Plan.

   ii) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.

   iii) The consideration of the following items along with the policies in 12.1.2(1) of this Plan, where applicable *shall* be required to accompany any *development applications* that propose buildings taller than 11 storeys in height, to the satisfaction of the *City*:

      a. Shadow impact study for the block proposed;

      b. Pedestrian wind impact study for the block proposed;

      c. Confirmation that the proposed central park has been secured;

      d. Demonstration that the King Road Community will achieve the minimum 1,500 jobs as set out in 8.8.3 (3) c), across the entirety of the Community;

      e. Confirmation that the affordable housing units, as required in Policy 8.8.3(3) d) have been secured across the entirety of the Community;

      f. Confirmation that a significant *institutional* or *public service facility*, including but not limited to a post secondary institution use *shall* be the principle use in the Campus Node as per section 8.8.3 (5.1.2) b), unless otherwise permitted in accordance with 8.8.3 (5.1.2.) e).

      g. Confirmation that significant *entertainment* use, such as a sports arena, with an event plaza will be located in the Entertainment Node as per section 8.8.3 (5.3.2) b), unless otherwise permitted in accordance with 8.8.3 (5.3.2) f).

      h. Providing a variety of building heights on a block by block basis,

generally in accordance with the Urban Design Brief dated February 2026, as updated from time to time.

iv) The consideration of the following items along with the policies in 12.1.2(1) of this Plan, where applicable, *shall* be required to accompany any *development applications* that propose buildings taller than 30 storeys in height, to the satisfaction of the *City*:

a. Submission of the items in 8.8.3(3.1) a) i), ii), and iii);

b. The inclusion of one or more voluntary elements of the Sustainable Building and Development Guidelines; and,

c. Where residential uses are proposed, either the inclusion of rental units or the inclusion of larger units of 2-bedroom or 3-bedroom.

8.8.3 (4) Community Structure

The King Road Community structure is made up of both natural and planned systems which define the areas for growth and change. This community structure is informed by policies of this section and the Official Plan, which lay the foundation for a future *complete community*. Systems will link the nodes to create an integrated community. The existing and planned systems that contribute to The King Road Community Structure include the following:

- **Natural Heritage System** – The layout of community nodes and future *development* blocks is driven by the defined Natural Heritage System. Neighbourhood design will support the maintenance and enhancement of natural features and functions and a continuous natural open space system, where appropriate.

- **Infrastructure and Mobility Network** – This system is comprised of existing and planned *infrastructure*, utility and mobility elements. The future mobility network in The King Road Community will provide enhanced mobility and connections to the broader city network. The creation of community nodes is informed by a new key arterial street, identified as Street A on Schedule T of this Plan, connecting King Road to Alayne Bryk Way and will be further sub-divided by future local *complete streets* and trail connections to create a fine network of *multi-modal* connections and future development blocks. Enhanced *active transportation,* public transit service and *multi-modal* transportation connections, including infrastructure and transit investments, will support community connectivity between the King Road Community and adjacent neighborhoods such as the Aldershot GO Major Transit Station Area, as well as to the Aldershot

GO Station and the rest of the city.

- **Parks and Public Service Facilities** –The King Road Community will include a network of new *public service facilities*, *public realm* and parks that will serve the new community, as well as surrounding neighbourhoods. These important *complete community* elements will be connected to each other, where possible, to create synergies of uses to serve the public, enhance accessibility and create vibrancy, as well as complement and reinforce the Natural Heritage System and Infrastructure and Mobility Network. The vision for the King Road Community includes a series of open spaces including a two hectare, central public park.

8.8.3 (5) Community Nodes

The King Road Community is made up of a series of general community nodes which will further be refined through the completion of ongoing technical work and *development applications*. Each community node has its own vision, as set out below, and will evolve into a neighbourhood with its own distinct attributes and character. A new *infrastructure* and mobility network for the Village will connect the nodes to support a *complete integrated community* that allows people to move around the neighbourhoods and access a wide range of amenities, services, housing, jobs and public transit.

Schedule T: The King Road Community, of this Plan, identifies the general location of each node. The location of each node is conceptual in nature. Community Node boundaries will be confirmed through final detail road design as well as confirmation of the extent of the Natural Heritage System, the extent of regulated areas and other constraints mapping, without the need for an Official Plan Amendment.

8.8.3 (5.1) Campus Node

8.8.3 (5.1.1) Vision

The Campus Node is generally located on the western side of the King Road Community, west of Falcon Creek, south of HWY 403 and north of the proposed street “A” as shown on Schedule T: The King Road Community. The boundaries of this node will be defined by the Natural Heritage System in this area. This node is envisioned to be a focus for institutional uses such as a post-secondary use and supported by retail, service commercial, as well as community and open space, to support the creation of jobs and access to education, with shops and services for employees and visitors.

8.8.3 (5.1.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Campus Node in section 8.8.3 (5.1) of this Plan and the overall King Road Community.

b) Significant *institutional or public service facility,* including but not limited to a post-secondary use *shall* be the principle use in the Campus Node.

c) The following uses *may* be permitted in the Campus Node:

i) institutional uses;

ii) *office* uses, including research and development;

iii) public service facilities;

iv) retail and *service commercial* uses, excluding *automotive commercial uses*;

v) *recreational uses*;

vi) entertainment uses;

vii) *additional needs housing*; and,

viii) residential uses with the exception of single-detached dwellings; semi-detached dwellings; and standalone townhouses such as street townhouses, stacked townhouses and back-to-back townhouses.

d) Residential uses contemplated in 8.8.3 (5.1.2) c) viii) *may* only be permitted on a lot in conjunction with an *institutional* use.

e) Where the Campus Node lands are re-envisioned and/or do not incorporate a significant *institutional* or *public service facility* as per 8.8.3 (5.1.2) b), an amendment to this Plan *shall* be required. In such cases, *development shall* deliver a comparable community asset of a similar scale and function, to the satisfaction of the *City*.

8.8.3 (5.2) Residential Nodes

8.8.3 (5.2.1) Vision

The Residential Node is located in two areas of the King Road Community. The first is

generally located in the middle of the King Road Community, east of Falcon Creek, west of proposed street ‘D’, south of HWY 403 and north of the proposed street ‘A’ as shown on Schedule T: The King Road Community, of this Plan. The second is located in the west side of the site, south of the proposed street ‘A’ as shown on Schedule T of this Plan. This node is envisioned to be new neighbourhood area, providing a range of housing types with complementary community facilities, public spaces and parks. The vision for this residential node is to include a large two hectare, central public park.

8.8.3 (5.2.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Residential Node in section 8.8.3 (5.2) of this Plan and the overall King Road Community.

b) One large public park *shall* be required as shown on Schedule T as part of *development* in the Residential Node.

c) The following uses *may* be permitted in the Residential Node:

   i) residential uses, including single-detached dwellings, semi-detached dwellings, and standalone townhouses such as street townhouses, stacked townhouses and back-to-back townhouses;

   ii) *additional residential units*, subject to the policies of Subsection 8.7.2 of this Plan;

   iii) *Additional needs housing;*

   iv) *public service facilities;*

   v) *institutional uses;*

   vi) *office; and,*

   vii) retail and *service commercial* uses, excluding *automotive commercial uses*.

d) Notwithstanding 8.8.3 (5.2.2) c) i), a limited number of single-detached dwellings, semi-detached dwellings or standalone townhouses, including street townhouses, stacked townhouses and back-to-back townhouses *may* be permitted in the Residential Node where it is demonstrated that the proposal does not compromise the overall vision of the King Road Community being a vibrant mixed-use, transit-supportive, *complete community* inclusive of social, environmental and economic benefits. It is acknowledged that such housing

contributes to the mix of housing proposed for the urban village.

e) *Additional residential units* are *encouraged* to be built within any single-detached dwellings, semi-detached dwellings or standalone townhouses that may be built.

f) In order to facilitate *additional residential units*, the Zoning By-law *shall* identify minimum side-yard setbacks for single and semi-detached dwellings, and street townhouses residential lots that allow sufficient space for the provision of side entrance doors through initial construction or potential future renovation.

8.8.3 (5.3) Entertainment Node

8.8.3 (5.3.1) Vision

The Entertainment Node is generally located south of proposed street ‘A’ as shown on Schedule T of this Plan and west of Indian Creek. This node is envisioned to develop into a key destination and be a focus for entertainment uses such as a sports arena and event plaza, supported by retail, *service commercial* and hotel space. Together, this mix of uses will help develop this node into a unique destination and *major trip generator* within the local and larger community that is easily accessible by public transit. This Entertainment Node will help promote tourism, economic development and competitiveness, as well as the development of a *complete community*.

8.8.3 (5.3.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Entertainment Node in section 8.8.3 (5.3) of this Plan and the overall The King Road Community.

b) A significant *entertainment* use, such as a sports arena with an event plaza *shall* be the principle use in the Entertainment Node.

c) The following uses *may* be permitted in the Entertainment Node:

   i) *Entertainment uses*;
   ii) Hotel uses;
   iii) Retail and *service commercial* uses, excluding *automotive commercial uses*;
   iv) *Office*;
   v) *Recreation* uses;
   vi) residential uses with the exception of single-detached dwellings; semi-detached dwellings, and standalone townhouses such as street

townhouses, stacked townhouses and back-to-back townhouses;

vii) *Public service facilities*; and,

viii) *Institutional* uses.

d) Residential uses contemplated in 8.8.3 (5.3.2) c) vi) *may* only be permitted where they are co-located with a hotel use.

e) Retail, *service commercial,* residential, and hotel uses *shall* not be permitted until one or more of the other permitted uses listed in section 8.8.3 (5.3.2) c) have been developed or has been proposed in conjunction with another permitted use.

f) Where the Entertainment Node lands are re-envisioned and/or do not incorporate a significant *entertainment* use such as a sports arena with an event plaza as per 8.8.3 (5.3.2) b), an amendment to this Plan *shall* be required. In such cases, development *shall* deliver a comparable public asset informed by the City's Live and Play Plan, to the satisfaction of the *City*.

8.8.3 (5.4) Mixed Use Node

8.8.3 (5.4.1) Vision

The Mixed Use Node is generally located on the eastern side of the King Road Community, east of proposed street 'D' and on the north and south sides of proposed street 'A' (where located east of Indian Creek) as shown on Schedule T: The King Road Community, of this Plan. This node is envisioned to be a key area for *intensification* to accommodate residential and *employment* growth. This node will focus on a diversity of housing types and the creation of mixed-use buildings with residential units, shops,
offices and daily/weekly needs, including a centrally located retail square. This node will serve as a community hub with a concentration of community services, amenities and *public service facilities*, transit, public spaces and active transportation connections, including a pedestrian connection/bridge over Indian Creek.

8.8.3 (5.4.2) Policies

a) *Development shall* demonstrate how the proposal addresses the vision and policies of the Mixed Use Node in section 8.8.3 (5.4) of this Plan and the overall The King Road Community.

b) A retail square *shall* be required as part of *development* in the Mixed Use Node to support and activate the proposed trail across the King Road Community as

shown on Schedule T: The King Road Community, of this Plan.

c) The following uses *may* be permitted in the Mixed Use Node:

   i) residential uses with the exception of single-detached dwellings; semi-detached dwellings, and standalone townhouses such as street townhouses, stacked townhouses and back-to-back townhouses;
   ii) hotel uses;
   iii) retail and *service commercial* uses, excluding *automotive commercial uses*;;
   iv) *office*;
   v) *entertainment* uses;
   vi) *recreation* uses;
   vii) public service facilities;
   viii) Institutional uses*;* and*,*
   ix) *additional needs housing*.

d) Residential uses contemplated in 8.8.3 (5.4.2) c) *shall* not be permitted until one or more of the other permitted uses listed in section 8.8.3 (5.4.2) c) have been developed on the same block or has been proposed in conjunction with another permitted use.

e) The Zoning By-law *shall* establish a maximum floor area and a maximum floor area at grade per individual retail and *service commercial* unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in the Mixed Use Node.

8.8.3 (6) Infrastructure

To support *development* within the King Road Community, the comprehensive study of planning, phasing and financing of *infrastructure* in an integrated manner must be prioritized. Planning for *infrastructure* is undertaken by the Region of Halton and various partner agencies and organizations with information provided by the *City*. Collaboration is necessary to ensure that there are services in place to support new population and *employment* uses as growth occurs.

Accommodating growth in this new community will require investment in the *multi-modal* transportation network to ensure that people of all ages and abilities have a

variety of travel options, and that connections are made to the Aldershot GO MTSA. *Transportation facilities* will be planned and designed as a *multi-modal* transportation network to be safe, accessible, and balanced to prioritize *active transportation* and transit. The *multi-modal* network of *complete street*s will be designed based on the safe integration of all *modes* of travel.

a) *Infrastructure shall* be delivered in accordance with Chapter 6 of this Plan.

b) Existing and proposed overhead *utilities should* be buried, where feasible, within the King Road Community and, where feasible, the integration, combining and grouping of *utilities* is *encouraged* at the time of *development* at the cost of the proponent.

c) Street design and rights of way *shall* be guided by Section 3 of the Urban Design Brief dated February 2026, as updated from time to time. *Complete streets* will be designed to prioritize pedestrians, cyclists and transit, using traffic calming strategies such as slower speeds and mid-block connections to ensure safety and enhance the overall accessibility of the area.

d) New local streets including streets A, B, C, D and E as shown on Schedule T *shall* be owned and maintained by the *City*.

e) Notwithstanding Table 2: Public Right of Way Widths, the public street rights-of-way identified as Street “A” as shown on Schedule T: King Road Community, of this Plan, of this Plan, *shall* have a width of 35 metres and be protected and secured through the processing of a *development application*. Reductions to the public right-of-way allowance widths, without the need for an Official Plan Amendment, *may* be considered provided the proponent demonstrates that City’s objectives to achieve complete streets standards, including but not limited to all mobility, transit, *utility,* maintenance and design needs such as street trees, have been addressed to the satisfaction of the *City*.

f) Street B identified on Schedule T: The King Road Community, of this Plan, *shall* have a width of 24 metres and be protected and secured through the processing of a *development application*. The design of the segment of Street B west of proposed Street D will include design approaches to support pedestrian safety and connections from neighbourhoods to open spaces and the public realm. Reductions to the public right-of-way allowance widths, without the need for an Official Plan Amendment *may* be considered provided the proponent demonstrates that City’s objectives to achieve complete streets standards, including but not limited to all mobility, transit, *utility,* maintenance and design

needs such as street trees, have been addressed to the satisfaction of the *City*. In addition, this segment of street is to be designed to reinforce Street A as being the primary route to the GO station.

g) Streets C, D and E identified on Schedule T: The King Road Community, of this Plan, and any new public local streets not identified on Schedule T *shall* have a right-of-way width of 18 metres.

h) Modifications to the classification, location, and alignment of proposed streets shown on Schedule T: The King Road Community, of this Plan, *may* be permitted without amendment to this Plan provided that such modifications continue to meet the objective of delivering *active transportation* connections and City design standards are approved by the City and positive impacts on adjacent planned residential buildings.

8.8.3 (6.1) The King Road Community Long-Term Frequent Transit Corridors

a) The *City shall* implement transit corridors in accordance with Schedule T-1 of this Plan as part of the broader Frequent Transit Corridor network of the *City* as shown in Schedule B-2 of this Plan.

b) The *City shall* incorporate Schedule T-1 through updates to Schedule B-1: Growth Framework, of this Plan, through a future process.

c) The *City shall* plan for and implement additional transit routes and increased frequency to support population and employment growth in The King Road Community and to enhance connections to the Aldershot GO Station and other areas of the City.

8.8.3 (6.2) Trail System

a) Trails within or adjacent to the Natural Heritage System, including additional trails west of street “B”, will be *encouraged* in accordance with Section 118 (6) of the ROP. Trails *should* be planned to avoid *Key Natural Features* unless supported by an Environmental Impact Assessment accepted by the *City*.

b) Proposed Trail connections *shall* be provided generally in accordance with Schedule T: The King Road Community, of this Plan, as refined through an Environmental Impact Assessment or equivalent which is approved by the *City* in consultation with partner *public authorities*.

c) Proposed trails, conceptually shown on Schedule T: The King Road Community, of this Plan, *shall* be planned to facilitate direct connections within, outside of the King Road Community, to the Aldershot GO MTSA and provide recreational opportunities in accordance Section 6.2.4 and Schedule Q: Trails Strategy, of this Plan.

8.8.3 (7) Implementation and Phasing

a) Prior to the development of any lands identified as “The King Road Community” on Schedule T of this Plan, the construction of the proposed east-west street from King Road to Alayne Bryk Way shown as Street A on Schedule T: The King Road Community of this Plan from the proposed *development* to the Aldershot GO station *shall* be required.

b) Limited *development* within the three (3) blocks fronting onto King Road *may* occur prior to the construction of the entire extent of Street A where the development does not create an unacceptable impact to the existing transportation system and the operation of the surrounding streets, to the satisfaction of the *City*. *Development may* also proceed concurrently with the construction of Street A.

c) In addition to 8.8.3 (7) b), the *development* of the remaining block east of Indian Creek *may* proceed prior to the construction of Street A as described in 8.8.3 (7) a), subject to addressing the following criteria to the satisfaction of the *City*:

    i) The required street network to support development east of Indian Creek has been secured, including portions of Street A, B and E;

    ii) Detailed design of Street A has been approved;

    iii) Any required on and off site improvements identified in the accepted Transportation Impact Study and Transportation Demand Management Report for the entire site are secured through appropriate agreements and funding mechanisms; and,

    iv) Provide a Transportation Impact Study to reflect the entire phase of development east of Indian Creek.

d) In consultation with the *City*, Halton Region and relevant utility providers, d*evelopment shall* be phased and coordinated with provision of *infrastructure*, as

well as transportation network and intersection design and improvements in accordance with Section 8.8.3 (6) of this Plan.

e) The timing of *development* will be subject to the availability of required *infrastructure* including transportation, transit, *municipal sewage and water*, parks and *public service facilities,* in accordance with the policies of this Plan.

f) Phased development of any lands in the King Road Community as shown on Schedule T: The King Road Community, of this Plan, *shall* only be permitted once conformity to policy 77 (5) of the Burlington Regional Official Plan (BROP) is demonstrated to the satisfaction of the *City*:

i) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands;

ii) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes;

iii) location, types and density of residential and employment lands that contribute to creating healthy communities through:
    a. urban design;
    b. diversity of land uses;
    c. appropriate mix and densities of housing;
    d. provision of local parks and open space;
    e. strengthening live-work relationship through a proper balance of residential and employment land uses; and,
    f. promoting active transportation and public transit use;

iv) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines;

v) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services;

vi) development phasing;

vii) storm water management or, if the scale of development justifies, a Sub-watershed Study as per Section 145(9) of the BROP;

viii) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study. Completion of technical work to the satisfaction of city staff will address the ultimate location and definition of features such as buffers;

ix) an Air Quality Impact Assessment based on guidelines under Section 143(2.1) of the BROP;

x) water and wastewater servicing plans;

xi) provision of utilities;

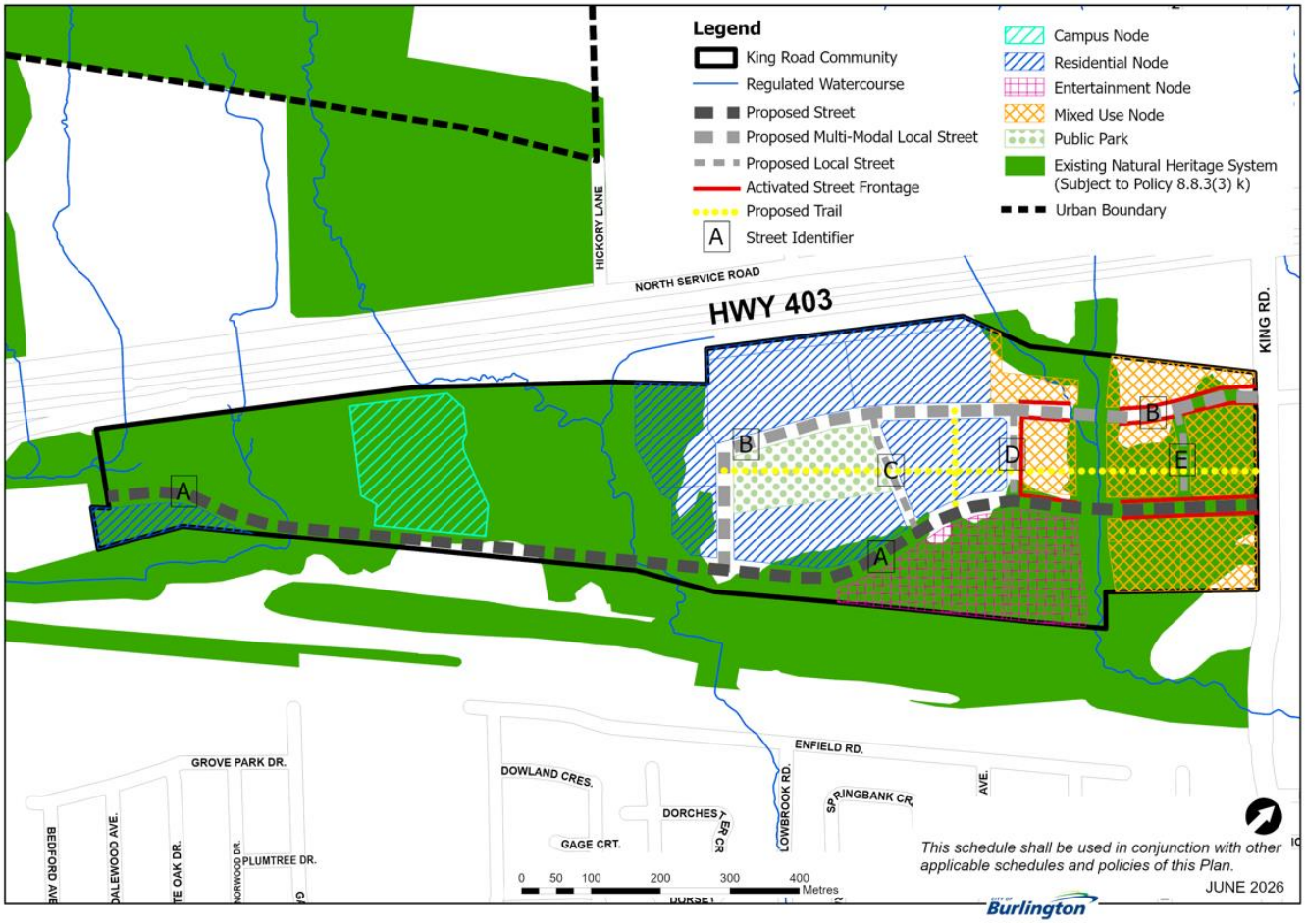
xii) a fiscal impact analysis; and,

xiii) a community infrastructure plan, based on Ministry of the Environment guidelines and informed by the City's Live and Play Plan, describing where, how and when public services for health, education, recreation, socio-cultural activities, safety and security and Affordable Housing will be provided to serve the community.

g) The *City shall* require that future *development applications* be supported by a The King Road Community Monitoring Report to describe development activity related to residential uses and the monitoring of the achievement of the population and employment capacity targets and *affordable housing* targets established in section 8.8.3 (3) of this Plan and any other relevant *City* housing targets.

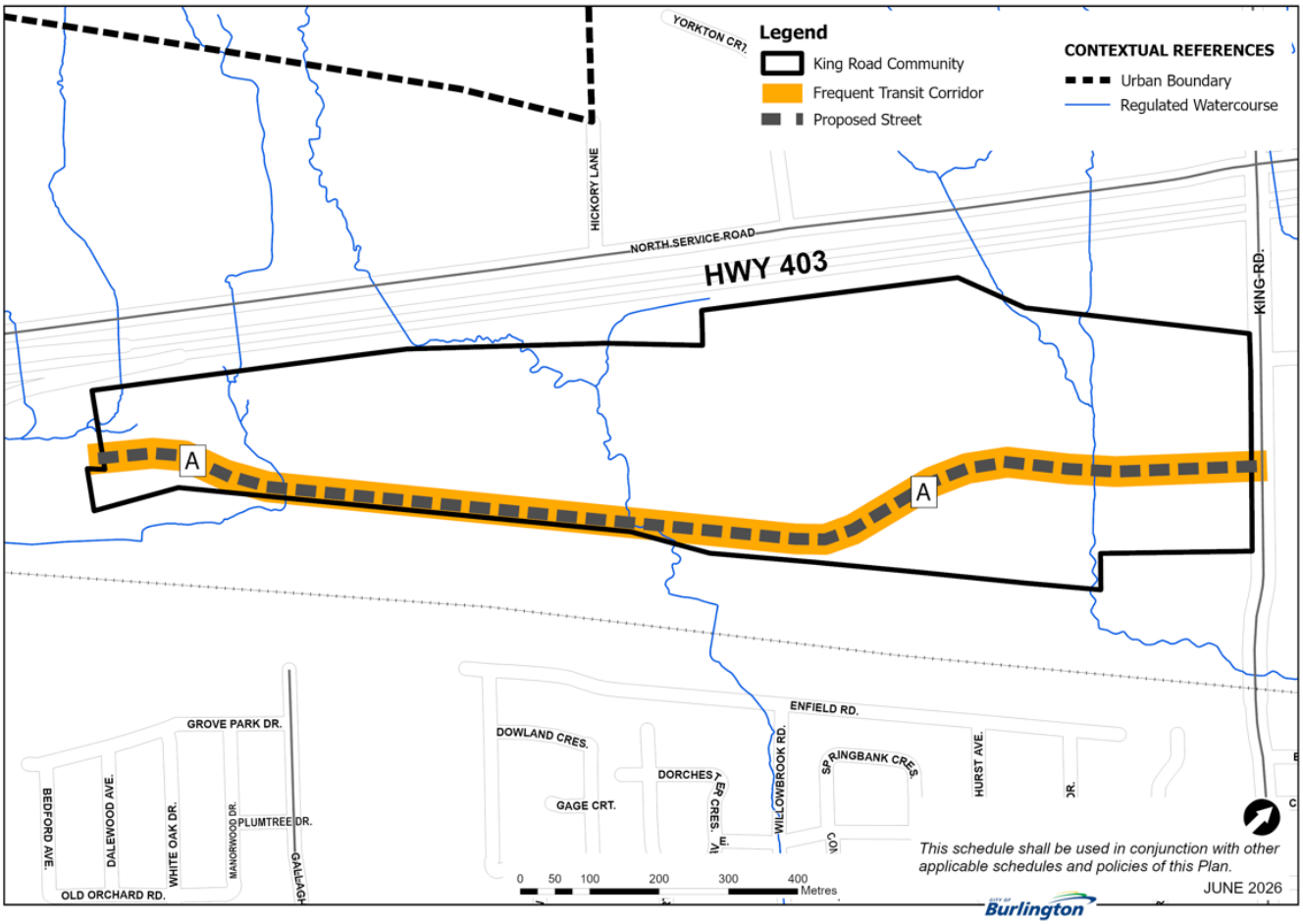
Attachment 3 to OPA 9 – The King Road Community Schedule T

SCHEDULE T
King Road Community
City of Burlington



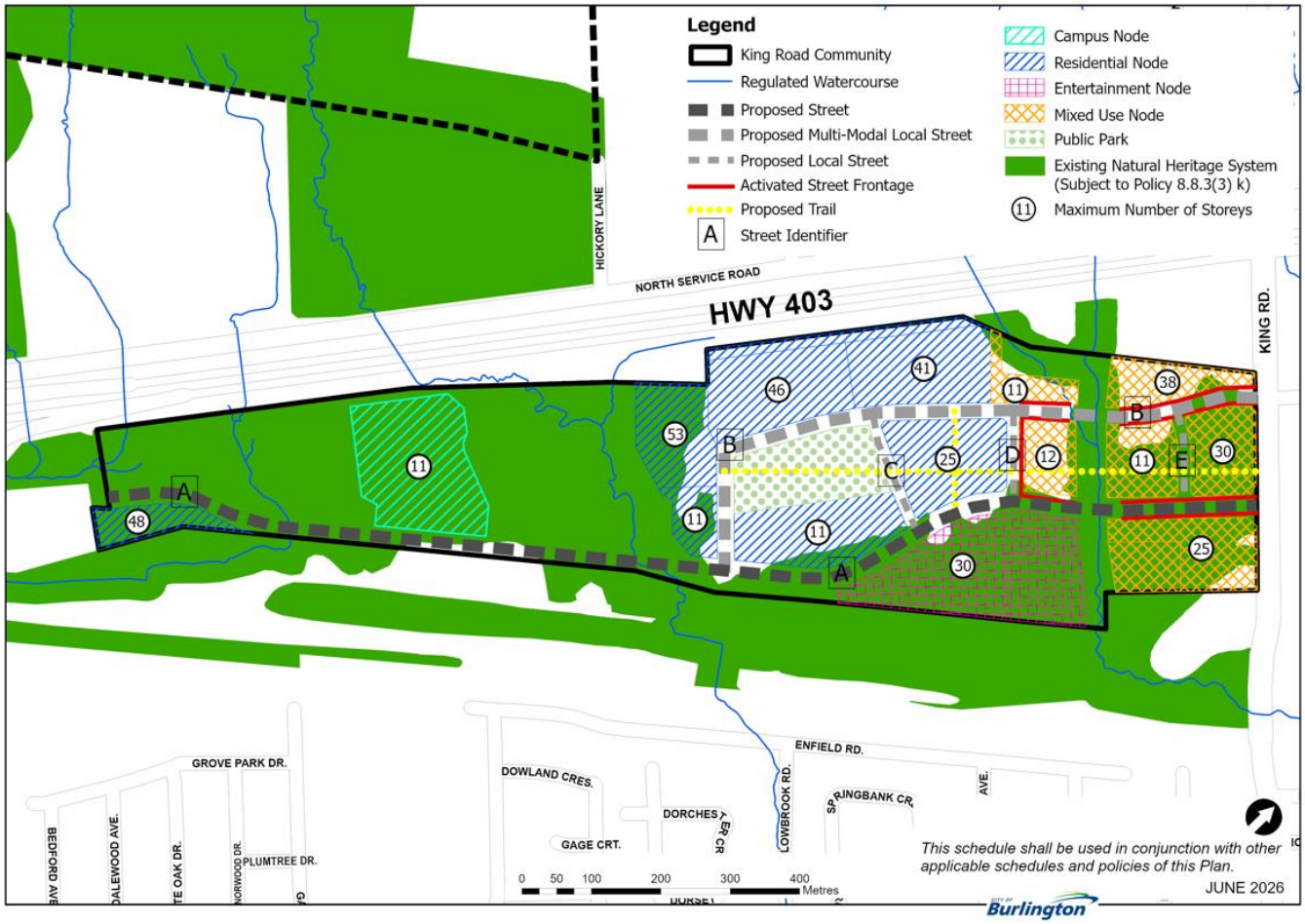
Attachment 4 to OPA 9 – The King Road Community Schedule T-1

SCHEDULE T-1
King Road Community: Frequent Transit Corridors
City of Burlington



Attachment 5 to OPA 9 – The King Road Community Schedule T-2

SCHEDULE T-2: Building Heights
King Road Community
City of Burlington



The Corporation of the City of Burlington

City of Burlington By-law 46-2026

A by-law to amend By-law 86-2007, as amended, being a by-law for the regulation of traffic.
File:

Whereas pursuant to subsection 27 (1) of the Municipal Act, 2001, S.O. 2001, c. 25, a municipality may pass by-laws in respect of a highway only if it has jurisdiction over the highway;

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

1. Schedule 1 of By-law 86-2007, as amended, (Section 12 (1) – Through Highways – Stop) is amended by removing the following line items in alphabetical order:

Palladium Way	West limit of Appleby Line	Westerly Terminus
Thomas Alton Blvd.	East limit of Columbus Drive	West limit of Appleby Line
Thomas Alton Blvd.	East limit of Rotary Way	West Limit of Tim Dobbie Drive
Thomas Alton Blvd.	East limit of Tim Dobbie Drive	West limit of Jenn Avenue
Thomas Alton Blvd.	East limit of Jenn Avenue	West limit of Hopkins Drive
Thomas Alton Blvd.	East limit of Walkers Line	West limit of Appleby Line
Thomas Alton Blvd	West limit of Ferguson Drive	East limit of Hopkins Drive
Thomas Alton Blvd	East limit of Columbus Drive	West limit of Ferguson Drive
Thomas Alton Blvd	West limit of Columbus Drive	East limit of Ferguson Drive

2. Schedule 1 of By-law 86-2007, as amended, (Section 12 (1) – Through Highways – Stop) is amended by adding the following line items in alphabetical order:

Desmond Drive	North limit of Folkway Drive	West limit of Vista Drive
Guernsey Lane	North limit of Lodi Road	South limit of Leonardo Street

Keith Close	South limit of Philip Street	Southern terminus
Leonardo Street	East limit of Lula Road	West limit of Guernsey Lane
Lula Road	North limit of Koenig Road	South limit of Thomas Alton Boulevard
Mead Crescent	South limit of Desmond Drive	West limit of Vista Drive
Michelangelo Road	North limit of Lodi Road	South limit of Leonardo Street
Owen Lane	South limit of Folkway Drive	West limit of Keith Close
Palladium Way	West limit of Appleby Line	East limit of Walkers Line
Philip Street	East limit of Owen Lane	West limit of Kevin Crescent
Shoreacres Place	East limit of Shoreacres Road	West limit of Goodram Drive
Thomas Alton Boulevard	East limit of Columbus Drive	West limit of Appleby Line
Thomas Alton Boulevard	East limit of Doug Wright Drive/Ferguson Drive	West limit of Columbus Drive
Thomas Alton Boulevard	East limit of Foundation Gate/Jenn Avenue	West limit of Hopkins Drive
Thomas Alton Boulevard	East limit of Hopkins Drive	West limit of Doug Wright Drive/Ferguson Drive
Thomas Alton Boulevard	East limit of Lula Road	West limit of Everila Road
Thomas Alton Boulevard	East limit of Settlement Court/Rotary Way	West limit of Tim Dobbie Drive
Thomas Alton Boulevard	East limit of Tim Dobbie Drive	West limit of Foundation Gate/Jenn Avenue
Thomas Alton Boulevard	East limit of Walkers Line	West limit of Settlement Court/Rotary Way
Vista Drive	North limit of Folkway Drive (west intersection)	North limit of Folkway Drive (east intersection)

3. Schedule 2 of By-law 86-2007, as amended, (Section 12 (2) – Intersections – Stop Signs) is amended by removing the following line items in alphabetical order:

Columbus Drive and Thomas Alton Blvd.	Eastbound	Columbus Drive
Ferguson Drive and Thomas Alton Blvd.	Northbound	Ferguson Drive
Rotary Way and Thomas Alton Blvd.	Northbound	Rotary Way
Settlement Court and Thomas Alton Blvd.	Southbound	Settlement Court
Thomas Alton Blvd and Rotary Way	Eastbound and westbound	Thomas Alton Blvd.
Thomas Alton Blvd. and Jenn Avenue	Eastbound and westbound	Thomas Alton Blvd.

4. Schedule 2 of By-law 86-2007, as amended, (Section 12 (2) – Intersections – Stop Signs) is amended by adding the following line items in alphabetical order:

Columbus Drive and Thomas Alton Boulevard	Northbound	Columbus Drive
Doug Wright Drive/Ferguson Drive and Thomas Alton Boulevard	Northbound and Southbound	Doug Wright Drive/Ferguson Drive
Everila Road and Thomas Alton Boulevard	Southbound	Everila Road
Everila Road and Tufgar Crescent	Northbound	Everila Road
Foundation Gate/Jenn Avenue and Thomas Alton Boulevard	Northbound and Southbound	Foundation Gate/Jenn Avenue
Guernsey Lane and Leonardo Street	Northbound	Guernsey Lane
Guernsey Lane and Lodi Road	Southbound	Guernsey Lane

Hopkins Drive and Thomas Alton Boulevard	Northbound and Southbound	Hopkins Drive
Leonardo Street and Guernsey Lane	Eastbound and Westbound	Leonardo Street
Lodi Road and Guernsey Lane	Eastbound and Westbound	Lodi Road
Lodi Road and Palladium Way	Westbound	Lodi Road
Palladium Way and Lodi Road	Northbound and Southbound	Palladium Way
Settlement Court/Rotary Way and Thomas Alton Boulevard	Northbound and Southbound	Settlement Court/Rotary Way
Thomas Alton Boulevard and Columbus Drive	Eastbound and Westbound	Thomas Alton Bouelvard
Thomas Alton Bouelvard and Doug Wright Drive/Ferguson Drive	Eastbound and Westbound	Thomas Alton Boulevard
Thomas Alton Boulevard and Everila Road	Eastbound and Westbound	Thomas Alton Boulevard
Thomas Alton Boulevard and Foundation Gate/Jenn Avenue	Eastbound and Westbound	Thomas Alton Boulevard
Thomas Alton Bouelvard and Hopkins Drive	Eastbound and Westbound	Thomas Alton Boulevard
Thomas Alton Boulevard and Settlement Court/Rotary Way	Eastbound and Westbound	Thomas Alton Boulevard
Thomas Alton Boulevard and Tim Dobbie Drive	Eastbound and Westbound	Thomas Alton Boulevard
Tim Dobbie Drive and Thomas Alton Boulevard	Northbound and Southbound	Tim Dobbie Drive
Tufgar Crescent and Everila Road	Eastbound and Westbound	Tufgar Crescent

5. Schedule 4 of By-law 86-2007, as amended, (Section 13 (2) – Intersections – Yield Signs) is amended by deleting the following line items in alphabetical order:

Keith Close and Philip Street	Northbound	Keith Close
Mackay Court and Shoreacres Place	Southbound	MacKay Court
Mead Crescent and Desmond Drive	Northbound	Mead Crescent
Mead Crescent and Vista Drive	Eastbound	Mead Crescent
Philip Street and Owen Lane	Westbound	Philip Street
Tania Crescent and Vista Drive	Eastbound and northbound	Tania Crescent

6. Schedule 13 of By-law 86-2007, as amended, (Section 17 (1) (a) – Rates of Speed – Signs on Display) is amended by deleting the following line items in alphabetical order:

Hidden Valley Road	300m north of Lemonville Road	Northerly Limit	Forty (40) km per hour	Anytime
Lemonville Road	York Road	Northern terminus	Forty (40) km per hour	Anytime
Lemonville Road	York Road	100 metres south of Sumach Drive	Forty (40) km per hour	Anytime
All roads within Municipal public parks			Twenty (20) km per hour	Anytime

7. Schedule 13 of By-law 86-2007, as amended, (Section 17 (1) (a) – Rates of Speed – Signs on Display) is amended by adding the following line items in alphabetical order:

Hidden Valley Road	Northern terminus	Lemonville Road	Forty (40) km per hour	Anytime
Lemonville Road	Northern terminus	Howard Road	Forty (40) km per hour	Anytime
Snake Road	North limit	775 metres north of Old York Road	Forty (40) km per hour	Anytime

8. Schedule 21 of By-law 86-2007, as amended, (Section 17 (1) (b) – Rates of Speed – Designated Area Signs on Display) is amended by adding the following line items in alphabetical order:

North of Dundas Street, west of Walkers Line, south and east of Palladium Way	40 km per hour

9. That in all other respects By-law 86-2007, as amended, be and is hereby confirmed.

10. That this by-law comes into force the day it is passed.

Passed this 21st day of July, 2026.

Mayor Marianne Meed Ward _____

City Clerk Mike de Rond _____

The Corporation of the City of Burlington

City of Burlington By-law 47-2026

A By-law to amend City of Burlington By-law Number 92-2025, being a by-law to establish and impose certain 2026 rates and fees for services, activities or the use of property (PWS-17-26) (DGM-22-26)

Whereas sections 8, 9 and 11 of the *Municipal Act, 2001* authorize The Corporation of the City of Burlington (the "City") to pass by-laws necessary or desirable for municipal purposes, and in particular, paragraph 3 of subsection 11(2) authorizes the City to pass by-laws respecting its financial management; and

Whereas subsection 391(1) of the *Municipal Act, 2001* authorizes the City to impose fees or charges on persons for services or activities provided or done by or on behalf of it, for costs payable by it for services or activities provided or done by or on behalf of any other municipality or any local board, and for the use of its property including property under its control; and

Whereas on November 18, 2025, Council passed City of Burlington By-law Number 92-2025 to adopt the approved 2026 rates and fees outlined in Report Number FIN-33-25; and

Whereas on June 23, 2026, City Council approved the variable fee model for the Windrow Clearing Program during the 2026–2027 winter season as set out in Report Number PWS-17-26; and

Whereas on July 21, 2026, City Council approved the updated licensing-related fees, including reductions for certain licensing categories, the addition of a late charge fee for dog licences, and the alignment of administrative fees across licensing categories, as set out in Development and Growth Management Report DGM-22-26;

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

1. That Schedule A to City of Burlington By-law Number 92-2025 be amended by deleting the rows under the heading "Dog Adoption Package" on page 14 and replacing them with the rows attached hereto as Appendix A.

2. That Schedule A to City of Burlington By-law Number 92-2025 be amended by deleting the 2026 Base Rate of $12.48 for "Replacement Licence Fee" under the heading "OTHER FEES:" on page 18 and replacing it with $46.92.

3. That Schedule A to City of Burlington By-law Number 92-2025 be amended by deleting the 2026 Base Rate of $52.02 for "Late Fee (for renewals submitted past the expiry date of licence)" under the heading "OTHER FEES:" on page 18 and replacing it with $73.44.

4. That Schedule A to City of Burlington By-law Number 92-2025 be amended by deleting the rows under the headings “Transient Trader:” and “Refreshment Vehicles:” on page 20 and replacing them with the rows attached hereto as Appendix B.

5. That Schedule A to City of Burlington By-law Number 92-2025 be amended by deleting the 2026 Base Rate of $102.00 for “Bingo Licence Fees for Bingo lottery schemes” under the heading “Lottery Licensing Fees (By-Law 117-2007)” on page 21 and replacing it with $51.00.

6. That Schedule A to City of Burlington By-law Number 92-2025 be amended by deleting the rows under the heading “Windrow Clearing Program” on page 78 and replacing it with the rows attached hereto as Appendix C.

7. Subject to the amendments made in this By-law, in all other respects, City of Burlington By-law Number 92-2025 is hereby confirmed and remains unchanged.

8. That this By-law comes into force on the date of its passing.

Passed this 21st day of July 2026.

Mayor Marianne Meed Ward _____

City Clerk Mike de Rond _____

Dog	$149.53	3.0%	$154.02	YES
Microchip and Implant Fee	$57.54	3.0%	$59.26	YES
Vaccination(s)	$36.62	3.0%	$37.72	YES
Licence	$28.98	3.0%	$29.85	NO
Unaltered Dog	$59.11	3.0%	$60.89	NO
Late Renewal Fee	–	–	$10.00	NO

Transient Trader:				
(a) 1 to 3 day(s)	$104.04	0.00%	$49.00	YES
(b) Monthly	$297.84	0.00%	$79.00	YES
(c) 6 months	–	–	$129.00	YES
(d) Yearly	$1,264.80	0.00%	$193.80	YES
Refreshment Vehicles:				
(a) Class A – 1 to 3 day(s)	–	–	$59.00	YES
(b) Class A – Monthly	–	–	$89.00	YES
(c) Class A – 6 Months	–	–	$170.00	YES
(d) Class A – Yearly	$392.70	0.00%	$275.00	YES
(e) Class B – 1 to 3 days(s)	–	–	$49.00	YES
(f) Class B – Monthly	–	–	$79.00	YES
(g) Class B – 6 Months	–	–	$125.00	YES
(h) Class B – Yearly	$193.80	0.00%	$193.80	YES
(i) Class C – 1 to 3 day(s)	–	–	$79.00	YES
(j) Class C – Monthly	–	–	$99.00	YES
(k) Class C – 6 Months	–	–	$190.00	YES
(l) Class C – Yearly	$287.64	0.00%	$287.64	YES
(m) Class D – 1 to 3 day(s)	$99.96	0.00%	$79.00	YES
(n) Class D – Monthly	$388.62	0.00%	$99.00	YES
(o) Class D – 6 Months	–	–	$129.00	YES
(p) Class D – Yearly	$1,416.78	0.00%	$325.00	YES

Windrow Clearing Program: $150.00 (per driveway)	$128.75	–	$150.00	YES
Windrow Clearing Program: $75.00 (per driveway) for residents: • aged 65 years and older; • with a disability or physical limitation; • receiving benefits under the Guaranteed Income Supplement (GIS) program or the Ontario Disability Support Program (ODSP); and/or • enrolled in the City's Recreation Fee Assistance Program or the Transit Low Income Pass Program.	–	–	$75.00	YES

City of Burlington By-law 48-2026

A by-law to assume City-owned parcels of land in the
City of Burlington as Public Highway
Registered Plan: 20M-1123
File: 510-01/11 (PWS-DA-03-2026)

Whereas pursuant to Section 31(2) of the Municipal Act, S.O. 2001, c. 25, as amended, provides that a municipality may by by-law establish a highway;

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

1. THAT the parcels of land listed below, and situated in the City of Burlington in the Regional Municipality of Halton be and the same are hereby assumed as part of the public highway; and

2. THAT this by-law shall take effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20); and

3. THAT the City Solicitor, or his/her designate, is hereby authorized to amend the parcel designation noted in this by-law, if necessary, upon registration of this by-law.

PARCEL	REGISTERED PLAN	PIN
Block 7	20M-1123	07201-0171 (LT)

Enacted and passed this 21st day of July, 2026.

Mayor Mariane Meed Ward _____

City Clerk Mike de Rond _____

The Corporation of the City of Burlington

City of Burlington By-law 2020.522

A by-law to amend Zoning By-law 2020, as amended, for 2105 Headon Rd. (File Nos. 505-08/26 and 520-08/26)

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 Council of the Corporation of the City of Burlington approved Recommendation Report DGM-44-26 on July 21, 2026, to amend the City's existing Zoning By-law 2020, as amended, to permit for Natural Heritage related uses.

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

1. Map No. 20 - E of Part 15 to Zoning By-law 2020, as amended, is further amended by rezoning the lands as shown on Schedule "A" to this By-law.

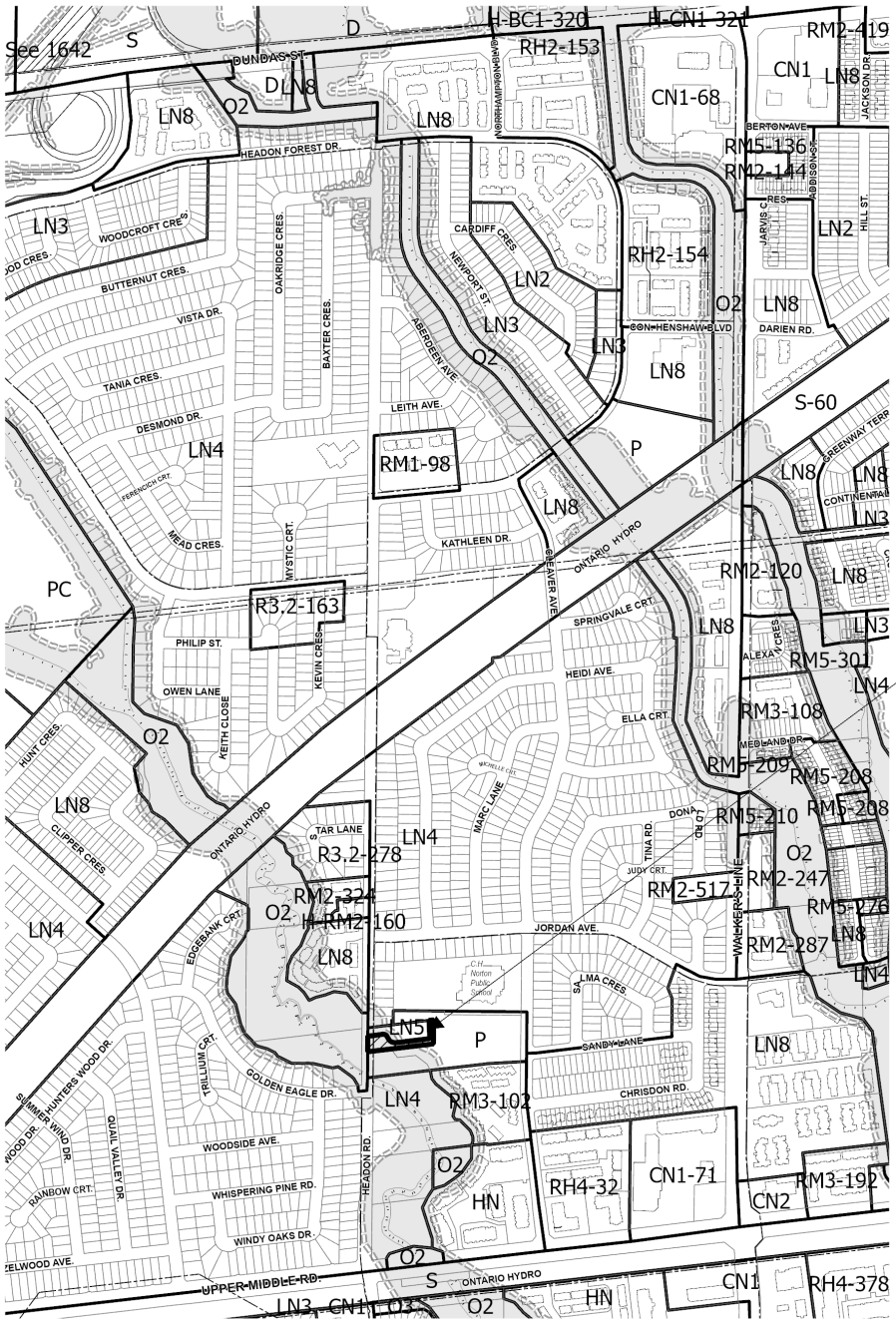
2. This By-law comes into force in accordance with Section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

Enacted and passed this 21st day of July, 2026

Mayor Marianne Meed Ward_____

City Clerk Michael de Rond _____

SCHEDULE "A"



Area 'A'

Area 'A' to be rezoned from LN5 to O2

SCHEDULE 'A' TO BY-LAW 2020.522 AMENDING MAP NO. 20-E PART 15, BY-LAW 2020, as amended.
PASSED THE 21st DAY OF JULY, 2026

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MAYOR CITY CLERK

TERANET Burlington
Community Planning Department

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.522

By-law 2020.522 amends Zoning By-law 2020 to rezone lands municipally known as 2105 Headon Rd., to permit for Natural Heritage related uses.

For further information regarding By-law 2020.522, please contact Mariana Da Silva of the Burlington Community Planning Department at (905) 335-7600, extension 7536.

The Corporation of the City of Burlington

City of Burlington By-law 2020.523

A by-law to amend Zoning By-law 2020, as amended,
for 198 and 206 Plains Rd. E.
File No. 505-05/26 and 520-05/26 (DGM-45-26)

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 Council of the Corporation of the City of Burlington approved Recommendation Report DGM-45-26 on July 21, 2026, to amend the City's Zoning By-law 2020, as amended, to permit the development of a seven (7) storey (inclusive of a 7th storey outdoor amenity area) mixed use building consisting of ground floor retail and service commercial uses and 66 residential units in the storeys above.

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

1. Map No. 3-E & 6-W of Part 15 to Zoning By-law 2020, as amended, is further amended as shown on Schedule "A" to this By-law.

2. Part 11, Holding Zone Provisions, of Zoning By-law 2020, as amended is further amended by adding to Appendix 'A', Site-Specific Requirement 113, as follows:

#113	H-MXG-572	Map	3-E & 6-W	Resolution:

The Holding symbol shall be removed from the zone designation by way of an amending zoning by-law when the following has been completed:

a) The owner demonstrates the replacement of the seven (7) rental housing units within the subject property in accordance with the policies under Part 3, Land Use Policies – Urban Planning Area, Section 2.3 Housing Supply, Subsection 2.3.2 f), Conversion of rental properties, of the Official Plan (1997, as amended) to the satisfaction of the Director of Community Planning.

b) A written consent letter from the neighbouring property owner confirming any required injury and/or removal of trees has been submitted to the satisfaction of the Manager of Parks, Design and Construction.
c) Complete the following to the satisfaction of the Director of Engineering Services or their designate:
    1. Provide a Phase Two ESA, signed by a Qualified Person, and completed in accordance with Ontario Regulation, 153/04, as amended.
    2. The City requires that the Qualified Person indicates in the Phase Two ESA either that the environmental condition of the site is suitable for its intended land use or that one or more criteria exceed the applicable Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act or property specific standards determined via risk assessment conducted in accordance with Schedule C or Ontario Regulation 153/04, as amended. If the Qualified Person indicates that samples contain contaminants at concentrations that exceed the applicable standards, remediation and/or risk assessment works will be required prior to change in land use.
    3. Include a Letter of Reliance that allows the City to rely upon the ESA.
    4. Provide a Functional Servicing and Stormwater Management Design Report, signed by a Qualified Person, to address the proposed stormwater storage.
d) That the Owner is required to submit a revised Functional Servicing Report, according to the standards of the Region of Halton, that outlines in detail the proposed servicing of this property and that includes analysis and/or calculations that demonstrate that the existing water and wastewater system in the area can accommodate the proposed development to the satisfaction of the Halton Region Project Manager.

3. Part 14, Exceptions to Zone Designations, of Zoning By-law 2020, as amended, is further amended by adding a new Exception #572 as follows:

Exception 572	Zone MXG	Map 3-E & 6-W	Amendment 2020.523	Enacted July 21, 2026

1. Permitted Uses:

a) Only the following uses shall be permitted:

i) Apartment Building with Retail or Service Commercial uses on the ground floor only

2. Regulations:

a) Maximum Height:	7 storeys up to 26.5 m measured from fixed grade
b) Maximum Number of Dwelling Units:	66
c) Maximum Floor Area Ratio:	2.4:1
d) Non-residential Floor Area:	183 m^2
e) Notwithstanding Part 5, Section 4.1, Table 5.4.1 the maximum yard abutting any street shall not apply	
f) Yard abutting south-west lot line: i) Floors 1 to 5: ii) Floors 6 to 7:	 4.1 m 10.5 m
g) Yard abutting north-east lot line: iii) Floors 1 to 5: iv) Floors 6 and 7:	 4.3 m 10.7 m
h) Yard abutting rear lot line: v) Floors 1 to 6: vi) Floor 7:	 24 m 30 m
i) Amenity Area:	24 m^2 per unit
j) A balcony and/or rooftop terrace shall maintain the principal building yards of the storey below it.	
k) Landscape Area i) Abutting Plains Road East: ii) Abutting south-west Residential Zone:	 1.5 m 2.5 m

	Snow storage, bicycle parking, Hydro Transformer and pad may encroach
l) Landscape Buffer: i) Abutting south-west Residential Zone: ii) Abutting north-east Residential Zone: iii) Abutting rear Residential Zone:	 2.5 m adjacent to a building Bicycle parking may encroach 2.8 m Bicycle parking and sidewalk may encroach up to a maximum combined length of 10 m 2.5 m
m) Loading / unloading may be permitted 4 m from abutting Residential Zone.	
n) Notwithstanding Part 1, Subsections 2.26(9): i) Where parking facilities are provided for a residential use, designated accessible parking spaces for the exclusive use of persons with disabilities shall be identified with a provincially regulated vertical sign displaying the international symbol for accessible parking spaces. Designated parking spaces shall be included in the calculation of provided parking and shall be provided in accordance with Part 1, Section 2.26(9) Table 1.2.7, 9(a) and 9(b).	
o) Bicycle Parking: i) Retail a. Short-term: b. Long-term: ii) Residential a. Short-term: b. Long-term:	 3 spaces plus 1 space/1000 m^2 GFA 2 spaces plus 1 space/1000 m^2 GFA 0.05 spaces per unit 0.5 spaces per unit
p) For the purpose of Bicycle parking regulations: i) Long-term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit or on a balcony. ii) Short-term bicycle parking spaces are bicycle parking spaces for use by visitors to a building. Short-term bicycle parking spaces are to be located close to a building entrance and sheltered from the elements. iii) Each bicycle parking space shall be 60 cm x 1.8 m in size.	
Except as amended herein, all other provisions of this By-law, as amended, shall apply	

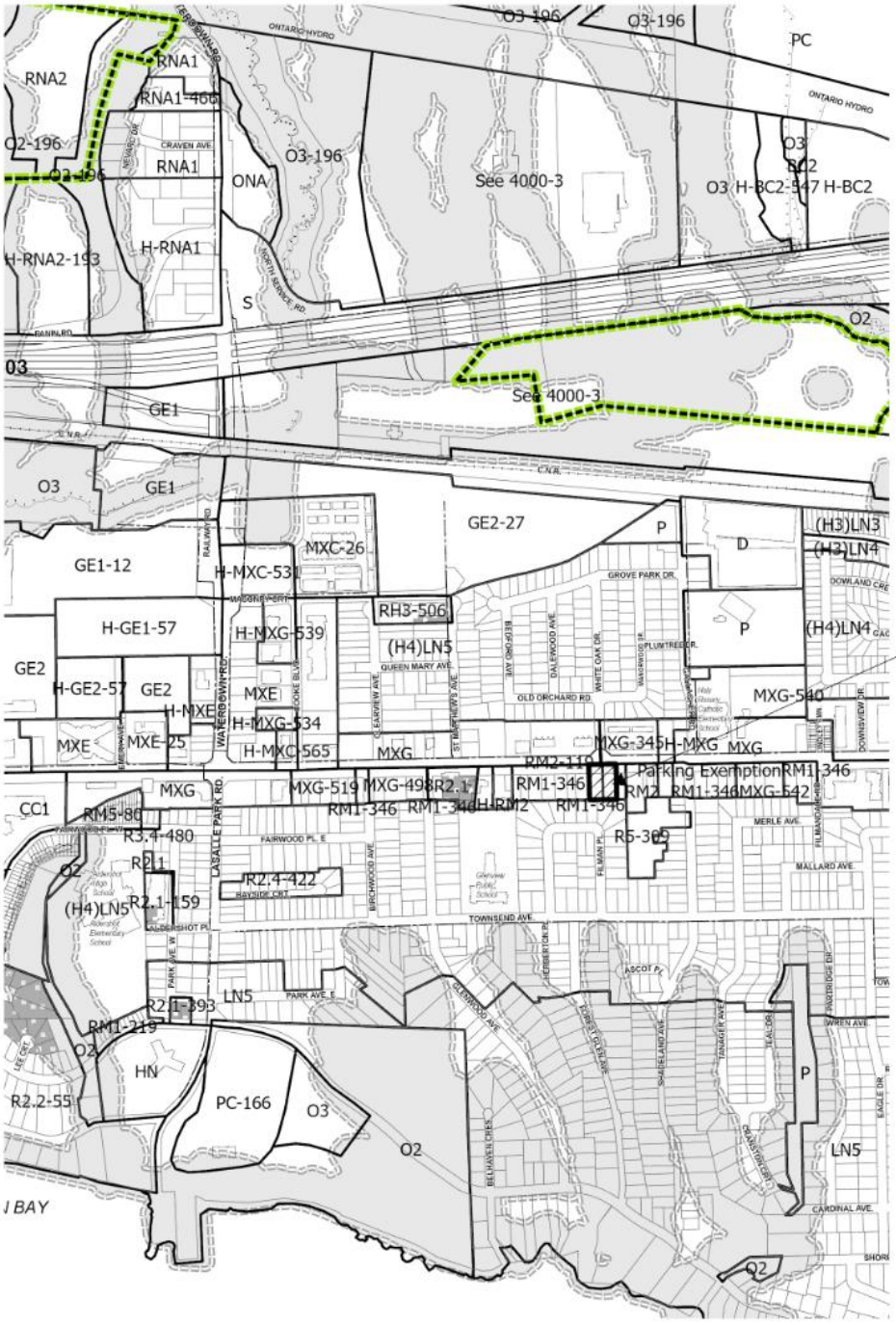
4. This By-law comes into force in accordance with Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended.

Enacted and passed this 21st day of July, 2026

Mayor Marianne Meed Ward_____

City Clerk Michael de Rond _____

SCHEDULE "A"



SCHEDULE 'A' TO BY-LAW 2020.523 AMENDING MAP NOs. 3-E and 6-W PART 15, BY-LAW 2020 AS AMENDED.
PASSED THE 21st DAY OF JULY, 2026

MAYOR

CITY CLERK

TERANET Burlington
Community Planning Department

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.523

By-law 2020.523 amends Zoning By-law 2020, as amended, to rezones lands municipally known as 198 and 206 Plains Rd. E., to permit a seven (7) storey (inclusive of a 7th storey outdoor amenity area) mixed use building consisting of ground floor retail and service commercial uses and 66 residential units in the storeys above.

For further information regarding By-law 2020.523, please contact Mariana Da Silva of the Burlington Community Planning Department at (905) 335-7600, extension 7536.

The Corporation of the City of Burlington

City of Burlington By-law 2020.524

A by-law to amend Zoning By-law 2020, as amended, and to repeal Zoning By-law 4000-3, as amended, and replace it with Mixed Use, Open Space and Development zones with holding symbols only as it applies to certain lands within 1200 King Rd.
(File Nos. 505-03/26 & 520-04/26) (DGM-28-26)

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 Council of the Corporation of the City of Burlington approved Recommendation DGM-28-26 on July 21, 2026, to amend the City's existing Zoning By-law 2020, as amended, to permit the development of a mixed-use community in accordance with draft Official Amendment No. 9, as provided in Appendix D of staff report DGM-28-26; and

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

1. Map No. 3-E, 6-E and 6-W of Part 15 to Zoning By-law 2020, as amended, is further amended by rezoning the lands as shown on Schedule "A" to this By-law.

2. That Zoning By-law 4000-3, as amended, is repealed as it applies to lands identified on Schedule "A" to this By-law.

3. Part 1, General Conditions and Provisions, of Zoning By-law 2020, as amended, is further amended by replacing Subsection 2.21(u)(i) so that it reads:

   "Permitted in the R1, R2, R3, R4, R5, RM1, RM2, RM3, RM4, RM5, RH1, RH2, RH4, RH5, RO1, RO2, RO3, RO4, RAL1, RAL2, RAL3, RAL4, REV1, REV2, REV3**,** MXG, MXC, MXT, MUKR1, MUKR2, MUKR3, DRM, DRL, UCR1, UCR2, UCR3, URH, URM, RNA1, RNA2, RNA3, SNA, ONA, and DNA zones, and any exception numbers associated with these zones, and in the O2-195, O2-196, and O3-196 zones."

4. Part 1, General Conditions and Provisions, of Zoning By-law 2020, as amended, is further amended by replacing Subsection 2.21(v)(iv) so that it reads:

   "An outdoor patio located at least 1.8 m above grade or on the roof of a building is only permitted in the CR, CE, CC1, DC, DW, DL-A, DL-B, DLC, MUKR1, MUKR3, MUKR4, MUKR5 zones, and is not permitted on lands abutting a DRL, DRM, or

URM Zone, any Residential Zone identified in Part – 2 Residential Zones, or any exception numbers associated with these zones, excluding the RO4 and RAL4-493 Zones."

5. Part 16, Definitions, of Zoning By-law 2020, as amended, is further amended by adding a new defined term "**Arena**" and definition as follows:

   "A publicly or privately owned facility with a minimum gross floor area of 10,000m^2 used primarily for the viewing of live sports or artistic/entertainment related performance, and may include additional programming such as trade shows, conventions, or recreational uses within a MUKR4 zone."

6. Part 16, Definitions, of Zoning By-law 2020, as amended, is further amended by adding a new defined term "**Campus Facility**" and definition as follows:

   "Buildings or structures, or parts thereof, located within a MUKR1, MUKR3 or MUKR5 zone providing residential dwelling units, office, classrooms, laboratories, entertainment or recreational uses which are exclusively devoted to a permitted College or University (public or private) which has been established within the MUKR5 zone. Dwelling units may or may not provide exclusive kitchen and/or bathroom facilities."

7. Part 5, Mixed Use Corridor Zones, of Zoning By-law 2020, as amended, is further amended by adding the following new Sections 6, 7, 8, 9, 10, 11, and 12 so that it reads:

The uses permitted in all Residential 'MUKR' Zones shall be in accordance with Table 5.6.1:

6. MUKR ZONE PERMITTED USES (KING ROAD COMMUNITY)

The uses permitted in all Mixed Use 'MUKR' Zones shall be in accordance with Table 5.6.1:

Table 5.6.1

USES	KING ROAD COMMUNITY ZONES				
	MUKR1	MUKR2	MUKR3	MUKR4	MUKR5
Retail Commercial					
Retail uses permitted in a MXC zone	✓		✓	✓ (d)	✓

USES	KING ROAD COMMUNITY ZONES				
	MUKR1	MUKR2	MUKR3	MUKR4	MUKR5
Farmers' Market	✓		✓	✓ (d)	✓
Service Commercial					
Standard Restaurant	✓		✓	✓ (e)	✓
Standard Restaurant with Dance Floor	✓		✓	✓ (e)	✓
Fast Food Restaurant	✓		✓	✓ (e)	✓
Convenience Restaurant	✓		✓	✓ (e)	✓
Dry Cleaning Depot, Laundromat	✓		✓		
Veterinary Services	✓		✓		
Elevated Parking Facility				✓ (d)	
Other Service Commercial uses	✓		✓		
Office					
All Office uses	✓		✓	✓ (d)	
Community					
Community Institution uses	✓		✓	✓ (d)	✓
College or University (private or public)					✓
Campus Facility	✓ (b,h)		✓ (b,h)		✓ (b)
Hospitality					
Hospitality uses permitted in a MXC zone				✓ (d)	
Hotel	✓			✓ (d)	
Entertainment					
Entertainment Establishment	✓				
Arena				✓	
Recreation					

USES	KING ROAD COMMUNITY ZONES				
	MUKR1	MUKR2	MUKR3	MUKR4	MUKR5
Recreation uses permitted in a MXC zone	✓			✓ (d)	✓
Residential					
Apartment Building	✓ (a)	✓	✓	✓ (a,c)	✓
Retirement Home	✓	✓	✓		
Stacked Townhouse		✓			
Back-to-Back Townhouse		✓			
Townhouse	✓ (a, f)	✓	✓ (a,f)		
Additional Residential Units	✓ (g)	✓ (g)	✓ (g)		

Footnotes to Table 5.6.1:

(a) Standalone residential uses are not permitted

(b) Dwelling units associated with a Campus Facility use are only permitted within Development Areas 6, 7, 8, 11 and 13 in conjunction with a College or University use provided in Development Area 8 as shown in Diagram 2 in Section 12.

(c) Apartment dwelling units are permitted accessory to the hotel use

(d) Permitted on a lot in conjunction with an Arena

(e) Permitted on the ground floor in conjunction with an Arena

(f) Permitted on the ground floor of an apartment building

(g) Subject to Part 1, Section 2.21, Subsection (u)

(h) Non-residential uses associated with a Campus Facility use are only permitted within Development areas 6 and 7 in conjunction with a College or University use provided in Development Area 8 as shown in Diagram 2 in Section 12.

7. MUKR1 ZONE REGULATIONS

Lands zoned MUKR1 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

7.1 LOT WIDTH

Notwithstanding the definition of Lot Width, Development Area 4 as shown on Diagram 2 in Section 12 may have its lot width measured from the longest property line abutting a street

7.2 YARDS

(a) Yard abutting any street: 1.5 m
(b) Maximum yard abutting a street:
    i. First and second storey: 5 m
    ii. All other storeys: No maximum
    iii. Notwithstanding 7.2 (b)(i), the maximum yard shall only apply to building elevations located within 7 m of Streets ‘A’ and ‘B’ as shown on Diagram 2 in Section 12.
(c) Building setback from a creek block: 5.5 m

7.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ration as required in Table 5.12.1 and Diagram 2, in Section 12
(b) No maximum non-residential Gross Floor Area applies
(c) Residential uses are permitted to occupy a maximum 40% of the length of a building wall abutting Streets ‘A’, B; and ‘D’ as shown on Diagram 2 in Section 12.

7.4 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12 .
(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.
(c) Notwithstanding the definition of storey, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.
(d) Notwithstanding the maximum building height permitted in Table 5.12.1, where multiple buildings greater than 12 storeys are permitted within the same lot, the following shall apply
    i. A minimum height variation of 4 storeys shall be provided between adjacent buildings.
    ii. No two buildings on the same lot or with a shared podium shall have the same building height.

7.5 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:
   i. Residential occupant: 0.75 parking spaces per unit
   ii. Residential visitor: 0.05 parking spaces per unit
   iii. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area
   iv. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area

(b) Parking spaces are not permitted above the third storey of a building
(c) The Retail Centre parking rate shall not apply

7.6 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:
   i. Residential Bicycle Parking Rates:
      a. 0.1 short term bicycle parking spaces per unit
      b. 0.5 long term bicycle parking space per unit

(b) Bicycle Parking Standards:
   i. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.
   ii. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.
   iii. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

(c) Bicycle Parking Space Size:
   i. Horizontal space: 0.6 m x 1.8 m
   ii. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
   iii. Vertical space: 1 m x 0.6 m

7.7 DRIVE-THROUGH FACILITIES

(a) Drive-through facilities are only permitted in conjunction with a permitted retail or service commercial use
(b) Notwithstanding 7.6 (a), drive-through facilities are only permitted in Development Areas 1, 2 and 4 as shown on Diagram 2 in Section 12.

7.8 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

7.9 LANDSCAPE AREA AND BUFFER

Minimum landscape area abutting a street or creek block shall not apply.

7.10 AMENITY AREA

15 m^2 per dwelling unit

7.11 DOORS

A pedestrian accessible door is not required along King Road for Development Area 4 as shown on Diagram 2 in Section 12.

8. MUKR2 ZONE REGULATIONS

8.1 Townhouse, Stacked Townhouse and Back-to-Back Townhouse Regulations

Development of a Townhouse, Stacked Townhouse and Back-to-Back Townhouse on the lands zoned MUKR2 are subject to Part 5, section 5 of the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

8.1.1 YARDS

(a) Yard abutting a street: 1.5 m
(b) Maximum yard abutting a street as shown on Diagram 2 in Section 12:
    i. Street ‘A’: 5 m
    ii. Street ‘B’: 10 m
    iii. The maximum yard shall only apply to building elevations located within 10m m of streets A and B as shown on Diagram 2 in Section 12
(c) Rear yard: 5 m
(d) Yard abutting a P Zone: 5 m

8.1.2 DENSITY

No maximum permitted density applies

8.1.3 BUILDING HEIGHT

Minimum and Maximum building height: as required in Table 5.12.1 and Diagram 2 in Section 12

8.1.4 PARKING REQUIREMENTS

Parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law.

8.1.5 LANDSCAPE AREA

(a) Minimum landscape area:
  i. Abutting a street: 1.5 m
  ii. Abutting a creek block: 1.5 m

8.1.6 AMENITY AREA

15 m^2 per dwelling unit

8.1.7 PRIVACY AREA

Not required

8.2 Apartment Building Regulations

Development of an Apartment Building on the lands zoned MUKR2 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

8.2.1 YARDS

(a) Yard abutting a street: 1.5 m
(b) Maximum yard abutting a street
  i. First and second storey: 3 m
  ii. All other storeys: no minimum
  iii. The maximum yard shall only apply to building elevations located within 10m of streets A and B as shown on Diagram 2 in Section 12
(c) Rear yard: 5 m
(d) Yard abutting a P Zone: 5 m

8.2.2 FLOOR AREA AND FLOOR AREA RATIO

Maximum Floor Area Ratio as required per Table 5.12.1 and Diagram 2 in Section 12

8.2.3 BUILDING HEIGHT

(a) Minimum and Maximum building height: as required in Table 5.12.1 and Diagram 2 in Section 12.

(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.
(c) Notwithstanding the definition of storey, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.

8.2.4 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6 parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law, except as amended by the following:

(a) Minimum Parking:
    i. Residential occupant: 0.75 parking spaces per unit
    ii. Residential visitor: 0.05 parking spaces per unit

8.2.5 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:
    a. Residential Bicycle Parking Rates:
        i. 0.1 short term bicycle parking spaces per unit
        ii. 0.5 long term bicycle parking space per unit
(b) Bicycle Parking Standards:
    a. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.
    b. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.
    c. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.
(c) Bicycle Parking Space Size:
    a. Horizontal space: 0.6 m x 1.8 m
    b. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
    c. Vertical space: 1 m x 0.6 m

8.2.6 LANDSCAPE AREA

(a) Minimum landscape area:
    i. Abutting a street: 1.5 m
    ii. Abutting a creek block: 1.5 m

8.2.7 AMENITY AREA

15 m^2 per dwelling unit

9. MUKR3 ZONE REGULATIONS

Lands zoned MUKR3 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

9.1 YARDS

(a) Yard abutting Highway 403: 14 m
(b) Yard abutting any street: 1.5 m
(c) Maximum Yard abutting a street:
    i. First and Second storey: 5 m
    ii. All other storeys: no maximum
    iii. Notwithstanding 9.1 (b)(i), the maximum yard shall only apply to building elevations located within 15 m of streets A and B as shown on Diagram 2 in Section 12
(d) Building setback from a creek block: 5.5 m

9.2 SEPARATION DISTANCE FROM A RAILWAY RIGHT-OF-WAY

Notwithstanding Part 5, Table 5.4.1 Separation Distance from a railway right-of-way, no minimum shall apply.

9.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ratio as required per Table 5.12.1and Diagram 2 in Section 12
(b) No maximum non-residential Gross Floor Area applies

9.4 LANDSCAPE AREA AND BUFFER

(a) Minimum landscape area:
    i. Abutting a street: 1.5 m
    ii. Abutting a creek block: 1.5 m

9.5 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12.
(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of

calculating building height where there is no access provided to an associated rooftop amenity area.

(c) Notwithstanding the definition of storey, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.

(d) Notwithstanding the maximum building height permitted in Table 5.12.1, where multiple buildings greater than 12 storeys are permitted within the same lot, the following shall apply:

i. A minimum height variation of 4 storeys shall be provided between adjacent buildings.

ii. No two buildings on the same lot or with a shared podium shall have the same building height.

9.6 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:

i. Residential Occupant: 0.75 parking spaces per unit

ii. Residential Visitor: 0.05 parking spaces per unit

iii. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area

iv. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area

(b) Parking spaces are not permitted above the third storey of a building

(c) The Retail Centre parking rate shall not apply

9.7 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:

i. Residential Bicycle Parking Rates:

a. 0.1 short term bicycle parking spaces per unit

b. 0.5 long term bicycle parking space per unit

(b) Bicycle Parking Standards:

i. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.

ii. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.

iii. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

(c) Bicycle Parking Space Size:

i. Horizontal space: 0.6 m x 1.8 m

ii. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
iii. Vertical space: 1 m x 0.6 m

9.8 DRIVE-THROUGH FACILITIES

Drive-through facilities are prohibited.

9.9 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

9.10 AMENITY AREA

15 m^2 per dwelling unit

10. MUKR4 ZONE REGULATIONS

Lands zoned MUKR4 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

10.1 YARDS

(a) Yard abutting any street: 1.5 m
(b) No maximum yard requirement to a street applies
(c) Minimum building setback from a creek block: 5.5 m

10.2 SEPARATION DISTANCE FROM A RAILWAY RIGHT-OF-WAY

Notwithstanding Part 5, Table 5.4.1 Separation Distance from a railway right-of-way, no minimum shall apply.

10.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ratio as required per Table 5.12.1 and Diagram 2 in Section 12
(b) No maximum non-residential Gross Floor Area applies
(c) A minimum Gross Floor Area for a permitted Arena use of 10,000 m^2 is required
(d) A minimum Gross Floor Area for a permitted Community Institutional or Recreational Establishment of 6,000 m^2 is required

10.4 LANDSCAPE AREA AND BUFFER

a. Minimum landscape area abutting a street shall not apply

10.5 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12.
(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.
(c) Notwithstanding the definition of storey, and excluding a building containing an Arena use, a mezzanine located between the first and third floor is not considered a storey for the purpose of calculating maximum building height but is considered a storey for the purpose of calculating minimum building height in accordance with Section 12, Table 5.12.1.

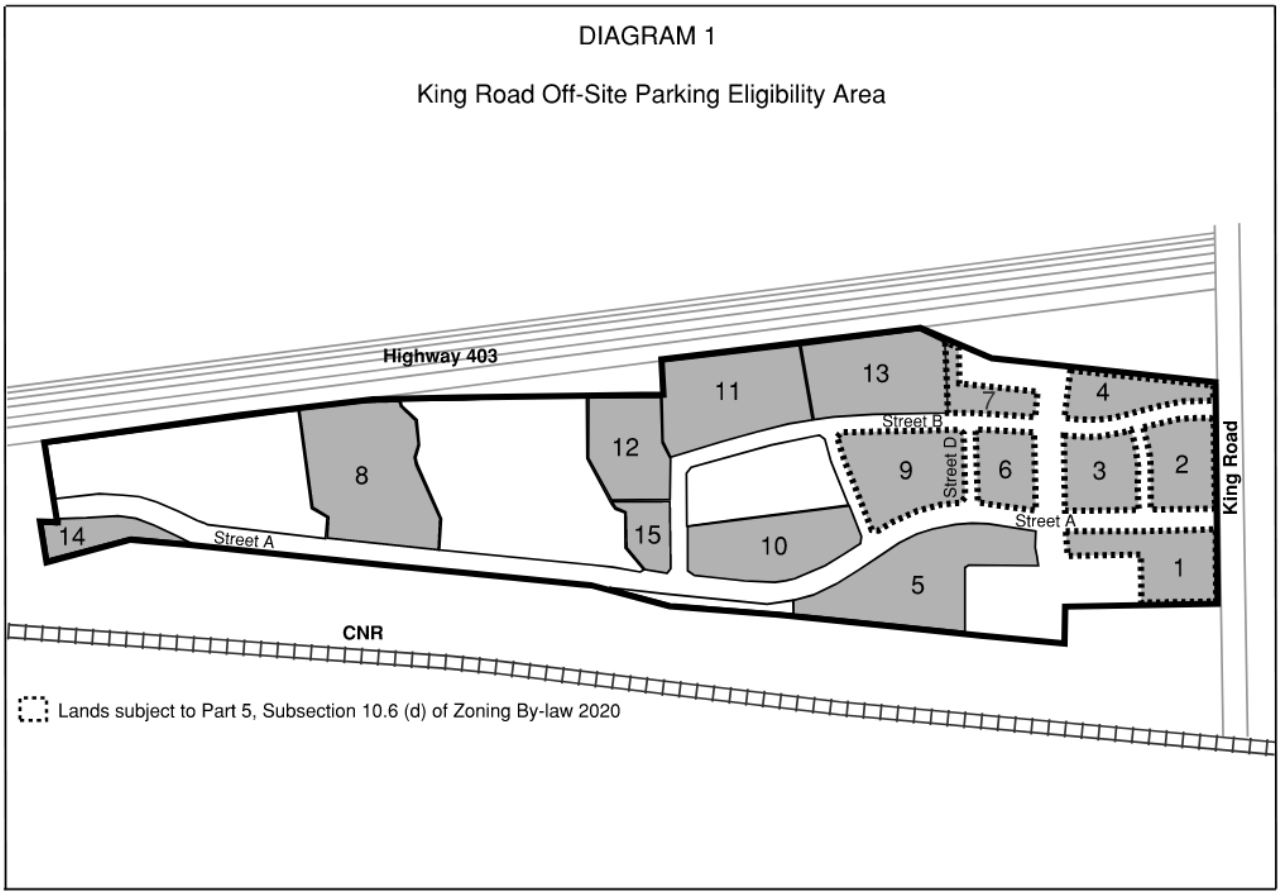
10.6 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:
    i. Residential Occupant: 0.75 parking spaces per unit
    ii. Residential Visitor: 0.05 parking spaces per unit
    iii. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area
    iv. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area
    v. Arena: 3.0 spaces per 100 m2 of gross floor area
    vi. Hotel: 0.75 spaces per unit
(b) Parking spaces are not permitted above the third storey of a building
(c) The Retail Centre parking rate shall not apply
(d) The minimum required parking spaces for an arena shall be provided on the property containing the use, and in addition, the following shall apply:
    i. Notwithstanding, Part 1, Subsection 2.25, where the provision of parking on the same lot as the use requiring the parking is not possible, required parking spaces may be located on another lot within the area of eligibility shown in Diagram 1 in Section 10. Such alternative parking shall be subject to (ii) herein and shall be surplus to the number of parking spaces required on the affected lot by Zoning By-law 2020, as amended
    ii. Where required parking spaces are provided in accordance with 10.6 (d), the owners of all lots shall enter into an agreement with the City of Burlington to be registered against title of the lot upon which parking is to be provided and the property containing the arena for which parking is required.

iii. Parking as provided for in subsection (ii) may be transferred to another lot in accordance with subsection (i) above, provided that an agreement as required by subjection (ii) is registered on title of said other lot.

Diagram 1 – Off-Site Parking Diagram



10.7 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:

a. Residential Bicycle Parking Rates:
   i. 0.1 short term bicycle parking spaces per unit
   ii. 0.5 long term bicycle parking space per unit

(b) Bicycle Parking Standards:

a. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.
b. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.
c. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.

(c) Bicycle Parking Space Size:
    a. Horizontal space: 0.6 m x 1.8 m
    b. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
    c. Vertical space: 1 m x 0.6 m

10.8 DRIVE-THROUGH FACILITIES

Drive-through facilities are prohibited.

10.9 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

10.10 AMENITY AREA

15 m^2 per dwelling unit

11. MUKR5 ZONE REGULATIONS

Lands zoned MUKR5 are subject to the MXC Zone Regulations and other general provisions of By-law 2020, except as amended by the following:

11.1 YARDS

(a) Yard abutting Highway 403: 14 m
(b) Yard abutting any street: 1.5 m
(c) No maximum yard requirement to a street applies

11.2 SEPARATION DISTANCE FROM A RAILWAY RIGHT-OF-WAY

Notwithstanding Part 5, Table 5.4.1 Separation Distance from a railway right-of-way, no minimum shall apply.

11.3 FLOOR AREA AND FLOOR AREA RATIO

(a) Maximum Floor Area Ratio as required per Table 5.12.1 and Diagram 2 in Section 12
(b) No maximum non-residential Gross Floor Area applies
(c) A minimum Gross Floor Area for permitted Community Institutional Uses identified in Table 5.6.1 of 400 m^2 is required

11.4 LANDSCAPE AREA AND BUFFER

Minimum landscape area abutting a street: 1.5 m

11.5 BUILDING HEIGHT

(a) Minimum and Maximum: As required in Table 5.12.1 and Diagram 2 in Section 12.
(b) Notwithstanding the definition of building height, a structure devoted to mechanical equipment required for the operation of a building, including all associated elevator and receiving areas, is excluded for the purpose of calculating building height where there is no access provided to an associated rooftop amenity area.
(c) Notwithstanding the definition of storey, a mezzanine located between the ground floor and the third floor is not considered a storey for the purpose of calculating building height.

11.6 PARKING REQUIREMENTS

Notwithstanding Part 5, Section 4.6, parking shall be provided in accordance with Part 1, subsection 2.25 and subsection 2.26 of this By-law except as amended by the following:

(a) Minimum Parking:
  i. Retail Store: 1.5 parking spaces per 100 m^2 gross floor area
  ii. Campus Facility: 3.0 parking spaces per 100 m2 gross floor area
  iii. Community Institution: 4.0 parking spaces per 100 m^2 gross floor area
(b) Parking spaces are not permitted above the third storey of a building
(c) The Retail Center parking rate shall not apply

11.7 BICYCLE PARKING REQUIREMENTS

(a) In addition to the requirements of Part 1, 2.26 (10), the following shall apply:
  a. Residential Bicycle Parking Rates:
    i. 0.1 short term bicycle parking spaces per unit
    ii. 0.5 long term bicycle parking space per unit
(b) Bicycle Parking Standards:
  a. Long term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building.
  b. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.
  c. Short term bicycle parking spaces are bicycle parking spaces for use by visitors to a building.
(c) Bicycle Parking Space Size:
  a. Horizontal space: 0.6 m x 1.8 m
  b. Stackable space: 0.45 m wide x 1.8 m long and 1.2 m tall
  c. Vertical space: 1 m x 0.6 m

11.8 LOADING AND UNLOADING

Notwithstanding Part 1, Section 2.25.3, one off-street loading space is required on a lot and may be shared between buildings.

11.9 DRIVE-THROUGH FACILITIES

Drive-through facilities are prohibited.

11.10 AMENITY AREA

15 m^2 per dwelling unit

12. Building Height and Gross Floor Area

The minimum and maximum required building height and maximum gross floor area specified in Table 5.12.1 shall apply to Development Areas 1 to 15 inclusive as shown on Diagram 2.

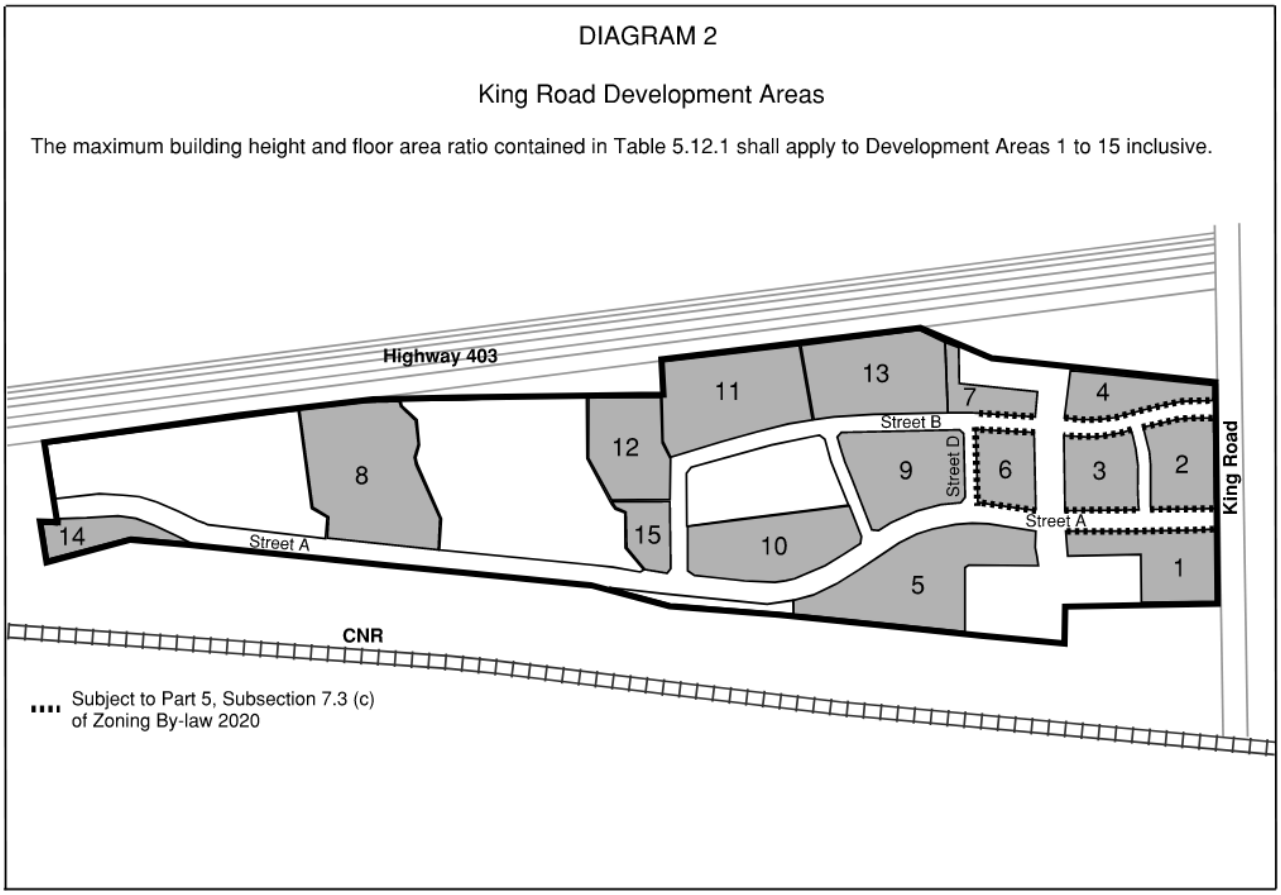
Table 5.12.1

Development Area	Requirement		
	Building Height		Maximum Floor Area Ratio
1	Minimum:	2 storeys	4:1
	First and second floor:	4.5 m	
	Maximum:	25 storeys	
2	Minimum:	2 storeys	6:1
	First and second floor:	4.5 m	
	Maximum:	30 storeys	
3	Minimum:	2 storeys	1.5:1
	First and second floor:	4.5 m	
	Maximum:	11 storeys	
4	Minimum:	2 storeys	6.5:1

	First and second floor:	4.5 m	
	Maximum:	38 storeys	
5	Minimum:	2 storeys	4:1
	Maximum:	30 storeys	
6	Minimum:	2 storeys	3.6:1
	First and second floor:	4.5 m	
	Maximum:	12 storeys	
7	Minimum:	2 storeys	3.6:1
	First and second floor:	4.5 m	
	Maximum:	11 storeys	
8	Minimum:	1 storey	1.5:1
	Maximum:	11 storeys	
9	Minimum:	2 storeys	4:1
	Maximum:	25 storeys	
10	Townhouses:		1.5:1
	Maximum:	4 storeys, up to 14 m	
	Apartment building:		3.6:1
	Minimum:	2 storeys	
	Maximum:	11 storeys	
11	Minimum:	2 storeys	6:1
	Maximum:	46 storeys	
12	Minimum:	2 storeys	6:1
	Maximum:	53 storeys	
13	Minimum:	2 storeys	6:1
	Maximum:	41 storeys	

14	Minimum:	2 storeys	8.4:1
	Maximum:	48 storeys	
15	Minimum:	2 storeys	
	Maximum:	11 storeys	

Diagram 2 – King Road Development Areas



8. Part 11, Holding Zone Provisions, of Zoning By-law 2020, as amended, is further amended by adding to Appendix 'A', Site-Specific Requirement 577, as follows:

#114	**H-MUKR1** **H-MUKR2** **H-MUKR3** **H-MUKR4** **H-MUKR5** **H-P** **H-O2**	**Map 3-E, 6-E and 6-W**	**Resolution:**

H-D-577

Holding Areas

The Holding symbol shall apply to the Holding Areas identified in Diagram 1. Each Holding Area is subject only to the conditions identified in Table 11.1.

The Holding symbol may be removed from all or part of a Holding Area by by-law where Council is satisfied that the applicable conditions identified in Tables 11.1 and 11.2 have been fulfilled to the satisfaction of the City and any applicable approval authority.

Diagram 3

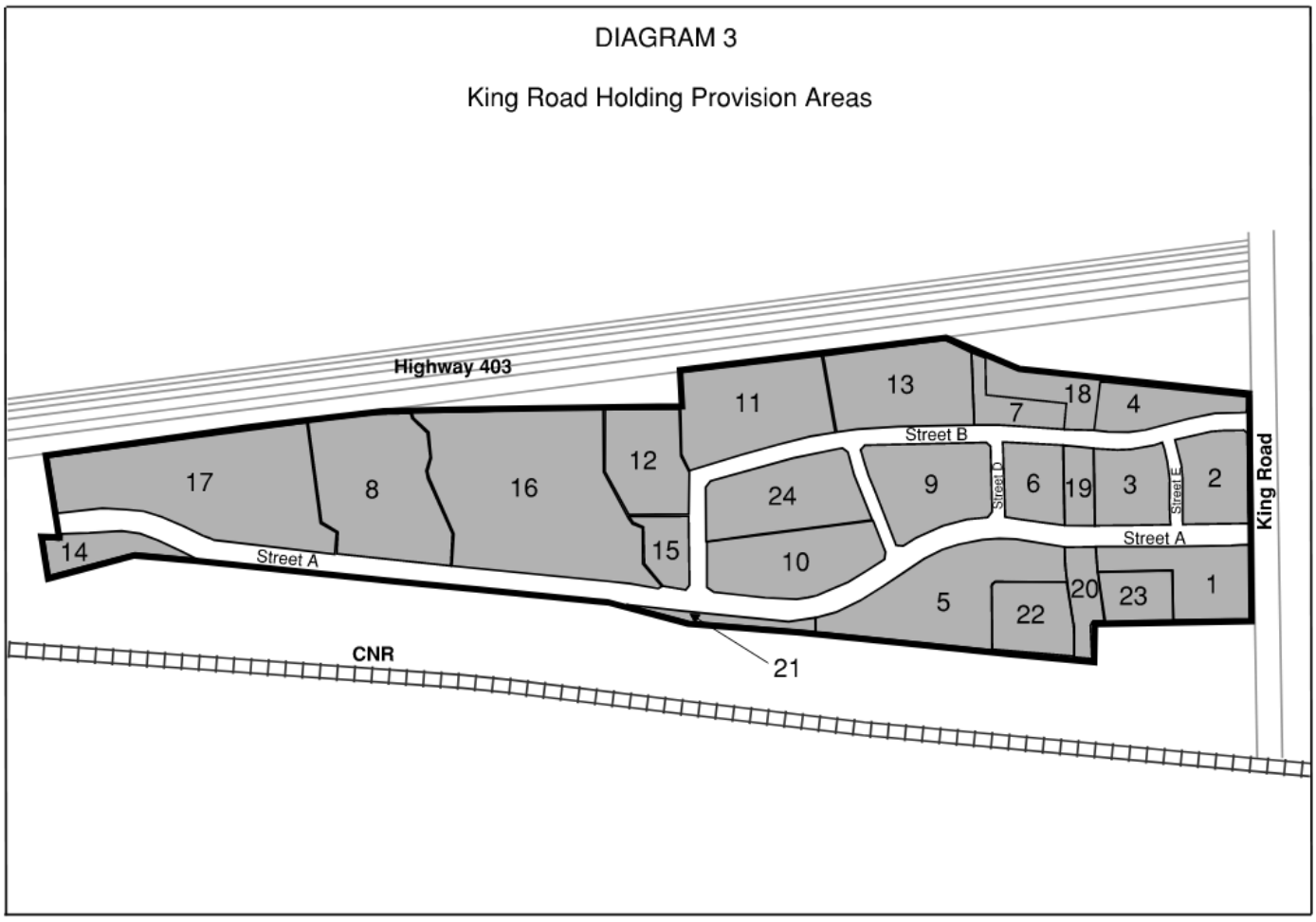


Table 11.1 – Holding Area Matrix

Holding Area	T1	T2	T3	T4	T5	T6	T7	E1	E2	E3	E4	C1	C2	C3	R1	S1	U1	U2	U3	P1
1	✓		✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓		✓
2	✓		✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓		✓

3		✓	✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓			✓
4	✓		✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓	✓	✓
5			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓		✓	✓		✓
6			✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓	✓		✓
7			✓	✓	✓	✓	✓	✓		✓	✓			✓	✓		✓			✓
8			✓	✓	✓	✓	✓						✓		✓		✓			✓
9			✓	✓	✓	✓	✓			✓	✓				✓		✓	✓		✓
10			✓	✓	✓	✓	✓			✓	✓		✓		✓		✓			✓
11			✓	✓	✓	✓	✓								✓		✓	✓	✓	✓
12			✓	✓	✓	✓	✓		✓						✓		✓	✓	✓	✓
13			✓	✓	✓	✓	✓	✓							✓		✓	✓	✓	✓
14			✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓		✓	✓	✓	✓
15			✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓					
16			✓						✓											
17			✓						✓	✓	✓									
18										✓	✓					✓				
19										✓	✓					✓				
20										✓	✓					✓				
21								✓		✓	✓					✓				
22										✓	✓					✓				
23										✓	✓					✓				
24			✓							✓	✓									

Table 11.2 – Holding Conditions

T1	Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning. Limited development may occur in advance of or concurrently with the construction of the street where the development does not create an unacceptable impact to the existing transportation system subject to the following requirements, to the satisfaction of, the Director of Transportation Services and the Director of Community Planning.
T2	Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning. Development may proceed prior to the construction of Street A, subject to addressing the following criteria to the

satisfaction of the Director of Transportation Services and the Director of Community Planning:

a) The required street network to support development east of Indian Creek has been secured, including the portions of Street A, B and E as shown on Diagram 3 of this by-law;

b) Detailed design of Street A has been approved;

c) Any required on and off site improvements identified in the accepted Transportation Impact Study and Transportation Demand Management Report for the entire site are secured through appropriate agreements and funding mechanisms; and,

d) Provide a Transportation Impact Study to reflect the entire phase of development east of Indian Creek.

T3

Prior to the development of any lands identified on Diagram 3 of this by-law, known as 1200 King Rd., construction of the proposed east-west street from King Road to Alayne Bryk Way as shown on Diagram 3 as “Street A” of this by-law shall be required to the satisfaction of the Director of Transportation Services and the Director of Community Planning.

T4

The Owner shall provide written confirmation from the Ministry of Transportation (MTO) that they have no objection to the “Street A” connection to Alayne Bryk Way, to the satisfaction of the Director of Community Planning, in consultation with MTO.

T5

The Owner shall provide written confirmation from Metrolinx that they have no objection to the “Street A” connection to Alayne Bryk Way, to the satisfaction of the Director of Community Planning, in consultation with Metrolinx.

T6

The Owner shall provide a Transportation Impact Study to the satisfaction of MTO.

T7 The Owner shall submit a revised Transportation Impact Study and Transportation Demand Management report, addressing comments from Transportation Services and the peer reviewer to the satisfaction of the Director of Transportation Services and the Director of Community Planning.
E1 The owner shall provide confirmation, including as built drawings and a letter from a Qualified Professional, that the approved alteration of a watercourse and natural hazards is completed and that the subject lands are a minimum of 7.5 metres from the flood plain, meander belt and stable top of bank and outside of hazardous lands, to the satisfaction of the Director of Community Planning and Conservation Halton.
E2 The Owner shall submit a revised Environmental Impact Assessment to refine the boundaries of the Natural Heritage System, to the satisfaction of the Director of Community Planning and Conservation Halton.
E3 The owner shall submit revised hydrologic and hydraulic modelling assessments and a downstream erosion assessment to confirm flood hazard limits and demonstrate that the proposed development, including watercourse and natural hazard alterations, will not aggravate downstream flooding or erosion, to the satisfaction of the Director of Community Planning and Conservation Halton.
E4 The owner shall submit updated constraint mapping and updated supporting technical studies, which delineate all natural hazards and related regulatory and erosion access allowances along with wetlands and adjacent regulated areas, setbacks required for all vested agencies including but not limited to MTO, HONI, CNR, Metrolinx; with clear labels, setbacks with dimensions, and notes for any agency easements and the limits of easements to the satisfaction of the Director of Community Planning and Conservation Halton.
C1 Residential, retail, service commercial and hotel uses shall not be permitted until one or more of the other permitted uses listed in Part 5 Section 6,Table 5.6.1 - MUKR4 Zone of Zoning By-law 2020 have been developed or has been proposed

in conjunction with another permitted use, for the lands show on Diagram 3 to the satisfaction of the Director of Community Planning.
C2 Notwithstanding the required minimum railway setback in the MXC Zone, the appropriate yard abutting the railway will be determined through the revised Noise and Vibration Feasibility Study and by addressing the peer reviewer comments, to the satisfaction of the Director of Community Planning
C3 Residential uses shall not be permitted until one or more of the other permitted uses listed in Part 5 Section 6, Table 5.6.1 - MUKR1 Zone of Zoning By-law 2020, have been developed or has been proposed in conjunction with another permitted use, for the lands show on Diagram 3 to the satisfaction of the Director of Community Planning.
R1 The owner shall have addressed the following requirements for all the residential units proposed for development to the satisfaction of the Region of Halton. The Region of Halton shall provide written confirmation that these matters have been addressed: a) The Owner shall secure the appropriate amount of water and wastewater Servicing Allocation under the Region of Halton Allocation Program; b) The Owner shall have signed the applicable Allocation Agreement or any required Amending Agreements; c) The Owner shall have made all required payments associated with the Allocation Program; and, d) The Owner shall be in receipt of the Region of Halton Public Works Commissioner's Notice (PWCN) letter.
S1 The owner shall submit a revised Enhanced Functional Servicing and Stormwater Management Report addressing Conservation Halton and Halton Region comments, to the satisfaction of the Director of Community Planning, Conservation Halton and the Region of Halton.
U1 Where buildings up to 11 storeys in height are proposed, demonstration of how the proposed buildings are consistent with guidance in the Urban Design Brief dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality

building materials, is required to the satisfaction of the Director of Community Planning.

U2

The consideration of the following items along with the policies in 12.1.2(1) of Burlington Official Plan, where applicable shall be required to accompany any development applications that propose buildings taller than 11 storeys in height, to the satisfaction of the Director of Community Planning:

a) Meeting the vision and objectives contained in Policies 8.8.3 (1) and 8.8.3 (2) of the City of Burlington Official Plan.
b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief, dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.
c) Shadow impact study for the block proposed;
d) Pedestrian wind impact study for the block proposed;
e) Confirmation that the proposed central park has been secured;
f) Demonstration that the King Road Community will achieve the minimum 1,500 jobs as set out in 8.8.3 (3) c), across the entirety of the Community;
g) Confirmation that the affordable housing units, as required in Policy 8.8.3(3) d) have been secured across the entirety of the Community;
h) Confirmation that a significant institutional or public service facility, including but not limited to a post secondary institution use shall be the principle use in the Campus Node as per section 8.8.3 (5.1.2) b), unless otherwise permitted in accordance with 8.8.3 (5.1.2.) e).
i) Confirmation that significant entertainment use, such as a sports arena, with an event plaza will be located in the Entertainment Node as per section 8.8.3 (5.3.2) b), unless otherwise permitted in accordance with 8.8.3 (5.3.2) f).

U3

The consideration of the following items along with the policies in 12.1.2(1) of Burlington Official Plan, where applicable shall be required to accompany any development applications that propose buildings taller than 30 storeys in height, is required to the satisfaction of the Director of Community Planning:

a) Meeting the vision and objectives contained in Policies 8.8.3 (1) and 8.8.3 (2) of the City of Burlington Official Plan.
b) Demonstrating how the proposed buildings are consistent with guidance in the Urban Design Brief, dated February 2026, as updated from time to time, to demonstrate design excellence related to site design, architectural building design, and high quality building materials.

c) Shadow impact study for the block proposed; d) Pedestrian wind impact study for the block proposed; e) Confirmation that the proposed central park has been secured; f) Demonstration that the King Road Community will achieve the minimum 1,500 jobs as set out in 8.8.3 (3) c), across the entirety of the Community; g) Confirmation that the affordable housing units, as required in Policy 8.8.3(3) d) have been secured across the entirety of the Community; h) Confirmation that a significant institutional or public service facility, including but not limited to a post secondary institution use shall be the principle use in the Campus Node as per section 8.8.3 (5.1.2) b), unless otherwise permitted in accordance with 8.8.3 (5.1.2.) e). i) Confirmation that significant entertainment use, such as a sports arena, with an event plaza will be located in the Entertainment Node as per section 8.8.3 (5.3.2) b), unless otherwise permitted in accordance with 8.8.3 (5.3.2) f). j) The inclusion of one or more voluntary elements of the Sustainable Building and Development Guidelines; and, k) Where residential uses are proposed, either the inclusion of rental units or the inclusion of larger units of 2-bedroom or 3-bedroom.
P1 Notwithstanding the parking regulations in the respective MUKR zone, the parking rate shall be calculated according to the provisions of Part 1 Section 2.25 of the Zoning By-law 2020, until revisions to the Transportation Impact Study and Transportation Demand Management reports have been approved by the Director of Community Planning and the Director of Transportation Services City. Upon approval, the parking standards of the applicable MUKR zone shall apply.

9. Part 14, Exceptions to Zone Designations, of Zoning By-law 2020, as amended, is further amended by adding a new Exception #577 as follows:

Exception	Zone	Map	Amendment	Enacted
577	**H-D**	**3-E, 6-E and 6-W**	**2020.524**	**July 22, 2026**
1. Notwithstanding Part 12, Section 1, a Detached Dwelling is not permitted 2. Notwithstanding Part 1, Subsection 2.21, “Uses Permitted in All Zones” shall not apply.				
Except as amended herein, all other provisions of this By-law, as amended, shall apply				

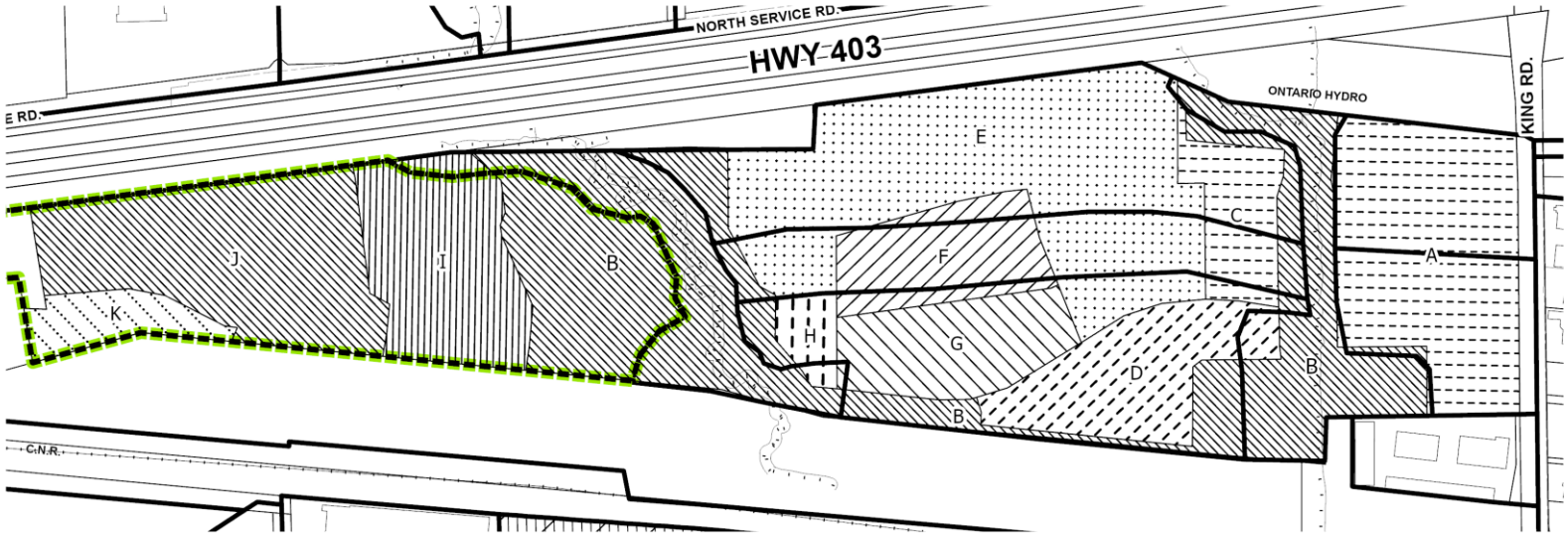
10. This By-law comes into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P. 13*, as amended.

Enacted and passed this 21st day of July, 2026

Mayor Marianne Meed Ward _____

City Clerk Michael de Rond _____

Schedule A: Zoning Map



Area A from BC1, CE-412, & O2 to H-MUKR1
Area B from BC1, CE-412, H-GE-410, H-MXE-411, 4000-3 & O2 to H-O2
Area C from from BC1, H-GE-410 & H-MXE-411 to H-MUKR1
Area D from H-GE1-410 & O2 to H-MUKR4
Area E from BC1, H-MXE-411, O2 & H-GE1-410 to H-MUKR3
Area F from BC1, H-MXE-411 & H-GE1-410 to H-P
Area G from H-GE1-410 & O2 to H-MUKR2
Area H from H-GE1-410 & O2 to H-D-XXX
Area I from 4000-3 & O2 to H-MUKR5
Area J from 4000-3 to H-O2
Area K from 4000-3 to H-MUKR3

SCHEDULE 'A' TO BY-LAW 2020.524 AMENDING MAP NOs. 3-E, 6-E & 6-W PART 15, BY-LAW 2020 AS AMENDED. PASSED THE 21st DAY OF JULY, 2026

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MAYOR CITY CLERK

TERANET Burlington
Community Planning Department

The Corporation of the City of Burlington

City of Burlington By-law 49-2026

A by-law to confirm the proceedings of the meeting of Council of the Corporation of the City of Burlington held on Tuesday, July 21, 2026

Whereas according to Section 5 of the *Municipal Act*, 2001, c. 25 as it may be amended from time to time, the powers of The Corporation of the City of Burlington are to be exercised by the Council of The Corporation of the City of Burlington and municipal powers are to be exercised by by-law; and

Whereas it is deemed expedient that the actions of the Council of The Corporation of the City of Burlington be confirmed and adopted by by-law;

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

1. The actions of the Council of The Corporation of the City of Burlington in respect of:

   (a) each recommendation in the report of the Committees;

   (b) Each motion, resolution and other action passed and taken by the Council of The Corporation of the City of Burlington at this meeting are hereby adopted and confirmed as if same were expressly included in this by-law.

2. The Mayor and the proper officials of The Corporation of the City of Burlington are hereby authorized and directed to do all things necessary to give effect to the action of the Council of The Corporation of the City of Burlington referred to in Section 1.

3. The Mayor, or in the absence of the Mayor, the Deputy Mayor, and the Clerk, or in the absence of the Clerk, the Deputy Clerk,

   a) are authorized and directed to execute all documents necessary to the action taken by Council as described in Section 1, and

   b) Are authorized and directed to affix the seal of The Corporation of the City of Burlington to all such documents referred to in Section 1.

4. This by-law comes into force on the day upon which is enacted by the Council of the Corporation of the City of Burlington.

Enacted and passed this 21st day of July, 2026.

Mayor Marianne Meed Ward _____

City Clerk Mike de Rond _____