

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 Corporation 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 adaptation, 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: <u>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)</u>
3	13 Definitions	Add the following as a new definition: Architectural Control: <u>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.</u>

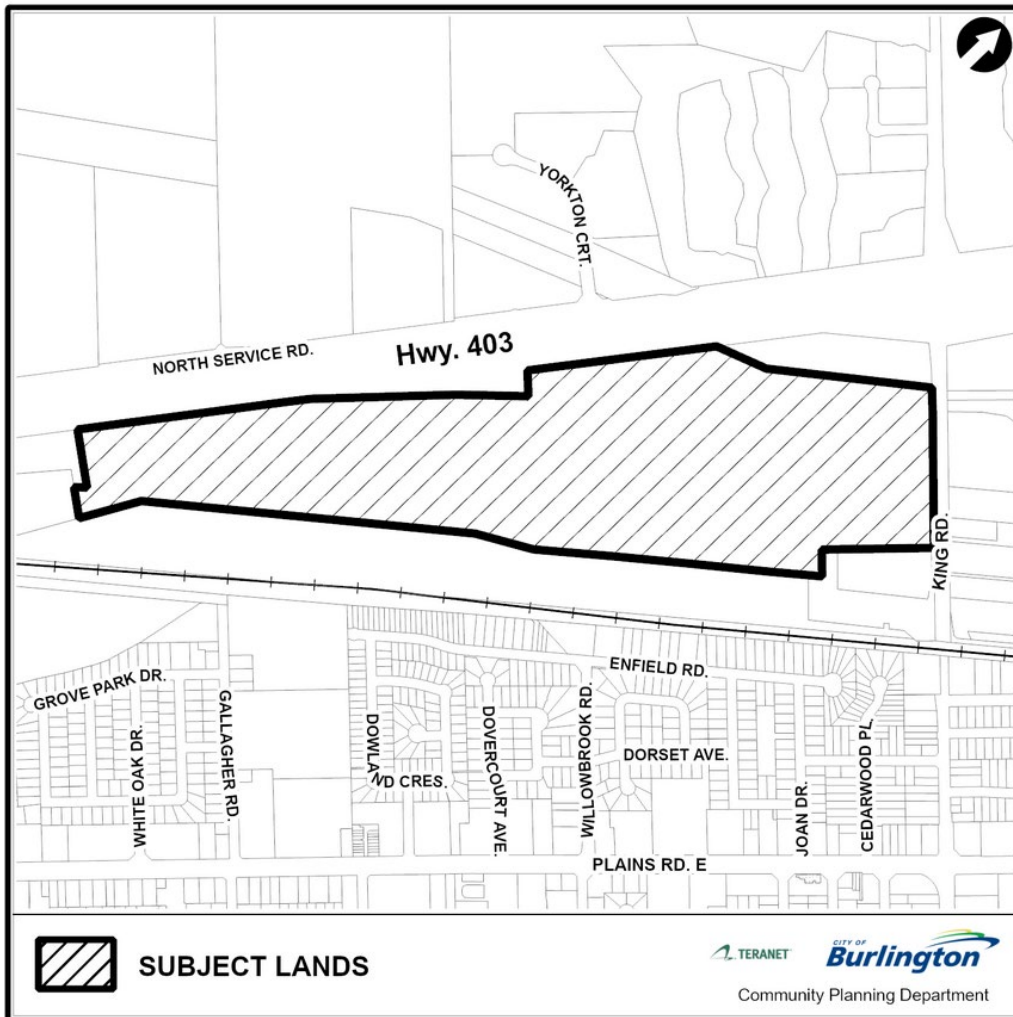
4	13 Definitions	Add the following as a new definition: LOCAL NODE AND LOCAL INTENSIFICATION CORRIDOR <u>means a Strategic Growth Area identified by a Local Municipality in an approved Official Plan, which has a role in the accommodation of mixed-use intensification and/or employment intensification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

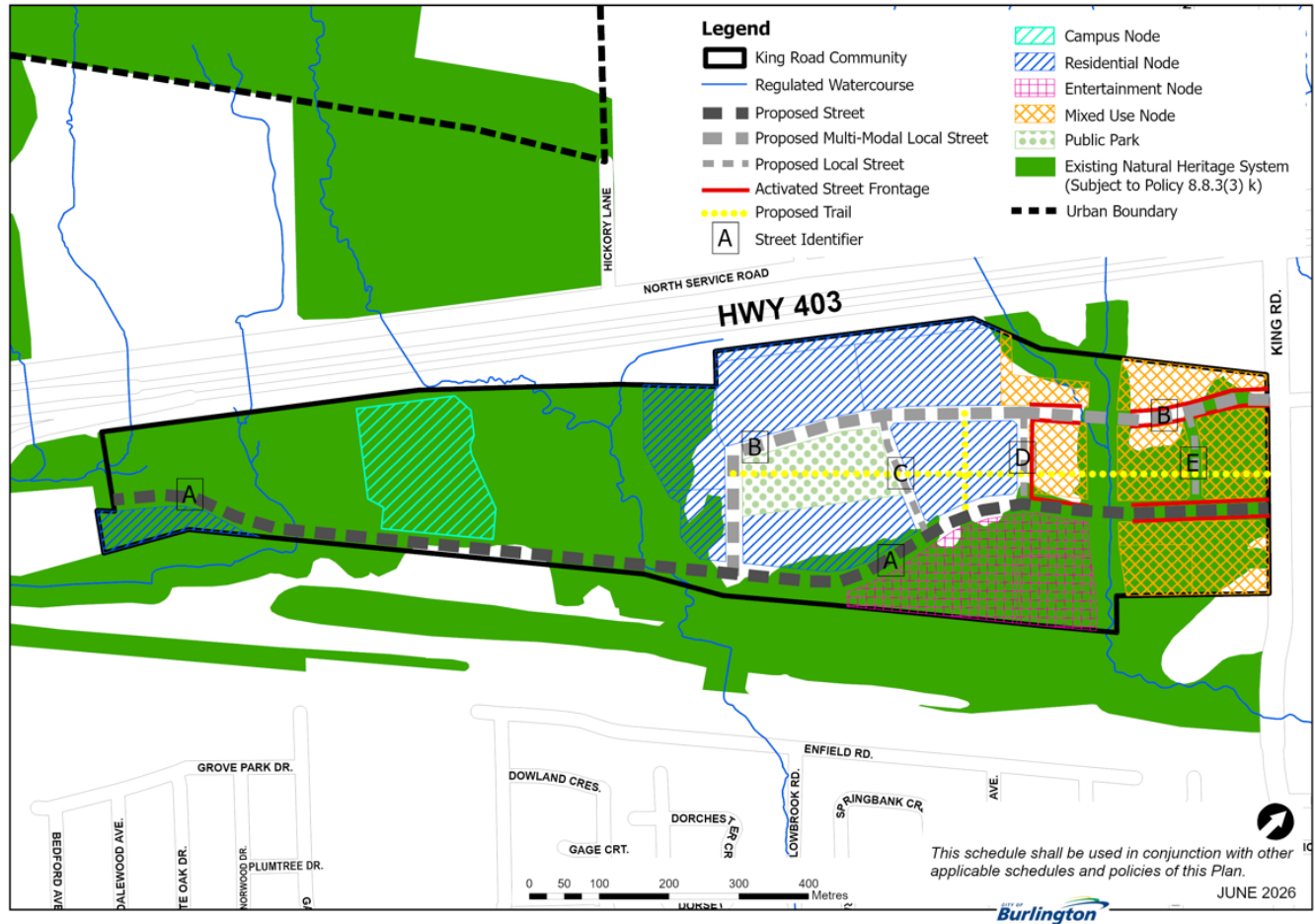
well as transportation network and intersection design and improvements in accordance with Section 8.8.3 (6) of this Plan.

- 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.

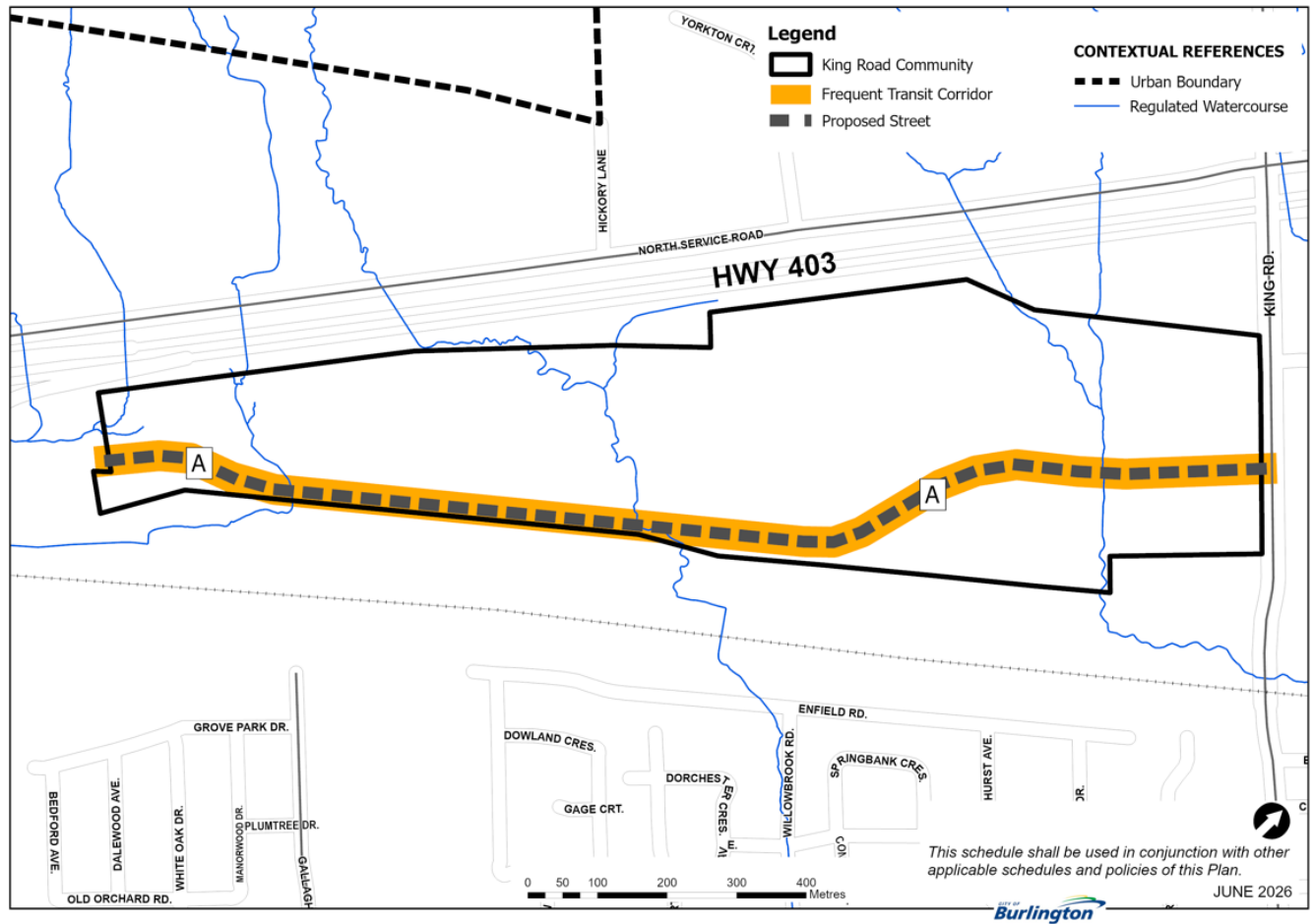
Attachment 3 to OPA 9 – The King Road Community Schedule T

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

