SUBJECT: Information report for site plan application at 2243, 2269 and 864 Drury Lane

TO: Community Planning, Regulation & Mobility Cttee.

FROM: Community Planning Department

Report Number: PL-05-21

Wards Affected: 2

File Numbers: 535-001/20

Date to Committee: January 14, 2021

Date to Council: January 19, 2021

Recommendation:

Receive and file community planning department report PL-05-21 regarding a site plan application for 2243, 2269 Fairview Street and 864 Drury Lane.

PURPOSE:

The purpose of this report is to provide information for a site plan application for the development site consisting of 2243, 2269 Fairview Street and 864 Drury Lane:

- Seven (7) residential towers on top of four (4) mixed use podiums.
- Overall tower heights ranging between 29 and 37 storeys.
- Podium heights ranging from 2, 5 and 6 storeys.
- A total of 2,494 residential units of mixed type and tenure.
- 3,993 m^2 of retail / commercial space.
- 41,821 m^2 of shared amenity space consisting of various indoor / outdoor facilities and Privately-Owned Publicly Accessible Spaces.
- Five (5) levels of underground parking and a four (4) storey above-grade parking structure.
- Pedestrian connections throughout the site and to the Burlington GO Station.

Vision to Focus Alignment:

- Increase economic prosperity and community responsive city growth
- Improve integrated city mobility
- Building more citizen engagement, community health and culture

---

Executive Summary:

RECOMMENDATION:	None. Information Report	***Ward:***	2

Application Details	***APPLICANT:***	CLV Group Developments Inc.
	OWNER:	Same as above
	FILE NUMBERS:	535-001/20
	TYPE OF APPLICATION:	Site Plan Application
	PROPOSED USE:	Seven (7) residential towers on top of four (4) mixed use podiums
Property Details	***PROPERTY LOCATION:***	North west Corner of Fairview Street and Drury Lane
	MUNICIPAL ADDRESSES:	2243, 2269 Fairview Street & 864 Drury Lane
	PROPERTY AREA:	3.4 ha
	EXISTING USE:	Vacant garden centre, brewery, auto repair shop, dance studio and furniture store
Documents	***OFFICIAL PLAN Existing:***	Mixed Use Corridor – Commercial Corridor
	ZONING Existing:	Mixed Use Corridor (MXT)
Processing Details	***SITE PLAN APPLICATION RECEIVED:***	April 4, 2020
	STATUTORY DEADLINE (30 days):	Deadline has elapsed

Background and Discussion:

General

On April 4, 2020 the Community Planning Department acknowledged that a site plan application had been received for Site Plan Approval for 2269, 2243 & 864 Drury Lane to support the development of the lands with seven (7) residential towers on top of four (4) mixed use podiums, with overall tower heights ranging between 29 and 37 storeys, and includes 2,494 residential units of mixed type and tenure and 3,993 square metres of retail/ commercial space. The purpose of this report is to provide an overview of the application and is intended as background information only.

Site Description

The subject site has an area of 3.4 ha, and approximately 224 m of frontage along Fairview, and 143 m of frontage along Drury Lane (see Figure 1, below). Access to the site is currently provided via both Drury Lane and Fairview Street. A vacant garden centre, brewery, auto repair shop, dance studio and furniture store are currently located on the Subject Lands. It is the intent that the existing buildings and structures be demolished prior to the site being redeveloped.

Surrounding Land Uses

Surrounding the subject site are the following uses:

- North: The Lakeshore West GO rail line is located adjacent to the Subject Lands directly to the north. A low-rise residential neighbourhood occupies the lands north of the rail line. An overpass pedestrian bridge at the north terminus of Drury Lane provides access over the rail line to the residential community to the north.
- South: Fairview Street, low rise institutional and medical building consisting of the Halton Catholic District School Board and a medical clinic.
- East: Drury Lane, and a number of low-rise service commercial and retail uses are located east of the Subject Lands, including an automotive repair and home store.
- West: A car dealership is located adjacent to the Subject Lands directly west, followed by a creek and the Burlington GO Station. The Paradigm Condominium development, (5 tower and 24 storey residential condominium development) is located immediately west of the Burlington GO Station.

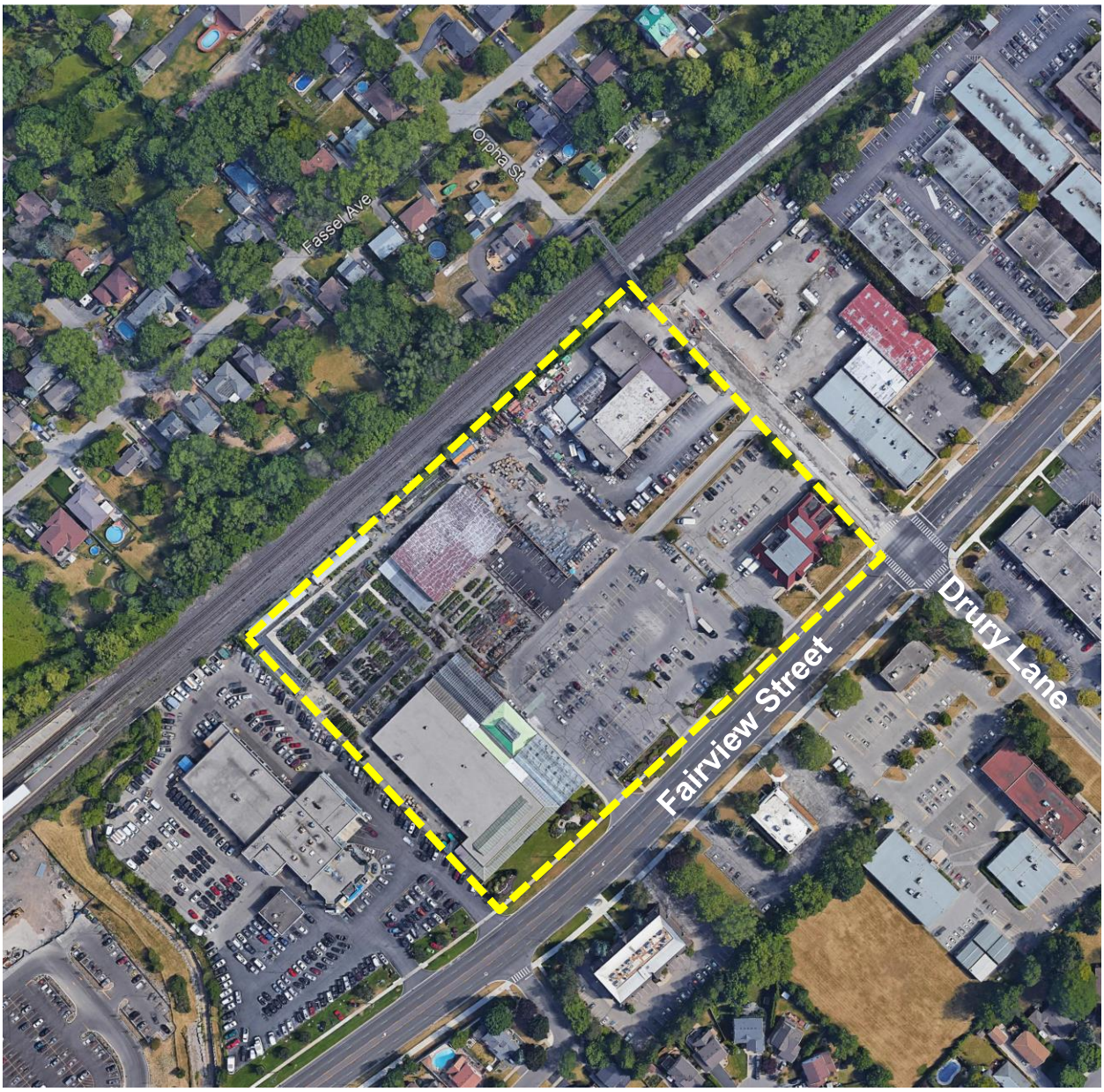


Figure 1 – Air photo (2019) with the subject property outlined

Description of Application

As shown on Sketch No. 2 (Appendix A), the proposed redevelopment of the site includes 4 buildings with a total of 7 towers ranging in height from 29 to 37 storeys. The proposed development will provide 2,494 residential units of mixed type and tenure; 3,993 square metres of retail/ commercial space; 41,821 square metres of shared amenity space between all buildings in a variety of forms, including indoor, rooftop and outdoor elevated amenity area; all proposed parking to be located within a combination of a 4-storey above ground parking structure abutting the northern lot line or within 5

levels of underground parking abutting the southern property line. Each building is proposed as follows:

- ***Building A*** will provide a two storey podium containing a mix of lobby, retail/commercial space, amenity space, and six residential units. Building A will provide 338 residential units in a 33 storey tower with indoor amenity space included on floors 1 and 2, and outdoor amenity space.
- ***Building B*** will provide a five storey podium containing a mix of lobby, retail space, amenity space, and 105 residential units. 10 Townhouse style units are incorporated into the podium of building B, fronting onto Fairview Street. Tower B1 will provide 248 residential units in a 29 storey tower with outdoor rooftop amenity space. Tower B2 will provide 298 residential units in a 34 storey tower with outdoor rooftop amenity. The podium of Building B includes indoor and outdoor amenity space, including an outdoor terrace.
- ***Building C*** will provide a six storey podium containing a mix of lobby, retail space, amenity space, and 77 residential units. Tower C1 will provide 320 residential units in a 33 storey tower with outdoor rooftop amenity. Tower C2 will provide 364 residential units in a 37 storey tower. The podium of Building C includes indoor and outdoor amenity space and a green roof.
- ***Building D*** will provide a six storey podium containing a mix of lobby, retail space, amenity space, and 84 residential units. Tower D1 will provide 316 residential units in a 33 storey tower with outdoor rooftop amenity. Tower D2 will provide 344 residential units in a 35 storey tower. The podium of Building C includes indoor and outdoor amenity space and a green roof.

Phasing

Although staff are assessing the entire development comprehensively, a phased approval has been requested. Phase 1 will consist of Building C (Northwest corner), which the applicant is currently seeking Site Plan approval for. Phase 2 will include Building D (Northeast corner) and Phase 3 will be comprised of Buildings A and B to the south off of Fairview Street. Timing for phasing has not yet been confirmed at this stage of the review process.

Table 1: Proposed Design Elements

Uses	Residential Commercial/ retail Publicly accessible open space Private open space
Amenity	Approximately 17 square metres per unit, for a total of 41,821 square metres across the site in the form of private amenity (e.g. balconies, terraces) and common amenity (indoor and outdoor)
Commercial	3,993 square meters
Height	29-37 storeys
Unit Mix	Studio (400-500 square feet): 5% of unit mix 1 bedroom (500- 675 square feet): 35% of unit mix 1 bedroom + den (675-775 square feet): 15% of unit mix 2 bedroom (775-900 square feet): 38% of unit mix 2 bedroom + den (900- 1000 square feet): 5% of unit mix 3 bedroom (1000-1100 square feet): 2% of unit mix
Tenure	Mixed- rental and condominium ownership
Residential Density	725 units per hectare

Vehicular access to the proposed development will be provided primarily through an internal driveway that wraps through the site from Fairview Street to Drury Lane, similar to the driveway that presently exists on the Subject Lands. The parking structure will be accessed via Drury Lane and the internal east-west driveway which will function as a private street. Access to the underground parking will also be provided through the internal driveway. A minimal amount of layby parking is proposed at grade. Parking is proposed as 1-5 levels of underground parking and 4 levels of parking in a structure at the rear of the site. In terms of parking rates, there are 2730 spaces for 2494 units for a total rate of 1.09 per unit.

Specific to this development, The City of Burlington is requiring a consolidated 1-hectare public park to be contained within the subject development. Negotiations on the location, size and configuration of the park are ongoing as part of the overall review process.

Supporting Documents

The applicant has submitted the following materials in support of the application:

- *Site Plan, Floor Plans and Elevations*, prepared by Core Architects, dated September 25, 2020
- *Topographical Survey*, prepared by Rady-Pentek & Edward Surveying Ltd., dated August 30, 2018
- *Transportation Impact Study*, prepared by WSP, dated January 8, 2020
- *Transportation Impact Study (Addendum)*, prepared by WSP, dated October, 2020
- *Site Servicing and Stormwater Management Report*, prepared by C.F. Crozier & Associates Inc., dated October 2020
- *Site Plan Report*, prepared by MHBC Planning, dated January 2020
- *Urban Design Brief*, prepared by MHBC Planning, dated January 2020
- *Landscape Plan*, prepared by MHBC Planning, dated October 2020
- *Environmental Noise & Vibration Assessment*, prepared by Novus Environmental, dated January 9, 2020
- *Land Use Compatibility*, Air Quality and Noise Compatibility Assessment, prepared by Novus Environmental, dated January 9, 2020.
- *Phase I Environmental Site Assessment*, prepared by Pinchin, dated March 13, 2019.
- *Phase II Environmental Site Assessment*, prepared by Pinchin, dated April 16, 2019
- *Supplemental Geotechnical Investigation*, prepared by Pinchin, dated December 21, 2018
- *Preliminary Groundwater Summary*, prepared by Pinchin, dated January 9, 2020
- *Removals & Erosion & Sediment Control Plan*, prepared by Crozier Consulting Engineers
- *Tree Inventory and Preservation Plan*, prepared by Kuntz Forestry Consulting Inc, dated September 2020
- *Construction Management and Mobility Plan,* prepared by Crozier Consulting Engineers dated October 21, 2020.
- *Engineering Drawing Set,* prepared by Crozier Consulting Engineers dated October 21, 2020
- *Preliminary Geotechnical Investigation (2243 Fairview St),* prepared by Pinchin, dated April 20, 2018
- *Preliminary Geotechnical Investigation (864 Drury Lane),* prepared by Pinchin, dated July 26, 2018

- *Noise and Vibration Response Letter,* prepared by SLR Consulting Ltd, dated October 2020
- *Stormwater Facility Maintenance Manual,* prepared by Crozier Consulting Engineers dated October, 2020.
- *Waste Management Plan,* prepared by MHBC Planning, dated September 24, 2020
- *Structural Confirmation for Fire Truck Loads (Underground Parking Structure),* prepared by Entuitive, dated September 2020

Interim Control By-law

On March 5, 2019, Council enacted Interim Control By-law (ICBL) 10-2019 to temporarily limit development within the City's Downtown Urban Growth Centre and the lands in proximity to the Burlington GO Station for a period of one year in order to complete a land use study assessing the role and function of the Downtown bus terminal and Burlington GO Station as major transit station areas.

The recommendations from the findings of the study, including approval of Official Plan Amendment (OPA) 119 and Zoning By-law Amendment (ZBA) 2020.418, were approved by City Council on January 30, 2020. However, the City has received appeals for both OPA 119 and ZBA 2020.418. As a result, the ICBL will remain in effect until the Local Planning Appeal Tribunal (LPAT) has issued a final decision on each appeal of ZBA 2020.418.

While the City awaits the LPAT process to conclude, new applications, including the subject application, are being circulated for comment to relevant departments and agencies. No planning decisions are being formalized and recommendation reports are not being prepared until the LPAT has issued decisions on the aforementioned ZBA 2020.418 appeals. The application will be held in abeyance until the ICBL is no longer in effect.

Policy Framework

The proposed Site Plan is subject to the following policy framework: Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Region of Halton Official Plan, City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020. The following is an overview of the land use designations and policy directions provided in these documents.

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides broad policy direction on land use planning and development matters of provincial interest. All planning decisions must be consistent with the PPS. The PPS promotes appropriate development and land

use patterns that make efficient use of land and infrastructure, protect public health and safety, facilitate economic growth, and conserve significant built heritage resources. The PPS directs that growth and development be focused in settlement areas. Land use patterns in settlement areas are to be based on densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, prepare for the impacts of a changing climate, and support active transportation and transit.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe provides a policy framework for managing growth in the Greater Golden Horseshoe. The policies of the Growth Plan are intended to support the achievement of complete communities that feature a diverse mix of land uses and range of housing options, provide for a more compact built form and vibrant public realm, increase the use of transit and active transportation, and mitigate and adapt to climate change. The Growth Plan directs growth and development to settlement areas, with a focus on strategic growth areas, to make efficient use of land and *infrastructure and* support transit viability.

Region of Halton Official Plan

The subject lands are designated "Urban Area" and located within the Intensification Areas (Urban Growth Centre and Major Transit Station Area) overlay in the Halton Region Official Plan (ROP). The ROP states that the range of permitted uses within the Urban Area shall be in accordance with local Official Plans and Zoning By-laws. However, all development is subject to the policies of the ROP, including the specific objectives and policies for Intensification Areas and Urban Growth Centres. Objectives of Intensification Areas include: to provide an urban form that is complementary to existing developed areas; to provide diverse, vibrant pedestrian-oriented urban environments; to support active transportation and transit for everyday activities; and to generally achieve higher densities than the surrounding areas.

City of Burlington Official Plan

The subject lands are subject to the "*Mixed Use Activity Area*" and "*Mixed Use Corridor – Commercial Corridor*" land use designations in the City's in-force Official Plan.

There is a site-specific Official Plan policy (Part 3, Section 5.3.2 a) iii) which states *"development and re-development of lands within a major transit station area, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan for the Greater Golden Horseshoe*." *Notwithstanding Part III, Subsection 5.3.3 b) and e), those lands designated Mixed Use Corridor subject to the Commercial Corridor Policies of Subsection 5.3.3 and located within a major transit station area, shall permit only transit*

supportive uses, as defined in the Growth Plan for the Greater Golden Horseshoe, have a minimum floor space index of 0.5 and a minimum building height of two storeys

Transit Supportive Land Use is defined in the 2019 Growth Plan for the Greater Golder Horseshoe as *"Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.*

Furthermore, staff continue to consider the design as it relates to the principles outlined in the Urban Design section of the Official Plan as well as the *Tall Building Guidelines*.

City of Burlington Adopted Official Plan, 2018

The proposed new Official Plan was adopted by Council on April 27, 2018 and has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. Halton Region identified areas of non-conformity, and as such, the adopted Official Plan was subject to additional review and revision, which has now been approved.

The new Official Plan identifies the subject lands as a *Mixed-use Nodes and Intensification Area* (Urban Structure), a *Primary Growth Area* (Growth Area) as well as a *Major Transit Station Area*. These areas are recognized as areas to accommodate the majority of the City's forecasted growth, and the most appropriate location for new tall buildings.

City of Burlington Zoning By-law 2020

The lands are zoned "Mixed Use Corridor (MXT)" in the City's Zoning By-law 2020. The MXT zone permits the development of mixed-use residential apartment buildings, as well as the inclusion of retail and office uses. There is no Maximum Permitted Height for the MXT zone, and there is also no Maximum Permitted Density. The Council adopted zoning by-law amendment (2020.418) provides for a 6 storey maximum for lands within 10 meters of Fairview Street.

The zoning review will be based on the in-force regulations; however, comments related to the Council adopted zoning by-law amendment will be provided which incorporate the requirement for a 6-storey maximum edge condition adjacent to the Fairview Street, Brant Street and Drury Lane. The purpose of the amendment was to provide for an appropriate transition to adjacent areas through a mid-rise, pedestrian-scale built for along Fairview Street, Brant Street and Drury Lane and provide built form continuity with the Fairview Street Mixed Use Corridor which permits buildings up to 6 storeys in height.

Technical Comments

The application was circulated with various internal staff and external agencies for review and comment. Comments were received, and the applicant recently responded with a resubmission which is currently under review. The following is a list of internal departments and external agencies that staff is continuing to work with as part of the latest submission.

Internal Staff (Burlington)

- Zoning
- Site Engineering
- Landscape Engineering
- Transportation
- Accessibility
- Parks & Open Space
- Burlington Transit
- Burlington Fire

External Agencies

- Ministry of Transportation
- Metrolinx / CN
- Halton Region
- Halton Police
- Halton District Catholic School Board (HCDSB)
- Halton District School Board (HDSB)
- Conservation Halton
- Enbridge Pipelines
- Canada Post
- Hydro One
- Burlington Hydro
- TC Energy

Staff will address technical concerns submitted by all staff and agencies as part the Site Plan Review process but will remain in abeyance until the ICBL appeals are resolved.

Financial Matters:

The applications are being processed in accordance with the required development application fees.

Climate Implications

In Canada, buildings generated approximately 13% of the country's greenhouse gas emissions in 2018 in their heating and cooling. Passenger transportation and municipal landfills accounted for approximately 14% and 2%, respectively[1]. In February 2020, City Council approved the *City of Burlington Climate Action Plan* to support the city's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The plan identifies seven implementation programs, including programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; electrify city, personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion. A discussion of the climate implications of the proposed development will be provided in the future recommendation report.

Engagement Matters:

A webpage was created on the City of Burlington website, accessible at https://www.burlington.ca/en/services-for-you/clv-group-developments-2243-2269-fairview-st-and-864-drury-lane.asp. This webpage provides information about the subject application and contact information for the applicant's representative and the Community Planning Department

---

Conclusion:

This report provides information and a description of the subject application, including an update on the technical review that is underway

---

[1] Government of Canada. 2020. *National Inventory Report 1990-2018: Greenhouse Gas Sources and Sinks in Canada.* Retrieved online from: https://unfccc.int/documents/224829

Respectfully submitted,



Andreas Houlios, MCIP RPP

Planner II

905-335-7600 Ext. 7463

Appendices:

A. Sketches

Notifications:

Jenn Morrison, CLV Group Developments Inc.

jennifer.morrison@clvgroup.com

Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.