

8/23/2022

Community Planning  
Toronto City Hall  
100 Queen Street West, 18<sup>th</sup> Floor  
Toronto, ON M5H 2N2

Attention: Ms. Doris Ho, Planner, Community Planning

Dear Ms. Ho:

**RE: Applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control, for the properties municipally known as 340-376R Dufferin Street and 2 Melbourne Avenue in the City of Toronto**

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Hullmark Sun Life (340 Dufferin) Ltd., Hullmark Sun Life (360 Dufferin) Ltd. and Hullmark Sun Life (376 Dufferin) Ltd., collectively known as “Hullmark”, together with partners BentallGreenOak, are owners of the properties municipally known as 340-376R Dufferin Street and 2 Melbourne Avenue (the “Site”) in the City of Toronto. The Site is within the area commonly referred to as “Parkdale” and is more specifically bounded by Dufferin Street to the east, Melbourne Avenue to the south, Milky Way Lane to the north, and a private laneway and residential homes to the west. The Site is currently occupied by multiple 1 to 2-storey commercial buildings and a surface parking lot, which are proposed to be partially demolished and replaced with a well-designed mixed-use development, over two phases. The Site has frontages of 128.6 m along Dufferin Street, 39.3m along Melbourne Avenue, and 71.7 m along Milky Way Lane, with a total land area of approximately 7,444 m<sup>2</sup>.

The immediate area surrounding the Site is eclectic in nature and is comprised of varying scales of development, with a mix of retail, office, institutional, and residential uses. To the immediate north of the Site across Milky Way Lane is an 8-storey mixed-use building with retail at grade and residential uses above and a 3-storey institutional building, both of which have primary frontages on Queen Street West. Further to the north across Queen Street West is the Parkdale Amphitheater, a 2-storey commercial building, and the CN rail tracks, which are part of the Kitchener GO Line. To the immediate south of the Site across Melbourne Avenue is the Melbourne Avenue Parkette and a series of row-houses fronting Dufferin Street. Further to the south are 7 and 8-storey existing residential apartment buildings fronting Dufferin Street, 14 and 19-storey under construction mixed use buildings at the intersection of King Street West and Dufferin Street, and 1 and 2-storey commercial buildings fronting King Street West. Immediately east of the Site across Dufferin Street, is another 8-storey residential apartment building. Further to the east are a series of 3 to 4-storey townhouse blocks and several high-density mixed-use residential buildings ranging in height from 7 to 21-storeys. Within this area is also the planned King-Liberty Smart-Track Station, which will bring rapid GO service to the immediate neighbourhood. Immediately west of the Site across a laneway are a series of 2-storey row houses fronting Gwynne Avenue. Further to the west is a low-density, primarily residential area, comprised of 2 to 3-storey detached and semi-detached homes, 3 to 4-storey walk up apartments, smaller-scale institutional uses, a 20-storey residential apartment building, and the Parkdale Collegiate Institute. To the

northwest of the Site along Milky Way Lane is also located the future Parkdale Community Hub, which is proposed to contain community and residential uses.

## **Planning Framework:**

The Site is designated “Neighbourhoods” in the City of Toronto Official Plan which designation does not reflect the current uses on the site today, or historically. A site-specific Official Plan Amendment is required to permit the proposed development, which has been designed to align with the intensifying nature of Dufferin Street as one of the Toronto’s major transit and vehicular arterials, while also sensitively integrating into its surroundings.

The proposed development will be transit-oriented, as emphasized by the Official Plan for developments of this kind to create a balance of residential and commercial uses that reduce automobile dependency, while maintaining a built form which is compatible with the immediate context. The surrounding area is also undergoing changes which will increase connectivity throughout Toronto and the greater region. Specifically, the Site is located within walking distance to several stations and stops on the existing 501 Queen streetcar line located immediately north of the Site, the 504 King streetcar line located south of the Site, the 29 Dufferin bus located directly east of the Site, and the planned King-Liberty Smart-Track Station. Located to east of the Site, the King-Liberty Smart-Track Station will provide access to a rapid transit station one stop away from Union Station to the southeast and the Bloor-Danforth Subway Corridor to the north, as well as connections to other future routes such as the Finch West LRT, Eglinton Crosstown LRT, UP Express, and the Ontario Line. The Official Plan policies recognize the locational attributes described above and promote higher density development and intensification on underutilized sites, with a high-quality, well-designed built form that is sensitive to the surrounding context.

The Site is also adjacent to the draft Parkdale Main Street Heritage Conservation District, as adopted by the Toronto Preservation Board on June 14, 2022. The Site is not adjacent to any contributing properties as identified in the draft Conservation District Plan. Further, while no part of the Site is listed or designated on the City’s heritage register, a Heritage Impact Assessment has been prepared and included in the within applications to outline conservation strategies proposed for the redevelopment scheme.

The Site recently underwent a site-specific Zoning By-law Amendment to modify the range of permitted uses on the Site, which was approved by City Council on March 9, 2022. Accordingly, the Site is zoned “EO 2.0 (e2.0; o2.0) (x19)” pursuant to the City of Toronto Zoning By-law 569-2013 as amended. A site-specific by-law with development standards that reflect recent developments and the evolving character of the area is proposed to permit a sensitively designed mixed-use development on the Site, which will fit well into the fabric of the immediate area, while allowing for broader connections to be made throughout the transportation network of the greater area and region.

## **Details of the Proposal:**

Hullmark and BentallGreenOak are submitting applications for an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control to facilitate the development of the Site with a mixed-use development featuring 25 and 21-storey towers fronting onto Dufferin Street

connected by a 4 to 6-storey base building, and an 11-storey mid-rise component located at the corner of Dufferin Street and Melbourne Avenue.

Currently proposed to be constructed in two phases, the proposal is built around a 2,013 m<sup>2</sup> publicly accessible courtyard, which acts as the “heart” of the Site and will have pedestrian access points located along Dufferin Street to the east, Melbourne Avenue to the south and Milky Way Lane to the north. In addition to providing a communal area for the surrounding community and the end users of the proposed development to enjoy and interact with, the expanded courtyard (which currently partially exists on site as a surface parking lot), will also contain a 94.5 m<sup>2</sup> publicly accessible community garden, a 500 m<sup>2</sup> flex community space located within a retained portion of the existing building, as well as direct access to thirteen 2-storey flex/studio live-work maker spaces, some of which front directly onto the courtyard, and to the flex/commercial and residential lobbies located along Dufferin Street. Additionally, the Dufferin Street sidewalk is proposed to be expanded to 3.7 to 7.4 m in width by reducing the Dufferin Street curb lane to 3.0 m in width and by introducing a 3.5 m setback at Melbourne Avenue and Dufferin Street, which will allow for an improved pedestrian experience along the east side of the Site.

The proposed community garden and “flex” live-work maker spaces have been designed in consultation with Greenest City and Akin Collective respectively and will further allow for active engagement within the courtyard, with the residential towers being located along Dufferin Street to provide appropriate transition to the existing neighbourhood to the west.

Additionally, certain portions of the existing buildings are proposed to be retained on site and incorporated into the redevelopment scheme. Specifically, the existing building at 350 Dufferin Street will be retained in-situ and a portion of the existing façade along Dufferin Street and on the western laneway will also be retained, with the base buildings, podiums, and central courtyard paying homage to the historical industrial uses on the Site and in the Parkdale area.

The proposed development will feature 41,020 m<sup>2</sup> of residential Gross Floor Area (“GFA”), 1,929 m<sup>2</sup> of flex/studio GFA, and 1,521 m<sup>2</sup> of flex/commercial GFA (44,470 m<sup>2</sup> in total) for an overall density of 5.97 times the area of the lot. A total of 658 residential units are currently proposed, comprised of 12 bachelor units (1.8%), 426 one-bedroom units (64.7%), 154 two-bedroom units (23.4%) and 66 three-bedroom units (10%), achieving the targets set out by the City of Toronto’s Growing Up Guidelines for two and three-bedroom units. Currently, the 94 residential units located in the second phase are proposed to have rental tenure, with the remaining 564 residential units in the first phase proposed to be condominiums, with the percentage of affordable units to be confirmed at a later date once comments have been received. These residential suites will be served by a total of 1,991 m<sup>2</sup> of indoor amenity space located on the 2<sup>nd</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, and 10<sup>th</sup> floors and 642 m<sup>2</sup> of connected private outdoor amenity, in addition to the area provided by the communal courtyard, in well-designed amenity terraces located on the 3<sup>rd</sup>, 5<sup>th</sup>, and 10<sup>th</sup> floors.

Two vehicular access points have been situated along the north edge of the Site on Milky Way Lane, providing access to the 2-level underground parking structure and the surface level Type “G” and Type “B/C” loading spaces. The underground parking structure provides for a total of 232 parking spaces, with 62 visitor parking spaces and 31 residential parking spaces

provided on P1, as well as two additional Type “C” loading spaces, and 139 residential parking spaces provided on P2. In addition, the proposal contains 682 bicycle parking spaces in total, with 593 long-term spaces dedicated for residential users of the building located on the P1 level and the first and second floor within secured bicycle parking rooms, 66 spaces for residential visitors located on the P1 level and the ground floor, 8 long-term spaces dedicated to commercial and flex users of the building located on the P1 level within a secured bicycle parking room, and 15 short-term spaces dedicated to commercial and flex visitors located on the ground floor.

In light of the foregoing review, and the extensive analysis conducted by the experts retained in support of the within proposal, it is our respectful submission that the enclosed application will allow for an underutilized property to be intensified with a sensitively designed transit-oriented community that supports the objectives of the Official Plan. The proposed mixed-use building has been designed to fit well into the surrounding area and continue the ongoing growth Dufferin Street has experienced with an elegant, heritage-inspired design which benefits from the Site’s adjacency to several transit options, while also including an expansive, publicly accessible courtyard, “flex” live-work maker spaces, a community garden, and gathering spaces that the surrounding community and end users will be able to enjoy and benefit from. We look forward to working cooperatively with City Staff, the local community, and City Council to bring this worthwhile proposal to fruition.

In support of the enclosed application for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control, please find enclosed herewith the following materials:

1. One digital copy of the Development Approval Application Form, associated Project Data Sheet and Fee Schedules;
2. One digital copy of the Boundary and Topographical Survey, prepared by KRCMAR, dated April 25, 2019;
3. One digital copy of the Architectural Plans, including Cover Page, Statistics, Context Plan, GFA Diagrams, Site Plan, Underground Garage Plans, Floor Plans, Roof Plan, Building Elevations, 1:50 Scale Detailed Colour Building Elevations, TGS Bird Friendly Glazing Calculations, Building Sections, and Perspective Views, prepared by Sweeny &Co Architects Inc., dated July 15, 2022;
4. One digital copy of the Shadow Study, prepared by Sweeny &Co Architects Inc., dated July 11, 2022;
5. One digital copy of the Computer-Generated Building Mass Model, prepared by Sweeny &Co Architects Inc.;
6. One digital copy of the Simplified Report Graphics, prepared by Sweeny &Co Architects Inc., dated June 17, 2022;
7. One digital copy of the Planning Rationale, including the Block Context Plan and Community Services and Facilities Study, prepared by Bousfields Inc., dated August 2022;
8. One digital copy of the draft Official Plan Amendment, including text and schedules;
9. One digital copy of the draft Zoning By-law Amendment to By-law 569-2013 including text and schedules;
10. One digital copy of the Public Consultation Strategy Report, prepared by Bousfields Inc., dated August 2022;

11. One digital copy of the Urban Design Report, prepared by Acronym Urban Design & Planning, dated July 21, 2022;
12. One digital copy of the Heritage Impact Assessment & Cultural Heritage Evaluation Report, prepared by ERA Architects Inc., dated July 19, 2022;
13. One digital copy of the Landscape Plans, including the Public Utilities Plan, Concept Site and Landscape Plan, Lighting Plan, Planting Plan, Grading Plan, Soil Volume Plan, Street Tree Planting Sections, Toronto Standard Details, Green Roof Plan, Paving Details, Planting Details, and Green Roof Details prepared by Land Art Design, dated July 28, 2022;
14. One digital copy of the Arborist Report, prepared by Kuntz Forestry Consulting Inc., dated June 30, 2022;
15. One digital copy of the Tree Preservation Plan, prepared by Kuntz Forestry Consulting Inc., dated June 30, 2022;
16. One digital copy of the Transportation Impact Study, including the Loading Study, Parking Study, and Traffic Operations Assessment, prepared by BA Consulting Group Ltd., dated July 2022;
17. One digital copy of the Construction Management Plan Phase 1, prepared by BA Consulting Group Ltd., dated July 18, 2022;
18. One digital copy of the Construction Management Plan Phase 2, prepared by BA Consulting Group Ltd., dated July 15, 2022;
19. One digital copy of the Functional Servicing Report and Stormwater Management Report, including the Owner's Watertight Letter and the Structural Engineer's Watertight Letter, prepared by R.V. Anderson Associates Ltd., dated July 20, 2022;
20. One digital copy of the Servicing Report Groundwater Review Form, prepared by R.V. Anderson Associates Ltd.;
21. One digital copy of the Civil Drawings, including General Notes, General Site Servicing, General Sites Grading, and SWM Tank Details and Cross Sections, prepared by R.V. Anderson Associates Ltd., dated July 20, 2022;
22. One digital copy of the Geotechnical Report, prepared by Grounded Engineering, dated July 15, 2022;
23. One digital copy of the Hydrogeological Report, including the Hydrological Review Summary Form, prepared by Grounded Engineering, dated July 15, 2022;
24. One digital copy of the Noise and Vibration Report, prepared by HGC Engineering Limited, dated July 15, 2022;
25. One digital copy of the Pedestrian Level Wind Study, prepared by Gradient Wind Services Inc., dated June 16, 2022;
26. One digital copy of the Energy Strategy Report, including calculations, prepared by EQ Building Performance Inc., dated July 12, 2022;
27. One digital copy of the Energy Efficiency Report Phase 1, including Thermal Bridging Package, prepared by EQ Building Performance Inc., dated July 15, 2022;
28. One digital copy of the Energy Efficiency Report Phase 2, including Thermal Bridging Package, prepared by EQ Building Performance Inc., dated July 15, 2022;
29. One digital copy of the Toronto Green Standards Checklist;
30. One digital copy of the Toronto Green Standards Statistics;
31. One digital copy of the Toronto Green Standards Appendices;
32. One digital copy of the Complete Application Checklist; and
33. One digital copy of this letter.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

Hullmark Sun Life (340 Dufferin) Ltd., Hullmark Sun Life (360 Dufferin) Ltd. & Hullmark Sun Life (376 Dufferin) Ltd.

Per:

Charles Arbez  
*Director, Development*

Encls.

Cc: Councillor Gord Perks  
Mr. Dan Nicholson (Manager, Community Planning)  
Mr. Chetan Baweja (BentallGreenOak)  
Mr. Mike Belgue (BentallGreenOak)  
Mr. Pitman Patterson (Borden Ladner Gervais LLP)  
Mr. Dermot Sweeny (Sweeny & Co Architects Inc.)  
Mr. Oliver Pauk (Akin Collective)  
Mr. Philip Evans (ERA Architects Inc.)  
Mr. Michael Bissett (Bousfields Inc.)  
Mr. Mark Sterling (Acronym Urban Design & Planning)  
Ms. Jackie VanderVelde (Land Art Design)  
Mr. Steve Krossey (BA Consulting Group Ltd.)  
Mr. Andrew Turner (R.V. Anderson Associates Ltd.)  
Mr. Craig McIntyre (EQ Building Performance Inc.)  
Mr. Jason Crowder (Grounded Engineering)  
Mr. Matt Bielaski (Grounded Engineering)  
Mr. Joseph Dukovic (RJC Engineers)  
Mr. Vincent Ferraro (Gradient Wind Services Inc.)  
Mr. Brian Chapik (HGC Engineering Limited)  
Mr. Sean Carson (Smith + Andersen)