

11/23/2022

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

Attention: Mr. Patrick Miller, Planner, Community Planning

Dear Mr. Miller:

RE: Application for Zoning By-law Amendment for the property municipally known as **450-458 Dufferin Street** in the City of Toronto

HM RK (450 Dufferin) Ltd. (“Hullmark”) is the owner of the property municipally known as 450-458 Dufferin Street (the “Site”) in the City of Toronto. The Site is within the area commonly referred to as “Little Portugal”, which is generally bounded by Dovercourt Road to the east, College Street to the north, and the CN rail corridor to the west and south. More specifically, the Site is located at the northwest corner of Dufferin Street and Alma Avenue. The Site is currently occupied by a 1-storey commercial building and a surface parking lot, which are proposed to be replaced with a well-designed, 15-storey mixed-use development containing employment uses at-grade and 143 purpose-built residential rental units above. The Site has frontages of 31.2 m along Dufferin Street and 40.2 m along Alma Street, with a total land area of 1,495 m².

The immediate area surrounding the Site is eclectic in nature and is comprised of varying scales of development, with a mix of residential, institutional, commercial and employment uses. To the immediate north of the Site is a municipally owned sewer block, with legal non-conforming row-houses completing the block north to Florence Street. Further to the north are low-rise residential uses, a series of institutional and recreational uses (including St. Veronica Catholic School and the Mary McCormick Recreation Centre, Arena and Park) as well as low and mid-rise buildings along Dundas Street West, which contain grade-related commercial uses and residential uses above. To the immediate south of the Site across Alma Avenue are recently constructed 9, 10 and 13-storey mid-rise buildings, containing residential and commercial uses. Further south beyond the CN rail corridor (which is part of the Kitchener GO Line), is the Parkdale Amphitheatre, an 8-storey mixed-use building and 3-storey institutional building fronting onto Queen Street West. South of this, between Milky Way Lane and Melbourne Avenue along Dufferin Street are 1 and 2-storey commercial buildings, which are currently under review for a proposed 21 and 25-storey mixed-use redevelopment, known as the “Radiator Complex”. The Site is bound to the west by a produce distribution facility and an excavation/disposal service, which property extends to the CN rail tracks. Immediately east of the Site across Dufferin Street are low-rise residential homes and to the northeast is the Alexander Muir/Gladstone Avenue Junior Public School property and YMCA Childcare Centre. Further to the southeast at Peel Avenue is Pessoa Park and condominium block ranging from 7 to 20-storeys with retail uses at-grade. Following the CN rail corridor east are a variety on low-scale commercial uses and newer mid-use developments,

generally ranging from 3 to 21 storeys as well as the planned King-Liberty Smart-Track Station, which will bring rapid GO service to the immediate neighborhood.

The proposed development recognizes the significant changes to the urban fabric in the surrounding area that has occurred over the past two decades. Dufferin Street has evolved into a major traffic and transit arterial and growth along this corridor has been strengthened by significant capital investments in the recent years, including the City of Toronto's initiative to eliminate the "Dufferin Jog", which historically terminated Dufferin Street at Gladstone Avenue. In addition, within the immediate site context in the area known as the "Dufferin Triangle", recent development has included townhomes at 29-51 Florence Street, the 9 to 13-storey mixed-rise at 440 Dufferin Street (known as "The Brixton") and 7 to 20-storey mixed-use developments at 1205 Queen Street West, 2-20 Gladstone Avenue, and 11 Peel Avenue.

In the broader context, urbanization of Dufferin Street can be attributed to shifts in the wider economy and nature of urban employment in Toronto, resulting in a pattern of new major, mixed-use redevelopment along the Dufferin corridor from King Street West north to Downsview Airport, including: XO and XO2 Condos at King Street west, reaching 14 and 19-storeys, respectively; the Radiator Complex redevelopment proposal south of Queen Street West, including 21 and 25-storey towers; the northwest corner of Dundas Street West and Dufferin Street including an 8-storey mid-rise building; Dufferin Mall redevelopment south of Bloor Street West, comprised of new buildings ranging from 9 to 36-storeys; and the comprehensive redevelopment of Galleria Mall at Dupont Street including eight towers reaching up to 44-storeys.

While the proposed development implements the Official Plan policies referenced herein, the within application seeks permission to amend the applicable zoning for the Site with appropriate site-specific standards to accommodate a well-designed, mixed-use building that will fit well into the fabric of the immediate and evolving area.

Planning Framework:

The Site is currently designated "Core Employment Areas" and recently underwent a successful employment conversion request through the City's ongoing Municipal Comprehensive Review (MCR) process. Conversion of the Site to "Mixed Use Areas" is to be implemented through Site and Area Specific Policy 794 ("SASP 794"), which was adopted by Council as part of Official Plan Amendment 591 ("OPA 591") on July 19, 2022. While OPA 591 currently awaits Ministerial approval, the Site can be considered redesignated to Mixed Use Areas in principle. SASP 794 aligns with the intensifying nature of Dufferin Street as one of the Toronto's major transit arterials and recognizes the Site's potential for residential intensification. As described in more detail in the Planning Justification Report attached hereto, the Provincial Policy Statement (2020), A Place to Growth: Growth Plan for the Greater Golden Horseshoe (2020), as well as the in force and Council-adopted policies in the City's Official Plan promote the redevelopment of underutilized lands, including the subject Site.

The proposed development will be transit-oriented, as emphasized by the Official Plan, 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 will benefit from investments to transit and cycling infrastructure that will

increase connectivity throughout Toronto and the greater region. Specifically, the future King-Liberty Smart-Track Station will provide direct access to a rapid transit station, one stop away from Union Station to the southeast and the Bloor-Danforth Subway (Line 2) to the north, as well as improving connectivity to other planned routes, such as the Finch West LRT, Eglinton Crosstown LRT, the Ontario Line, and other GO Train lines. Additionally, through RapidTO, the City plans to improve Dufferin Street with dedicated bus lanes, enhancing reliability and service levels of the Dufferin bus routes that span from the Dufferin Gate to the south to Wilson Avenue to the north and serves as one of the most well-used transit routes in the City of Toronto which also connects to other significant services. As part of the City's cycling network, extension of the West Toronto Railpath is contemplated, together with improved connections through cycle tracks and sharrows. The Site is also optimally located within walking distance to existing transit services including the 501 Queen streetcar located to the south of the Site, the 504 King streetcar located further south, the 505 Dundas streetcar located to the north, and the 29 Dufferin bus (and 929 Dufferin Express bus) located directly east of the Site, which also provides connections to the these east-west routes along with the 506 College Streetcar and Line 2 at Dufferin Station further north. The Official Plan policies recognize the locational attributes described above and promote higher density development and intensification on underutilized sites, such as the Site, which benefits from excellent transit infrastructure and connectivity that will improve significantly in the coming years through planned investments.

The Site is currently zoned "I1 D2" pursuant to the former City of Toronto Zoning By-law 438-86, as amended, and is not subject city-wide Zoning By-law 569-2013. The current zoning permits a maximum building height of 14 metres, reflecting the outdated industrial zoning standards. As part of the within application, a site-specific by-law with development standards that reflect the evolving character of the area is proposed to implement the City Council endorsed SASP 794.

The Site is not listed on the City's Heritage Register, designated under the Ontario Heritage Act or within a Heritage Conservation District. As outlined in the enclosed Preliminary Heritage Letter, prepared by ERA Architects Inc., a Heritage Impact Assessment ("HIA") is not required for the property as part of a complete development application under the City of Toronto's Terms of Reference. Furthermore, the Site has not been identified as having cultural heritage value or interest through a preliminary site assessment or planning study and to ERA's knowledge, has not been identified by the community, City staff, or a local Councillor as a potential heritage property. In ERA's opinion based on preliminary research, the existing one-storey masonry building is unlikely to be a strong candidate for meeting the criteria set-out in Regulation 9/06 and/or physical retention.

Details of the Proposal:

Hullmark is seeking a Zoning By-law Amendment application to implement City Council endorsed SASP 794 and facilitate the development of the Site with a well-designed 15-storey mixed-use development, inclusive of a 4-storey base building, which contains employment uses at-grade and purpose-built residential rental units and amenity space above. Framing Dufferin Street with a defined streetwall at 17.8 m, the base building appropriately relates to the Dufferin Street right-of-way and transitions from the recently established taller streetwall heights to the south and the lower-scale residential neighbourhood north of Florence Avenue.

Above this, the upper building component includes integrated corner balconies and generous setbacks at the 5th floor to shift the massing of the proposed building to the southwest corner of the Site, mitigating daylight impacts of the development on the public realm below. More specifically, the upper building component is generously setback at 5th-14th floors, with setbacks of 7.4 m to east (Dufferin Street), 8.7 m to the north, 5.8 m to the west and 1.5 m from the south property lines. Additionally, the 15th floor amenity level and mechanical penthouse include further setbacks of 4.6 m to the east (12.0 m total setback), 9.5 m to the north (18.2 m total setback) and 2.5 m to the south (4.0 m total setback). Utilizing the above-noted building articulation, units located at the 5th floor will also benefit from access to private terraces. Green roofs are located at the 2nd, 5th, 15th levels, as well as above the mechanical penthouse.

At grade, the proposal results in significant improvements to the public realm on the north, east, and south frontages. The residential lobby is to be located along Alma Avenue, pedestrian access to the commercial units is provided along Dufferin Street, and the commercial lobby located along the north façade fronts onto the municipal sewer block. To the north, the proposed 2.5 m setback at grade allows for the expansion of the City sewer block to a full width of 6.0 m through an easement to align with City standards, while also facilitating landscape improvements within this area for the end users of the employment space to directly access. To the east, the proposed building is generously set back 1.7 m at grade along Dufferin Street, which allows for an expanded sidewalk zone of 5.2 m and the addition of four new street trees. As outlined in the enclosed supplementary Landscape Letter provided by PMA Landscape Architects, subsurface utility quality level A data will be collected in a future resubmission to support the proposed street tree planting. To the south, sidewalk improvements are proposed along Alma Avenue within the existing 4.0 m sidewalk zone including tactile pavers, paver bands, and new curbs.

The proposed building is sensitively designed to draw inspiration from the area's industrial history and surrounding residential character, while also providing much-needed options to live and work close to transit, supporting growth within the Dufferin Triangle, along the greater Dufferin corridor and supporting infrastructure investments improving connectivity to the greater City and region.

The proposed development will feature 10,284.8 m² of residential Gross Floor Area ("GFA") and 929.9 m² of employment GFA (including 897.8 m² of contiguous employment space at-grade and within the mezzanine level, reflecting 8% of the total GFA) for an overall density of 7.50 times the area of the lot or total GFA of 11,214.7 m². A total of 143 residential units are currently proposed, comprised of 50 studio units (36%), 46 one-bedroom units (32%), 32 two-bedroom units (22%), and 15 three-bedroom units (10%), achieving the targets established by the City of Toronto's Growing Up Guidelines for large units. Currently, all 143 units are proposed to be purpose-built rental, contributing to more diverse housing options. The residential units will be served by amenity space at the 15th floor, including 289.6 m² of indoor amenity space and 286.5 m² of connected, rooftop outdoor amenity (576.1 m² of amenity in total).

One vehicular access point has been situated at the southwest corner of the Site, which will provide access to the underground parking structure and one Type "G" loading space which allows sufficient space for loading vehicles to enter and exit the Site facing forward. A total of

34 parking spaces are provided in a 2-level underground parking structure, including 22 parking spaces for residential tenants and 12 parking spaces for residential and commercial visitors of the building. In addition, the proposal contains a total of 158 bicycle parking spaces, including 29 short-term bicycle parking spaces at-grade and 129 long-term bicycle parking spaces within secure bicycle parking rooms located at the ground floor and P1 levels.

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, mixed-use building that supports the objectives of the Official Plan. The proposal has been designed to fit well into the surrounding area and complement the ongoing growth Dufferin Street to provide high-quality purpose-built rental housing and employment options which support the Site's adjacency to existing and planned transit infrastructure. We look forward to working cooperatively with City Staff, the local community, and Council to bring this worthwhile proposal to fruition.

In support of the enclosed application for Zoning By-law Amendment 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 R. Avis Surveying Inc., dated August 5, 2020;
3. One digital copy of the Architectural Plans, including Cover Page, Statistics, Perspective Views, Context Plan, GFA Diagrams, Shadow Study, Site Plan, Underground Garage Plans, Floor Plans, Roof Plan, Building Elevations, and Building Sections, prepared by Superkül Architects., dated November 4, 2022;
4. One digital copy the Sun Shadow Checklist and Cover Letter, prepared by Superkül Architects., dated November 4, 2022;
5. One digital copy of the Computer-Generated Building Mass Model, prepared by Superkül Architects.;
6. One digital copy of the Simplified Report Graphics, prepared by Superkül Architects., dated November 4, 2022;
7. One digital copy of the Planning Rationale, including the Block Context Plan and Community Services and Facilities Study, prepared by Urban Strategies Inc., dated November 17, 2022;
8. One digital copy of the draft Zoning By-law Amendment to By-law 569-2013 including text and schedules;
9. One digital copy of the Public Consultation Strategy Report, prepared by Urban Strategies Inc., dated November 2022;
10. One digital copy of the Preliminary Heritage Letter, prepared by ERA Architects Inc., dated November 3, 2022;
11. One digital copy of the Landscape Plans, including the Public Utilities Plan, Concept Site and Landscape Plan, Soil Volume Plan, Green Roof Plan, and Landscape Details, prepared by PMA Landscape, dated November 10, 2022;
12. One digital copy of the Landscape Letter to Waive SUE QL-A Investigation, prepared by PMA Landscape, dated November 4, 2022;

13. One digital copy of the Arborist Report, prepared by Kuntz Forestry Consulting Inc., dated October 11, 2022;
14. One digital copy of the Tree Preservation Plan, prepared by Kuntz Forestry Consulting Inc., dated October 11, 2022;
15. 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 November 2022;
16. One digital copy of the Functional Servicing Report and Stormwater Management Report, prepared by R.V. Anderson Associates Ltd., dated November 4, 2022;
17. One digital copy of the Servicing Report Groundwater Review Form, including the Owner's Watertight Letter and the Structural Engineer's Watertight Letter, prepared by R.V. Anderson Associates Ltd., dated November 4, 2022;
18. One digital copy of the Civil Drawings, including Conceptual Servicing Plan, prepared by R.V. Anderson Associates Ltd., dated November 4, 2022;
19. One digital copy of the Geotechnical Report, prepared by Terrapex Engineering, dated October 28, 2022;
20. One digital copy of the Hydrogeological Report, including the Hydrological Review Summary Form, prepared by Terrapex Engineering, dated November 3, 2022;
21. One digital copy of the Contaminated Site Assessment and Phase One ESA, prepared by Terrapex Engineering, dated November 3, 2022;
22. One digital copy of the Compatibility/Mitigation Strategy, prepared by Goodmans LLP, dated November 14, 2022;
23. One digital copy of the Noise and Vibration Study, prepared by HGC Engineering Limited, dated November 14, 2022;
24. One digital copy of the Pedestrian Level Wind Study, prepared by Gradient Wind Services Inc., dated November 3, 2022;
25. One digital copy of the Heritage Status Letter, prepared by ERA Architects Inc., dated November 3, 2022;
26. One digital copy of the Rail Proximity Letter, prepared by HATCH, dated October 24, 2022;
27. One digital copy of the Toronto Green Standards Checklist;
28. One digital copy of the Toronto Green Standards Statistics;
29. One digital copy of the Complete Application Checklist; and
30. One digital copy of this letter.

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

Sincerely,

HM RK (450 Dufferin) Ltd.

Per:

Christina Glass
Manager, Development

Encls.

Cc: Councillor Alejandra Bravo

Mr. Dan Nicholson (Manager, Community Planning)
Ms. Catherine Lyons (Goodmans LLP)
Mr. Andre D'Elia (Superkül Architects.)
Mr. Josh Neubauer (Urban Strategies Inc.)
Ms. Fung Lee (PMA Landscape)
Mr. Steve Krossey (BA Consulting Group Ltd.)
Mr. Andrew Turner (R.V. Anderson Associates Ltd.)
Mr. Peter Sutton (Terrapex Engineering)
Mr. Craig McIntyre (EQ Building Performance Inc.)
Mr. Justin Ferraro (Gradient Wind Services Inc.)
Mr. Philip Evans (ERA Architects)
Ms. Sheeba Paul (HGC Engineering Limited)
Mr. Sean Carson (Smith + Andersen)
Ms. Christina Wright (BCX Environmental)
Mr. Jamie Kennedy (HATCH)
Mr. Wesley Peter (Honeycomb Group)