

5/31/2022

Planning and Housing Committee  
City of Toronto  
10<sup>th</sup> Floor, West Tower  
City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Attention: Nancy Martins, Secretariat

Dear Members of Planning and Housing Committee:

RE: PH34.10: Ready, Set, Midtown: Zoning Review - Final Report and Zoning By-law Amendment for Midtown 'Villages'

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We are the owners of the property located at 313-315 Eglinton Avenue West (the "Site"). The Site is located on the southwest corner of Eglinton Avenue West and Avenue Road, directly across the street from the Avenue LRT Station on the Eglinton Crosstown line.

We are writing to provide our comments to Planning and Housing Committee regarding the proposed Zoning By-law Amendment (the "Proposed ZBA") as it applies to our Site. We submitted the enclosed correspondence to the City, dated April 7, 2022, setting out our comments and concerns with respect to the draft Zoning By-law for Midtown Villages, dated March 24, 2022.

Despite the concerns and comments that we communicated to the City to date, they were not addressed in the Proposed ZBA. As such, we continue to have serious concerns regarding the approval of the Proposed ZBA in its current form.

The Site is identified as being within the 'Eglinton Way' Village, and Diagram 4A of the Proposed ZBA sets out a maximum height of 23m for the Site. The Yonge-Eglinton Secondary Plan sets out a height range of 8 storeys for the 'Eglinton Way' Village.

The Proposed ZBA proposes to eliminate all prevailing sections and By-laws applicable to the Site, including Section 12(2)119 of By-law 438-86 which permits a 60-degree angular plane on the Site. The elimination of this prevailing Section in favour of the standard 45-degree angular plane set out in Zoning By-law 569-2013 would result in insufficient floorplates for a new building on the Site, effectively eliminating the ability to realize the City's planned 8-storey height range. Given the

similarity of lot depths along Eglinton Avenue West, this angular plane requirement not only impacts the Site itself but would also similarly impact new buildings on other properties within the 'Eglinton Way' Village.

We believe that the restriction on the built form and requirement for an angular plane on the Site and on other properties within the 'Eglinton Way' Village is an underutilization of the lands that are near a Major Transit Station and limits the creation of much-needed housing. We kindly ask that the maximum height and angular plane regulations applicable to the Site be amended to allow for greater intensification close to a Major Transit Station, in order to better align with the objectives of the Growth Plan.

Please also accept this correspondence as our formal request to receive notice of any decision regarding this matter.

Sincerely,

Hullmark Developments Ltd.

Per:

Edmund Un

*Planner, Development*

4/7/2022

City Planning Division  
Metro Hall  
55 John Street, 22<sup>nd</sup> Floor  
Toronto, ON M5V 3C6

Attention: Mr. Matt Armstrong, Senior Planner, Strategic Initiatives, City Planning

Dear Mr. Armstrong:

RE: Midtown in Focus: Draft Zoning By-law for Midtown 'Villages'  
313-315 Eglinton Avenue West

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Thank you for the opportunity to comment on the Draft Zoning By-law for Midtown 'Villages' (the "draft Zoning By-law"). We are the owners of the property located at 313-315 Eglinton Avenue West (the "Site"). The Site is located on the southwest corner of Eglinton Avenue West and Avenue Road, directly across the street from the Avenue LRT Station on the Eglinton Crosstown line.

The Site is identified as being within the 'Eglinton Way' Village, and Diagram 4A of the draft Zoning By-law sets out a maximum height of 23m for the Site. The Yonge-Eglinton Secondary Plan sets out a height range of 8 storeys for the 'Eglinton Way' Village.

The draft Zoning By-law proposes to eliminate all prevailing sections and By-laws applicable to the Site. Currently, the Site is subject to Section 12(2)119 of By-law 438-86. This Section permits a 60-degree angular plane on the Site. The elimination of this prevailing Section in favour of the standard 45-degree angular plane set out in Zoning By-law 569-2013 would result in insufficient floorplates for a new building on the Site, effectively eliminating the ability to realize the City's planned 8-storey height range. It is important to note that given the similarity of lot depths along Eglinton Avenue West, this condition is not unique to the Site itself, and would prevent much needed and appropriate intensification along a major arterial corridor adjacent to the Eglinton Crosstown line and other transit options.

Further, Section 5.4.3 of the Yonge-Eglinton Secondary Plan outlines that the heights of buildings will be specifically determined through a City-initiated Zoning By-law Amendment. Given the Site's proximity to the Avenue LRT Station, we do not believe that the 8-storey range given to the 'Eglinton Way' Village in the Yonge-Eglinton Secondary Plan and the proposed maximum height of 23m conforms with the

direction of the Growth Plan to maximize the number of potential transit users within walking distance to a Major Transit Station located directly across the street.

The requirement for an angular plane on a tall mid-rise site to reduce shadowing on existing Neighbourhoods limits the amount of new housing that can be built and also creates smaller units that are not suitable for families. City Staff recommended the elimination of angular plane requirements along Danforth Avenue, and it is our opinion that they should also be eliminated along Eglinton Avenue, given their similarities and adjacency of mass transit.

We believe that the restriction on the built form and requirement for an angular plane on the Site and on other properties within the 'Eglinton Way' Village is an underutilization of the lands that are near a Major Transit Station and limits the creation of much-needed housing. We kindly ask that the maximum height and angular plane regulations applicable to the Site be amended to allow for greater intensification close to a Major Transit Station, in order to better align with the objectives of the Growth Plan.

Thank you again for the opportunity to provide comments. We look forward to hearing from you.

Sincerely,

Hullmark Developments Ltd.

Per:

Edmund Un

*Planner, Development*