

200 Queens Quay West – Zoning Amendment Application – Preliminary Report

Date: February 1, 2021

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward 10 - Spadina-Fort York

Planning Application Number: 20 153410 STE 10 OZ

Notice of Complete Application Issued: September 17, 2020

Current Use on Site: 8-storey above grade commercial parking garage containing 1,100 spaces.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding an application proposing to demolish the existing parking garage and replace it with a mixed-use development including retail and residential uses in two buildings (41 and 71 storeys) at 200 Queens Quay West. The application also proposes to remove all obligations such as legal agreements and easements on title with respect to 200 Queens Quay West for properties at 208 and 218 Queens Quay West and 8 York Street and to amend the Zoning By-law parking provisions for properties at 207, 208, 211, 218, 228 and 230 Queens Quay West and 8 York Street for parking spaces that are currently situated within the existing parking garage.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. This application, as currently proposed is not supported by staff based on the issues outlined in this report. Staff will continue to work with the applicant to address these issues. A community consultation meeting was held on January 12, 2021 and preliminary issues identified at that meeting are outlined in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Additional mailing costs resulting from an expanded notification area for the community consultation meeting held on January 12, 2021 beyond 120 metres from the site be borne by the applicant.

2. Staff continue to work with the applicant to address issues identified in this report and additional issues that may be identified through the continuing review of the application, agency comments and further community consultation processes.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

At its meeting of July 29, 30, and 31, 1998, City Council adopted an Official Plan and Zoning By-law Amendment application to amend the Harbourfront Zoning By-law 289-93 with respect to Parcel YQ4 known as 8 York Street and 200 Queens Quay to permit the redevelopment of the lands with three residential towers. The existing parking garage located at 200 Queens Quay was included in the development application with alternative options for the subject lands to be redeveloped or to remain as is. The built development is now known as the Waterclub Condominium located at 208 and 218 Queens Quay West and 8 York Street, as well as the remaining parking garage at 200 Queens Quay. The link to the City Council minutes for the meeting including the decision and staff report can be found at the following link:

<https://www.toronto.ca/legdocs/1998/minutes/council/appa/cc980729/to10rpt.htm>

ISSUE BACKGROUND

Application Description

This application proposes to amend the Zoning By-law for the property at 200 Queens Quay West to permit a mixed-use development with retail and residential uses in two towers. The application also proposes a 450 square metre privately-owned publicly accessible open space (POPS) along the western portion of the property along Lower Simcoe.

Tower A to the west of the site has a proposed height of 41-storeys (144 metres including mechanical penthouse) and Tower B on the east portion of the site has a proposed height of 71-storeys (238 metres including mechanical penthouse). The towers are connected by a 12-storey base building (44 metres). The application proposes a total gross floor area of 96,009 square metres, including 483 square metres of retail use and 95,536 square metres of residential uses consisting of 1,482 residential condominium units, of which 110 are proposed to be affordable rental units. The proposed density is 19.1 times the area of the lot. 444 Vehicular parking spaces are proposed within a 4-level underground garage. 1,483 bicycle parking spaces are proposed, the majority of which are located on the 2nd floor of the base building.

The application also proposes to amend the parking obligations with other nearby properties at 207, 208, 211, 218, 228 and 230 Queens Quay West and 8 York Street to remove the obligations for the recreational parking within the existing parking garage on site, and to remove all obligations such as legal agreements and easements with respect to 200 Queens Quay West for the properties at 208 and 218 Queens Quay West and 8 York Street.

Detailed project information is found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

See Attachments 1, 2, 3, 4, and 7 of this report, for three dimensional representations of the project in context, a Location map, site plan, application data sheet.

Provincial Policy Statement and Provincial Plans

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;

- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Planning for Major Transit Station Areas

The Growth Plan (2020) as amended contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next Municipal Comprehensive Review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities.

Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The application is located on lands shown as Downtown and Central Waterfront on Map 2 - Urban Structure of the Official Plan. The lands are also identified as Mixed Use Areas on Land Use Map 18 as shown on Attachment 5.

Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan (CWSP) was adopted by City Council on April 16, 2003 as an amendment to the former City of Toronto Official Plan. It was appealed in its entirety, although large parts of the Plan, including the portions pertaining to 200 Queens Quay West, have now been approved by the LPAT.

The purpose of the CWSP is to identify key public priorities and opportunities, as well as an implementation process for waterfront revitalization. The document is based on four core principles:

- A. Removing Barriers/Making Connections;
- B. Building a Network of Spectacular Waterfront Parks and Public Spaces;
- C. Promoting a Clean and Green Environment; and
- D. Creating Dynamic and Diverse New Communities.

The Secondary Plan also includes policies that support new connections to the waterfront and Lower Simcoe Street, which is identified as a key pedestrian and cycling route to the waterfront.

The CWSP designates the site Existing Use Areas. The Existing Use Areas designation indicates that lands will continue to be governed by existing Official Plan and zoning controls and related Planning Act processes.

The Central Waterfront Secondary Plan can be found here:

https://www.toronto.ca/wp-content/uploads/2019/02/8e22-CityPlanning_2006-OP_CWSP_Final.pdf

See Attachment 6 of this report for a depiction of the site on Map E- Land Use Plan 2-3 of the Central Waterfront Secondary Plan

The Downtown Plan

Official Plan Amendment 406 (the Downtown Plan) was adopted by City Council May 22, 2018 and Approved by the Ministry June 5, 2019. In accordance with Section 1.1.1, OPA 406 does not apply to lands subject to the Central Waterfront Secondary Plan, except for policies 6.1 and 6.2 which are supportive of non-residential uses within the Financial District.

Notwithstanding the above, the site is located within the Shoreline Stich area. The Shoreline Stich is intended to connect and enhance the network of streets, parks and open spaces between the Downtown and the waterfront, providing opportunities for civic life and recreation.

The Downtown Plan may be found here:

<https://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-135953.pdf>

Site and Area Specific Policy 181 - Harbourfront

The site is located within Site and Area Specific Policy (SASP) 181 - Harbourfront area. This policy requires the waterfront to provide unique recreational opportunities. It prevents any new surface parking lots to be built, and requires that new parking lots be incorporated into a building or structure. The policies exempt lands within the SASP from any by-law enacted under Section 42 of the Planning Act as they pertain to public parkland conveyance.

Official Plan Amendment 352 - Updating Tall Building Setbacks Downtown

On October 5-7, 2016, City Council adopted Official Plan Amendment 352 - Downtown Tall Building Setback Area ("OPA 352"). OPA 352 is currently under appeal before the Local Planning Appeal Tribunal. The purpose of OPA 352 is to establish the policy context for tall building setbacks and separation distances between tower portions of all buildings in the Downtown. At the same meeting, City Council adopted area specific Zoning By-laws 1106-2016 and 1107-2016 (also under appeal), which provide detailed performance standards for portions of buildings above 24 metres in height.

The City Council Decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE18.7>

Official Plan Amendments 479 and 480 – Public Realm and Built Form Official Plan Policies

On September 21, 2020, the Ministry of Municipal Affairs and Housing issued Notices of Decision approving OPA 479 and OPA 480. OPA 479 (Public Realm) and OPA 480 (Built Form) were adopted as part of the Five-Year Official Plan Review. The OPAs replace Sections 3.1.1, 3.1.2 and 3.1.3 of the Official Plan with new and revised policies for the public realm, built form and built form types, which respond to Council's direction to amend the urban design policies of the Official Plan.

The Official Plan Amendments can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>

Zoning By-laws

The site is not subject to the Former City of Toronto Zoning By-law 438-86 or the City-wide harmonized Zoning By-law 569-2013. The Harbourfront Area, which applies to most of Harbourfront from York Street to Bathurst Street is subject to Harbourfront Zoning By-law 289-93, and is identified as block YQ4 - York Quay Block 4.

In 1998, Zoning By-law 609-1998 amended the zoning permissions for the YQ4 Block in the Harbourfront By-law, which permitted the development of the complex of residential buildings at 208 and 218 Queens Quay West and 8 York Street, now known as the Waterclub condominiums. This amendment included the existing parking garage.

The YQ4 block is zoned CR (Commercial Residential) which permits residential, retail and office uses. The height permission for this site is up to 66 metres in the central portion of the property and transitions down in height towards Lower Simcoe Street at 50 metres.

The parent Harbourfront By-law includes provisions for commercial parking which is identified as Recreational Parking. The by-law allows for recreational parking requirements from other blocks to be located within block YQ4

Design Guidelines

The following design guidelines will be used in the evaluation of this application:

- City-wide Tall Building Design Guidelines
- Growing-up Design Guidelines
- Pet Friendly Design Guidelines
- Retail Design Guidelines

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application not been submitted.

COMMENTS

Reasons for the Application

The Zoning By-law Amendment Application is required to permit the built form proposed at 200 Queens Quay West including increases in height and density and changes to other performance measures in the in-force by-laws. Additionally, the application seeks to remove a number of obligations related to parking required for a number of nearby properties and other legal obligations and agreements on title associated with the abutting properties at 208 and 218 Queens Quay West and 8 York Street.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

Staff will evaluate these planning applications to determine their consistency with the PPS (2014) and conformity with the Growth Plan (2019). Given the explicit link between Provincial Policy and the Official Plan, consistency with the PPS and conformity with the Growth Plan will largely be determined by conformity with the Official Plan.

Official Plan Conformity

Staff will continue to evaluate this planning application to determine its conformity to the Official Plan, including the Central Waterfront Secondary Plan and the Downtown Plan.

Built Form, Planned and Built Context

Staff will continue to assess the suitability of the proposed height, massing, and other built form issued based on Section 2 d), j), p) and r) of the Planning Act; the PPS (2020), the Growth Plan (2020); the City's Official Plan policies; the Central Waterfront Secondary Plan and the applicable City design Guidelines including the City-Wide Tall Building Design Guidelines.

Staff will continue to assess matters including:

- The overall scale of the proposed development;
- The suitability of the proposed building heights and massing, as well as building setbacks and stepbacks in relation to the area's existing and planned built form character and scale;
- Appropriate tower separation distance from the existing buildings at 208-218 Queens Quay West;
- The suitability of the proposal relative to the Billy Bishop Toronto City Airport flight path restrictions within the Waterfront area;
- The shadow impacts created by the proposal on the site and in the surrounding area, including shadow impacts on Roundhouse Park and the playground in the park;
- The impacts of the buildings on pedestrian level wind conditions for abutting and nearby streets and properties;
- The suitability of the proposed landscape plan and the POPS;
- The impacts of the proposed buildings on the day care located in the adjacent Waterclub building which includes an outdoor playground on the north side of the property;
- Shared access opportunities with the Waterclub to minimize curb cuts on surrounding streets and provide enhanced greening and landscaping on the site;
- Duration and level of affordability of the proposed affordable rental housing units; and
- Adequacy of the proposed indoor and outdoor amenity space provisions.

Public Realm and Parkland

The site has frontages on Lower Simcoe and Harbour Street. The applicant is proposing an open space of 450 square metres along the western portion of the property. The application provides opportunities for substantial public realm enhancements and will be assessed in relation to:

- The interface and connections to/from the multi-use trail along Harbour Street;
- The impacts of the proposed built form on the public realm and building setbacks along street frontages;
- The impact of the proposed built form, loading and access areas on the proposed open spaces associated with the proposal;
- The proposed design and programming considerations for the open spaces; and
- Considerations on how the proposed development will connect to the existing PATH system.

Heritage Impact & Conservation

The site is located adjacent to the Union Station Heritage Conservation District (HCD) and Roundhouse Park. A Heritage Impact Statement (HIA) was submitted with the application and is currently being reviewed by City staff.

Transportation Considerations

The applicant submitted a Transportation Impact Study that assesses matters such as: parking (vehicles and bicycles) and loading demand; the adequacy of the transportation network; existing and planned transit capacity; and cycling and pedestrian infrastructure in relation to the proposed development. The Report includes a Transportation Demand Management Strategy to reduce automobile based trips and promote active and sustainable modes of transportation.

The applicant has also submitted materials that summarize the historical off-site parking obligations associated with the subject site to support the request to remove the required parking spaces associated with off-site properties.

Staff are assessing the transportation impacts of the proposed development as well as the removal of the existing parking garage and the historic parking obligations that affect other nearby properties.

Tree Preservation

The applicant is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

The Arborist Report submitted in support of the application indicates that all the 13 trees located on and within six metres of the subject site are proposed to be removed to accommodate the development. The submitted report, as well as opportunities for new tree planting, are under review by City staff.

Community Services and Facilities

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures used for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions. They include recreation, libraries, childcare, schools, public health, human services, cultural services and employment services, etc. The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

A CS&F Study and Complete Community Assessment were submitted with the application and are currently under review by City staff.

Staff will continue to evaluate the impact of the proposed development and local development activity on community services and facilities, including assessment of existing capacity to support proposed future population.

Infrastructure/Servicing Capacity

The applicant submitted a Functional Servicing and Stormwater Management Report, Geotechnical Investigation and Engineering Design Report, and Hydrogeological Report that assess the existing site conditions and analyze the existing and proposed water, sanitary and storm sewer services, including capacity to service the proposed development. They also assess the proposed development in relation to the City's Wet Weather Flow Guidelines. The Reports are currently under review by City staff.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the Planning Act to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

Further discussion with the Ward Councillor, City staff, residents, and the applicant will be required to determine the extent and nature of the required Section 37 community benefits should the application be approved in some form.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features to be secured through the zoning by-law process include: automobile infrastructure; cycling infrastructure; and storage and collection of recycling and organic waste. The applicant will be encouraged to achieve Tier 2 or higher through the review process.

Community Consultation Meeting

On January 12, 2021, a virtual community consultation on WebEx Events was held. There were over 250 participants that attended the meeting, and a variety of comments and concerns were raised during the facilitated discussion period, with over 300 comments and questions logged into the Q&A function. Staff also received numerous pieces of correspondence from constituents before and after the meeting. The following is a summary of the topics raised during the meeting:

Parking and Traffic:

- Concerns with the removal of the parking garage related to:
 - the historic parking obligations for the various affected properties;
 - the loss of commercial parking, and the need for public parking to support the visitors, residents and tourists to the Waterfront area, Toronto Island, and nearby sports venues such as the Rogers Centre and Scotiabank Arena;
 - the loss of visitor parking for local residential buildings; and
 - Concerns with shared driveway with waterclub and narrow width of existing laneway;
- Proposed access and loading area;
- Confusion between the original and revised access/loading plans;
- Existing traffic congestion along Harbour Street will get worse;
- Public transit is already at capacity;
- Concerns on potential impacts to multi-use trail along Harbour Street; and
- Issues with additional curb cuts on nearby streets and their impact on pedestrian safety.

Built Form

- Overall height and density;
- Tower separation distances, and proximity of proposed development to the Waterclub towers;
- Skyview:
 - Existing view corridors will be blocked, such as the CN Tower and the lake;
 - Views, skylight and sun exposure will be blocked by development from existing buildings at the Waterclub and 10 York;
 - Loss of views will create negative effects on mental health;
- Architecture and design should be high-quality
- Concerns with effect of towers on wind levels in the immediate area;
- Shadowing of Roundhouse Park; and
- Reduce the size of the POPS and shift the towers west to allow for better separation distances and views between buildings.

Servicing and Infrastructure:

- Development will add strain to the existing infrastructure, area is prone to flooding and storm backups

Affordable Housing:

- Proposal should include additional affordable housing units;
- Concerns related to the definition of affordable;
- Tenure, maintenance and secured terms of the units; and
- Discrepancy with the percentage of proposed units.

Parkland and Public Realm

- Quality and useability of the proposed open space;
- Majority of proposed trees are between the Waterclub and the proposed development and concerns with long term viability of tree growth; and

- Need additional parkland and open spaces and dog facilities to accommodate additional residents and families.

Construction:

- Concerns about the construction timelines, logistics of construction, health and safety of the area residents such as ongoing noise, vibrations and air quality; and
- Concerns related to the environmental impacts as well as safety concerns with the demolition of the parking structure.

Other Matters:

- Overpopulated area - will no longer be a liveable neighbourhood;
- environmental sustainability;
- Public health concerns;
- Connections to the PATH should be explored; and
- Opportunities for community services and facilities to support additional residents, and local schools at capacity.

A recording the consultation meeting can be found at the following link:

<https://toronto.webex.com/recording/service/sites/toronto/recording/0977b069f5d94d1d9f3cbca0b5e83e89/playback>

Other Matters

Additional issues may be identified through the review of the application, agency comments and the ongoing feedback from the community.

CONTACT

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SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA, Director
Community Planning, Toronto and East York District

ATTACHMENTS

City of Toronto Drawings

Attachment 1: 3D Model of Proposal in Context (northwest views)

Attachment 2: 3D Model of Proposal in Context (southeast views)

Attachment 3: Location Map

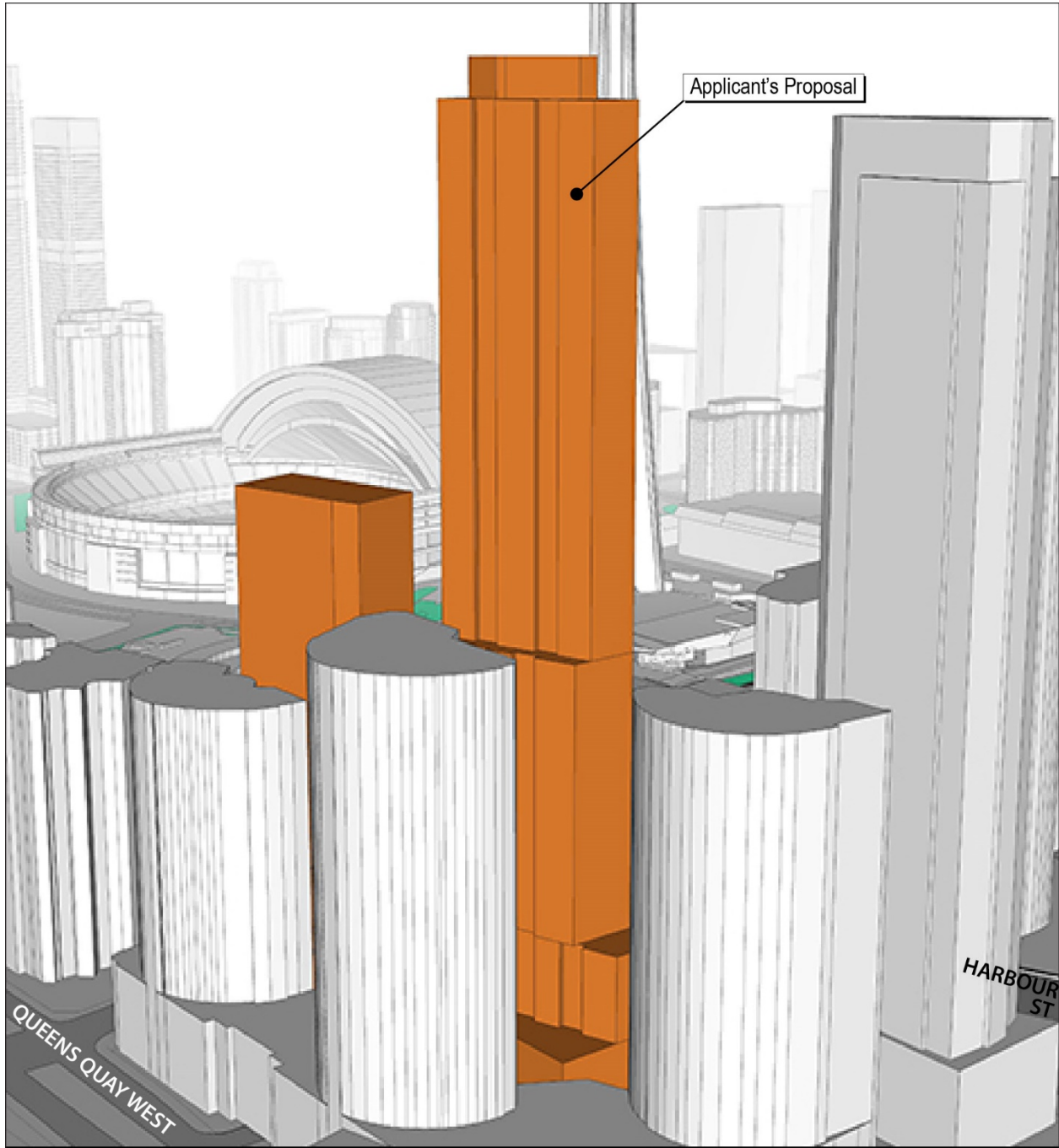
Attachment 4: Site Plan

Attachment 5: Official Plan Map

Attachment 6: Central Waterfront Secondary Plan

Attachment 7: Application Data Sheet

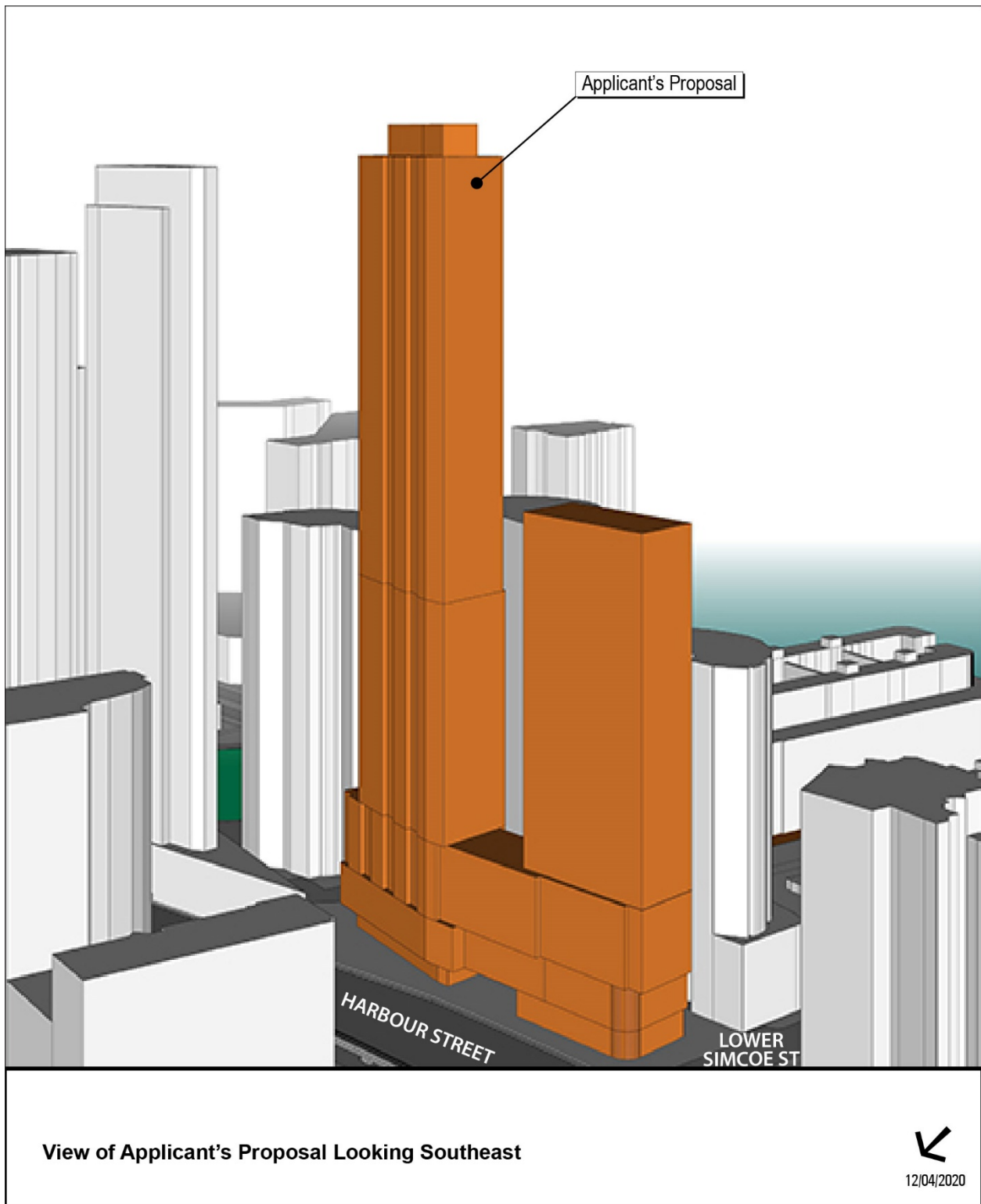
Attachment 1: 3D Model of Proposal in Context (Northwest view)



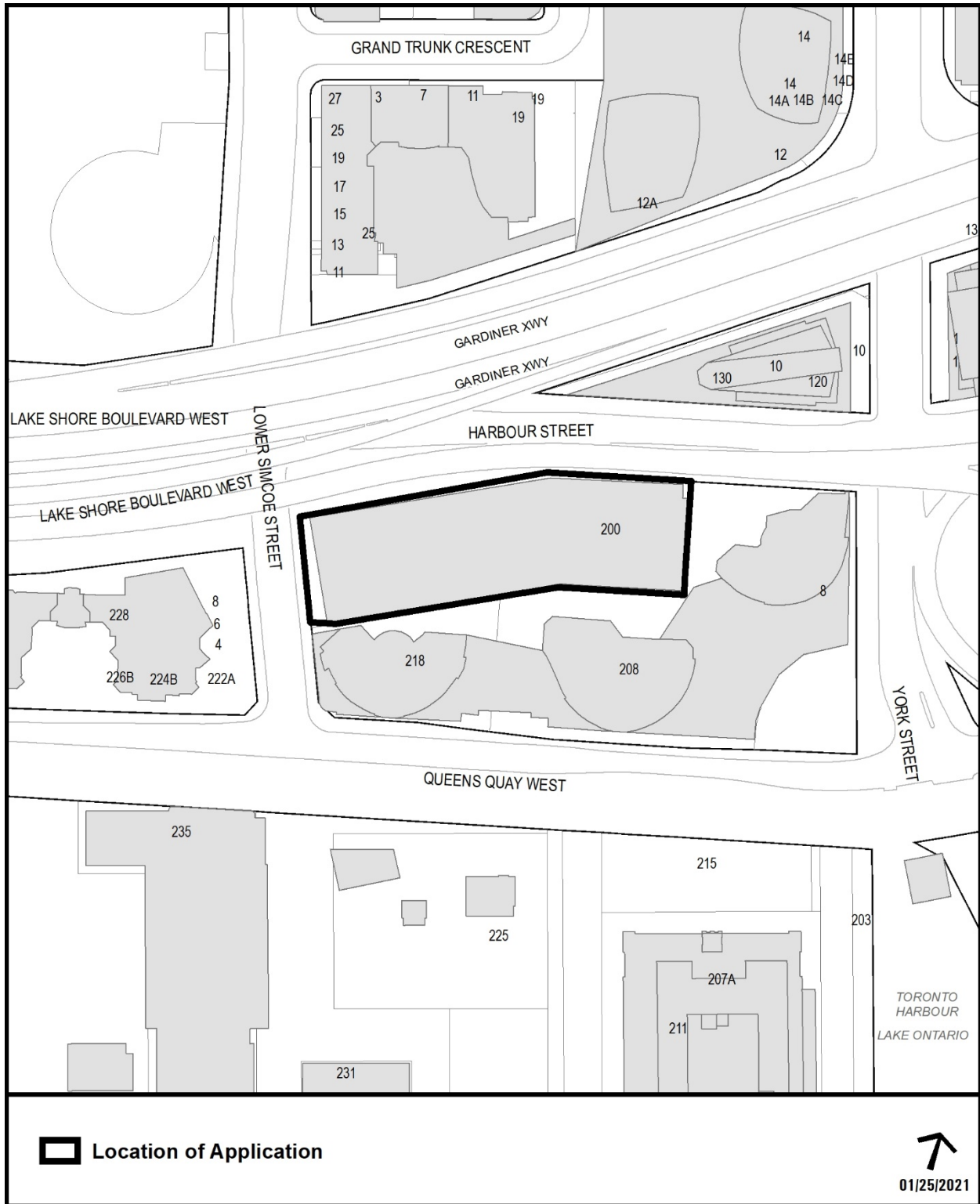
View of Applicant's Proposal Looking Northwest



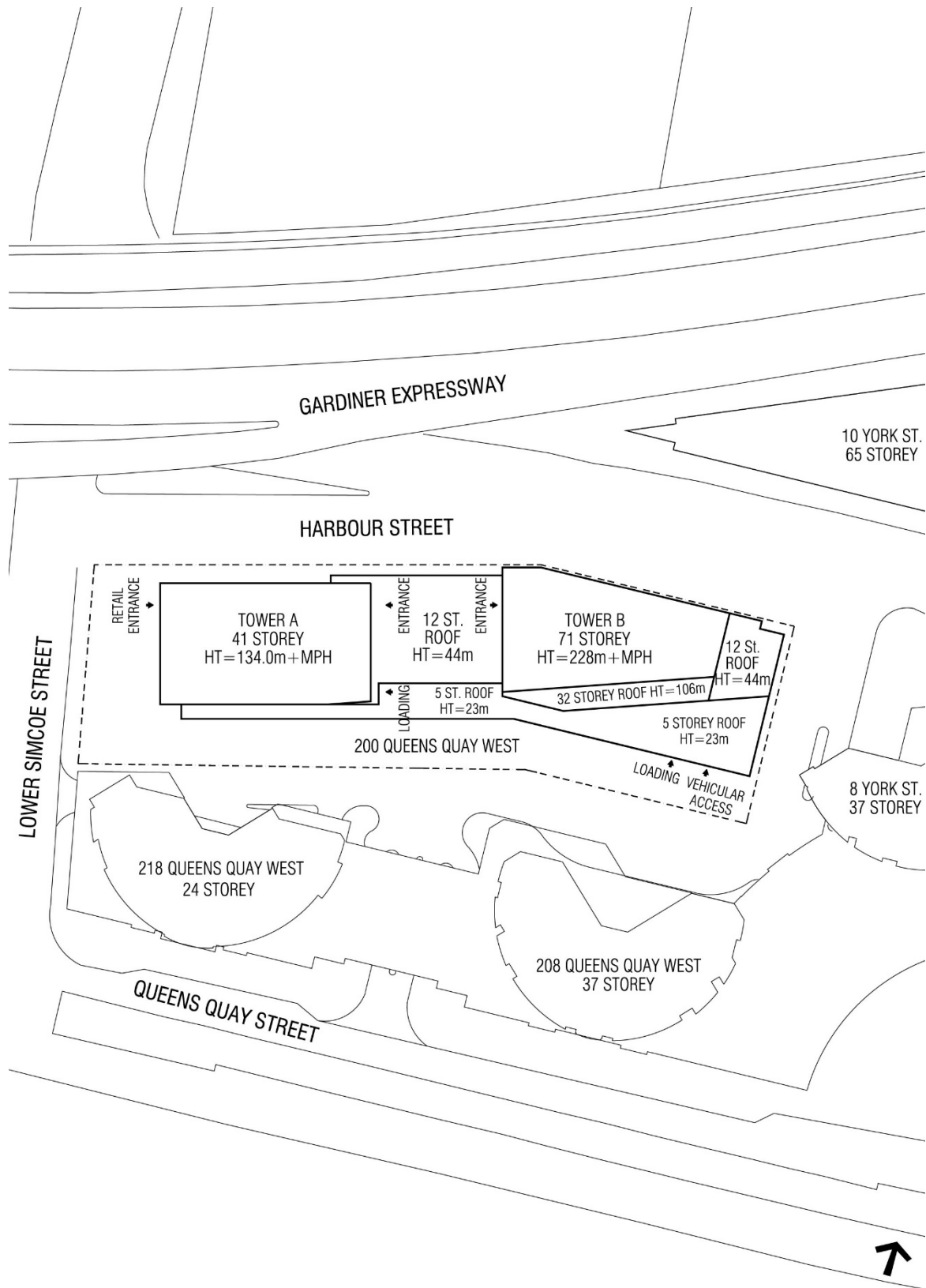
Attachment 2: 3D Model of Proposal in Context (Southeast view)



Attachment 3: Location Map



Attachment 4: Site Plan







Attachment 5: Official Plan Map



200 Queens Quay West

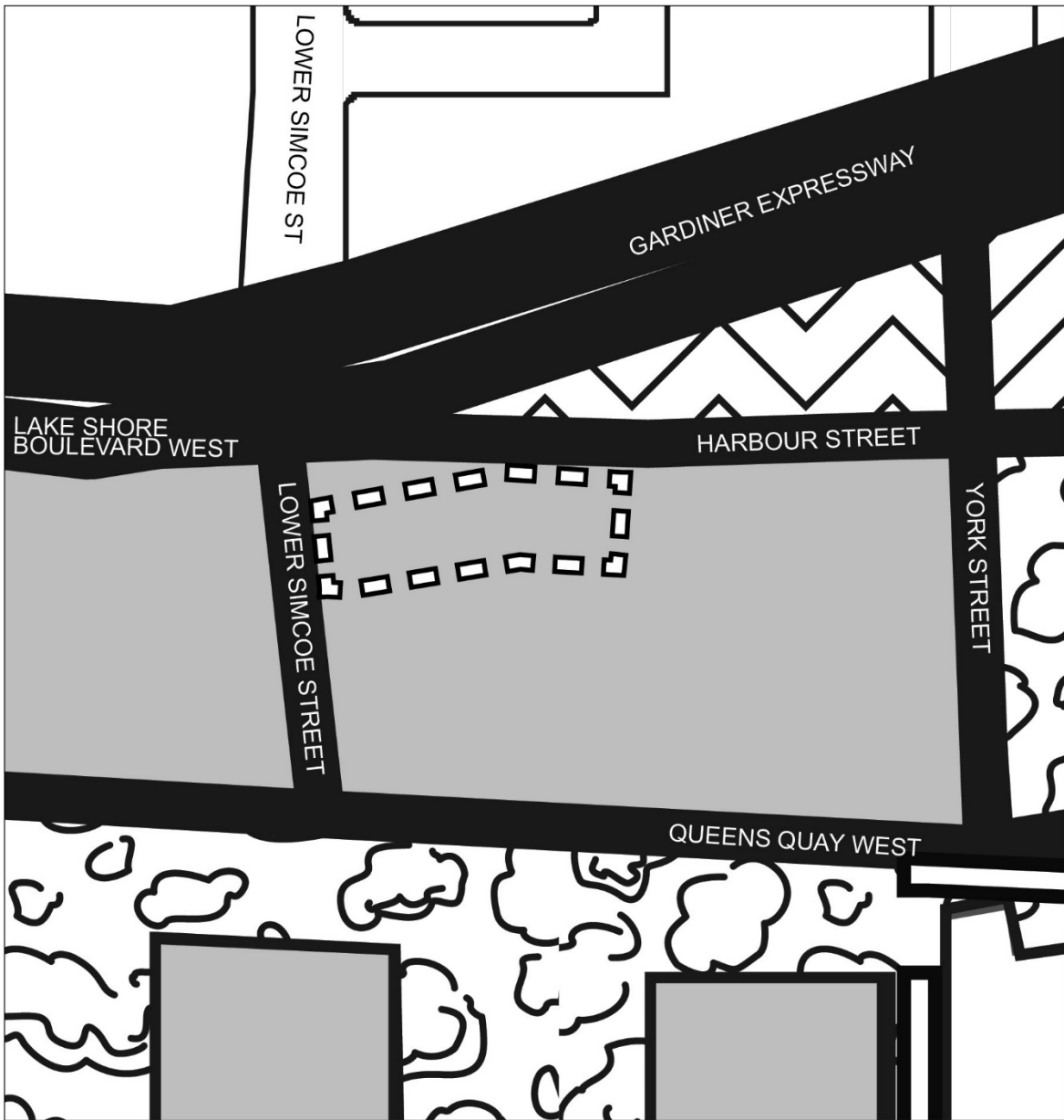
Official Plan Land Use Map #18

File # 20 153410 STE 10 OZ

-  Location of Application
-  Mixed Use Areas
-  Parks
-  Regeneration Areas


Not to Scale
12/04/2021






Attachment 6: Central Waterfront Secondary Plan



**Central Waterfront Area Secondary Plan
MAP E - Land Use Plan**

200 Queens Quay West

File # 20 153410 STE 10 0Z

-  Location of Application
-  Secondary Plan Boundary
-  Parks and Open Space Areas
-  Regeneration Areas
-  Existing Use Areas



Not to Scale
01/26/2021

Attachment 7: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 200 QUEENS QUAY W Date Received: June 8, 2020

Application Number: 20 153410 STE 10 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning By-law amendment to facilitate the development of 41-storey and 71-storey towers, including a 12-storey podium. 483 square metres of non-residential gross floor area are proposed along with 95,526 square metres of residential gross floor area. A total of 1,482 dwelling units are proposed (1,372 condo units, and 110 rental dwelling units).

Applicant	Agent	Architect	Owner
200 QUEENS QUAY INC	Kelly O'Hanlon, Diamondcorp	WALLMAN ARCHITECTS	200 QUEENS QUAY INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: Central Waterfront Secondary Plan

Zoning: 289-93 Heritage Designation: N

Height Limit (m): 50-60 Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 5,035 Frontage (m): 170 Depth (m): 36

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				
Residential GFA (sq m):			95,526	95,526
Non-Residential GFA (sq m):			483	483
Total GFA (sq m):			96,009	96,009
Height - Storeys:	8		71	71
Height - Metres:			228	228

Lot Coverage Ratio (%) 0 Floor Space Index: 19.07

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	95,526	2
Retail GFA:	483	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			110	110
Freehold:				
Condominium:			1,372	1,372
Other:				
Total Units:			1,482	1,482

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			995	336	151
Total Units:			995 (67%)	336 (23%)	151 (10%)

Parking and Loading

Parking Spaces:	444	Bicycle Parking Spaces:	1,483	Loading Docks:	2
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