

## **Toronto Builds: 150 Queens Wharf Road – Zoning By-law Amendment – Decision Report – Approval**

**Date:** February 10, 2025

**To:** Planning and Housing Committee

**From:** Executive Director, Development Review

**Ward:** 10 – Spadina-Fort York

**Planning Application Number:** 25 257206 STE 10 OZ

### **SUMMARY**

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This report recommends approval of an application by Toronto Community Housing Corporation (TCHC) to amend the Zoning By-law to permit a 37-storey mixed-used building with 268 rental dwelling units (including up to 80 affordable units). The site will also include a new EarlyON Centre with programmable outdoor space, as well as an east-west pedestrian connection through the site linking Queens Wharf Road to the future Lower Garrison Creek Park.

In 2021, City Council approved a 29-storey building with 282 rental dwelling units on this site as one of the six sites included in Phase Two of the Housing Now Initiative (now part of the Toronto Builds Framework). Once Council recommendations relating to infrastructure were resolved, site-specific Zoning By-law 1067-2024 was enacted. The revised proposal continues to deliver new affordable housing on a City-owned site and further advances the City's priority of building adequate and affordable housing for all Torontonians.

The proposal is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan including the Downtown Plan and the Railway Lands West Secondary Plan.

### **RECOMMENDATIONS**

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The Executive Director, Development Review recommends that:

1. City Council repeal and replace Site-specific Zoning By-law 1067-2024 for the lands municipally known as 150 Queens Wharf Road substantially in accordance with the draft Zoning By-law Amendment, included as Attachment 6 to this Report.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

## FINANCIAL IMPACT

On May 21 and 22, 2025, City Council adopted item [PH21.4 “Toronto Builds – A Policy Framework to Build More Affordable Rental Homes on Public Land”](#) to include a new policy framework to harmonize the development of a range of rental homes and mixed-income communities on public land. Through that report, the site at 150 Queens Wharf Road was identified as a Toronto Builds site.

To support delivery of affordable housing, City Council approved financial incentives for Toronto Builds sites, including 150 Queens Wharf Road. The City’s financial incentives include exemptions from development charges, building permit fees, planning application fees and parkland dedication fees, as well as property taxes for municipal and school purposes for the duration of affordability starting from occupancy for all affordable homes.

In addition to the incentives for affordable homes, the full development is eligible for waivers of parkland dedication fees and community benefits charges as approved by City Council on July 23 and 24, 2025 in Item [EX25.1](#).

These incentives are not a direct capital payment as they represent the forgiveness of City levies and charges and are thus foregone revenue to the City.

The estimated value of the financial incentives approved for 150 Queens Wharf Road via Toronto Builds and the Rental Housing Supply Program are shown in Table 1. The site will have a total of 268 units, of which 20-30% will be affordable for a period of 40-99 years.

Table 1. Estimated financial incentives provided to 150 Queens Wharf Road

Estimated Foregone Development Charges (Affordable Units Only) *	Estimated Foregone Permit and Planning Fees (Affordable Units Only) **	Estimated Foregone Parkland Dedication Fees and CBCs (All Units)	Estimated Total Value of Incentives***	Estimated Net Present Value of Property Taxes Exemption^	Estimated Total Incentives and Tax Exemptions
\$2,198,268 - \$3,360,940	0	\$5,294,608	<b>\$7,492,876 - \$8,655,548</b>	\$2,901,115 - \$7,935,897	<b>\$10,393,991 - \$16,591,445</b>

\*Calculated using 2025 development charge rates for affordable units only

\*\*In the case of City-led planning application and building permit applications, application fee waivers are not applied, and full application fees are paid.

\*\*\*Includes estimated 2025 planning fees, building permit fees, parkland dedication fees, community benefits charges, and development charges.

^Calculated using 2025 property tax rates.

## EarlyON Centre

Through the 2021 Council approval of the 29-storey building, \$2,229,493 of Section 37 funds were allocated for the construction of the EarlyON Centre at 150 Queens Wharf Road. This is included in the 2025-2034 Capital Submission for Children Services.

The Housing Development Office provided the financial impacts for this report. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

## DECISION HISTORY

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On July 16, 17, 18 and 19, 2007, City Council adopted [EX10.34 “Affordable Housing Office – Railway Lands Development”](#), authorizing the transfer of the development block known as Block 36 to the Toronto Community Housing Corporation for the development of an affordable rental and ownership housing. A portion of Block 36 is now municipally known as 150 Queens Wharf Road.

On May 28, 2020, City Council adopted [CC21.3 “Creating New Affordable Housing Opportunities through Phase Two of the Housing Now Initiative”](#). The report recommended Council's approval of six additional sites to the Housing Now Initiative, including 150 Queens Wharf Road.

On November 9, 10 and 12, 2021, City Council [adopted PH27.1 “Housing Now - 150 Queens Wharf Road – Zoning Amendment – Final Report”](#), which approved the Zoning By-law Amendment for a 29 storey mixed-use building with 282 rental dwellings units and a new EarlyON Centre with programmable outdoor space for children 0-6 years of age. On October 10, 2024, Council enacted [By-law 1067-2024](#), following resolution of recommendations relating to infrastructure.

On November 8 and 9, 2023, City Council adopted [EX9.3 “Generational Transformation of Toronto’s Housing System to Urgently Build More Affordable Homes”](#). As part of this initiative, 150 Queens Wharf Road was identified as a site under the City-led development model in which all aspects of the site’s delivery will be under a ‘public builder model’ including undertaking all due diligence.

On May 21 and 22, 2025, City Council adopted [PH21.4 “Toronto Builds - A Policy Framework to Build More Affordable Rental Homes on Public Land”](#). This report established a set of policies to deliver a range of new rental homes on public land including 150 Queens Wharf Road.

On July 23 and 24, 2025, City Council adopted [EX25.1 “Building Faster: Streamlining Housing Delivery and Strengthening the City’s Development Capacity”](#). This report provides an update on the implementation of the Toronto Builds Policy Framework.

## THE SITE AND SURROUNDING LANDS

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### Description

The site is located on Queens Wharf Road, south of the Metrolinx rail corridor and east of Bathurst Street. The site is generally square shaped with a total area of approximately 1,550 square metres with a frontage of 36 metres along Queens Wharf Road. The site is currently vacant. See Attachment 2 for the Location Map.

### Surrounding Uses

**North:** future Lower Garrison Creek Park and the Metrolinx rail corridor further north; the rail corridor is subject to an Official Plan Amendment and Rezoning application (File No. 22 141536 STE 10 OZ) proposing 9 towers and public open space.

**West:** future Lower Garrison Creek Park, Bathurst Street (including the Sir Isaac Brock Bridge), with Fort York on the west side of Bathurst Street.

**South:** a 30-storey residential building and the Fort York branch of the Toronto Public Library.

**East:** across Queens Wharf Road, a 43-storey mixed-use building with ground floor retail.

## THE APPLICATION

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### Description

The proposal seeks to increase the previously approved building height and gross floor area to permit a 37-storey mixed-use building, consisting of 268 rental dwelling units (including up to 80 affordable units) and an EarlyON Centre.

The table below compares the building approved in 2021 to what is currently being proposed:

Table 2. Comparison between the 2021 approval and 2025 proposal

	<b>2021 Approval</b>	<b>2025 Proposal</b>
<b>Site Area (square metres)</b>	1,544	1,544
<b>Floor Space Index</b>	14.2	16.5
<b>Building Height</b>	29 storeys 89 metres excluding MPH 96 metres to top of MPH	37 storeys 129 metres excluding MPH 138 metres to top of MPH
<b>Tower Floorplate (square metres)</b>	750	800
<b>Total GFA (square metres)</b>	22,300	25,491
<b>Residential GFA (square metres)</b>	22,000	21,754
<b>Non-Residential GFA (square metres)</b>	300 (minimum)	557 (349 EarlyON Centre)
<b>Dwelling Units</b>	282 total units <ul style="list-style-type: none"> <li>• 15 studio (5%)</li> <li>• 137 one-bedroom (48%)</li> <li>• 102 two-bedroom (36%)</li> <li>• 28 three-bedroom (10%)</li> </ul>	268 total units <ul style="list-style-type: none"> <li>• 0 studio (0%)</li> <li>• 117 one-bedroom (44%)</li> <li>• 115 two-bedroom (43%)</li> <li>• 36 three-bedroom (13%)</li> </ul>
<b>Unit Sizes (square metres)</b>	Studio: 37-39 One-bedroom: 48-65 Two-bedroom: 71-93 Three-bedroom: 85-110	Studio: N/A One-bedroom: 56-60 Two-bedroom: 76-116 Three-bedroom: 116-133
<b>Minimum Amenity Space (square metres)</b>	3.0 /unit total: <ul style="list-style-type: none"> <li>• 1.5 /unit indoor</li> <li>• 1.5 /unit outdoor</li> </ul>	3.0 /unit total: <ul style="list-style-type: none"> <li>• 1.5 /unit indoor</li> <li>• 1.5 /unit outdoor</li> </ul>
<b>Vehicular Parking Spaces</b>	67 (37 residential, 28 visitor, 2 car-share)	38 (20 residential, 14 visitor, 2 car-share, 2 pick-up drop-off)
<b>Bicycle Parking Spaces</b>	339 (305 long and 34 short)	303 243 long-term spaces, and 60 short-term spaces

### Access, Parking and Loading

The main pedestrian access to the residential component is provided at the southeast corner of the building. A secondary pedestrian access is provided to the west with a walkway to Lower Garrison Creek Park. The EarlyON Centre is accessed through an entrance at the northeast corner of the site.

The proposal includes two underground levels with 38 underground vehicular parking spaces, 303 bicycle parking spaces, and one Type G loading space.

The parking spaces are proposed to be accessed via the existing driveway of the 170 Fort York Boulevard garage (Block 36 South in the Railway Lands West Secondary Plan), which has been secured through a Shared Facilities Agreement (the “SFA”) between the two buildings. TCHC entered into an SFA dated September 23, 2014, with the owner of the adjacent lands, namely Toronto Standard Condominium Corporation No. 2406 and Library District Inc., as owner of the lands on which a library would be built. When the City re-acquired ownership of Block 36 North, the SFA was assumed by the City by way of an Assignment and Assumption of Shared Facilities Agreement between the City and TCHC dated May 17, 2017.

### **Additional Information**

See the attachments of this report for the Application Data Sheet, Location Map, site plan, ground floor plan, elevations, and 3D massing views of the proposal. Detailed project information, including all plans and reports submitted as part of the application, can be found on the City's Application Information Centre at: [www.toronto.ca/150QueensWharfRd](http://www.toronto.ca/150QueensWharfRd).

### **Reasons for Application**

This Zoning By-law Amendment is required to permit the proposed: increase in height from 29 storeys (89 metres) to 37 storeys (129 metres excluding mechanical penthouse); increase the maximum permitted gross floor area; modify the dwelling unit sizes; and amend standards relating to parking spaces (dimensions, obstructions, etc.). The draft by-law in Attachment 6 of this report includes other built form provisions that are intended to secure an appropriate building envelope.

## **APPLICATION BACKGROUND**

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### **Toronto Builds**

The Toronto Builds Policy Framework establishes policies to guide the development of new housing on City land. The subject site has been identified by City Council as a Toronto Builds site and is subject to the Toronto Builds development requirements:

- City-owned land will be retained in public ownership and will be developed by offering 40 to 99-year leases to developers and/or operators to facilitate securing financing and developing new housing.
- Projects on City-owned land will deliver projects with the residential component being 100% purpose-built rental housing in tenure.

- Across the Toronto Builds Portfolio, a minimum of 30% of residential units must be affordable rental housing with no individual project providing less than 20% affordable rental housing. To support TCHC's replacement housing requirements within its revitalization projects, rent-gear-to-income replacement homes will be counted towards this requirement.
- Affordable rental homes must meet the City's Rental Housing Supply Program definition of affordable rental housing, which aligns with the City's Official Plan income-based definition. 20% of affordable units in Toronto Builds Projects must be made available for tenants in receipt of housing benefits to create rent-gear-to-income housing opportunities (subject to availability of funding). Affordability must be maintained for a minimum of 40 years and for the duration of any lease. All affordable rental homes must be rent-controlled at the Provincial Rent Increase Guideline as set annually by the Province, up to the maximum allowable affordable rent.
- 20% of new affordable rental homes, and 15% of market rental homes, must be accessible, meeting Ontario Building Code requirements for barrier-free.
- Toronto Builds projects must meet TGS Version 4, Tier 2, or the relevant TGS in place at the time of the zoning by-law amendment application (whichever is higher), and must be built with low carbon, fossil-fuel free primary HVAC systems, and all-electric appliances in individual units.
- All affordable rental units (regardless of whether they are operated by non-profit partnerships or for-profit organizations) will be accessed in accordance with the City's centralized affordable housing access system.
- To ensure projects will advance complete communities, contribute to amenities, community services and facilities, and public infrastructure, adequate funding will be identified within the City's Budget to fund these important amenities in Toronto Builds projects while maintaining viability of the affordable rental homes. Delivery of these amenities can also be enabled by the appropriate distribution of City land to a variety of uses, for example parkland.

### **Application History**

Following preliminary discussions with the applicant regarding changes that would permit larger more family sized units, the current application was submitted on November 21, 2025, and deemed complete on December 5, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at <https://www.toronto.ca/150QueensWharfRd>.

### **Agency Circulation Outcomes**

The application together with the submission materials and applicable reports have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law amendment provisions.

## **POLICY & REGULATION CONSIDERATIONS**

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### **Provincial Land Use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) and shall conform to all relevant provincial plans.

### **Official Plan**

The Official Plan Urban Structure Map 2 identifies the site as part of the Downtown and Central Waterfront, and designates the site as Mixed Use Areas. See Attachment 3 of this report for the Land Use Map. Mixed Use Areas permit a broad range of commercial, residential, and institutional uses in single use or mixed use buildings. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

### **Protected Major Transit Station Areas – Site and Area Specific Policy 691**

The Official Plan Amendments that delineate the City's Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs) are in force and effect as of August 15, 2025.

The site is within the Front-Spadina PMTSA, which is delineated in the Site and Area Specific Policy (SASP) 691 in Chapter 8 of the Official Plan, as seen in Attachment 4 of this report. The site permits a density of 6 or more times the area of the lot. The MTSA and PMTSA policies are to be applied together with all other appropriate policies of the Official Plan, applicable Secondary Plans or Chapter 7 Site and Areas Specific Policies (SASPs). In the case of conflicts between Secondary Plans/SASPs and MTSAs and PMTSAs, whichever policies provide greater densities will prevail.

### **Downtown Plan**

The site is located within the [Downtown Secondary Plan](#), which was approved by the Minister of Municipal Affairs and Housing (MMAH) on June 5, 2019. The Downtown Plan states that the Downtown will be inclusive and affordable with a range of housing requirements that serve a diverse population with varied needs, including accessible and supportive services for vulnerable populations. Policies of the Downtown Plan state that City-owned land may be retained to address the Downtown Plan's priorities, including affordable housing, and that such housing accommodate the needs of all household sizes and incomes.

### **Railway Lands West Secondary Plan and Urban Design Guidelines**

The site is located within the [Railway Lands West Secondary Plan](#). Specifically, it is located within Block 36 of the Plan and designated as Mixed-Use Area 'I'.

Housing objectives and policies of the Plan state that housing will be developed to assist in meeting the City's housing goals, and that such housing will be available to a wide range of households, ages and incomes in a variety of residential unit sizes. Housing development will be encouraged by a variety of producer groups and agencies and that the City will promote the planning and development of rental housing suitable for low-to-moderate income households.

Policies further state that Mixed-Use Area 'I' will be predominantly residential, with dwelling units in a variety of housing types and forms and available to a wide range of households, ages and incomes.

## **Zoning**

The property is subject to Site-specific Zoning By-law 1067-2024, which permitted the development of a 29-storey mixed use building with a minimum of 300 square metres of non-residential gross floor area and a maximum of 22,000 square metres of residential gross floor area. See Attachment 5 of this report for the existing Zoning By-law Map.

## **Design Guidelines**

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities

## **Toronto Green Standard**

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund).

City Council direction requires the City's Agencies, Corporations and Divisions to apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings.

## **PUBLIC ENGAGEMENT**

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### **Community Consultation**

On November 24, 2025, a virtual community consultation meeting was hosted by Community Planning staff. The applicant and a representative from the Ward Councillor's office were in attendance, however no members of the public attended the meeting. Staff have additionally made themselves available to answer questions from the community.

## **Statutory Public Meeting Comments**

In making their decision regarding this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Planning and Housing Committee for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **Provincial Planning Statement (PPS) 2024 and Provincial Plans**

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024).

### **Official Plan Policies and Design Guidelines**

This application has been reviewed against the Official Plan policies, SASPs, Secondary Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

### **Housing**

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal would result in a purpose-built rental development, targeting up to 80 affordable dwelling units (approximately 30%), with a unit mix that exceeds the recommendations for larger units in the Growing Up Guidelines.

### **Height, Density and Massing**

Despite the proposed increase in height and gross floor area, the quantity of dwelling units has decreased from the 2021 approval, from 282 to 268. The proposal enables a greater number of larger, family-sized dwelling units and a more even distribution of various dwelling unit sizes.

The proposed height and massing have been considered within the existing and planned context, and in conjunction with the Tall Building Design Guidelines. The proposed density exceeds the minimum required density set out for the Front-Spadina PMTSA and conforms to SASP 691 policies for a minimum 400 residents and jobs combined per hectare.

The existing context includes two residential buildings south and south-east of the site at 170 Fort York Boulevard and 150 Dan Leckie Way, which have heights of 30 and 43

storeys, respectively. The proposed height of 37 storeys is appropriate in its context and meets the intent of the Railway Lands West Secondary Plan policies.

The proposed built form and massing were refined from a rectilinear shape to a more rounded floor plate in order to accommodate larger units with more access to natural light for all bedrooms. This rounding also reduces the visual bulk of the building and supports improved wind performance. The proposal continues to integrate the publicly accessible pedestrian connection between Queens Wharf Road and the future Lower Garrison Creek Park.

The proposed building provides an acceptable built form and creates appropriate relationships with adjacent buildings.

### **Public Realm**

The proposed development features publicly accessible landscaped open space on the north and south sides of the site. The public open space on the south side is located between the loading space, and the buildings provides an opportunity for an east-west mid-block connection between Queens Wharf Road and the future Lower Garrison Creek Park to the west pending coordination of the grading between adjacent sites.

At the ground floor, the building is set back between 4 and 5.7 metres from the new public park to the north. The space on the north side would be used as outdoor play area for the EarlyON Centre but could be accessible to the public outside of operating hours.

The building is set back 2.7 metres from the park to the north and 2.0 metres from the park to the west from the third storey upwards. The by-law will prohibit projecting balconies on the north and west sides of the building to maintain an appropriate separation distance to the park.

### **Sun and Shadow**

The sun-shadow study prepared by the applicant shows that the proposed 37-storey development would not shadow the Fort York grounds between 9:18 a.m. to 4:18 p.m. during the Spring and Fall equinoxes. The study also illustrates no additional shadowing is expected on Lower Garrison Creek Park and Northern Linear Park between 9:18 a.m. to 4:18 p.m. during the Spring and Fall equinoxes.

The proposed building does create shadows on the railway corridor to the north, which is the subject of an active development application at 595 Front Street West, known as Rail Deck Development. There is open space within the rail corridor proposed as part of that application, however its layout and extent are not known at this time. The shadows cast by the proposed 150 Queens Wharf building are acceptable given the context of the surrounding towers within City Place.

## **Wind Impact**

The pedestrian level wind study submitted with the application indicates generally comfortable conditions around the building, with the exception of the ground floor at the northwest corner of the site, and portions of the third-floor outdoor amenity space, which may experience higher winds and uncomfortable conditions during the winter season. The study recommended implementing wind mitigation measures, such as canopies and landscaping, which would alleviate the uncomfortable conditions. Mitigation measures will be further explored and secured through the Site Plan Control application process.

## **Mobility**

The site is well-served by public transit and supports active transportation. The development proposes 229 bicycle parking spaces (243 long-term and 54 short-term spaces) to be provided on the ground level and within the two underground levels of the parking garage. The proposal includes 38 parking spaces vehicular parking spaces (20 residential, 14 visitor, 2 car-share, 2 pick-up drop-off).

The underground parking garage for 150 Queens Wharf Road is proposed to be accessed by sharing the existing drive aisle off of Queens Wharf Road with the building located directly south at 170 Fort York Boulevard via existing knock out panels. This results in minimizing curb cuts along Queens Wharf Road and making efficient use of existing infrastructure. One Type-G loading space is proposed to be provided on the ground level along the southern property line.

Transportation Services staff find the proposed supply of bicycle spaces, vehicular parking, and loading spaces acceptable.

A traffic report was submitted in support of the application that proposes transportation demand management (TDM) strategies including the following:

- Dedicated car-share parking spaces located within the underground garage;
- Providing car-share and/or bike-share membership for each residential unit for the first year of occupancy;
- Providing mid-block connections to improve pedestrian connectivity to the Fort York Library branch and future Lower Garrison Creek Park;
- Providing on-site bicycle repair stations;
- Transit passes for residents in the proposed development; and
- Providing transit information screens to provide real-time updates on transit schedules for nearby stops and stations.

## **Parkland**

The application is a Toronto Builds Project per [City Council Decision 2025.PH21.4](#), and as such, the project is exempt from the parkland dedication requirement, Chapter 415, Article III of the Toronto Municipal Code.

Lower Garrison Creek Park, abutting the site to the north and west, is targeted for completion by 2028.

## **Tree Preservation**

The proposed development requires the removal of three trees in the City right-of-way along Queens Wharf Road. The proposed development concept replaces the three City-owned trees with four new trees along the Queens Wharf Road frontage and two new trees between the loading space and the existing 170 Fort York Boulevard building to the south.

## **Rail Safety**

The site is located to the south of the Metrolinx rail corridor. Because the proposed development at 150 Queens Wharf Road provides a setback of 27 metres, and contains sensitive residential uses, a Rail Safety Report has been provided in support of the rezoning application. The technical analysis found that the completion of Lower Garrison Creek Park will provide sufficient cross-sectional area to exceed the Federation of Canadian Municipalities and Railway Association of Canada's Guidelines for New Development in Proximity to Railway Operations for berm requirements associated with the provided setback. No further mitigation is required provided Lower Garrison Creek Park, including the berm, has been constructed.

Parks and Recreation staff have confirmed that Lower Garrison Creek Park is targeted for completion by 2028, ahead of occupancy of 150 Queens Wharf Road, therefore achieving the necessary risk mitigation related to Rail Safety for this site. In the event that the construction of this proposal precedes the construction of the Lower Garrison Creek Park, the applicant will be required to employ alternative mitigation measures including foundation walls that are able to withstand additional accidental loads. Any final conditions will be included as part of the Site Plan Control process.

## **Servicing**

Development Engineering staff have reviewed and accepted the submitted Functional Servicing and Stormwater Management Report and materials submitted in support of the application.

## **Toronto Green Standard**

City Council direction requires the City's Agencies, Corporations and Divisions to apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings.

This Standard also applies to development undertaken as part of Phase Two of the Housing Now Initiative.

A Toronto Green Standard Checklist has been submitted, which indicates the performance measures incorporated as part of the proposed rezoning. Certain measures have been secured in the recommended Zoning By-law Amendment, including the building layout and orientation, which optimizes energy performance, solar access, views, and transportation demand management (TDM) measures. Further implementation of TGS requirements will be secured through the Site Plan Control process.

## **CONTACT**

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## **SIGNATURE**

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Valesa Faria  
Executive Director  
Development Review

## **ATTACHMENTS**

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### **City of Toronto Information/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Front-Spadina Protected Major Transit Station Area (PMTSA) Map
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

- Attachment 7: Site Plan
- Attachment 8: East Elevation
- Attachment 9: North Elevation
- Attachment 10: West Elevation
- Attachment 11: South Elevation
- Attachment 12: 3D Massing Model (Looking Southwest)
- Attachment 13: 3D Massing Model (Looking Southeast)

## Attachment 1: Application Data Sheet

**Municipal Address:** 150 Queens Warf Road      **Date Received:** November 21, 2025

**Application Number:** 25 257206 STE 10 OZ

**Application Type:** Rezoning

**Project Description:** Proposed increase in height from the previously approved 29-storey tower to a 37-storey tower. The proposal increases the GFA by 3,591 square metres and reduces the number of dwelling units from 282 to 268 total units.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
Toronto Community Housing Corporation	Urban Strategies	Karakusevic Carson Architects, and Teeple Architects	City of Toronto

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	1067-2024
Zoning:	438-86	Heritage Designation:	N
Height Limit (m):		Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 1,544      Frontage (m): 36      Depth (m):

<b>Building Data</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Ground Floor Area (sq m):			778	<b>778</b>
Residential GFA (sq m):			21,755	<b>21,755</b>
Non-Residential GFA (sq m):			349	<b>349</b>
<b>Total GFA (sq m):</b>			<b>22,104</b>	<b>22,104</b>
Height - Storeys:			37	<b>37</b>
Height - Metres:			129	<b>129</b>

Lot Coverage Ratio (%): 50.38      Floor Space Index: 16.51

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	21,755	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	349	

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:			268	<b>268</b>
Freehold:				
Condominium:				
Other:				
<b>Total Units:</b>			<b>268</b>	<b>268</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:			117	115	36
<b>Total Units:</b>			<b>117</b>	<b>115</b>	<b>36</b>

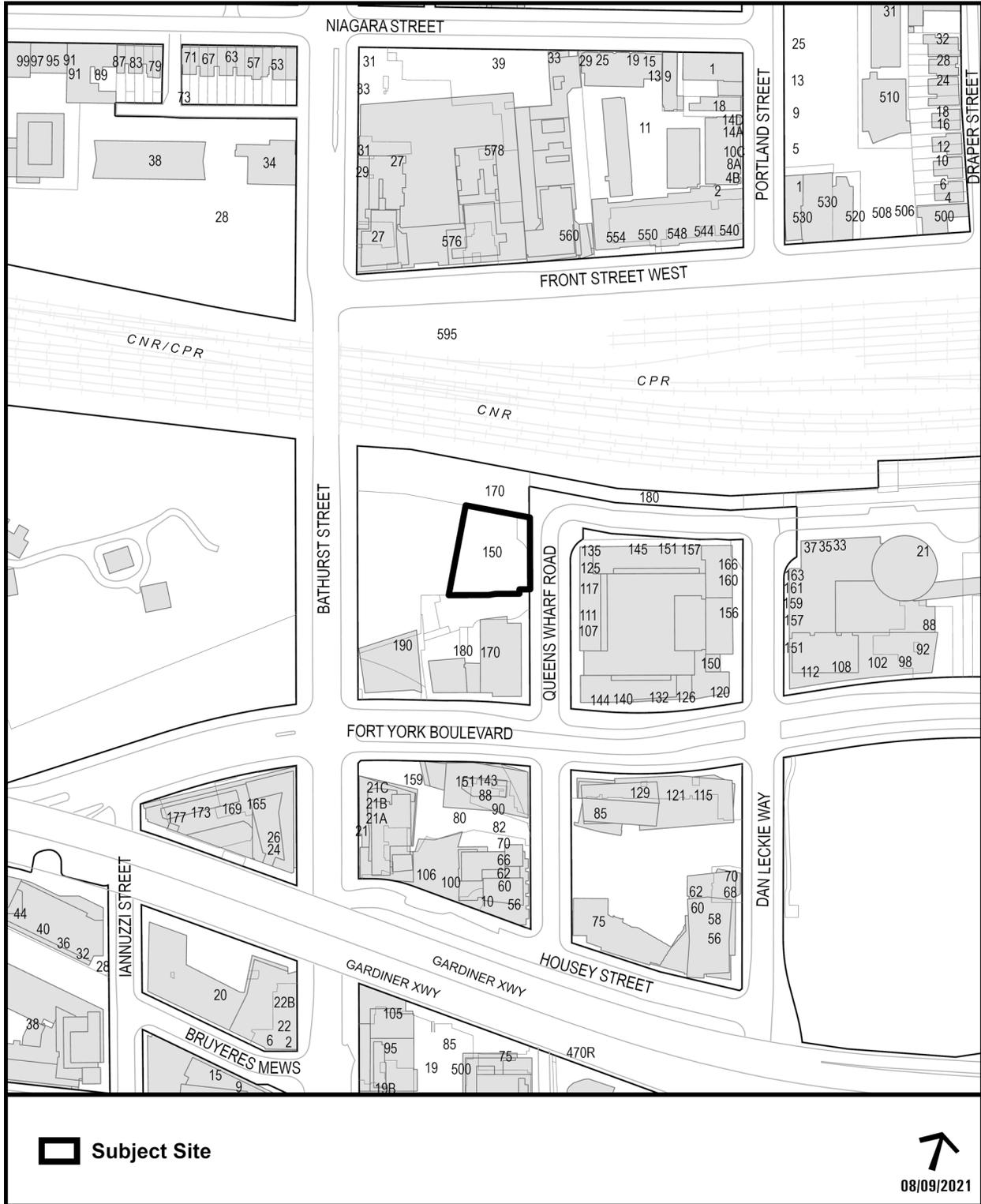
#### **Parking and Loading**

Parking Spaces:	38	Bicycle Parking Spaces:	303	Loading Docks:	1
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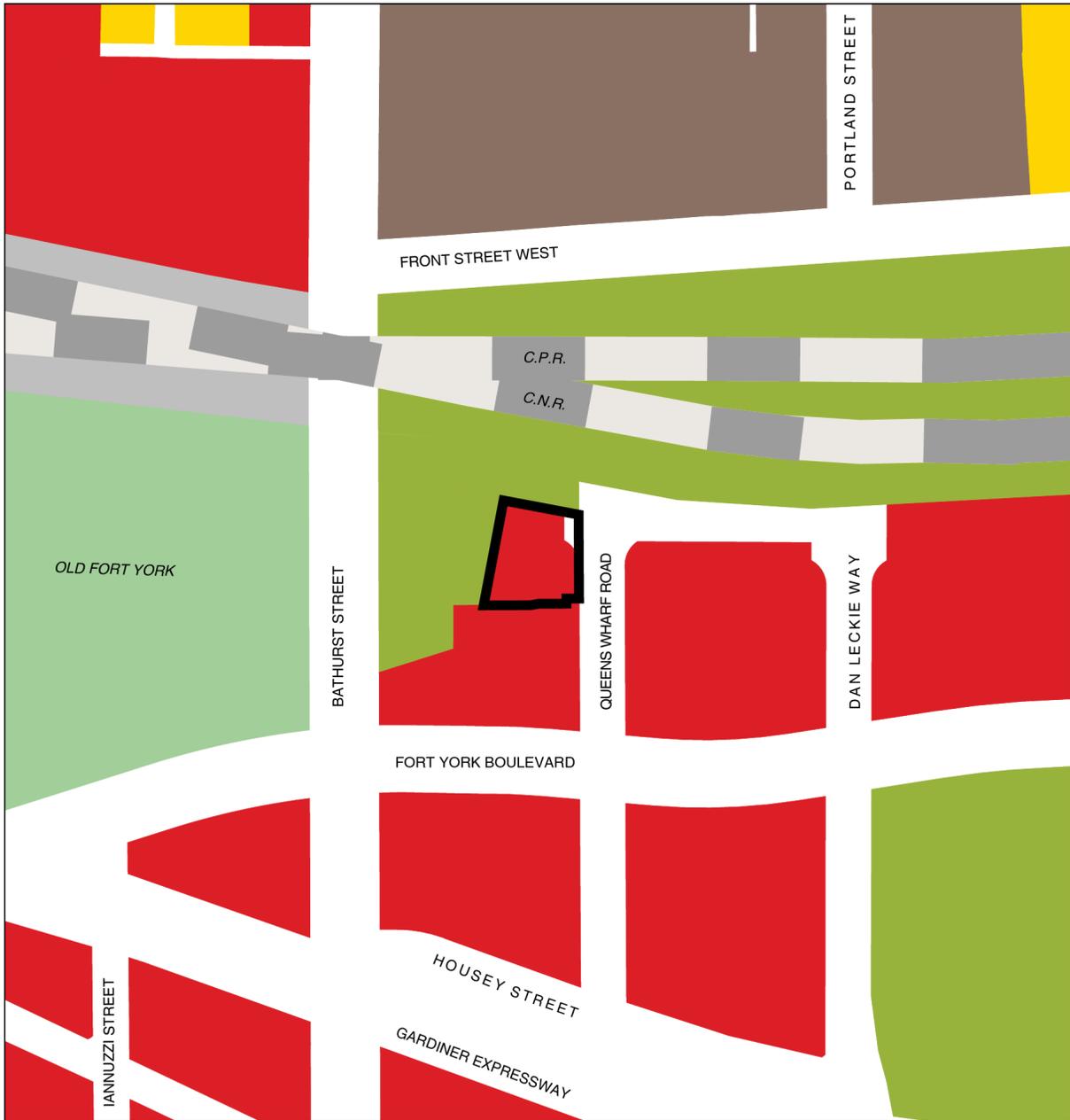
#### **CONTACT:**

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# Attachment 2: Location Map



# Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 18

150 Queens Wharf Road

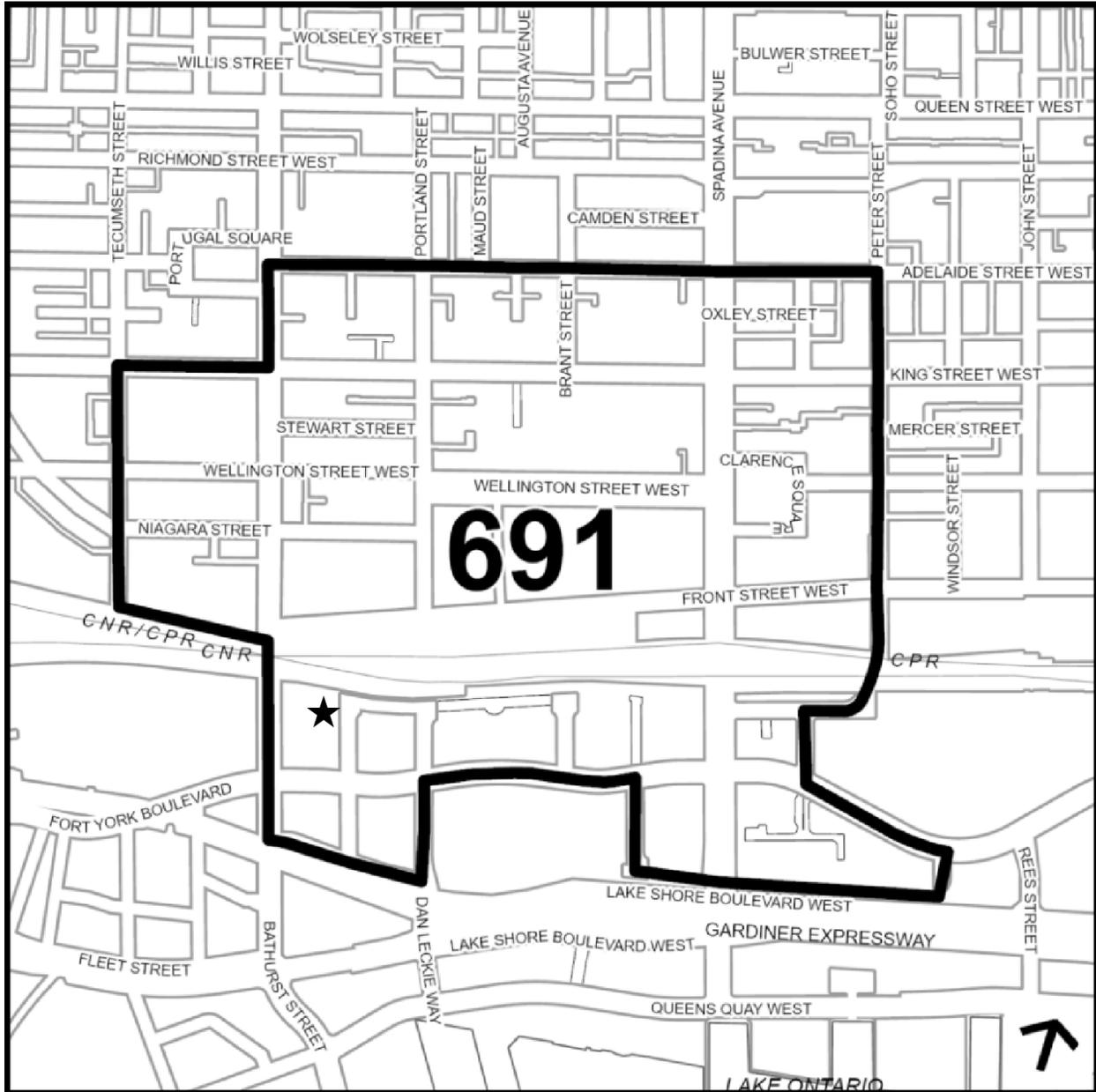
File # 25 257206 STE 10 OZ

- Location of Application
- Neighbourhoods
- Parks
- Utility Corridors
- Mixed Use Areas
- Other Open Space Areas
- Regeneration Areas

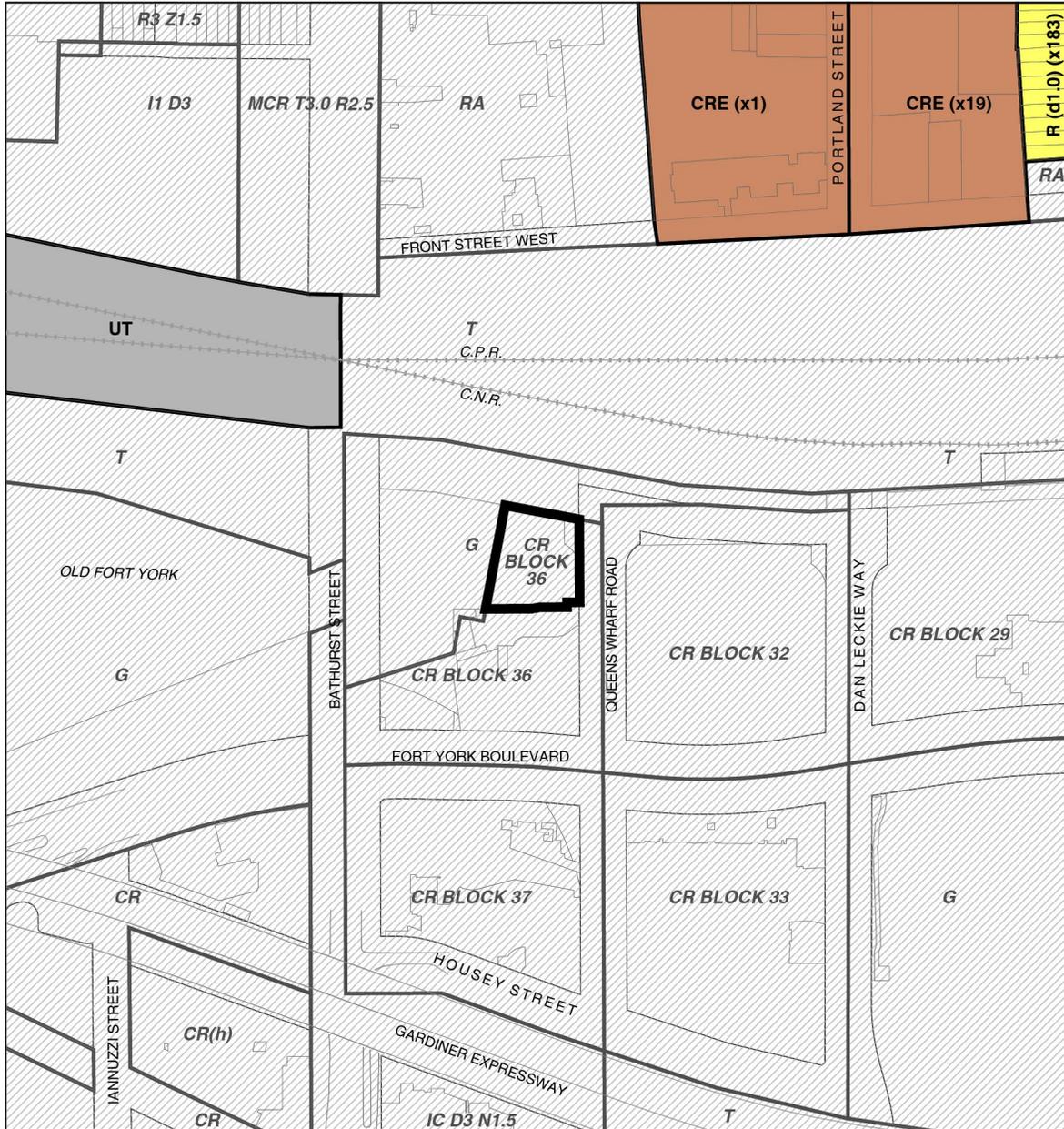


Not to Scale  
Extracted: 11/24/2025

# Attachment 4: Front-Spadina Protected Major Transit Station Area (PMTSA)



# Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

150 Queens Wharf Road

File # 25 257206 STE 10 0Z

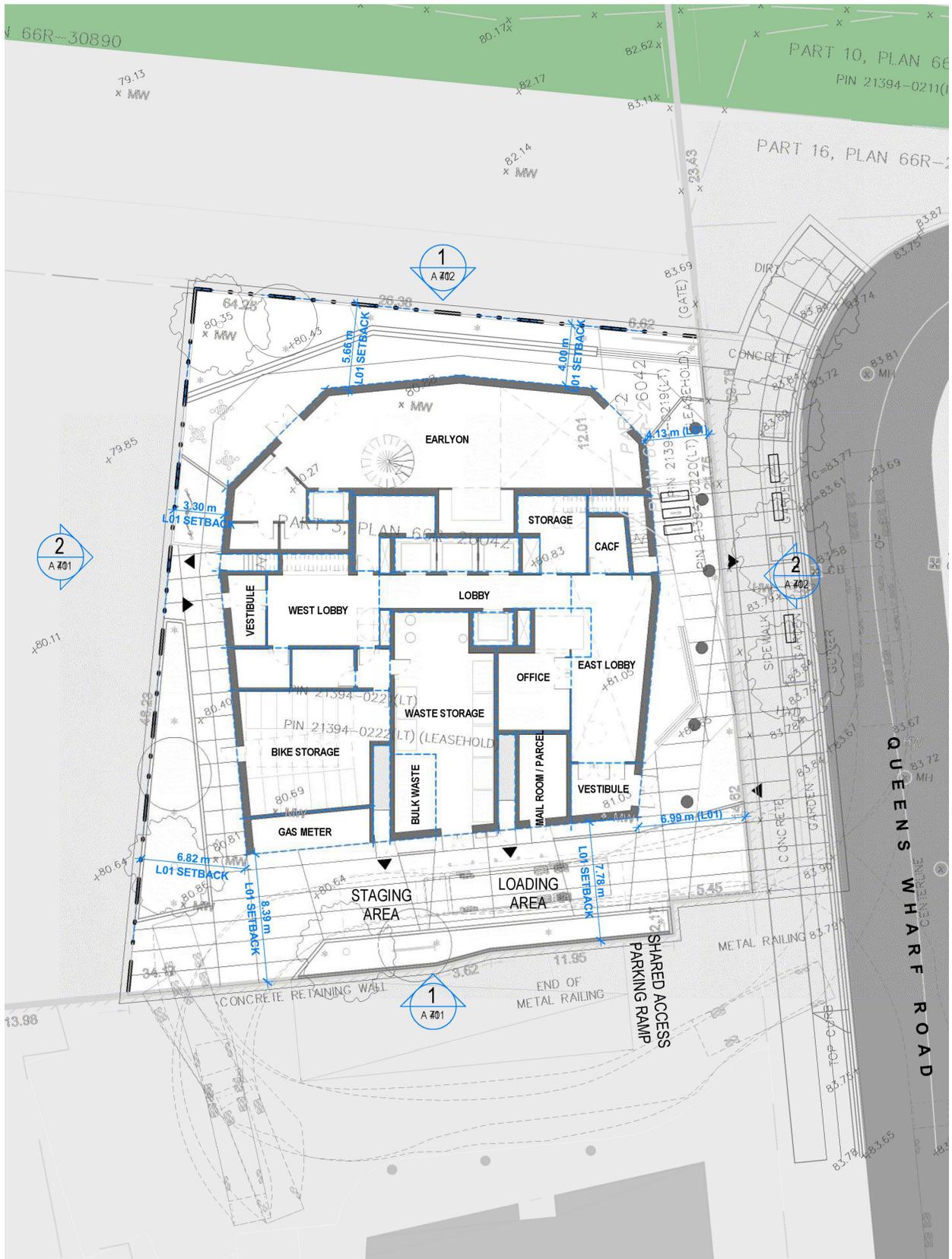
	Location of Application		See Former City of Toronto By-law No. 438-86
	R Residential		R3 Residential District
	CRE Commercial Residential Employment		CR Mixed-Use District
	UT Utility and Transportation		MCR Mixed-Use District
			RA Mixed-Use District
			I3 Industrial District
			IC Industrial District
			T Industrial District
			G Parks District

↑  
Not to Scale  
Extracted: 11/24/2025

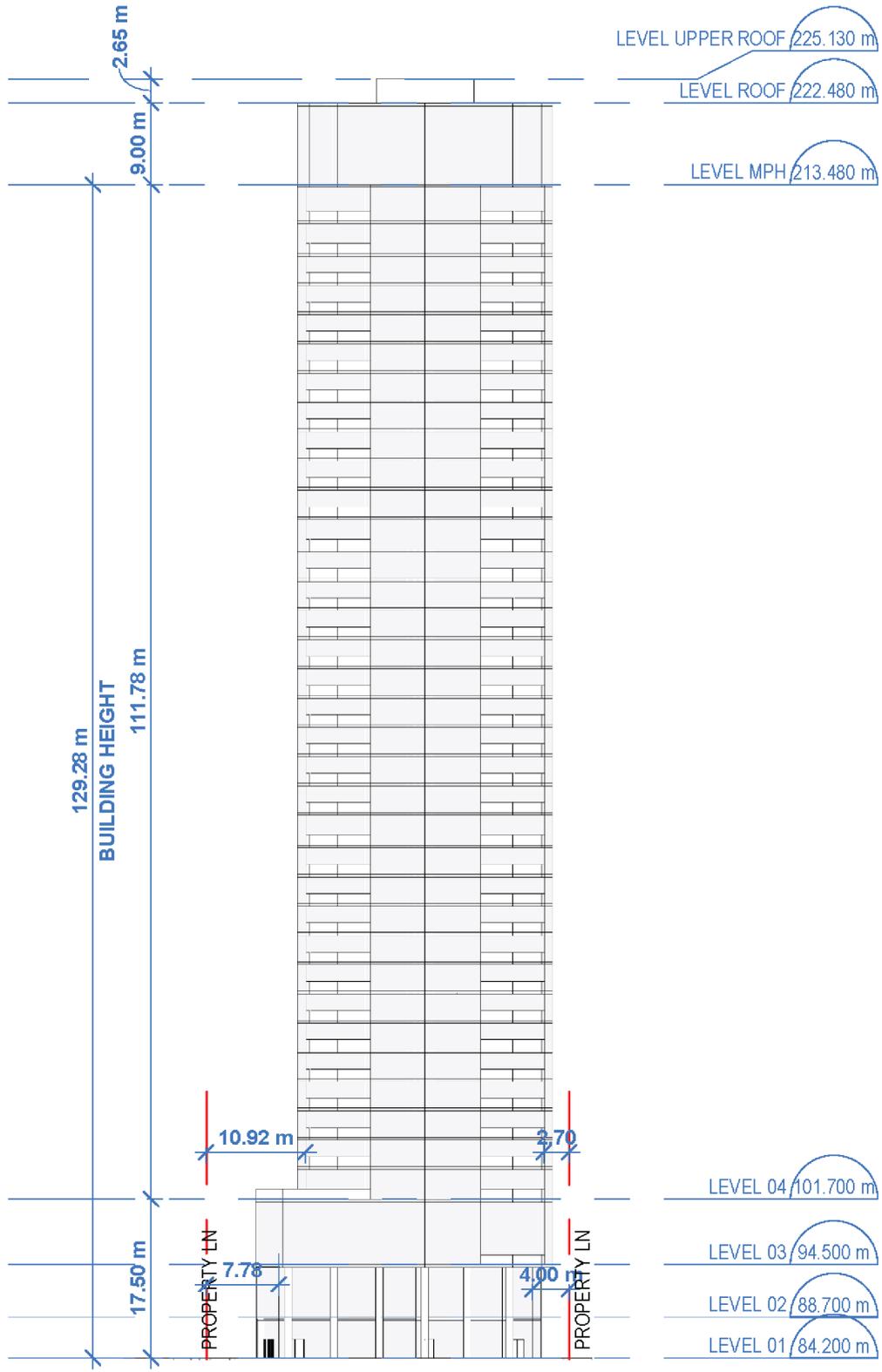
**Attachment 6: Draft Zoning By-law Amendment**

Provided as a separate PDF document.

# Attachment 7: Site Plan

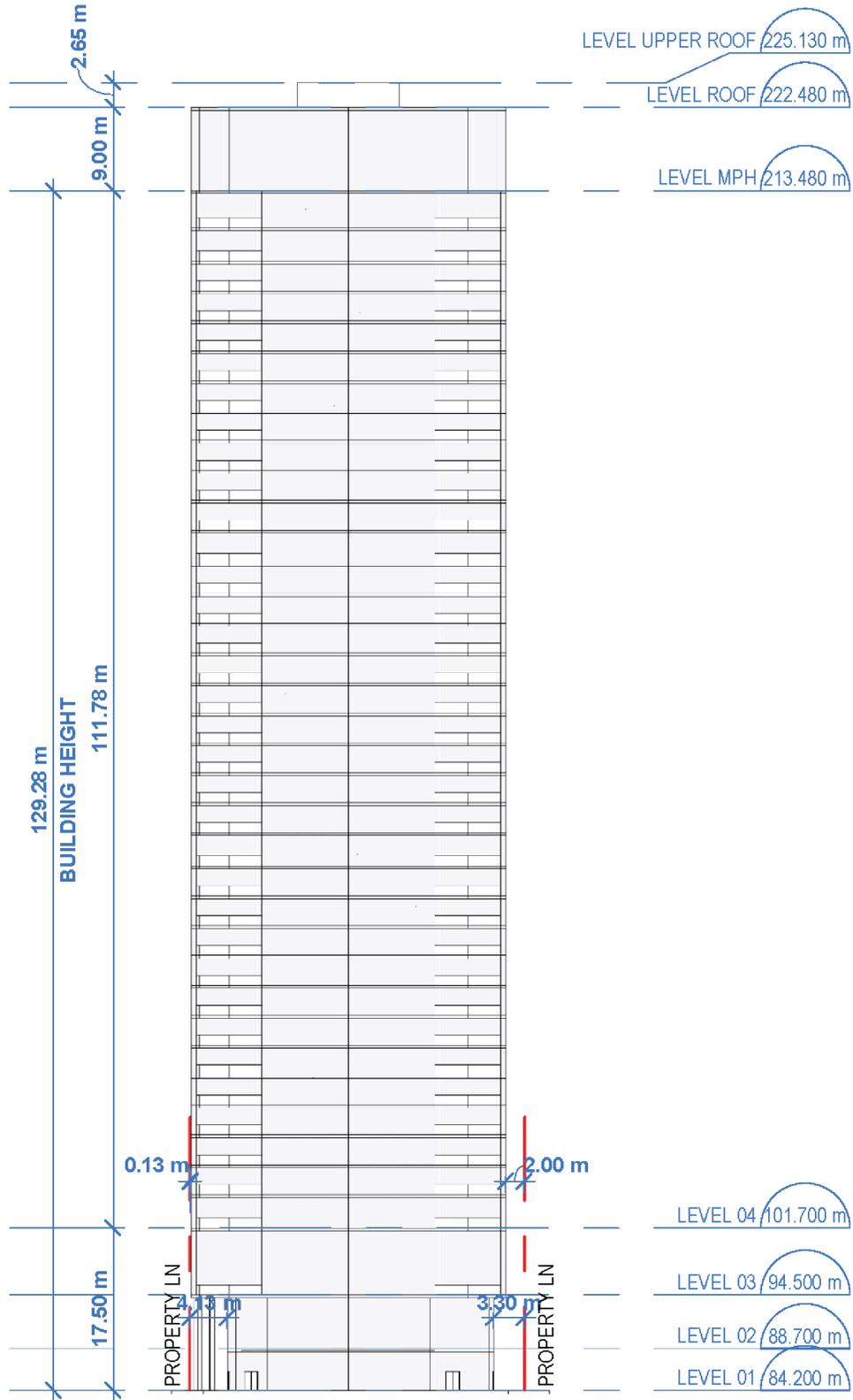


# Attachment 8: East Elevation



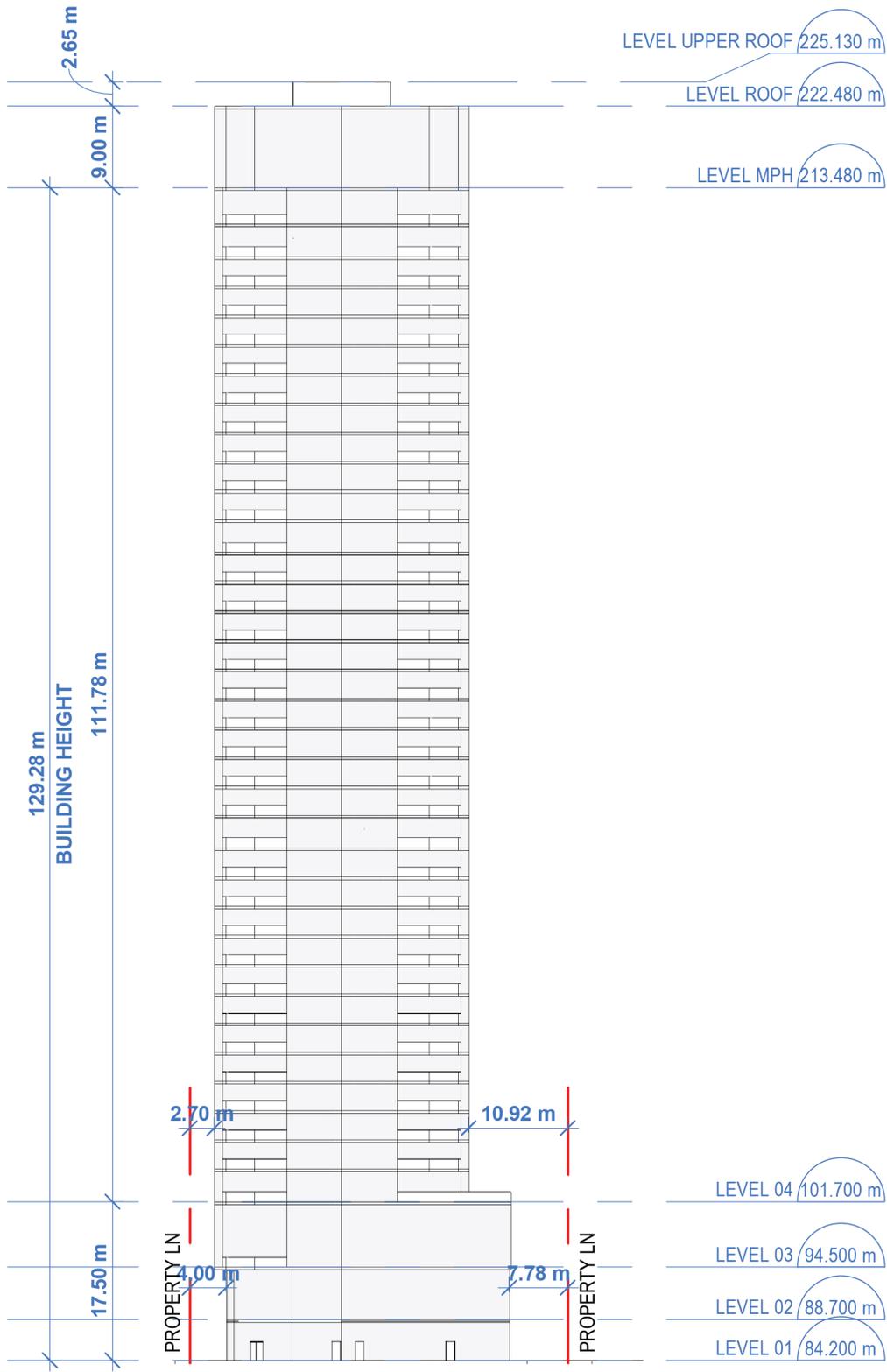
East Elevation

# Attachment 9: North Elevation



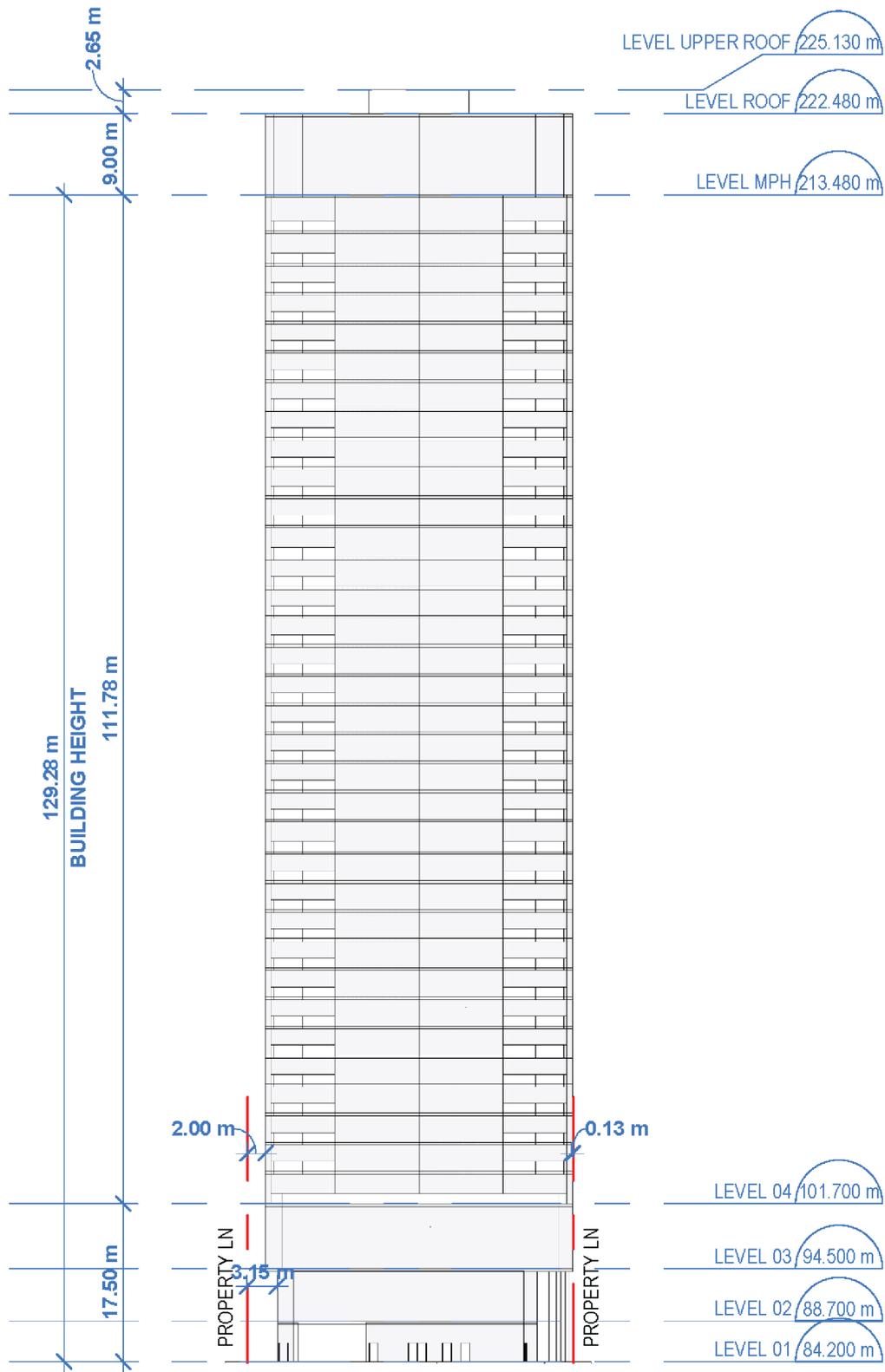
North Elevation

# Attachment 10: West Elevation



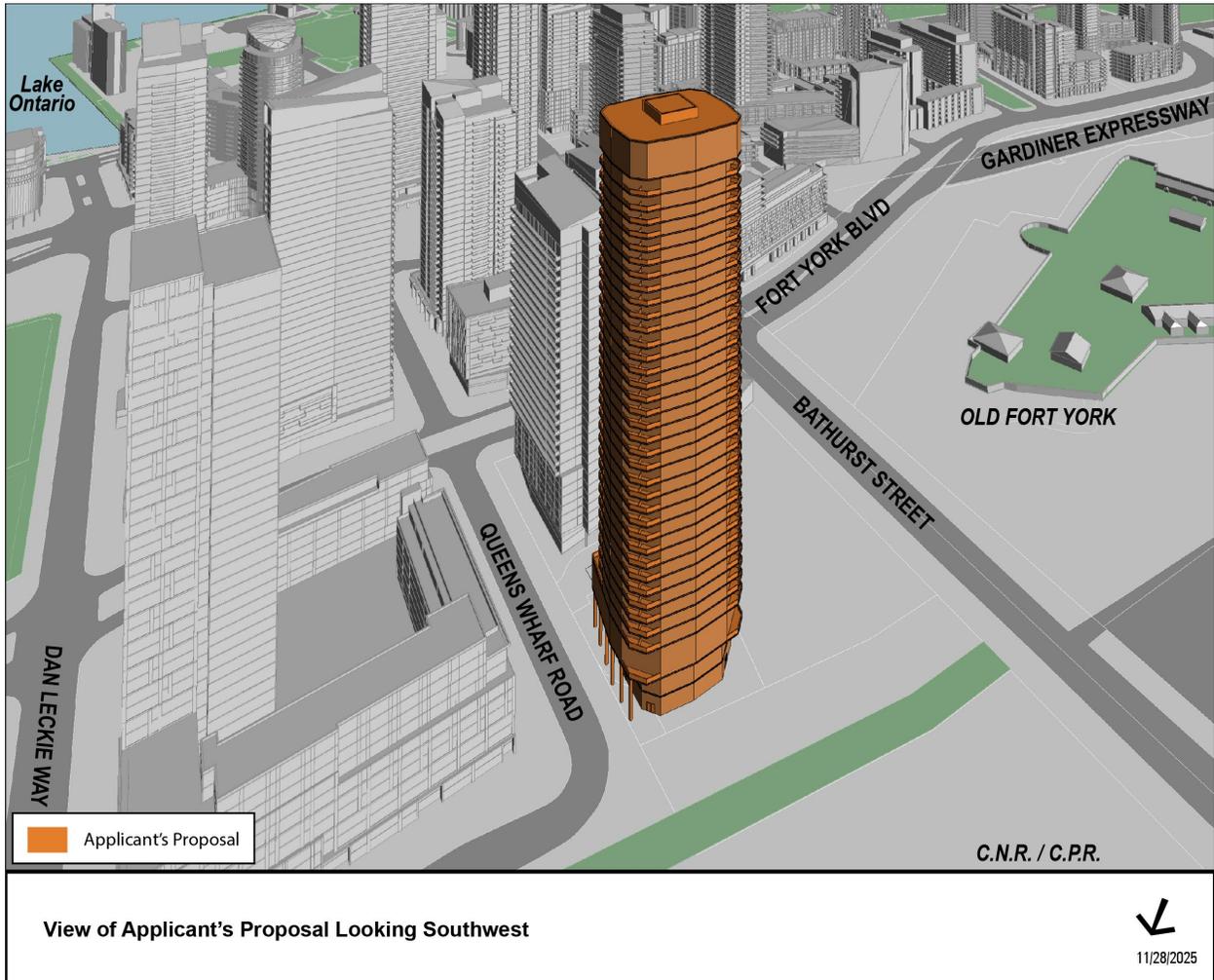
West Elevation

# Attachment 11: South Elevation



South Elevation

# Attachment 12: 3D Massing Model (Looking Southwest)



# Attachment 13: 3D Massing Model (Looking Southeast)



View of Applicant's Proposal Looking Southeast



11/28/2025