



200 Queens Quay West

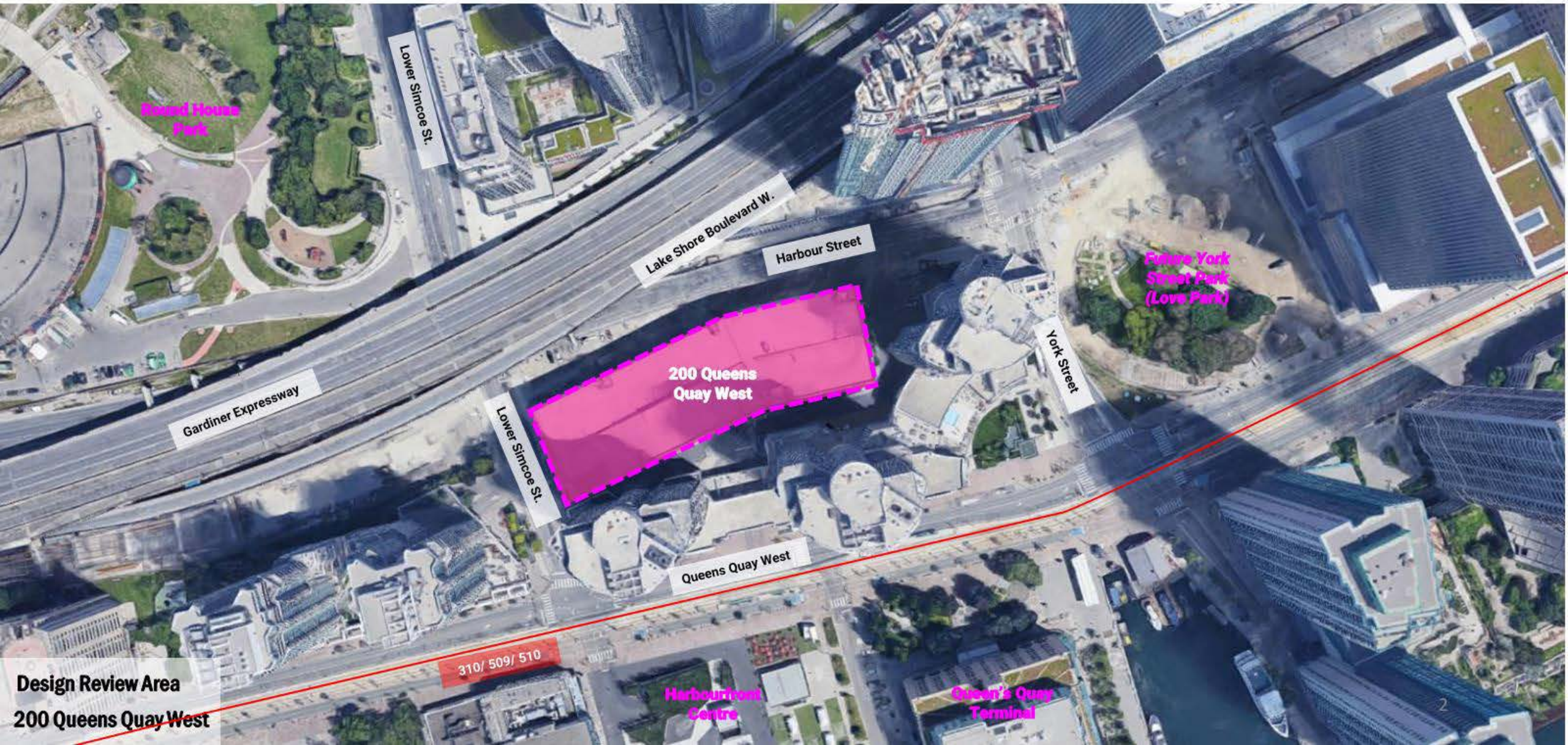
Schematic Design

Feb. 23rd, 2022

Site Context

200 Queens Quay West

Proponent: Diamond Corp, Lifetime Development
Design Team: Wallman Architects, DTAH, EQ Performance
Review Stage: Schematic Design



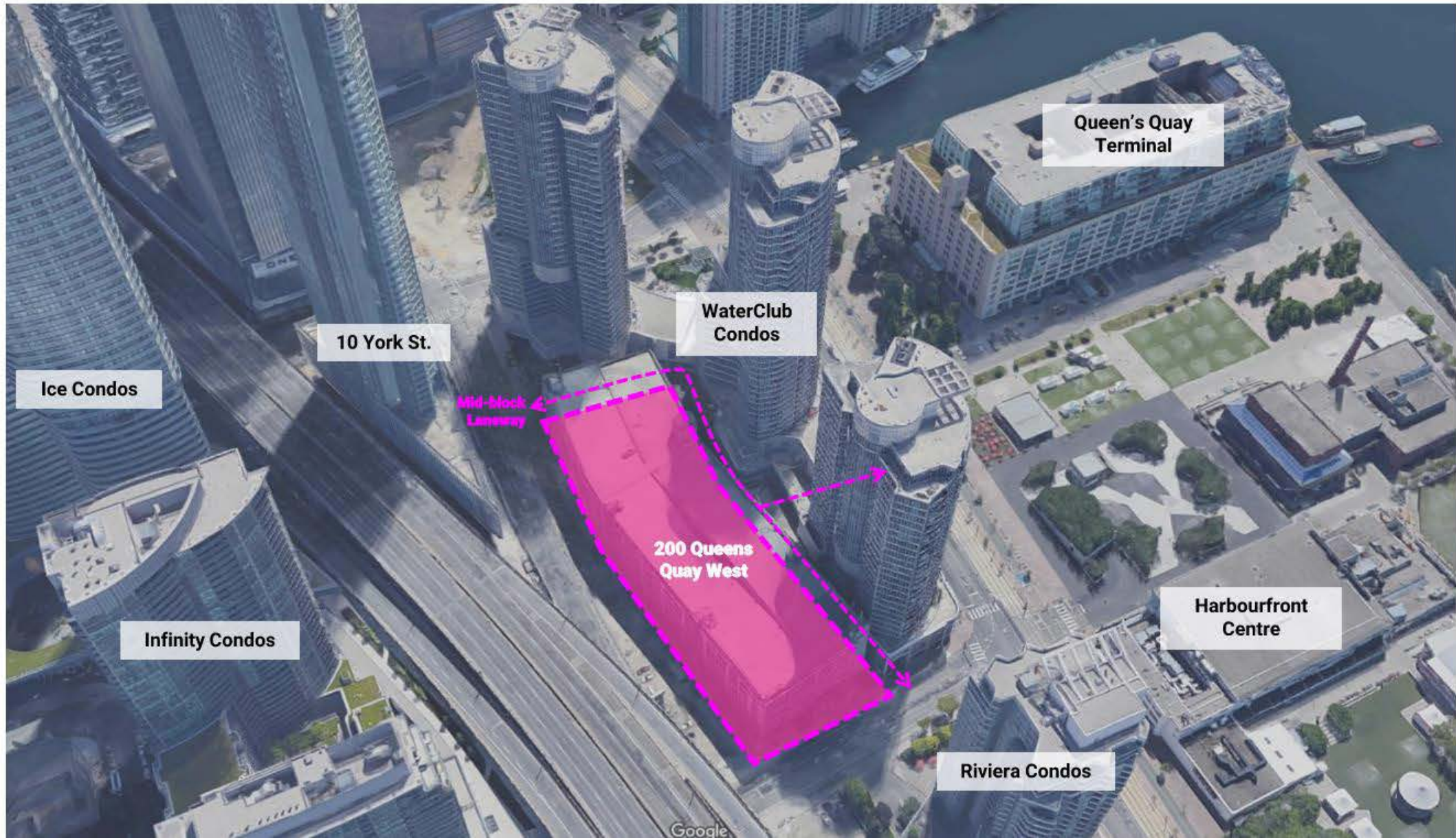
Design Review Area
200 Queens Quay West

310/ 509/ 510

Site Context

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Project Background

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Project History

- Site is situated on Block YQ4 within Harbourfront Zoning By-law
- Lands previously owned by Canada Lands Corporation

Project Timeline

- June 2020 – Rezoning Application
- Jan. 2021 – Community Consultation
- Jan 2021 - First WDRP Review Issues Identification
- Dec. 2021 – Revised Submission
- Feb. 2022 – Community Consultation
- TBD – Park subject to future City Park Design process and review by WDRP

Project Background

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Previous Design

- 2 towers: 41-storeys (144m) and 71-storeys (238m) connected by a 12-storey base building
- POPS located at the southeast corner of Lower Simcoe Street and Harbour Street (450 m²)
- Gross floor area 96,000 m² (FSI 19x)
- 10% of gross floor area affordable rental units (110 units)

Revised design

- 1 tower: 59-storeys (197m) with a 5-storey base podium
- Park located at the southeast corner of Lower Simcoe Street and Harbour Street (500 m²)
- Gross floor area 60,600 m² (FSI 12x)
- 10% gross floor area affordable rental units (84 units)

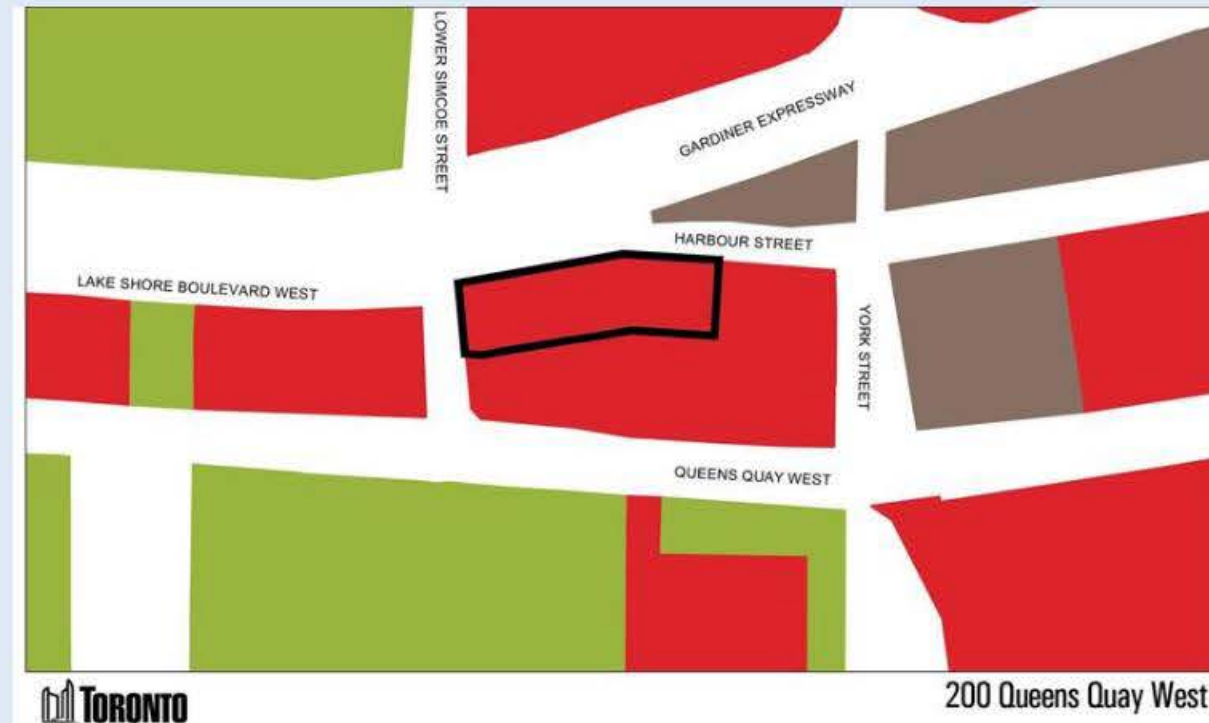
Planning Context

City of Toronto Official Plan

200 Queens Quay West

Proponent: Diamond Corp, Lifetime Development
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Review Stage: Schematic Design

- The site is designated **Mixed Use Areas** on Map 18 of the Official Plan.



Map 18
Land Use Plan
February 2019

Land Use Designations

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks

Planning Context

Central Waterfront Secondary Plan

200 Queens Quay West

Proponent: Diamond Corp, Lifetime Development
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Review Stage: Schematic Design

- Designated **Existing Use Areas** under the Central Waterfront Secondary Plan (CWSP).
- Policies support the creation of new parks and open spaces and waterfront connections.
- Simcoe Street identified as a key pedestrian and cycling route to the waterfront.

A. Removing Barriers / Making Connections

P7 High quality urban design and landscaping on the north/south connector streets

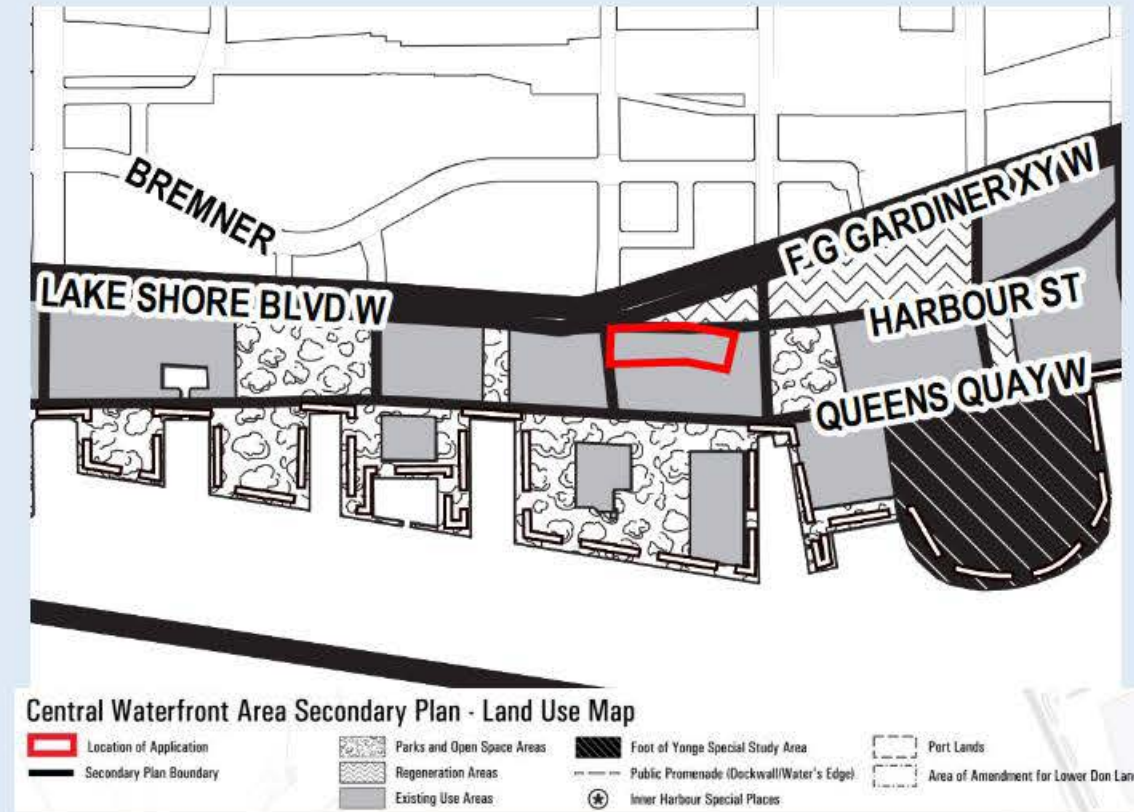
B. Building a Network of Spectacular Waterfront Parks

P10 The design of the public realm will be of a standard of excellence...of the great city waterfronts...

P13 A unifying approach to landscaping and wayfinding...will tie the waterfront together...

D. Creating Dynamic and Diverse New Communities

P32 New development will be located...and massed to protect view corridors...and frame...the public realm...



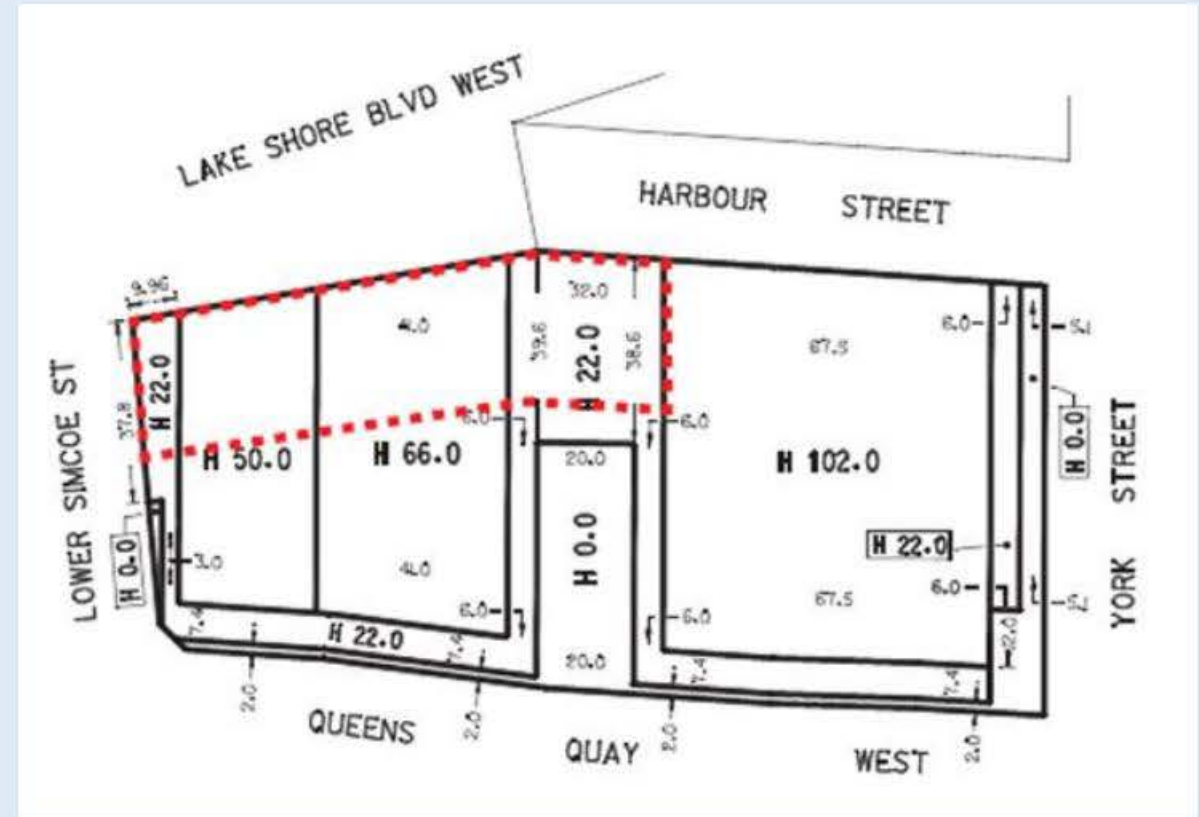
Planning Context

Zoning By-law 289-93

200 Queens Quay West

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Review Stage: Schematic Design

- The site is zoned CR - Mixed Use District under the Harbourfront Zoning By-law 289-93 and Site Specific Zoning By-law 609-1998
- The Commercial Residential zone permits a broad range of residential and commercial uses.
- Maximum Height 50-66 metres
- Parking requirements on and off-site



Site Context

Existing Condition

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Harbour and York St. looking southwest

Site Context

Existing Condition

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Review Stage: Schematic Design



Harbour and Lower Simcoe St.
looking southeast

Site Context

Existing Condition

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Lower Simcoe
entrance to laneway
looking northeast

Site Context

Existing Condition

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South elevation of existing parking structure from the east end of the laneway

Site Context

Existing Condition

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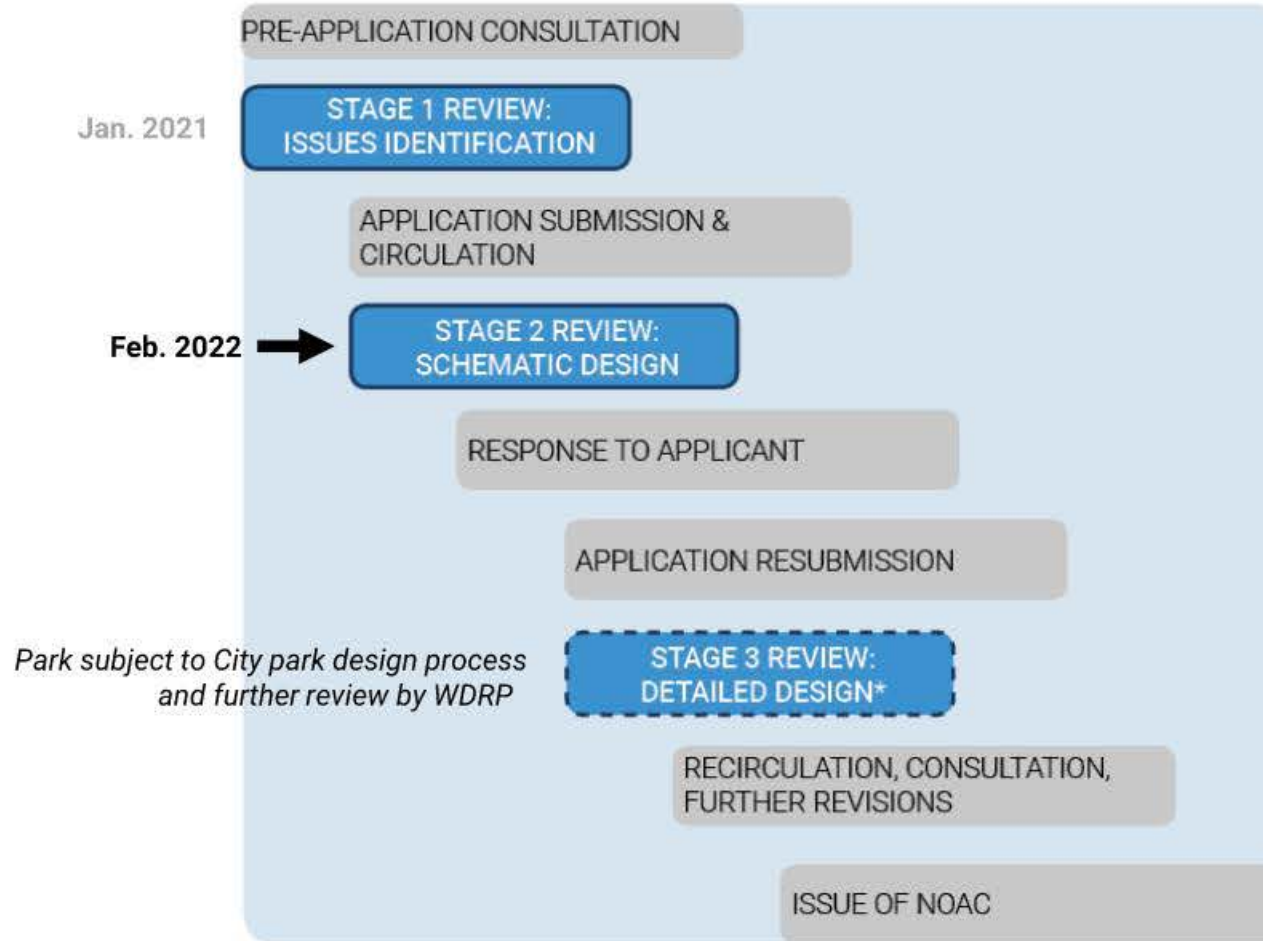
Entrance to existing parking structure from the Waterclub Condos

Project Approval Stage

DRP Stream 1: Private Land

200 Queens Quay West

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Review Stage: Schematic Design



*This review will only be required if the project has changed significantly since the previous review, or the Panel, Waterfront Toronto, or City staff have significant outstanding concerns.

Jan. 2021 Consensus Comments

Issues Identification

200 Queens Quay West

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Review Stage: Schematic Design

General

- Commended the team for taking on a challenging site, replacing the parking garage, and improving the living environment of the neighbours.
- The project will create a very urban and dense project, it is important to **create a strong public realm with great pedestrian access and landscaping** – the team has a unique window now to develop this enhancement strategy.
- Appreciated the team for presenting the project and looked forward for a return review.

Public Realm

- The key public realm decisions, including the location and size of POPS, access, midblock connection, are all interconnected and should be considered cohesively:
 - Unconvinced of the value of the currently proposed POPS off Simcoe St, consider alternative strategy that will allow the **footprint of the west tower to shift further westward** while improving the experience of the central courtyard midblock connection.
 - The proposed curb cut off Harbour Street will interrupt the new street and bike lane, further consult with the owners of Waterclub Condos to **reconsider the option of consolidating new and existing vehicular and servicing access** with a shared laneway.
- Consider the project as an opportunity to **enhance the existing north-south public realm connections with Queens Quay, both along Simcoe St. and the proposed mid-block connection, to improve pedestrian desirability** and draw people through the block.

Jan. 2021 Consensus Comments

Issues Identification

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Building

- Consider a wedged shape footprint for the west tower to **improve facing distances with the existing adjacent Waterclub condo tower.**
- **Provide a north-south sectional drawing** that shows the project's relationship with the Gardiner Expressway.
- Provide typical unit layouts on the proposed and existing adjacent towers at the next review to better understand the facing distance issues.

Sustainability

- Encouraged the team to aim higher, be bold, and **push the standard for energy use with innovative strategies.**
- Consider the upcoming changes for the Toronto Green Standards and future proof the project so its performance will not be obsolete soon after completion.

Areas for Panel Consideration

City + Waterfront Toronto

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Public Realm and Landscape including:

- The revised ground floor design to support animation along Harbour Street and Lower Simcoe Street
- The public realm concept including the proposed park and waterfront connectivity

Vehicular Access & Servicing

- The revised design for access and loading and co-ordination of pedestrian and vehicular movements for the Block

Building Design

- The building's exterior expression and how it relates to the Harbour Street and Lower Simcoe Street frontages.
- The revised podium elevation to support animation along Harbour Street.

Sustainability

- Proposed sustainability strategies to support the City's sustainability objectives.



200 Queens Quay West

1 Waterfront Design Review Panel - February 2022

Diamondcorp



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Diamondcorp



Lifetime

DEVELOPMENTS

Project Team

WALLMAN ARCHITECTS

 **BA Group**

dtah

URBAN STRATEGIES INC

LITHOS ENGINEERING

GROUNDENG ENGINEERING 

EQ BUILDING PERFORMANCE

Project Timelines


● **City Planning Process Initiated (June 2020)**

● **Application Review Period (Waterfront DRP Mtg. #1 January 2021)**

● **Revised Proposal Submitted (December 2021)**

● **Application Review Period & Additional Community Outreach (Waterfront DRP Mtg. #2 February 2022)**

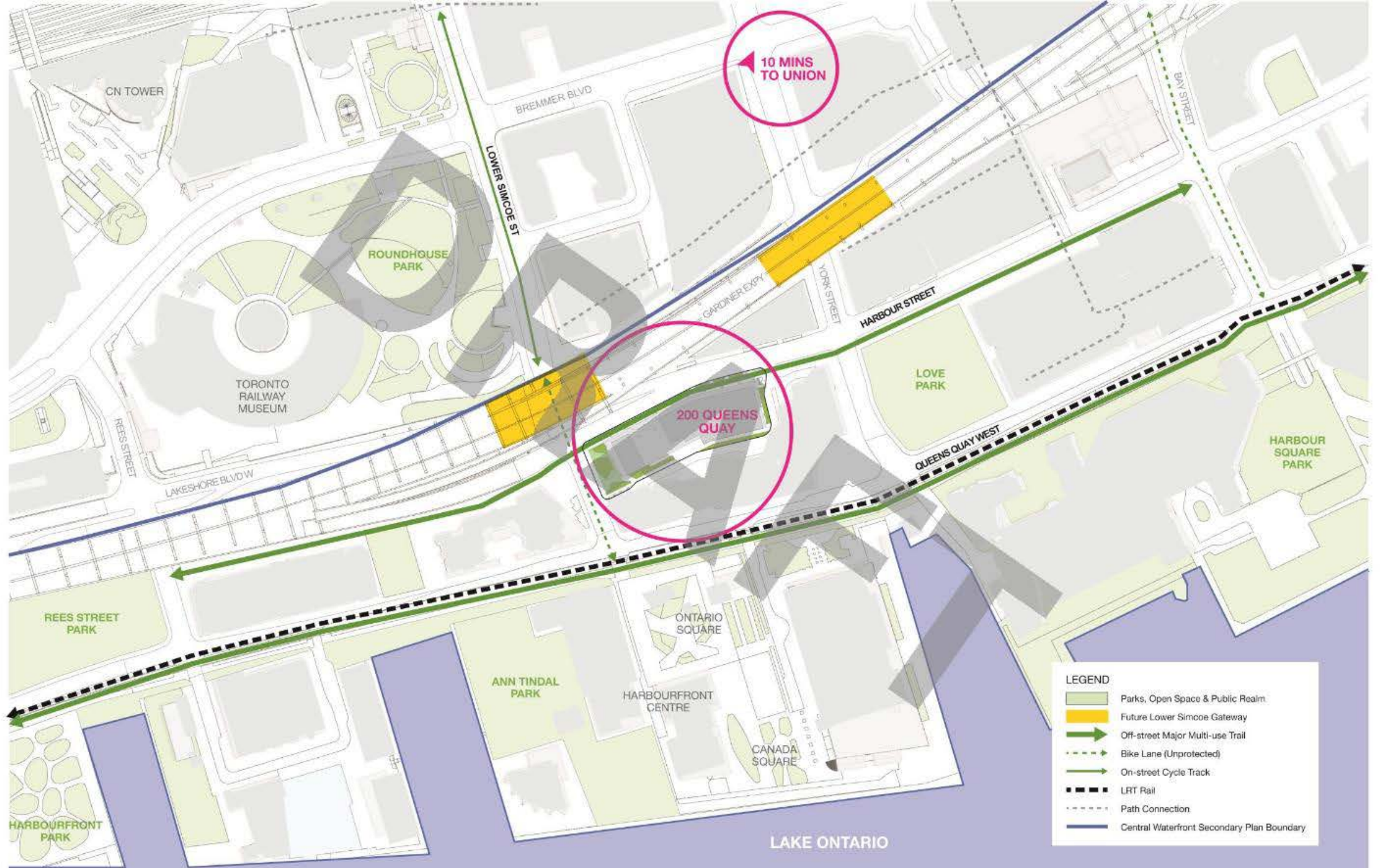
● **City Council Decision on Application**



Ongoing City and community input / Revisions and refinement to the plans

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**REVITALIZATION:
KEY PRINCIPLES**
200 Queens Quay West



10 MINS
TO UNION

200 QUEENS
QUAY

LEGEND	
	Parks, Open Space & Public Realm
	Future Lower Simcoe Gateway
	Off-street Major Multi-use Trail
	Bike Lane (Unprotected)
	On-street Cycle Track
	LRT Rail
	Path Connection
	Central Waterfront Secondary Plan Boundary

LAKE ONTARIO



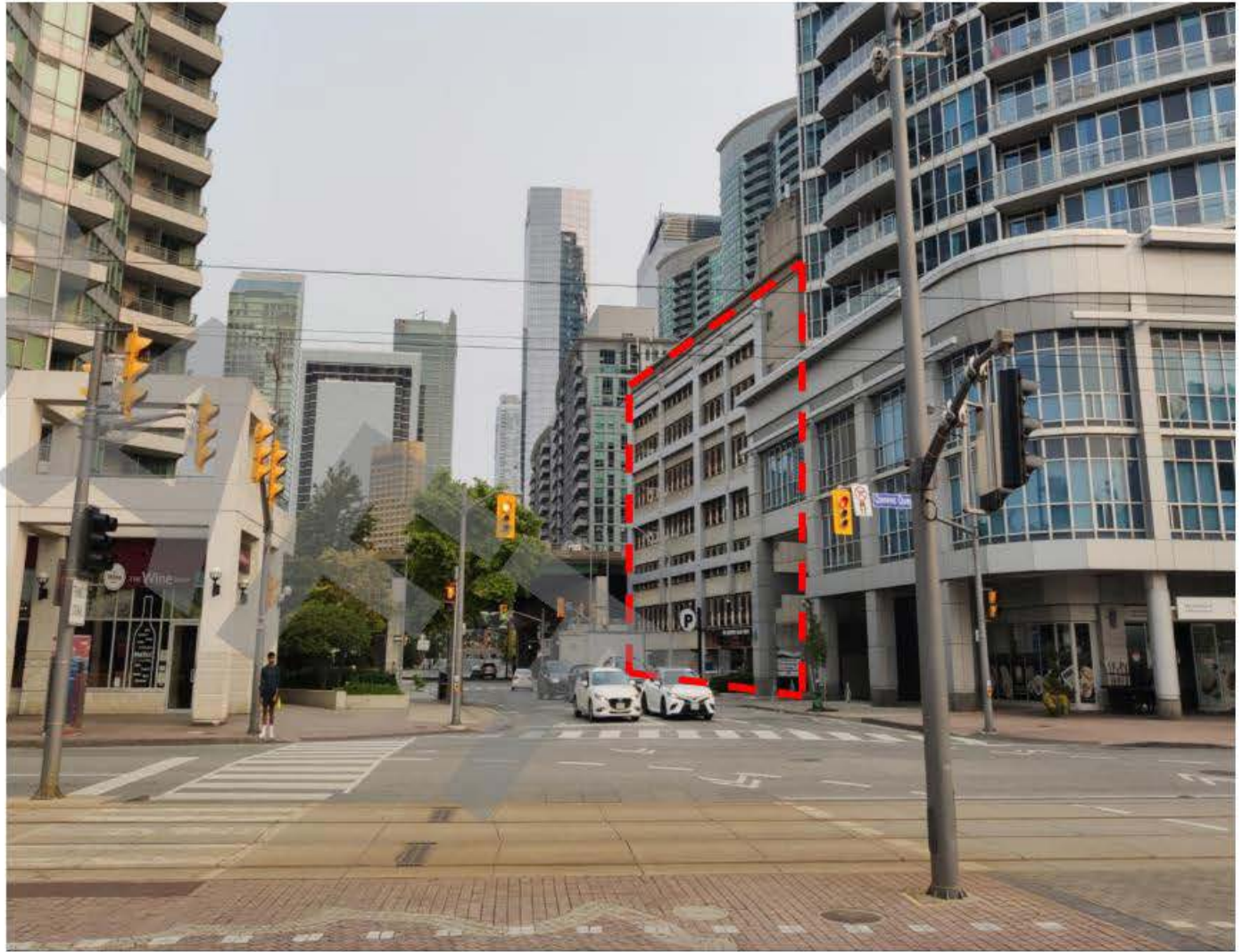
501
Northshore
Avenue



501
NORTHSHORE
AVENUE
EXIT ONLY
EXIT ONLY



Existing Conditions



Existing Conditions



Design Objectives and City Building Initiatives

1. Deliver high-quality **architectural design**
2. Build high-quality public spaces including a new **Public Parkland**
3. Enhance **connections** including new Pedestrian and Cyclist Infrastructure
4. Provide a range of housing types including 10% of res GFA dedicated to new **affordable rental housing**

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BUILDING DESIGN

200 Queens Quay West



59 Storeys

5 Storeys

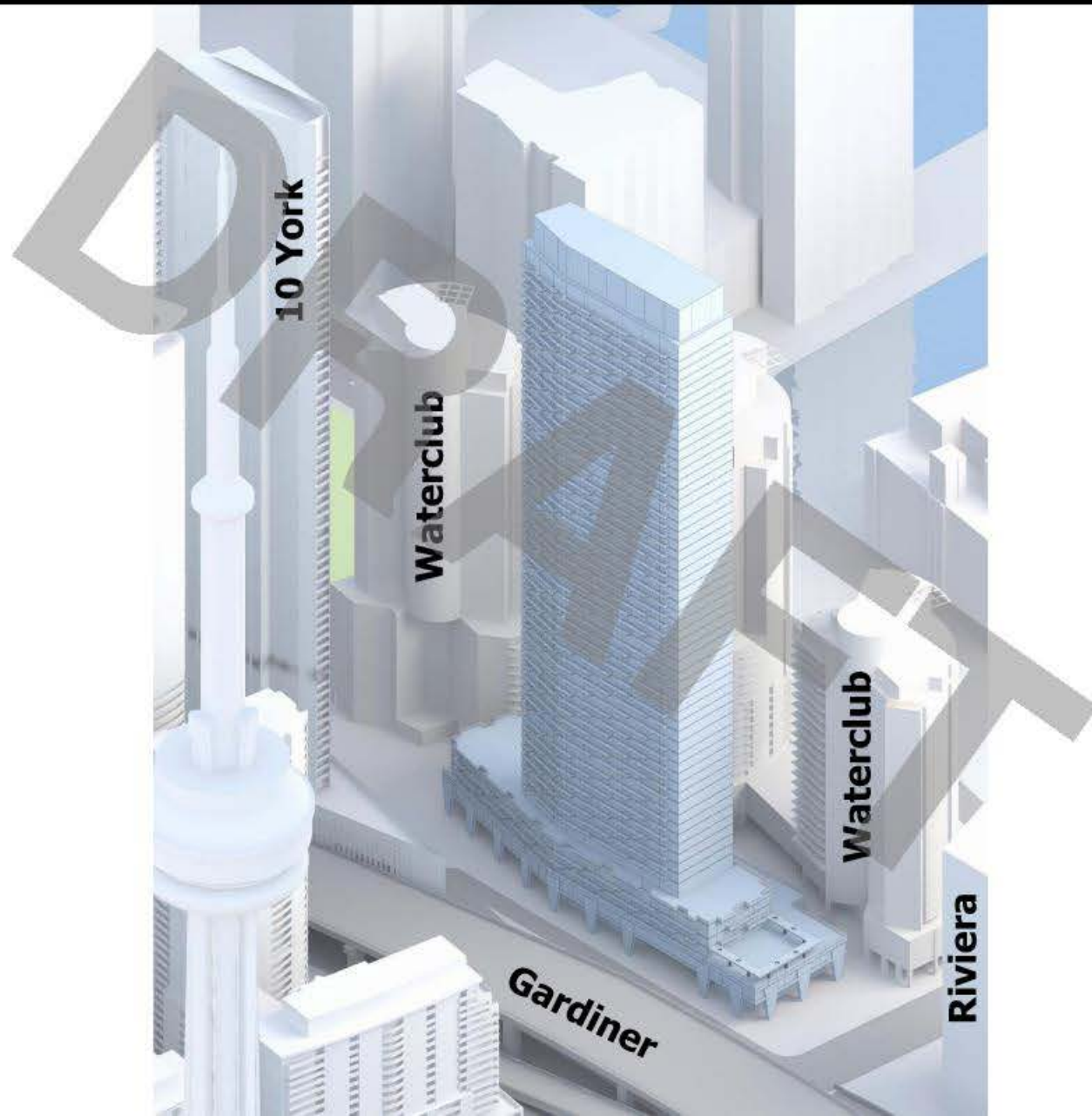
2 Storeys

Building Height Comparison

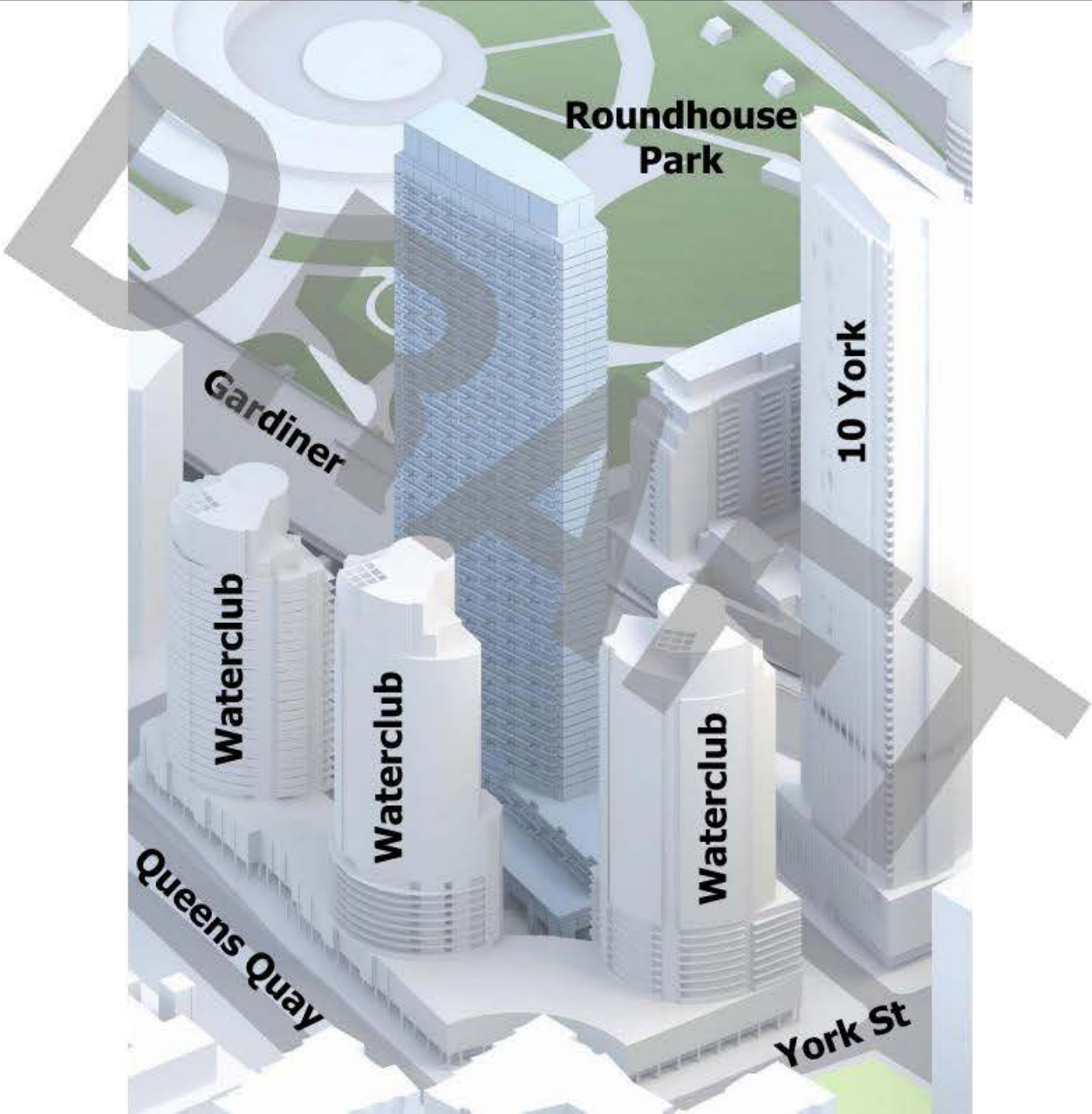


Line of
Previous
2 Tower
Proposal

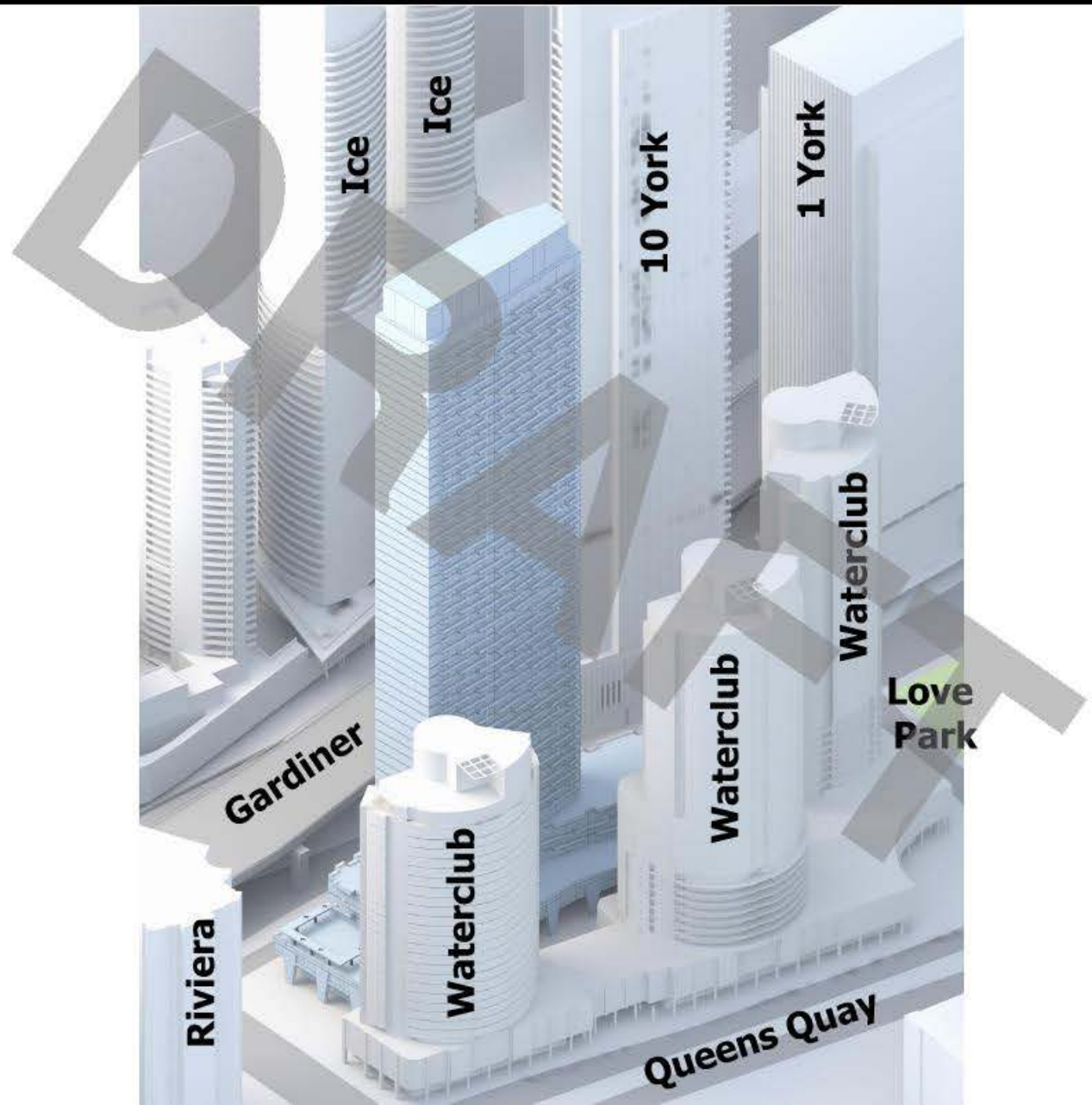
Massing Strategy – North/West View



Massing Strategy – South/East View



Massing Strategy – South/West View

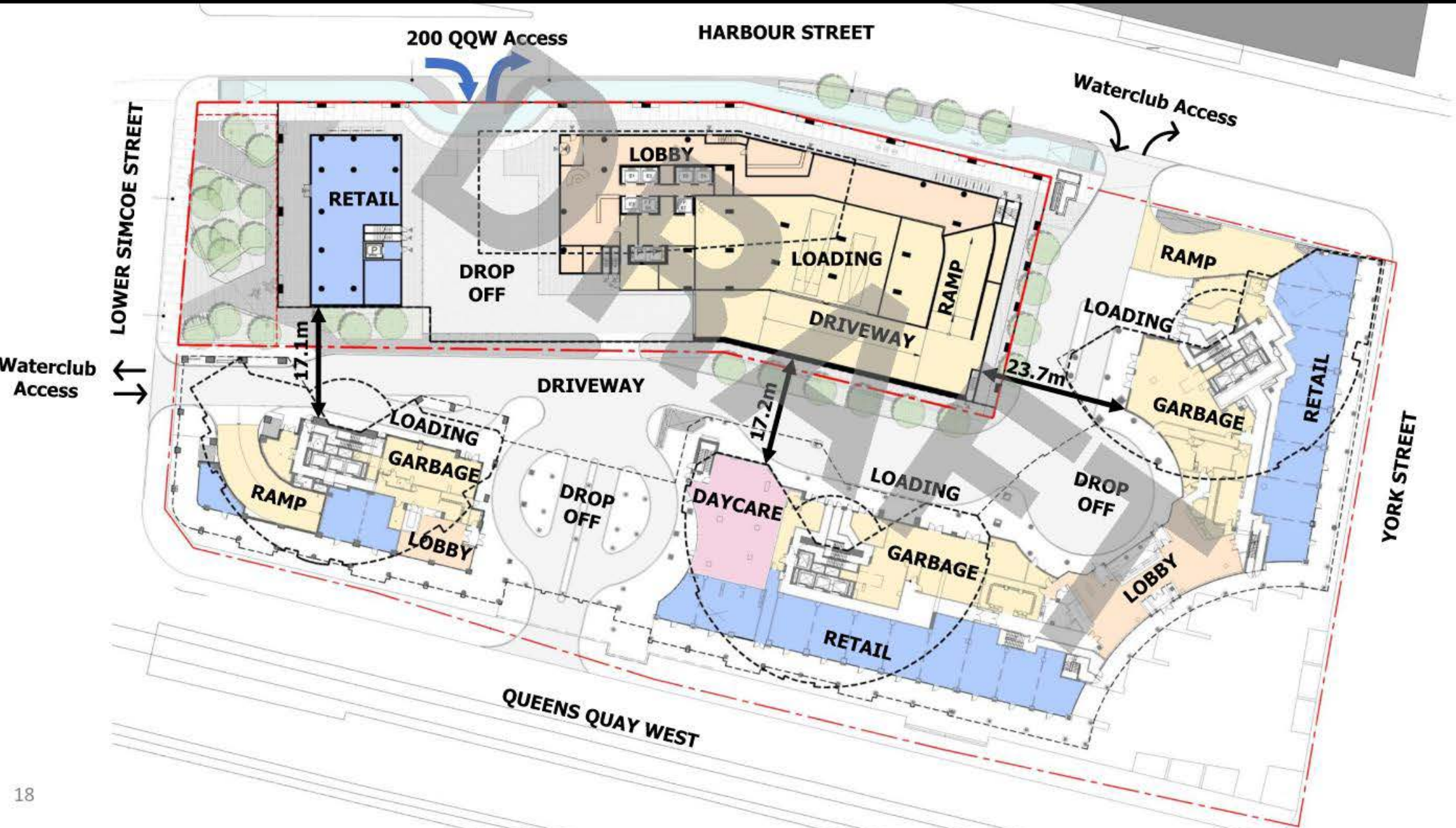


Key Project Statistics

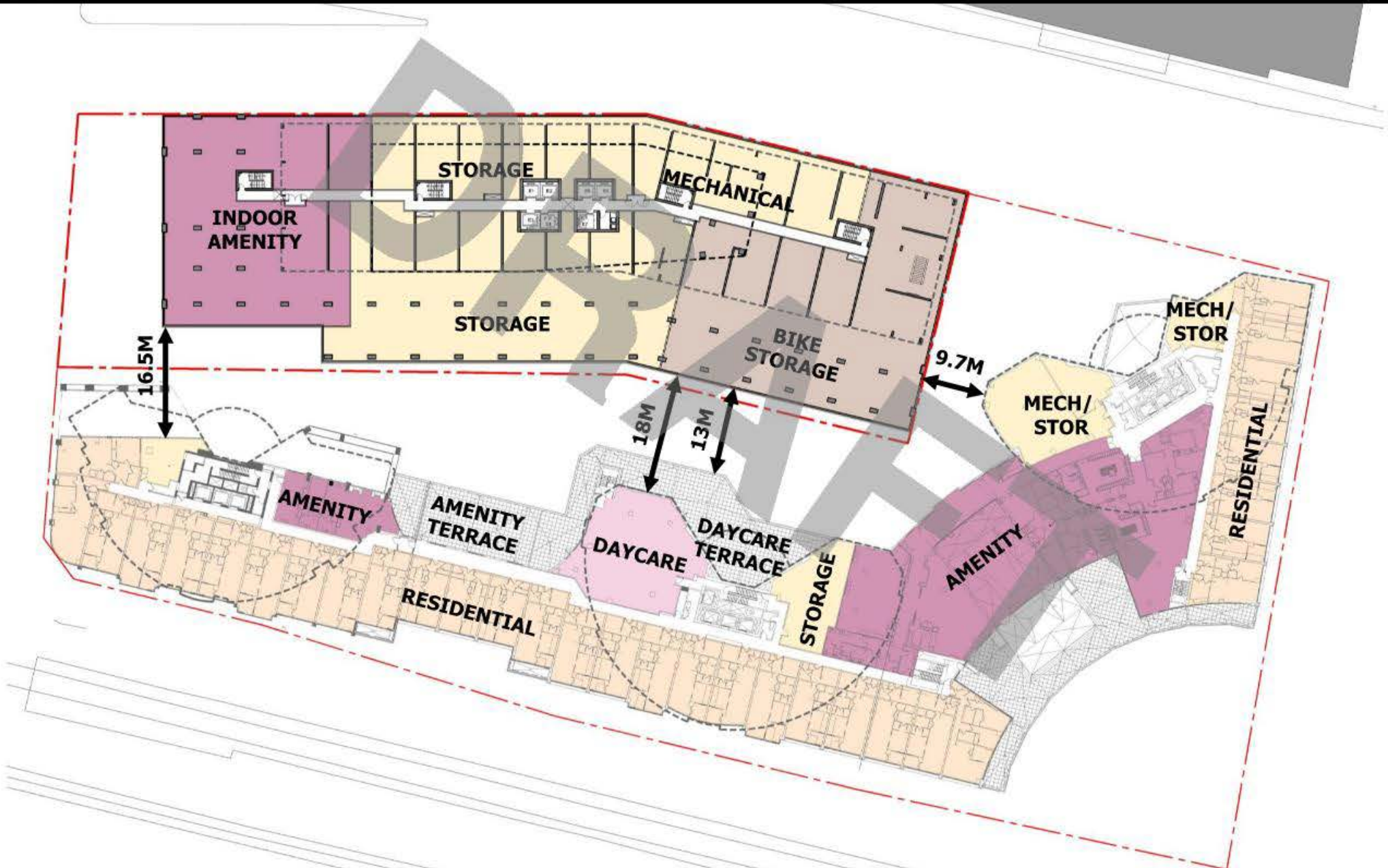
	Previous	Current
Overall no. of stories	71/41	59
Overall height in meters	236.5/143.0	197.4
Podium height (stories)	12	5
Podium height (meters)	43	21
Tower floorplate (square meters)	943/781	1,011
FSI	19.0	12.1
No. of units		
Market Condo	1,372	918
Affordable rental (10% res GFA)	110	84
Total	1,482	1,002
GFA (square meters)		
Residential	95,526	60,200
Non-Residential	483	400
Total	96,009	60,600



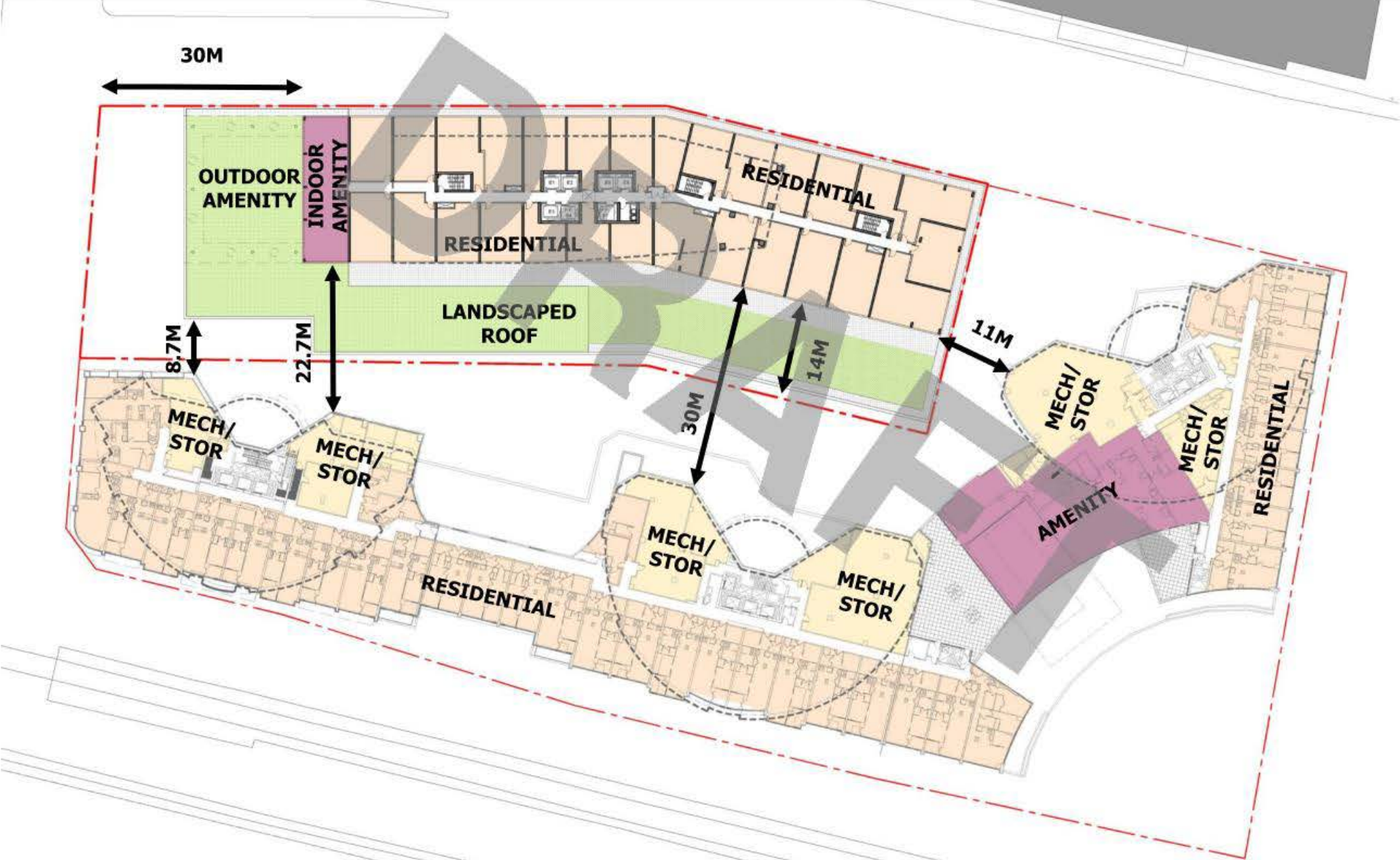
Block Plan – Ground Floor



Block Plan – Level 2



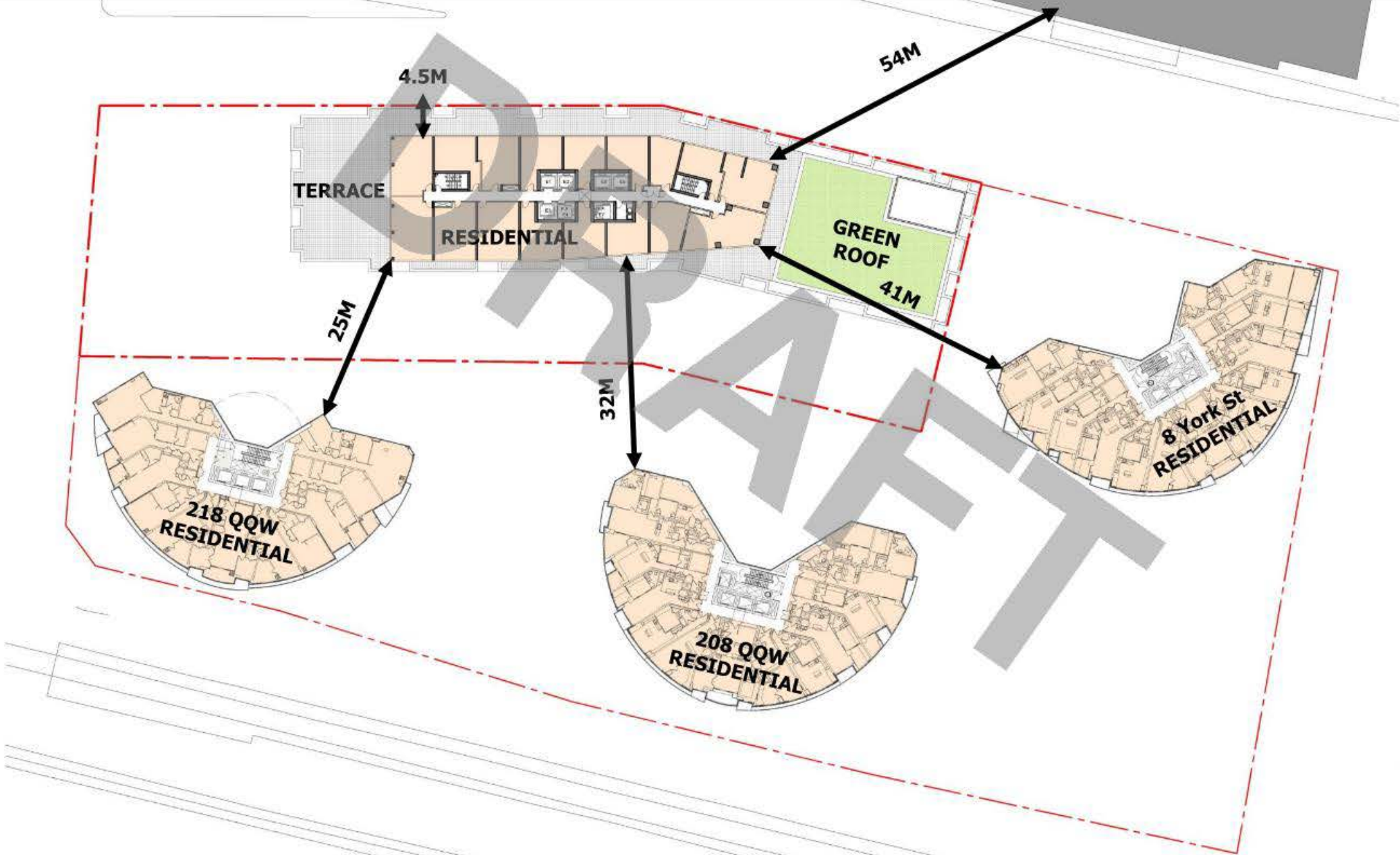
Block Plan – Level 3



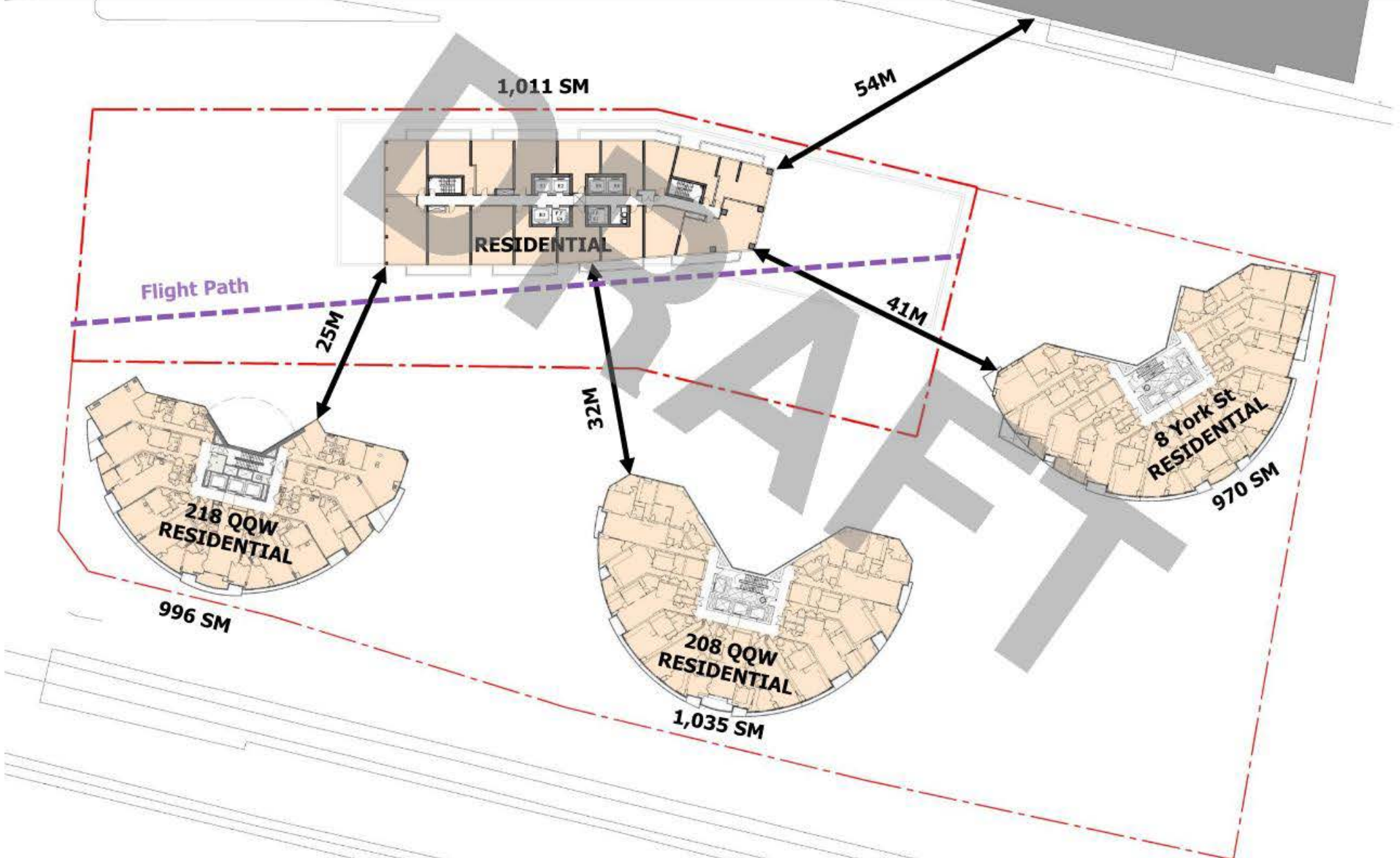
Precedents for Landscaped Roofs



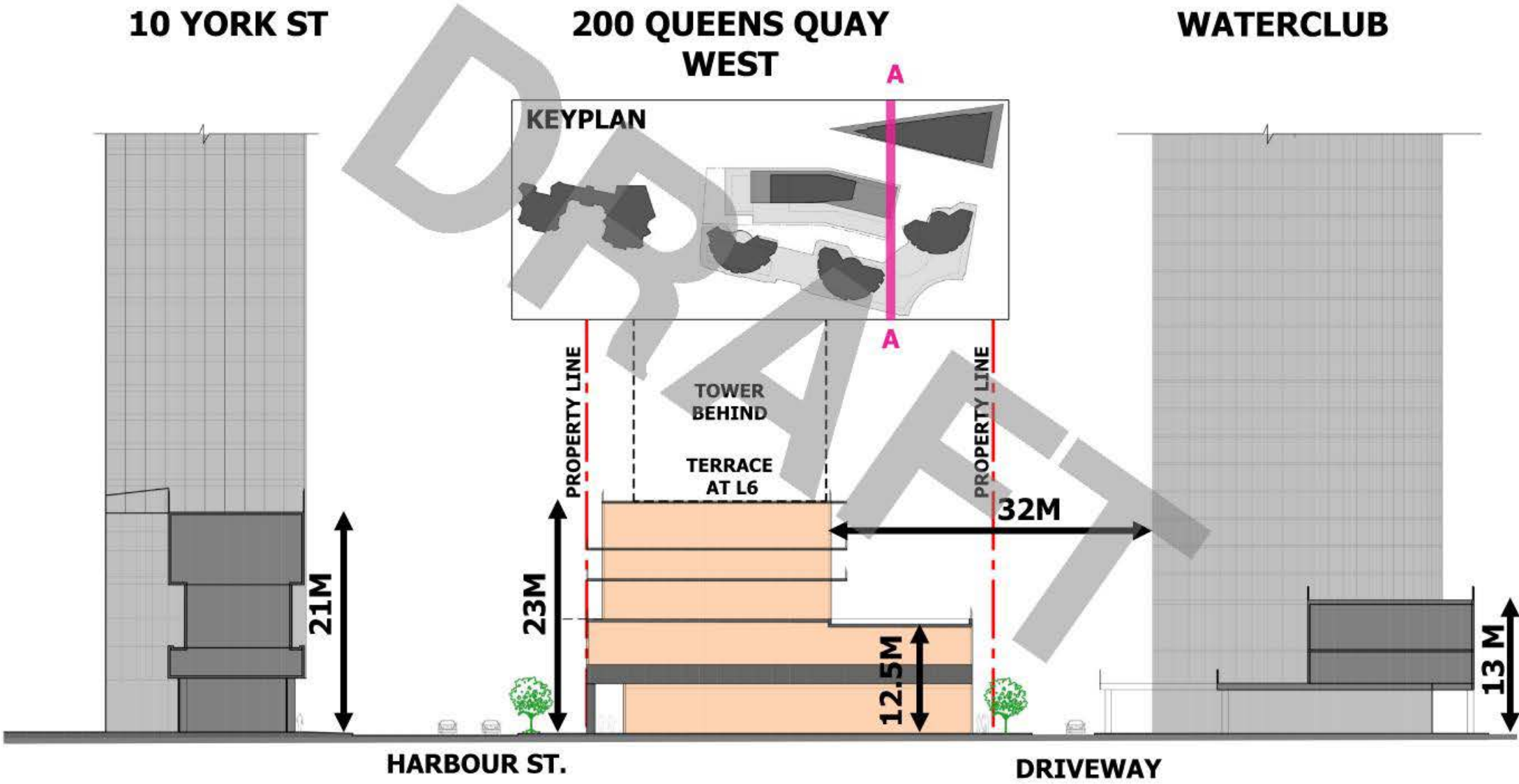
Block Plan – Level 6



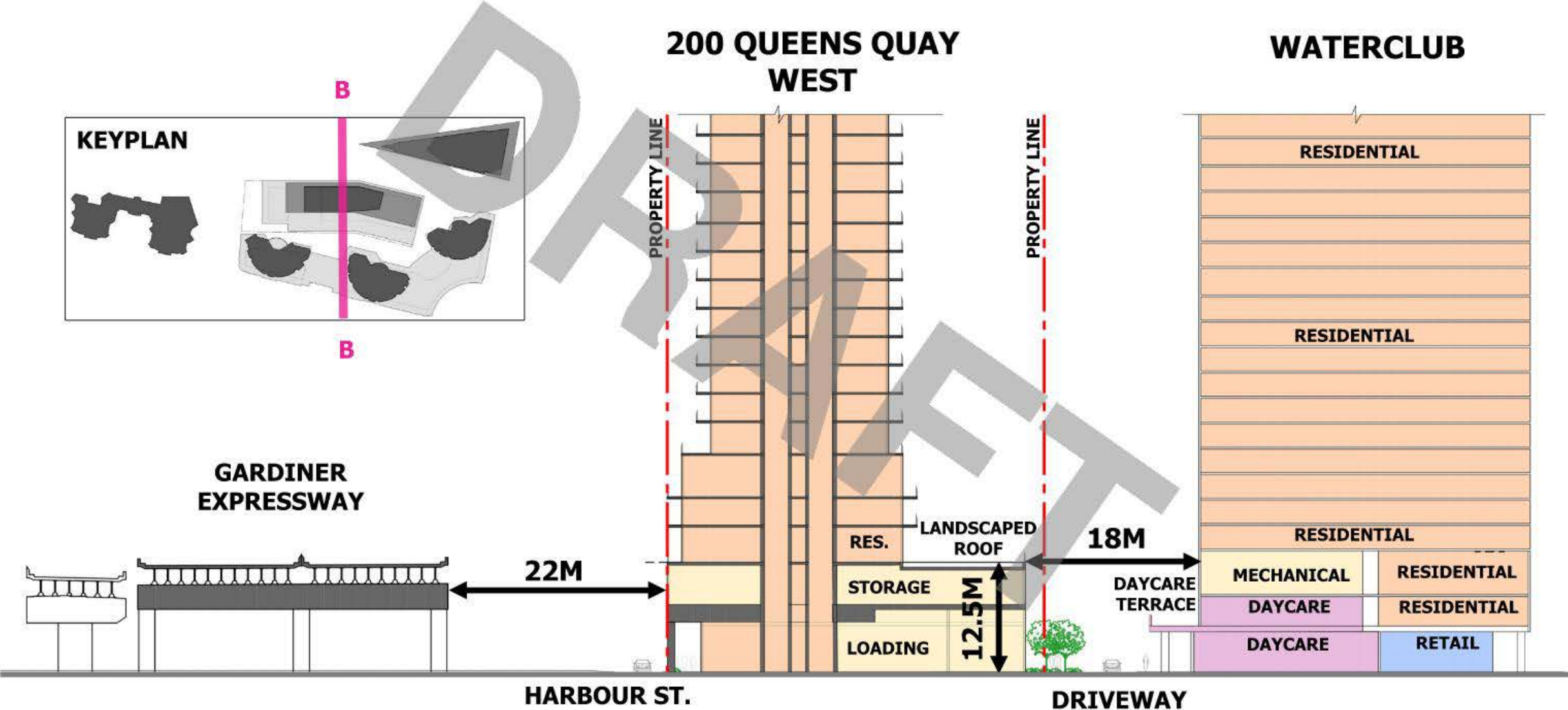
Block Plan - Typical Tower



Street Section A-A



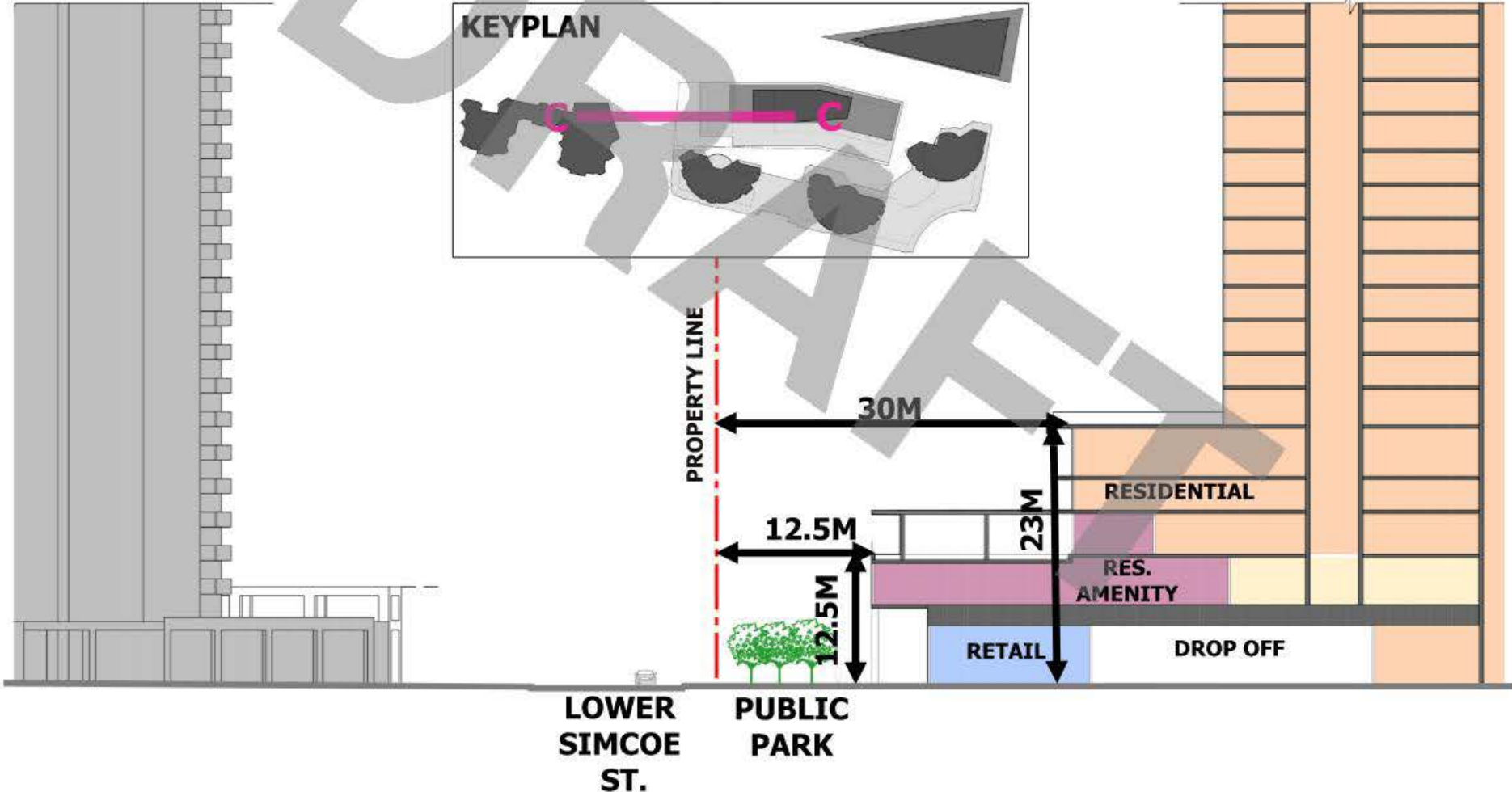
Street Section B-B



Street Section C-C

**RIVIERA
CONDOMINIUMS**

**200 QUEENS
QUAY WEST**



Proposed Building vs. Existing Parking Garage



Ground Level View



North Elevation

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LEGEND:

- 1. THERMALLY BROKEN ALUMINUM WINDOWS
- 2. PRE-FINISHED ALUMINUM PANEL
- 3. PRE-FINISHED ALUMINUM PANEL AND GLASS BALCONY GUARDRAIL
- 4. BLACK METAL PANEL TRELLIS
- 5. GLASS CURTAIN WALL



South Elevation

LEGEND:

- 1. THERMALLY BROKEN ALUMINUM WINDOWS
- 2. PRE-FINISHED ALUMINUM PANEL
- 3. PRE-FINISHED ALUMINUM PANEL AND GLASS BALCONY GUARDRAIL
- 4. BLACK METAL PANEL TRELLIS
- 5. GLASS CURTAIN WALL



West Elevation

LEGEND:

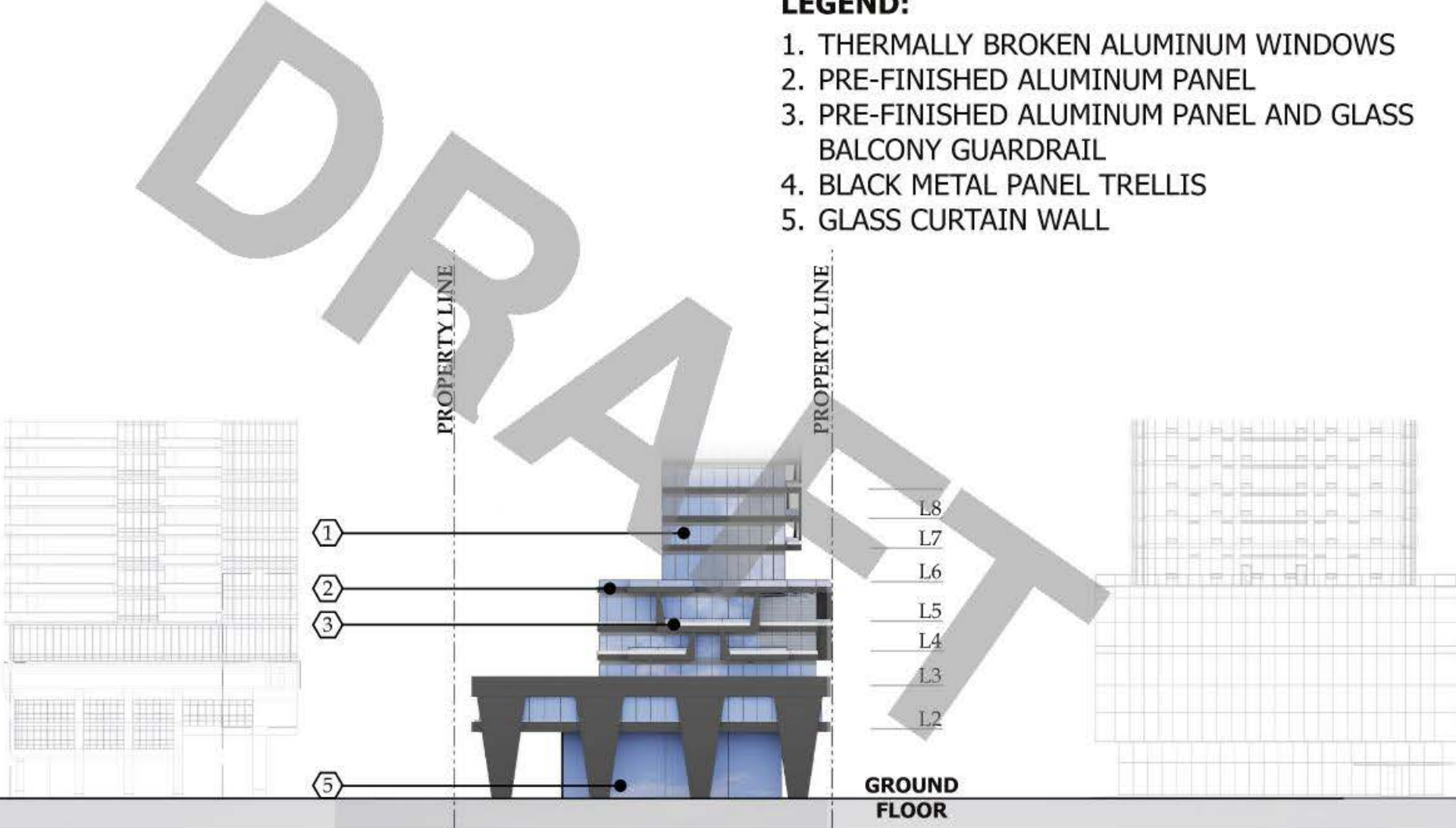
- 1. THERMALLY BROKEN ALUMINUM WINDOWS
- 2. PRE-FINISHED ALUMINUM PANEL
- 3. PRE-FINISHED ALUMINUM PANEL AND GLASS BALCONY GUARDRAIL
- 4. BLACK METAL PANEL TRELLIS
- 5. GLASS CURTAIN WALL



East Elevation

LEGEND:

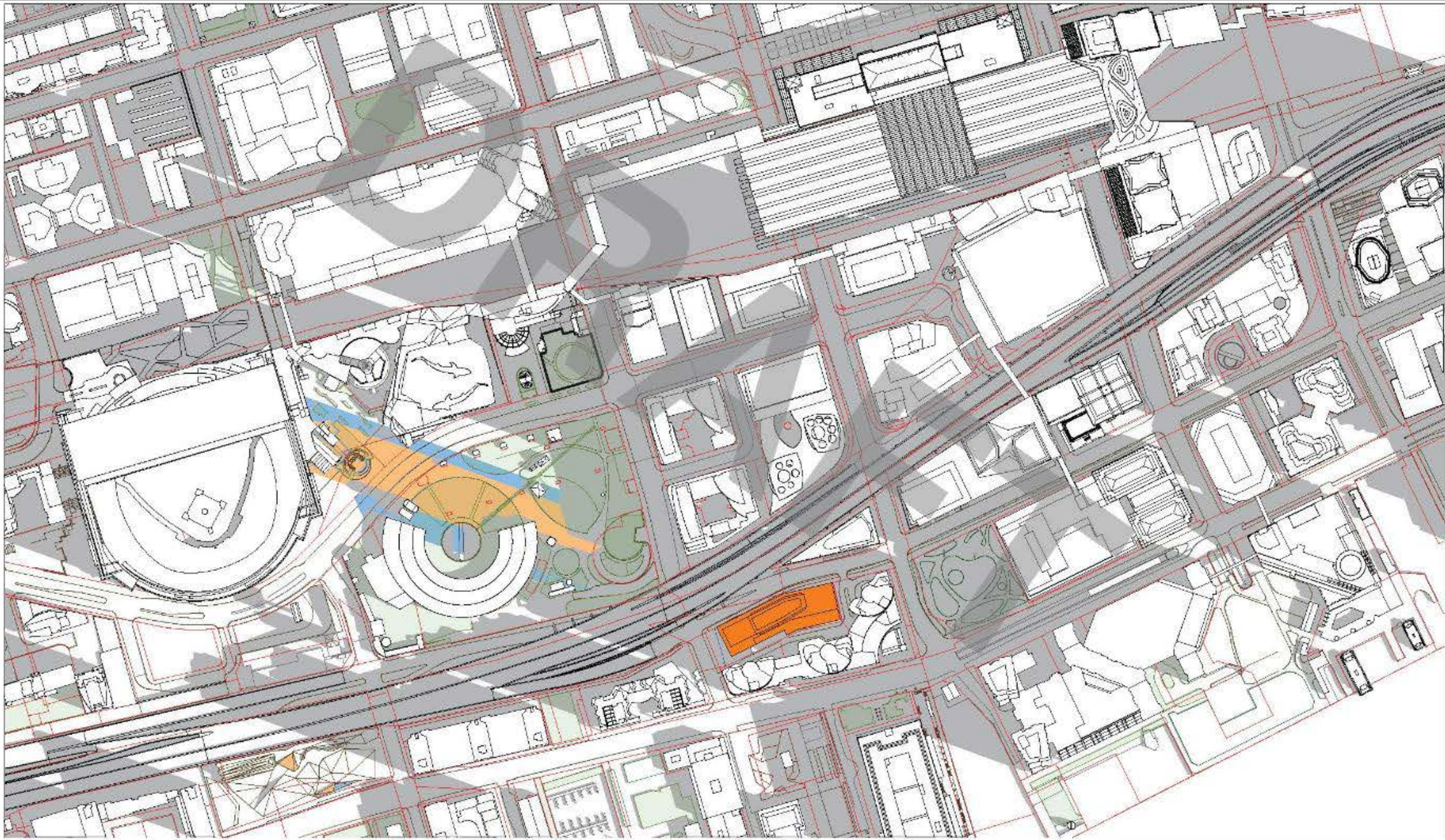
- 1. THERMALLY BROKEN ALUMINUM WINDOWS
- 2. PRE-FINISHED ALUMINUM PANEL
- 3. PRE-FINISHED ALUMINUM PANEL AND GLASS BALCONY GUARDRAIL
- 4. BLACK METAL PANEL TRELLIS
- 5. GLASS CURTAIN WALL



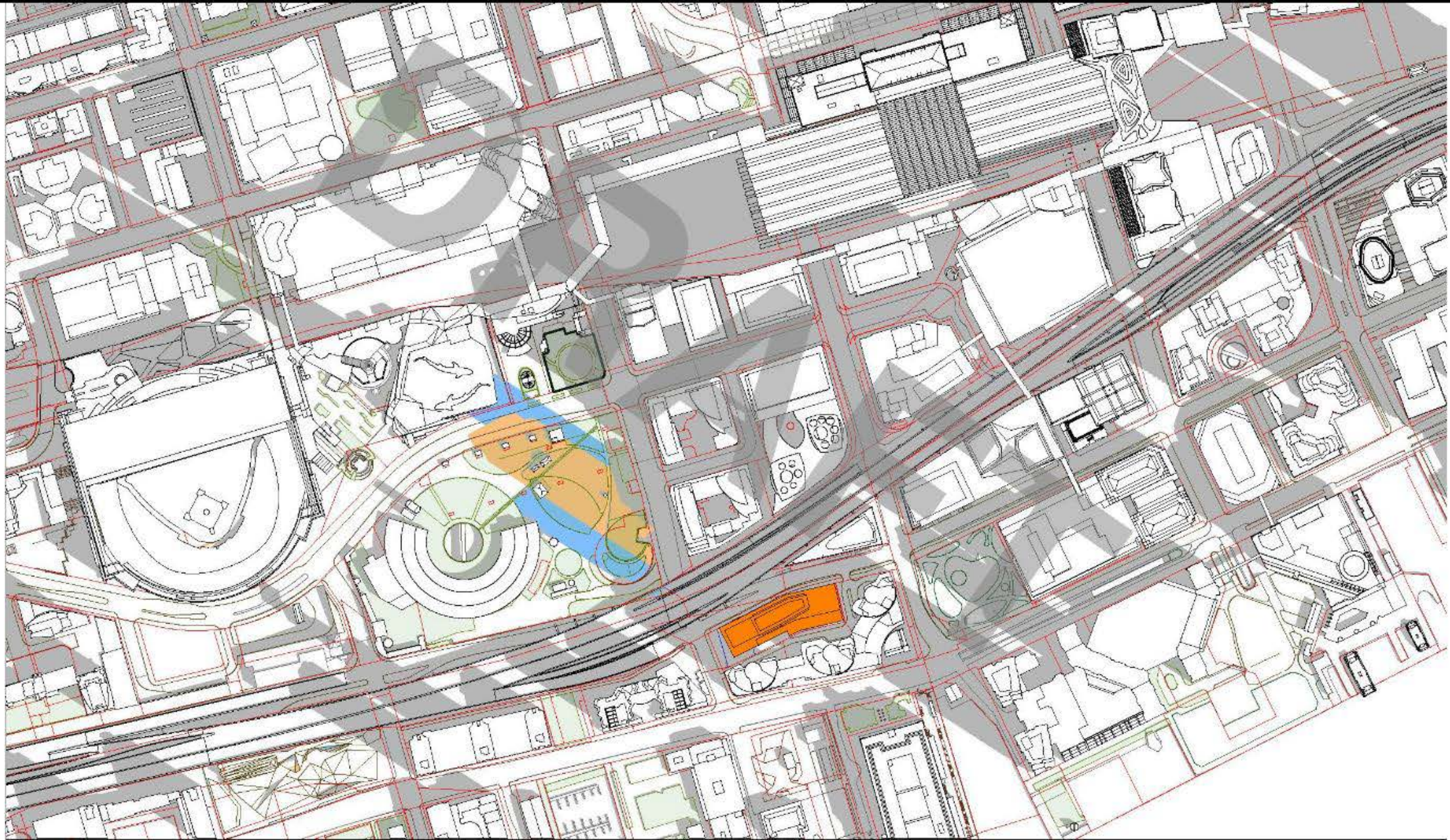
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SHADOW STUDY

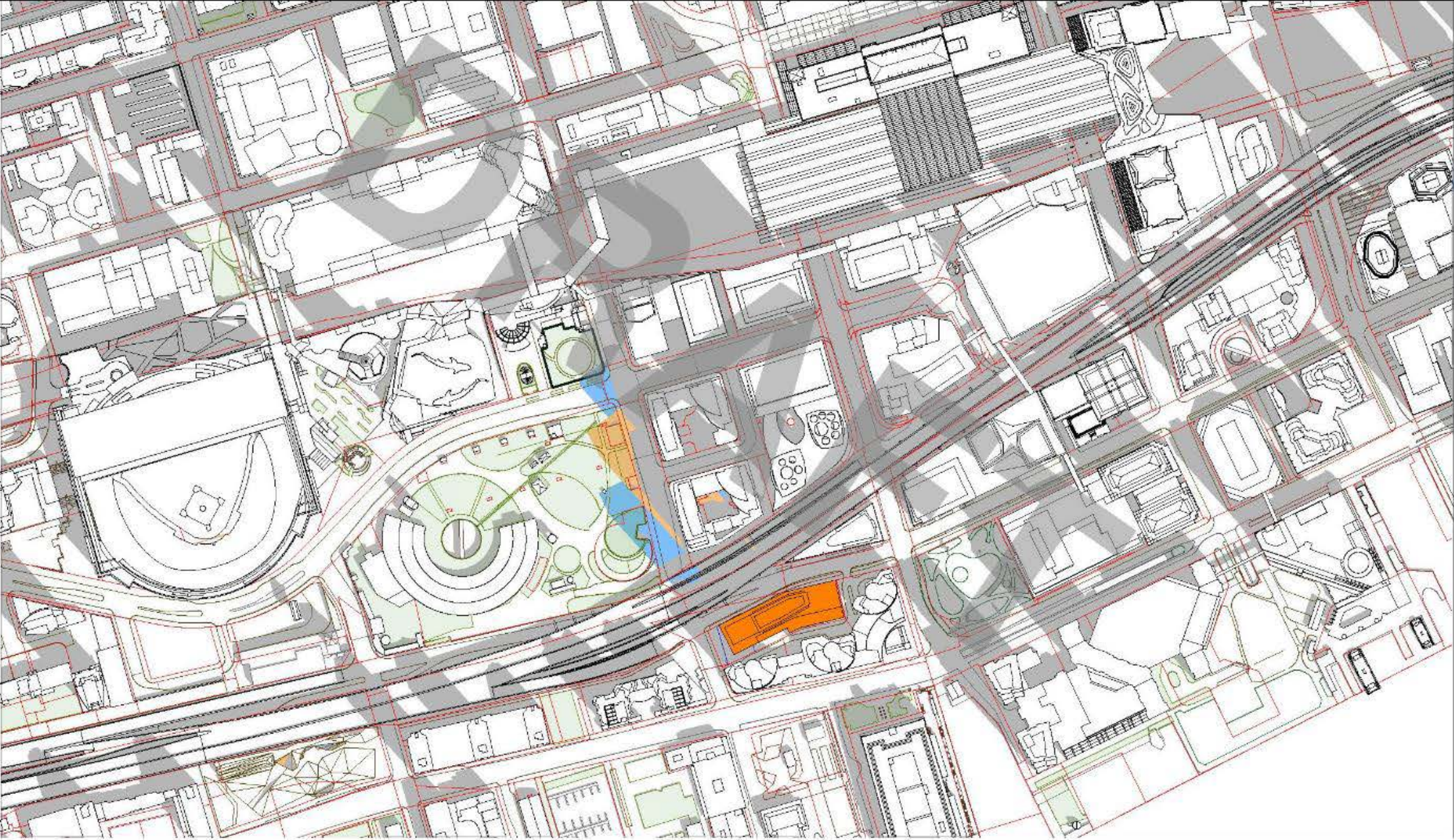
March 21 – 9:18am



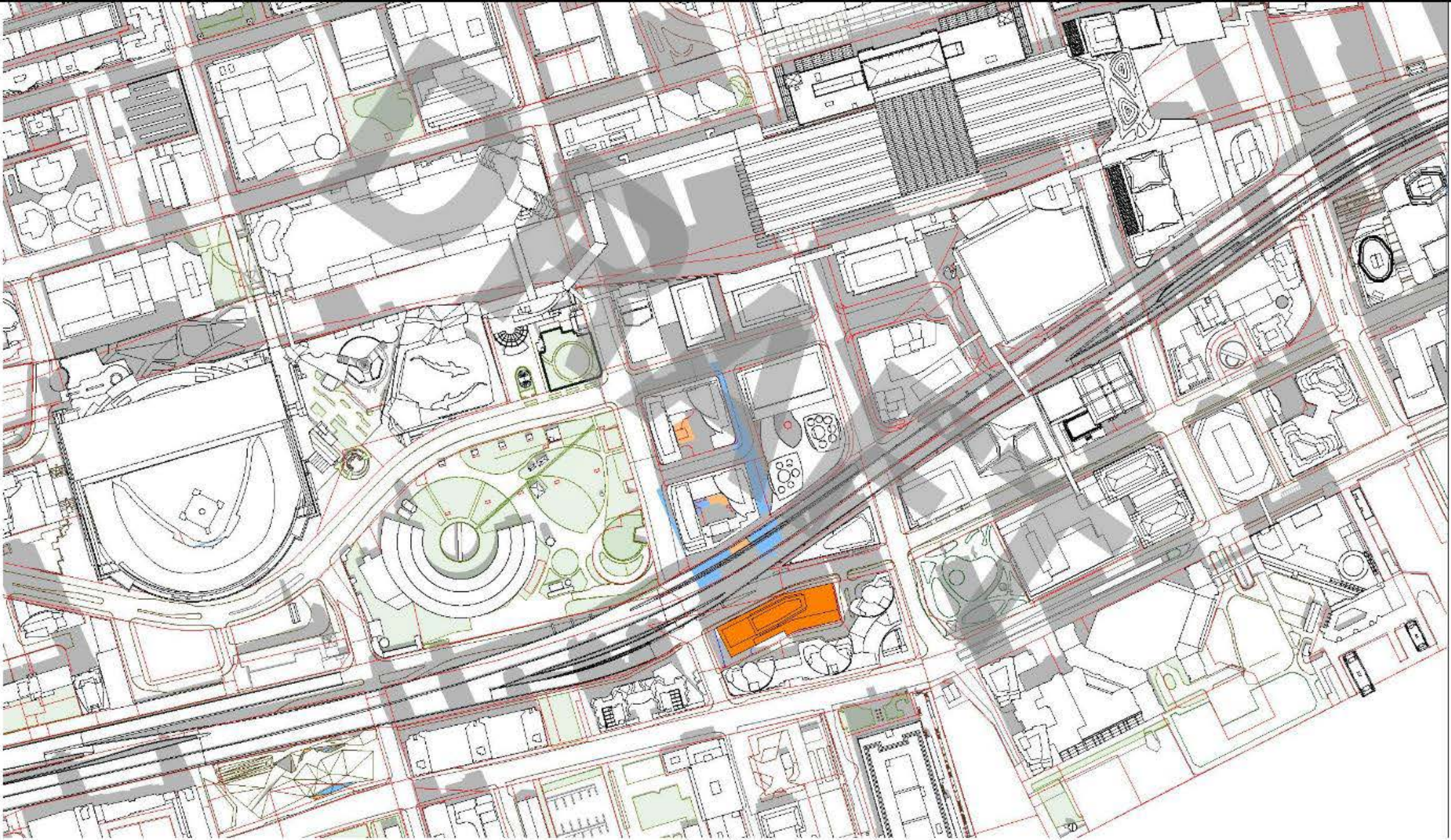
March 21 – 10:18am



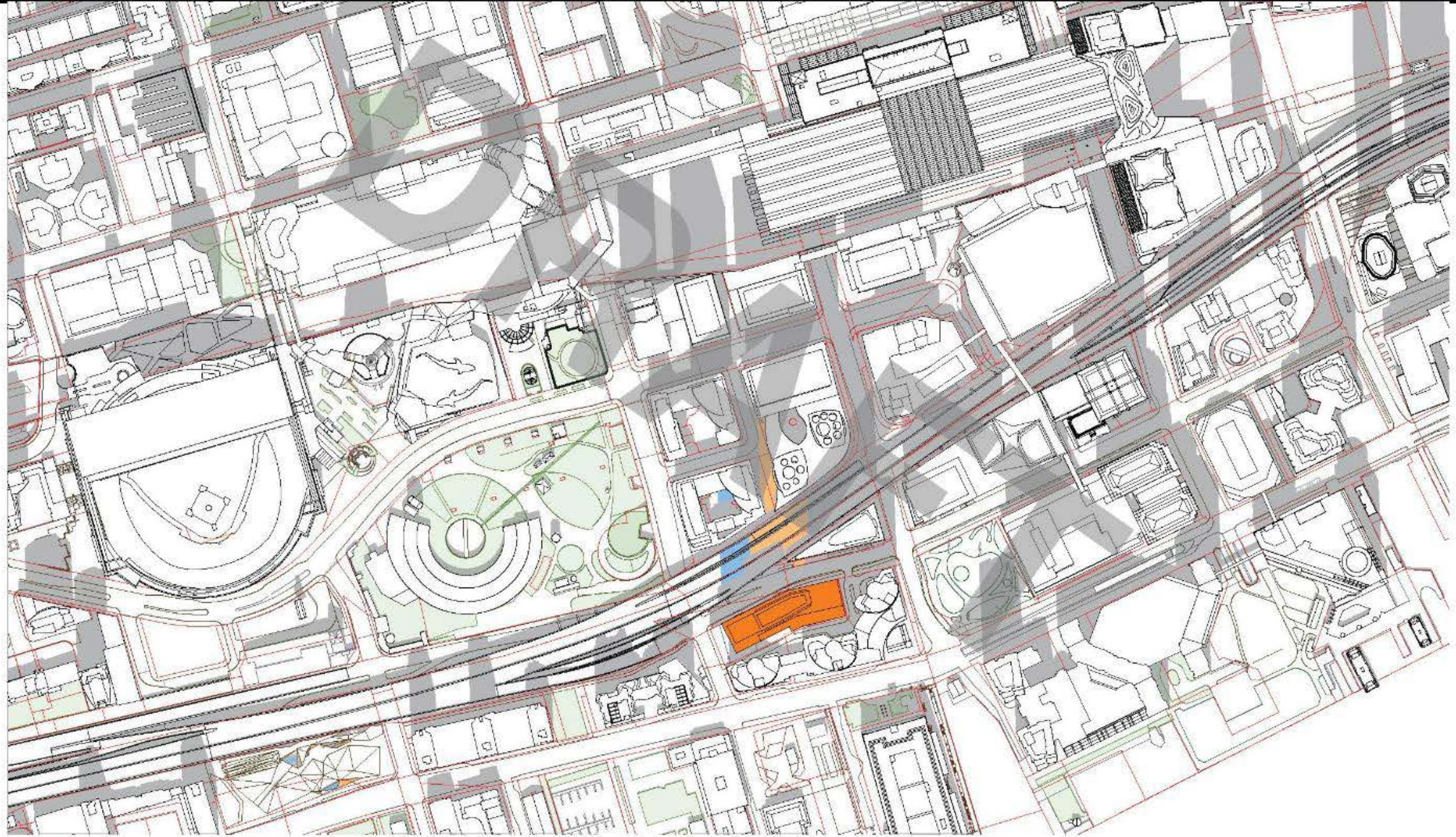
March 21 – 11:18am



March 21 – 12:18pm



March 21 – 1:18pm



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PUBLIC REALM

Enhanced Connectivity



Existing Site Considerations

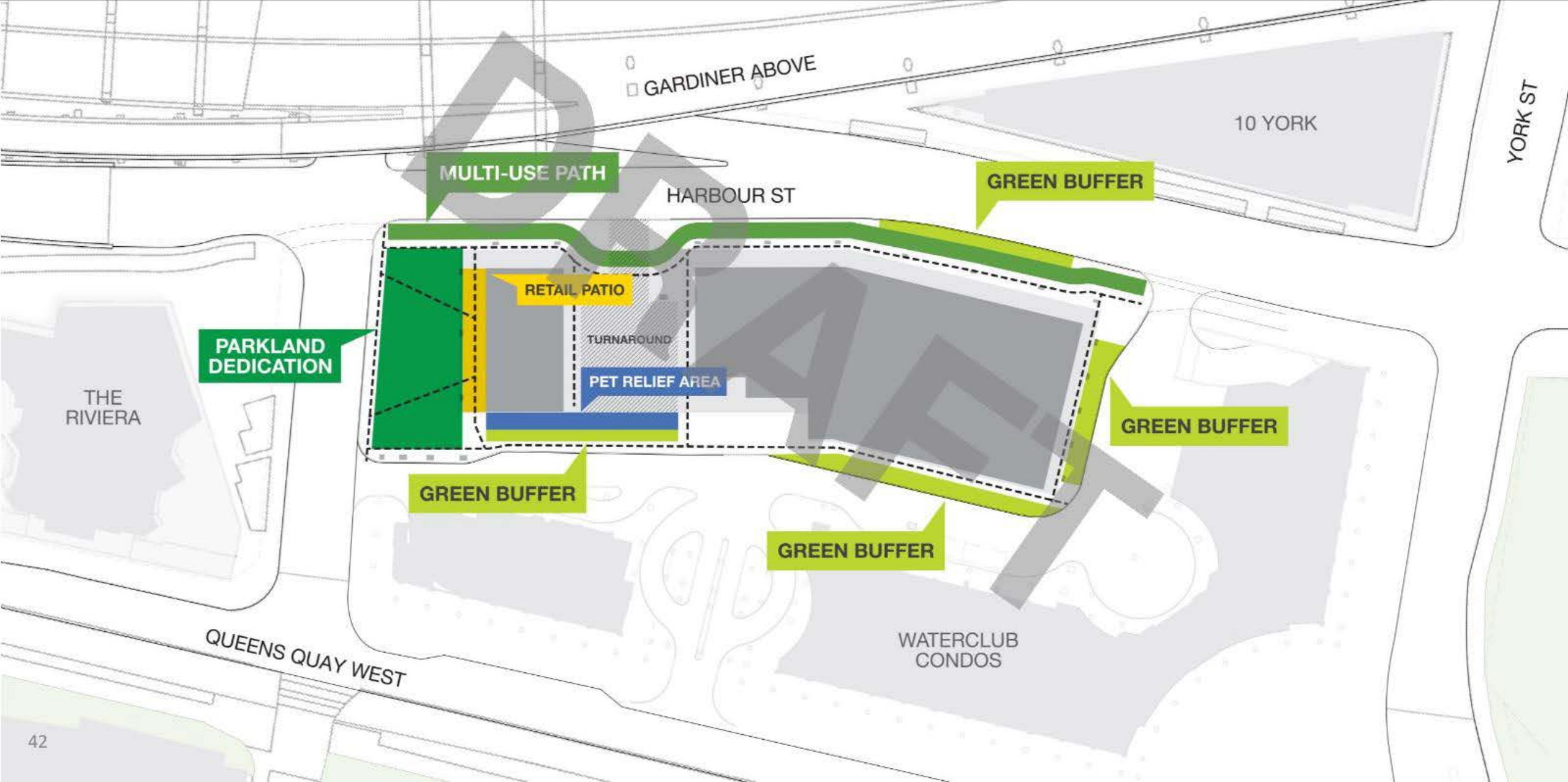
HARBOUR ST



QUEENS QUAY WEST



Landscape Concept

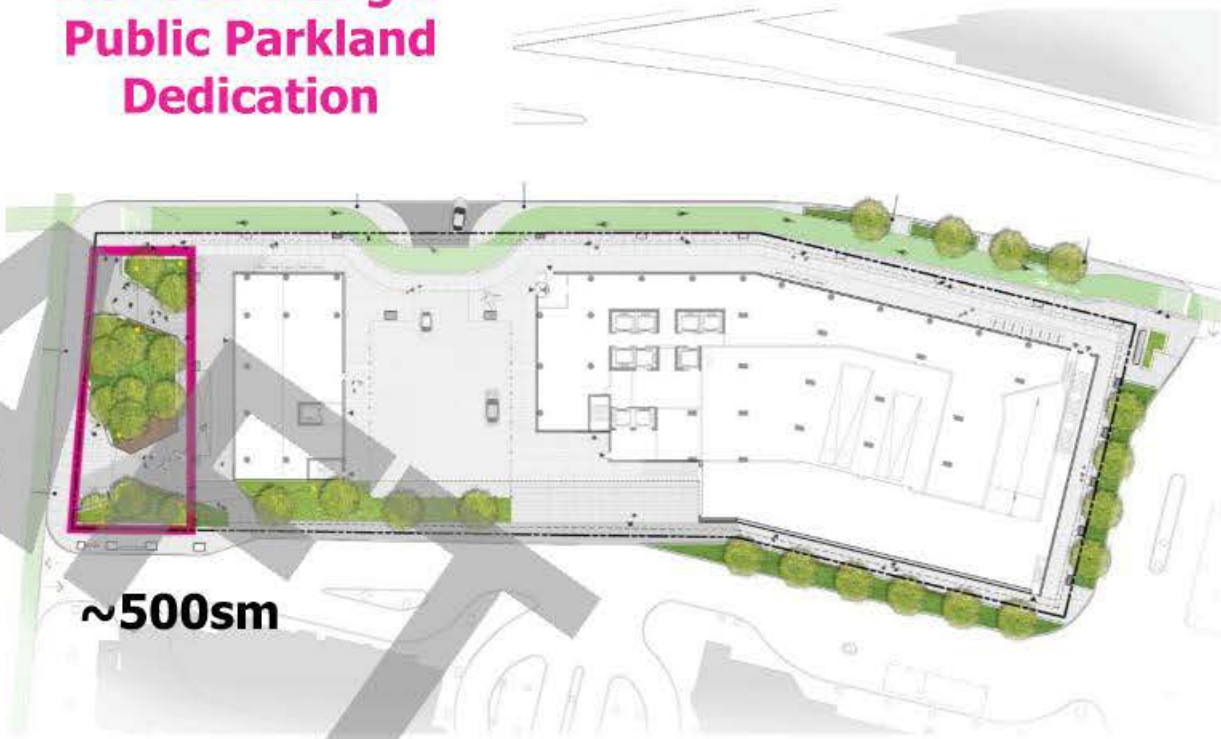


Landscape Plan Comparison

**June 2020 Design:
Publicly
Accessible Private
Space**



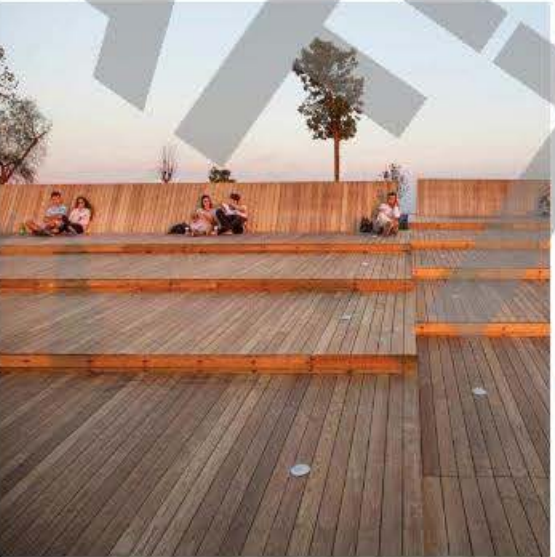
**Revised Design:
Public Parkland
Dedication**



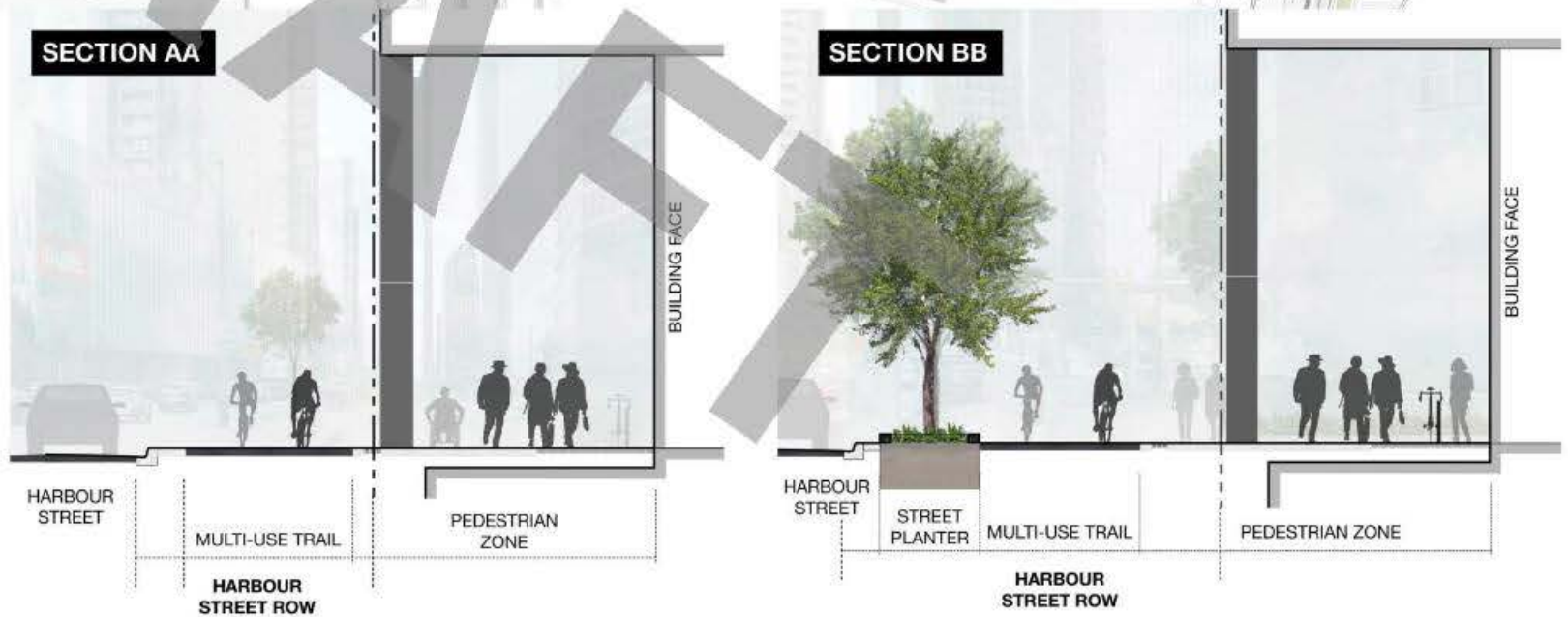
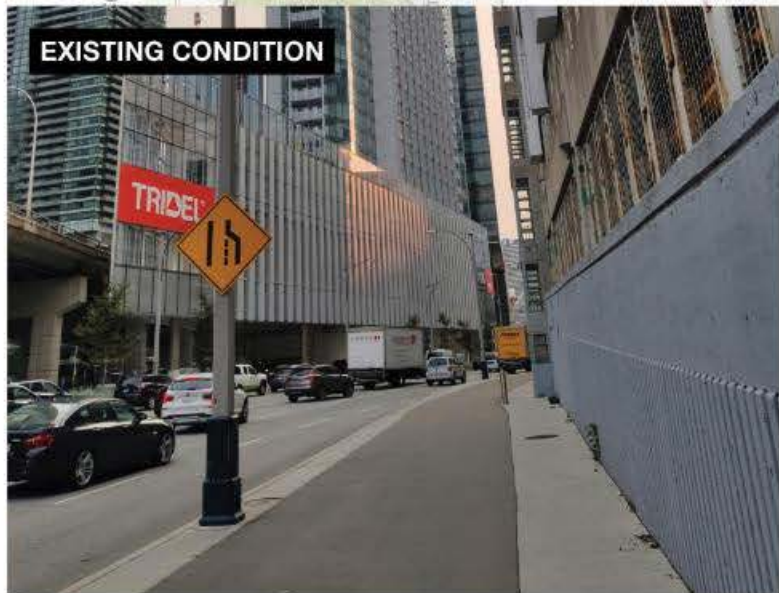
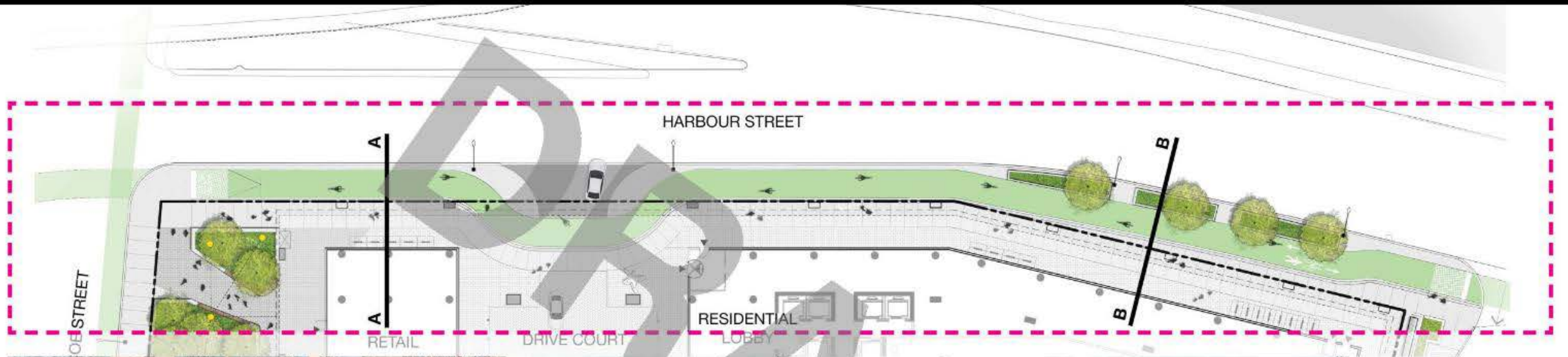
Landscape Plan – Revised Proposal



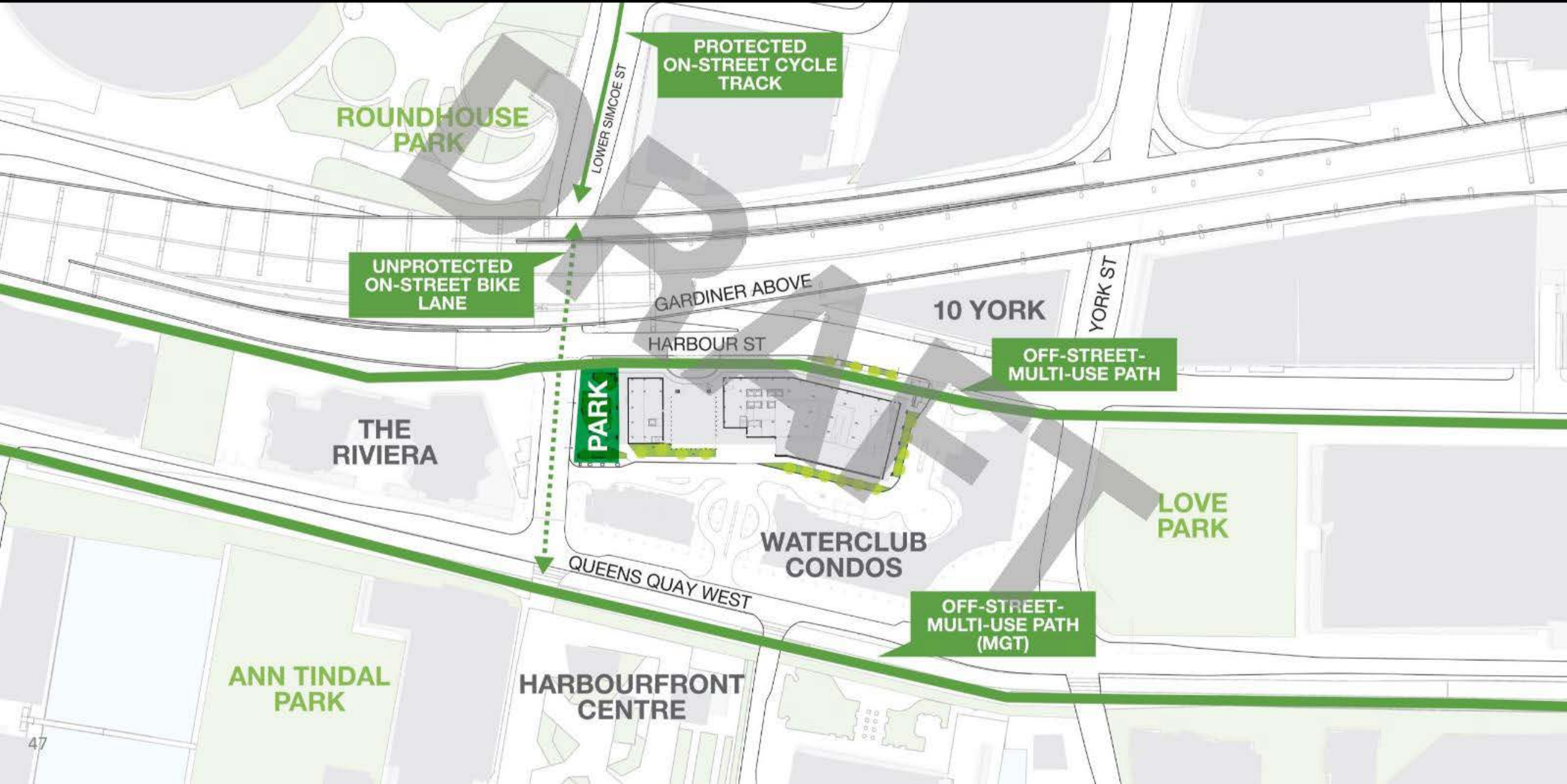
Landscape Examples



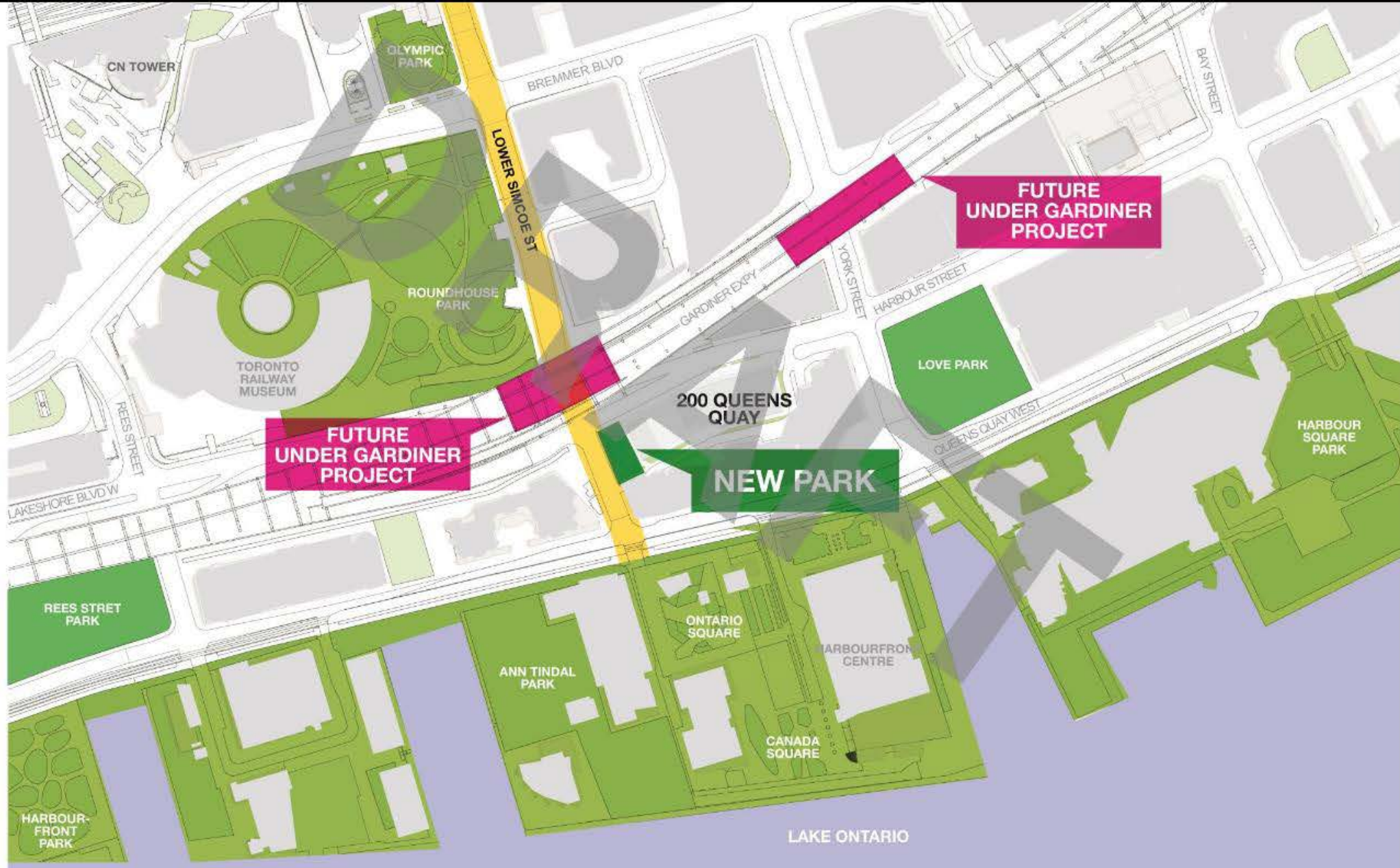
Harbour Street



Cycle Connections



Future Projects and Connections



New Parkland Dedication



Existing Conditions and Precedents

EXISTING CONDITIONS

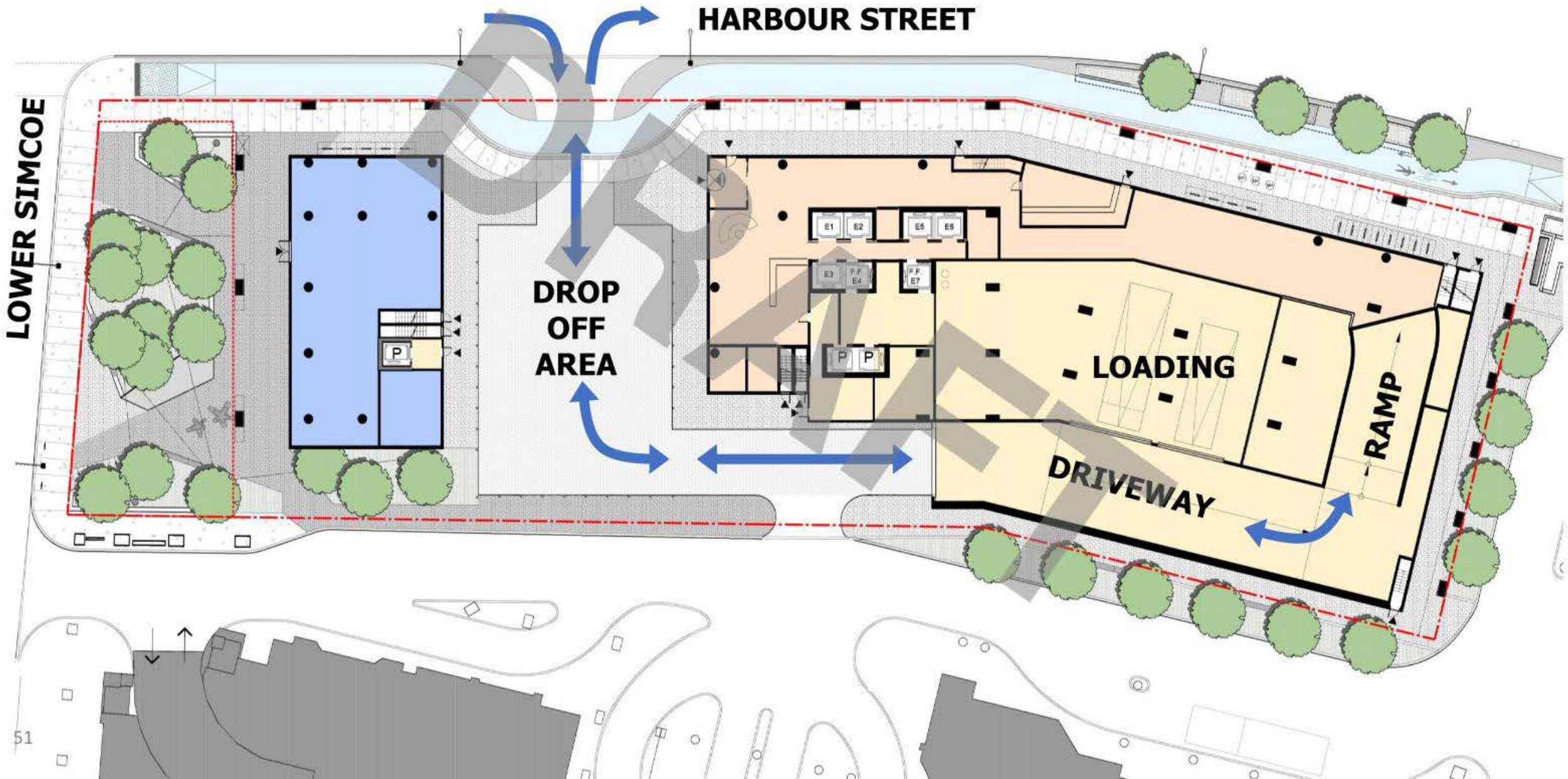


Looking South Along Lower Simcoe

PRECEDENTS



Vehicle Access – Harbour Street



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ENERGY & SUSTAINABILITY

Energy & Sustainability



Minimized Balcony Interface

High-Performance Double-Pane Low-E Glazing

Integrated Native Vegetation,
High-Albedo Hardscapes

Bird-Friendly

Ample Bicycle Parking

Energy & Sustainability



Energy Recovery Ventilators In-Suite

Improved Envelope Performance

High Efficiency Condensing Boilers

Magnetic Bearing Chiller

Moderate ~40% Window-to-Wall Ratio

Energy & Sustainability



- **No excess parking** and access to quality **public transit** will significantly reduce single-occupancy vehicle usage
- **EV Charging Stations** and parking stall outfitting
- A strong cycling emphasis that builds on existing infrastructure on Toronto's Waterfront
 - **Bike Share** station and **Repair Station**
 - Ample and easily **accessible parking**
 - **Improvements to cycling infrastructure** along Simcoe Street and Harbour Street



- Development will at a minimum meet **TGS v3 Tier 1 Absolute Targets**, will use SPA model to determine measures
- Early attention to detail on **Thermal Loads**



- **Low-flow plumbing fixtures** to be provided
- **Stormwater** will be retained and re-used on-site (methods TBD)

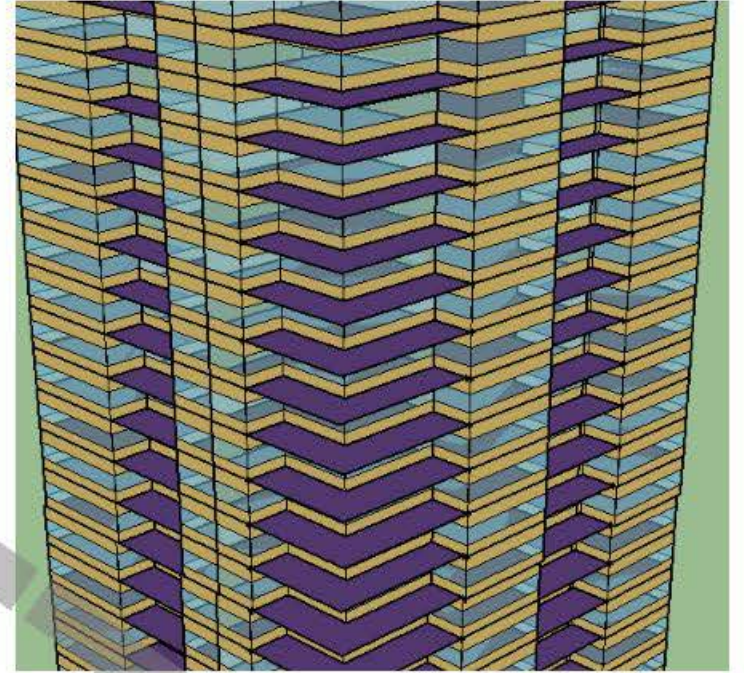
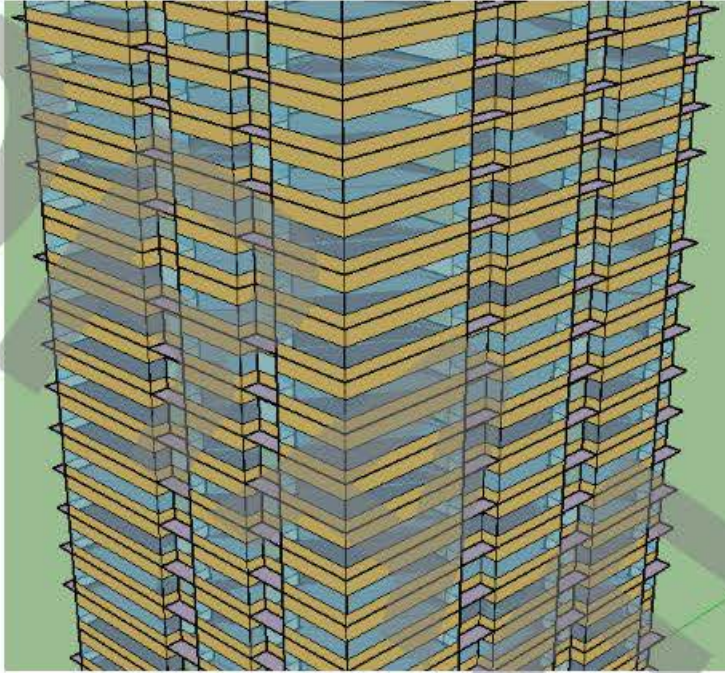
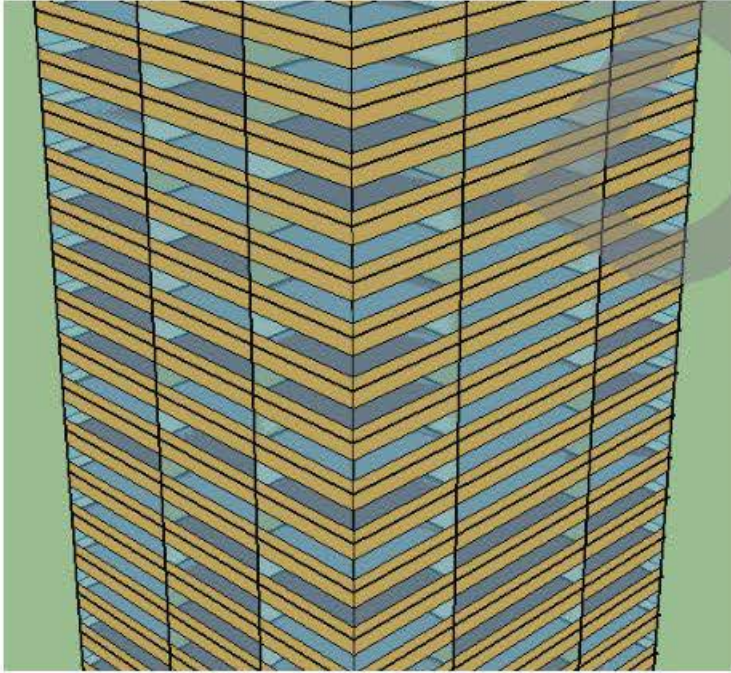


- **Soil volumes** will be provided for all trees to meet requirements; **native and drought-resistant vegetation** only
- All applicable glazing will use a **bird-friendly** treatment



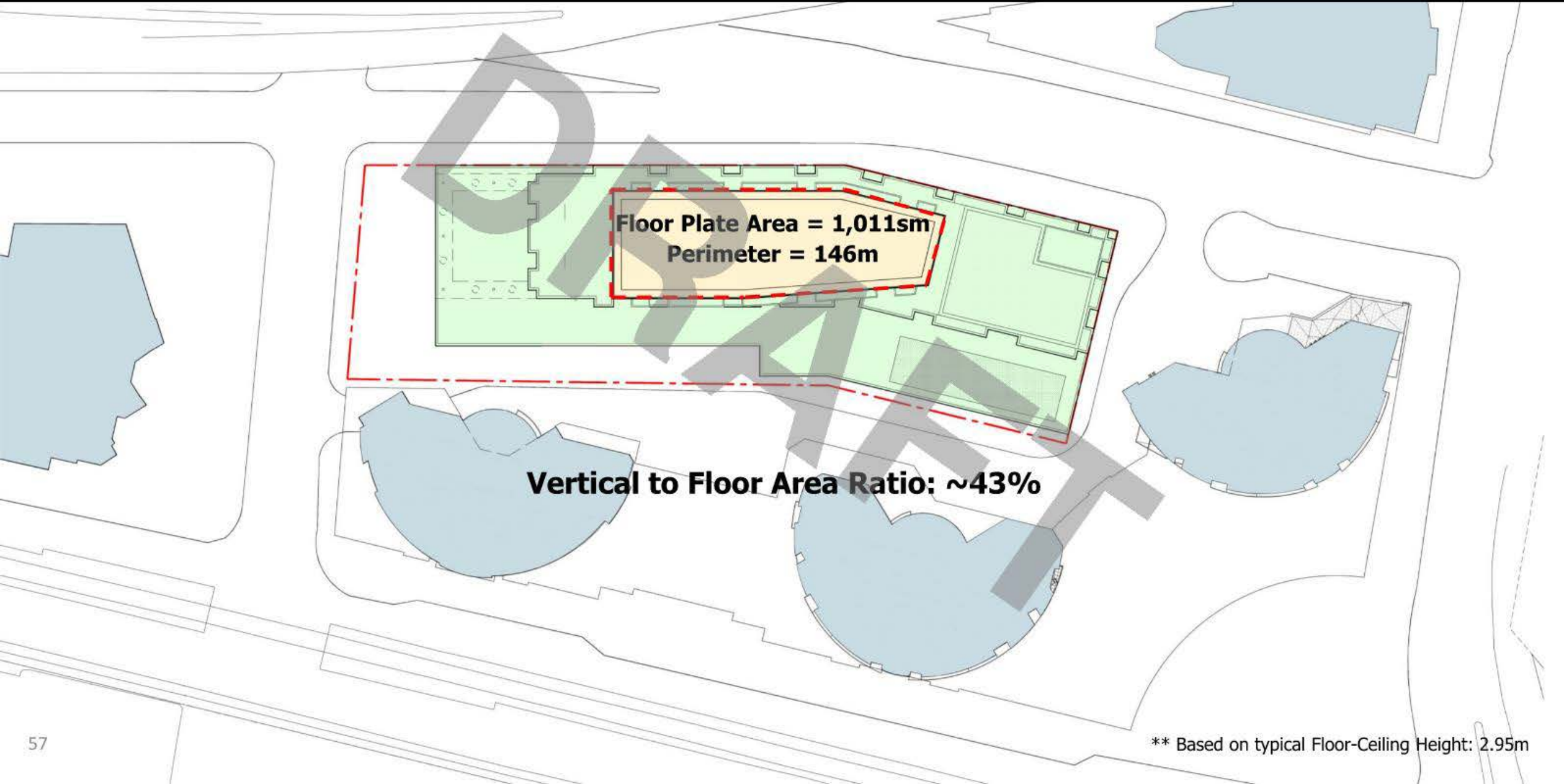
- **Waste storage and sorting** will be provided for residents

Energy & Sustainability



Compact Design	Typical Design	Articulated Design
Vertical to Floor Area Ratio 41%	Vertical to Floor Area Ratio 48%	Vertical to Floor Area Ratio 54%
TEDI – 55.8 10% better!	TEDI – 62.5	TEDI - 71.1 14% worse!

Energy & Sustainability



Thank you.

Diamondcorp

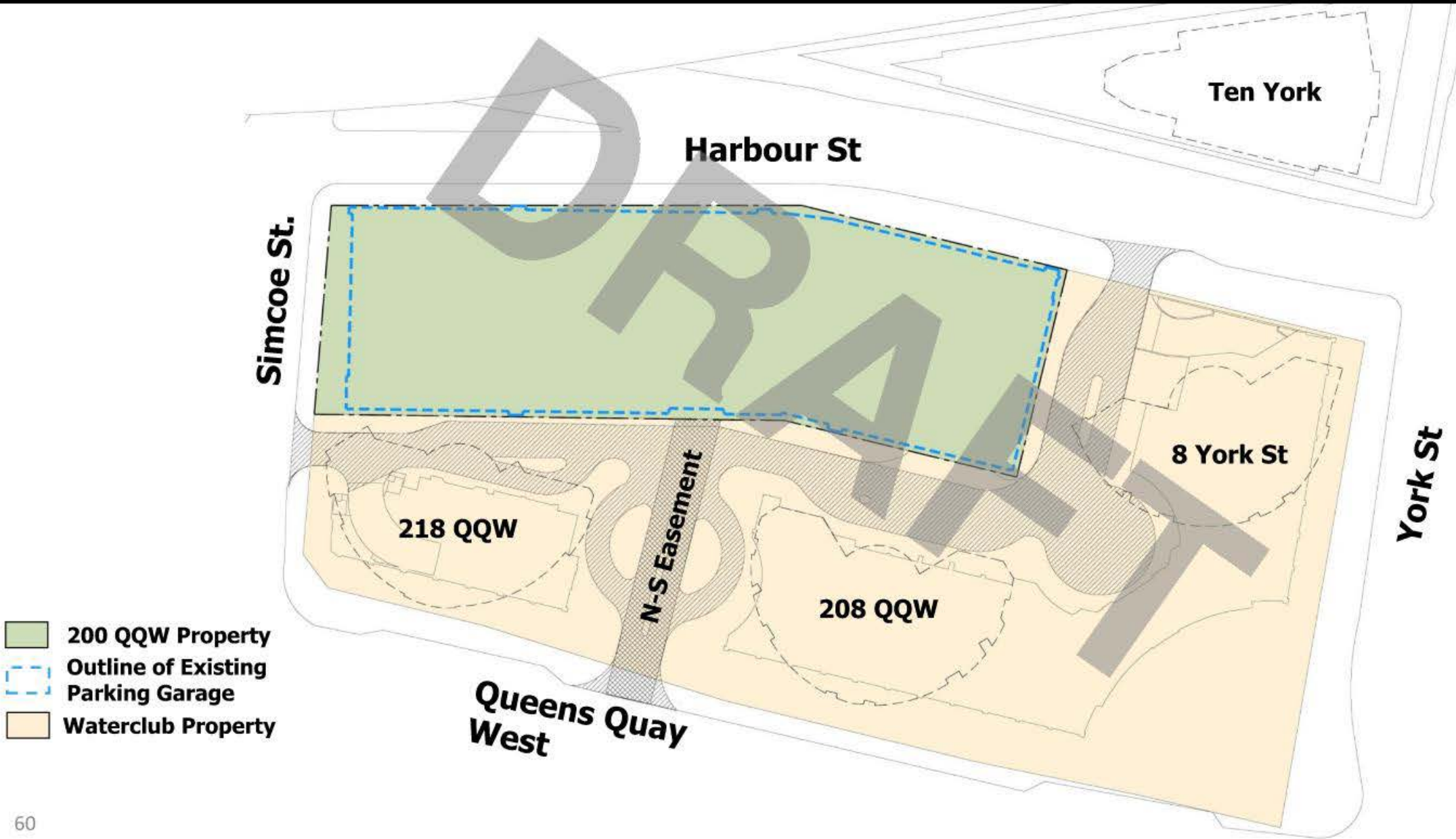


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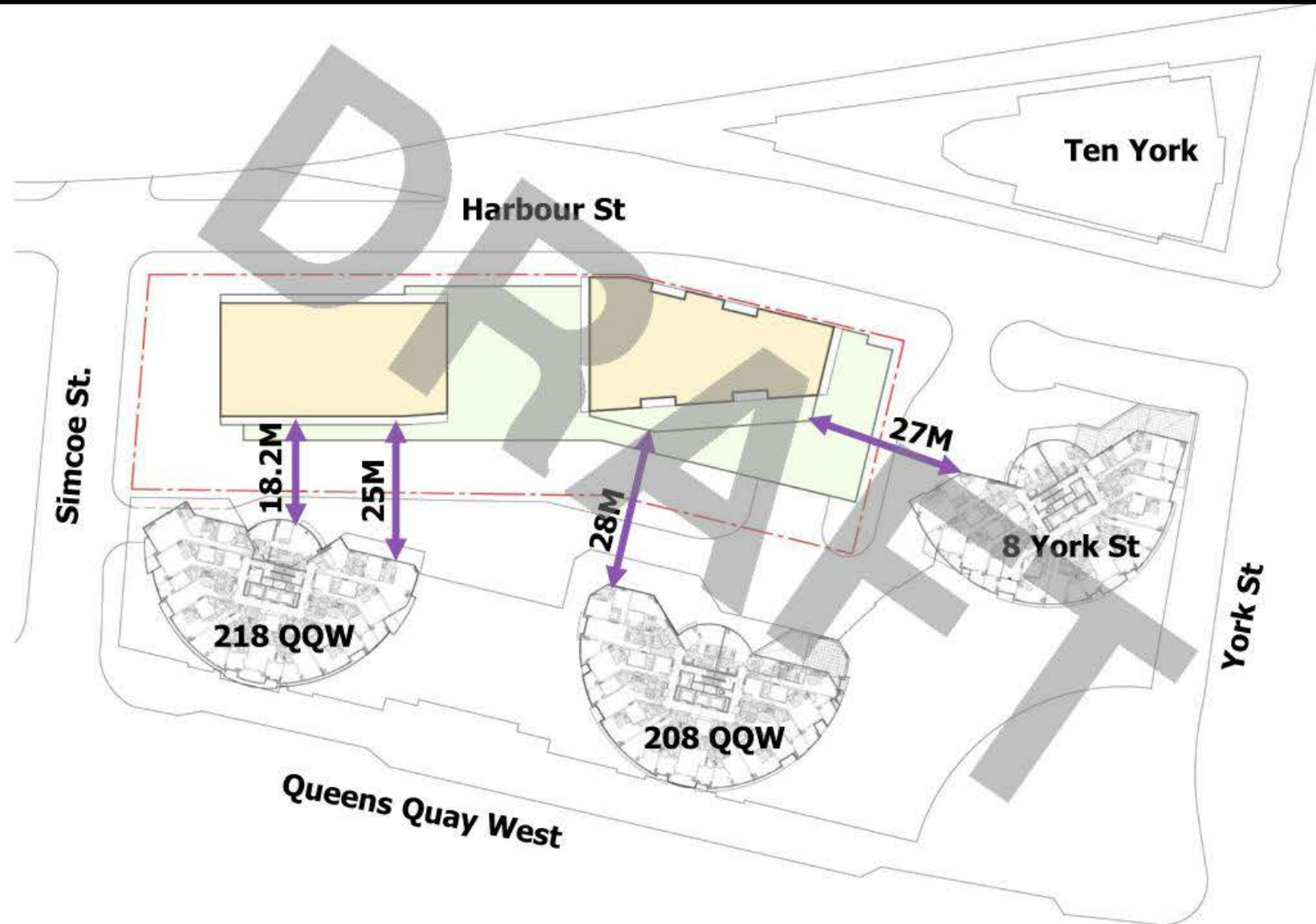
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SUPPLEMENTARY SLIDES & INFORMATION

Block Ownership Map



Tower Separation Distances of Previous Proposal



Revised Parking Statistics

Existing Parking Garage Spaces	1,100	
	Initial Proposal	Revised Proposal
Proposed Underground Parking	444	340
Resident Parking Spaces	223	150
Visitor/Commercial Public Parking Spaces	216	190
Car Share Spaces	5	0
Bicycle Parking Spaces (Long-term)	1,334	902
Bicycle Parking Spaces (Short-term)	149	101