



# 162 Queens Quay East

Schematic Design

May 22<sup>nd</sup>, 2019

# Site Context –

# 162 Queens Quay East

Proponent: 162 Queens Quay GP Inc.

Design Team: Kirkor Architects, Alexander Budrevics

Review Stage: Schematic Design



**Design Review Area**  
**162 Queens Quay East**

# Site Context – East Bayfront Precinct Plan

## 162 Queens Quay East

Proponent: 162 Queens Quay GP Inc.

Design Team: Kirkor Architects, Alexander Budrevics

Review Stage: Schematic Design



# Site Context

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215 Lake Shore Blvd.  
(East FedEx North)

162 Queens  
Quay East

178-180 Queens Quay East  
(East FedEx South)

Design Review Area

162 Queens Quay East

# Site Context

## 162 Queens Quay East

Proponent: 162 Queens Quay GP Inc.

Design Team: Kirkor Architects, Alexander Budrevics

Review Stage: Schematic Design



**Design Review Area**  
**162 Queens Quay East**

# Policy Context – Central Waterfront Secondary Plan

162 Queens Quay East

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Review Stage: Schematic Design

## D24 - THE EAST BAYFRONT, A PROMINENT NEW NEIGHBOURHOOD

The East Bayfront will become a prominent waterfront address for working and living amid the energy and abundance of waterfront activities, including a new water's edge promenade and other public activities in the series of new East Bayfront public spaces.

P31 - Excellence in the design of public and private buildings, infrastructure (streets, bridges, promenades, etc.) parks and public spaces will be promoted to achieve quality, beauty and worldwide recognition.

P32 - New development will be located, organized and massed to protect view corridors, frame and support the adjacent public realm and discourage privatization of public spaces. Built form will result in comfortable micro-climates on streets, plazas and other parts of the public realm.

# Project Description & Background

162 Queens Quay East

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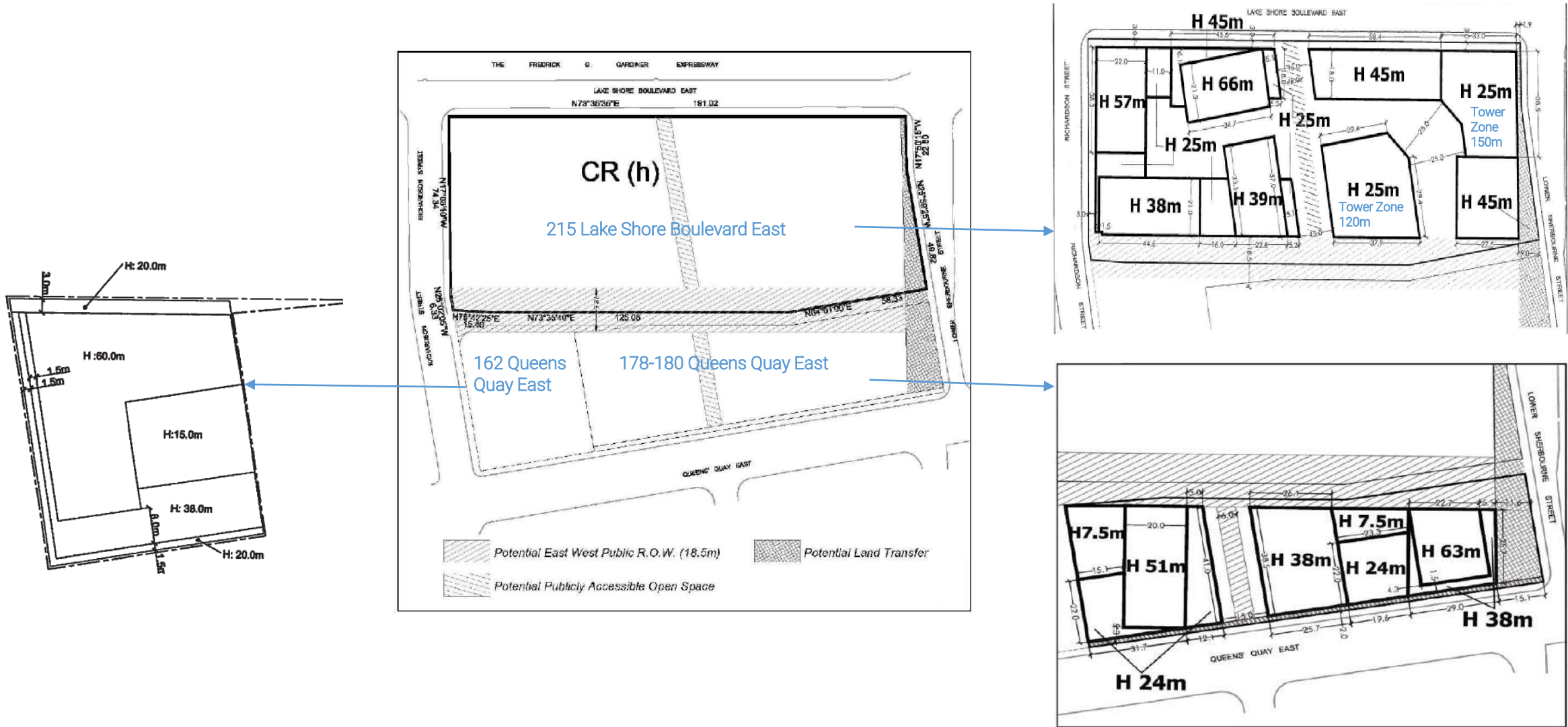
- The development parameters defined through an appeal and subsequent Minutes of Settlement (2014).
- Shares a portion of the FedEx Block (215 Lake Shore Blvd. E & 178-180 Queens Quay East).
- 27,683 square metres of GFA with a 1.5 metre stepback 18.5-metres and a 36.9-metre podium stepping up to 68.5-metres plus MPH.
- The building program will be primarily residential with retail uses at grade.
- Cash-in-lieu contributions for affordable rental housing has been satisfied.
- Key Milestones for other buildings on the FedEx block:
  - 215 Lake Shore Blvd. East – targeting Spring 2019 for excavation and structural permits.
  - 178-180 Queens Quay East – Draft Plan of Subdivision submitted in 2018 and targeting submission of a Site Plan Approval application July 2019.

# Planning Context – OMB Settlements

## 162 Queens Quay East

Proponent: 162 Queens Quay GP Inc.  
 Design Team: Kirkor Architects, Alexander Budrevics

Review Stage: Schematic Design





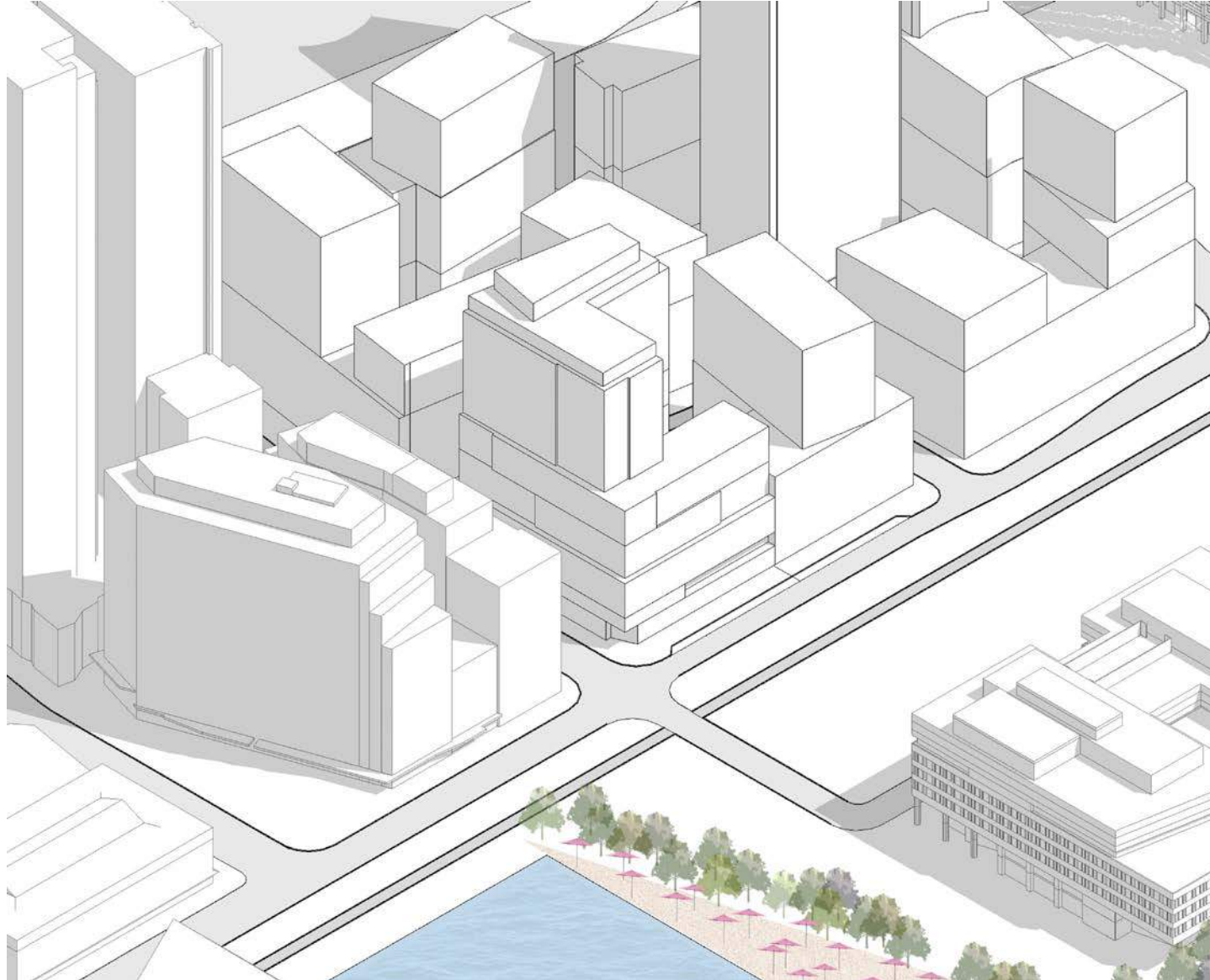
# Planning Context—

## 162 Queens Quay East

Proponent: 162 Queens Quay GP Inc.

Design Team: Kirkor Architects, Alexander Budrevics

Review Stage: Schematic Design



# Project Approval Stage

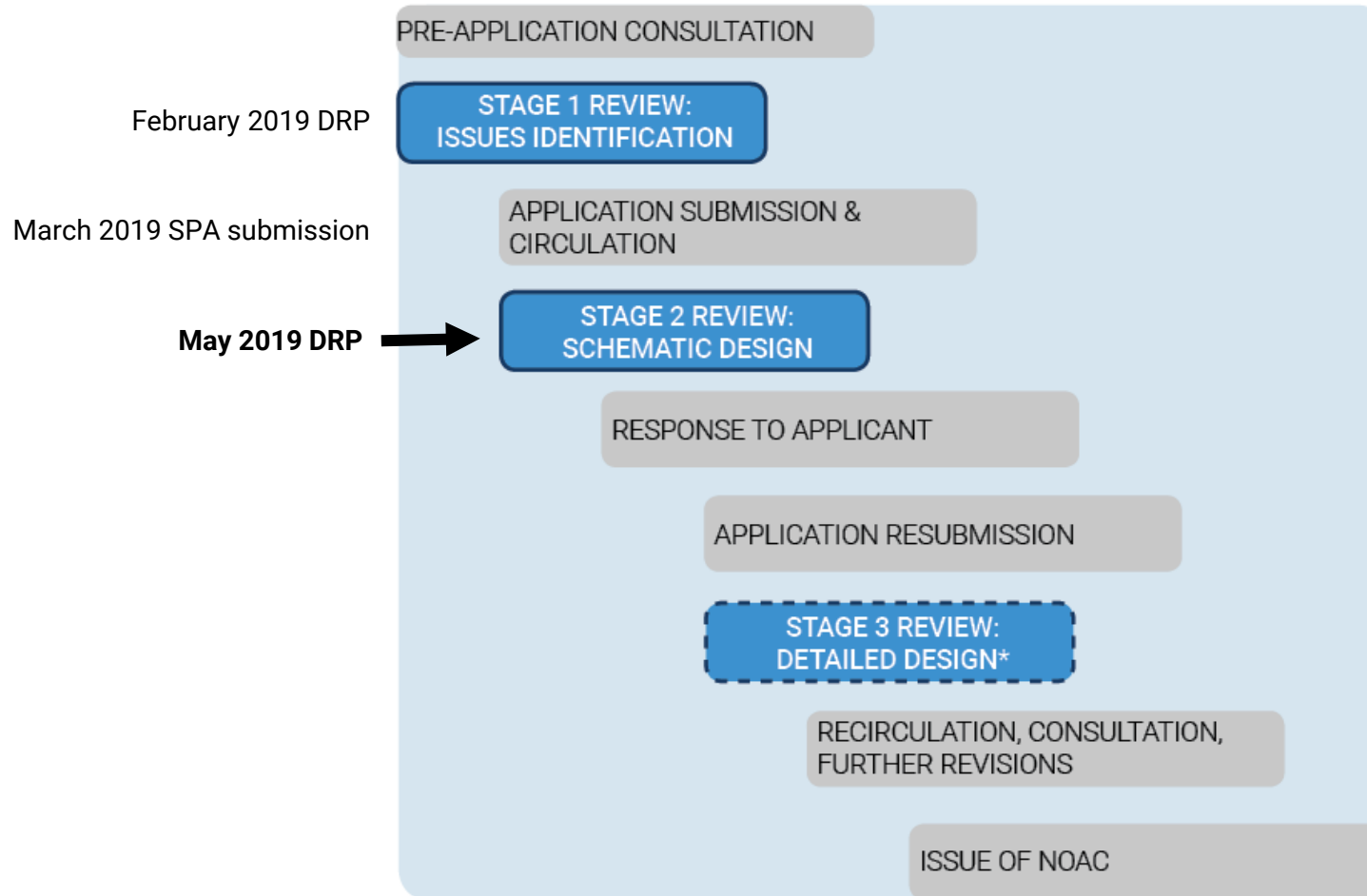
## DRP Stream 2: Private land – Site Plan Approval

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Review Stage: Schematic Design



# February 2019 DRP- Consensus comments

162 Queens Quay East

Proponent: 162 Queens Quay GP Inc.

Design Team: Kirkor Architects, Alexander Budrevics

Review Stage: Schematic Design

## Building

- Consider exploring material treatment alternatives, develop color and material palette concept that builds on massing, setbacks and podium programs
- Consider strategy for defining the four corners of the building and take advantage of the new future Queens Quay East streetscape
- Clarify East façade relationship with future adjacent development, provide concept and strategy moving forward
- Consider minimize loading and service areas at grade and explore below grade opportunities to maximize functional programming

## Public Realm

- Consider how the retail at grade can be improved to further reinforce retail continuity on Queens Quay.
- Reconsider the ground floor landscaping strategy: planter and canopy elements should be located to give priority to pedestrians and tie into landscape character as established by Waterfront Toronto
- Encourage the team to push and clarify the design and characteristics of the new street in collaboration with City, such as degree of publicness, treatment of street for pedestrians, loading, access and lighting
- Include more information on the new street

## Programming

- Due to the tight site constraints and size limitations, the Panel encourages the team to prioritize quality over quantity in programming and spaces
- Consider the quality of amenity spaces from the perspective of families and year-round use and quality of the outdoor areas

## Sustainability

- Encourage team to push the envelope of green objectives as the current targets are only marginally better than the minimum and explore other strategies in dealing with thermal bridging at balconies

# Areas for Panel Consideration – City Planning Issues

162 Queens Quay East

Proponent: 162 Queens Quay GP Inc.

Design Team: Kirkor Architects, Alexander Budrevics

Review Stage: Schematic Design

1. **Site organization and coordination:** The site plan composition including relationship within the FedEx block.
2. **Frontages:** The overall built form composition along all street frontages and the new public street with special regard for scale, character, transparency and architectural fit.
3. **Built Form:** building fit within planned scale of the development block and consistency with the East Bayfront planning and urban design vision.
4. **Amenity:** integration and interface with the indoor and outdoor amenity spaces, program, function, landscape treatment, and how the landscape concept improves the user experience of the amenity space for enhanced comfort, safety, and general use.
5. **Sustainability and Innovation:** Use of sustainable building technologies, energy efficiencies, green infrastructure, how the proposal integrates innovations in sustainability through programming or design.

# Areas for Panel Consideration- Waterfront Toronto

162 Queens Quay East

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Review Stage: Schematic Design

## Building

- Does the proposed massing and program distribution support Waterfront Toronto's vision for design excellence and building frontage datum along Queens Quay?
- Does the Panel have suggestions for resolving the podium step-back discrepancies between 162 and 178 QQE ("FedEx" lands) that resulted from two OMB settlements?

## Landscape / Public Realm

- Does the proposed landscape treatment at Queens Quay and Richardson provide continuity with the vision of Queens Quay East and the built west side of Richardson St.
- Does the proposed Northwest building corner condition and streetscape treatment support the future public realm of the new street?
- Does the proposed skylight system and rooftop design support the project's objectives of design excellence in amenities and landscape?

## Sustainability

- Does the project support Waterfront Toronto's sustainability objectives?

WATERFRONT TORONTO  
DESIGN REVIEW PANEL

162 QUEENS QUAY E.  
TORONTO, ONTARIO

LE  
**EMPIRE**  
armstrong



ALEXANDER BUDREVICS



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**LE**  
**EMPIRE**  
armstrong



ALEXANDER BUDREVICS



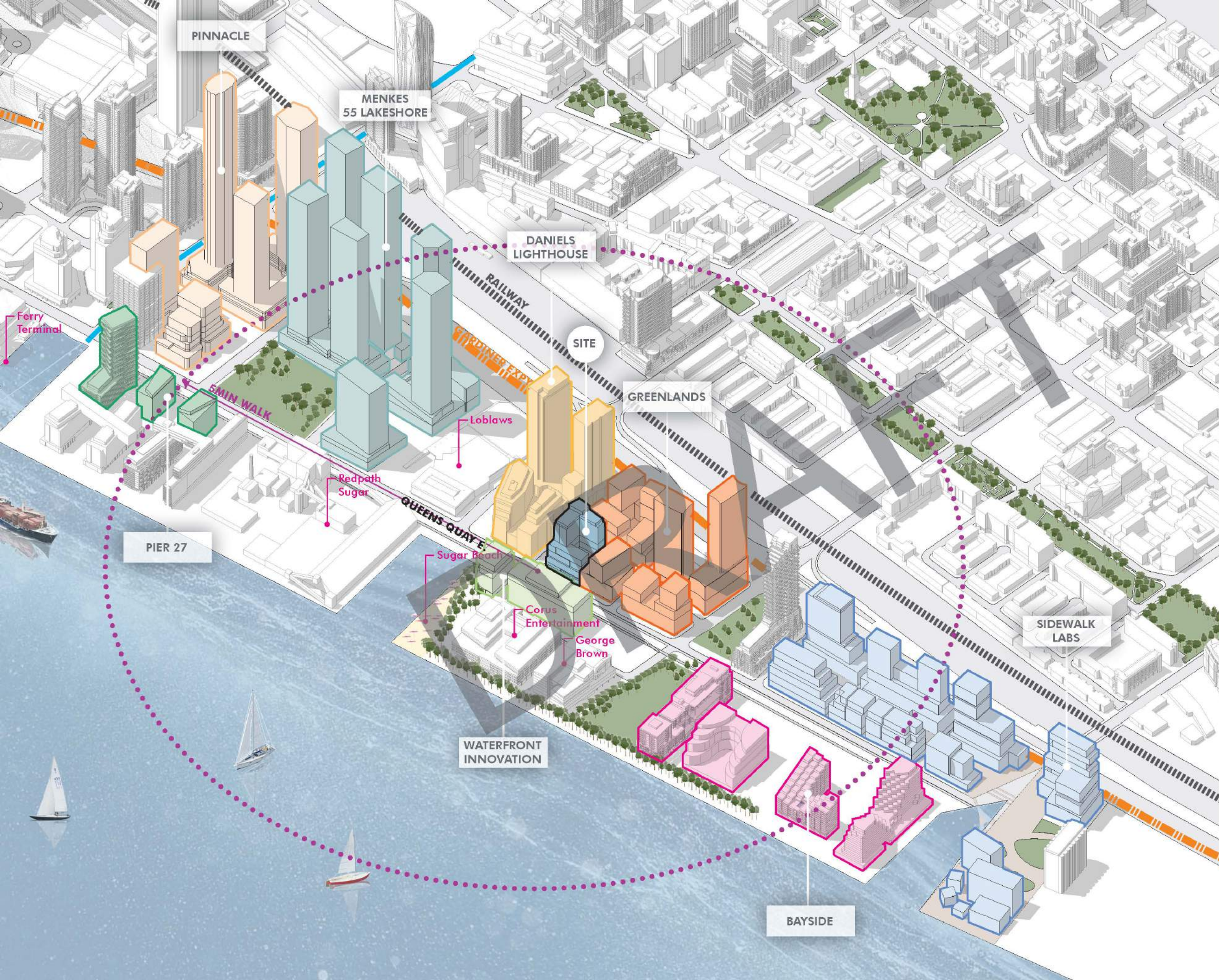
142 QUEENS QUAY EAST  
TORONTO, ONTARIO

DATE: MAY 15, 2019

01 | OVERVIEW  
SITE LOCATION

LEGEND

- SITE
- 5 MIN. WALK RADIUS
- GARDINER EXPY
- RAILWAY LINE
- YONGE ST.



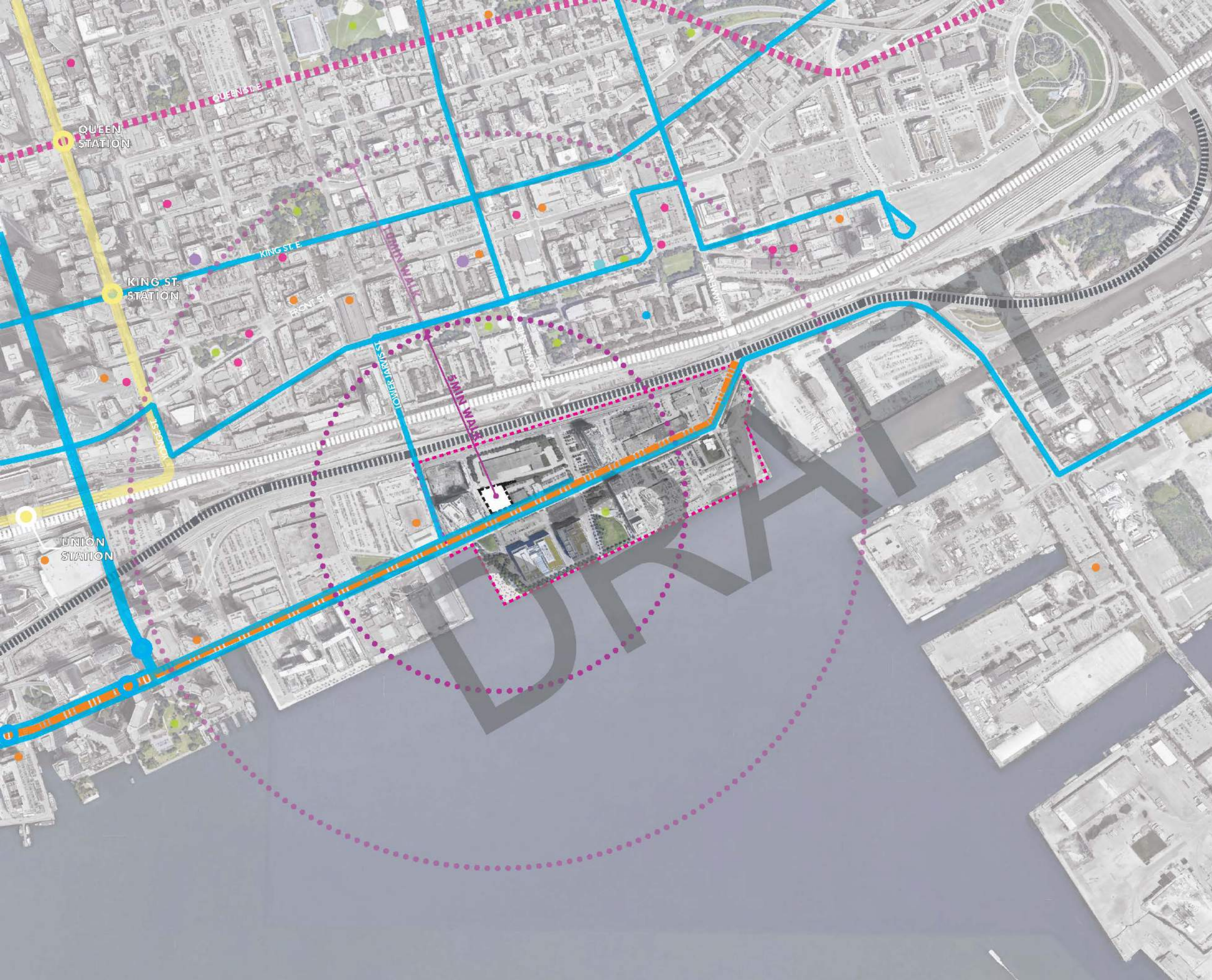


# 01 | OVERVIEW

ACCESSIBILITY & CONNECTIVITY

## ACCESSIBILITY

-  SITE
-  QUEENS QUAY E
-  REGIONAL EXPRESS RAIL ROUTE
-  GARDINER EXPRESSWAY
-  SUBWAY LINE 1 YONGE - UNIVERSITY
-  FUTURE RELIEF LINE
-  BUS/ STREETCAR LINE
-  5MIN (400M) WALKING RADIUS
-  10MIN (800M) WALKING RADIUS
-  Grocery Store
-  Community Centre
-  Library
-  Parks
-  Landmark
-  School/university



# 01 OVERVIEW

ACCESSIBILITY & CONNECTIVITY

## STREET & BICYCLE NETWORK

-  SITE
-  QUEENS QUAY E
-  REGIONAL EXPRESS RAIL ROUTE
-  GARDINER EXPRESSWAY
-  BIKE PATHS
-  DEDICATED BIKE LANES
-  5MIN WALKING RADIUS
-  BUS/ STREETCAR LINE
-  BUS/ STREETCAR STOPS

The existing street network in the vicinity of the site, as well as existing and proposed bicycle facilities, and future street enhancements provide adequate vehicular access from the site to the surrounding community and connections to the rest of the city as follows:

- Connected to the city via the Gardiner Expressway
- Connects to the St Lawrence Market and many parks in the area
- Access to the harbour and its variety of trails

The grid network of streets in this area provides ample pedestrian connections throughout the neighbourhood, further enhanced by the future upgrades to Queens Quay E.



# 01 OVERVIEW

GREEN CONNECTIONS

## NATURAL CONNECTIONS

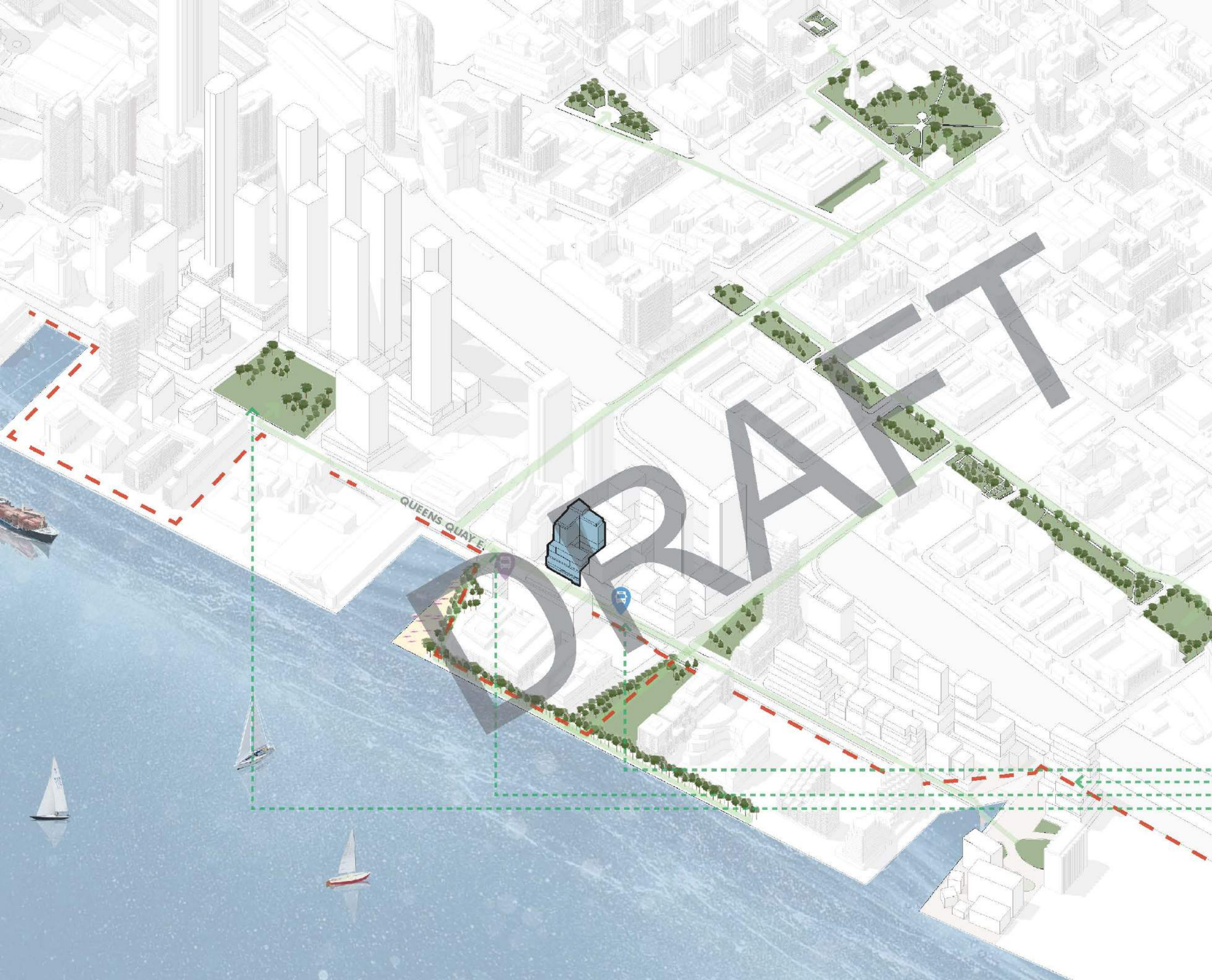
-  SITE
-  MAIN ROADS TO PARKS
-  MAIN BICYCLE CONNECTION
-  EXISTING CITY TRANSIT BUS STOP
-  FUTURE LRT

## SUSTAINABILITY

-  CITY BUS STOP
-  EXISTING BIKE PATH
-  FUTURE LRT
-  FUTURE PARK

162 QUEENS QUAY EAST  
TORONTO, ONTARIO

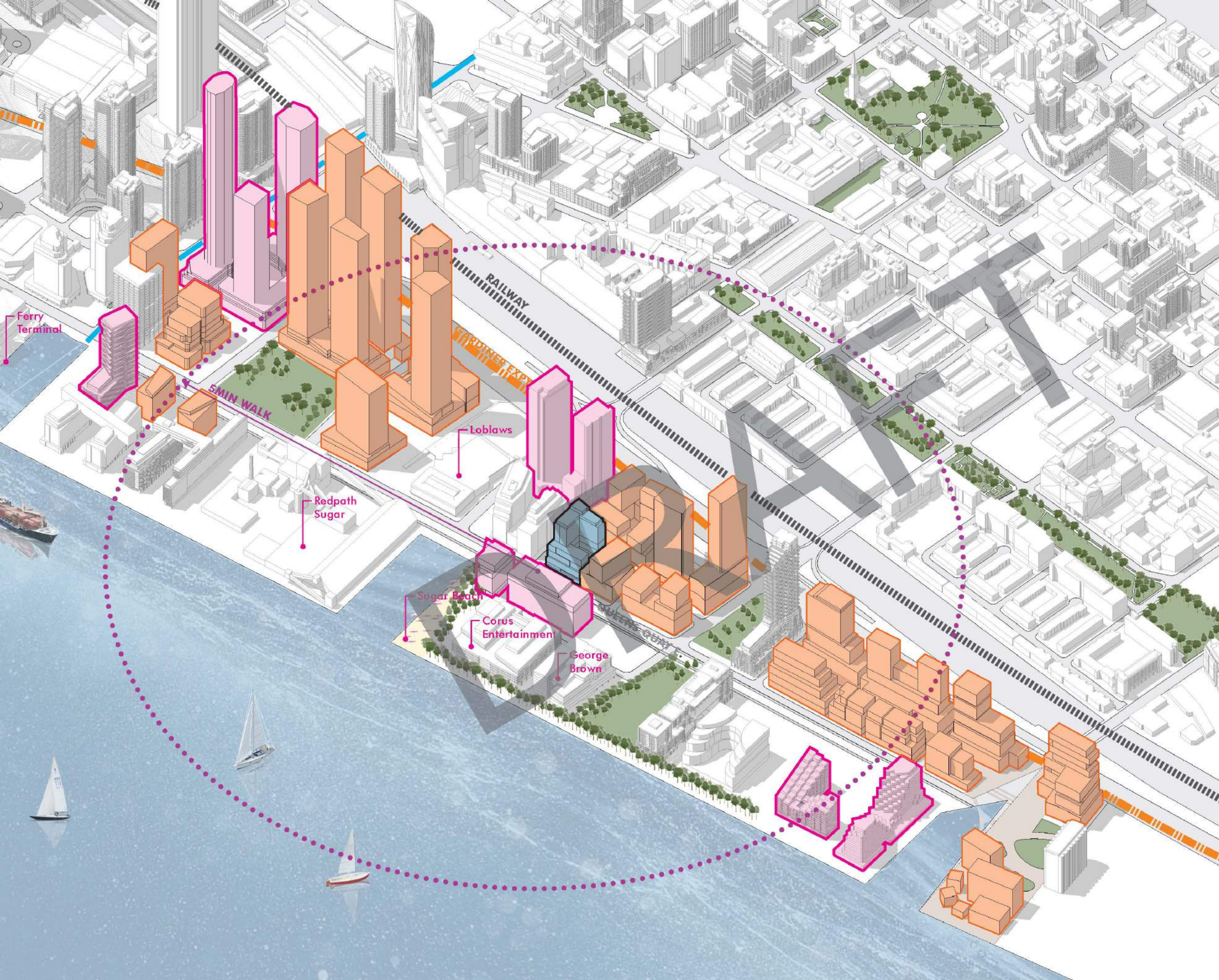
Date: May 15, 2019



**01** | OVERVIEW  
FUTURE DEVELOPMENTS

LEGEND

- SITE
- 5 MIN. WALK RADIUS
- GARDINER EXPY
- RAILWAY LINE
- YONGE ST.
- PROPOSED
- UNDER CONSTRUCTION

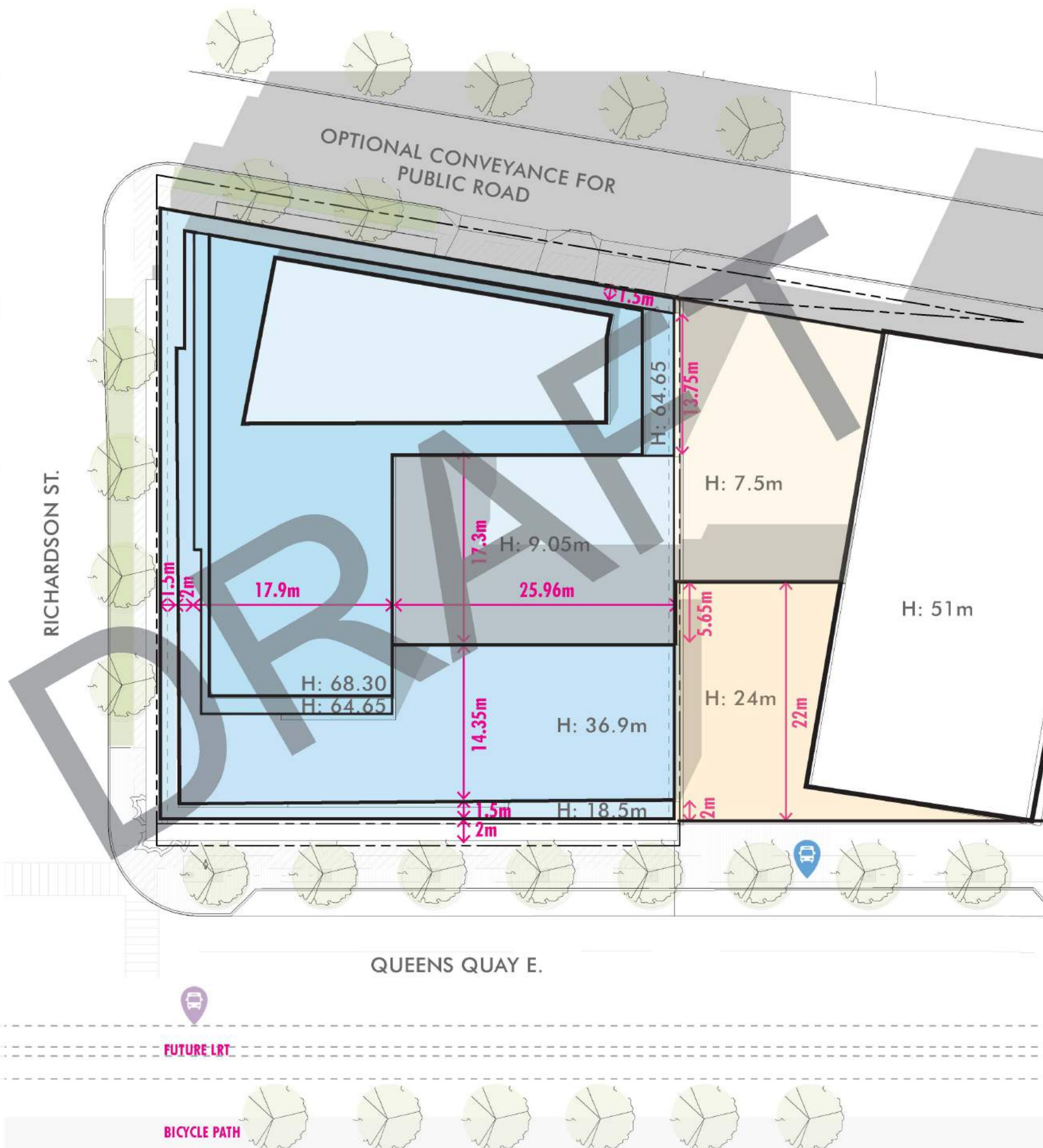


162 QUEENS QUAY EAST  
TORONTO, ONTARIO

Date: May 15, 2019

CONSENSUS COMMENTS:

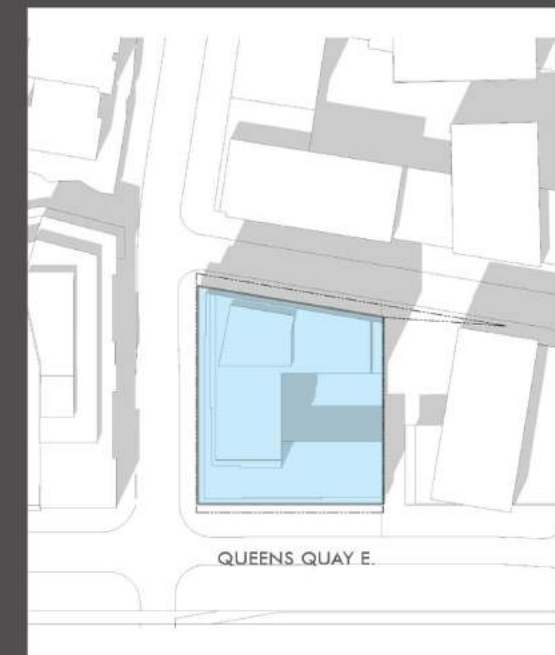
- Show more **CONTEXT** including adjacent streets in all directions, buildings, and public realm
- Consider **MATERIAL** treatment alternatives, including considering colour and material palette that builds on massing and setbacks
- Define the four corners of the building and take advantage of future **QUEENS QUAY STREETSCAPE**
- Due to site size and constraints, encouraged to prioritize quality over quantity for **PROGRAMMING**
- Clarify **EAST FACADE** relationship with future adjacent development, provide concept and strategy moving forward
- Consider **GROUND FLOOR**, minimize loading and service areas at grade, explore below grade opportunities
- Consider how **RETAIL** at grade can be improved to reinforce retail community along Queens Quay
- Clarify design and characteristics of the **NEW STREET**. Include more drawings and information
- Consider quality of **AMENITY SPACES** from perspective of families, quality over quantity
- Consider year round use and quality of **OUTDOOR** amenity spaces
- Encourage team to push envelope on **GREEN OBJECTIVES**
- Explore other strategies in dealing with **THERMAL BRIDGING** at balconies



02 | SITE PLAN PROPOSED

SITE PLAN

- SITE
- CITY TRANSIT BUS STOP
- FUTURE LRT



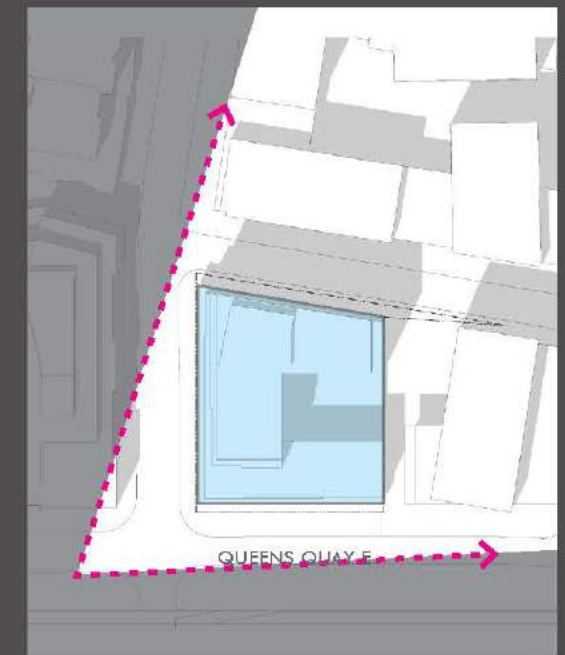
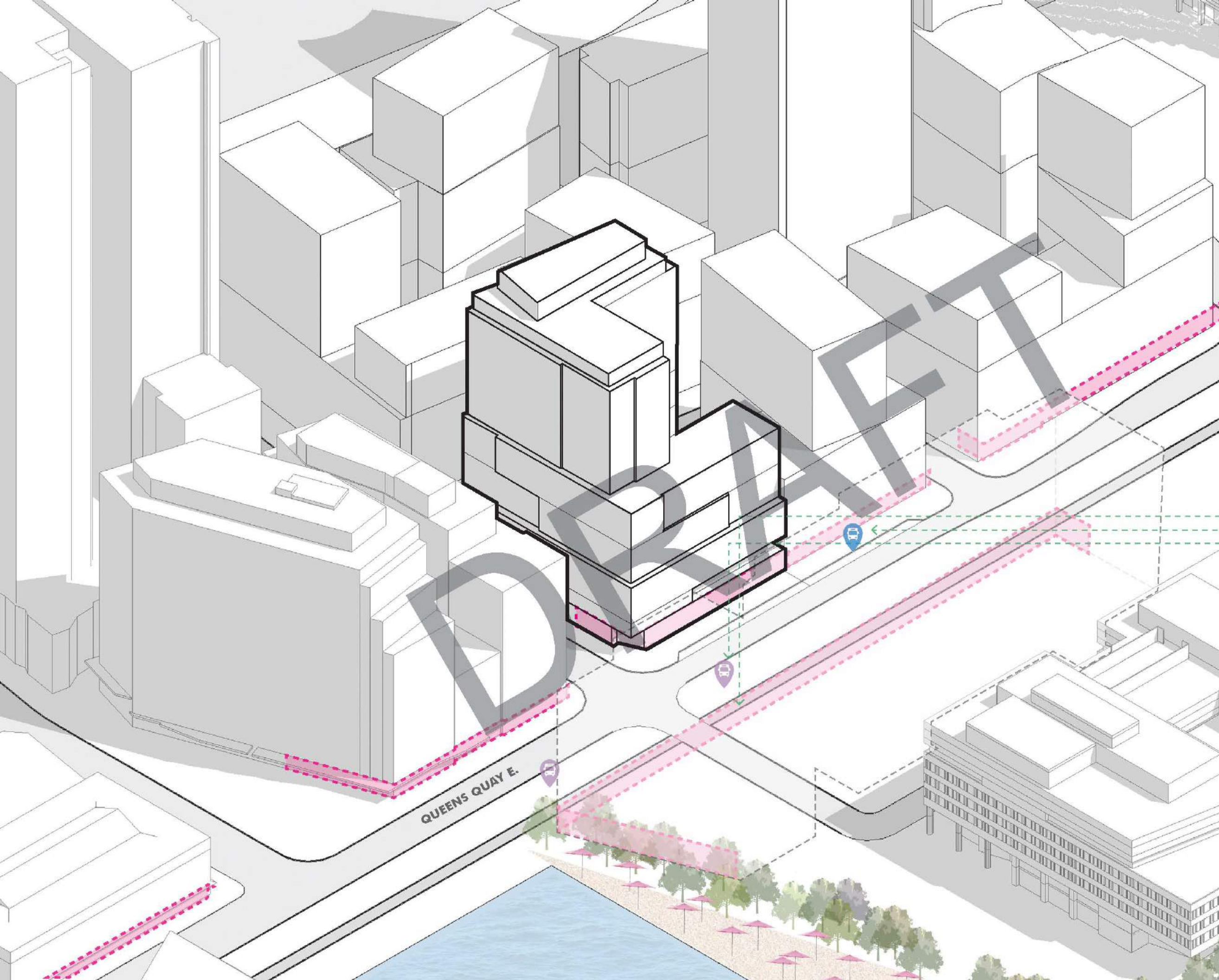
## 02 | SITE MASSING PROPOSED

### LEGEND

- SITE
- RETAIL
- CITY TRANSIT BUS STOP
- FUTURE LRT

### SUSTAINABILITY

- EXISTING BIKE PATH
- CITY TRANSIT STOP
- FUTURE LRT STOP

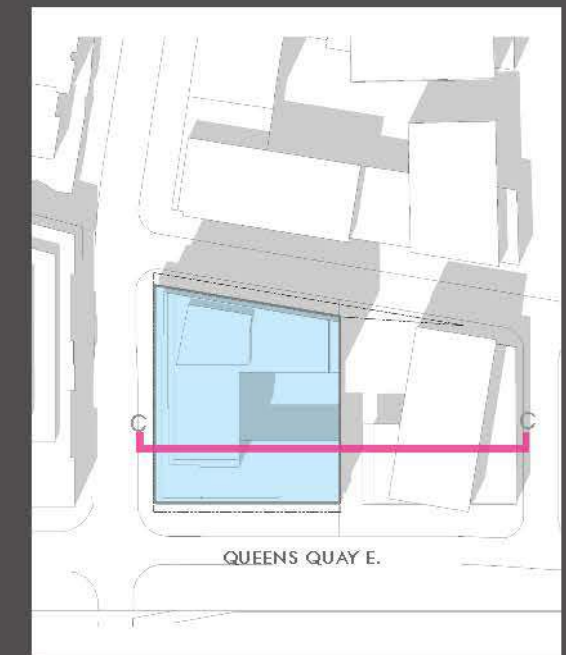
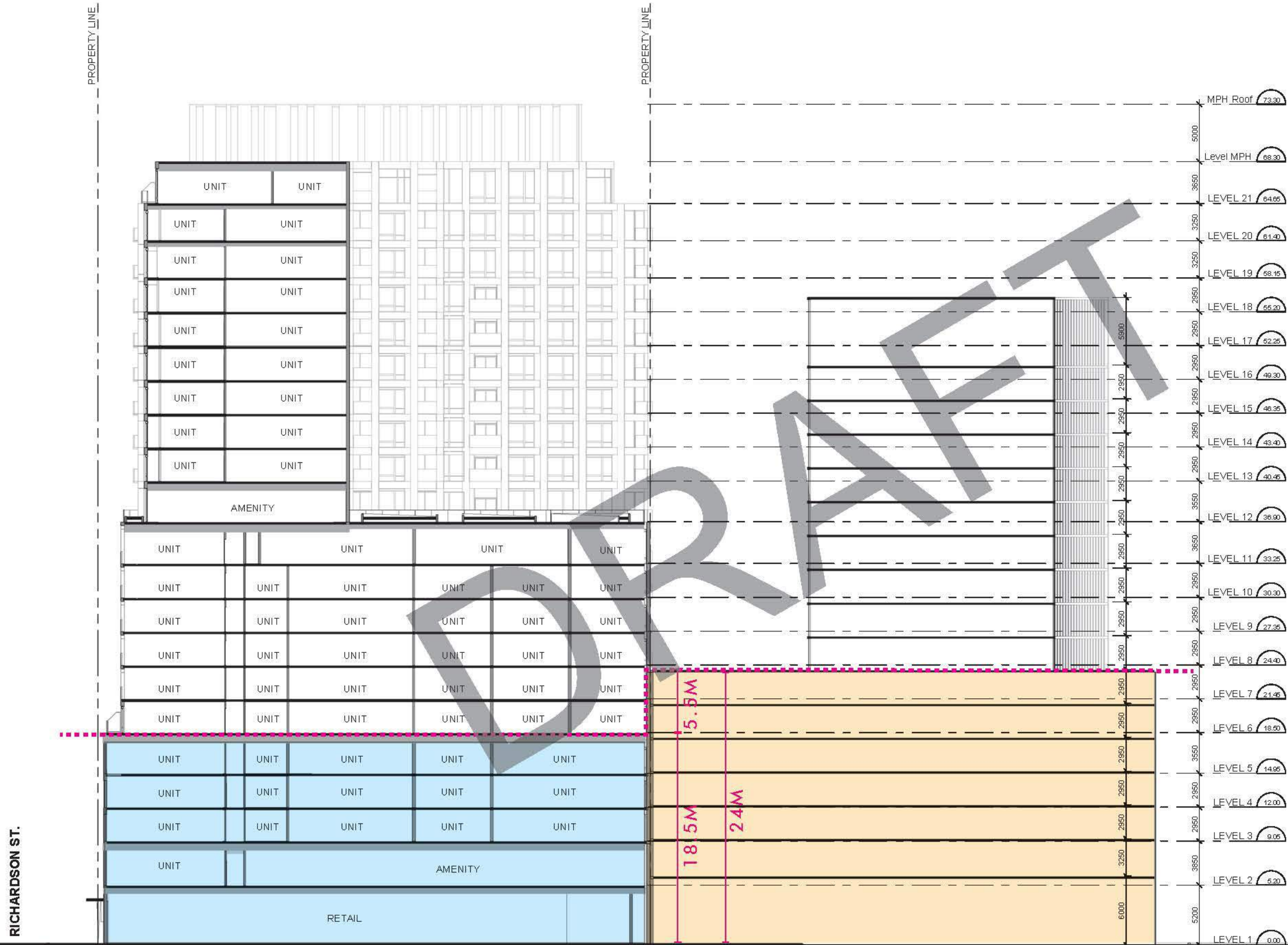


# 02 SITE SECTION

SECTION

## LEGEND

- PROPOSED PROJECT
- FUTURE ADJACENT DEVELOPMENT



# 03 | PROGRAM

BUILDING REALM

## GROUND FLOOR PLANS

- RESIDENTIAL
- RETAIL
- BIKE PARKING
- SERVICE
- OFFICE
- INSTITUTIONAL
- RESTAURANT

### COMMENT

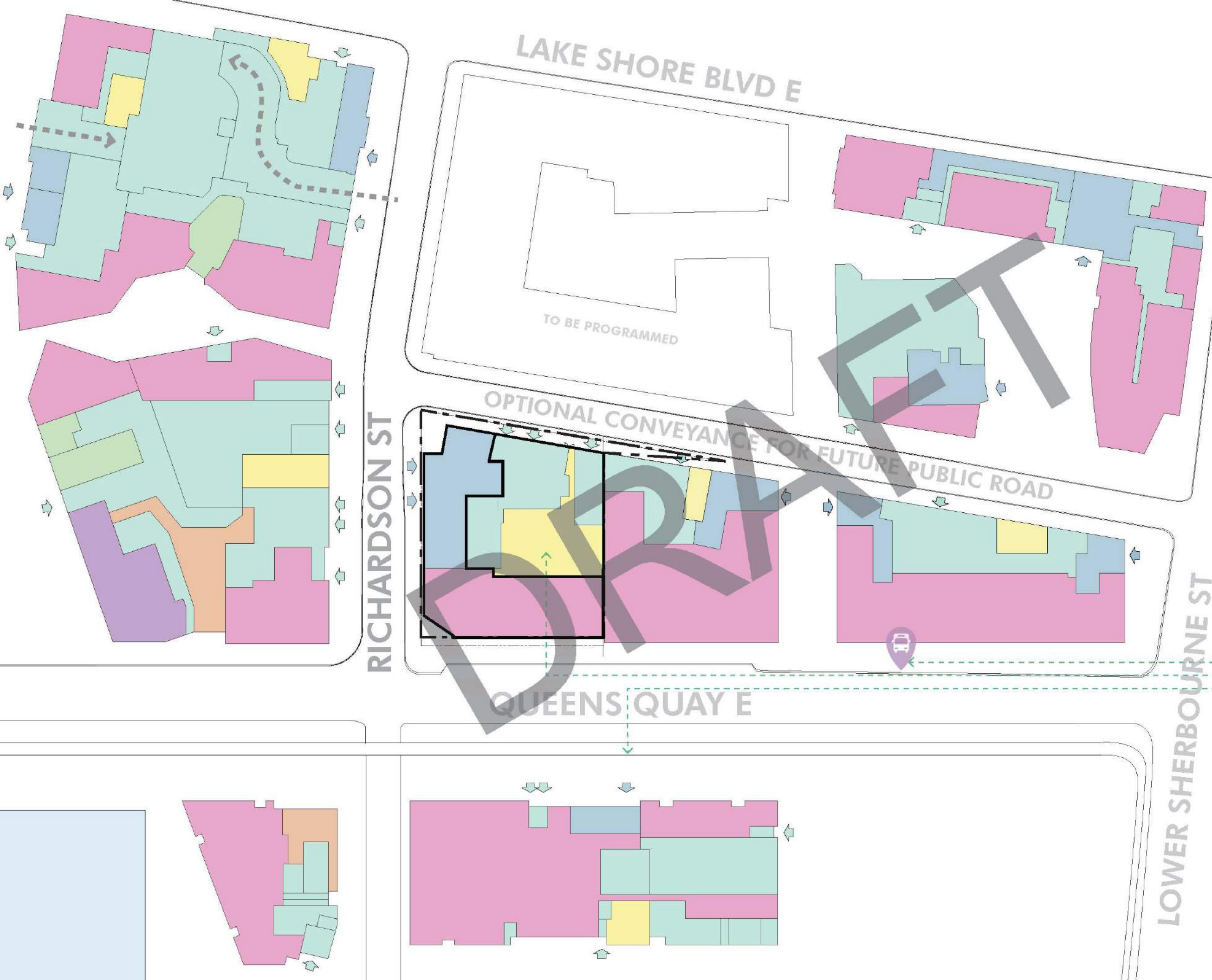
- Show more context program including adjacent streets in all directions, buildings, and public realm

### RESPONSE

- Ground floor program of building and neighbouring buildings

### SUSTAINABILITY

- CITY BUS STOP
- BICYCLE PARKING
- EXISTING BIKE PATH





### 03 | PROGRAM BUILDING REALM

#### STREET FRONTAGES

- RESIDENTIAL ENTRANCE
- RETAIL FRONTAGE
- BIKE PARKING
- SERVICE ENTRANCE

#### COMMENT

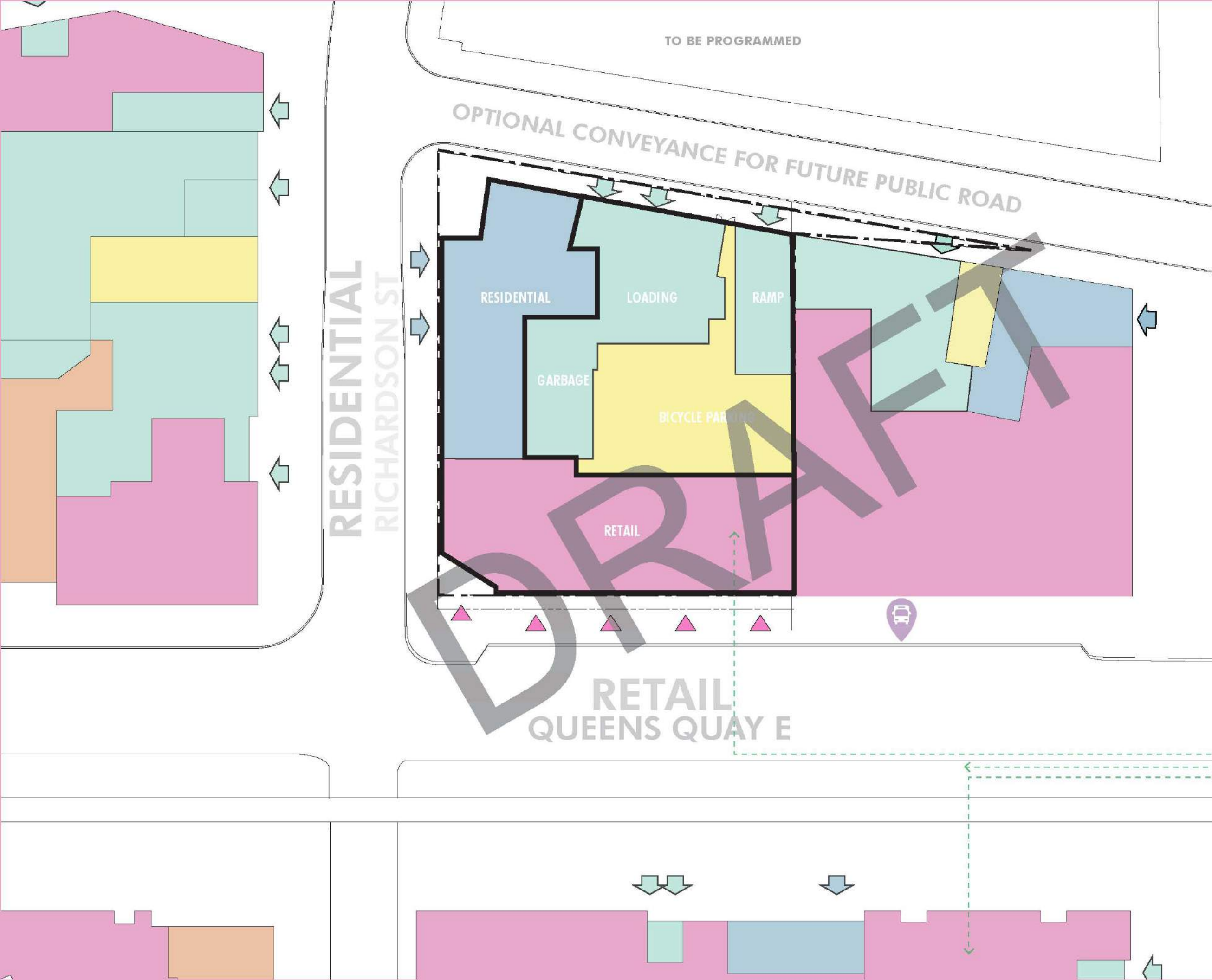
- Due to site size and constraints, encouraged to prioritize quality over quantity for programming
- Consider ground floor, minimize loading and service areas at grade, explore below grade opportunities

#### RESPONSE

- Ground floor program of building and neighbouring buildings

#### SUSTAINABILITY

- BICYCLE PARKING
- CITY BUS STOP
- EXISTING BIKE PATH



### 03 | PROGRAM

BUILDING REALM

#### LEVEL 2 PROGRAM

- RESIDENTIAL
- REFUGE
- CO-WORKING
- SERVICE ENTRANCE
- BREAKOUT AREA
- YOGA ROOM
- FITNESS
- OUTDOOR AMENITY

#### COMMENT

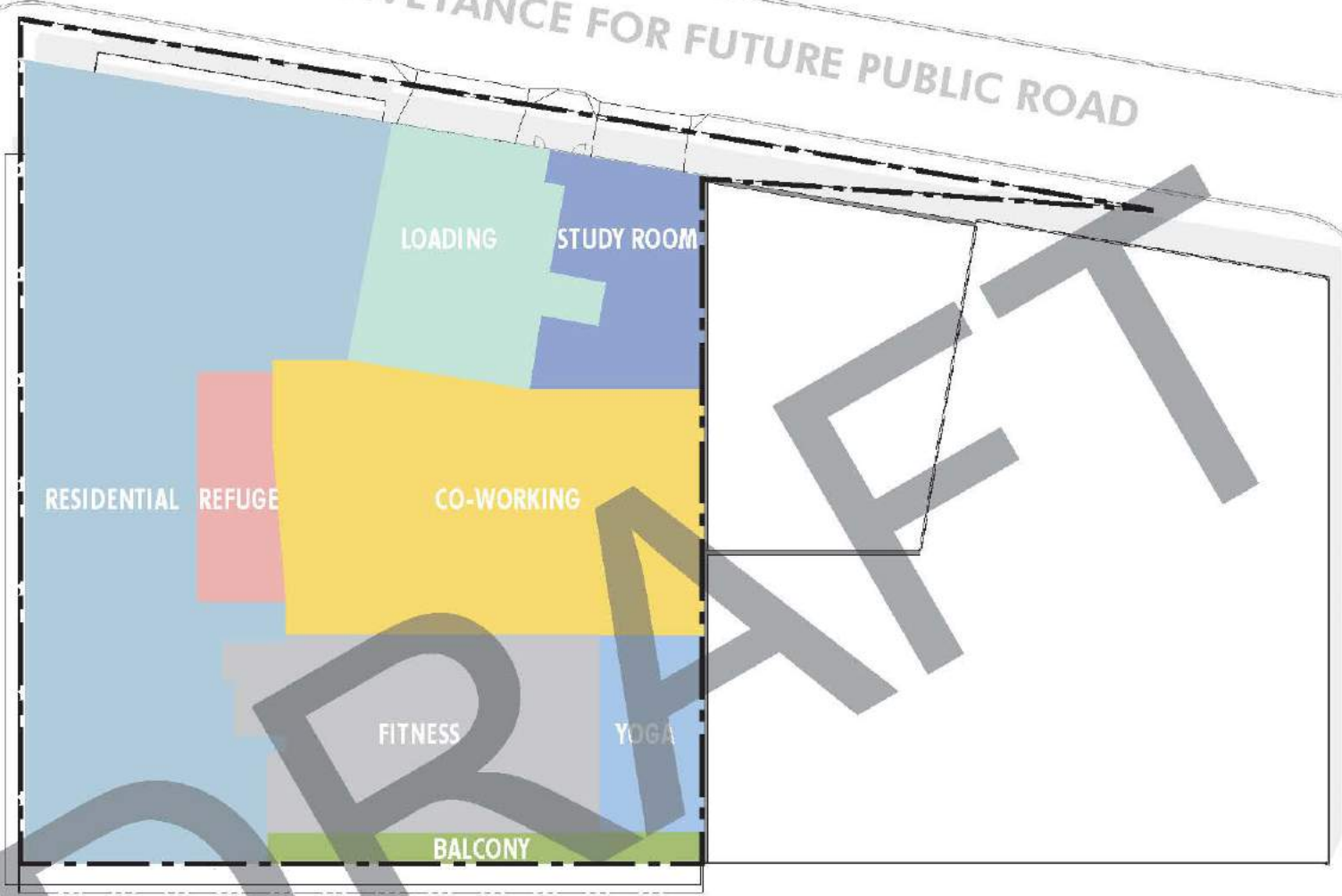
- Consider quality of amenity spaces from perspective of families
- Due to site size and constraints, encouraged to prioritize quality over quantity for programming

#### RESPONSE

- Area of Refuge designated on Level 2
- Fitness and yoga facing South towards Queens Quay
- Central Co-working space with skylights creating a bright space
- Study room on the North facing the New Public Road, creating a quiet breakout area

RICHARDSON ST

OPTIONAL CONVEYANCE FOR FUTURE PUBLIC ROAD



QUEENS QUAY E



DANIELS LAUNCHPAD



WATERFRONT INNOVATION CENTRE



BAYSIDE

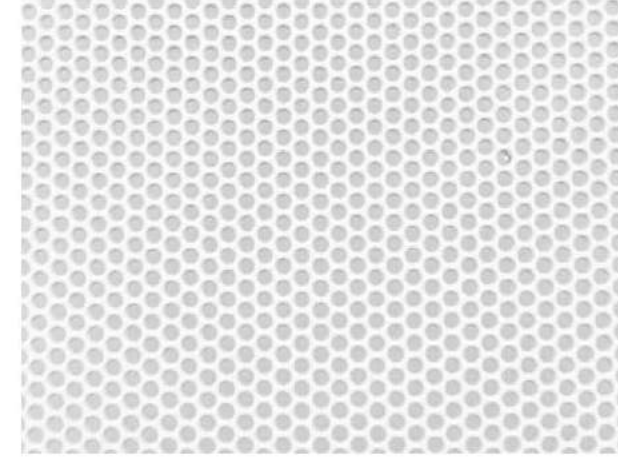
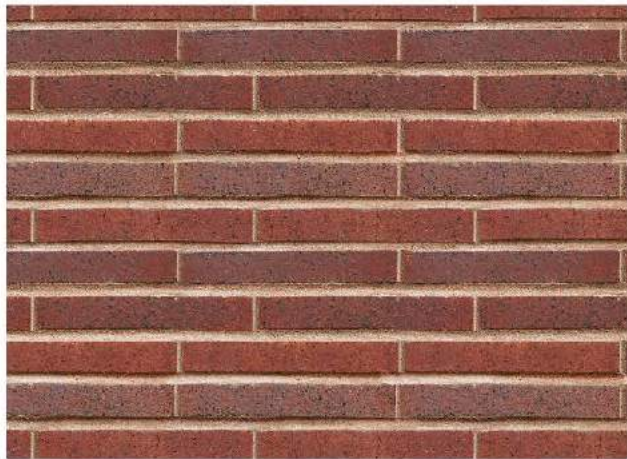
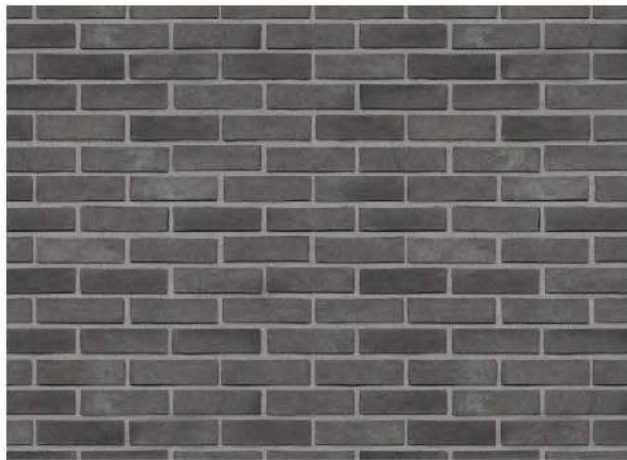


PIER 27



04 | DESIGN CONCEPT  
MATERIALS

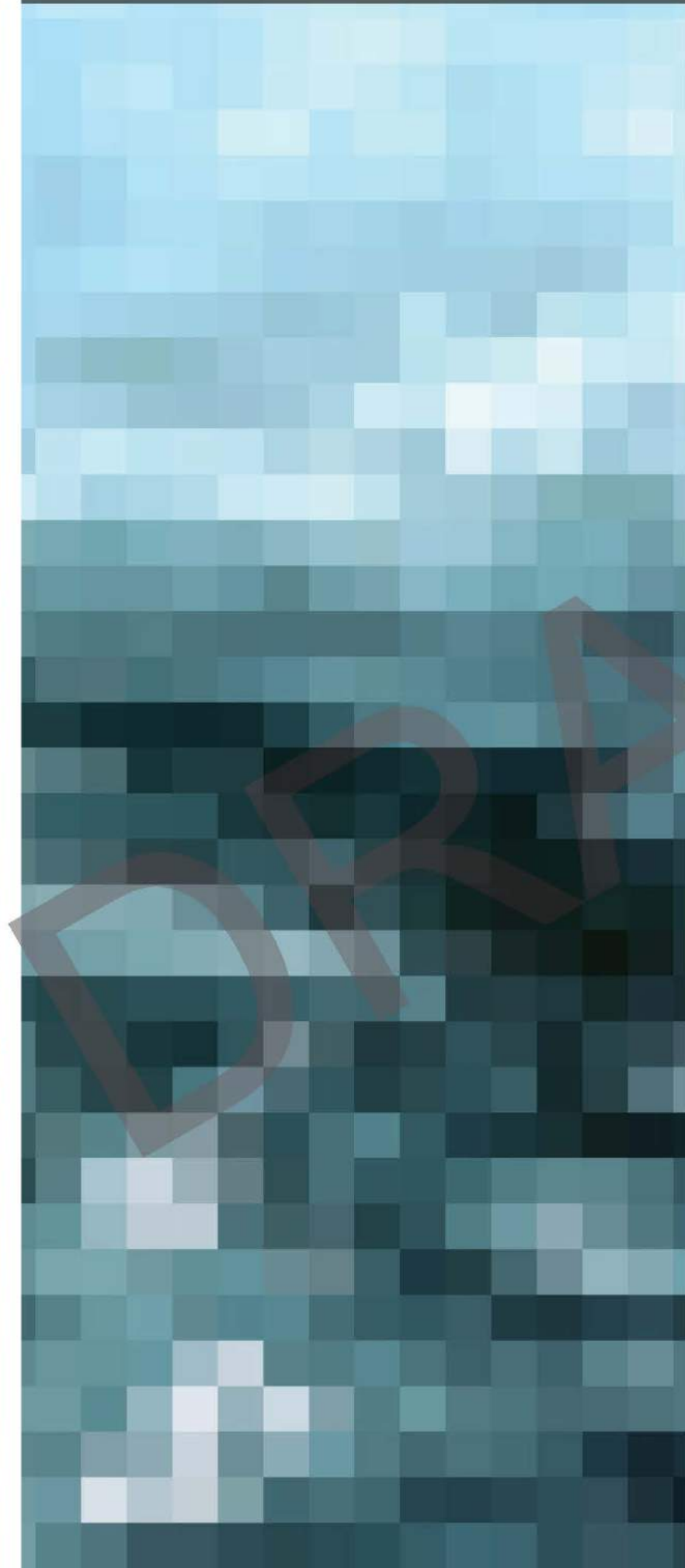
EXISTING MATERIAL PALETTE



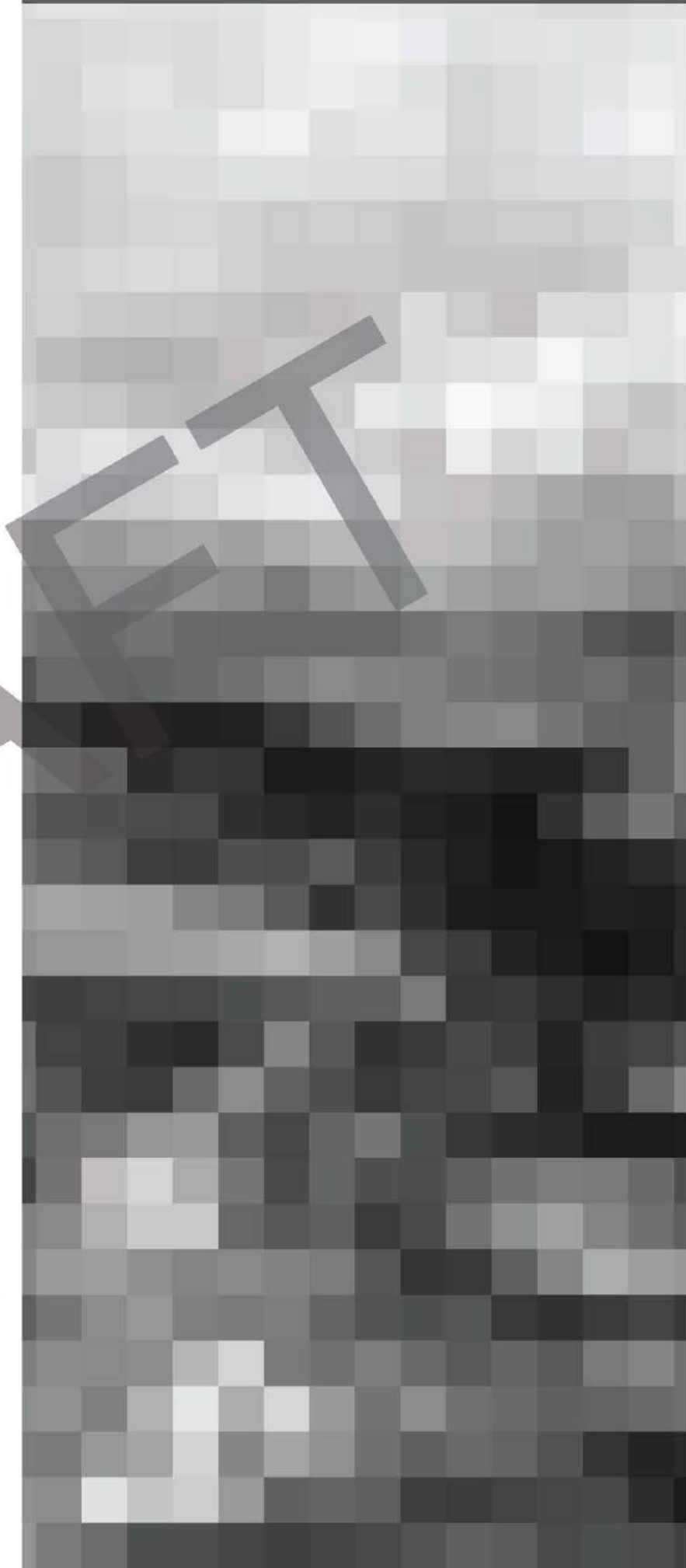
STEP I



STEP II



STEP III



DRAFT



DRP I

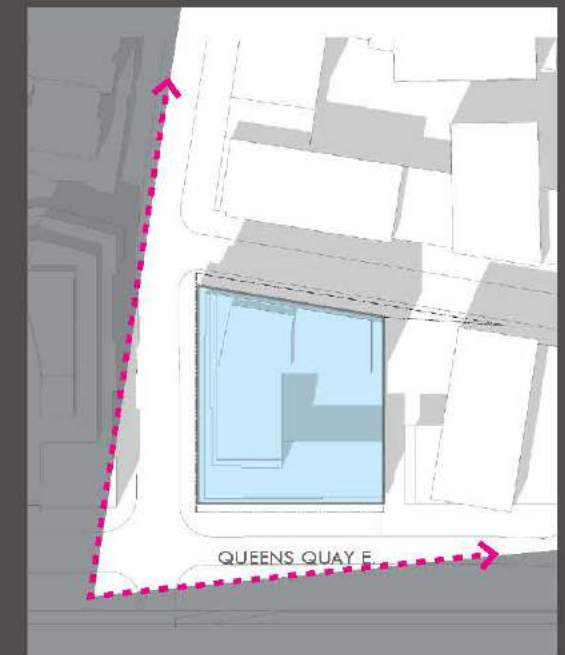


DRP II



**04** | DESIGN CONCEPT  
QUEENS QUAY EAST

CORNER VIEW



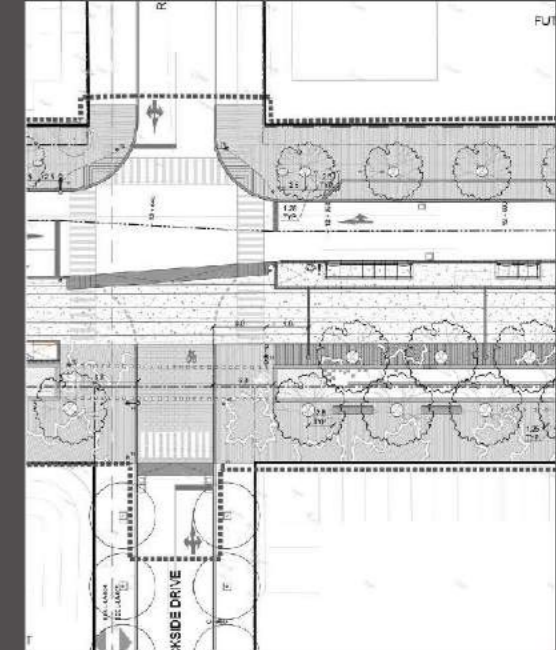
162 QUEENS QUAY EAST  
TORONTO, ONTARIO

Date: May 15, 2019

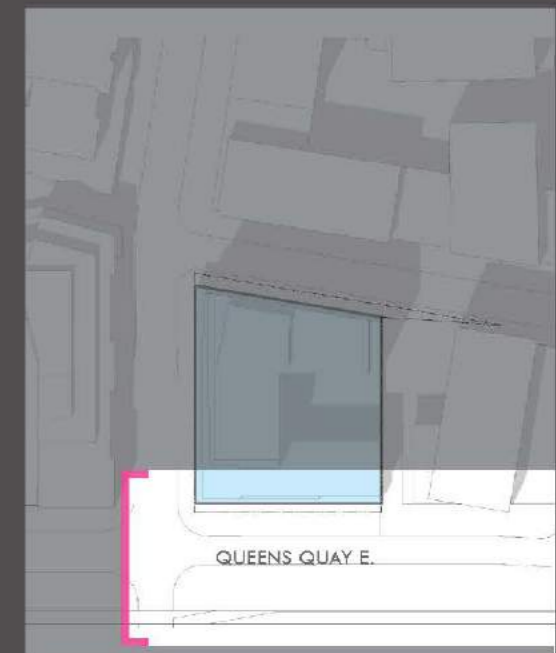


# 04 | STREET SECTION QUEENS QUAY EAST

## QUEENS QUAY EAST



\* Queens Quay Revitalization Plan  
Waterfront Toronto



QUEENS QUAY E.

162 QUEENS QUAY EAST  
TORONTO, ONTARIO

Date: May 15, 2019



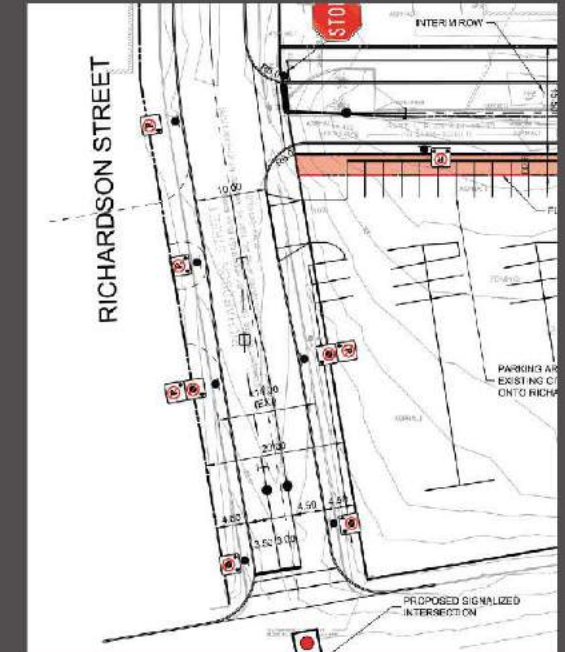
FUTURE PROPERTY LINE

PROPERTY LINE

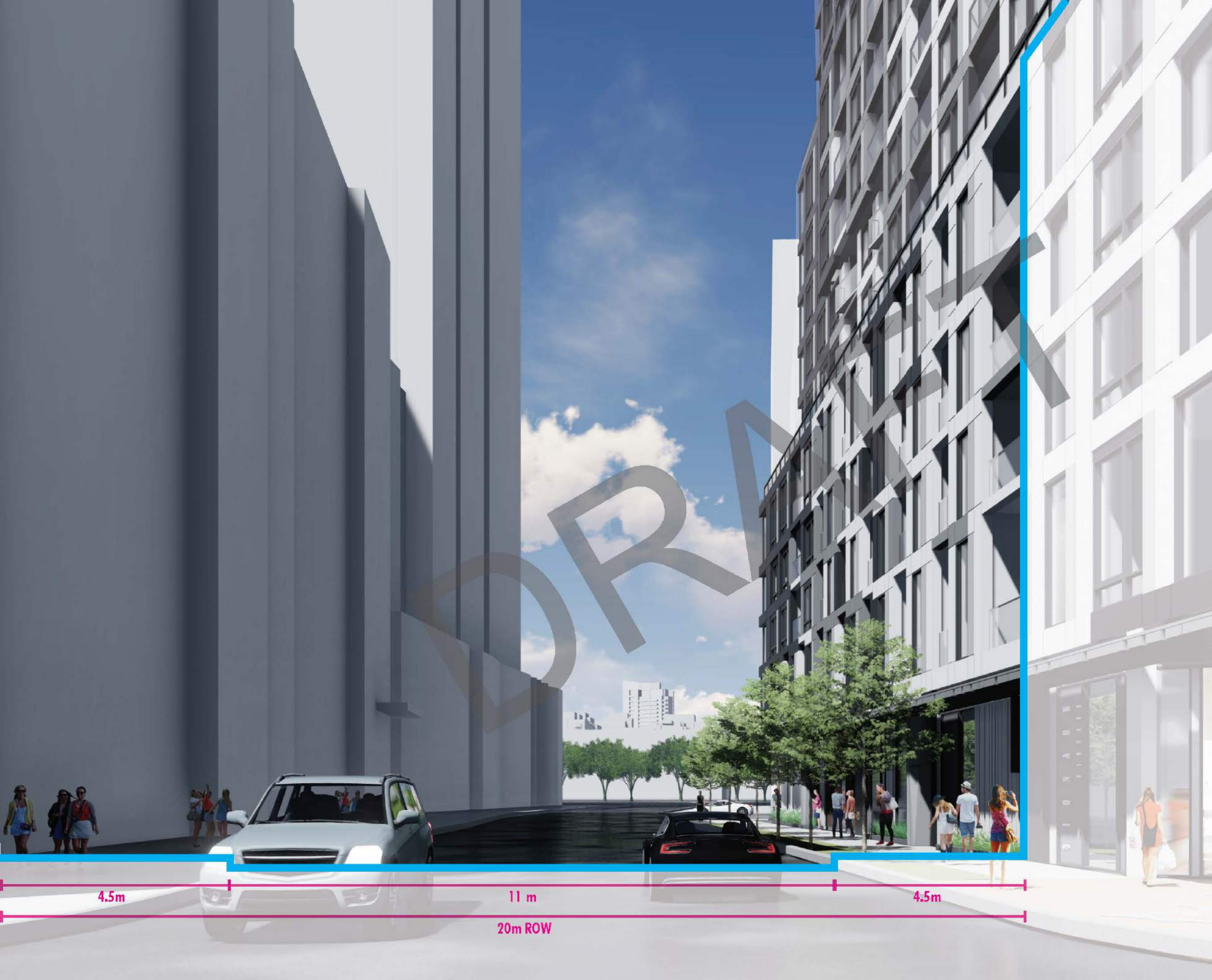
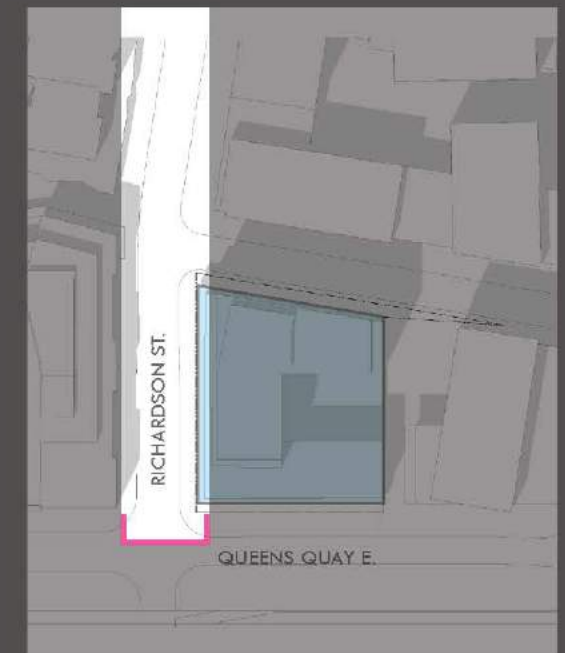


**04** STREET SECTION  
RICHARDSON ST.

RICHARDSON ST.



\* BA Group  
215 Lake Shore Boulevard East  
Functional Road Plan  
New Public Road  
-Interim Condition  
March 30, 2017



4.5m

11 m

4.5m

20m ROW

162 QUEENS QUAY EAST  
TORONTO, ONTARIO

Date: May 15, 2019



# 04 | STREET SECTION

FUTURE PUBLIC ROAD

## NEW PUBLIC ROAD

### COMMENT

- Clarify design and characteristics of the New Street (in collaboration with the City)
- Include more drawings and information on New Street

### RESPONSE

- Landscape along New Public Road enhanced
- Elevation along New Public Road enhanced





**04 | STREET SECTION**  
FUTURE PUBLIC ROAD

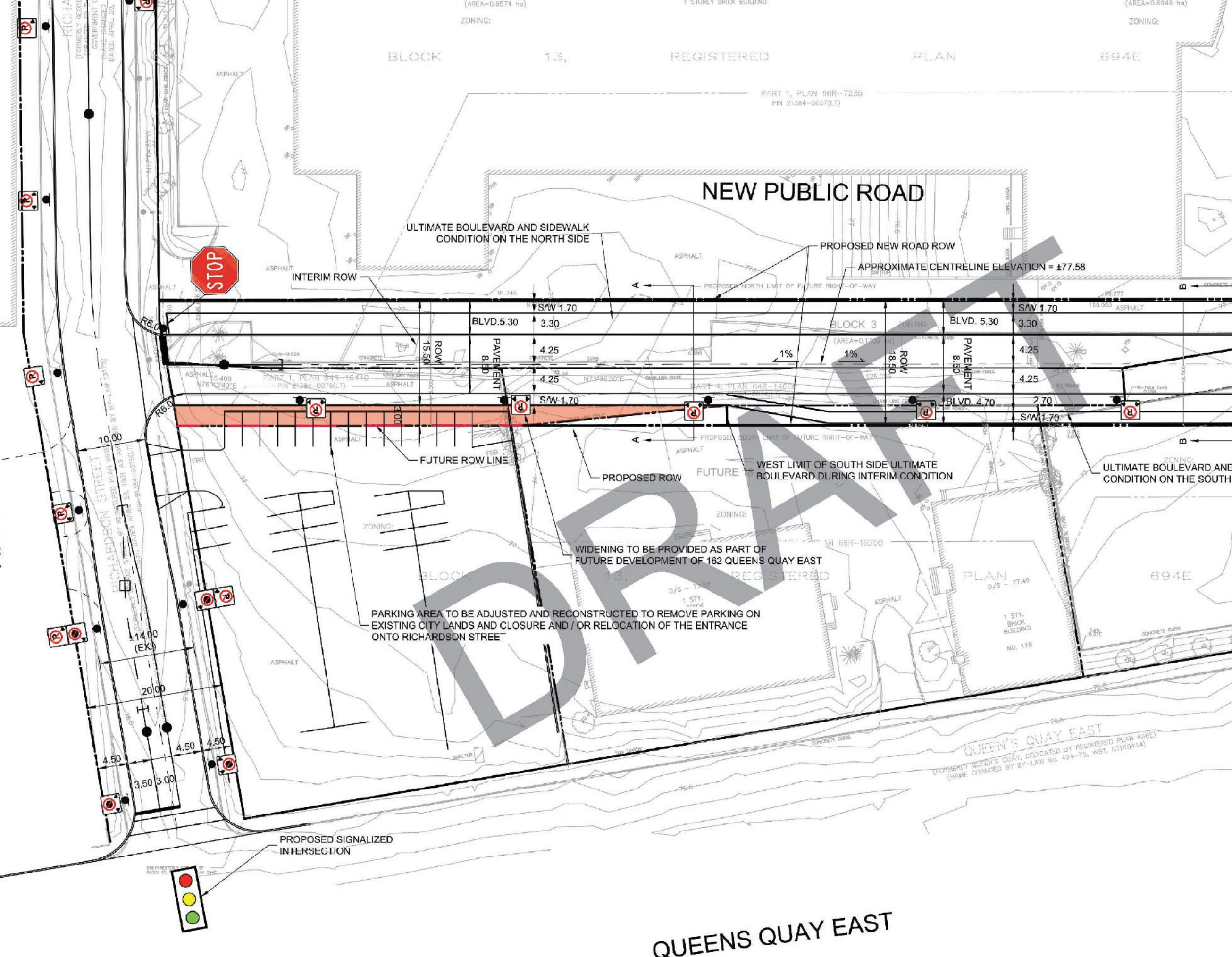
**NEW PUBLIC ROAD**



\* BA Group  
215 Lake Shore Boulevard East  
Functional Road Plan  
New Public Road  
-Interim Condition  
March 30, 2017



162 QUEENS QUAY EAST  
TORONTO, ONTARIO



QUEENS QUAY EAST

**04** | DESIGN CONCEPT  
QUEENS QUAY

QUEENS QUAY EAST



162 QUEENS QUAY EAST  
TORONTO, ONTARIO

Date: May 15, 2019



# 04 | DESIGN CONCEPT

RETAIL STREETScape

## COMMENT

- Define the four corners of the building and take advantage of future Queens Quay Streetscape

## RESPONSE

- South-west corner is cut back creating a visual connection and openness between Queens Quay E. & Richardson St.

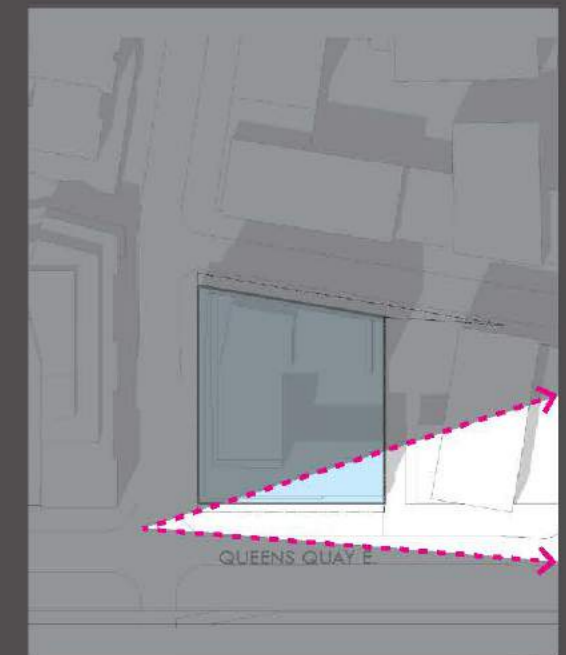
## SUSTAINABILITY

BIRD FRIENDLY GLAZING up to 12m height

A generous first floor height gives prominence to the street level, establishes a clear presence for retail, and increases the visibility, marketability, and utility of ground floor space.



5.20M



**WHITE METAL PANEL**



**LIGHT GREY METAL PANEL**



**DARK GREY METAL PANEL**



**DARK GREY MULLION**



**CLEAR VISION GLASS PANEL**



**WOOD**



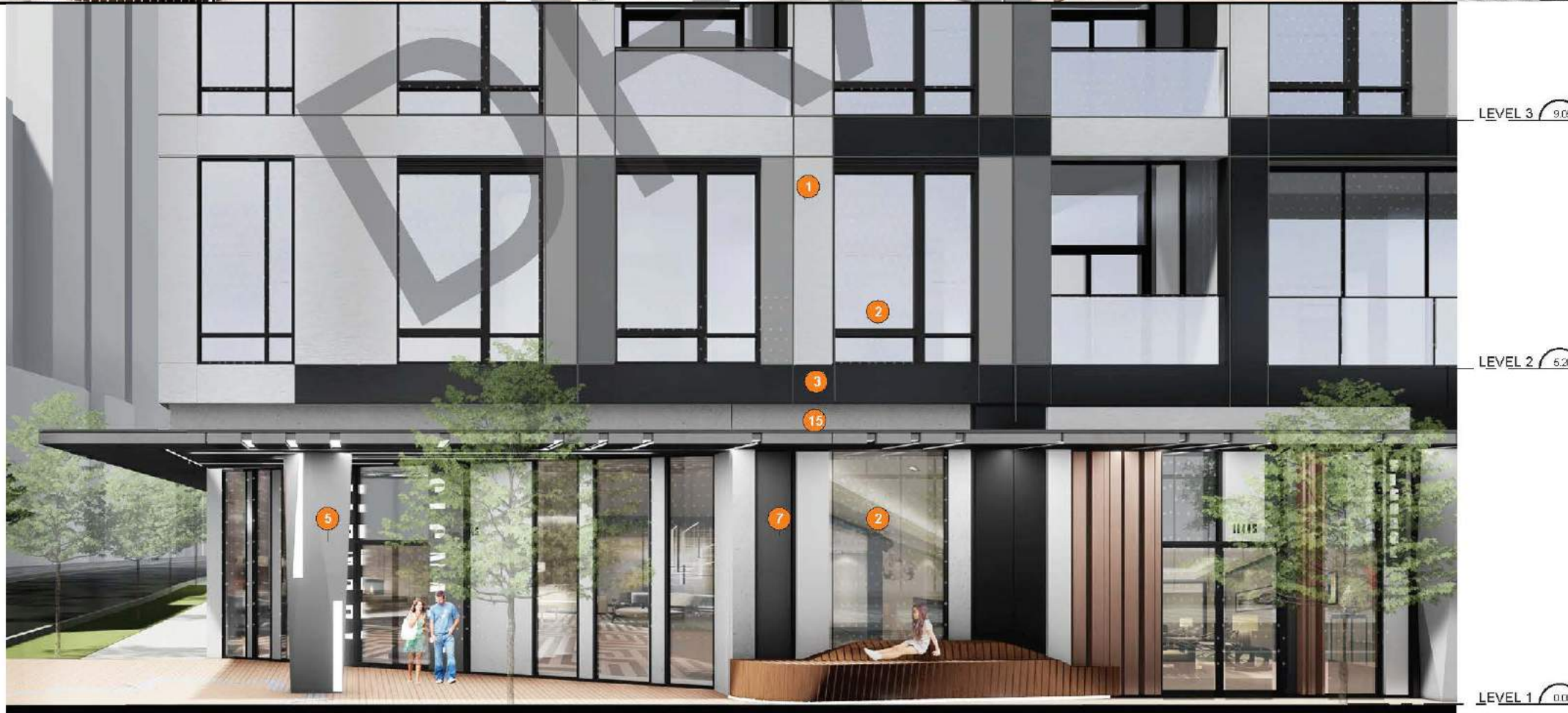
# 04 | DESIGN CONCEPT ELEVATION

## PARTIAL SOUTH ELEVATION

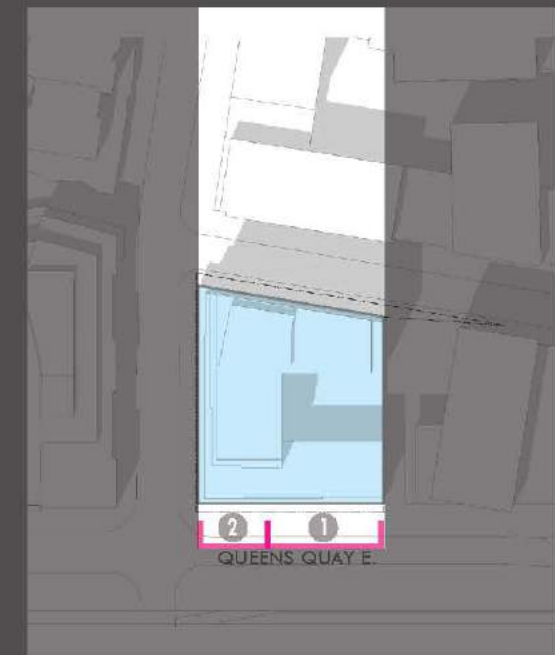
- 1 METAL PANEL ON RAINDSCREEN SUBSTRATE - WHITE
- 2 VISION GLASS ON PREFINISHED ALUMINUM CURTAIN WALL SYSTEM/ W BIRD FRIENDLY GLAZING STREATMENTS (DOTS)
- 3 METAL PANEL ON RAINDSCREEN SUBSTRATE - BLACK
- 4 VISION GLASS ON PREFINISHED ALUMINUM WINDOW WALL SYSTEM
- 5 PRECAST CONC. COLUMN
- 6 CANOPY-PREFINISHED ALUMINUM WINDOW WALL SYSTEM
- 7 SPANDREL GLASS ON PREFINISHED ALUMINUM WINDOW WALL SYSTEM - DARK GREY
- 8 PRECAST PANELS
- 9 WOOD LOUVER
- 10 GLASS DOOR
- 11 METAL PANEL ON RAINDSCREEN SUBSTRATE - GREY
- 12 METAL PANEL ON RAINDSCREEN SUBSTRATE - LIGHT GREY
- 13 BALCONY ALUMINUM RAILING WITH CLEAR VISIO GLASS
- 14 METAL PANEL SIGNAGE
- 15 PRECAST CONC. WHITE
- 16 SPANDREL GLASS ON PREFINISHED ALUMINUM WINDOW WALL SYSTEM - WHITE



ELEVATION 1



ELEVATION 2



162 QUEENS QUAY EAST  
TORONTO, ONTARIO

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# 04 | DESIGN CONCEPT ELEVATION

## PARTIAL WEST ELEVATION

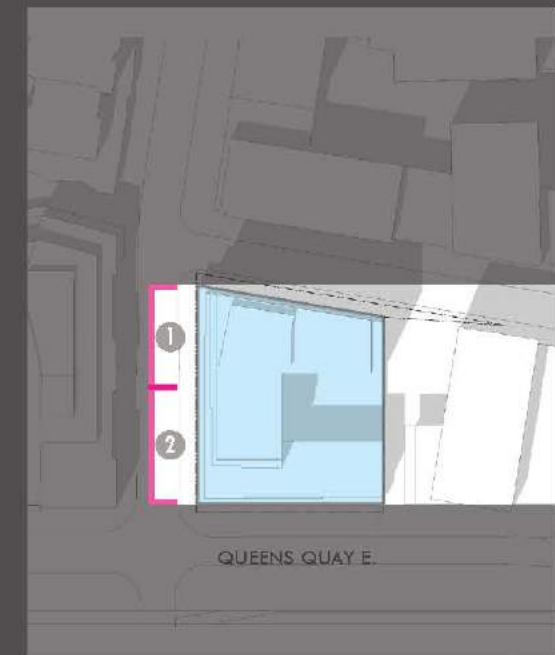
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- 5 PRECAST CONC. COLUMN
- 6 CANOPY-PREFINISHED ALUMINIUM WINDOW WALL SYSTEM
- 7 SPANDREL GLASS ON PREFINISHED ALUMINIUM WINDOW WALL SYSTEM - DARK GREY
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- 14 METAL PANEL SIGNAGE
- 15 PRECAST CONC. WHITE



ELEVATION 1



ELEVATION 2



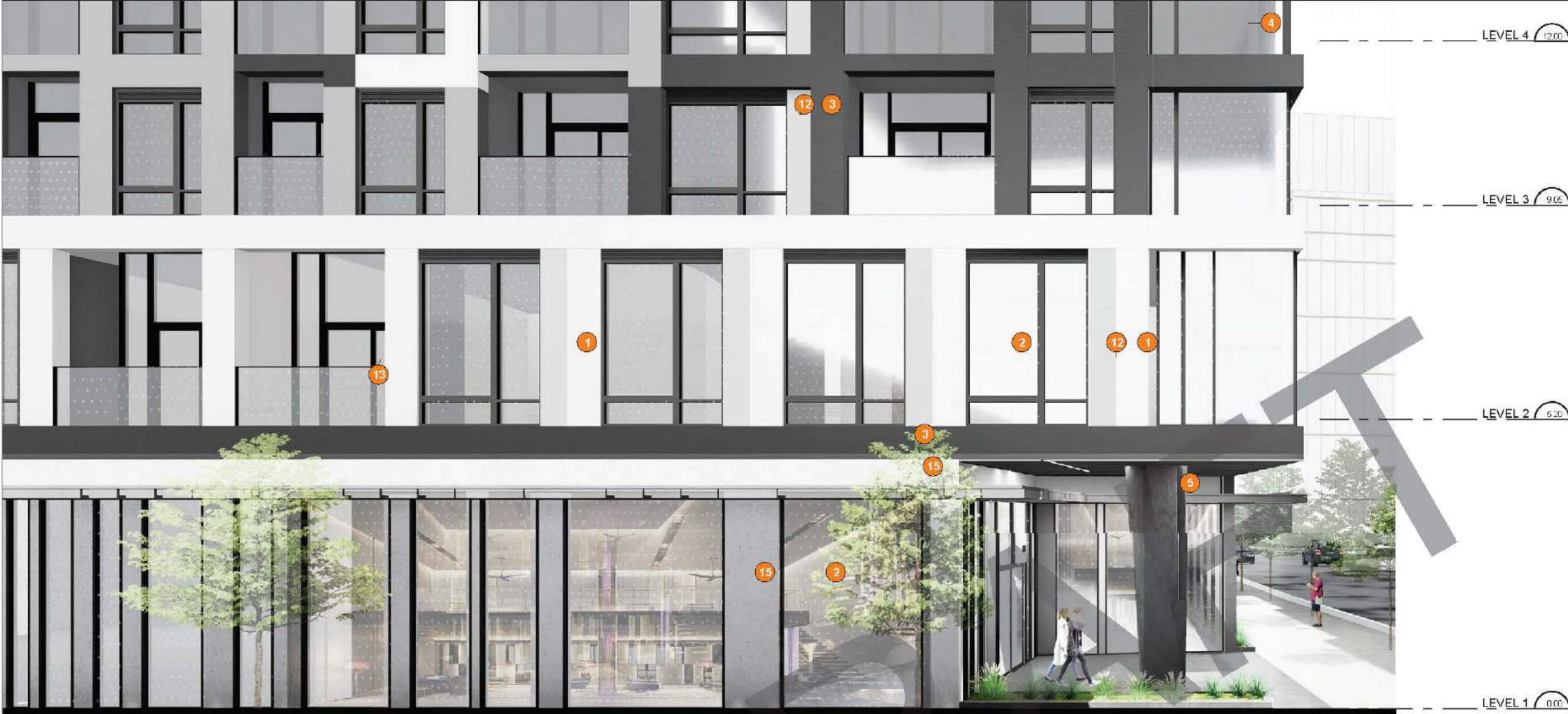
162 QUEENS QUAY EAST  
TORONTO, ONTARIO

# 04 | DESIGN CONCEPT

ELEVATION

## PARTIAL NORTH ELEVATION

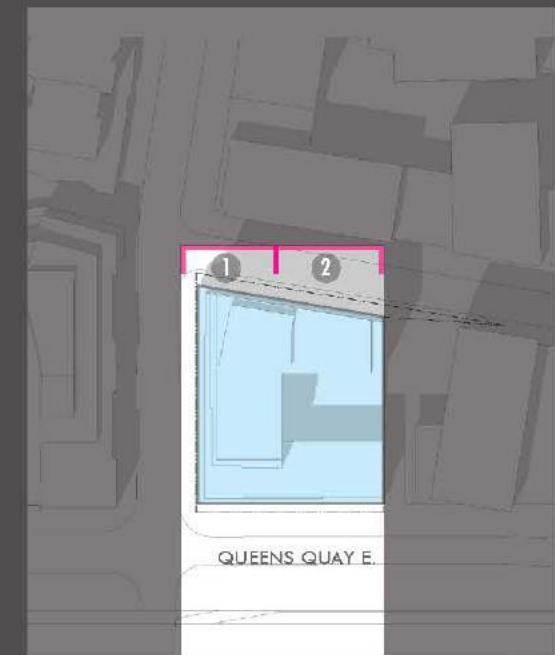
- 1 METAL PANEL ON RAINDSCREEN SUBSTRATE - WHITE
- 2 VISION GLASS ON PREFINISHED ALUMINUM CURTAIN WALL SYSTEM/ W BIRD FRIENDLY GLAZING STREATMENTS (DOTS)
- 3 METAL PANEL ON RAINDSCREEN SUBSTRATE - BLACK
- 4 VISION GLASS ON PREFINISHED ALUMINUM WINDOW WALL SYSTEM
- 5 PRECAST CONC. COLUMN
- 6 CANOPY-PREFINISHED ALUMINUM WINDOW WALL SYSTEM
- 7 SPANDREL GLASS ON PREFINISHED ALUMINUM WINDOW WALL SYSTEM - DARK GREY
- 8 PRECAST PANELS
- 9 WOOD LOUVER
- 10 GLASS DOOR
- 11 METAL PANEL ON RAINDSCREEN SUBSTRATE - GREY
- 12 METAL PANEL ON RAINDSCREEN SUBSTRATE - LIGHT GREY
- 13 BALCONY ALUMINUM RAILING WITH CLEAR VISIO GLASS
- 14 METAL PANEL SIGNAGE
- 15 PRECAST CONC. WHITE
- 16 SPANDREL GLASS ON PREFINISHED ALUMINUM WINDOW WALL SYSTEM - WHITE



ELEVATION 1



ELEVATION 2



162 QUEENS QUAY EAST  
TORONTO, ONTARIO

Date: May 15, 2019



# 04 | DESIGN CONCEPT

EAST FACADE

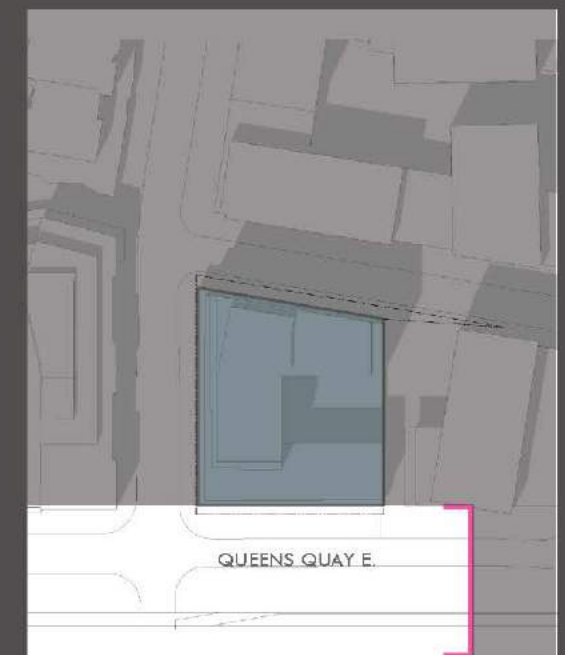
## PARTIAL NORTH ELEVATION

### COMMENT

- Clarify East facade relationship with future adjacent development, provide concept and strategy moving forward

### RESPONSE

- There will be a shared parting wall condition. The interim will be a paneled wall, with vertical patterns continuing the proposed design and colors.





# 04 | DESIGN CONCEPT

UNIT DIMENSIONS

## COMMENT

- Encourage team to push envelope on green objectives

## RESPONSE

- Achieve 48% Window to Wall Ratio



# 04 DESIGN CONCEPT

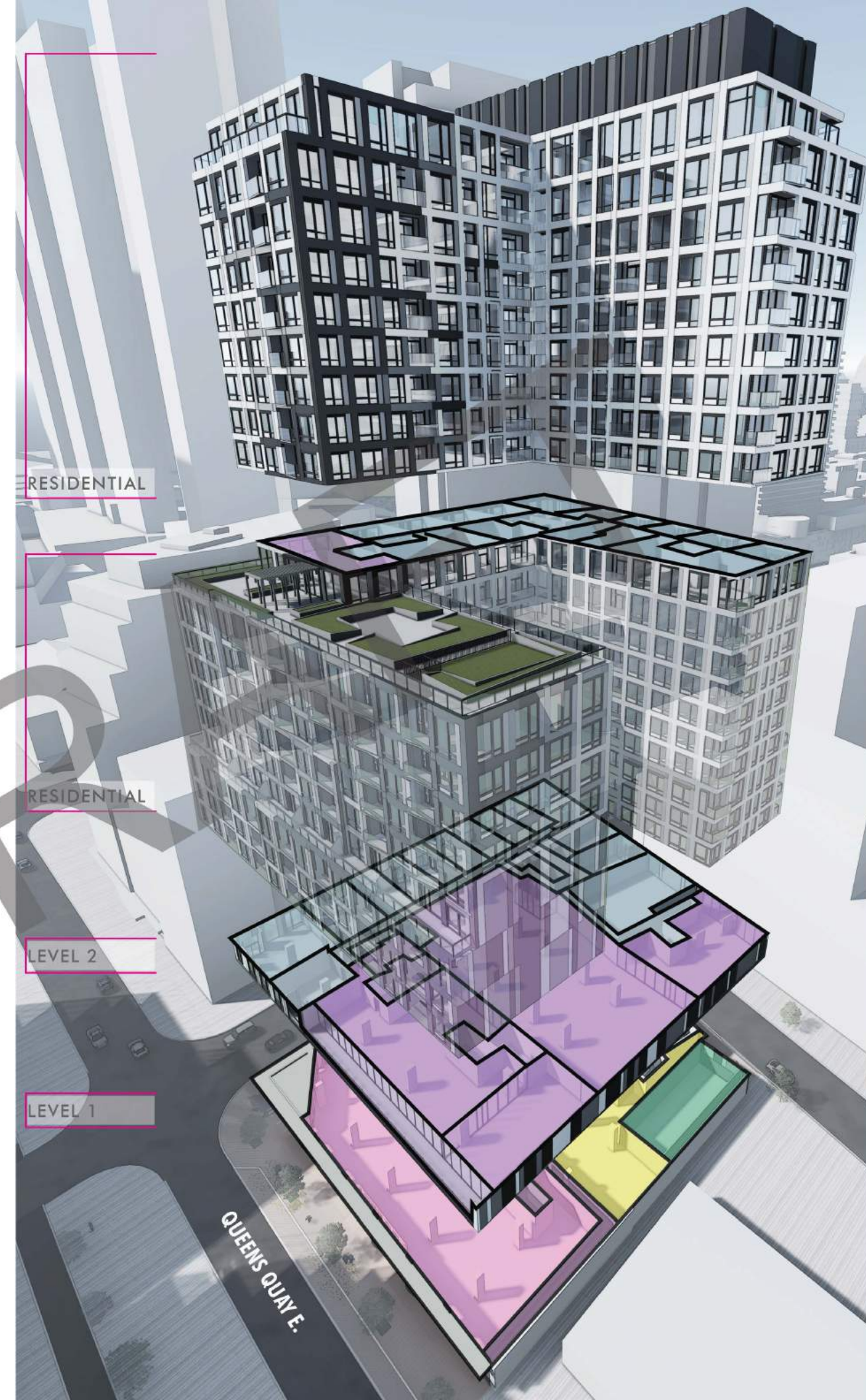
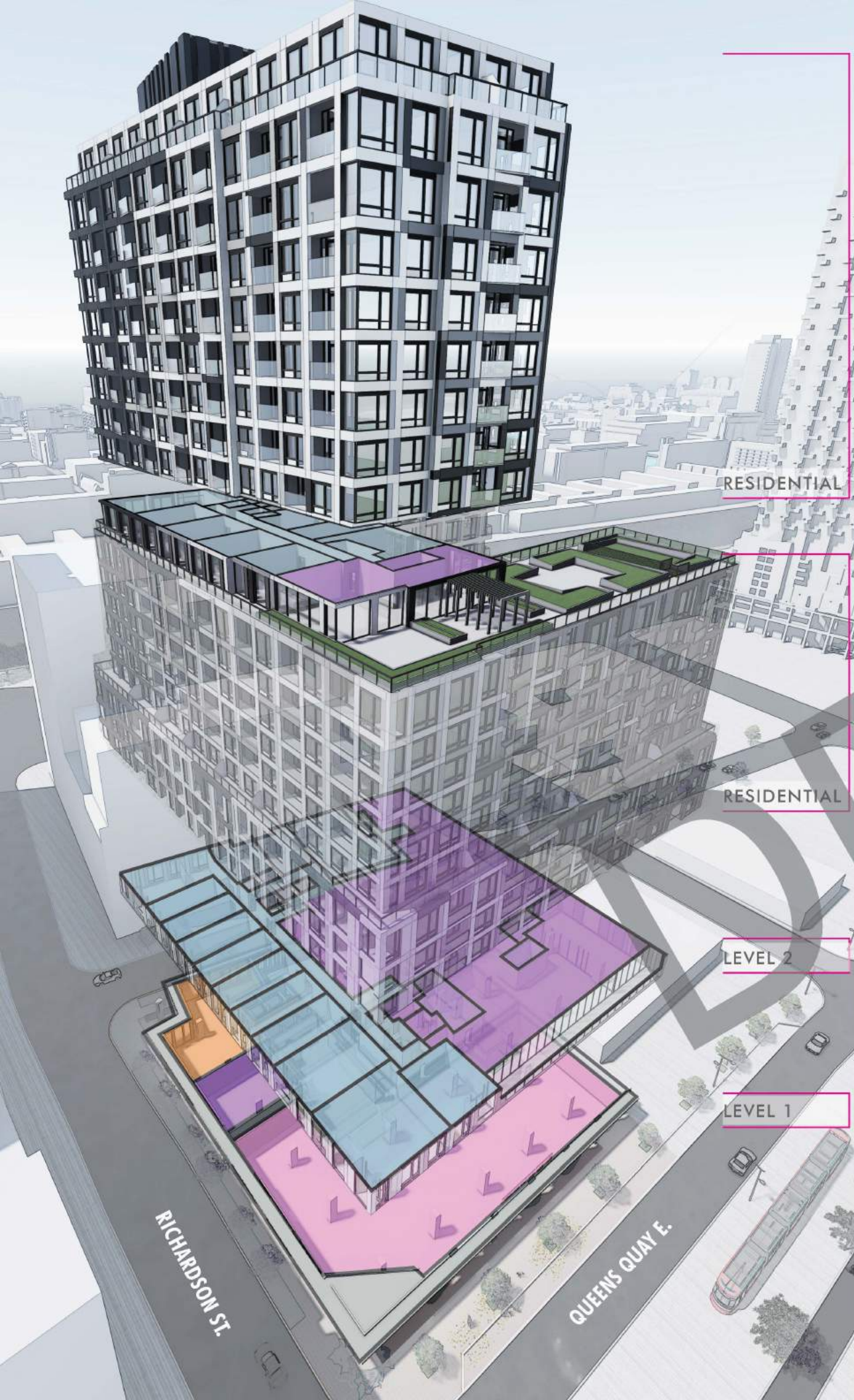
BUILDING REALM

## BUILDING PROGRAM

- MAIN LOBBY
- RETAIL
- AMENITY
- RESIDENTIAL
- SERVICE
- GREEN SPACE

## STATISTICS

- 297,979 ft<sup>2</sup>** GFA
- 21** STOREYS
- 460** UNITS
- 6,197 ft<sup>2</sup>** OUTDOOR AMENITY
- 14,361 ft<sup>2</sup>** INDOOR AMENITY
- 7,911 ft<sup>2</sup>** GREEN ROOF
- 210** PARKING SPOTS
- 460** BICYCLE PARKING



## 04 | DESIGN CONCEPT

RESIDENTIAL LOBBY

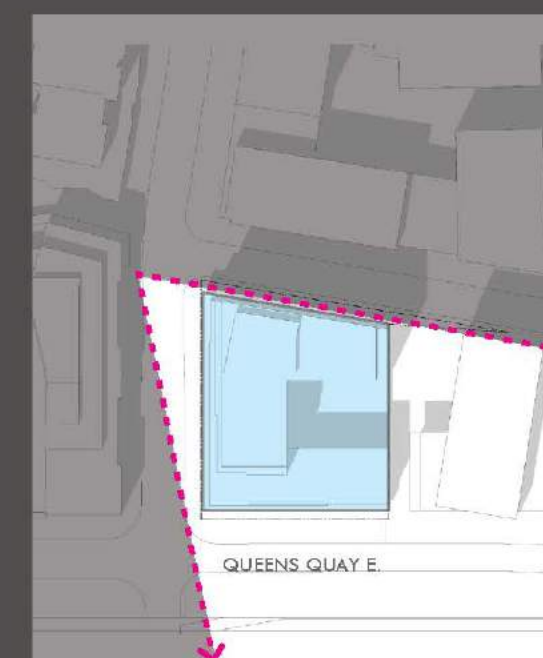
CORNER OF RICHARDSON ST.  
& NEW PUBLIC ROAD

### COMMENT

- Define the four corners of the building and take advantage of future Queens Quay Streetscape

### RESPONSE

- North-west corner is cut back creating a visual connection and openness between Richardson St. & the New Public Road



# 04 | DESIGN CONCEPT

FUTURE PUBLIC ROAD

## FUTURE PUBLIC ROAD

### COMMENT

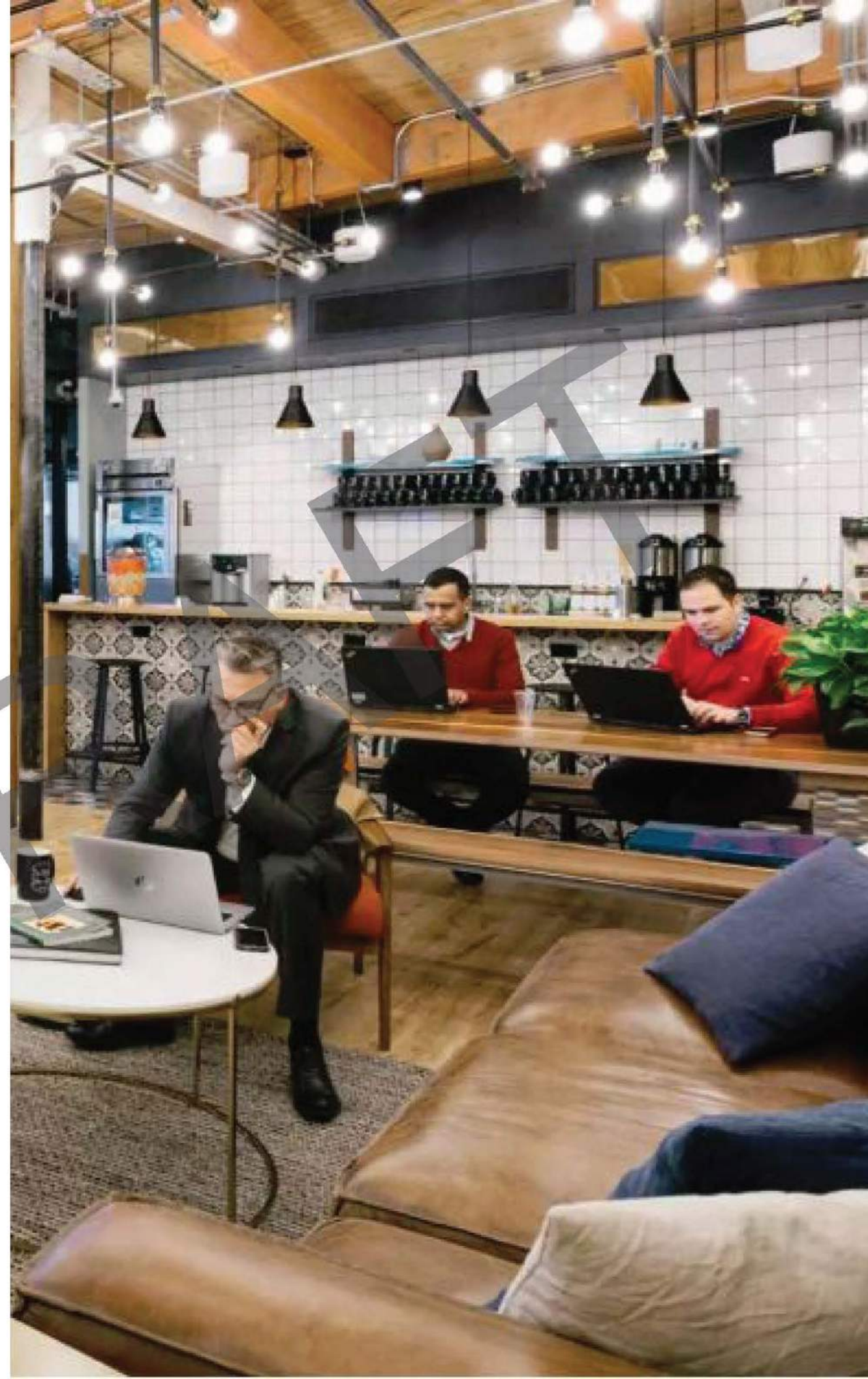
- Clarify design and characteristics of the New Public Road. Include more drawings and information

### RESPONSE

- The building elevations along the New Public Road have been animated. The glazing has been extended throughout the lobby and into the loading. Trees and green space has been introduced. The loading and ramp have been designed to compliment the building.





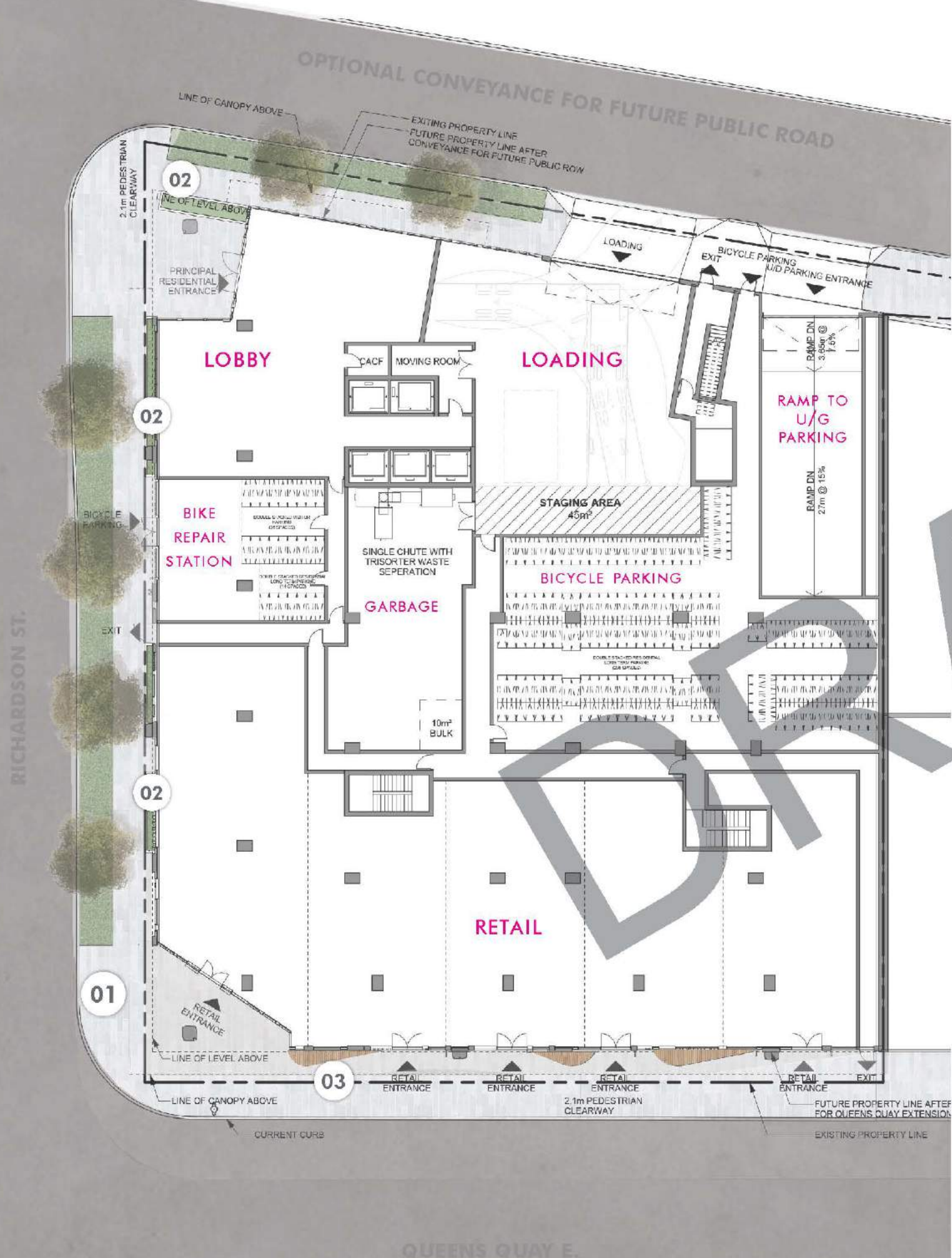




05 | LANDSCAPE  
PUBLIC REALM

LANDSCAPE PRINCIPLES  
INTERIM STREETSCAPE

- 1 CONCRETE PAVER
- 2 CONCEPTUAL PLANTING
- 3 INTEGRATED WOODEN BENCHES

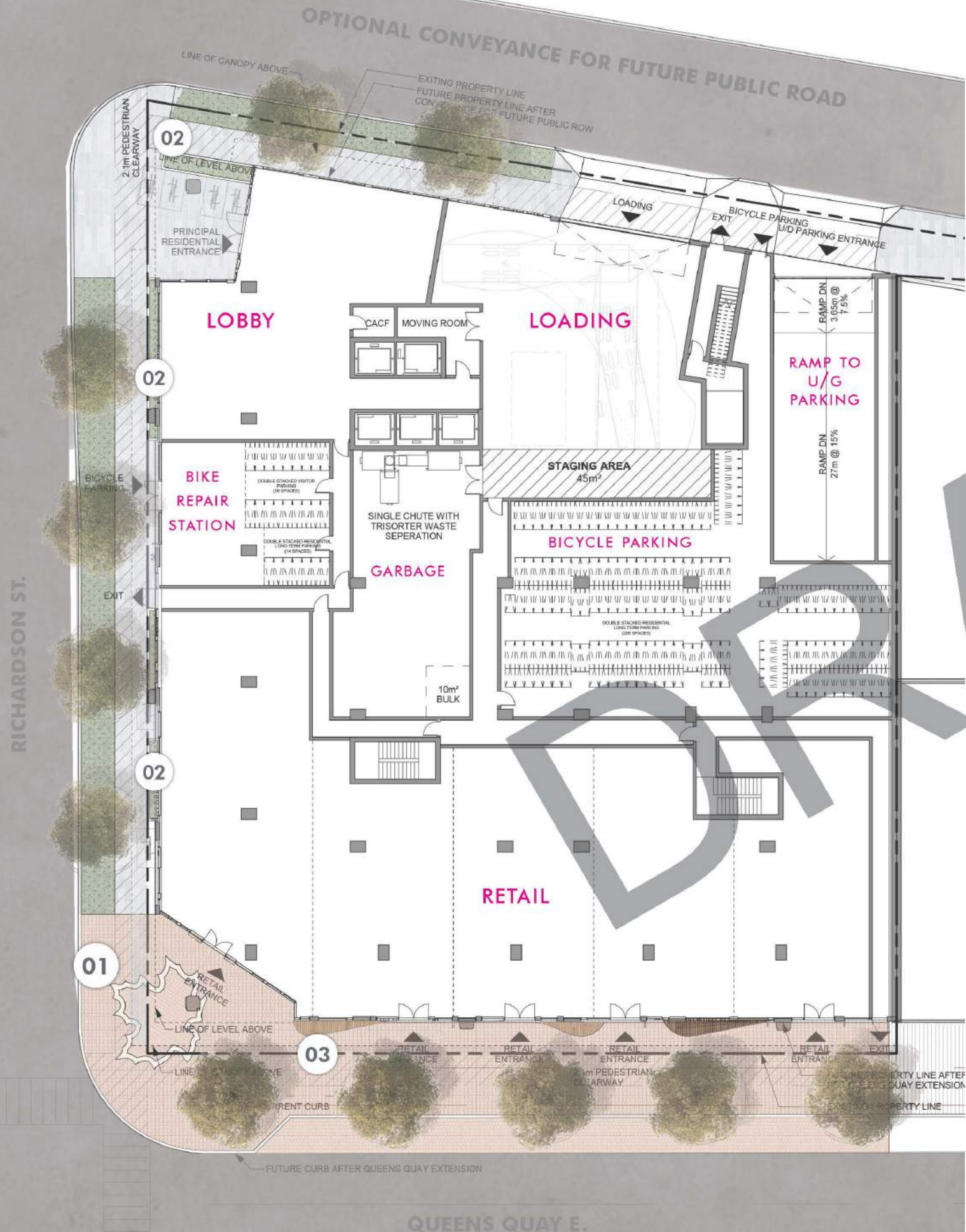




05 | LANDSCAPE  
PUBLIC REALM

LANDSCAPE PRINCIPLES  
FUTURE STREETScape

- 1 QUEENS QUAY EAST RED PAVER
- 2 CONCEPTUAL PLANTING
- 3 INTEGRATED WOODEN BENCHES



RICHARDSON ST.

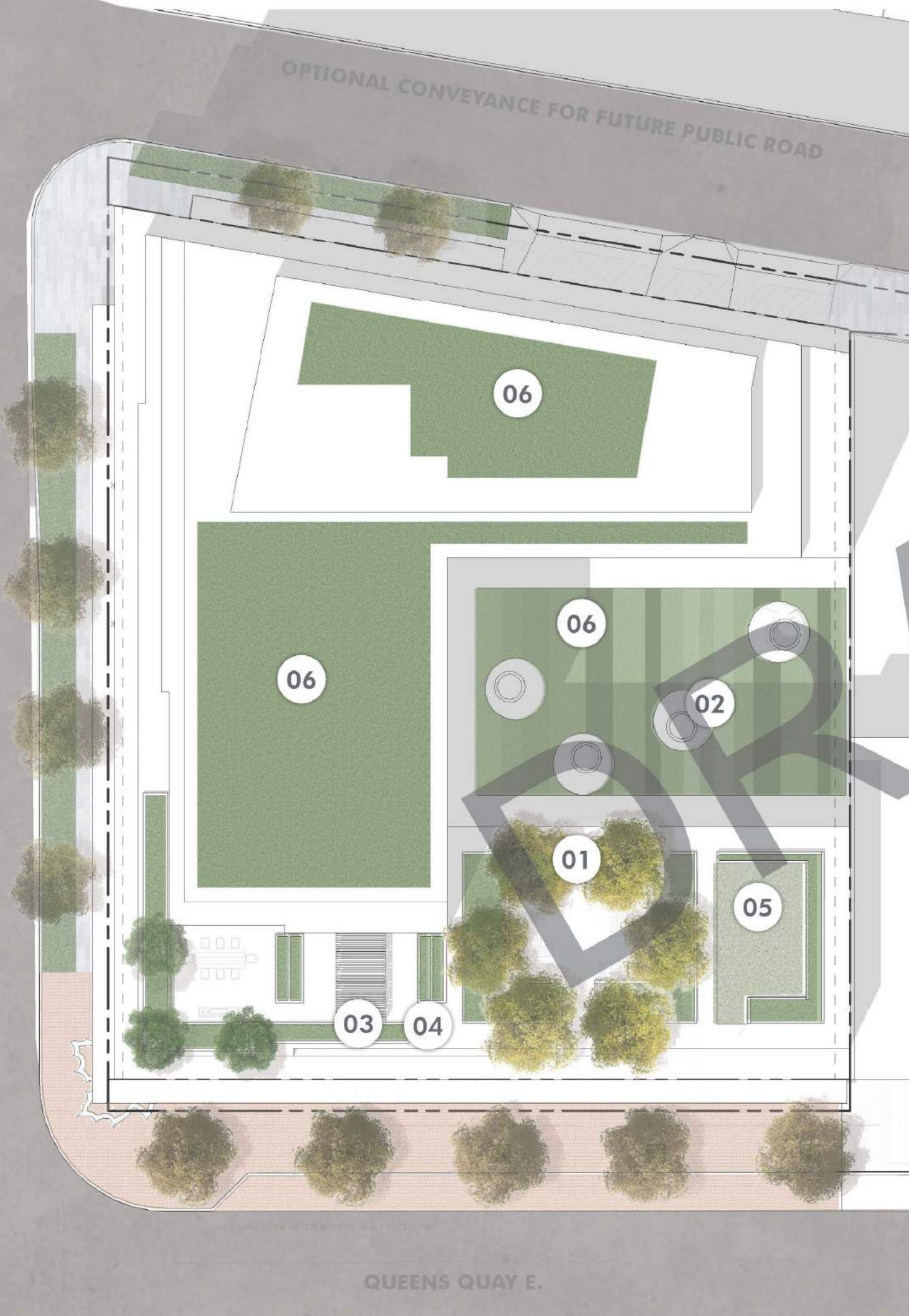
QUEENS QUAY E.



**05** | LANDSCAPE  
3RD & 12 FLOOR

LANDSCAPE PRINCIPLES

- 1 RAISED PLANTERS WITH TREES IN LOUNGE
- 2 INTEGRATED SKYLIGHTS
- 3 PERGOLA
- 4 PRIVACY SCREENING
- 5 DOG RUN
- 6 GREEN ROOF



## 05 | LANDSCAPE

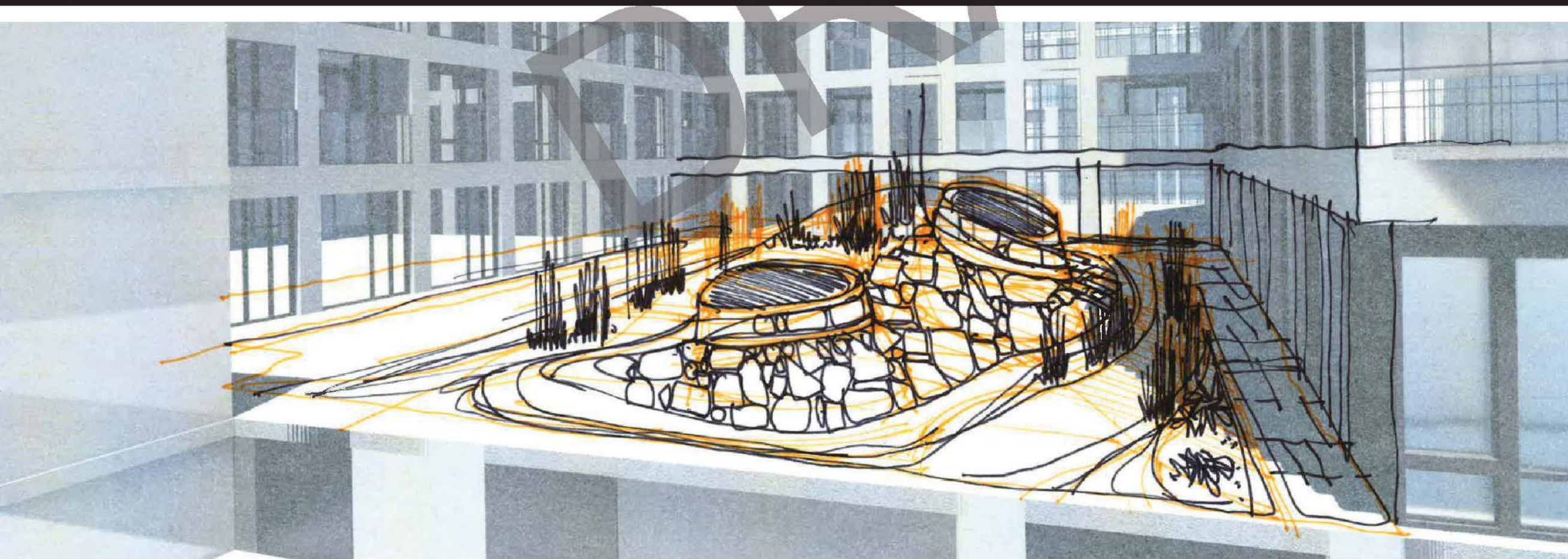
3RD FLOOR SKYLIGHTS

### COMMENT

- Consider quality of amenity spaces from perspective of families
- Due to site size and constraints, encouraged to prioritize quality over quantity for programming

### RESPONSE

- Funnel Skylights designed to allow light to penetrate the 2nd floor amenity co-working space



**05** | LANDSCAPE  
DESIGN INTENT

ROOFTOP AMENITY  
LEVEL 12



**05** | LANDSCAPE  
DESIGN INTENT

ROOFTOP AMENITY  
LEVEL 12



SPRING



SUMMER



FALL



WINTER



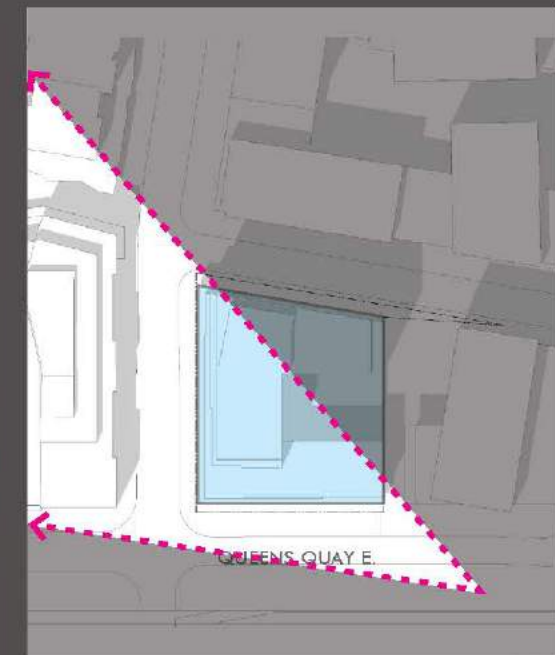
# 05 | LANDSCAPE SEASONS

## COMMENT

- Consider year round use and quality of outdoor amenity spaces
- Consider how retail at grade can be improved to reinforce retail community along Queens Quay

## RESPONSE

- Studied the conditions along Queens Quay E. retail street during all seasons
- The retail has been designed as a continuously varying frontage, giving a human and inviting scale along Queens Quay E.



06 | SUSTAINABILITY  
PERFORMANCE GOALS

LEGEND

- RESIDENTIAL
- RETAIL
- BIKE PARKING
- RAMP
- CITY TRANSIT BUS STOP
- FUTURE LRT



TGS Category	Comment
Air Quality	<p>Reduced parking rate provided, ample bikes, access to public transit, will significantly reduce vehicle use</p> <p>High albedo materials will be used for all hardscaping</p> <p>60% green roof</p>
Energy	<p>Building will exceed 15% improvement over OBC for Tier 1 requirements</p> <p>Connecting to district energy system, increased resilience</p> <p>Best practice commissioning</p> <p>Resilience checklist to be evaluated</p> <p>Refuge area provided in common area</p>
Water	<p>Low flow plumbing fixtures will be used</p> <p>Erosion and Sediment Control Plan will be used during construction</p> <p>Stormwater will be retained and re-used on site (methods still being confirmed)</p> <p>Portable water for irrigation will be reduced at least 60%</p>
Ecology	<p>Adequate soil volumes to be provided for all trees</p> <p>Minimum 50% native, and 50% drought-tolerant species</p> <p>Bird friendly treatment throughout the building as appropriate</p> <p>Dark sky compliant exterior lighting fixtures</p> <p>Green roof will have biodiverse species</p>
Solid Waste	<p>Waste storage system will be provided for residents</p> <p>Dedicated bulky waste storage will be provided</p> <p>Construction and demolition waste will be diverted from landfill</p>

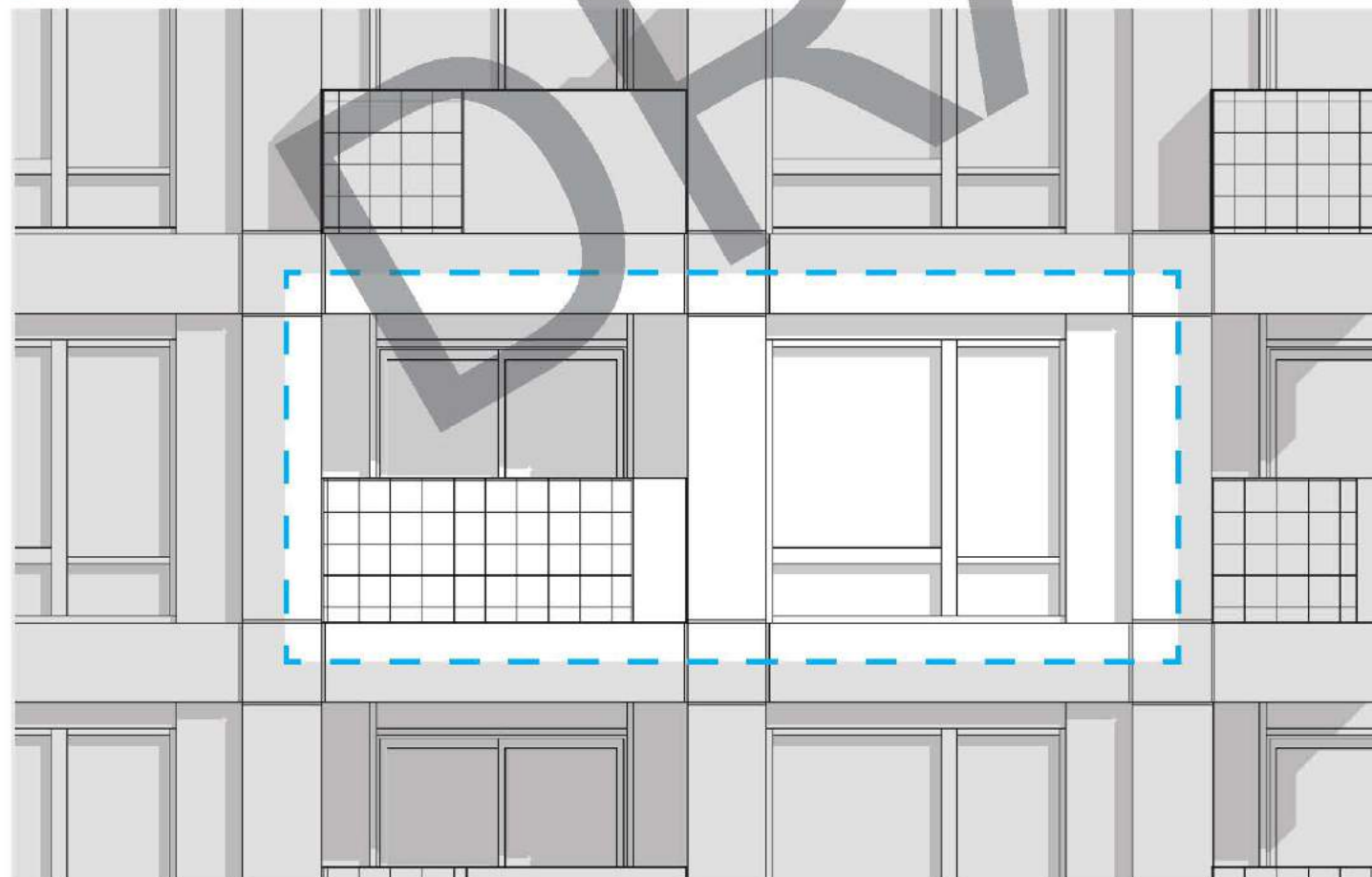
## 06 | SUSTAINABILITY

ENERGY PERFORMANCE

### LEGEND

- TIER 1
- TIER 2

\* AS PER OMB SETTLEMENT (MAY 12, 2014)  
PROJECT IS REQUIRED TO MEET TIER 1 STANDARDS



WINDOW TO WALL RATIO 48%



Currently meeting or exceeding all of the initial energy goals established at the beginning of the project:

LEGEND

- █ EXISTING
- █ IMPROVED

PROGRAM / STANDARD	REQUIREMENT / INITIAL GOAL	PREVIOUS PERFORMANCE	ENWAVE CONNECTION	IMPROVED PERFORMANCE
TGS Tier 1	15% better than NECB 2015 SB-10 2017	15.2%	19.8%	26.5%
OBC SB-10				
Energy Use Intensity	170 kWh/m <sup>2</sup> /year	225.2	211.5	195.0
GHG Intensity	20 kgCo <sub>2</sub> e/m <sup>2</sup> /year	28.3	27.9	25.3
Thermal Demand Intensity	70 kWh/m <sup>2</sup> /year	68	68	65.4

**EXISTING** energy saving are primarily the result of:

- **Envelope:** relatively low window to wall ratio (~50%)
- **High-performance glazing selection:** Double-glazed IGUs with Low-e coating, argon gas and thermally broken frames
- **Ventilation:** 30cfm/suite corridor ventilation rate
- **In-suite heat recovery** ventilation units with at least 65% sensible heat recovery effectiveness
- **Variable speed** drives in primary pumps and fans

**IMPROVED** energy efficiency measures:

- **Envelope:** Improved spandrel performance with pinned continuous insulation
- **Mechanical:** Connect to Enwave district energy for heating, cooling and domestic. Improved resilience and energy efficiency.
- **Plumbing:** further reduced flow rate of plumbing fixtures
- **Lighting:** 10% reduction in lighting power density in common areas with LEDs and controls



S I G N A G E







# APPENDIX

PROJECT STATISTICS

162 Queens Quay East

TORONTO

RESIDENTIAL DEVELOPMENT SITE

March 21, 2019

Project No. 16-120

1.0 LOT AREA

Phase No.	m <sup>2</sup>	ft <sup>2</sup>	acres	hectares
Phase 1	2,808	30,226	0.69	0.28
Lot Area	2,808	30,226	0.69	0.28

2.0 PROJECT FLOOR AREAS

2.1 GFA PROPOSED

GFA PROPOSED RESIDENTIAL

40.4.40.40 (9) In the Commercial Residential Zone category the gross floor area of a mixed use building is reduced by the area in the building used for: (A) parking, loading and bicycle parking below-ground, (B) required loading spaces at the ground level and required bicycle parking spaces at or above-ground, (C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement, (D) shower and change facilities required by this By-Law for required bicycle parking spaces, (E) amenity space required by this By-Law, (F) elevator shafts, (G) garbage shafts, (H) mechanical penthouse, and (I) exit stairwells in the building

Floor Levels	no. floors	m <sup>2</sup> /fl	m <sup>2</sup>	ft <sup>2</sup>
Level 1	1	355	355	3,822
Level 2	1	862	862	9,282
Level 3	1	1,895	1,895	20,394
Level 4-5	2	1,851	3,703	39,856
Level 6	1	1,685	1,685	18,134
Level 7	1	1,613	1,613	17,367
Level 8-10	3	1,609	4,828	51,964
Level 11	1	1,578	1,578	16,988
Level 12	1	938	938	10,093
Level 13-20	8	1,051	8,407	90,493
Level 21	1	967	967	10,409
<b>Total GFA</b>			<b>26,831</b>	<b>288,803</b>

GFA PROPOSED RETAIL

Floor Levels	no. floors	m <sup>2</sup> /fl	m <sup>2</sup>	ft <sup>2</sup>
Level 1 - Retail	1	852	852	9,176
<b>Total Retail GFA</b>			<b>852</b>	<b>9,176</b>

GRAND TOTAL GFA

27,683 297,979

3.0 RESIDENTIAL AMENITY SPACE

3.1 REQUIRED AMENITY SPACE

40.10.40.50 (1) Amenity Space for Buildings with 20 or More Dwelling Units In the CR zone, a building with 20 or more dwelling units must provide amenity space at a minimum rate of 4.0 square metres for each dwelling unit, of which: (A) at least 2.0 metres for each dwelling unit is indoor amenity space, (B) at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space; and (C) no more than 25% of the outdoor component may be a green roof

	no. units	m <sup>2</sup> /u	m <sup>2</sup>	ft <sup>2</sup>
Indoor	454	2	908	9,774
Outdoor	454	2	908	9,774
<b>Total Amenity Space Required</b>			<b>1,816</b>	<b>19,547</b>

3.2 RESIDENTIAL AMENITY SPACE PROVIDED

Indoor Amenity				
Floor Levels	no. floors	m <sup>2</sup> /fl	m <sup>2</sup>	ft <sup>2</sup>
Level 2	1	1,212	1,212	13,040
Level 12	1	123	123	1,321
<b>Total Indoor Amenity Space Provided</b>			<b>1,334</b>	<b>14,361</b>

Outdoor Amenity				
Floor Levels	no. floors	m <sup>2</sup> /fl	m <sup>2</sup>	ft <sup>2</sup>
Level 2	1	64	64	689
Level 12	1	512	512	5,508
<b>Total Outdoor Amenity Space Provided</b>			<b>576</b>	<b>6,197</b>

**Total Amenity Space Provided** 1,910 20,558

4.0 FLOOR SPACE INDEX

GFA of Site divided by LOT AREA

9.86 times

5.0 UNIT COUNT

5.0 UNIT COUNT

Floor Levels	no. floors	unit/fl	Total units
Level 1	1	0	0 units
Level 2	1	13	13 units
Level 3	1	33	33 units
Level 4-5	2	33	66 units
Level 6	1	28	28 units
Level 7	1	29	29 units
Level 8-10	3	29	87 units
Level 11	1	27	27 units
Level 12	1	17	17 units
Level 13-20	8	18	144 units
Level 21	1	16	16 units
<b>Total Units</b>			<b>460 units</b>

\*Final unit count and distribution to be confirmed by market condition

6.0 PARKING

6.1 PARKING REQUIRED

City of Toronto Former Zoning By-Law No. 438-86 Section 4 (5) Schedule 1 4(5).8 Parking Space Requirements for Dwelling Units Dwelling unit (other than alternative housing or social housing) in a building containing more than 6 dwelling units including those that are alternative housing or social housing (253-91)

Parking Type (Condominium)	unit type	parking ratio	no. units	parking spaces
Resident	1 Bedroom	0.50 space/unit	342	171
	2 Bedroom	0.75 space/unit	69	52
	3 Bedroom	1.20 space/unit	49	59
Visitor		0.06 space/unit	460	28
<b>Total Parking Required</b>				<b>310</b>

6.2 PARKING RATE PROVIDED

Parking Type (Condominium)	unit type	parking ratio	no. units	parking spaces
Residential / Visitor		0.46 space/unit	460	210
<b>Total Parking Provided</b>				<b>210</b>

6.3 PARKING PROVIDED

Parking Type (Condominium)	Car Share	Multiplier	parking spaces
P1 Visitor / Commercial			48
P2 Resident			52
P3 Resident			54
P4 Resident			56
<b>Total</b>			<b>210</b>

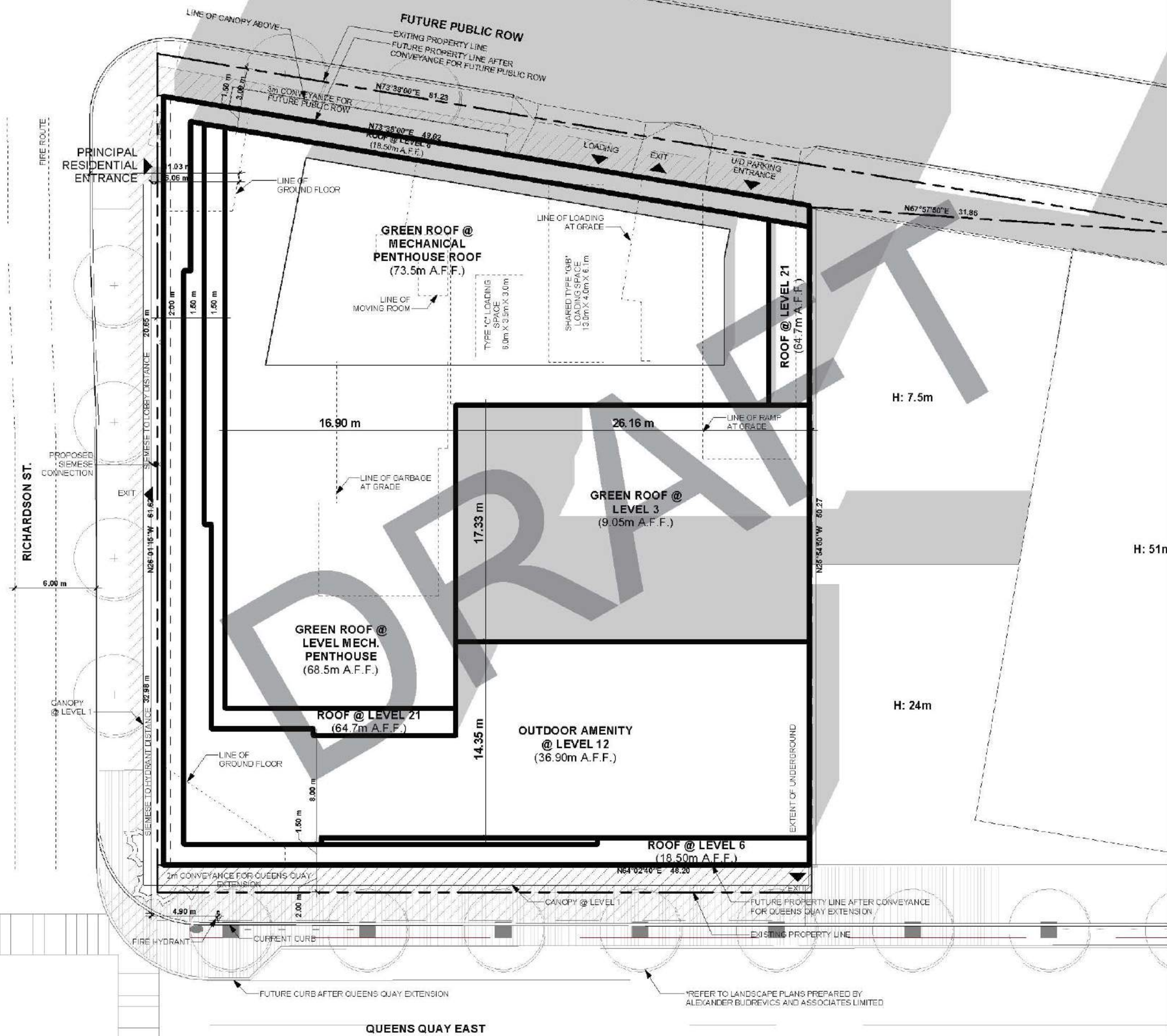
6.4 BICYCLE PARKING REQUIRED

230.5.10.1 (5) Bicycle Parking Space Requirements for Dwelling Units Bicycle parking space requirements for dwelling units in a apartment building or mixed use building are: (A) in Bicycle Zone 1, a minimum of 1.0 bicycle parking spaces for each dwelling unit, allocated as 0.9 "long-term" bicycle parking space per dwelling unit and 0.1 "short-term" bicycle parking space per dwelling unit

Parking Type (Condominium)	parking ratio	no. units	parking spaces
Resident	0.90 space/unit	460	414
Visitor	0.10 space/unit	460	46
<b>Total Parking Required</b>	<b>1</b> space/unit		<b>460</b>

6.5 BICYCLE PARKING PROVIDED

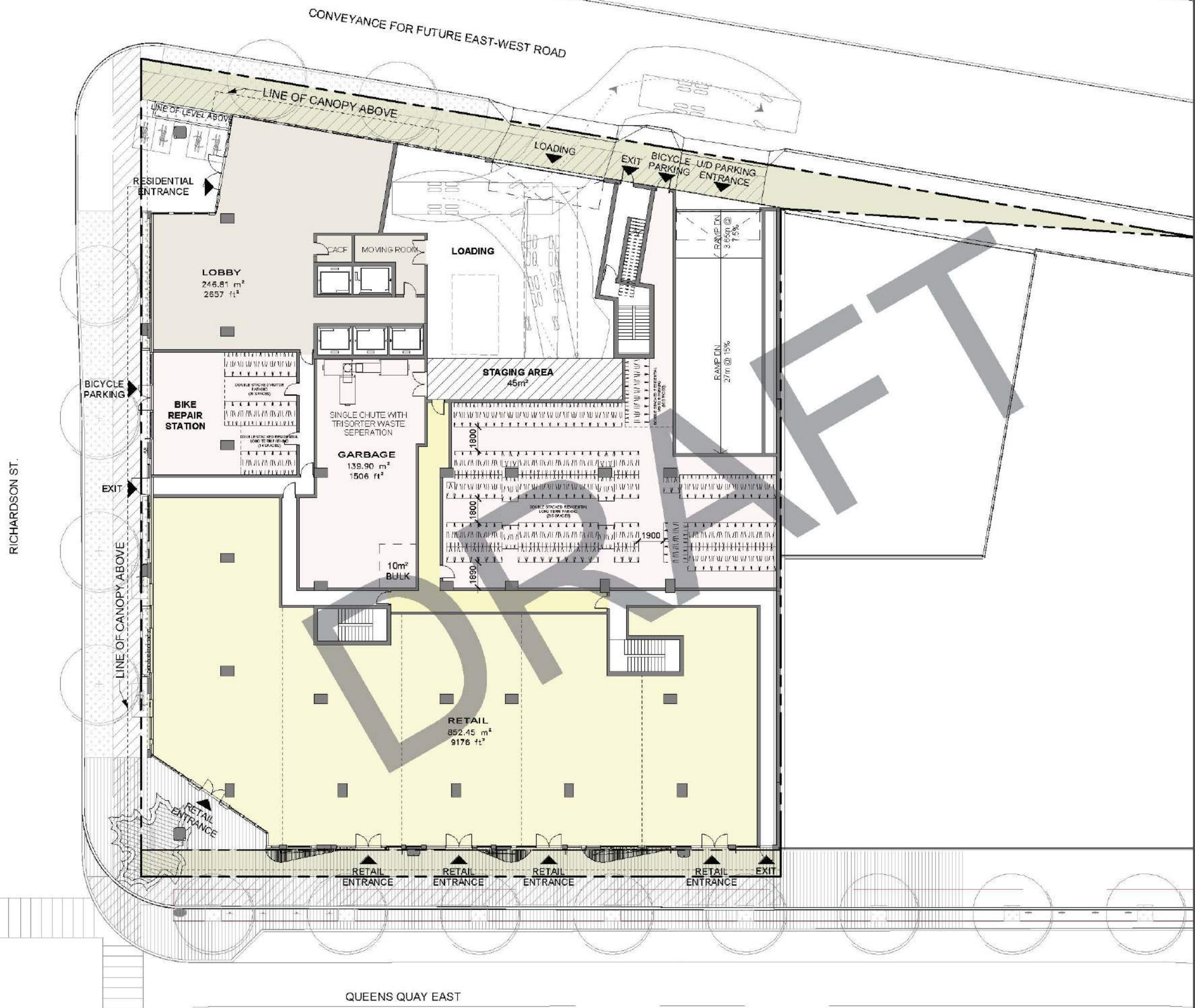
Parking Type (Condominium)	parking spaces
Level P1 (Resident)	105
Level 1 (Residential)	309
Level 1 (Visitor)	46
<b>Total</b>	<b>460</b>
<b>Total Bicycle Parking Provided</b>	<b>460</b>



07 APPENDIX  
GROUND FLOOR

LEGEND

- LOBBY
- RETAIL
- AMENITY
- RESIDENTIAL
- SERVICE



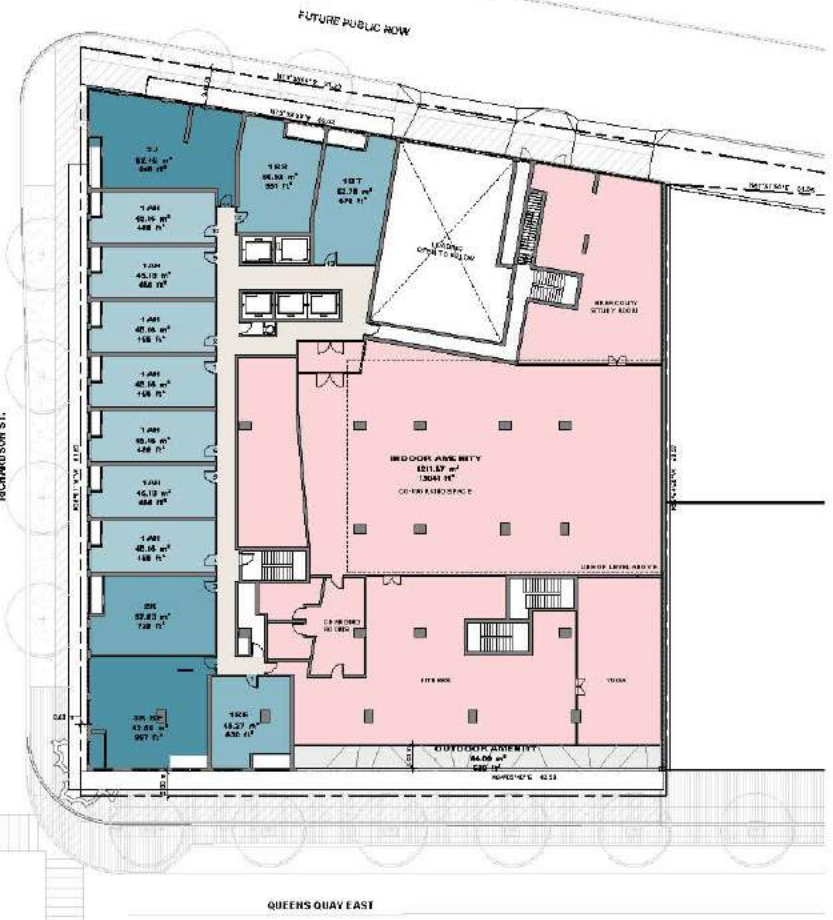


# 07 APPENDIX

FLOOR PLATES

## LEGEND

- LOBBY
- RETAIL
- AMENITY
- RESIDENTIAL
- SERVICE



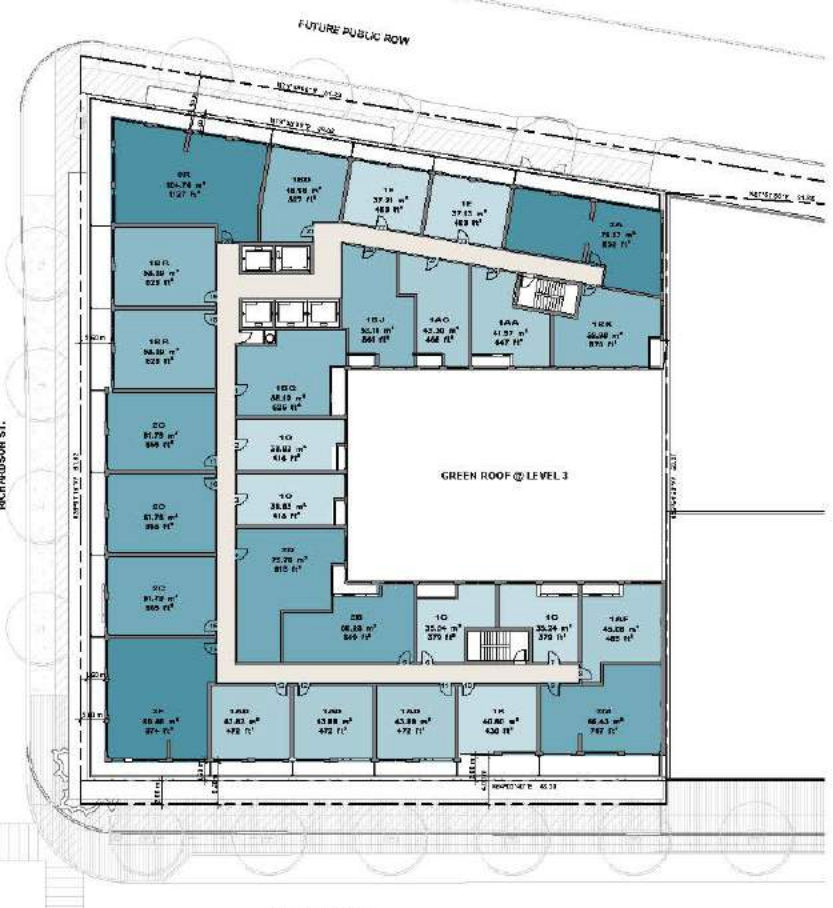
LEVEL 2



LEVEL 3



LEVEL 4-5



LEVEL 6



LEVEL 7



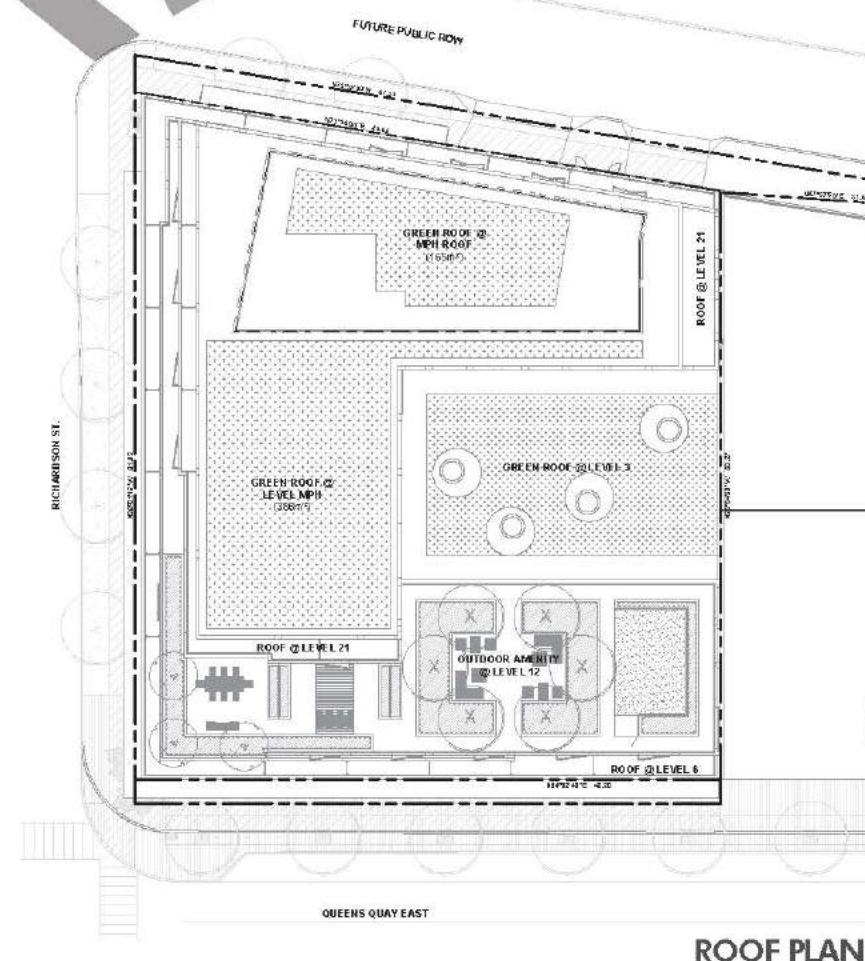
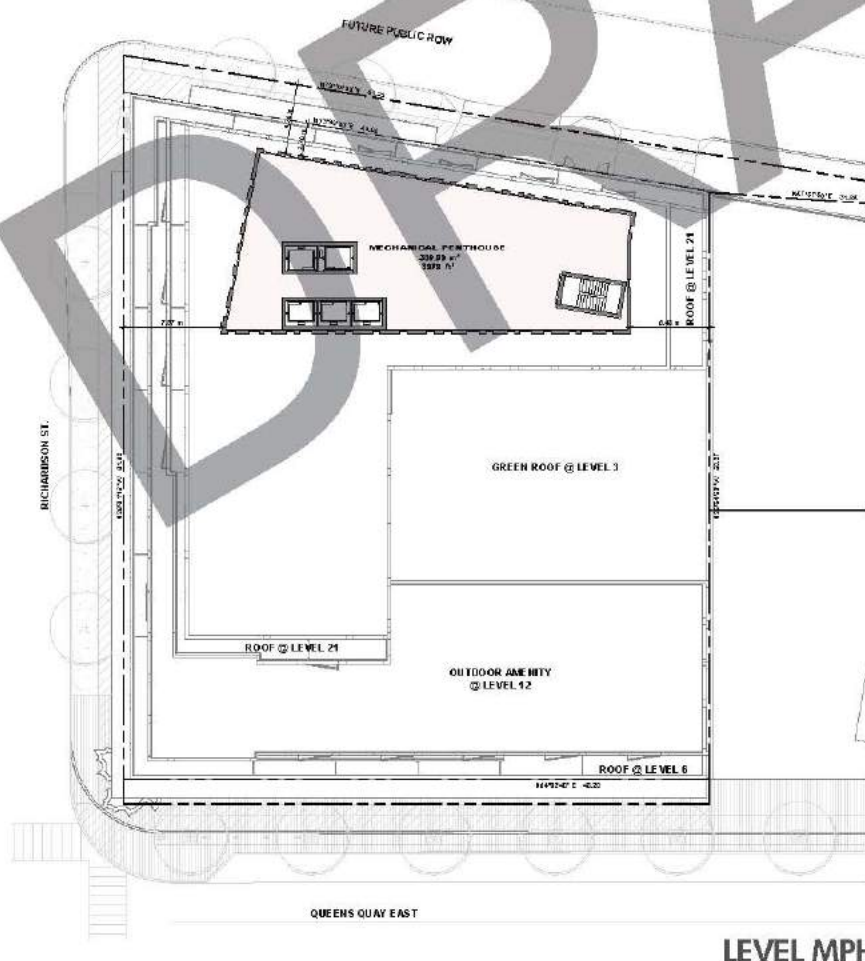
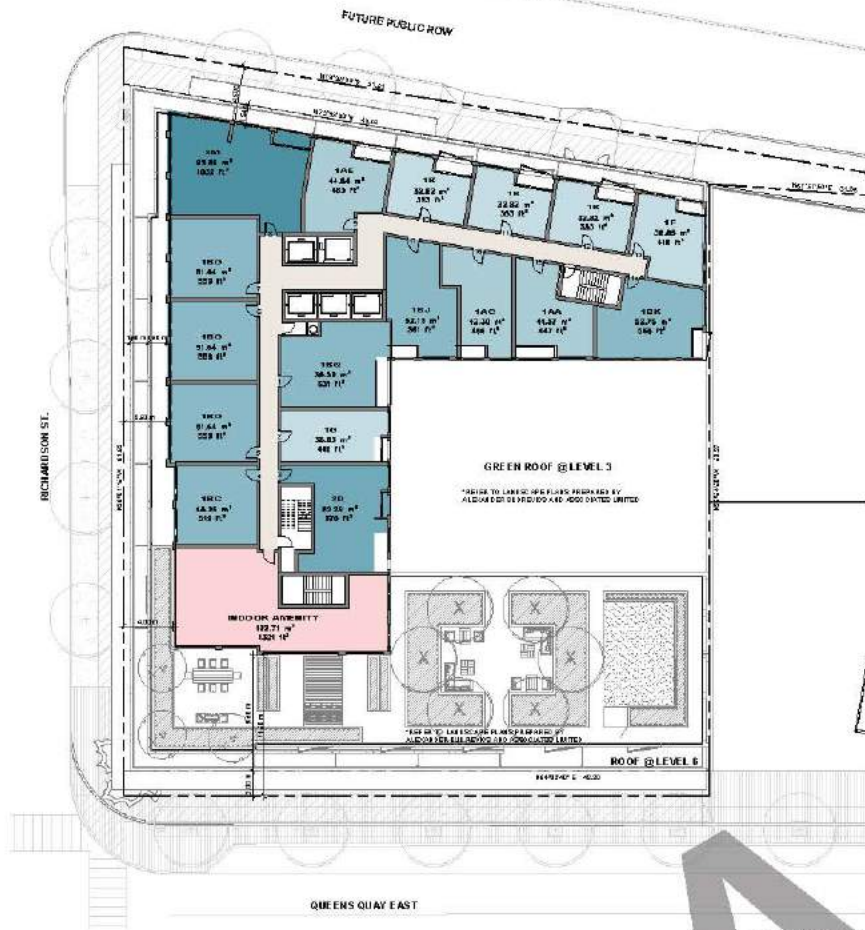
LEVEL 8-10



# 07 APPENDIX FLOOR PLATES

## LEGEND

- LOBBY
- RETAIL
- AMENITY
- RESIDENTIAL
- SERVICE



DRAFT

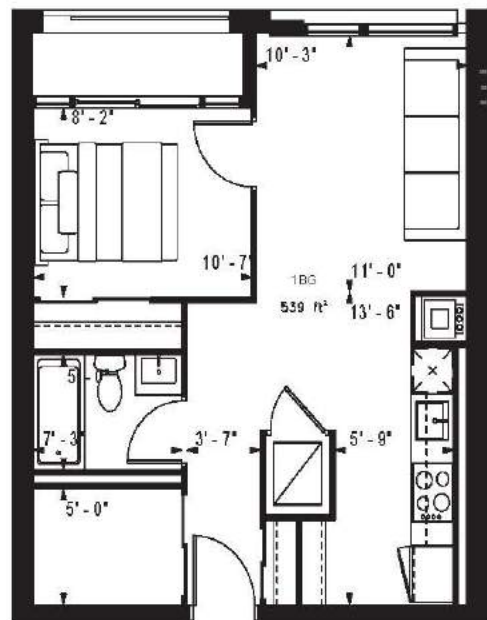
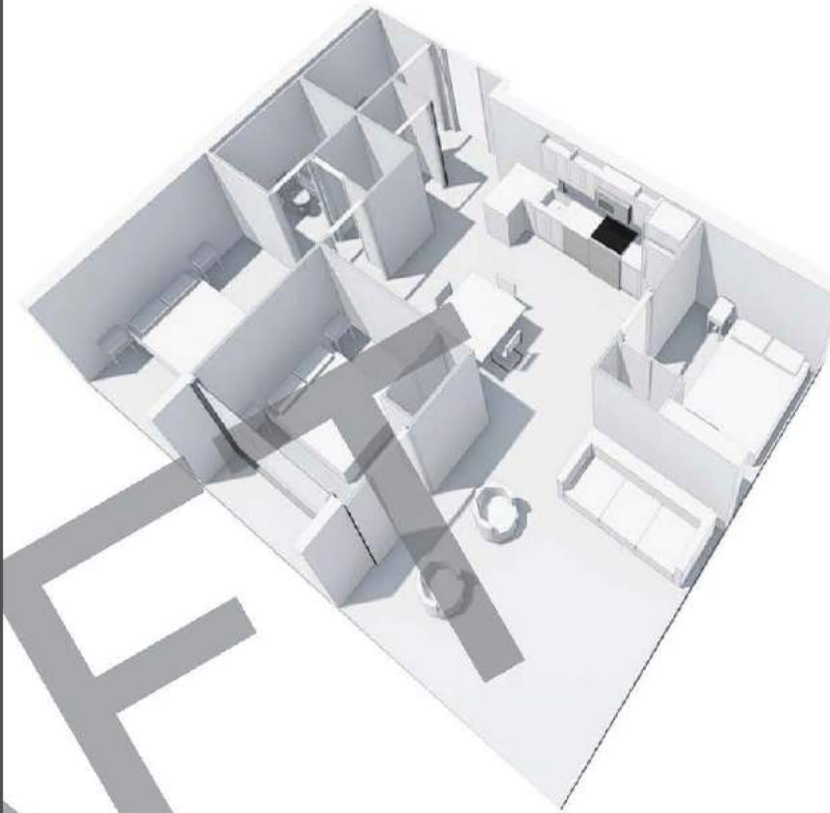
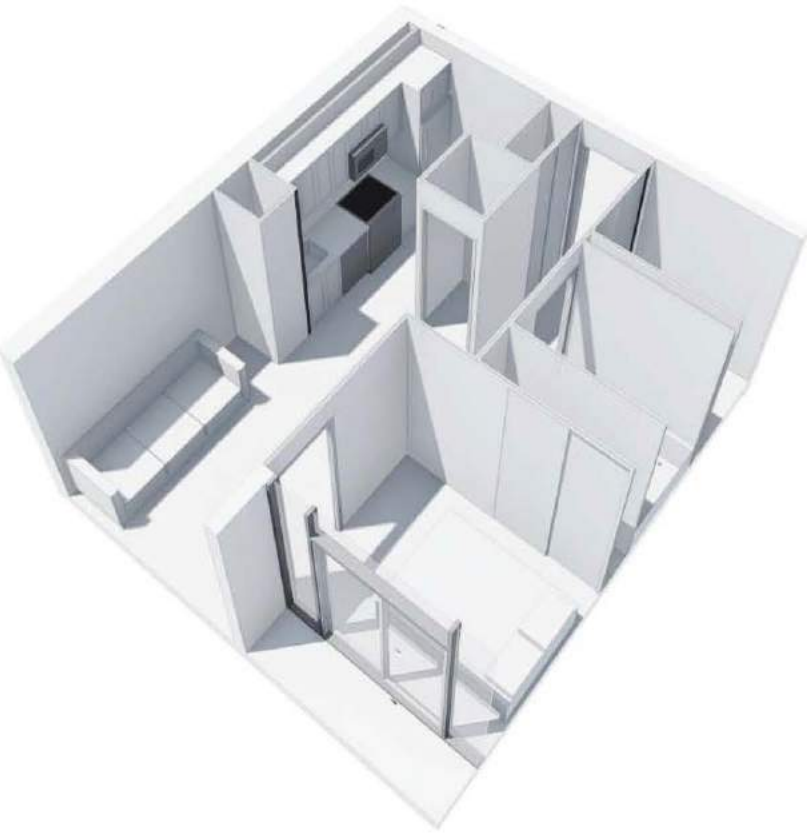


# 07 | APPENDIX

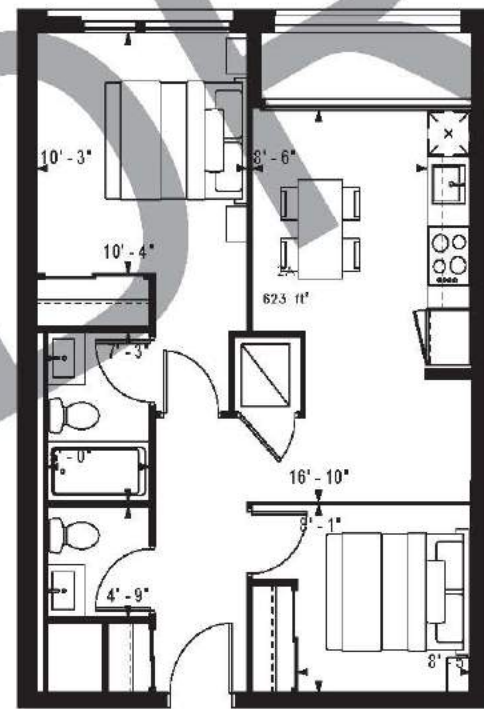
UNIT TYPOLOGIES

## UNIT MIX

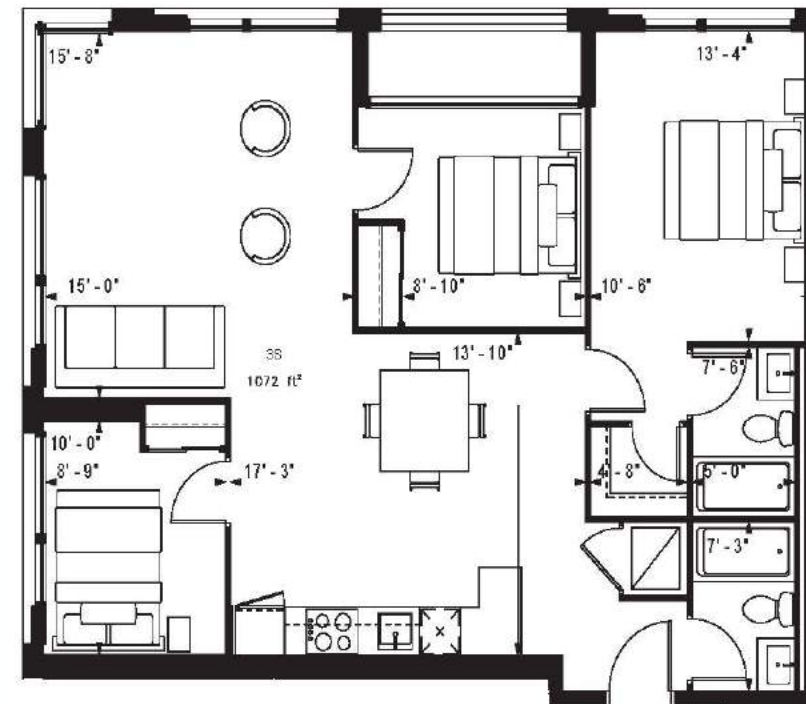
1 BEDROOM	75%
2 BEDROOM	15%
3 BEDROOM	10%



**1 BEDROOM + DEN**  
539 ft<sup>2</sup>

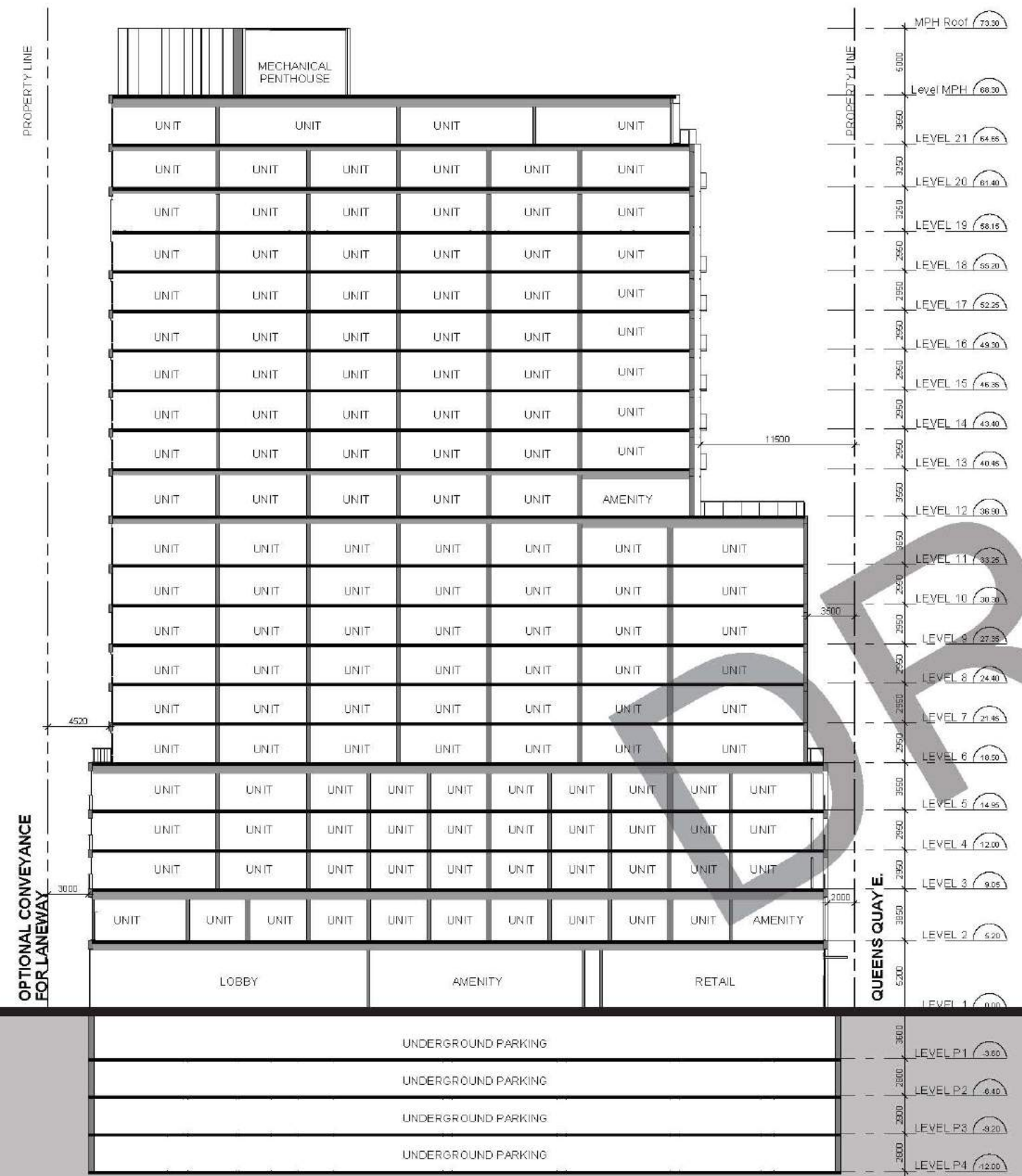


**2 BEDROOM**  
623 ft<sup>2</sup>



**3 BEDROOM**  
1072 ft<sup>2</sup>





NORTH-SOUTH SECTION - AA



EAST-WEST SECTION - BB

