

**630 - 642 Queen Street East –  
Zoning Amendment Application – Final Report**

<b>Date:</b>	January 18, 2011
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 30 – Toronto-Danforth
<b>Reference Number:</b>	06-157086 STE 30 OZ

**SUMMARY**

This application is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

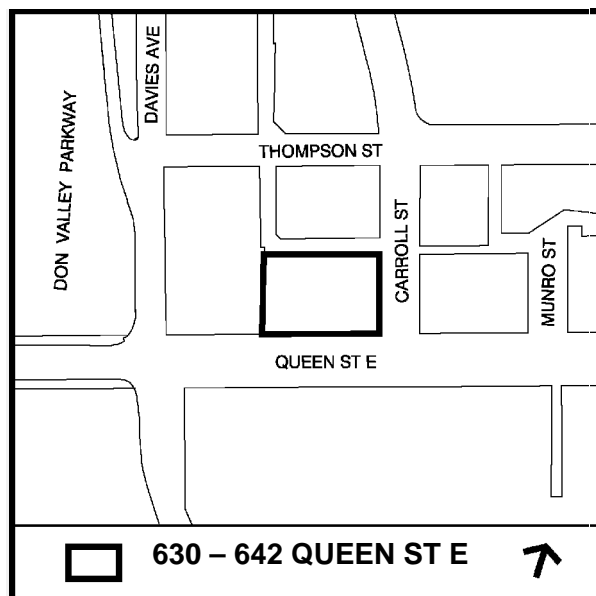
The proposal seeks to construct a nine-storey mixed-use building at 630 - 642 Queen Street East. There was previously a one-storey commercial building located at 630 Queen Street East, which has been demolished. The development will consist of 98 residential units (6,197 m<sup>2</sup>) and 727 m<sup>2</sup> of retail space at grade. A total of 75 parking spaces would be provided in two levels of below grade parking, with an additional 5 surface parking spaces at the rear.

This report reviews and recommends approval of the application to amend the Zoning By-law.

**RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. City Council amend Zoning By-law 438-86, for the lands at 630 – 642 Queen Street East substantially in accordance with the draft Zoning By-law Amendment as described in the report dated January 18, 2011,



- from the Director, Community Planning, Toronto and East York District.
2. City Council amend Zoning By-law 1156-2010, for the lands at 630 – 642 Queen Street East substantially in accordance with the draft Zoning By-law Amendment as described in the report dated January 18, 2011, from the Director, Community Planning, Toronto and East York District.
  3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
  4. City Council authorize that the cash-in-lieu of parkland dedication which is in excess of 5% be directed to Don Mount Park (at Carroll and Thompson Streets).
  5. City officials to take all necessary steps to give effect to the above-noted recommendations.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **ISSUE BACKGROUND**

The previous owner of 630 Queen Street East submitted a proposal in 2006 to construct an eight-storey mixed-use building containing 58 residential units (4,832 m<sup>2</sup>), approximately 354 m<sup>2</sup> of retail space at grade, and three levels of below grade parking.

A Preliminary Report (dated August 8, 2006) recommended that staff schedule a community consultation meeting to discuss the proposal with area residents. The Preliminary Report identified issues related to the applicant's Avenue Segment Study, Height and Density, and Natural Heritage. Although Community Council adopted the recommendations of the Preliminary Report on September 21, 2006, a motion was also passed that required the applicant to meet with Heritage Preservation Services and Community Planning staff to discuss the proposed development and its relationship to the existing buildings. The proposal did not proceed to a Final Report.

The 2006 Preliminary Report can be accessed at this link:

<http://www.toronto.ca/legdocs/2006/agendas/committees/te/te060921/it029.pdf>

The site is currently under new ownership, and a revised proposal was submitted for two abutting properties, 630 and 642 Queen Street East. The revised proposal is the subject of this report.

## **Proposal**

The proposal seeks to construct a nine-storey mixed-use building at 630 - 642 Queen Street East.

The development will consist of approximately 6,197 m<sup>2</sup> of residential gross floor area, and approximately 727 m<sup>2</sup> of commercial/retail space at grade. A total of 98 residential units are proposed as part of this application. The proposed building will have an overall height of 29.9 metres (31.8 metres measured to the top of the mechanical penthouse). The overall density for the proposed development would be approximately 5.12 times the area of the lot.

A total of 75 parking spaces would be provided in two levels of below grade parking (45 resident, 2 visitor, and 28 restricted), with an additional 5 surface parking spaces at the rear (4 visitor, and 1 dedicated to a shared car). The restricted parking spaces are part of an agreement with the owner of the subject site to replace the surface parking spaces at 642 Queen Street East, which was formerly owned by Mijo Corporation. Proposed bicycle parking consists of 60 resident and 15 visitor spaces.

The relevant project information is provided in Attachment No. 6.

## **Site and Surrounding Area**

The subject site is located on the north side of Queen Street East, between Davies Avenue and Carroll Street. The site consists of two properties, which results in a development parcel with an approximate frontage of 44 metres, an approximate depth of 30 metres, and an approximate area of 1,354 m<sup>2</sup>. The more westerly of the two properties, 630 Queen Street East, was previously occupied by a one-storey retail plaza with surface parking abutting Queen Street East, which has been demolished. The property at 642 Queen Street East at the northwest corner of Carroll Street is a surface parking lot used by Mijo Corporation.

The site is accessible by TTC along Queen Street East and Broadview Avenue.

Development in the vicinity of the subject site is as follows:

North: Development northwest of the site consists of a large four- to six-storey warehouse/loft style building. An L-shaped public lane abuts the site to the north, and terminates at Thompson Street. A surface parking lot is located north/east of the public lane;

East: Development directly east of the site consists of a small surface parking lot at the northeast corner of Carroll and Queen Streets;

South: Development directly south of the site on the south side of Queen Street East consists of a three-storey office building and a block of three commercial units, each with residential or commercial uses above grade; and

West: Development directly west of the site consists of a two-storey commercial / industrial building containing an automobile parts retailer.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The subject site is designated "*Mixed Use Areas*" in the Official Plan, and Map 2: Urban Structure of the Official Plan indicates that the site falls in an Avenue. "*Mixed Use Areas*" permit a broad range of commercial, residential and institutional uses, and the designation includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

The development criteria in "*Mixed Use Areas*" includes, but is not limited to:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale;
- locate and mass new buildings to frame the edges of streets and parks;
- provide an attractive, comfortable and safe pedestrian environment;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and

- provide indoor and outdoor recreation space for building residents in every significant multi-residential development.

The Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

Development may be permitted on the Avenues prior to an Avenue Study and will be considered on the basis of all of the policies of the Plan. Development on the Avenues prior to an Avenue Study will implement the policies of the Plan for the relevant designation area.

Development in "*Mixed Use Areas*" on Avenues that precedes the completion of an Avenue Study will:

- support and promote the use of transit;
- contribute to the creation of a range of housing options in the community;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- provide universal physical access to all publicly accessible spaces and buildings;
- conserve heritage properties;
- be served by adequate parks, community services, water and sewers, and transportation facilities; and
- be encouraged to incorporate environmentally sustainable building design and construction practices.

The Official Plan states that development in "*Mixed Use Areas*" on Avenues, prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenues prior to an Avenue Study. In addition to the policies of the Plan for "*Mixed Use Areas*", proponents of proposals will also address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located. This review will:

- include an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- consider whether incremental development of the entire Avenue segment as identified in the above assessment would adversely impact any adjacent Neighbourhoods;

- consider whether the proposed development is supportable by available infrastructure; and
- be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.

Development requiring a Zoning Amendment will not be allowed to proceed prior to completion of an Avenue Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire Avenue segment will have no adverse impacts within the context and parameters of the review.

The property falls within the Natural Heritage System as per Map 9 of the Official Plan. The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in city-building decisions. New development must be carefully assessed in order to determine its impacts on the natural heritage system.

The Official Plan states that proposals for new development falling within the Natural Heritage System may need to be accompanied by a study, when appropriate, to assess a proposed development's impact on the natural environment and propose measures to reduce negative impacts on and where possible improve the natural environment.

Where the underlying land use designation provides for development in or near the natural heritage system, development will:

- recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and
- minimize adverse impacts and when possible, restore and enhance the natural heritage system.

Development will be set back from the following locations by at least 10 metres, or more if warranted by the severity of existing or potential natural hazards:

- the top-of-bank of valleys, ravines and bluffs;
- other locations where slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property; and
- other locations near the shoreline which may be hazardous if developed because of flooding, erosion or dynamic beach processes.

## **Zoning**

At its meeting of August 25 - 27, 2010, City Council adopted a new city-wide Zoning By-law for the City of Toronto. By-law 1156-2010 has been appealed in its entirety and is now before the Ontario Municipal Board. No hearing dates have been set. While the appeals are ongoing, the provisions of both the former zoning by-laws and the new zoning by-law are in effect for sites that are subject to By-law 1156-2010.

The site is zoned MCR T2.5 C2.0 R2.0 under Zoning By-law 438-86, and CR 2.5 (C2.0; R2.0) SS2 x2294 under Zoning By-law 1156-2010. Both zoning by-laws permit a mix of commercial and residential uses up to a total density of 2.5 times the area of the lot, and both permit a maximum building height of 14 metres. Excerpts from the zoning maps from By-laws 438-86 and 1156-2010 as they relate to the subject site, are shown on Attachments 4 and 5, respectively.

## **Site Plan Control**

The proposal is subject to Site Plan Control. The applicant has submitted a Site Plan Control approval application which has been processed concurrently with the Zoning Amendment Application.

## **Reasons for Application**

Amendments to the City of Toronto Zoning By-law 438-86, as amended, and the City-wide Zoning By-law 1156-2010 are required to permit the height and density requested by this proposal.

## **Community Consultation**

On November 23, 2010, a Community Consultation meeting regarding the subject proposal was held at the Ralph Thornton Community Centre. Approximately 15 members of the public attended the meeting. City Planning staff presented an overview of the planning process and the applicant presented their proposal. Issues were raised by the public in relation to potential shadow issues, use of the public lane for access to the parking and loading, and traffic issues in the area.

At the community meeting, a representative from the Riverside Business Improvement Area (BIA) indicated to staff that the BIA had no objections to the proposal.

City Planning staff also received written comments from one local resident.

Several members of the public expressed their support for the proposal and viewed it as a positive contribution to the neighbourhood.

Planning staff endeavoured to answer the questions asked by those in attendance at the Community Consultation meeting. Further detail is provided in the Comments section of this report.

## **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

Staff have reviewed the proposal and determined that it is consistent with the Provincial Policy Statement, and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### **Land Use**

The City's Official Plan designates the subject property as a "*Mixed Use Areas*". The site is zoned Mixed Commercial-Residential. The proposed mixed-use building is consistent and compatible with the character of this portion of Queen Street East.

The proposal satisfies the development criteria contained in the Official Plan for the "*Mixed Use Areas*" designation, as outlined previously in this report.

An Avenue Study has not been conducted for Queen Street East. The applicant has submitted an Avenue Segment Study in conjunction with its recent Zoning Amendment application for 625 Queen Street East. The applicant submitted supplemental information with respect to the aforementioned Avenue Segment Study as part of the current Zoning Amendment application for 630 Queen Street East.

The Avenue Segment Study addresses properties fronting on Queen Street East between the Don Valley to the west and Broadview Avenue to the east. It provides a background review of the relevant policies, an inventory of existing built form, and an assessment of the existing community services, facilities and infrastructure. Both the study and the supplemental information indicate that incremental development within the defined Avenue segment, including the proposed development, will have no adverse impacts within the area context.

The proposed development at the subject site is in keeping with the development scenario envisioned in the Avenue Segment Study, results in a development that does not adversely impact adjacent neighbourhoods, and has sufficient infrastructure available to support it. The applicant has addressed the issues raised by staff with regard to the impacts of the previous proposal for 630 Queen Street East on the Avenue segment. The applicant has also addressed the issues raised by staff with regard to current development occurring in the vicinity of the Avenue segment. Staff has reviewed the development proposal on its merit and are satisfied that it will have no adverse impacts on the area context.



## **Natural Heritage**

Toronto and Region Conservation Authority (TRCA) staff has no objection to the proposed development, as it is not within a TRCA regulated area. The site is located within a highly urbanized area, and there is no existing natural heritage on site to protect. The site is adequately set back from the edge of the floodplain of the Don River, and separated from the river valley by an existing commercial / industrial building immediately to the west of the site at 600 Queen Street East, at the northeast corner of Davies Avenue.

## **Draft Zoning Bylaw Amendments**

The site is subject to Zoning By-laws 438-86 and 1156-2010. Accordingly, staff is recommending preparation of a site specific exception to the new Zoning By-law No. 1156-2010 to reflect the same development permissions that may be granted through approval of the proposed Zoning By-law Amendment to former City of Toronto By-law No. 438-86, as amended. The draft amending zoning by-laws are being reviewed by City Divisions and will be distributed at the public meeting.

## **Density, Height, Massing**

Mid-rise development is an important form of development that can create new housing and shopping opportunities and can help the City to address reurbanization objectives on *Avenues*. The proposal meets the Built Form policies set out in the Official Plan with respect to accommodating servicing, parking areas/vehicle access, and relationship to the street and surroundings.

The applicant is proposing approximately 6,197 m<sup>2</sup> of residential gross floor area and 727m<sup>2</sup> of non-residential gross floor area, resulting in a density of 5.12 times the area of the lot. The application demonstrates an appropriate built form that is consistent with the City's Official Plan reurbanization policies on lands identified on an *Avenue*.

The Zoning By-laws currently permit building heights of up to 14 metres. The property is located at the corner of Carroll Street, which will act as a gateway to the new Don Mount Park. The building would be set back 3 metres from Carroll Street to emphasize the entrance to the park. The property abuts a public lane to the north, beyond which is a surface parking lot that is designated "*Employment Areas*" in the Official Plan.

Although the overall height of the proposed building is 26.5 metres plus a mechanical penthouse, the portion of the building exceeding the 14 metre height limit would include several step backs. Specifically, the Queen Street East elevation would have step backs at the fourth and eighth storeys. The Carroll Street elevation would be setback 3 m at grade, with further step backs at the third and eighth storeys.

Zoning By-law 438-86 requires that no building penetrate the 45 degree angular plane projected over the lot at a height of 13 metres above average grade. The proposed building would penetrate the angular plane when measured along Queen Street East and

Carroll Street. However, the proposed height and penetration of the angular plane are considered appropriate at this location.

### **Residential Amenity Areas**

Section 3.1.2.6 of the Official Plan states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development, in addition to identifying that each resident will have access to outdoor amenity spaces. In addition, the former City of Toronto Zoning By-law requires that a minimum of 2 square metres per unit of indoor and outdoor amenity space be provided, which in this case amounts to 196 square metres of indoor space, and 196 square metres of outdoor space.

The applicant proposes to provide approximately 121 m<sup>2</sup> (1.23 m<sup>2</sup> per unit) of common residential indoor amenity space and approximately 97 m<sup>2</sup> (0.99 m<sup>2</sup> per unit) of common outdoor amenity space. The indoor amenity space is provided on the roof level, adjacent to the proposed outdoor amenity space. Although the indoor amenity space is less than what is required by both Zoning By-laws, it should be sufficient to allow for an on-site meeting room for future residents, and is considered acceptable in this case. Each unit has a private outdoor amenity space, and six private amenity spaces are proposed for the roof level.

### **Traffic Impact, Access, Parking**

Pedestrian access to the retail and residential space is from Queen Street East. Vehicular access for parking and loading is from the public lane immediately north of the site. The proposal includes 45 vehicular parking spaces and 6 visitor spaces; whereas Zoning By-law 438-86 requires 59 resident spaces, and Zoning By-law 1156-2010 requires 56 resident spaces. One parking space has been set aside as a car sharing space. The applicant has advised that 28 vehicular parking spaces would be for the restricted use of Mijo Corporation, to replace the surface parking spaces at 642 Queen Street East.

The applicant is proposing to provide one (1) car-sharing space as part of this development. The applicant has secured the exclusive use of a car for the future residents with a car sharing provider for a one-year period, and has agreed to incur the one-time membership fee for all of the initial purchasers of the residential units. The provision of one car sharing space allows for a reduction in the residential parking requirement by up to 10 spaces per car-share space provided on site. The maximum permitted reduction is 25% of the residential parking requirement. In this case, the provision of one-car share parking space does not exceed the 25% threshold. The car-sharing space will be secured as part of the Notice of Approval Conditions stage of the Site Plan Control application.

Transportation Services staff has indicated that the proposed resident vehicular parking supply satisfies the estimated parking demand generated by this development. Further, the proposed visitor parking is consistent with what was provided at 625 Queen Street East and complies with the zoning requirements. As such, the proposed overall vehicular parking supply is acceptable.

The proposal includes 60 resident bicycle spaces (long term) and 15 visitor bicycle spaces (short term), whereas Zoning By-law 1156-2010 requires 69 long term bicycle spaces. The visitor bicycle parking spaces will be provided at grade, while the resident bicycle parking spaces will be provided on levels P1 and P2. Transportation Services staff has indicated that due to the site constraints, it is acceptable for the resident bicycle parking spaces to be reduced to 60 spaces and located below grade.

## **Servicing**

One Type G loading space is required by both Zoning By-laws. The applicant is proposing to locate the Type G loading space within the public lane to the north. Technical Services and Solid Waste staff initially had concerns with proposed loading space in the laneway. Due to the L-shaped configuration of the laneway, staff had concerns regarding whether a collection vehicle could negotiate the turn around the adjacent building. The applicant revised the plans to increase the setback of the ground floor from the north lot line at the ground floor level. Technical Services and Solid Waste staff have indicated that they are satisfied with the revised plans.

As part of the Zoning By-law Amendment, the applicant will be required to provide for any improvements to the municipal infrastructure, should it be determined that upgrades to municipal infrastructure are required. In addition, the applicant will be required to provide a financial security for any required re-grading and/or re-paving of the laneway to north of the site, which will be collected as part of the Site Plan Control application.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is located in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007. The application proposes to construct 98 dwelling units on a total site area of 0.1354 hectares (1,354 m<sup>2</sup>). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the required parkland dedication would be 0.01306 hectares (130.6 m<sup>2</sup>). However, a cap of 10% of the site area applies and hence the parkland dedication for the development would be 0.01354 hectares (135.4 m<sup>2</sup>).

The non-residential component of the development is less than 1,000 m<sup>2</sup> and is therefore exempt from the parkland dedication requirements under section 165-7 of the former City of Toronto Municipal Code (which remains in full force and effect) to implement Section 42 of the Planning Act RSO 1990, c.P.13.

The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. This is appropriate as an on-site parkland dedication requirement of 0.01354 hectares (135.4 m<sup>2</sup>) would not be of a useable size and would be encumbered with below grade parking. Section 3.2.3 Policy 5 (h) of the Official Plan requires that any payment of cash-in-lieu of parkland to be conveyed through the alternate rate provision in excess

of 5 % of the site area will be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity. The cash-in-lieu in excess of 5% will be allocated to the new Don Mount Park at Carroll and Thompson Streets.

The actual dollar amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

### **Streetscape**

The applicant has agreed to set back the building 2 m north from the Queen Street East lot line in order to create a wider pedestrian area in front of the building. The applicant has also agreed to set back the building 3 metres west from the Carroll Street lot line to increase the space available for street tree planting that will eventually be extended along the west side of Carroll Street to the future Don Mount Park. Although the lands will not be conveyed to the City, the additional setbacks will allow for a wider sidewalk and the planting of trees adjacent to the street edges.

### **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS.

The site specific zoning by-law will secure performance measures for the following Tier 1 development features: Automobile Infrastructure; Cycling Infrastructure; Storage and Collection of Recycling and Organic Waste.

Some of the targets the proposed development is intended to achieve include:

- extensive and semi-intensive green roof;
- a combination of shading, high albedo and open grid paving materials
- parking supply that does not exceed the minimum zoning requirements;
- the provision of a dedicated "car-sharing" space at grade;
- the main entrance is located within 60 metres of a transit stop;
- non-reflective glass used for first 10 - 12 m above grade and green roof;
- a minimum of 50% of new trees and plantings will be water efficient, drought tolerant, or native; and
- compliance with most pedestrian infrastructure measures.

## **Development Charges**

It is estimated that the development charges for this project will be \$739, 181. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

## **CONTACT**

Emily Caldwell, Assistant Planner

Tel. No. 416-392-4237

Fax No. 416-392-1330

E-mail: ecaldwe@toronto.ca

## **SIGNATURE**

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Gregg Lintern, MCIP, RPP, Director  
Community Planning, Toronto and East York District

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## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: East & South Elevations

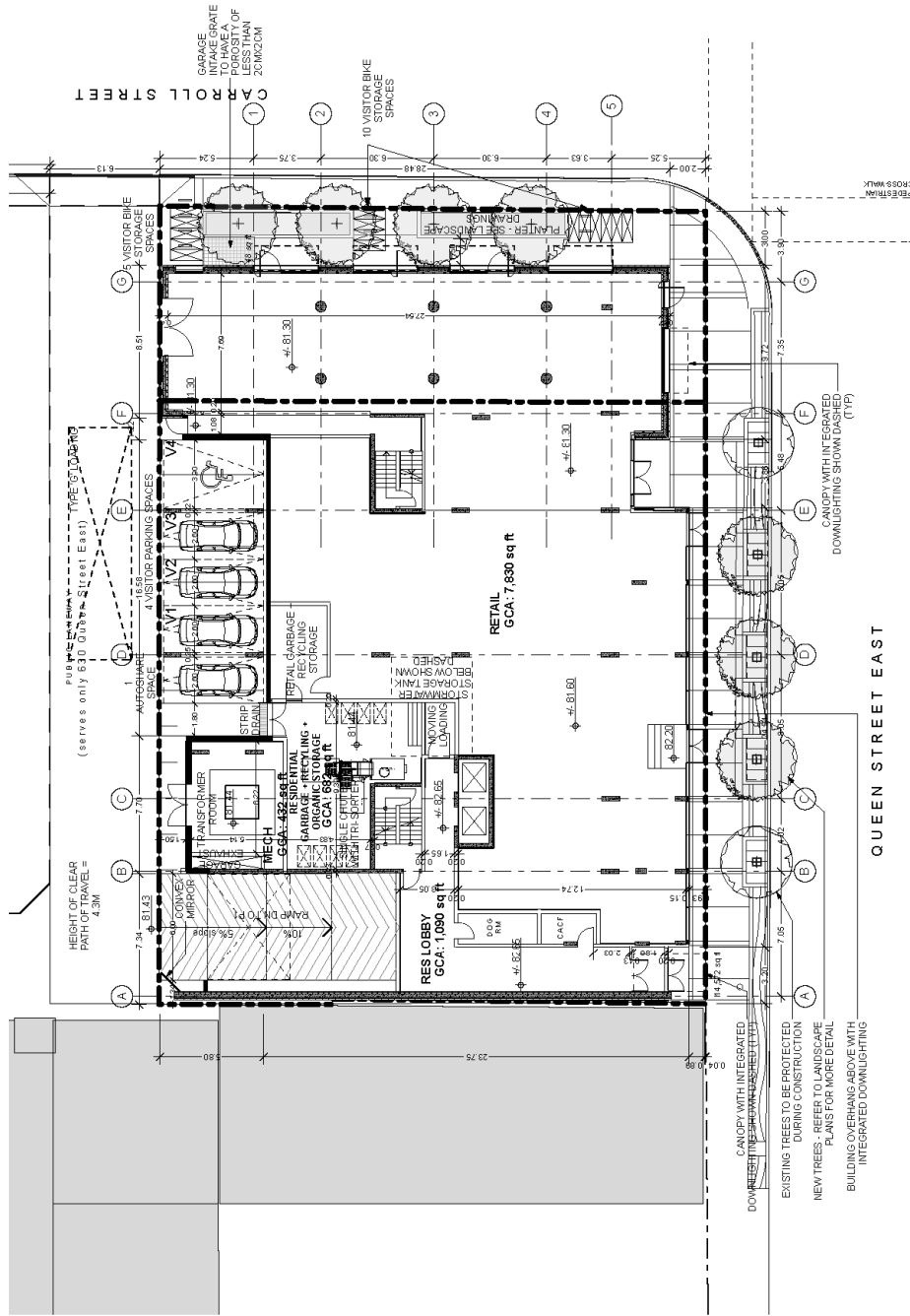
Attachment 3: West & North Elevations

Attachment 4: Zoning (438-86)

Attachment 5: Zoning (1156-2010)

Attachment 6: Application Data Sheet

# Attachment 1: Site Plan



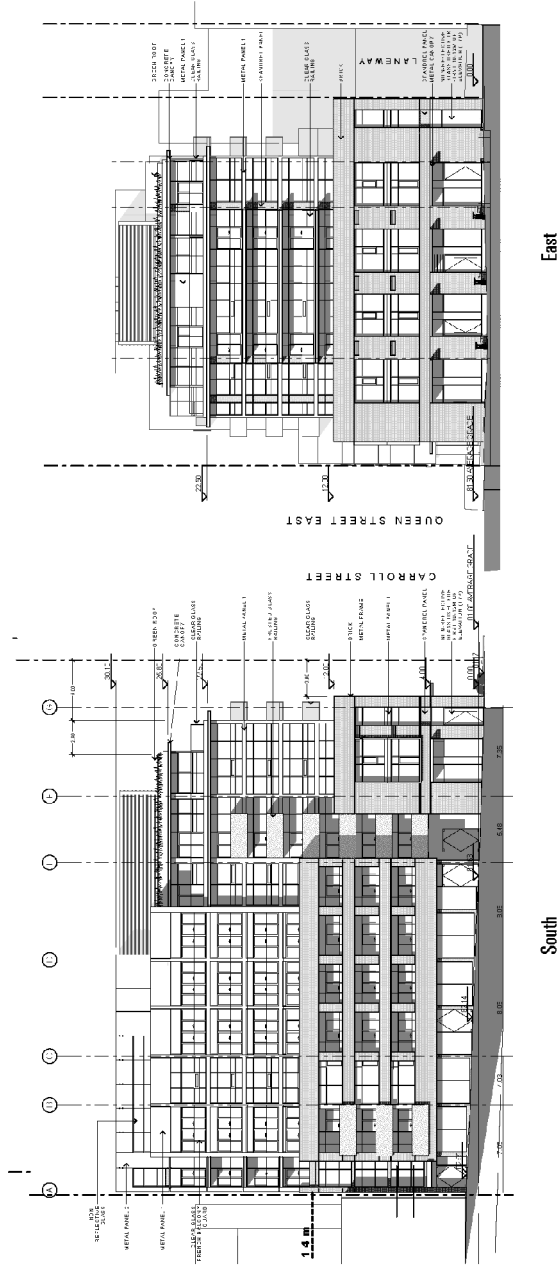
630-642 Queen Street East

Site Plan  
 Applicant's Submitted Drawing

Not to Scale  
 12/22/2010

File # 06 157086 OZ

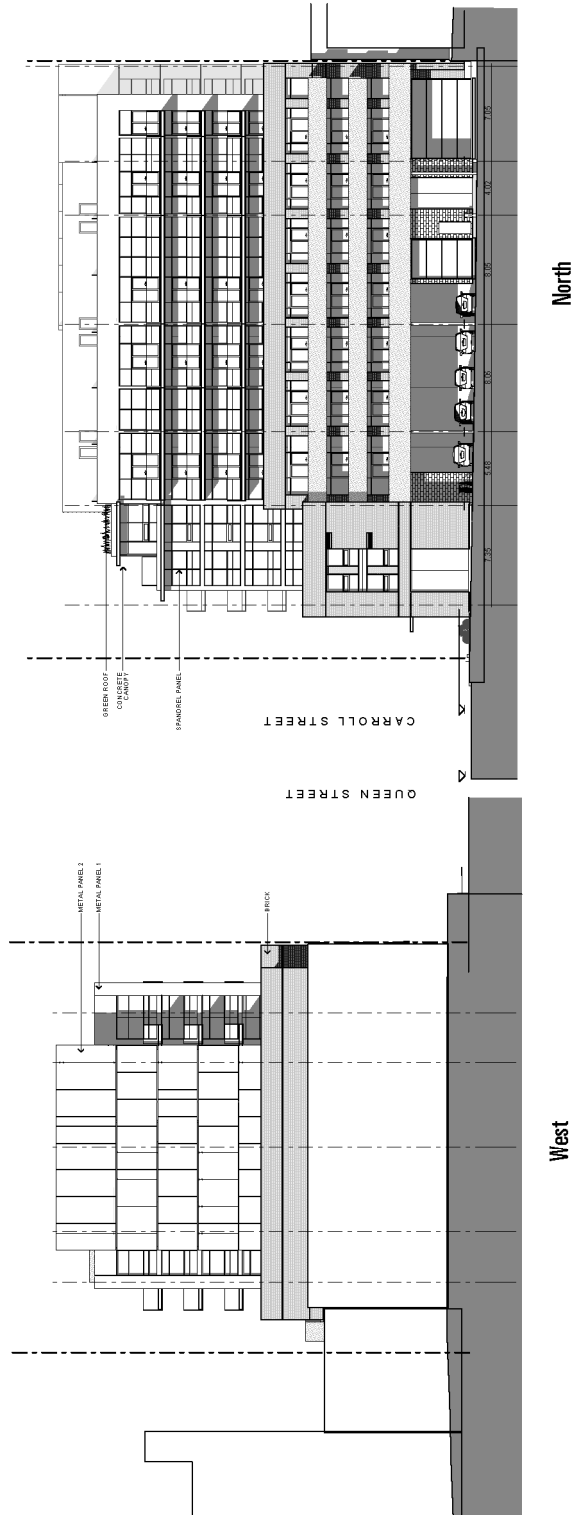
## Attachment 2: East & South Elevations



Elevations  
Applicant's Submitted Drawing  
Not to Scale  
12/09/2010

630-642 Queen Street East  
File # 06\_1570860Z

Attachment 3: West & North Elevations



Elevations

Applicant's Submitted Drawing

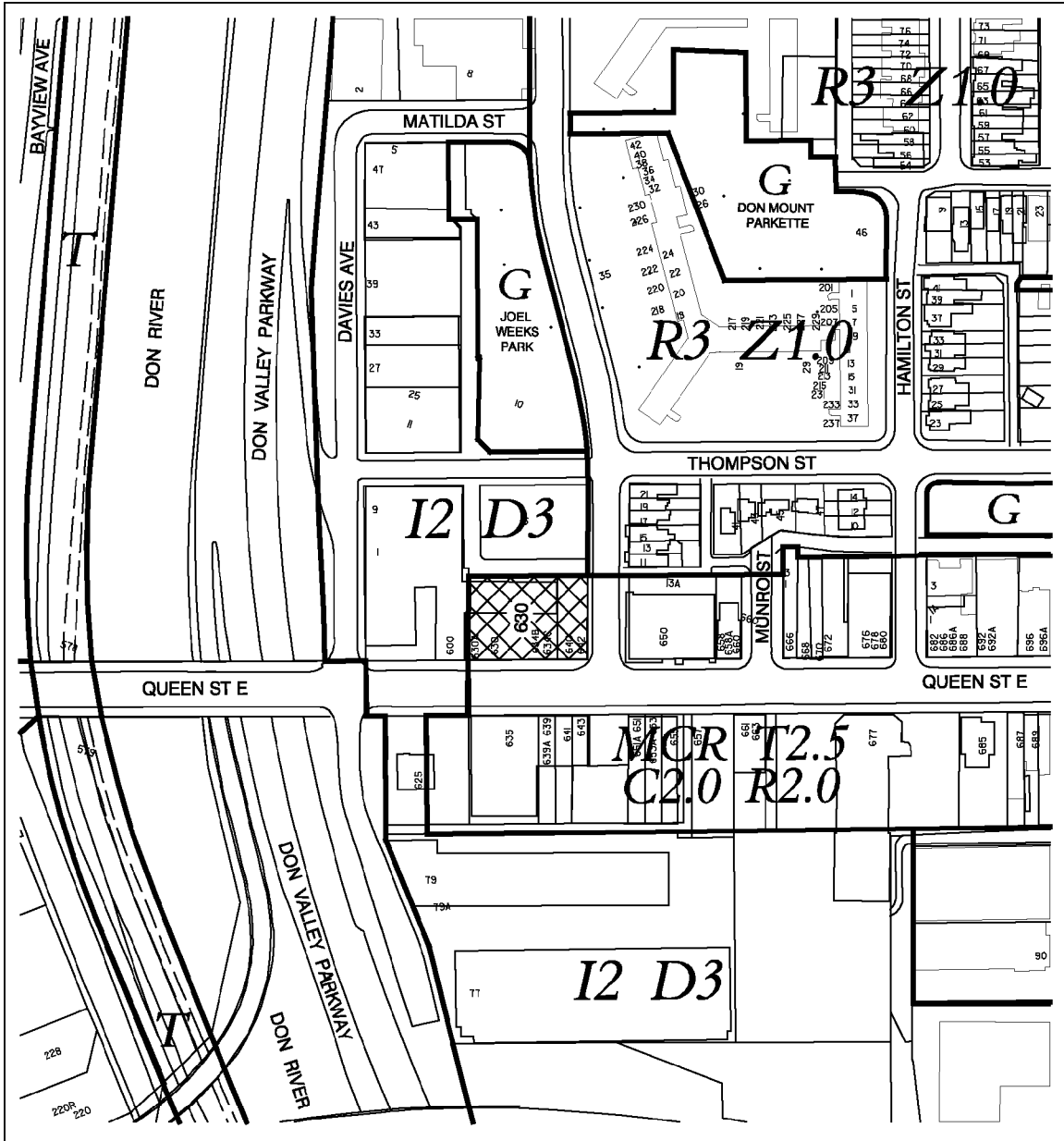
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630-642 Queen Street East

File # 06 157086 0Z



Attachment 4: Zoning (438-86)



630 Queen Street East

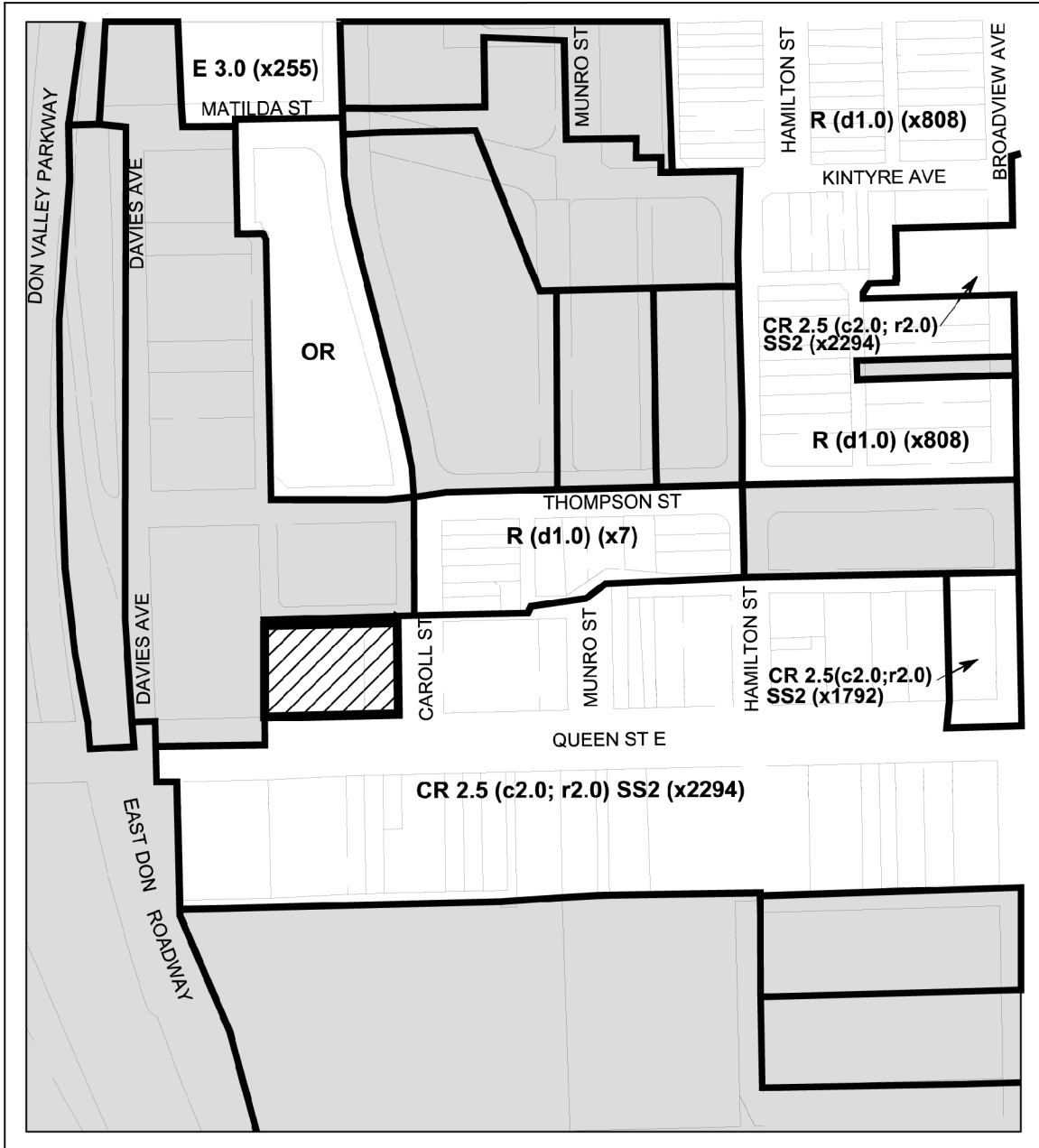
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- G Parks District
- R3 Residential District
- MCR Mixed-Use District
- I2 Industrial District



Not to Scale  
Zoning By-law 438-86 as amended  
Extracted 12/09/10

Attachment 5: Zoning (1156-2010)




Zoning-City of Toronto By-law 1156-2010

630-642 Queen Street East

File # 06 157086 0Z

-  Not Part of By-Law 1156-2010
-  Location of Application
- R Residential
- OR Open Space Recreation
- CR Commercial Residential
- E Employment Industrial

 Not to Scale  
12/09/10

## Attachment 6: Application Data Sheet

Application Type	Rezoning	Application Number:	06 157086 STE 30 OZ
Details	Rezoning, Standard	Application Date:	July 17, 2006
		Revised Date:	August 30, 2010

Municipal Address: 630 - 642 QUEEN ST E  
 Location Description: PL 347 LTS 7 & 8 PT LTS 6,9 & 10 \*\*GRID S3007  
 Project Description: Proposal to construct a nine-storey mixed use building containing 98 residential units, commercial uses at grade, and 2 levels of below grade parking.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
Tact Development INC			630 Queen Street East Inc

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	MCR T2.5 R2.0 R2.0	Historical Status:
Height Limit (m):	14	Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq. m):	1354	Height:	Storeys:	9
Frontage (m):	44.315		Metres:	29.9
Depth (m):	30.54			
Total Ground Floor Area (sq. m):	1077		<b>Total</b>	
Total Residential GFA (sq. m):	6197	Parking Spaces:	80 *includes 1 space dedicated to car share and 28 restricted	
Total Non-Residential GFA (sq. m):	727	Loading Docks	1	
Total GFA (sq. m):	6924			
Lot Coverage Ratio (%):	79.5			
Floor Space Index:	5.11			

### DWELLING UNITS

Tenure Type:	Condo	<b>FLOOR AREA BREAKDOWN</b> (upon project completion)	
		<b>Above Grade</b>	<b>Below Grade</b>
Rooms:	0	Residential GFA (sq. m):	6197
Bachelor:	3	Retail GFA (sq. m):	727
1 Bedroom:	67	Office GFA (sq. m):	0
2 Bedroom:	28	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0

**CONTACT: PLANNER NAME: Emily Caldwell, Assistant Planner**  
**TELEPHONE: 416-392-4237**