

C O M P L E T E  
C O M M U N I T Y  
A S S E S S M E N T

---

465 & 471 RICHMOND  
STREET WEST AND 38  
CAMDEN STREET  
CITY OF TORONTO

PREPARED FOR:  
MANGA HOTELS (RICHMOND) INC.

July  
2019



# TABLE OF CONTENTS

<b>[1.0] INTRODUCTION</b>	<b>1</b>
1.1 OVERVIEW	1
1.2 PROPOSED DEVELOPMENT	2
1.3 STUDY AREA	2
1.4 METHODOLOGY	2
<b>[2.0] STUDY AREA PROFILE</b>	<b>4</b>
2.1 EXISTING BUILDING STOCK	4
<b>[3.0] DEVELOPMENT ACTIVITY</b>	<b>8</b>
3.1 STUDY AREA DEVELOPMENT ACTIVITY	8
3.2 PROPOSED POPULATION AND EMPLOYMENT PROJECTIONS	9
<b>[4.0] RESPONSE TO INFRASTRUCTURE STRATEGIES</b>	<b>10</b>
4.1 DOWNTOWN PARKS AND PUBLIC REALM PLAN	10
4.2 DOWNTOWN COMMUNITY SERVICES AND FACILITIES STRATEGY	11
4.3 DOWNTOWN MOBILITY STRATEGY	11
4.4 DOWNTOWN ENERGY STRATEGY	13
4.5 DOWNTOWN WATER STRATEGY	14
<b>[5.0] CONCLUSION</b>	<b>16</b>

# [ 1 . 0 ]

## I N T R O D U C T I O N

### 1.1 Overview

This Complete Community Assessment Report (CCA) was prepared by Bousfields Inc. in accordance with the glossary of terms provided by the City of Toronto.

The subject site (the "subject site"), is comprised of 465 and 471 Richmond Street West and 38 Camden Street in the vicinity of Spadina Avenue and Richmond Street West.

The purpose of a CCA is to describe how the proposed development will affect the surrounding area and community with respect to community services and facilities, community character, and infrastructure. Specifically, the CCA will focus on how the development supports the creation of complete communities.

The CCA is a planning report which was introduced as part of the Secondary Plan for the Downtown (the "Downtown Plan") which was approved in principle by City Council, with a number of amendments, and has been forwarded to the Ministry of Municipal Affairs and Housing, but has not yet been approved. In conjunction with this approval, Council directed that a "Complete Community Assessment" be incorporated as an addendum to the Toronto Development Guide Planning Rationale Terms of Reference. On May 22<sup>nd</sup>, Council also adopted three accompanying Infrastructure Strategies to guide implementation of the Downtown Plan (the Downtown Parks and Public Realm Plan, the Downtown Mobility Strategy and the Downtown Community Services and Facilities Strategy). Two other Infrastructure Strategies were endorsed by Planning and Growth Management Committee on May 1, 2018 to guide implementation of the Downtown Plan (the Downtown Energy Strategy and the Downtown Water Strategy).

Proposed Policy 5.3 of the Downtown Plan would require a Complete Community Assessment ("CCA") as part of development applications within *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3* and *Regeneration Areas*. Given that the site at 465-471 Richmond Street West and 38 Camden Street (herein referred to as the "subject site") is currently designated *Regeneration Areas* by the Official Plan and proposed to be designated *Mixed Use Areas 2* by the Downtown Plan, Staff have requested the preparation of the CCA for the proposed development.

Regarding the definition of complete communities, A Place to Grow (2019) defines "complete communities" as mixed use areas that provide convenient access to housing and amenities for all stages of life and abilities.

In this respect, the A Place to Grow (2019) defines "complete communities" as follows:

*"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts."*

Section 15.2 of the Downtown Plan expands on the Growth Plan's definition, specifying that "complete communities" include a mix of land uses, specifically residential and employment, provide a range of housing options, provide access to transportation and community services and facilities, provide a high level of urban design, mitigate climate change, and include green infrastructure.

The following report will provide a profile of the study area, including the existing number of residential units and amount of non-residential GFA, approximate jobs in the area, recent development activity within the study area, and a summary of how the proposal responds to the five infrastructure strategies - *Downtown Parks and Public Realm Plan*, *Downtown Community Services and Facilities Strategy*, *Downtown Mobility Strategy*, *Downtown Energy Strategy* and *Downtown Water Strategy*.

This CCA was prepared by Bousfields Inc. to review the existing and planned development and infrastructure in the vicinity of the subject site in relation to the five Downtown Plan Infrastructure Strategies, and to analyze the proposal through the lens of its contribution to a complete community.

## 1.2 Proposed Development

The proposed development comprises one 17-storey and one 15-storey hotel buildings of contemporary architectural design connected through a 2-storey podium. A total gross floor area of 14,177 square metres (152,600 square feet) is proposed resulting in a density of 10.6 times the area of the lot. The hotel will have a total of 375 hotel suites, along with a fitness room, bar, meeting rooms and lounge area for hotel patrons. A 3-level underground parking garage is proposed, containing 35 vehicular parking spaces and 21 bicycle parking spaces.

The proposed overall height for the building fronting onto Richmond Street is 51.2 metres (to the top of the 17th floor), and the overall height for the building fronting onto Camden Street is 44.25 metres (to the top of the 15<sup>th</sup> storey).

## 1.3 Study Area

Policy 5.5 of the Downtown Plan provides that the CCA study area will include, at a minimum, the site and block in which the development is located, as well as all of the surrounding blocks. In consultation with Strategic Initiatives Policy and Analysis ("SIPA") Staff and the TOcore planning team, the resulting study area has been defined to extend from Queen Street West to the north, Spadina Avenue to the east, Adelaide Street West to the south, and Portland Street to the west (the "Study Area"), as illustrated in **Figure 1**.

## 1.4 Methodology

This report reviews the development proposal in relation to the needs and priorities identified in the Downtown Plan Infrastructure Strategies. This includes a summary of the existing building supply and an estimate of the projected population, based on a review of the demographic profiles contained in the Downtown Community Services and Facilities Strategy documents as well as development approvals in the study area.

Due to the lack of publicly available employment and job-related data for the Study Area, this CCA only provides a projection of the anticipated jobs resulting from the proposed development.

A summary of the active and recently approved development applications within the Study Area was completed using the City's Application Information Centre website. The corresponding estimate of projected population growth for the Study Area was calculated using the same person per unit (PPU) rates utilized in the Downtown Community Services and Facilities Strategy. The same PPU was applied to the proposed development.

Facility priorities and/or opportunities (by sector) as identified by the Downtown Plan Infrastructure Strategy documents were analyzed against the reports completed in support of the Official Plan Amendment and rezoning application to evaluate the incremental impact of the proposed development on Downtown infrastructure.

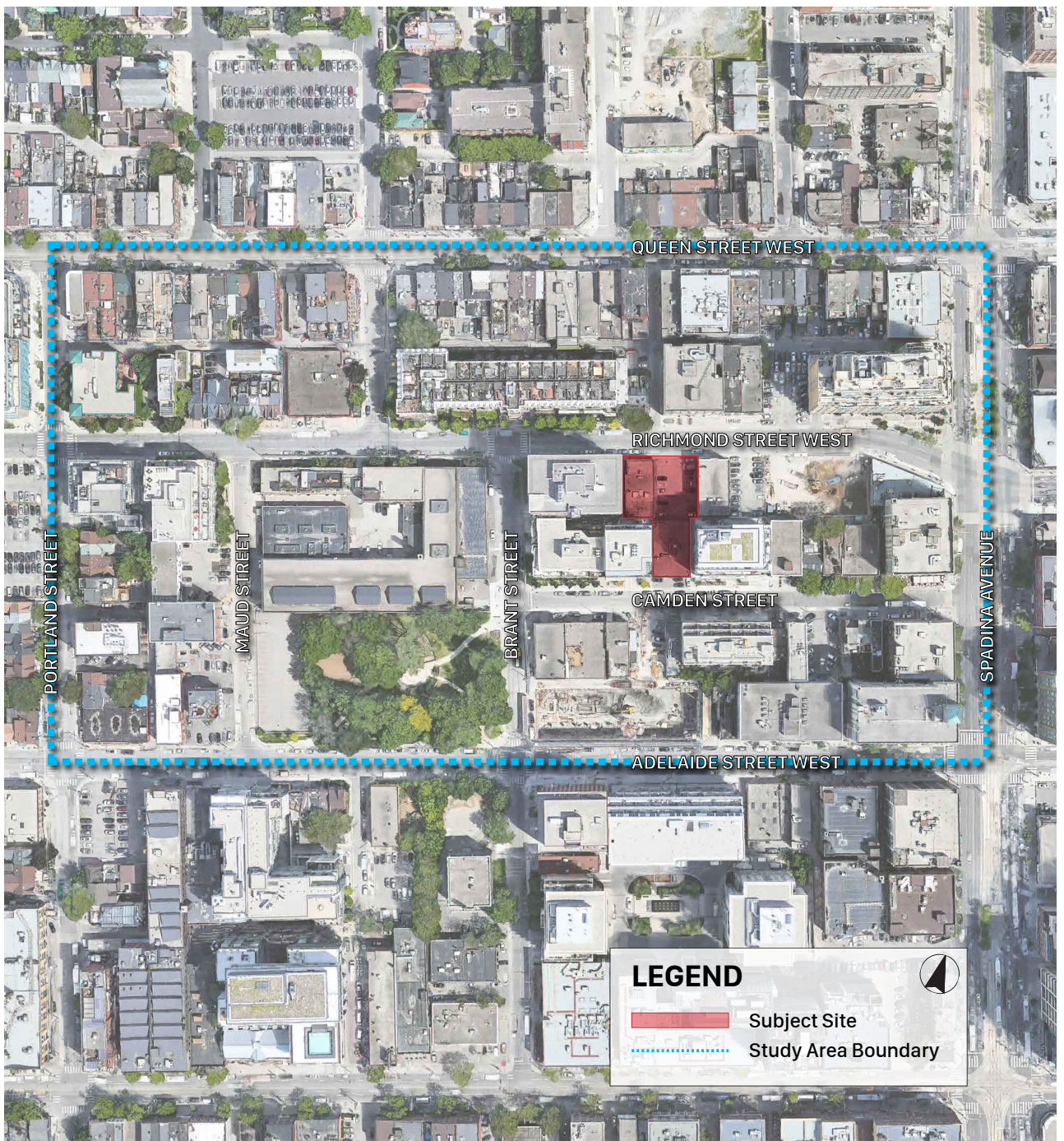


Figure 1 - Study Area

# [ 2 . 0 ]

## STUDY AREA PROFILE

### 2.1 Existing Building Stock

The Toronto Development Guide indicates that the profile of the Study Area set out in a CCA is to include a summary of the existing number and types of buildings, along with the number of dwelling units and the estimated number of residents and jobs.

In order to generate an estimate of the potential residential population resulting from each of the buildings listed in **Table 1**, a similar methodology to that used in the Downtown Community Services and Facilities Strategy was employed. In this respect, the population estimates were determined using a Persons Per Unit (PPU) rate of 1.6 PPU for the Lower Range Population Estimate and 1.77 PPU for the Higher Range Population Estimate.

All information listed in **Table 1** is taken from the site-specific by-law unless otherwise indicated.

**Table 1 - Existing Building Stock**

Address	Type	Non-Res. GFA (sq.m.)	Res. GFA (sq.m.)	Unit Count*	Est. Pop. (low – 1.6 PPU)	Est. Pop. (high – 1.77 PPU)
110 Spadina Avenue	Non-Residential	11,578.0	0	0	0	0
116 Spadina Avenue	Non-Residential	5,687.5	0	0	0	0
126 Spadina Avenue	Non-Residential	8435.4	0	0	0	0
435 Richmond Street West (435-441)	Mixed Use	100.0*	12,554.5	171	273.6	302.67
438 Richmond Street West	Residential Apartments / Mixed Use	100.0*	28,375.0	217	347.2	384.09
444-450 Richmond Street West	Parking	0	0	0	0	0
451 Richmond Street West	Parking	0	0	0	0	0
452 Richmond Street West	Non-Residential	831.2	0	0	0	0
457 Richmond Street West	Non-Residential	825.0*	0	0	0	0
465 Richmond Street West	Parking	0	0	0	0	0
471 Richmond Street West (subject site)	Non-Residential	1,734.7	0	0	0	0
460 Richmond Street West	Non-Residential	5,317.7	0	0	0	0

Address	Type	Non-Res. GFA (sq.m.)	Res. GFA (sq.m.)	Unit Count*	Est. Pop. (low – 1.6 PPU)	Est. Pop. (high – 1.77 PPU)
465 Richmond Street West (subject site)	Parking	0	0	0	0	0
477 Richmond Street West	Mixed-Use	1038.7	12,479.2	90	144	159.3
474-478 Richmond Street West	Mixed-Use	179.9	424.1	2	3.2	3.54
497 Richmond Street West	Non-Residential	10,301.1	0	0	0	0
500 Richmond Street West	Residential Apartments	0	16,338.9	109	174.4	192.93
520 Richmond Street West	Non-Residential	840.0	0	0	0	0
525 Richmond Street West	Residential Apartments	0	10,266.8	103	164.8	182.31
533 Richmond Street West	Residential Apartments	0	5,735.6	51	81.6	90.27
532-538 Richmond Street West	Residential Townhouses	0	628.5	4	6.4	7.08
540-544 Richmond Street West	Residential Singles	0	662.3	2	3.2	3.54
546 Richmond Street West	Non-Residential	179.4	0	0	0	0
548 Richmond Street West	Residential Apartments	0	1,415.6	3	4.8	5.3
552-556 Richmond Street West	Park					
5 Camden Street	Non-Residential	374.0	0	0	0	0
8 Camden Street	Non-Residential	1,088.7	0	0	0	0
9-11 Camden Street	Non-Residential	373.4	0	0	0	0
16-18 Camden Street	Non-Residential	605.0	0	0	0	0
20 Camden Street	Non-Residential	1,433.9	0	0	0	0
21 Camden Street	Non-Residential	1,045.0	0	0	0	0
23 Camden Street	Mixed-Use	59.0	59.0	2	3.2	3.54
26-32 Camden Street	Residential Apartments	0	7,965.0	87	139.2	154.0
29 Camden Street	Residential Apartments	0	5,000.0*	55	88	97.4
35 Camden Street	Non-Residential	352.8	0	0	0	0
38 Camden Street (subject site)	Non-Residential	1,173.6	0	0	0	0
39 Camden Street	Parking	0	0	0	0	0
42 Camden Street	Residential Apartments	0	4,479.0	35	56	61.95
45-47 Camden	Non-Residential	1,233.9	0	0	0	0
50 Camden Street	Residential Apartments	0	8,978.9	65	104	115.05
49-51 Camden Street	Hotel	7,918.0	0	0	0	0

Address	Type	Non-Res. GFA (sq.m.)	Res. GFA (sq.m.)	Unit Count*	Est. Pop. (low – 1.6 PPU)	Est. Pop. (high – 1.77 PPU)
20 Maud Street	Non-Residential	4,259.0	0	0	0	0
30 Maud Street	Parking	0.0	0	0	0	0
119-123 Portland Street	Residential Townhouses	0	413.3	3	4.8	5.3
125 Portland Street	Parking	0.0	0	0	0	0
127 Portland Street	Non-Residential	2,210.40	0	0	0	0
135 Portland Street	Residential Single	0	152.40	1	1.6	1.77
139-145 Portland Street	Residential Townhouses	0	595.0	5	8	8.85
147 Portland Street	Non-Residential	307.9	0	0	0	0
163 Portland Street	Residential Apartments	0	3,425.4	46	73.6	81.4
404-416 (410) Adelaide Street West	Non-Residential	7,750.0	0	0	0	0
422 Adelaide Street West	Non-Residential	352.8	0	0	0	0
426-430 Adelaide Street West	Industrial	386.1	0	0	0	0
426-444 Adelaide Street West / 39 Brant Street	Mixed-Use	964.0	14,515.0	243	388.8	430.1
	Open Space	0.0	0	0	0	0
490 Adelaide Street West	Industrial	1,644.3	0	0	0	0
502 Adelaide Street West	Non-Residential (Vacant)	553.3	0	0	0	0
443 Queen Street West	Non-Residential	1,987.0	0	0	0	0
449 Queen Street West	Non-Residential	224.3	0	0	0	0
451-453 Queen Street West	Mixed-Use	Unknown	415.4	2	3.2	3.54
455 Queen Street West	Mixed-Use	Unknown	694.0	2	3.2	3.54
459 Queen Street West	Mixed-Use	Unknown	186.2	1	1.6	1.77
463-467 Queen Street West	Mixed-Use	Unknown	1,281.5	7	11.2	12.39
471-473 Queen Street West	Mixed-Use	Unknown	293.9	2	3.2	3.54
475 Queen Street West	Mixed-Use	185.10	1,316.80	8	12.8	14.16
485 Queen Street West	Non-Residential	1,077.60	0	0	0	0
Total		78,340.6	119,336.3	1,018	1,628.8	1,801.83

\*assumed

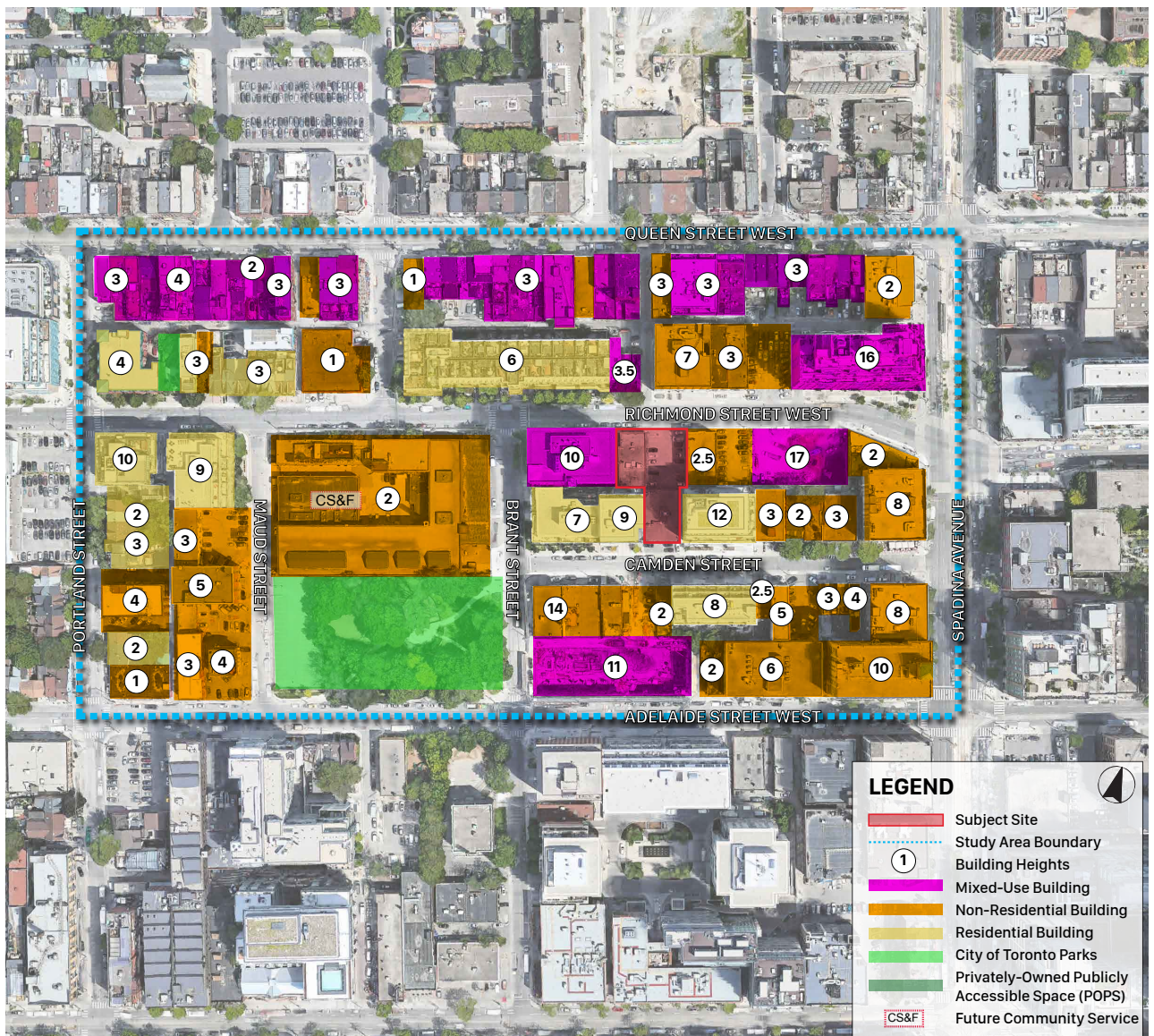


An illustrative summary of the Study Area, including the heights and uses of existing buildings, existing parks and open spaces, existing and proposed mid-block connections, and existing and proposed community facilities, is provided in **Figure 2**.

Table 1 excludes buildings that are currently under construction or are approved but not yet under construction; recent development activity is addressed in Section 3.1 below. Statistics were collected from a variety of sources, with a preference for City zoning and site plan data for more recent development, where available. Additionally, for older commercial and residential properties (gross floor area and residential

units), lot information/data was obtained by the City of Toronto, City Planning, Research and Information Department. In the case of older commercial blocks, the above table groups the data by building block rather than by individual ownership.

Within the Study Area there are a total of 63 buildings/blocks, including the existing building on the subject site, of which 39 are non-residential, 20 residential and 4 mixed-use buildings. There is approximately 1,018 residential units which equates to an estimated population of 1,628.8 to 1,801.83 persons currently residing in the Study Area.



**Figure 2 - Study Area Building Stock**

# [ 3 . 0 ]

## DEVELOPMENT ACTIVITY

### 3.1 Study Area Development Activity

To further understand the Study Area context, this CCA includes a review of active and recently approved development applications located within the Study Area. As of May 2019, there were 8 recent applications/approvals in the area.

**Table 2** below outlines key aspects of these developments, including population projections that utilize the same methodology as in Section 2.1 of this report.

**Table 2 - Recent Development Applications within the Study Area**

Address	Application Type and Status	Type	Non-Res. GFA	Res. GFA	Unit Count	Est. Pop. (low)	Est. Pop. (high)
502 Adelaide Street West	Approved (Final Report, May 18, 2018)	Mixed-Use	272	9,477	105	168	185.9
497-505 Richmond Street West	Under Construction (By-law No. 849-2017) (stats from staff report February 6, 2017)	Mixed-Use	8,515	23,088	288	460.8	509.76
520 Richmond Street West	Approved (By-law No. 1265-2018) (stats from staff report June 18, 2018)	Mixed-Use	215	8,546	124	198.4	219.48
49-51 Camden Street	Under Construction (By-law No. 697-2016) (stats from staff report May 25, 2016)	Hotel	7,918	0	Hotel	0	0
452-458 Richmond Street West	Approved (at LPAT PL160081)	Mixed-Use	430	7,700	134	214.4	237.2
450 Richmond Street West	Proposed (Appealed)	Mixed-Use	336	8,158	111	117.6	196.5
451-457 Richmond Street West	Proposed (Appealed)	Mixed-Use	97	9,733	139	217.6	240.7
135 Portland Street	Proposed (Appealed)	Mixed-Use	243	9,216	117	187.2	207.1
<b>Total</b>	-	-	<b>17,656</b>	<b>156,157</b>	<b>1,018</b>	<b>1,628.8</b>	<b>1,801.86</b>

As detailed in **Table 2**, of the eight active or recently approved development applications in the Study Area, two have either been built or are under construction, three have been approved and three have been appealed to the LPAT.

As the timeline between submitting an application and occupancy is typically around 5 years, it can be assumed that the projected population and job increase will occur incrementally over the next several years.

### 3.2 Proposed Population and Employment Projections

Given that the proposed development is for non-residential uses, there will be no population increase in the Study Area as a result of the development.

SIPA staff have also requested the report include an estimate of the number of employees that may be generated from the proposed development. **Table 3** below provides a breakdown of the estimated number of employees.

**Table 3** - Estimated number of employees generated from the proposed development

Proposed Use	Gross Floor Area (sq.m.)	Type of Employment	Number of Jobs	Assumptions
Restaurant, Lounge, Kitchen/B.O.H, Amenity,	1,303.88 (ground floor and mezzanine)	Service	33 - 37	1 job per 35-40 square metre
Hotel	375 suites	Service	188 - 375	0.5-1.0 job per room
<b>Total</b>	-	-	<b>221 - 412</b>	-

The jobs estimates are based on rules-of-thumb that are typically employed to estimate employment associated with the land uses that make up the proposed development of the subject site. A range of 1 job for each 35-40 square of retail and service commercial space is typically used. For hotels, the number of jobs varies considerably depending on the type of hotel (e.g. for a luxury hotel, a rule-of-thumb of 1 job per hotel room is used, while a lesser rate of 1 job per 2 hotel rooms is typically applied).

# [ 4 . 0 ]

## RESPONSE TO INFRASTRUCTURE STRATEGIES

Below is a summary of how the proposal addresses the needs and priority actions identified in the five Infrastructure Strategies.

### 4.1 Downtown Parks and Public Realm Plan

The Parks and Public Realm Plan identifies five transformative ideas, as follows:

- **"The Core Circle:** *Re-imagine the valleys, bluffs and islands encircling the Downtown as a fully interconnected landscape system and immersive experience."*
- **"Great Streets:** *Enhance the unique characteristics of Downtown's most emblematic streets and make them outstanding civic places and connectors."*
- **"Shoreline Stitch:** *Re-connect the Downtown to the waterfront and link the east and west Core Circle landscapes."*
- **"Park Districts:** *Re-imagine Downtown's distinct districts with parks at their hearts by expanding, improving and connecting neighbourhood parks and public spaces to create a focus for everyday community life."*
- **"Local Places:** *Re-imagine local public spaces to better support public life and expand the utility of our parks and public realm system."*

The subject site is not identified as being within the Core Circle, Park Districts and Shoreline Stitch, respectively on Maps 41-6, Map 41-8 and 41-10 of the Downtown Plan. As it relates to the Great Streets Map, the subject site is located in proximity to Spadina Avenue and Queen Street West, both of which are identified as Great Streets on Map 41-7 of the Downtown Plan.

Local Places are underutilized and sometimes overlooked spaces embedded within the fabric of Downtown neighbourhoods that offer opportunities to improve the public realm and supplement the parks and open space system. Local Places include the fine grain, small urban spaces such as parkettes, laneways, POPS, schoolyards, cemeteries and churchyards as well as other under-utilized spaces. The Plan notes that these spaces are flexible, uniquely positioned and hold immense untapped potential to improve the public realm. In our opinion, the proposed building will intensify an underutilized site, and will be a distinctive, high-quality addition to the area. The proposal will improve the public realm by, among other matters:

- locate the building parallel to the streets, and consistent with the adjacent setbacks along Richmond Street West and Camden Street West;
- locate the main building entrance to the Richmond Street hotel so that it is clearly visible and accessible from the Richmond Street public sidewalk;
- locate the main building entrance to the Camden Street hotel so that it is clearly visible and accessible from the Camden Street public sidewalk
- provide active ground floor uses, including the hotel lobbies, restaurant, bar, and café, that will enhance safety, amenity and animation along Richmond Street West and Camden Street;
- mass the buildings in a manner that frames Richmond Street West and Camden Street at a good proportion, with setbacks above the street walls; and

- provides generous floor-to-ceiling heights for proposed grade-related space;

In terms of materiality, the buildings will be well designed and will use high quality materials. The buildings' skin will primarily consist of porcelain panels in addition to glass fins supporting glass and spandrel panels.

## 4.2 Downtown Community Services and Facilities Strategy

The Downtown Community Services and Facilities Strategy identifies the following six key strategic directions:

- "Reinvesting in and maximizing use of public assets through retrofits, expansions and improvements;
- Developing partnership/co-location opportunities with City Divisions, agencies and boards and community-based organizations;
- Identifying innovative and integrated service delivery models to address CS&F needs;
- Ensuring that new space/facilities keep pace with growth over a 25-year time horizon;
- Prioritizing space/facility opportunities through collaboration with sector partners; and
- Setting the foundation of future partnerships through the establishment of new partnership tables to share information and to explore space/facility opportunities."

Given that no residential uses are proposed, a Community Services and Facilities Report was not required. However, this CCA will provide a brief summary of the community services and facilities available to hotel guests and staff.

There are two public library branches in the vicinity of the subject site, including the Fort York Branch (190 Fort York Boulevard) and the Sanderson Branch (327 Bathurst Street). The Fort York Branch is a new facility featuring a 'Digital Innovation Hub'. Capital improvements for the Sanderson Branch were included in the 2016-2025 capital budget and are discussed below.

In terms of recreation centres, there are two publicly funded centres, operated by the City of Toronto, located near the subject site, including

the Scadding Court Community Centre (707 Dundas Street West) and the Harrison Pool (15 Stephanie Street).

The TOcore Community Services & Facilities Study, Phase 1 – Taking Stock, was issued in March of 2016. This study completed a comprehensive review and inventory of services available in and to the 16 neighbourhoods comprising Toronto's Downtown core. The purpose of this review was to identify the service and facility needs and gaps in the Downtown core, and to suggest priorities and opportunities for securing new facilities or improvements to existing facilities. This report identified twenty seven opportunities for new facilities or improvements to existing facilities. The following opportunities have been identified and/or fully realized:

- 505 Richmond Street West (YMCA): An approved 54,000 square foot community centre is being developed as part of the Water Works redevelopment. The new Centre's current floor plan incorporates a full gymnasium, a 4-lane, 25-metre swimming pool, large conditioning and weight room, studio space, a community room, and three change rooms.
- Sanderson Library: A major renovation project is planned that involves the expansion or reconstruction of the current library branch (approximately 15,000 square feet in size).

Although the impacts on community services and facilities that will result from the proposed development will be minor, it is recognized that the City is currently investigating new ways in which to expand and improve the creation, distribution and access of community service and facilities in the Downtown area.

## 4.3 Downtown Mobility Strategy

The Downtown Mobility Strategy seeks to ensure movement that is safe, efficient, sustainable and transit supportive. The Mobility Strategy details the priority actions around the following themes and objectives:

- Complete Streets:
  - *Undertake a Street Typology Study for key Downtown streets to identify street typologies and modal priorities.*

*Initiate a Shared Streets Program to identify potential streets as candidates for a 'shared street' re-design.*

- Walking:
  - Undertake Downtown-focused pedestrian safety improvements as part of the Vision Zero Road Safety Plan, including physical and operational safety improvements at busy intersections, improving pedestrian space on corners, addressing lack of pedestrian crossings and routes, etc.
  - Undertake a Pedestrian Priority Corridor Study to develop a new vision for a network of streets that re-allocates more space in the right-of-way for pedestrians.
  - "Undertake a Pedestrian Priority Area Study to develop a new vision that prioritizes pedestrians in areas of intensive pedestrian use
  - Develop a Pedestrian Special Events Strategy to accommodate events that generate high-surge volumes of pedestrians.
  - Build new PATH extensions and improve connections to off-street trail system.
  - Continue implementing the Toronto 360 Wayfinding Strategy.
- Cycling:
  - Continue implementing initiatives already planned as part of the 10-Year Cycling Network Plan.
  - Advance additional initiatives from the Long-Term Cycling Network Plan.
  - Undertake bicycle safety initiatives at key locations in the Downtown as part of the Vision Zero Road Safety Plan.
  - Complete and implement the Bicycle Parking Strategy.
  - Implement mechanisms for securing and funding additional Bike Share infrastructure (with TPA).
- Public Transit:
  - Review lessons-learned from King Street Transit Pilot.
  - Undertake a Downtown Transit Area Study to develop a long-term vision and plan for surface transit improvements needed to accommodate growth within and near the Downtown to improve transit reliability, reduce transit travel times, and increase transit ridership.

- Undertake ongoing targeted physical and operational improvements along busy surface transit routes to address service bottlenecks (e.g. Bathurst–Fleet–Lakeshore).
- Implement strategies identified in the TTC's Ridership Growth Strategy.
- Motor Vehicles:
  - Implement the Curbside Management Strategy.
  - Promote off-peak delivery using alternative delivery methods such as bicycles and smaller delivery vehicles within the Downtown.
  - Implement a pilot project to encourage and facilitate innovative freight delivery methods (off-hours deliveries, remote consolidation centres, etc.).
  - Investigate changing parking by-law to require parking spaces that satisfy TPA's size requirements.
  - Include multi-modal facilities in TPA parking facilities.
  - Incorporate new features into street designs to support other road users (e.g. conduits for wiring within the Downtown Film Precinct to support film industry; plug-in locations for tour buses).

It is noted that the foregoing priority actions are almost exclusively within the purview of the City to implement, and that individual development applications will not be able to directly address the priority actions.

Within that context, the proposed development is aligned with priority actions outlined above, which promote the use of walking, cycling and transit over the private automobile. As set out in our Planning and Urban Design Rationale report, from a transit perspective, the subject site has excellent access to transit services. The site is located approximately 1.3 kilometres (approximately a 15-minute walk) west of the St. Andrew subway station and 1.0 kilometres (approximately a 13-minute walk) west of the Osgoode subway station on Yonge–University subway line (Line 1). Other transit routes serving the site include the 510, 501, 504. Furthermore, cycling infrastructure, specifically buffered cycle tracks along Richmond and Adelaide Street West are easily accessible from the subject site. As

such, given its proximity to transit services and cycling infrastructure, the proposed development has been designed to be transit-supportive and encourage non-vehicular travel.

As part of the rezoning application, LEA Consulting Ltd. prepared a Transportation Impact Study (dated April 2019). The study reviewed the road, transit, cycling and pedestrian networks and infrastructure and concluded as follows:

- The existing transportation networks in the area were reviewed. The subject site is located in an area well serviced by the TTC with frequent streetcar service along Spadina Avenue and Queen Street West during peak hours. A number of bicycle facilities exist within the surrounding area of the subject site. Cycle tracks are available in the east-west direction on Richmond Street West and Adelaide Street West as well as north-south connectivity along Simcoe Street and Beverley Street. The existing pedestrian network consists of continuous sidewalks, available on both sides of all corridors within the surrounding area. Crosswalks are available at all major intersections.
- The projected site trips were determined through a proxy survey conducted at a comparable hotel development within the area. The subject site is projected to generate 16 net new trips (6 inbound, 10 outbound) and 17 net new trips (12 inbound, 2 outbound) during the AM and PM peak hour periods, respectively. LEA has concluded that this is an acceptable traffic impact. Intersection capacity analyses are not necessary given the minimal site trips projected.
- The parking requirements of the City of Toronto By-Law 569-2013 indicate a minimum supply of 28 parking spaces. The proposed development will satisfy the minimum requirement by providing a total of 53 spaces. Further, seven (7) bicycle parking spaces will be provided.
- The loading requirements of the City of Toronto By-Law 569-2013 include 2 Type "B" and 1 Type "C" loading space. The proposed development will include two (2) shared Type B/C loading spaces which is considered sufficient given the proposed land uses on site.
- A number of Transportation Demand Management ("TDM") measures have been recommended, including the provision of

Presto Cards and promoting multi-modal travel alternatives. The nearby transit stops and amenities surrounding the subject site allow residents to engage in alternative transportation methods and reduce the need for a vehicle.

It is noted that the proposed development implements multiple TDM strategies, including pedestrian-based strategies, transit-based strategies, cycling-based strategies. In this respect, the proposed pedestrian entrances are directly accessible from Richmond Street West and Camden Street. In addition, the site is located in proximity to a number of restaurant, entertainment and retail uses, which will encourage walking and reduce the need for automobile travel. The subject site is also located in a transit-supportive neighbourhood, with multiple TTC transit stops and routes, which provide significant north-south and east-west connections to major destinations, subway stations, and regional rail stations (e.g., Union Station). Finally, the site is located along a buffered cycling route, which, again, provides significant connections to multiple destinations.

## 4.4 Downtown Energy Strategy

The Downtown Energy Strategy is intended to ensure that development supports investment in necessary energy infrastructure. The strategy seeks to address rising greenhouse gas emissions, growing electricity demand, and more frequent extreme weather events. The Downtown Energy Strategy outlines the following priority actions:

- Work with thermal energy network owners and operators to reduce greenhouse gas (GHG) emissions from existing thermal energy networks.
- Work with energy developers in development of new low-carbon thermal energy networks.
- Work with energy developers to identify and develop local renewable energy solutions.
- Promote residential building retrofits, focusing conservation and efficiency initiatives on existing multi-unit residential buildings Downtown.
- Encourage development applicants to achieve near-zero emissions buildings by pursuing the highest tier of the Toronto Green Standard

through the Energy Strategy Report.

- Prepare design guidelines for low-carbon thermal energy-ready buildings and make the guidelines available to development applicants in the Energy Strategy Report Terms of Reference.
- Encourage multi-unit residential development applicants to follow the 'Minimum Backup Power Guidelines' for multi-unit high-rise residential buildings through the Energy Strategy Report.
- Encourage development applicants to salvage and reuse materials, by updating the Energy Strategy Report Terms of Reference to require accounting of embodied energy and identifying opportunities to limit its loss.

As with the Mobility Strategy, a number of the priority actions are within the purview of the City and energy providers, although certain priority actions are directed specifically toward development applications.

In this respect, an Energy Strategy was prepared by MCW Consultants Ltd. (dated April 18, 2019). The purpose of the Energy Strategy is to identify and evaluate different solutions for low-carbon, energy-efficient, and energy resilient building design at an early stage. The report outlines different design options for Baseline (TGS Tier 1), Higher Performance (TGS Tier 2) and Near Zero Emissions (TGS Tier 3) performance levels. The report identifies a number of energy conservation measures, including district energy networks, transpired solar/solar air heating, solar PV panels, and other low carbon solutions such as ground source heat pumps, wind, solar thermal and co-generation solutions. It is noted that these solutions/design options can become part of a costing exercise to ensure a cost effective solution is chosen for the design of the building.

## 4.5 Downtown Water Strategy

The Downtown Water Strategy seeks to address challenges associated with infrastructure capacity and constraints imposed by groundwater infiltration and wet weather flows. The Water Strategy outlines the following priority actions:

- Water Supply Infrastructure:
  - Complete the Toronto Optimization Study to assess water supply system performance, as this relates to major components of the system, and identify any deficiencies to be resolved.
  - Complete a plan to upgrade watermains with the potential to increase fire suppression capability to support future growth and implement the plan accordingly. These projects will be considered under Development Charges.
- Wastewater Infrastructure:
  - Implement recommendations of the Waterfront Sanitary Servicing Master Plan Environmental Assessment Update to resolve capacity constraints related to the Scott Street Sewage Pumping Station service area within the Downtown.
  - Extend programs to find and fix deficiencies in the existing sewer system to reduce the impacts of wet weather flow and to optimize existing sewer capacity.
  - Continue to improve hydraulic models to increase their accuracy as opportunities arise.
- Stormwater Infrastructure:
  - Complete the Basement Flooding Protection Program studies and, based on the results, schedule specific infrastructure improvements through the Toronto Water Capital Works Program.
  - Review the integration of projects identified by the Basement Flooding Protection Program and growth-related projects through the capital works program.
  - Assess the feasibility of proposed Ministry of the Environment and Climate Change stormwater controls in high-density development areas, such as Downtown.
  - Update the City's Wet Weather Flow Management Guidelines.
  - Complete an implementation strategy for the Green Streets Technical Guidelines.
- Water Strategy implementation:
  - Complete infrastructure assessments to identify capacity constraints based on future growth, and implement projects to resolve the capacity constraints through the Capital Works Program.



As with the Mobility Strategy, the priority actions are almost exclusively within the purview of the City; as a result, individual development applications will not be able to directly address the priority actions.

Within this context, LEA Consulting Ltd. prepared a Site Servicing and Stormwater Management Brief (dated April 2019). The report provides the following conclusions:

- Stormwater Management Plan
  - Under existing conditions, there are no existing on-site stormwater management facilities.
  - On-site storage volume of approximate 5.12 m<sup>3</sup> will be provided for retaining the first 5mm rainfall runoff as required to achieve water balance target. This portion of water shall be reused on site for irrigation, grey water, etc. The consumption rates will be provided by the project team mechanical engineer in the next stage of design.
  - On-site storage tank with approximate 44.0 m<sup>3</sup> in volume will be required in order to control the post-development 100-year stormwater flows to 2-year pre-development level, and provide 5mm Stormwater retention.
  - In addition to clean roof, a storeceptor is proposed to satisfy the water quality control requirement of 80% TSS removal.
- Temporary Erosion & Sediment Control Measures
  - Temporary erosion and sediment control measures will be provided before construction and maintained during construction in accordance with GGHA CA's Erosion & Sediment Control Guideline for Urban Construction (December 2006)
- Site Servicing
  - Proposed site service connections for the proposed development site:
    - Storm service: 250mm dia. PVC pipe;
    - Sanitary service: 250mm dia. PVC pipe;
    - Water service: 100mm dia. domestic and 150mm dia. PVC pipe fire water supply;

# [ 5 . 0 ]

## C O N C L U S I O N

In our opinion, the proposal will improve an existing block in the vicinity of Spadina Avenue and Richmond Street West by providing two hotels with associated commercial areas. This report has demonstrated that the proposed development appropriately responds to the objectives for addressing growth in the Downtown as set out in the five Infrastructure Strategies.

The proposed hotel and ancillary uses will contribute to the achievement of a "complete community" and the continued evolution of the Study Area as a mixed-use neighbourhood. The statistical data included in Sections 2.0 and 3.0 demonstrates that the Study Area is fairly mixed use with a slightly larger proportion of non-residential buildings compared to residential buildings.

This report demonstrates that the proposed development will not drastically or negatively impact the character of the neighbourhood and will bring about beneficial change to the neighbourhood by introducing a complimentary use to the block that is generally mixed use in nature.

This CCA considers the co-ordination of development with infrastructure in the context of the Downtown Plan's Infrastructure Strategies, as follows:

- From a Parks and Public Realm perspective, the proposed development includes improvements to the streetscape and public realm which addresses the relevant objectives of the Downtown Parks and Public Realm Plan Infrastructure Strategy. The proposed buildings are located parallel to the street and consistent with the existing setbacks of adjacent properties, include active ground floor uses to animate the street, and locate the main entrances onto the dual street frontages.
- As it relates to Community Services and Facilities, the proposal does not include additional dwelling units and therefore will pose limited impact on nearby community services and facilities. Nonetheless, our reports notes the presence of several community service and facilities including libraries and centres.

- With regards to Mobility, the subject site is extremely well served by public transit. The subject site is within 170 metres to the intersection of Queen Street and Spadina which provides access to both the 510 Spadina Streetcar Route and the 501 Queen Street Streetcar Route as well as approximately 270 metres from the intersection of Spadina Avenue and King Street which provides access to the Spadina Streetcar as well as the 504 King Street Streetcar. In addition, the subject is located approximately 1.3 kilometres (approximately a 15-minute walk) west of the St. Andrew subway station and 1.0 kilometres (approximately a 13-minute walk) west of the Osgoode subway station on Yonge-University subway line (Line 1) with excellent buffered cycle routes along Richmond Street West and Adelaide Street West. Given this proximity, the proposal has been designed to be transit supportive and limit its reliance on the private automobile. It is supportive of active transportation objectives and encourages reducing the overall dependency on private vehicles for users of the site.
- With respect to the Energy Strategy, the proposal considers several energy conservation measures that may be implemented to achieve the Toronto Green Standard 3-Tiers: Baseline, Higher Performance, and Near Zero Emission. In general, many of these features are implemented a later design Site Plan stage of development.
- With respect to the Water Strategy, the proposal does not contribute to existing challenges associated with infrastructure capacity and constraints imposed by groundwater infiltration and wet weather flows. The subject site can be adequately serviced with respect to water supply, sanitary drainage, stormwater drainage and stormwater management.

Based on the foregoing, it is our opinion that the proposal appropriately responds to the vision for complete communities as set out in A Place to Grow and the Downtown Plan.



BOUSFIELDS INC.