

COMPLETE
COMMUNITY
ASSESSMENT

90-104 QUEEN STREET EAST
& 3 MUTUAL STREET
CITY OF TORONTO

PREPARED FOR:
QM DEVELOPMENTS LP

DECEMBER
2018



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

1.1 Overview

On May 22, 2018, a new Secondary Plan for the Downtown (the "Downtown Plan") was approved in principle by City Council, with a number of amendments. In conjunction with this approval, Council directed that the "Complete Community Assessment" be incorporated as an addendum to the Toronto Development Guide Planning Rationale Terms of Reference. On May 22nd, 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).

The Downtown Plan was adopted by Council on July 27, 2018 as Official Plan Amendment No. 406. It has subsequently been forwarded to the Ministry of Municipal Affairs and Housing for approval under Section 26 of the Planning Act but has not yet been approved.

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 90-104 Queen Street East and 3 Mutual Street (herein referred to as the "subject site") is proposed to be designated *Mixed Use Areas 2*, Staff have requested the preparation of the CCA for the proposed development.

The CCA will focus on the infrastructure components of complete communities. The sidebar in Section 5 of the Downtown Plan includes the following additional information regarding the purpose of a CCA:

"A Complete Community Assessment provides an understanding of the subject site while demonstrating how incremental development and coordination with existing and planned development and infrastructure will occur in the surrounding area. By showing the proposed development in relation to surrounding conditions and character, and by evaluating opportunities and constraints, the City will be able to ensure that the development will contribute to the achievement of complete communities within the existing and planned context of the area."

In this respect, the Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan) defined "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":

- "feature a diverse mix of land uses, including residential and employment uses, and convenient access to local retail and services;
- provide a diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes;
- provide convenient access to:
 - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - physical infrastructure;
 - community service facilities; and
 - an appropriate supply of parkland, open spaces and trails;
- ensure the development of high-quality built form that enhances livability, is contextually appropriate and provides an attractive and vibrant public realm, including public open spaces;
- mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions and contribute towards the achievement of low-carbon communities; and
- integrate green infrastructure."

The Glossary of Terms included in the Toronto Development Guide further describes a Complete Community Assessment as follows:

"A Complete Community Assessment will form an appendix to the Planning Rationale for applications within the Downtown Plan boundary on lands designated as Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3 and Regeneration Areas. The Complete Community Assessment will focus on the infrastructure components of complete communities, as per policies in Section 5 of the Downtown Plan.

The content of the Complete Community Assessment will be based on information submitted as part of other application submission requirements (e.g. Community Services and Facilities Study, Energy Strategy) as well as a finer grain review of the application alongside 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).

The Complete Community Assessment will demonstrate a thorough review and response to the five Infrastructure Strategies, including:

- *a profile of the study area including: the existing number and types of buildings (residential and non-residential); along with the number of dwelling units, residents and jobs for an area that includes the block in which the application is located and, at a minimum, all surrounding blocks.*
- *a listing of development activity within the study area including: application type/status; type and number of dwelling units; along with estimated number of people generated by development.*
- *a summary of how the application addresses the needs and priority actions identified in the Downtown Parks and Public Realm Plan, Downtown Community Services and Facilities Strategy, Downtown Mobility Strategy, Downtown Energy Strategy and Downtown Water Strategy.*

For larger or multi-phase developments, the Complete Community Assessment may need to also identify phasing or timing of infrastructure, and when appropriate, solutions that include incremental provision of infrastructure."

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 a complete community.

1.2 Proposed Development

The proposal contemplates the redevelopment of the subject site with a 34-storey residential mixed-use building, with a wrapped mechanical floor, and a slanted roof resulting in a total height of 106.6 metres to the top of the residential floors and 107.95 metres to the top of the mechanical penthouse. The building will include a 3-storey base element.

The total proposed gross floor area is 23,848.0 square metres (256,697 square feet), resulting in a density of 19.8 times the gross area of the lot (per by-law 569-2013). A total of approximately 339.0 square metres of retail space and community space will be located on the first floor of the development. The fourth floor of the development will contain 456 square metres and 466 square metres of indoor and outdoor amenity space, respectively, while Floors 5-7 will each contain 70 square metres of indoor amenity space along with residential units. Floor 3 will provide an additional 294 square metres of indoor amenity space. The remaining floors will be comprised of residential gross floor area. The proposal will include a total of 356 residential in a mix of unit types including 65 bachelor units (18%), 150 one-bedroom units (42%), 105 two-bedroom units (30%) and 36 three-bedroom units (10%).

The proposed development partially retains the buildings at 3 Mutual Street and 98 Queen Street East ('the Richard Bigley Building', which is listed on the City of Toronto's Heritage Register), as well as the buildings at 98-104 Queen Street. A number of design measures have been incorporated into the development proposal which help mitigate any potential impacts on recognized on-site and adjacent heritage resources. These include the retention of the street facing (south) elevations of 98-104 Queen Street East, as well as the retention of the street facing (west) elevation, and partial retention of the north elevation of 3 Mutual Street. The west return wall of 98 Queen Street East and the south return wall of 3 Mutual Street are also proposed to be partially reconstructed using material compatible in dimension, detailing and colour with retained heritage fabric.

The ground floor of the building will be comprised of the residential lobby, located along Queen Street East; the lobby will be flanked on its east and west sides by two retail spaces approximately 78 and 165 square metres in size, respectively, while a 96 square metre retail/optional community space will be located along Mutual Street. The southwesterly portion of the podium will be setback 2.4 metres and 3.1 metres from the south and west lot lines, respectively, resulting in a 6.0 metre sidewalk area. At the rear, the ground floor will be comprised of a loading area, a garbage room and a parking ramp providing access to three levels of below-grade

parking. All loading, servicing and vehicular functions will be accessed via the existing east-west rear laneway.

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 Shuter Street to the north, George Street to the east, Richmond Street East to the south, and Dalhousie/Church Street to the west (the "Study Area"), as illustrated below 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 jobs data for the Study Area, this CCA will not include job and employment data for the broader area. Rather, this CCA will include a projection of the anticipated population and 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

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S T U D Y A R E A P R O F I L E

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 below 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.

It is noted that the existing number of employees within the Study Area is not available for this CCA.

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)
3 Mutual Street	Non-Residential	495.0	0	0	0	0
25 Mutual Street	Residential Apartments	0	10,641.0	97	155.2	171.7
37 Mutual Street	Mixed-Use	140.2	140.2	2	3.2	3.5
39 Mutual Street	Non-Residential	261.6	0	0	0	0
41-43 Mutual Street	Residential Townhouses	0	576.6	8	12.8	14.2
45 Mutual Street	Residential Apartments	0	1,260.0	2	3.2	3.5
115 Jarvis Street	Non-Residential	216.6	0	0	0	0
128-130 Jarvis Street	Parking	0	0	0	0	0
131 Jarvis Street / 146 George Street	Non-Residential	3,633.7	0	0	0	0
132 Jarvis Street	Non-Residential	339.0	0	0	0	0
134 Jarvis Street	Non-Residential	382.6	0	0	0	0
136 Jarvis Street	Parking	0	0	0	0	0
137 Jarvis Street	Hotel	7,353.1	0	0	0	0
160 Jarvis Street	Non-Residential/Institutional	7,353.1	0	98	98	98
89 Queen Street East	Residential Apartments	0	2,387.3	14	22.4	24.8
90 Queen Street East	Non-Residential	168.6	0	0	0	0
92-94 Queen Street East	Non-Residential	322.2	0	0	0	0
98 Queen Street East	Non-Residential	1107.2	0	0	0	0
99 Queen Street East	Non-Residential	23,030.0	0	0	0	0
100-104 Queen Street East	Mixed-Use	268.7	564.4	5	8	8.9

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)
106 -114 Queen Street East	Residential Apartments	0	1,735.5	11	17.6	19.5
127 Queen Street East	Residential Apartments	0	6,032.5	86	137.6	152.2
130 Queen Street East	Moss Park Armoury	N/A	0	0	0	0
133 Queen Street East	Non-Residential	188.8	0	0	0	0
147 Queen Street East	Institutional ("Fred Victor")	7,478.5	0	96 (beds)	96	96
163 Queen Street East	Non-Residential	4,835.0	0	0	0	0
107-113 Church Street	Non-Residential	2,025.1	0	0	0	0
114 Church Street	Parking	0	0	0	0	0
119 Church Street	Non-Residential	956.1	0	0	0	0
127 Church Street	Residential Apartments	0	734.2	4	6.4	7.1
76 Richmond Street East	Non-Residential	1,391.8	0	0	0	0
80 Richmond Street East	Non-Residential	528.9	0	0	0	0
84 Richmond Street East	Non-Residential	2,409.0	0	0	0	0
88 Richmond Street East	Non-Residential	1,760.4	0	0	0	0
128 Richmond Street East	Non-Residential	180.2	0	0	0	0
79-81 Shuter Street	Mixed-Use	524.3	633.9	4	6.4	7.1
85 Shuter Street	Non-Residential	338.0	0	0	0	0
150 George Street	Residential*	0	2,700.0	12	19.2	21.2
142 George Street / 190 Richmond Street East	Non-Residential*	1,736.0	0	0	0	0
Total		69,423.7	27,405.6	439	586	627.7

*approximate

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 above excludes buildings that are currently under construction or are approved but not yet under construction; such 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 developments, where available. In the case of older commercial blocks, the above table groups the data by building block rather than by individual ownership. 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.

Within the Study Area there are a total of 39 buildings, including the existing buildings on the subject site, of which 26 are non-residential, 9 are residential, 1 is a federally-owned park and 3 are mixed-use buildings. There is approximately 439 residential units which equates to an estimated population of 586 to 627 persons currently residing in the Study Area.

The table above illustrates that the Study Area has a mixed-use character comprised of primarily non-residential uses. However, the area is undergoing regeneration and revitalization and includes several new proposed and approved development applications with significant residential components. The combination of these existing, approved and proposed residential and non-residential uses contributes to the achievement of a "complete community" (a mixed-use neighbourhood) in the Study Area.

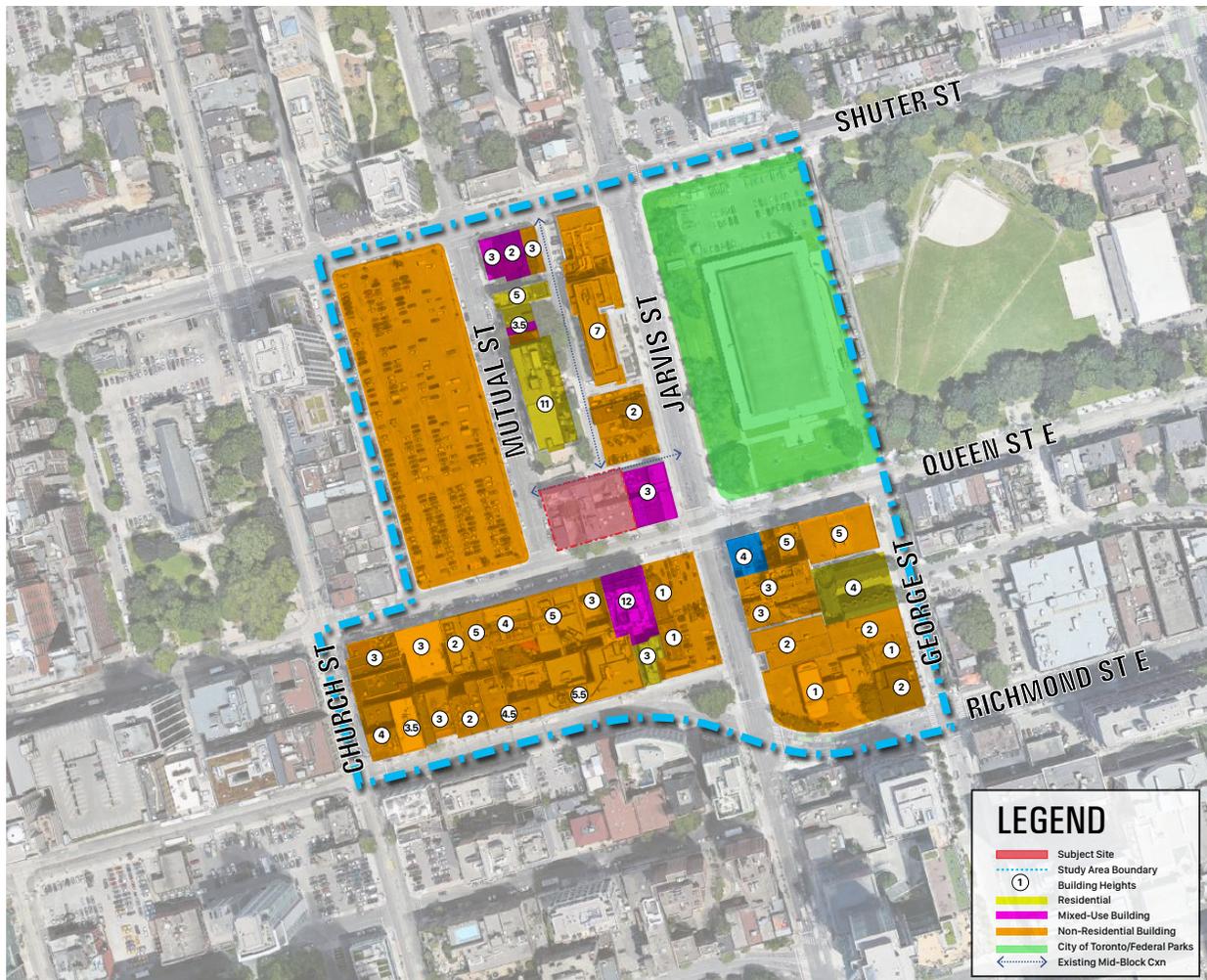


Figure 2 - Study Area Summary

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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 November 2018, there were five 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 (sq.m.)	Res. GFA (sq.m.)	Unit Count	Est. Pop. (low)	Est. Pop. (high)
Development Applications within Study Area							
88 Queen Street East and 30 Mutual Street	OPA, Rezoning, Approved	Mixed-Use	11,750	86,250	1,140	1,824	2,017.8
79-85 Shuter Street	Rezoning, Site Plan Approval, Proposed	Residential	0	16,969	234	374.4	414.2
133-141 Queen Street East and 128 Richmond Street	Rezoning, Proposed	Mixed-Use	1,300	31,700	440	704	778.8
Subtotal			13,050	134,919	1,814	2,902.4	3,210.8
Development Applications adjacent to Study Area							
139 Church Street	Rezoning, Proposed	Mixed-Use	480	30,320	414	662.4	732.8
60 Queen Street East	Rezoning, Proposed	Mixed-Use	580.37	26,398.12	364	582.4	644.3
Subtotal			1,060.4	56,718.1	778.0	1,244.8	1,377.1
Total			14,110.4	191,637.1	2,592.0	4,147.2	4,587.9

Sources:

- 88 Queen Street East and 30 Mutual Street (By-laws 1292-2018, 1293-2018, 1294-2018)
- 79-85 Shuter Street (Rezoning and Site Plan Approval applications, Architectural plans, dated September 22, 2017)
- 133-141 Queen Street East and 128 Richmond Street (Rezoning application, Architectural plans, dated August 17, 2018)
- 139 Church Street (Rezoning application, Architectural plans, dated June 7, 2018)
- 60 Queen Street East (Rezoning application, Architectural plans, dated January 19, 2018)

As detailed in **Table 2**, of the five active development applications within and directly adjacent to the Study Area, one has been approved and four are proposed and under review by City staff.

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.

Based on the foregoing, it is apparent that recent development approvals (and proposals) will collectively contribute to the achievement of a mixed-use neighbourhood and a "complete community" in the Study Area. As per **Table 2**, residential development comprises a substantial majority of the approved and proposed gross floor area being added to the Study Area. Nonetheless, all of the aforementioned development applications contain a non-residential component (totaling approximately 14,110 square metres).

3.2 Proposed Population and Employment Projections

When the same multipliers of 1.6 and 1.77 PPU are applied to the proposed development of the subject site (356 units), the estimated population ranges from 569 to 630 persons. Therefore, the potential population increase for the Study Area, inclusive of the proposed development, is estimated to range from approximately 4,716 to 5,218 persons. As a result, the total population of the Study Area could increase to approximately 5,302 to 5,845 persons.

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.)	Number of Jobs	Assumptions
Community Space	96 square metres	2-3	1 job / 35-40 square metres
Ground Floor Retail	243 square metres	6-7	1 job / 35-40 square metres
Residential	23,509 square metres / 356 units	28	0.08 / unit (building services, home occupations, etc.)
Total	23,848 square metres	36-38	-

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. The job estimate associated with the residential units accounts for home occupations (people working in their units) as well as building services

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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 including:

- **"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 or Shoreline Stitch on Maps 41-6 and 41-10, respectively, of the Downtown Plan. The subject site is located adjacent to the Garden District Park District on Map 41-8 and is located along Queen Street and in proximity to Jarvis Street, both of which have been identified as Great Streets on Map 41-7.

Downtown's Great Streets have city-wide and civic importance; they have a diverse character that conveys Toronto's public image to the world and sets the stage for festivals, parades and civic life. They are destinations in themselves and play an important role supporting economic activity and fostering public life. The Plan notes that public realm improvements on the Great Streets will:

- reinforce the identity and distinct characteristics of each segment of each street, including specific cultural heritage value and heritage attributes;
- improve the scale of clearways, transit stops, and space for public gathering;
- be required to implement and maintain a high standard of design and materials;
- prioritize tree planting and investment in green infrastructure to support the growth of a healthy tree canopy, wherever feasible;
- be informed by Complete Streets principles; and
- Include green infrastructure, where feasible.

Great Street serve as "connectors" between significant parks and open spaces. Accordingly, the Plan notes that these streets should be designed to improve space for pedestrians and landscape, while serving as amenity on the street edges of significant parks and open spaces and be designed in a unified manner. Further, through the development review process, development along the edges of Great Streets will explore opportunities for adequate setbacks to widen the streetscape and provide additional amenity appropriate to the ground-floor uses.

In this respect, the ground floor of the building will be comprised of the residential lobby, located along Queen Street East; the lobby will be flanked on its east and west sides by two retail spaces approximately 78 and 165 square metres in size, respectively, while a 96 square metre retail/optional community space will be located along Mutual Street. The southwesterly portion of the podium will be setback 2.4 metres and 3.1 metres from the south and west lot lines, respectively, resulting in a 6.0 metre sidewalk area, which is adequate to provide for a pedestrian clearway and landscaping. The podium base will consist of a glazed façade, which will promote visibility into the ground and lower levels of the building and, in turn, provide the opportunity for a vibrant streetscape, animated storefronts, and enhanced views into the retail and lobby areas. The podium has also been designed to emphasize the presence and character of the existing Richard Bigley Building.

Park Districts are described as a cohesive network of parks, streets and other open spaces centered on one or more significant community park; they will be designed as a cohesive whole, with the goal of supporting community life. As stated, the subject site is located adjacent to the Garden District. The Garden District is generally anchored by Moss Park to the south and Allan Gardens to the north. The Plan encourages the removal of surface parking and limits to street parking to reduce auto-related pavement and create green street edges and the improvement to the relationship between the pedestrian realm along park edges to provide an expanded pedestrian space. Although the subject site is not within the Garden District, the inclusion of street trees will broaden the nearby Moss Park program into the street

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.

As illustrated in the landscape plans, the public realm will include city standard pavers in the pedestrian clearway, feature paving within the property, and tactile surfaces at intersections. In addition, tree plantings within the public realm will include native species such as Red Oak, Kentucky Coffee Tree, and Common Hackberry. The setback for the southwest retail unit, along with the feature paving will re-enforce the retail function of the street and provide space for potential pedestrian amenity and gathering. Furthermore, the inclusion of street trees will improve the role of this portion of Queen Street East as a "connector" and will leverage the existing asset that is Moss Park to create a contiguous green frontage along the north side of Queen Street East.

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."

A Community Services and Facilities Study was prepared by Bousfields Inc. (dated December 2018 and being submitted concurrently with this CCA) to provide a review of the community services and facilities that are available to residents in the vicinity of the subject site. This study was based on the modified Scope of Work for Community Services and Facilities Submissions

in the Downtown Area (May 2018). Consultation with Strategic Initiatives, Policy & Analysis (SIPA) staff established the Study Area boundaries for community services and facilities, which include the Church-Yonge, King-Parliament and Moss Park neighbourhoods as defined by the TOcore Study.

Based on the existing and planned community services and facilities summarized in the Community Services and Facilities Study ("CSF"), we concluded that, while many service sectors have sufficient existing capacity to accommodate the estimated population increase resulting from the proposed development, certain sectors may have accommodation issues due to the overall population growth within the Downtown. For example, the childcare and public school sectors, both of which are currently facing accommodation pressures, may face increasing pressure from the proposed population in combination with the increase in population from other approved and proposed developments in the area.

In terms of community services and facilities, the report identifies the following:

- as it relates to the development proposal, both the Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB) have indicated that the development would yield a number of students which, currently, can be accommodated in local schools that are currently operating below capacity;
- in terms of childcare, there are nine existing facilities within the Study Area. It is anticipated that the development will produce 8-9 children requiring childcare. However, it should be noted that the new federal provision, which allows parents to take either 12 or 18 months off work to care for a child, may lessen the demand on the 0-4 year childcare spaces. Nonetheless, phone calls with facility staff indicated that the 8-9 children can be accommodated at the existing childcare facilities. However, it is noted that this analysis is based on limited contact with childcare facilities; as such, additional vacancies may or may not be available as this application is reviewed. Moreover, it is acknowledged that the ages of the projected children are, at this time, unknown;

- the subject site is served by two public library branches, the Parliament Branch and the St. Lawrence Branch. Both libraries offer a wide variety of services and a diverse range of regular programming. As described in the CSF prepared by Bousfields Inc., expansions to both of these branches have been included in the 2018-2027 capital budget. Once complete, the additional space will increase the level-of-service and capacity of these libraries.
- there are nine childcare facilities within the Study Area. The proposed development is anticipated to yield 9-10 children requiring childcare. Phone calls with facility staff in November 2018 revealed there to be sufficient space to accommodate these children. It is noted that the age distribution of children who may reside in the proposed development is unknown at this time. Nonetheless, there are two new childcare centres planned in proximity to the Study Area which, upon completion, will add additional spaces to the Study Area;
- there is one City-run community recreation center (John Innes Community Recreation Centre), one community centre (519 Church Street Community Centre), and one indoor pool located within the Study Area (John Innes Indoor Pool). The Downtown CSF Strategy has identified the redevelopment of the John Innes Community Centre, the Moss Park Arena, and the surrounding sports fields and parklands as an opportunity to explore (the "Moss Park Redevelopment Feasibility Study"). At this time, some early consultation has taken place however the project is currently unfunded.
- the CS&F Strategy Report (prepared by the City of Toronto) identifies a Downtown North Community Recreation Facility proposed within the Study 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 within walking distance (approximately 450-metres east) of the Queen subway station on the Yonge–University subway line (Line 1). Other transit routes serving the site include the 501, 505 and 502 streetcar routes, and the 141, 97, 75 and 143 bus routes.

There are also four bike-share locations in proximity of the subject site including: one at Bond Street and Queen Street East; a second at Jarvis Street and Richmond Street East; a third at

King Street East and Jarvis Street; and a fourth at Queen Street East and George Street (Moss Park).

In terms of future transit service, the City is currently undertaking the Relief Line Project Assessment, in conjunction with Metrolinx and the Toronto Transit Commission (TTC), which is studying a new rapid transit line (subway) that would connect the Bloor-Danforth (Line 2) east of the Don River to the Downtown. On July 12, 2016, Council approved the Pape-Eastern-Queen alignment for the Relief Line South, with station locations. The closest station to the subject site will be at Queen and Sherbourne, approximately 350 metres east of the subject site.

As part of the rezoning application, LEA prepared a Transportation Impact Study (dated December 2018) for the proposed mixed-use development. The study reviewed existing traffic conditions, including road, transit, cycling and pedestrian networks, as well as future traffic conditions. The report provided the following conclusions:

- under existing traffic conditions, all movements at the studied intersections are operating within capacity during AM and PM peak hours;
- with the addition of background developments traffic volumes and signal timing optimization, all studied signalized intersections under the future background conditions are operating within capacity;
- the southbound shared through-left-right movement at Shuter Street / Mutual Street and the southbound left-turn movement at Queen Street / Mutual are expected to operate over capacity during the PM peak hour. It is noted that these capacity issues are triggered by background traffic and would occur regardless of the implementation of the proposed development.
- the proposed development is expected to generate 46 and 43 two-way vehicle trips during the weekday AM and PM peak hours, respectively;
- the future total intersections capacity analysis indicates that the proposed development will have minimal impacts on the study area intersections. No intersection improvements are required to support the proposed development;
- transit capacity analyses were completed for TTC Route 501 (Queen), Route 502

(Downtowner), Route 141 (Downtown/Mount Pleasant). All routes are expected to operate within capacity during AM and PM peak hours, with no capacity constraints identified, under the existing and future background conditions. However, capacity improvements on Routes 501 and 502 are expected in the future with the planned rollout of the new 'Flexity' streetcars;

- the subject site is expected to generate 89 transit trips during both the weekday AM and PM peak hours. Minimal impacts on the streetcar and bus routes under future total conditions are expected;
- a total effective vehicle parking supply of 61 spaces (0.17 spaces/unit) is proposed. It is noted that the proximity of the subject site to various transit, cycling and pedestrian facilities provides viable alternatives to automobile trips;
- the development will also provide a total of 10 visitor spaces;
- proxy site parking demand survey data supports the proposed parking rate at the subject site;
- a total of 396 bicycle parking spaces is proposed (36 short-term and 360 long-term). The majority of bicycle parking is proposed to be located on the second floor of the development, while 20 short-term spaces are provided at ground level. The number of bicycle parking spaces exceeds the minimum requirements of the City's by-law and the Toronto Green Standards by 40 spaces.

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 Report was prepared by EQ Building Performance (dated October 5, 2018). The report notes that the proposed development is subject to the energy requirements of the Ontario Building Code Supplementary Standard SB-10 as well as the newly implemented Toronto Green Standard version 3. As part of the report, EQ has predicted the energy use, thermal demand, and expected carbon impact of the project in compliance with these requirements.

The report concludes that, through the use of a high performing envelope and high efficiency HVAC equipment, carbon, thermal demand, and energy use minimum (TGS v3 Tier 1) performance targets will be achieved.

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 and Energy Strategies, 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.

A Functional Servicing Report ("FSR") (dated December 2018) and a Stormwater Management Report ("SWM") (dated December 2018) was prepared by WSP Canada Group Limited.

The purpose of the FSR report is to provide a conceptual framework for servicing the proposed development with respect to water supply, sanitary sewage and storm drainage. The FSR provides the following details and conclusions:

WATER DISTRIBUTION

- The proposed development will be serviced from the existing 150mm diameter watermain on Mutual Street and the existing 300mm diameter watermain on Queen Street East. It is proposed to provide one 150mm domestic water connection and two (2) 200mm fire connections for the development.
- There are two existing hydrants in the vicinity of the site and the building Siamese connection will be located within 45m of an existing hydrant on Queen Street East. Hydrant flow tests will be completed and analysed to determine if the watermain provides sufficient flow protection for the development.
- Water service design within the City Right of Way have been designed to meet the standards and specifications of the City of Toronto, while services within the building have been designed by the mechanical consultant and coordinated with WSP Canada Group Limited.

SANITARY SEWAGE

- Sanitary flow from the development will be conveyed to the existing 300 mm V.P. combined sewer trunk on Mutual Street via one proposed 300 mm diameter service connection to the existing manhole.
- WSP has provided pre- and post-development downstream sewer analysis for the extreme wet weather conditions, and it has been determined that the proposed downstream sewer has sufficient capacity to accommodate the flow from the proposed development.
- The groundwater discharge rate during and after construction have been analyzed, and the existing sewer has sufficient capacity to accept these flows.

- The proposed sanitary service connection within the City's right-of-way will be designed to meet the standards and specifications of the City of Toronto, while services within the building are to be designed by the mechanical consultant per the Ontario Building Code and coordinated with WSP.

STORM SEWAGE

- Minor and major storm drainage for the proposed development will be collected by the internal site drainage system and directed into the stormwater storage tank. The flow will be controlled to the allowable flow levels and released to the existing 375 mm R.C.P. storm sewer on Mutual Street via a proposed 300 mm diameter storm service connection and a new manhole.
- The existing storm sewer system will not be adversely affected by the post-development condition as the rate of stormwater release from this site will be decreased.

The SWM Report examines the potential impacts on water quality, water balance, and water quantity due to the proposed development, and summarizes how each will be addressed in accordance with the City of Toronto's Wet Weather Flow Management Guidelines. It provides the following conclusions:

WATER BALANCE

- The site is required to retain 5 mm of runoff from each rainfall event for reuse on site. Water balance will be addressed through provision of 432 m² of green roof surfaces and minimum 3.13 m³ sump volume (equivalent to the post-development 5 mm runoff volume) at the base of a proposed cistern, below the cistern outlet.

WATER QUALITY

- Stormwater runoff from proposed impervious roof areas is considered clean and expected to leave the site effectively unchanged in terms of water quality. Oil and grit separators (OGS) or other treatment methods will not be required.

WATER QUANTITY

- Runoff from the controlled catchments on site will be directed to a stormwater cistern. Post-development flows have been controlled to below 14.7 L/s in compliance with the target release rate to the municipal storm sewer system by use of a 75 mm core drilled hole outlet.

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C O N C L U S I O N

In our opinion, the proposal will represent a high-quality architectural addition to the east area of the Downtown and, based on the analysis set out in this Complete Community Assessment, appropriately responds to the objectives for addressing growth in the Downtown set out in the five Infrastructure Strategies.

The proposed mix of uses (retail, optional community space and residential) 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 has an existing mixed-use character, with a preponderance of non-residential uses. However, new residential mixed-use developments have recently been proposed and approved in the area which will contribute to the continued regeneration and revitalization of the area. The CCA further demonstrates that the incremental and cumulative impact of the proposed redevelopment will not fundamentally change the composition of the Study Area, which will continue to evolve as a mixed-use neighbourhood with convenient access to institutions related to education, the arts, health care and worship as well as jobs, stores, services, housing, transportation options and public service facilities.

In these latter respects, this CCA specifically 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 retains and incorporates the existing heritage building into the design of the building. In addition, the proposal includes improvements to the public realm, such as a large pedestrian clearway and public realm; glazing on the podium to promote visibility, animation and enhanced views at the ground level, as well as landscaping, feature paving and tactile surfaces and intersections. The enhancement of this portion of Queen Street East will provide for a contiguous green frontage along the north side of Queen Street East. The foregoing improvements will further the Downtown Plan’s and Parks and Public Realm Strategy’s objectives of re-imagining local spaces and great streets by improving this space for pedestrians, while serving as amenity on the edge of significant parks and open spaces, such as Moss Park.
- As it relates to Community Services and Facilities, many service sectors have sufficient existing capacity to accommodate the estimated population increase resulting from the proposed development. Nonetheless, certain sectors may have accommodation issues due to the overall population growth within the Downtown.

- From a Mobility perspective, the subject site has excellent access to transit services. The site is located 450-metres east the Queen subway station on the Yonge-University subway line (Line 1) and within 350 metres of the planned Queen and Sherbourne Station of the Relief Line South. Given this proximity, the proposal has been designed to be transit supportive and limit its reliance on the private automobile and encourage viable alternatives, such as transit, cycling and walking. The future total intersections capacity analysis indicates that the proposed development will have minimal impacts on the study area intersections. As such, no intersection improvements are required to support the proposed development. In addition, all existing bus and streetcar routes are expedited to operate within capacity during the AM and PM peak hours, with no capacity constraints.
- As it relates to Energy, through the use of a high performing envelope and high efficiency HVAC equipment, carbon, thermal demand, and energy use minimum (TGS v3 Tier 1) performance targets will be achieved. Design alternatives and the feasibility of higher tiers of energy and carbon performance will be explored and evaluated during later stages of the application process.
- With respect to the Water Strategy, the FSR report provides a conceptual framework for servicing the proposed development with respect to water supply, sanitary sewage and storm drainage, while the SWM report examines the potential impacts on water quality, balance and quantity. In general, it has been determined that the proposed downstream sewer has sufficient capacity to accommodate the flow from the proposed development and the existing sewer has sufficient capacity to accept these flows. Furthermore, the existing storm sewer system will not be adversely affected by the post-development condition. As such, 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 the Growth Plan and the Downtown Plan.



BOUSFIELDS INC.