

**Rail Deck Park - City-initiated Official Plan Amendment-  
Final Report**

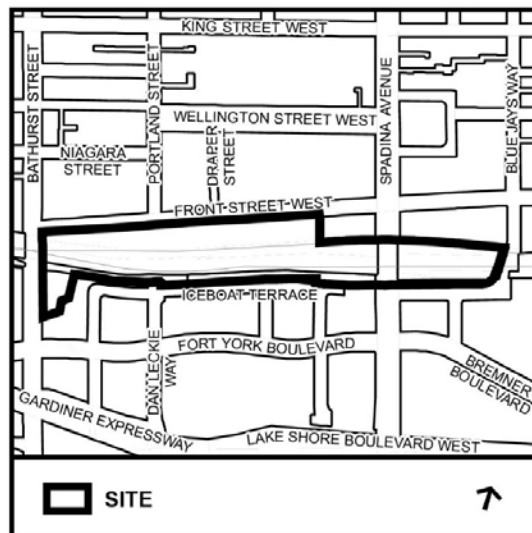
<b>Date:</b>	October 30, 2017
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 20 – Trinity-Spadina
<b>Reference Number:</b>	17 152929 STE 20 OZ

**SUMMARY**

This report introduces the draft Official Plan Amendment (OPA) and proposed Rail Deck Park Secondary Plan. The proposed Secondary Plan has been informed by a planning study conducted for the rail corridor area between Bathurst Street and Blue Jays Way (the "Site"). This study was directed through EX17.1 (Rail Deck Park - Work Plan for Official Plan Amendments and an Implementation Strategy), approved by Council in October 2016.

The planning study addresses a number of considerations both within and adjacent to the Site including development patterns, residential and employment growth, parks and open space, land use, existing and future rail operations, and other planning considerations.

The Site lies within the Railway Lands. This report recommends amendments to the Railway Lands West, Central and East Secondary Plans as well as adoption of the proposed Rail Deck Park Secondary Plan. An Implementation Strategy for Rail Deck Park will be considered by Executive Committee at its meeting of November 29, 2017. There are no financial implications associated with this report.



The long-term liveability of Toronto's downtown neighbourhoods depends on the adequate provision of public infrastructure to respond to existing and projected demand. The recently approved proposed Downtown Plan identifies parks and public realm as an infrastructure priority to support growth.

The proposed Secondary Plan designates the Site as *Park and Open Space Areas*, which is consistent with the direction of the proposed Downtown Plan, the City's Official Plan and Provincial policies.

The proposed Rail Deck Park Secondary Plan responds to the substantial population growth and ongoing high demand for parks and community services in the adjacent neighbourhoods and Downtown Toronto. These areas are defined as the Local Study Area and Downtown Study area for the purposes of this study, and are illustrated in Figure 2 on page 7. It is expected that by 2041, the residential population of the Downtown Study Area will grow by 82% to exceed 500,000 residents, far outpacing growth in the rest of the city. Over the same period, employment is projected to reach 758,000, adding 234,000 jobs to Canada's largest employment cluster. The Downtown Study Area is on track to achieve the Urban Growth Centre density target by 2031 as identified by the Provincial Growth Plan for the Greater Golden Horseshoe, 2017.

Unless actively addressed through the creation of a significant new park and open space in the Downtown, this growth will place even greater strain on existing park areas and exacerbate the relatively low levels of parkland provision currently experienced in Downtown Toronto: 3.73 m<sup>2</sup> per resident/employee in the Downtown Study Area and 2.83 m<sup>2</sup> for the Local Study Area, compared to 18.3 m<sup>2</sup> city-wide.

This site represents one of the only remaining opportunities that can realistically accommodate a major park and open space required to serve the Downtown, comparatively unencumbered by existing development.

The planning study concludes that residential and/or non-residential development over all or part of the Site would eliminate the opportunity to create a large-scale, multi-functional park in Downtown. Substantial residential and non-residential growth can and is being accommodated in other areas across the Downtown.

The proposed Rail Deck Park Secondary Plan provides a new planning framework for the Site and direction on public realm and park design, heritage, transportation and connectivity, environment, servicing and infrastructure, land use, and implementation.

The proposed Secondary Plan:

- Designates the Site as *Parks and Open Space Areas* to preserve the future opportunity for a large contiguous open space which will serve as a new signature park for the city, stitching together regional and neighbourhood functions that benefit from its scale, location and accessibility.

- Is guided by a Vision to transform the space above the rail corridor into a major public park and recognizes the park as a long-term commitment to social equity and a high standard of liveability for all the city's residents.
- Establishes the desired city-building outcomes through a number of Objectives, including: providing a park for all Toronto; enhancing connectivity and accessibility; creating a place to gather and celebrate; investing in resiliency and green infrastructure; supporting and integrating rail; and acknowledging and conserving the history of the Railway Lands.
- Provides a comprehensive framework to guide detailed design and development of the park including: direction for programming and cultural heritage; landscape design; universal accessibility; pedestrian and cycling connectivity; transit integration and servicing.
- Includes coordination with the planned Spadina-Front GO Regional Express Rail (RER) Station in order to enhance city-building opportunities associated with the station and ensure pedestrian and cycling access to and from the park is seamless from both sides of the rail corridor.
- Sets out implementation requirements to ensure a comprehensive approach to developing the decking structure and park, including: a park master plan; comprehensive environmental and technical studies; rail corridor study; servicing and transportation; and stewardship and partnerships, among other matters.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands located within the Rail Corridor between Bathurst Street and Blue Jays Way including Northern Linear Park and Mouth of the Creek Park, substantially in accordance with the draft Official Plan Amendment 395 attached as Appendix 1 to the report from the Acting Director, Community Planning, Toronto and East York District, dated October 27, 2017.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **DECISION HISTORY**

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In December 2015, City Council adopted TE12.43 (TOcore: Planning Toronto's Downtown - Phase 1 - Summary Report and Phase 2 Directions), which provided an update on the progress of TOcore – a multi-year and inter-divisional study of the Downtown led by City Planning. Council adopted a series of recommendations set out in the summary report dated October 23, 2015 (the "Summary Report"), including the following:

5. City Council request City Planning, Parks, Forestry and Recreation, Transportation Services and Economic Development and Culture staff to develop a Parks and Public Realm Plan for Downtown to improve the quality and connectivity of public spaces and identify parkland improvements and acquisition priorities within the intensifying core and report back to Toronto and East York Community Council with a proposed plan by the first quarter of 2017."

The Summary Report included recommendations for developing a Parks and Public Realm Plan for the Downtown to improve the quality and connectivity of public spaces and identify parkland improvement and acquisition priorities with the intensifying core. The Summary Report introduced the concept of "Big Moves" for parkland opportunities

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE12.43>

In October 2016, City Council adopted EX17.1 (Rail Deck Park - Work Plan for Official Plan Amendments and an Implementation Strategy) which provided the following direction for development of an updated planning framework for the rail corridor:

- "1. City Council request the Chief Planner and Executive Director, City Planning to initiate Official Plan Amendments for both the Railway Lands West and Railway Lands Central Secondary Plans, informed by community and stakeholder consultation, to provide a planning framework for park use over the rail corridor."
- "2. City Council request the Chief Planner and Executive Director, City Planning to initiate amendments to the applicable Zoning By-laws as necessary to implement the Official Plan Amendments for both the Railway Lands West and Railway Lands Central Secondary Plans."

The report separately outlined a work plan for an implementation strategy for the Rail Deck Park proposal, including real estate matters, structural design and engineering, costing and financing, and partnership strategies (the "Implementation Strategy"). An update on the Implementation Strategy will be brought forward to Executive Committee at its meeting on November 29, 2017. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX17.1>

In June 2017, Toronto and East York Community Council adopted TE25.57 (Rail Corridor - Bathurst Street to Blue Jays Way - Official Plan and Zoning By-law Amendments Application - Preliminary Report), which provided preliminary findings and emerging directions for the updated planning framework for the rail corridor by way of a preliminary report, as directed by City Council's adoption of EX 17.1 (the "Preliminary Report"). Adopted recommendations were as follows:

1. The Director, Community Planning, Toronto and East York District, conduct consultation with the public and other stakeholders on proposed Official Plan Amendments and Zoning By-law Amendments for park uses over the rail corridor extending from Bathurst Street to Blue Jays Way, and from Front Street West to the southern boundary of the rail corridor and that notice be given in accordance with the Planning Act.
2. The Director, Community Planning, Toronto and East York District report back to the Toronto and East York Community Council in the Fall of 2017 on the results of the consultation process and any proposed Official Plan and Zoning By-law Amendments and any other implementing documents for consideration at a statutory public hearing under the Planning Act."

The findings and emerging directions within the Preliminary Report provide the foundations for the further planning analysis and final recommendations presented in this Final Report. The Preliminary Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE25.57>

The TOcore proposed Downtown Plan, adopted by City Council in October 2017, can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG22.1>

## **BACKGROUND**

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### **Study Background and Overview**

Toronto has a long legacy of investing in its parks and public realm network, which has endowed it with a well-used open space system that extends across the city. The City regularly must take stock of this open space system and identify where opportunities exist to expand and enhance parkland to support the growing number of people who call Toronto home. The City began a major review of its parks and public realm as part of the TOcore Study and the development of the proposed Downtown Plan in 2014. In November 2014, the City hosted an interdivisional visioning workshop where staff were asked to imagine the future of parks and public realm in Toronto. During this session, the rail corridor, between Bathurst Street and Blue Jays Way, was identified as a major opportunity for parkland acquisition in the Downtown. The subsequent TOcore Phase 1 Summary Report, prepared in November 2015, carried this concept forward and identified the need to explore opportunities for delivering parkland in unlikely spaces such as the rail corridor.

The vision for Rail Deck Park, as it is now referred to, was formally announced by Mayor Tory in August 2016. Shortly after, City Council endorsed a work plan for Rail Deck Park. The work plan includes an updated planning framework to support a park use over the site, and an Implementation Strategy which addresses design, phasing, real estate, and finance considerations. The updated planning framework is the focus of this report. To inform these updates, City Planning retained planning consultants to jointly complete a planning study for the Site. This planning study addresses the relevant provisions outlined in the existing Railway Land West and Central Secondary Plans, as well as additional planning considerations. Other technical work being conducted as part of the Implementation Strategy will also inform the technical requirements for the Draft OPA.

Over the past twelve months, City staff and planning consultants have conducted a comprehensive review of growth trends, existing land uses, park provision and park needs, existing and emerging planning policies, and other planning matters to arrive at a set of key observations and recommendations for the future of the Site. This work has also included multiple public consultation events and online outreach. These findings and feedback have provided a foundation for the updated planning framework brought forward through a proposed Official Plan Amendment to adopt the Rail Deck Park Secondary Plan.

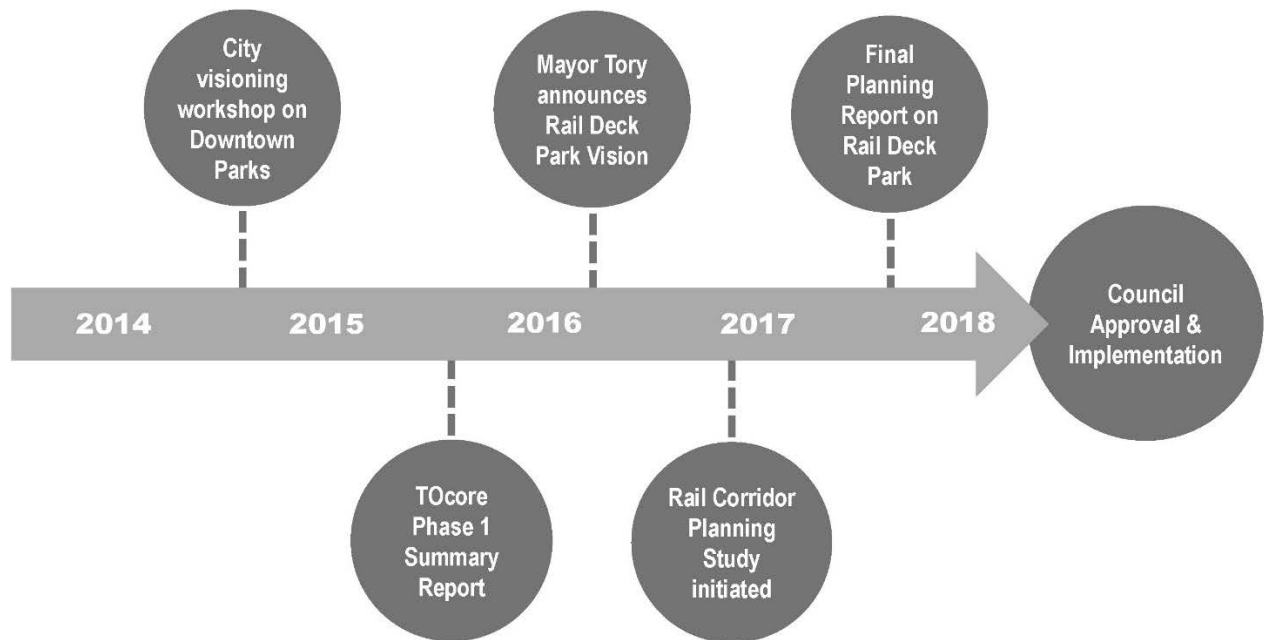


Figure 1 - Rail Deck Park Timeline

The overall planning study and Implementation Strategy addresses the requirements for amending the Railway Lands West, Central, and East Secondary Plans by way of the proposed Rail Deck Park Secondary Plan and draft OPA. This work has included coordination with and protection of existing and future rail operations; analysis of land uses, scale and form of development; connectivity across the rail corridor; environmental quality and safety; community infrastructure; and other relevant planning considerations. City Staff have reviewed the consultant work in detail and are in agreement with the findings and recommendations presented.

## Study Areas

The planning study focuses on two study areas, and on the overall city-wide context. These areas are shown in Figure 2 and include the Local Study Area and Downtown Study Area. The Local Study Area provides an important lens for understanding the local context, impact, and opportunities for the Site. It includes the Railway Lands and immediate surrounding areas such as Fort York, King-Spadina and Central Waterfront. The Downtown Study Area supports a broader analysis and allows for coordination and integration with the concurrent TOcore study. This area includes the Local Study Area and other lands north of Queen Street and west of Yonge Street that fall into the boundary of Downtown, as defined by the TOcore study. For clarity, the boundary of the Downtown Study Area used in this report differs from the boundary used in TOcore and the proposed Downtown Plan, and thus figures presented in these report may differ because of differences in geography.

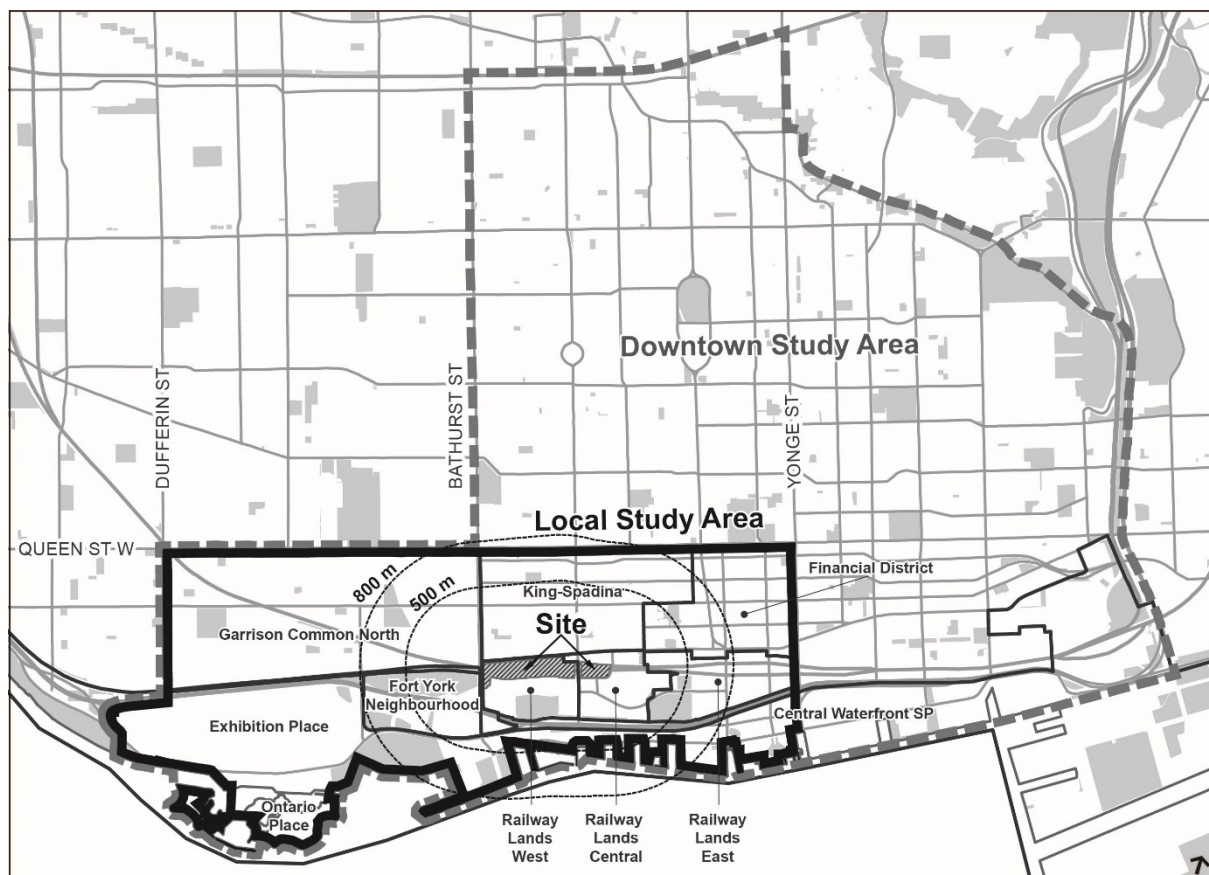


Figure 2 - Study areas for the planning study

## Site and Surrounding Area

### *The Site*

The draft OPA and Rail Deck Park Secondary Plan applies to the area in and around the rail corridor extending from Bathurst Street to Blue Jays Way, as shown in Figure 3. This area, (referred to as the Site) includes Northern Linear Park, the planned Mouth of the Creek Park, and a 4 metre (14 ft) strip directly north of the rail corridor that abuts Front Street West. The Metrolinx-owned property at the corner of Spadina Avenue and Front Street West is not included. In total, the Site is approximately 8.8 ha (21.7 acres).

The rail corridor component of the Site includes both the Union Station Rail Corridor (USRC) and the North Bathurst Yard. The USRC is the largest rail passenger facility in Canada. It contains 14 active rail tracks and other rail infrastructure servicing GO, VIA, Amtrak, and freight rail. The rail tracks generally sit below the grade of the surrounding properties. The elevation on the northern edge of the Site (from Front Street West) is approximately 3-4 meters (10-13ft) lower than the southern edge (from Northern Linear Park). The North Bathurst Yard sits north of the USRC and is south of Front Street West.

The yard is owned and operated by Metrolinx and is used for mid-day train storage, light servicing and some storage of maintenance equipment. The air-rights above the rail corridor, extend 8.2m (27 ft) metres from the top-of-rail, are primarily controlled by CN and Toronto Terminal Railway (TTR).

There are two north-south connections over the Site, the "Puente de Luz" pedestrian bridge connecting Portland Street and Dan Leckie Way, and Spadina Avenue, a six-lane, major north-south road with dedicated LRT. The City owns the air-rights within the rail corridor above the pedestrian bridge.

A retaining wall runs along the north side of Northern Linear Park, and is owned by private condominium corporations. West of Spadina Avenue, this structure continues below the Northern Linear Park and accommodates underground uses, including parking garages and amenity space for the adjacent development at Concord CityPlace. Northern Linear Park is approximately 0.8 ha (2 acre) and contains a paved path, trees and landscaped areas, and public art, including the Memorial to Commemorate the Chinese Railroad Workers in Canada. Immediately south of the rail corridor and east of Bathurst Street is the planned Mouth of the Creek Park. This 0.5 ha (1.2 acre) park has been the subject of a separate planning and design process. The Mouth of the Creek site is being integrated into the updated planning framework for Rail Deck Park, which will allow for seamless coordination between the park investments.

### *Surrounding Area*

The Site is located within the Railway Lands, and near several of Toronto's fastest growing neighbourhoods. The surrounding areas have evolved dramatically over the past decades and continue to be the focus of intensification in the Downtown.



The Railway Lands generally cover the area between Bathurst Street to Yonge Street and from Front Street West to the Gardiner Expressway (See Figure 3). This is a dynamic area that has been the subject of considerable growth and development, while developing local character that reflects its unique history.

The Railway Lands West have been the focus of recent high-density residential development. The CityPlace neighbourhood is the primary high density residential neighbourhood that is served by Canoe Landing Park, Fort York Public Library, two future elementary schools, and a community centre. The Railway Lands Central area contains both high-density residential development and a concentration of major cultural and entertainment destinations, including the Rogers Centre, CN Tower, and Ripley's Aquarium. A series of parks and other publicly-accessible open spaces support these major destinations. The Railway Lands East has a greater proportion of high-density office and commercial uses, functioning as an extension of the Financial District to the north. This area also contains several major destinations including the Metro Toronto Convention Centre, Air Canada Centre, and Union Station. Roundhouse Park is a prominent open space in this district located south of Bremner Boulevard.

The areas beyond the Railway Lands have experienced tremendous growth and development, and reflect a wide variety of land uses, built forms, and densities. These areas include the Fort York Neighbourhood and Liberty Village to the west, King-Spadina to the north, the Financial District to the east, and the Central Waterfront and Bathurst Quay Neighbourhood to the south.

The area is serviced by transit and has some active transit connections. Three TTC streetcar routes operate adjacent or in close proximity to the site. Union Station, is approximately 1km east and offers direct connections to the Yonge-University Subway Line, GO Transit lines, Via Rail, and the Union-Pearson Express. A new GO RER station planned for Spadina Avenue and Front Street will provide immediate access to regional rail service upon completion. The area also benefits from a network of cycling routes including bike lanes on Fort York Boulevard, Richmond Street W, Adelaide Street W, and Simcoe Street, and the Martin Goodman multi-use path along the waterfront. Bremner Boulevard has also been identified by the City as a location for expanded cycling connections.

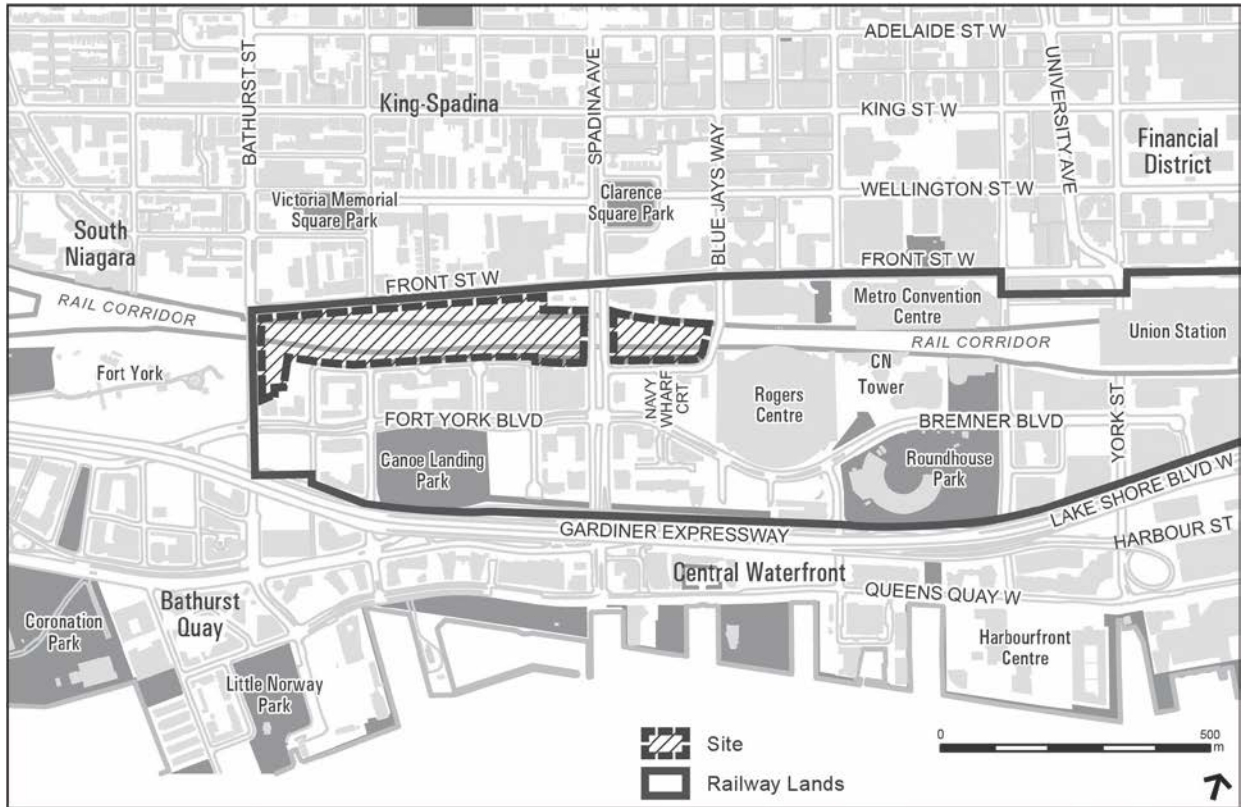


Figure 3 - Site and Surrounding Area

## Planning Policy Framework

A detailed review of applicable provincial, regional and municipal planning policies has been undertaken as part of the planning study and background analysis. This review was first presented in the Preliminary Report in June 2017. Since the completion of the Preliminary Report, there have been a range of implemented and proposed updates to applicable planning policies. The following summary provides a brief overview of the existing and emerging planning framework with a particular focus on recent updates. A comprehensive summary of relevant planning policies is included in Appendix 4.

### ***Planning Act***

The *Planning Act* R.S.O. 1990, C. P. 13 establishes the basis for land use planning in Ontario. It integrates matters of provincial interest into provincial and municipal planning decisions. Section 3(1) states that the Minister may issue policy statements on matters relating to municipal planning that are of provincial interest. Section 3(5) states specifically that a decision that affects a planning matter shall be consistent with the policy statement (Subsection a) and shall conform with the provincial plans that are in effect and shall not conflict with them (Subsection b).

Section 2 establishes provincial interest, and states that the Minister, the council of a municipality, a local board, a planning board and the Municipal Board shall have regard to matters of provincial interest, such as: the orderly development of safe and healthy communities (h); the adequate provision and distribution of educational, health, social, cultural and

recreational facilities (i); the co-ordination of planning activities of public bodies (m); the appropriate location of growth and development (p); the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (q); and the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant (r), among others.

### ***Provincial Policy Statement, 2014***

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented and some policies provide flexibility in their implementation, provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

With respect to land use and development considerations related to Rail Deck Park, the PPS provides direction regarding the efficient use of land (Policy 1.1); publicly-accessible recreation facilities (Policy 1.5); infrastructure and public services facilities (Policy 1.6); compatibility with existing transportation infrastructure (Policy 1.6.7, Policy 1.6.8), and long-term economic prosperity (Policy 1.7.1).

The PPS can be found at:

[www.mah.gov.on.ca/AssetFactory.aspx?did=10463](http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463)<http://www.mah.gov.on.ca/AssetFactory.aspx?did=1046>

### ***Growth Plan for the Greater Golden Horseshoe, 2017***

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the Growth Plan for the Greater Golden Horseshoe (GGH) region. The Growth Plan is a provincial plan that defines how and where long-term growth and development shall occur in the GGH. The Places to Grow Act states that all decisions by municipalities under the Planning Act shall conform to the Growth Plan. The new Growth Plan for the GGH came into force and effect on July 1, 2017.

The guiding principles of the updated Growth Plan focus on achieving complete communities, the efficient use of land and infrastructure, and the integration of land use planning with planning for investments in public infrastructure and services. The Growth Plan directs growth to key areas, including Major Transit Station Areas (MTSA) and urban growth centres (UGC) which are prescribed minimum density targets of people and jobs per hectare.

The Site is located within the Downtown Toronto UGC, as shown in Schedule 4 of the Growth Plan, which is required to achieve a minimum density target of 400 residents and jobs combined per hectare by 2031. The Plan also identifies minimum density targets for MTSA served by GO

Transit. A minimum density target of 150 residents and jobs per hectare is prescribed for the Spadina-Front GO RER Station, MTSA.

All decisions by Council affecting land use planning matters are required by the Planning Act, to conform, or not conflict, as the case may be, with the Growth Plan.

The Growth Plan can be found at:

<http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>

### ***Big Move, Regional Transportation Plan (2008)***

The Big Move Regional Transportation Plan (The Big Move), establishes a 25-year vision for the Greater Toronto and Hamilton Area (GTHA) for an integrated transportation system that enhances quality of life, environment and economic prosperity. The plan contains a series of goals and objectives to advance the vision, including advancing transportation choice, comfort and convenience, active and healthy lifestyles, and multi-modal integration.

To achieve these goals, the plan identifies 9 "Big Moves", including an expanded regional rapid transit network and complete walking and cycling networks. As part of its Regional Express Rail (RER) strategy, Metrolinx has identified 12 new GO RER Stations, including one at Spadina Avenue and Front Street.

In September 2017, Metrolinx released the Draft 2041 Regional Transportation Plan (RTP), outlining a strategy for building an integrated and multi-modal transportation system. To support GO RER beyond 2025, the RTP recognizes the need to strengthen Union Station's capacity as the centre of GO RER to accommodate planned and future expansion. All decisions regarding improvements to Union Station and adjacent areas are to be consistent with and protect for long-term goals.

The Big Move Regional Transportation Plan can be found on the Metrolinx website here:

<http://www.metrolinx.com/thebigmove/en/default.aspx>

The Draft 2041 Regional Transportation Plan on the Metrolinx website here:

<http://www.metrolinx.com/en/regionalplanning/rtp/review.aspx>

### ***City of Toronto Official Plan (2006)***

The City of Toronto Official Plan (the "Official Plan") is a long-term vision for how the City should grow and the most important vehicle for implementing the PPS and Growth Plan. A key principle of the Official Plan is its emphasis on the strategic need to enhance the amenity and liveability of the City's growth areas.

The Site is situated within the *Downtown and Central Waterfront* on Map 2 – Urban Structure of the Official Plan. The Official Plan recognizes the importance of connectivity between the *Downtown* and *Central Waterfront*, and the vital role these areas play in the City's growth management strategy. Chapter 2 sets out a range of policies to guide growth, ensuring appropriate measures are taken to maintain Toronto's health, liveability and prosperity.

The Official Plan recognizes the importance of the City's green spaces in supporting quality of life and social well-being, and provides direction on enhancing and expanding the public realm, parks and open space network. The need to expand this system as the City grows is acknowledged and is supported by parkland acquisition strategies that prioritize areas of high growth.

The majority of the Site is designated as a *Utility Corridor*, except Northern Linear Park which is designated as *Parks*, and Mouth of the Creek Park, which is designated as *Mixed Used Areas* (see Official Plan Map 18: Land Use Plan in Appendix 4).

*Utility Corridors* are primarily used for the movement of energy, information, people and goods, but can serve other important functions, including, parkland, sports fields, pedestrian and cycling routes. Where a *Utility Corridor* is deemed surplus or a secondary use is compatible, it may be considered for other public service and amenity uses, such as linear parks and open spaces.

*Parks* are primarily used to provide public parks and recreation, however other uses including cultural and recreation facilities, public transit and public works and compatible other uses, may be permitted.

The Official Plan notes that *Mixed Use Areas* are intended for a broad range of residential and non-residential uses, as well as parks and open spaces to balance development and meet the needs of local communities.

Implementation is the focus of Chapter 5, which discusses the role of Secondary Plans as the primary mechanisms for implementing the Official Plan. Chapter 5 also emphasizes the importance of infrastructure investment to maintain and improve quality of life.

While amendments to the Official Plan are required to permit decking and overbuilding of the Site, the draft OPA and Rail Deck Park Secondary Plan directly conforms to and advances the Official Plan's city building objectives including achieving complete communities, protecting quality of life, and attracting investment, among others. Although a park use is permitted in the existing land use designations for the Site, the existing Railway Lands West and Central Secondary Plans require an OPA to permit development over the Site.

The City of Toronto's Official Plan is available on the City's website at:  
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=03eda07443f36410VgnVCM10000071d60f89RCRD>

### ***Railway Lands Secondary Plans (1994, 1997)***

The Site is situated with the Railway Lands Central and Railway Lands West Secondary Plan Areas (see Figure 2). With the addition of the Railway Land East Secondary Plan, these three plans form a comprehensive planning framework for the wider Railway Lands.

The Railway Lands East, Central and West Secondary Plans (the Railway Lands Secondary Plans) contain a set of common objectives and principles that have guided development of the Railway Lands over the last three decades. This includes: integrating the Railway Lands with

the Downtown to minimize barrier effects of road and rail corridors and reunite the central city with the Waterfront; supporting a range of uses; ensuring effective and efficient transportation services including rail; ensuring environmentally sound conditions; while contributing to an attractive, inviting and safe public realm.

The Railway Lands Secondary Plans contain specific direction on planning matters including built form, land use, housing, community services and facilities, parks and public realm, heritage and public art, transportation and circulation, environment, and implementation.

The majority of the proposed Rail Deck Park within the Railway Lands West Secondary Plan is designated *Utility Corridors*, which functions as a rail corridor and is considered a "Future Development Area" (see Railway Lands Central Secondary Plan Map 18-3: Land Use Plan and Railway Lands West Secondary Plan Map 19-3: Land Use Plan in Appendix 4). Future considerations for overbuilding of the Future Development Area requires comprehensive study subject to a number of conditions including a comprehensive evaluation of land uses and technical considerations to address safety and rail coordination, among other matters. The remainder of the Site is designated Utility Corridor 'A' under the Railway Lands Central Secondary Plan, with similar requirements to the "Future Development Area" in the Railway Lands West Secondary Plan.

Although the draft OPA amends the existing Railway Lands Secondary Plans, the proposed Rail Deck Park Secondary Plan is consistent with the objectives of these existing plans, and advances the vision for a connected, cohesive, attractive and vibrant Railway Lands.

The Railway Lands West Secondary Plan is available on the City's website at: [www1.toronto.ca/planning/19-railway-lands-west.pdf](http://www1.toronto.ca/planning/19-railway-lands-west.pdf).

The Railway Lands Central Secondary Plan is available on the City's website at: [www1.toronto.ca/planning/18-railway-lands-central.pdf](http://www1.toronto.ca/planning/18-railway-lands-central.pdf)

The Railway Lands East Secondary Plan is available on the City's website at: [www1.toronto.ca/planning/17-railway-lands-east.pdf](http://www1.toronto.ca/planning/17-railway-lands-east.pdf)

### ***City of Toronto Zoning By-law 438-86, By-law 1994-0805, By-law 1994-0806.***

Two zoning by-laws are applicable to the Site. Zoning By-law 1994-0805 applies to the Site between Spadina Avenue and Bathurst Street and Zoning By-law 1994-0806 applies to the Site between Spadina Avenue and Blue Jays Way

The portion of the Site within the rail corridor is zoned Transportation District (T) in By-laws 1994-0805 and 1994-0806 (see Appendix 4). In both Zoning By-laws, the T zone permits a range of transportation related uses including railway uses, repair yards, pedestrian walkways, and parking structures, with a maximum height of 15 metres. Each Zoning By-law also includes an exemption to permit the use of any land or the erection or use of any building or structure in any District for the purpose of public service by the City.

Northern Linear Park is zoned Commercial Residential (CR), which permits a wide range of residential and non-residential uses including parks, pedestrian walkways, public transit, and other community services uses. Permitted heights along this linear portion range from 28 metres to 130 metres. The site of the planned Mouth of the Creek Park is zone General (G), which limits uses to parks, golf courses, play grounds, parking areas, pedestrian walkways, and other community services uses. Heights are limited to 15 metres within the (G) designation.

A City park is a permitted use under the existing zoning by-laws.

## **Emerging Policy Directions**

In addition to in-force policies, the development of the proposed Rail Deck Park Secondary Plan has been informed by emerging policy directions. The aligned initiatives and are detailed in Appendix 4, and briefly summarized below.

### ***TOcore: Proposed Downtown Plan (2017)***

TOcore: Planning Downtown is an inter-divisional study, led by City Planning, which is updating the planning framework for Downtown and developing a series of five infrastructure strategies – one of which is a Downtown Parks and Public Realm Plan – to support implementation. TOcore is a response to the rapid growth and intensification of Downtown that is placing pressure on physical and social infrastructure assets and occurring in a pattern and at an intensity that threatens to jeopardize the quality of life in the city centre and the economic role that the Downtown plays for the entire city.

As a blueprint for future growth, the proposed Downtown Plan contains detailed policies on where and how the Downtown should grow over the next 25 years. The plan recognizes that Downtown is expected to absorb significant growth but maintains not all areas of the Downtown are intended to experience the same levels or intensity of growth. In particular, *Neighbourhoods*, *Apartment Neighbourhoods*, Mixed Use Areas 4, and Utility Corridors are not targeted for intensification.

The proposed Downtown Parks and Public Realm Plan sets out a bold vision for enhancing and growing the public realm, recognizing that Downtown residents have among the lowest rates of parkland per person in the city. The Plan acknowledges the need for improved and expanded parks and public spaces as the Downtown becomes denser and accommodates an increasing number of residents, workers, students and visitors. The policy framework addresses the challenges faced by the City in securing large- and medium-sized parks in the Downtown where most of the development sites are small parcel sizes that make on-site parkland dedication undesirable or difficult. Large parks are uniquely suited for providing multi-functional, inclusive, and flexible open spaces that can support complete communities, enhance connectivity, and provide opportunities for addressing resiliency.

Priorities for investment and acquisition are outlined in the parks and Public Realm Plan, including the "stitch", a series of parks and public spaces that improves north-south connections between the Downtown and the Waterfront and east-west connections between Fort York, the Don Valley, and the broad system of green spaces and trails that link to these spaces. A key

component of this concept is a significant park space over the rail corridor between Bathurst Street and Blue Jays Way.

### ***TOcore: Community Services and Facilities Strategy***

Another infrastructure strategy being advanced as part of TOcore, is a Community Services and Facilities (CSF) Strategy. The purpose of the CSF Strategy is to assess the existing community infrastructure and to determine what infrastructure requirements are needed to support future growth in developing complete and liveable communities for both residents and workers

The CSF Strategy work is being undertaken in partnership with City Divisions, Boards and Agencies for the five sectors of child care, libraries, schools, recreation and human services. As part of the Phase 1 background analysis, a CSF Needs Assessment was completed in March 2016. This phase identified the need for additional sector-based facilities to serve the future growth of the study area. CSF priorities will be addressed through a combination of reinvestment in existing facilities and new builds.

Given the location of Rail Deck Park at the west limit of the Downtown Plan, City Planning staff have also undertaken a review of CSF for this area, between Bathurst Street and Dovercourt Road to the west, and Lake Ontario and Queen Street West to the north. Findings from the CSF Review will align with the CSF Strategy work in light of the broader service delivery catchment area for the key sectors. The Review included engagement with sector partners to better understand space and facility needs and challenges in this area. The findings of this review are discussed in subsequent sections of this report.

More information on TOcore can be found on the City's website: [www.toronto.ca/TOcore](http://www.toronto.ca/TOcore).

### ***City of Toronto's Parkland Strategy (2017)***

The City is undertaking a Parkland Strategy, a 20-year plan that will guide the long-term provision of parks city-wide, including new parks and expansions and improved access to existing parks. It will provide a parkland measurement methodology along with implementation, policy and funding recommendations to aid decision-making and the prioritization of parkland investment across Toronto. The parkland Strategy will provide a rationale on the requirements for city-wide parkland to meet the needs of Toronto's growing and changing population.

The parkland Strategy will be based on the principles of growth, equitable access and connections. The Strategy will be informed by an analysis of park provision and use trends, and demographic and growth projections.

More information about the parkland Strategy can be found on the City's website at: [www.toronto.ca/parklandstrategy](http://www.toronto.ca/parklandstrategy)

### ***Parks and Recreation Facilities Master Plan (2017)***

Parks, Forestry and Recreation is currently developing a Facilities Master Plan (FMP) to guide investment in parks and recreation facilities over the next 20 years. The proposed FMP recognizes the growing demand for programs and facilities and commits to building new facilities and renewing current assets to meet these demands. Priority investments are driven by



three strategic goals: renew and upgrade existing facilities; address gaps and growth-related needs; and work with others to explore new opportunities to improve access.

To achieve these goals, the proposed plan recommends investment in specific recreation centre and facilities to address gaps in provision and respond to growth in demand for services. The FMP also contains broader policy recommendations to guide planning and investment. These include an emphasis on accessible and age-friendly facilities, flexible and efficient spaces, and new facility provision models that respond to the realities of high-density communities. An implementation strategy for investing in the right facilities, at the right time and in the right places is also provided. Implementation considers a systematic, city-wide approach to provide access to services and opportunities for all residents.

The FMP was considered by Executive Committee in October 2017, and is available on the City's website: <http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-107775.pdf>

## **Public Engagement**

Public engagement has provided critical input in the development of the proposed Rail Deck Park Secondary Plan, and will continue to be a key aspect of advancing this significant project in the future. The proposed Rail Deck Park Secondary Plan envisions the Site as a public park for all Torontonians, and therefore requires early and ongoing input from communities across the city. To ensure a broad range of voices are heard, a variety of consultation activities have been undertaken, including: two public meetings; an online survey; two project websites; a dedicated project email; guided park tours; and interactive workshops and roundtables. Approximately 500 people participated in the two public meetings, and over 300 responses were received from the online survey.

During these consultation events and online engagement, the feedback received has been strongly supportive of a public park use over the rail corridor. Many participants pointed to the rapidly growing Downtown population, and the need to support this growth with additional park space. Other key themes included the need for diverse and inclusive park design and programming, universal accessibility, improved connectivity over the rail corridor, and sustainable approaches to park design and maintenance. In addition to overall support, participants raised questions regarding constructability, land ownership, rail coordination, funding sources, and development timing. These matters align with the areas of analysis in the Implementation Strategy, which will be reported on in November 2017 to Executive Committee. A more detailed summary of these events and community feedback received is included in Appendix 4 and a full report on both public meetings will be available on the Rail Corridor OPA Study Website at [www.toronto.ca/railcorridorstudy](http://www.toronto.ca/railcorridorstudy).

In addition to comments on the City-initiated OPA for the proposed Rail Deck Park, participants raised questions and shared comments regarding the separate private OPA that is currently being proposed for the same general area. A high-level summary of the private OPA application is provided in Appendix 5. This summary describes the main features of the proposed development and outlines key differences between the private OPA and the City-initiated OPA for Rail Deck Park. Review of the private OPA is currently being undertaken by City Planning Staff, and a report is expected in early 2018. More information on the private OPA application

can be found on the City's Application Information Centre website under the address 433 Front Street West at [www.toronto.ca/aic](http://www.toronto.ca/aic).

Ongoing public and stakeholder input will continue to be an essential component of the overall Rail Deck Park Work Plan moving forward. Not only will feedback inform the planning framework updates, but it will also provide critical direction during design and implementation phases. The next stages of the project will offer opportunities to engage communities on more detailed matters such as park design, programming, and stewardship approaches.

City Staff will establish a community and stakeholder advisory committee to provide targeted feedback on matters related to Rail Deck Park throughout the planning and implementation process. The development of the advisory committees is targeted for early 2018.

## **COMMENTS**

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The following sections outlines the structure and key content of the proposed Rail Deck Park Secondary Plan and related draft Official Plan Amendment (OPA), and describes the key findings of the planning study that have informed the proposed planning framework. It is organized as follows:

1. Summary of the Draft OPA
2. Vision and Objectives
3. Study Findings and Key Policy Directions
4. Implementation
5. Conclusion and Next Steps

### **1. Summary of the Draft Official Plan Amendment**

The draft OPA establishes an updated planning framework for the area in and around the rail corridor between Bathurst Street and Blue Jays Way for Rail Deck Park. This is achieved through the proposed Rail Deck Park Secondary Plan ("Secondary Plan"), as well as several amendments to the Railway Lands West, Railway Lands Central, and Railway Lands East Secondary Plans to ensure a cohesive and coordinated planning framework for the Site.

These amendments respond to Council's direction through EX 17.1 to provide an updated planning framework for a park use over the rail corridor. This direction was supported by the work being undertaken for TOcore the proposed Downtown Plan, and specifically a planning analysis on Downtown parks and public realm that extends back to 2014. This analysis identified park provision in unlikely areas, including the rail corridor, as a key priority for investment.

The draft OPA has also been informed by the existing Railway Lands West and Railway Lands Central Secondary Plan policies which include requirements in relation to the 'Future Development Area', as previously described in this report. These requirements have been carried forward in the draft OPA.

The proposed Secondary Plan contains policies that provide a basis for comprehensive development of a decking structure and a new large public park over the rail corridor. The Secondary Plan is an ambitious city-building project that provides a new planning framework with direction on: heritage; transportation and connectivity; environment; servicing and infrastructure; land use; public realm and park design; and implementation. The proposed Secondary Plan, including maps, can be found in Attachment 1 – Proposed Rail Deck Park Secondary Plan.

## **2. Vision and Objectives**

The proposed Rail Deck Park Secondary Plan envisions a bold transformation of the space above an active rail corridor in the heart of Downtown into a signature public park for all Toronto to enjoy. Rail Deck Park is conceived as a beautiful, vibrant, and inclusive space serving the immediate community and acting as a major destination for people from across the city and beyond. The proposed Secondary Plan recognizes the park as an opportunity and long-term commitment to social equity that supports an improved quality of life for all Torontonians.

Consultation with the public and other key stakeholders and landowners in the surrounding areas greatly informed the development of the vision for the proposed Secondary Plan. The community feedback received points out the importance of multi-functional spaces to create a welcoming environment and broad-based appeal for Rail Deck Park. Many participants also highlighted the need for improved connectivity and accessibility over the rail corridor, indicating existing barriers for movement. Discussion with other key stakeholders in the area including Metrolinx and the Rogers Centre informed direction on transit integration, and economic development and tourism.

The vision acknowledges the evolution of the Railway Lands and surrounding areas, and builds on the success of existing assets and proposed investments in the areas including the Bentway, the proposed Spadina-Front GO RER Station, and the many cultural and entertainment destinations around the Site. It prioritizes connectivity and integration with these key destinations to create a vibrant and cohesive district that serves the local community and wider city.

The vision addresses a number of roles that the proposed Rail Deck Park will need to facilitate, including: maintaining safe, effective, and efficient rail transport; acting as an inclusive park designed for Toronto and regional visitors; creating connections between the central city, waterfront and other key destinations; serving as an important cultural and entertainment hub that provides enjoyment and inspiration; and as a vibrant public space that brings the city together and builds community.

To successfully achieve this future, a number of important city building objectives must be advanced in what is a complex local context. Development of Rail Deck Park will provide an essential piece of community infrastructure required to support the existing and growing community. It was also deliver improved active transportation connections and support transit expansion.

The proposed Secondary Plan provides a planning framework to support the development of one of the most significant public projects in Toronto's history. The proposed Secondary Plan provides the building blocks, objectives, and desired outcomes for Rail Deck Park. Each objective and policy is developed to respond to the findings of background analysis and the planning study and other technical analyses, while indicating the opportunities presented by Rail Deck Park.



Figure 4 - Conceptual Rendering of Rail Deck Park looking east near Bathurst Street and Front Street West. (Image by Public Work, for TOcore)

### ***Objective 1 - Provide a Park for all Toronto***

The significant scale and central location of Rail Deck Park will accommodate a diverse range of park uses and programming options to create an inclusive and welcoming public space for all Torontonians. Rail Deck Park will be designed and programmed as a vibrant and multi-functional space with a range of recreational, community, civic, and naturalized uses, and will contribute to the achievement of an attractive, inviting, comfortable and safe public realm.

### ***Objective 2 - Enhance Connectivity and Accessibility***

Rail Deck Park will be designed to be age-friendly and universally accessible, and will offer exceptional access both in terms of physical connections to the public realm, and in terms of broader connections to city-wide and regional transit and transportation routes. Moreover, the park itself will bridge the gap presented by the rail corridor to bring together the communities on either side of the area, and will create new links from the Downtown to the Waterfront.

### ***Objective 3 - Create A Place to Gather and Celebrate***

Rail Deck Park will establish a new hub where visitors will be able to gather, celebrate and share in memorable experiences that will contribute to the identity of the city. Rail Deck Park will link together existing destinations in the downtown, and serve as a catalyst for further investment in arts, culture, entertainment, tourism and technology.

**Objective 4 - Invest in Resiliency and Green Infrastructure**

The principles of sustainability and resiliency will be integrated into every aspect of the planning, design, and implementation of Rail Deck Park, from landscaping and servicing, to daily maintenance and operations, to long-term management and governance. This forward-looking approach will position Rail Deck Park as a showcase for innovation and design-excellence that will be enjoyed by current and future generations of Torontonians.

**Objective 5 - Support and Integrate Rail**

Rail operations have been integral to Toronto’s growth and economic vibrancy, and continue to support prosperity and livability in the city today. Rail Deck Park will be designed and managed to ensure effective, safe and efficient operations in the rail corridor.

**Objective 6 - Acknowledge and Conserve the History of the Railway Lands**

As a site within the core of Toronto and on the former historic shoreline of Lake Ontario, the rail corridor and surrounding area has a rich history. This area has played a significant role in shaping the urban and natural environments that have emerged around it. The design and implementation of Rail Deck Park will acknowledge and share these histories that were formed first by Indigenous peoples and then influenced by the introduction of rail operations and the urbanization of Toronto that followed.

**3. Study Findings and Key Policy Directions**

The findings of the planning study have provided direction for the development of the draft OPA and proposed Rail Deck Park Secondary Plan. These key findings present a recommended land use for the Site and outline the rationale that supports this use. Subsequent sections provide detail on the findings and illustrate how the proposed Rail Deck Park Secondary Plan responds to these issues and opportunities.

**(A) Recommended Land Use – Parks and Open Space**

To determine a recommended land use for the Site, a comprehensive analysis of Downtown growth, consideration of other land uses, park provision, parkland need, and parkland opportunities was undertaken as part of the planning study. The following subsections provide a summary of the analysis and study in support of the recommended *Parks and Open Space Areas* designation of the Site.

**(i) The Downtown has experienced unprecedented population and employment growth**

Over the past two decades, the Downtown Study Area experienced an unprecedented level of population and employment growth, as illustrated in Figures 5 and 6 below. Whereas in 1996 less than 17,000 residents lived within the Local Study Area, this population had grown by over five times to 90,800 in 2016. By 2041, an additional 46,600 residents are projected, bringing the total population to 137,400. A similar pattern has emerged for the broader Downtown Study Area which is projected to reach over half a million residents by 2041, an increase of 225,400 residents from 2016.

Significant employment growth is also projected to add 104,500 workers to the Local Study Area between 2016 and 2041, bringing the total to 347,800. Over the same period, the Downtown Study Area is projected to grow to 758,260 from 524,000. All combined, 1,258,980 residents and jobs are projected to be located in the Downtown Study Area by 2041, an increase of 58% over 2016.

Area	Actual Residential Population				Projected Residential Population	% change
	1996	2006	2011	2016	2041	2016-2041
<b>Local Study Area*</b>	16,690	32,610	55,870	90,812	137,430	51%
<b>Downtown Study Area*</b>	155,930	180,360	222,290	275,300	500,720	82%
<b>City wide**</b>	2,584,000	2,611,000	2,701,000	2,876,000*	3,406,000	18%

Figure 5 - Current and Projected Residential Population

\*Statistics Canada (2017) Annual Demographic Estimates.

\*\*Hemson Consulting Ltd (2012) Greater Golden Horseshoe Growth Forecasts to 2041.

Area	Actual Employment			Projected Employment	% Change
	1996	2006	2016	2041	2016-2041
<b>Local Study Area*</b>	160,250	183,600	243,290	347,810	43%
<b>Downtown Study Area*</b>	359,190	405,260	524,000	758,260	45%
<b>City wide**</b>	n/a	1,469,000	1,573,000	1,716,000	9%

Figure 6 - Current and Projected Employment

\*City of Toronto Employment Survey (2016). Figures exclude employment with no fixed place of work.

\*\*Hemson Consulting Ltd (2012) Greater Golden Horseshoe Growth Forecasts to 2041.

Currently, the City has more than sufficient projected development to achieve the forecasted growth per the Growth Plan as amended in 2017. The forecasts supporting the Provincial Growth Plan anticipate that the City needs to accommodate 399,270 households between 2001

and 2041. From 2002 and 2016, CMHC recorded 211,824 housing completions within the City of Toronto, or 53% of the required 2041 total. As of the end of 2016, an additional 123,710 units have been approved but were not yet built, and development proposals for 148,294 units had been submitted and were under review. The units already built and those approved but not yet built total about 335,500 units, or 84% of the units required to accommodate the forecasted population by 2041 with 25 years remaining in that forecast period. In total, 483,828 units have been completed, approved, or are under review, with a potential surplus of 84,558 units over the 2041 requirement. Although not all proposals under review are approved, and not all approved projects are built, the magnitude of this development pipeline indicates the City is well on track to meet the 2041 Growth Plan forecasts based on completions and active applications alone.

**(ii) *Parkland provision has not kept pace with rapid growth in the Downtown.***

The Downtown and Local Study Area have among the lowest levels of park provision in the City. In part, this is a result of unprecedented levels of residential and employment growth that these areas have experienced. While population and employment growth is critical to Toronto's prosperity, it may begin to jeopardize livability if it is not balanced with appropriate investment in infrastructure. Parks are a key component of this supportive infrastructure. Parkland provision is typically expressed as an amount of parkland per person. The rate of parkland provision declines if parks are not acquired or developed as the population grows.

A detailed analysis of parkland provision has been undertaken as part of the Planning study. This analysis draws on the methodology and emerging findings from Toronto's Parkland Strategy, and from the TOcore Proposed Downtown Plan. This new measurement methodology, called the park Catchment Tool generates a more precise measure of park provision by measurement unit than the existing Local Parkland Assessment Cells (LPAC). The park Catchment Tool is based on population information at the census dissemination areas (CDAs) level, and measures access to parkland based on actual accessibility by residents and employees generates through the use of GIS mapping. The method can be used to assess both residential and employment populations, resulting in a truer demand placed on parks on a typical day, and providing a more accurate representation of parkland supply per person.

When residential populations are considered, parkland deficiency in the Downtown and Local Study Area is apparent. In 2016, the Local Study Area had a parkland provision rate of 10.41 m<sup>2</sup> of parkland per resident. For the same year, the Downtown Study Area had 10.85 m<sup>2</sup> of parkland per resident. This compares to a city-wide average of 28 m<sup>2</sup> of parkland per resident in 2016.

However, to fully understand parkland provision requirements, employment populations should be considered. This is a particularly important in the Downtown, which has the highest concentration of employees in the city. In 2016, the overall parkland provision for the Local Study Area was 2.83 m<sup>2</sup> per resident/employee, while the Downtown Study Area experienced 3.73 m<sup>2</sup> per resident/employee. This compares to a city-wide average of 18.3 m<sup>2</sup> per resident/employee. Notably, these figures do not consider visitor or student populations, who also contribute significantly to parkland demand in the Downtown.

If no additional parkland is provided, this provision rate is expected to decrease due to continued population growth in the Downtown. Under this scenario, provision rates would decrease to 2.2 m<sup>2</sup> per resident/employee in the Local Study Area and 2.8 m<sup>2</sup> per resident/employee in the Downtown Study Area by 2032.

To maintain current parkland provision levels in 2032, the City would need to acquire 165 ha (397 acres) of new parkland in the Downtown Study Area. Given the current development patterns and available sites in the Downtown, it is recognised that this number is not likely achievable. However, it underscores the significant deficiency in parkland and the importance of securing the limited opportunities that exist for expanding parkland in the Downtown.

**(iii) The Downtown presents significant challenges for acquiring parkland.**

The Downtown has a fine grain urban fabric that, with some exceptions, is largely comprised of small parcels. Of approximately 200 applications in the Downtown over a 6 year period (2009-2015) – 95% of the development sites were less than half a hectare (1.2 acres). Small sites present a challenge to the City in acquiring new parkland because on-site parkland dedication made as a condition of development or redevelopment (under Section 42 of the *Planning Act*) do not create adequate or functional amounts of parkland.

The City's decision to accept parkland dedication or cash-in-lieu of land (under the City's current Alternative Parkland Dedication Rate) is highly dependent on the size of the parkland from on-site parkland dedication. Small site development applications do not generate functional parkland from on-site dedication. For example, based on the City's current parkland dedication policies, parkland dedication on a site of less than a hectare would be a maximum of 10% of the area of the property (e.g. up to 500m<sup>2</sup>). As an alternative to a parkland dedication, the City may accept cash-in-lieu contribution towards off-site parkland acquisition and development.

The City faces numerous challenges to acquiring adequate and appropriately sized parkland parcels when it seeks to use cash-in-lieu, especially in Downtown Toronto. The City's current study of the options to update the current Alternative Parkland Dedication Rate provides a comprehensive examination of the limitations of the current alternative rate to meet parkland needs in the city's high-growth areas. The current alternative rate is over 10 years old and limits the City's ability to respond to park needs because:

- There has been a significant increase in development intensity and parkland demand in the period since the alternative rate was introduced;
- The City's current rate is significantly lower than what is permitted under the *Planning Act*;
- The purchasing power of cash-in-lieu is limited in the land markets within the Local and Downtown Study areas; and
- Other City policies and practices limit the ability of the City to act competitively to acquire land.



As growth continues in the Downtown, these issues will intensify due to increasing land values and scarcity of undeveloped lands. Growth that proceeds without addressing this issue is unsustainable and will significantly impact the very success that Toronto has been built on.

**(iv) There is an unmet need for a centrally-located, large park in the Downtown.**

The overall parkland provision rates outlined above effectively illustrates the need for additional parkland across the Downtown, but does not speak to the importance of access to large parks in particular. Large parks, defined as parks greater than 5 ha (12.4 acres) in size, play a vital role in supporting the health and wellbeing of communities. Yet, the Downtown has relatively few large parks compared to other neighbourhoods in the city.

The deficit of large parks in the Downtown is illustrated in Figure 7 below. Large park provision rates are calculated based on a 3km catchment area, recognizing that people will often be willing to travel further to access major parks. In 2016, the park provision rate for large parks was 8.02 m<sup>2</sup> per resident/employee for the Local Study Area, and 6.97 m<sup>2</sup> per resident/employee for the Downtown Study Area. This compares to a city-wide average of 14.8 m<sup>2</sup> per resident/employee for large parks.

	Local Study Area	Downtown Study Area	City-Wide
Total residential and employment population (2016)	334,100	797,700	4,218,950
Overall park provision per resident/employee (2016)*	2.83 m <sup>2</sup>	3.73 m <sup>2</sup>	18.3 m <sup>2</sup>
Large park provision per resident/employee (2016)**	8.02 m <sup>2</sup>	6.97 m <sup>2</sup>	14.8 m <sup>2</sup>
Total Residential and Employment Population (2032)***	428,700	1,062,538	4,989,966
Overall park provision per resident/employee (2032)*	2.2 m <sup>2</sup>	2.8 m <sup>2</sup>	15.4 m <sup>2</sup>
Large park provision per resident/employee (2032)**	6.25 m <sup>2</sup>	5.23 m <sup>2</sup>	12.5 m <sup>2</sup>

Figure 7 - Park provision per resident/employee

\* Overall park provision calculated based on a 500m catchment

\*\* Large park provision calculated based on a 3km catchment

\*\*\* 2032 figures based on development pipeline data not growth forecast

If no additional large parks are established by 2032, this provision rate would drop to 6.25 m<sup>2</sup> per resident/employee in the Local Study Area and 5.23 m<sup>2</sup> per resident/employee in the Downtown Study Area.

The particular need for a large public park in the downtown is intensified by its location as a regional meeting place. While over 500,000 people will be living in the Downtown Study Area by 2041, an additional 743,000 people will work in the area, as the regional centre for transportation, major sporting events and concerts, and a considerable number of visitors on a regular basis.

This lack of large park space is especially problematic when considered in light of the priorities identified through the City's Facilities Master Plan (FMP). The FMP will guide investment in parks and recreation facilities over the next 20 years. Among the priorities for facility investment are splash pads, multi-use sports fields, basketball courts, tennis courts, skate parks, and club houses. Large parks are uniquely equipped to accommodate a range of these uses. Co-location of multiple facilities in large parks also allows for efficiencies in management and operations. The active facilities are significantly undersupplied across the Downtown.

Finally, large parks offer ecological value in terms of habitat creation and connectivity. They provide opportunities for sustainable infrastructure strategies including storm water filtration, air purification, and reduction of the urban heat island effect.

As described above, parkland dedication through the development approvals process are likely to only yield small park sites in Downtown Toronto. The need for a large park to serve and support the Downtown requires creative solutions for parkland delivery.

**(v) *The Site is the last and best opportunity to provide a large park in the Downtown.***

As a part of the Planning study, an analysis was conducted of vacant land parcels in the Downtown that could accommodate a major park. This analysis focused on land parcels equal to or greater than 1 ha (2.5 acres) in size in which existing structure(s) occupies less than 25% of the total site area, irrespective of ownership or existing land use designation/zoning.

This analysis confirms there are a very limited number of undeveloped sites within the Downtown Study Area. The majority of these sites are located along and adjacent to the rail corridor and the waterfront, in the southernmost portion of the Downtown Study Area.

The majority of undeveloped sites greater than 1 ha are the subject of recent development applications or approved plans. This includes the lands that are part of the South Niagara Triangle, the Lower Yonge Precinct, the Lower Don Lands and West Don Lands, and the Garrison Crossing and the Fort York Pedestrian Cycle Bridge.

The Site provides what is likely to be the last remaining opportunity to secure a large-scale park in Downtown Toronto. The scale, location, and profile of this site is uniquely suitable for a

signature park to serve local and city-wide residents, employees and visitors. These distinct qualities are examined further in the subsequent sections.

**(vi) *Other land uses: the Downtown will meet growth targets without development on this site.***

As described in earlier sections, the Site is identified as a "Future Development Area" in the Railway Lands West and Railway Lands Central Secondary Plan. These plans require that any application to amend the Secondary Plans with respect to comprehensive overbuilding of the Future Development Area evaluate various land uses and decking considerations. To address this requirement, the background analysis and planning study considered and compared park needs and residential and non-residential uses for the Site. This was informed by an analysis of land uses, growth projections, and growth targets for the proposed Rail Deck Park and the surrounding areas.

Park provision in the Downtown and Local Study Areas is significantly less than the city-wide average, and is in danger of decreasing further. While there are existing parks in the surrounding areas, most are less than 1.0 ha (2.5 acres) in size and are unable to accommodate much needed recreation, sports, and community facilities.

At the same time, the Downtown and Local Study Areas have been the subject of unprecedented residential and non-residential growth over the past decades. Overall, in 2016 the Local Study Area had a density of 501 people and jobs per hectare, and the Downtown Study Area had a density of 399 people and jobs per hectare. This growth includes a significant concentration of both residential and non-residential uses including office, commercial, retail, and institutional uses around the Site.

Looking to the future, there remains a significant volume of proposed growth in the development pipeline. Based on these figures and other factors, the City has prepared population and employment projections to the year 2041. By 2041, the Downtown is expected to achieve a density of 629 people and jobs per hectare. Over the same period, the Local Study Area is expected to achieve a density of 729 people and jobs per hectare.

As described in the Planning Framework section of this report, the Growth Plan for the Greater Golden Horseshoe (2017) prescribes minimum density targets for identified urban growth centres and Major Transit Station Areas (MTSAs). For the Downtown and Central Waterfront urban growth centre the target is 400 people and jobs per hectare, and for MTSAs served by GO transit (such as the planned Spadina-Front GO RER Station) the target is 150 people and jobs per hectare. The existing population and employment density within 500 metres of the MTSA already significantly exceeds the Growth Plan targets. Considering existing and projected population and employment growth, all applicable density targets are on track to achieve or exceed a density of 400 people and jobs per hectare by 2031.

Based on the achieved and projected growth figures in the Downtown and Local Study Areas, the Site is not required to meet the Growth Plan density targets for residential and employment population. This observation is further supported by policies within the proposed Downtown

Plan that directs growth to certain areas of the city. Policy 4.4 of the proposed Downtown Plan states that *Utility Corridors* are not targeted for intensification.

There is a currently critical need for a large park in this area, and other non-park uses can be readily accommodated elsewhere in the Downtown. Within this area of rapid intensification there exists a greater need for investment in parks and open space. Without these critical, proactive investments, the liveability and economic prosperity that has defined Toronto's success could be jeopardized. Residential or non-residential development across all or a portion of the Site would adversely impact on the major city-building benefits that a large public park over the rail corridor could deliver.

### ***Key Policy Directions & Objectives – Parks and Open Space Use***

Through the policies in Section 9 – Land Use, the proposed Secondary Plan will protect the opportunity for a public park over the rail corridor. The proposed Secondary Plan designates the 8.8 ha Site as a *Parks and Open Space Areas*, providing a large and contiguous public park in the heart of Downtown. This addition will improve current parkland provision levels for local users and will establish a signature park destination for residents across Toronto.

This policy direction contributes to Objective 1 - Provide a Park for all Toronto.

## **(B) Achieving Complete Communities**

### ***Rail Deck Park will support complete communities and protect liveability.***

The Downtown and Local Study Areas continue to be among the densest and fastest growing areas of the city. Achieving the appropriate mix of uses and density is key to creating complete communities that offer access to a range of housing options, employment opportunities, local services, and community infrastructure including schools, recreation and open spaces. Convenient access to transit and options for active transportation is also a major contributing asset to complete communities. To ensure the development of complete communities within the Downtown, the careful consideration of sufficient physical and social infrastructure is necessary.

The proposed Secondary Plan supports the development of Rail Deck Park - a large public park over the rail corridor and is consistent with provincial and municipal policy objectives to achieve complete communities and support liveability in Downtown. Specifically, Policy 2.2.1.4 of the Growth Plan identifies public service facilities, a supply of safe and publicly accessible open spaces, parks, trails and other recreational facilities as key to achieving complete communities. The Official Plan reiterates the need for continued investment in the Downtown. Policy 3.1.1.5 of the Official Plan identifies significant public open spaces that connect people and places as essential to achieving complete communities. The Official Plan also provides direction for adding new parks and amenities in growth areas (Policy 3.2.3.1), making investment in infrastructure and services to maintain and improve the quality of life in the city, and investing in growth related infrastructure (Policy 5.3.3).

Similarly, the emerging policy direction, as articulated in the proposed Downtown Plan emphasizes the need to improve and expand the public realm within a context of rapid intensification, and plan growth in a manner that achieves complete communities. The proposed Secondary Plan directly aligns with the priorities identified in the Downtown Parks and Public Realm Plan, by establishing a significant park over the rail corridor (Policy 7.33.4). It also supports the overall objectives for the planning, design and development of parks and the public realm as outlined in Policy 7.38, including recognizing cultural and natural heritage through place-making, encouraging public life, providing a variety of active and passive functions, and creating a seamless relationship between streets and public realm elements.

The proposed Downtown Plan also recognizes the provision of community services and facilities (CSF) as a vital part of the creation of complete communities (Policy 9.3) Given the location of Rail Deck Park at the west limit of the proposed Downtown Plan boundary, City Planning staff have also undertaken a review of CSF for this area, between Bathurst Street and Dovercourt Road to the east, and Lake Ontario and Queen Street West to the north. This review concluded that the proposed Secondary Plan will complement the CSF priorities identified for the area, including the Block 31 co-located facility; Waterfront Neighbourhood Centre expansion; and new aquatic facility in Bathurst Quay. Given its significant size and central location, the proposed Park will also serve as an important supportive infrastructure addition for the facilities in and around the area. A full range of programming spaces for recreational and community uses could be accommodated, providing a vibrant destination, serving residents, workers, and visitors.

The proposed Secondary Plan supports the development of a mix of recreational amenities, civic and community programming to ensure a multitude of park uses that can serve a diversity of community needs. As Downtown continues to intensify, the availability and competition for land will increase, making it ever more difficult to secure sites for parks and open spaces. Within this context, the Secondary Plan proactively plans and protects the Site for parks and open space uses.

### ***Key Objectives & Policy Directions – Complete Communities***

The proposed Secondary Plan presents a proactive framework to support the continued creation of complete communities in the Downtown, by designating the site as *Parks and Open Space Areas* in Section 9 - Land Use.

To ensure the city-building benefits of park investments are maximized, further direction on the design and programming of the park is included in Section 10 – Public Realm and Park Design. This section establishes the need for a Parks Master Plan that will provide further direction on achieving a multifunctional, integrated, and inclusive park that serves the immediate community and other visitors from across the city.

This policy direction contributes to Objective 1 - Provide a Park for all Toronto.

## **(C) Economic Development, Tourism and Global Competitiveness**

### ***Rail Deck Park will make Toronto a better place to visit, work, and do business***

Large-scale parks and major place-making initiatives within urban centres have significant economic development spin-off effects, advance tourism, and contribute to global competitiveness. The benefits are well-documented in cities around the globe which have invested in major public parks. These large urban parks are particularly valuable when developed near other important cultural and entertainment destinations, with evidence demonstrating that they can draw more visitors and encourage them to stay longer. One of the best known examples is Millennium Park in Chicago. According to reports from the Chicago Tribune, Millennium Park drew 13 million visitors in the first half of 2016, becoming the most visited destination in the Midwestern United States. This tourist activity is estimated to have generated US \$1.4 billion in annual gross sales from visitor spending. Toronto is well-positioned to generate benefits from a similar investment in a major public park that will complement and connect many of its existing Downtown destinations, and provide a new venue for major civic and cultural gatherings.

The economic benefit of public infrastructure investments such as parks is also well recognized through provincial and municipal policy. Section 1.7 of the PPS recognizes the value of promoting well-designed built form and conserving local heritage, and promoting sustainable tourism in supporting long-term economic prosperity. The Growth Plan articulates a vision for the GGH's regional economy to mature into an economic powerhouse of global significance (Section 1.3). The Growth Plan calls for integrated land use planning and economic development goals including the development of active transportation networks and transit-supportive built forms to support employment (Policy 2.2.5.3). The Official Plan (Section 3.5.1) speaks to economic competitiveness and growth, and draws a link between land use planning and economic development.

Rail Deck Park advances these economic policy directions identified in provincial and municipal plans and will contribute to Toronto's overall prosperity and quality of life. It will connect major tourist attractions within the Downtown and adjacent areas to create a distinct Toronto destination to advance the City's goal of economic vitality, competitiveness, and acceleration of economic growth. The Site is adjacent to some of the densest and fastest growing residential neighbourhoods, the largest employment district, and the most popular visitor district in Toronto. The site is within walking distance of the Rogers Centre, the CN Tower, Ripley's Aquarium, the Metro Toronto Convention Centre, and Fort York, which generates high demand for public space and pedestrian activity, events and associated utilities. The large size and strategic location of the proposed Park provides for the flexibility to hold major cultural and civic events within close proximity to Toronto's most important destinations. It is also well connected to the international, national and regional gateways into Toronto. It is within walking distance to Billy Bishop Airport and Union Station, and provides a direct connection to Pearson International Airport via the Union-Pearson Express. There are no other sites that can accommodate a large park in the Downtown with the same opportunities or proximity advantages.

Investment in parks and public realm is also vital for attracting and retaining jobs within the city. Increasingly important factors influencing corporate location strategies include the quality of life of a city and the availability of amenities offered to workers. This has been clearly illustrated in the recent RFP released by Amazon.com, Inc. for a new headquarter location, which listed "community/quality of life" for employees as a key decision driver. The investment in Rail Deck Park can put Toronto at an economic advantage by strengthening the City's ability to compete with major cities in North America and globally for talent and companies. Parks and the recreational, cultural, and civic opportunities they present, are being recognized as key to developing and attracting talent, and must be part of the equation in supporting the city's long-term economic prosperity.

### ***Key Policy Directions & Objectives – Economic Development***

To fully realize the economic benefits that the development of Rail Deck Park can provide, the Secondary Plan proposes a large-scaled park that seamlessly connects major destinations around the Site as a potential future tourist hub in the city.

These opportunities are articulated in Section 10 – Public Realm and Park Design, which calls for the development of a Park Master Plan to achieve a range of objectives including integration with key destination adjacent to the park, flexibility in park design to support major gatherings and events, and design innovation and excellence to establish the proposed Park as a city-wide destination and international draw.

Connectivity to adjacent destinations and transit hubs is also articulated through Section 6 – Transportation and Circulation. In addition, Section 5 – Heritage identifies key views to and from Rail Deck Park that will be preserved and will build a unique sense of place and identity.

These policy directions contribute to Objective 3 - Create a Place to Gather and Celebrate.

## **(D) Transportation and Connectivity**

### ***(i) Rail Deck Park will be one of Toronto's most connected and accessible parks***

Within the Toronto context, the unique opportunity of the Site for a high profile, public use is attributable to a number of factors including its location, scale and accessibility.

The Site is serviced by a range of transit alternatives, cycling infrastructure and a combination of existing and planned higher order transit. It is the location of the planned RER Front-Spadina GO Station, which will provide frequent regional transit service in the future. The Site is also serviced by the Bathurst and Spadina streetcars and is in proximity to Union Station, St. Andrew subway station, and the Billy Bishop Toronto City Airport. The rail corridor itself, however, creates a barrier between two parts of the city, with few connections across the corridor. Connecting the Downtown with the Central Waterfront and adjacent neighbourhoods is a long-standing City of Toronto planning objective. A park use for the Site advances the Official Plan

and Secondary Plan policies to better link parks and open spaces and to improve visual and physical connections between the central city, Railway Lands and the Central Waterfront.

As the city has grown, the sites in proximity to the rail corridor have been developed for city- and region-wide destinations. These include the Rogers Centre, Ripley's Aquarium, CN Tower, Metro Toronto Convention Centre, Air Canada Centre, Fort York, the future Bentway, and Exhibition Place further west. The proposed Rail Deck Park provides an opportunity to connect and strengthen the centre of gravity of this important cluster of destinations.

The rail corridor represents a major barrier and gap in the urban fabric, limiting visual and physical connections. Access across the rail corridor is limited to street connections at Bathurst Street, Spadina Avenue, and Blue Jays Way. The Puente de Luz pedestrian bridge is the only connection between Bathurst Street and Spadina Avenue to the high density CityPlace neighbourhood immediately south of the rail corridor.

The Railway Lands Secondary Plans articulate objectives and policy directions to enhance connectivity and access. Particular attention is given to facilitating pedestrian and cycling connections, as well as access to transit. The Site presents an opportunity to improve upon and expand existing active transportation routes across Downtown, and to support existing and planned transit infrastructure.

The Official Plan provides additional direction to improve, preserve, enhance and expand the Green Space System. Policy 3.3.2.3 states that the Green Space System will be “expanded by linking additional parks and open spaces, by acquiring linkages and acquiring lands, or easements over lands which can be connected to the System for the extension of recreational trails or which have important natural heritage value.” The proposed Rail Deck Park will contribute to the expansion of the Green Space System. It will form a component of "the Stitch", a major public realm initiative identified in the TOcore Parks and Public Realm Plan to improve connectivity and expand the public realm across the rail corridor and Gardiner Expressway.

The Railway Lands Central and West Secondary Plans reinforce the City's priority for establishing connections and reducing barriers to connect the Downtown and the Central Waterfront as a key objective. Objective 2.1 of these Plans encourage the Railway Lands to be developed as an integral part of the Downtown that reunites the central city with the Central Waterfront with a mix of uses and built form.

The Railway Lands Secondary Plan areas are nearly built out with a range of residential and non-residential development on a system of blocks and streets. As discussed above, the rail corridor limits connectivity and is a barrier to accessing this area of the city. The proposed Rail Deck Park Secondary Plan advances the Official Plan and Railway Lands West and Central Secondary Plan policies to provide connections between parks and open spaces, and the visual and physical connections between the central city, Railway Lands and the Central Waterfront.

The proposed Secondary Plan supports universal access around most edges of the park. As part of the Implementation Strategy, preliminary design for the decking structure has been undertaken. Given the clearance requirements for rail operations the height of the rail deck



structure will vary across the Site. In most areas, the grade change between park and street will generally remain between 0.8 metres to 4.0 metres. Two exceptions are the grades at Mouth of the Creek/ Bathurst St (9 metres) and along Blue Jays Way near Spadina Ave (7 metres). These areas provide programming and design opportunities such as exposing the rail corridor and introducing a viewing terrace. This topographic variation also provides an opportunity to integrate seamless access with pedestrian and cycling connections from the public realm.

The proposed Secondary Plan also supports the integration of the proposed Rail Deck Park with the City's larger cycling and trail network including the extension of the West Toronto Rail Path network and further north to the future Green Line. To the south, routes through the park will provide connectivity to the Waterfront Trail, and eastward to the Don Valley Trail (see Figure 8). The proposed Rail Deck Park can also help relieve pressure on existing local sidewalks that cannot significantly expand. Examples of this include, the Bathurst Street bridge and Front Street / Spadina Avenue and Bremner Boulevard / Spadina Avenue intersections which have limited pedestrian crossing opportunities.

Through the development of Rail Deck Park, the proposed Secondary Plan will create an urban environment that bridges the rail corridor and supports pedestrian movement throughout the city. The park also advances policy directions articulated in the proposed Downtown Plan and Parks and Public Realm Plan for enhanced connectivity and pedestrian movement. Within the proposed Downtown Plan, the 'Stitch' has been identified as an important component in the Downtown's open space network to achieve a connected network both north-south and east-west. This will help to minimize the barrier effect of rail and road infrastructure. The proposed Rail Deck Park forms a key component of the Stitch, and will create a new connected parks space from Fort York to Blue Jays Way, and within the larger open space system.

The proposed Downtown Plan identifies Front Street as a 'Great Street' as well as a destination, lined with landmark buildings, historic fabric, fine-grained shops and open spaces. The policies within the proposed Plan require Great Streets to be designed to reinforce the identity of the street and its context. As a key structural feature and east-west street in the proposed Secondary Plan area, Front Street will provide an opportunity to support enhanced connectivity with high-quality streetscape design and materiality as it relates to Rail Deck Park.

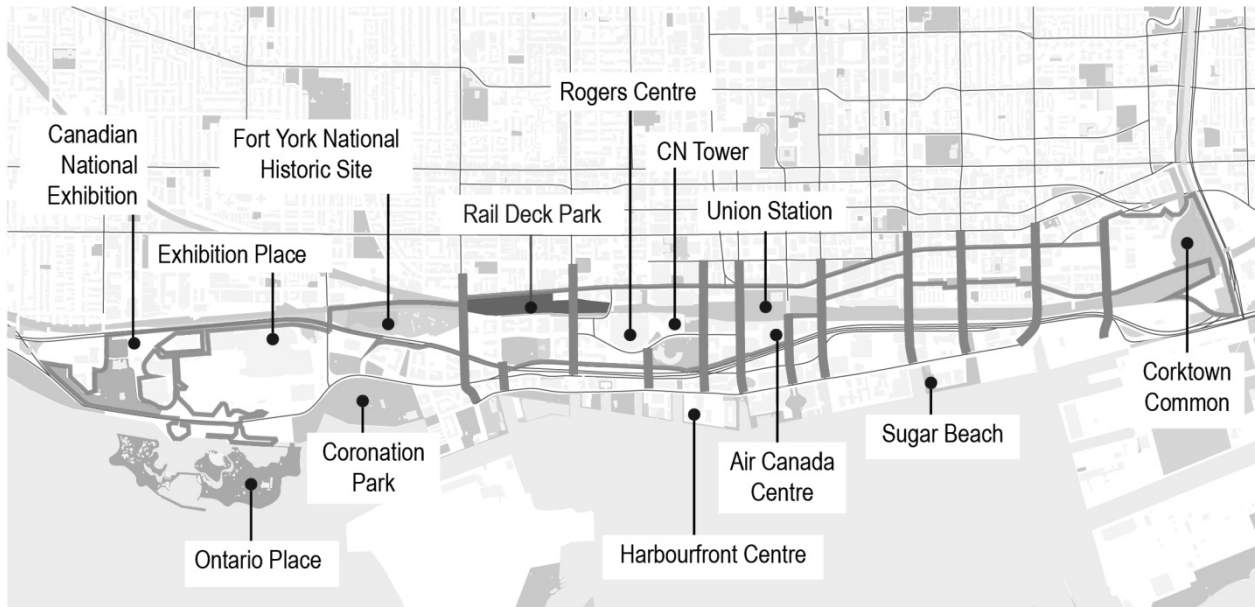


Figure 8 - Key Connections and Destinations in the Downtown

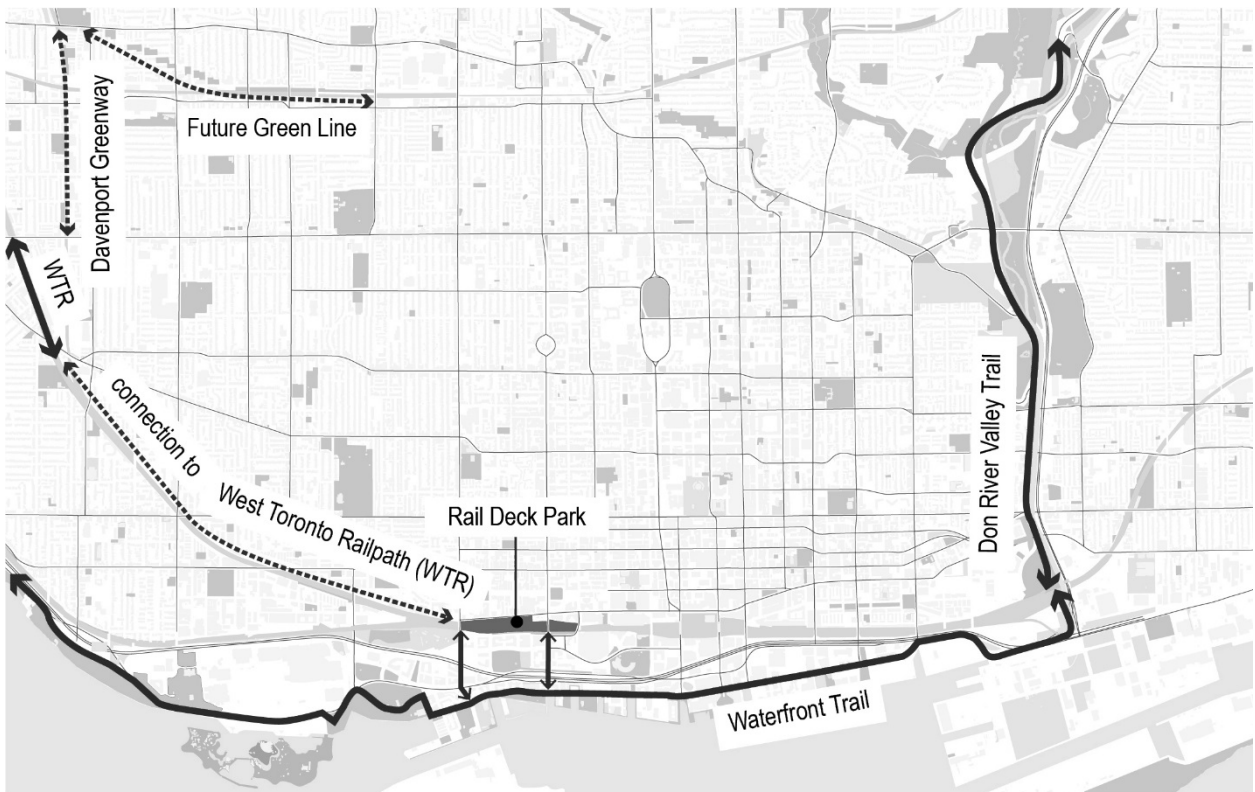


Figure 9 - Key Connections beyond Downtown

## **(ii) *Enhanced Mobility Split***

The Site presents an opportunity to improve upon and expand existing active transportation routes within the Downtown. As the Downtown continues to grow, encouraging active transportation will help ensure a more sustainable, affordable and healthy city. This includes the need to provide additional public spaces and active transportation options for residents, employees, and visitors. As identified above, the rail corridor currently presents a barrier between the central city and the lands to the south.

The proposed Secondary Plan advances provincial and municipal policy objectives regarding the integration of land use and transit, and multi-modal transportation connectivity. The planned Spadina-Front GO RER station is expected to be a busy local and regional destination station. Planning and design for the proposed Rail Deck Park will be coordinated and, to the extent possible, integrated with the station. Protecting for public uses over the rail corridor will allow for the integration of regional and local transit service with park uses in the future. A large scale park and destination at this location will help to drive demand for transit and support transit investment. Significantly improved multimodal transportation connectivity will also be supported with new cycling and pedestrian connections through park to transit and the RER station.

The proposed Secondary Plan supports a connected and expanded park system harnessing place-making opportunities and enhancing neighbourhood livability, including an expanded and integrated system of pedestrian, cyclist, and transit mobility as a priority over automobile modes. This policy objective aligns with the City's previous finding that 75% of Downtown residents walk, cycle or take transit to work and will support growth in the proportion of overall trips using these sustainable transportation modes in the future.

## **(iii) *Traffic Demand and Event Management***

City Staff have considered the traffic impact of the Parks and Open Space Areas land use designation. The City's Traffic Impact Statement Guidelines indicate a study is required when a project generates more than 100 peak hour, peak direction vehicle trips. The details regarding the operation and programming of the park have not been fully determined at this point, but it's unlikely that under normal conditions the park would generate over 100 trips. As described in this report, the enhanced connectivity achieved through the park will enhance non-vehicle circulation in the area.

It is expected that Rail Deck Park will host major events and celebrations, beyond its normal day to day park activities. It also presents the opportunity to be home to unique recreational facilities. As the program planning and design of Rail Deck Park proceeds, the impact of major events and event management strategies will be considered including the need for Event Management Plans to be submitted by individual event organizers.

The Railway Lands is already home to regional attractions such as the Rogers Centre and Air Canada Centre that have plans in place to manage congestion around major events. This management is facilitated by the positive modal split in the Downtown with patrons arriving primarily by transit, foot or bicycle. Rail Deck Park will benefit from this split which will be augmented with the provision of the new Spadina-Front GO RER station.

### ***Key Policy Directions & Objectives - Transportation and Connectivity***

The Secondary Plan supports universal access to the proposed Rail Deck Park, providing improved pedestrian and cycling connectivity with the park, to the Waterfront, and the surrounding neighbourhoods. This direction is reinforced in Section 6 – Transportation and Circulation. Policies provide direction on transit access, active transportation, and integration with the adjacent Spadina-Front GO RER station.

Additional supportive policies are reiterated in Section 10 – Public Realm and Park Design with respect to connectivity, universal design, and wayfinding to ensure that the park is easily navigable and connects with adjacent destinations.

Implementation considerations and transportation studies related to the development of Rail Deck Park are provided in the Section 11 – Implementation, which outlines requirements for the coordination of future transit and transportation infrastructure with development of the proposed Park.

These policy directions contribute to Objective 2 - Enhance Connectivity and Accessibility.

## **(E) Celebrating Heritage**

### ***Rail Deck Park will complement, celebrate, and conserve local heritage.***

Located along the historic shoreline of Lake Ontario, the Site has long been part of Toronto's heritage. The Site also has significance to Indigenous heritage and to the evolution of the city as a whole. There are many heritage resources both within and surrounding the Site, including most notably the Fort York National Historic Site. The conservation of these heritage resources helps to build and share the distinct identity of places, enhancing our daily experience of the city.

The area now occupied by the rail corridor was originally envisioned as a great waterfront esplanade and park to preserve the area's natural beauty for the enjoyment of the City's citizens. In 1852, at the request of the City of Toronto, architect John Howard prepared a plan for a park stretching between York Street and Bathurst Street, following the shoreline and comprising all land south of Front Street. The City actually acquired all the land necessary for what came to be known as the "Walks and Gardens" proposal and placed it in a trust. But this plan was eclipsed by an expanding industrial city. In the years that followed, the land originally destined for park space began to be turned over to support railway development, which was deemed a greater public interest at the time.

A Stage 1 archaeological assessment was completed to provide an overview of archaeological potential within the study area, as part of the Rail Corridor Engineering Report. The study recognizes the high potential for recovery of archaeological resources within the site, and recommends that further assessment be conducted through a Stage 2 archaeological assessment. This Stage 2 assessment will be undertaken to provide an overview of archaeological resources

and a determination of whether any of the resources may contain artifacts or be archaeological sites with cultural heritage value or interest. Archaeological monitoring will take place in the context of future development.

The Site is adjacent to several heritage conservation districts (HCDs) including the Draper Street HCD, King-Spadina HCD, and Fort York HCD. As described in the Section 41.1 of the Ontario Heritage Act, HCD Plans provide a planning framework for the protection, conservation, and management of heritage resources so that the historic and cultural significance of an area is protected in the long-term. Additional direction is provided in the Official Plan, which requires any proposed development adjacent to a registered heritage property to protect the integrity of that heritage value and attribute (Policy 3.1.5.5).

Rail Deck Park presents unique opportunities to complement, conserve, and celebrate these adjacent heritage resources. The design of the proposed Park would provide an appropriate interface with these areas and support key views to and from heritage resources. Moreover, park programming and public art components could be coordinated with adjacent heritage interpretation initiatives, helping to share the story of Toronto's past. These opportunities directly support policy objectives in the Official Plan to conserve views to the Downtown from Fort York (3.1.5.44), and to raise heritage awareness and promote understanding of local history (3.1.5.15-17).

### ***Key Policy Directions & Objectives - Heritage***

The proposed Secondary Plan provides policy direction to ensure that the development of a park over the rail corridor that supports and conserves heritage resources within and around the Railway Lands.

This direction is highlighted in Section 5 – Heritage. Policies outline important heritage considerations and opportunities including the interpretation of the historical Lake Ontario Shoreline, preservation of key views, integration with existing heritage resources and programming, and appropriate transition and edge conditions.

Heritage supportive policies are reiterated in Section 10 – Park and Public Realm Plan. Through the development of a Park Master Plan, the proposed Secondary Plan will identify opportunities to support significant views and complement the areas significant heritage resources.

These policy directions contribute to Objective 6 - Acknowledge and Conserve the History of the Railway Lands.

## **(F) Environment**

### ***Greening the rail corridor would improve safety, sustainability, and resiliency.***

As an area built on lake-fill with a history of industrial and rail uses, the need for comprehensive environmental analysis is certain. This analysis will ensure the health and safety of those living, working, and visiting Rail Deck Park and surrounding areas. The existing planning framework for the Railway Lands recognizes this need, and requires technical studies to address mitigation measures for a range of environmental and safety concerns including noise, vibration, and air quality, and stormwater management, among others. The requirements are outlined in Section 9.1 of the Railway Lands West and Central Secondary Plans, and have been retained in the updated planning framework for Rail Deck Park.

A review of existing site conditions was conducted as part of the Implementation Strategy, and provided an early-stage analysis of the physical, technical and engineering context for Rail Deck Park. The report notes that the site has historically been highly developed, with large amounts of fill having been placed on the original shoreline. Existing utilities were reviewed, and a need for a stormwater strategy to accommodate storm runoff from the study area was identified. These observations underscore the importance of comprehensive environmental analysis on the site, as reflected in the Implementation section of the proposed Secondary Plan.

In addition to meeting environmental standards, the introduction of a large park provides unique opportunities to support broader city-building goals relating to sustainability and resiliency. The scale and location would create opportunities for innovative approaches to managing storm water, supporting biodiversity and healthy habitats and reducing waste production, and the potential supporting energy production. The proposed Rail Deck Park has the potential to become a global precedent in green infrastructure, demonstrating the benefits of investing in resiliency and sustainability. The park would also provide an invaluable opportunity to engage and educate visitors on environmental matters that impact the park, the city, and the wider region. The approaches are explicitly encouraged in Section 1.8.1 of the PPS which contains objectives relating to energy conservation, air quality, and climate change. Designing for active transportation, energy efficiency and maximizing vegetation in settlement areas are highlighted in this section of the PPS. Similarly, the Growth Plan encourages strategies for water conservation (policy 3.2.6.2) and low-impact stormwater management and green infrastructure in large-scale developments proceeding by way of secondary plan (policy 3.2.7.2). Notably, the Official Plan also states the redevelopment of large industrial sites should receive special attention to achieve high standards of pollution abatement, green roof technology, and alternative energy production (Policy 3.4.22).

### ***Key Policy Directions & Objectives - Environment***

The proposed Secondary Plan contains policy direction to ensure appropriate environmental conditions, and to pursue the significant opportunities that the park presents for enhancing sustainability and resiliency.

Section 7 of the proposed Secondary Plan outlines these opportunities including: the provision of naturalized areas with adequate soil volumes and native species; recognition of urban wildlife; mitigation of urban heat island effect and carbon capture through tree planting; and innovative approaches to irrigation and ventilation. Further direction on servicing and infrastructure is provided in Section 8. An emphasis on reducing resource consumption through low-impact management solutions and recycling is prioritized.

The requirements for environmental studies contained within the Railway Lands West and Central Secondary Plans are carried forward in Section 11.5 of the Secondary Plan. Mitigation measures for noise, vibration, air quality, soil quality, stormwater management and other environmental conditions will be assessed and approved by Council prior to the development of the park.

These policy directions advance Objective 4 – Invest in Resiliency and Green Infrastructure.

### **(G) Rail Coordination**

#### ***Rail Deck Park is compatible with current and future rail operations***

The rail corridor is a defining feature of Rail Deck Park, and demands careful consideration in terms of planning policy and technical coordination. The PPS, Growth Plan, Official Plan, and Railway Lands Secondary Plans all recognize the vital role of rail operations in supporting liveability and prosperity in the city and the region. The PPS provides specific direction with regard to development in and around transportation corridors. Policy 1.6.8.3 prohibits development in planned corridors that could preclude or negatively affect the use of the corridor for the purposes for which it was identified. It further states that new development must be compatible with and supportive of the long-term purposed use of the corridor and should avoid negative impacts. The Growth Plan reinforces this direction in Section 3.2.5, requiring municipalities to ensure existing infrastructure corridors are protected to meet current and projected needs in accordance with policies in the PPS. The vital role of these corridors is again highlighted in Section 4.4 of the Official Plan, and are major objectives in the existing Railway Lands Secondary Plans.

A component of the Implementation Strategy is a comprehensive engineering and design analysis of the proposed Park. Early-stage analysis on rail coordination has been undertaken, and provides a basis for future comprehensive study. This review considered: the proposed structural design of the park; existing rail corridor uses; future rail operations including track electrification; and the planned Spadina-Front GO RER Station; among other matters. Preliminary design work has illustrated the feasibility of the decking structure, and highlights key areas of consideration including track clearances, and coordination with Metrolinx on station design and construction, among other matters.

As a public use, the proposed Rail Deck Park allows for optimal coordination between different levels of government and agencies including the Province, Metrolinx and the City of Toronto. The City will work collaboratively with Metrolinx to coordinate plans for Rail Deck Park and the Spadina-Front GO RER station in order to address outstanding technical and planning matters and enhance the overall city-building opportunity associated with the site. Ongoing close coordination and collaboration between Metrolinx and the City of Toronto will need to address all technical and planning matters related to park development.

### **Key Policy Directions & Objectives - Rail Coordination**

The draft OPA carries forward and reinforces the policies within provincial and municipal plans that address the need to ensure the continued safe, efficient, and effective provision of rail. These policies are outlined in Section 6 – Transportation, which states that the existence of the park will not compromise inter-regional passenger and freight rail services. Section 6 also provides direction on the integration of the Spadina-Front GO RER Station with park development, aligning with many provincial and municipal objectives to integrate land use and transit investments.

Further design recommendations on station integration are provided in Section 10 – Public Realm and Park design to ensure that the park is truly transit supportive and not simply transit adjacent.

The importance of rail operations is reiterated in Section 9 – Land use under the description of continued rail corridor uses below the decking structure of the park. Land use policies also recognize the compatibility of the parks *and Open Space Areas* designation with utility corridors uses ensuring nothing in the Secondary Plan restricts or prohibits continued rail operations.

The importance of coordination with Metrolinx and other rail operators is highlighted in the requirement for phasing and construction strategies contained in Section 11- Implementation. Policies in this section require further rail corridor study to demonstrate that future and existing rail operations will not be compromised, before the development can occur.

These policy directions advance Objective 4 – Support and Integrate Rail.

## **4. Implementation**

The proposed Secondary Plan is intended to guide the development of Rail Deck Park. The OPA includes necessary changes to the City of Toronto Official Plan and the Railway Lands West, Central, and East Secondary Plans.

It is anticipated that site-specific zoning by-law amendments for development of the park will also be initiated by the City, pursuant to Section 34 of the Planning Act. Such by-laws will need to conform to the proposed Rail Deck Park Secondary Plan.



The Rail Deck Park Secondary Plan will be supported by a future Park Master Plan, which will consist of a set of detailed designs, plans, and diagrams, as well as park programming, and other matters. The park Master Plan will be used as a tool to ensure appropriate development consistent with the Rail Deck Park Secondary Plan.

The Implementation Section in Section 11 of the Secondary Plan includes a number of requirements to ensure a comprehensive approach to developing the park, including environmental and technical studies, servicing, rail operation issues, and a stewardship and partnership program. The timing of development may be dependent on a number of factors, including the delivery of transportation improvements, adequacy of servicing infrastructure, property rights, and financing necessary to develop Rail Deck Park, and approval of related technical studies. The proposed Secondary Plan ensures that Park Master Plan, as well as the necessary studies and requirements contained in Section 11 are approved by Council before the development of Rail Deck Park.

## **5. Conclusion and Next Steps**

The draft OPA and proposed Rail Deck Park Secondary Plan are consistent with the policies and intent of the Provincial Policy Statement (2014) and conforms to the Growth Plan for the Greater Golden Horseshoe (2017). While amending the Official Plan and the Railway Lands West and Central Secondary Plan, the draft OPA supports and advances the major objectives of these plans, including, most notably, enhanced connectivity between the Downtown and Central Waterfront, and support for complete communities and liveability through important investments in the necessary community infrastructure

The Site is uniquely scaled and located to provide a major public park in Downtown that can serve as a city-wide destination and an asset for the local community. The proposed planning framework protects for this opportunity and provides appropriate direction to maximize the city-building benefits of a park while protecting for continued safe, efficient and effective rail operations. Local and city-wide residents, landowners, and other stakeholders have been will continue to be consulted in the design and implementation of Rail Deck Park.

This report recommends adoption of the proposed Rail Deck Park Secondary Plan and associated Official Plan Amendments.

## **CONTACT**

Paul Mulé, Senior Planner, MCIP RPP  
Tel. No. 416.392.1306  
E-mail: Paul.Mule@toronto.ca

Heather Oliver, Assistant Planner  
416-392-4988  
Heather.Oliver3@toronto.ca

## **SIGNATURE**

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Lynda H. MacDonald  
Acting Director, Community Planning  
Toronto and East York District

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## **ATTACHMENTS**

Appendix 1: Draft Official Plan Amendment  
Appendix 2: Planning Rationale Executive Summary  
Appendix 3: Public Engagement Summary  
Appendix 4: Planning Framework Summary  
Appendix 5: Overview of Private Official Plan Amendment for 433 Front Street West (P.I.T.S.)  
and City Initiated Official Plan Amendment – Rail Corridor (Rail Deck Park)

## Appendix 1: Proposed Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

### CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ - 2017

To adopt an amendment to the Official Plan

for the City of Toronto respecting the lands known municipally in the year 2017 as those located within the rail corridor from Bathurst Street to Blue Jays Way, including Northern Linear Park and Mouth of the Creek Park.

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 395 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.
2. The text and maps attached hereto are adopted as an amendment to the Official Plan.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

## **AMENDMENT NO. 395 TO THE OFFICIAL PLAN**

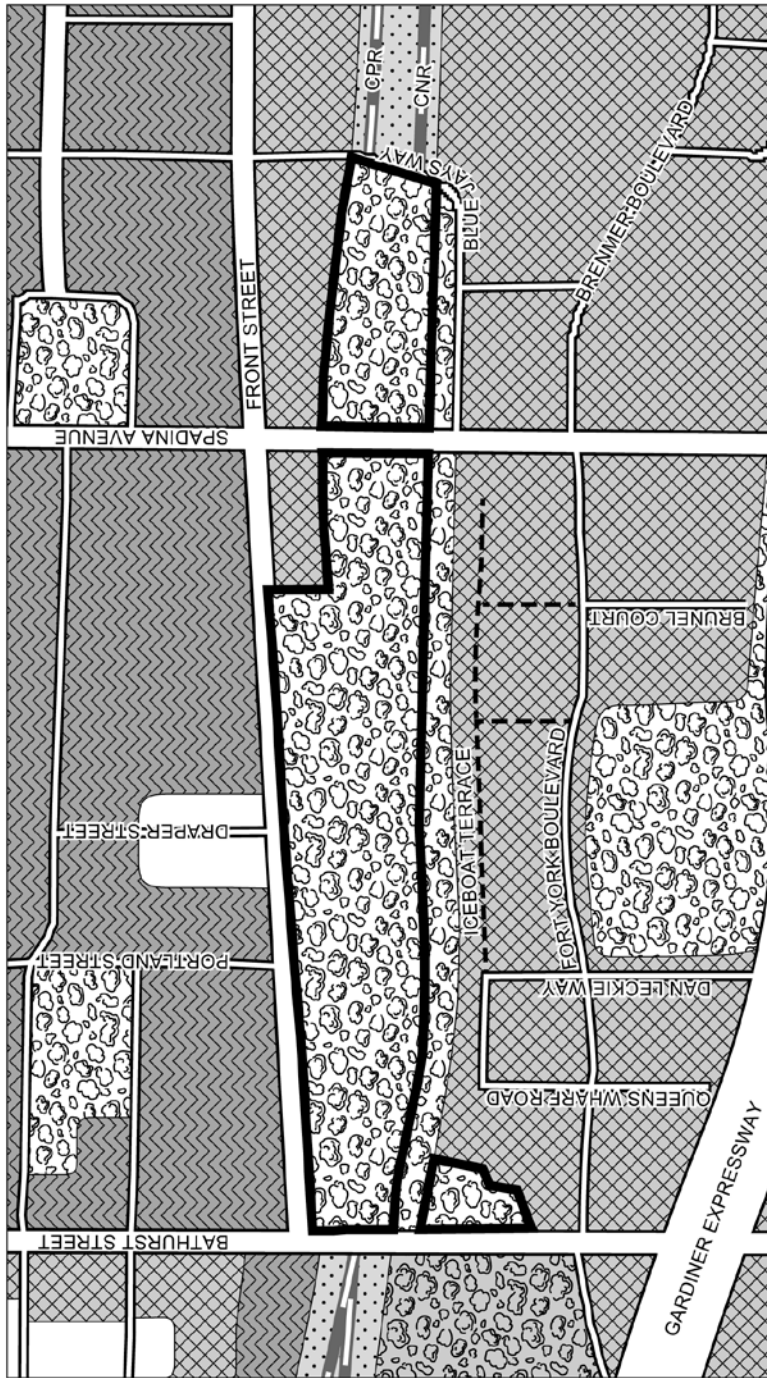
### **LANDS MUNICIPALLY KNOWN IN THE YEAR 2017 AS THOSE LOCATED WITHIN THE RAIL CORRIDOR FROM BATHURST STREET TO BLUE JAYS WAY, INCLUDING NORTHERN LINEAR PARK AND MOUTH OF THE CREEK PARK.**

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The Official Plan of the City of Toronto is amended as follows:

1. Map 18, Land Use Plan, is amended by redesignating the lands south of Front Street West between Bathurst Street and Blue Jays Way from 'Utility Corridor Areas' to 'Parks and Open Space Areas', as shown on Schedule I;
2. Map 18, Land Use Plan, is further amended by redesignating the lands municipally known as Mouth of the Creek Park located south of the rail corridor and east of Bathurst Street from 'Mixed Use Areas' to 'Parks\_ Open Space Areas', as shown on Schedule I;
3. Map 18, Land Use Plan, is further amended by adding the following public roads, as shown on Schedule I;
  - a. Fort York Boulevard
  - b. Queens Wharf Road
  - c. Dan Leckie Way
  - d. Brunel Court
4. Chapter 6, Secondary Plans, is amended by adding Section 39 - Rail Deck Park Secondary Plan, as shown in Schedule II.
5. Chapter 6, Secondary Plans is further amended by updating Section 17 - Railway Lands East Secondary Plan, Section 18 - Railway Lands Central Secondary Plan, and Section 19 - Railway Lands West Secondary Plan as shown in Schedule III, to reflect the addition of the Rail Deck Park Secondary Plan and to amend relevant policies to ensure coordinated and cohesive development across the Railway Lands.

# Schedule I



## Rail Deck Park

## Toronto Official Plan Amendment #395

Revisions to Land Use Map 18

File # 17 152929 STE 20 0Z

- Site Location
- Neighbourhoods
- Mixed Use Areas
- Utility Corridors
- Regeneration Areas
- Private roads not currently shown on Land Use Map
- Parks & Open Space Areas
- Parks
- Other Open Space Areas



Not to Scale  
MOC/CA/2017

## Schedule II

### 39. Rail Deck Park Secondary Plan

#### INTRODUCTION

- 1.1. The Rail Deck Park Secondary Plan Area is located in the *rail corridor* between Bathurst Street and Blue Jays Way, in a rapidly growing area of Downtown Toronto. The *rail corridor* is a key structural feature that serves as a major transportation facility, and is integral to the facilitation of transit and freight services in Toronto.

Downtown has been the subject of unprecedented growth, increasing demand for parks, with limited lands available for new parkland. Today, Downtown has among the lowest levels of park provision in the City, and continued population and employment growth is expected to compound this scarcity. To address this and to support the Downtown's livability and economic competitiveness, the City must proactively plan and protect for new and creative opportunities for parkland.

Due to its central location and proximity to a concentration of city and regional destinations, the Secondary Plan Area has been identified as a strategic location for a new public park. It is also one of the last remaining areas in Downtown which can offer a large contiguous park

This Secondary Plan provides a planning framework for the development of Rail Deck Park, and includes policies on matters relating to public realm and park design, heritage, transportation, environment, site servicing and stormwater management, land use, and implementation. It is to be read in conjunction with the attached maps.

#### INTERPRETATION

- 2.1. This Secondary Plan should be read in conjunction with the Railway Lands West Secondary Plan, Railway Lands Central Secondary Plan, and Railway Lands East Secondary Plan to understand the comprehensive and integrative intent as a policy framework for the entirety of Rail Deck Park.
- 2.2. In the case of a conflict between this Secondary Plan and the policies in any of the Railway Lands Secondary Plans or the City of Toronto Official Plan, the policies in this Secondary Plan will prevail.
- 2.3. The boundaries of this Secondary Plan are shown on Map 39-1 and are approximate. Where the general intent of this Secondary Plan is maintained, minor adjustment to such boundaries will not require amendment to this Secondary Plan, the Railway Lands Central Secondary Plan, and the Railway Lands West Secondary Plan.

## VISION

Rail Deck Park will transform the space above an active *rail corridor* in the heart of one of Downtown's fastest-growing communities into a signature public park. It will be a beautiful and bustling place which acts as a major destination for people from across the City and outside Toronto, while also serving the immediate community. Rail Deck Park is a long-term commitment to quality of life for all Torontonians.

Rail Deck Park will build on existing and proposed plans and investments in the area, including the Railway Lands Secondary Plans, King-Spadina Secondary Plan, the Downtown Plan, Canoe Landing Park, Mouth of the Creek Park, and the Bentway by helping to stitch together the many major cultural and entertainment destinations north and south of the *rail corridor* with the revitalized waterfront to the south. It will also be an integral link that completes a core chain of parks and public spaces wrapping around the Downtown. With major hubs of activity on all sides, Rail Deck Park will serve as a keystone in a broader network of entertainment, civic, commercial, and recreational destinations, encouraging residents and visitors to explore and experience the spectacular spaces that distinguish Toronto.

The generous scale and central location of Rail Deck Park will accommodate a variety of park uses, including active and passive recreation, naturalized areas, and civic and cultural facilities. The design, configuration, and layout of space will be coordinated to complement and enhance each piece as part of a grand park experience. The quality and range of amenities will draw visitors from across the city, the region, and internationally.

Rail Deck Park will be universally accessible and present a seamless and permeable relationship with the surrounding public realm. It will be directly accessible by multiple public transit and active transportation routes, and will directly connect to the Regional Express Rail network.

A model of sustainable infrastructure development designed to high standards of resiliency, Rail Deck Park will be a jewel of the Downtown parks and open space system and a major catalyst of economic development and tourism. Toronto's signature park will be a park for all of Toronto.

## OBJECTIVES

The development of Rail Deck Park will proceed in accordance with the following objectives:

### 4.1. Provide A Park for all Toronto

The significant scale and central location of Rail Deck Park will accommodate a diverse range of park uses and programming options to create an inclusive and welcoming public space for all Torontonians. Rail Deck Park will be designed and programmed as a vibrant, high quality and multi-functional space with a range of recreational, community, civic, and naturalized uses, and will contribute to the achievement of an attractive, inviting, comfortable and safe public realm.

### 4.2. Enhance Connectivity and Accessibility

Rail Deck Park will be designed to be age-friendly and universally accessible, and will offer exceptional access both in terms of physical connections to the public realm, and in terms of broader connections to city-wide and regional transit and transportation routes. Moreover, the park itself will bridge the gap presented by the rail corridor to bring together the communities on either side of the area, and will create new links from the Downtown to the Waterfront.

### 4.3. Create A Place to Gather and Celebrate

Rail Deck Park will establish a new hub where residents, workers, and visitors will be able to gather, celebrate and share in memorable experiences that will contribute to the identity of the city. Rail Deck Park will link together existing destinations in the downtown, and serve as a catalyst for further investment in arts, culture, entertainment, tourism and technology.

### 4.4. Invest in Resiliency and Green Infrastructure

The principles of sustainability and resiliency will be integrated into every aspect of the planning, design, and implementation of Rail Deck Park, from landscaping and servicing, to daily maintenance and operations, to long-term management and governance. This forward-looking approach will position Rail Deck Park as a showcase for innovation and design-excellence that will be enjoyed by current and future generations of Torontonians.

### 4.5. Support and Integrate Rail

Rail operations have been integral to Toronto's growth and economic vibrancy, and continue to support prosperity and livability in the city today. Rail Deck Park will be designed and managed to ensure the continued effective, safe and efficient provision of rail operations.



#### 4.6. Acknowledge and Conserve the History of the Railway Lands

As a site within the core of Toronto and on the former historic shoreline of Lake Ontario, the rail corridor and surrounding area has a rich history. This area has played a significant role in shaping the urban and natural environments that have emerged around it. The design and implementation of Rail Deck Park will acknowledge and share these histories that were formed first by Indigenous peoples and then influenced by the introduction of rail operations and the urbanization of Toronto that followed.

## HERITAGE

5.1. The development of Rail Deck Park provides an opportunity to acknowledge and celebrate the history of the site area, its surroundings, and adjacent heritage resources. These opportunities will support the objectives in Sections 4.5 and 4.6 and will be realized through the following:

- (a) supporting opportunities for interpretation of the historical Lake Ontario shoreline and acknowledging the significant role of the railway and Indigenous culture and history in the evolution of the city through placemaking, landscaping, public realm, and public art elements;
- (b) preserving and framing significant visual connections from Rail Deck Park to key skyline views and other unique parts of the city, as identified on Map (39-3);
- (c) integrating existing heritage assets into the design of the park including the Memorial to Commemorate the Chinese Railway Workers, and other cultural heritage assets identified by the City;
- (d) providing an enhanced sense of place through design treatments at transition areas between Park edges and adjacent heritage areas that reference and acknowledge the adjacent heritage districts and resources; and
- (e) acknowledging and responding to the unique character of adjacent heritage areas such as the King-Spadina Heritage Conservation District, the Draper Street Heritage Conservation District, and Fort York National Historic Site, with appropriate transition in Park design and intensity of use.

## TRANSPORTATION AND CIRCULATION

- 6.1. As a large open space bridging the *rail corridor*, Rail Deck Park will significantly improve pedestrian and cycling circulation, and connectivity to transit networks. This Section contains policy direction to achieve the objectives of Section 4.2 and 4.5.
- 6.2. Public transit and active transportation will be prioritized as the primary modes of travel to and from Rail Deck Park by providing convenient and accessible pedestrian and cycling routes that link key destinations and transit stops with the park, to the Waterfront, and the surrounding neighbourhoods.

- 6.3. The design of Rail Deck Park will be coordinated with the development of the *Spadina-Front GO RER Station* in order to encourage:
  - (a) pedestrian and cycling access between the park, Station, and adjacent areas;
  - (b) the design of an animated station interface with the park including a high degree of transparency, multiple entrances, and universal accessibility; and
  - (c) active uses along the Station frontage facing the park to provide an enhanced sense of place and park-level animation.
- 6.4. Any vehicular access to and parking at the park will be prioritized for accessible transit pick-up and drop-off, loading, maintenance, servicing, and emergency vehicle access.
- 6.5. The *rail corridor* will continue to function as a utility corridor in accordance with *Utility Corridor* provisions of the Official Plan, with rail uses located below the *decking structure* including active rail lines and uses associated with rail operations such as train storage, and train maintenance. The continued effective, safe, and efficient provision of inter-regional passenger rail and freight rail services will not, in any way, be compromised by the existence of Rail Deck Park.
- 6.6. The continued effective, safe, and efficient provision of inter-regional passenger rail and freight rail services will be ensured and supported through technical studies identified in Section 11.5 as part of the implementation and development of Rail Deck Park.
- 6.7. Development adjacent to or above the *rail corridor* will respect its physical configuration and its current and future operation, including approaches, access, track electrification, easements, and emergency access during and after the development of Rail Deck Park.

## ENVIRONMENT

- 7.1. Rail Deck Park represents an opportunity to expand and enhance the public realm and open space networks in the city. This Section contains policy direction to achieve the objective in Section 4.4. The design, development, and maintenance of Rail Deck Park will support environmental stewardship, connectivity, and sustainability, through:
  - (a) including a range of active recreational areas and passive areas within the park;
  - (b) providing connected planted areas that support wildlife habitat;
  - (c) ensuring adequate soil volumes to support healthy and mature landscaping and tree canopies;
  - (d) reducing the urban heat island effect and increasing carbon capture through a diversity of planting and landscape design treatments;
  - (e) planting a range of native species to support biodiversity and reduce the need for intensive maintenance; and
  - (f) incorporating innovative approaches to irrigation, ventilation, and stormwater management systems.

## SERVICING AND INFRASTRUCTURE

- 8.1. Development of Rail Deck Park will be supported by necessary improvements to servicing infrastructure to accommodate the development and operation of the park, which will be guided by the objective in Section 4.4 in addition to the policies of this section.
- 8.2. Innovative design approaches for site servicing and stormwater management will support the long-term viability and resiliency of Rail Deck Park. This will be achieved through:
  - (a) incorporating best practices in sustainable design, reduced resource consumption, waste management, and material recycling;
  - (b) investigating opportunities to integrate on-site energy production;
  - (c) exploring opportunities to incorporate low-impact storm water management solutions to help increase ground infiltration and achieve a net zero increase in stormwater runoff for improved water use and quality.
- 8.3. Development of the *decking structure* and associated community amenities within Rail Deck Park will incorporate stormwater management onsite and comply with the objectives in the City's Wet Weather Flow Master Plan Guidelines, as may be amended.

## LAND USE

- 9.1. The area identified as Rail Deck Park on Map (39-1) is designated as *Parks and Open Space Areas*. Decking of the *rail corridor* to support a park is compatible with utility corridor uses under the Official Plan, including rail, transit, and all other uses and provisions within *Utility Corridors*.
- 9.2. Rail Deck Park will be developed with a wide variety of park and ancillary uses to support active and passive recreation activities, natural areas, and civic and cultural spaces, and will be guided by the policies and objectives of this Plan.
- 9.3. To support the vision of a multifunctional park serving a diversity of uses and users and to foster partnerships, the City may lease space within Rail Deck Park to third parties for ancillary uses and activities that are compatible with the intent and purpose of this Secondary Plan. As described in Section 11.4 below, a Leasing Strategy will be prepared with respect to leasing space within Rail Deck Park.
- 9.4. The *rail corridor* and Union Station will continue to be used for utility corridor purposes and will remain important for inter-regional passenger rail services, and freight rail services. It is recognized that utility uses are permitted within the parks and *Open Space Areas* designation.
- 9.5. Nothing in this Secondary Plan will restrict or prohibit the continued rail operations within the rail corridor below the decking structure.
- 9.6. Potential eastward expansion of Rail Deck Park to John Street over the rail corridor may be explored at a future time. Any expansion will be coordinated with existing park uses and will continue to ensure effective, safe, and efficient provision of inter-regional

passenger rail and freight rail services, as described in Section 6.6 and Section 11 of this Secondary Plan.

## **PUBLIC REALM AND PARK DESIGN**

- 10.1. A detailed Park Master Plan will be prepared for Rail Deck Park to implement the Vision and Objectives of this Secondary Plan and to ensure the development of a coordinated, cohesive, and connected public open space.
- 10.2. The park Master Plan will be rooted in a robust and meaningful public engagement process to ensure the design and programming of Rail Deck Park responds to the needs of a broad constituency of park users including local and city-wide residents, Downtown employees, and other visitors.
- 10.3. The park Master Plan will be guided by the objectives and policy directions of this Secondary Plan in order to achieve the following:
  - (a) a range of passive and active uses and park facilities that animate the park throughout the day, evening, and all seasons;
  - (b) a comprehensive programming strategy to support a welcoming, inclusive, and equitable park environment that responds to the interests, needs, and abilities of all Torontonians;
  - (c) engaging and compelling public art that highlight Toronto's diversity and an enhanced experience for park users;
  - (d) a comfortable pedestrian environment that minimizes impacts from shadow, wind, and noise;
  - (e) safety and security for park users during all times of the day through applying Crime Prevention Through Environmental Design (CPTED) concepts;
  - (f) a system of pedestrian and cycling routes to enhance connectivity between the Railway Lands, the Downtown, and the Waterfront;
  - (g) seamless interface that seeks to minimize the difference in grade between the surrounding public realm and adjacent communities and the park's edges to maximize visibility and connections between the Downtown and the Waterfront, and ensure universal accessibility;
  - (h) integration with adjacent parkland and pedestrian areas, including without limitation, Northern Linear Park, Mouth of the Creek Park, Fort York National Historic Site, the pedestrian areas surrounding the Rogers Centre and CN Tower, and the City's larger parks and trails network;
  - (i) a clear, legible, and accessible wayfinding strategy to help users navigate safely and efficiently through the park;
  - (j) flexibility and adaptability in park design to safely and efficiently accommodate large events, public gatherings, and high volumes of pedestrian traffic during these events;

- (k) design innovation and excellence to establish Rail Deck Park as a city-and region-wide destination and international draw;
- (l) opportunities to frame views from Rail Deck Park to the city's skyline and other prominent structures such as the CN Tower, as identified on Map 36-03;
- (m) the objectives and policy directions in accordance with Section 5-Heritage and Section 6-Transportation and Circulation;
- (n) a range of landscaping and planting that supports biodiversity, reduces the need for intensive maintenance, and provides all-season interest, in accordance with the policies outlined in Section 7 – Environment; and
- (o) a sustainable and efficient approach to servicing and stormwater management, in accordance with the policies of Section 7 – Environment and Section 8 - Servicing and Infrastructure.

## IMPLEMENTATION

- 11.1. Rail Deck Park will be planned comprehensively, but it is recognized that construction and development is expected to occur incrementally. The timing and phasing of necessary infrastructure and other improvements and works will depend on a number of factors, including the nature and scale of municipal infrastructure ultimately proposed as part of the development of the park.
- 11.2. A phasing strategy will be prepared that considers at least the following:
- (a) existing rail infrastructure and functions;
  - (b) coordination with ongoing and future rail planning initiatives;
  - (c) rail safety mitigation measures;
  - (d) preparatory work related to reroute utilities and other heavy civil and structural works;
  - (e) deck construction including major mechanical and electrical systems;
  - (f) development of the park on and within the *decking structure*; and
  - (g) construction of the urban design, planning, and transportation improvements or any other facilities identified in the development of the park Master Plan.
- 11.3. Construction of Rail Deck Park will generally include a number of preparatory works in and around the *rail corridor* to prepare the project area for civil and structural works, *decking structure* construction, and further development of the park. Future timing of development will be coordinated with other related projects, where possible, such as track electrification, the Spadina-Front GO RER Station, among other infrastructure projects, requirements, or studies.
- 11.4. A leasing strategy will be prepared to outline the goals, objectives, and a framework, among other matters, for managing leases for uses that are in alignment with the objectives of this Secondary Plan.

- 11.5. In order to ensure orderly and coordinated development of Rail Deck Park, the City will ensure that the necessary requirements and studies are completed and approved by Council before permitting the development of the *decking structure* or Rail Deck Park, including the following:
- (a) A detailed Park Master Plan as described in Section 10 will be prepared, which will include specific technical, development, and design details, and will inform the development of the park.
  - (b) Comprehensive studies that details the following environmental and technical matters and considerations have been satisfactorily addressed and any related requirements have been secured, where appropriate, in legal agreements, including:
    - i. the noise, odour, and vibration impact of the railway to ensure compatibility with rail operations, including mitigation and attenuation measures by, among other things, the provision of buffers, including acoustical structures and landscaping features adjacent to noise, odour, and vibration sources as appropriate for open space uses;
    - ii. satisfactory air quality and climatic conditions, including wind conditions, including a consideration of the potential impact of snow and ice on rail service;
    - iii. satisfactory soil and groundwater conditions, including soil remediation or disposal plans for contaminated soil excavate and remediation measures for any noxious substances;
    - iv. servicing and stormwater management studies which confirm the sufficiency of municipal infrastructure, including sewer, water, stormwater, as well as capacity for managing snow and ice accumulation;
    - v. minimizing, to the extent possible, risks of injury or damage from accidents on the rail and adjacent roads;
    - vi. ensuring that the practices and procedures followed during construction of development and the operation and maintenance of the decking structure and Rail Deck Park are environmentally sound; and
    - vii. energy efficiency, conservation, waste reduction, and recycling as development of Rail Deck Park proceeds;
  - (c) A rail corridor study, in consultation with appropriate authorities, which demonstrates that:
    - i. existing and future capacity and safety of rail operations in the *rail corridor* will not be impaired;
    - ii. the effective, safe and efficient provision of rail transportation services of the *rail corridor* and Union Station will not be compromised; and
    - iii. the flexibility for future expansion of rail operations, including the implementation of the *Spadina-Front GO RER Station*, and modifications and improvements to the track and signal system will not be reduced or impacted;

- (d) an emergency management plan to outline how the City will respond to and mitigate the impact of a possible emergency within the rail corridor in coordination with rail operators;
- (e) a transportation monitoring program and a traffic management mitigation plan (TMMP) to address traffic infiltration issues and other traffic impacts in the neighbourhoods immediately surrounding the Rail Deck Park. The TMMP may include strategies to support transit integration and active transportation, and accommodate potential vehicular lay-bys, drop-off area and parking zones, without negatively impacting the existing transportation network, among other matters; and
- (f) a construction management plan (including a construction mitigation strategy addressing impact on adjacent buildings), to be implemented during the course of construction.

#### 11.6. Stewardship and Partnerships

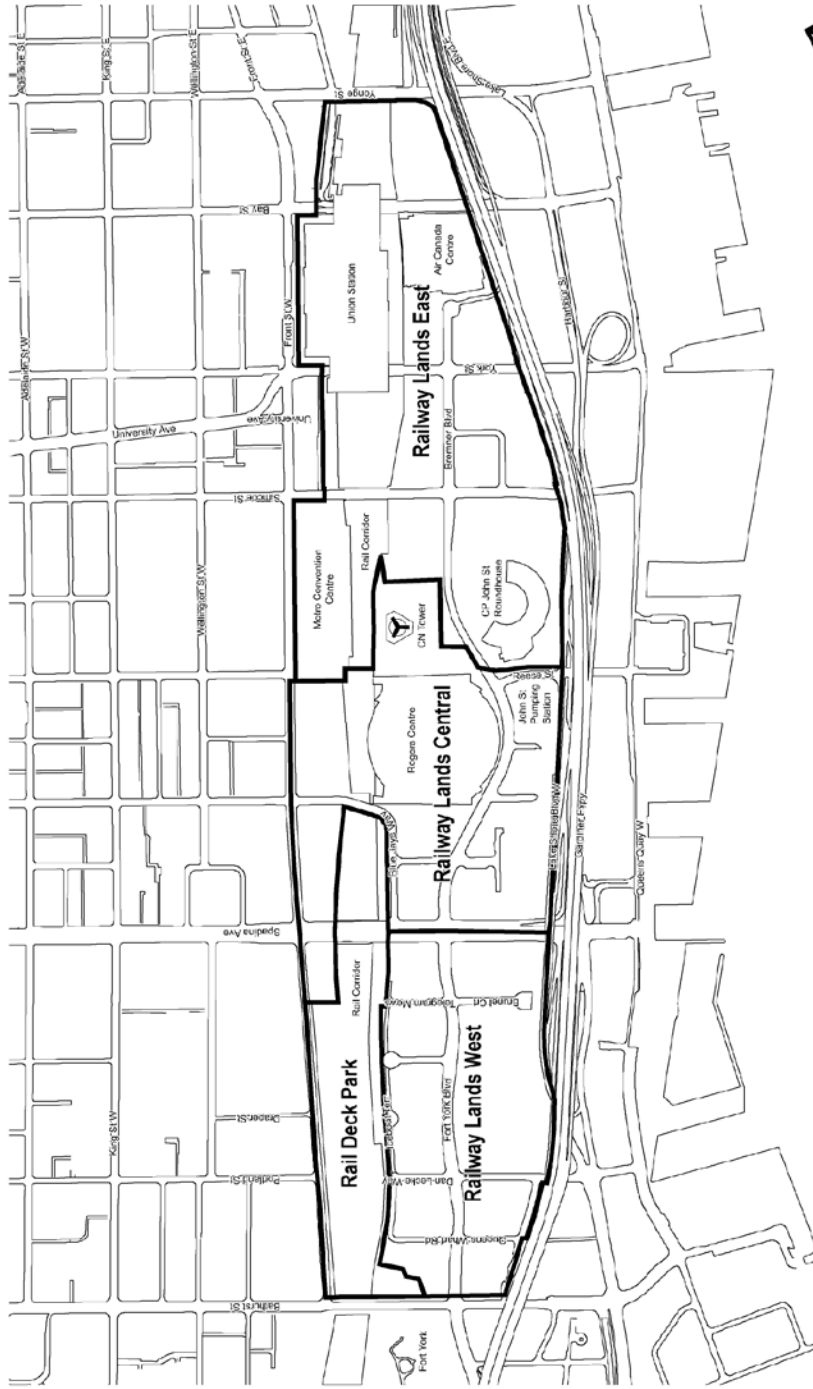
Developing partnerships will be a key component in the management and evolution of Rail Deck Park as a vibrant, active, and multifunctional civic space for all Torontonians. The City will pursue partnerships with other public institutions, the private sector, non-profit organizations, community groups, and other relevant stakeholders to help develop collaborative relationships and funding strategies needed to realize the objectives of this Secondary Plan. A stewardship conservancy model will be further explored, among other considerations, as a potential vehicle for the long-term management of the park. Key directions for the model may include, without limitation:

- (a) establishing a joint public and private partnership, unifying various groups and service providers under one umbrella;
- (b) implementing a detailed programming plan and develop a park and activity guide for users;
- (c) developing and managing Rail Deck Park media outreach, public relations, newsletters, and communications plan to raise awareness and inform surrounding communities about the park;
- (d) establishing a list of volunteers willing to aid in a volunteer program;
- (e) assisting in preparing and installing cultural heritage interpretive signs;
- (f) developing educational resources;
- (g) assisting the City in organizing and planning events; and
- (h) fundraising and assistance in securing funding and in-kind resources to support long-term sustainability of the park.

## DEFINITIONS

- 12.1. The *decking structure* means the structure developed over the *rail corridor* to support development of Rail Deck Park. The decking structure also includes all the necessary engineering and structural elements that may or may not extend below the grade level of the *rail corridor*.
- 12.2. *Rail corridor* means the area comprised of the Union Station Rail Corridor (URSC) and the Bathurst North Yard, generally bounded by Front Street West to the north, and the southern limit of the USRC to the south.
- 12.3. *Spadina-Front GO RER Station* means the Metrolinx GO Regional Express Rail station serving the Barrie GO Corridor, planned for Spadina Avenue and Front Street West.

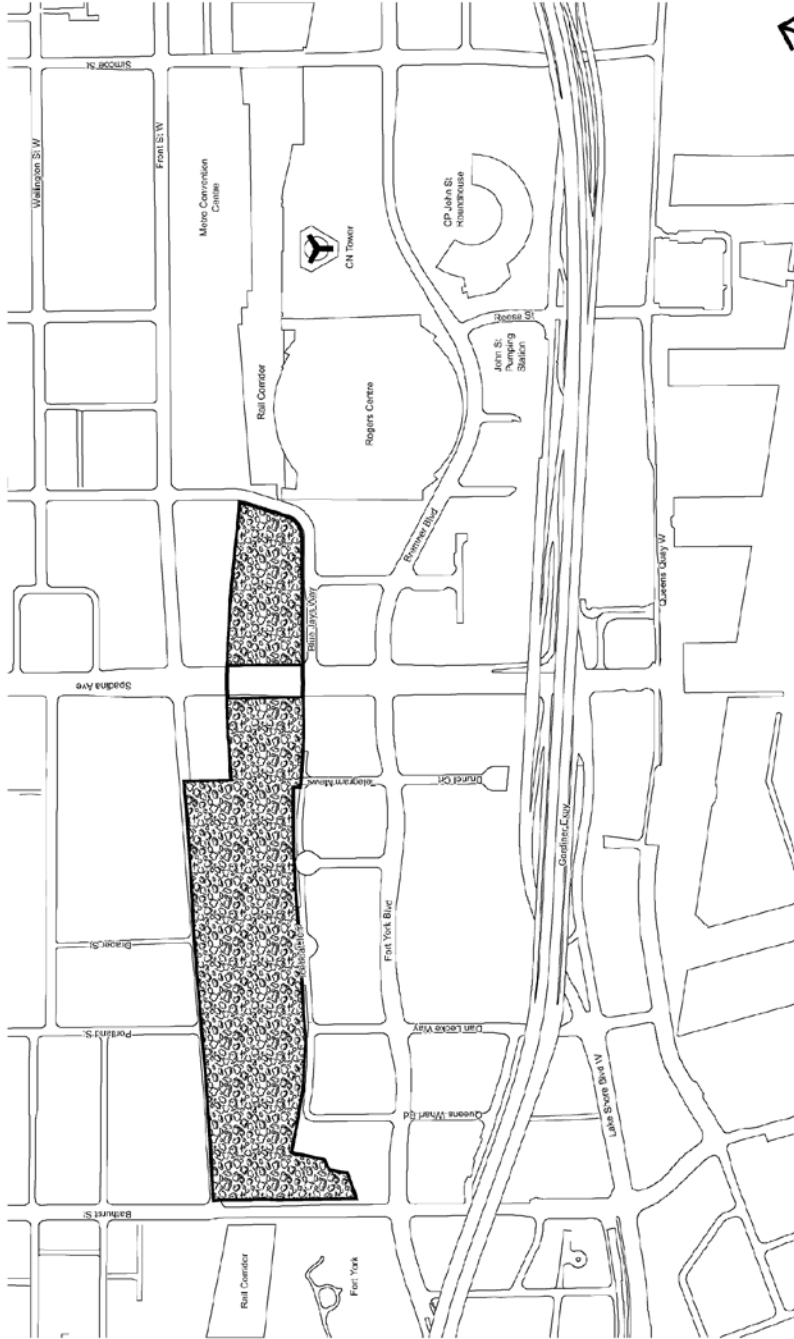




**Rail Deck Park**  
 MAP 39-1 Context Map

— Secondary Plan Boundary

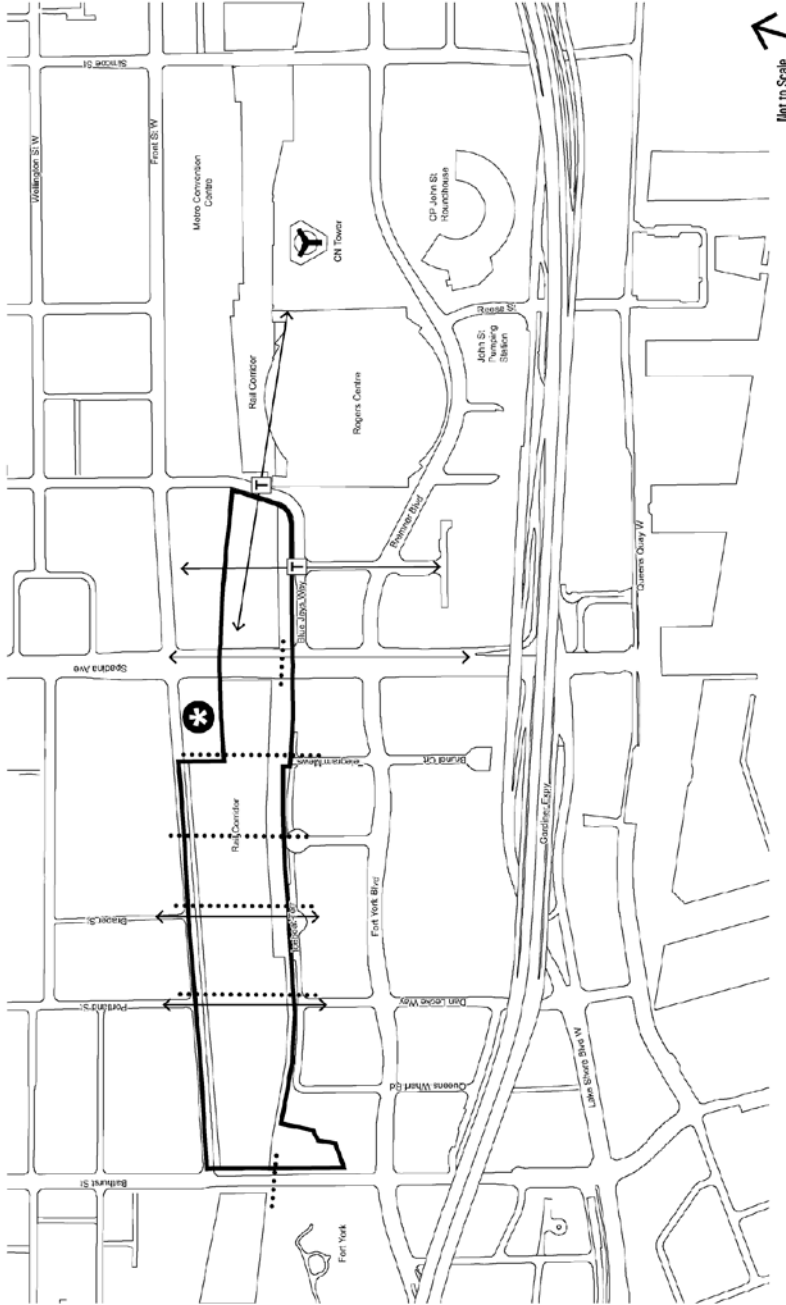
September 2017



**Rail Deck Park**  
**MAP 39-2 Land Use Plan**

- Secondary Plan Boundary
-  Parks and Open Space Areas

August 2017



**Rail Deck Park**  
**MAP 39-3 Urban Structure**



- Secondary Plan Boundary
- T Existing View Terminus
- ↔ Significant City and Waterfront Views and Vistas
- ..... Major Pedestrian Connection
- ⊕ Future RER Spadina Station

August 2017

### **Schedule III**

#### **AMENDMENTS TO RAILWAY LANDS EAST SECONDARY PLAN**

1. Chapter 6, Section 17, Railway Lands East Secondary Plan is amended by:
  - (a) Replacing Map 17-1 Context Map with Attachment 1 to update the boundaries of the Rail Deck Park Secondary Plan, the Railway Lands West Secondary Plan, Railway Lands Central Secondary Plan, and Railway Lands East Secondary Plan.
2. Chapter 6, Section 17, Railway Lands East Secondary Plan is further amended as follows:

##### **6. PARKS OPEN SPACE, AND PEDESTRIAN SYSTEMS**

Policy 6.1 be amended by replacing the second sentence with the following:

"These parks and publicly accessible open spaces will be located and formed in a manner which will help to integrate the Railway Lands Central with the Railway Lands West, Railway Lands East, Rail Deck Park, the Downtown and the Central Waterfront, and provide a variety of outdoor active and passive recreational opportunities for workers, residents and visitors"

#### **AMENDMENTS TO RAILWAY LANDS CENTRAL SECONDARY PLAN**

1. Chapter 6, Section 18, Railway Lands Central Secondary Plan is amended by:
  - (a) Replacing Map 18-1 Context Map with Attachment 2 to establish the boundary of the Rail Deck Park Secondary Plan and establish a new boundary for the Railway Lands Central Secondary Plan.
  - (b) Replacing Map 18-2 Streets and Blocks Plan with Attachment 3 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands Central Secondary Plan.
  - (c) Replacing Map 18-3 Land Use Plan with Attachment 4 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands Central Secondary Plan.
  - (d) Replacing Map 18-4 Parks and Open Space Plan with Attachment 5 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands Central Secondary Plan.
  - (e) Replacing Map 18-6 Urban Structure Plan with Attachment 6 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands Central Secondary Plan.

2. Chapter 6, Section 18, Railway Lands Central Secondary Plan is further amended as follows:

**1 INTERPRETATION**

Policy 1.4 be added as follows:

"The Railway Lands Central Secondary Plan should be read in conjunction with the Rail Deck Park Secondary Plan. Where the provisions of the Railway Lands Central Secondary Plan conflict with the provisions of the Rail Deck Park Secondary Plan the provisions of the Rail Deck Park Secondary Plan shall prevail."

**3 STRUCTURE, FORM AND PHYSICAL AMENITY**

Policy 3.3(b) be deleted and replaced with the following:

"where the street pattern is interrupted by the *rail corridor*, the sidewalks are directly linked to pedestrian bridges and tunnels across or under the corridor, or to pedestrian paths through Rail Deck Park, as shown on Map 18-4, and that these pedestrian paths, bridges and tunnels are designed as extensions of the public sidewalks;"

**5 SCHOOL AND COMMUNITY SERVICES AND FACILITIES**

Policy 5.6 be amended by replacing the first sentence with the following:

"Safe, convenient, and universally accessible pedestrian connections, will be established between the Railway Lands Central and adjacent areas in the Railway Lands West, the Railway Lands East, Rail Deck Park, the Downtown and the Central Waterfront."

**6 PARKS OPEN SPACE, AND PEDESTRIAN SYSTEMS**

Policy 6.1 be amended by replacing the second paragraph with the following:

"These parks and publicly accessible open spaces will be located and formed in a manner which will help to integrate the Railway Lands Central with the Railway Lands West, Railway Lands East, Rail Deck Park, the Downtown and the Central Waterfront, and provide a variety of outdoor active and passive recreational opportunities for workers, residents and visitors."

**8 TRANSPORTATION AND CIRCULATION**

Policy 8.5.1 be amended by deleting the last sentence.

**9 ENVIRONMENT**

Policies 9.1 through 9.4 be amended by replacing "Ministry of Environment and Energy" with "Ministry of Environment and Climate Change".

## **10 LAND USE DISTRICTS AND DENSITY**

Policy 10.4.2. be deleted and replaced with the following:

" Development in Mixed Use Areas 'A', 'B' and 'C', will have a density and form which:

- (a) helps to define Front Street West as a significant urban street with a high level of pedestrian amenity, and an important Great Street within the downtown;
- (b) supports and enhances Rail Deck Park in order to improve visual and physical accessibility and connections between the Railway Lands West and Central, the Downtown and the Waterfront;
- (c) provides an activate urban interface with Rail Deck Park to help create an interesting, cohesive and activated public realm by including retail and commercial uses at grade;
- (d) makes best efforts to the satisfaction of the City and minimizes shadows on Rail Deck Park and that development will not cast no net-new shadows as measures from March 21st to September 21st from 10:18 a.m. – 4.18 p.m.; and
- (e) supports an accessible, attractive, and animated interface with Rail Deck Park.

Policy 10.5 be amended by deleting the last sentence.

Policy 10.5.1 be amended by deleting the phrase "as determined in Section 10.6" from the first sentence.

Policy 10.5.2 be amended by deleting the phrase "pursuant to Section 10.6" from the third sentence.

Policy 10.6 be deleted in its entirety, including Policies 10.6.1 through 10.6.3.

Policy section 10.7 inclusive be renumbered to 10.6.

Policy section 10.8 inclusive be renumbered to 10.7.

## **AMENDMENTS TO RAILWAY LANDS WEST SECONDARY PLAN**

1. Chapter 6, Section 19, Railway Lands West Secondary Plan is amended by:

- (a) Replacing Map 19-1 Context Map with Attachment 7 to establish the boundary of the Rail Deck Park Secondary Plan and establish a new boundary for the Railway Lands West Secondary Plan.
- (b) Replacing Map 19-2 Urban Structure Plan with Attachment 8 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands West Secondary Plan.
- (c) Replacing Map 19-3 Land Use Plan with Attachment 9 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands West Secondary Plan.

- (d) Replacing Map 19-4 Parks and Open Space Plan with Attachment 10 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands West Secondary Plan; and
- (e) Replacing Map 19-5 Precincts Plan with Attachment 11 to reflect the new boundary of the Rail Deck Park Secondary Plan and the Railway Lands West Secondary Plan.

2. Chapter 6, Section 19, Railway Lands West Secondary Plan is further amended as follows:

### **1 INTERPRETATION**

Policy 1.3 be added as follows:

"This Secondary Plan consists of Sections 1-13 and Maps 19-1 through 19-5."

Policy 1.4 be added as follows:

"The Railway Lands West Secondary Plan should be read in conjunction with the Rail Deck Park Secondary Plan. Where the provisions of the Railway Lands West Secondary Plan conflict with the provisions within the Rail Deck Park Secondary Plan, the provision of the Rail Deck Park Secondary Plan shall prevail

### **3 STRUCTURE, FORM AND PHYSICAL AMENITY**

Policy 3.3(b) be deleted and replaced with the following:

"where the street pattern is interrupted by the Rail corridor, the sidewalks are directly linked to pedestrian bridges and tunnels across or under the corridor, or to pedestrian paths through Rail Deck Park, as shown on Map 19-4, and that these pedestrian paths, bridges and tunnels are designed as extensions of the public sidewalks;"

### **5 SCHOOL AND COMMUNITY SERVICES AND FACILITIES**

Policy 5.9 be amended by replacing the first sentence with the following:

"Safe, convenient, and universally accessible pedestrian connections, will be established between the Railway Lands West and adjacent areas in the Railway Lands Central, the Railway Lands East, Rail Deck Park, the Downtown and the Central Waterfront."

### **6 PARKS OPEN SPACE, AND PEDESTRIAN SYSTEMS**

Policy 6.1 be amended by replacing the second paragraph with the following:

"These parks and publicly accessible open spaces will be located and formed in a manner which will help to integrate the Railway Lands West with the Railway Lands Central, Railway Lands East, Rail Deck Park, the Downtown and the Central

Waterfront, and provide a variety of outdoor active and passive recreational opportunities for workers, residents and visitors"

## **8 TRANSPORTATION AND CIRCULATION**

Policy 8.5 be amended by deleting the words "in the Utility Corridors".

Policy 8.5.1 be amended by deleting the last sentence.

## **9 ENVIRONMENT**

Policies 9.1 through 9.4 be amended by replacing "Ministry of Environment" with "Ministry of Environment and Climate Change".

## **10 LAND USE DISTRICTS AND DENSITY**

Policy 10.3 be deleted.

Policy 10.3.1 be amended by deleting the last sentence.

Policy 10.3.1.1 be deleted

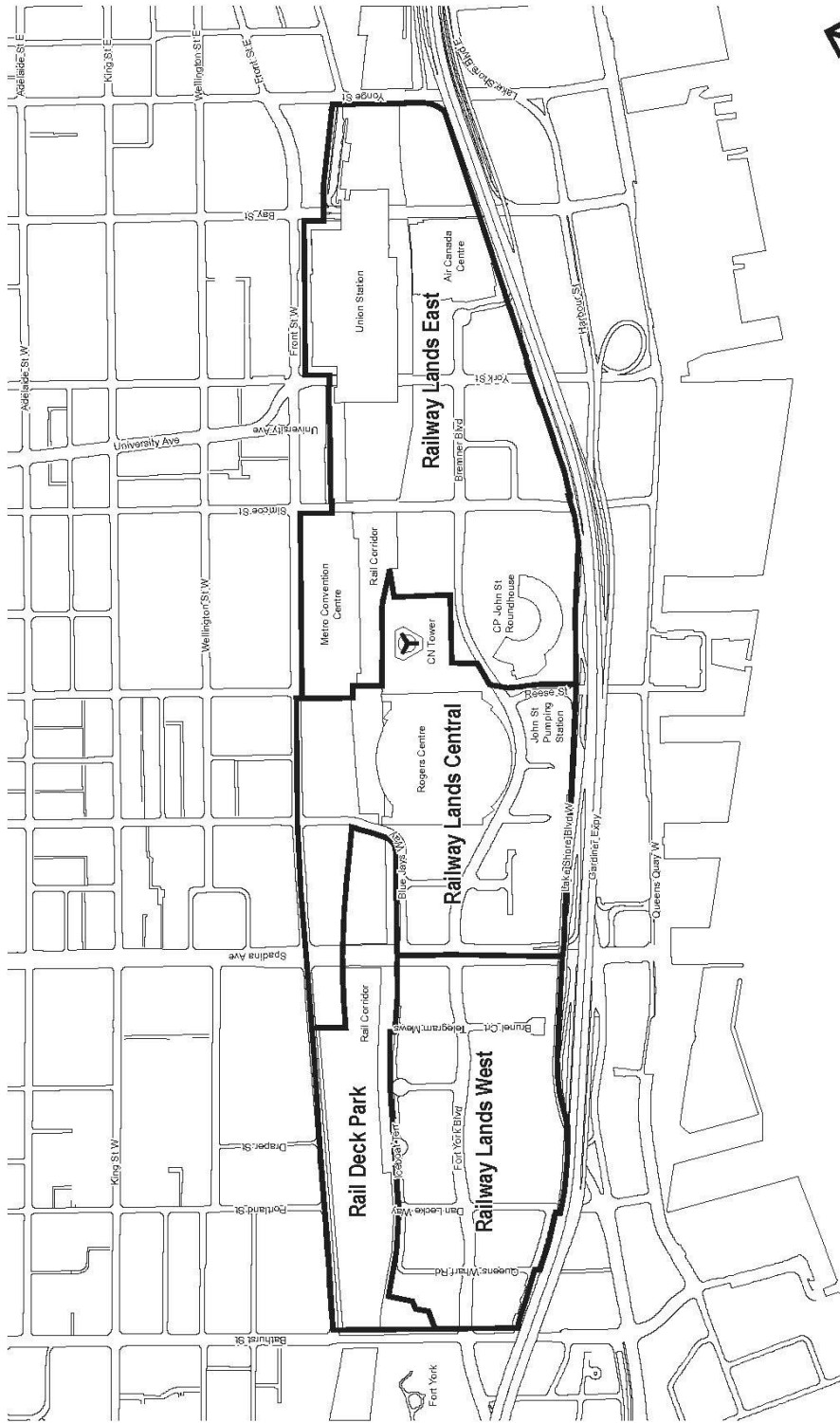
Policy 10.3.1.2 be amended by deleting the phrase "which may be developed prior to any by-laws being passed pursuant to Section 10.3.1.1" from the first sentence.

Policy 10.3.1.2 be amended by deleting the phrase "prior to any amendment pursuant to Section 10.3.2 of this Secondary Plan" from the third sentence.

Policy 10.3.2 be deleted in its entirety.



# Attachment 1

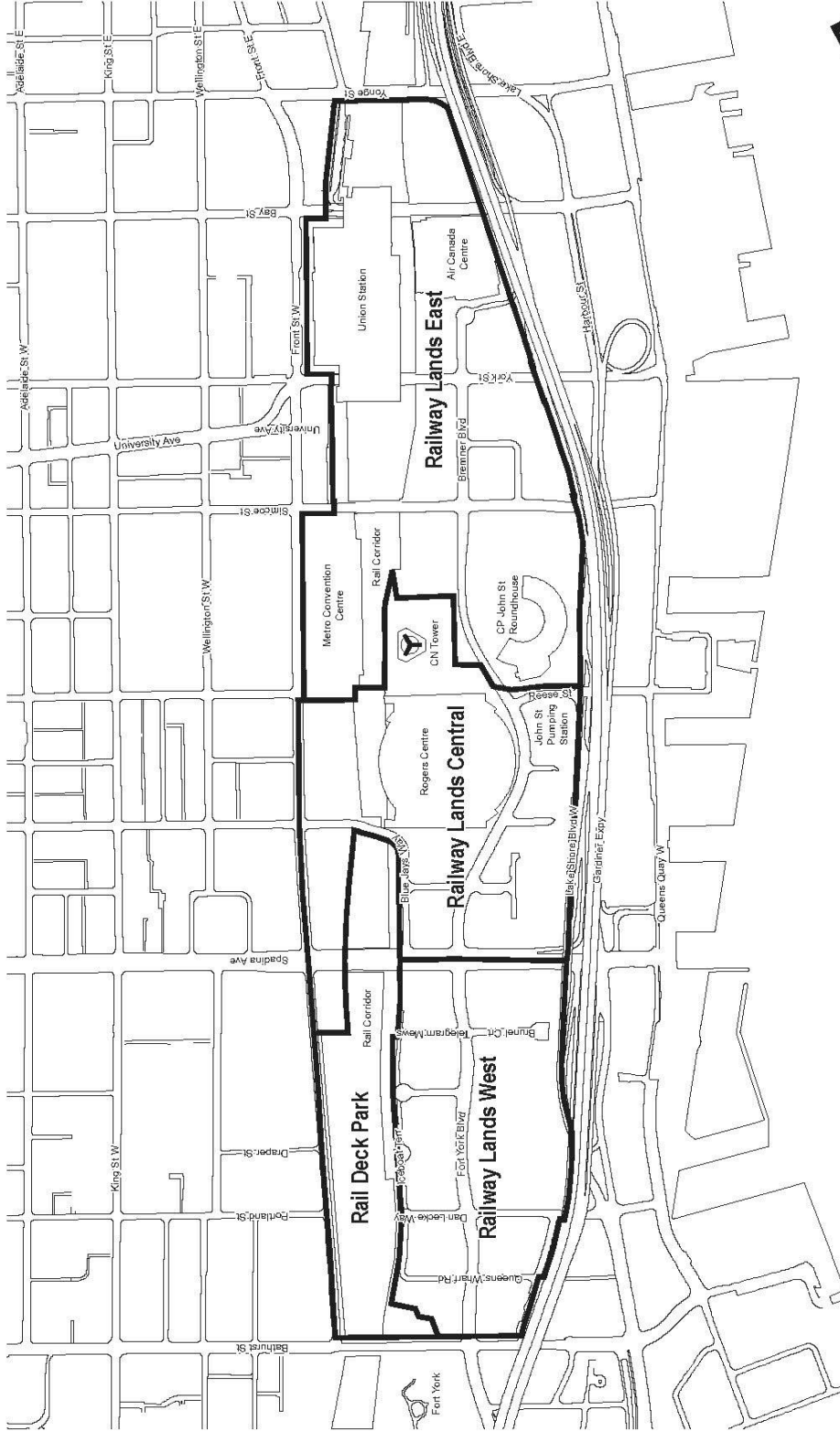


## Railway Lands East Secondary Plan MAP 17.1 Context Map

— Secondary Plan Boundary

September 2017

## Attachment 2



Not to Scale 

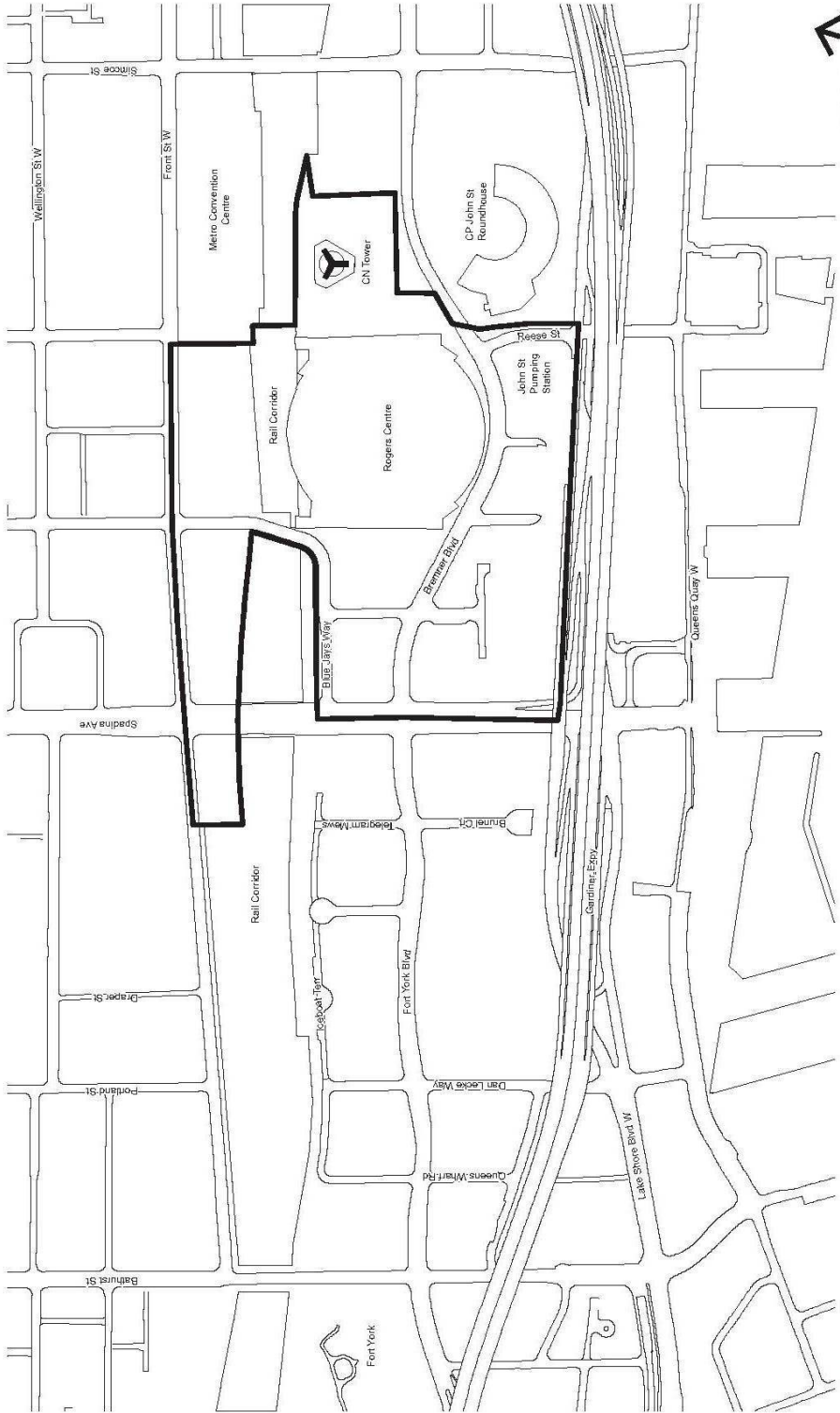


— Secondary Plan Boundary

# Railway Lands Central Secondary Plan

MAP 18-1 Context Map

Attachment 3

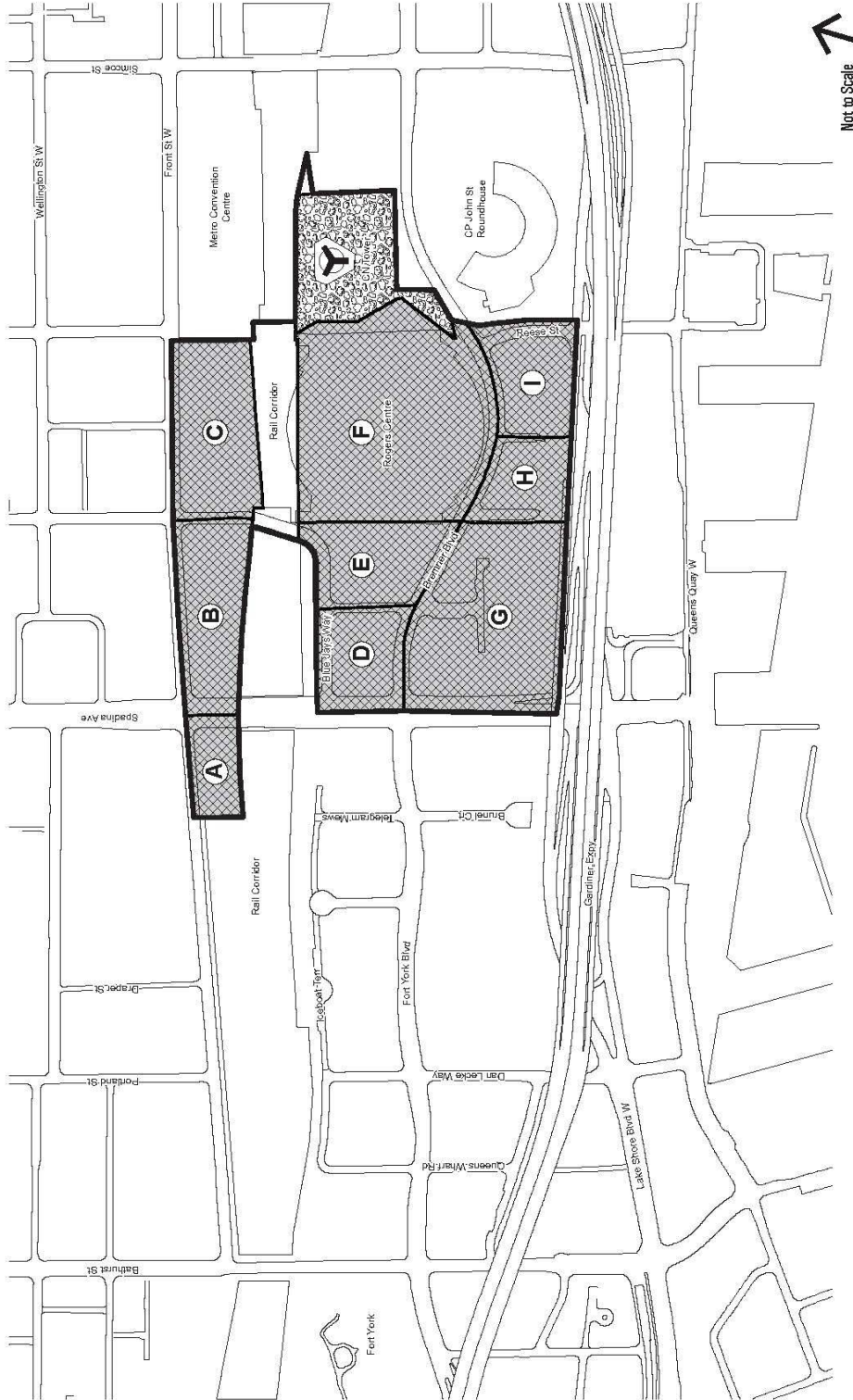


**Railway Lands Central Secondary Plan**

MAP 1B-2 Streets and Blocks Plan

— Secondary Plan Boundary

# Attachment 4

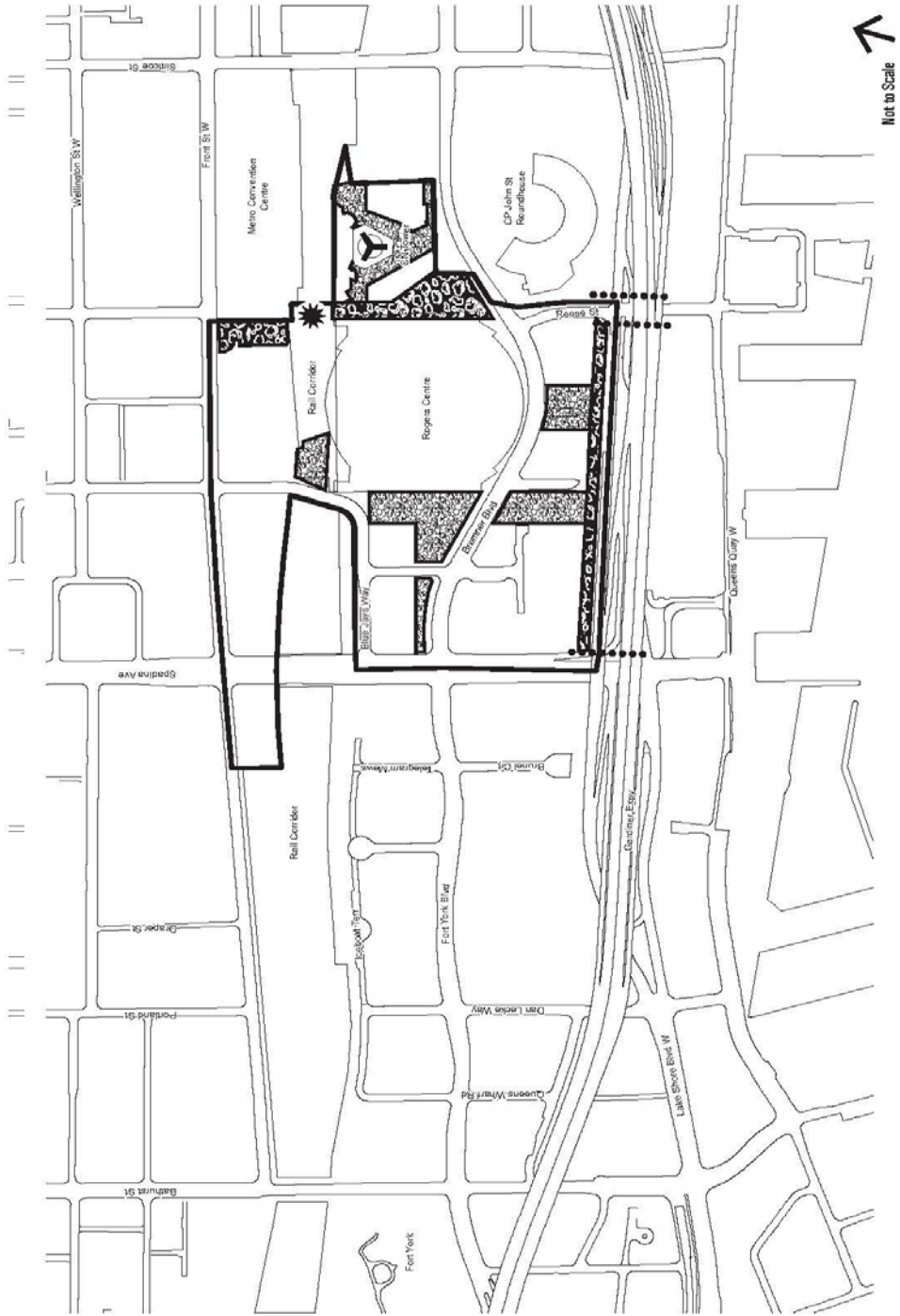


## Railway Lands Central Secondary Plan MAP 18-3 Land Use Plan

- Secondary Plan Boundary
- ▨ Mixed Use Areas
- ▨ Parks and Open Space Areas

August 2017

# Attachment 5



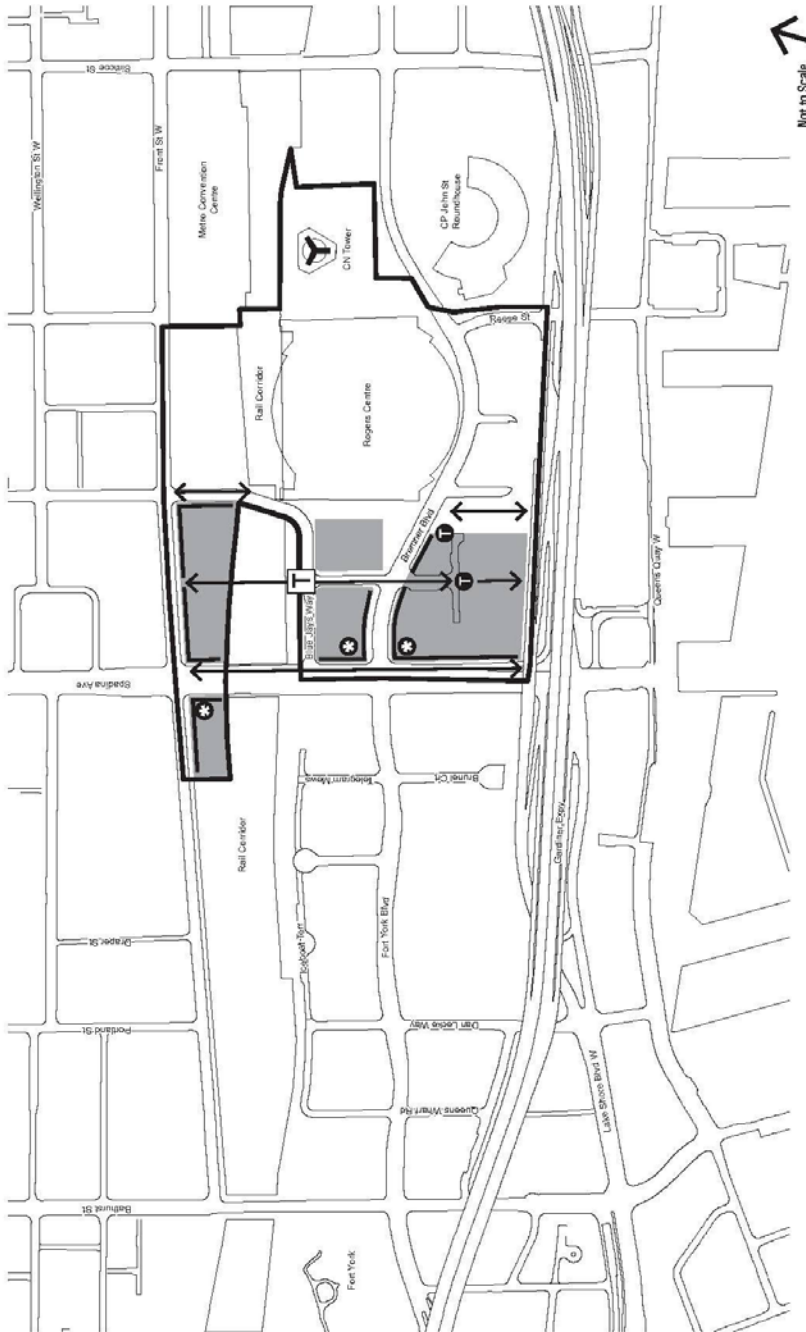
Not to Scale

## Toronto City Planning Railway Lands Central Secondary Plan MAP 18-4 Parks and Open Space Plan

- Secondary Plan Boundary
- Publicly Accessible Open Space
- Lands to be Leased or Conveyed to the City for Park Purposes
- Major Pedestrian Bridge
- Improved at-grade Pedestrian Routes

August 2017

# Attachment 6



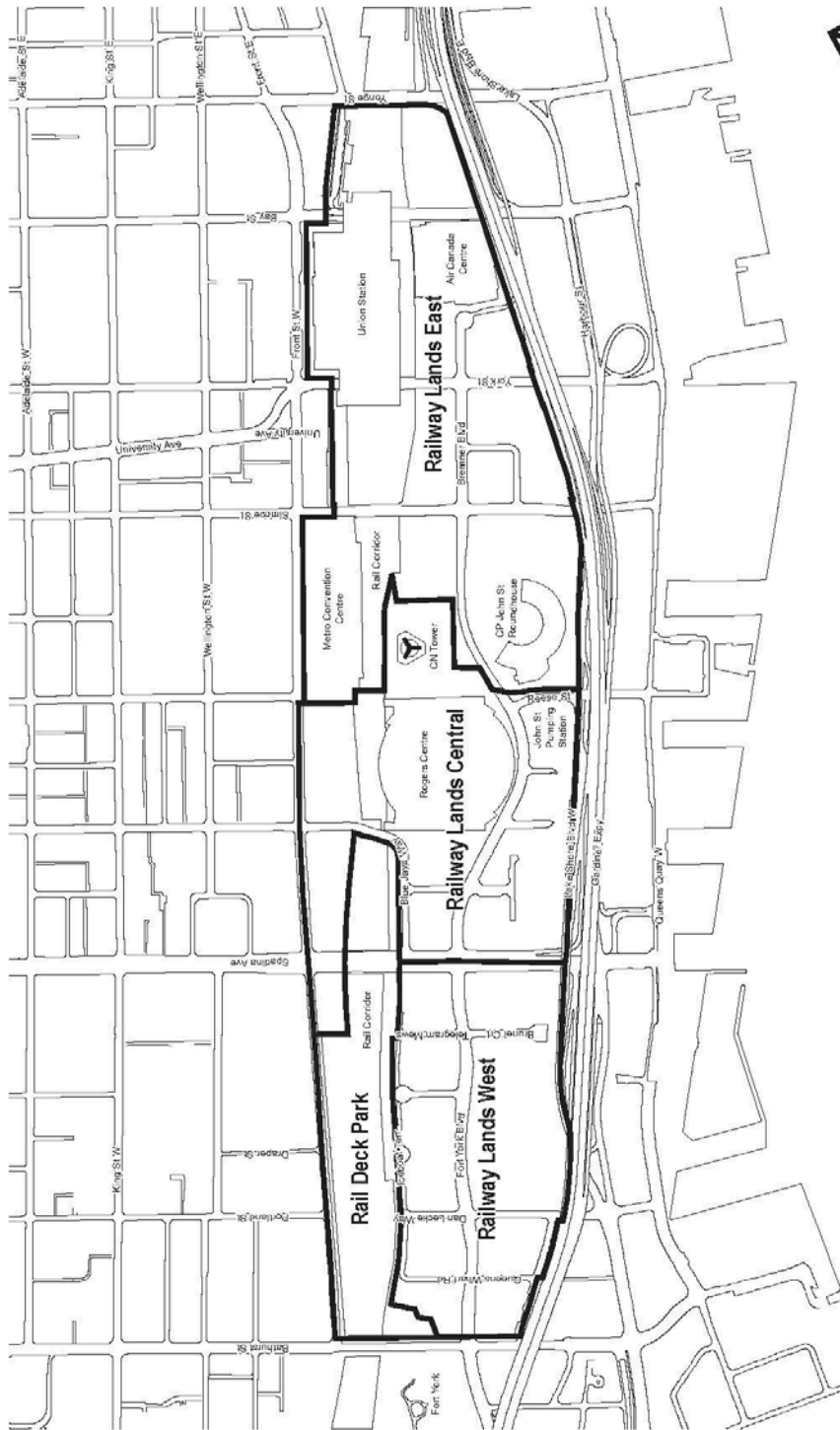
**Toronto**  
City Planning

**Railway Lands Central Secondary Plan**  
MAP 18-6 Urban Structure Plan

- Secondary Plan Boundary
- ⊕ Significant Intersection
- ⊔ Existing View Terminus
- ⊓ Potential View Terminus
- ⌒ Significant Street Edge
- ↔ Significant City Waterfront Views and Vistas
- Special Policy Lands

August 2017

# Attachment 7



Not to Scale



## Railway Lands West Secondary Plan MAP 19-1 Context Map

— Secondary Plan Boundary

September 2017

# Attachment 8



Not to Scale



## Railway Lands West Secondary Plan MAP 19-2 Urban Structure Plan

- Secondary Plan Boundary
- ┌ Significant Street Edge
- ↔ Significant City and Waterfront Views and Vistas
- ⊕ Significant Intersection
- Ⓡ Potential View Terminus

August 2017






# Attachment 10

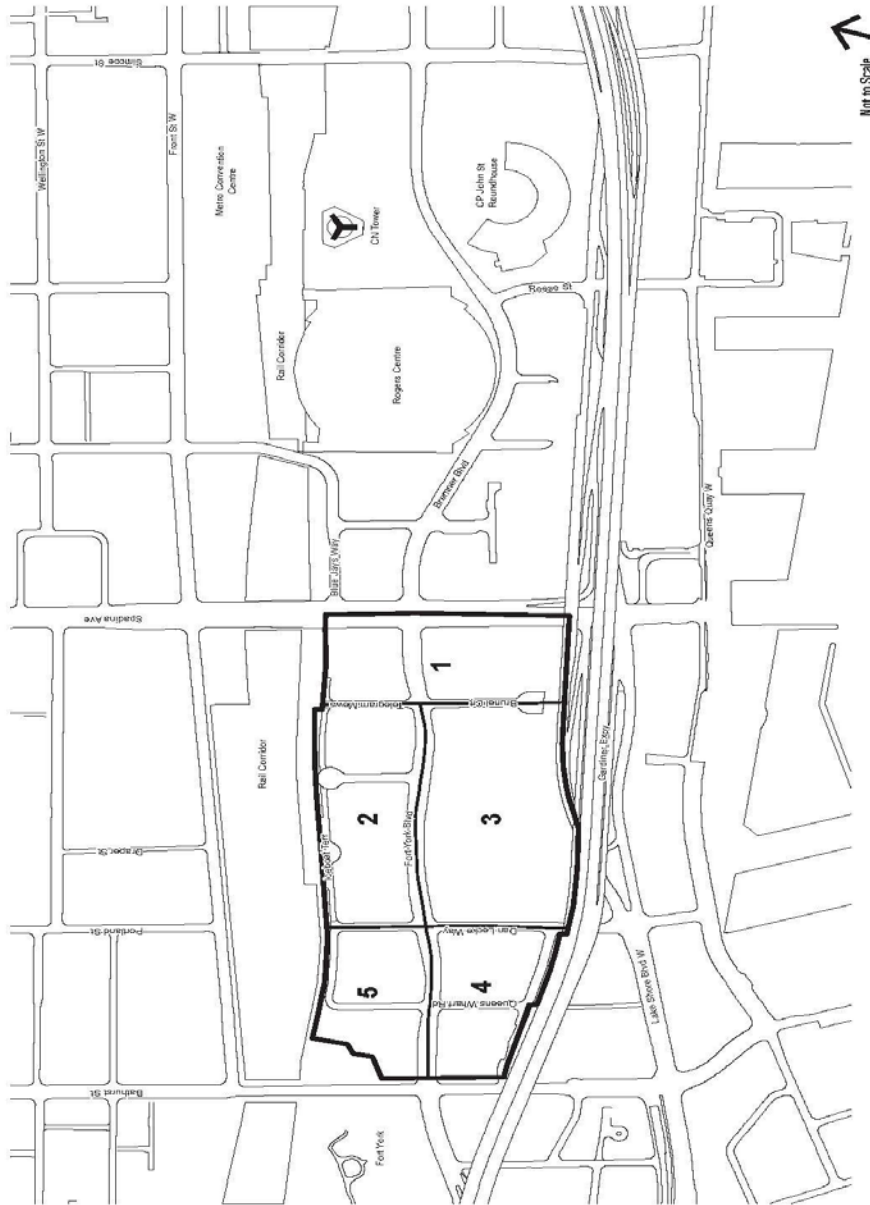


## Railway Lands West Secondary Plan MAP 19-4 Parks and Open Space Plan

- Secondary Plan Boundary
-  Lands to be Leased or Conveyed to the City for Parks Purposes
- General Location for Community Centre and Schools
- Improved At-Grade Pedestrian Routes

August 2017

# Attachment 11



**Toronto**  
City Planning

**Railway Lands West Secondary Plan**  
MAP 19.5 Precincts Plan

— Secondary Plan Boundary

August 2017

## **Appendix 2: Planning Rationale Executive Summary**

### **Appendix 3: Public Engagement Summary**

The following provides a detailed summary of the public engagement and stakeholder consultation activities which have occurred to date, and the feedback received.

#### *Public Meetings*

To date, two public meetings on the Rail Corridor City- Initiated OPA have been held. These meetings provided an opportunity for City Staff to share a comprehensive overview of the progress, preliminary findings, and draft directions in the OPA and gather feedback from the public.

The first, held on June 13, 2017 from 6:00-9:00pm in the Metro Hall Rotunda, attracted over 200 attendees. The meeting began with an Open House, followed by presentations from City Staff and the planning consultants and a Q&A session, and concluded with a round-table discussion session on a set of focus questions. Among these questions, participants were asked to indicate whether they agreed with Council's direction to prepare an updated planning framework to support a park over the rail corridor.

The second public meeting was held on Sept 25, 2017 from 6:00-9:00pm in City Hall Council Chambers, and attracted over 300 attendees including elected officials and members of the media. The meeting began with an Open House where additional details on the OPA and conceptual renderings of a park over the rail corridor were shared. This was followed by a presentation from City Staff and the planning consultants. The meeting concluded with a Q&A session.

#### *Online Engagement*

Two separate websites were established that each related to the updated planning framework for the Site.

A site dedicated to the broader Rail Deck Park project and work plan was launched in April 2017 ([www.toronto.ca/raildeckpark](http://www.toronto.ca/raildeckpark)). This site provides information on the proposed Rail Deck Park from an overall city-building perspective. The project site contains information on the Work Plan including the Implementation Strategy (engineering, design, costing, and partnership) and the Updated Planning Framework (the draft OPA and planning study). The site also provides contact information for the Rail Deck Park project team, and dedicated project email ([raildeckpark@toronto.ca](mailto:raildeckpark@toronto.ca)).

A second site was subsequently launched shortly to present materials specifically related to the Updated Planning Framework, ([www.toronto.ca/railcorridorstudy](http://www.toronto.ca/railcorridorstudy)). The information on this site is limited to OPA-related materials including the Preliminary Staff Report (June 2017), public meeting details and materials, and Council decisions. The site also provided contact information for the Community Planner on the file.

On June 13th, an online survey was made available on both sites. The survey contained the same four focus questions as presented at the first public meeting. Over 300 responses were collected between June 13th and July 7th.

### *Supplementary Engagement*

In addition to two public meetings and online engagement, City Staff have hosted a series of other informative and interactive events related to the proposed Rail Deck Park, and the planning framework updates.

In partnership with Park People, the City hosted 4 walking tours of 'Signature Parks' around Toronto. The walks explored the unique origins, features, and importance of the parks both to the local community and the wider city. The first walk, held in May 2017, focused on the opportunity of Rail Deck Park, and attracted over 100 participants. Subsequent walks featured Guild Park in Scarborough (July 2017), Centennial Park in Etobicoke (August 2017), and Earl Bales Park in North York (Sept 2017).

Given the important role of parks to childhood health and development, youth engagement has been a specific focus. City Staff have participated in visioning workshops targeted at youth (TimelapseTO, June 2017), and have engaged with schools from different areas across the city to discuss the proposed Rail Deck Park and hear from young people on what their priorities for this place would be.

City staff have also taken advantage of existing forums for engagement on planning matters. A TOcore Leaders Table on Rail Deck Park was held on September 08, 2017. During this event, staff were able to gather insight and ideas from experienced city-building leaders on how to best plan for and implement Rail Deck Park. City Staff also presented the draft Rail Corridor OPA to the Toronto Planning Review Panel on September 16, 2017.

### *Summary of Feedback Received*

Feedback has been formally collected through the two public meetings and the online survey. Approximately 500 people participated in two public meetings, and over 300 responses were received from the online survey. The overall response to the proposed updates to the planning framework to support Rail Deck Park has been strongly supportive. Many participants have underscored the need for additional park land in the context of rapid growth Downtown and are supportive of the improved connectivity over the rail corridor which the park will offer. In addition to general support for a public park use, questions were also raised on the constructability of the park, ownership of the lands, coordination with rail operators, funding sources, relationship to private development applications, and timing. These matters align with the areas of analysis in the Implementation Strategy, which will be reported on in November 2017 to Executive Committee. A more detailed synopsis of feedback received during the two public meetings will be made available on the Rail Corridor OPA Study Website at [www.toronto.ca/railcorridorstudy](http://www.toronto.ca/railcorridorstudy).

### *Continued Consultation*

Ongoing public and stakeholder input will continue to be an essential component of the overall Rail Deck Park Work Plan moving forward. Not only will feedback inform the planning framework updates, but it will also provide critical direction during design and implementation phases. These next stages of the project will offer opportunities to engage communities in more detailed matters such as park and public realm design, and programming options.

City Staff will establish a community and stakeholder advisory committee to provide targeted feedback on matters related to Rail Deck Park throughout the planning and implementation process. The development of the advisory committees is targeted for late 2017, ensuring sufficient time for public communications and the application process.

## **Appendix 4: Planning Framework Summary**

A detailed review of applicable provincial, regional and municipal planning policies has been undertaken as part of the Planning study. This review was first presented in the Preliminary Report. Since the completion of the Preliminary Report in June 2017, there have been several implemented and proposed updates to applicable planning policies. This summary provides an overview of all relevant policies, with a particular focus on material recent updates.

### **Provincial Policy Statement, 2014**

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented and some policies provide flexibility in their implementation, provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

With respect to land use and development considerations related to Rail Deck Park, the PPS provides direction regarding the efficient use of land (Policy 1.1); publicly-accessible recreation facilities (Policy 1.5); infrastructure and public services facilities (Policy 1.6); compatibility with existing transportation infrastructure (Policy 1.6.7, Policy 1.6.8), and long-term economic prosperity (Policy 1.7.1).

A comprehensive analysis of PPS, conducted as part of the Planning study, concludes that the draft OPA is consistent with the PPS. Decking and development over Rail Deck Park with a park and open space use represents an efficient development and land use pattern, and contributes to the achievement of a healthy, liveable and safe community. The draft OPA will facilitate decking over Rail Deck Park to create a large contiguous park within an existing built-up area with a mix of uses. Rail Deck Park is located within an area experiencing significant population and employment growth, with an existing and projected low per capita provision of parkland. Creating a new large public park in this location will provide a setting for recreation, parks and open spaces uses and public service facilities. It will add 8.8 new hectares of contiguous parkland within the Downtown. The creation of a new park in this location has the potential to have a transformational impact on the Downtown, and contribute to the to long-term economic prosperity and vitality and sense of place in Downtown, and enhance tourism opportunities.

The draft OPA provides for a harmonious relationship between future development and the existing and planned transportation system, and protects the long-term transportation infrastructure corridor.



The PPS can be found at:

[www.mah.gov.on.ca/AssetFactory.aspx?did=10463](http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463)<http://www.mah.gov.on.ca/AssetFactory.aspx?did=1046>

### **Growth Plan for the Greater Golden Horseshoe, 2017**

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the Planning Act, to conform, or not conflict, as the case may be, with the Growth Plan.

On May 18, 2017, the Government of Ontario released the Growth Plan for the Greater Golden Horseshoe. The Growth Plan came into July 1, 2017, replacing the Growth Plan for the Greater Golden Horseshoe, 2006. Notable new policy directions included in the Growth Plan 2017 include:

- A stronger emphasis on achieving complete communities in policies throughout the Plan;
- A requirement to specifically delineate Major Transit Station Areas in official plans on priority corridors or subway lines and plan these areas to achieve minimum density targets set out in the Plan
- A stronger emphasis on the need to integrate land use planning and infrastructure / public service facilities planning and investments in order to provide sufficient infrastructure capacity to support intensification; and
- A stronger emphasis on moving people with active transportation and transit and the provision of green infrastructure.

The vision and objectives of the Growth Plan are contained in Section 1.2 support the development of the GGH as a place with exceptional quality of life, offering a variety of choices for living, and supported by modern and resilient infrastructure and an integrated transportation network. To realize this vision, the Growth Plan's guiding principles focus on achieving complete communities, the efficient use of land and infrastructure, and the integration of land use planning with planning for investments in public infrastructure and services.

Chapter 2 of the Growth Plan articulates policies on where and how growth should occur. The Growth Plan provides growth forecasts for all municipalities which serve as a basis for planning and managing growth in the Greater Golden Horseshoe (the "GGH") to 2041. This growth is focused towards key areas, including major transit station areas and urban growth centres. The Growth Plan also emphasizes the importance of planning for complete communities which support quality of life by encouraging the use of active transportation and providing high quality public open space, adequate parkland, and opportunities for recreation. Thus, the Growth Plan underscores its purpose as not simply

to accommodate growth, but to achieve greater societal, economic and environmental benefits for communities in the GGH.

Rail Deck Park is located within the Downtown Toronto Urban Growth Centre, as shown in Schedule 4 of the Growth Plan. *Under the policies of the Growth Plan, each of the urban growth centres within the City of Toronto are required to achieve a minimum density target of 400 residents and jobs combined per hectare by 2031.*

Schedule 5 of the Growth Plan identifies priority transit corridors, and directs municipalities to delineate Major Transit Station Areas on these corridors to support transit investment. The Plan identifies minimum density targets for Major Transit Station Areas based on the type of transit service. For Major Transit Station Areas along a priority transit corridor served by GO Transit, a minimum density target of 150 residents and jobs per hectare is prescribed.

The City has yet to identify and delineate the exact boundaries of Major Transit Station Areas within the Official Plan. Generally, these are defined as the areas within a 500 metre radius of a transit station. Rail Deck Park is located adjacent to the planned Spadina- Front GO RER Station.

A comprehensive analysis of Growth Plan, conducted as part of the Planning study, concludes that the draft OPA conforms to the Growth Plan, and advances the vision, guiding principles, and provincial policy objectives for the GGH. The Site is located within the delineated built-up urban area and within Downtown, a designated urban growth centre, is part of a priority transit corridor, and is within the planned Major Transit Station Area (Spadina-Front GO RER Station). Although the Site is part of a strategy growth area, development of the Site with residential or non-residential uses is not required to meet the minimum density targets for urban growth centres or Major Transit Station Areas. However, the Site is required to public park uses to contribute to the achievement of a complete community. The Growth Plan places a strong emphasis on managing population and employment growth to achieve complete communities, with the aim to improve the overall quality of life and human health for people of all ages, abilities and incomes. Furthermore, the proposed park will contribute to economic development and competitiveness, by connecting areas with a high concentration of jobs, tourist attractions, and multimodal transportation.

The proposed park will also enhance multimodal transportation connections between regional and local transit, and promote active transportation with enhanced pedestrian and cycling routes across and along the rail corridor and to the planned RER station. The Site is accessible directly via multiple transit routes, including regional and local transit. A park in this location will connect a series of parks, open spaces and trails, enhancing pedestrian and cycling connectivity and access to transit.

The draft OPA includes updated policies to protect for, coordinate and align infrastructure, transportation planning and public park uses. Transportation operations along the rail corridor will be coordinated and aligned with public uses above the corridor.



Figure 10 - Location of Toronto Downtown Urban Growth Centre from the Growth Plan

The Growth Plan can be found at:

<http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>

### ***Big Move, Regional Transportation Plan (2008)***

The Big Move Regional Transportation Plan (The Big Move), establishes a 25-year vision for the Greater Toronto and Hamilton Area (GTHA) for an integrated transportation system that enhances quality of life, environment and economic prosperity. The plan contains a series of goals and objectives to advance the vision, including advancing transportation choice, comfort and convenience, active and healthy lifestyles, and multi-modal integration.

The Plan is based upon nine ‘Big Moves’ to transform the GTHA transportation system. The nine ‘Big Moves’ are considered Priority Actions that will have the largest and most transformational impacts on the GTHA’s transportation system.

Big Move #1 aims to create a “fast, frequent and expanded regional rapid transit network”. As part of its Regional Express Rail (RER) strategy, Metrolinx has identified 12 new GO RER Stations, including one at Spadina Avenue and Front Street.

The Big Move identifies Union Station as one of the region’s primary international gateways and classifies it as an Anchor Mobility Hub within the GTHA’s transportation system (Section 8.0, Schedule 1). Mobility Hubs are Major Transit Station Areas and places of connectivity where there is an intensive concentration of working, living, shopping and/or playing. Anchor Hubs, such as the Union Station area, are forecasted to achieve minimum densities of approximately 10,000 people and jobs within an 800-metre radius of the station (Section 8.0). The Site is located 1.5 kilometres from Union Station. The area around Union Station has high volumes of pedestrian activity.

The Regional Transportation Plan also aims to enhance and expand active transportation. Big Move #4 aims to “create complete walking and cycling networks with bike-sharing programs”. This Big Move #4 draws a direct connection between integrated walking and cycling networks and addressing barriers including rail corridors.

In September 2017, Metrolinx released a Draft 2041 Regional Transportation Plan. The Draft Plan was approved for consultation by the Metrolinx Board of Directors on September 14, 2017. It will inform public engagement and consultations through the fall of 2017. The Draft Plan vision states that the Greater Toronto Hamilton Area urban region will have a transportation system that supports complete communities, by firmly aligning the transportation network with land use. It details three goals and give strategies to advance the regional transportation system.

A comprehensive analysis of Big Move, conducted as part of the Planning study, concludes that the draft OPA supports and advances the 2008 and proposed 2041 provincial Regional Transportation Plans. The Site is located on a strategic spot on the regional transit network, next to the planned Spadina-Front GO RER Station. The draft OPA protects for long-term rail operations in the rail corridor, recognizes Union Station as the major regional transportation terminal, and provides direction to ensure development adjacent or above the rail corridor will respect its physical configuration, and its current and future operation. The creation of a large contiguous park in the Site will allow for the integration of transit and public park uses, and will support active transportation and integrated cycling and pedestrian networks. The construction of the park decking structure and the RER station will be coordinated and aligned between Metrolinx and the City of Toronto.

The Big Move Regional Transportation Plan can be found at:  
<http://www.metrolinx.com/thebigmove/en/default.aspx>

*Information on the draft GGH Transportation Plan can be found at:*  
<https://www.gghtransport2051.ca/>

### **City of Toronto Official Plan (2006)**

The City of Toronto Official Plan (the "Official Plan") is a long-term vision for how the City should grow and the most important vehicle for implementing the PPS and Growth Plan. A key principle of the Official Plan is its emphasis on the strategic need to enhance the amenity and liveability of the City's growth areas.

Rail Deck Park is situated within the *Downtown and Central Waterfront*, as shown on Maps 2 - Urban Structure. It is substantially designated as a *Utility Corridor* in Map 18- Land Use, except for Northern Linear Park which is designated as *Parks*, and the site for Mouth of the Creek Park which is designated as *Mixed Used Areas*, (shown in Appendix 3).

#### *Downtown*

The Official Plan recognizes the importance of connectivity between the *Downtown* and *Central Waterfront*, and the vital role these areas play in the City's growth management strategy. As an area where growth is anticipated and encouraged, the Official Plan provides for new development in the Downtown that: achieves a minimum combined growth target of 400 jobs and residents per hectare, builds on the strength of the area as an employment centre, provides for a range of housing opportunities and focuses on the Financial District as the prime location for the development of prestige commercial office buildings and landmark buildings that shape the skyline. The Official Plan directs growth to the Downtown in order to achieve multiple City objectives. Among other matters, it promotes efficient use of municipal services and infrastructure, concentrates jobs and people in areas well served by transit, provides increase opportunity to for living close to work, to encourage walking and cycling, and in keeping with the vision for a more

liveable city. The Official Plan recognizes that as the population of the Downtown increases, ensuring that public amenities and infrastructure are maintained and upgraded, enhancing existing parking and acquiring new parks, and preserving and strengthening the range and quality of social, health, community services and local institutions are essential to improve the quality of life for Downtown residents.

### *Built Form and Public Realm*

The Official Plan recognizes the importance of the City's public realm and green spaces in supporting quality and life and social well-being, and provides direction on enhancing and expanding the public realm, parks and open space network.

The public realm policies of Section 3.1.1 of the Official Plan recognize the essential role of our parks, open spaces, streets and other key shared public assets in creating a great city. These policies seek to ensure that a high level of quality is achieved in architecture, landscape architecture and urban design to ensure that the public realm is functional, beautiful, comfortable safe and accessible. The Plan provides that new parks and open spaces will be located and designed to, among other things, connect and extend existing parks and natural areas, provide a comfortable setting for community events as well as individual use, provide appropriate space and layout for recreational needs and emphasize and improve unique aspects of the communities natural and human-made heritage.

The Official Plan recognizes that most of the city's future development will be infill and as such will need to fit in, respect and improve the character of the surrounding areas. As a result, the built form policies of Section 3.1.2 seek to ensure that new development is located, organized and massed to fit harmoniously with the existing and/or planned context, and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces. Among other matters this harmony is achieved by: massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion; creating appropriate transitions in scale to neighbouring or existing planned buildings, providing for adequate light and privacy, adequately limiting shadowing of and uncomfortable wind conditions on neighbouring streets, properties and open spaces and minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks.

### *Heritage*

Section 3.1.5 describes the City's policies regarding heritage resources and conservation. There are a number of heritage resources and assets in immediate proximity to the Rail Corridor, including three Heritage Conservation Districts: Draper Street, King-Spadina and Fort York Heritage Conservation District.

### *Community Services and Facilities*

Community services and facilities are an important aspect to address quality of life in Toronto. The Official Plan encourages adequate and equitable access to community services and local institutions, shared use of multi-service facilities, and promotes the shared use of schools, parks and public open space (Policy 3.2.2.1-5). Strategies for improving existing community service facilities and providing new social infrastructure will be developed for areas that are inadequately serviced or experiencing major growth (Policy 3.2.2.1.5).

### *Parks and Open Space*

The parks and open spaces and other natural and recreation areas that comprise the Green Space System in Toronto are essential elements of complete communities. The Official Plan recognizes that the city's Green Space system is vital to our quality of life, social wellbeing, and to the health of the natural ecosystem. These areas provide opportunities for recreation, relaxation and experiencing nature and offer unique experiences for residents and visitors from across the region and elsewhere.

The Official Plan recognizes that as Toronto grows and changes the parks and open space system will need to expand. The policies of Section 3.2.2 of the Official Plan, seek to ensure that as the city grows our Green Space System is strengthened by actions such as: adding new parks and amenities, particularly in growth areas, maintaining, improving and expanding existing parks; designing high quality parks and their amenities to promote user comfort, safety, accessibility and year round use, and to enhance the experience of place.

### *Natural Environment*

The Official Plan's policies on the natural environment state that public and private city-building activities and changes to the built environment will be environmentally friendly, with the purpose to support strong communities, a competitive economy and a high quality of life (Policy 3.4.1).

### *Land Use Designations*

Chapter Four details policies with regards to the City's land use designations. Land use designations are key tools to achieve the growth strategy set out in Chapter Two. The lands within the rail corridor are designated as *Utility Corridors*, which are primarily used for the movement and transmission of energy, information, people and goods that also serve other important functions, including, parkland, sports fields, pedestrian and cycling routes. Where a *Utility Corridor* is deemed surplus or a secondary use is compatible, it may be considered for other public service and amenity uses, such as linear parks and open spaces, bicycle and pedestrian trails, and community gardens. Although the *Utility Corridor* designation does not contemplate development, the Railway Lands West and

Central Secondary Plans (summarized in the section below), provides direction on decking and comprehensive development of the site.

The lands directly south of the rail corridor, corresponding to Northern Linear Park are designated as *Parks*. These areas are primarily used to provide public parks and recreational opportunities, however certain development including cultural and recreational facilities, public transit and public works and compatible other uses, may be permitted. The remaining lands within Rail Deck Park includes the Mouth of the Creek Park, which is designated *Mixed Use Areas*. However, this area is zoned for park uses.

### *Strategic Reinvestment*

The Official recognizes the constant need for investment in infrastructure and services to maintain and improve quality of life within the city. Section 5.3.3 provides direction on making long-term, growth-related investments. Policies within this section support the preparation of implementation plans to identify where and when investment is needed. These plans may be brought forward as part of Secondary Plans and Avenue Studies, community service and facility strategies, Community Improvements Plans and other similar city-building initiatives, based on population and employment growth and existing unmet needs. This section also highlights the importance of reviewing new development to ensure the adequacy of social and physical infrastructure.

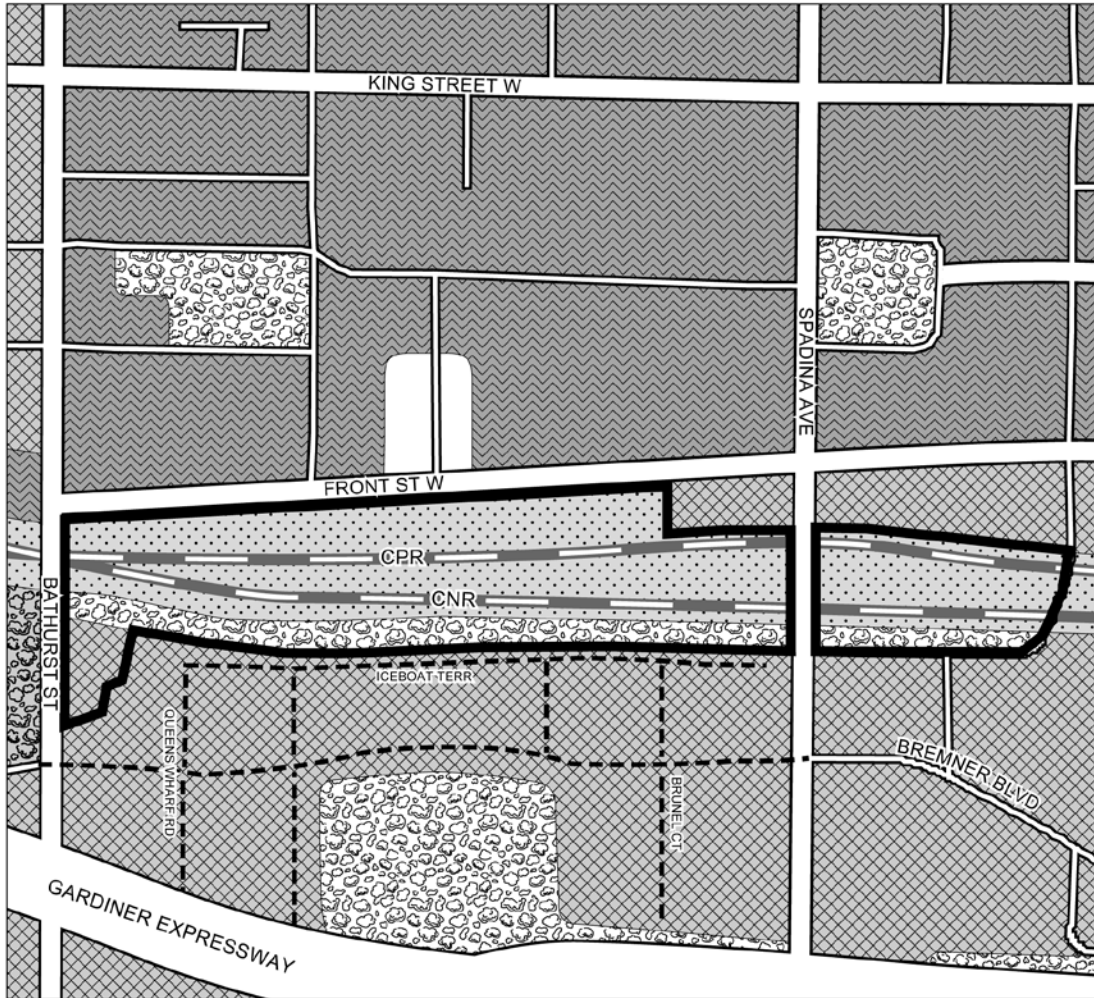
While amendments to the Official Plan area required to permit decking and overbuilding of the Site, the draft OPA and Rail Deck Park Secondary Plan directly conforms to and advances the Official Plan's city building objectives including achieving complete communities, protecting quality of life, and attracting investment. Although a park use is currently permitted by the land use designations that apply the Site, the existing Railway Lands West and Central Secondary Plans require an OPA to permit development over the Site.

The Official Plan provides strong support for investment in the Downtown, the expansion of the parks and open space system and investment in the public realm and acquisition of lands for parkland in the Downtown. The Official Plan recognizes investment in new infrastructure, services and amenities is a fundamental component of the City's growth management strategy. It provides direction for the City of Toronto to work with other orders of government and through public/private partnerships to invest in the Downtown to improve the public realm and the quality of the Downtown environment.

The use of the Site as a park and recreation space is in accordance with the objectives of the Official Plan. The proposed Parks and Open Space Areas – Parks land use designation is the appropriate land use designation for the Subject Site. The designation will allow for continued and expanded railway uses in the corridor. The proposed park use contributes to a comprehensive open space system, with connections to multiple City parks and open spaces.



Creating a park in this location will expand the system of parks and open spaces in the context of high growth. It will help address the low parkland provision per capita in the Downtown Study Area.



**Toronto**  
 Extract from Official Plan

File # 17 152929 STE 20 0Z

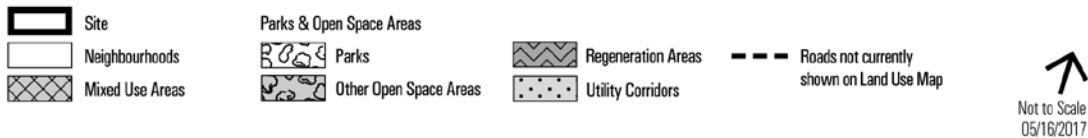


Figure 11 - Extract from Official Plan Map 18 - Land Use Plan

The proposed park advances the city’s economic development and global competitiveness, in accordance with the objectives of the Official Plan. A large-scale contiguous signature park in this location will become a major destination in the Toronto region. This area generates high demand for public space for pedestrians, events and

utilities. The proposed park will connect nearby tourist destinations and office districts to reinforce Toronto's major tourist, entertainment and employment district. In accordance with the Official Plan transportation policies, the proposed park use and decking structure will protect and retain the viability and operations of the rail corridor and higher order transit. The proposed park will be directly accessible by both regional and urban transit, and significantly improve pedestrian and cycling connectivity in the area. The park will be integrated with the planned Spadina-Front GO RER station, and support multi-modal transportation connectivity across the rail corridor.

The City of Toronto's Official Plan is available on the City's website at:  
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=03eda07443f36410VgnVCM10000071d60f89RCRD>

### **Railway Lands Secondary Plans (1994, 1997)**

Rail Deck Park is situated with the Railway Lands Central and Railway Lands West Secondary Plan Areas (see Map 36-01 of the draft OPA in Appendix 1). In addition to the Railway Land East Secondary Plan, these three plans form a comprehensive planning framework for the wider Railway Lands.

The Railway Lands Central and Railway Lands West Secondary Plans (the Railway Lands Secondary Plans) contain a set of common objectives and principles that have guided development of the Railway Lands over the three decades. Establishing connections and reducing the barrier effects of the road and rail infrastructure to connect Downtown and the Central Waterfront is a key theme in each Secondary Plan. Objective 2.1 states:

“The Railway Lands will be developed as an integral part of Downtown so that the barrier effects of road and rail corridors will be minimized and the central city reunited with the Central Waterfront. New development should have a mix of uses, and form, character and environmental quality which will ensure the area used for people for a wide variety of purposes throughout the day.”

The Railway Lands Secondary Plans places a strong emphasis on compatibility between new development and the utilization, safety and operations of the rail corridor. Objective 2.2 states:

“The redevelopment of the Railway Lands will take full advantage of the opportunities presented by their size and central location to satisfy a broad range of commercial, residential, institutional, cultural, recreational, parks and open spaces needs, while:

- (a) Ensuring compatibility of new development with present and future utilization of the Rail Corridor for rail use within the Railway Lands;

- (b) Ensuring compatibility of new development with the existing rail operations in the North Bathurst Yard;
- (c) Encouraging effective and efficient transportation services, including inter-city rail and commuter rail services, and other transit services; and
- (d) Ensuring environmentally sound conditions.”

Other major objectives relate to redevelopment opportunities, the physical structure and grid-like public system, the public realm, and cooperation regarding the phasing of development:

- New development will be structured with a grid-like public street system to divide the Railway Lands into blocks comparable in area and dimension to blocks elsewhere in the city; which allow for street-oriented development; and which establish new and existing north-south streets as major connections between the Downtown and the Central Waterfront (Objective 2.3);
- Development will contribute to the achievement of an attractive, inviting, comfortable and safe public realm, including generously proportioned public streets, parks and publicly open spaces (Objective 2.4); and
- Cooperative arrangements among the parties involved will be promoted to ensure that development proceeds incrementally in phase which perform satisfactorily within municipal services and transportation systems, which are environmentally sound and which provide satisfactory living and working conditions (Objective 2.5).

Section 3 of the Secondary Plans detail the principles regarding the structure, form and physical amenity of development in the Railway Lands. A central theme is establishing connections between the Downtown and the Central Waterfront and creating an attractive, inviting, comfortable and safe public realm. The Secondary Plans identifies a grid-like pattern of public streets, consisting of north-south streets extending from the grid of the city and providing views and access between the city and the Central Waterfront.

The Secondary Plans also envision a system of high-quality, useable and linked parks and open spaces which provides spatial relief to, and appropriate settings, for adjacent development. These public open spaces will also contribute to the creation of visual and physical connections, wherever possible, between the central city and Central Waterfront. Policy 3.3(b) of the Railway Lands West Secondary Plan states that where the street pattern is interrupted by the Rail Corridor, pedestrian bridges and tunnels are to be designed as extensions of the public sidewalks.

Sections 8 and 10 of Railway Lands West and Central Secondary Plans sets out the policies in relation to the general development pattern for the Area. The Railway Lands West and Central Secondary Plans detail specific policies regarding decking and development in the Site. The lands south of the Site are divided into different Mixed Use Areas, and each Secondary Plan provides high-level direction regarding land use and density.

Within the Railway Lands West Secondary Plan Area, the majority of the Site is designated as "Utility Corridor". Section 10.3 of the Plan states that this area may be used as a Rail Corridor and is considered in its entirety as a Future Development Area.

The Railway Lands West Secondary Plan contemplates overbuilding of the Future Development Area between Spadina Avenue and Bathurst Street, including the rail corridor portion, however, such consideration is permitted only after further study and by way of an amendment to the Secondary Plan. In order to ensure that any decking proposal is considered comprehensively, Section 10.3.2 of the Plan requires a comprehensive study or studies to evaluate various land use and decking considerations for all of the Future Development Area in association with an application to amend the Secondary Plan. Should development in the Future Development Area be considered, Section 10.3.2.2 seeks to ensure that decking over a portion of the rail corridor does not compromise comprehensive development of the Future Development Area overall.

Section 10.3.2.1 addresses the nature of the uses to be considered in the Future Development Area and provides for consideration of primarily non-residential uses in the area extending from Spadina Avenue west to the first north to south street west of Spadina Avenue. The remaining area extending to Bathurst Street is identified as an extension of the Bathurst Spadina Neighbourhood with primarily residential uses including street related retail and service uses and parks listed as possible uses.

Section 10.3.2.3 sets out matters to be addressed in relation to any application to amend the Secondary Plan to permit development within the Future Development Area. Among other matters, the application is to consider a range of uses including residential, non-residential and parks and open space uses, provide for pedestrian, vehicular and visual connections between Front Street and the Bathurst Spadina Neighbourhood, address environmental matters as outlined in the Secondary Plan, and ensure that community services and facilities are provided in accordance with the Plan. In addition, the application must address major objectives of the Railway Lands West Secondary Plan in relation to the rail corridor, and ensure that technical requirements in relation to the existing and future capacity, expansion and safety of rail operations, and the primary objective for the rail corridor which is the effective, safe and efficient provision of rail transportation services will not in any way be compromised.

The remainder of the Site is designated as Utility Corridor 'A' under the Railway Lands Central Secondary Plan. Section 10.6 identifies Utility Corridor 'A' as a Future Development Area, and states that the purpose of the designation is to provide for a comprehensive study or studies to evaluate various land use and decking considerations

to be included with an application to amend the Secondary Plan. Should development in the Future Development Area be considered, the policies seek to ensure that decking over a portion of the rail corridor does not compromise comprehensive decking of the rail corridor. Similar to the Railway Lands West the policies provide direction on the types of uses to be considered through a comprehensive study. For Utility Corridor A, Section 10.6.1 identifies this area for future development for primarily non-residential uses.

Section 10.6.2 sets out matters to be addressed in relation to any application to amend the Secondary Plan to permit development within *Utility Corridor A*. Among other matters, the application is to consider a range of uses including commercial, institutional, compatible industrial uses, and parks and open spaces uses, provide for pedestrian, and visual connections between Front Street and the Mixed Use Areas south of the corridor, address environmental matters as outlined in the Secondary Plan, and ensure that community services and facilities are provided in accordance with the Plan. In addition, the application must address major objectives of the Railway Lands Central Secondary Plan in relation to the rail corridor, and ensure that technical requirements in relation to the existing and future capacity, expansion and safety of rail operations, and the primary objective for the rail corridor which is the effective, safe and efficient provision of rail transportation services will not in any way be compromised.

The draft OPA will result in a new Rail Deck Park Secondary Plan for the Site and a series of technical amendments to the existing Railway Lands West, Central and East Secondary Plans. The proposed Secondary Plan provides an updated policy framework to guide the creation of a Rail Deck Park, including the active rail corridor and the GO Bathurst North Yards.

The existing Secondary Plans provide land use direction for the Site, and specifically contemplate park and open space uses as part of the comprehensive development and decking of the Site; however, they do not contemplate a large-scale park use as the primary land use for the Site. The Plans requires comprehensive study to evaluate various land use and decking considerations, and consider a wide range of uses including parks and open space uses.

This study has been prepared to address these considerations within the contemporary provincial and municipal in-force and emerging policy context, and the existing and planned surrounding urban context. Within the contemporary context, the draft OPA and the proposed park use represents the most appropriate use for the Site, and appropriately addresses the matters in the Secondary Plan with regards to compatibility to surrounding developments, pedestrian and visual connections across the rail corridor. The draft OPA provides objectives and policies guiding decking over the rail corridor, and carries forward the Plan's technical requirements, which will be addressed during the implementation stage.

The draft OPA conforms to and advances the Major Objectives for the Railway Lands Secondary Plan. In accordance with the Secondary Plan, the proposed land use will take full advantage of the size and central location of the Site to address parks and open space

needs in the Downtown Study Area, while ensuring compatibility with the rail uses and operations. The creation of a park in this location will minimize the barrier effects of the rail corridor and help reunite the city with the Central Waterfront. The park use will contribute to the achievement of an attractive, inviting and safe public realm, and enhanced connections across and along the rail corridor. The park use will transform the existing railyard and rail corridor into a new large publicly accessible park space with civic and recreational amenities. This will ensure the area is used by people for a wide variety of purposes throughout the day.

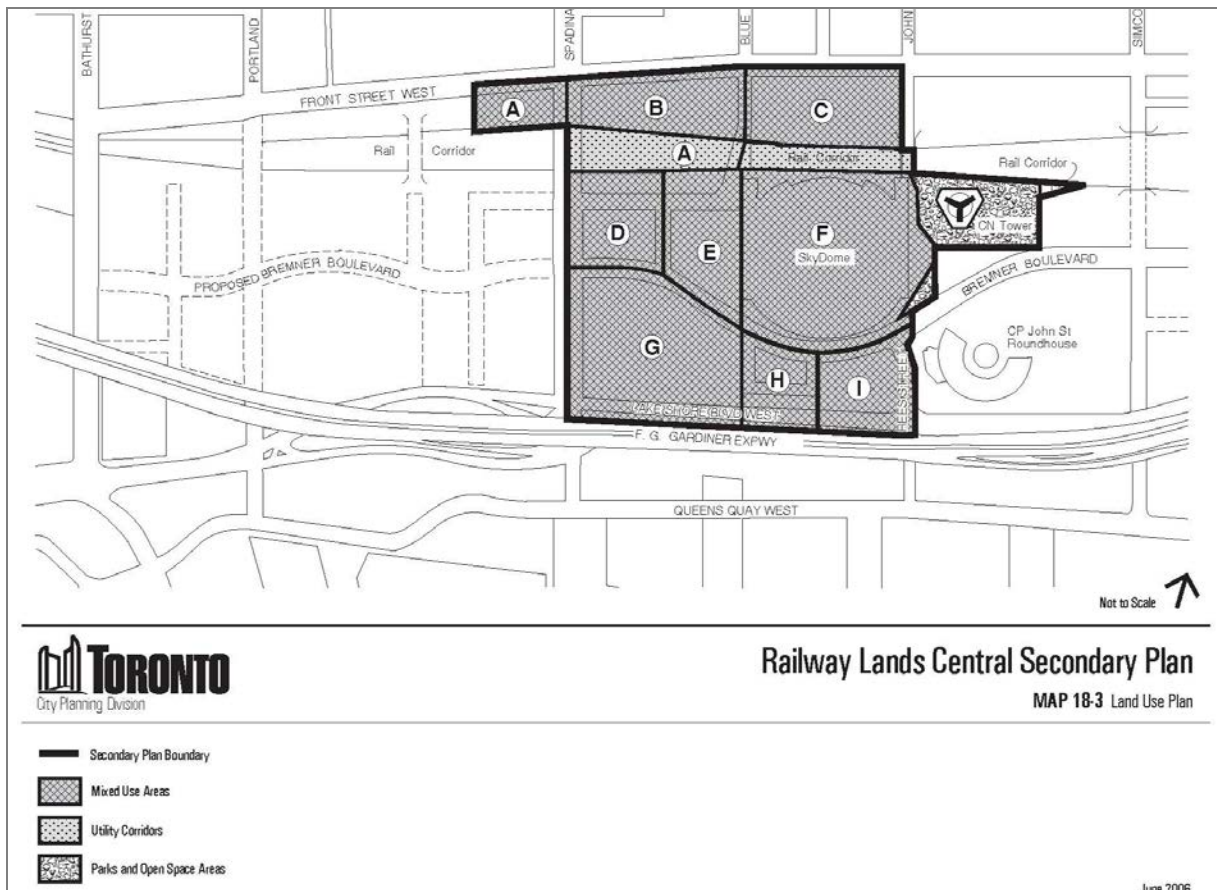


Figure 12 - Railway Lands Central Secondary Plan Map 18-3 Land Use Plan

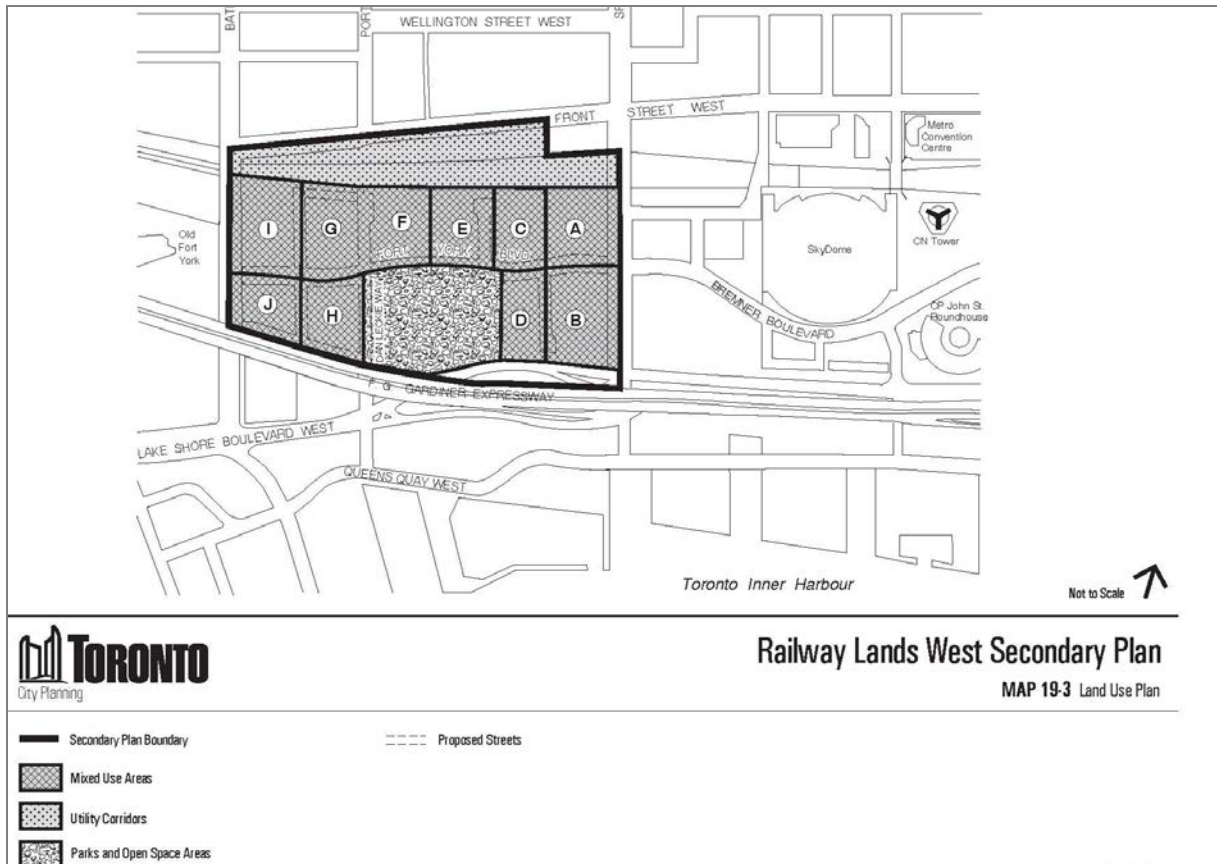


Figure 13- Railway Lands Central Secondary Plan Map 19-3 Land Use Plan

The Railway Lands West Secondary Plan is available on the City's website at: [www1.toronto.ca/planning/19-railway-lands-west.pdf](http://www1.toronto.ca/planning/19-railway-lands-west.pdf).

The Railway Lands Central Secondary Plan is available on the City's website at: [www1.toronto.ca/planning/18-railway-lands-central.pdf](http://www1.toronto.ca/planning/18-railway-lands-central.pdf).

**City of Toronto Zoning By-law 438-86, By-law 1994-0805, By-law 1994-0806.**

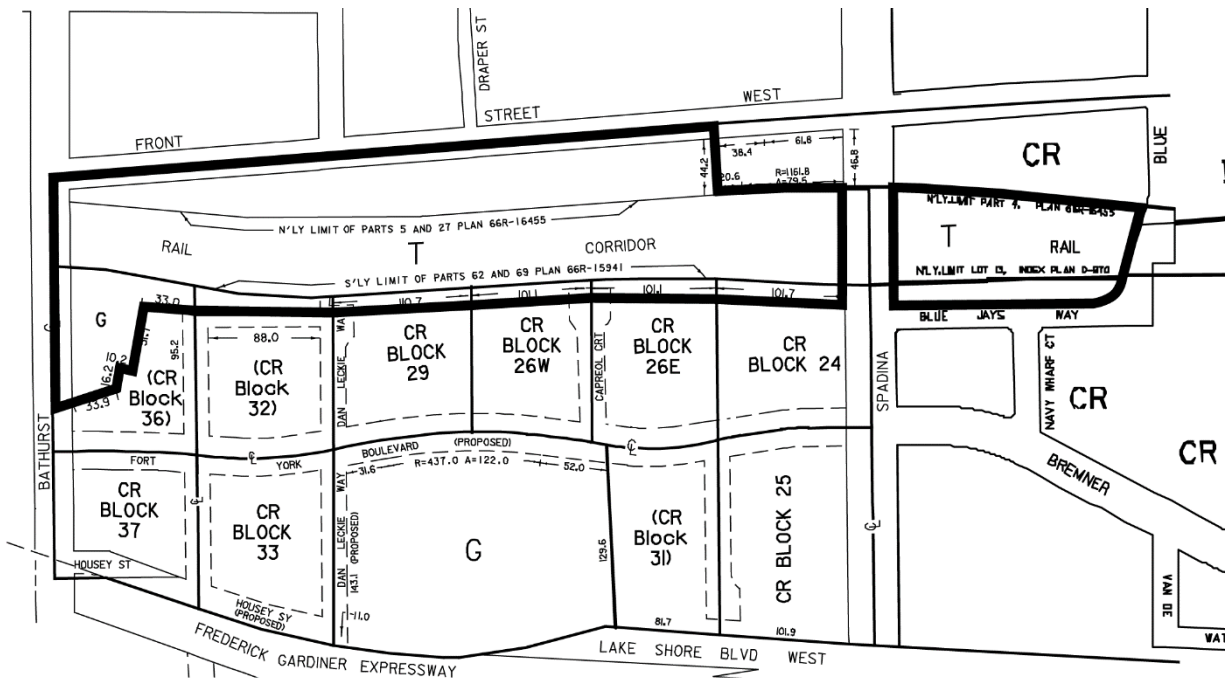
Two zoning by-laws are applicable to Rail Deck Park. Zoning By-law 1994-0805 applies to the site between Spadina Avenue and Blue Jays Way. Zoning By-law 1994-0806 applies to the site between Spadina Avenue and Bathurst Street.

The portion of the Rail Deck Park within the rail corridor is zoned Transportation District (T) in By-laws 1994-0805 and 1994-0806 (See Appendix 3). In both Zoning By-laws, uses permitted in the T zone include: public transit uses, including services and repair yards; railway uses including service and repair yards; a railway station; as well as an ambulance station, pedestrian walkways and ornamental structures. Under the Zoning By-law 1994-0805, a parking area or parking station is also permitted. For both Zoning By-laws, a maximum height of 15 metres is permitted for buildings or structures within the T zone (Figure X). Each Zoning By-law also includes an exemption to permit the use

of any land or the erection or use of any building or structure in any District for the purpose of public service by the City.

Under Zoning By-law 1994-0805, the portion of Rail Deck Park that is comprised of Northern Linear Park is zoned Commercial Residential (CR), while the portion that is the site for the planned Mouth of the Creek Park is zone General (G). Zoning By-law 1994-0805 permits a wide range of residential and non-residential uses within the CR designation including parks, pedestrian walkways, public transit, and other community services uses. Permitted heights along this linear portion range from 28 metres to 130 metres. Permitted uses under the General (G) designation are limited to parks, golf courses, play grounds, parking areas and stations, pedestrian walkways, and other community services uses. Heights are limited to 15 metres within the (G) designation.

Amendments to these By-laws will be required to permit additional height related to development of the rail deck structure and to permit the park.



Extract from City of Toronto, Railway Lands West and Central District Maps,  
Zoning By-Laws 1994-0805 and 1994-0806 as amended

 Subject Site

Rail Deck Park

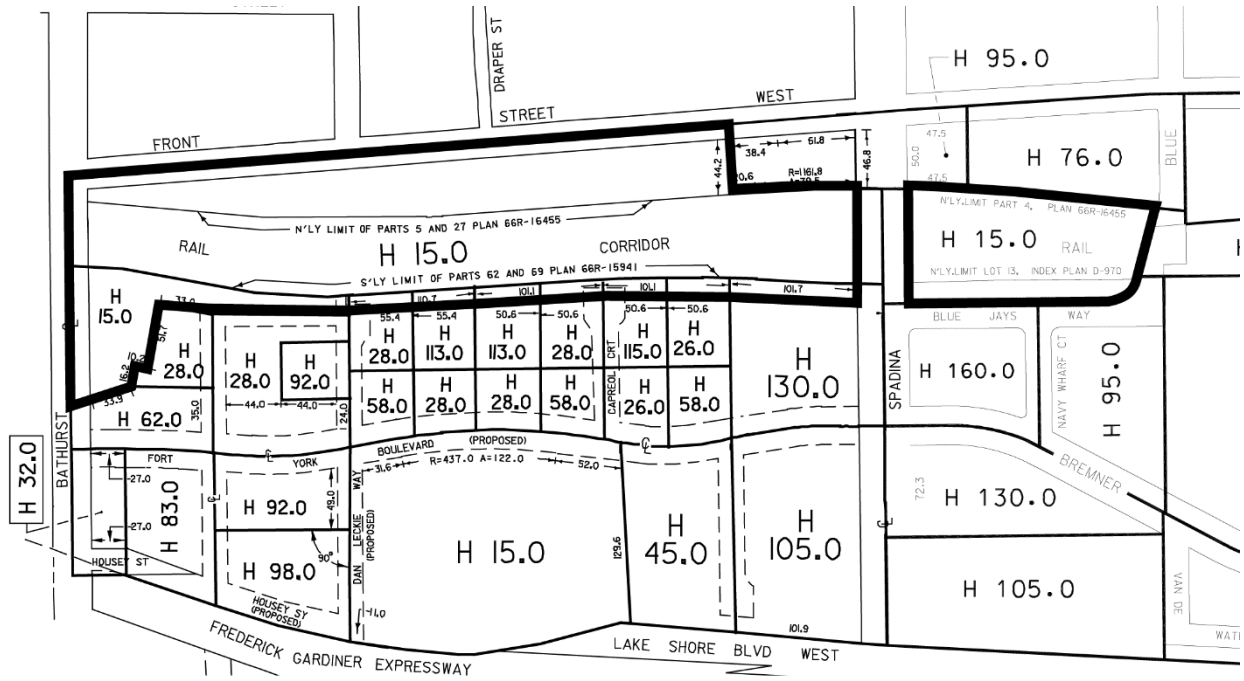


Not to Scale  
05/26/2017

File # 17 152929 STE 20 0Z

**Figure 14 - Extract from Zoning By-law 1994-0805 and 1994-0806**





Extract from City of Toronto, Railway Lands West and Central Height Maps, Zoning By-Laws 1994-0805 and 1994-0806 as amended

Not to Scale  
05/26/2017

Subject Site

Rail Deck Park  
↑

File # 17 152929 STE 20 0Z

Figure 15 - Extract from Zoning By-law 1994-0805 and 1994-0806

### Emerging Policies

#### *TOcore: Proposed Downtown Plan (2017)*

TOcore: Planning Downtown’ is an inter-divisional study, led by City Planning, which is updating the planning framework for Downtown and developing a series of five infrastructure strategies – one of which is a Downtown Parks and Public Realm Plan – to support implementation. TOcore is a response to the rapid growth and intensification of Downtown that is placing pressure on physical and social infrastructure assets and occurring in a pattern and at an intensity that threatens to jeopardize the quality of life in the city centre and the economic role that the Downtown plays for the entire city

Analysis undertaken to date through the TOcore study shows that infrastructure deficiencies are being experienced on multiple fronts as consequence of growth. This includes, for example, an overall shortage of child care spaces, overburdened library and recreation facilities, a shortage of new parkland in areas of high growth, strains on certain surface transit routes such as the 504 King, and constrained sewer servicing capacity in certain areas such as along the central waterfront.

At its meeting on October 24, 2017, City Council considered the Proposed Downtown Plan and directed Staff to undertake stakeholder and public consultation on that document and its proposed policies, leading to a recommendations report and an amendment to Toronto's Official Plan in the second quarter of 2018.

The proposed policy framework introduces a Downtown Parks and Public Realm Plan (PPR Plan), setting out a bold vision for enhancing and growing the public realm, recognizing that Downtown residents have among the lowest rates of parkland per person in the city. The Plan acknowledges the need for improvise and expanded parks and public spaces as the Downtown becomes denser and accommodates an increasing number of residents, workers, students and visitors. The policy framework addresses the challenges faced by the City in securing large- and medium-sized parks in the Downtown where most of the development sites are small parcel sizes that make on-site parkland dedication undesirable or difficult. Priorities for investment and acquisition are outlined the plan, including the "stitch", a series of parks and public spaces that improves north-south connections between the Downtown and the Waterfront and east-west connections between Fort York, the Don Valley, and the broad system of green spaces and trails that link to these spaces. A key component of this concept is a significant park space over the rail corridor between Bathurst Street and Blue Jays Way.

The policies contained within the Proposed Downtown Plan address the Provincial Policy Statement and the Growth Plan (2017), both of which require the City to plan for an appropriate range of community infrastructure to meet the needs resulting from residential and employment population increases and to foster 'Complete Communities'. The Downtown Plan and its associated infrastructure strategies will put in place the mechanisms to allow the City to more directly tie and associate development approvals with the securing of new infrastructure – including parkland – in Downtown's dense urban fabric. It is this linking of growth and infrastructure that will ensure the liveability of Downtown and reinforce its role as an economic driver and generator of jobs.

The proposed Secondary Plan has been drafted to align with the objectives of the proposed Downtown Plan and directly advances the parks and public realm investments that are prioritized in this emerging policy document.

More information on Council direction pertaining to TOcore can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG22.1>. Further background information can be found at [www.toronto.ca/TOcore](http://www.toronto.ca/TOcore).

### ***TOcore: Community Services and Facilities Strategy***

Another infrastructure strategy being advanced as part of TOcore, is a Community Services and Facilities (CSF) Strategy. The purpose of the CSF Strategy is to assess the existing community infrastructure and to determine what infrastructure requirements are needed to support future growth in developing complete and liveable communities for both residents and workers

The CSF Strategy work is being undertaken in partnership with City Divisions, Boards and Agencies for the five sectors of child care, libraries, schools, recreation and human services. As part of the Phase 1 background analysis, a CSF Needs Assessment was completed in March 2016. The Study is available online at [www.toronto.ca/TOcore](http://www.toronto.ca/TOcore). This phase identified the need for additional sector-based facilities to serve the future growth of the study area. CSF priorities will be addressed through a combination of reinvestment in existing facilities and new builds.

Given the location of Rail Deck Park at the west limit of the Downtown Plan boundary, City Planning staff have also undertaken a review of CSF for this area, between Bathurst Street and Dovercourt Road to the east, and Lake Ontario and Queen Street West to the north. Findings from the CSF Review will align with the CSF Strategy work in light of the broader service delivery catchment area for the key sectors. The Review included engagement with sector partners to better understand space and facility needs and challenges in this area. The findings of this review are discussed in subsequent sections of this report.

### ***City of Toronto's Parkland Strategy (2017)***

*The City is undertaking a Parkland Strategy, a 20-year plan that will guide the long-term provision of parks city-wide, including new parks, expansions and improved access to existing parks. It will provide a parkland measurement methodology along with implementation, policy and funding recommendations to aid decision-making and the prioritization of parkland investment across Toronto. The parkland Strategy will provide a defensible rationale and evidence on the requirements for parkland to meet the needs of Toronto's growing and changing population.*

The parkland Strategy will be based on the principles of growth, equitable access and connections. The Strategy will be informed by an understanding of park provision and use trends, and demographic and growth projections.

The measurement methodology being developed to assess parkland supply and distribution across the city will use the Statistics Canada Census Dissemination Blocks as reporting units, and will produce a supply per person (or "provision") based on three elements; a catchment area around parks related to park size, the population within that catchment area, and the total amount of park available per person. Parkland supply maps will be produced that express park provision, relative to this city-wide average. In addition, the methodology will be supported by a revised set of Park Classifications. Using these revised classifications, together with a finer-grained reporting unit structure than has been used in the past – one that takes into account pedestrian routes and distance to parks based on size – the proposed methodology will allow for a refined evaluation of parkland need. More information about the parkland Strategy is available on the City's website at: [www.toronto.ca/parklandstrategy](http://www.toronto.ca/parklandstrategy)

### ***Parks and Recreation Facilities Master Plan (2017)***

Parks, Forestry and Recreation is currently developing a Facilities Master Plan (FMP) to guide investment in parks and recreation facilities such as community centres, swimming pools, sports fields, and arenas over the next 20 years. The proposed FMP recognizes the growing demand for programs and facilities and commits to building new facilities and renewing current assets to meet these demands. Priority investments are driven by three strategic goals: renew and upgrade existing facilities; address gaps and growth-related needs; and work with other and explore new opportunities to improve access.

To achieve these goals, the proposed plan recommends investment in specific recreation centre and facilities to address gaps in provision and respond to growth in demand for services. Specifically, the plan identifies a new for additional community centres, gymnasium, indoor pools, splash pads, outdoor rinks, sports fields and sports bubbles, basketball courts, skateparks and bike parks in the next 20 years.

In addition to the facility provision strategy, the FMP contains broader policy recommendations to guide planning and investment. These include an emphasis on accessible and age-friendly facilities, flexible and efficient spaces, and new facility provision models that respond to the realities of high-density residential communities.

Finally, the proposed FMP includes a suggested implementation strategy focused on investing in the right facilities, at the right time and in the right places. Implementation considers a systematic, city-wide approach to provide access to services and opportunities for all residents.

The FMP will be considered by Executive Committee in October 2017, and is available on the City's website: <http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-107775.pdf>

### **Other Relevant Plans and Guidelines**

There are several areas adjacent to Rail Deck Park that are the focus of other Secondary Plans. These plans contain relevant policies relating to matters that extend beyond the study area boundaries such as parks and open space systems and pedestrian and cycling networks. There are also several city-building guidelines that present direction on matters such as heritage and urban design. These documents are (listed below) have provided additional direction in the development of the draft OPA.

- Railway Lands Central and West Urban Design Guidelines
- Railway Land East Secondary Plan
- King-Spadina Secondary Plan (Under Review)
- Central Waterfront Secondary Plan
- Garrison Common North Secondary Plan
- Fort York Neighbourhood Secondary Plan
- Growing Up: Planning for Children in New Vertical Communities

### ***Railway Lands Central and West Urban Design Guidelines***

The rail corridor is within an area subject to the Railway Lands West and Central Urban Design Guidelines. These provide guidance on how new development within the Railway Lands can support the broader objectives of uniting the central city with the waterfront by extending the urban pattern southwards towards the waterfront and by decreasing the impacts of the rail corridor and Gardiner Expressway barriers.

The Guidelines seek to establish a system of high quality useable, linked parks, and open spaces which not only provide spatial relief to and appropriate settings for adjacent buildings, but contribute to and establish linkages to the open space networks in the surrounding neighbourhoods and districts within the central city and along the waterfront. More detailed public realm guidelines address matters such as the design of the parks and open spaces, pedestrian and cycling connections, streetscapes, bridges, and view corridors. In recognition that development of the Railway Lands would occur incrementally over a long period of time the guidelines include recommendations in relation to phasing. In relation to the rail corridor the guidelines recommend that development along the Northern Linear Park not preclude the possibility of a deck over the rail corridor in the area between Dan Leckie Way and Spadina Avenue.

The Railway Lands West and Central Urban Design Guidelines are available at: [http://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/urban\\_design/files/pdf/29railwaylands\\_wescen.pdf](http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/29railwaylands_wescen.pdf)

### ***The Railway Lands East Secondary Plan***

This area extends from the John Street corridor to Yonge Street, and from Front St West south to the Gardiner Expressway. This Secondary Plan Area has a comparatively greater proportion of high-density office and commercial uses, functioning as an extension of the Financial District to the north. This area also contains several major destinations including the Metro Convention Centre, Air Canada Centre, and Union Station. Roundhouse Park is a major central park in this district situated on the south side of Bremner Boulevard.

### ***King-Spadina Secondary Plan (Under Review)***

The area generally between Bathurst Street to Simcoe Street, and Queen Street West to Front Street West is subject to the King Spadina Secondary Plan. The King Spadina neighbourhood has experienced significant rapid growth, shifting from historically industrial uses to a more residential and mixed-use community. This shift presents challenges in supporting growing residential populations with adequate physical and community infrastructure, while also preserving the local character and affordability. This Secondary Plan is currently being updated to respond to recent growth and will address heritage preservation, parkland provision and public realm design, community infrastructure needs, and overall quality of life objectives. A finalized Secondary Plan is anticipated in Q4 2017.

### ***Central Waterfront Secondary Plan***

The Central Waterfront Secondary Plan Study Area covers the area generally south of Lake Shore Boulevard West from Jameson Avenue to Greenwood Avenue. The plan was adopted by Council in 2003, and is currently under appeal. However, the OMB issued a verbal Decision on May 1, 2017 approving the CWSP for all lands west of Yonge Street to Exhibition Place. The final written Order is anticipated to be issued in the near future. The Central Waterfront contains both established neighbourhoods (such as Bathurst Quay) and emerging neighbourhoods (such as the East Bayfront and Keating Channel), as well as major industrial, port-related, and entertainment uses. The range of uses across the Central Waterfront, and in particular residential development pressure, has drawn attention to important planning issues such as the preservation of employment uses, land use compatibility, infrastructure, community facility and parkland needs, and connections between the waterfront and the wider downtown

### ***Garrison Common North Secondary Plan***

The area from Queen Street West south to the rail corridor, and from Dufferin Street east to Bathurst Street is subject to the Garrison Common North Secondary Plan. This area has been the focus of recent redevelopment and repurposing, moving from a historically industrial area towards higher density residential, commercial, and office uses. The major objectives of this Secondary Plan speak to the challenges and opportunities created by these shifts, requiring new development to integrate into the established urban fabric, contribute to the public realm and open space networks, and support a variety of land uses including community services and facilities.

### ***Fort York Neighbourhood Secondary Plan***

The area from the rail corridor south to Lake Shore Boulevard West, and from Strachan Avenue east to approximately Bathurst Street is subject to the Fort York Neighbourhood Secondary Plan. While the defining feature of this area is the national historic site of Fort York, it also includes a high-density residential community south of the Gardiner Expressway. The goals of this Secondary Plan include heritage preservation, as well as the creation of a mixed-use neighbourhood with connections to the waterfront and an appropriate range of community services and facilities.

### ***Growing Up: Planning for Children in New Vertical Communities***

The Growing Up: Planning for Children in New Vertical Communities is a set of Guidelines to direct development to accommodate households with children and youth. This is a set of Guidelines based on the Official Plan vision of an attractive, safe and healthy city where children are valued and residents have access to housing, support services and recreational activities. The staff report and Draft Guidelines was approved by City Council on July 5th, 2017. The Guidelines were adopted in draft form to inform the review of development applications for a two-year period.

The Guidelines indicate that Toronto's contemporary population growth and housing boom is introducing challenges for liveability, with particular challenges for families and children. The Guidelines objectives aim to create a diversity of housing, enhance liveability and the quality of life in Toronto, and encourage planning approaches from the perspective of a child.

The Guidelines emphasize the need for a variety of types of parks and open spaces that are easily accessible and meet a range of needs. The Guidelines state that new parks and open spaces should be convenient and centrally located to meet daily needs, and located on sites with safe routes. The Guidelines emphasize the need for a range of park types to meet daily, weekly and seasonal needs. Park design should consider a range of elements that are flexible and allow for a diversity of activities to suit all ages and abilities.

## Appendix 5

### Overview of Private Official Plan Amendment for 433 Front Street West (P.I.T.S.) and City Initiated Official Plan Amendment – Rail Corridor (Rail Deck Park)

In May 2017, the City received a private Official Plan Amendment (OPA) application from P.I.T.S. Development Inc. for the rail corridor area between Bathurst Street and Blue Jays Way, and including Northern Linear Park (NLP) and the Metrolinx-owned property at 433 Front Street West.

In October 2016, City Council directed City staff to undertake a study - Rail Deck Park - Work Plan for Official Plan Amendments and an Implementation Strategy.

The P.I.T.S. application proposes a mixed-use development including 7 residential buildings, one office building, and one retail/institutional building addressed on Front Street. South of the buildings open space of approximately 5 ha is proposed and this includes the existing Northern Linear Park (City-owned and controlled) that runs along the south side of the rail corridor. Excluding the Northern Linear Park, the new open space would be approximately 4 ha. The application proposes that parkland dedication be in accordance with the Planning Act as implemented by the City's parkland Official Plan policies and parkland dedication by-law. The application advises that 1.47 ha of parkland would be required. The application provides that the remaining open space (2.5 ha) could be secured by the City as publicly accessible open space or public parkland through agreements or purchase. The private OPA provides that, if the City does not secure the remaining open space, the area may be considered for the development of a range of residential, commercial or institutional uses subject to a number of criteria, among these, a further official plan amendment. The City-initiated OPA is for an 8.8 ha park incorporating the City-owned Northern Linear Park and Mouth of the Creek south of the rail corridor.

Both applications would require decking over the Rail Corridor to support development.

The following table provides an overview of the main features of the private OPA and the City-initiated OPA. In addition to the land use and parkland proposals, the following table provides details on proposed relationship to the area context, parking, loading and circulations

#### Summary table

	City OPA (Rail Deck Park)	Private OPA (ORCA)
<b>Site</b>	8.8 ha including the rail corridor, NLP, and Mouth of the Creek Park	8.59 ha including the rail corridor, NLP, and the Metrolinx site at 433 Front St W.



<p><b>Land Use Designations</b></p>	<p>Parks and Open Space Areas</p>	<p>Mixed Use Areas and Open Space Area</p> <p>Residential:</p> <ul style="list-style-type: none"> <li>• 2,750 units (7 buildings ranging from 27- 59 storeys)</li> <li>• Residential Gross Floor Area 208,300 m<sup>2</sup></li> </ul> <p>Non-Residential:</p> <ul style="list-style-type: none"> <li>• 79,800 m<sup>2</sup> of Office (one building at 36 storeys)</li> <li>• 60,700 m<sup>2</sup> of Retail and 19,3000 m<sup>2</sup> of institutional/ other (one building at 4 storeys)</li> <li>• Non-Residential Gross Floor Area: 159,800 m<sup>2</sup></li> </ul> <p>Open Space Area:</p> <ul style="list-style-type: none"> <li>• 4.04 ha of new open space</li> </ul>
<p><b>Parking and Loading</b></p>	<p>Parking and loading limited to accommodate essential servicing, accessibility, and emergency services.</p> <p>Parking and loading access Can be accommodated without major reconfigurations to NLP.</p>	<p>1,225 parking spaces within a 2-level parking and loading garage over the rail corridor within the decking structure.</p> <p>4 vehicular accesses proposed from the south across the Northern Linear Park</p> <p>1 vehicular access point proposed from the north across city-owned land adjacent to Front Street West.</p>
<p><b>Park Area</b></p>	<p>8.8 ha of park including existing Northern Linear Park and Mouth of the Creek Park</p> <p>All phases will provide public parkland.</p>	<p>4.04 hectares of open space proposed which may include:</p> <ul style="list-style-type: none"> <li>• 1.47 ha of parkland dedication if requested by the City</li> <li>• 2.57 ha of proposed open space which the City may secure as publicly accessible open space or publicly owned parkland. The OPA provides that if the remaining open space is not secured by the City then it may be considered for the development of residential,</li> </ul>

		commercial and institutional uses subject to a number of criteria including a further OPA.
<b>Shape</b>	<p>Park is largely contiguous.</p> <p>Width of park ranges from 59 to 109 metres between north and south edges.</p> <p>Provides opportunity for a broad range of uses and maximizes utility.</p>	<p>Open space is configured into four spaces connected by a linear green space (approximately 20 m wide) including a bridge over Spadina Avenue, and connections within the site at the Galleria entrance and over the proposed access driveway opposite Portland Street and Dan Leckie Way.</p> <p>Width of open space area ranges between 20 to 75 metres.</p>