



EX29.2

Update on Rail Deck Park, Parkland Strategy & Section 42 Review

Presentation to Executive Committee - November 28, 2017



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Summary

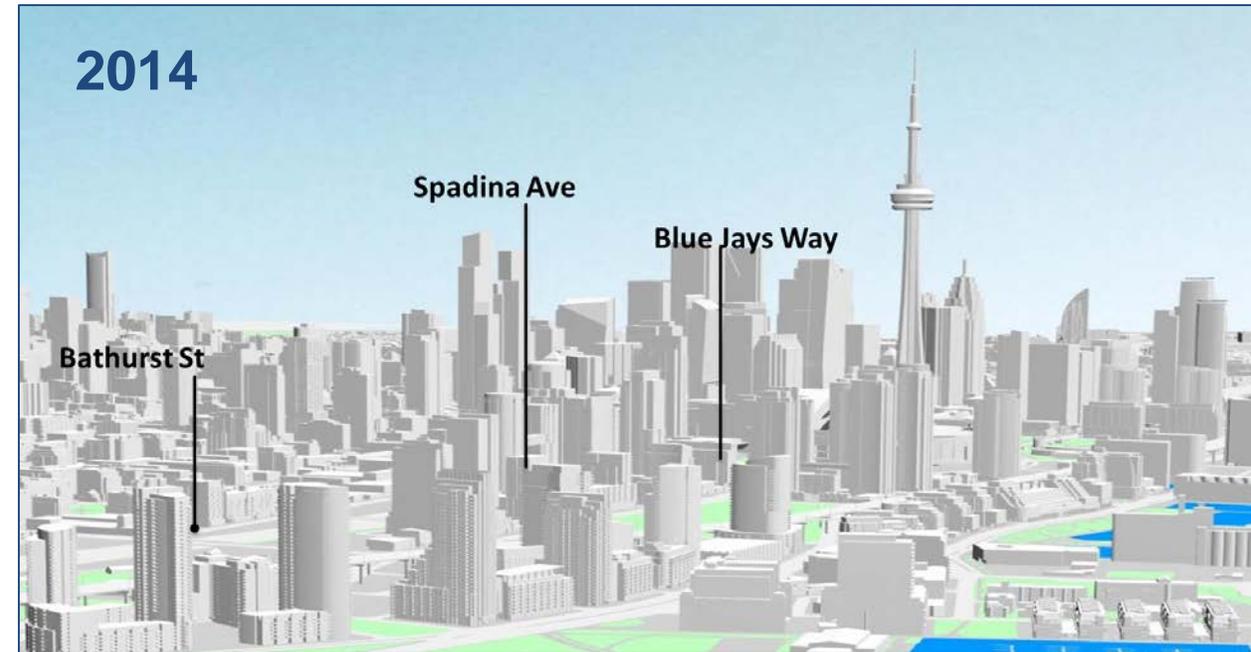
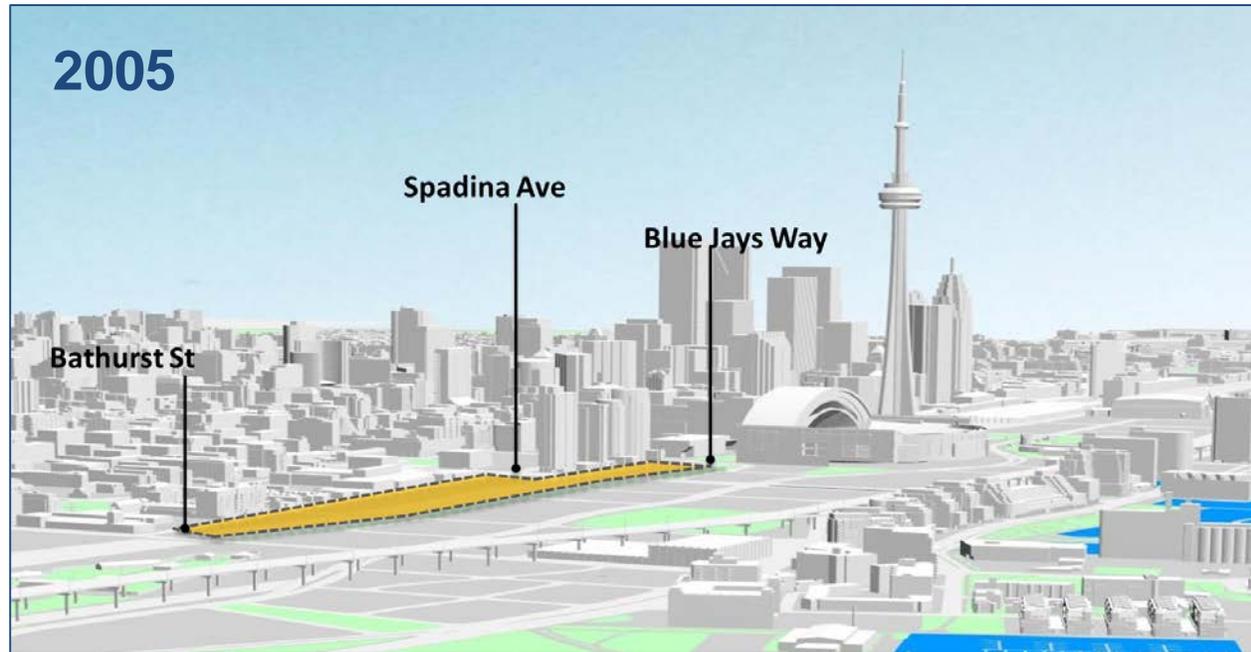
- 1. Growth & Park Needs**
- 2. Update on Implementation Strategy for Rail Deck Park**
- 3. Financial Strategy / Section 42 Review**
- 4. Next Steps**

3 Coordinated Reports Before Executive Committee

1. **Rail Deck Park – Results of feasibility analysis & next steps for implementation (EX29.2)**
2. **Parkland Strategy: Preliminary Report (EX29.3)**
3. **Review of the City’s Alternative Parkland Dedication Rate under Section 42 of the Planning Act (EX29.4)**

On November 14, Toronto & East York Community Council unanimously adopted TE28.7 “Rail Deck Park - City-Initiated Official Plan Amendment - Final Report.”

Last 10 years: Major Increase in Development Intensity



- Between 2005 and 2016, average project density increased from 269 to 682 units/ha city-wide and from 911 to 1,630 units/ha in Downtown/Central Waterfront Area.

Growth is Expected to Continue



Residential

2011	2016	2041
199,495	238,000	475,000 (approx. 140,000 to 180,000 units)



Employment

2011	2016	2041
433,800	502,000	850,000 to 915,000

Creation of New Parkland is Not Keeping Pace

- Parkland Strategy provides an updated methodology to measure parkland provision city-wide.
- Challenges in acquiring new parkland in high growth areas like Downtown, because (i) Most development on small parcels / on-site dedications not feasible and (ii) highly competitive real estate market.

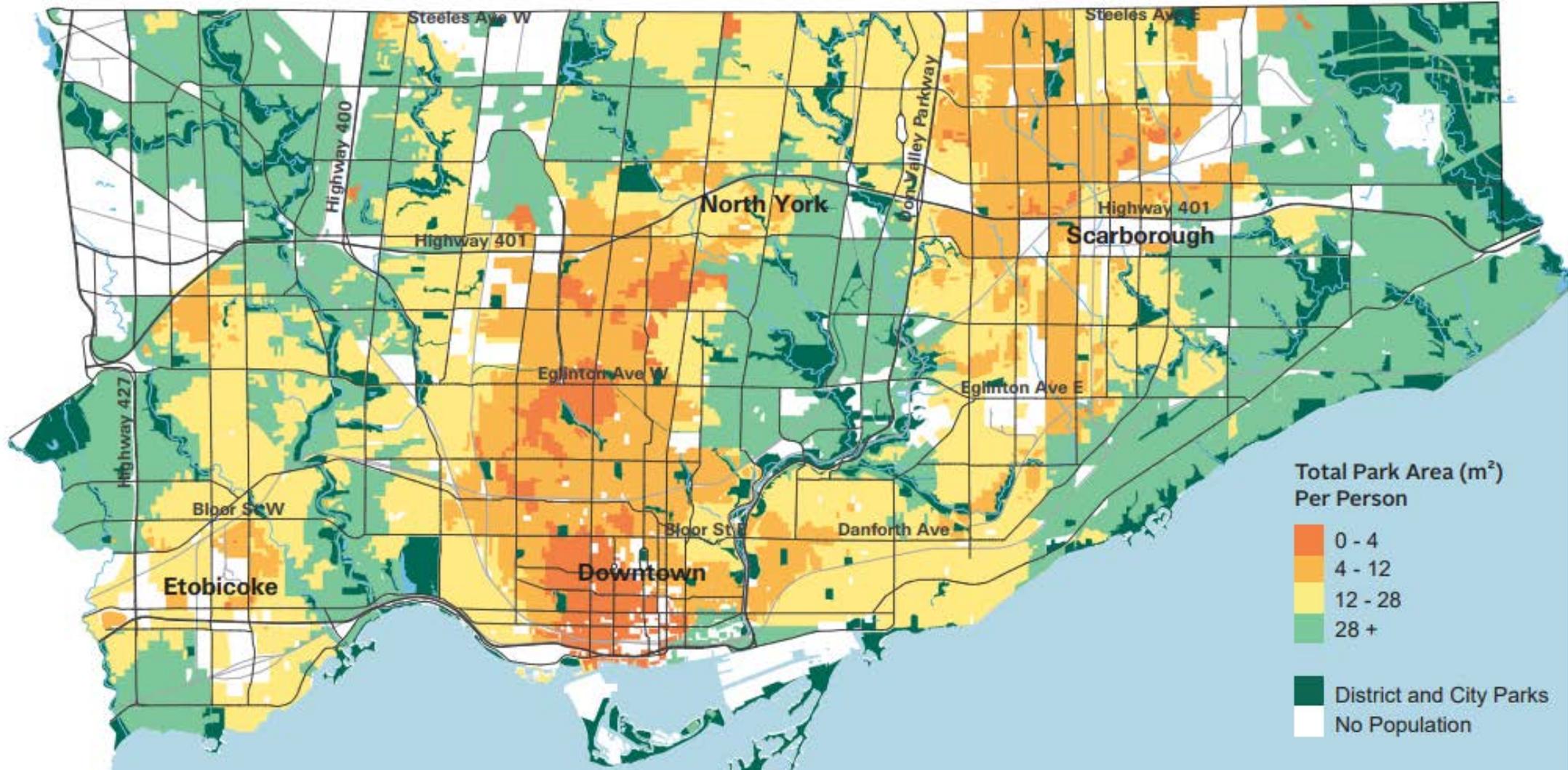


**Downtown
Study Area**



City-wide

Parkland Strategy: District & City Parks (>5 hectares) per resident



The Opportunity for Rail Deck Park

- Last remaining site over 3 hectares; largest downtown park outside of the Don Valley.
- An asset for all Torontonians, accessible to the entire region.
- Unite surrounding visitor attractions into a major destination district.
- Integrate with the planned GO Regional Express Rail network.
- Positive contribution to environmental/resiliency goals.
- Strengthen Toronto's global image and competitive position.



Uniting major destinations into a uniquely Toronto offer



510 Spadina

Metro Toronto
Convention Centre

Exhibition
Place

Fort York

CN Tower

Ripley's
Aquarium

Air Canada
Centre

Rogers
Centre

509 Harbourfront

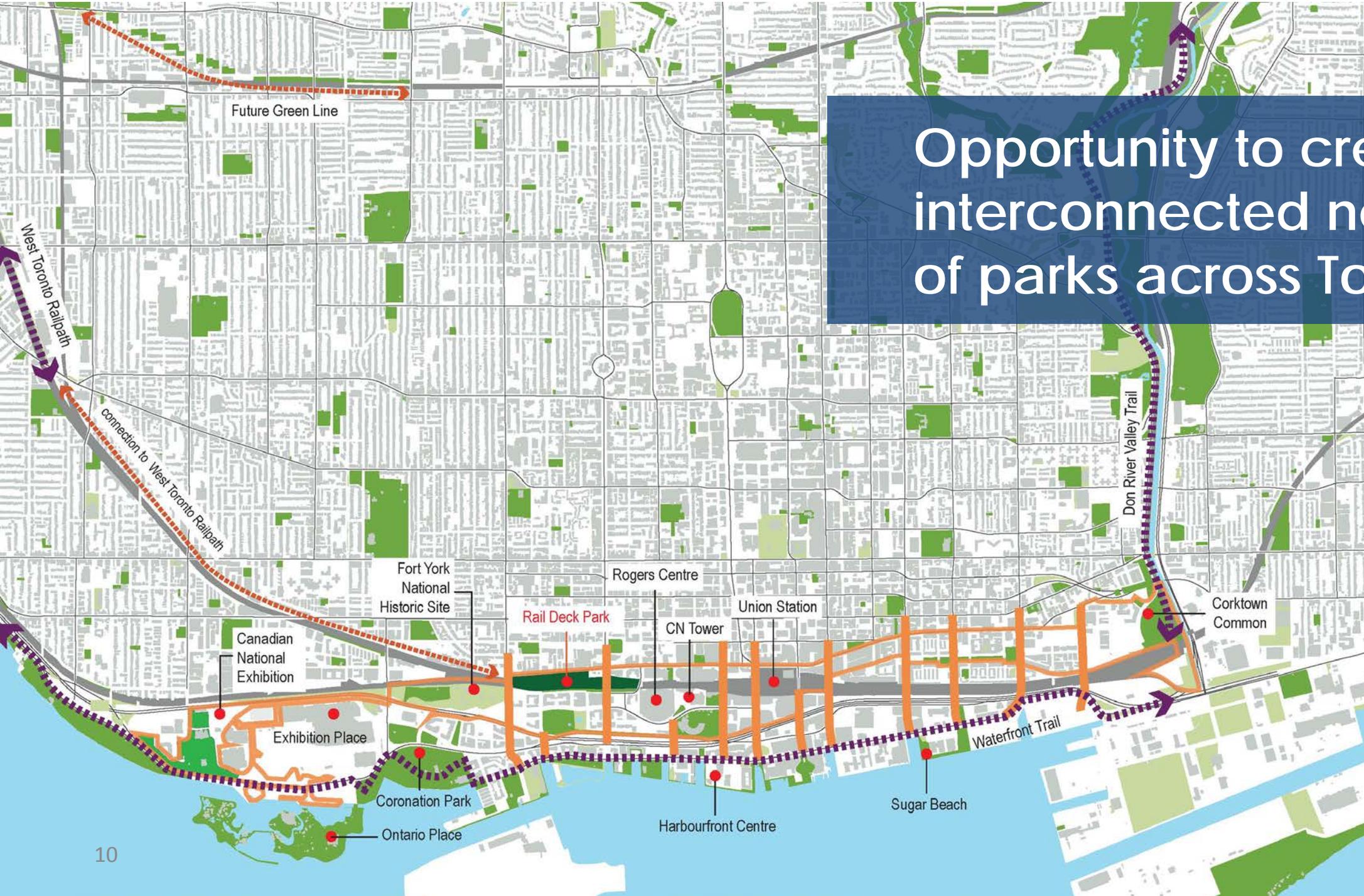
Harbourfont
Centre

Inner Harbour

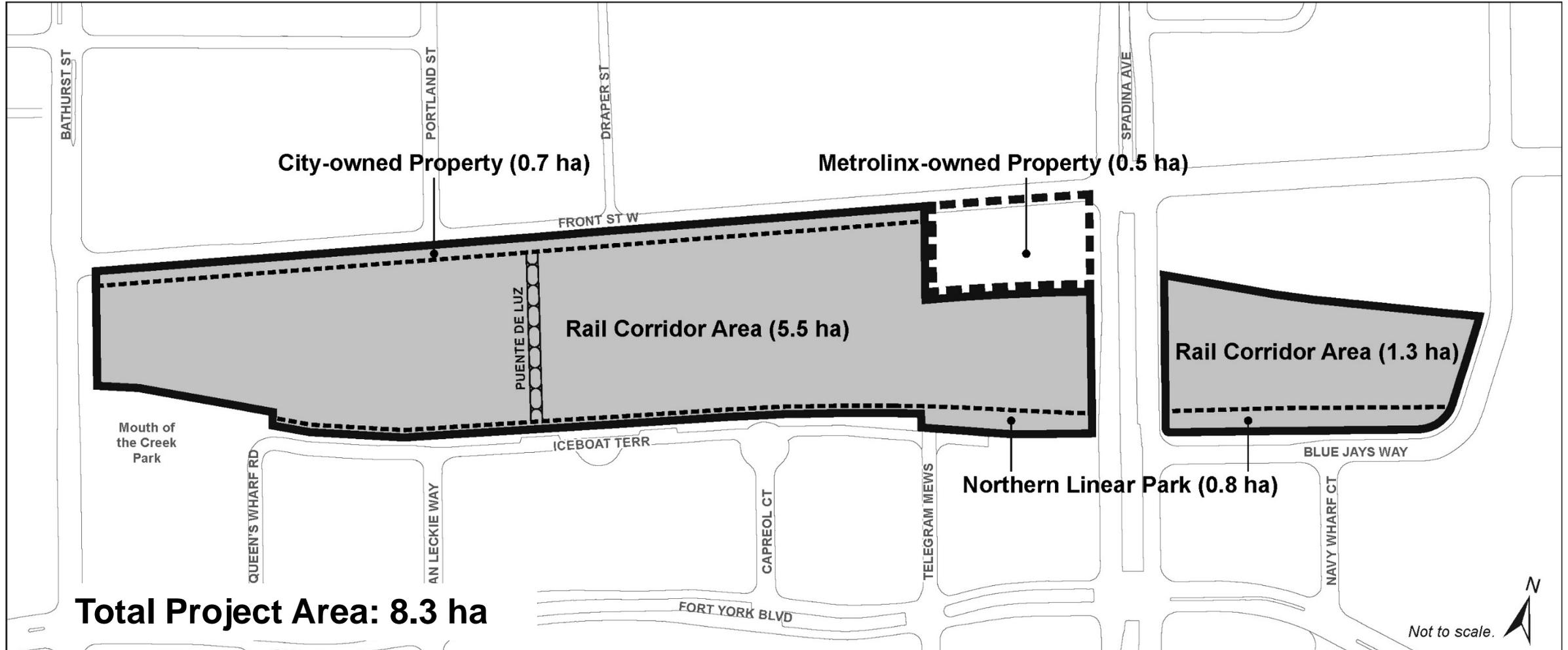
Ontario
Place

 Spadina GO RER Station

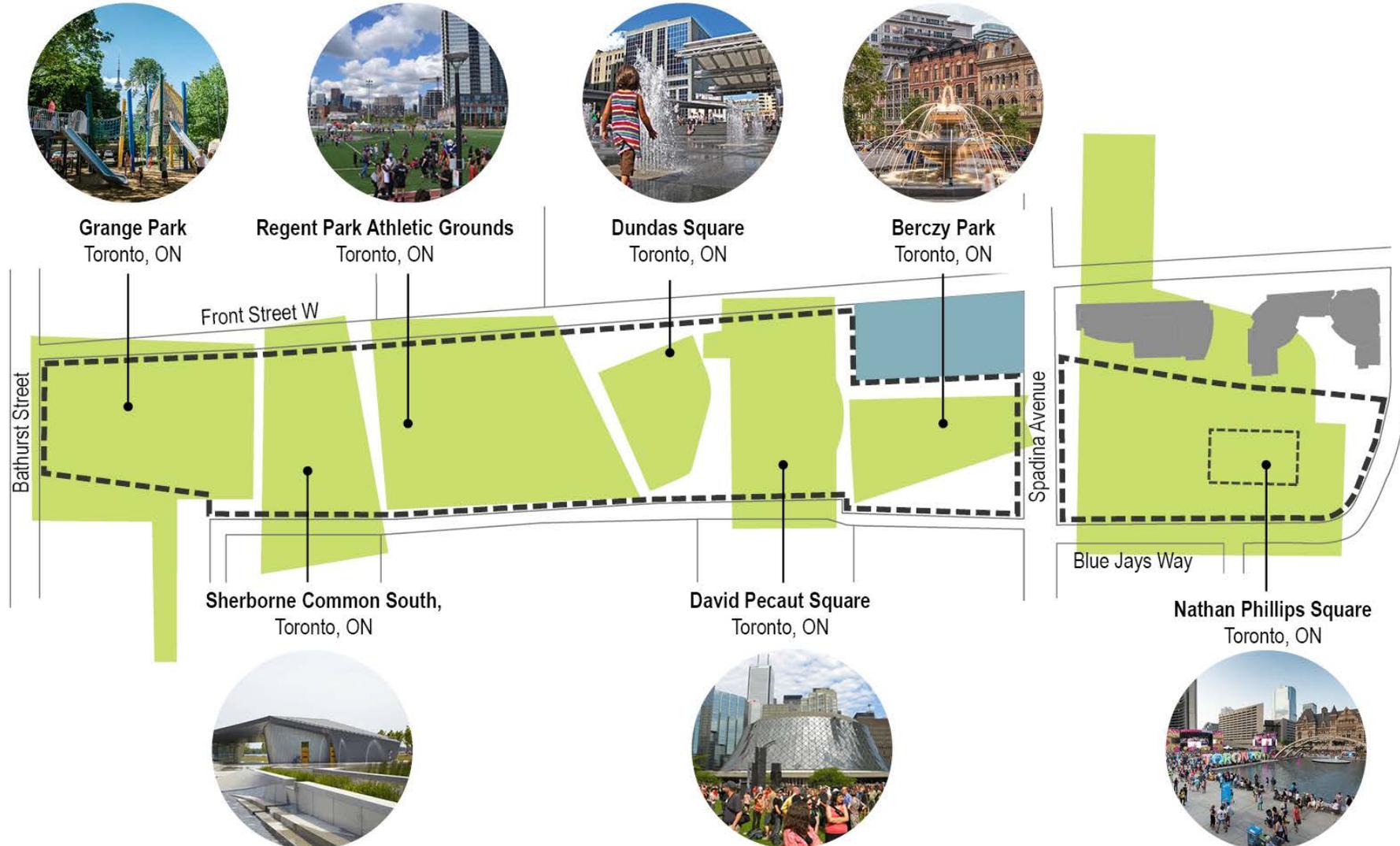
Opportunity to create an interconnected network of parks across Toronto



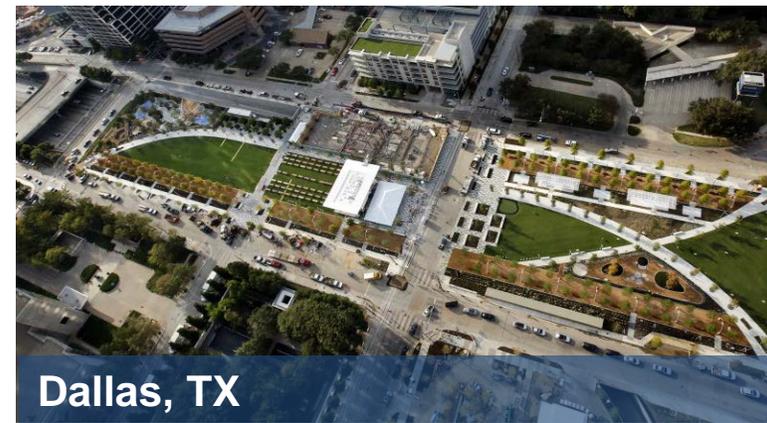
Project Area



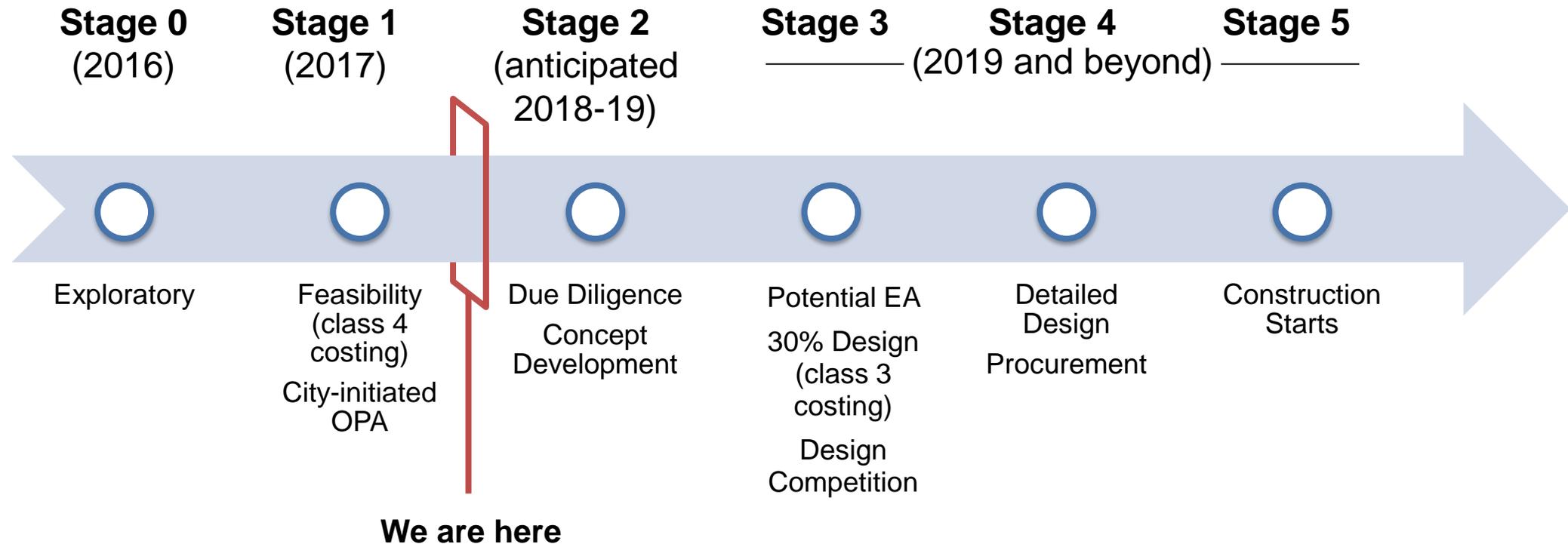
Potential of Comprehensive Park Development



Global Precedents for Rail Deck Park



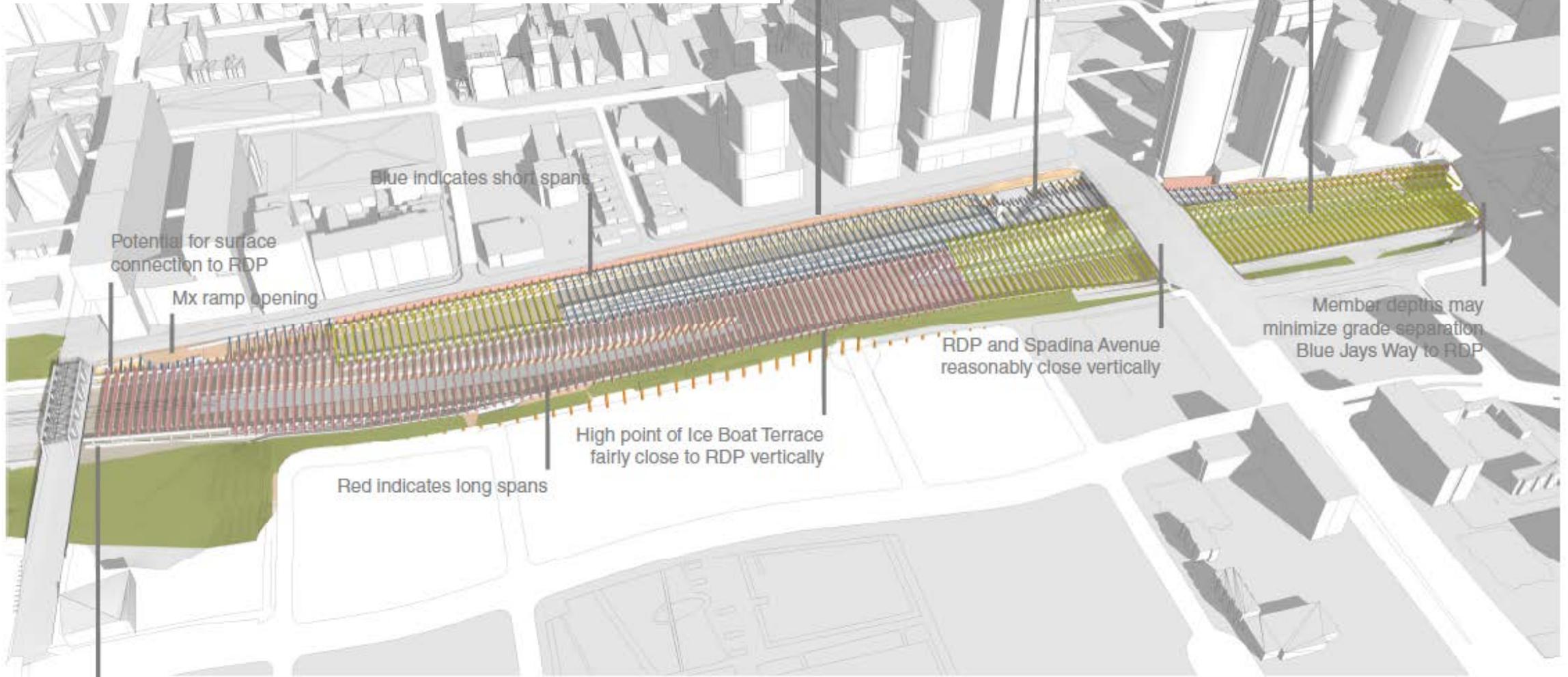
Implementation Plan for Rail Deck Park



Work Completed in Stage One (2017)

- Planning Study and Draft Official Plan Amendment to designate area over the rail corridor as *Parks and Open Space*.
- Engineering & Class 4 Costing Study.
- Title search of rail corridor properties.
- Financial analysis including a review of growth-related tools.
- Public engagement activities: two public meetings, walking tours, interactive workshops and roundtable discussions, online survey, project website launch, and social media activity.

Preliminary Design Concept



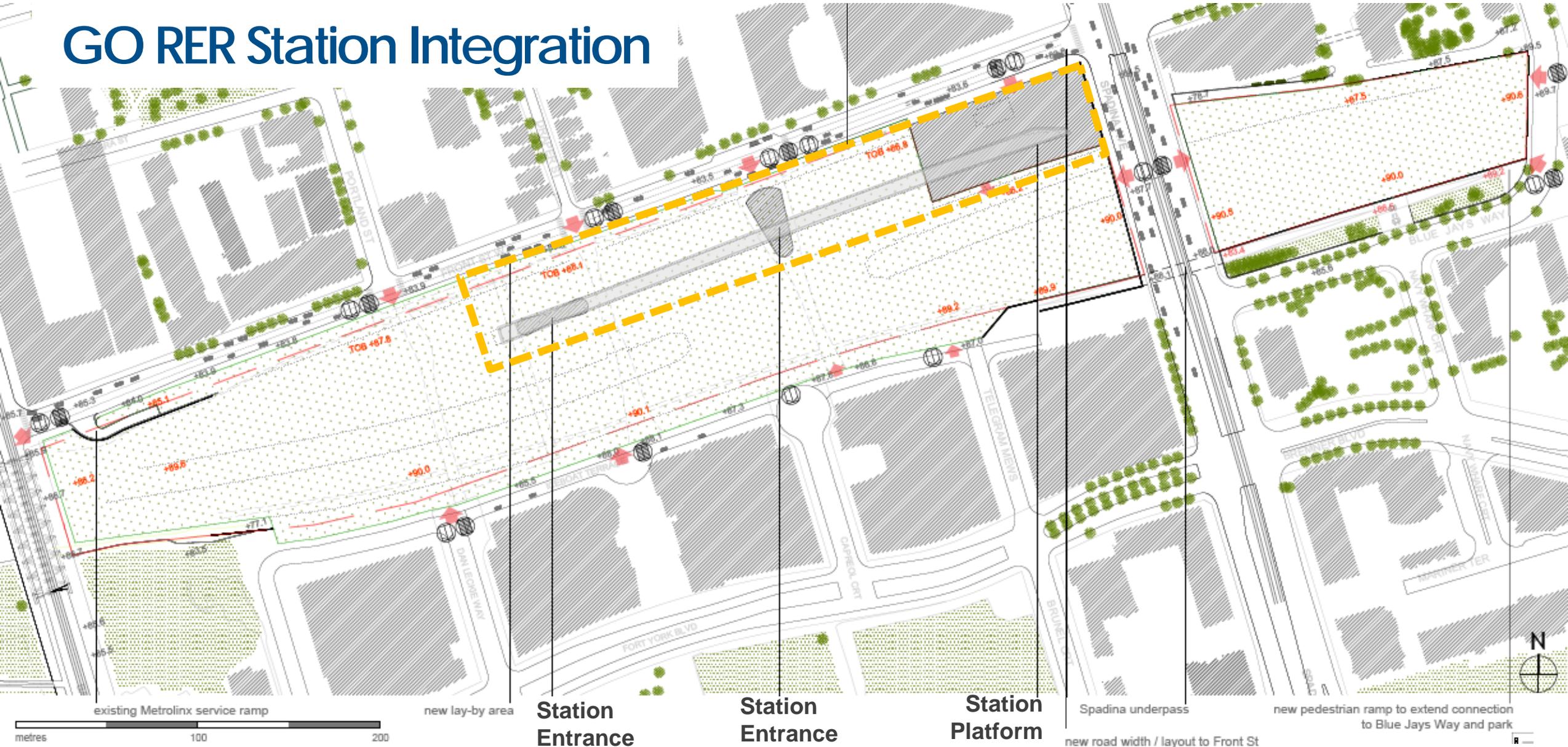
Grade separation between MotCP + RDP is extreme

Supports Multi-functional Park Use & Rail Operations

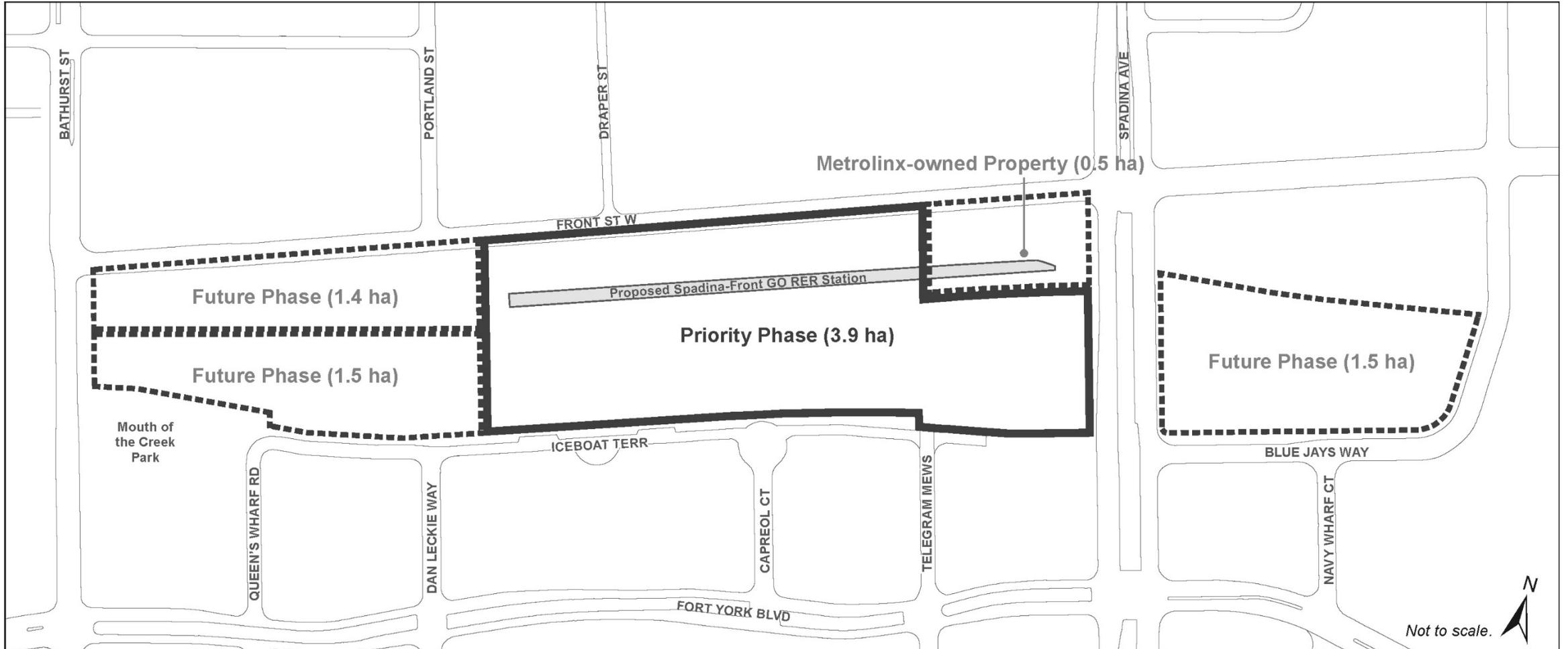


GO RER Station Integration

Station Area



Proposed Phasing Approach



Order of Magnitude Cost Estimate

Elements	Cost Estimate (millions; 2017 \$s)
Deck Construction (early works, hard costs, general requirements, management fees)	\$844
Park Construction (hard costs, general requirements, management fees)	\$95
Design Fees	\$95
Contingencies (design & pricing, construction)	\$327
Allowances (potential work restrictions in the rail corridor)	\$304
Total	\$1,665
Priority Phase One Cost	\$872

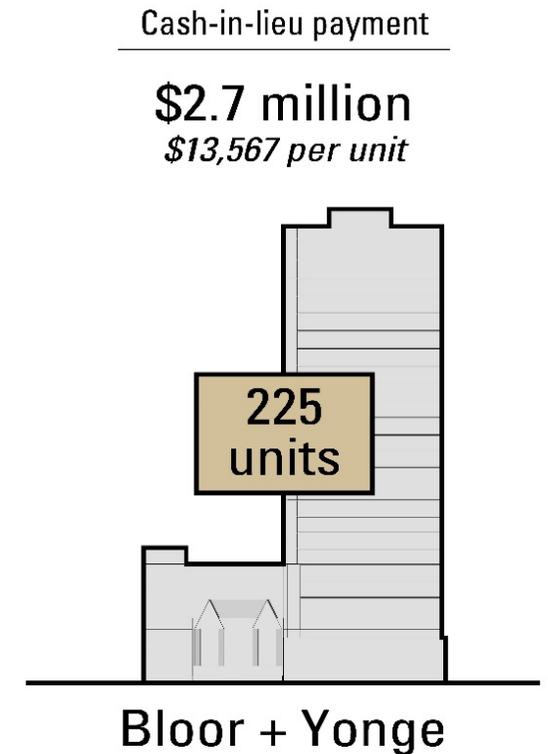
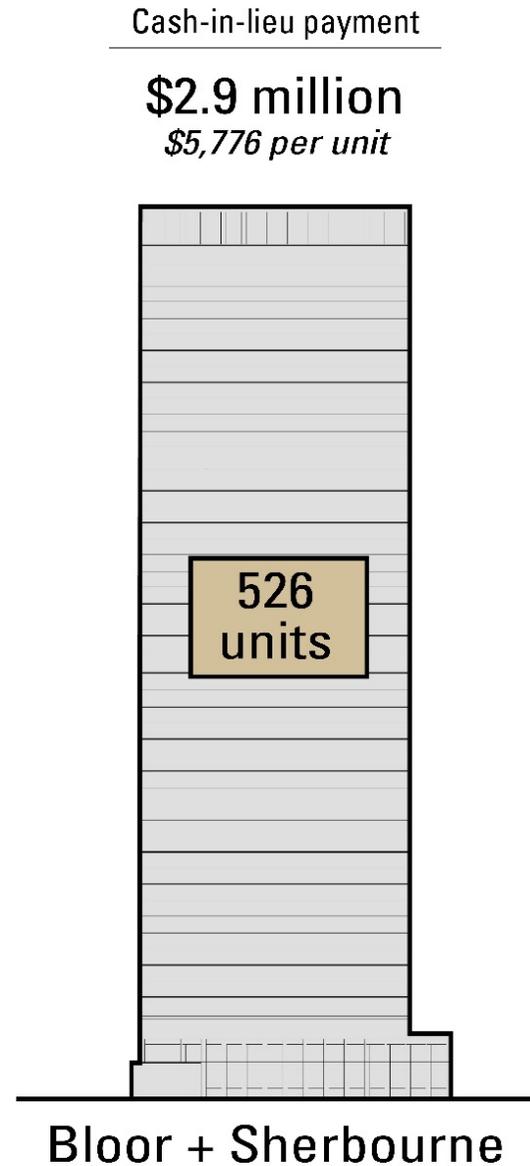
Financial Strategy

- Rail Deck Park is an investment to support future growth in Toronto.
- The financial strategy will emphasize growth-related funding tools:
 - Development Charges
 - Section 42 funding (cash-in-lieu of parkland dedication)
 - Section 37
 - Local Improvement Charges/Special Area Levies
 - Value capture tools
- Contributions will be sought from benefitting commercial interests in the surrounding area and from other orders of government.

Section 42 Review

- All development in Toronto contributes parkland or cash-in-lieu (CIL) under the Planning Act, unless specifically exempted.
- The City has the authority to set an alternative rate in high growth areas. (Last updated in 2005.)
- Under current City policy, the alternative rate is set below the provincial maximum and is capped based on parcel size, not the number of units.
 - As a result, (i) parkland contributions can vary widely from project to project on a per unit basis and (ii) policy creates disincentives for lower density development.
- S42 CIL Review is considering options to better align S42 CIL policies with parkland needs in high growth areas.

S42 CIL contributions for two recent Downtown developments



Guiding Principles for RDP Financial Strategy

- Will proactively consult with development/business community on (i) funding options for RDP, (ii) proposed changes to S42 and other tools and (iii) opportunities to improve the development review process.
- Use of existing revenues towards RDP will not negatively impact funding available for other parkland priorities across the city.
- Any new revenues identified as a part of the strategy will benefit both RDP and other parkland priorities across the city.
- RDP can be phased based on financial strategy and other factors.

Next Steps for Rail Deck Park Project

Report recommends a Phase II work plan in 2018/2019 with a focus on the following areas:

- Technical issues and capital coordination with Metrolinx.
- Financial strategy based on principles.
- Real estate work to secure necessary properties in the rail corridor.
- Additional public engagement and preliminary program development for the park, fundraising strategy and evaluation of governance options for long-term operations and maintenance.



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