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

Presentation to Executive Committee - November 28, 2017
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.”
• 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

<table>
<thead>
<tr>
<th>Year</th>
<th>2011</th>
<th>2016</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>199,495</td>
<td>238,000</td>
<td>475,000 (approx. 140,000 to 180,000 units)</td>
</tr>
</tbody>
</table>

### Employment

<table>
<thead>
<tr>
<th>Year</th>
<th>2011</th>
<th>2016</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>433,800</td>
<td>502,000</td>
<td>850,000 to 915,000</td>
</tr>
</tbody>
</table>
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.

10.8 m²
PARK AREA/RESIDENT
Downtown
(2016)

28 m²
PARK AREA/RESIDENT
City-wide
(2016)
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
Opportunity to create an interconnected network of parks across Toronto
Total Project Area: 8.3 ha

City-owned Property (0.7 ha)

Metrolinx-owned Property (0.5 ha)

Rail Corridor Area (5.5 ha)

Northern Linear Park (0.8 ha)

Rail Corridor Area (1.3 ha)
Potential of Comprehensive Park Development
Global Precedents for Rail Deck Park

- Boston, MA
- Chicago, IL
- Melbourne, AUS
- Munich, GER
- Dallas, TX
- Toronto, ON
Implementation Plan for Rail Deck Park

Stage 0 (2016)  Stage 1 (2017)  Stage 2 (anticipated 2018-19)  Stage 3  Stage 4  Stage 5
Exploratory  Feasibility (class 4 costing)  Due Diligence Concept Development  Potential EA 30% Design (class 3 costing)  Design Competition  Detailed Design Procurement  Construction Starts

We are here
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

- Potential for surface connection to RDP
- Mx ramp opening
- Blue indicates short spans
- Yellow indicates intermediate spans
- Green indicates long spans
- Grade separation between MotCP + RDP is extreme
- RDP and Spadina Avenue reasonably close vertically
- High point of Ice Boat Terrace fairly close to RDP vertically
- Member depths may minimize grade separation
- Blue Jays Way to RDP
- Mx property in context of O/A RDP provides opportunity for RER and RDP access from grade
Supports Multi-functional Park Use & Rail Operations

- Front St W
- Spadina-Front GO RER Station
- Existing fly-under
- Iceboat Terrace
Proposed Phasing Approach

- Future Phase (1.4 ha)
- Future Phase (1.5 ha)
- Priority Phase (3.9 ha)
- Metrolinx-owned Property (0.5 ha)
# Order of Magnitude Cost Estimate

<table>
<thead>
<tr>
<th>Elements</th>
<th>Cost Estimate (millions; 2017 $s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deck Construction</strong></td>
<td>$844</td>
</tr>
<tr>
<td>(early works, hard costs, general requirements, management fees)</td>
<td></td>
</tr>
<tr>
<td><strong>Park Construction</strong></td>
<td>$95</td>
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<tr>
<td>(hard costs, general requirements, management fees)</td>
<td></td>
</tr>
<tr>
<td><strong>Design Fees</strong></td>
<td>$95</td>
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<tr>
<td><strong>Contingencies</strong></td>
<td>$327</td>
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<tr>
<td>(design &amp; pricing, construction)</td>
<td></td>
</tr>
<tr>
<td><strong>Allowances</strong></td>
<td>$304</td>
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<tr>
<td>(potential work restrictions in the rail corridor)</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,665</td>
</tr>
<tr>
<td><strong>Priority Phase One Cost</strong></td>
<td>$872</td>
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• 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

Bloor + Sherbourne

Cash-in-lieu payment
$2.9 million
$5,776 per unit

526 units

Bloor + Yonge

Cash-in-lieu payment
$2.7 million
$13,567 per unit

225 units
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.