

Rail Deck Park

Technical Briefing

Tuesday , November 21, 2017





Agenda: Technical Briefing RDP

1. Overview
2. Growth and Parkland Requirements
3. Feasibility
4. Investment
5. Next Steps



Overview: Three Reports

- Rail Deck Park – Results of feasibility analysis & next steps for implementation
- Review of the City's Alternative Parkland Dedication Rate under Section 42 of the Planning Act
- Parkland Strategy: Preliminary Report

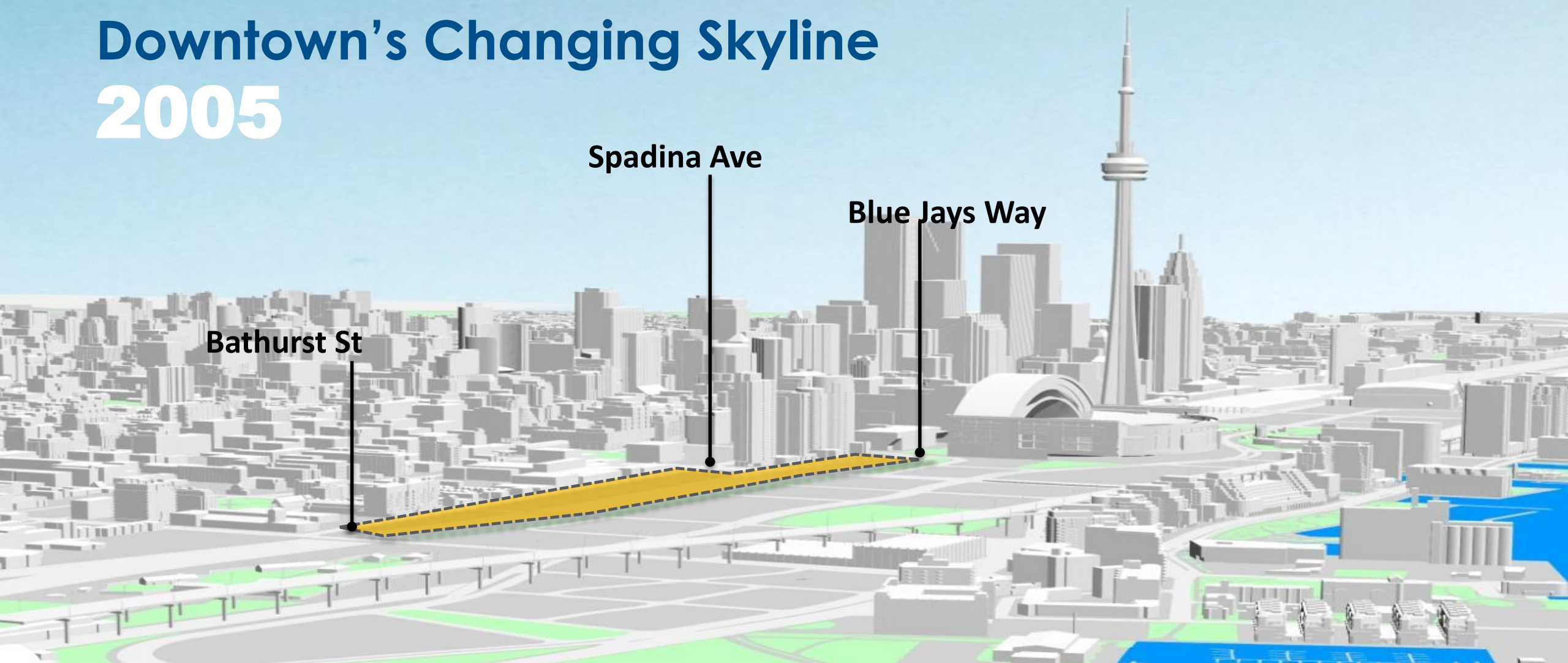
Focus of the Technical Briefing will be the Rail Deck report.



Growth and Parkland Need Rail Deck Park

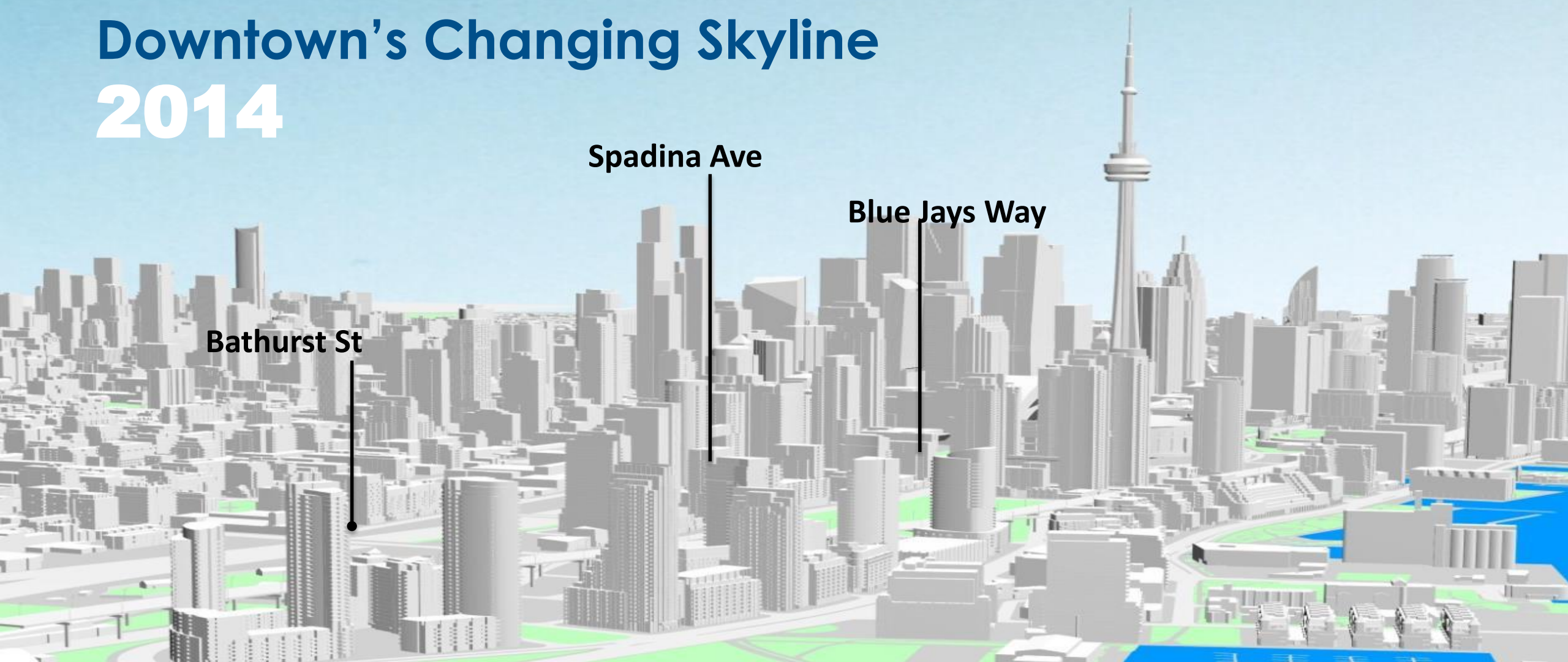


Downtown's Changing Skyline 2005





Downtown's Changing Skyline 2014





Growth is
expected
to continue



Residential

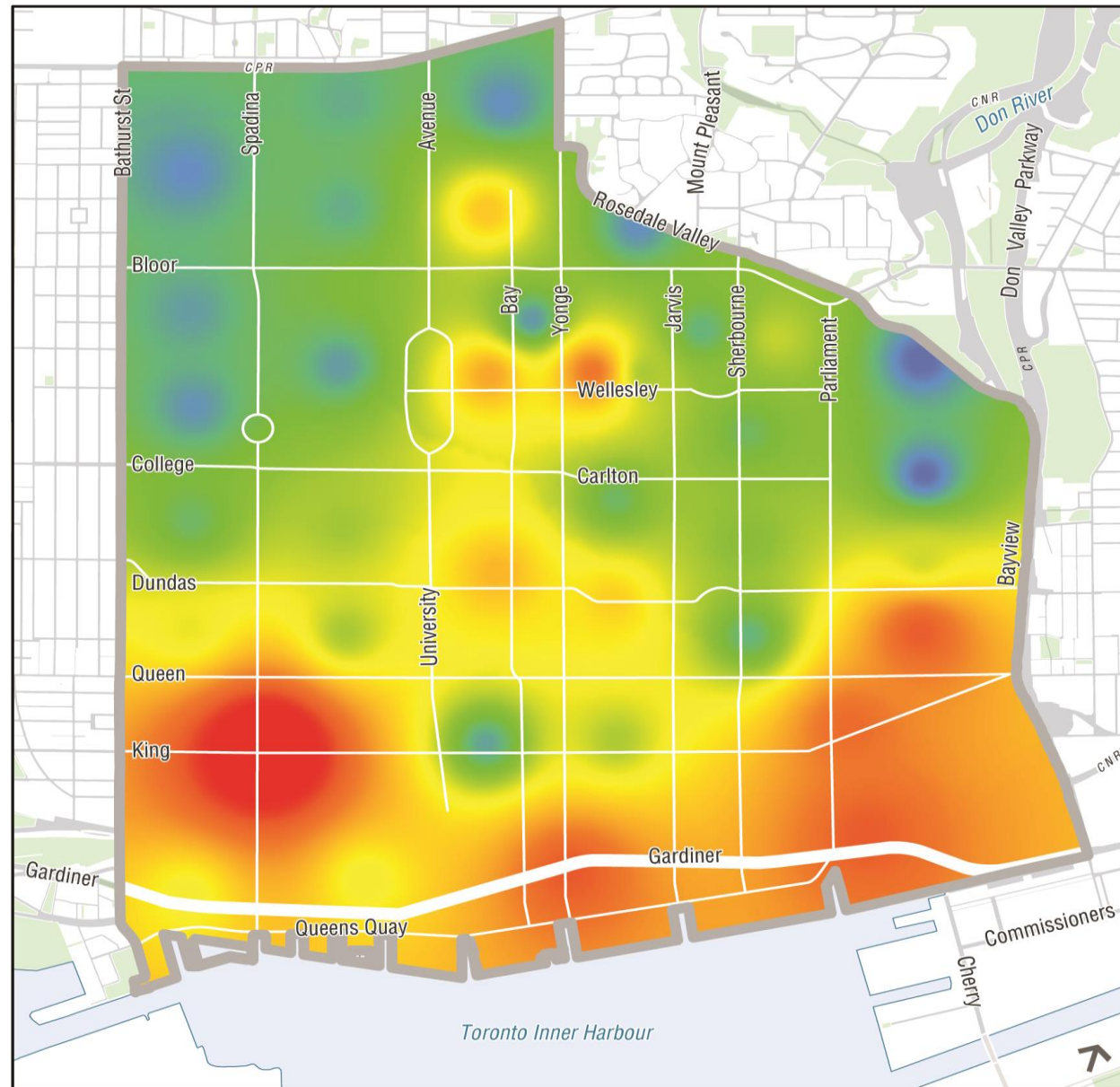
2011	2016	2041
199,495	238,000	475,000 (approx. 140,000 to 180,000 units)

Employment

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



And
concentrate
in the area
south of
Dundas



Projected Population Change 2011 - 2041





TOcore Infrastructure Strategies



Water



Resiliency



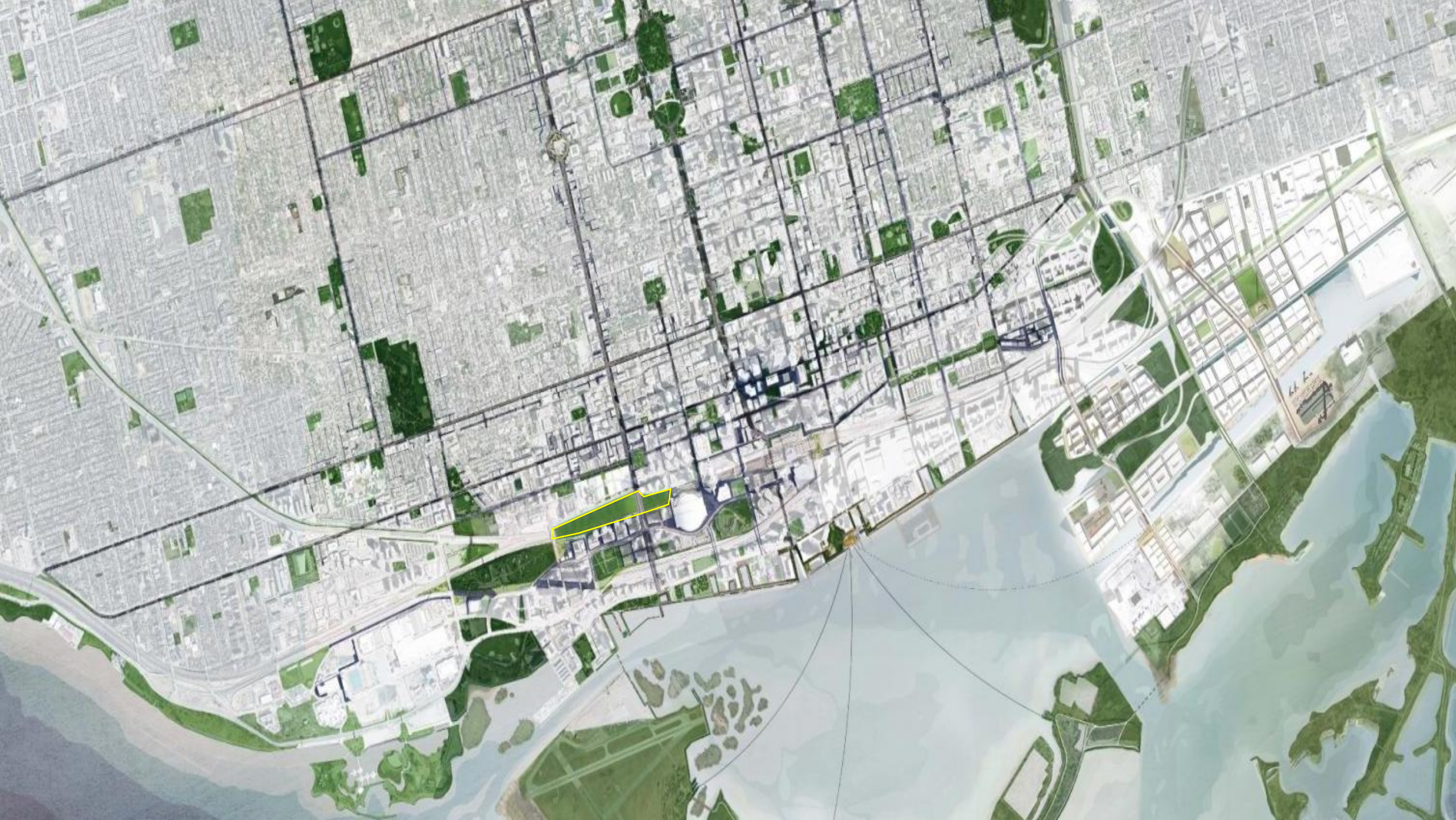
Community Facilities



Mobility



**Parks & Public
Realm**





**Downtown
has among
the lowest
levels of park
provision per
resident**

10.8 m²

**PARK AREA/
RESIDENT**

(2016)

**Downtown
Study Area**

28 m²

**PARK AREA/
RESIDENT**

(2016)

City-wide



Levels
decrease
further when
demand
from
employees is
added.



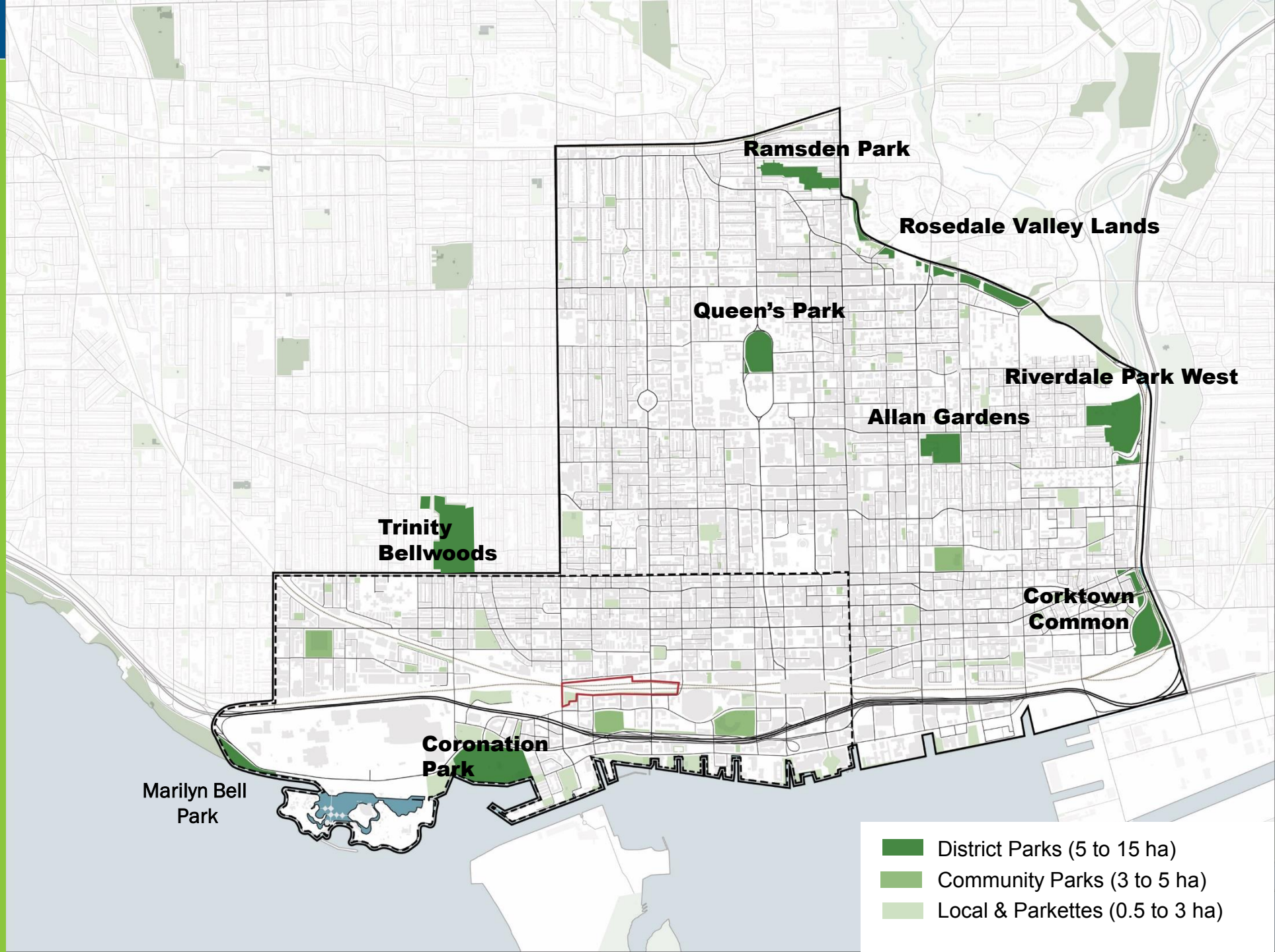
**Downtown
Study Area**



City-wide



There are
limited large
parks with
City-wide
functions



The last opportunity for a large park in Downtown



Connecting major destinations into a uniquely Toronto offer





Existing park comparisons



Grange Park
Toronto, ON



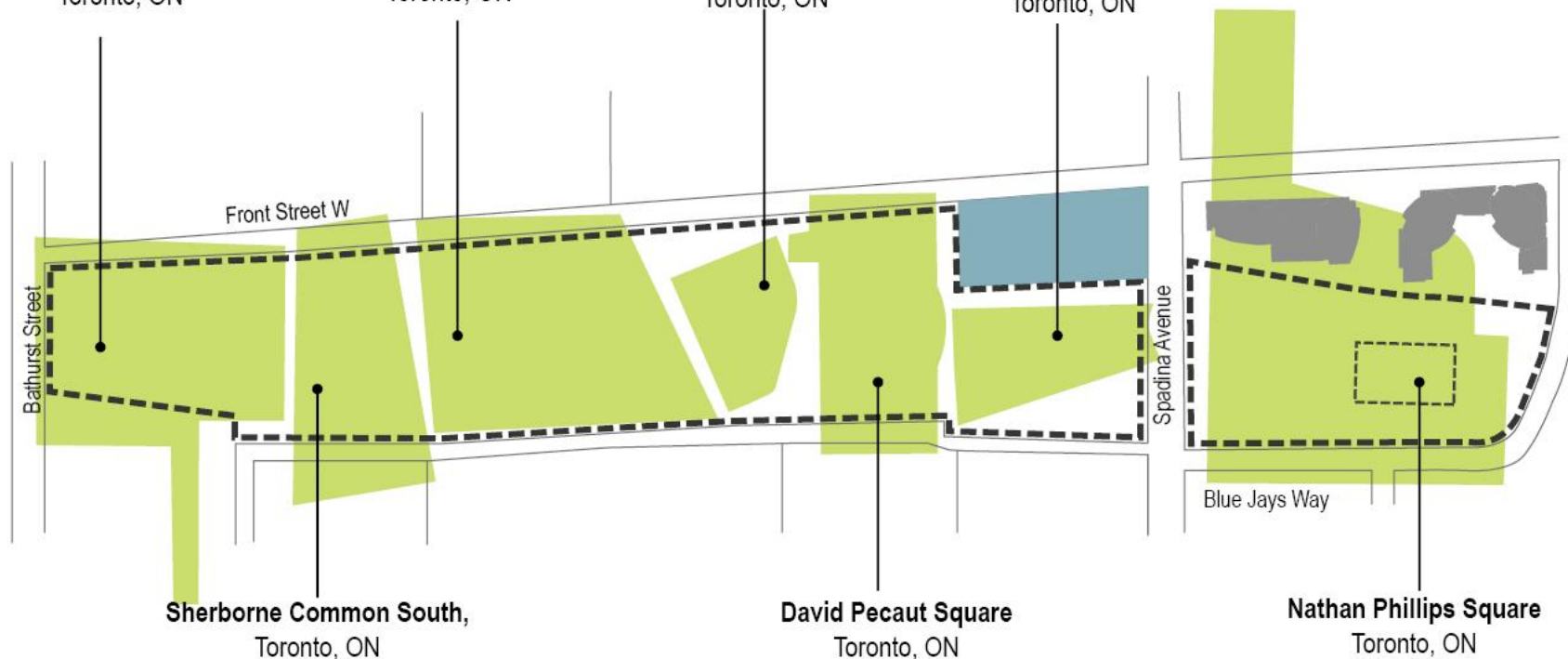
Regent Park Athletic Grounds
Toronto, ON



Dundas Square
Toronto, ON



Berczy Park
Toronto, ON



Sherborne Common South,
Toronto, ON



David Pecaut Square
Toronto, ON



Nathan Phillips Square
Toronto, ON



Precedents for decking structures



A once-in-a-generation opportunity

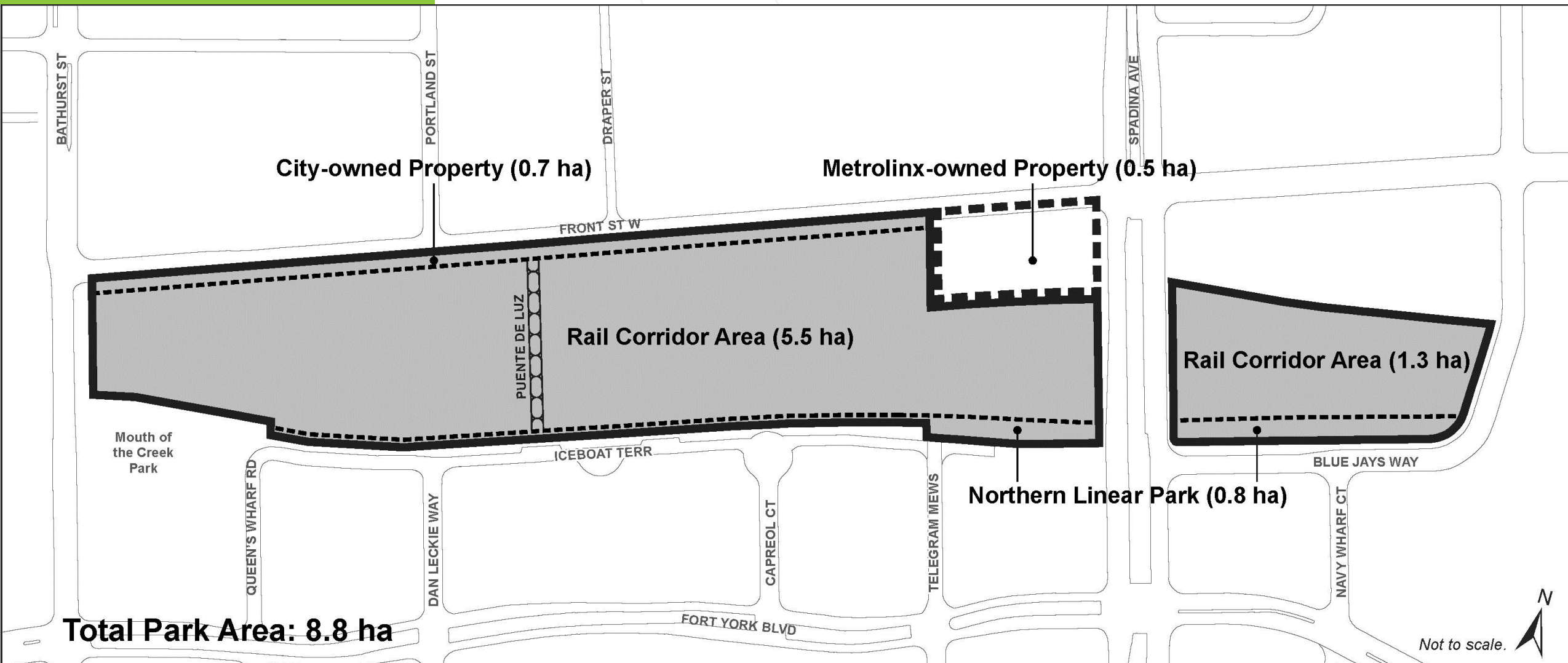




Feasibility

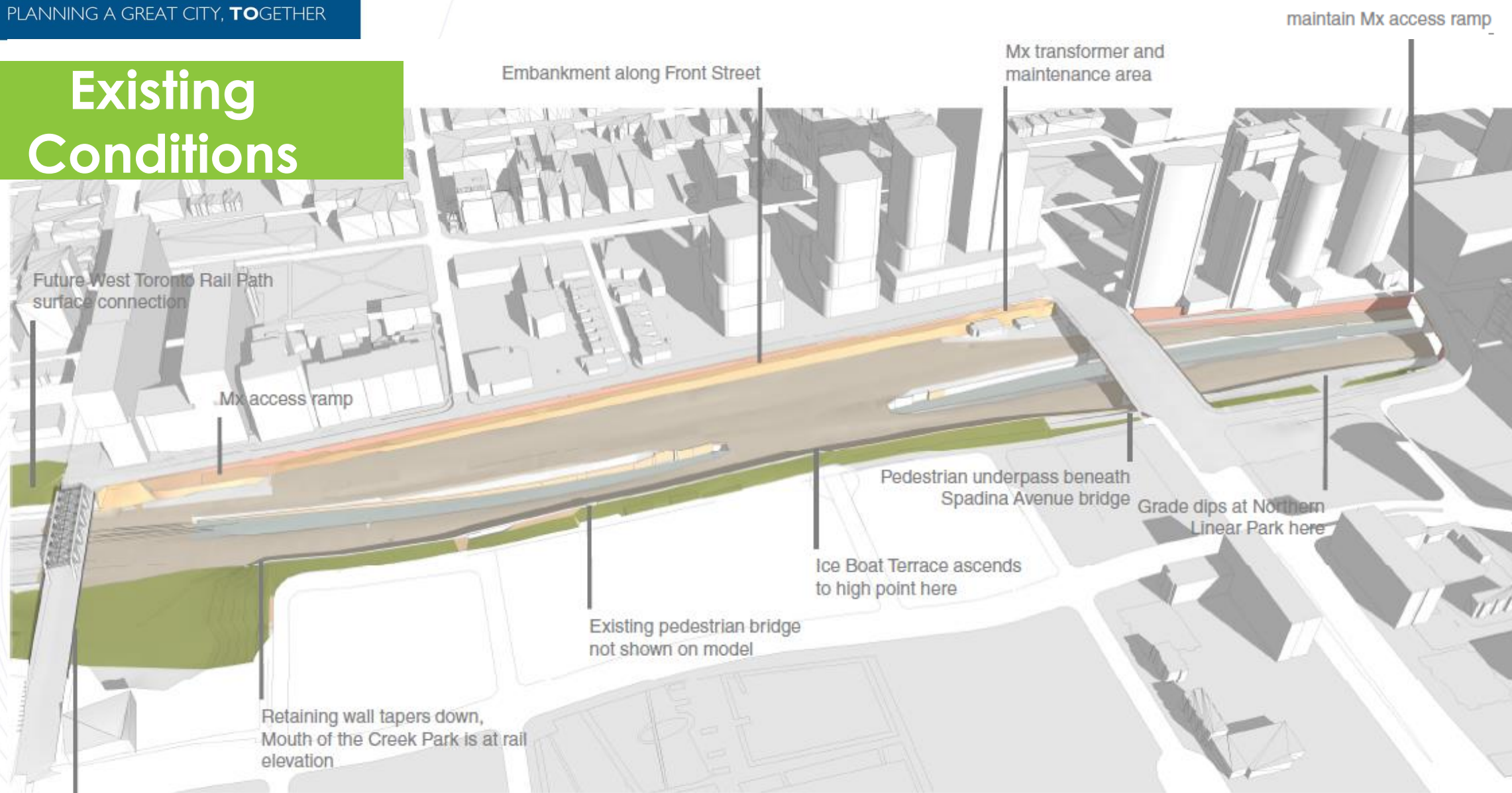


Site Map



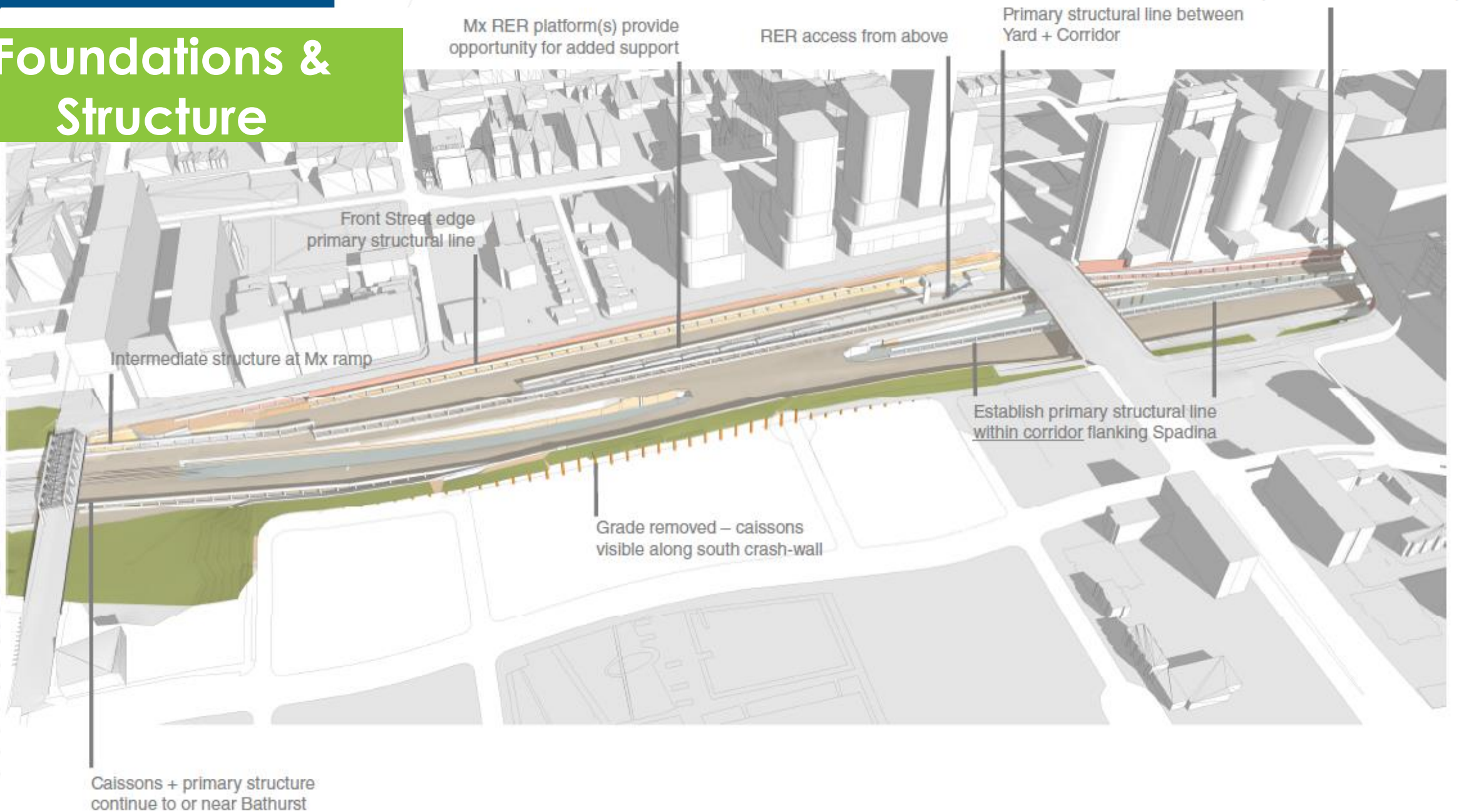


Existing Conditions



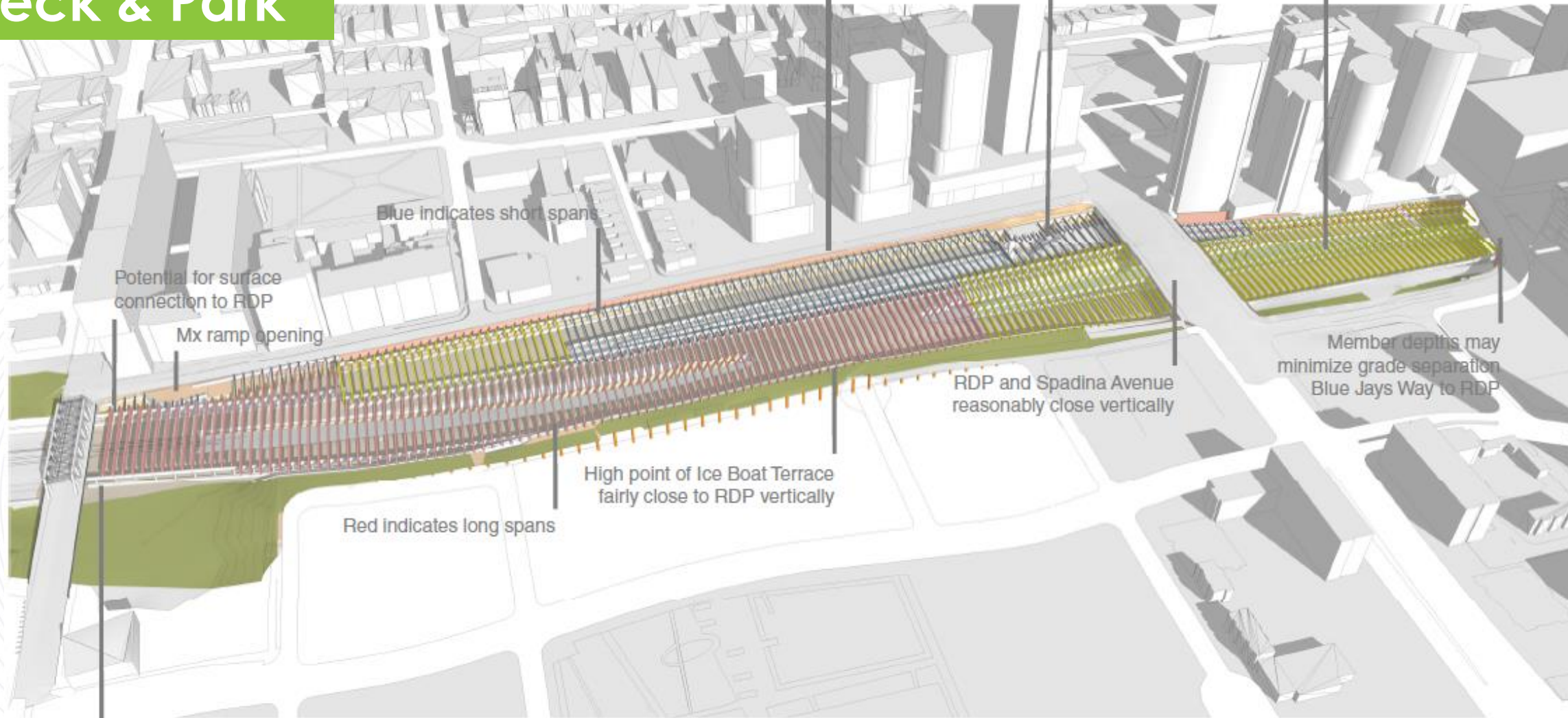


Foundations & Structure





Deck & Park



Opportunity for reasonably close grades and gradual transitions along much of Front Street

Mx property in context of O/A RDP provides opportunity for BER and

Yellow indicates intermediate spans

Blue indicates short spans

Potential for surface connection to RDP

Mx ramp opening

RDP and Spadina Avenue reasonably close vertically

Member depths may minimize grade separation Blue Jays Way to RDP

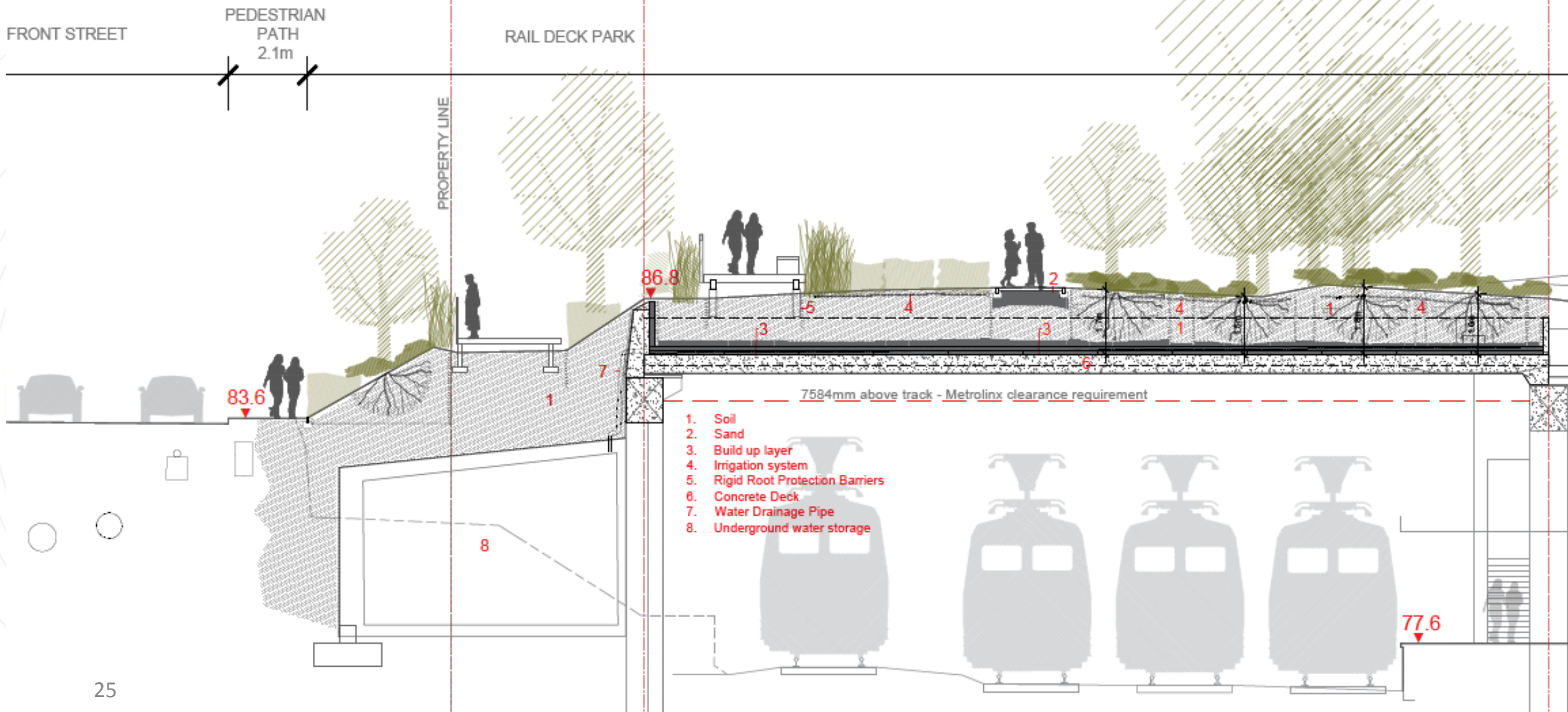
High point of Ice Boat Terrace fairly close to RDP vertically

Red indicates long spans

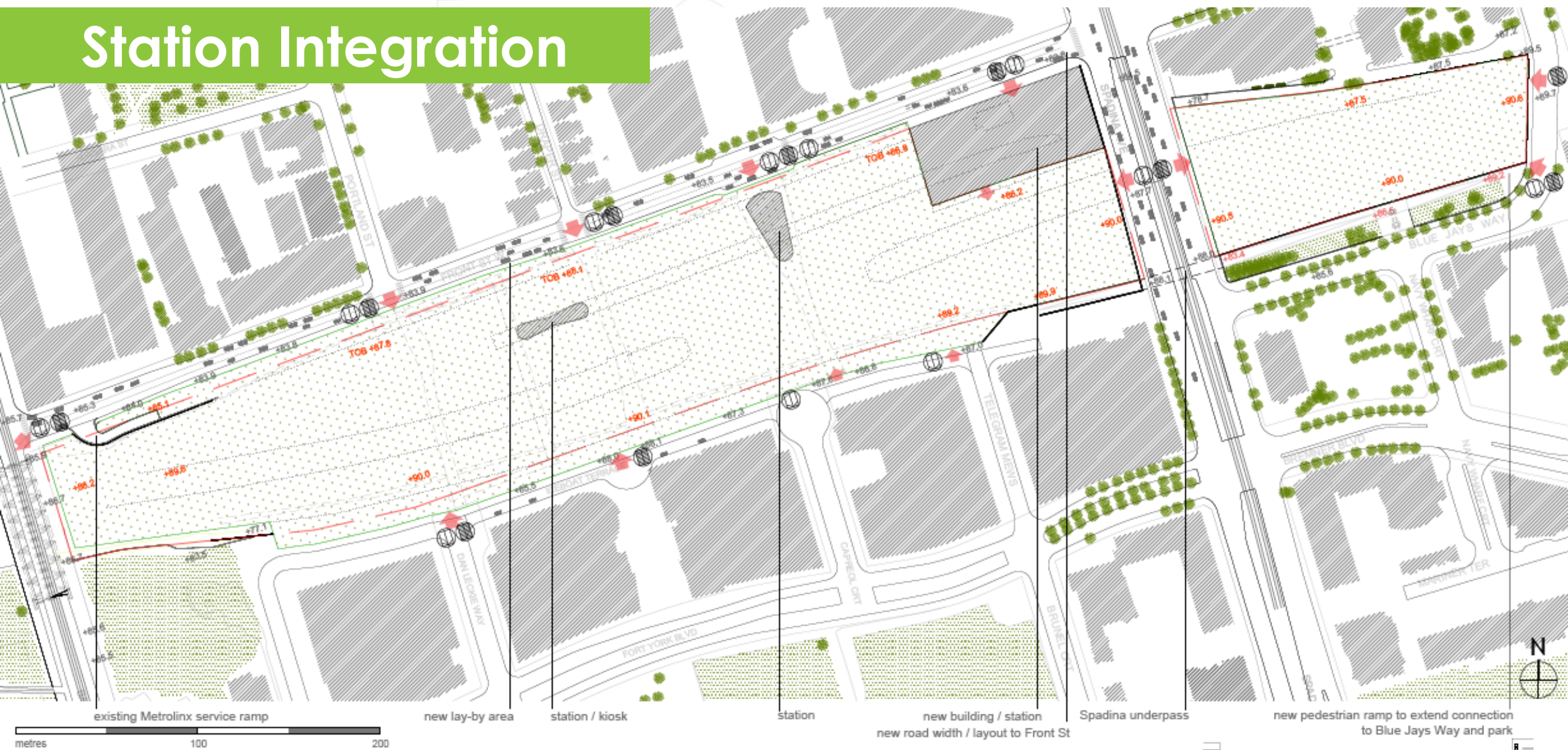
Grade separation between MotCP + RDP is extreme



Deck & Park



Station Integration



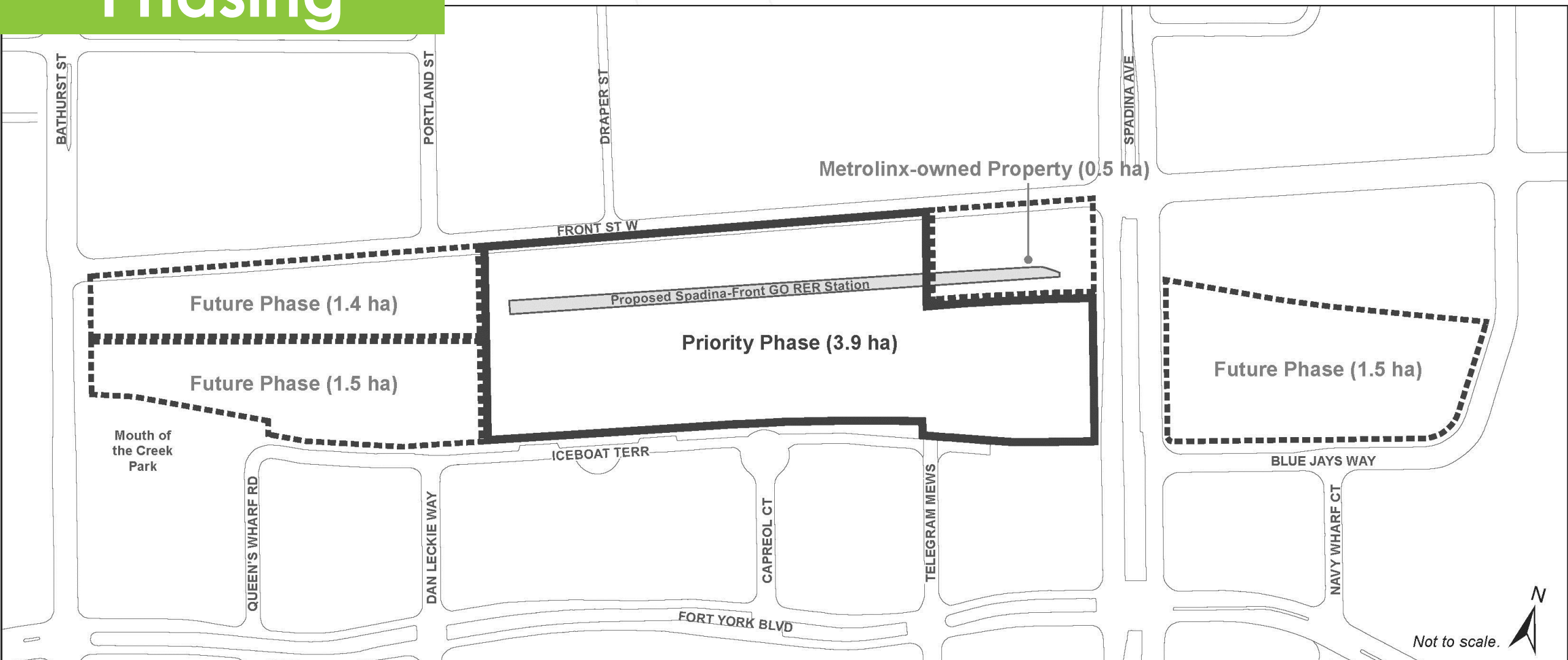


Conceptual Cross-section





Phasing





Investment



Class 4 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 Principles

- Existing revenues will be applied to RDP in a way that does not negatively impact on any parkland revenues generated for other areas of the city
- New revenues from S42 CIL, S37, DCs, value capture tools, will be applied in such a manner that benefits RDP and other parkland priorities across the city
- Contributions will be sought from adjacent commercial properties and businesses
- Federal and/or provincial contributions will be sought
- A phased approach for the project will be established consistent with this financial strategy



Financial Strategy

- Proactively consult with development and business community on financial strategy including potential funding options and any additional options to improve the development review process emanating from the End to End Review
- Engage with external expertise to assess the financial strategy and report back to Council with recommendations once financial costs are refined
- Consideration of options to optimize portion of DC funding



Section 42 – Alternative Parkland Dedication Rate

- The current alternative rate is over 10 years old
- It includes a series of site caps that stipulate a maximum land dedication or payment of cash-in-lieu based on site size.
- Since the rate was approved in 2005, development intensity has changed across Toronto:
 - residential densities have increased by **205 %** by project
 - the average units per hectare by project has increased by **254 %**
 - many of Toronto's high growth areas have small parcel fabric less than 0.5ha (1.2 acres) reflective of infill development and where taking land for park is not ideal; and
 - parkland need has changed as **over 83%** of growth across Toronto is in vertical communities.

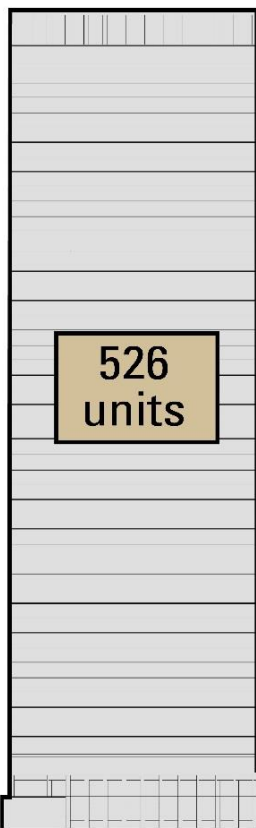


Section 42 – challenges with current Alternative Rate

Cash-in-lieu payment

\$2.9 million

\$5,776 per unit

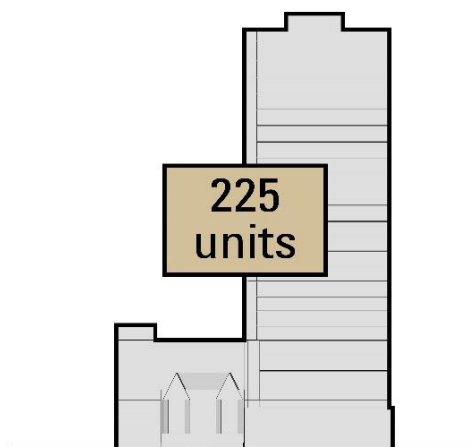


Bloor + Sherbourne

Cash-in-lieu payment

\$2.7 million

\$13,567 per unit



Bloor + Yonge

Current policy has a cap for cash-in-lieu based on site size

Over 90% of development across Toronto's Downtown and Centres is on sites that hit the 10 % cap of the site or equivalent value.

Once the cap is reached, a development's additional density does not contribute cash-in-lieu of parkland while the demand and need for parks generated increases



Section 42 – opportunities for change

- Growth can pay an increased share of the cost to acquire and develop parkland
- A new rate could be based on density instead of a “cap” on site value to improve the City’s ability to address parkland demands generated by new growth
- Local areas could adopt specific rates reflecting the characteristics of development in those locations



Next Steps



Report Recommendations

1. Authorize Stage Two Work Plan in 2018 and 2019 as and utilize the City-owned lands in the rail corridor only for RDP.
2. Metrolinx work in partnership with the City to advance RDP with other aligned projects in the corridor
3. Advance a growth-focused financial strategy based on the financial principles
4. Proactively consult with development and business community on financial strategy
5. Engage capital market and legal expertise and report back with the implementation of the financial strategy once land costs are known, capital costs have been refined and Council confirms its commitment to the project



Report Recommendations cont.

6. include eligible project costs in the City's DC By-law review .
7. Request the Province to amend the *DC Act* to exempt the RDP from the use of the service level cap, exclude from 10% reduction and deem any potential federal/provincial contributions towards the project as contributions towards benefits to existing development
8. Undertake a public and stakeholder engagement process including forming a Community Stakeholder Advisory Group; a public ideas competition, a fundraising strategy and evaluate governance options.



Next Steps

The project will move forward through a “stage-gate process”, providing Council with specific decision points about advancing the project as scope, timelines, and costs are clarified.

