



Rail Corridor OPA Public Meeting Summary June 13, 2017

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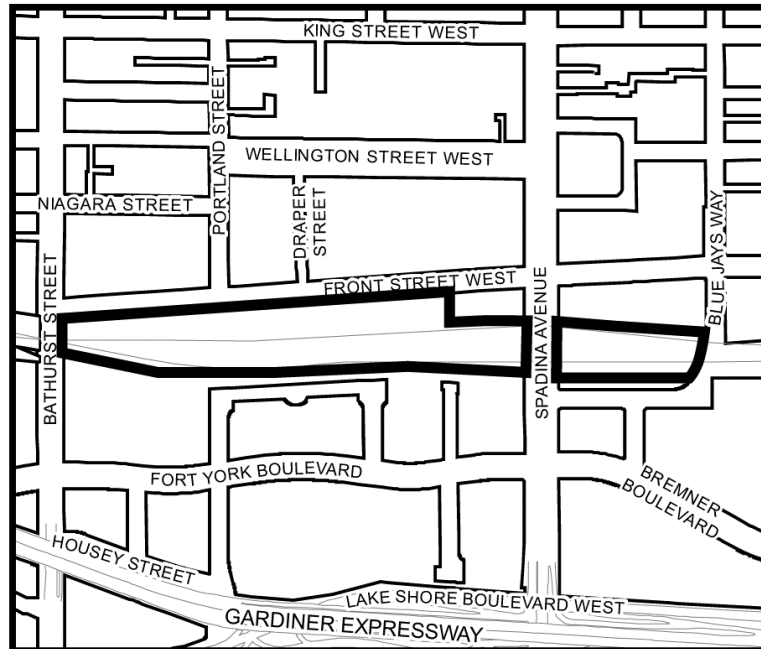
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1. INTRODUCTION

In October 2016, City Council directed the City Planning Division to initiate Official Plan Amendments (OPA) 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. The City-Initiated Official Plan Amendments will apply to the portion of the rail corridor between Bathurst Street and Blue Jays Way (See Figure 1).

Figure 1 - Rail Corridor OPA Study Area



The OPA planning study is focused on a comprehensive background review and analysis, and includes a public engagement component. The first public meeting was held on June 13, 2017 at Metro Hall and provided an opportunity to introduce the study and study team; present the background analysis and emerging findings; facilitate a discussion with the community to develop some preliminary objectives and ideas; and; identify concerns related to the Rail Corridor Site. The second phase of the Rail Corridor OPA consultation, which runs from June 13th, 2017 to mid-September 2017, will focus on developing a Draft OPA, which includes additional stakeholder outreach. Future meetings are anticipated to be held in Fall 2017 to present the draft OPA and to present the final draft at Council, which will provide an opportunity for the public to comment on the proposed Official Plan and/or Zoning By-law Amendments for the rail corridor.

This report provides a summary of the public meeting held on June 13, 2017. It outlines the objectives, reviews the consultation methods, and summarizes feedback received. Public meeting agendas, communications from the community, and online feedback results (as of June 16, 2017) are appended at the end of this report.

The consultation process included a number of communication and outreach activities to share information and seek feedback, including:

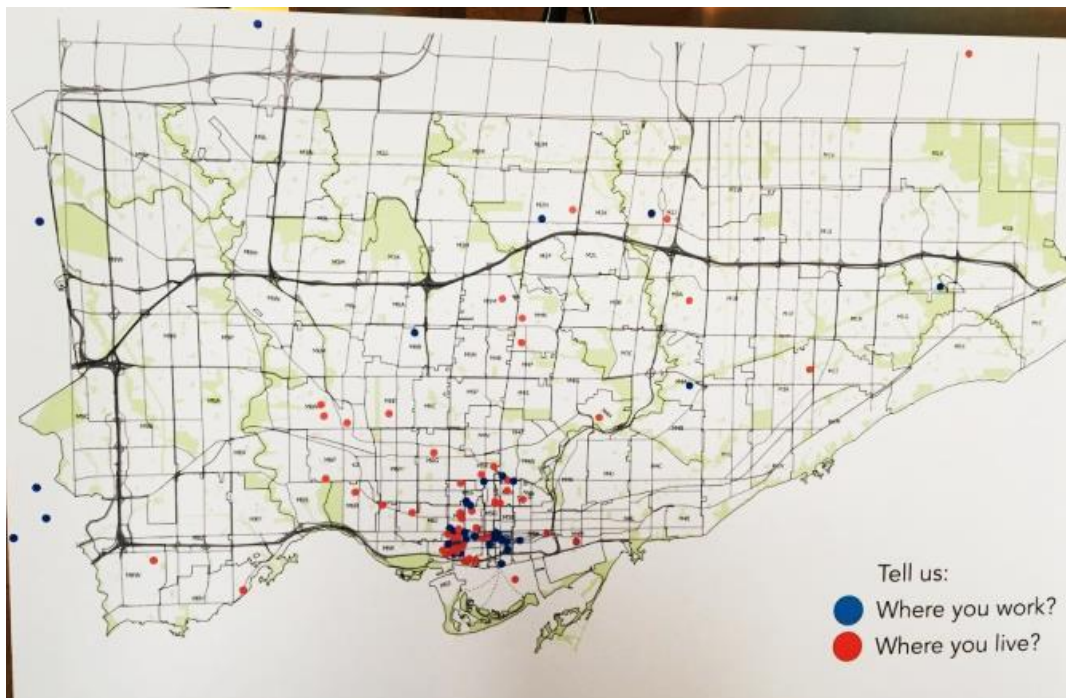
- Statutory notification in NOW and Metro news outlets.
- Delivery of a post card through a postal walk to the community.
- Email blasts to stakeholders.
- [Rail Corridor Site Official Plan Amendment Study Website](#)
- A Public Meeting, which attracted over 250 participants.
- An online survey where respondents can provide feedback on the discussion questions posed at the June 13 meeting

COMMUNITY CONSULTATION MEETING #1 – JUNE 13, 2016

City Planning Staff welcomed community members to the first Rail Corridor Community Consultation Meeting. Staff reviewed the agenda (Appendix A) and noted that the purpose of the first consultation meeting was to:

- Introduce the Rail Corridor OPA;
- Engage participants in a discussion to identify objectives, community assets, and opportunities for improvement in the study area; and
- Provide an opportunity for feedback.

In total, 165 participants signed in at registration, but attendance at the meeting was estimated at over 250 individuals. Upon arrival, participants were encouraged to indicate where they live and work. The majority of respondents to this activity lived or worked in near the rail corridor, however a significant proportion lived or worked outside the Downtown.



2. OPEN HOUSE

The first half hour of the community consultation meeting involved an open house. Sets of display panels were presented around the Metro Hall Rotunda, allowing a large number of participants to view the information and gain perspective on the project prior to the formal presentation. City Staff were present to field questions and comments. A copy of the display panels can be found on the [Rail Corridor Site Official Plan Amendment Study Website](#)



3. PRESENTATION

A presentation was provided by Staff together with the consultant (Urban Strategies Inc). Staff presented the background, existing planning framework, the emerging TOcore planning framework, and the need for the OPA. The consultant presented the historical evolution of the railway lands, provided a summary of the land use study, and reviewed some of the current planning issues and opportunities for park use over the rail corridor. A copy of the presentation can be found on the [Rail Corridor Site Official Plan Amendment Study Website](#)



4. WHAT WE HEARD

Participants shared feedback in each of the topic categories, feedback about the study's process, and other feedback. Participants provided both area-wide and place-specific suggestions. In general, participants were supportive of the study being undertaken by the City, and urged the City and the Study Team to move as quickly as possible.

QUESTIONS OF CLARIFICATION

Participants were given an opportunity to ask questions of clarification following the presentation. A summary of the discussion is provided below. Participants' questions are identified with a 'Q', comments with a 'C', and responses from the Project Team in *italics* are identified with an 'A'.

Q1. What is the situation with the tall building proposal?

A1. That is a separate development application. Staff is available tonight to answer questions regarding the private application.

Q2. Will trains be electrified before the development of the rail deck??

A2. Metrolinx has a long term plan to electrify, and the City is consulting with Metrolinx on this. The rail corridor also accommodates freight as well as GO Train service. Any decking structure over the rail corridor will be designed to allow future electrification as well as diesel to support these ongoing and planned rail operations

Q3. Has the City looked at costs yet?

A3. We are still looking at costing.

Q4. Who owns the lands?

A4. There is a mix of ownership (City, TTR, Metrolinx, and CN)

Q5. Are the Railways aware of the proposal?

A5. The City have contacted the railway and are reaching out to them.

Q6. The Toronto Star printed an article about a proposal with a number of high rise buildings?

A6. That is a private development application.

Q7. Has the OMB been abolished?

A7. The Province has recently announced changes and the City is reviewing those changes.

Q8. What is going to happen with the portion of the railway corridor near Strachan?

A8. There is a portion of Strachan built as part of a grade separation but the City is not looking at that as part of this study.

Q9. Spadina Avenue is a busy street. Is the City looking at the traffic issues?

A9. Transportation Planning will review traffic issues. The study will consider transportation and other considerations around making it easier to cross Spadina for people and cyclists.

Q10. Has the City considered the costs to future generations?

A10. The City is reviewing the financial implications and opportunities. In the future we will have more information on funding as the project evolves.

Q11. Since this is a very important city initiative, is there an opportunity to involve the three levels of government?

A11. The City will be speaking to the Provincial and Federal government. This project involves coordination at many different levels and the City will be looking at ways to create partnerships.

Q12. Why don't residential condo developments provide green space as part of the buildings?

A12. The City has park land dedication and private amenity policies. Many condos do provide amenity space and parkland on site that are big enough. Most development sites are small so it's hard to get parks in the downtown.

SUMMARY OF PARTICIPANT FEEDBACK

Following the presentation, participants worked in groups to discuss issues and opportunities, and to answer the following four questions.

1. What are some of the best neighbourhood assets around the site? What is missing or could be improved?
2. Do you agree with Council's direction to update the Official Plan to support a park over the rail corridor? Why or why not?
3. What principles and objectives should guide the future use of the site?
4. Is there anything else the City should consider when planning for the future use of the site?

A summary of the feedback collected during and after Community Consultation Meeting #1 is provided below and organized according to the questions above. Participants at the meeting provided their feedback by through table discussions and/or by completing and submitting individual comment sheets. A total of 16 table discussion forms were submitted. In addition to table discussions, the four discussion questions were posted on large display boards so that attendees could respond individually using post-it notes. An online survey was also launched on June 13th using the four discussion questions. The survey was closed on July 7th, allowing three weeks for responses.

The following summary integrates feedback from the table discussions, individual feedback forms, display board feedback and online survey responses. A summary of key messages received through these methods is included in Appendix B; however, this does not represent an exhaustive list of all feedback received.

QUESTION #1: What are some of the best neighbourhood assets around the site? What is missing or could be improved?

Neighbourhood Assets

Participants outlined several characteristics and features of the rail corridor study area that they value. Based on the feedback received, the top three assets reported included:

- 1) The cluster of destinations including Rogers Centre, CN Tower, Aquarium, and Fort York
- 2) Proximity to the Waterfront and Lake Ontario
- 3) Access to surrounding mixed use neighbourhoods, the financial district, entertainment district, and transportation amenities.

Most participants highlighted the importance of community amenities. Fort York Library was identified as a particularly important community asset. The Puente de Luz, The Memorial to Commemorate the Chinese Railway Workers in Canada, Roundhouse Park, and Canoe Landing Park, were also outlined as community assets.

Transportation, accessibility and mobility were identified as critical components of the neighbourhood. The area's proximity to Union Station and future Metrolinx Station at Spadina Avenue and Front Street West were highlighted as positive features of the area, as well as the overall accessibility.

Many participants highlighted public realm qualities that made the area unique and enjoyable to experience as a pedestrian. This included access to sun, mature trees, and green space, as well as access to a range of cultural destinations. The density and diversity of surrounding neighbourhoods was also highlighted as a major asset. Finally, heritage properties and historical landmarks were identified as valuable elements.

What's missing or could be improved

Participants identified a number of concerns and issues outlining opportunities for improvement for the rail corridor study area. Based on the feedback received from the Table Discussion Guides, the top three opportunities for improvement included:

- 1) The need for a large community space with play areas for children, pools, dog run, recreation, sports facilities, outdoor music, and nature.
- 2) Enhancements to pedestrian and cycling amenities and more convenient access and connectivity across the site, to the waterfront, and to surrounding destinations such as Fort York and the Air Canada Centre.
- 3) More place-making and a wider range of pedestrian-focused facilities such as street lighting, wider sidewalks, street furniture, more natural green areas, and places for lingering and social engagement. The maintenance of existing parks was also highlighted as a concern.

In addition to these comments, several respondents highlighted the need for improved food options, with support for community gardens, farmer's markets, and affordable and healthy food retail.

QUESTION #2: Do you agree with Council's direction to update the Official Plan to support a park over the rail corridor? Why or why not?

The large majority of participants indicated overall support for Council's direction for a park over the rail corridor. Key messages included:

- It is "long overdue!!"
- "We do support it wholeheartedly"
- "The City definitely needs more parks and public spaces"



There was support for Council's direction for a park over the rail corridor and other types of publically accessible development. Many participants suggested that tall buildings be prohibited on the site. Participants noted that there has been too much development in the area and that this area needed a 'break' in the pattern of development, indicating support for the creation of a large downtown park.

Adding more green and natural areas in the area was identified as a requirement to help reduce congestion, offset pollution, and for improved livability and quality of life in the city. Many concluded that the rail corridor site would better be used as a focal point for community activity and enhanced connectivity to the waterfront and surrounding neighbourhoods. Others noted that a major park would make the area more desirable for families.

Participants also identified the importance of the site as a destination that could become a catalyst for innovative development and help increase Toronto tourism and revenues. Many

respondents pointed to the success of Millennium Park in Chicago as a precedent to consider. A key idea contemplated that the rail corridor site provides the last opportunity for a bold and innovative project for a signature park in the downtown.

The large majority of meeting participants and online respondents expressed strong support for Council's direction. Of the online respondents, 91% indicated support for Council's direction. The remaining respondents either declined to answer Question 2, agreed with a parks use but disagreed with Council's direction, or disagreed with both the idea of the park and with Council's direction. These respondents cited concerns over costs and other unfunded capital projects.

QUESTION #3: What principles and objectives should guide the future use of the rail corridor site?

Participants outlined a wide range of principles and objectives, which generally related to themes around:

- Land use and land ownership
- Inclusive and high-quality programming and design
- Sustainability and ecological integrity
- Access and connectivity
- Cost and Implementation

A strong preference towards a public park use was a recorded in question 3. Many comments suggested that private development (tall buildings in particular) and exclusive uses be prohibited all-together. Some respondents suggested street-related and/or park-oriented retail uses such as restaurants and small stores be considered around the periphery of the site. Another table proposed affordable housing uses be permitted on the site in addition to the park.

Respondents shared a strong preference for public ownership and governance transparency over the site. Partnerships with institutions (the AGO, public libraries) to deliver programs was also mentioned.

Many participants indicated the need for high quality design and programming. Numerous respondents emphasized the need to maximize park space, and to provide for a wide range of park uses and activities within this site. Participants highlighted the need for inclusive design and free programming which would offer something for everyone including children and students, seniors, pet owners, locals, visitors, and tourists. In particular there was strong interest in supporting arts, cultural, and food offering, and developing a park as a major destination with a distinct brand and identity. Others spoke to the need for quiet green space to support rest and relaxation in the downtown. Many participants noted that these uses should support all-season interest, whimsy, and activity. Universal accessibility, supported by appropriate grading, wayfinding, and facilities such as public washrooms and information kiosks, were other reoccurring themes. Specifically, the south side of Front Street West was identified as an important edge in terms of public accessibility.

Sustainability and ecological integrity was a key theme. In particular, respondents indicated the need to natural/green spaces with mature trees to create healthy habitat and support biodiversity. Zero-waste design, low-impact storm water management, and integration of

renewable power were identified as important objectives. Several groups also discussed the need to address noise and air pollution.

Connectivity to and within the site was another common theme. Many respondents indicated support for improved visual and physical connections from the site to the surrounding neighbourhoods, the wider downtown, adjacent parkland, and the waterfront. Integration with adjacent transit, bicycling, and pedestrian routes were also indicated as areas of improvement. The need to address increased transportation demand created by a park was also highlighted. Several groups suggested that car traffic and parking to and within the site be limited.

Multiple respondents emphasized the importance of timely implementation of a park. With respect to cost, the need for innovative funding models was mentioned, including revenue generating, park-compatible uses such as small food kiosks and venue spaces. Several respondents identified the cost of ongoing-maintenance for a park as an important consideration, and called for the use of high-quality, durable materials. Impacts on traffic and business during and after construction was also flagged.

QUESTION #4: Is there anything else the City should consider when planning for the future use of the site?

Participants were asked to identify other considerations that they felt were important in planning for the future use of the rail corridor. Much of the feedback mirrored the comments collected through Question 3 on principles and objectives. The importance of public ownership, timely implementation, accessible and inclusive design, and connectivity and transportation considerations were especially apparent in feedback received.

Regarding design and programming, many respondents suggested a range of activities and facilities including major event venues, recreational and sporting facilities, water features, and viewing platforms where visitors can see trains pass below the rail deck. The potential to provide space for local business such as farmer markets and incubator space was also mentioned. Other respondents pointed to the need for flexible, un-programmed open space.

Inclusivity also continued as a major theme. Respondents emphasizing the importance of First Nations history on the site, supporting child-friendly play spaces, and design for all ages. Several respondents highlighted the need for seamless and accessible transition to and across the area, noting that grade changes would need to be addressed and could potentially be integrated into creative design structures.

The impact to and from adjacent land uses was also mentioned. Participants noted that park design would need to consider the impact of approved development (the Well), and should be implemented through coordination with existing communities (CityPlace, King-Spadina, etc).

Several groups identified technical considerations, including issues around ventilation, soil requirements to support a healthy park with mature trees, and coordination with Metrolinx as the organization shifts towards electrification of rail lines.

There were several comments regarding costs and implementation. Some respondents supported public funding and discouraged reliance on private funding. Other respondents highlighted the importance of an equitable funding strategy where future generations were not over-burdened through increased taxes. Maintenance considerations were also repeated as an

important consideration. Other respondents suggested that the momentum produced around the rail corridor should be used to build support for other park projects as well.

The theme of safety and security also emerged in the responses. Adequate lighting and ability to safely and efficiently direct large crowds were identified as important considerations for the design of a park.

APPENDIX A: Agenda

Community Consultation Meeting #1

Tuesday, June 13, 2017
6:00 pm – 9:00 pm
Metro Hall Rotunda, 55 John Street

Meeting Purpose: 1) Introduce the Rail Corridor OPA Planning Study; 2) Obtain community feedback on community assets and opportunities for improvement for consideration during the study; and 3) Identify community objectives.

AGENDA

- | | |
|---------|---|
| 6:00 pm | Open House
Display panels with information on the rail corridor planning study |
| 6:30 pm | Introductions, Agenda Review and Welcome
Lynda Macdonald, Presenter/Facilitator, Community Planning – City of Toronto |
| 6:35 pm | Presentations
Lynda Macdonald, Community Planning – City of Toronto
Ann-Marie Nasr, SIPA – City of Toronto
Joe Berridge, Urban Strategies |
| 7:30 pm | Questions of Clarification
Lynda Macdonald, Community Planning – City of Toronto |
| 7:45 pm | Table Exercise
Workshop exercise to identify assets, issues, opportunities, areas for improvement, and objectives

Discussion Questions:
<ol style="list-style-type: none">1. What are some of the best neighbourhood assets around the site?
What is missing or could be improved?2. Do you agree with Council's direction to update the Official Plan to support a park over the rail corridor? Why or why not?3. What principles and objectives should guide the future use of the site?4. Is there anything else the City should consider when planning for the future use of the site? |
| 8:45 pm | Table Report Back
Ann-Marie Nasr, SIPA – City of Toronto |
| 8:55 pm | Wrap-Up and Next Steps |
| 9:00 pm | Adjourn |

APPENDIX B: Participant Feedback

**QUESTION #1: What are some of the best neighbourhood assets around the site?
What is missing or could be improved?**

Best neighbourhood assets

- Proximity to many different neighborhoods and destinations
- Major visitor attractions – Rogers Centre, ACC, Harbourfront, CN Tower, Aquarium
- Employment uses – ability to walk to work
- Density and concentration of people and mix of uses
- Fort York Library
- Vibrancy of the area
- Theatre district
- Developing food/drink culture of the area
- Local Parks - Round House Park, Music Garden, Victoria Memorial Square, Clarence Square
- Fort York
- Fort York Library
- Public Art in Canoe Landing Park and elsewhere
- Access to entertainment and retail, fine-grain retail
- Proximity to the lake and Harbourfront
- Heritage buildings and historical landmarks – Draper Street, Bathurst Bridge
- Streetscape along King W and Wellington
- Planning RER GO Station at Spadina Avenue
- Access to transportation options

What's Missing or Could be Improved

- Certain areas are underdeveloped
- Large community space (kids play areas, pools, dog run, recreation, outdoor music, nature)
- Natural areas to buffer sounds and provide calm areas
- Place of worship
- Gardens
- Cafes and restaurants, outdoor eating areas
- Community gardens, farmers markets, more options for healthy and affordable food
- Diversity of built form
- Existing green spaces such as Canoe landing is not really aesthetically designed (needs more planting and water features) feels like a soccer field
- More cycling and pedestrian access between front and the waterfront
- Skating rink
- Destination for arts and culture
- Connectivity between existing parks
- Connectivity to Liberty Village
- A place for people to congregate near Skydome and CN Tower
- Water features
- Animation along front street
- Interesting landscape architecture and green space

- Not enough recreation like basketball or tennis
- Not enough playgrounds
- Connections not pleasant or convenient across rail corridor
- Connectivity to transit and John Street as a cultural corridor
- Placemaking improvements
- Iconic art/features
- Community amenities
- Wellness centre/urgent care facility
- Ways to engage young and aging
- More daycares
- Transit
- Noise pollution from trains and highway
- Restful and quiet green space
- Outdoor lighting, bathrooms, good size sidewalks
- Better road network (traffic is terrible)
- Poor park maintenance

QUESTION #2: Do you agree with Council's direction to update the Official Plan to support a park over the rail corridor? Why or why not?

YES

General support:

- It is long overdue!!
- We do support it wholeheartedly.
- The City definitely needs more parks and public spaces.
- This is the best idea I have heard in ages! It will improve this area tremendously
- We need to think big and go for it!

There is support for a park and possibly other types of publicly-accessible development, but not for more towers on the Railway Lands:

- I support a park. I do not support more buildings. I support the creation of the largest park in the downtown core.
- Private (condo) development has no business on this proposed space; it must be designated for parkland and other recreational purposes only!
- This is sorely needed green space. We do not need more condos in the area. I do not support the ORCA proposal or any proposal that takes away space from this project. Raise taxes if you have to but do this properly. Have courage!
- Too much concentrated growth (construction of buildings and population) has also concerned me greatly. We get a lot of downtown visitors (and new residents) that are unconcerned by clean and peaceful living and our neighbourhoods.
- Yes – if it's a park, without new towers.
- One table of attendees said they would be ok to double the height of some proposed buildings [NTD: Not clear which ones] instead of [original emphasis] the condos proposed via the private OPA, which they were not in favour of.
- Exclusive green space [is] highly preferred over park with condo space – putting condos would only encourage more people to move into the downtown core [indecipherable].

Development should happen in other areas of the city instead of encouraging congestion.

- A bit of development is not wrong e.g. museum, library, etc.), but it should be publicly accessible, not private.
- City got a proposal from a developer to use half the future park for condos. Please don't.
- We need green space. We are surrounded by condo towers and downtown residents need an escape from the concrete. It is our last chance to have a park of this size in the core.

More green spaces are needed to reduce congestion, offset pollution from the rail corridor and improve quality of life:

- I live right overlooking the railway corridor and the dust, pollution, noise and vibrations are very disruptive and concerning.
- We desperately need more parks, more green space, and more breathable air in the downtown area.
- We are in desperate need a large multi-purpose urban park.
- The downtown core requires a large park, like an oasis in a desert, within walking distance of Toronto's largest tourist attraction – the CN Tower – to relieve the stress of the crowds within the city as well as the congestion of the smaller parks in the area.
- With size of population growing, we need green space for cohesive living.
- We're struggling to find green space – we doubled the estimated downtown population.
- It would improve neighbourhood aesthetics.
- It's necessary, considering the huge increase in population.
- Public space will cultivate a more livable downtown and community.
- Attendees indicated support for sports facilities, playgrounds and other elements relating to green space, as it would balance fumes [emitted from the railway corridor and from vehicles].
- We need some breathing space. Also, city has really not had any role in ground level beautification of a dense and over-developed part of the city.
- It is in desperate need for green space as the overall downtown has very little green space and will continue to decline, I'm sure. It is also going to continue in urban density and will therefore need more green space and trees etc.
- There is not enough park space to support the existing increase in population downtown with more people on the way.
- Raildeck park would be a great addition to that neighbourhood. The city is badly in need of a centralized large park that is multi-use and one that uses the space effectively. Raildeck is an innovative way to fill the need for a park as well as cover up the sore spot in the city.
- I whole heartedly support this project and believe it will help make Toronto a more livable city

It would improve accessibility and connectivity in the area

- It would be the making of downtown Toronto. Despite all of the resources there is no centre. It would bridge the gap for pedestrians and create a great [recreation] area. In combination with the [Bentway], it would create a gateway to the lake and harbour.
- Toronto's downtown shouldn't feel like a work island. It would be a great opportunity to meet people and imbue a sense of community in developments like CityPlace... it would be nice to meet people [in places] outside of grocery stores.

- The park would provide connection – the link of areas is very important.
- It would ... serve as a link for pedestrians to commute from Front St. to [the] Waterfront.
- It would integrate with the rail corridor and its infrastructure.
- It would connect east and west.
- Attendees cited support for The Stitch concept cited from TOcore and the concept of linking existing parks.
- Rail Deck Park would be much more accessible to people on a daily basis than High Park.
- Park space will be great to build a sense of community, bridge city place with KW, enhance the life on Front.
- It would help create a ribbon of green into the downtown core from garrison creek network of parks and from the water front
- It will bridge the communities divided by the railway lines

It would make the Railway Lands more family friendly:

- It would make the area more family friendly.
- Residents get a park space to enjoy with their growing families. Kids get a space to get out of the house and play safely with friends from the neighbourhood. Daycares in the area don't have to be creative by trying to create artificial green spaces on cramped roofs.
- I agree because this will not only help to join the neighbourhood now, but because city place does not contain enough family sized units to make a viable long term neighbourhood. This park will make the location desirable, and provide parkland within an area that is only planning to add MANY more condos / people straining the current parks DT.
- There are a significant amount of young families that will soon be living in the downtown area. Due to unaffordable housing, young couples are unable to raise families in traditional homes, and will likely be living in condominiums. Unfortunately, in a condominium there is very little outdoor space. Most parents will need to take their kids to parks. Accordingly, I think this type of park is a requirement due to the increasing population and the demographics of that population.
- The impact this will have in quality of life - we need more family friendly spaces and areas that promote social gatherings and healthy living.

It would serve as a city-wide destination and boost Toronto tourism and revenues:

- It would [bring] about heightened tourism, create jobs and increase development.
- Include facilities such as a jogging track, summer theatres, festivals and other activities that will promote Toronto tourism.
- A park on the rail corridor is a potentially transformative development and would be a statement akin to major parks in other cities like Millennium Park in Chicago
- This is a perfect opportunity to show our city's talent, our identity and a destination through public and open space. Imagine having Toronto's version of Millennium Park that is like a space shared by all of Toronto's diverse backgrounds.
- It will also contribute to tourism and putting Toronto on the global map.
- This proposal is pushing Toronto forward to make a bold and innovative planning decision affecting all residents and visitors. It could make Toronto a world-class city in terms of urban design.

- If it were built, it may spark change/ get the ball rolling for other similar green projects throughout the rest of the City, promoting landscape architecture in urban design and a strong Canadian presence.
- Toronto needs a signature destination that is a park – I'm sick of recommending Eaton Centre for a walk
- Toronto needs new landmarks – and places who inspire new ones. This park will be our open sky art gallery
- Toronto needs this park. It will bring so much spirit and tourism to the city. Location near the Rogers Center and airport is key. Also given the fact that the island is flooded and Trinity Bellwoods is way too crowded as a result, we need more greenspace in this area.
- The entire city gains as Toronto's overall appeal will grow with this new attraction. That will help property owners throughout the city. Obviously, the further you are the less of an impact. However, the entire city will become more valuable

YES, BUT...

- Technical assessment is needed.
- Yes, if you can explain what the park will have
- No blank cheque – not no matter the cost.
- There are concerns that it could be too touristy and not for local people.
- Condos in the area need to be more attractive to families.
- Safety must be considered in the design.
- The park must be accessible.
- The Orca proposal is of interest. Maybe a hybrid. The city loves to promote ideas it can't fund
- Divide the park into smaller, more intimate spaces (e.g. like Harbourfront, a café and [store areas])
- It is currently viewed as not ambitious enough.
- Promote cultural aspects such as theatre, public art, local music...

NO

- The cost. The city should work with the private sector to reduce the cost.
- It would cost more than its worth
- Waste of money and I like seeing the trains.
- Too many unfunded projects as it is. Get to those first.
- I don't know what the amendments are
- Too expensive, need more parks and services in other neighbourhoods. Looks like a future maintenance nightmare.
- Other areas of Toronto need more parks. Not this area.

OTHER COMMENTS

- We need to make use of every foot wisely. This is large space that could be used to benefit the large downtown core.
- A suggestion is to have a park and affordable, family friendly housing
- It is a last chance to 'grab' land before it's all gone.
- Though it is sure to be costly, I think the addition of green space in such a modern fashion would be beneficial to the community and people living here. The park would

have to have mixed use to satisfy different needs. ALSO this cannot come at the detriment of ensuring good financing for education, transportation and affordable housing in our community and city."

- i think we should always do our 'homework' on major city planning projects like this. however, i hope it's done quickly so we can act on it.
- I would actually hope we do the same for the entire rail corridor and make that space a public park all the way through downtown. This would rival any public space in the world and would easily pay for itself through increased tourism, increased property taxes as local real estate values rise, and any number of other ways this would generate revenue.

QUESTION #3: What principles and objectives should guide the future use of the site?

- Ensure public use and public access – especially off of Front Street
- Restricted private/commercial uses
- Restrict tall buildings
- Support a range of parks uses / activities
- Support for affordable housing on part of the park
- Timely implementation
- Innovative funding models including private-public partnerships to reduce the cost to tax payers
- Maximizing park space
- Durability and longevity in park design
- Cycling infrastructure
- Landscape design should incorporate naturalized areas, reduce hard paving/turf surfaces
- Transparency in governance
- Space should be creatively designed with an ability to evolve
- Sustainability and biodiversity – including zero-waste strategy
- Child friendly and pet-friendly spaces
- Emphasis on arts and culture
- Generous seating
- Effectively manage capital costs
- Public Engagement like what has been done with Mirvish Village
- Interactivity and whimsy - Sherbourne Commons, Sugar Beach and Berzcy Park are great showcases for how whimsy can play a part in making a great space.
- Use of technology to animate the space
- Create a destination park for everybody, locals and tourists
- Address noise, heat, air pollution
- Connection to the waterfront – bike and pedestrians
- Maintain views
- Opportunity for small scale, park-oriented retail: food trucks, farmers market, small shops
- All season use
- Connectivity to green spaces
- Connectivity to tourist attractions
- Connectivity to transportation hubs
- Connections to downtown

- Complement programming in surrounding parks
- Preserve views and access to sunlight
- Inclusivity (park designed for all) and free programming
- Creative ways to move car traffic around the park
- Incorporate topography – not just a flat park
- Provide facilities: bathrooms, info centre
- Consider several of park costing – high, medium, low
- 8-80 design, family friendly design
- Potential to integrate retail on south side of front street, restaurant (park-oriented uses)
- Affordable housing
- Ensuring funding for ongoing park maintenance
- Strong branding/identity
- Provide Wifi
- Emphasis on Social Interaction in public space design
- Support health and wellness in the community
- Provide a calm, quiet, restful space
- Partnerships with institutions – AGO
- Integration with MX station
- Local incubator spaces
- Way-finding, signage – universal accessibility
- Sufficient access to sunlight
- Vehicle free
- Attention to noise pollution / noise by-laws
- Enhanced north-south crossings
- Incorporate and learn from international best practices – Millennium Park, Hudson Yards, High Line.d

QUESTION #4: Is there anything else the City should consider when planning for the future use of the site?

- Public information campaign to education on the value of the project in terms of livability and quality of life
- Timely implementation and efficient phasing
- Adaptability to future needs, integration of renewable power, urban agriculture
- Maintenance and proper management including replacement costs for structures
- Potential for small-scale retail – container type shops
- Keep it government owned
- World class design, signature park to serve as a major destination
- Consider impacts to adjacent condo owners in City Place
- Pretend you live beside the site – use good, common sense planning
- Transportation infrastructure – biking and walking trails that connect
- Acknowledge First Nations history
- Address grade change so this isn't a barrier
- Don't overprogram – provide open space
- Linkages to other parks
- Traffic concerns and parking concerns – Spadina station will be necessary
- Seamless transition of the park over Spadina Ave, consider bridging or covering
- Connections to Fort York, Coronation Park

- Impact from already approved development in the area
- Air quality and appropriate ventilation
- Coordination with electrification of trains
- Support local business, public market?
- Places to study
- Secure Land now for rail deck park phase 2&3 to connect garrison creek park to fort York/lake
- How can the rail corridor be used to build momentum for other park projects
- Long term health of green spaces
- Mature shade trees
- Design should accommodate and appropriately direct large crowds (sports traffic)
- Integration with Metrolinx site
- Slope/grade of the park from the street should be minimized
- Ensure programmable space
- Orthopedic benches
- Safety/ CPTED
- Consider impact on future generations when developing financing options
- How will OMB legislation affect this proposal?
- Remove Puente de Luz but retain historic Bathurst Bridge
- Noise control
- Water features- drinking fountains
- Programmable open space
- Viewing area to see trains below
- Good Signage and way-finding
- Safety and security
- Balance local demands with regional draw
- No parking on site
- Do not rely on private funding
- Area-specific development charges
- Opportunity to support quality international entertainment
- Recreational /sporting facilities – skating, track, pool. etc.
- Impact of emerging technologies and trends – electric vehicles, autonomous vehicles, ride-sharing
- How to make the current rail system better
- Construction schedules should be mindful of people who live in neighbouring condos.
- Future-proof: future generations are going to inherit this place. Build in a meaningful way and with respect.
- Facilities (i.e. washrooms/garbage cans) that can withstand high volumes of individuals that will be drawn to the area during events at the Rogers Centre; the use of the area for special events (small concerts, holiday gatherings, local festivals)
- Shadows from future condos should be limited.
- Obtaining input from the community when designs and plans are being developed throughout the whole process to ensure the design reflects the needs of the surrounding community