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Appendix A: Site & Surrounding Context

Appendix for Section 2

This appendix provides a detailed description of the content in Section 2 of the Planning Study Report, including the description of the surrounding urban context and the transportation network.

Surrounding Urban Context

King-Spadina

To the north of the Railway Lands is the King-Spadina neighbourhood, bounded roughly by Queen Street, Simcoe Street, Front Street, and Bathurst Street. The King-Spadina area has undergone dramatic change since the 1990s. The Kings Regeneration Initiative was a response to the decline of the historical industrial district as manufacturing activity migrated to suburban locations beginning in the 1970s. Land use controls were relaxed, causing the area to evolve from a defunct textile manufacturing district into one of the most vibrant and densely-populated neighbourhoods in Toronto.

Today King-Spadina is characterized by retail and entertainment uses, public services, cultural institutions, hotels, and a variety of housing forms. King-Spadina continues to have a significant employment role, as formerly industrial “brick-and-beam” buildings have appealed to the creative industries.

The area immediately north of the Site contains a mix of built form and land uses, including mid-rise and high-rise residential buildings, two-storey semi-detached houses in the Draper Street Heritage Conservation District, and low-rise commercial/industrial uses, such as a car dealership and the former Globe and Mail headquarters.

The Globe and Mail site is slated for redevelopment as The Well, a mixed-use development consisting of seven buildings ranging from 13 to 44 storeys. Four taller towers will be situated along the south side of the site, creating a street wall condition on the north side of Front Street; lower-scale buildings will be built along Wellington Street. In addition to more than 1,500 residential units, the project will include retail and office space, public space, and public realm improvements along Front Street West, Spadina Avenue, and Wellington Street West.

To the west, at the corner of Front Street West and Bathurst Street, a mixed-use building ranging from eight to 18 storeys, including 1,200 residential units and grade-related retail, has also been approved.

There are a few smaller parks within the area. Victoria Memorial Square (0.83 hectare), Clarence Square (0.76 hectare), and St. Andrew’s Playground (0.59 hectare) are dedicated to community use. In 2012, a third of Clarence Square was redeveloped as a dog off-leash area. David Pecaut Square (1.18 hectares) at Metro Hall is heavily programmed for arts and cultural events. Simcoe Park, a 0.39 hectare plaza off of Front Street, is a popular lunchtime location for workers in the area.

CityPlace (Railway Lands West and Central)

South and east of the Site are the Railway Lands West and Central, which are generally bounded by Front Street, the Gardiner-Lake Shore Corridor, Bathurst Street and Simcoe Street. Historically, this area was occupied by rail lines and railway related infrastructure. As industry continued to relocate from the core of the city in the latter half of the 20th century, these lands were planned for more urban uses.

Today, Railway Lands West and Central – also known as CityPlace – is a densely-populated, mixed-use neighbourhood. There are more than 20 mid- and high-rise residential buildings, ranging from eight to 49 storeys, most with grade-related retail and services. Planning for this new urban neighbourhood included several community services and facilities, including the Fort York Library and Canoe Landing Park; two schools, a community and childcare centre are being planned as part of Block 31.

Canoe Landing Park is a 3.2-hectares park with two multipurpose fields, paths, and public art. In March 2017, a section of the park was developed for use as a dog off-leash area pilot project. Roundhouse Park is a 4.7-hectare park on Bremner Boulevard. While designated as a park, a significant portion of this park is occupied by the roundhouse itself, which houses the Toronto Railway Museum, a brewery, and an entertainment complex. Furthermore, much of the remaining land area is used intensively, owing to the dense surrounding residential population and regional draw the park serves. The heavy demands on the park space have made it challenging to also provide and

protect for larger contiguous and less intensively used green space. North of Roundhouse Park is Olympic Park, a 0.83-hectare commemorative park, part of which is the access to Metro Toronto Convention Centre. Olympic Park acts as a point of arrival to the CN Tower and Rogers Centre. West of Olympic Park is Ripley's Aquarium, which replaced the 0.9-hectare landscaped open space at the base of the CN Tower in 2013.

The area is characterized by regional entertainment, tourism and employment uses such as the Rogers Centre, Steam Whistle Brewing, Ripley's Aquarium, and the CN Tower. Two office buildings are situated north of the Rogers Centre, facing Front Street: a 17-storey office tower at 315 Front Street, and 325 Front Street – a former RBC data centre which is being redeveloped as an innovation cluster for start-ups and development labs. Immediately south of the Site are Iceboat Terrace (a privately-owned street) and several high-rise residential buildings. The 125-metre Puente de Luz pedestrian bridge, installed in 2012, connects Iceboat Terrace to Front Street, and is owned by the City.

Fort York Neighbourhood

West and southwest of the Site is the Fort York Neighbourhood, which is bounded generally by Bathurst Street, Lake Shore Boulevard, Strachan Avenue and the CN rail line. Most of the lands north of the Gardiner Expressway are part of the Fort York historic site and Garrison Common Park. Fort York was established in 1793 and rebuilt in 1816 following the Battle of York. It was designated a National Historic Site in 1923, and the City established the Fort York Heritage Conservation District in 1985 – the first HCD in Toronto. The lands south of Fort York and the Gardiner Expressway housed industrial and railway operations for much of the 20th century.

The planned redevelopment of the Fort York neighbourhood began in the early 2000s and is ongoing. More than 10 mid- and high-rise buildings have been built, alongside stacked townhouses. Some of the residential towers have retail and services at grade.

The Fort York neighbourhood contains three parks. Garrison Common (2.49 hectare), is situated between the Gardiner Expressway and the CN rail

line, adjacent to the Fort York historic site. This park contains a military burial ground. June Callwood Park (0.46 hectare) and The Gore (2.6 hectares), are smaller parks dedicated to community use. The neighbourhood's major open space – the Fort York site itself – is programmed for heritage interpretation. To the south and west of the Fort York neighbourhood and south of Lake Shore Boulevard is Coronation Park (12.7 hectares), which is a ceremonial landscape that includes a grove of mature trees planted in commemoration of Canadian War Veterans. The park also features three active baseball diamonds.

Garrison Common North

Garrison Common North is situated northwest of the Site. This large area is bounded by Bathurst Street, Queen Street, Dufferin Street, and the CN rail line, and contains neighbourhoods such as King West, West Queen West, and Liberty Village. Historically the area played a number of roles – as a heavy and light industrial district, as a residential neighbourhood, and as home to major institutions such as the Centre for Addiction and Mental Health.

Garrison Common North has experienced a significant redevelopment. This has included new condominium development along King Street and in Liberty Village, as well as loft conversions of old industrial buildings. Liberty Village has undergone perhaps the most drastic transition, evolving from a light-industrial district to a dense, mixed-use neighbourhood with high-rise residential towers, townhouses, office space, retail, services, and entertainment uses.

The area immediately northwest of the Site is characterized by older commercial/industrial buildings and two- to three storey semi-detached houses (e.g. along Niagara Street), commercial/industrial buildings along the rail line, and more contemporary residential buildings along Bathurst Street.

Stanley Park North and Stanley Park South (combined 2.84 ha) are the largest parks within this neighbourhood, situated just east of Strachan Avenue, straddling King Street. To the immediate northwest of the Site is a 0.8-hectare vacant lot at 28 Bathurst Street, which is planned for redevelopment as a park. North of Garrison Common North neighbourhood is Trinity Bellwoods Park, a 14.6-hectares park which includes numerous sports facilities, a community centre, and other amenities.

Central Waterfront

The Central Waterfront area is south of the Site and the Railway Lands West and Central. The area is bounded by Bathurst Street, the Gardiner Expressway, Yonge Street and Lake Ontario. The Central Waterfront Area and Toronto's shoreline has evolved through a series of lakefilling activities. The original edge of Lake Ontario followed the alignment of Front Street. Gradually and sporadically, the shoreline was extended by private industries. Then, beginning in the 1920s through to the 1950s, Toronto Harbour Commission infilled a portion of the inner harbour to accommodate land needs for industry and railroad facilities. Today's shoreline is one kilometre south of where it once was. As the role of shipping declined and as industry relocated from the core, the waterfront was redeveloped for other non-industrial uses.

The Central Waterfront is in the process of comprehensive revitalization. Today it is characterized by a range of residential, office, recreation, parks, retail, and tourism/entertainment uses. High-rise buildings have been developed along Queens Quay, Yonge Street, Harbour Street, and Harbour Square. Office towers have been built along Queens Quay and Harbour Street between Bay Street and York Street. South of Queens Quay, land use is a mix of residential uses, a major hotel and convention centre, marine facilities, and entertainment uses, including Harbourfront Centre and numerous restaurants. To the west, Bathurst Quay is the site of parks and open space (as described below), two schools, the Waterfront Neighbourhood Centre, St. Stephen Childcare Centre and the Bathurst Street Terminal for Billy Bishop Toronto City Airport. Bathurst Quay is also the site of the Canada Malting Silos. These silos are designated heritage structures, and are an important city landmark, acting as the western gateway into the inner harbour.

With the exception of the community-oriented Little Norway Park (2.04 hectares) at Bathurst Quay, the parks and open spaces on the Central Waterfront consist mainly of extended trails along Queens Quay and the water's edge, with occasional larger open space areas, including. Parks along the Central Waterfront are heavily-used City facilities and support a range of major tourism and cultural programming uses.

Financial District / South Core

East of the Site are the Financial District and South Core, which together form a largely commercial area generally bounded by Simcoe Street, Queen Street, Yonge Street and the Gardiner Expressway. The Financial District traces its origins to the 19th century when early banks began to locate their head offices in the area. Today, the district is a tall and dense commercial area, and is home to the headquarters of major banking companies, corporate headquarters, and ancillary companies and services, as well as hotels and shopping centres. These previously industrial lands have emerged as an extension of the Financial District through the development of new corporate headquarters for major international firms.

The Financial District is largely non-residential, though several residential towers have been built in South Core between Bremner Boulevard and the Gardiner Expressway. In addition to commercial uses, the Financial District and South Core are characterized by retail and restaurants, services, hotels, and entertainment uses – most notably the Air Canada Centre.

While there are numerous plazas in the Financial District, there is only one public park - Cloud Gardens (0.22 hectare). The built form is generally characterized by tall office buildings which create a canyon form, though some low-scale commercial buildings remain along Yonge Street. The built form represents a range of development periods.

Exhibition Place

Exhibition Place, located west of Downtown, is a 78-hectare site owned by the City of Toronto. Exhibition Place is subject to the Central Waterfront Secondary Plan (2003), which envisions the site as a place where people live, work, and visit, though housing is directed to the site's perimeter to avoid encroachment of existing uses. The Secondary Plan has been appealed to the OMB, as described in Appendix E. The City of Toronto's Official Plan designates the east end of Exhibition Place as Regeneration Areas and the west end as Other Open Space Areas.

Exhibition Place is characterized by a range of sports, recreation, and hospitality uses, including the Enercare Convention Centre, Ricoh Coliseum, BMO Field, the Better Living Centre, and Beanfield Centre, among others. A 30-storey hotel is expected to be complete by 2017. The central section of Exhibition Place, between Lake Shore Boulevard and Princes' Boulevard, and north towards Nova Scotia Avenue, is a surface parking lot, which is vital to the operations of Exhibition Place, and is also used for events such as the Canadian National Exhibition and Honda Indy Toronto. The west end of the Exhibition grounds includes Bandshell Park and other landscaped areas and uses such as Medieval Times, Liberty Grand Entertainment Complex, and Scadding Cabin. Altogether, the events and activities taking place at Exhibition Place draw more than 5.5 million visitors each year.

Transportation

The Site is located in a highly connected area of Toronto. It is serviced by a range of transit options, including street car lines, bus routes, and active transportation connections. Some of these transit routes, such as the 504 King and 510 Spadina streetcars, are among the busiest surface routes in the city, in terms of ridership. The Site is also within close proximity of Union Station, the busiest passenger transportation hub in Canada, serving 250,000 people daily. Union Station is a multi-modal hub, connecting TTC subway service, GO Transit service, and the UP Express to Pearson International Airport. In addition, the southwest corner of Spadina Avenue and Front Street West is the location of a planned GO RER station, which will provide frequent inter-regional transit service.

Existing Transportation Network

Transit Connections

The Site is well-served by public transit. Two TTC streetcar routes operate adjacent or in close proximity to the Site. The 510 Spadina streetcar service runs between Spadina Station and Union Station on a protected right-of-way along Spadina Avenue and Queens Quay. The 510 Spadina route includes stops at Bremner Boulevard and Front Street. The 511 Bathurst runs between Bathurst Station and Exhibition Station with stops at Niagara Street and Fort York Boulevard. Other streetcars operating within 500 metres of the Site include the 504 King/514 Cherry and the 509 Harbourfront. The 121 Fort York-Esplanade bus connects the Distillery District to Fort York via Union Station, with stops along Fort York Boulevard at Dan Leckie Way and Spadina Avenue.

From its eastern extent, the Site is approximately one kilometre from Union Station, a multi-modal hub hosting numerous passenger services and modes. Union Station is connected to TTC through on the Yonge-University Line, as well as through the 509 Harbourfront and 510 Spadina streetcars. Curbside TTC stops include bus routes 6 Bay, 72 Pape, and 97 Yonge.

Union Station is also the central terminal for GO Transit's services. The system's seven corridors (Barrie,

Kitchener, Milton, Lakeshore West, Lakeshore East, Stouffville, and Richmond Hill) terminate at Union Station, providing almost 275 weekday train trips. GO Transit also operates commuter buses through the seven-bay Union Station Bus Terminal. The Hamilton Express operates throughout the day, while other bus services provide off-peak hour service along rail corridors.

Union Station is also a hub for other transit services such as Metrolinx's Union Pearson Express, Via Rail services to major cities in southwestern Ontario, Ottawa, and Montreal, and Amtrak service to New York City.

Active Transportation

The Site is in close proximity to major cycling infrastructure. The Richmond Street and Adelaide Street cycle tracks are located approximately 460 metres north of the Site, providing east-west access across the downtown. There are also bike lanes on portions of Fort York Boulevard and Bremner Boulevard, south of the Site. Significant north-south connections include the Simcoe Street bike lane/cycle track and the Beverly Street bike lane. There are also bike sharrows on Spadina Avenue. The Martin Goodman multi-use path runs parallel to Queens Quay and along the waterfront. Northern Linear Park provides a pedestrian connection between Puente de Luz pedestrian bridge and Spadina Avenue.

While there are elements of an active transportation network in the vicinity of the Site, there is a general lack of connections across the rail corridor, which creates poor conditions for accessing the waterfront and its network of trails and open space. The Site can be crossed at Bathurst Street, Spadina Avenue, Blue Jays Way, and over Puente de Luz pedestrian bridge, which connects Iceboat Terrace in CityPlace to Front Street.

Street Network and Existing Connections Across the Rail Corridor

The surrounding street network includes Front Street West, Bathurst Street, Spadina Avenue, Blue Jays Way, and Iceboat Terrace. Front Street West is an east-west minor arterial running north of the Site. Bathurst Street is an arterial road running north-south at the western edge of the Site. Bathurst Street spans the rail corridor

between Front Street and Fort York Boulevard via the Sir Isaac Brock bridge, built in 1903. Approximately 620 metres east of Bathurst Street, Spadina Avenue is a major north-south arterial road with a streetcar right-of-way. Spadina Avenue crosses the Site. Blue Jays Way is a collector that curves to connect Front Street to Spadina Avenue, spanning the Site. Directly south of the Site is Iceboat Terrace, a privately-owned east-west collector which provides access to several condominium buildings of CityPlace. South of Iceboat Terrace is Fort York Boulevard, an east-west collector with a landscaped median and cycling lane in both directions. East of Spadina Avenue, Fort York Boulevard becomes Bremner Boulevard, a collector with a hardscaped median. The cycling lanes along Fort York Boulevard do not continue along Bremner Boulevard. With the exception of Spadina Avenue, north-south streets between Bathurst Street and Blue Jays Way do not cross the Site.

Billy Bishop Toronto City Airport

The Billy Bishop Toronto City Airport, owned and operated by PortsToronto, is located on the Toronto Islands and is Canada's sixth-busiest airport, receiving approximately 2.7 million business and leisure flyers each year. Billy Bishop Toronto City Airport provides international access to travelers and plays a pertinent role in Toronto's economy.

PortsToronto recently constructed a pedestrian tunnel that connects the mainland to the airport. A proposal by Porter Airlines to allow jets at Billy Bishop Toronto City Airport was refused by the Government of Canada in 2015. There is a tripartite agreement, between the Government of Canada, City of Toronto, and PortsToronto, that pertains to the functioning of the airport. The agreement is in place until 2033.

Planned Transportation Network – Transportation Studies & Investment

There are several major planned transit investments in the area surrounding the Site, along with ongoing transportation initiatives and studies.

Metrolinx GO Transit Regional Express Rail & the Spadina Front GO RER Station

Regional Express Rail (RER) is an ongoing Big Move project by Metrolinx to transform its GO Transit service from a rush hour commuter service to a two-way, all-day regional transportation service. This is a major transit initiative is comprised of many components and deliverables, including upgrades to existing infrastructure as well as new infrastructure. Core segments of the existing GO network will be updated to include frequent, all-day service, faster trip times, and electric trains, resulting in substantial increases in ridership.

Electrification or partial electrification of five corridors, including the Lakeshore West line, is a major sub-component of RER. Electrification will allow for quicker acceleration and travel speeds, and additional trips during off-peak hours and on weekends.

A new station – Spadina-Front GO RER Station – was proposed on Front Street between Spadina Avenue and Portland Street in what is currently the Bathurst Street North Yard. The Bathurst Street North Yard is part of the Site, and is currently used as a lay-by area for GO trains between rush hours. While a future Spadina GO station hinges on GO's long-term train storage needs, it also makes for relatively low capital costs for station development. This, in combination with the growth context of the King-Spadina neighbourhood, led Spadina GO station to perform well in the IBC analysis.

In June of 2016, Spadina GO station was approved as part of the GO RER 10-year transit expansion program, subject to review of long-term train storage needs. On November 8, 2016, the City of Toronto approved resolutions agreeing to inclusion of the station as part of the GO RER program and to contribute to the capital costs. At the December 8th, 2016 Board meeting, it was resolved that the 12 new stations, including Spadina GO station, would be incorporated into the GO RER program and that

agreements with corresponding municipalities would be created. City of Toronto Council has agreed to contribute to the capital costs for the station.

MTO High Speed Rail Study

In December 2016, the Ministry of Transportation (MTO) released a Special Advisor's report recommending the implementation of high-speed rail (HSR) in the Toronto-Windsor Corridor. The rail service would be implemented in two phases. Phase 1 would connect Toronto with Kitchener-Waterloo and London; Phase 2 would extend the service to Windsor. The HSR service would depart from Toronto's Union Station, with trains travelling along existing tracks of GO Transit's Kitchener corridor, stopping at Malton for Pearson Airport, Guelph and Kitchener. West of Kitchener, new tracks would be built to provide service to London and Windsor. Operating speeds are planned to be up to 250 km/hr. Concurrent to the Special Advisor's report, the Ministry has advanced the planning work for HSR, including the development of a preliminary business case, modelling, and forecasting.

Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area

In September 2017, Metrolinx released the Draft 2041 Regional Transportation Plan (RTP), outlining a proposed strategy for building an integrated and multi-modal transportation system for the entire region. The Draft RTP builds on the groundwork of The Big Move by putting traveler needs at the core of planning and operations. The plan is structured around five strategies: completing the delivery of current regional transit projects; connecting more of the region with frequent rapid transit; optimizing the transportation system; integrating land use and transportation; and preparing for an uncertain future.

A major component of the RTP is the ongoing delivery of GO RER and its expansion beyond 2025. In order to support GO RER beyond 2025, the RTP recognizes the need to develop a plan to address rail service capacity at Union Station, which will need to be coordinated with near-term GO RER planning. To this end, Union Station's capacity as the centre of GO

RER to accommodate planned and future expansion will be strengthened, and all decisions regarding improvements to Union Station and adjacent areas are to be consistent and protect for the long-term.

The draft RTP was adopted by Metrolinx's Board in September 2017. Following a period of public consultation and engagement, a final version of the RTP will be submitted to the board for consideration in December 2017.

Waterfront Transit Reset

In partnership with the TTC and Waterfront Toronto, the City of Toronto is currently undertaking a study to assess the needs and options for improvements to transit along the waterfront. The study area extends along the City's waterfront from Long Branch GO station in the west to Woodbine Avenue in the East and south of Queensway/Queen Street.

Phase 1 of the study was completed in October of 2016. The purpose of this first phase was to review background material, create a vision and objectives for the study, consult with the public and stakeholders, and develop a preliminary list of improvement concepts. The vision for the project was to "provide high quality transit that will integrate waterfront communities, jobs, and destinations and link the waterfront to the broader city and regional transportation network". Phase 2 is currently underway and is anticipated to be complete by 2017, and will include recommendations for an improved waterfront transit network.

Two public information and consultation meetings were held in September 2017 to provide an overview of the study, gain feedback on options for transit improvements, and to report on draft findings and network directions of Phase 2. Front Street and/or Bremner Boulevard are identified as requiring additional analysis and longer-term consideration for Light Rail Transit and/or Bus Rapid Transit as major initiatives in the area advance, such as GO RER, Rail Deck Park, and the Relief Line West. The Downtown segment of the study area is recognized for its high number of cultural and recreational destinations, which generate significant additional network trips during both peak and off-peak periods, especially during special events. These trends may not normally

be captured in transportation network model forecasts, which focus on commuting during peak periods. This segment's context as both a peak, off-peak, and special events corridor will be considered when planning for network improvements.

King Street Pilot Study

As part of TOcore Planning Downtown, the City of Toronto is currently undertaking the King Street Pilot Study to explore how King Street between Dufferin Street and River Street could be redesigned in order to move people more efficiently, improve place-making, and support economic prosperity. King Street is an important transit corridor that connects many neighbourhoods with employment in the core, but is facing challenges as a result of traffic congestion, streetcar bunching, and overcrowding.

On May 18, 2017, after a period of public consultation, City planning staff unveiled the preferred concept that will serve as a pilot project. The concept intends to remove vehicle through traffic by forcing cars to make right-hand turns at intersections within the study area. The 504 King streetcar was proposed to be given a dedicated corridor in order to increase the reliability of the transit service. On July 6, 2017 City Council approved the pilot project for the stretch of King Street between Bathurst Street and Jarvis Street; the pilot project will be implemented in the fall of 2017.

Garrison Crossing (Fort York Pedestrian and Cycle Bridge)

Garrison Crossing - also known as Fort York Pedestrian and Cycle Bridge - crosses two railway corridors to the east of Strachan Avenue in Ward 16. The two-part bridge will connect with existing and planned parks and open spaces in the area, including South Stanley Park, Ordnance Triangle Park and Garrison Common. These are described further in the following section. Build Toronto is the developer of the site and awarded the design-build contract to Dufferin Construction in fall of 2015. The bridge is intended to be completed in 2018.

Development & Land Use Activity

There are a number of active development initiatives underway in the areas adjacent to the Site that will shape the future of the local area, including parks and open spaces, mixed use development and institutional/community infrastructure projects.

Parks and Open Spaces

Currently, there are four proposed parks and two parks being redeveloped in the vicinity of the Site.

The Bentway

The Bentway is currently under construction, and consisting of a 1.75 km, 1.6-hectare recreation trail located underneath the Gardiner Expressway between Strachan Avenue to Spadina Avenue. The trail would connect seven neighbourhoods including Exhibition Place, Liberty Village, Niagara, Fort York, Bathurst Quay, Wellington Place, and CityPlace. The trail is intended to be programmed, operated, and managed by a not-for-profit organization called The Bentway Conservancy. The Bentway is entirely funded by a \$25 million donation from Judy and Wilmot Matthews to the City of Toronto, as announced in November 2015. The recreation trail is intended to connect the city to the waterfront and provide a series of public spaces.

There are three phases to the construction of The Bentway. Phase 1 includes the initial development of the trail and landscaping, a platform in front of the Fort York Visitor Centre, and the preliminary steps for the creation of a large performance space next to Strachan Avenue. Phase 1 is currently under construction with an anticipated end date of Summer 2018. Phase 2 includes the development of the skating trail and building. Phase 3 includes the final trail connections and landscaping and completion of the performance space.

Ordnance Triangle Park

As part of the Section 37 agreement for the Garrison Point/Ordnance Triangle development, a 1.6-hectare area of land located at 10 Ordnance Street will be conveyed to the City of Toronto for parkland uses. With the addition of the Fort York Pedestrian and Cycle Bridge, the Ordnance Triangle Park will serve as

a further connection between nearby parks including Stanley Park, Trinity Bellwoods Park, the Historic Fort York, and Lake Ontario.

28 Bathurst Street

28 Bathurst Street is City-owned 1.4-hectare property, currently occupied by a surface parking lot. The site was previously occupied by industrial uses including the storage of coal gas and a lead smelting facility. While much of the site has been remediated, and is being monitored, the eastern portion of the site is contaminated.

In April 2017, City Council adopted an official plan and zoning by-law amendment for 28 Bathurst Street, re-designating the site for use as parkland. As part of the decision, City Council directed the Deputy City Manager, Chief Financial Officer, and General Manager, Parks, Forestry and Recreation to submit for consideration by Council, as part of the 2018-2027 Capital Budget and Plan, a report on the development and operating costs for a potential new park on that site. The park would be funded by the South District Cash-in-Lieu Park Development Reserve Fund.

Trillium Park / Ontario Place

In July 2014, the Province of Ontario declared a long-term vision for Ontario Place with the intention of revitalizing the site. Ontario Place - excluding the Molson Canadian Amphitheater, the Atlantis Pavilion, the marina, and parking lot - closed in 2012 due to issues of affordability as a result of declining visitors. Ontario Place is governed by the Ontario Place Corporation, an agency of the Government of Ontario.

The revitalization envisions Ontario Place becoming a "year-round, vibrant waterfront destination". The revitalization vision includes a cultural, discovery and innovation hub; a waterscape, and a pedestrian bridge aimed to enhance connection between Ontario Place and Exhibition Place. Ontario Place is incorporated within the Proposed Central Waterfront Secondary Plan (2003) whereby it is intended that the site be incorporated within the City's waterfront park system. Phase 1 of the revitalization pertained to the development of Trillium Park, a three-hectare urban park and waterfront trail along the eastern portion of the site. The park, designed by LANDinc opened to the public in June of 2017.

Major Council-Approved Mixed Use Development

The neighbourhoods immediately surrounding the Site, including King-Spadina, Fort York, and CityPlace, have undergone dramatic transformation over the past 30 years, evolving from defunct industrial districts and railway yards to some of the most densely-populated, mixed-use neighbourhoods in Toronto. These areas continue to experience development and growth. Major approved mixed-use developments are outlined below. Together these developments will introduce a range of residential, commercial, cultural, and recreation uses to the area. Below are highlights of some of the major recent development projects approved by City Council in the vicinity of the Site.

The Well & 578 Front Street West

The Well is a mixed use development on the former Globe and Mail site incorporating lands municipally known as 410, 440, 444, 450, and 462 Front Street West; 425, 439, 441, and 443 Wellington Street West; 6 to 19 Spadina Avenue; and 19 Draper Street. The developers RioCan, Allied Properties REIT, and Diamond Corp propose seven mixed use buildings with a floor space ratio of 4.99, comprising retail, office, and residential uses. The Official Plan Amendment and Zoning By-law Amendments (124-2016 for 438-86 and 126-2017 for 569-2013) were approved by City Council in January 2017.

Proposed Section 37 agreements as part of the development include the construction and furnishing of a non-profit licensed child care facility, streetscape improvements to Wellington Street West, commissioned public art, cash contributions to other streetscape improvements, the construction of a nearby YMCA facility, the provision of affordable rental housing in Ward 20, and public pedestrian easements to two POPs - privately-owned publicly accessible spaces - located on site. As part of Section 42 of the Planning Act, the development will also include parkland dedication – on-site at 19 Draper Street and off-site at 456 Wellington Street West

Site Plan Approval for Phase 1 of the development is under review by the City of Toronto. Phase 1 pertains to the construction of the non-residential aspects of the development.

To the west of The Well, at the corner of Front Street West and Bathurst Street at 578 Front Street West, is an approved mixed-use building ranging from eight to 18 storeys, including 1,200 residential units and grade-related retail.

Garrison Point

The Garrison Point development incorporates 45 Strachan Avenue (Block 1), 30 Ordnance Street (Block 2), 11 and 25 Ordnance Street (Block 3), as well as 10 Ordnance Street. The entire site is approximately 7.8 acres located on the eastern boundary of Liberty Village. The site, also referred to as Ordnance Triangle, is surrounded by the railway corridor which intersects on the eastern edge of the site.

A series of Official Plan and zoning by-law amendments have been approved for the mixed-use development including zoning by-law amendments 159-2012, 103-2015, and 818-2015. The development located in Block 2, incorporating two residential towers with heights of 35 and 29 storeys, is currently underway. A site plan approval application is under review for Block 3.

There are several Section 37 agreement provisions accompanying the amendments, including cash contributions for the construction of the Fort York Pedestrian and Cycling Bridge, the future park space at 10 Ordnance St, and/or Fort York National Historic Site.

Mirvish+Gehry Toronto

The Mirvish+Gehry Toronto is an approved mixed-use development for 260-270 King Street West and 274-322 King Street West. The proposed development includes two towers on top of six-storey podiums with heights of 82 and 92 storeys. The towers are designed by architect Frank Gehry and will include residential, commercial, and retail uses, a facility for OCAD University and an art gallery. The zoning by-law amendment for this development was approved at the OMB in July of 2017.

500 Lake Shore Boulevard West

The 500 Lake Shore Boulevard West development comprises of three towers in Block 8 of the Fort York neighbourhood. The commercial/retail tower has a

proposed height of seven storeys. The two residential towers will be 40 and 44 storeys, and will be connected to the commercial towers which contains office space for the Loblaws Supermarket. The residential towers are anticipated to be completed by Spring 2019. The development will be required to satisfy the parkland dedication requirement through cash-in-lieu, as the 209 square metres of parkland required through the alternative rate is not of a usable size.

Following the adoption of the Official Plan (302) and Zoning By-law (1366-2015) amendments by Council in December 2015, a Site Plan Approval was submitted in June 2016 for phase 2 of the project – the residential component. An additional site plan approval was also submitted in October 2014 pertaining to phase 1 – the retail and commercial components of the proposed development. Both site plan approvals are under review. In June, 2017, Official Plan and Zoning By-law amendment applications were submitted requesting minor amendments to the development permissions to increase the permitted amount of commercial floor space in order to improve the relationship of the development to The Bentway. This item will be considered by Community Council in September 2017.

Bay Park Centre

The Bay Park Centre is a mixed-use office development located at 45 Bay Street. Ivanhoé Cambridge and Hines are working in partnership with Metrolinx to obtain development approvals for a 49 storey office tower that will connect to Union Station. A Metrolinx transit terminal will be connected to the podium. Phase 2 of the development includes a second office tower that will be located at 141 Bay Street, north of the railway corridor. The office tower at 141 Bay Street has a proposed height of 53 storeys and includes a seven-storey base with retail and amenity uses on the first and fourth floors. There will be a publicly-accessible open space connecting the two towers over the rail corridor as well as plazas at Bay Street and Yonge Street.

Site Plan Approval for 45 Bay Street was submitted on September 29th, 2014 and is currently under review. In April 2017, it was announced that CIBC would be the anchor tenant for the development at 45 Bay Street. The zoning by-law amendment for 141 Bay Street was approved by City Council on November 10th, 2016.

Institutional and Community Infrastructure

Part of building of a successful city is planning for complete communities. Residential growth must be matched with necessary improvements to community infrastructure to enable a high quality of life. For example, the Fort York branch of the Toronto Public Library opened in 2014 to serve residents of the Fort York and CityPlace neighbourhoods. Major plans for new institutions and community infrastructure are outlined below.

Railway Lands West - Block 31

South of the Site, a shared facility including two elementary schools - one for the Toronto District School Board (TDSB) and one for Toronto Catholic District School Board (TCDSB) - a community centre and a childcare centre is under construction on Block 31 of the Railway Lands East. The shared community facility will be situated on the easterly portion of Canoe Landing Park within the Railway Lands East. The schools are planned to accommodate 550 students each for a total of 1100 students from kindergarten to grade 8.

Wellington Destructor

The Wellington Destructor site located at 667 Wellington Street West is incorporated within the study boundary for the South Niagara Planning Strategy, approved by City Council in August 2014. The Strategy includes policies that direct the City of Toronto to investigate the adaptive reuse of the destructor building for a community and cultural space. Additional policies in the Strategy include designating the site as a public park and prohibiting residential uses.

Official Plan Amendment No. 231, adopted in 2013, re-designated 667-701 Wellington Street West from an employment area to a regeneration area. The Wellington Destructor site was previously used for

industrial purposes including a garbage incinerator and a transfer station. It is listed on the City of Toronto heritage register as of June 2005.

A Wellington Destructor Future Uses consultation took place on April 25th, 2017 led by the City of Toronto Real Estate Services, Economic Development and Culture, and City Planning divisions. An online survey was also conducted. The City of Toronto plans on consolidating the public feedback and issuing an RFP for technical advisors and a development partner in the second and fourth quarters of 2017, respectively.

Bathurst Quay Neighbourhood Plan

The Bathurst Quay Neighbourhood Plan, which began in 2015, presents a vision, guiding principles, and actions that provide a framework for a complete community on the waterfront, at the foot of Bathurst Street. Key elements of the plan include:

- an adaptive reuse proposal for the Canada Malting Silos site and Marina Quay West including a cultural and community services hub;
- improvements to neighbourhood parks, public realm spaces and streetscapes;
- enhanced community services and facilities, including the City aquatic facility and an improved Waterfront Neighbourhood Centre; and
- transportation network improvements, including an underground parking, additional active transportation facilities, and improvements to roads and intersections to enhance the efficiency of transit and traffic operations as well as safety.

An interim report was adopted by City Council on July 4th 2017. In addition to endorsing of the plan's vision and guiding principles, the report recommended the creation of a staff team to work with Waterfront Toronto, PortsToronto and Toronto Realty Agency to prepare an implementation and funding strategy for the redevelopment of the site as a cultural and community hub and to explore the potential of conserving the silos as part of the redevelopment, and to advance plans and funding for an aquatic facility.

Appendix B: History of the Railway Lands

Appendix for Section 3

This appendix provides further information on Section 3 of the Planning Study Report, and details on the history of the planning framework, development permissions and parkland provision in the Railway Lands.

1985 Railway Lands Part II Plan

In 1985, a comprehensive Part II Plan was passed by City Council to guide development in the entire railway lands from Bathurst Street to Yonge Street, and Front Street to the Gardiner Expressway, along with an associated Zoning By-law. The OMB approved the Railway Lands Part II Official Plan and Zoning By-law in 1986.

The Part II Plan established a set of overarching objectives to guide change. These objectives continue to be expressed in the Secondary Plans in place for the Railway Lands today. Among the primary objectives was to reconnect Downtown with the waterfront. The Plan focused on establishing a grid pattern for development with streets at grade connecting the established parts of the city to the north and Harbourfront to the south. Through this pattern of development, the former railway yards would be reintegrated into the City fabric and the city reconnected to its waterfront.

The Part II Plan was based on a master planned approach to redevelopment. The plan included a new road network and a linked parks and open space system. The Plan identified two major parks – Roundhouse Park and the Bathurst-Spadina Neighbourhood Park. With the exception of the area south of Front Street West between Bathurst Street and Spadina Avenue (the Bathurst Spadina Neighbourhood), the railway lands were primarily envisioned as a non-residential district and extension of the Financial District. At this time, the Financial District was experiencing significant growth and change with the development of new office towers. There was no significant residential development activity in the southern portions of Downtown and the waterfront.

Parks Policies

- Part II Policy instructed the City to secure not less than 12.14 hectares of “Major Parkland Area” and the Plan’s Lands Use Plan (Map C) identified the locations of two major parks for the Railway Lands: Roundhouse Park and Bathurst-Spadina Neighbourhood Park.
- Roundhouse Park was envisioned for the land surrounding the legacy railroad service and storage infrastructure, and extended north to the areas around the CN Tower. The Bathurst-Spadina Neighbourhood Park was identified for the lands east of new Portland Street, in the heart of the new, mostly residential neighbourhood between Bathurst Street and Spadina Avenue.

Rail Corridor – Decking and Development Policies

- The Part II Plan aimed to minimize the barrier effect of the rail corridor and encourage overbuilding and decking of the Site. The Site was designated as part of the Front Street General Use Area A and C and Rail Corridor, the latter permitting transportation and related uses.
- The lands adjacent to the Rail Corridor were designated as Front Street General Use Area A (GO Storage Yards: Bathurst Street to Spadina Avenue) and Front Street General Area C (including the west and east sides of Spadina Avenue, part of the Rail Corridor) both with density permissions of up to 4.0x floor space index (FSI) non-residential.
- The Part II Plan encouraged decking of the Site and stated that decking may happen through rezoning at densities up to those permitted on adjacent lands. Additional provisions were included to encourage the GO rail yards to be re-constructed or moved to facilitate the extension of Portland Street and railway decking.

1991 Railway Lands East and West Part II Plans (City-initiated Plan Amendments, with OMB Approvals 1992, 1994)

In 1990, Toronto City Council authorized City staff to undertake a review of the 1985 Railway Lands Part II Plan. The review was endorsed by Council based on a report from City Planning, which identified a number of changes that had occurred since the adoption of the 1985 Plan.

By 1990, the creation of a new official plan (City Plan) was underway, which encompassed reviews of the plans for the Bathurst Spadina neighbourhood, Harbourfront and Bathurst Strachan. The City initiated the amendments to respond to changes in the residential market with an increasing interest in residential development, and ongoing development activity and master planning related to Union Station, the proposed Convention Centre expansion and the opening of the Skydome. The amendments also updated the built-form and density policies by introducing policies designed for midrise built form and a lower overall population than the 1985 plan.

The resulting amendments were approved by the OMB in 1992 and 1994. These approvals divided the area into three planning areas: the Railway Lands West (approved in 1994), the Railway Lands Central (approved in 1994) and the Railway Lands East (approved in 1992), and established Part II Official Plans and Zoning By-laws for each area.

Parks Policies

- The Part II Plans for Railway Lands East, Central and West establish a provision of 14.30 hectares of parks, including:
 - 5.80 hectares in Railway Lands East
 - 3.89 hectares in Railway Lands Central
 - 4.61 hectares in Railway Lands West

According to the Parks and Open Space Plans of each Part II Plan, the location of Roundhouse Park remained (including the area at the base of the CN Tower), while the Bathurst-Spadina Park was relocated south of Bremner Boulevard. Additionally, new linear parks in RWL West and Central were added, along with new parkland north of Bremner Boulevard, west of Simcoe Avenue in RWL East.

Rail Corridor – Decking and Development Policies

- The 1994 OMB decision established the current in-force policy with regards to the Future Development Area and Mixed Use Area A.
- The Rail Corridor lands from Spadina to Blue Jays Way (in Railway Lands Central) and the Rail Corridor and GO Lands west of Spadina Avenue (in Railway Lands West) are designated as Future Development Area.
- While policy relating to specific densities for the Rail Corridor Lands have been removed, comprehensive development of the Future Development Area is encouraged in a manner that considers a range of uses, ensuring that the scale and form of development is compatible with adjacent developments. Additional policy is included that envisions primarily non-residential development in the Future Development Area east of proposed Globe Street and residential with street-related retail and service in the Future Development Area west of Globe Street.
- Decking over the Rail Corridor is envisioned through an Official Plan Amendment application process, provided appropriate technical studies have been undertaken and that the existing and future capacity of train operations in the Rail Corridor will not be impaired.
- Mixed Use Area A (west side of Spadina, north of Rail Corridor) is permitted 36,458 sq. m. of non-residential gross floor area.

Development Permissions in the Railway Lands: Site-specific Amendments since 1994

Several individual sites within the Railway Lands have been subject to site-specific amendments since 1994 that resulted in changes to development permissions, as summarized in Figure A-1 below.

The overall impact of the site-specific amendments, together with subsequent Committee of Adjustment decisions, resulted in an increase in gross floor area (GFA) permissions in all categories for the Railway Lands relative to the 1992/1994 Secondary Plans (see Figures A-2 to A-5 below), with the most significant increases occurring to residential GFA.

Figure A-1. Railway Lands – Site Specific Amendments

Year	Municipal Address	By-Law Number	Approval Authority	Location	Summary
1994	225/255 Front Street West & 222 Bremner Boulevard	1994-0181	City of Toronto Council	Metro Toronto Convention Centre	Amendment to RWL zoning by-law to allow for a 95,000 square metre expansion of the MTCC, extending south from existing convention centre facility, toward Lake Shore Boulevard West. Majority of approved expansion was to occur below grade, beneath Roundhouse Park.
1997	Railway Lands Central: Block 20/23, Block 21, Block 22, Block 28 Railway Lands West: Block 24, Block 25, Block 26, Block 29	1997-0612 1997-0614	Ontario Municipal Board	Concord Adex Amendments, CityPlace	Comprehensive amendments to zoning by-laws of RWL Central and West to allow for a redistribution of existing residential development permissions in RWL West and an increase in residential permissions of 118,410 square metres of gross floor area (sqm GFA) in RWL Central.
2000	Railway Lands Central: Block 19	897-2000	City of Toronto Council	Navy Wharf Court, CityPlace	Amendment to RWL Central zoning by-law to allow residential uses on Block 19, including new residential development permissions of 46,000 sqm GFA.
2002	28 Rees Street	459-2002	City of Toronto Council	John Street Pumping Station	City-initiated Official Plan and Zoning By-law amendments to establish residential permission on City-owned John Street Pumping Station site for the purposes of accommodating affordable housing. Amendments include new residential development permissions of 20,000 sqm GFA.
2002	Railway Lands East: Block 7A, Block 7B	549-2002	City of Toronto Council	SouthCore Financial Centre / Delta Hotel	Amendment to RWL East zoning by-law to redistribute and increase residential development permissions on Blocks 7A and 7B. Net difference included development permission increases of an additional 39,297 sqm GFA for residential and non-residential uses, along with a corresponding 39,297 square metre increase to the maximum combined gross floor area on the two blocks.

Year	Municipal Address	By-Law Number	Approval Authority	Location	Summary
2005	Railway Lands West: Block 33, Block 37	964-2005 (OMB)	Ontario Municipal Board	Queens Wharf Road, CityPlace	OMB-settled amendment of the RWL West zoning by-law that resulted in additional non-residential development permissions (4,788 sqm GFA), residential development permissions (18,873 sqm GFA) and combined maximum development permissions (18,440 sqm GFA) on Blocks 33 and 37.
2006	15 York Street	726-2006	City of Toronto Council	Maple Leaf Square	Amendment to RWL East zoning by-law, resulting in new residential permissions on Block 5 (59,160 sqm maximum residential GFA), in addition to a decrease in non-residential permission (decreased by 12,696 sqm GFA) and an increase in maximum combined gross floor area (46,464 sqm).
2006	Railway Lands West: Block 32, Block 36	1073-2006	City of Toronto Council	TCHC Block 32 & Library District Condos	Coordinated Official Plan and Zoning By-law amendments for Blocks 32 and 36 that resulted in a reduction in non-residential development permissions (a decrease of 4,119 sqm GFA) and increases in residential development permissions (11,564 sqm GFA) and combined maximum gross floor area (9,890 sqm GFA).
2009	16 York Street	494-2009	City of Toronto Council	Cadillac Fairview Commercial Tower / Ice Condominiums	An amendment to the RWL East zoning by-law for Block 9 that divided the block into three parcels for residential and non-residential development. The amendment resulted in a decrease in maximum non-residential development permissions of 25,729 sqm GFA, an increase in residential development permissions of 86,101 sqm GFA, and an increase in maximum combined gross floor area of 60,372 sqm.
2010	301 Front Street & 280 Bremner Boulevard	865-2010	City of Toronto Council	Ripley's Aquarium	Amendment of the zoning by-law for RWL Central to accommodate the development of an aquarium in the lands adjacent to the CN Tower. Amendment resulted in expanding the approved uses of G (Park) to include aquarium uses along with new non-residential development permissions of 18,400 sqm GFA.
2016	141 Bay Street	1104-2016	City of Toronto Council	Bay Park Centre	An amendment to the zoning by-law of RWL East to accommodate an increase in non-residential development permissions (along with maximum combined gross floor area) of 111,948 sqm GFA for Block 1A.
2017	23 Spadina Avenue	Pending	City of Toronto Council	Ontario Municipal Board	A proposed amendment to the zoning by-law for RWL Central to accommodate additional residential permissions on Block 22. Proposed density includes increases from the 1997 amendment, including an additional residential development permission of 75,854 sqm GFA. Conditional approval granted by OMB (November 14, 2016).

Summary of Development Permissions in the Railway Lands: Historic and Current Permissions

The following figures detail the historic and current development permissions in each Secondary Plan area (East, West, Central), approved since 1994.

Figure A-2. Railway Lands (West, Central, East): Combined Historic and Current Development Permissions

Year	Key Policy / Amendment	Maximum Non-Residential GFA (m ²)	Maximum Residential GFA (m ²)	Maximum Residential Units **	Maximum Combined GFA (m ²)
1994	Railway Lands West / Central Zoning & Secondary Plans (1994); RWL East Part II Plan (1991)	1,274,610	670,120	6,700	1,742,580
1994-2017	Updated Permissions Based on Subsequent Amendments and Committee of Adjustment Decisions*	1,369,490	1,217,620	16,970	2,119,840
	Net Change 2017 vs 1994	+94,880	+547,500	+10,270	+377,260
	Percentage Change 2017 vs 1994	+7%	+82%	+153%	+22%

* Includes amendments through approved zoning and committee of adjustment decisions since 1994, up to May 2017.

** During the 1994 Secondary Planning process, an average unit size of 100 m² was used as a guide for estimating population density, as per direction issued in the 1992 City of Toronto Executive Committee Report No. 5. The Railway Lands Part II Plans did not include unit count targets or limits. The 2017 Units number is based on actual units built and/or approved, up to May 2017.

***The 1992/1994 Secondary Plans establish development permissions on a block-by-block basis, defining maximum gross floor area as "Maximum Combined GFA". Additional non-residential and residential GFA permissions are also defined, however the total GFA for each block cannot exceed the Maximum Combined figure.

Figure A-3. Railway Lands East: Historic and Current Development Permissions

Year	Key Policy / Amendment	Maximum Non-Residential GFA (m ²)	Maximum Residential GFA (m ²)	Maximum Residential Units **	Maximum Combined GFA (m ²)
1994	RWL East Part II Plan (1991)	883,920	136,410	1,360	961,760
1994-2017	Updated Permissions Based on Subsequent Amendments and Committee of Adjustment Decisions*	953,890	335,340	4,050	1,249,930
	Net Change 2017 vs 1994	+69,970	+198,930	+2,690	+288,170
	Percentage Change 2017 vs 1994	+8%	+146%	+198%	+23%

* Includes amendments through approved zoning and committee of adjustment decisions since 1994, up to May 2017.

** During the 1994 Secondary Planning process, an average unit size of 100 m² was used as a guide for estimating population density, as per direction issued in the 1992 City of Toronto Executive Committee Report No. 5. The Railway Lands Part II Plans did not include unit count targets or limits. The 2017 Units number is based on actual units built and/or approved, up to May 2017.

***The 1992/1994 Secondary Plans establish development permissions on a block-by-block basis, defining maximum gross floor area as "Maximum Combined GFA". Additional non-residential and residential GFA permissions are also defined, however the total GFA for each block cannot exceed the Maximum Combined figure.

Figure A-4. Railway Lands Central: Historic and Current Development Permissions

Year	Key Policy / Amendment	Maximum Non-Residential GFA (m ²)	Maximum Residential GFA (m ²)	Maximum Residential Units **	Maximum Combined GFA (m ²)***
1994	Railway Lands Central Zoning & Secondary Plans (1994)	300,410	156,500	1,560	390,060
1994-2017	Updated Permissions Based on Subsequent Amendments and Committee of Adjustment Decisions*	318,810	445,840	6,020	410,040
Net Change 2017 vs 1994		+18,400	+289,340	+4,460	+19,980
Percentage Change 2017 vs 1994		+6%	+185%	+286%	+5%

* Includes amendments through approved zoning and committee of adjustment decisions since 1994, up to May 2017.

** During the 1994 Secondary Planning process, an average unit size of 100 m² was used as a guide for estimating population density, as per direction issued in the 1992 City of Toronto Executive Committee Report No. 5. The Railway Lands Part II Plans did not include unit count targets or limits. The 2017 Units number is based on actual units built and/or approved, up to May 2017.

***The 1992/1994 Secondary Plans establish development permissions on a block-by-block basis, defining maximum gross floor area as "Maximum Combined GFA". Additional non-residential and residential GFA permissions are also defined, however the total GFA for each block cannot exceed the Maximum Combined figure.

Figure A-5. Railway Lands West: Historic and Current Development Permissions

Year	Key Policy / Amendment	Maximum Non-Residential GFA (m ²)	Maximum Residential GFA (m ²)	Maximum Residential Units **	Maximum Combined GFA (m ²)***
1994	Railway Lands West Zoning & Secondary Plans (1994)	90,280	377,200	3,770	390,060
1994-2017	Updated Permissions Based on Subsequent Amendments and Committee of Adjustment Decisions*	96,790	436,430	6,900	410,040
Net Change 2017 vs 1994		+6,510	+59,230	+3,130	+19,980
Percentage Change 2017 vs 1994		+7%	+16%	+83%	+5%

* Includes amendments through approved zoning and committee of adjustment decisions since 1994, up to May 2017.

** During the 1994 Secondary Planning process, an average unit size of 100 m² was used as a guide for estimating population density, as per direction issued in the 1992 City of Toronto Executive Committee Report No. 5. The Railway Lands Part II Plans did not include unit count targets or limits. The 2017 Units number is based on actual units built and/or approved, up to May 2017.

***The 1992/1994 Secondary Plans establish development permissions on a block-by-block basis, defining maximum gross floor area as "Maximum Combined GFA". Additional non-residential and residential GFA permissions are also defined, however the total GFA for each block cannot exceed the Maximum Combined figure.

Parkland Provision in the Railway Lands

Planned Parkland

Beginning with the 1985 Railway Lands Part II Plan, provisions were made for parks and open spaces in all comprehensive land use plans for the area as described below. Throughout the various phases and updates to the planning framework, parks and open space requirements were based on a comprehensive master planning approach, rather than a specific provision-rate calculation.

1985:

Railway Lands II Plans (By-law Number: 601-85)

- The 1985 Part II Plan requires the City to secure not less than 12.14 hectares of “Major Parkland Area” in the Railway Lands (as illustrated on Map C – Land Use Plan, below).
- Parks and open spaces “will be developed in a manner which will help to integrate the Railway Lands, the Central Area and the Central Waterfront, and will provide outdoor active and passive recreational opportunities for workers, residents and visitors to the Railway Lands.”

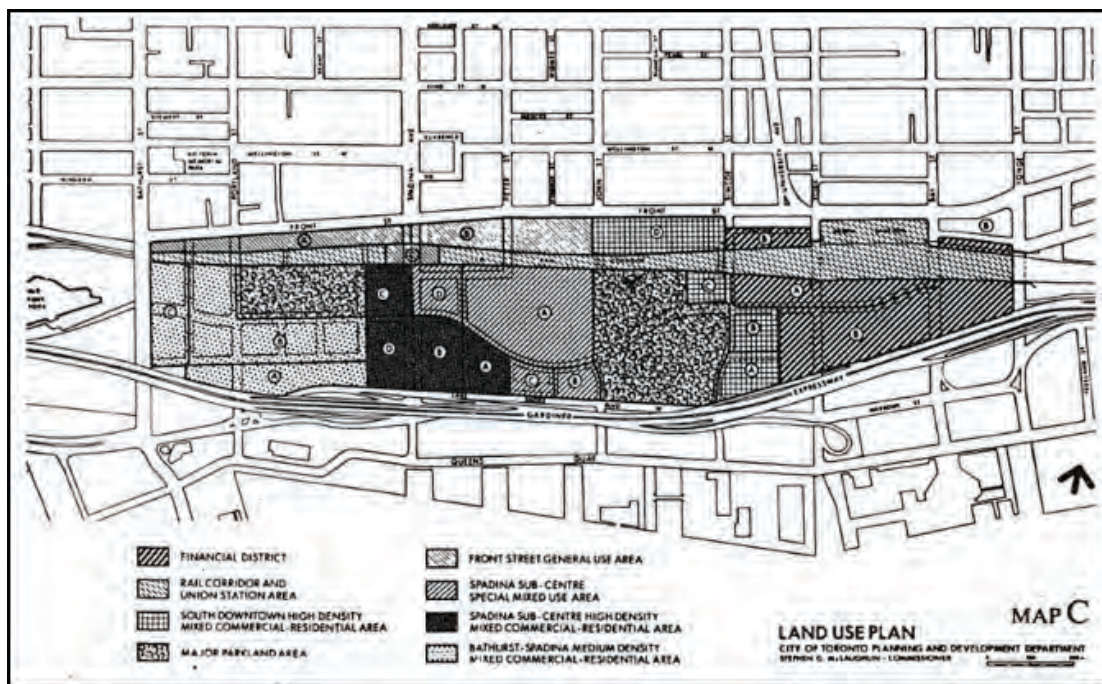


Figure A-6. Map C - Land Use Plan, from Railway Lands II Plan (1985)

1991:

**Railway Lands East Part II Plan
(By-law Number: 1991-0481)**

**Railway Lands West Part II Plan
(By-law Number: 1991-0636)**

- Following the repeal of the 1985 Plan, City Council adopted new Railway Lands East and West Part II Plans.
- Based on the new Part II Plans, a minimum of 5.8 hectares of parkland was required in Railway Lands East (as illustrated on Map D – Parks and Open Space, below), with an additional 7.5 hectares required in Railway Lands West (as illustrated on Map D – Parks and Open Space Plan, below).
- The new total of 13.3 hectares of parkland represented an increase of 1.16 hectares over the 1985 Plan.

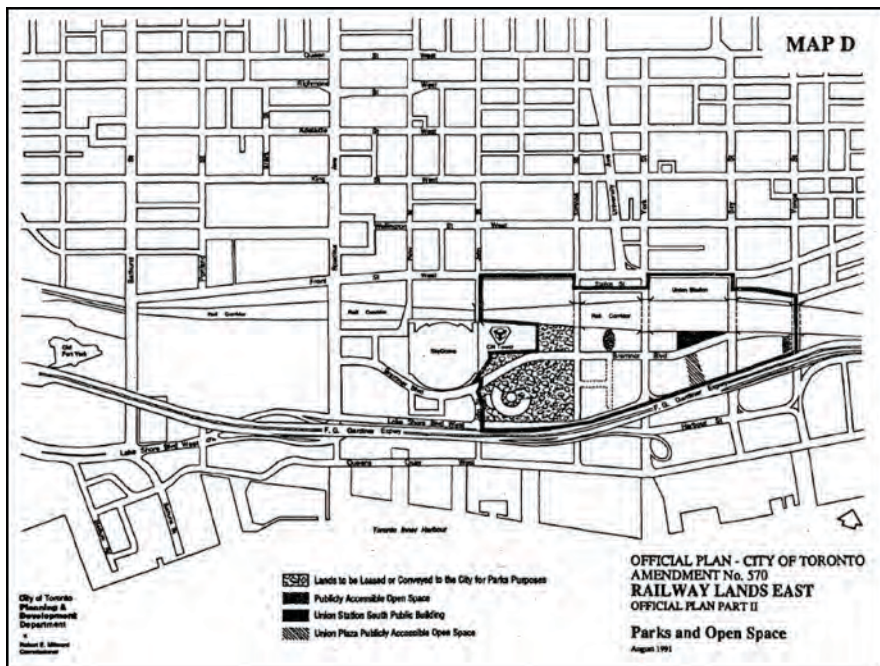


Figure A-7. Map D - Parks and Open Space Plan, from Railway Lands East Part II Plan (1991)

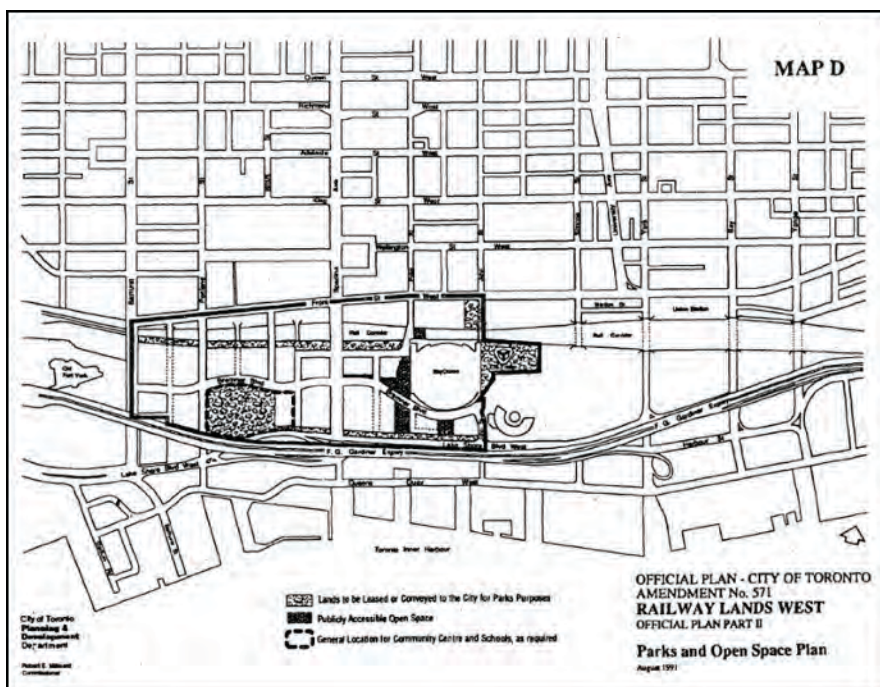


Figure A-8. Map D - Parks and Open Space Plan, from Railway Lands West Part II Plan (1991)

1994:

**Railway Lands West
Secondary Plan (By-law
Number: 1994-0805)**

**Railway Lands Central
Secondary Plan (By-law
Number: 1994-0608)**

- Following the repeal of the 1991 Railway Lands West Part II Plan, City Council adopted two new Secondary Plans for Railway Lands West and Central. These new Secondary Plans established a new block orientation and general locations for proposed parkland.
- Based on the new Secondary Plans, a minimum of 4.61 hectares of Major Parkland was required in Railway Lands West (as illustrated on Map D – Parks and Open Space Plan, below), with an additional 3.89 hectares required in Railway Lands Central (as illustrated on Map D – Parks and Open Space Plan, below).
- Together with the required parkland for Railway Lands East (unchanged), the new parkland requirement for the Railway Lands increased by 1.0 hectare, to 14.3 hectares.

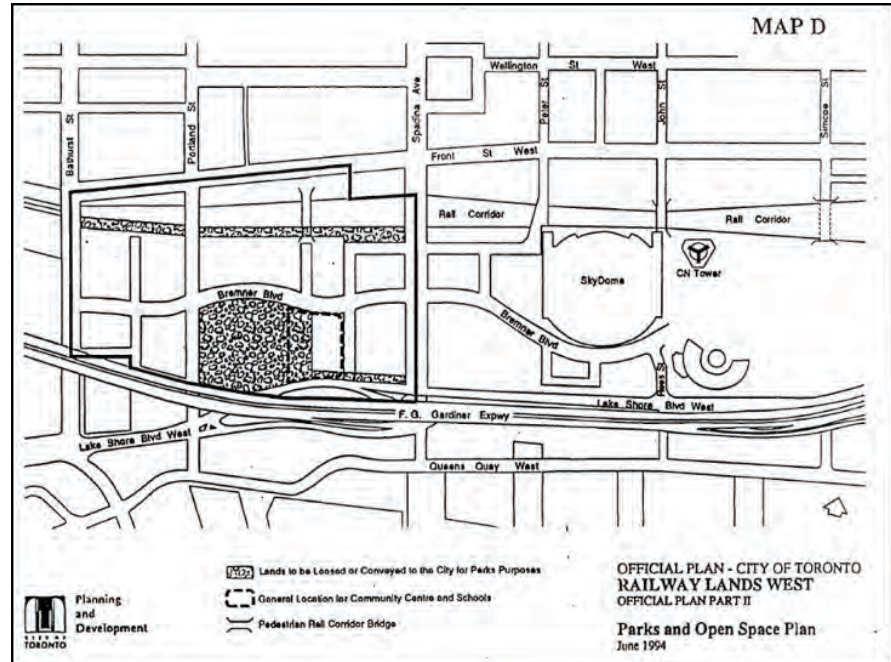


Figure A-9. Map D - Parks and Open Space Plan, from Railway Lands West Secondary Plan (1994)

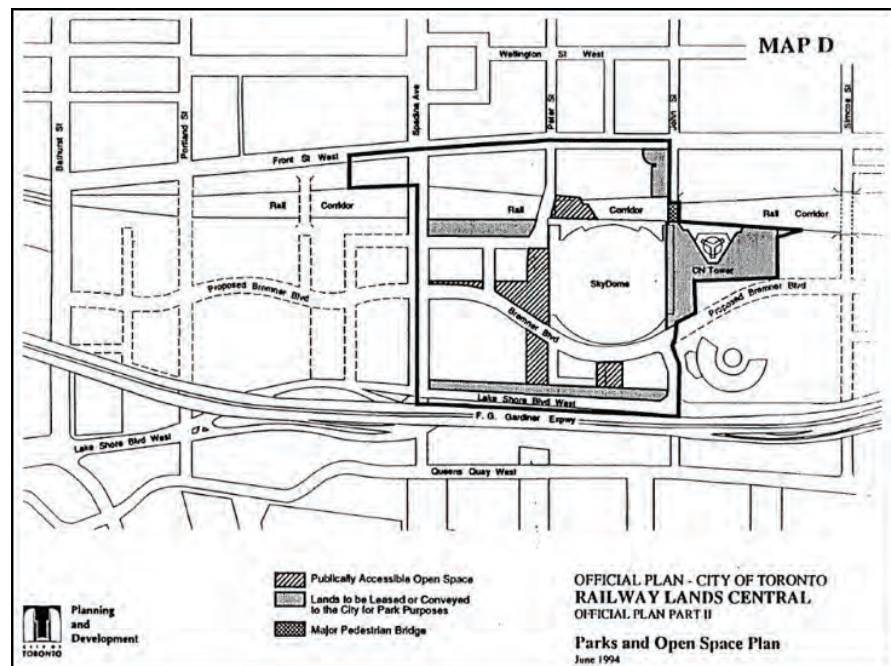


Figure A-10. Map D - Parks and Open Space Plan, from Railway Lands Central Secondary Plan (1994)

Summary of Existing Parkland in the Railway Lands

The following figure details the parkland planned and delivered in the Railway Lands since the Plans were approved in 1991 and 1994.

Figure A-11. Summary of Existing Parkland – Railway Lands

	Planned Parkland: By-law Number	Planned Parkland: Hectares Planned	Parkland Delivered (hectares)	Total Parkland Delivered	Difference (hectares)
Railway Lands East	1991-0481	5.80	EXISTING <ul style="list-style-type: none"> Olympic Park: 0.82 Roundhouse Park: 4.79 	5.61	(0.19)
Railway Lands Central	1994-0806	3.89	EXISTING <ul style="list-style-type: none"> Bobbie Rosenfeld Park: 0.19 Isabella Vallancy Crawford Park: 0.25 Southern Linear Park E.: 0.37 Northern Linear Park E: 0.30 	1.11	(2.78)
Railway Lands West	1994-0805	4.61	EXISTING <ul style="list-style-type: none"> Southern Linear Park W: 0.22 Northern Linear Park W: 0.54 Canoe Landing: 3.21 	3.97	(0.64)
			PLANNED <ul style="list-style-type: none"> Mouth of the Creek Park: 0.50 	0.50	-
Railway Lands Total		14.30		11.19	(3.11)

Appendix C Population & Employment Growth

The following figure provides additional information on the population and employment growth figures detailed in Section of the Planning Study Report.

Figure A-12. Population Growth (Residential) + Projected

Area	Actual Residential Population				Projected Population	% Change
	1996	2006	2011	2016	2041	2016-2041
Railway Lands	0	2,350	11,200	20,390	22,220	9%
King-Spadina	950	4,550	8,510	17,550	49,200	180%
Local Study Area	16,690	32,610	55,870	90,810	137,430	51%
Downtown Study Area	155,930	180,360	222,290	275,300	500,720	82%
City wide*	2,584,000	2,611,000	2,701,000	2,876,000	3,406,000	18%

*Hemson Consulting Ltd. (2012). Greater Golden Horseshoe Growth Forecasts to 2041. City wide figures are adjusted to include census undercount.

Figure A-13. Employment Growth (Non-Residential) + Projected

Area	Actual Employment *			Projected Employment**	% Change
	1996	2006	2016	2041	2016-2041
Railway Lands	11,330	13,510	21,160	54,540	158%
King-Spadina	35,570	40,460	62,240	93,640	51%
Local Study Area	160,250	183,600	243,290	347,810	43%
Downtown Study Area	359,190	405,260	524,000	758,260	45%
City wide**	n/a	1,469,000	1,573,000	1,716,000	9%

* City of Toronto Employment Survey

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

Major Transit Station Areas Methodology

The following methodology was used to calculate the existing and projected density of people and jobs within the major transit station area (MTSA) for the future Spadina-Front GO RER Station. MTSA's are generally considered to be a 500-metre buffer around the station location.

Existing population within the MTSA was determined using 2016 census data at the dissemination area level. Using QGIS, dissemination areas within the MTSA were selected. For each of the dissemination areas that were partially within the MTSA (each, a "Part DA"), the portion of the Part DA that was located within the MTSA was calculated and expressed as a percentage of the applicable Part DA's land area. The percentages were then applied to the applicable populations of each Part DA to determine the populations of the Part DAs that are located within the MTSA. These amounts were aggregated and added to the total populations of the DAs fully within the MTSA to determine the total aggregate population within the MTSA.

This is the methodology used by Metrolinx for density calculations around stations, and assumes population and jobs to be evenly distributed across the dissemination area. The same methodology was used to determine the number of jobs within the MTSA, using 2016 Toronto Employment Survey data, aggregated to dissemination areas.

To determine the projected residents and jobs within the MTSA, the same methodology was applied to the 2041 population and employment projection data, provided by Hemson Consulting Ltd. Projection data was aggregated to 2006 Traffic Zones instead of dissemination areas. The existing and projected density of people and jobs was calculated by dividing the sum by the land area within the MTSA – 78.5 hectares.

Appendix D: Parks & Open Space Needs - Site Assessment

Appendix for Section 5

Parkland – Identification & Assessment of Potential Sites

This appendix provides a detailed description of the methodology and results of the parkland site assessment analysis, which is summarized in Section 5 of the Planning Study Report.

In order to determine potentially suitable sites for a large contiguous park in the Downtown Study Area, Urban Strategies Inc. conducted a land site assessment of properties within the Downtown Study Area. The intention of this study was to identify opportunities for redevelopment of vacant or otherwise underutilized properties within the Downtown Study Area that could be used for municipal parks in the future.

Figure A-14. Table: Property Identification Criteria

Criteria	Description / Rationale
1. Size <i>Is the property equal or greater than 1 hectare?</i>	<ul style="list-style-type: none"> All properties equal to or greater than 1 hectare in size were included in the analysis as potential properties for a park. Properties less than 1 hectare in size were deemed inappropriate and removed from the analysis. Rationale: Properties smaller than 1 hectare in size are too small to accommodate a neighbourhood and district size park
2. Building / Structure <i>Is the property occupied by a building/structure equal or greater than 25% of the site area</i>	<ul style="list-style-type: none"> To identify potential suitable sites, the study identified all properties within the Downtown Study Area with a building/structure that occupies equal or less than 25% of the site area. Properties with a building/structure occupying more than 25% of the site area were removed from the analysis and deemed unsuitable sites for a large park. Rationale: Properties with a building/structure equal or less than 25% of the site area have a substantial amount of open space/undeveloped area and may be suitable properties to locate a large contiguous park. Properties with a building/structure less than 25% of the site area would require substantial demolition of buildings/structures.
3. Utility Corridor <i>Is the property part of a utility corridor (railway and hydro corridor)?</i>	<ul style="list-style-type: none"> Properties located on the right-of-way of railway and utility corridors that are designated as Utility Corridors in the Official Plan (Map 18) were included in the analysis. Rationale: Properties located on the right-of-way of railway and hydro corridors may present opportunities to co-locate a new park and open space through decking and overbuilding or along adjacent lands.
4. Existing Parks and Open Space <i>Does the property consist of an existing park and open space?</i>	<ul style="list-style-type: none"> Properties occupied by an existing park and open space were included removed from the analysis. Rationale: Properties occupied by a park and open space already contain a park and open space use.
5. Development Approvals <i>Is the property subject to an approved development application?</i>	<ul style="list-style-type: none"> Properties with approved and under construction development applications (rezoning approval) were removed from the analysis. Rationale: Properties with approved development applications have development permissions. Due to the status of these approvals, these are not feasible sites to locate a large park.

Methodology

The analysis was conducted through a two-step identification/assessment process:

Step One: Identification (Property Characteristics)

To identify all potentially suitable sites for a large municipal park, a GIS-based spatial analysis of each property within the Downtown Study Area was designed. This analysis was prepared with data obtained from the City of Toronto, primarily through the Open Data Catalogue, and focused on a set of five criteria as described below (see Figure A-14).

Step Two: Land Use Assessment

Once the potentially suitable sites were identified, the second step of the study involved an individual assessment of each potentially suitable site, examining the land use and development characteristics.

Vacant Land Use Study Results Overview

Step One: Potential Site Identification

After applying the methodology described above, Figure A-15 (below) represents all sites in the Downtown Study Area that satisfied all five property identification criteria listed in Figure A-14 (above).

The identification exercise identified very limited sites within the northern and central areas of the Downtown Study Area. It did uncover small concentrations of possible sites in the Downtown Study Area's southern areas, notably along the rail corridor, as well as the southwest and southeast areas near the waterfront, (collectively, referred to as the "Qualified Sites").

The next stage of the analysis set out to evaluate each Qualified Site in individual terms for determining its suitability for a large municipal park.

Step Two: Land Use Assessment

Using all qualified sites as a starting point, a review of each site's land use characteristics was conducted to assess and determine suitability to accommodate a large park. A range of issues was examined, including the nature of existing land uses and the status of any current planning initiatives related to each Qualified Site. Based on this review, the list of qualified sites fell into three categories:

- Sites deemed not appropriate for a large park due to existing land use;
- Sites deemed not appropriate for a large park due to recent (post 2010) approved Council Official Plan Amendments, Precinct Plans and Environmental Assessments; and
- Remaining sites with redevelopment potential for a large municipal park.

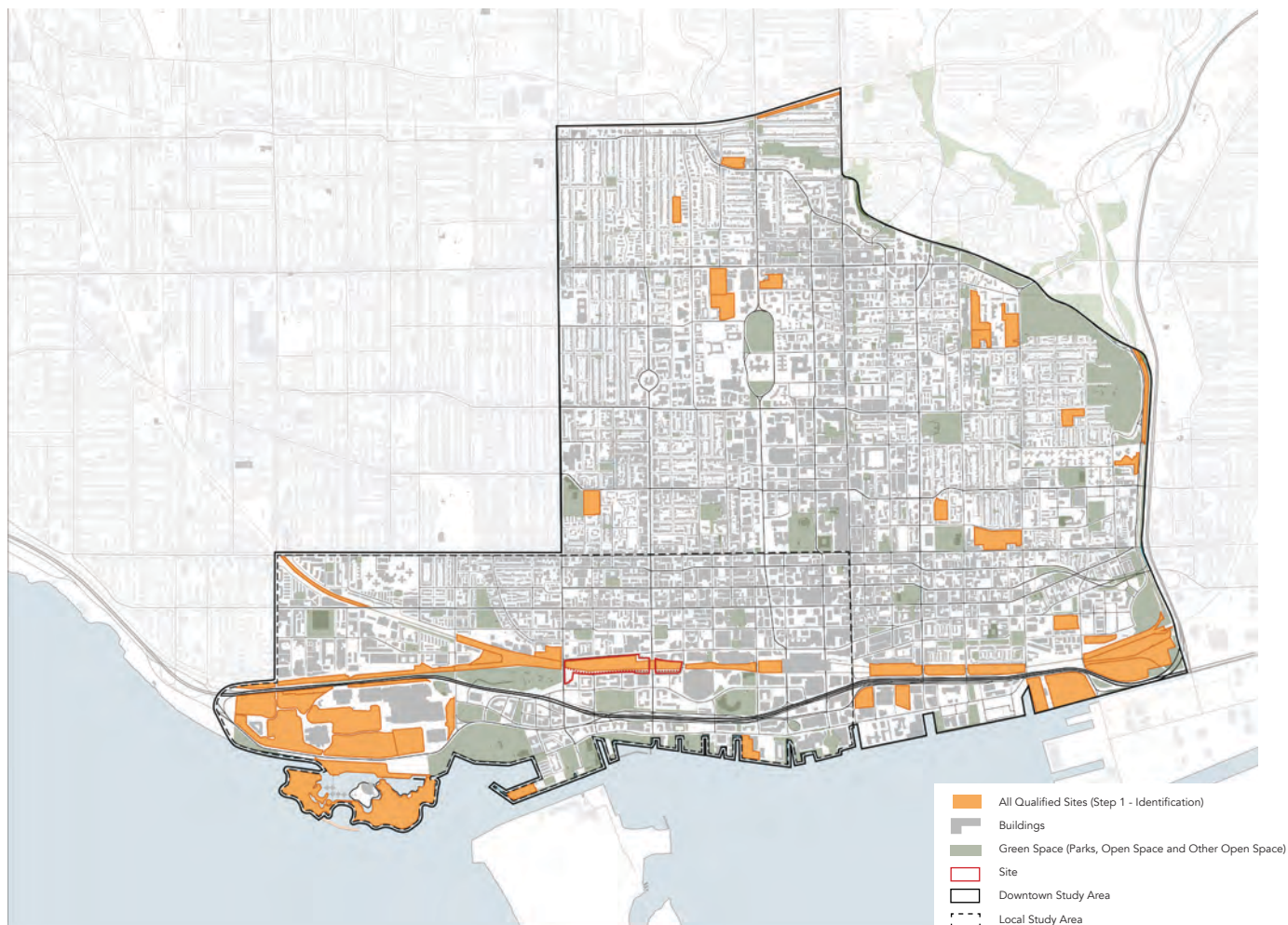


Figure A-15. Property Identification Results – All Qualified Sites

Sites Deemed Not Appropriate for Large Parks Due to Land Use

The foregoing assessment revealed many sites where current land use activities rendered them inappropriate for redevelopment. As described below, (and represented on Figure A-16), the open space found on each site plays a significant role in the ongoing use and operations of each site's land use activities. As result, these do not represent viable locations for a large municipal park.

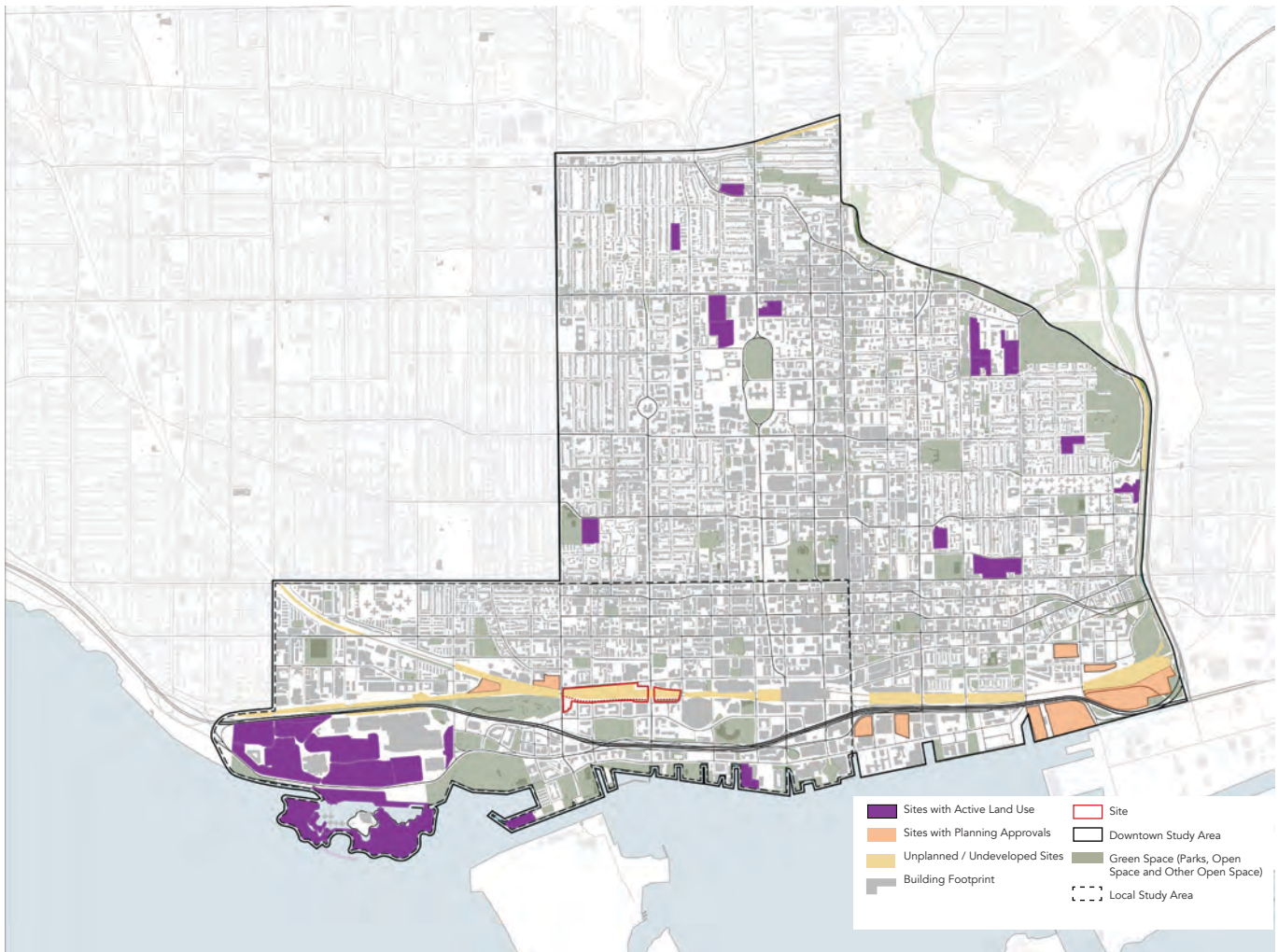


Figure A-16. Land Use Assessment – Sites Inappropriate Due to Land Use

Residential Tower Properties

The selection criteria included the identification of properties larger than 1.0 hectare, whose building(s) occupied less than 25% of the site area. This exercise captured seven residential tower properties, with built form conditions are often referred to as *towers in the park*.

Several of the sites in this category are clustered in the neighbourhoods of St. James Town (200 Wellesley Street East, 375 Bleeker Street, 650 Parliament Street) and Moss Park (275 Shuter Street, 191 Sherbourne Street), with additional tower properties in Regent Park (220 Oak Street) and Yorkville (250 Davenport Road).

Four of the properties are municipally owned and operated by the Toronto Community Housing Corporation (TCHC), including 200 Wellesley Street East, 275 Shuter Street, 220 Oak Street and 250 Davenport Road, while the remainder fall under private ownership. Notably, the open space adjacent to 250 Davenport has recently been sold to accommodate a private residential development featuring a 28-storey tower and two 3-storey townhouse blocks.

Parkland Suitability Assessment:

When scrutinized individually, none of the open space areas described above present a viable opportunity for a large municipal park.

With the exception of 275 Shuter Street – TCHC's Moss Park Apartments, which is approximately 3.5 hectares in total area – none of the sites are large enough in total area to accommodate a significant park, beyond the size of a Parkette (0.5 hectares or smaller) or a Local Park (0.5 hectares to 3.0 hectares), even before taking into account the areas occupied by built form. The open spaces associated with each residential tower play an important and necessary role in supporting residential activities, providing residents with accessible open space.

Several sites are under independent ownership, which introduces complications related to control and direction of future use, while any surplus land available on municipally-owned properties (as small as they may be) may be required for future on-site intensification.

Schools, Universities and Colleges

The selection criteria also identified significant open spaces that are associated with schools, universities and colleges.

Sites in this category include: multiple properties within the University of Toronto St. George Campus (299 Bloor Street West, 150 Charles Street West, 8 Hoskin Avenue); Ecole Gabrielle Roy (14 Pembroke Street); Spruce Court Junior Public School (70 Spruce Street); Huron Street Junior Public School (541 Huron Street); Ryerson Community School (96 Denison Avenue)

Parkland Suitability Assessment:

Lands associated with a school, university or college were deemed inappropriate as these spaces provide open space functions related to both the academic activities of the institution, but also for broader community benefit.

As the Greater Golden Horseshoe's population continues to grow, demand on educational institutions will also increase. Preserving educational institutional open spaces will assist these institutions in meeting that demand, while not restricting their abilities to themselves grow and intensify within their properties.

Therefore, these sites are not appropriate as redevelopment opportunities related to a new municipal park.

Ontario Place (955 Lake Shore Boulevard)

Ontario Place is owned by the Province of Ontario. In 2014, the Province declared a long-term vision for Ontario Place to become a vibrant, year-round waterfront destination. The plan for Ontario Place consists of a hub for culture, a canal district with shops and restaurants, a park and trail on the eastern edge, all linked by a continuous waterfront trail around the islands. The eastern edge of Ontario Place consists of a Trillium Park and William G. David Trail, which adds 3 hectares of public green space on Toronto's waterfront, and opened to the public in July 2017.

Ontario Place is located outside of the TOcore Downtown area, is an existing/planned waterfront destination with a public use. The site has significant issues related to transportation connectivity and does not have a direct relationship to mixed-use urban neighbourhoods.

Ontario Place is designated in the Official Plan (Map 18) as Other Open Space Areas. Ontario Place is within the Central Waterfront Secondary Plan, where it is intended to be incorporated within the City's waterfront park system.

Parkland Suitability Assessment:

Ontario Place is not an appropriate location for a new municipal park. It is owned by the Province and already planned as a waterfront destination. The provincial plans will add new open space to the parks and open space network, however this may not be publicly accessible at all times of day and portions of the area may have controlled access.

Exhibition Place (100 Princes' Boulevard)

Exhibition Place consists of a 78-hectare site that is owned by the City of Toronto and managed by a Board of Governors. Exhibition Place is a large venue which hosts special events, trade and consumer shows. Exhibition Place has an important public function and contributes to the City of Toronto's economic development strategy. The strategic direction and master plan vision for the site has been established in a comprehensive 2017-2019 Strategic Plan, approved by the Exhibition Place Board of Governors on May 18, 2017.

Exhibition Place is designated as Regeneration Areas and Other Open Space Areas in the Official Plan's Map 18 Land Use Plan. It is subject to the Central Waterfront Secondary Plan. The Secondary Plan provisions pertaining to Exhibition Place envisions the area becoming a place where people live, work, and visit. The Plan proposes housing along the periphery of the area so as not to intrude on the current uses of Exhibition Place. The new development is intended to complement the existing heritage buildings and corresponding views from the Lake. Further, there will be considerations for the adaptive reuse of heritage buildings. Three acres will be added to Marilyn Bell Park as a result of consolidating the road network on the western edge of Exhibition Place.

Parkland Suitability Assessment:

Exhibition Place provides opportunities to improve the open space system in the City; however, is not an appropriate location for a new municipal park due to the important and consistent contribution the site makes in supporting the City's economic and cultural development.

Harbourfront Centre (235 Queens Quay Boulevard)

Harbourfront Centre's 4-hectare waterfront site includes significant open space, including areas known as: Canada Square, Exhibition Common, People's Park (aka Ontario Square), and Ann Tindal Park. Operating as a non-profit cultural organization with a 26-person community based volunteer Board of Directors, Harbourfront Centre utilizes its waterfront facilities to provide programming in the arts, culture, education and recreations.

Parkland Suitability Assessment:

As a heavily-programmed space providing enriching cultural events and recreation, the Harbourfront Centre is not appropriate as a redevelopment opportunity for a large municipal park.

National Yacht Club (1 Stadium Road)

The National Yacht Club is a private, member-based organization that provides boat-docking services to its members, along with clubhouse space for club-related social functions and events. Operating on Toronto's waterfront since 1894, the National Yacht Club has been in its current location since 1988.

The National Yacht Club site faces the Western Channel and currently supports surface parking, boat storage and clubhouse functions.

Parkland Suitability Assessment:

The National Yacht Club is not an appropriate location for new municipal park due to the important contribution the club makes to supporting the City's marine-based recreational activities. Furthermore, the site's isolated location and proximity to Toronto City Airport makes it an unappealing location for a future park.

Sites with Approved Official Plan Amendments, Precinct Plans and/or Environmental Assessments

In addition to the above properties, eight other Qualified Sites are located within areas with Council-approved Official Plan Amendments, Precinct Plans and/or Environmental Assessments, as indicated in Figure A-17, and described in the following pages.

- ① Garrison Point (Ordnance Triangle)
- ② 28 Bathurst Street
- ③ ④ Lower Yonge Precinct (55-95 Lake Shore Boulevard East, 1-7 Yonge Street)
- ⑤ Don Mouth Naturalization and Toronto Port Lands Flood Protection Project
- ⑥ Keating Channel Precinct Plan Blocks
- ⑦ West Don Lands Precinct Blocks

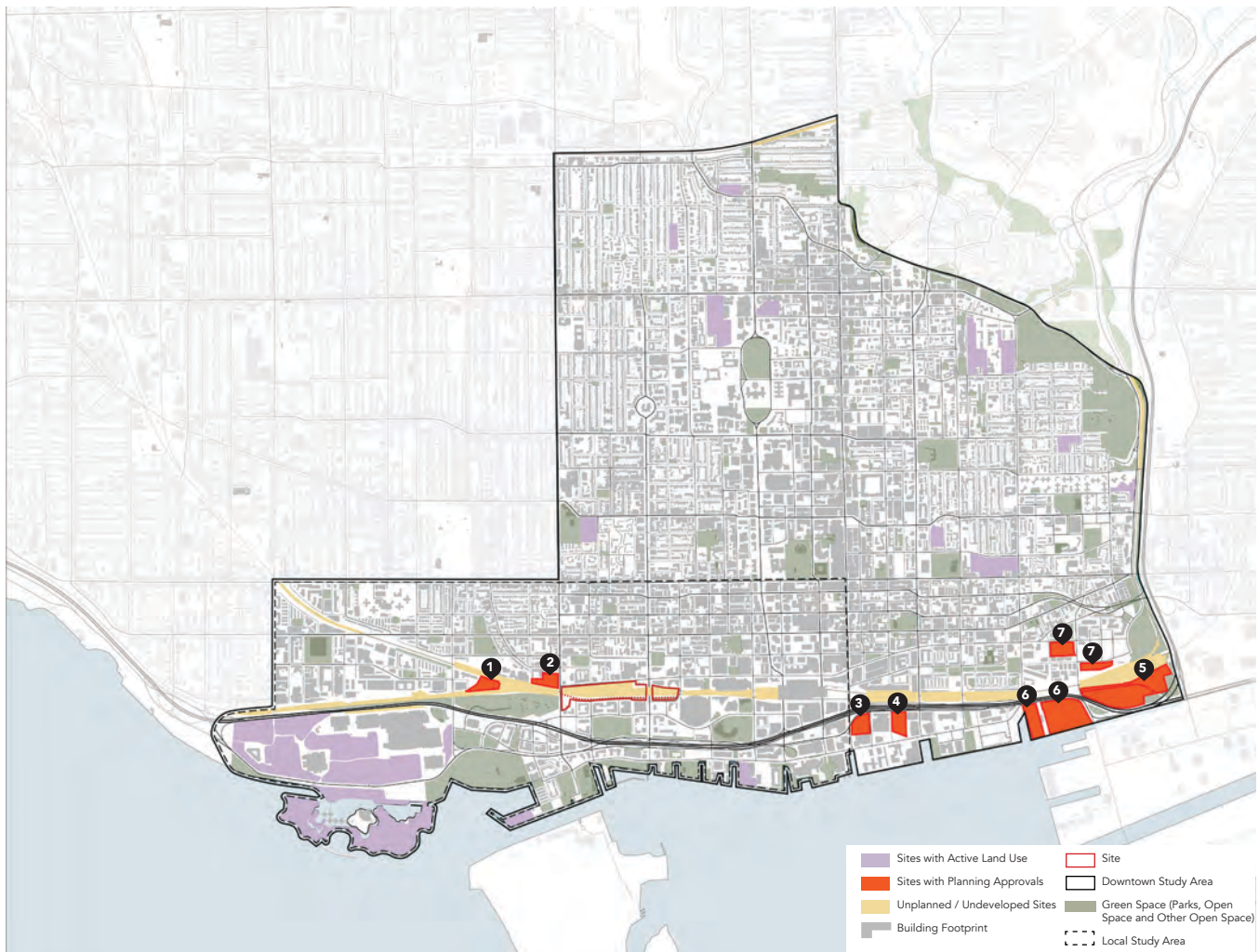


Figure A-17. Land Use Assessment – Sites Inappropriate due to Planning Initiatives (Approved Official Plan Amendments, Precinct Plans and/or Environmental Assessments)

Garrison Point (Ordnance Triangle) (#1)

Located on the eastern boundary of Liberty Village, the 3.1-hectare Garrison Point development site incorporates lands municipally known as 45 Strachan Avenue, along with 10, 11, 25 and 30 Ordnance Street. The site, also referred to as Ordnance Triangle, is bounded by railway corridors to the north and south, which intersect at the eastern edge of the site, forming a triangular point to the site.

Previously owned by Build Toronto, the site was the subject of a comprehensive master planning process that culminated in a series of official plan and zoning by-law amendments, including OPA 231, that support mixed-use development on the site.

The in-force Section 37 agreements that are related to the site include cash contributions for the construction of the Fort York Pedestrian and Cycling Bridge (currently underway), in addition to a 1.5-hectare land conveyance to the City of Toronto for the creation of a new public park at 10 Ordnance Street.

Parkland Suitability Assessment:

As described above (see Appendix A, page 10), Garrison Point is the subject of an active and ongoing development initiative that is shaping its future use. Part of this initiative is the creation of a public park that will support the comprehensive objectives of the development. Accordingly, this site does not represent an opportunity for redevelopment as a new, large-scale municipal park.

28 Bathurst Street (#2)

28 Bathurst Street is a City-owned property on the west side of Bathurst Street and Front Street West. The City acquired the lands under a Section 31 Agreement under the Expropriations Act, after the City initiated expropriation proceedings in 1998 due to contamination issues and the proposed Front Street extension. The site was formerly used for industrial purposes.

Following City Council's decision to abandon plans for the Front Street extension, the property was declared surplus and was subject to a development application by Build Toronto.

Through OPA No. 231, the lands were designated from *Employment Areas* to *Regeneration Areas*.

On April 26, 2017, City Council adopted an Official Plan Amendment (OPA 377) and zoning by-law amendment to change the Official Plan land use designation from *Regeneration Areas* to *Parks* (referred to as OPA 377) and the zoning to Open Space for 569-2013 and Park for 438-86.

The Staff report recommending the OPA noted that the new park space will assist in addressing the limited amount of park space accessible to residents living in the surrounding area.

Parkland Suitability Statement:

As described above, 28 Bathurst Street is already undergoing an initiative to be converted into a municipal park, and as such does not represent an opportunity for further redevelopment.

Lower Yonge Precinct (55-95 Lake Shore Boulevard East, 1-7 Yonge Street) (#3, #4)

Adopted by City Council on June 7, 2016, the City-initiated Lower Yonge Precinct Plan was intended to establish a planning framework for new development in the area bounded by Yonge Street to the west, Lake Shore Boulevard East to the north, Lower Jarvis to the east and Queens Quay to the south. The Staff Report related to the Lower Yonge Precinct Plan included an Official Plan Amendment, which was approved by Council on May 10, 2016. This Official Plan Amendment intended to update the former City of Toronto Official Plan, the current City of Toronto Official Plan as well as the Central Waterfront Secondary Plan, for the purposes of advancing certain elements of the Precinct Plan. The area is also subject to a Municipal Class Environmental Assessment (MCEA).

The OPA and Precinct Plan establish a planning framework for new development to create a new mixed-use community. The plan includes a central park (Lower Yonge Park). The lands for the park will be secured through both on and off-side dedications required through development approvals, under Section 42 of the Planning Act.

Two substantial properties that will be impacted by the proposed Official Plan Amendment, are sites that were identified through the Vacant Land Use Studies: 1-7 Yonge Street and 55-95 Lake Shore Boulevard East. Both sites are subjects of active development applications consistent with the Official Plan Amendment.

Parkland Suitability Statement:

Due to the status of the OPA and the Lower Yonge Precinct Plan and the development applications for the lands, the properties at 1-7 Yonge Street and 55-95 Lakeshore Boulevard are not appropriate locations for a new park. The City has already identified the approximate location for a new city park through the Lower Yonge OPA and precinct planning process.

Don Mouth Naturalization and Toronto Port Lands Flood Protection Project (#5)

The Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP) is an initiative being led by the Toronto and Region Conservation Authority (TRCA) on behalf of and in co-operation with Waterfront Toronto and the City of Toronto. The Ontario Ministry of the Environment formally initiated the DMNP on August 17, 2006 with the approval of the project's Terms of Reference (ToR). This ToR established the framework for the subsequent DMNP Environmental Assessment, which was approved by the Ministry of Environment on January 28, 2015.

The intention of the DMNP is to revitalize the mouth of the Don River, including the Keating Channel, into a more naturalized river outlet, while providing flood protection to Toronto's eastern waterfront. The general intentions of the DMNP were enshrined in the Central Waterfront Secondary Plan (Official Plan Amendment 257), adopted by City Council on April 16, 2003, subsequently appealed to the Ontario Municipal Board and not yet fully in-force.

Parkland Suitability Statement:

Due to the ongoing, long-term nature of the DMNP and the related planning framework initiatives, this area is not an appropriate location for a future municipal park. Furthermore, the site's isolated, non-central location makes it an unappealing location for a future large-scale municipal park.

Keating Channel Precinct Plan Blocks (#6)

Adopted by City Council in July 2010, the Keating Channel Precinct Plan formed the basis for a detailed planning framework for the area and led to a Zoning By-law for Keating Channel Precinct West (By-law No. 1174-2010, adopted by City Council on August 27, 2010).

The Precinct Plan and accompanying Zoning By-law defined opportunities for development in this area, and is based on the extension of Queens Quay East from the Parliament Slip, along with the relocation of Cherry Street west, including the replacement of the Cherry Street bridge over the Keating Channel.

This new planning framework has resulted in development proposals for the eastern portion of these lands (known as the 3C Lakeshore site) and facilitated plans for the Quayside neighbourhood development, through a partnership between Waterfront Toronto and Google/Alphabet's Sidewalk Labs.

Parkland Suitability Statement:

Due to the established nature of the planning framework in this area (Council approved, with active development proposals under review) the Keating Channel Precinct West Lands do not represent an opportunity for a significant new municipal park. Furthermore, access in and out of sites in this area is challenged due to its relative isolation, limiting the impact of any large-scale park.

West Don Lands Precinct Blocks (#7)

With the adoption of the Central Waterfront Secondary Plan in April 2003 (Official Plan Amendment 237, presently under appeal), City Council outlined a Precinct Planning process intended to articulate the policies of the Secondary Plan for specific areas of the waterfront, including the area known as West Don Lands.

As part of its mandate to transform brownfield lands in the waterfront area into sustainable mixed-use communities, Waterfront Toronto has been given the role of preparing a Precinct Plan for the West Don Lands, and has developed plans for a new mixed-use precinct, the West Don Lands Precinct Plan, endorsed by City Council in 2005.

The currently-vacant site at the southwest corner of Front Street West and Cherry Street is within the West Don Lands Precinct, forming part of the Front Street Neighbourhood, which will feature shops, restaurants, offices and residences.

Parkland Suitability Statement:

Due to the ongoing implementation of the West Don Lands Precinct Plan, this site does not represent a viable opportunity for a future public park. Furthermore, the relative isolation of the West Don Lands limits the impact of any large-scale municipal park in this area.

Undeveloped and Unplanned Sites: Rail Corridor Lands

The only undeveloped and unplanned sites within the Study Areas are highlighted on Figure A-18 below. This includes the lands that form the rail corridor east and west of Union Station, and south of Front Street East and West, and within the Kitchener GO and the Lake Shore West GO Rail Corridors. The majority of the lands along the corridor are not feasible locations for a large-scale park due to their size, grading, and immediate surrounding context. The linear nature of these corridors would make it extremely difficult to accommodate large-scale recreational facilities and outdoor event space along these lands.

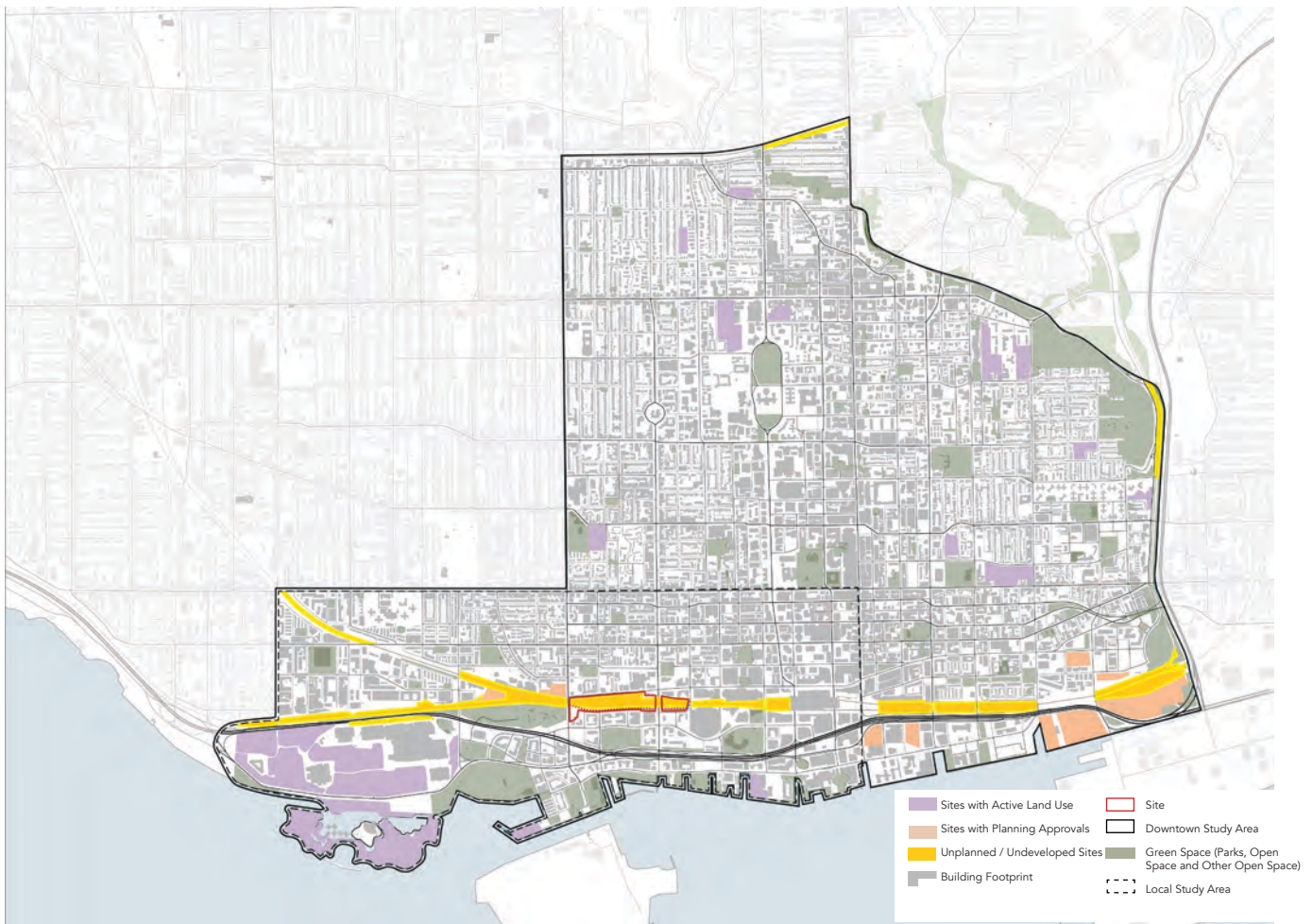


Figure A-18. Land Use Assessment – Undeveloped and Unplanned Sites in the Downtown Study Area

Parkland Opportunity Site

Based on the preceding analysis, the Site reflects the only feasible location for a large-scale contiguous park in the Downtown Study Area. It is a large site with appropriate dimensions to accommodate large-scale facilities, including sports fields and outdoor event space. It is also connected to the planned regional and city transit network, adjacent to other parks and open spaces, and next to major tourist attractions. This represents an excellent location for a large park with regional and city-wide significance - due to its size, central location, accessibility and proximity to major attractions.

This analysis indicates that it will be extremely challenging for the City of Toronto to address parkland deficiency without pro-actively planning for new parks. The urban fabric is composed of small sites, resulting in small land parcels. Development will primarily occur through infill and redevelopment, rather than through comprehensive master planning, as there are no remaining large-scale undeveloped and unplanned sites in the Downtown Study Area. Accordingly, the City of Toronto will require creative solutions to create new parkland in the future.

Appendix E: Planning Framework

Appendix for Section 6

This Appendix provides further detail with regards to the Planning Framework analysis and additional detail on the Secondary Plans in the Local Study Area and the Parkland Dedication By-law.

Nearby Secondary Plans

There are other Secondary Plans governing adjacent areas that generally provide additional direction, area-specific land use policies and more detailed design guidance. Although these Secondary Plan policies do not apply to the Site, they provide context for the Site and surroundings.

King-Spadina Secondary Plan (1996)

Adopted by City Council in 1996, the King-Spadina Secondary Plan establishes a flexible planning framework to facilitate the transition of King-Spadina from a former industrial manufacturing district to a new urban neighbourhood. The King-Spadina Secondary Plan Area is generally bounded by Bathurst Street to Simcoe Street, and Queen Street West to Front Street West. The King-Spadina Area is intended to provide for a mixture of compatible and flexible land uses within an existing network of public streets and blocks. The Area is recognized as an important employment area, but also an area of the City that can accommodate new development.

The King-Spadina Secondary Plan provides policy guidance to encourage new investment in the King-Spadina area, including the public realm. The Secondary Plan recognizes the King-Spadina Area as a Community Improvement Plan Area, with a specific focus on improving public spaces and implementing a greening strategy that includes the leasing of lands for public parks, the acquisition of lands for parks and capital improvements to existing parks (Policy 5.2). Additional policy direction is provided to enhance the quality and character of the area's Significant Streets and Open Spaces through zoning, design guidelines and streetscape improvement programs (Policy 3.2).

Unlike the Railway Lands which were developed through a comprehensive master planning approach, the King-Spadina Area has grown through incremental growth in the form of redevelopment and infill within

an existing urban structure consisting of an existing network of public streets and lanes. The King-Spadina Area contains three small parks, including St. Andrew's Playground, Clarence Square, and Victoria Square, and Alex Wilson Community Garden. There are no community or district sized parks in the King-Spadina Area. The Secondary Plan does not identify any planned locations for parks and open spaces to address growth needs.

Following a period of growth, the City initiated a focused review of the King-Spadina Secondary Plan in 2005 to address specific growth-related issues which presented challenges to the planning framework. The King-Spadina Secondary Plan Review (2006) cited a number of emerging conditions that were posing potential challenges to the existing planning framework. The consultant's report (Planning Partnership, 2006) indicated that population growth was creating pressure on the public realm. The Review indicated that as an old manufacturing district, the acquisition of lands in King-Spadina to develop traditional park space will be a challenge for the City. It identified a series of park and public realm opportunities, including acquiring publicly accessible open spaces (POPs) as part of development.

To implement the recommendations from the Review, the City enacted amendments to the King-Spadina Secondary Plan along with related updates to RA (Reinvestment Area) zoning to update the planning framework for the area (Official Plan Amendment 2/By-law No. 921-2006 and Zoning By-law Amendment 922-2006). However, these amendments were appealed to the OMB and have not been brought into force. In the interim, the City has generally not applied the policies of OPA 2 when evaluating subsequent applications for development within the King-Spadina area.

Since the 2006 Review, the King-Spadina Area has experienced rapid population growth, as it changed into a residential and mixed-use community with tall building development, particularly within the east precinct. This pace and rate of growth and scale of development in the King-Spadina Area has far exceeded what was ever anticipated by the King-Spadina planning framework. The amount of growth within the King-Spadina Area presents challenges to ensure growth is supported with adequate physical and community infrastructure. .

The King-Spadina 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 2017.

Garrison Common North Secondary Plan (2002)

The Garrison Common North Secondary Plan provides policy guidance for growth and regeneration in the area bounded by Dufferin Street in the west, Bathurst Street to the east, Queen Street to the north and the CN Railway corridor to the south. This area has been the focus of redevelopment and renewal, moving from a historically industrial area toward higher density residential, commercial and office uses.

Evolving out of the Garrison Common North Part II Plan (1998), the Garrison Common North Secondary Plan encourages future growth to be integrated into the established city fabric to enhance the public open space system, including physical linkages and connections to Fort York and the waterfront (Major Objectives, Policy 2.1). As a way to improve pedestrian circulation through the Secondary Plan area and to adjacent areas, the Plan encourages pedestrian links over the rail corridors through public and private initiatives (Policy 3.2).

Reflecting the variation in neighbourhood type within the Secondary Plan Area – and in particular the many formerly industrial employment areas along the Secondary Plan Area’s two rail corridors – the Garrison Common North Secondary Plan identifies seven areas that are subject to Site and Area Specific Policies to guide development that is appropriate to the area’s specific conditions. These include recent Site and Area Specific Policies for the South Niagara area, as described in section [...] of this report, which is to the immediate northwest of the Site.

Fort York Neighbourhood Secondary Plan (2003)

The Fort York Neighbourhood Secondary Plan covers the area from the rail corridor south to Lake Shore Boulevard West, and from Strachan Avenue east to approximately Bathurst Street. The Secondary Plan provides policy direction to the creation of a mixed use neighbourhood south of the Fort York Heritage Conservation District, including configurations for new streets, parks and public open spaces (Policy 2.2). Policy 2.4 establishes that redevelopment in the Fort York Neighbourhood will have particular regard for public and private initiatives in the larger Garrison Common North and Railway Lands West areas to ensure its integration into the larger area and to promote the creation of a larger system of linked public open spaces. The Plan identifies a Parks and Open Space system, which will establish visual and physical connections to and from the Central Waterfront. It identifies Link Park, which has developed as June Callwood Park (0.4 hectares) and functions as an urban plaza.

Today the Fort York Neighbourhood has been predominately built out with residential tall buildings.

Central Waterfront Secondary Plan (2003)

The Central Waterfront Secondary Plan establishes a policy framework for the ongoing renewal of the waterfront, envisioning a phased redevelopment that will unfold over time. It 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 decision dated August 2, 2017, approving the Central Waterfront Secondary Plan (OPA 257) for the lands west of Yonge Street to Exhibition Place, which corresponds with the area within the Local Study Area.

The Central Waterfront Secondary Plan contains four core principles, corresponding big moves and policies. The first principle is “Removing Barriers and Making Connections”, which is closely aligned with the Major Objectives in the Railway Lands Secondary Plans. This objective recognizes that removing barriers and reconnecting the city with Lake Ontario and the lake with the city is key to unlocking the potential of Toronto’s waterfront. The Secondary Plan envisions

improved access to the waterfront area through a redesigned Gardiner Corridor, improved transit services, a higher-quality pedestrian environment along Lake Shore Boulevard and Queen's Quay, a reinvestment in the Martin Goodman/Waterfront Trail and the establishment of north/south and east/west cultural corridors throughout the area.

The Plan also recognizes the significance of public realm to transform the Central Waterfront into a designation for international tourism, national celebration and local enjoyment. The second principle is "Building a Network of Spectacular Waterfront Parks and Public Spaces", and it identifies a series of new parks and public spaces along the waterfront.

The City is currently undertaking preparing the Bathurst Quay Neighbourhood Plan for the waterfront neighbourhood west of Spadina Avenue. An interim report was presented to Council on July 4, 2017. The Plan elements include the adaptive reuse of the Canada Malting Silos site and Marina Quay West, improvements to neighbourhood parks, public realm spaces and streetscapes, and enhanced community services and facilities, including a City aquatic centre, and transportation network improvements. The City is currently preparing an Implementation and Funding Strategy related to the adaptive reuse of the Malting Silos.

Parkland Dedication By-law (Chapter 415, City of Toronto Municipal Code)

The *Planning Act* establishes the authority of municipalities to require parkland dedication, as a condition of subdivision (Section 51.1), as a condition of land severance (Section 53), or as a condition of issuance of a building permit for development or redevelopment on an existing lot (Section 42).

Section 42 of the *Planning Act* sets out the requirement for conveyance of land for park purposes. It establishes that a local council may, as a condition of development or redevelopment, require that land be conveyed for parkland purposes. It sets out a rate of 2 percent of parkland dedication for commercial or industrial purposes, and 5 percent for other purposes, including residential uses.

The 5 percent requirement as a condition of development was introduced in Ontario in 1973, and is generally geared to satisfy local park needs for new residential subdivisions. In the context of high-density development, particularly infill and redevelopment consisting of a high number of residential units on a relatively small parcel of land, the 5% parkland dedication is generally ill-suited to service its intended purposes and satisfy the actual parkland needs generated by a development site.

For this reason, subsection 42(3) sets out an alternative rate for residential development. It establishes a rate of one hectare for each 300 dwelling units proposed be conveyed for parkland purposes, or at such lesser rate, as specified in the municipality's bylaw. As per section 5.1.1(2) of the Act, the alternative rate is to be determined by the municipality. The City of Toronto's Official Plan and Alternative Parkland Dedication By-law 1420-207 establishes alternative parkland provisions.

As per Section 42 of the *Planning Act*, the City of Toronto Official Plan sets out the City's parkland acquisition strategies. In order to enact the city-wide alternative parkland dedication policy as per the Official Plan, the City adopted the Alternative Parkland Dedication By-law 1420-2007, which forms Section 415 (Development of Land) of the City of Toronto Municipal Code.

The Railway Lands, as described in By-law No. 612-85 are technically except from the Alternative Parkland Dedication By-law.

The By-law establishes priority areas where the alternative parkland dedication rate applies.

The By-law sets out the parameters for the conveyance of parkland at the alternative rate of 0.4 hectares for each 300 dwelling units, provided that the parkland dedication by-law does not exceed a percentage of the development site, net of any conveyance for public road purposes, depending on the site (varying for sites 1 hectare in size, sites 1 to 5 hectares in size, and for sites greater than five hectares in size).

Where the size, shape or location of land proposed for parkland dedication is deemed unsuitable for parks or public recreation purposes, the By-law establishes that Council may require payment of cash-in-lieu of parkland, provided that the value of the cash-in-lieu does not exceed a percentage of the development site, net of any conveyances for public road purposes (Section 415-24). Residential parkland dedication, or cash-in-lieu cannot be less than 5 percent of the development site or the value of the development site net of any conveyances for public road purposes.

Typically, cash-in-lieu of parkland payments are required where the conveyance is too small to provide a functioning park or does not meet the municipality's parkland acquisition principles. Cash-in-lieu of parkland payments, based on the value of developing land, are collected by the City prior to the issuance of building permit.

Section 415-25 set out the policies for the allocation of cash-in-lieu. It sets out that any payment of cash-in-lieu of land will be used for the acquisition of new parkland or the improvement of parks and recreation facilities in accordance with the following allocation and cash-in-lieu allocation policy:

- 50 percent of the acquisition of lands for parks and recreation purposes, further divided as follows:
- 50 percent to acquire parkland within the district where the funds were generated;

- 50 percent to acquire parkland throughout the City;
- 50 percent of the development of parks and recreation facilities, further divided as follows:
- 50 percent to develop and upgrade parks and recreation facilities within the district where the funds were generated; and
- 50 percent to develop and upgrade parks and recreation facilities throughout the city.

There is a provision that City Council may allocate the expenditures of up to 100 percent of the district portion of parks and creation facility development funds for the acquisition of parkland within the district where the funds were generated. Further, any payment of cash-in-lieu of land to be conveyed through the alternative rate provision in excess of 5 percent of the site area will be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity of the development.