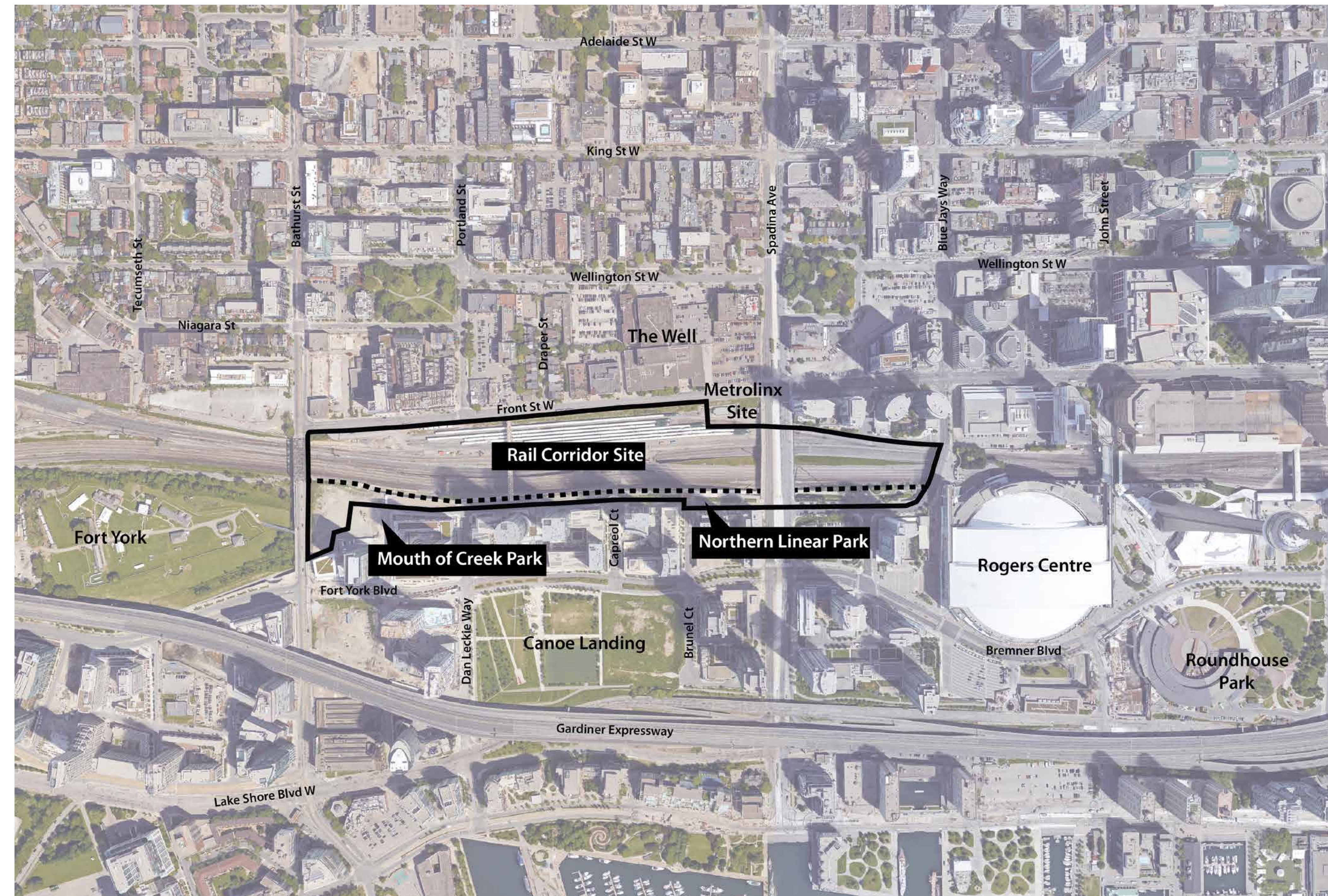


Welcome! Rail Corridor Land Use Study Public Meeting #2

Tonight is an opportunity to learn about and provide input on the proposed planning framework and emerging directions for the Rail Corridor Site and the proposed Rail Deck Park.

In Fall 2016, Toronto City Council endorsed a proposal for a new major park known as Rail Deck Park, to be built over the rail corridor between Bathurst Street and Blue Jays Way. Toronto City Planning is preparing an Official Plan Amendment for the Rail Corridor Site and the adjacent Northern Linear Park and planned Mouth of the Creek Park to create a large-scale signature city park and allow decking over the rail corridor.



View of the Rail Corridor Site, looking south



View of the Rail Corridor Site, looking northwest

Planning Process Timeline - Addressing a long-term need for parkland

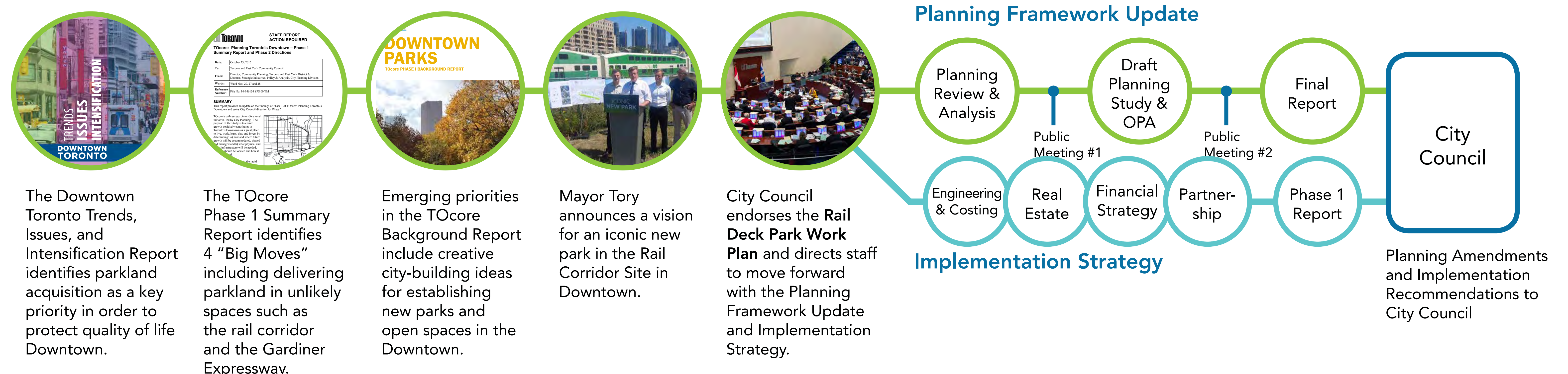
Spring 2014 Fall 2015 Spring 2016 Summer 2016 Fall 2016 Winter/Spring 2017 Summer 2017 Fall 2017

Rail Corridor Land Use Study

The City of Toronto is undertaking a number of related studies for the proposed Rail Deck Park.

The **Land Use Study** is to update the planning framework to guide decking, development and land use over the Rail Corridor Site.

The **Implementation Strategy** will address specific design, phasing and costing considerations.



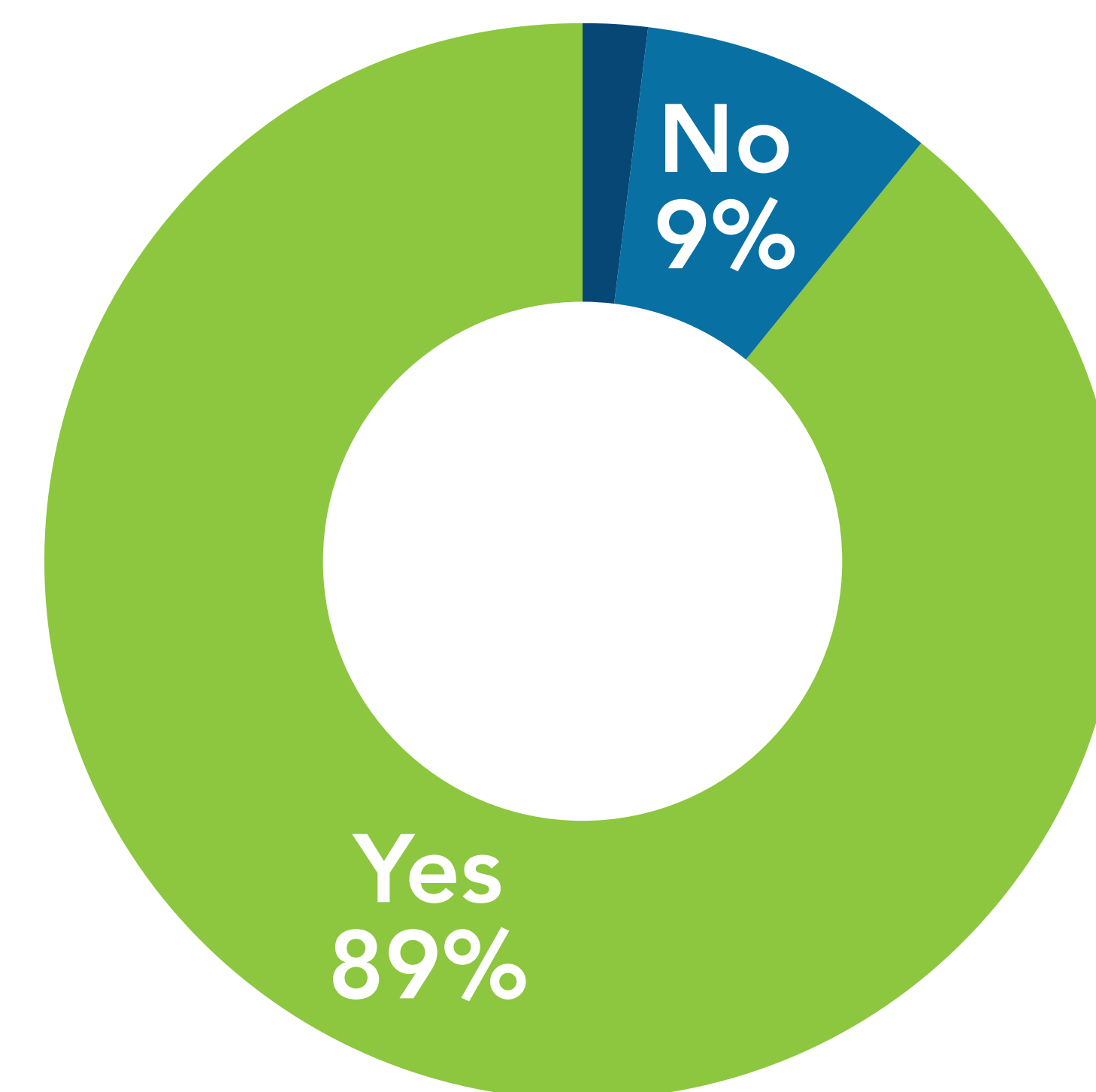
What We've Heard

Engagement Summary

The City of Toronto in partnership with other civic leaders has hosted a series of consultation activities on Rail Deck Park. These include:

- **April 25th, 2017** - The Urban Land Institute, together with the City of Toronto hosted a symposium, with a panel of speakers sharing experiences about creating signature parks in North American cities.
- **May 7th, 2017** - Parks People, together with the City of Toronto hosted a Jane's Walk with 130 people in attendance.
- **June 10th, 2017** - the Canadian Urban Institute and Maximum City hosted a workshop with youth about the future of Toronto and asked youth to identify a vision for Rail Deck Park.
- **June 13th, 2017** - the City of Toronto hosted a public consultation meeting on the future of the Rail Corridor, with over 200 people in attendance.

Participants at the June 13th public meeting were asked: *Do you agree with Council's direction to support a park use over the rail corridor?*



A large and accessible park so close to the downtown core would be wonderful for the city - having a free and beautiful place to enjoy.

The city needs more green space for people to be able to escape the concrete jungle.

Toronto needs this park. It will bring so much spirit and tourism to the city.

It would be great to have a space downtown comparable to other large cities. The park would add much needed greenspace for both citizens and visitors.

Cities can never have enough parks. They are meeting places, places of exercise and solitude, places of peace and happiness, and perhaps most importantly, places to reconnect with nature.

We need more family friendly spaces and areas that promote social gatherings and healthy living.

We are experiencing continuous years of residential and population growth. We need growth in services to match this.

A park here is not just a gain for the downtown but for the city as a whole.

This is a total win scenario. More land for people to use in a place where we really need it.

Downtown core is very dense and requires family friendly space for all ages.



Urban Land Institute Symposium on April 25th



Jane's Walk, Walking tour of Rail Corridor Site on May 7th



Youth consultation event on June 13th



Public consultation meeting on June 13th

City Evolution: Toronto is Growing

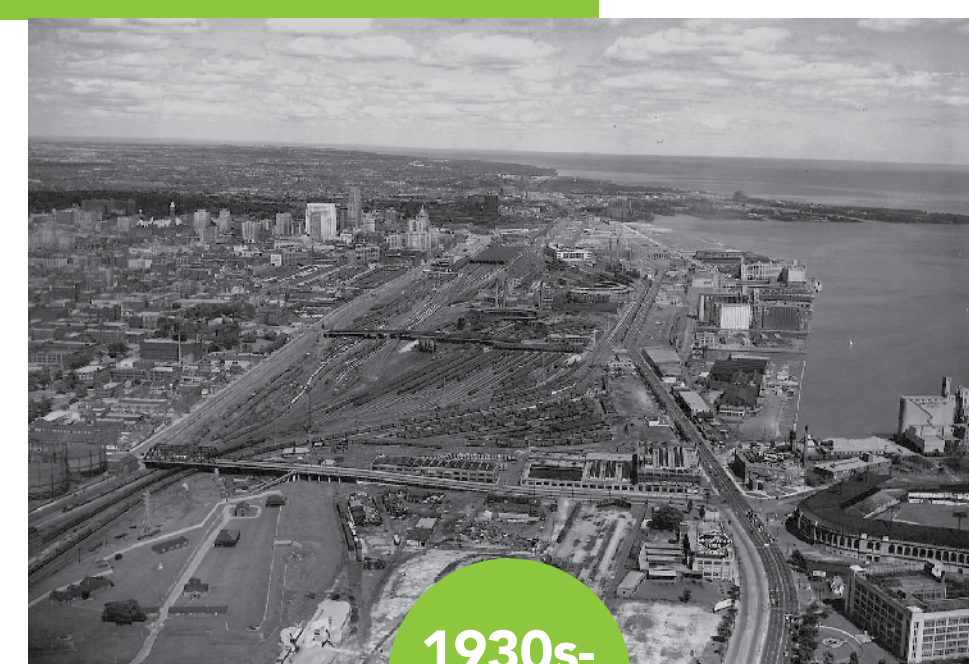
The Railway Lands and the surrounding area has transformed from an industrial zone to thriving mixed-use neighbourhoods. Today, the Rail Corridor Site is surrounded by one of the fastest growing areas in Toronto. Hundreds of thousands of people from across the city and the region travel to and through the area every day to work and visit major destinations. As Toronto grows, it is essential that there are community amenities, parks and open spaces, services and infrastructure to achieve liveable and complete communities.

Transformation of Toronto's Railway Lands



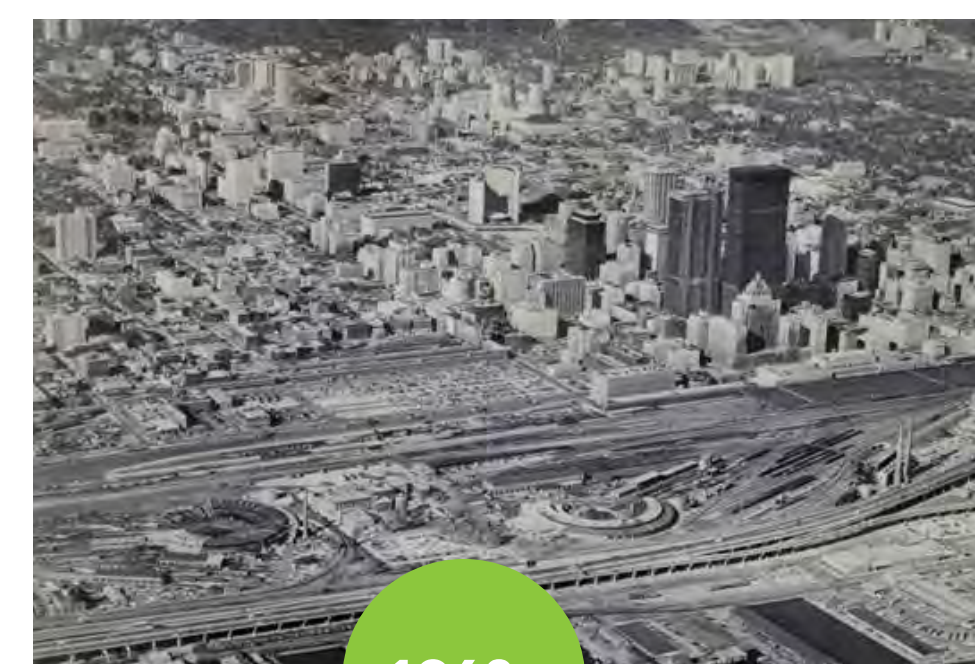
1818

Railway Lands originally planned as parkland, known as Walks and Gardens for the "Recreation of Citizens."



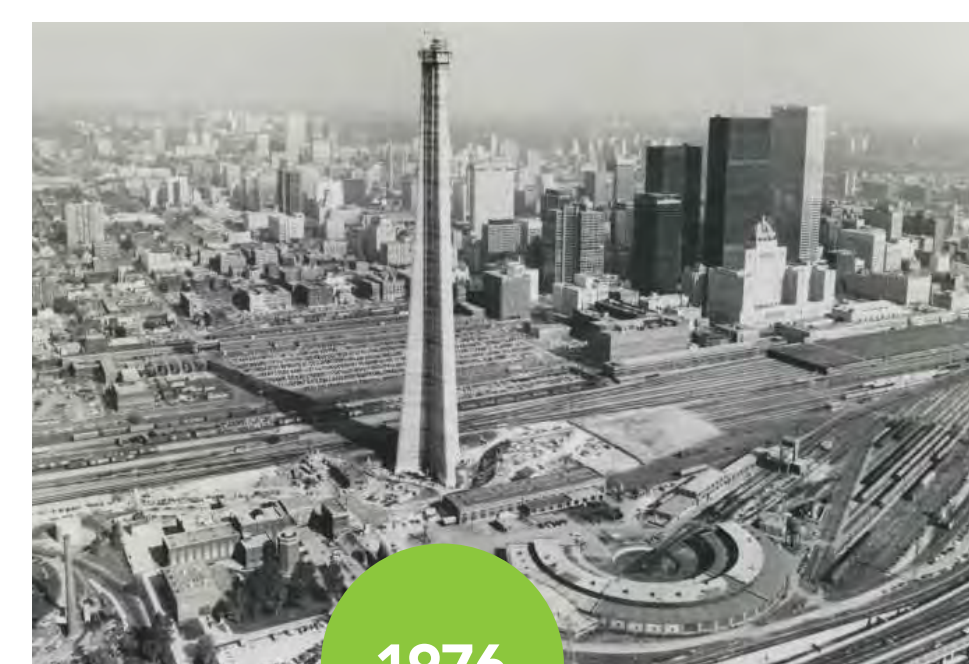
1930s-1950s

Railway operations expand and occupy majority of Toronto's waterfront.



1960s

Railway companies shift functions from Toronto to the Greater Toronto Area.



1976

CN Tower opens after 3 years of construction, becomes world's tallest freestanding structure.



1994

Railway Secondary Plans provide comprehensive framework to guide redevelopment of the Railway Lands.



1990s

Railway Lands used as a golf range in the 1990s.

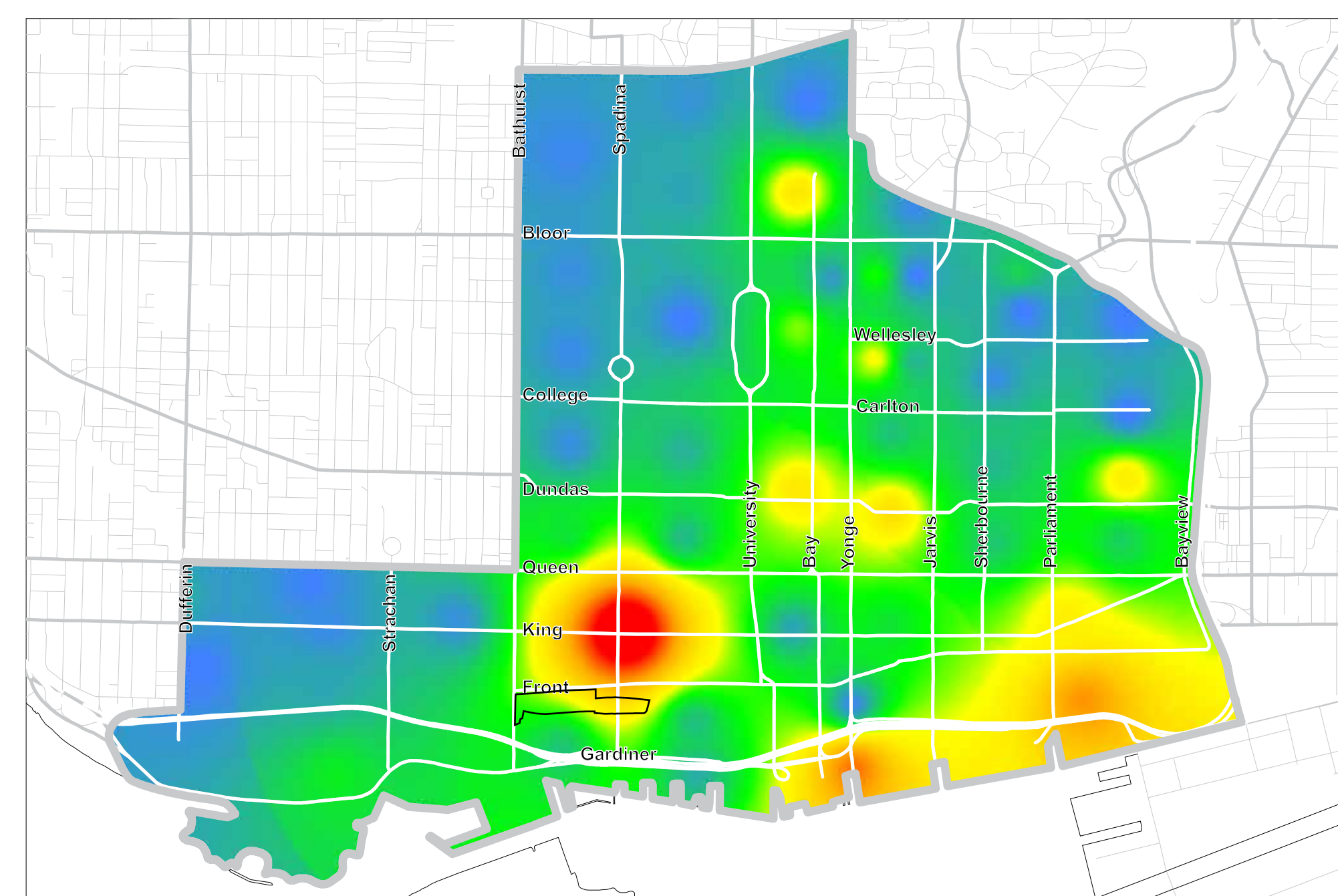


2000s

Rise of new vertical neighbourhoods in Railway Lands and surroundings.

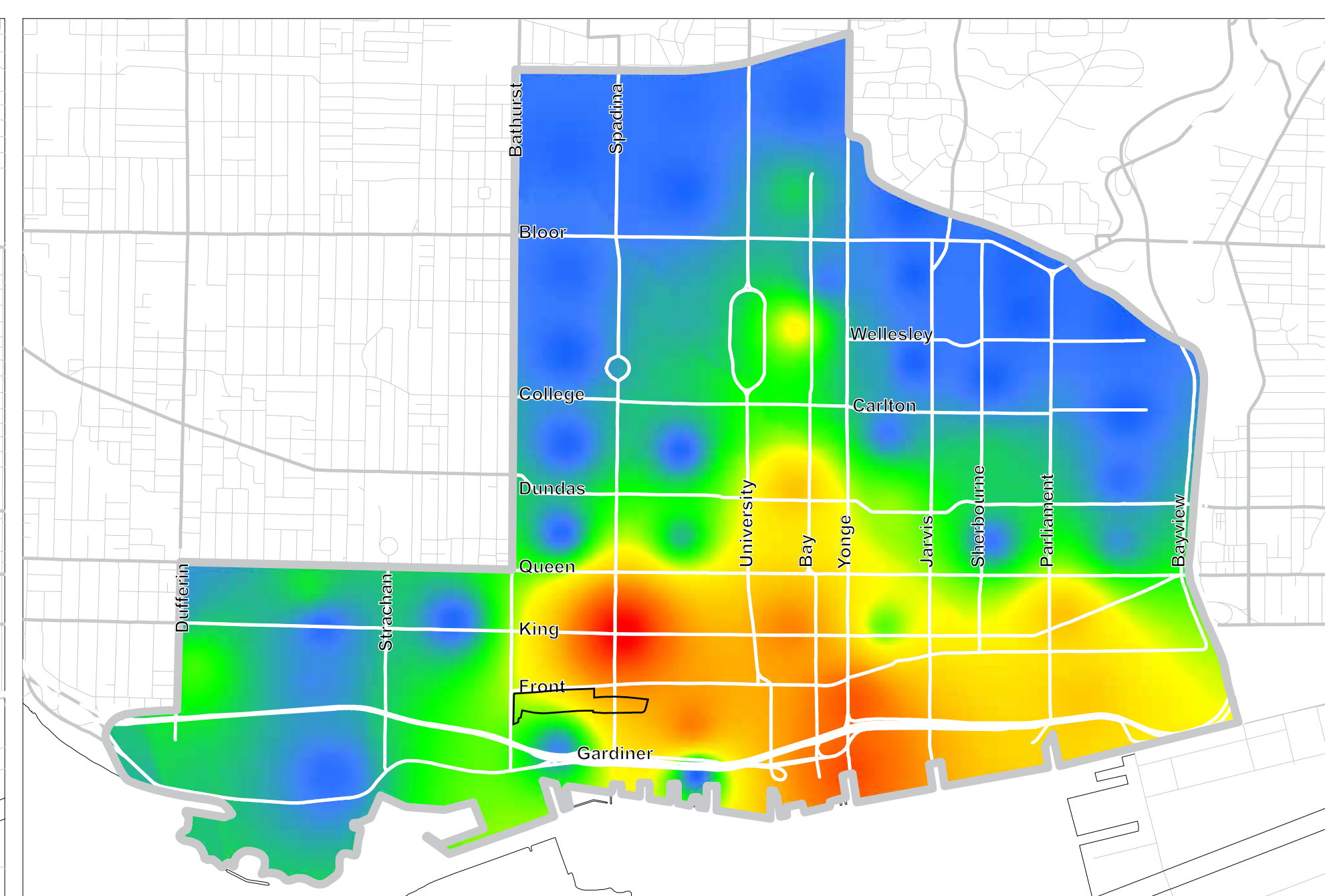
Population & Employment Growth, 2017 - 2031

Over the next 15 years, the Downtown Study Area is anticipated to grow significantly, to a total of 500,000 people and 740,000 jobs, with population and job growth concentrated in the King-Spadina area, the Yonge-Bay corridor and along the waterfront.



Estimated Population Change: Rail Deck Park Study Area
 Less than 100 5,000 7,500 15,000 25,000 or More
 Rail Deck Park Study Area

Source: Toronto City Planning Division, Research and Information - August 2017



Estimated Employment Change: Rail Deck Park Study Area
 Less than 500 2,000 4,000 10,000 20,000 or More
 Rail Deck Park Study Area

Source: Toronto City Planning Division, Research and Information - August 2017

Development Pipeline



Proposed and approved development around the Rail Corridor Site

Approved Applications submitted (April 2017)

The Need for a Large Downtown Park

As Downtown has grown, parks have not kept pace. New parkland is urgently required to support a healthy, liveable, and attractive Downtown. Downtown has one of the lowest parkland provision per capita in Toronto. Parks are becoming more important as places for people to play, relax, and come together and celebrate. As Toronto continues to grow and undeveloped areas become more scarce, we need creative solutions to provide new parks and open spaces.

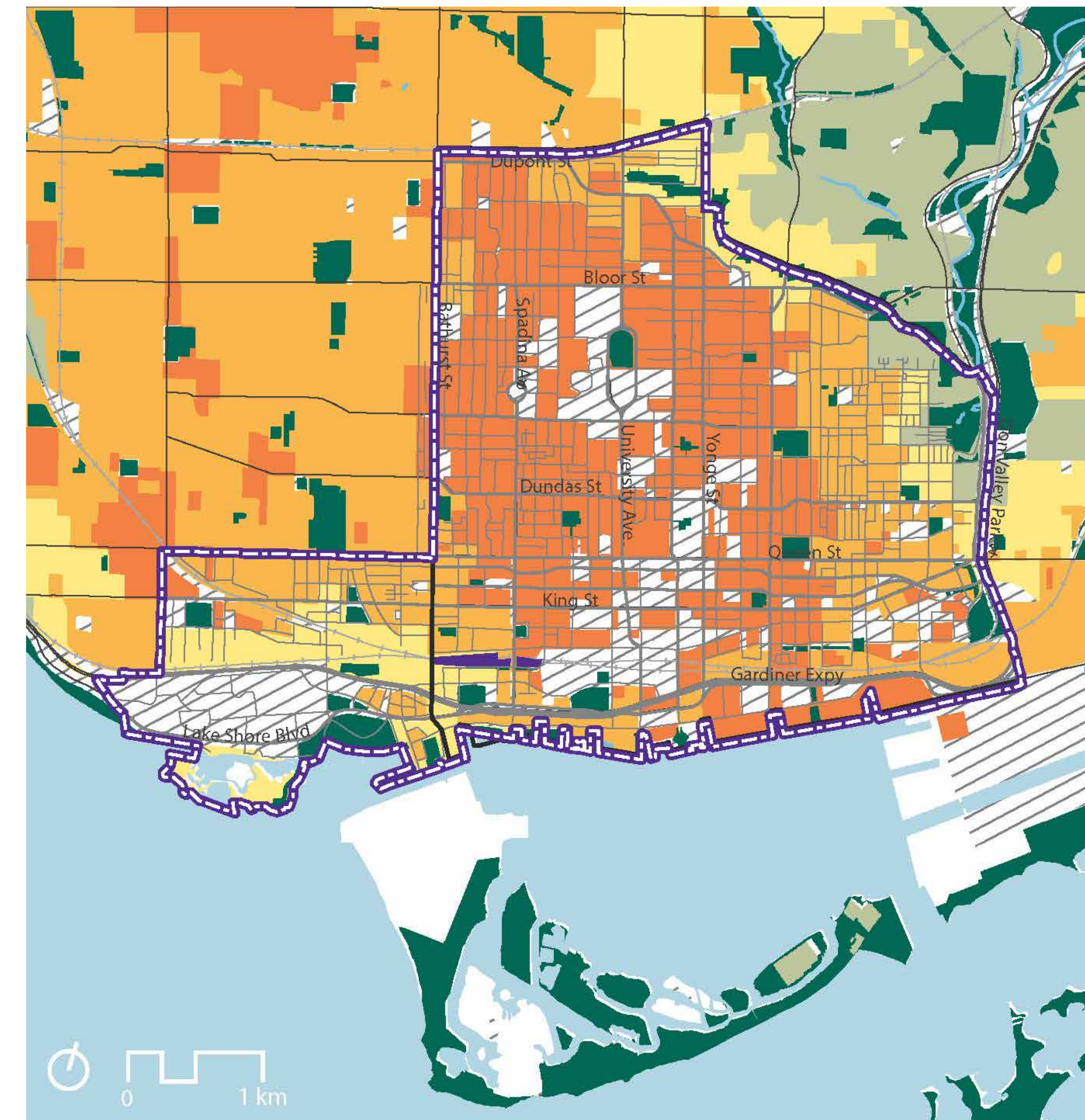
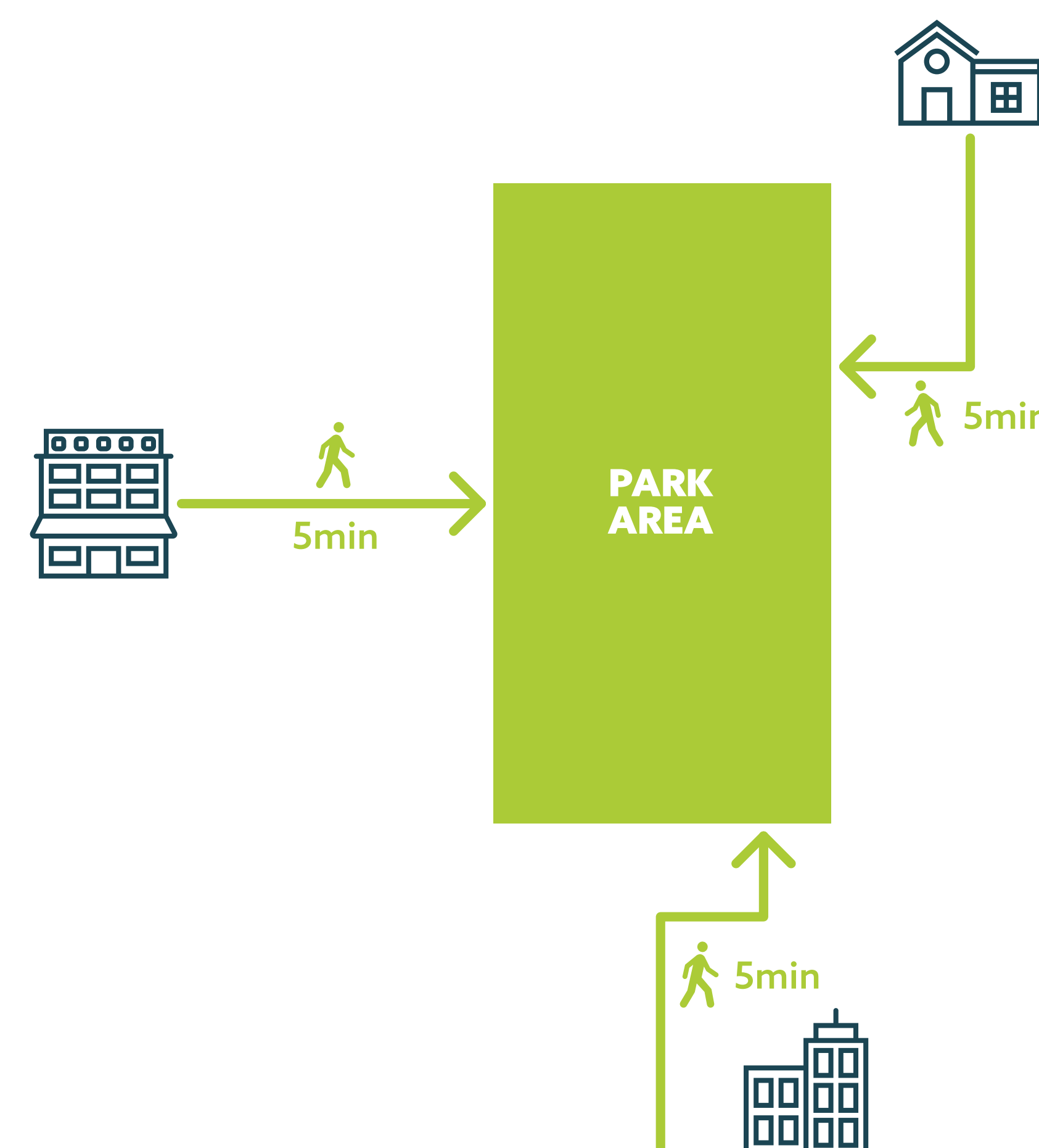
PARKLAND STRATEGY Growing Toronto's Parkland

The City-wide Parkland Strategy is a long-term plan that will guide the planning of the park system — including new parks, expansions, and improved access to existing parks. It will support decision-making and prioritization of investment in parkland across Toronto.

LOCAL PARKLAND ASSESSMENT

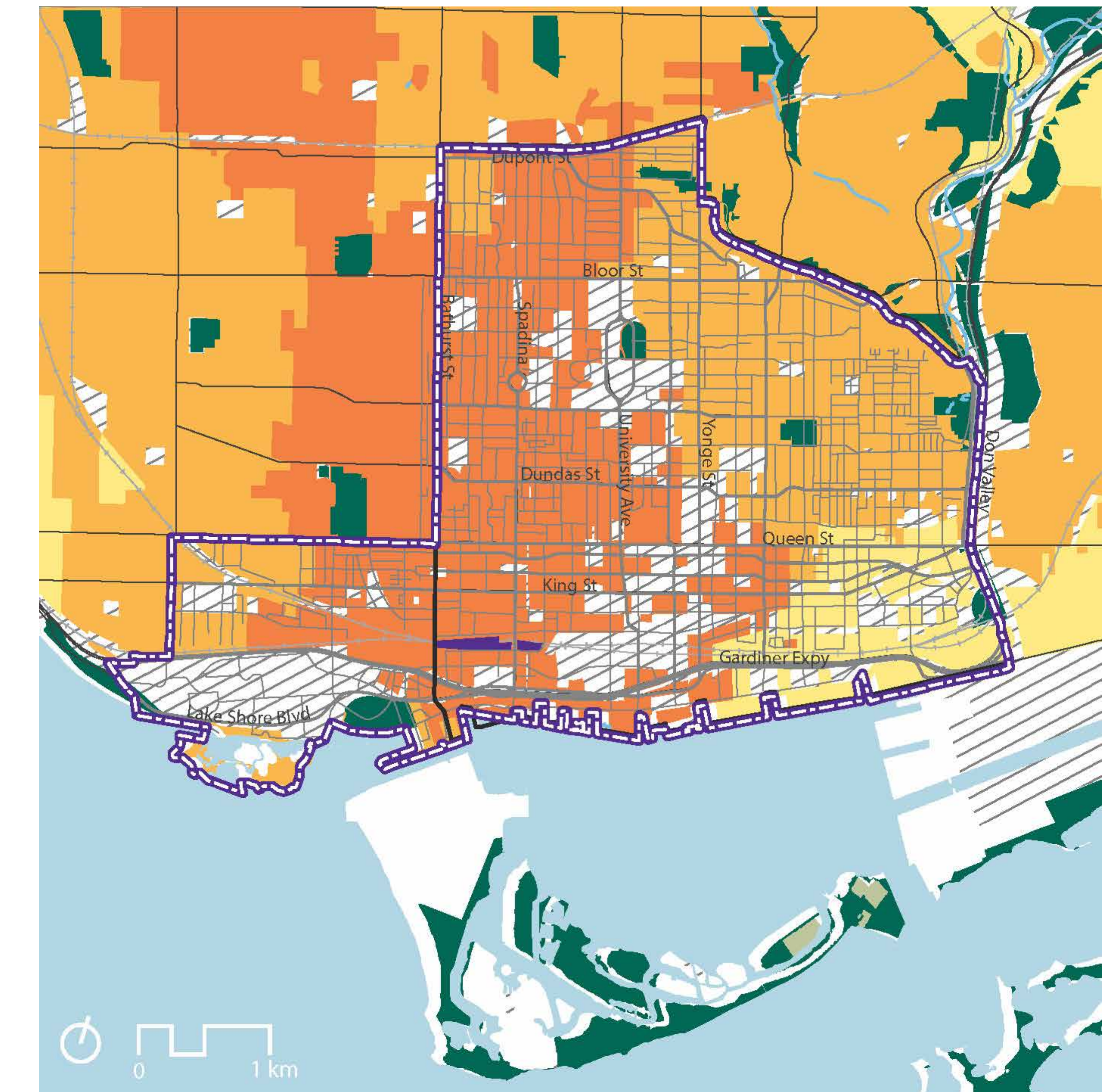
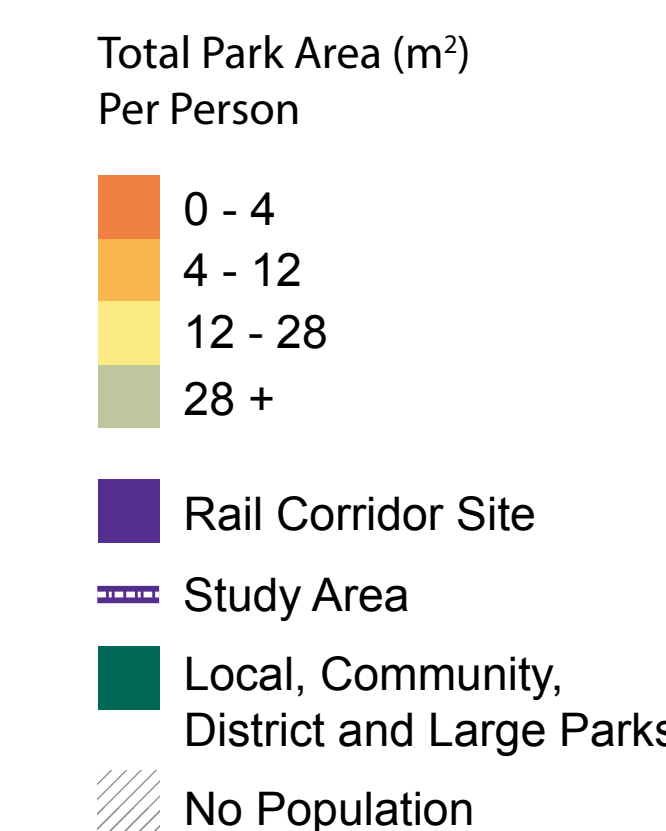
The following method illustrates the amount of parkland per person, where it is located, and whether it is accessible to residents.

- 1. Park Catchment:** A 500m walking distance (or five-minute walk) along sidewalks and paths to a park
- 2. Park User Population:** The total number of people a park serves within the 500m catchment
- 3. Park Pressure:** The park area divided by the park user population
- 4. Park Share:** The total park area per person, based on all parkland available within 500m of each neighbourhood



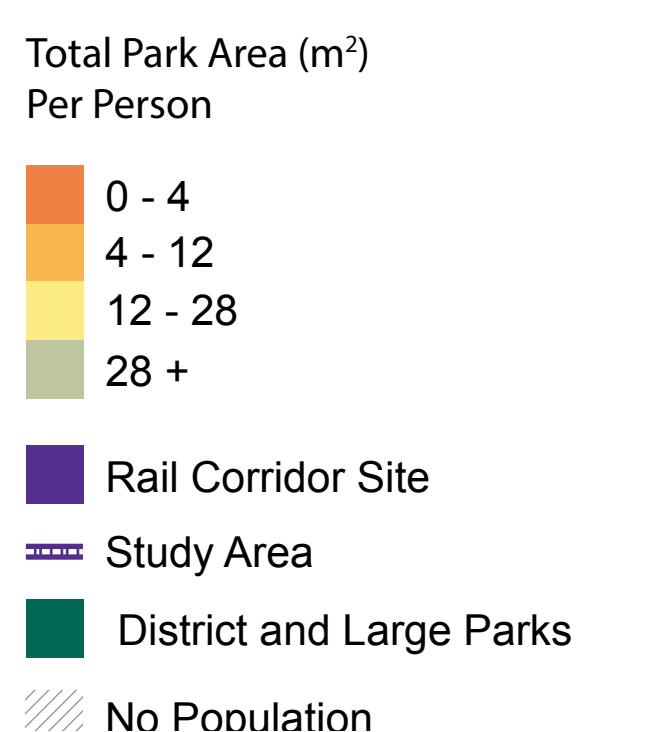
Local Park Area per Person (2032)

This map illustrates how much local parkland (all parks larger than 0.5 ha) is available to the surrounding population within a 10 minute walk (or 1km) catchment area, based on the estimated population in 2032.

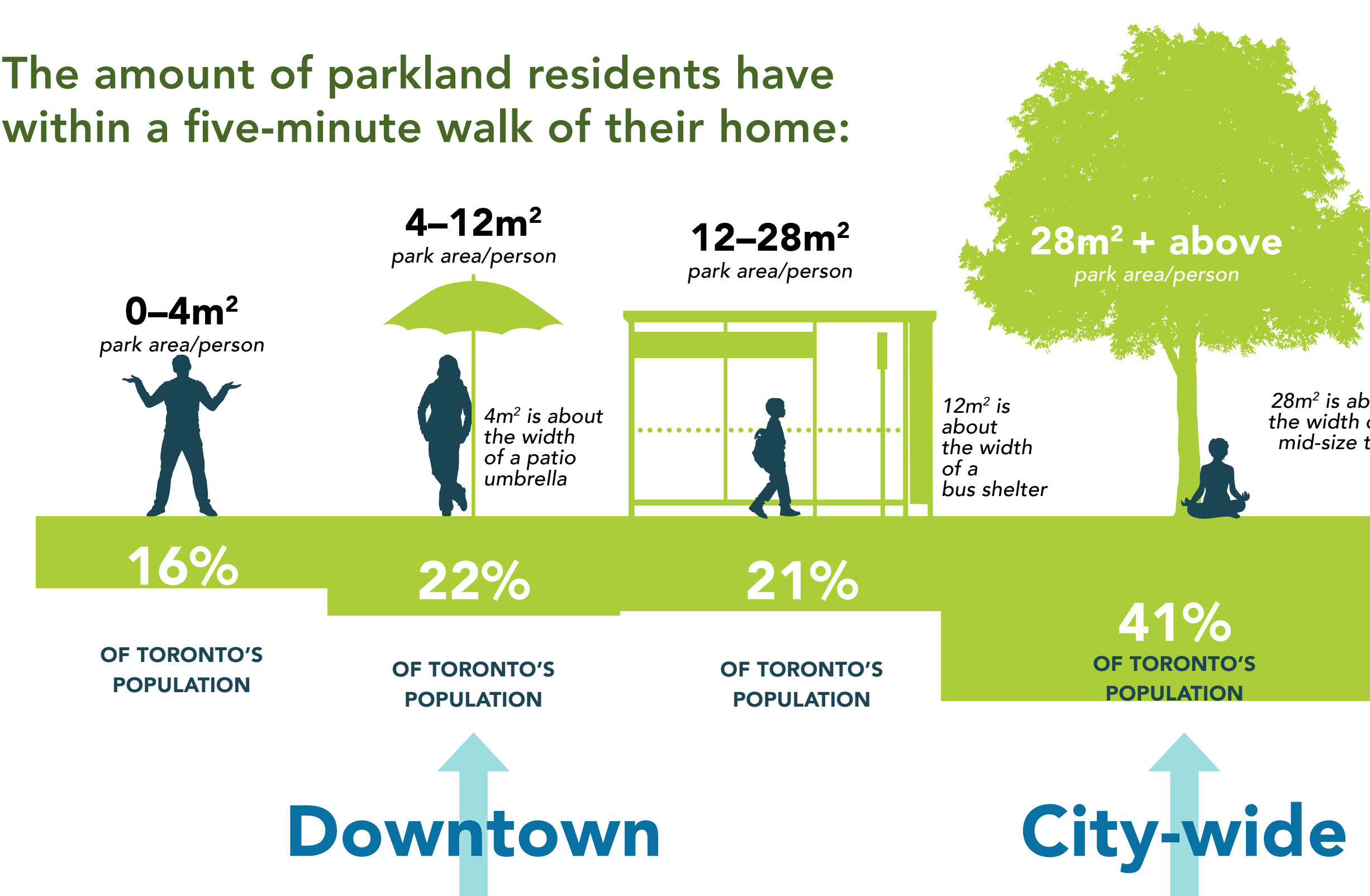


District Park Area per Person (2032)

This map illustrates how much district or city-wide parkland (all parks larger than 5 ha) is available to the surrounding population within a 30 minute walk (or 3km) catchment area, based on the estimated population in 2032.



The amount of parkland residents have within a five-minute walk of their home:



8.4 m²
PARK AREA/
PERSON
(2016)

Downtown

Parks per person analysis is based on how much park is accessible within the catchment area of Downtown.

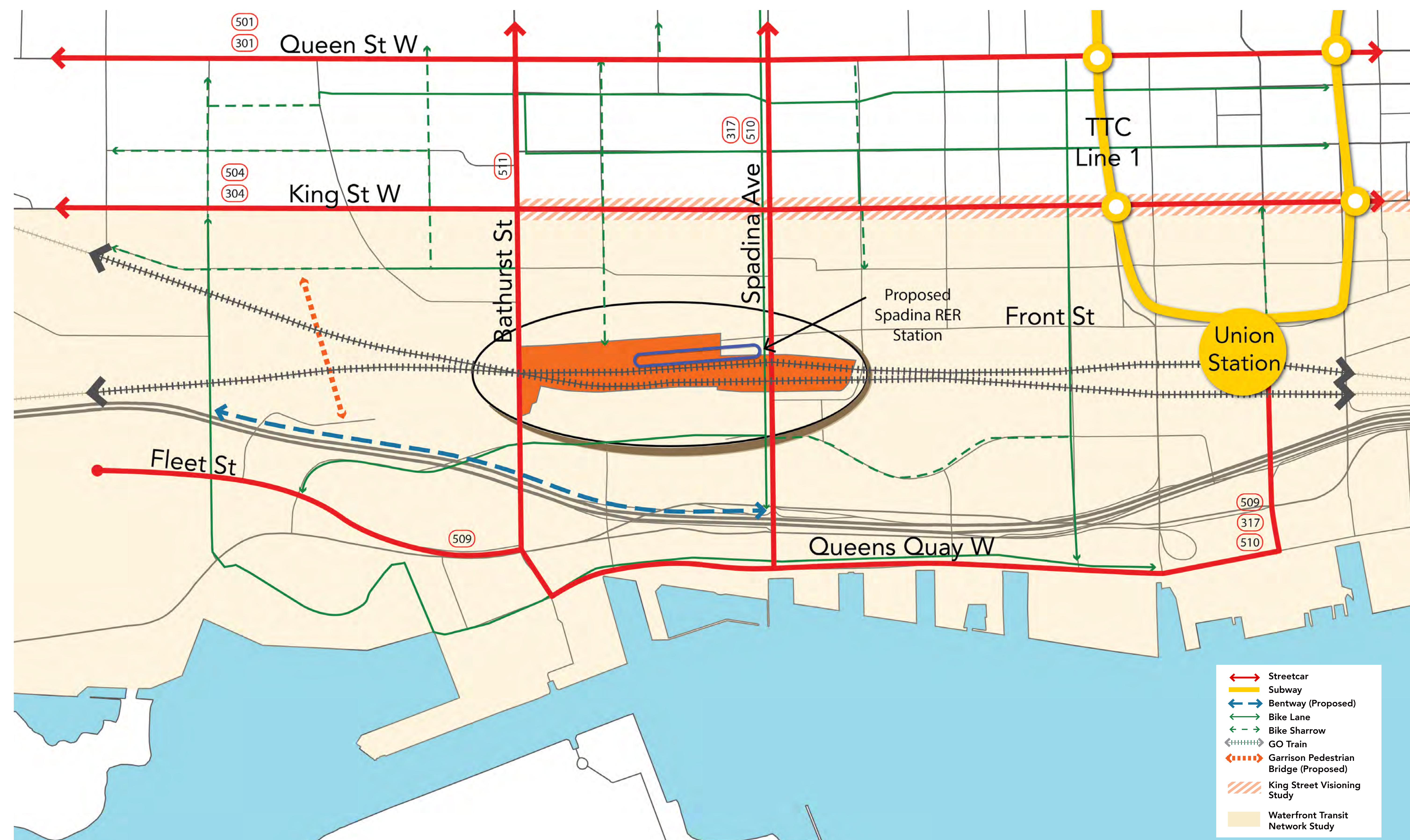
28 m²
PARK AREA/
PERSON
(2016)

City-wide

Mobility & Connections

Decking over the Rail Corridor Site presents an opportunity to improve connectivity and fully integrate the Railway Lands into the city fabric. Through decking over the Rail Corridor Site, there is an ability to improve upon and expand existing active transportation routes, support local transit initiatives, and integrate with rail activity in the corridor below.

Metrolinx is planning a new Regional Express Rail (RER) station at Spadina Avenue and Front Street and for electrification in the rail corridor. The City is working with Metrolinx to advance these projects and will pursue opportunities to coordinate with the Rail Deck Park proposal.



Planning for regional rail connectivity



Connecting to the City's transportation network



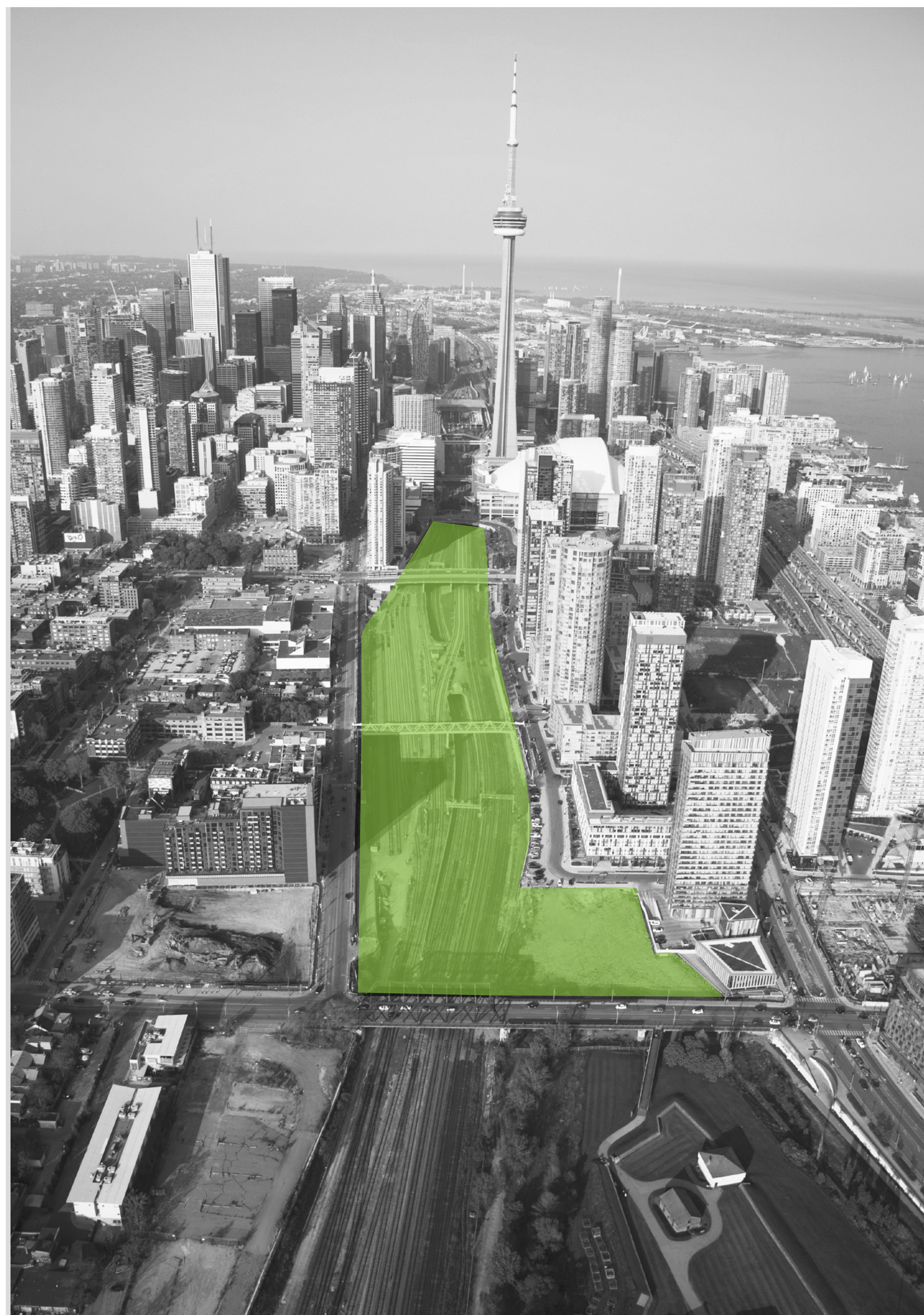
Enhancing pedestrian and cycling connections



Draft Official Plan Amendment

The Vision for Rail Deck Park

Toronto City Planning is preparing an Official Plan Amendment for the Rail Corridor Site to allow for the development of Rail Deck Park and decking over the Rail Corridor Site. The Rail Corridor Site will be designated as *Parks and Open Space* and protect for continued rail operations within the rail corridor. The Draft Official Plan Amendment details a vision, objectives and policies to guide the development of Rail Deck Park.



THE VISION

A Great City Park for All

Rail Deck Park will transform the space above an active rail corridor in the heart of one of Downtown's fastest-growing communities into a signature public park. It will be a beautiful and bustling open space serving its immediate community, while also acting as a major destination for people from across Toronto.

Rail Deck Park will build on past plans and investments in the area, including the Railway Lands Secondary Plan, the King Spadina Secondary Plan, the new Downtown Plan, Canoe Landing Park and the Bentway, by helping to stitch together the cultural and entertainment destinations north of the rail corridor with the revitalized waterfront south of it. It will also be an integral link that completes a core circle of parks and public spaces wrapping around the Downtown core. With major hubs of activity on all sides, Rail Deck Park will serve as a keystone in a broader network of civic, commercial, and recreational destinations, encouraging residents and visitors to explore and experience the spectacular spaces that distinguish Toronto.

The generous scale and central location of Rail Deck Park will accommodate a variety of park uses, including active and passive recreation, naturalized areas, and civic and cultural facilities. The design,

configuration, and layout of space will be coordinated to complement and enhance each piece as part of a grand park experience. The quality and range of amenities will draw visitors from across the city, the region, and internationally.

Getting to and from Rail Deck Park will be simple and convenient, with a direct connection to the Regional Express Rail system, easy access to numerous other transit and active transportation routes, and a smooth and permeable relationship with the surrounding public realm that prioritizes universal accessibility.

A model of sustainable infrastructure development, and designed to the highest standards of resiliency, Rail Deck Park will be the jewel of the Downtown parks and open space system and a major catalyst of economic development and tourism. Toronto's signature park will be a park for all of Toronto.

Draft Official Plan Amendment

Objectives for Rail Deck Park

The proposed Official Plan Amendment details five planning objectives for Rail Corridor Site. A large-scale significant park in this location will contribute to quality of life and competitiveness of Toronto.

The development of Rail Deck Park will contribute to the following objectives:



01 A Park for all of Toronto

The significant scale and central location of Rail Deck Park will accommodate a diverse range of park uses and programming options to create a truly inclusive and welcoming public space for all Torontonians. Rail Deck Park will be designed as a vibrant and multi-functional park with a range of recreational, community, civic, and naturalized spaces.



02 Resilient and Green

The principles of sustainability and resiliency will be integrated into every aspect of the planning, design, and implementation of Rail Deck Park, from landscaping and servicing, to daily maintenance and operations, to long-term management and governance. This forward-looking approach positions Rail Deck Park as a showcase for innovation and design-excellence and will ensure that this public investment will be enjoyed by current and future generations of Torontonians to come.



03 Connected and Accessible

Whether travelling from across the street, or across the City, visiting Rail Deck Park will be a comfortable and convenient experience. Rail Deck Park will offer unprecedented levels of access both in terms of physical connections to the public realm, and in terms of broader connections to city-wide transit and transportation routes. Moreover, the park itself will serve to bridge the gap presented by the rail corridor to bring together communities and either side and re-link to the Downtown to the Waterfront.



04 A Place to Gather and Celebrate

Rail Deck Park will establish a new hub of activity where visitors can gather, celebrate and share in memorable experiences that help to shape the identity and brand of the City. Rail Deck Park will link together existing destinations in the downtown, and will serve as a catalyst for further investment in arts, culture, entertainment, tourism and technology.



05 Support and Integrate Rail

Rail operations have been integral to Toronto's growth and economic vibrancy and continue to support prosperity and livability in the City today. Rail Deck Park will occupy the air space above the rail corridor, while ensuring current and future rail operations can continue safely and efficiently.

Rail Deck Park presents opportunities to interpret and share the history of the Railway Lands and the evolving relationship between the City and its waterfront.

Draft Official Plan Amendment

The Rail Deck Park Secondary Plan proposes a new planning framework that envisions a vibrant, sustainable, and accessible park for all Torontonians.

The Rail Deck Park Official Plan Amendment provides a new planning framework that will allow the development of a park over the rail corridor.

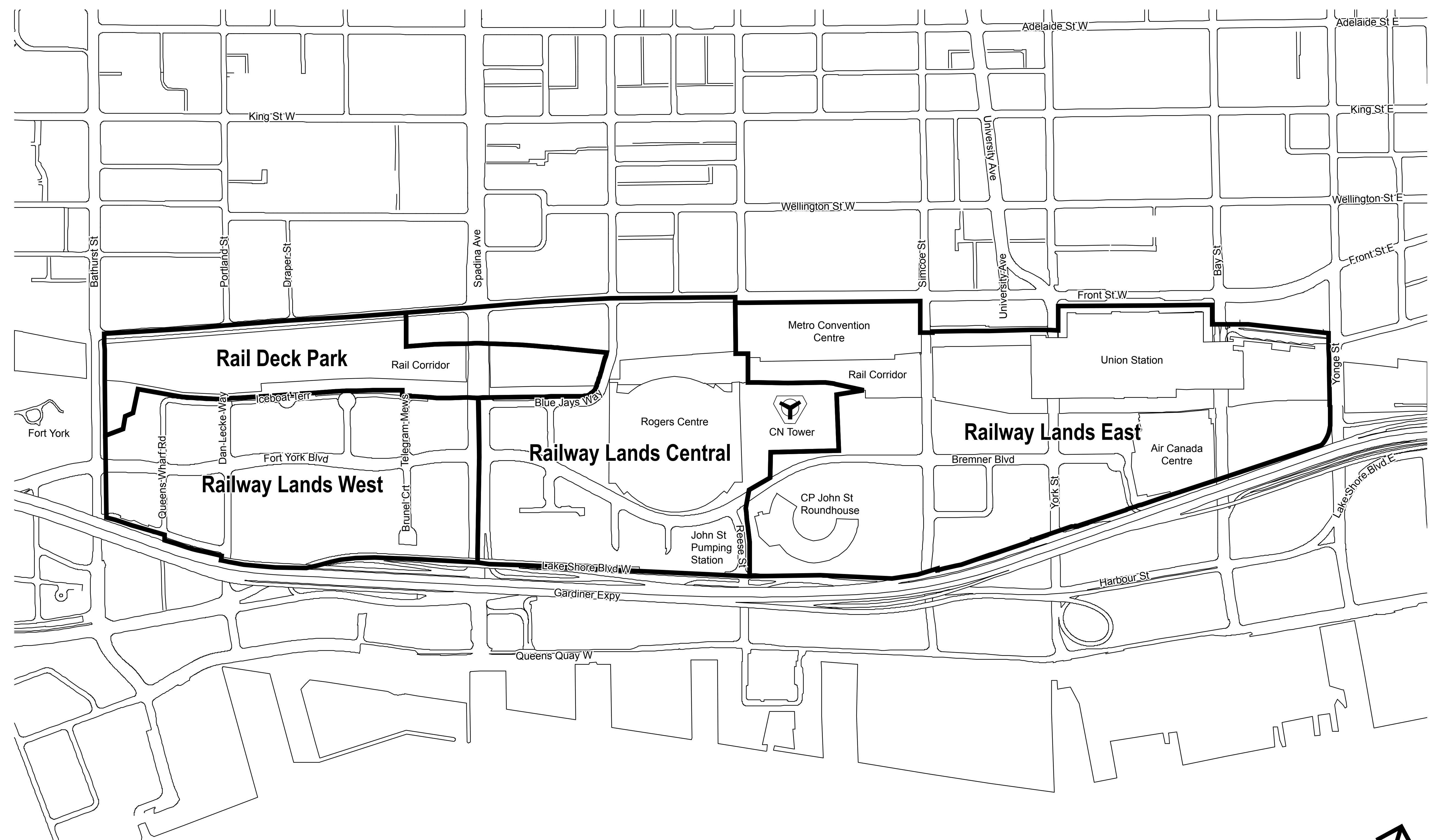
Key planning changes include:

- A Secondary Plan for Rail Deck Park; and
- Redesignating the Rail Corridor Site as *Parks and Open Space* while maintaining and strengthening existing and future rail operations and the *Utility Corridor* function.

A Direction for Park Design

The proposed Rail Deck Park Secondary Plan provides direction for a comprehensive design and consultation process for Rail Deck Park. The design process will be based on significant public engagement and ensure the highest design standards. This will include the following topics:

- Land Use;
- Parks and Public Realm Plan;
- Heritage;
- Transportation and Circulation;
- Environment;
- Servicing and Stormwater Management;
- Implementation Strategy.



Proposed Rail Deck Park Secondary Plan Area and Context Map

Not to Scale

Be Inspired!

Cities around the world are finding innovative ways to build new parks and open spaces within their built-up city centres. There are a number of examples from cities around the world of new parks above rail and road infrastructure corridors. These projects have transformed transportation and utility corridors to vibrant new public spaces.

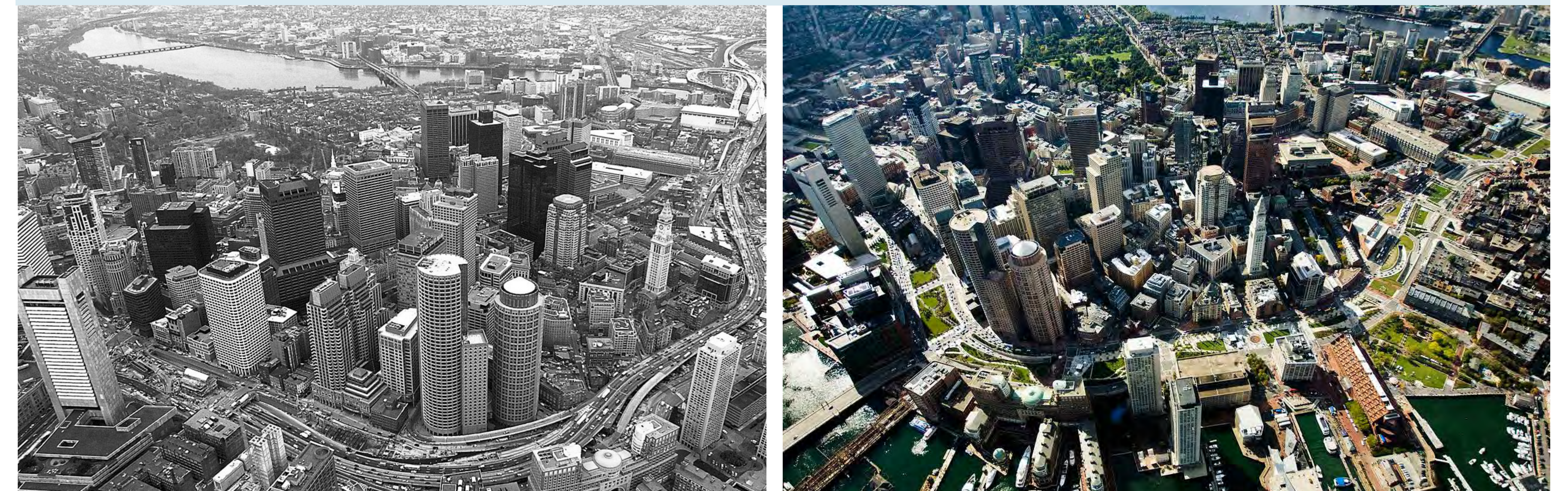
Millennium Park, Chicago IL 9.9 hectares, Completed 2000

A large park that was once railway yards and parking lots. Contains open spaces, pavilions, public art, outdoor skating rink, and features accessible design.



Rose Fitzgerald Kennedy Greenway, Boston, MA 6 hectares, Completed 2008

A linear park created through the demolition of the John F. Fitzgerald Expressway and the “Big Dig”. Contains landscaped greens, promenades, plazas with vendors, fountains, public art, a carousel, and specialty lighting.



Klyde Warren Park, Dallas, TX 2.1 hectares, Completed 2000

Constructed over top of a three-block section of Woodall Rodgers Freeway, which runs below grade through downtown Dallas. Features active recreation space, a pedestrian promenade, and a performance pavilion for cultural programming.



Manzanares River Park, Madrid, Spain 650 hectares, Completed in 2011

A large linear park above a buried highway along the Manzanares River. Features multiple components including a linear green space above the highway, a central garden, and an orchard.

