



STAFF REPORT ACTION REQUIRED

Unilever Precinct Planning Study and East Harbour Application Review – Update Report

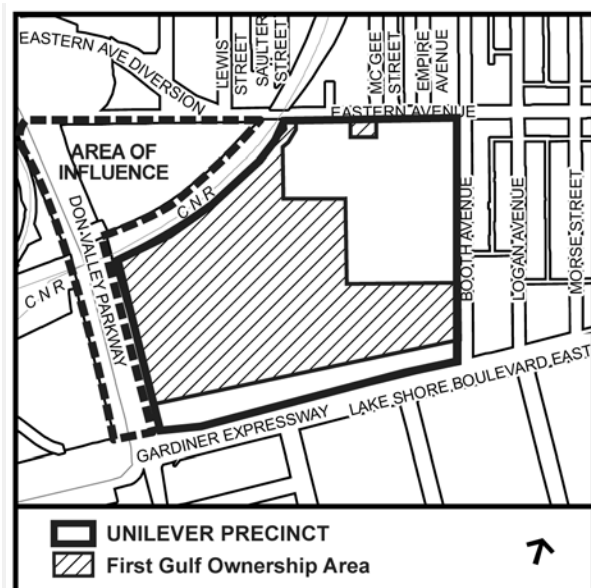
Date:	October 24, 2017
To:	Planning and Growth Management Committee
From:	Acting Chief Planner and Executive Director, City Planning Division
Wards:	Ward No. 30
Reference Number:	15 236783 STE 30 OZ (2015 OPA, Planning Study) 16 270071 STE 30 OZ; 16 270078 STE 30 SB (2016 Rezoning and Subdivision)

SUMMARY

This report provides a series of updates on the Unilever Precinct Planning Study, including the review of First Gulf's East Harbour development applications and the East Harbour SmartTrack Station planning context. It provides information on consultation events for these projects and sets out the anticipated consultation plan moving forward.

This report also includes a description of First Gulf's Master Plan Update submission. This submission revises the prior master plan proposal from December 2016. It includes additional properties acquired at 375 and 385 Eastern Avenue (adjacent to the Metrolinx rail embankment), and also contemplates additional density on First Gulf's lands. First Gulf is now proposing 925,314 m² (approximately 10 million ft²) of employment development on the 15.15 hectare (37 acre) portion of the Unilever Precinct they own, compared to 829,833m² (approximately 9 million ft²) on the 13.8 hectares (34 acres) they owned at the time of the December 2016 rezoning and subdivision submissions.

In addition, this report addresses the request of Planning and Growth Management Committee from February 23, 2017, that the



Chief Planner and Executive Director, City Planning, report back on consultation with Enbridge Gas Distribution respecting First Gulf's applications and the Unilever Precinct Plan. It also provides updates on Real Estate Services' work regarding yard consolidation and on coordination of major enabling infrastructure projects in the Lower Don River, including the newly commenced Broadview and Eastern Flood Protection Municipal Class Environmental Assessment.

This report is submitted for information at this time to provide updated details to the Committee on First Gulf's current proposal; to advise as to ongoing consultation activities on the Precinct Planning Study, the SmartTrack station and First Gulf's resubmitted proposal; and to address matters the Committee requested information on in February 2017.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council receive for information the report (October 24, 2017) from the Acting Chief Planner and Executive Director, City Planning.

Financial Impact

The recommendation in this report has no financial impact.

DECISION HISTORY

In February 2016, Planning and Growth Management Committee considered a Preliminary Report on First Gulf Don Valley Limited's submitted Official Plan Amendment for their proposed "East Harbour" development in the Unilever Precinct. Staff were directed to prepare a community consultation work plan in consultation with the Ward Councillor and integrating economic development considerations, as well as to report back to the Planning and Growth Management Committee on the process that the City will undertake to lead comprehensive planning for the Precinct, in collaboration with the applicant, landowners and stakeholders.

The Committee's direction may be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG10.7>

In February 2017, Planning and Growth Management Committee considered a Status Update Report on the Unilever Precinct Planning Study, as well as a further Preliminary Report on First Gulf's applications for rezoning and subdivision at 21 Don Valley Parkway and 30 Booth Avenue. Staff were directed to commence the Eastern and Broadview Flood Protection Municipal Class Environmental Assessment, together with the Toronto and Region Conservation Authority and Waterfront Toronto.

The Committee also requested amendments to the community consultation plan and notice requirements; that the General Manager of Economic Development and Culture investigate opportunities to secure replacement film studio capacity onsite in the event that existing studio uses cease operations; that the Deputy City Manager, Cluster B, facilitate coordination of major enabling infrastructure projects with application review; and that the Chief Planner report back on consultation with Enbridge Gas Distribution on consultation respecting First Gulf's application and the Unilever Precinct Plan.

The Committee's direction may be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG18.6>

In July 2017, City Council adopted the May 16, 2017 staff report from the Deputy City Manager, Cluster B, entitled "Port Lands Planning Initiatives – Interim Report". This report summarized the findings of the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP), and included a draft Port Lands Official Plan modification. Among other matters, City Council endorsed the recommended preferred street, transit and municipal servicing solutions for the TSMP; authorized staff to complete the TSMP, based upon recommended preferred solutions, issue a Notice of Completion and put the TSMP in the Public Record in accordance with Municipal Class Environmental Assessment (MCEA) requirements; requested staff to prepare an Official Plan Amendment (OPA) for the street and transit infrastructure in the Unilever Precinct and South of Eastern area, and present the OPA at a Statutory Public Meeting of PGMC on October 12, 2017; and requested staff to initiate Phases 3 and 4 of the MCEA process for the preferred Broadview extension alignment, inclusive of other associated infrastructure projects.

Council's direction may be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.4>.

On October 12, 2017, Planning and Growth Management Committee adjourned the public meeting and deferred consideration of the Final Report on Port Lands Planning Framework, and Villiers Island Precinct Plan and associated Official Plan amendments and modifications, until the November 15, 2017 meeting.

The Committee's decision may be viewed here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG23.6>

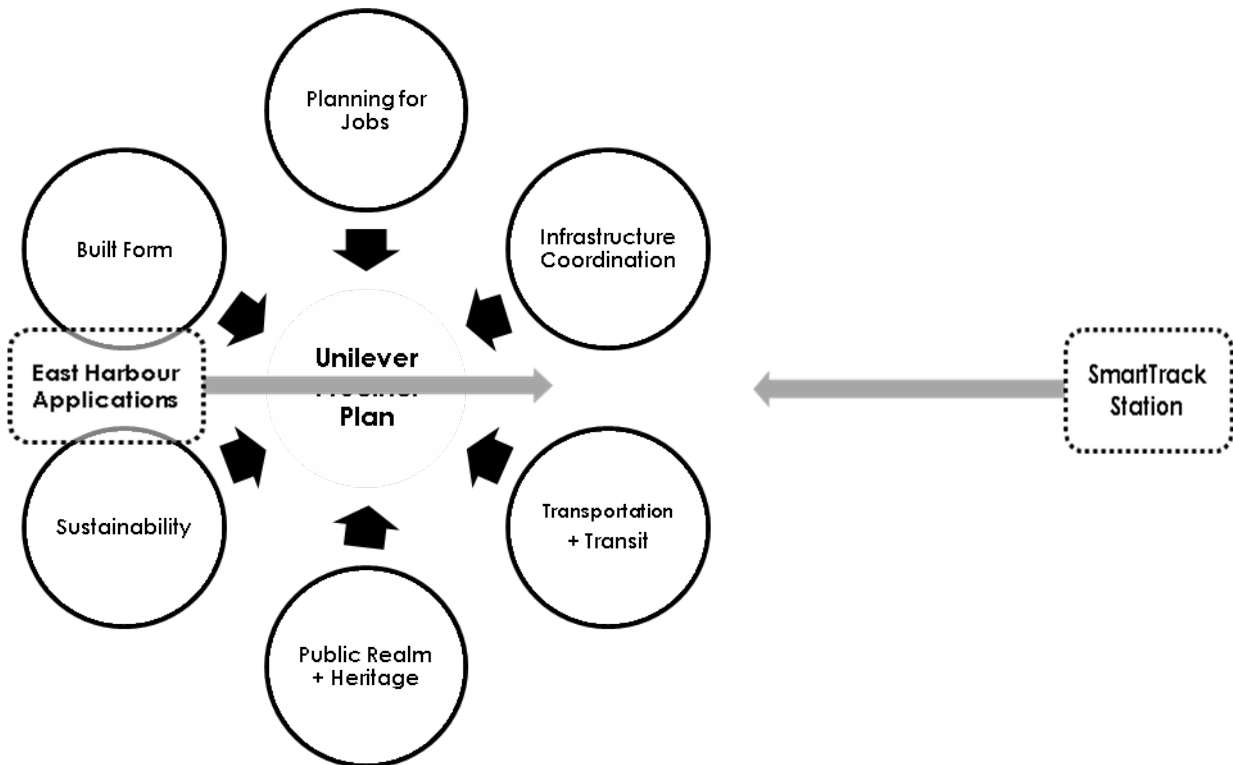
PLANNING STUDY UPDATE

The Unilever Precinct Planning Study was initiated in response to the employment redevelopment applications proposed by First Gulf. It applies a city-building lens to First Gulf's transformative vision for a major new employment node focused on office employment, with a substantial retail component. It is anticipated that the study will result in geographically-specific implementing Official Plan policy for the Precinct, including specific provision for recommended policies arising from the review of First

Gulf's applications. As contemplated by Official Plan Amendment No. 231 Site and Area Specific Policy 426 (SASP 426), implementing zoning will also be introduced.

The Study is focusing on six master planning themes – planning for jobs, infrastructure coordination, transportation and transit, public realm and heritage, sustainability, and built form – and closely integrates inputs from the East Harbour Applications and the SmartTrack Station planning process, as illustrated in Figure 1 below. The Study is also considering an expanded range of non-residential employment uses, including post-secondary institutions, studios and creative industries, research facilities, cultural facilities, and supportive uses intended to provide amenities to area workers.

Figure 1: Unilever Precinct Planning Study Framework



The City Planning study team, including staff from Community Planning, Transportation Planning, Urban Design, Graphics & Visualization, Heritage Preservation Services, and Strategic Initiatives, Policy and Analysis, are working closely with colleagues in the Waterfront Secretariat, Economic Development and Culture (including the Film & Entertainment Industries group), Engineering and Construction Services, and Parks, Forestry & Recreation, as well as agencies including Metrolinx, the Toronto Transit Commission, the Toronto and Region Conservation Authority and Waterfront Toronto, to advance the study program.

The study team also has retained consultant resources to provide additional expertise in consultation and facilitation (Dillon Consulting Ltd.); office market analysis (Hemson

Consulting); and retail (360 Collective). Hemson and 360 Collective are supporting the study team's application review work program by peer reviewing First Gulf's submitted office and retail studies on behalf of the City and at the applicant's expense. Also funded by the applicant, additional peer review consultants have been retained to review the submitted noise, odour, air quality and vibration studies (Jade Acoustics); and a peer reviewer is being retained for the forthcoming rail safety study.

Consultation Plan

Public consultation on the Unilever Precinct Plan, the First Gulf East Harbour applications, and connections to the adjacent East Harbour SmartTrack Station has commenced. City Planning staff have retained Dillon Consulting Ltd. to facilitate community engagement. City Planning staff and their consultants are also working closely with community engagement facilitators dedicated to the SmartTrack program, which will be advancing consultation on the City-wide program as well as on each of the six SmartTrack stations within the same timeframe as consultations on the Unilever Precinct Plan. A Stakeholder Advisory Committee for the Unilever Precinct Plan, First Gulf's East Harbour development applications, and the East Harbour SmartTrack Station has been established. Coordination and streamlining of consultation events on the planning study and related projects in the area is a consistent objective of City Planning.

City Planning staff have now concluded the first phase of consultation on the Precinct Planning Study. This phase included two large format community consultation events, attendance at related SmartTrack consultation events, convening of the Stakeholder Advisory Committee, an area walking tour, and retention of consultation consultants to support and facilitate this program. Brief summaries of input received at the two large community consultation events are below. Meeting presentations and consultation summary reports, as well as opportunities for online engagement, are available through the enhanced project webpage, www.toronto.ca/unileverprecinct.

South of Eastern Open House: May 16, 2017

City Planning organized a South of Eastern Open House on May 16, 2017 to share information on the Precinct Planning study and context, as well as the related broad range of initiatives within and adjacent to the South of Eastern area. Information was grouped into categories:

- Infrastructure and supporting services:
 - o flood protection
 - o transportation and transit
 - o the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment
 - o Real Estate Services' Yards Consolidation Study
- Updates:
 - o First Gulf's East Harbour proposal
 - o 721 Eastern Avenue
 - o 459 and 462 Eastern Avenue
 - o StudioCentres at 629 Eastern Avenue *et al*

- Film and creative industries

The Open House was structured as a drop-in, with information presented on display boards. Approximately 185 people attended the event. Attendees provided feedback by speaking directly with staff, on written comment sheets, and through follow-up emails with staff.

City staff received feedback that can be grouped into a number of themes including:

- the importance of advancing flood protection (Don Mouth Naturalization) in a timely manner, along with interest in infrastructure coordination;
- appreciation that transit is being planned for the area and the importance of public transit and cycling infrastructure as development proceeds;
- concerns related to the Cherry Streetcar extension, traffic along Eastern Avenue, and narrowing of Carlaw Avenue;
- concerns about the ability to create 24/7 vibrancy in a wholly employment precinct; and
- affordability and availability of the commercial and retail space for local residents and small businesses.

Community Consultation Meeting: September 28, 2017

City Planning hosted a September 28, 2017 Community Consultation Meeting with a focus on confirming City, landowner and community priorities for future development within the Precinct, including First Gulf's proposed East Harbour Development. The meeting included an open house, a presentation by City Planning on the Precinct Planning Study and the East Harbour SmartTrack Station Planning process, and a presentation by First Gulf's representatives on their revised master plan concept submitted September 20, 2017. A facilitated community priority-setting exercise followed the presentations. Approximately 120 people attended the event.

Key themes which emerged in the community priorities-setting exercise were grouped under the six Precinct Planning Study focus areas, with particular interest noted related to:

- *Transportation and Transit:* Safe and secure bicycle lanes are needed. Develop complete streets with dedicated bike lanes on Broadview Avenue and other Precinct streets and adjacent roadways.
- *Public Realm and Heritage:* Incorporate high quality green spaces for employees, the public, and dog-owners, and include onsite parkland that can accommodate many uses. Placemaking suggestions such as include art and cultural destinations for the public in the Precinct. Examples could include a major museum or art gallery (for example, the Unilever building as museum/gallery space), a theatre, a farmers market, street festival space, public art installations, and Indigenous spaces. Attract community members to the Precinct throughout the day, evening, and night, both during weekdays and weekend, by maintaining retail along the street edge, developing at a pedestrian-scale, improving the public realm through comprehensive streetscaping, and including intimate streets with outdoor cafes.

- *Planning for Jobs*: Design space for creative jobs such as studios and flexible space for creative start-ups. Avoid an "employment monoculture" and provide space for diverse work types. Mixed uses have supported vibrant employment areas elsewhere. Amenitize office spaces with uses such as libraries, community centres, daycares and grocery stores.
- *Sustainability*: Consider developing a net-zero carbon footprint Precinct that includes: carbon neutral new developments; regional transit; reduced parking; solar and green roofs; vehicle and biking sharing amenities; etc. Green space is essential.

Walking Tour: October 21, 2017

City Planning staff led a walking tour around the Precinct on October 21, 2017. With over 50 attendees, the tour was divided into two groups, one with a transportation planning focus and the other with a more general land use planning focus.

Transportation tour participants provided detailed suggestions on connections to and through the Precinct, related to cycling as well as through the new SmartTrack Station. Improvements to existing infrastructure (the Eastern underpass, the Eastern flyover, the Martin Goodman Trail) were also discussed. There was a questions on whether the City would allow mixed uses on film studio sites, and whether school sites would be planned in the Precinct.

Land use tour participants discussed how infrastructure would be reorganized once the Gardiner project advances, including future plans for the series of bridge structures south of Eastern across the Don River and the future Lake Shore Boulevard condition. The group discussed opportunities to celebrate industrial heritage through adaptive reuse of the Unilever soap factory and its water tower, and the Consumers Gas buildings along the Booth Yard Eastern Avenue frontage (should those sites redevelop). Views toward the downtown and Port Lands were identified, both existing and along the future street network.

The walking tour was advertised through the project webpage, and a self-guided walking tour remains accessible there. The website also has a participatory mapping tool where ideas, stories and priorities can be shared: <https://engage-unileverprecinct.ca/share/maps/map-your-ideas>. At the time of writing, ideas included creating green space linkages to the Don River, ensuring all-ways access to the Don Valley Parkway and the Gardiner Expressway, and opportunities for cycling enhancements travelling east of the Precinct.

Future Consultation

Supported by the project facilitators, and also in coordination with the SmartTrack team, City Planning will hold further focused consultation events over the fall to constitute the consultation program's second phase, intended to advance Precinct Planning and also to inform revisions to First Gulf's master plan and to inform SmartTrack Station area planning. In late November and early December, working sessions on streets and blocks, transportation, and built form are anticipated. Break-out consultation sessions with key

interest groups, including area landowners, are also planned for Q4 2017. A third, final consultation phase is anticipated to proceed in late Q1 and Q2 of 2018, focused on implementation tools.

City Planning staff working on the Unilever Precinct Plan also attended the SmartTrack public meeting held October 11, 2017, and provided information on the Precinct Planning Study as well as First Gulf's master plan concept as part of that event.

Application Details Update, and Comparison to December 2016 Submission

On September 20, 2017, First Gulf provided a Master Plan Update, along with additional detail on Natural Heritage. This was supplemented on September 25 with an updated Office Market Impact Analysis and a Pedestrian Wind Assessment; and on October 10 with an updated Stormwater Management and Functional Servicing Report, as well as Sun/Shadow information. Further resubmissions will be provided to update building mass modelling, detailed architectural and landscaping plans, the planning rationale, and the transportation impact study.

The Master Plan Update, as with the December 2016 submission, includes high-level framework planning for the entire Unilever Precinct, while providing additional detail for those lands in First Gulf's ownership. In addition to 21 Don Valley Parkway and 30 Booth Avenue, First Gulf now also owns 375 and 385 Eastern Avenue. These parcels, approximately 0.78 and 0.57 hectares (1.9 and 1.4 acres) respectively, are along the Metrolinx rail corridor and their acquisition by First Gulf connects the East Harbour development proposal directly to the future SmartTrack Station.

First Gulf has also purchased 415 Eastern Avenue, 0.14 hectares (0.34 acres) in area. 415 Eastern Avenue is the site of the Consumers' Gas building and is listed on the City's Heritage Register. First Gulf has advised that this property is not part of the rezoning application and the existing building should be considered as context for master planning the area. First Gulf's total landholdings in the 25 hectare (62 acre) Unilever Precinct have increased from 13.8 hectares (34.1 acres) to 15.29 hectares (37.8 acres) as a result of their recent acquisitions; however, for the purposes of the rezoning application 15.15 hectares (37.4 acres) are being considered.

The resubmitted plans are at a master plan level of detail, with preliminary proposed heights and densities. The proposed building orientation is "Broadview-centric", focusing building frontages and addresses to the proposed Broadview Avenue extension, as well as the central east-west street within the Precinct. The transit station is now proposed at a reduced scale as compared to the December 2016 submission, with public space and retail frontage connecting southward to the proposed office and commercial node. The former Unilever factory building is now proposed to be adaptively reused as an initial development phase, through a proposal to retain and build atop and/or beside portions of the existing building.

The current proposal differs from the December 2016 master plan, which proposed buildings radiating outward from a significant canopy element along the southerly extension of Broadview. These buildings were linked to the SmartTrack Station, in a curvilinear form along a street fronted on the north with buildings and on the south with major open spaces. While Broadview bisected the Precinct and was the major street north-south street, it was not the source of address or entrance for the majority of buildings.

The applicant's December 2016 Master Plan Concept is illustrated at Figure 2, and the September 2017 resubmission at Figure 3, below.

Figure 2: December 2016 East Harbour Master Plan



Figure 3: September 2017 Revised East Harbour Master Plan



In addition to increasing their area of land ownership, First Gulf has increased the proposed floor space on the lands in their ownership through the Master Plan Update, from 829,833 m² (8,932,247 ft²) to 925,314 m² (9,959,997 ft²), an increase of 95,481m² (1,027,749 ft²). This additional proposed floor space is concentrated on lands in First Gulf's ownership. As a result of the additional lands purchased, total gross density proposed on lands in First Gulf's ownership is only modestly increased from 6x to 6.1x land area. Staff estimate an approximate net FSI of 11 times the land area when considering future land dedications for rights of way, parkland and flood protection.

First Gulf has included Precinct-wide information in master planning as an extension of their Precinct-wide 2015 Official Plan Amendment application, which also responds to direction in Official Plan Amendment 231 SASP 426 that, while not in force, directs comprehensive planning for this employment precinct. The resubmitted First Gulf master plan has decreased gross floor area projections on lands outside their ownership, by excluding the Enbridge property from Master Plan concepts and reducing projected development on lands within the City and Toronto Port Land Company's ownership. A summary of these adjusted statics can be viewed in Table 1 below.

Table 1: Comparison of December 2016 and September 2017 Master Plan Statistics

	December 2016	September 2017	Change
First Gulf's Total Land Ownership Area	13.8 hectares (34.1 acres)	15.15 hectares (37.4 acres)	1.35 hectare (3.3 acre) increase
GFA on lands owned by First Gulf	829,833m ² (8,932,247ft ²)	925,314m ² (9,959,997ft ²)	95,481m ² (1,027,749 ft ²) increase on First Gulf's Lands
GFA allocated at a master plan level to other Precinct Landowners	388,541m ² (4.18 million ft ²) ¹	232,258m ² : 167,225 m ² (1.8million ft ²) on City Lands + 65,032m ² (700,000 ft ²) on TPLC Lands = 232,257 m ² (2.5 million ft ²) ²	156,283m ² decrease on lands not owned by First Gulf
Proposed overall master plan GFA (OPA)	1,220,938m ² (13.14 million ft ²)	1,157,572m ² (12.45 million ft ²)	63,366m ² decrease overall

¹ December 2016 Planning Rationale, p.75 (Phase 3 GFA of 497,046m², less the 108,505m² identified as going on First Gulf's lands)

² September 2017 Master Plan Update, p. 50

Issues to be Resolved - Update

Starting at page 32 of the February 2017 Planning and Growth Management Committee report, staff outlined a series of issues to be resolved, both at a Precinct Plan and Application scale. These areas of inquiry remain relevant and staff are studying them. The following are updates on select matters where additional information has emerged and is influencing Precinct Planning and the review of First Gulf's applications.

Policy – Downtown Plan ("TOcore") employment projections update

As part of TOcore, the City retained Hemson Consulting to develop employment estimates for the Downtown and its "shoulder areas", Liberty Village and South of Eastern; carry out a land capacity analysis; and determine land use implications and policy options to sustain a robust economy. The final study will be supplemented with an assessment of the role of the Unilever Precinct as a new urban office park in the context of the City and Downtown, including its impacts on the office markets across the City and within Downtown.

Encouraging Vibrancy

In the February 2017 staff report, staff identified vibrancy as a common goal between the City and First Gulf, and one that warrants particular attention given the wholly employment nature of this Precinct. Staff noted that while significant office is a key component of the proposal, additional uses beyond office that are identified in the not yet in force Official Plan Amendment 231 SASP 426 are being considered and encouraged.

These uses include post-secondary colleges/universities/trade schools, hotels, studios, and research facilities. These, along with cultural and community uses, are being actively encouraged by the City as supportive of vibrancy in the Precinct.

This expanded range of permitted non-residential uses is intended to create a mixed use environment within the Precinct, with an array of enlivening uses but not residential permissions. Within a 500 metre radius of the Precinct, considerable residential density exists and is proposed – in existing neighbourhoods to the north, the emerging West Don Lands communities in the west, the planned redevelopment in the Port Lands to the south, and the residential community along Logan Avenue, Morse Street and Carlaw Avenue to the east. Taken together, this creates a vibrant and viable mix of uses to support the proposed employment development within the Unilever Precinct.

Seeking provincial approval for a land use policy change to permit residential uses within the Precinct is not necessary to establish it as a vibrant place. Permitting higher value residential land uses would destabilize market conditions for the desirable concentration of high-value office employment proposed within the Precinct, and so also potentially compromise the ability to deliver city-building value commensurate with the transit and other infrastructure investments planned here.

The Precinct Planning Study will also consider emerging trends in retail development that focus on viability and vibrancy, as well as best practices advanced through the emerging guidelines for street retail currently being developed by City Planning's Strategic Initiatives unit. SASP 426 includes a threshold of 20% for retail, major retail, service commercial, recreation and entertainment uses. Within this threshold, staff and consultants are also considering the types and proportion of retail and amenitizing uses. Staff have provided direction to the applicant as to the information on types, and arrangement, of future commercial uses that will support further retail analysis.

Intensity, Uses and Phasing

The intensity and deployment of office and supporting employment uses within each development phase, and the required infrastructure to support it through a phased development scenario, requires detailed analysis.

A fuller understanding of the proposed density on First Gulf's lands, as well as the infrastructure required to support this density, is a matter staff are actively engaged in clarifying. First Gulf's density aspirations are also being assessed in a master planning context, considering future development potential of the remnant lands within the Unilever Precinct, as well as the existing and emerging planned context surrounding the Precinct.

The Master Plan Update includes a proposed phasing scheme, with an initial phase adaptively reusing the former Unilever Factory building proposed in advance of the implementation of transit, roadway and broader servicing infrastructure improvements. The second phase proposed is currently east of the Broadview Extension and north of the central east-west road, and is not expressly linked to an operable East Harbour

SmartTrack Station. The third phase, filling in the westerly side of Broadview between the reused factory and the eastern quadrant, is described with the assumption that the East Harbour SmartTrack Station is complete. The lands proposed to be dedicated as a City Park, fronting onto Booth Avenue, are not linked to the building phasing scheme within the master plan resubmission; however, staff and the landowner continue to discuss the appropriate location and timing for the City parkland dedication. The applicant's phasing plan is included at Attachment 3.

Public Realm

The public realm components of the proposed East Harbour development, including location, size and configuration of spaces, use profile and ownership of spaces, and comfort (sun, wind, weather protection, cold-weather suitability), form key structural components of the master plan. A strong public realm within the Precinct will set in place the structure for that place to grow and evolve in future.

The objective is to create a viable open space system where a great public realm, supported by a connecting network of public open spaces, supports an active Precinct with 24/7, four-season activity. The public realm should also legibly link beyond the Precinct, to existing and emerging civic spaces. Planning staff are working with the applicant, Parks, Forestry & Recreation, Heritage Preservation Services, the Toronto and Region Conservation Authority, and Waterfront Toronto, with the objective of creating a connected, highly usable and beautiful public realm that grounds this significant new development in the area's history and contributes to place-making.

Transportation Planning

Further detailed study is required to assess the ability of the existing and planned transportation system (including pedestrian, cycling, transit and street networks) to serve the Precinct, and to support the movement of people and goods for the nature and density of the development proposed. Future planning approvals will be linked to the applicant's phasing plan, and holding provisions with conditions related to the provision of infrastructure (including major streets and transit facilities) will be employed to ensure a coordinated approach to transportation and development.

An appropriate arrangement of streets and blocks, with a range of street types, provides the underlying framework for the public realm and built form within the Precinct. Using a similar fine-grained, grid-based system of streets and blocks to the network that has evolved in the Downtown improves the connectivity, flexibility, permeability, and legibility of the Precinct, supporting mobility based on transit supported by walking and cycling. The East Harbour proposal and the Precinct more broadly should reflect the positive transportation mode characteristics currently exhibited in the Downtown to succeed.

The development of the transportation network in the Master Plan will be based on the transportation arrangements in the context of the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment ("TSMP EA"). This includes the preferred network of major streets in the TSMP EA, with the associated

minimum right-of-way widths, signalization, number and configuration of parking and loading spaces; transit rights-of-way and stop locations; cycling infrastructure, including cycle tracks, bicycle parking and facilities; and pedestrian infrastructure, including generous pedestrian clearways, well-designed public realm, and providing pedestrian comfort and amenity.

Given the significant public investment in major transit infrastructure, and the transit-dependent ambition and scale of First Gulf's proposal, the future East Harbour employment node must necessarily achieve a very aggressive non-auto modal split, focused on transit and supported by walking and cycling. This will require a robust travel demand management (TDM) plan, with strategies that will encourage transit and active transportation while reducing auto demand, spreading out peak trip generation, and discouraging single-occupant vehicles. Master planning is also working to anticipate, and have the ability to respond to, future changes in transportation technology and travel patterns/behaviour.

SmartTrack Station Planning

Community Planning is working with the City Planning Transit Implementation Unit, as well as the City Manager's Office, to integrally link SmartTrack Station Planning into the Unilever Precinct Planning Process and consideration of First Gulf's applications.

The main station entrances for the East Harbour SmartTrack Station are planned to be from the Broadview Avenue Extension. Secondary entrances are also proposed between the flood protection landform along Don Roadway and Broadview Avenue, and west of the Don River connecting to the Don Valley Trail, West Don Lands, and future Keating Precinct. The station is also being planned with excellent connections to the proposed Relief Line subway station at Broadview and Eastern Avenues, as well as the future Broadview streetcar extension. The station will also link to and extend pedestrian and cycling networks.

Key planning issues for consideration related to station planning include:

- Planning and design of the East Harbour Station must be integrated with overall Precinct planning and the review of First Gulf's applications.
- If approved, it is highly desirable for the first significant phase of First Gulf's proposed East Harbour development to be supported by excellent transit access, including an operational East Harbour SmartTrack Station. This may present sequencing and timing challenges, depending on approval and construction timelines of both projects, and may require careful scaling of initial phases.
- The Station and its surroundings should have the highest quality of civic design, reflecting its importance as a future transit hub. Public art, a generous and well-designed adjacent public space, and enlivening uses such as commercial and community uses are being contemplated in partnership with the Unilever Precinct Planning Study and review of First Gulf's applications.
- Coordination of linked planning and design for infrastructure projects will require careful attention, including for the Gardiner Expressway Rehabilitation, the

Broadview Avenue extension Phase 3 and 4 Environmental Assessment, Metrolinx plans for the rail corridor, and the planning and construction for flood protection infrastructure both north and south of the rail embankment.

Consultation with Enbridge Gas Distribution

Enbridge Gas Distribution owns 405 Eastern Avenue, a 1.57 hectare industrial facility comprised of a natural gas regulating station and an open storage yard, including a 670 square metre operations building. The gas regulator station is viewed by Enbridge as critical long term infrastructure supporting their area distribution system. The open storage yard and operations building provide a downtown base for operation and maintenance crews, including accommodation of office, warehouse, fleet and materials storage.

In December of 2013, Enbridge filed a Site Plan Control application in support of a proposal to construct a one-storey addition to the existing operations building. In September of 2017, Enbridge advised that the Site Plan Control application was not being pursued. That file has now been closed.

Authorization from Enbridge was included in the October 2015 conceptual Official Plan Amendment application filed by First Gulf respecting the entire Unilever Precinct area. Enbridge in that authorization identified an interest in ensuring that future uses will be compatible with, and appropriately buffered from, the 405 Eastern facility. September 2017 correspondence with Enbridge staff has clarified that Enbridge does not view the 405 Eastern Avenue as part of the proposed redevelopment.

Enbridge is also engaged in discussions with Community Planning and Waterfront Secretariat staff, and other stakeholders such as TRCA, Waterfront Toronto and the TTC, respecting a project to replace and re-route a portion of the existing pipeline infrastructure in the Lower Don area. Currently, pipelines running from 405 Eastern Avenue cross two bridges over the Don River: the utilities bridge east of Corktown Common and the rail bridge just north of Lake Shore Boulevard East. The proposed replacement pipeline would avoid these bridges, and potentially be rerouted away from the 405 Eastern Facility to a proposed new station. Removing pipelines from these bridges, and with respect to the utilities bridge then removing the structure itself, would support area infrastructure objectives and also is contemplated in the Port Lands Flood Protection project implementation plan. The specific details of the Enbridge project are still being developed and evaluated.

Enbridge is formally circulated on application submissions and resubmissions respecting First Gulf's East Harbour proposal, and also receives notice of public meetings related to First Gulf's applications and the Unilever Precinct Planning Study.

Yard Consolidation

Real Estate Services is undertaking a Yards Consolidation Study, assessing the feasibility of relocating a number of existing yards into a new, modern complex to meet future service delivery needs. The Study is also exploring ways to use land holdings and assets more efficiently. Council has requested that Real Estate Services report to Government Management Committee on active investigations to consolidate municipal yard functions, including those currently provided out of the Booth Yard at 433 and 447 Eastern Avenue and 50 Booth Avenue.

Coordination of Major Enabling Infrastructure Projects in the Lower Don River

The Deputy City Manager, Cluster B, together with senior management at Metrolinx, Waterfront Toronto and the Toronto and Region Conservation Authority, has established a Lower Don Capital Projects Working Group. This group is jointly chaired by the City's Waterfront Secretariat and Metrolinx, and meets on a monthly basis to share information and facilitate coordination of major enabling infrastructure projects in the vicinity of the Lower Don River. Relevant capital projects include Port Lands Flood Protection, the Gardiner Expressway Rehabilitation and the Union Station Rail Corridor.

Broadview and Eastern Flood Protection Environmental Assessment

Council has directed that the Deputy City Manager, Cluster B, commence the Broadview and Eastern Flood Protection Environmental Assessment (EA) commence, in coordination with the TRCA and Waterfront Toronto. This EA addresses the approximately 8 hectares of employment lands, much of which is located within the "Area of Influence" of the Unilever Precinct (north of the Metrolinx rail embankment, east of the Don Valley Parkway and south of Sunlight Park Road/Eastern Avenue), that will remain at flood risk as the now fully funded Port Lands Flood Protection project is implemented.

Together with area landowners and the city, the TRCA has advanced work on the Broadview and Eastern Flood Protection Municipal Class EA to address this issue. Currently the EA project is in the start up phase (Stage 1: Due Diligence). The project team is in the process of finalizing successful consultant agreements and hosting start up meetings with the three required consultant disciplines: Geotechnical - exp Services Inc.; Hydraulic modeling and flood protection design - AECOM Canada Ltd.; and Planning and management of the Class EA (including civil engineering and cost estimation) - Dillon Consulting Ltd. The project team and consultants are working on reviewing existing data, coordinating field work and updating work plans and schedules.

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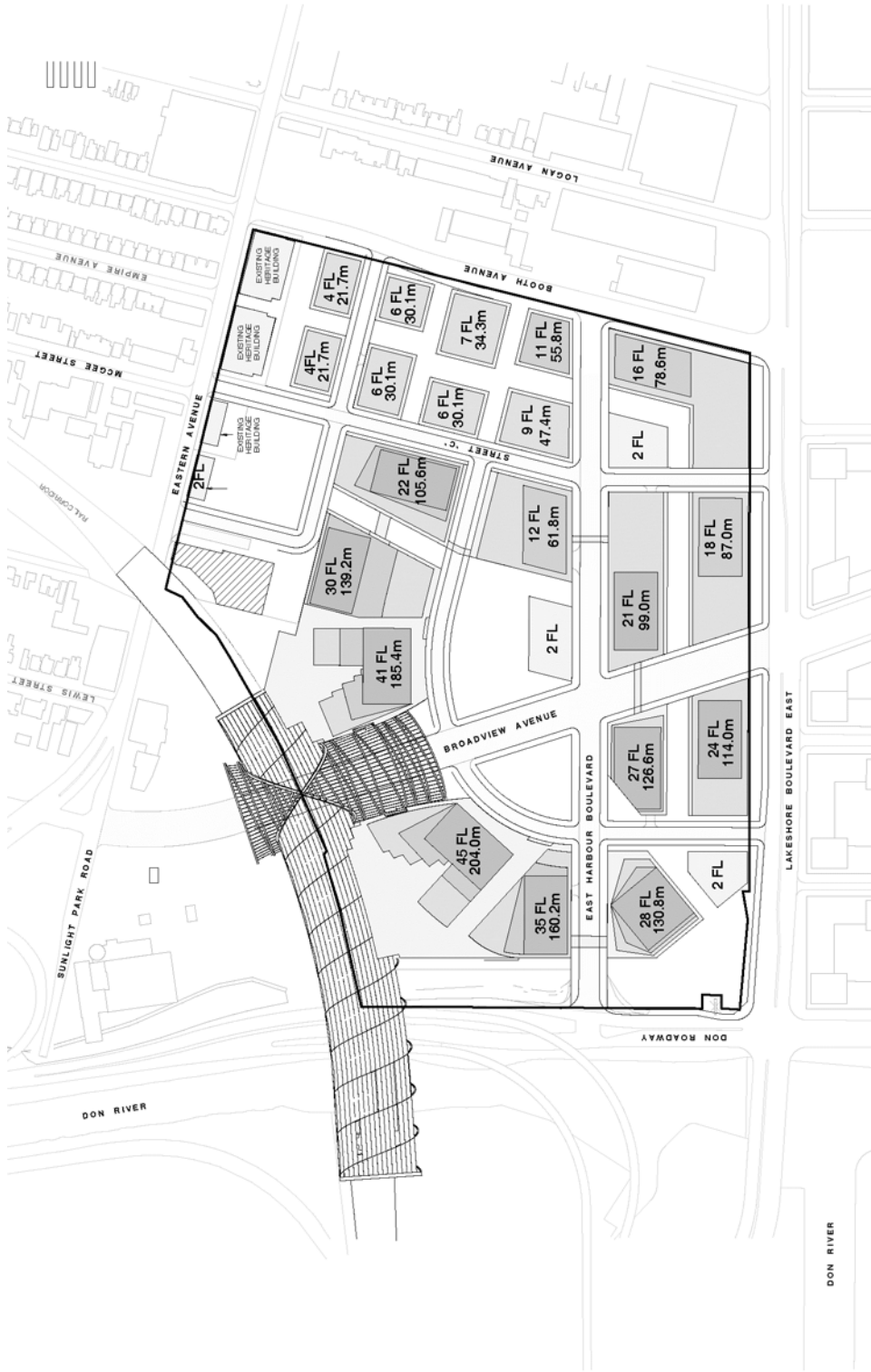
SIGNATURE

Gregg Lintern, MCIP, RPP
Acting Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: December 2016 Conceptual Master Plan Submission
Attachment 2: September 2017 Conceptual Master Plan Submission
Attachment 3: Proposed Phasing Plan

Attachment 1: December 2016 Conceptual Master Plan Submission



21 Don Valley Parkway and 30 Booth Avenue - Proposal
(December 2016)

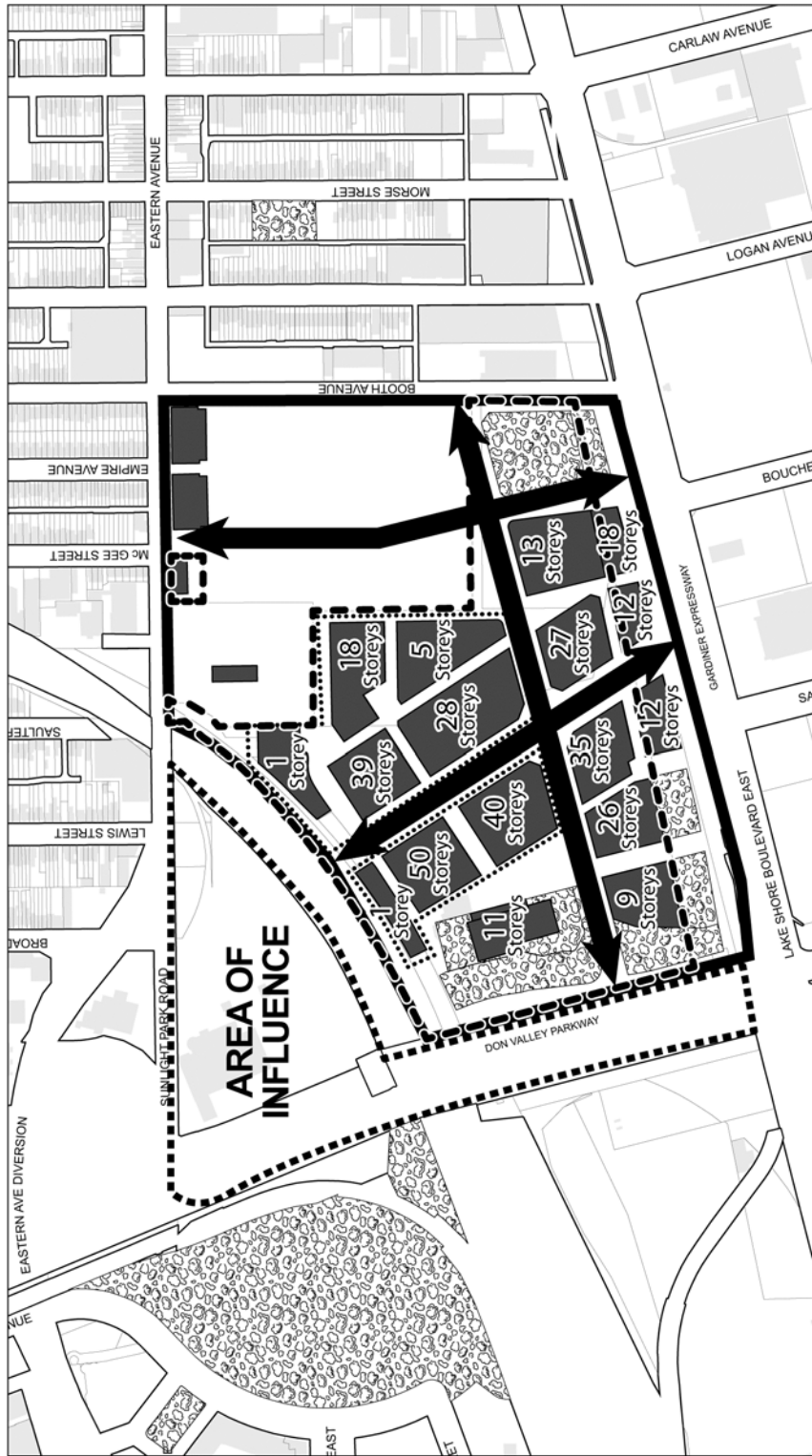
Conceptual Master Plan
Applicant's Submitted Drawing

File # 16 270071 STE 30 0Z

Property Boundary (24.9 Hectares)

Not to Scale
01/19/2017

Attachment 2: September 2017 Conceptual Master Plan Submission

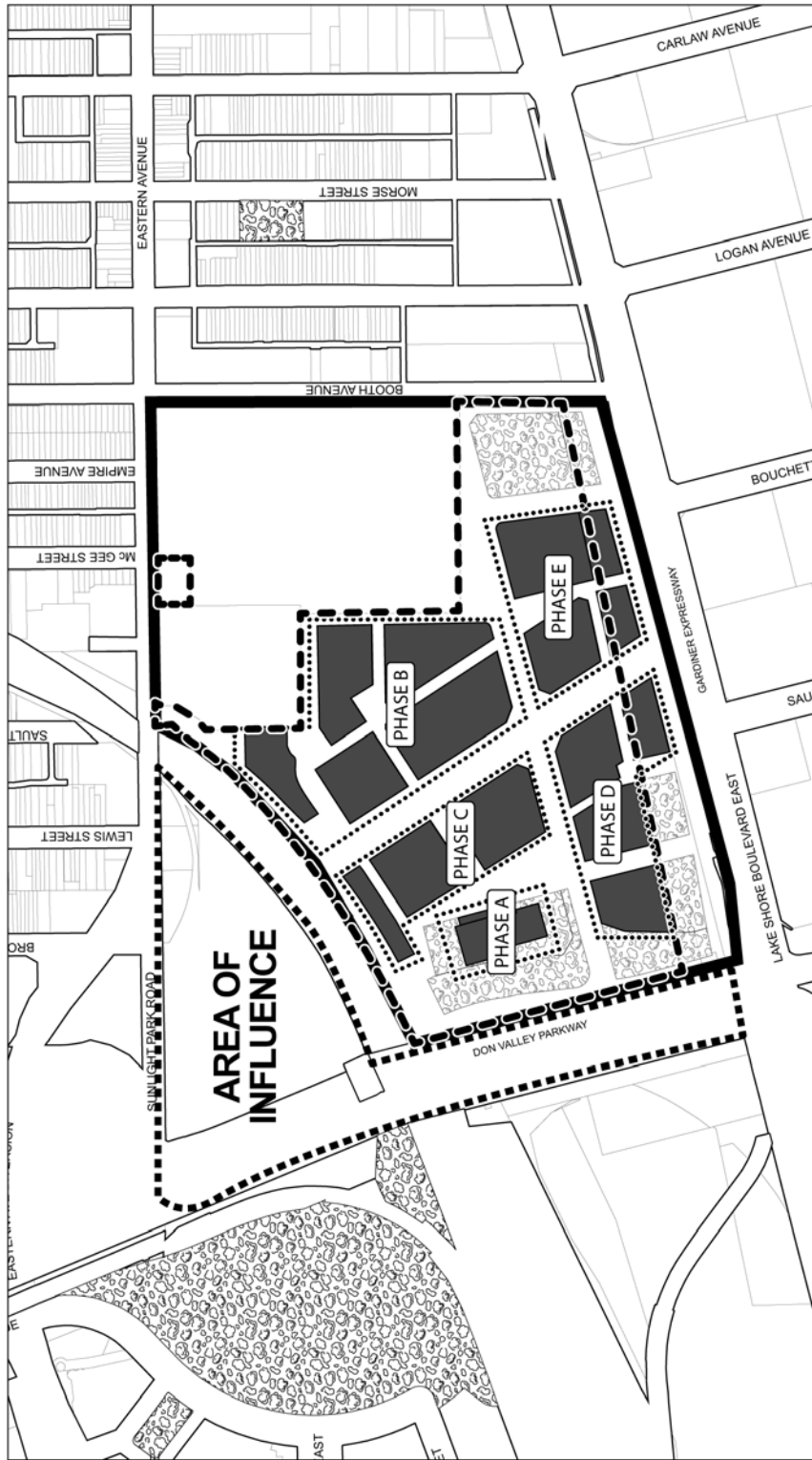


Toronto PLANNING A GREAT CITY TOGETHER **21 Don Valley Parkway, 30 Booth Avenue, and 375-385 Eastern Avenue**
Updated Conceptual Master Plan
(September 2017)

- Unilever Precinct Area
- Area of Influence
- Main Streets
- First Gulf Ownership
- Open Space Areas

↑
 Not to Scale
 10/10/2017

Attachment 3: Proposed Phasing Plan



Toronto  PLANNING A GREAT CITY TOGETHER **21 Don Valley Parkway, 30 Booth Avenue, and 375-385 Eastern Avenue**
Proposed Phasing Plan

-  Unilever Precinct Area
-  First Gulf Ownership


 Not to Scale
 10/03/2017