

Authority: Planning and Growth Management Committee Item ~ as adopted by City of Toronto Council on ~, 2018

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. --20~**

**To adopt an amendment to the Official Plan for the City of Toronto respecting the Unilever Precinct Secondary Plan for lands south of Eastern Avenue and the Metrolinx Rail Embankment, east of the Don Roadway, north of Lake Shore Boulevard, and west of Booth Avenue.**

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment No. 411

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

John Tory,  
Mayor

Ulli S. Watkiss,  
City Clerk

(Corporate Seal)

**Amendment No. 411  
To the Official Plan of the City of Toronto**

City of Toronto By-law No. ~~-20~

---

For lands south of Eastern Avenue and the Metrolinx Rail Embankment, east of the Don Roadway, north of Lake Shore Boulevard, and west of Booth Avenue.

---

Amendment No 411 to the Official Plan of the City of Toronto is as follows:

1. Chapter 6, Secondary Plan, is amended by adding Secondary Plan No. 42 to the lands south of Eastern Avenue and the Metrolinx Rail Embankment, east of the Don Roadway, north of Lake Shore Boulevard, and west of Booth Avenue, identified in Map 1, as shown in Schedule "1".
2. Map 7A, Identified Views from the Public Realm, is amended by adding the following identified views:

A. Prominent and Heritage Buildings, Structures and Landscapes

<u>View to</u>	<u>From</u>
A30 The Hearn	Broadview Avenue, south of the SmartTrack Station

B. Skylines

<u>View of</u>	<u>From</u>
B1 The Downtown/Financial District Skyline	Lake Shore Boulevard East at Broadview Avenue SmartTrack Station Bridge over the Don River

C. Important Natural Features

<u>View to</u>	<u>From</u>
C10 Renaturalized Don River Mouth	SmartTrack Station Bridge over the Don River

as shown on the attached Schedule "2".

## 42. Unilever Precinct Secondary Plan

### 1. Interpretation

#### POLICIES

1. This Secondary Plan applies to the lands shown on Map 42-1, herein referred to as the Unilever Precinct. The Unilever Precinct Secondary Plan must be read in conjunction with the Unilever Precinct Planning Framework, dated May 2018.
2. The policies of this Secondary Plan must be read together. For any individual policy to be properly understood, the Secondary Plan must be read as a whole.
3. Text within the shaded boxes forms the policies of this Secondary Plan. Text without shading provides the context and intent for the policies.
4. In case of a conflict between the City of Toronto Official Plan, the former City of Toronto Official Plan, and the Unilever Precinct Secondary Plan, the policies within the Unilever Precinct Secondary Plan shall prevail.
5. The Unilever Secondary Plan has been drafted in concurrence with Official Plan Amendment 231 Site and Area Specific Policy 426 ("SASP 426"). In case of a conflict between the Secondary Plan and SASP 426, SASP 426 shall prevail.

### 2. Vision and Objectives

The Unilever Precinct is 25 hectares of employment-designated lands located immediately east of Downtown Toronto at the western end of the South of Eastern Employment Area along the Don River. It is also the site of a future rapid transit hub, with both SmartTrack and Relief Line stations proposed; and links to the Broadview streetcar on the planned Broadview Avenue Extension.

The strategic location of the Unilever Precinct offers a unique opportunity to contribute to the City's long-term economic growth and cultural objectives. By achieving the vision set out in this Secondary Plan, the Unilever Precinct will become an attractive place for businesses to invest and jobs to locate. With the establishment of comprehensive rapid-transit connections, the Unilever Precinct will provide direct access to the City's Downtown and Central Waterfront, and as such will play an important role in enhancing the vitality and vibrancy of Toronto.

#### 2.1 Vision

The vision for the Precinct's future integrates transit-supportive growth with renewal and reinvention. The area will transition from industrial and manufacturing to transit-supportive urban office uses. Complementary uses, including retail, arts, cultural and entertainment uses, will support the urban office functions, and will facilitate liveliness throughout the day, evenings and weekends. New flood protection, transit, transportation and servicing infrastructure will enable this transition and will link the

Precinct to its surroundings and to the broader City. Functioning as a civic spine, the extension of Broadview Avenue is the key element that connects the Precinct with surrounding communities. Spectacular public spaces will extend from the mouth of the naturalized Don River to frame the Precinct.

The Unilever Precinct Secondary Plan is the outcome of comprehensive infrastructure and Precinct planning, as envisioned by SASP 426. It is the master plan for development within the Precinct, and includes specific consideration for lands with active applications and lands with future redevelopment potential as well as longer-term considerations for lands that are anticipated to continue with existing uses for the foreseeable future.

## POLICIES

1. Development within the lands identified on Map 42-1 will advance the following principles:
  - a) The Unilever Precinct Secondary Plan area will redevelop as a vibrant urban office district, supported by complementary uses and investments in infrastructure, and connected to surrounding existing and emerging neighbourhoods by a network of multi-use path connections, complete streets and spectacular public spaces.
  - b) Buildings, streets, transportation infrastructure, parks and public open spaces, and community facilities will be designed to a high standard of urban design, sustainability and architectural excellence.
  - c) Redevelopment within the Precinct will be controlled through the use of a Holding (H) symbol or symbols. Criteria to allow Holding (H) symbols to be removed will include such matters as implementation of higher-order transit, provision of flood protection infrastructure, new public streets and sufficient transportation infrastructure, provision of area services, and provision of other infrastructure. Where appropriate, Holding (H) symbols will be removed in phases.
2. This vision will be achieved through the implementation of this policy framework, with reference to the Unilever Precinct Planning Framework.
3. Development in the Precinct is expected to occur in phases over a 20-year timeframe. Development will protect for the long-range vision of this Secondary Plan.

## **2.2 Objectives**

## POLICIES

1. The Unilever Precinct Secondary Plan has the following objectives:
  - a) Create a vibrant place of employment
    - i. Create a vibrant commercial office employment hub linked to major transit that supports other adjacent employment clusters, long-term employment growth, and the City's economic competitiveness.

- ii. Encourage complementary non-residential uses that bring liveliness to the Precinct during the evenings and weekends outside of traditional weekday business hours.
  - iii. Foster creative and cultural industries and provide for affordable employment space as part of the Precinct's redevelopment.
- b) Connect the Precinct and its context
- i. Establish a network of complete streets, mid-block connections and multi-use paths that creates a highly permeable Precinct with great connections to existing and emerging surrounding communities, including on the west side of the Don River.
  - ii. Ensure land uses and built form are compatible with, and do not negatively impact, surrounding land uses and neighbourhoods.
  - iii. Integrate the area's industrial and natural history into the Precinct.
- c) Grow in a way that reflects Toronto and supports its livability
- i. Development will establish an identity for the Precinct with high-quality streets and parks; a generous system of privately owned, publicly-accessible spaces (POPS), plazas and connections; and community services and facilities, for workers, visitors, and residents of surrounding communities.
  - ii. Celebrate and commemorate pre-settlement and industrial histories of this Precinct through the public space network and the heritage buildings at 415, 433 and 447 Eastern Avenue. Adaptive reuse of the former Unilever Soap Factory building will be strongly encouraged.
  - iii. Provide built form and massing in good proportion that includes base buildings proportional to their adjacent rights-of-way, active uses at grade, and appropriately-spaced towers that provide adequate sky view and access to sunlight in the public realm and views to and through the Precinct.

### 3. Structure

The Structure Plan for the Precinct builds on the economic capacity of the area and the opportunity to create an excellent employee and visitor experience. The large blocks in the Precinct will require a new, finer grid of public streets and pedestrian connections be secured to promote active transportation, provide access and address for new development, and to give street frontage to public parks and publicly accessible open spaces. The Structure Plan is the framework upon which a cohesive and attractive transit-supportive employment precinct can be built that reflects the vision and objectives of this Secondary Plan.

The Secondary Plan Area is comprised of districts which reflect land ownership and redevelopment potential. District-level policies throughout this plan allow for strategies to be tailored to specific locations.

#### POLICIES

1. The Secondary Plan area comprises six districts, identified on Map 42-3.

a) The Transit Plaza District is an overlay applied to a portion of the East Harbour Office District.

2. Lands within the Secondary Plan Area will develop and intensify in accordance with the comprehensive planning framework provided by the policies of this Secondary Plan.
3. The public realm, identified in the Public Realm Plan (Map 42-4), will define the structure of the area and establish a network of public streets, public parks, pedestrian connections, privately owned, publicly-accessible spaces, plazas, and a publicly-accessible flood protection landform.
4. The primary public streets within the Precinct will be provided in accordance with the outcomes of the Port Lands and South of Eastern Transportation and Servicing Master Plan Municipal Class Environmental Assessment (TSMP EA). Alignments and rights-of-way of these streets are subject to change based on the outcome of this EA.

## Sidebar

### Districts

Six districts have been identified in the Secondary Plan. District boundaries are informed by existing property lines, however boundaries identified on Map 42-3 are approximate.

The **Transit Plaza District** is an overlay on a portion of the East Harbour Office District to reflect a primary point of arrival and departure to and from the Unilever Precinct. Comprised of secured POPS and open spaces, public streets, pick-up and drop-off facilities, and the Broadview Underpass, this District will be defined by its generous and comfortable public spaces framed by active-facing building frontages. It will be a gateway to major transit as well as to signature public spaces in the Precinct, providing views down the generous and beautiful Broadview Avenue boulevard towards the Hearn Stack, and connecting west to adjacent POPS, the flood protection landform, the multi-use path that links to the area west of the Don River, and future Parks.

The **East Harbour Office District** will be the employment engine of this Precinct. Developing in phases, this will be a dense, transit-supportive office district, reflected by its integration of the Transit Plaza District. A diverse range of employment uses are encouraged including affordable spaces for culture, incubator employment uses, and retail, which are to be integrated with the development and will form an important part of the jobs cluster in this district. Well designed and generously separated tall buildings as well as larger floorplate base buildings and/or tower elements will provide flexible employment spaces for future tenants. A spectacular system of parks, POPS, plazas and mid-block connections will provide an important amenity for workers, and will include animated programming and public art, creating an open space destination for surrounding communities and the City.

The **Enbridge Existing Use Area District** recognizes the ongoing operation of Enbridge Gas Distribution's 405 Eastern Avenue industrial facility. This district is 1.57 hectares and includes a natural gas regulating station, an open storage yard, and an 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 central base for operation and maintenance crews including accommodation of office, warehouse, fleet and materials storage. In addition to providing continued critical services to the area, this Enbridge facility reflects the modern continuation of a significant industrial heritage legacy, manifest in the historically listed Consumers Gas buildings at 415, 433 and 447 Eastern Avenue.

The **Eastern Avenue Historic District** includes a three-building complex of historically-significant buildings along Eastern Avenue: 415 Eastern Avenue in private ownership and the two buildings at 433 and 447 Eastern Avenue which are owned by the City and which form the northerly extent of the City's Booth Works Yard. This is an area for historic building conservation and adaptive reuse. It contains an important series of buildings, each with heritage significance. In the event that current uses vacate the buildings, they are viewed as priority locations for cultural and creative sector adaptive reuse. Any new development facing and adjacent to these lands will respect the adjacent heritage context in scale, materiality and massing.

The **Booth District** is owned by the City of Toronto. It is an active industrial works yard providing critical services to downtown and eastern Toronto. In the event that, in future, yard functions relocate, leveraging these lands to meet identified civic needs will be a priority in any redevelopment, to be further explored through the CreateTO master planning process for these lands. Redevelopment will be integrated with and complementary to adjacent districts, including provision of a spectacular network of parks, plazas, POPS and open spaces that complement the emerging public realm network elsewhere in the Precinct. Tall buildings will be well designed and generously separated. Transition to, and compatibility with, the Eastern Avenue Historic District to the north and existing residential uses to the north and east will be secured through appropriate transition in built form.

The **Keating District** is a narrow, linear City-owned landholding with historic and future transportation, stormwater and public realm infrastructure. This public realm will grow in the future around the Keating Storm Shafts, linking the Martin Goodman Trail in the south to the future dedicated Park in the East Harbour Office District in the north and provide a gateway to the public spaces leading north up the future flood protection landform, and south towards the naturalized mouth of the Don River. Two active rail spurs remain along the southern edge of the Keating District. Future plans may result in the spurs shifting south into the centre line of the reconstructed Lake Shore Boulevard East concurrent with the takedown of the Gardiner Expressway ramps, or removed altogether. The rail infrastructure in the Keating District is a part of the area's historic landscape and should be commemorated in open spaces where opportunities are available. Built form in the Keating District should reflect parcel size and the emerging Port Lands in the south. Tall buildings will be well designed and generously separated. In the event that lands within the Keating District are consolidated with lands in the East Harbour Office District, parcel consolidation may result in more generous development blocks. Area-specific planning for the Keating District will be required prior to redevelopment.

## 4. Land Use and Economic Development

The Unilever Precinct is uniquely positioned to accommodate major employment growth and support infrastructure investment. While the Precinct has long been established as a key centre for employment, its unique qualities – size, location, and connectivity – continue to position it as a valuable employment node even as the nature of jobs has changed.

### 4.1 Land Use

The Unilever Precinct is designated for employment uses, supported by additional non-residential uses such as retail, cultural uses, community uses, and open spaces that will bring added vibrancy to the Precinct. Residential uses are not permitted in the precinct.

#### Sidebar

##### **Employment Areas**

In December of 2013 City Council adopted Official Plan Amendment 231 (OPA 231), which revised employment area policies and land use designations following a municipally-initiated comprehensive review (MCR) of the City's *Employment Areas*. Conducted as part of a provincially-required Five Year Review of the City's Official Plan, the final MCR report included a recommendation that Site and Area Specific Policy (SASP) 426 be adopted in order to establish the land use permissions for 21 Don Valley Parkway and 30 Booth Avenue. SASP 426 also set out the policy direction for a comprehensive study that would guide and structure the redevelopment of the Unilever Precinct. The Unilever Precinct Secondary Plan is an outcome of the required comprehensive study.

The following policies reflect additional directions respecting land use and economic development that have emerged through the required comprehensive study.

#### POLICIES

1. Phasing requirements will be secured with each development application to ensure that offices, post-secondary colleges/universities/trade schools, hotels, studios, and research facilities are constructed in a timely manner relative to entertainment uses, fitness centres, major retail uses, recreation uses, retail uses and service commercial uses.

### 4.2 Economic Development

#### POLICIES

1. Business growth will be supported through infrastructure and transportation improvements and public realm enhancements identified through this Secondary Plan, including but not limited to the implementation of adjacent expanded GO service, SmartTrack service, Relief Line service and/or extended Broadview streetcar service, and also including the design and sufficiency of any interim bus



service arrangements; as well as a complete network of parks and open spaces, public streets, pedestrian connections and multi-use paths.

2. The City will support local businesses and assist with beautification initiatives and advocacy on issues related to business interest in the area.
3. The creation of significant new office building stock will be encouraged by the City through development, in partnership with private landowners where appropriate, of enabling flood protection, transit, servicing, stormwater and transportation infrastructure. The City may also provide office incentives as appropriate. The establishment of new office building stock, along with the public realm and infrastructure improvements provided for by this Secondary Plan, will support investment in the employment area.

## **5. Public Realm**

The public realm is made up of the streets, parks and open spaces which provide structure for development in the Precinct. Development will contribute to expanding, enhancing, and connecting open spaces in the Precinct. Open space design will celebrate local history and culture, frame important views and vistas, and shape an identity for the Precinct. The public realm will be accessible and designed to promote safe and comfortable use for workers and visitors. The public realm will serve as a gathering place promoting public life for Precinct workers and visitors before, during and after the work day.

### **POLICIES**

1. The public realm in the Precinct will be provided in accordance with Map 42-4.
2. The public realm will be designed as a connected network of public streets, parks, public spaces, a diverse series of privately owned, publicly-accessible spaces (POPS) including the Transit Plaza spaces, signature plazas, private connections, and pedestrian connections. These spaces will provide amenity, increase block porosity, facilitate access to transit, and complement the existing and planned public realm network within and surrounding the Precinct.
3. A generous public realm will be supported and complemented by securing a balance of built and unbuilt space in area developments through implementing zoning by-laws.
4. For each block or quadrant of new development, the subdivision approval process, zoning by-laws and/or the Site Plan Approval process will be used to identify and secure the public realm.

### **5.1 Connections to Higher Order Transit**

The Precinct will be oriented toward a major multi-modal transit hub where commuter rail, subway, and streetcar lines will converge. The transit hub will make the Unilever Precinct one of the most transit-accessible locations in the entire region, second only to Union Station. The Transit Plaza District will provide public space, pick-up and drop-off functions and connections to pedestrian and cycling networks to support the transit hub.

## POLICIES

1. Development will support and be aligned with connections to the transit hub.
2. The transit hub will have prominent frontage on public street(s), in accordance with Map 42-5.
3. Access points to the transit hub will be supported by generous plazas, including in the Transit Plaza District, in accordance with Map 42-4.
4. The Transit Plaza District will include Animation Zone frontage in accordance with Maps 42-7.
5. Development will be coordinated with the final design of the transit hub, including any outcomes of relevant Transit Project Assessment Programs.
6. Development in proximity to existing and/or planned higher order transit connections will improve active transportation connections to and from transit stops, generally in accordance with Map 42-6, and provide amenities including open space, seating areas and weather protection.
7. Development around existing and/or planned transit connections is encouraged to provide mobility options for transit riders getting on or off a vehicle including the potential for bike share, car share and other shared mobility infrastructure to facilitate last mile travel options.
8. In the Transit Plaza District:
  - a) Vehicular access, drop off and loading will be located along New Street A on Map 42-5, with generous and comfortable public spaces seamlessly connecting to the adjacent street.
  - b) Detailed design guidelines will be developed for this POPS space, with its delivery to be secured through adjacent phased development applications in the East Harbour Office District.

## **5.2 Streets and Streetscape**

Streets in the Unilever Precinct are an important structural component of the public realm and will be developed to a high design standard. Streets will be designed to reflect complete streets principles, accommodating different functions and different users: pedestrians, cyclists, transit riders, and motorists. Different streets will prioritize different modes of transportation and accommodate different street functions to varying degrees. While the street network as a whole will accommodate all users, not every street in the Precinct needs to provide dedicated space for every mode or use.

Streets are animated by adjacent active ground floors uses. Ground floors of buildings within the Precinct should accommodate active uses that spill out and enliven the public realm. Active uses include, but are not limited to, stores, cafes, bars and restaurants, commercial uses that serve local residents and workers, recreational and arts facilities, and human-scaled and well-programmed office and other lobbies.

## POLICIES

1. Public streets will be developed to a high design standard and will be laid out and designed with appropriate streetscape treatments, street furniture, and green

infrastructure. Streetscape improvements secured through redevelopment of sites or public/private investment will be coordinated and integrated to create a seamless, generous boulevard.

2. Re-development proposals in the Unilever Precinct will create a legible, walkable street network generally in accordance with Map 42-5. The street network in the Precinct will be well connected to surrounding existing and planned streets. All alignments and right-of-way widths are subject to change based on the outcome of the TSMP EA process.
3. Streets will generally have a minimum sidewalk (i.e. curb to building face) width of 6 metres, inclusive of street trees. Major pedestrian thoroughfares, including Broadview Avenue and New Street E, will have wider sidewalk widths identified through the TSMP EA. Sidewalks should be free and clear of above-grade encumbrances, unless otherwise approved by the City.
4. The planting of street trees and adequate green infrastructure to support tree growth and the development of a healthy tree canopy will be encouraged in road reconstruction and the design of new streets, as approved by the City.

### **5.2.1 Off-site Transportation Improvements**

#### **POLICIES**

1. Public and private initiatives in the Unilever Precinct will improve local and regional vehicular, pedestrian and cycling circulation in the vicinity of the Unilever Precinct through the recommendations identified in the TSMP EA, where appropriate.

### **5.2.2 Complete Streets**

#### **POLICIES**

1. Streets in the Unilever Precinct will:
  - a) be designed to be multi-modal, including spaces for pedestrians, cyclists, public transit vehicles and motorists;
  - b) facilitate active transportation, including detailed consideration of pedestrian and cyclist safety in street design;
  - c) be designed and constructed to address the needs of pedestrians of all ages and abilities; and
  - d) include the minimum soil volume for each planted tree, as defined in Tier 1 of the Toronto Green Standard.
2. The Broadview Avenue extension will be the signature street within the Precinct. Its consistent and generous boulevard will form the spine of the Precinct's public realm. This consistent character will be defined by:
  - a) a consistent right-of-way width and alignment;
  - b) two-way vehicular traffic;
  - c) the Broadview streetcar travelling in its own right-of-way;
  - d) dedicated cycling infrastructure, in accordance with Map 42-6b;
  - e) generous furnishing and planting zones;

- f) a broad and consistent pedestrian clearway; and
  - g) animated building frontages, in accordance with Map 42-7.
3. New Street E will be an important retail street in the Precinct, with its character defined by:
    - a) a consistent right-of-way width and alignment;
    - b) two-way vehicular traffic;
    - c) dedicated cycling infrastructure, in accordance with Map 42-6b;
    - d) generous furnishing and planting zones;
    - e) a broad and consistent pedestrian clearway;
    - f) an identified retail and patio zone adjacent to building faces;
    - g) building placements that establish comfortable pedestrian conditions; and
    - h) animated building frontages, in accordance with Map 42-7.
  4. Local streets within the Precinct will enhance connectivity and circulation, while also providing critical parking, loading and pick-up and drop-off functions.

### **5.2.3 Ground Floor Animation**

#### Sidebar

##### **Animation Zone: multi-storey base building**

Multi-storey base buildings within the Animation Zone provide a positive opportunity to animate the streetwall above the ground floor, through such actions as generous clear-glazed windows, attractive lighting, and locating active visually interesting uses along second and third floor base building frontage. Frequent opportunities for vertical pedestrian movement within the base building support both animation goals and the economic success of upper floor uses. Glass-walled elevators and wide stair and escalator banks that are visible from the street also enhance animation.

#### POLICIES

1. Where development fronts onto one or more street frontages identified within the Animation Zone in accordance with Map 42-7, the ground floor frontage will include only retail and service commercial space with exceptions for:
  - a) accessible and programmable office and other lobbies; and
  - b) Publicly accessible institutional, arts and entertainment, community, studio and/or recreational uses that animate the space at grade.
2. Parking and loading entrances will generally not be located along building frontages facing the identified Animation Zone on Map 42-7.
3. Zoning and site plan control will be used to ensure that frontages and façade design facilitate retail and office and other lobby active frontages in the Animation Zone, with a high degree of window transparency and a consistent rhythm of entrances. In addition, ground floor uses will enhance the safety, amenity and animation of adjacent streets and open spaces, with universal accessibility to building entrances encouraged.
4. Active ground floor uses will be provided with sufficient ground floor height (minimum 4.5 metres) along public streets with weather protection provided to ensure pedestrian comfort.

5. Development will provide a range of retail and service commercial unit sizes in order to accommodate a variety of tenants.
6. A portion of the Animation Zone frontage will include small retail and service commercial unit sizes.
7. Landlord/owner actions to support affordable retail and service commercial uses such as tenant incentives will be encouraged.

### **5.3 Parks**

New public parkland will be secured through redevelopment. Parks will be strategically located to serve area workers and visitors, while also contributing to the broader existing and emerging parks and greenspace system surrounding the Precinct.

#### **POLICIES**

1. Development will dedicate land to the City as generally located on Map 42-4, to meet parkland dedication requirements.
2. Parkland to be conveyed through the development approval process will be located with generous public street frontage to provide the greatest possible benefit, safety and visibility for those accessing the park and; and will achieve parks that are programmable and have a functional size and shape.
3. The above-grade portion of development should generally be set back a minimum of 5 metres from new and existing parks to provide for an appropriate transition between the public park and ground floor uses that face the park.
4. Development adjacent to existing and planned future parks will be designed to support pedestrian comfort, including full access to sun for six prime daytime hours, generally falling between the hours of 9am and 6pm between March 21 and September 21.

### **5.4 Privately Owned, Publicly-Accessible Spaces (POPS)**

In employment lands, where parkland dedication requirements are less than what is collected for residential uses, POPS are especially important. POPS expand and enhance the open space network in a complementary way with City-owned *Parks and Open Spaces*, and ensure an appropriately generous public realm that supports the employment density.

#### **POLICIES**

1. POPS provide an opportunity to expand the public realm by creating open spaces and connecting existing or planned streets, parks and open spaces. POPS are particularly important for creating a generous, robust public realm in non-residential areas. POPS provided through development in the Precinct will:
  - a) be publicly accessible;
  - b) be designed for a variety of ages and abilities;

- c) be sited in highly visible locations and designed to serve area workers, as well as the surrounding community;
- d) be sited and designed to be seamlessly integrated and connected into the broader public realm;
- e) include where possible new trees, seating, public art, landscaping and integration of stormwater capture;
- f) include the City's POPS signage, identifying the space as being publicly-accessible; and
- g) be informed by the City's Urban Design Guidelines for Privately Owned, Publicly-Accessible Spaces.

- 2. POPS should be coordinated with active ground level uses in adjacent buildings such as retail, restaurant and community spaces to provide seating and gathering spaces within the public realm.
- 3. Adjacent ground floor uses should be set back from POPS to allow for appropriate transition at grade and to maintain the public accessibility integral to the success of the open space.

### **5.4.1 Pedestrian Connections**

#### **POLICIES**

- 1. Redevelopment proposals of large blocks will introduce safe, generously-scaled and comfortable mid-block connections to extend the mobility network, as generally identified on Map 42-4.
- 2. Private connections within buildings will add to the range of options to create block porosity, and public access where appropriate will be secured through development approvals.
- 3. Owners of adjacent properties are encouraged to provide pedestrian easements along mutual property lines to help establish a pedestrian network of mid-block pathways.

### **5.5 The River Edge**

A naturalized edge along the Don River will create a safe and functional relationship with the river and create opportunities for walking and cycling connections across the river. A naturalized edge will be established as part of the flood protection landform; a key component of the Don Mouth Naturalization and Port Lands Flood Protection Project. This edge will create a better relationship between the Precinct and the Don River, and connect to the open spaces west of the Don River through an enhanced trail system. This green space will provide opportunities for biodiversity, passive recreation and reflection on the natural amenities that surround the space.

#### **POLICIES**

- 1. The River Edge area generally as shown on Map 42-4 as *Parks and Open Space Areas* will be reserved for the purposes of:

- a) construction of a publicly-accessible, landscaped flood protection landform and other measures for the purposes of flood protection and public recreation uses;
  - b) parks and paths for pedestrians and cyclists which improve public access to the Don River and provide for linkages to existing and planned paths in the Lower Don, Corktown, the Port Lands, and the Martin Goodman Trail corridor along Lake Shore Boulevard East; and
  - c) public roads, provided that:
    - i. the number of public roads constructed through the River Edge Area is minimized; and
    - ii. the size or function of such publicly-accessible roads does not impede the recreational use of the River Edge by the general public and the quality of the public realm.
2. The Toronto and Region Conservation Authority will approve the design of the flood protection landform, including the flood protection landform's boundaries. Where zoning by-law provisions incorporate land-use restrictions and other regulations associated with, or potentially impacting, flood protection, then the boundaries and requirements of the zoning by-law provisions and associated mapping will be to the satisfaction of the Toronto and Region Conservation Authority.

#### Sidebar

##### **Lower Don Special Policy Area**

The entire Unilever Precinct is in the Lower Don River floodplain and is identified as a Special Policy Area (SPA). Under the 2014 Provincial Policy Statement (PPS), SPAs are defined as areas within a community that have historically existed within a floodplain and where policies approved by the Province are intended to provide for their continued viability. These policies are currently found within the Official Plan for the former City of Toronto identified on Map 10 of the Official Plan, which, in addition to other relevant policies and requirements, only permits 'as-of-right' development provided it is flood protected to at least the 1:350 year flood level.

Under the 2014 PPS, new or intensified development beyond existing in-force permissions in the City of Toronto Official Plan is restricted in the Lower Don SPA due to the potential risk to human health and safety and potential property damage resulting from a flooding event. In recognition of the need to eliminate the risk of flooding in the Lower Don Area and to unlock its redevelopment potential, the federal, provincial and municipal governments have announced significant investments in flood protection infrastructure. Once completed, the infrastructure works will protect approximately 240 hectares of land, including the Unilever Precinct, from flooding, allowing both the Port Lands and Unilever Precinct to take their places as important pieces Toronto's future urban fabric.

### **5.6 Public Art**

High quality public art is an important component of the public realm. It contributes to the quality of an open space as a destination and provides opportunities for defining an area's unique identity. Public art will be included throughout the Precinct and will contribute to its sense of place.

## POLICIES

1. To add identity and visual interest to the public realm, public art will be provided in accordance with the City of Toronto's Percent for Public Art Program, secured through development approvals.
2. The specific location and typology of public art will be determined through the creation of a Public Art Master Plan for the Precinct. Generally, public art is encouraged to be located within the most publicly-accessible areas of development sites, along the signature Broadview Avenue, in the Transit Plaza District, and/or at the terminus of important views and vistas identified on Map 42-8.
3. Public art may be provided separately by each individual landowner or jointly through coordination between contributing landowners and/or the City of Toronto, and other public agencies.

## 6. Infrastructure Plan

Enabling infrastructure will unlock the redevelopment potential of the Secondary Plan Area.

### 6.1 Community Services and Facilities

Community services and facilities offer people programs and places to play, learn, work and socialize. New development can play a role in supplementing the existing community services and facilities network with enhanced services and facilities for the growing worker population in the area.

## POLICIES

1. Where secured through development approvals, new community services and facilities will be developed in the Unilever Precinct in a timely manner, to provide those services and facilities necessary to serve worker growth at each phase of redevelopment. The development approval process will be used to determine the location of community services and facilities.
2. Development that is phased should, where possible, include required facilities as part of the first phase of development.
3. In addition to those capital facilities identified in Official Plan Policy 5.1.1.6, non-profit employment space is identified in the Precinct as an appropriate Section 37 community benefit.
4. Partnerships between landowners and public agencies, boards and commissions to support the improvement, provision and expansion of community service facilities will be encouraged.
5. Community services and facilities priorities for the Unilever Precinct are:
  - a) community space for non-profit cultural, social, health or recreational services;
  - b) workplace ancillary daycare; and



- c) improvements to library and recreation facilities that serve the area.
- 6. Development will be encouraged to provide space for community-based non-profit organizations that are eligible for the City's Community Space Tenancy Policy.
- 7. The historic buildings at 433 and 447 Eastern Avenue within the Eastern Avenue Historic District are priority locations for the development of community services and facilities, in the event that these buildings are included in a redevelopment application(s) and/or are surplus from their current use.
- 8. Community services and facilities required for the Unilever Precinct will be:
  - a) located in visible and accessible locations with strong pedestrian, cycling and transit connections;
  - b) co-located within buildings and/or as stand-alone facilities;
  - c) designed to provide for flexible multi-purpose use which can adapt over time to need the varied needs of different user groups; and
  - d) monitored and reviewed with priorities adjusted based on changes in need and demand as the area develops and/or changes.

Sidebar

**Community Space Tenancy Policy**  
 This policy details a process for leasing City-owned space at below-market rent to non-profit organizations that deliver community and cultural services, foster partnerships, and further the City's strategic objectives.

**6.2 Environment and Resiliency**

The City of Toronto has set an ambitious goal to reduce City-wide greenhouse gas (GHG) emissions by 80% by 2050. Meeting this target requires innovative approaches to buildings and infrastructure such as energy- and water-efficient buildings, better support for walking and cycling, local energy distribution systems, renewable energy sources, and green infrastructure. Planning for a competitive employment precinct requires not only comprehensive flood protection, but also minimizing emissions, reducing electricity demand, and building a resilient district that can withstand extreme weather and area-wide power outages.

**POLICIES**

- 1. New development will be strongly encouraged to achieve the highest levels of the Toronto Green Standard, and to target near zero emissions.
- 2. Development will be encouraged to:
  - a) incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;
  - b) develop or incorporate connections to an existing or planned thermal energy network;
  - c) integrate on-site renewable energy and electricity production to reduce electricity demand; and
  - d) limit the loss of embodied energy contained within the existing building stock.
- 3. Development will be encouraged to meet or exceed the Toronto Green Standard Tier 2 performance measures for Bird Collision Deterrence and Light Pollution

reduction in consideration of the Unilever Precinct's proximity to the Don River and the waterfront.

4. Development and streetscape improvements will integrate stormwater capture, and soil volumes for trees and other plantings where appropriate, informed by design guidelines developed by the City.
5. Development will be encouraged to incorporate biodiversity objectives by:
  - a) creating habitats;
  - b) planting varieties of species that are pollinator-friendly; and
  - c) designing green roofs to be more biodiverse.

### **6.3 Travel Demand Management**

The Unilever Precinct must achieve a relatively low automobile mode split in order for the planned street network to function. Travel demand management plans employing policy, pricing, operational, management and design strategies will support increased transit and active transportation mode share, reduce automobile mode share, spread out the peak travel period, and reduce the proportion of single-occupant vehicles.

#### **POLICIES**

1. Landowners will develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate alternative modes of travel such as transit, walking and cycling.
2. Monitoring and reporting of Travel Demand Management strategies will occur within the Precinct, including at each phase of sequentially phased developments.

### **6.4 Parking and Loading**

Redevelopment applications in the Unilever Precinct will provide, but not over-provide, parking spaces in accordance with zoning by-law standards. Integrating the parking, loading, and servicing functions supporting the development to underground levels within buildings will maintain an attractive public realm and reduce vehicle/pedestrian conflicts at grade level. Garage entrances will be accessed from local streets to prioritize public realm quality, enable successful Animation Zones, and minimize conflicts between turning vehicles and major walking routes.

#### **POLICIES**

1. Redevelopment proposals will provide all permanent parking facilities below-grade. Where this is not possible, any permanent above-grade parking facilities will be faced with other permitted uses.
2. The use of below-grade loading facilities for developments is encouraged. Loading areas located at-grade should be wrapped with active uses along any portion identified as an Animation Zone on Map 42-8.
3. Buildings on the same block are encouraged to share consolidated access points from the public street for parking and loading. Access points for all redevelopment are encouraged to be located on Local Streets, as identified on Map 42-5. Parking

and loading entry areas will be designed to be integrated with the overall design of the façade.

## **6.5 Filming**

Streets and sidewalks form important on-site filming locations; and planning for filming in the public right-of-way is an important precursor to the continued success of Toronto's film industry.

### **POLICIES**

1. The Unilever Precinct is identified as a film-friendly area.
2. Development and public realm improvements in the Unilever Precinct will be encouraged to include built-in infrastructure supportive of filming, such as outlets and conduits, to reduce the need for generators.
3. Booth Avenue and New Street C are identified as areas for temporary film trailer parking, pick-up/drop-off areas, accessible loading zones and motor coach parking zones.

## **6.6 Servicing**

To support development, new infrastructure will be required.

### **POLICIES**

1. Redevelopments will be required to provide and pay for new infrastructure or improvements to existing infrastructure (including roads, sanitary and storm sewers, and water connections) required to service proposed redevelopments.

## **6.7 Rail Safety, Noise, Vibration and Air Quality**

The Precinct is immediately adjacent to the raised Metrolinx rail embankment. This adjacency enables transit-supportive development within the Precinct, however development is subject to appropriate safety measures.

### **POLICIES**

1. Any new development with a high number of employees and customers must be set back a minimum of 30 metres from the property line of the corridor outside of station environments; within station environments, should the back of the platform be along the property line within the rail corridor, then the Transport Canada clearance envelope shall be used to calculate the setback instead of the property line, complete with Transport Canada standard adjustments for curvature where present; and include appropriate crash protection features as identified by a qualified rail safety consultant.

2. Within the 30 metre set back adjacent to the rail corridor, the following uses are permitted:
  - a) rail safety and vibration/noise mitigation structures; and
  - b) auxiliary building used for activities with low numbers of employees and visitors such as parking, storage, passenger rail station facilities, warehousing and loading.
3. An applicant may propose, through a zoning amendment application, an alternative to the rail safety mitigation measures set out in Policy 6.7.1 where those standards cannot be met due to topographical, geographical, or other physical constraints subject to the following conditions:
  - a) the alternative will provide at least the same level of rail safety for nearby workers and visitors as the required 30 metre set back and 'best practices' for providing rail safety as identified by the City, the Federation of Canadian Municipalities, the appropriate railway operator(s) and other relevant agencies;
  - b) a development viability report bearing the stamp of a fully insured, qualified, professional structural or civil engineer, in addition to the noise, air quality and vibration reports, is to be submitted to the City showing how at least the same level of rail safety is to be achieved;
  - c) this report will be peer reviewed and accepted by a rail safety expert retained by and reporting to the City, at the expense of the applicant;
  - d) the report will also be reviewed and accepted by Metrolinx;
  - e) appropriate uses on the site will be determined as part of the Zoning Amendment application, and will implement the policies for the Official Plan land use designation; and
  - f) if the development viability assessment is accepted by the City and Metrolinx, and the proposal is approved:
    - i. construction and on-going maintenance of the alternative mitigation measure(s) will be secured through an agreement between the City, the landowner and Metrolinx;
    - ii. warning clauses in all relevant documents should be registered on title to provide notice for future purchasers; and
    - iii. the landowner will enter into an agreement with the City to be registered on title, whereby the landowner and the qualified professional engineer whose stamp appears on the drawings for the alternative rail safety mitigation measures assume responsibility for, and indemnify the City from, damages to the property resulting from a derailment on the Metrolinx rail corridor.
4. Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms, noise walls, and/or alternatives, must be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the exterior face of noise walls and other structures.

## 7. Built Form

Development in the Precinct will have a rich and varied built form that supports the employment function of the area with new amenities and appropriate massing and

transition in scale. Development will have high quality architecture, landscaping and urban design that will contribute positively to the character and identity of the Precinct.

Built form policies, including building type and related development criteria, are tools to direct the scale and form of development within the Precinct. Built form controls will also ensure that appropriate sunlight and wind conditions are achieved within the public realm.

## **7.1 Shaping Built Form**

### **POLICIES**

1. The scale and form of development will be contextually appropriate with respect to adjacent sites, and its access to transportation facilities.
2. Porosity will be established through large blocks, through the provision of public streets, parks, POPS and/or mid-block connections, as appropriate, to provide a range of options for public circulation and a setting for development.
3. To facilitate a generous public realm commensurate with the proposed height and density in the Precinct, a target of preserving at least 45% of the overall land area as unbuilt space will be pursued. This space will accommodate new parks, public spaces, POPS, plazas, private connections, pedestrian connections, streets, sidewalks, and other components of – or complements to – the public realm. Built features that support animation or enhance the public realm may be provided within this space, including pavilions, public art, street furniture and retail kiosks, where appropriate.

## **7.2 Creating a Comfortable Microclimate**

### Sidebar

#### **Sunlight in the Public Realm**

In the Toronto climate, access to sunlight is especially important in the shoulder seasons of spring and fall when radiation from the sun can compensate for cooler air temperatures and promote the use of sidewalks, parks, open spaces and POPS. The City's development review process therefore evaluates shadow testing on the spring and fall equinoxes. Ideally, parks and the public realm will have optimum climatic conditions for human comfort and utility and sustainable, mature tree growth. Providing access to sun and minimizing winds can help achieve this.

Parks and open spaces will be subject to no net-new shadow as measured for 6 prime daytime hours generally falling between the hours of 9am and 6pm between March 21 and September 21. Some shadow sensitive spaces may require more extensive shadow protection and will be detailed in implementing zoning by-laws and/or through the Site Plan Approval process.

"Net-new shadow" means shadow cast by a proposed development in excess of the shadow already cast by existing buildings and structures, including those permitted by in-force Zoning By-laws.

## POLICIES

1. Development will minimize shadows to preserve the utility of sidewalks, parks, open spaces, natural areas, workplace ancillary daycare areas, playgrounds, institutional open spaces, private open spaces, outdoor amenity spaces and POPS.
2. Development will not cast net-new shadow on *Parks and Open Space Areas* in the Precinct, and in the City of Toronto Official Plan, for 6 prime daytime hours generally falling between the hours of 9am and 6pm between March 21 and September 21.
3. Buildings will be sited, massed and designed to ensure cross-ventilation, and to limit wind impacts in the public realm. Pedestrian-level wind conditions should be suitable for the function of the space. Calm wind conditions comfortable for sitting will be the desirable standard applied to parks and open spaces and Animation Zones.
4. Building design approaches for creating favourable microclimatic conditions for people on adjacent streets and sidewalks, parks, and open spaces may include:
  - a) sculpting and/or re-orienting the footprint of tall building elements above the base building;
  - b) adjusting the overall height and scale of buildings;
  - c) sculpting, enhancing and/or further articulating the setback and/or stepback of buildings;
  - d) ensuring adequate space between tall buildings; and
  - e) enhancing the public realm by setting back the base of buildings.

### **7.3 Built Form Considerations in Low-Scaled Districts**

The Transit Plaza District, Enbridge Existing Use Area District and Eastern Avenue Historic District are not envisioned to be locations for tall buildings. The Transit Plaza District is primarily for open spaces. The Enbridge Existing Use Area District is anticipated to continue with existing uses for the foreseeable future. The heritage character of the Eastern Avenue Historic District will be the leading consideration in any future uses of these buildings.

## POLICIES

1. The transit hub will be the primary built form element in the **Transit Plaza District**, including a vibrant Animation Zone along the hub's southwestern frontage, with clear and directly accessible main entrances to retail spaces featuring clear glazing.
2. The **Enbridge Existing Use Area District** recognizes the ongoing operation of Enbridge Gas Distribution's 405 Eastern Avenue industrial facility.
  - a) Redevelopment in the Unilever Precinct will demonstrate land use compatibility through the preparation and submission of the reports/studies identified in policy 8.2.2.j.

- b) Nothing in this Secondary Plan shall prevent the continued operation of existing uses in the Enbridge Existing Use Area, and any improvements and expansions of existing facilities and buildings in the Enbridge Existing Use Area.
  - c) Any roadway conveyances shall not be required until such time as a comprehensive redevelopment of the entire Enbridge Existing Use Area is proposed.
  - d) If a Site Plan Control application is pursued for the Enbridge Existing Use Area, the parkland dedication calculations, as applicable, shall be based on the portion of the site to which the improvements and/or expansion are being sought, and not the Enbridge Existing Use Area in its entirety.
3. The **Eastern Avenue Historic District** includes a three-building complex of historically significant buildings along Eastern Avenue listed on the City's Heritage Register: 415 Eastern Avenue in private ownership; and the two buildings at 433 and 447 Eastern Avenue owned by the City and forming the northerly extent of the City's Booth Works Yard.
- a) Development within and adjacent to the Eastern Avenue Historic District will meet the tests of the City of Toronto Official Plan respecting heritage conservation.

#### **7.4 Built Form Considerations in Future Tall Building Districts**

The East Harbour Office, Booth and Keating Districts are sites with potential for tall building development, provided that tall buildings comply with the other standards contained in this Secondary Plan. For the East Harbour Office District, development applications exist for a specific high-density, transit-supportive development concept proposed to provide up to 50,000 jobs. District-specific policies reflect this concept and introduce a specific density permission related to the applications, also expressed in implementing zoning. For the Booth and Keating Districts, future processes may result in redevelopment concepts. The density permission for these districts will be expressed in implementing zoning, with Precinct-wide built form policies expressing how appropriate development intensity will be identified.

##### Sidebar

###### **Defining Tall Buildings**

Toronto's Tall Building Design Guidelines define tall buildings as buildings with height that is greater than the width of the adjacent street right-of-way. The Guidelines also define the classic Toronto tall building form of three carefully integrated parts: a base building, middle, and top, each with a particular role to play in achieving the goals of the Official Plan.

The Unilever Precinct's tall buildings may emerge as exceptions to this form, given their wholly commercial nature and resultant typically larger base building and floorplate dimensions.

**Base Buildings** in the precinct are defined as that portion of the building between grade and 36 metres in height. Base buildings will include a streetwall component, defined as the first one or two storeys of the base building that immediately animate and interact with the public realm. Base buildings will be further detailed through stepback(s) and articulation.

The **Tower** portion of buildings in the Precinct is defined as that portion of a building beginning 36 metres above grade.

The Precinct may also develop with tall buildings that do not include a typical tower component. Base building streetwall and articulation requirements will continue to apply up to 36 metres above grade, and tower separation requirements will continue to apply beginning 36 metres above grade, regardless of other aspects of building design.

### **7.4.1 Base Buildings**

#### **POLICIES**

1. Base buildings will be that portion of a building between grade and 36 metres in height.
2. Setbacks at grade, stepbacks above grade, and other methods of moderating the base buildings will be incorporated into building design to create a generous public realm and pedestrian boulevard area, and an appropriate relationship between the height of the base building, the adjacent right-of-way, and the facing distance of buildings.
3. Base buildings will be setback at grade from the public right of way to support a generous public realm.
  - a) Through the cross-section design of public streets and the application of at-grade building setbacks, the following minimum dimensions from street curb to building face will be achieved:
    - i. Broadview Avenue: 9 metres
    - ii. New Street E: 11 metres
    - iii. Booth Avenue and Streets A, B, C and D: 6 metres
4. Base buildings will include stepbacks to frame the public realm and support an animated and comfortable pedestrian experience.
  - a) Base building stepbacks will be used to generally create a relationship of 1:1 with the right-of-way.
  - b) Broadview Avenue will incorporate building stepback(s) within the base building.
  - c) Where the base building height exceeds the right-of-way dimension, that additional height will generally be stepped back 5 metres from the lot line, either in a single step or in multiple increments.
  - d) Setbacks and stepbacks specific to a building's context are appropriate in unique circumstances, such as when a building does not directly face another building, is on an irregularly shaped lot, or faces a park, POPS, plaza, or open space.
5. Implementing zoning by-laws will identify specific setbacks and stepbacks along streets to achieve the curb to building face dimensions identified in Policy 7.4.1.3.a).
6. Urban design guidelines will set out tools for achieving appropriate articulation of base buildings, such as establishing datum lines to distinguish base building elements and animation zones, and to provide pedestrian comfort and interest at grade.



### **7.4.2 Tower**

1. The height and density peak in the Precinct will be transit hub-oriented. Development will create appropriate transitions in scale to neighbouring existing and planned buildings and context. Tower heights and built form density will generally step down from the transit hub in the north towards the south, and from west to east within the Precinct.
2. The zoning by-law will limit building heights. The determination of building heights will be informed by studies on sun/shadows, pedestrian-level wind, views, skyline views, and any other studies as necessary to demonstrate appropriate conditions within the public realm and compliance with other policies contained within this Secondary Plan and the City of Toronto Official Plan.
3. The zoning by-law will articulate tower separation distances for specific buildings, with separation distances to be in keeping with the Tall Building Design Guidelines and the Unilever Precinct Planning Framework. The determination of the appropriate separation distance will be informed by the floorplate size of adjacent towers, where a proportionate approach to determining the appropriate separation distance relative to building size and height will be employed.

### **7.4.3 East Harbour Office District**

1. Tall buildings are permitted in East Harbour Office District provided they comply with the development criteria outlined in this Secondary Plan.
2. All new buildings are subject to angular plane controls to: provide transition in scale; limit shadow and overlook on neighbouring residential properties that are lower in scale; and to limit shadow and sky view reduction on adjacent streets, parks and public spaces.
3. Development will generally fall beneath a 45 degree angular plane projected from designated *Neighbourhoods* to the north of the Precinct. Consideration of the existing low-scale residential community to the east of the Precinct should also be given.
4. The maximum gross density for the East Harbour Office District, which includes the Transit Plaza District, is 6.2 times coverage.
5. Density will be deployed in the East Harbour Office District in accordance with Policy 7.4.2.1. Zoning by-law amendments will limit density by phase within the District.

### **7.4.4 Booth District**

1. Tall buildings are permitted in the Booth District provided they comply with the development criteria outlined in this Secondary Plan.
2. Development will leverage City-owned lands to meet identified civic needs, to be further explored through a development master planning process for these lands.
3. Development potential of the Booth District shall be supported by analysis on the following matters:
  - a) updated information on Booth Yard tenant divisions and functions, including their office, garage, workshop and outdoor storage needs;

- b) options to accommodate key Booth Yard functions in equally well-located locations given the Booth Yard's functions; and
- c) proposed cultural adaptive reuse prioritization approach for the 433 and/or 447 Eastern Avenue buildings, including identification of potential partners and financing strategies.

4. All new buildings are subject to angular plane controls to: provide transition in scale; limit shadow and overlook on neighbouring residential properties that are lower in scale; and to limit shadow and sky view reduction on adjacent streets, parks and public spaces.
5. Development will generally fall beneath a 45 degree angular plane projected from designated *Neighbourhoods* to the north of the Precinct. Consideration of the existing low-scale residential community to the east of the Precinct should also be given.
6. Density will be deployed in the Booth District in accordance with Policy 7.4.2.1. Implementing zoning by-laws will limit density within the District, with density permission to be in keeping with the Unilever Precinct Planning Framework.

#### **7.4.5 Keating District**

1. Tall buildings are permitted in the Keating District provided they comply with the development criteria outlined in this Secondary Plan.
2. Heights within the Keating District will be reflective of its location at the southerly limit of the Precinct, furthest from the transit hub-oriented height peak. Future Port Lands developments on fronting the south side of Lake Shore Boulevard East will also provide a contextual reference for appropriate heights.
3. All new buildings are subject to angular plane controls to provide transition in scale and to limit shadow and sky view reduction on adjacent streets, parks and public spaces.
4. Density will be deployed in the Keating District in accordance with Policy 7.4.2.1. Implementing zoning by-laws will limit density within the District, with density permission to be in keeping with the Unilever Precinct Planning Framework.

## **8. Implementation**

Development of the Precinct as an intensified office employment node will provide an opportunity to secure new public streets, parks and open spaces and to forge new connections to a vibrant and prosperous portion of the City. The public realm and transportation improvements will make the area an attractive place for investment and future business growth that is active with public life beyond traditional office hours.

The implementation policies of this Secondary Plan include a number of strategies to manage growth. Managing the growth contemplated in this Secondary Plan is essential to ensuring the future success of the employment precinct and linking growth with the provision of appropriate infrastructure. Regulatory tools under the Planning Act and the City of Toronto Act, including the use of Holding (H) Symbols in implementing zoning, a framework for community benefit contributions pursuant to Section 37 or 45 of the

Planning Act, and the use of Plan of Subdivision and Site Plan Control applications will be used to fully implement the vision for the Precinct over time.

## **8.1 Municipal Approvals**

### POLICIES

#### 1. Complete Application Requirements

- a) In addition to the plans/drawings and studies/reports identified in Policy 5.5.2 and Schedule 3 of the City of Toronto Official Plan that are generally required to assess large-scale redevelopment applications, the following will be required for the submission of a complete application for redevelopment within the Unilever Precinct:
  - i. Transportation Impact Study which will identify the demands and impacts of new development and include a Travel Demand Management strategy and/or other mitigating measures to accommodate travel generated by the development, including reporting on monitoring outcomes of earlier phases vehicular, cycling, and pedestrian traffic patterns, and any recommended refinements to Travel Demand Management strategies and transportation network design;
  - ii. a report from a consultant with expertise in sustainability and resilience that will outline how a particular application is addressing the sustainability matters identified in Policy 6.2; and
  - iii. detailed rail safety assessments, as required, and noise, air quality, odour and vibration Compatibility Studies, prepared by accredited professionals in such fields, prepared as required by *MOECC* guidance documents.

## **8.2 Holding (H) Provisions**

### POLICIES

2. When enacting by-laws to permit redevelopment in accordance with the Unilever Precinct Secondary Plan, a holding ("H") provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in the by-law are satisfied.
3. Conditions to be met prior to the removal of a holding provision may include the following:
  - b) Adequate flood protection measures.
  - c) The provision of adequate higher order transit, and any temporary interim bussing.
  - d) The location, design and provision of existing and planned transportation networks, both on and off-site, secured to the satisfaction of the City, including any required easements and/or conveyances of public roads, to be provided to the City at nominal cost.
  - e) Satisfactory reporting on ongoing monitoring of transportation and traffic management measures' effectiveness.

- f) The provision of municipal infrastructure, including sewer, water and stormwater networks.
- g) Registering a plan of subdivision and/or entering into a subdivision agreement and/or other implementing agreements.
- h) For lands within 30 metres of the Metrolinx rail corridor, construction of, or the securing through an agreement the construction of, railway corridor risk mitigation measures.
- i) Approval of area and/or phase-specific implementing design guidelines.
- j) Securing acceptable streetscape plans for all streets surrounding a development site.
- k) Acceptance by the City of a compatibility study or studies evaluating how potentially sensitive uses within 1,000 metres of existing major facilities would affect the ability of those facilities to carry out normal business activities. The study(ies) would also evaluate the potential adverse effects from odour, noise and other contaminants on anticipated users of the sensitive uses and recommend appropriate mitigation measures, which would be secured through development approvals
- l) Approval of emergency servicing, including fire service capacity.
- m) The approval of POPS designs for the easterly and westerly transit plazas.

#### Sidebar

##### **Development Protocol**

The Unilever Precinct is within the Lower Don River floodplain and as such development is restricted until infrastructure that is intended to eliminate the risk of flooding is fully implemented. It is in the public interest to coordinate land use planning approvals with flood protection infrastructure initiatives and investment. The City and the Province of Ontario have agreed to a Protocol that is intended to inform and phase land use planning approvals by the City, the Province and other relevant agencies based upon the construction timeline of the flood protection infrastructure. This Protocol will be referred to and will be supported by the regulatory tools under the Planning Act, the City of Toronto Act, the Conservation Authorities Act and the Ontario Building Code.

### **8.3 Section 37 Agreements**

#### POLICIES

1. Agreements pursuant to Sections 37 of the *Planning Act* will be executed to secure public benefits or contributions. In addition to the Community Services and Facilities priorities identified at Policy 6.1.5 of this Secondary Plan, additional items including, but not limited to, the following may be secured as public contributions/benefits:
  - a) public art;
  - b) provision of non-profit workspaces, as well as cash contributions to fitting out such spaces;
  - c) provision of non-profit community and/or cultural spaces, as well as cash contributions to fitting out such spaces;
  - d) cash contributions to off-site affordable rental housing;

- e) public realm improvements, including a cash contribution to public realm enhancements for the Broadview Underpass;
- f) cash contributions to support community services and facilities to serve the development, including non-profit licensed workplace ancillary daycares; multi-purpose community space to be located in an accessible and highly visible location for non-profit community organization to deliver human services and/or arts and cultural programs; and/or improvements to library and recreation facilities that serve the area;
- g) cash contributions to support the refurbishment and adaptive reuse of 433 and/or 447 Eastern Avenue, in the event that these buildings are no longer required for municipal works yard purposes and surplus, with such contribution to be specifically targeted towards the cultural adaptive reuse of these buildings;
- h) design and construction of Above Base Park Improvements; and/or
- i) design, construction and maintenance of landscape and public realm improvements to the flood protection landform.

#### **8.4 Subdivision**

##### POLICIES

1. Significant development will proceed in accordance with an approved Plan of Subdivision.
2. Division of land will occur generally in accordance with this Secondary Plan.
3. Registration of a Plan of Subdivision may occur in a phased manner corresponding to and consistent with the intent of this Secondary Plan.

#### **8.5 Municipal Class Environmental Assessment for Transportation and Public Realm Elements**

##### POLICIES

1. Redevelopment proposals will comply with recommendations contained within the TSMP EA.
2. Landowners will pay for the roads and servicing infrastructure abutting and traversing their sites, apportioned by development block, at the time of redevelopment. Where appropriate and necessitated by timing considerations, financial front-end loading agreements may be negotiated to expedite infrastructure delivery.
3. Landowner contributions, apportioned by development block, will be required for the extension of Broadview Avenue that is required for Precinct intensification.
4. Improvements identified and required through the TSMP EA will be secured through appropriate agreements.

## **8.6 Landowner Agreements**

### POLICIES

1. Landowners in the Unilever Precinct are encouraged to enter into landowner agreements with each other, and potentially the City, addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing, front ending and/or phasing of infrastructure, community facilities, parkland, public art or any other public amenities required to support development of the Unilever Precinct.

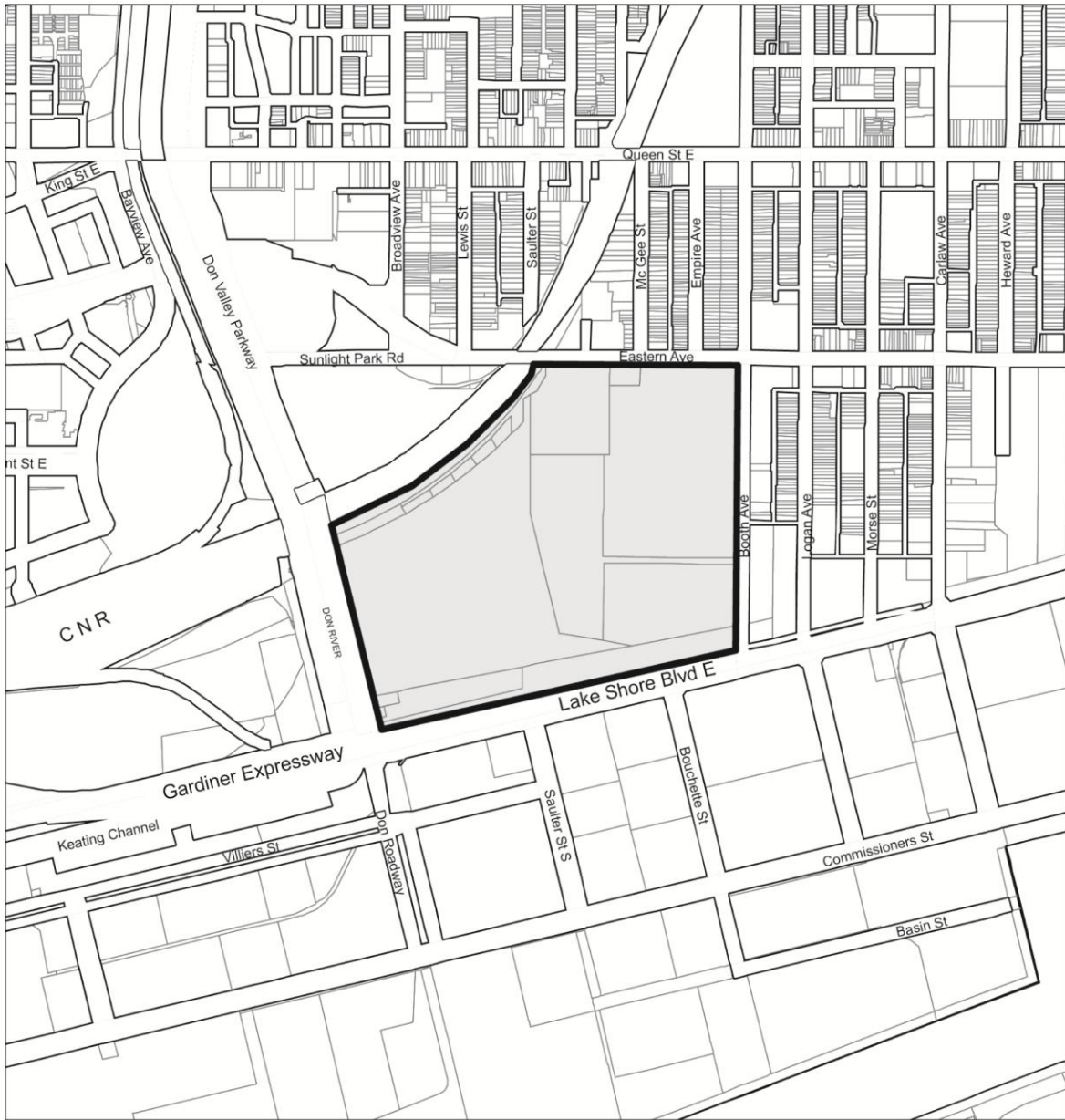
## **8.7 Monitoring**

### POLICIES

1. Redevelopment of the Unilever Precinct is expected to occur incrementally over many years, and the timing and phasing of necessary municipal infrastructure improvements will depend on a number of factors including the nature and rate of development, demographic shifts, changes in travel behavior and future transit implementation. The impact of development on all municipal infrastructure, including roads, sanitary sewers, water supply, storm sewers, transit, community facilities and parks/open space will be monitored to ensure the capacity of these facilities keeps pace with development and to ensure that levels of service in adjacent areas are not reduced.

## 9. List of Schedules and Maps

Map 42-1	Secondary Plan Boundary
Map 42-2	Structure Plan
Map 42-3	Secondary Plan Area & Districts
Map 42-4	Public Realm Plan
Map 42-5	Street and Blocks Plan
Map 42-6	Cycling Connections
Map 42-7	Animation Zone
Map 42-8	Views and Vistas
Schedule 2	Updates to Identified Views from the Public Realm



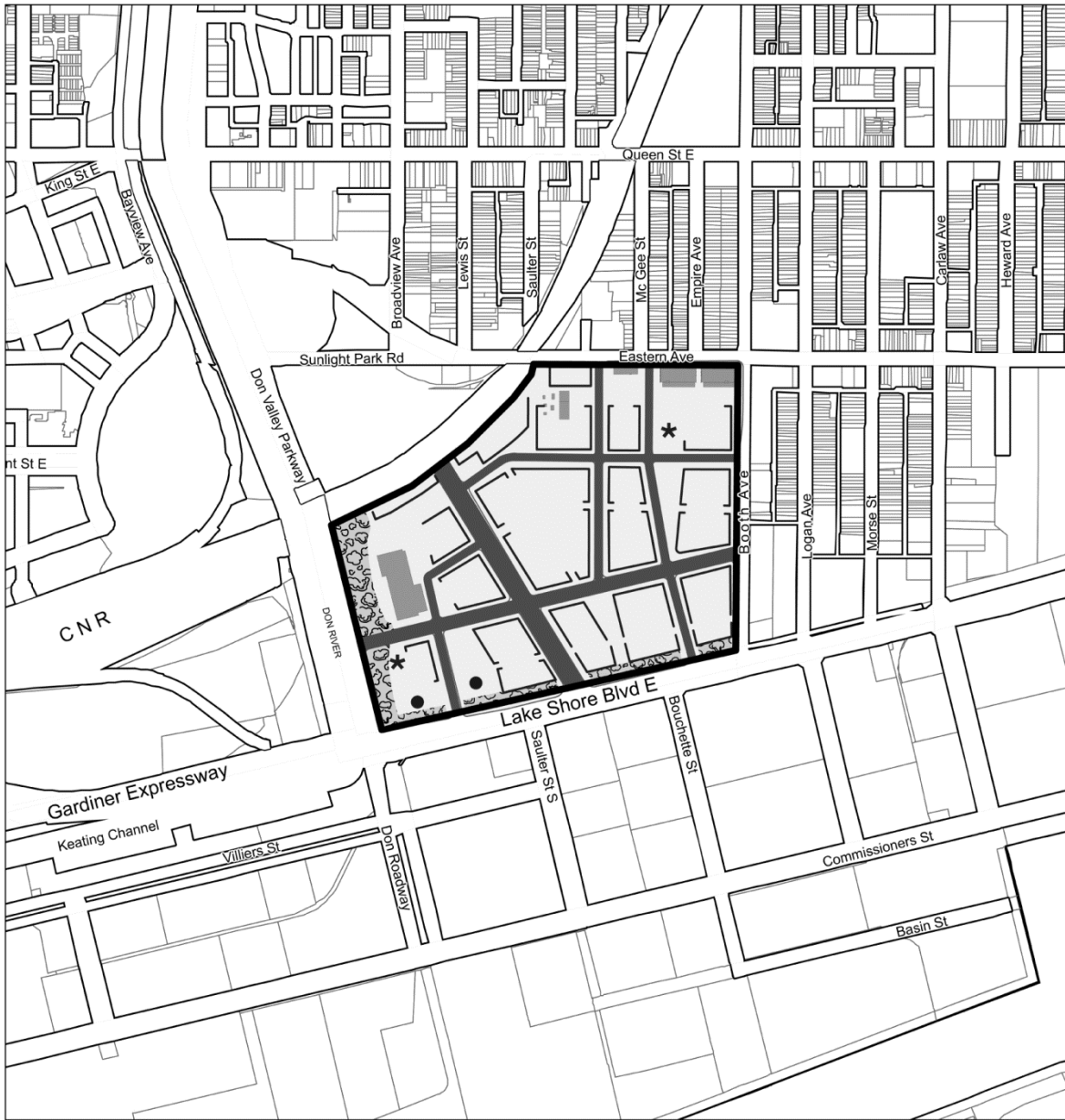
## Unilever Precinct Secondary Plan

MAP 42-1 Secondary Plan Boundary

 Secondary Plan Boundary

  
 Not to Scale  
 May 2018



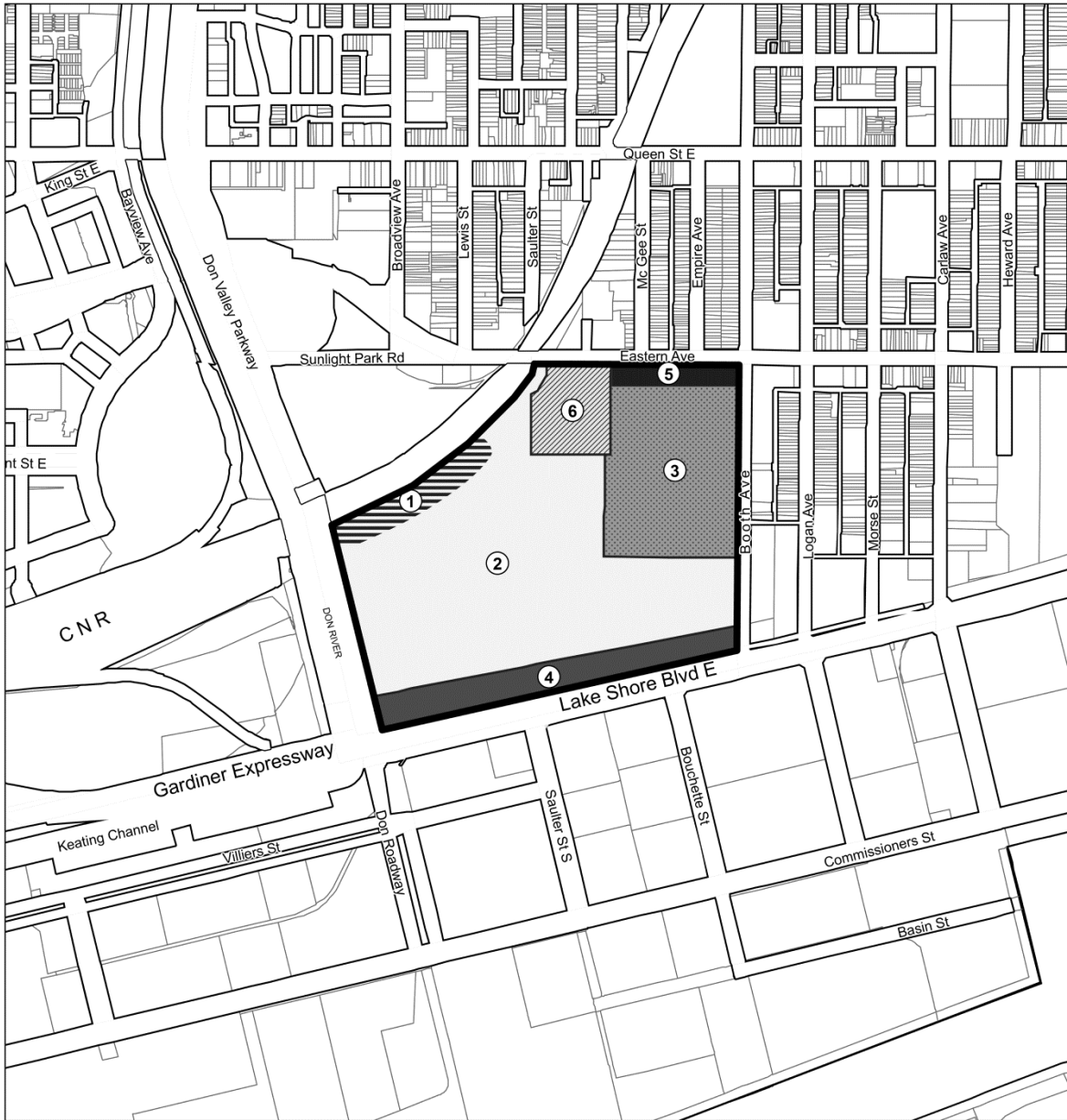


## Unilever Precinct Secondary Plan

MAP 42-2 Structure Plan

- |   |  |  |
|---|--|--|
|  Secondary Plan Boundary |  Open Space Areas |  Future Park (Potential Location) |
|  Possible Building Edge  |  New Streets      |  |
|  Existing Buildings      |  Storm Shafts     |  |

  
 Not to Scale  
 May 2018

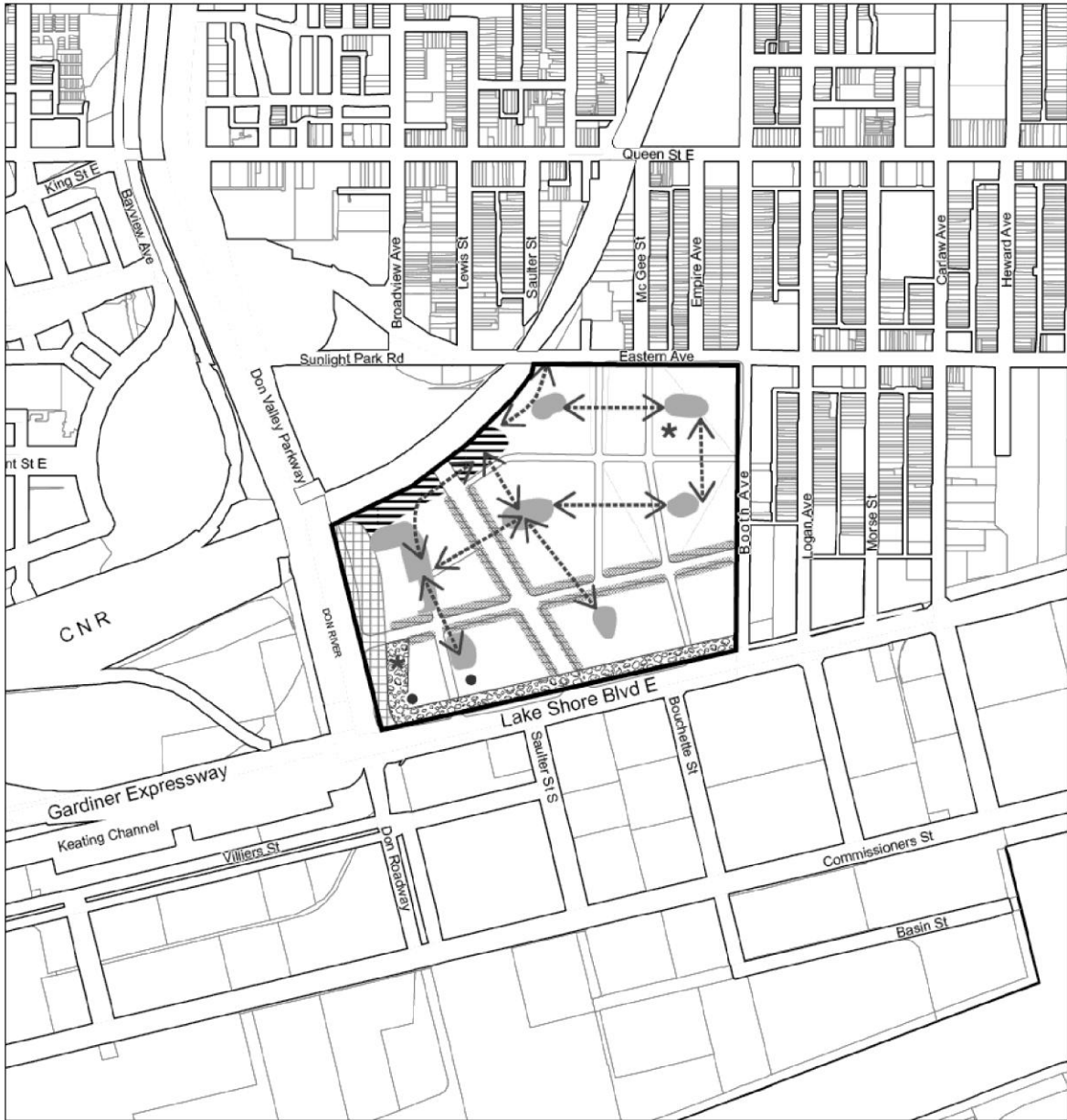


# Unilever Precinct Secondary Plan

MAP 42-3 Secondary Plan Area & Districts

- |                              |                                  |                                     |
|------------------------------|----------------------------------|-------------------------------------|
| Secondary Plan Bound         | Booth District                   | Enbridge Existing Use Area District |
| Transit Plaza District       | Keating District                 |                                     |
| East Harbour Office District | Eastern Avenue Historic District |                                     |

↑  
Not to Scale  
May 2018



## Unilever Precinct Secondary Plan

MAP 42-4 Public Realm Plan

- |   |   |   |
|---|---|---|
|  Secondary Plan Boundary |  Transit Plaza         |  Future Parks (Potential Location) |
|  Naturalized River Edge  |  Plazas + POPS         |  Expanded Streetscape              |
|  Parks                   |  Open Space Connection |   |

  
 Not to Scale  
 May 2018

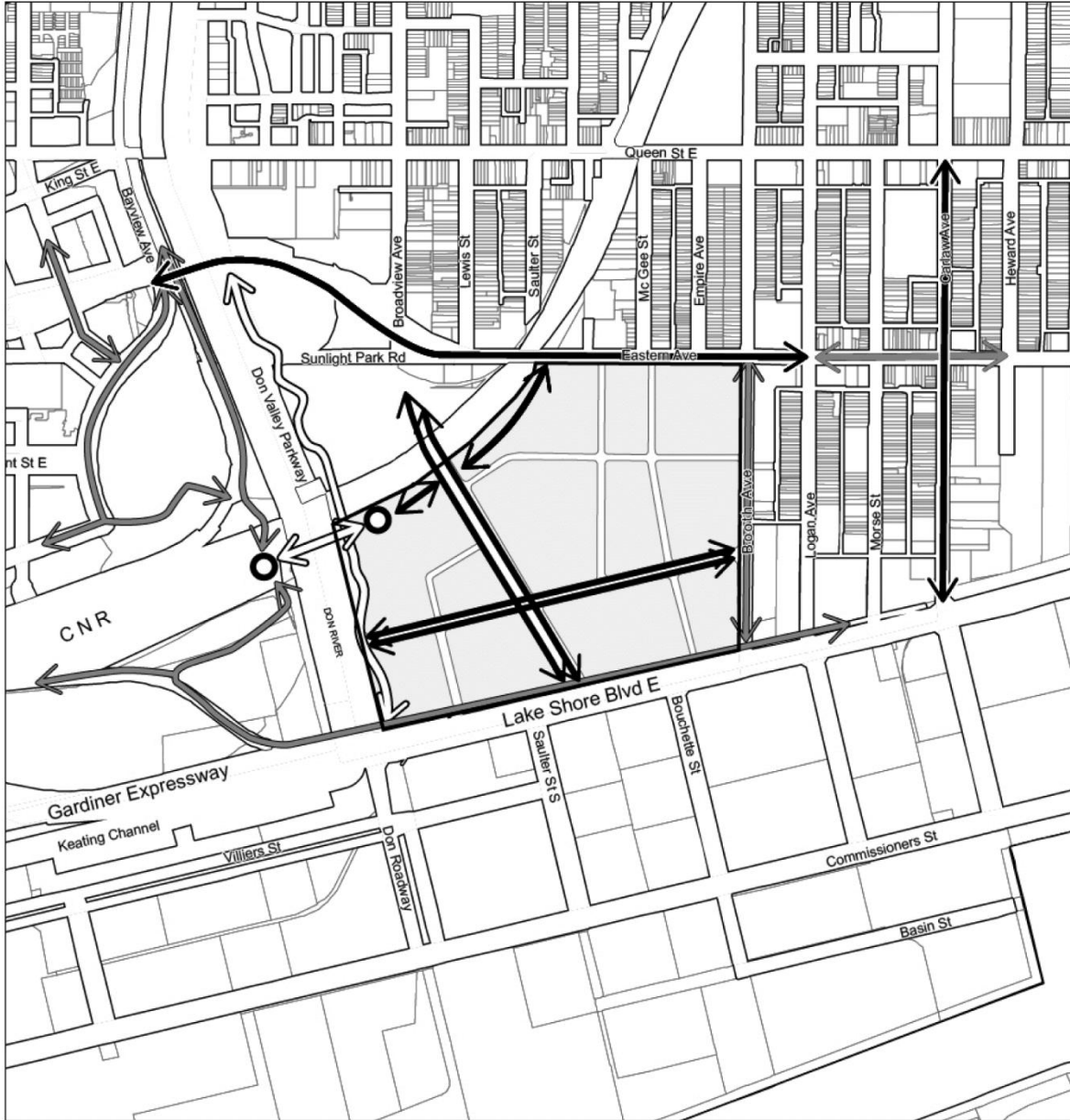


## Unilever Precinct Secondary Plan

MAP 42-5 Street and Blocks Plan






 Secondary Plan Boundary

  
 Not to Scale  
 May 2018

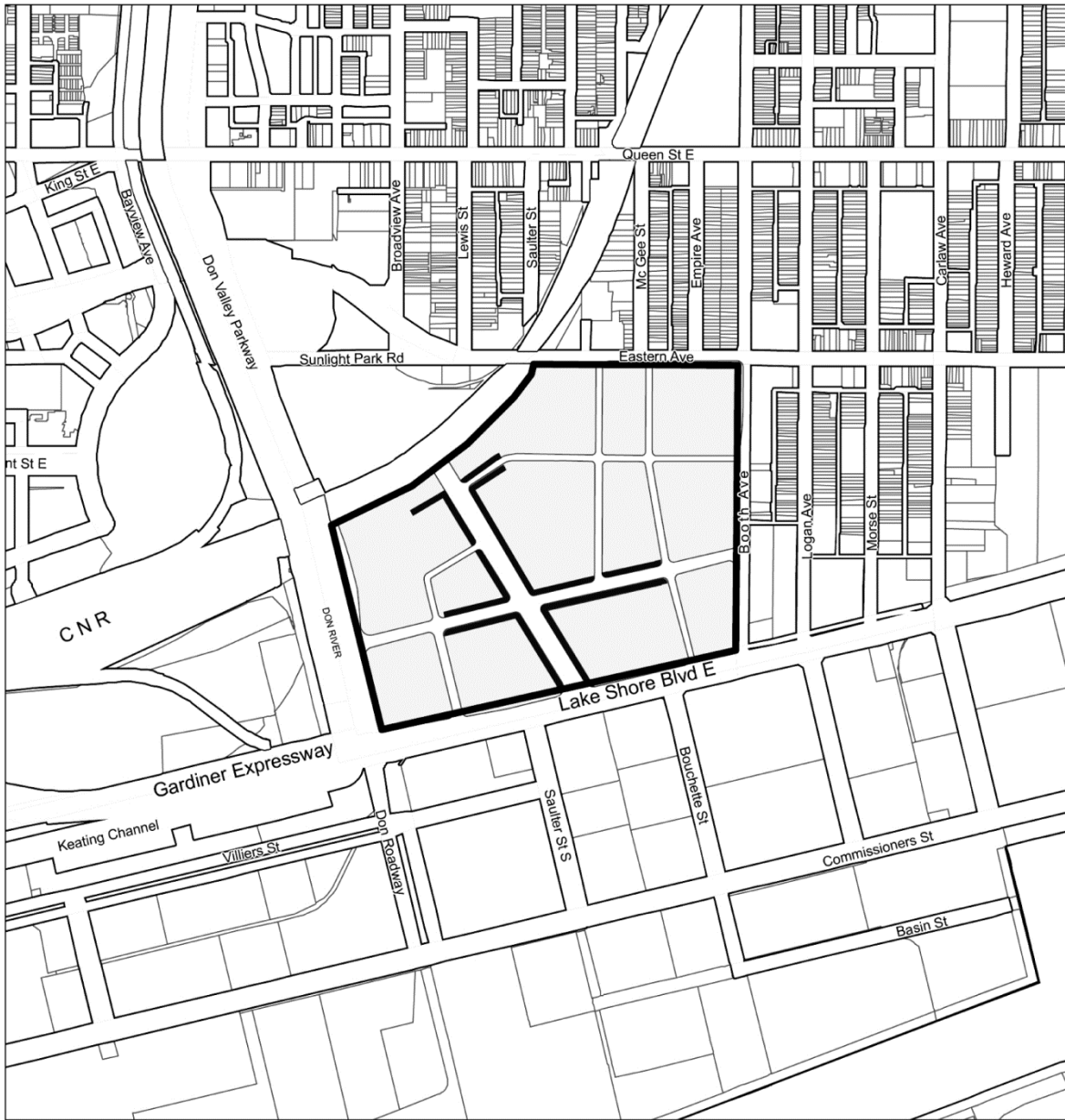


# Unilever Precinct Secondary Plan

MAP 42-6 Cycling Connections

-  Secondary Plan Boundary
-  Bike Ramps (Conceptual)
-  Multi-use Path
-  Existing Bicycle Network Infrastructure
-  Planned Bicycle Network Infrastructure

  
Not to Scale  
May 2018

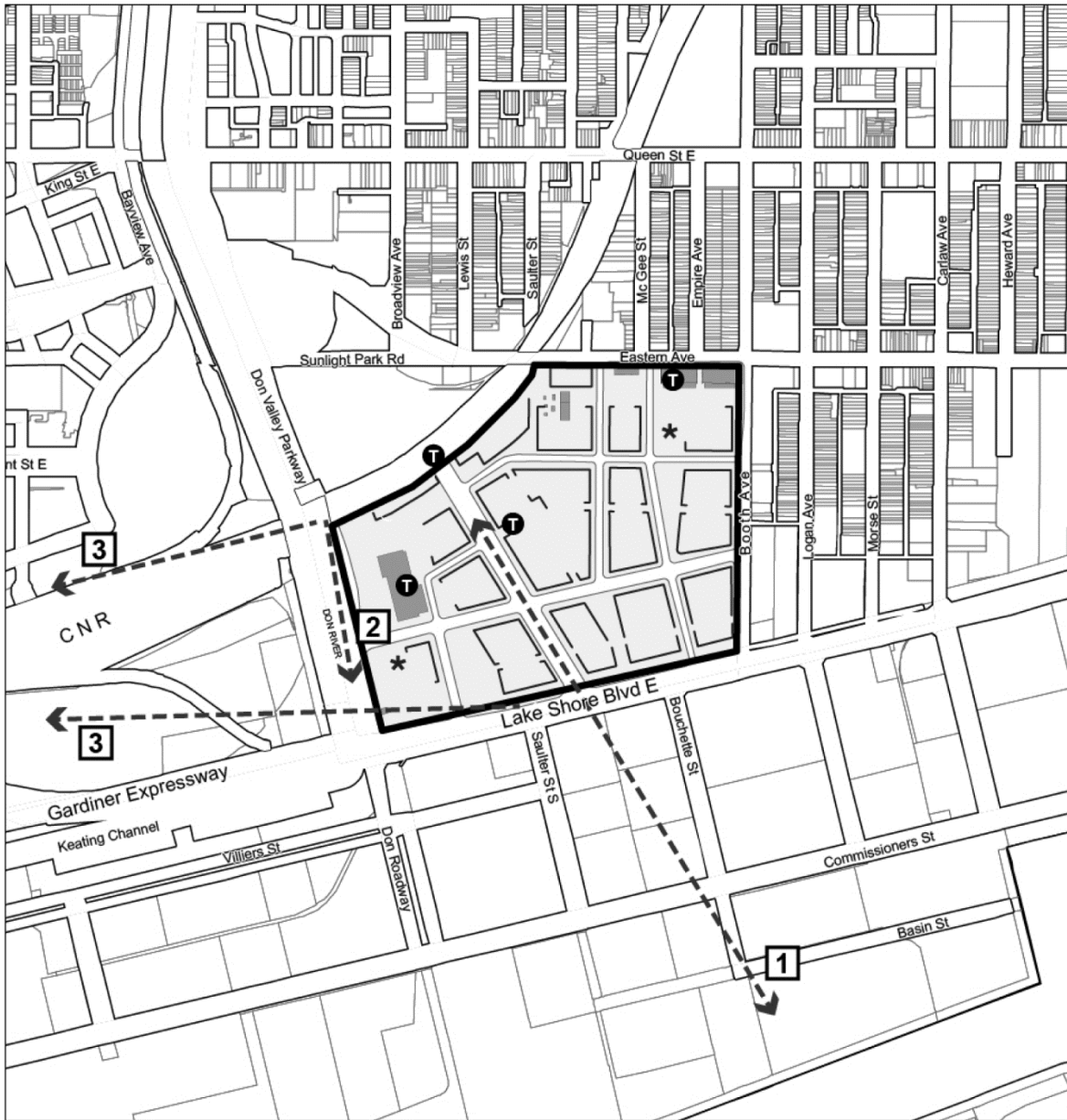


# Unilever Precinct Secondary Plan

MAP 42-7 Animation Zone

-  Secondary Plan Boundary
-  Animation Zone

  
 Not to Scale  
 May 2018



## Unilever Precinct Secondary Plan

MAP 42-8 Views and Vistas

- |                         |                          |  |
|-------------------------|--------------------------|--|
| Secondary Plan Boundary | Future Parks (Potential) | Towards the Hearn and the SmartTrack Station |
| Possible Building Edge  | Potential View Terminus  | Towards Renaturalized River Mouth            |
| Existing Building       | Views and Vistas         | Towards the City Skyline                     |

Not to Scale  
 May 2018

# Schedule "2" to Amendment No. 411

