

# PRECINCT WALKING TOUR: 10/21/17

Summary of Event and Feedback

**UNILEVER PRECINCT  
PLANNING STUDY**  
**AND EAST HARBOUR  
SmartTrack STATION**

## WALKING TOUR SUMMARY

This document summarizes the participant input received during the Unilever Precinct Planning Study Walking Tour held on Saturday October 21, 2017. This is not intended to provide a verbatim transcript of the Walking Tour. If there are any questions regarding the Walking Tour and what we heard, please contact Carly Bowman, Senior Planner, Community Planning, City of Toronto, at [Carly.Bowman@toronto.ca](mailto:Carly.Bowman@toronto.ca) or 416-338-3788.

## WALKING TOUR EVENT OVERVIEW

On October 21, 2017, the City of Toronto hosted a walking tour of the Unilever Precinct. The tour was promoted through an email to participants of previous community consultation meetings, on the [Unilever Precinct Study webpage](#), through @cityplanTO on Twitter, through the City Planning Facebook group and via the Riverside BIA newsletter. The tour lasted 1.5 hours, commencing at Corktown Common and finishing at Sunlight Park Road and Broadview Avenue. There were approximately 60 attendees on the tour that were divided into two groups, a land use focused group and a transportation focused group. For each group there was a City Staff tour guide and 2 supporting City staff members providing information on the Precinct and documenting feedback from participants.

For those who missed the tour, a self-guided tour map has been posted on the Study webpage.

The following map illustrates the walking tour route.



## SUMMARY OF COMMENTS RECEIVED

The following presents a summary of the comments and input received during the tour. A comment form was also provided to walking tour participants with instructions for how to submit online or through direct mail. Comment forms received will be reviewed and shared for consideration by the project team. Comments received over the duration of the project will be incorporated into reporting as

appropriate. Participants are encouraged to provide input and comments on the project website <[www.toronto.ca/unileverprecinct](http://www.toronto.ca/unileverprecinct)> and to attend future community meetings to share their ideas and concerns as the study progresses.

### Pedestrian Connections:

- Need to clarify how the east and the west sides of the Don River and the future East Harbour SmartTrack Station will be connected for pedestrians and if additional connections will be provided in the future.
- Need to provide good pedestrian connections for people with mobility issues.
- Interest in new pedestrian connections south across Lake Shore Blvd into the Port Lands once the Lake Shore ramps are gone.
- Need to provide walkable street blocks to break up the size of the Precinct and make it feel like a community.



### Cycling Connections:

- Need to have a formal East – West Cycling Connection from the downtown beyond what is along Lake Shore Blvd (Martin Goodman Trail). Eastern Avenue flyovers are problematic for cyclists. A planned cyclist connection along the rail bridge should accommodate cyclists who want to continue onto Eastern Avenue as well as into the Precinct.
- Redesign of Lake Shore Blvd should have cycling on both sides, in addition to the Martin Goodman Trail.
- Need to think about how cyclists travelling along the new east-west Street through the Precinct continue east once they get to Booth.
- Need to include more cycling parking in surrounding community as it is already full and more cyclists in the Precinct mean more cyclists for the surrounding communities.

## East Harbour **SmartTrack** Station

*The following comments were received about the East Harbour SmartTrack station:*

- *The transit station needs to be accessible for mobility impaired*
- *The SmartTrack station needs to be connected to the west (Corktown Common, West Don Lands, Distillery)*
- *Need proper pedestrian connectivity between SmartTrack and TTC*
  - *Need more information on how the Relief Line Station and the SmartTrack Station will connect.*
- *Need to think about how people get from Mill & Bayview to the western entrance of the SmartTrack station:*
  - *The intersection will function as a Pick-Up & Drop-Off and should be designed to accommodate a taxi stand*
- *Transit should be built first so that people have a way to get to the jobs.*
  - *Interest on what the station timing would be*
- *Concern with the noise of trains along the rail corridor and pulling in and out of the new station. Can the station be covered so that noise is reduced?*

## Transit:

- Need to ensure transit is in place before the development so people don't drive. Concerned that First Gulf will build development anyway even if transit does not materialize.
- Excited to know that the Broadview streetcar will extend south to the Port Lands.

## Transportation Network:

- The east-west street in the Precinct needs to be a complete street, connected to the bike lanes in the area and also to transit
- Access to the east-west street should not limit turning movements – cars should be able to go north and/or south from the precinct.
- Need to think about how the east-west laneway connects with the Precinct on Booth. The laneway should be thought of as a cycling and pedestrian route as well.
- Need to clarify what will happen to the rail lines on the south side of the Precinct, along Lake Shore Blvd. How do these get addressed with the new planned north-south connections?
- Interest to see the Eastern Avenue Flyover redesigned so that it better connects the Precinct to the Richmond Adelaide cycle tracks and doesn't feel like a highway.
- Active transportation links to the east, west over the Don river and south across Lakeshore to McCleary Park will be important.
- Consider greening the rail line at the south of the site.

## Parking:

- Concerned that First Gulf will provide too much parking on site, and this will encourage people to drive.

## Gardiner East Reconfiguration and Ramp Connections:

- Interest in what will happen with the space between the realigned Lake Shore ramps and the North Keating Precinct. Opportunities for:
  - interim cyclist/pedestrian access
  - more natural green space for wildlife and birds
- Need to provide more understanding on how the Gardiner-DVP ramp construction will occur and if pedestrian and cycling connections will remain open during construction.
- Desire to see what the new ramp columns will look like.
- Desire to know more about the construction schedule.

## Land Use:

- Consider allowing film studios to be built as mixed-use developments.
- Interest to have school sites within the precinct to allow parents to drive their kids to school with them on their commute. TDSB policy is to build schools in residential areas where they can also be community hubs. Daycares are also important to have in the precinct.
- Concern that residential land uses are not permitted.
- Interest in more cultural spaces for local artists.



## Heritage:

- Interest in understanding which buildings constitute heritage preservation and whether the Unilever Factory building is a heritage building.
- Interest in retaining the Film Studio space
- Interest in whether the water tower will stay or be incorporated in the development somehow (like what was done at the Broadview Lofts).
- Would like to see recognition of the heritage significance of the site to the city.
- Recognize the sports history of Toronto.

## Public Realm:

- There need to be more public realm improvements along the Don River Trail and on the connections between Corktown Common and the Unilever Precinct.
- Don Roadway needs to feel more pedestrian/cycling friendly, streetscaping would help.
- Planting more trees would do a lot to dampen some of the noise from the surround road network.

## Other:

- Concern that the smell from the Ashbridges Bay Treatment Plant will impact the people in the Precinct.
- Interest in knowing how stormwater will be managed.
- Interest in knowing whether Amazon may bring their headquarters here.
- General interest in knowing who the employment tenants would be: what kinds of businesses and jobs.
- The name East Harbour does not reflect its geography and where it is situated in relation to Lake Ontario.



## Next Steps

Further community consultations related to the Unilever Precinct Planning Study, the First Gulf application, and East Harbour SmartTrack station are being organized for late fall 2017. Until then, people are encouraged to share their ideas and feedback with the Project here:

[www.toronto.ca/unileverprecinct](http://www.toronto.ca/unileverprecinct)