



UNILEVER PRECINCT PLAN PLANNING FRAMEWORK

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Stakeholders

Metrolinx
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Toronto and Region Conservation Authority
Waterfront Toronto
CreateTO

Landowners

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City of Toronto
Consumer's Gas Ltd

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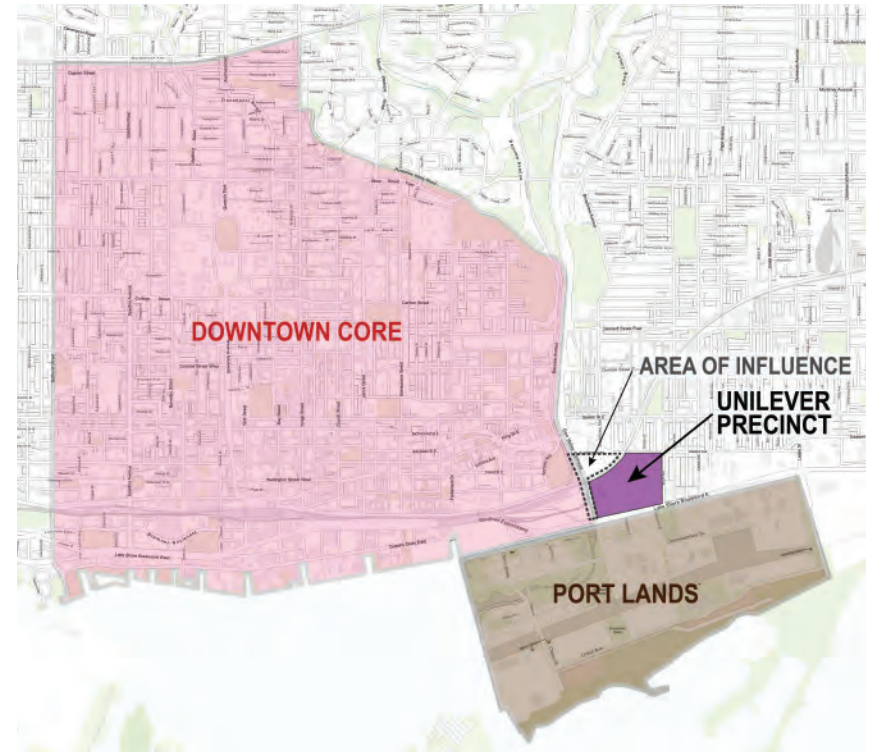
INTRODUCTION

Introduction

The City of Toronto initiated the Unilever Precinct Planning Study to guide the transformation of the Unilever Precinct. The Study provides an opportunity to reimagine former industrial lands east of the downtown core as a thriving employment node supported by new transit, flood protection, open space, servicing and transportation infrastructure. It applies a city-building lens to development applications within the precinct and seeks to link and coordinate proposed development with broader infrastructure investments.

The precinct's renewal reflects a resurgence of employment development on lands set aside for that purpose, transforming former industrial lands into the next generation of employment uses. The location and size of the precinct allows for it to function as a modern extension of, and counterpart to, Toronto's Financial District, while providing large office spaces that are not available or feasible in the downtown. Land use policy will ensure that employment uses continue into the future. Together with supporting infrastructure, the development of the Unilever Precinct is a unique opportunity to link major employment with major transit growth, providing value for infrastructure investments and supporting the city's long-term economic prosperity and liveability.

The Unilever Precinct Planning Framework provides direction for redevelopment through a comprehensive visioning statement and series of recommendations. The planning framework is a non-statutory document that builds on current and emerging city-building objectives from provincial and municipal policy. The planning framework should be read as a whole, in conjunction with direction provided in the Toronto Official Plan, the Unilever Precinct Secondary Plan, and future design guidelines for the area.



Proximity to Downtown (Credit: City of Toronto)

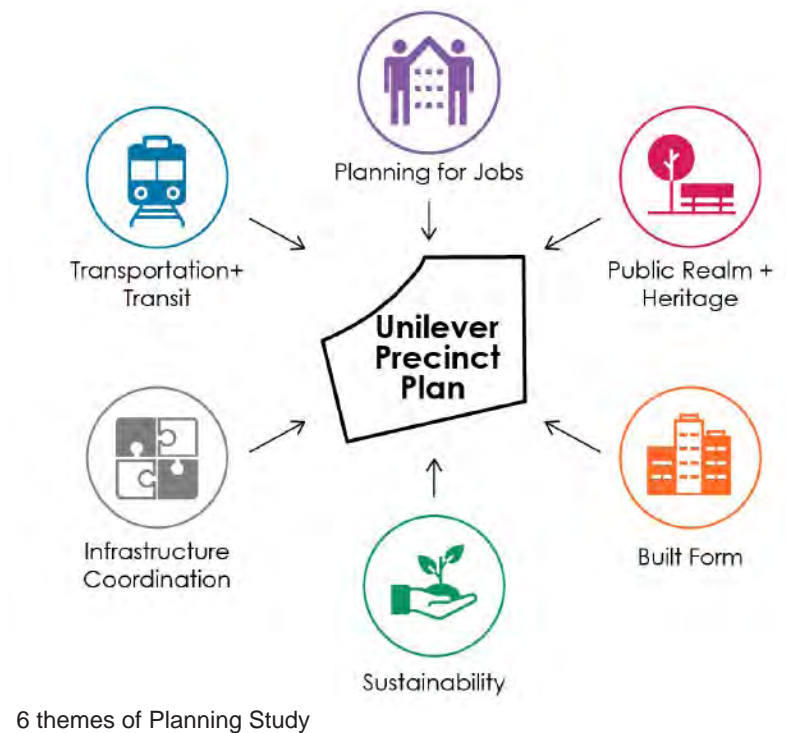
1.1 The Study & Planning Framework

The Unilever Precinct Planning Framework will guide redevelopment and support implementing policy, zoning and other regulatory tools. The framework reflects the results of precinct planning, technical studies, concurrent review of development applications, and community and stakeholder consultations.

The framework also reflects planning and infrastructure initiatives including the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment (TSMP EA), which established the pattern of road and servicing infrastructure; the funded Port Lands Flood Protection project, which will remove flood risk from the area; the Broadview and Eastern Flood Protection Environmental Assessment, which is exploring opportunities to remove the lands immediately north of the rail embankment from continued flood risk; significant investments in transit infrastructure such as GO Regional Express Rail, SmartTrack, the extension of Broadview Avenue with streetcar service into the Port Lands, the Relief Line, the Waterfront LRT; and the Gardiner and Lake Shore realignment and reconstruction, which includes a review of public realm opportunities

This framework is an outcome of the overall planning study and presents a vision for the revitalization of these former industrial lands into a new employment precinct over time. The transformation of the Unilever Precinct will reflect its historic industrial and natural context. It will result in a place that is well-connected to its surroundings, offering quality public spaces that are lively in all seasons and at all times of the day and night.

The transformation of the precinct was initially contemplated by Official Plan Amendment No. 231, Site and Area Specific Policy 426 (SASP 426). The recommendations in this framework build on SASP 426 and guide the unique opportunities and challenges



presented by the anticipated significant transit investment and employment growth. While the framework responds to concurrent development applications in the area, it also guides decision-making precinct-wide for future policy-makers and landowners. In addition, this framework will inform future policy work that may advance beyond the Precinct’s boundaries into its area of influence.

1.2 Planning for Jobs

Unilever Precinct is uniquely positioned to accommodate major employment growth and support infrastructure investment.

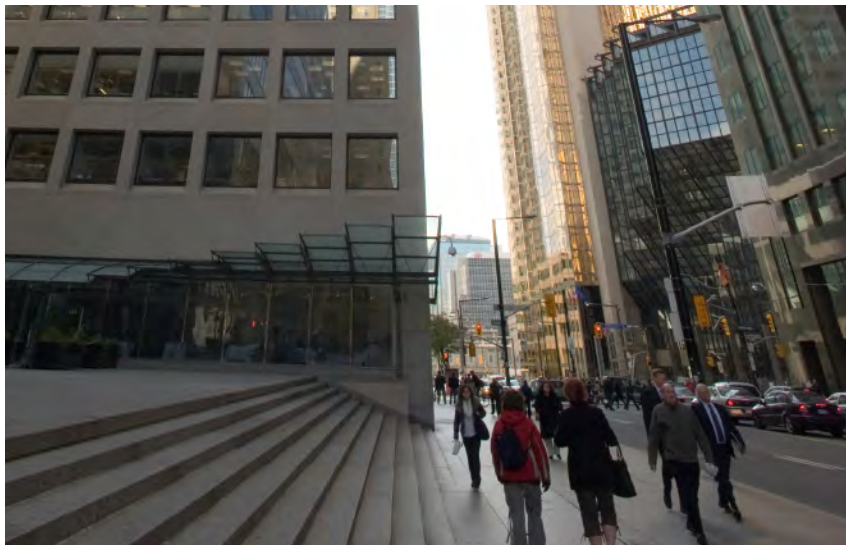
The Unilever Precinct has long been established as a key centre for employment. While the nature of jobs has changed, the distinct qualities of the area—its size, location, and connectivity—continue to position it as a valuable employment node. The area is unique in its ability to accommodate significant employment growth and leverage major infrastructure investments, including transit and flood protection. Linking major office employment growth to major transit infrastructure also provides the best value for infrastructure investment: office uses generate at least double the transit ridership per square foot than residential uses.

Office employment uses are critical to the economic success of the City, and the downtown has immense pressure to accommodate this demand for office space.

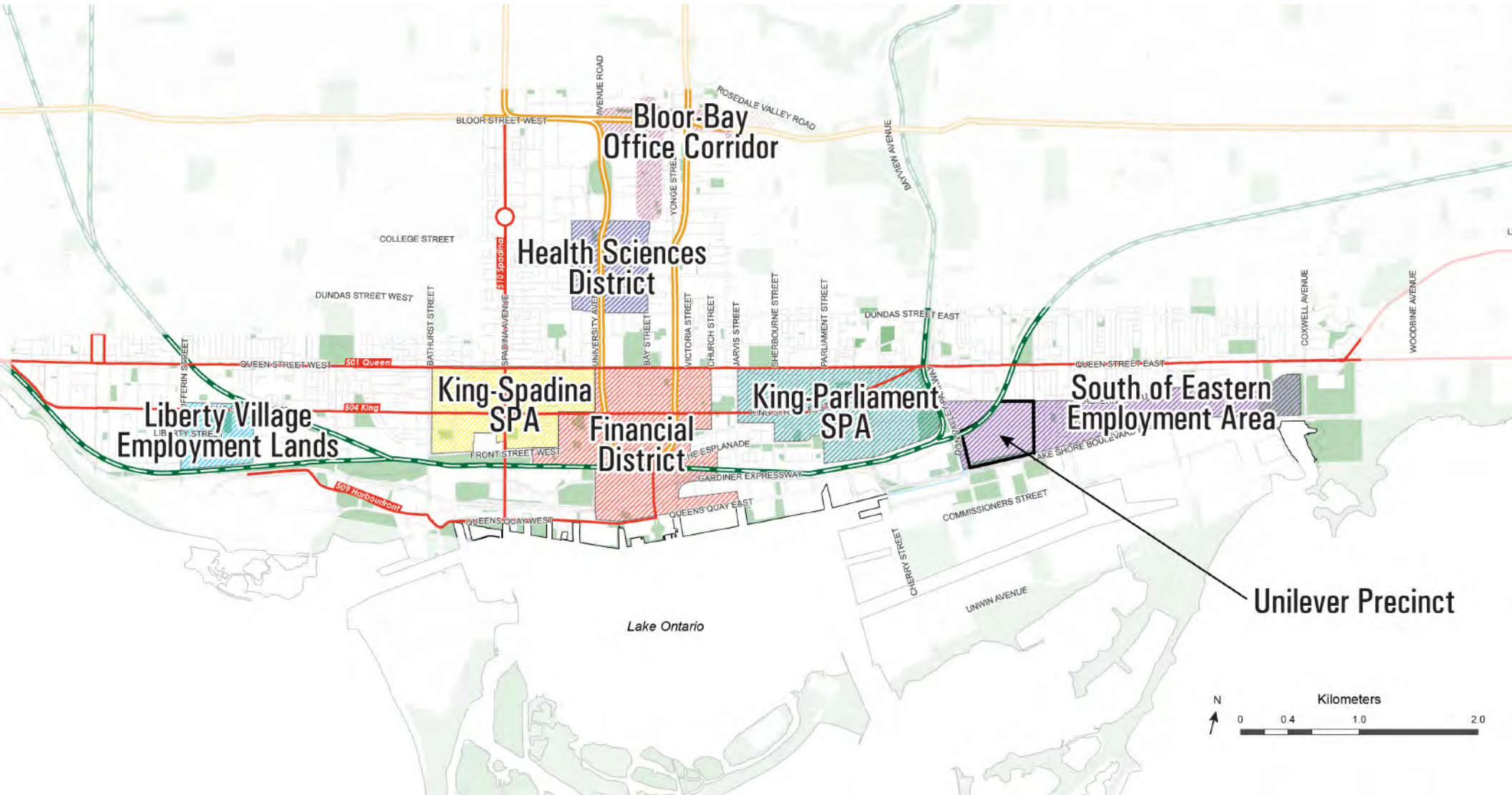
The Unilever Precinct is located directly adjacent to the downtown, the economic engine of the city, the region, and the province. Downtown is home to over 500,000 jobs and contributes to over half of Toronto’s gross domestic product.

The economic competitiveness of the downtown can be attributed in part to the clustering of office jobs, supported by continued investment in infrastructure including improvements to the public realm and transit systems. Taken together, this creates a thriving and diverse “employment ecosystem” connecting the Bloor-Bay Office Corridor, the Health Sciences District, the Financial District, the King-Spadina and King-Parliament areas, Liberty Village, and the South of Eastern area, which includes the Unilever Precinct.

By 2041, the number of jobs downtown is expected to exceed 700,000, and the majority of these will be in the office sector. To accommodate this growth and continue to prosper as a global city, it is essential to protect space for employment growth. While a significant portion of this demand will continue to be accommodated in the downtown, land in this area is increasingly scarce and expensive. The Unilever Precinct offers a unique opportunity to expand this important employment corridor.



Pedestrians in the Financial District



Unilever Precinct

Employment clusters in the City

The economic benefits of employment uses extend beyond job creation—they also help to keep residential property taxes low and fund important services and programs.

In addition to the obvious economic benefits related to job growth, employment uses are a critical part of the equation for the City's budget. The City collects more in taxes from commercial and industrial properties than it costs to service these areas, creating a surplus. That surplus allows the City to tax residential uses at a significantly lower rate. In 2017, the property tax rate for residential properties ranged from 0.66%-1.46%, while rates for commercial and industrial properties ranged from 2.34%-2.52%. The revenue collected from commercial and industrial properties in designated employment lands alone totalled about \$725-million in 2017. In addition to keeping residential property tax rates low, this revenue provides an essential source of funding for important City services and programs.

Jobs are an essential component of complete communities.

The value of a complete community is not defined by a single area, or by the sum of each site within it. It is derived from the efficiencies and synergies that are created when a range of compatible and complementary uses are planned together to enhance liveability and prosperity. In planning for complete communities, the broader context matters.

The Unilever Precinct is designated for employment uses, supported by additional non-residential uses such as retail, cultural uses, community uses, and open spaces. These uses, in addition to the surrounding existing and emerging neighbourhoods, are essential components of the vibrancy of the precinct.



Distance from the Transit Hub

Within a five to 10 minute walk of the new SmartTrack station, there is considerable existing and proposed residential development. In 2016, over 11,000 residents were recorded within an 800 metres radius of the station. This number is expected to grow to over 50,000 with the full redevelopment of Keating Channel, the West Don Lands, the Port Lands, and other development throughout Ward 30. These residential communities will contribute to a vibrant and viable mix of uses to support the proposed employment development in the Unilever Precinct.

1.3 Consultation

An extensive consultation process took place as part of the Unilever Precinct Planning Study, linked to the review of concurrent development applications and the East Harbour SmartTrack Station Planning. Consultation proceeded in three phases:

1. Sharing information and defining priorities;
2. Shaping the plan and the concurrent applications, as well as the relationship with the East Harbour SmartTrack Station, to reflect established priorities; and
3. Securing the emerging preferred plan and underlying priorities, with tools to guide future implementation

The City received a huge amount of very valuable input from the community over the course of consultation. Community input has shaped the recommendations contained in this framework, in the Unilever Precinct Secondary Plan, and has assisted Planning Staff in providing feedback respecting the concurrent applications.



Community Meeting & Consultation

Consultation activities included:

May 2017	Open House
Summer 2017	Planners in Public Spaces (PiPS)
September 2017	Priority Setting Community Meeting
October 2017	Fall Walking Tour
November 2017	Transportation Panel and Transportation-Focused Community Meeting
December 2017	Community Office Hours
December 2017	Landowners Meeting
January 2018	Public Realm Community Meeting
March 2018	Draft Framework Community Meeting
May 2018	Implementation and Next Steps Community Meeting

A Stakeholder Advisory Committee was also established in consultation with the local councillor. The advisory committee provided local knowledge to frame the review of the current applications and the progress of the planning study, and provided input before and after consultation events. The committee members, who met five times over the course of the study, included local residents, business owners, and representatives from key agency and interest groups.

A nighttime street scene featuring a trolley and cars. The trolley is white with red accents and has the number 4024 on its front. A dark car with its headlights on is in the foreground, and a white car is partially visible on the right. In the background, a sign reads "THIS RIVER SYSTEM IS FOR THE RIVER ISLAND IN". The scene is illuminated by streetlights and the trolley's lights.

2.0

CONTEXT

2.1 The Area Today

Taking its name from the most significant parcel—the former Unilever Soap Factory—the precinct is a 25-hectare block of employment lands located directly east of downtown Toronto, and forms the westerly extent of the South of Eastern Employment Area.

The precinct is bound by the Don River and the Don Valley Parkway on the west, Eastern Avenue and the Metrolinx rail corridor to the north, Booth Avenue to the east, and Lake Shore Boulevard East to the south. There are a range of employment uses in the precinct: warehousing, film studios, utilities, and a City works yard facility. The City's works yards includes two buildings listed on the City of Toronto's Heritage Register. Aside from buildings, a large portion of the precinct is occupied by surface parking and outdoor storage. Along the southern edge, running parallel to Lake Shore Boulevard, is the Keating Shunting Yard, with two rail spur lines that serve Toronto Water's Ashbridges Bay Treatment Plant, as well as two employment sites in the Port Lands. Use of these rail spur lines is relatively infrequent, and typically only at night.

The precinct has very limited accessibility and poor integration with its surrounding neighbourhood and commercial context. Rather than continuing through the precinct, streets terminate at its boundaries. Visual and physical barriers are found along the southern and western edges; namely the Don River, the Metrolinx rail corridor, and the rail spur.



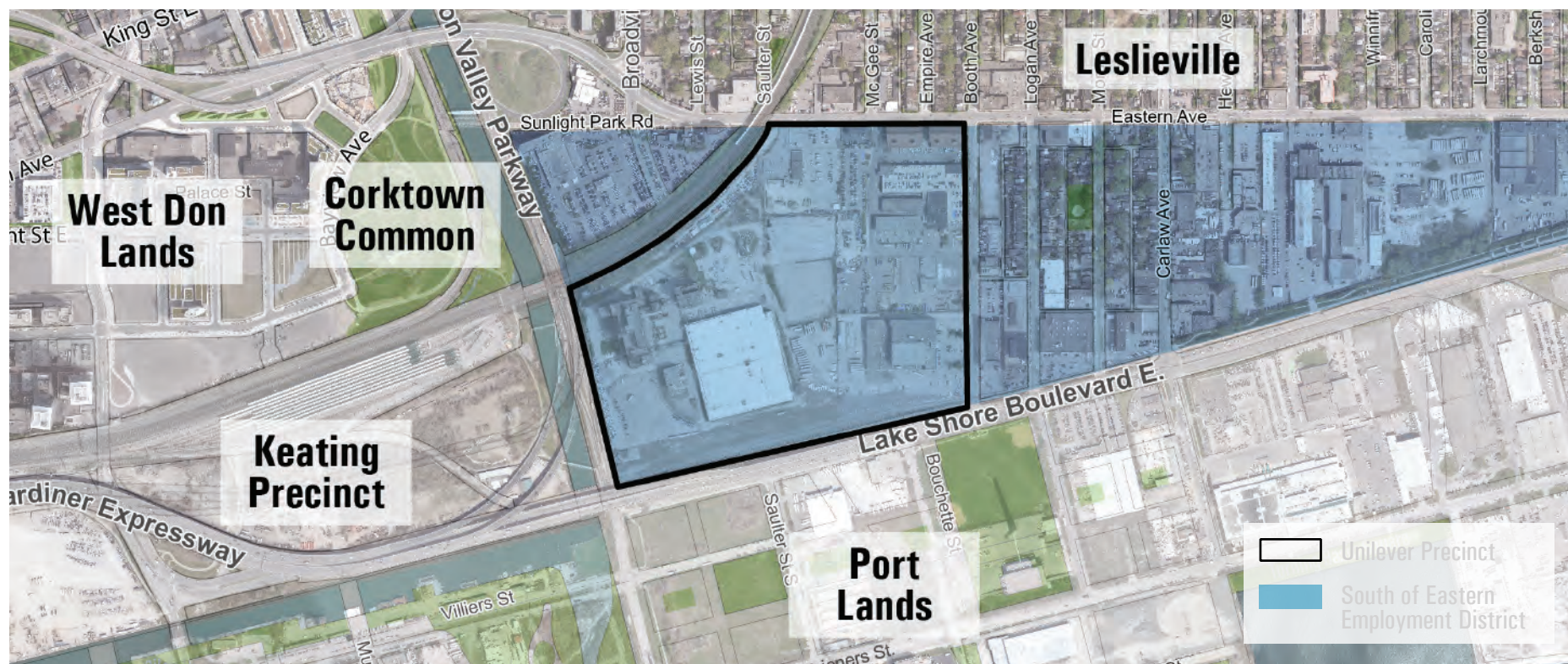
Soap Factory from the Don River



Surface parking and Soap Factory from Booth Ave

The broader area around the precinct has a wide range of uses and built forms. The areas north of Eastern Avenue—in Riverside, South Riverdale and Leslieville to the east—largely comprise low and medium-density residential uses, supported by some commercial uses, community uses, and open space. Retail activity is concentrated along Queen Street East. Northeast of the Unilever Precinct is the former Weston Bakery where a mid-rise, mixed-used residential building is planned.

To the east are industrial and low-rise office buildings within the South of Eastern Employment Area. Notable uses include a Canada Post distribution facility, utility infrastructure (Enbridge Gas), and a concentration of film, media, and entertainment industry uses (Revival 629, FilmPort studios). Immediately east of Booth Avenue a new five-storey self-storage facility is being constructed. This area also contains a pocket of one- to two-storey houses between Logan Avenue and Carlaw Avenue.



Unilever Precinct and surrounding areas

The Lower Don recreational trail runs along the south boundary of the precinct, adjacent to Lake Shore Boulevard East. The precinct also abuts the Port Lands to the south, currently home to a range of uses including low-density employment, entertainment, recreation, open space, retail, industrial, and maritime uses. The Port Lands is subject to the Port Lands Planning Framework and Toronto Official Plan modification, recently endorsed by Council, which will guide the revitalization of the Port Lands over the coming decades transforming the area into a vibrant and connected mixed-used community. The Port Lands has been planned to accommodate between 24,500 and 31,000 new residents and 25,000 to 30,000 jobs of all types.

The areas immediately west of the Don River are sites of current and future redevelopment. The West Don Lands, located west of the Don River and north of the Metrolinx rail corridor, has recently been the subject of major redevelopment. Upon full build out the precinct plan for the area anticipates a residential population of 11,000. This area also includes Corktown Common, a 7.3-hectare (18-acre) park featuring generous landscaping, play areas, outdoor eating areas, and a splash pad. Directly south of the West Don Lands is the Keating Channel Precinct. Currently, Keating Channel is predominately used for port and transit-related outdoor storage. However, a precinct plan for the area anticipates a major transformation to a mixed-use neighbourhood. Upon completion, it is anticipated that the Keating Channel area will support a residential population of over 16,000.



Corktown Common with development in the background



Rendering of future redevelopment in the Port Lands

2.2 Area History

The greater Don River settlement area has documented occupation of Indigenous peoples from the early 14th century and the use of the Don River area by Indigenous peoples would likely have predated this timeframe considerably. Few physical artefacts of the Indigenous presence have been located to date along the Don River area and these potentially remain to be discovered.

The area on which Toronto now stands was the starting point of the portage route navigating north from Lake Ontario to the upper Great Lakes. Rivers throughout the area, including the Don River, played an important role as settlements, as well as the starting and ending points for travel. As such, the historical significance of the area was first established by Indigenous peoples, and then shaped by the industrial activity that has come to define the precinct.

The precinct is no stranger to major transformation. Prior to the 18th century, the land on which it now stands was at the edge of Don River in an area known as the Ashbridges Bay Marsh. This was one of the largest coastal marshes in the Great Lakes basin and supported rich coastal habitat for hundreds of species. With the settlement and expansion of Toronto in the late 1700s, the Don River watershed underwent major changes, largely due to the industry and agriculture that had been established along its shores.

The industrial history of the Unilever Precinct began in 1844 when Gooderham & Worts, a local distilling business, rented barns at 21 Don Roadway. Here, they sold slop to pig and cow farmers as a way to dispose of the waste by-products from distilling whiskey. In 1866, Gooderham & Worts relocated the barns to the west side of the Don River.

As industry expanded in the 1800s, the condition of the Don River and the Ashbridges Bay Marsh deteriorated. Much of the marsh was lost due to dredging and then lake filling, and what remained was heavily contaminated. In the late 1890s, the City approved a plan to channelize the Don River, resulting in erasure of the marsh and further support for industrial expansion.

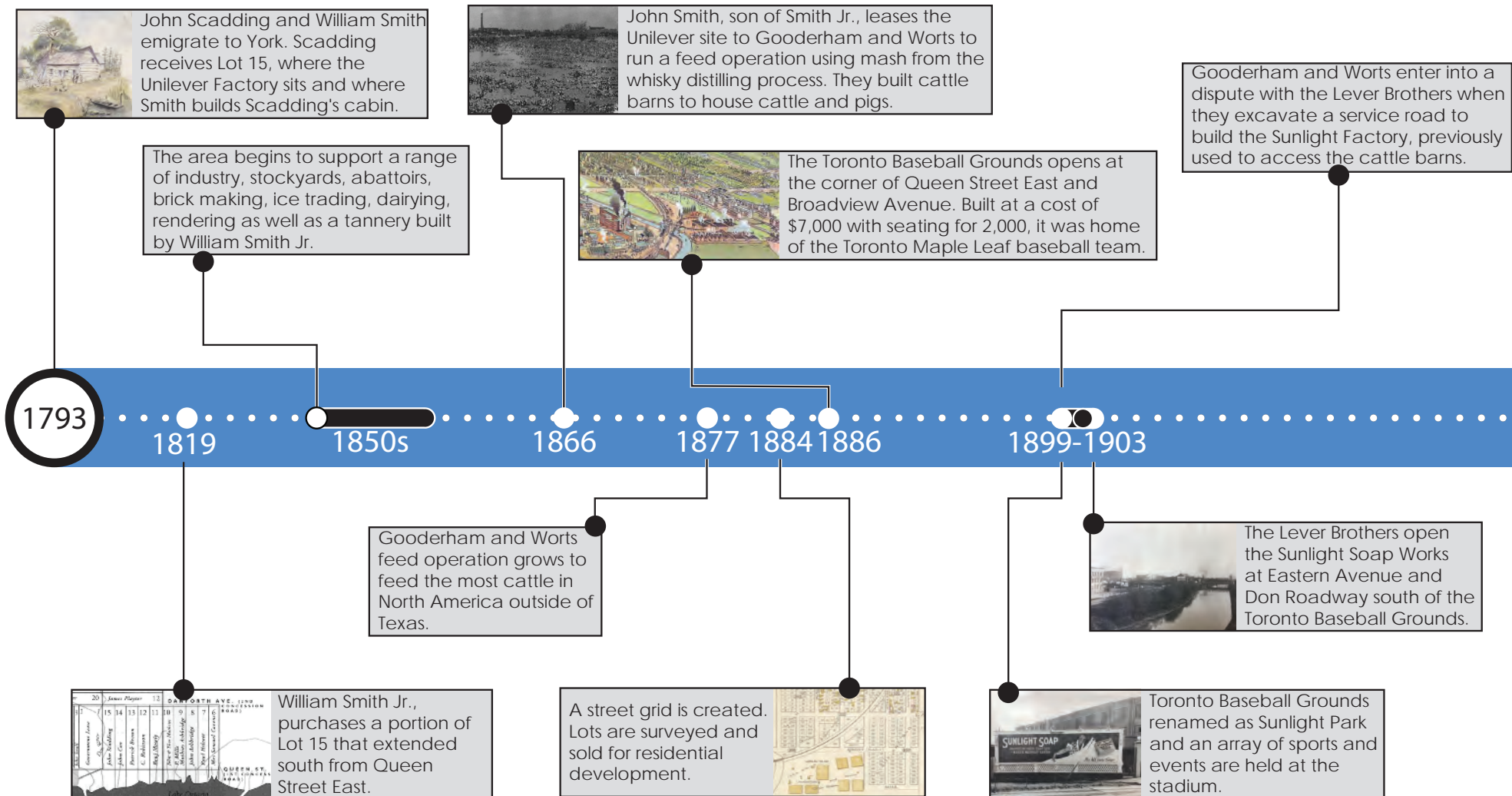
Throughout the 20th century, the area continued to develop with a focus on industrial uses. The current group of factory buildings on the 21 Don Valley Parkway parcel were built between 1947 and 1953. These buildings supported manufacturing activities until 2008, when the factory closed its doors after a lengthy labour dispute.


Today, the Unilever Precinct includes three buildings listed on the Toronto Heritage Register as the Consumers' Gas, Station B buildings:

- **415 Eastern Avenue**—two-storey, red brick converted industrial building c. 1908
- **433 Eastern Avenue**—two-storey converted industrial building with a monitor roof that was designed by Burke, Horwood & White c. 1912
- **447 Eastern Avenue**—two-storey converted industrial building with a monitor roof that was designed by Burke, Horwood & White c. 1912.


415 Eastern Avenue is owned by First Gulf while 433 and 447 Eastern Avenue belong to the City of Toronto and serve as office and worker space for the Booth Works Yard.

2.2.1 The Area's Industrial Heritage





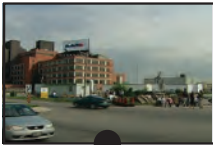
Gooderham and Worts cattle barns are demolished and the site of the current Unilever Factory sits empty.



New buildings are added to the Sunlight Factory complex to produce textiles and toothpaste. Workers go on strike.

Unilever sells the complex to the Korex Corporation but remains the owner of the land. The factory continues to produce goods and workers agree to a wage freeze to avoid the factory going bankrupt.

Consumers Gas cylindrical gas storage tanks, gasometers, occupy the Unilever Factory site. Permits are submitted to begin construction on the Unilever industrial complex south of the railway.



Ongoing labour negotiations


1913-1924

1947 1949 1951

1972-1976


1981 2002 2007 2008

2009




Hearn Generating Station began construction in 1949 and the complex goes into service in 1951. The plant was decommissioned in 1995.

The factory grows and Unilever adds a spray tower, a slurry building and a furnace building.



The Sunlight Factory expands to additional buildings on the south side of the railway's tracks covering six acres of floor space at a cost of \$10,000,000.



Operations at the factory cease after twelve months of workers on strike. Korex declares bankruptcy and Unilever purchases the factory.

2.3 Land Ownership & Current Uses

First Gulf owns the majority of the land in the precinct: the former Unilever Soap Factory at 21 Don Valley Parkway, the Cinespace Film Studio at 30 Booth Avenue, and 375 and 385 Eastern Avenue adjacent to the rail corridor, and the listed heritage building at 415 Eastern Avenue currently tenanted by a furniture retailer.

While active manufacturing no longer occurs at the 21 Don Valley Parkway site, since purchasing the building in 2012 First Gulf has animated the site with a variety of interim uses: it is regularly used as a film set, hosts occasional meetings, and was the site of the 2017 EDIT: Expo for Design, Innovation & Technology festival. The adjacent warehousing buildings have been leased to the TTC for fleet storage, and a car dealership has leased a portion of the surface parking lot for vehicle storage.

At 30 Booth Avenue, Cinespace has an 8,300m² (89,340 ft²) building with 52,000 ft² of studio space spread across four studios, and 30,000 ft² of production space, along with considerable surface parking. The number of employees working on-site is highly variable, and depends on how many productions are happening. Ten permanent staff maintain the buildings, but up to 1,000 workers associated with productions may be on the site.

415 Eastern Avenue has, since 2010, hosted the flagship of Avenue Road, a fine furniture retailer. A significant renovation undertaken by Avenue Road conserved the building's heritage attributes, and has resulted in 15,000 ft² of showroom space.

The City of Toronto is the second largest landowner in the precinct, with the Booth Works Yard at 433 Eastern Avenue and 50 Booth Avenue, and the Keating Shunting Yard along the Lake Shore frontage. The Booth Works Yard hosts key services for the downtown and eastern portion of the city, with staff from

Transportation Services, Parks & Recreation, Urban Forestry, Municipal Licensing and Standards, Solid Waste Services and Fleet Services all working out of its facilities, resulting in over 500 permanent staff, as well as over 200 contract staff and 170 seasonal staff located on-site. The Booth Works Yard is one of several City yards previously identified by Real Estate Services as a potential candidate for relocation into a modernized, consolidated Yard. Planning framework recommendations do not replace the real estate approvals process that would be required should the Booth Yard lands be made surplus in future. They set the context for future redevelopment of the yard, should it no longer be used for City purposes.



Lands owned by First Gulf

Unilever Precinct
 First Gulf Owned Lands

The Keating Shunting Yard previously had six active rail spurs serving multiple industrial users in the Port Lands, as well as the Ashbridges Bay Treatment Plant. Four of the six spurs have been declared surplus and disposed of, however two spurs remain active and serve the Ashbridges Bay Plant, as well as the two remaining Port Lands sites.

While rail service to the Port Lands will be maintained for the foreseeable future, there may be changes to the alignment of the spur line and the location of the shunting functions. For example, the shunting function of this Yard could be relocated and one rail spur retained, and relocated into the centre median of Lake Shore Boulevard East along the precinct's southern edge. These potential changes are outside the scope of this planning framework. The planning framework accommodates the retention of the rail in its current location, as well as relocation options, such as using the road right-of-way.

Enbridge Gas Distribution owns 405 Eastern Avenue, a 1.57ha industrial facility comprising a natural gas regulating station and an open storage yard, including a 670m² operations building. The gas regulator station is viewed by Enbridge as critical long-term infrastructure supporting its area distribution system. The open storage yard and operations building provide a centralized base for operation and maintenance crews, including office, warehouse, fleet and materials storage. Authorization from Enbridge was included in the October 2015 conceptual official plan amendment application filed by First Gulf respecting the entire Unilever Precinct. In that authorization, Enbridge identified an interest in ensuring that future uses will be compatible with, and appropriately buffered from, the 405 Eastern facility. Enbridge does not view the site at 405 Eastern Avenue as part of the proposed redevelopment, and it is anticipated that Enbridge will continue operating the 405 Eastern Avenue facility for the foreseeable future.



Current uses on the Booth Yards

2.4 First Gulf's Proposal

The Unilever Precinct Planning Study was initiated in response to redevelopment applications by First Gulf and the precinct planning process has included a review of concurrent applications. First Gulf's initial official plan amendment (OPA) application was received by the City in October 2015. The initial OPA included a Planning Rationale Report that introduced the employment intensification redevelopment concept. In December 2016, rezoning and subdivision applications were also submitted. The concept, branded "East Harbour," has undergone several design refinements but the overall vision of a major employment redevelopment has remained consistent.

The proposal calls for a significant new employment node focused primarily on office development, linked to adjacent rapid transit and supported by retail, commercial and cultural uses that will provide amenities to area workers and surrounding communities.

The proposal is the largest application for commercial and retail gross floor area (GFA) in the City of Toronto. It includes approximately 926,000 m² (10 million ft²) of employment development on 15 of the 25 ha within the Unilever Precinct. First Gulf anticipates that 50,000 people will be employed in the precinct in the future. Given this scale, the development will take place in multiple phases over a considerable period of time. Subsequent phases will advance once development is supported by enabling infrastructure and tenant demand.

The image below illustrates the size and scale of the Unilever Precinct as compared to Four Corners of King and Bay within the Financial District. This comparable commercial area covers 14 hectares and accommodates 54,000 jobs in proximity to Union Station.



First Gulf's Proposal (First Gulf)



Unilever Precinct area compared to the Four Corners at King and Bay.

2.5 Long Term Development

The planning framework includes both concrete consideration of development potential on the lands that First Gulf owns and for which a development proposal has been advanced, as well as longer term master plan-level consideration of the broader precinct. Where there is no anticipated change of use, such as on the 405 Eastern Avenue lands owned by Enbridge Gas, the planning framework extends the key structural parameters of master planning—systems of streets, blocks, open spaces, and general built form requirements—in the event of future redevelopment, while explicitly not precluding continuation of the existing uses.

Regarding the Booth Yards and Keating Lands, further to the motion adopted at the City’s Planning and Growth Management Committee’s meeting of February 22, 2018, CreateTO has been directed to lead the planning for the City’s lands within the Unilever Precinct. These lands include the properties at 433 and 447 Eastern Avenue (currently known as the Booth Yard) as well as the Keating Rail Yard located at the far south end of the Precinct. CreateTO will work with relevant staff and agencies to propose an appropriate future development scenario for these lands.

The timing of any potential future development for the Booth Yard is linked to the completion of the Real Estate Services’ work on yard modernization. Any future adaptive reuse of the on-site listed heritage buildings will focus on supporting culture sector uses.



Lands owned by the City of Toronto and the Consumer’s Gas Company

- Unilever Precinct
- City Owned Lands
- The Consumers’ Gas Company

2.6 Infrastructure Investment

Comprehensive redevelopment of the Unilever Precinct will be enabled by new infrastructure as part of the broader waterfront revitalization, which also includes the East Bayfront, West Don Lands and Port Lands. Infrastructure projects that support area development also serve the wider city. The proposed public and private infrastructure investments are of regional importance, and represent a generational leap forward in transportation, transit, flood mitigation, servicing and open space improvements for the eastern waterfront.

Enabling infrastructure, as described below and illustrated in the following map, will unlock the redevelopment potential of the site.

Transportation and Transit:

- Construction of major transit projects including SmartTrack/GO Station, a Relief Line subway station and enhancement of the existing rail corridor to support improved service.
- Extension of Broadview Avenue southwards from Eastern Avenue into the Port Lands.
- Reconstruction of the Gardiner Expressway from Lower Jarvis Street east.
- Reconstruction, public realm improvements and partial realignment of Lake Shore Boulevard from Jarvis Street to Leslie Street.

Flood Mitigation:

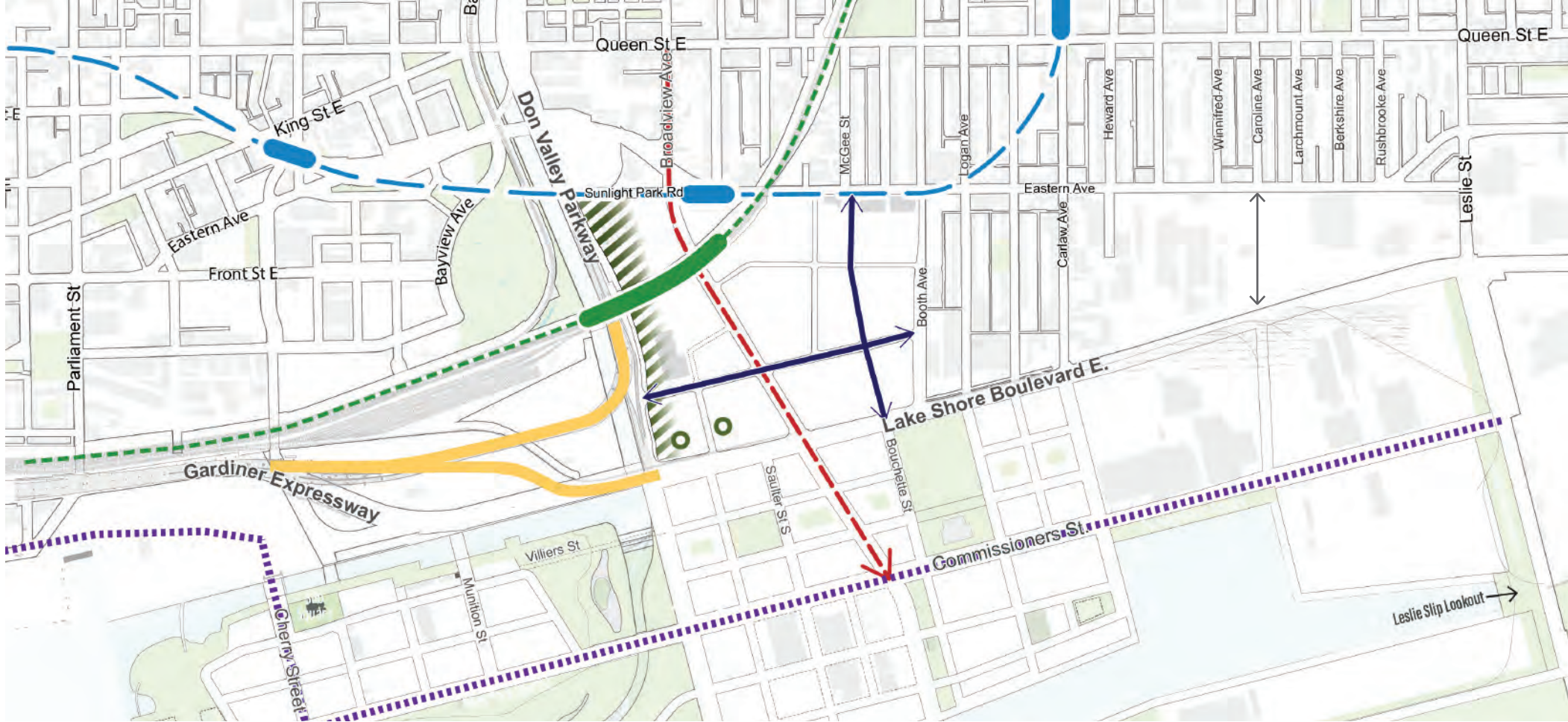
- Construction of the funded Port Lands Flood Protection and Enabling Infrastructure Project, including the flood protection landform on the western edge of the Unilever Precinct.
- Potential additional future flood protection works in the precinct's area of influence which may be identified through the Broadview and Eastern Flood Protection Environmental Assessment.



Existing infrastructure near the Unilever Precinct

Servicing

- Construction of significant stormwater and sanitary management infrastructure through the Don River and Central Waterfront Project and Waterfront Sanitary Servicing Master Plan.



Planned Infrastructure

- | | | | | | |
|---|--|---|---|---|--------------------|
|  | Metrolinx Lakeshore East Rail Corridor |  | Broadview Extension |  | Storm Shafts |
|  | SmartTrack Station |  | Gardiner Realignment |  | Waterfront LRT |
|  | TSMF Major Streets |  | Potential site of Flood Protection Landform |  | Possible Extension |
|  | Relief Line Subway |  | Relief Line Station | | |

2.7 The Policy Context

This planning framework has been prepared to guide the transformation of the Unilever Precinct from an industrial area to an office employment node. This will implement both provincial and municipal land use policies.

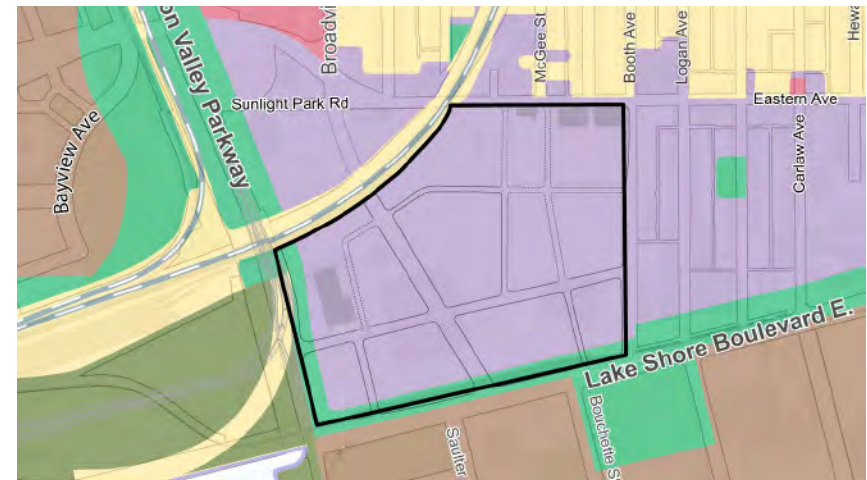
Provincial policies contained in the Planning Act, the 2014 Provincial Policy Statement (PPS) and the 2017 Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide direction on where and how growth should occur in order to support strong and healthy communities, economies, and environments. The PPS calls for efficient use of land and infrastructure to sustain the financial well-being of municipalities over the long-term, and acknowledges the importance of planning for and protecting employment areas.

The policies within the Growth Plan echo this, and provide specific direction on where and how growth should occur. The Growth Plan maintains that better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield and greyfield sites. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth.

The City of Toronto Official Plan is a long-term vision for how the city should grow and the most important vehicle for implementing the PPS and Growth Plan. A guiding principle of the official plan is to support a city of diversity and opportunity by providing access to fulfilling employment.

The official plan shows the Unilever Precinct on the Urban Structure Map as Employment, and designates it as Employment Areas on the Land Use Plan. The rail corridor is

designated as a Utility Corridor, and a portion of the western and southern edges of the precinct is designated as Parks. . Employment Areas are where we grow enterprises and jobs, supporting the City's continued economic competitiveness and allowing for a systems approach to job clustering, resulting in an agglomeration of benefits. Employment Areas are places of business and economic activity, supported by uses to provide amenities to workers.



Excerpt from Official Plan Map 18 - Land Use Designations

	Neighbourhoods		Natural Areas
	Mixed Use Areas		Regeneration Areas
	Parks		Employment Areas

The City reviewed its employment policies through a Municipal Comprehensive Review, completed in 2013, and resulting in Official Plan Amendment 231. Site and Area Specific Policy No. 426, which applies to First Gulf's lands, signals that this area will become home to significant office employment. However, it directs City Planning to undertake studies to ensure that the area is planned comprehensively with surrounding lands. Thus, the recommendations in this framework are a result of both First Gulf's proposal and the policies contained in SASP No. 426.

The entire site lies within the Lower Don River floodplain and is identified as a Special Policy Area. Under the 2014 PPS, Special Policy Areas 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 its continued viability. These policies are currently found within the former City of Toronto Official Plan, which, in addition to other relevant policies and requirements, only permits development provided it is flood protected to at least the 1:350 year flood level.

Portions of the Unilever Precinct are zoned E (Employment) and UT (Utility and Transportation) under the City-wide Zoning By-law 569-2013 (under appeal). The E zone permits a range of employment uses while the UT zone permits utility and transportation uses. Portions of the precinct not subject to the City-wide Zoning By-law are zoned I3 D5 under the former City of Toronto Zoning By-law 438-86. This zone permits a range of industrial, manufacturing and other employment uses.



Spill Zones - Don Mouth Naturalization and Port Lands Floor Protection Project



3.0

VISION

The vision for the future of the Unilever Precinct is one of renewal and reinvention, transitioning from an industrial and manufacturing area to a vibrant urban office district supported by complementary uses that facilitate liveliness throughout the day and into evenings and weekends. New flood protection, transit, transportation and servicing infrastructure will enable this change and link the precinct to its surroundings and the broader city. Functioning as the 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 naturalized Don River mouth to frame the Unilever Precinct.

The six themes established at the onset of the City-led planning study are supported through a series of policy recommendations. These recommendations advance provincial and municipal city-building objectives and are informed by consultations with stakeholders and other members of the public. The recommendations also respond to First Gulf's vision for a new employment district enabled by flood protection, and accessed by the extension of the Broadview Streetcar and the East Harbour SmartTrack station on the Lakeshore East GO line. The following sections present the recommendations and

The following sections present the recommendations and supporting rationale:

Section 4.0 – Transit & Transportation

Section 5.0 – Public Realm & Heritage

Section 6.0 – Development & Land Use

Section 7.0 – Environment & Resiliency



Conceptual sketch of future redevelopment in the Unilever Precinct



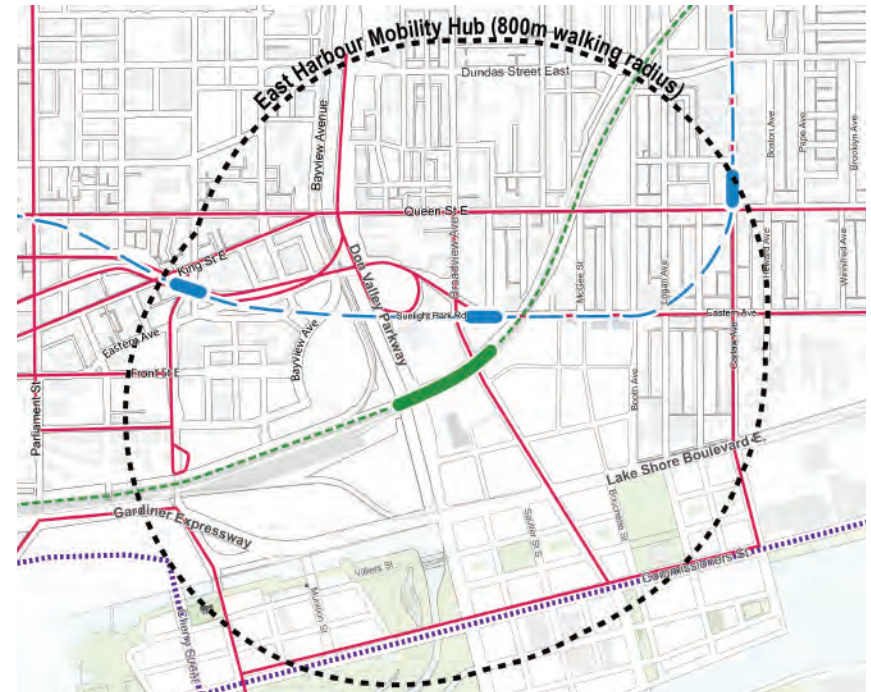
4.0

TRANSIT &
TRANSPORTATION







Transit & Transportation

The Unilever Precinct offers an opportunity to develop a sustainable, forward-looking, transit-oriented employment node adjacent to downtown Toronto. The development of excellent transit and transportation connections to the precinct is essential to realizing the vision. Despite the abundance of road and rail facilities surrounding it, the precinct today is largely inaccessible, and is disconnected from its surroundings by numerous environmental and infrastructure barriers.

The following transit and transportation recommendations identify the connections that will stitch the precinct to surrounding communities, facilitating access and mobility, not only to and from the precinct but also within it. The planning framework identifies the rights-of-way and infrastructure that make these connections possible, building on work already completed through other processes such as the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) EA, the Gardiner Expressway Revitalization EA, and various Transit Project Assessment Processes (TPAPs).



Transit service within and near the Unilever Precinct

	Metrolinx Lakeshore East Rail Corridor		Relief Line Subway
	SmartTrack Station		Relief Line Station
	Waterfront LRT		Streetcar Routes

4.1 The Transit Hub

The Precinct will be linked to and served by a major transit hub.

The precinct will feature a major multi-modal transit hub where commuter rail, subway, and streetcar lines will converge. The transit hub will make the Unilever Precinct among the most transit-accessible locations in the entire GTHA, second only to the Union Station area.

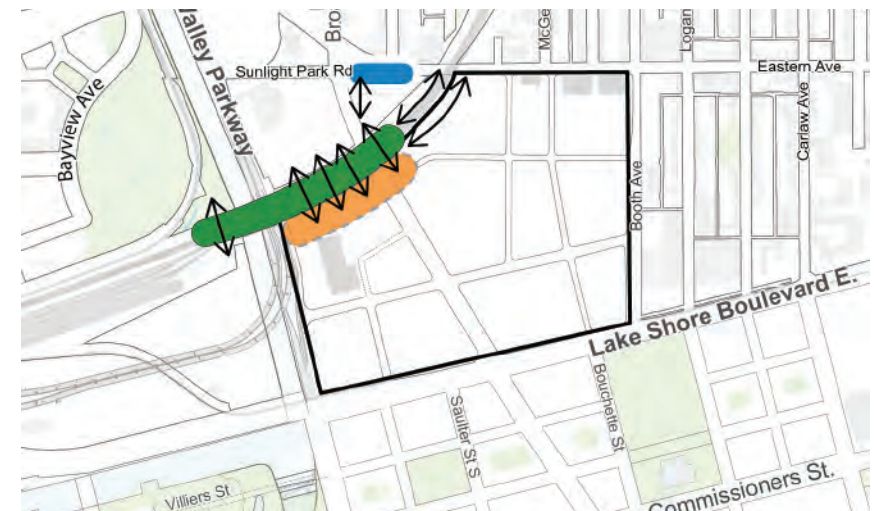
Major development in the Unilever Precinct requires significant mass transit capacity. Existing heavy traffic volume on the expressway and arterial road network means that travel to the precinct must achieve a high transit modal split, similar to that for office development in the Financial District (where 70% of trips are on transit in peak periods) for the transportation network to function effectively. With transit as the primary mode of access to the precinct, it becomes essential to coordinate transit implementation with building occupancy. The opening of a SmartTrack station concurrent with or in advance of employment intensification, will unlock higher-order transit access to the precinct, permitting the first major phase of development to be occupied. Development approvals will be tied to the provision of adequate transit infrastructure and capacity serving the precinct.

The transit hub will accommodate direct and seamless pedestrian interchanges.

Transit must be safe, comfortable, convenient, quick, and easy to use in order to attract riders. Direct connections generally make transit facilities safer and more legible. Minimizing walking distances makes transit journeys faster and more comfortable for a broad range of people. Weather-protection makes using transit safer and more comfortable during inclement weather.

The transit hub and associated public spaces will have prominent frontage on public streets.

Transit stations are public facilities that should have appropriate civic presence. Main entrances will have prominent access from public streets, supported by a generous station-related public realm.



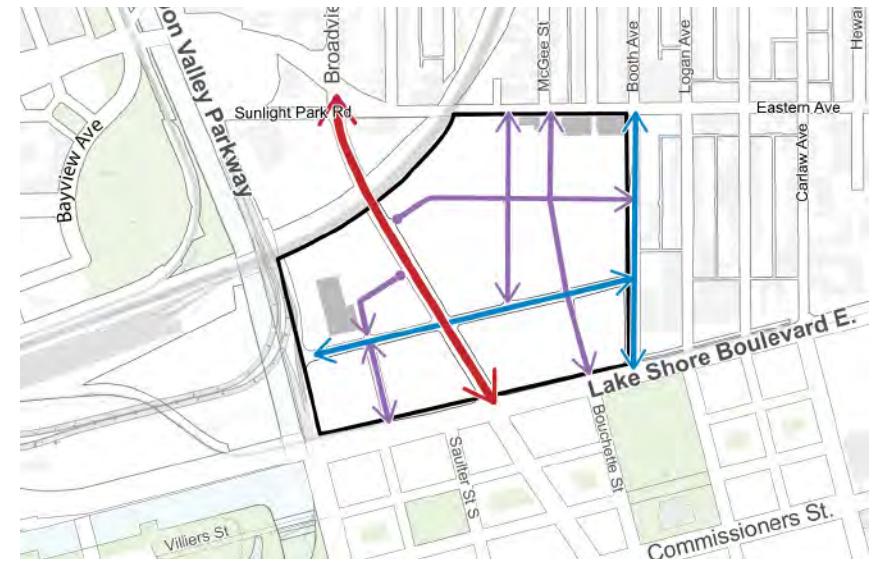
Station Access Points

- SmartTrack Station
- Relief Line Station
- Public Space Opportunity
- Potential Connections/Entrances

4.2 Street Network & Hierarchy

The street network within the Unilever Precinct will comprise several street types, each serving a prescribed function.

The precinct's street network will be structured around the transit hub, supporting connectivity and access between development and the station. All buildings and open spaces developed within the precinct should be publicly accessible through the at-grade street network. This network will comprise a logical hierarchy of streets, each with a specific function to ensure all modes of travel are accommodated. This network will define the fine-grain fabric upon which development and public realm investment will occur. The hierarchy of streets in the precinct includes the signature street (Broadview Avenue), major streets (Booth Avenue and New Street E) and local streets. The design of these streets is explored in more detail in the following section. Final cross-sections and designs of key streets will be secured through the TSMP process.



Street Network Map

↔ Signature Street
 ↔ Major Street
 ↔ Local Street



University Avenue - Signature street



The Esplanade - Major street



Temperance Street - Local street

4.3 Street Design

Street design will reflect Complete Streets principles, accommodating different functions and users.

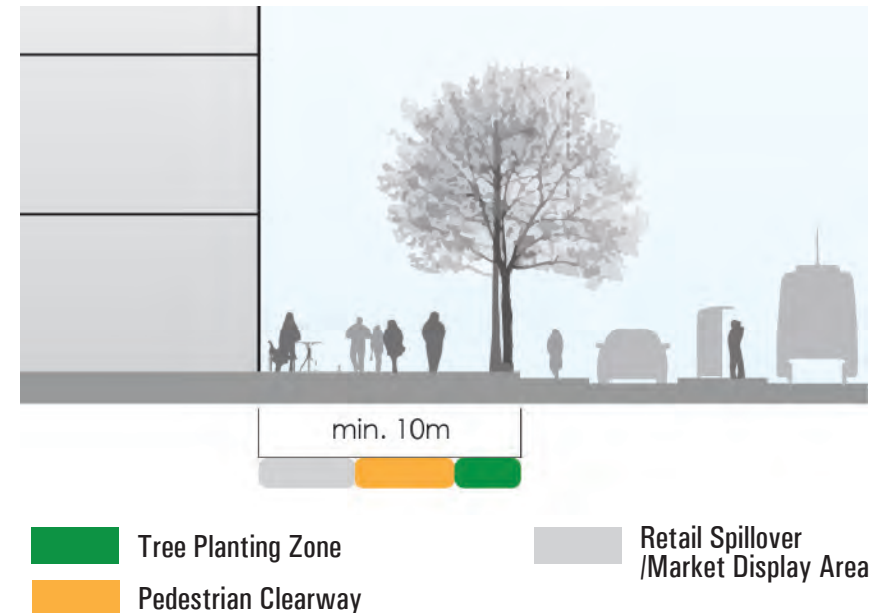
Streets must accommodate a variety of users including pedestrians, cyclists, transit riders, and motorists. Different streets will prioritize different modes of transportation and will accommodate different street functions to varying degrees. While the street network as a whole will accommodate all users, not every street in the precinct needs to provide dedicated space to every mode or use.



Multi-modal traffic along King Street

Broadview Avenue will be designed as the signature street of the Precinct, with an emphasis on transit and pedestrian spaces.

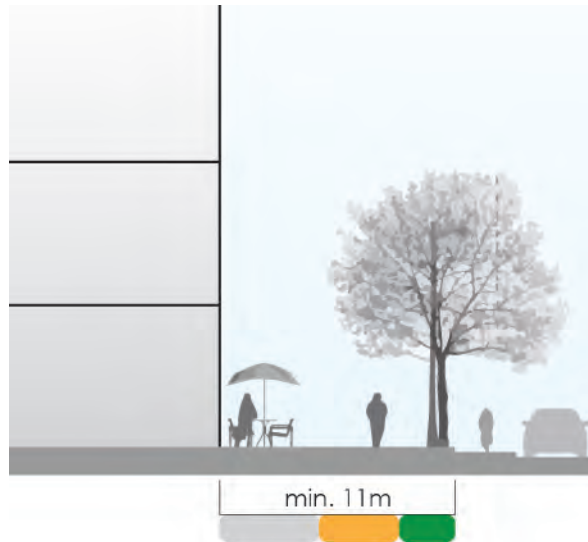
The extension of Broadview Avenue will function as the signature civic spine and primary local transit corridor within the precinct. Street design will accommodate the high volume of pedestrians travelling to and from the Transit hub. Within the boulevard, a well-designed public realm built with high-quality materials will create a setting for prestigious addresses for office lobbies. A minimum boulevard width of 10 m measured from curb to building face is recommended to support these functions.



Planned Broadview Avenue Cross Section (Credit: City of Toronto)

Major streets will accommodate high volumes of vehicular traffic while maintaining an inviting and active pedestrian realm.

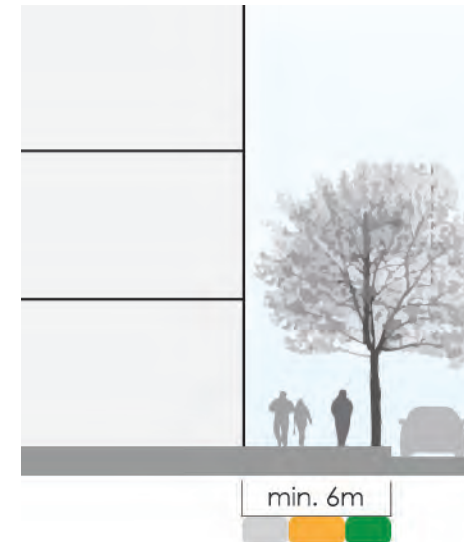
Major streets will serve an important vehicular movement function in the precinct, and will be complemented by a generous public realm that supports animated ground-floor uses like retail and entertainment. These streets will have more clearly defined spaces for different modes of travel to ensure the safety and convenience of all users. Recognizing the prominent retail function of New Street E, an extended boulevard width of 11 m measured from curb to building face is recommended, allowing for a generous retail spill-out zone.



New Street E

Local streets will be designed as intimate and flexible spaces, and may have several uses sharing the same space.

Local streets will serve several functions such as providing frontage for development blocks, creating a fine-grained network of alternative routes for travel, providing access to parking and servicing facilities, and accommodating various curbside demands. The plan provides flexibility in the design and ownership of local streets, which may be public or private. Local streets may also be shared streets with flexible uses based on the time of day. A minimum boulevard width of six m measured from curb to building face is recommended for local streets.



Local Streets

Streets will accommodate curbside demands.

A variety of transportation activities will continue to impose demands on curbside space which must be accommodated and managed by the street network in the precinct. Taxis, couriers, loading, maintenance vehicles, emergency vehicles, and passenger pick-up/drop-off activity are examples of curbside demands that streets must be designed to accommodate. Adjacent to the transit station, a dedicated pick-up and drop-off space will be provided, including space for Wheel-Trans loading and unloading.



Taxis queuing along the curb

Streets will be designed to be film-friendly.

The film industry has a significant presence in the South of Eastern Area and the Port Lands, and will continue to be supported through the planning framework. Streets are often important filming locations—an activity that can be fostered through strategic design. Film-friendly streets offer generous boulevards capable of accommodating a variety of activities. In appropriate locations, ample lay-by parking and drop-off areas make it easier to provide temporary film trailer and motor coach parking, and accessible loading zones. Built-in access to utilities including electricity and water can also greatly benefit filming activity.



Film shoot near Metro Hall

4.4 Active Transportation

Public sidewalks will be the primary focus of pedestrian activity in the Unilever Precinct. Generous and comfortable sidewalks will be provided on all major streets.

Public sidewalks are a key component of both the internal transportation and public realm networks. These spaces will be planned as the main focus of pedestrian activity and animation in the precinct.

Sidewalks in the precinct will be designed to have a generous scale to safely and comfortably accommodate pedestrian movement, pedestrian gathering and lingering space, street trees and other landscaping, street furniture and other amenities, public art and cultural heritage features, and the spill-out of active ground-floor uses into the public realm. Where the planned right-of-way width does not provide sufficient space for generous sidewalks, setbacks may be required to accommodate sidewalk functions in the private realm, implemented with agreements related to the use of this space.

While the dimensions of sidewalks should be generous, a human scale must also be kept to maintain a pleasant relationship with adjacent active frontages. Generous sidewalks without active function or commensurate pedestrian flow should be avoided.

Public sidewalks will be complemented by mid-block connections and underground pedestrian connections.

Mid-block pedestrian connections will enhance the pedestrian network by increasing the permeability of larger development blocks and allowing pedestrians greater choice in planning their daily routes. These spaces also create opportunities to accommodate a range of pedestrian-focused activities in interesting spaces.

Underground pedestrian connections may link adjacent development parcels, providing weather-protection and further expanding route options for pedestrians travelling to, from, and through the precinct. Like in the PATH system in the Financial District, these spaces also present an opportunity to support retail uses. The Toronto Official Plan specifies that underground pedestrian connections should complement, but not supplant, the primary pedestrian routes provided at-grade by the public realm.



Pedestrian Network Map

- Mid-Block Pedestrian Connection
- Pedestrian Connection
- Multi-use Path

Protected cycle tracks will be provided on all major streets in the Unilever Precinct.

Protected cycle tracks are physically separated bike lanes than typically run adjacent to vehicular lanes. Separation can be provided by bollards, planters, or raised curbs. The identification of protected cycling infrastructure on major streets was endorsed through the Transportation and Servicing Master Plan preferred cycling network.

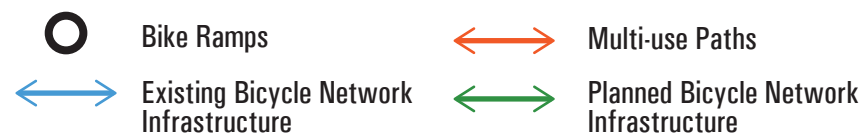
Travel patterns to the precinct must achieve a higher active transportation mode split than existing commercial developments for the transportation network here to be successful and sustainable. Protected cycle tracks can increase the modal share of cycling by improving the safety and comfort of this activity and reducing conflicts between vehicles and cyclists.

A multi-use path will be developed along the flood protection landform east of the Don River.

The development of flood protection landform along the east side of the Don River provides an opportunity to expand the multi-use path network to facilitate greater active transportation. South of the rail corridor, the multi-use path will connect the Don River crossing to the Martin Goodman Trail along Lake Shore Boulevard East. Opportunities to extend a multi-use path north are possible by using the central “Don” entrance of the East Harbour SmartTrack Station as a connecting path. Opportunities to extend this multi-use path further north along the east bank of the Don River could be possible with a potential future reconstruction of the Eastern Avenue flyover and Eastern-to-DVP ramp, or linked to future development in the precinct’s area of influence.



Cycling Network Map



A pedestrian-cycle bridge (multi-use path) will connect the Corktown neighbourhood to the Unilever Precinct via the Lower Don Trail.

Improving pedestrian and cyclist connectivity from the Unilever Precinct to the King-Parliament and West Don Lands neighbourhoods will place a significant existing and planned residential population within walking and cycling distance of future employment. Reconfiguration or replacement of this bridge would provide an alternative to connecting the cycle tracks on Richmond and Adelaide Streets to bike lanes on Eastern Avenue east of Logan Street, prior to the future reconstruction of the Eastern Avenue flyover.

Consideration should be given to improving pedestrian safety and comfort in the Lower Don Trail portion of this connection, which is somewhat isolated from the nearest development in Corktown. This could be achieved by improving crime prevention through environmental design (CPTED) conditions using strategies such as enhanced park-appropriate lighting, clear sightlines, and proper landscaping maintenance. Most importantly, a pleasant pedestrian experience will draw users throughout all hours of the day, providing natural surveillance.



Lower Don multi-use trail



Puente De Luz pedestrian bridge

4.5 Underpass

The Broadview Underpasses will be attractive, inviting, and friendly to pedestrians and cyclists.

The Broadview Underpass is a critical component of the southerly extension of Broadview Avenue from its current terminus at Eastern Avenue south into the Port Lands. Underpasses can be perceived as challenging spaces and warrant careful design considerations, mindful of crime prevention through environmental design principles, including integration of bright lighting, improved finishes, public realm treatments, and public art.

The Broadview Avenue extension will include a new underpass integrated with the SmartTrack station concourse where pedestrians will use the station's "teamway" to cross the rail corridor. Opportunities to improve the adjacent Eastern Avenue underpass with improved lighting, public realm improvements or integrated public art should be considered in conjunction with redevelopment.

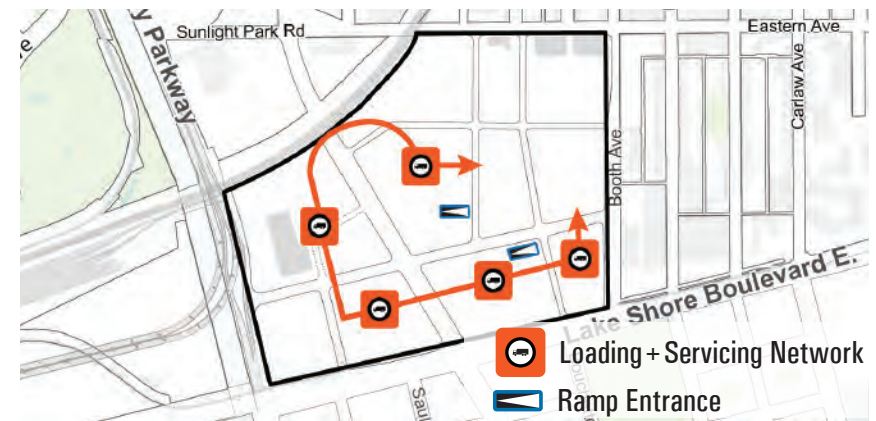


Iconic mural in a pedestrian/bike tunnel in the Amsterdam Central Station

4.6 Parking & Loading

Parking, loading, and servicing functions will be internalized within buildings and connected by an underground circulation system accessed from local streets.

Internalizing the parking, loading, and servicing functions to underground levels within building sites will maintain an attractive public realm and reduce vehicle/pedestrian conflicts at-grade. An underground circulation system separate from the at-grade street network will connect the underground parking and servicing levels of each block, allowing efficient access for cars and trucks from garage entrances to any building core within the precinct. The underground circulation system will be planned and designed to be expandable beyond the first phase to future redevelopment sites, such as the Booth Yard. Garage entrances will be accessed from local streets to prioritize public realm quality on major streets, and to minimize conflicts between turning vehicles and major pedestrian flows. Through design, some curbside uses will be directed to this internal network, providing relief to the at-grade street network. As an interim condition, surface facilities for parking, loading and servicing may be considered, and these will be supported by appropriate interim landscape conditions.



Conceptual Underground Loading & Servicing Network

4.7 Transportation Demand Management

Development will be accompanied by a comprehensive, robust, and enforceable Travel Demand Management (TDM) plan.

Congestion on the surrounding arterial and expressway networks means that a relatively low automobile mode split must be achieved in the Unilever Precinct. Travel Demand Management plans employing policy, pricing, operational, management and design strategies will be implemented to increase the mode share of transit and active transportation modes, reduce automobile mode share, spread out the peak travel period, and minimize the use of single-occupant vehicles.

Examples of TDM Strategies can include:

- Limiting the on-site parking supply provided to tenants and visitors
- Pricing parking variably and intelligently to adjust demand by time-of-day
- Subsidizing or providing financial incentives or rewards for using transit
- Providing a guaranteed ride-home service for unexpected changes in schedules
- Making use of smartphone apps to help coordinate carpooling
- Designing streets to prioritize ease of pedestrian/cycling movement
- Hiring a TDM site coordinator to educate, communicate, and monitor travel options
- Offering shuttle-to-transit services for employees



Variable parking prices in Downtown Toronto



BIXI shared bicycles provide active transportation options



5.0

PUBLIC REALM &
HERITAGE

Public Realm & Heritage

Creating a public realm master plan in a new development provides a great opportunity to expand, enhance, and connect the existing and planned network of public spaces. It can help create connections between new and existing open spaces, and provides opportunities to celebrate local history and culture with different design approaches. It is also a chance to frame important views and vistas, and to help shape an identity for the Unilever Precinct.

The following sections provide general recommendations that should be considered during the design of all public realm elements, as well as specific direction on the key components of the precinct's public realm network.

5.1 General Public Realm Design

Public realm design will maximize user comfort and amenity.

The design of parks, open spaces and pedestrian connections in the precinct will consider conditions that impact the comfort of users including hours of sunlight, wind and noise impacts. While not all open spaces can be free from buildings' shadows, the major greenspaces such as the naturalized edge and the adjacent public park will have at least 6 hours of prime daytime sun on March 21. Minimizing shadow impacts on sidewalks, boulevards, plazas and privately owned, publicly accessible open spaces (POPS) is also a key design parameter in the master plan.

The location of the Unilever Precinct at the mouth of the Don River and adjacent to Lake Shore Boulevard East and the Gardiner Expressway poses some challenges in terms of wind

and noise impacts. The design of the open spaces within the precinct will provide mitigation measures to address these issues, to be designed in detail by phase and expressed in implementing design guidelines.

Street furniture, landscaping, lighting, seating, and where appropriate outdoor eating areas will populate the generous boulevard zones next to the sidewalks provided on all streets. These amenities will be carefully designed to enhance the pedestrian experience without impeding the flow of walking.

Parks and open spaces will be designed to accommodate a range of experiences and activities to help animate the public realm beyond traditional office hours and in all seasons.

Parks and open spaces in the Unilever Precinct need to be lively and thriving. One way to achieve this is to provide a range of options for different programs and users and a system of distinct public spaces that vary in size and design treatment. Parks and open spaces should be designed to offer opportunities for recreation, passive uses, and to engage with nature. Flexibility should be integrated into the design of large open spaces to maximize programming potential.

Design and location of public realm elements and retail uses should be carefully coordinated to support the success of both spaces as thriving destinations.

More than ever, retailers and shopping centres are moving towards service models that focus on high-quality design within a unique, experiential and interactive context. The relationship to the surrounding public realm, and in particular, the street, has become an important component of this experience. Public realm spaces benefit from this proximity, as people travelling to

5.2 Precinct Public Realm Network

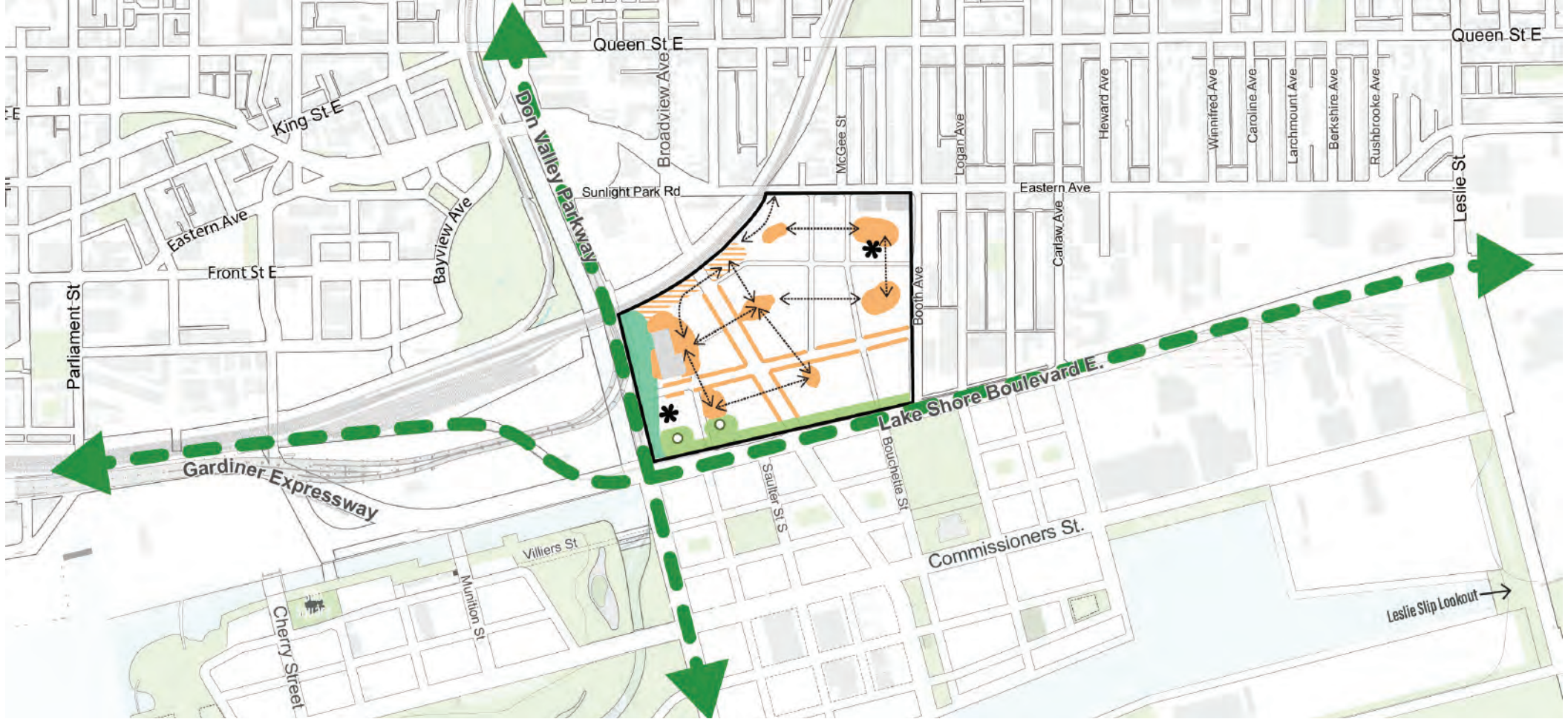
and from retail destinations activate the spaces whether they are passing through or stopping to enjoy the amenity. This reciprocal relationship can be supported by orienting retail entrances directly onto public realm spaces and by designing plazas and parks in a manner that draws visitors in and invites them to stay. Public realm connections such as pedestrian pathways can provide important links between retail destinations, and may encourage pedestrians to explore areas of the precinct that they may otherwise pass by. Retail signage and outdoor vendors can also contribute to the overall pedestrian experience and sense of place within the precinct.

The series of parks, open spaces, and pedestrian connections will establish an attractive, safe, and inviting public realm network throughout precinct, linking it to surrounding parks and communities, and complementing the renaturalized Don River.


The precinct's public realm network will be comprised of four main elements—a naturalized edge, public park, transit plazas, and series of plazas and pedestrian connections. Each element will have a distinct function and character, as described in the following sections. These elements will connect to and expand on existing and planned parks and open spaces near the area. These spaces, which form part of the Core Circle described in the Downtown Parks and Public Realm Plan, contribute to a circuit of public space that connects to existing natural features including the Don River Valley and the waterfront.






Public Realm elements supporting an active streetscape along King Street



Open Space Network Map

-  Transit Plaza
-  Naturalized River Edge
-  Plazas + POPS
-  Expanded Streetscape

-  Gardiner Public Realm
-  Potential Future Public Park
-  Storm shaft

-  Open Space Connection
-  Connection to Core Circle

Twinned transit plazas will ensure efficient circulation and access while offering a memorable arrival space.

The twinned transit plazas will be developed on either side of Broadview Avenue, adjacent to the future SmartTrack station. These spaces will serve as the gateway to the Unilever Precinct for public transit riders. In total, an estimated 9,700 transit riders are anticipated to arrive in the morning rush hour, so the transit plazas must be designed to ensure harmonious and efficient circulation of pedestrians, cyclists, and pick-up and drop-off vehicular traffic.

The eastern plaza is envisioned as a critical space for circulation and movement where travellers gather, meet, orient themselves, and connect to other forms of travel. This area will have dedicated pick-up and drop-off locations, and will be furnished with seating areas and clear signage.

While both plazas will be designed to ensure efficient circulation, a greater emphasis will be placed on programming and place-making opportunities in the western plaza. Here the design will create a strong relationship between retail uses in adjacent developments, and will lead visitors towards the open spaces near the Soap Factory and the naturalized edge. This space will emphasize flexibility, allowing a variety of programming options such as outdoor markets, concerts, or other recreational activities. It will also include signature design and landscape treatment as well as public art.



Vision of the new transit station plaza

A new public park will serve as a green gateway into the Unilever Precinct and will support a range of programming opportunities.

A new public park will be located in the southwest corner of the precinct, connecting to and expanding the system of parks and open spaces on either side of the Don River and in the Port Lands to the south. This park will create breathing room to experience and contemplate the precinct's history and current context by framing views towards the city's downtown skyline and the renaturalized Don River. It will also support views into the precinct, creating a green gateway that frames the new skyline in the area. Design and programming for this public park will create a welcoming and active outdoor open space for workers, visitors, and for the neighbourhoods around the

precinct, helping to animate the area beyond traditional office hours. Given its proximity to area infrastructure, park design should maximize the comfort of users and minimize noise and wind impacts.

Another park abutting the Consumers' Gas buildings will help mark the section of the precinct with existing heritage buildings, creating opportunities for relaxation and commemoration of the area's industrial past. It will also add programming that serves the open space needs of the eastern portion of the precinct.



Daytime programming in David Pecaut Square near Metro Hall

A series of smaller plazas and pedestrian connections will add to the richness of the public realm, creating more intimate spaces and options for pedestrian travel throughout the precinct.

Smaller plaza and pedestrian connections will complement the larger public realm spaces, creating a more human-scaled interface between buildings and streets. These spaces serve an important function by breaking up development blocks and facilitating way-finding.

The scale of these spaces will vary within the precinct and may take the form of mid-block connections, courtyards, plazas and weather-protected spaces or interior pedestrian connections.

Some spaces may be publicly owned, while others may be privately owned and delivered as POPS. In Employment Lands, where the parkland dedication requirement is less than what is collected for residential uses, private open spaces and POPS are especially important for expanding and enhancing City-owned parks and opens spaces, to ensure an appropriately generous public realm supportive of the commercial density. Whatever the ownership, the design and maintenance of these spaces will prioritize beauty, place-making, public accessibility, convenience, safety and comfort.



Internal pedestrian connection at Brookfield Place



'The Pasture', a POPS in the Financial District

5.3 Cultural Heritage

A naturalized edge along the Don River will create a safe and functional relationship with the river and create opportunities for pedestrian connections across the river.

A naturalized edge to the Don River will be established as part of the flood protection landform, a key component of the Don Mouth naturalization strategy and Port Lands flood protection. This edge will create a better relationship between the Unilever Precinct and the Don River and help to connect with the open spaces west of the Don River through an enhanced trail system. This greenspace will provide opportunities for passive recreation and reflection on the natural amenities that surround the space.



River's edge in Calgary

The Precinct's unique Indigenous and industrial heritage will be highlighted and celebrated through public realm design and built form.

The Unilever Precinct is rich in history, and there is a civic responsibility to reflect that history when advancing new development. This can be achieved through a variety of approaches.

The recognition of existing heritage assets within and adjacent to the precinct is an important step. These include three buildings—415, 433, and 447 Eastern Avenue—listed on the Toronto Heritage Register. Directly northeast of the precinct is another listed property, the former Weston Bakery at 462 Eastern Avenue.

Future development in the precinct should acknowledge and appropriately respond to the defining characteristics of this unique cluster of heritage resources, in accordance with the Official Plan. This may include the framing of views, transitioning in height towards heritage buildings, and specific architectural treatments on adjacent buildings. Detailed design guidelines for supporting heritage should be developed as part of the future design guidelines for the precinct.

In addition to these industrial-era buildings, the legacy of the area is also expressed through the rail spur lines along Lake Shore Boulevard East and the interface with the Don River and the lake shore. These elements should be recognized and integrated as important elements of the precinct's urban fabric, as they provide significant reminders of the area's natural and industrial past. Future design considerations for the precinct's open spaces should investigate and highlight the Indigenous connection with this area and its relationship to the Don River and Lake Ontario.

Public art and the preservation of key views (discussed further in the following sections), also offer effective strategies for telling the area's story. Together, these strategies will help contribute to the precinct's sense of place and provide a meaningful cultural landscape.



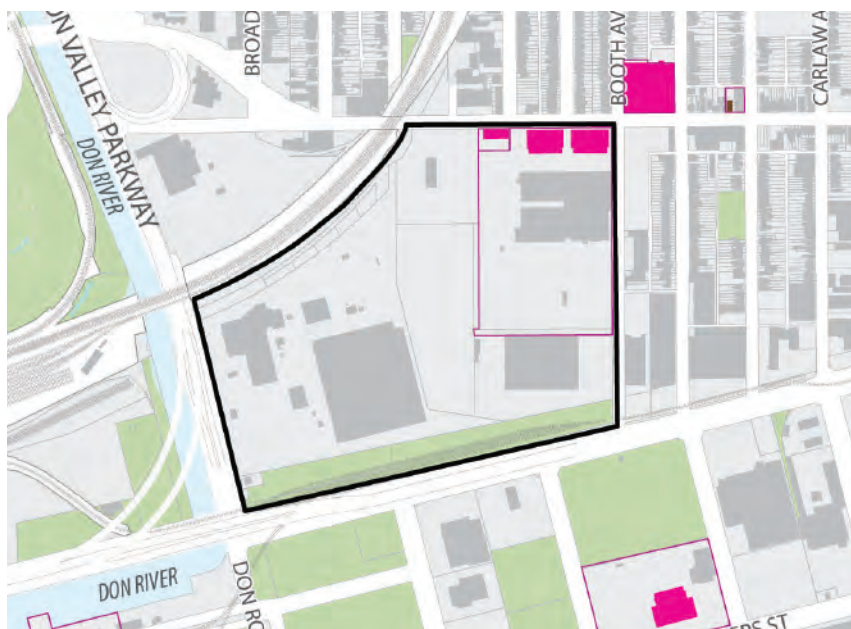
Listed heritage property at 415 Eastern Avenue



Listed heritage property at 433 Eastern Avenue



Keating Railway



Map of the listed and designated heritage resources

 Unilever Precinct

 Listed Resources

5.4 Public Art

Public art will be included throughout the precinct and will contribute to creating a sense of place.

Public art is an important component of a city's public and private spaces. Public art has created destination landmarks throughout the city and already contributes to the identity and character of many of neighbourhoods and districts. Public art can evoke the history of the area and helps to define the distinct identity of a place. Public art can also help to identify open spaces as being publicly-accessible as its visibility from the public street encourages pedestrians to access the open space; the public art draws them in.

Many opportunities for public art can be found in the precinct to strengthen its identity and character. The Unilever Precinct's rich industrial legacy, and its continuous relationship with the Don River and rail infrastructure are a meaningful source of inspiration for art installations. Some existing features can be readapted as new forms of art expressions, such as the water tower and the rail spur lines. Additionally, the future storm shafts at the southwest corner of the precinct may be an opportunity for public art to draw attention to these unique structures.

The location of public art within the Unilever Precinct should be strategic. Depending on the location, art can mark an entryway, define a boundary, frame a view, or focus attention to a specific space. It also allows the public to consider and interpret the meaning of the space in which it is placed.

Building on these concepts, initial potential locations for public art within the Unilever Precinct are noted on the Public Art Opportunities Map. Typologies of public art may include primary landmark locations or secondary opportunities, which can be stand-alone or integrated into the built form and public realm.

Area specific design guidelines will include public art plans, to further refine the locations and types of public art in consultation with various stakeholders.



Opportunities for Public Art

Secondary Public Art Opportunity

Landmark Public Art Opportunity



LOVE Sign in Distillery District

5.5 Views & Vistas

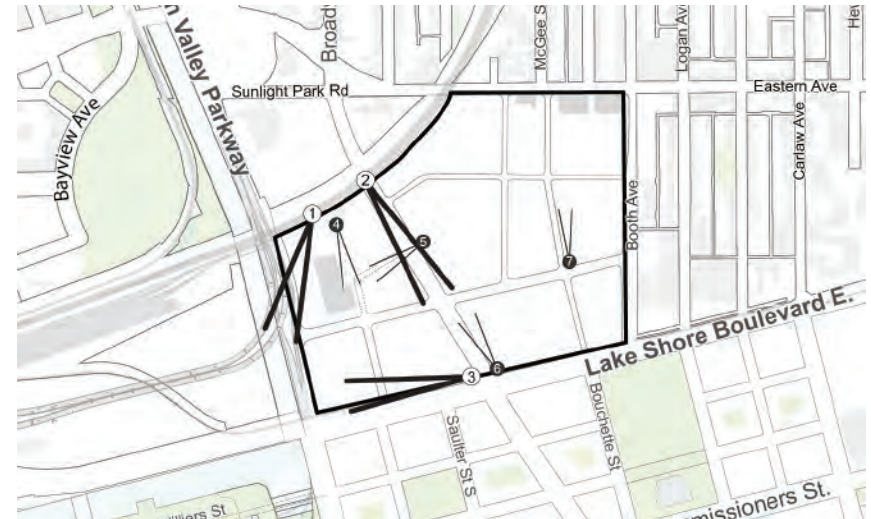
The preservation of views and vistas, and the creation of internal views, will be considered in the design of the precinct's public realm and the placement of buildings.

Views from the public realm to prominent buildings, structures, landscapes and natural features are important characteristics of a well-designed city. They create a collective image of the city and build civic pride. Creating vistas and framing views can also help define spectacular public spaces.

Looking outward from the Unilever Precinct, several significant views and vistas are identified. These are described as primary views, extending from key public realm spaces in the precinct to notable view termini in the surrounding areas. By protecting these views, important visual relationships and connections with the surrounding city will be preserved and celebrated.

The redevelopment of the precinct also offers the chance to plan for and establish internal views. These views will help to frame and define new public spaces, support way-finding, and foster a sense of place. Internal views will focus on future landmarks within the precinct such as the Soap Factory building and the SmartTrack station and any buildings that terminate internal streets.

While views and vistas are typically defined from the street level, consideration should also be given to view points from above-grade publicly accessible private spaces. Indoor and outdoor spaces such as internal concourses, office lobbies and outdoor terraces can present excellent opportunities for unobstructed views towards the city, the Don River and Lake Ontario. Where possible, the design of these spaces should take advantage of these opportunities to contribute to the public realm. Primary views and vistas, and potential internal views are identified on the map below.



Views and vistas

Primary Views and Vistas

- ① From the transit station towards the renaturalized river mouth landscape
- ② From the transit plaza along Broadview Avenue towards the Hearn Stack
- ③ From Lake Shore Boulevard East and Broadview Avenue towards the Downtown Skyline

Internal Views

- ④ From the transit station to the Soap Factory
- ⑤ From Broadview Avenue to the Soap Factory
- ⑥ From Lake Shore Boulevard East up Broadview Avenue
- ⑦ From the Central Boulevard towards the heritage buildings



View towards the Hearn Stack from within the Precinct



View towards the Downtown skyline from within the Precinct



View towards Lake Ontario and the mouth of the Don River from within the Precinct

An aerial photograph of a city skyline, likely Chicago, featuring a river, a bridge, and various skyscrapers under a clear blue sky. A large pink number '6.0' is overlaid on the left side of the image.

6.0

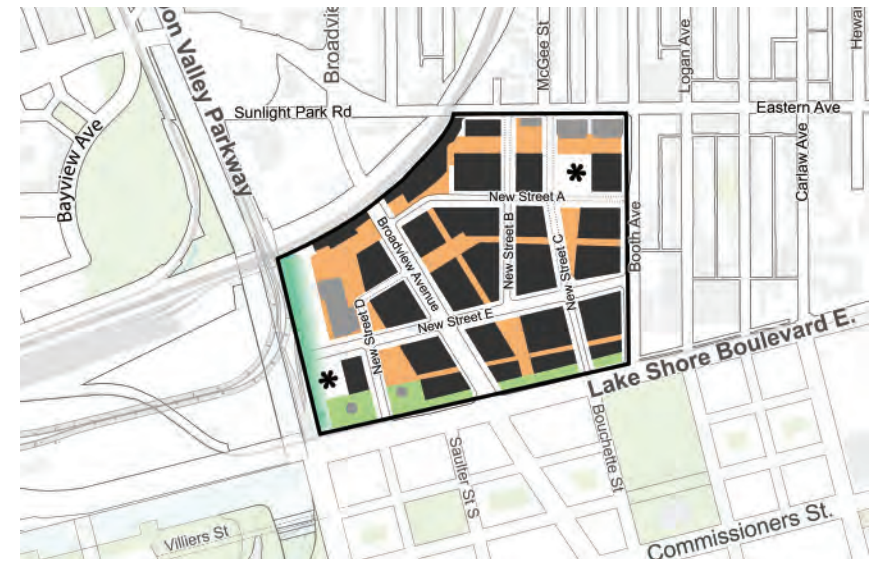
LAND USE &
DEVELOPMENT

Land Use & Development

The Unilever Precinct will establish a new hub of employment in Toronto, strengthening the city's economic competitiveness by providing a range of employment uses for Toronto's diverse population and labour force. Employment uses will be supported by a variety of retail, institutional, recreational, and cultural amenities. This mix of non-residential land uses will promote a vibrant and animated urban district that remains active both during and outside of traditional office hours.

These uses will be located in buildings that are architecturally excellent and pedestrian-friendly creating a distinct sense of place. The built form of the precinct will punctuate the eastern edge of the city's existing skyline, offering opportunities for landmark architecture that will contribute to Toronto's image and profile. On the local scale, buildings within the precinct will be designed and massed to appropriately respond to the surrounding context, including the future built form anticipated for the Port Lands. While buildings may vary in size and scale, all buildings will prioritize a comfortable, safe, and convenient pedestrian environment.

The following sections provide further direction on land use and built form.



Conceptual Master Plan



6.1 Land Use

The precinct will be developed as a vibrant hub of office employment supported by a range of non-residential uses that activate the district beyond traditional office hours.

The Unilever Precinct will be developed with employment uses, with the majority of new development being office oriented.

Office jobs are critical to the economic success of the city, accounting for almost half of all jobs in the city and leading overall job growth since 2007. The precinct is unique in its capacity to accommodate a critical mass of offices. Office jobs benefit greatly when clustered closely together because they allow for faster exchange of information and ideas, and can lead to increased productivity via competition and collaboration.

The scale of development of the precinct will be supported by major transit investment. Linking major office development to major transit provides the best value for infrastructure investment, as office uses generate more transit ridership per square metre than the same amount of residential floor space.

A good local example of a successful, well-connected dense employment precinct is the Financial District in the downtown. The location and size of the Unilever Precinct allows for it to function as a modern extension of, and complement to, Toronto's Financial District.

The precinct is also unique in its ability to accommodate the development of large, flexible office spaces. This will assist in attracting a variety of different employment users. The right employment mix is a critical component of any commercial project.

Toronto's current real estate market has very low vacancy rates for office spaces which has led to increased rents for these spaces. Due to rising rent costs for office space, securing affordable employment space in the precinct provides opportunities for a true diversity of users. This is a key goal of the planning framework and will be reflected in implementation tools.



Workers in the PATH system within the Financial District

A variety of retail uses will be concentrated along the New Street E providing amenities for current and future workers and the broader community.

The construction of office buildings will have a tangible impact on the vibrancy of the surrounding communities. The precinct will be active beyond traditional office hours, with substantial numbers of office workers generating demand for both professional and personal goods and services. The governing land use policy for the precinct permits a variety of non-residential uses including fitness centres, hotels, convention facilities, restaurants, arts and entertainment facilities, libraries, museums, community centres, community health centres, workplace ancillary daycare, and other retail and service commercial uses like banks, medical offices, salons, drug stores, and dry-cleaners. This mix of uses is supportive of the density and type of office uses envisioned while also serving the precinct's surrounding context. It will also make the area more attractive for business and their workers, reflecting the 21st century nature of work and the mix of uses that is expected in successful local economies.

Retail and supporting uses play an important role in many non-residential developments. At full build-out, the Unilever Precinct could contain one of Toronto's largest concentrations of retail space. The retail space will provide services and amenities not only to the precinct's workers, but also to neighbouring communities. Since the precinct's workers are anticipated to support only a portion of the retail space, the retail uses will need to be dynamic and interesting to draw and retain people and workers beyond traditional office hours and to ensure a vibrant and successful place. Retail uses within the precinct will support and not supplant those found on nearby neighbourhood main streets.

The right tenant mix is a critical component of any major retail centre and it will be an important consideration for the retail development in the Unilever Precinct. First Gulf's proposal anticipates the majority of its retail space to be service-oriented and experiential, which is more reflective of a typical retail mainstreet rather than a traditional shopping centre. The transition toward more service-oriented uses is common in many new and modernizing retail environments as owners explore a variety of opportunities to retain and draw people in due to the rapid growth of online shopping and e-commerce.

Given the scale of retail development which may occur in the Unilever Precinct it will be critical that the retail uses complement the local area and neighbouring communities by offering a greater range of choices to the consumer. The Toronto Official Plan recognizes the importance of retail main streets, not only as important incubators for businesses and retailers,



Retail uses along Queen Street East

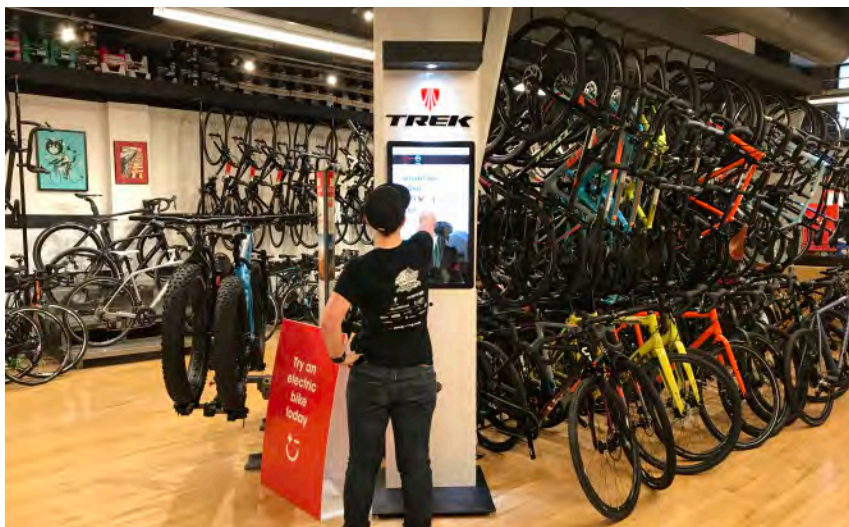
but as centres of community activity. As well, the official plan prioritizes external retail uses that contribute to a vibrant and animated mainstreet, over internal-facing retail. Finally, Toronto's Official Plan provides opportunities for small retail businesses by ensuring that a variety of measures are in place to mitigate the impacts of large format retail stores on smaller retailers. Specific policy and locational considerations will introduce further parameters for large-format retail.

At full build-out of the employment precinct no more than 20 %of the total gross floor area will be devoted to entertainment uses, fitness centres, major retail uses, recreation uses, retail uses and service commercial uses. Design guidelines and detailed tenanting plans will help guide more detailed retail proposals in the precinct.

The precinct will retain and expand on spaces for culture sector employment and business.

The culture sector includes creative artistic activity and the goods and services produced by it, along with the preservation of heritage. Globally, it is one of the fastest growing economic sectors, and it is entrepreneurial and inclusive in nature. The sector includes a wide range of enterprises in live performance and music, visual and applied arts, heritage and libraries, written and published works, film and television, digital media, sound recording, fashion and design.

Spaces for the creation, production, presentation, dissemination, exhibition and preservation of art, culture, heritage and design products are essential to the vitality of the culture sector. Fostering a concentration of cultural activity in the Unilever Precinct and expanding the sector will be encouraged given the contribution of these sectors to place-making and vibrancy, their historic connection to this area, and the significant benefits they bring in supporting Toronto's global brand and attracting and retaining talent. This may be encouraged by requiring the replacement of any existing culture sector employment and business to ensure no-net-loss of sector space, and by securing affordable cultural space in the precinct.



Experiential retail is becoming increasingly popular.



Cinespace Film Studio

The precinct will foster film, television and digital media sectors.

The South of Eastern area has a significant concentration of existing film, television and digital media enterprises, along with supportive businesses and services clustered to provide services to these industries.

Streets and sidewalks also form important on-site filming locations and planning for filming in the public right-of-way supports the continued success of Toronto's film industry. Further design recommendations on film friendly streets are found in the following section on built form.



Film trucks queuing along a street

The precinct will provide opportunities for live music performance.

Toronto is one of the most varied and vibrant music cities in the world. The music industry plays an important role in the creative and cultural sector, provides employment; and generates spending while contributing to the city's social and cultural fabric.

Live music venues nurture emerging artists and provide employment to those working in the industry such as artists, managers, agents, ticketing companies, audio-production firms, and the venues themselves. Live music also creates spillover economic benefits in the tourism, hospitality, retail,

fashion, communications, public relations, publishing and media sectors. More recently, music festivals have become important incubators and influencers for other creative and entertainment industries including comedy, gaming, film, and technology. As part of the night-time economy, live music venues draw local residents and visitors, supporting greater activity and vibrancy in the public realm.

Spaces for live music include indoor venues such as cafes, restaurants, bars, and performance venues and also outdoor public spaces such as plazas, parks, and streets where music can be performed and enjoyed. Live music in the Precinct will be supported and encouraged, including in music-friendly outdoor spaces with seating, access to utilities, and appropriate acoustic design.



Patrons enjoying outdoor music during the Toronto Cider Festival

New development will be compatible with existing major facilities that operate within or near the precinct.

Although heavy manufacturing has largely disappeared from the precinct, the city's works yard at 433 Eastern Avenue and 50 Booth Avenue, and the Enbridge Facility at 405 Eastern Avenue, are used for industrial operations. These include outdoor fleet and materials storage that may generate noise and dust. These operations are anticipated to continue in the near-term, and with Enbridge, for the foreseeable future. Any adjacent development proposed within the precinct must ensure compatibility between proposed and existing uses.

Enabling policy for the precinct requires that, prior to the enactment of any zoning by-law amendment that permits potentially sensitive non-residential land uses in the precinct, a compatibility study will be prepared to the satisfaction of the city in consultation with the Ministry of the Environment and Climate Change that evaluates how potentially sensitive uses within 1,000 m of existing major facilities would affect the ability of those facilities to carry out normal business activities.

The compatibility study will also evaluate potential adverse effects from odour, noise and/or other contaminants on anticipated users of the proposed sensitive uses, and recommend how potential adverse effects may be mitigated to minimize risk to public health and safety and to ensure the long term viability of the major facilities. Mitigation measures must be implemented by development proponents.

A suite of supportive employment community services and facilities will be delivered in coordination with new development to distinguish the precinct as an attractive and desirable place to work, shop, and do business.

As cities compete to attract and retain talent in the global economy, quality of life is becoming an increasingly important feature. Access to recreational, cultural, and social amenities is key in to supporting this. Furthermore, these amenities help to establish an equitable playing field where more people can participate in and benefit from local economic activity.

Employment community services and facilities will be located in highly visible and accessible locations within the precinct, aligned with the phasing of development. Strong pedestrian, cycling and transit connections will make these spaces prominent and easily accessible. Flexible and multi-purpose spaces within buildings can allow these uses to be co-located. These spaces can be animated and adapted overtime to meet the varied and changing needs of different user groups. The following community services and facilities will be prioritized:

- Community space for non-profit cultural, social, health or recreational services
- Workplace ancillary daycare
- Improvements to library and recreation facilities that serve the area.

Community services and facilities will be integrated with services that are available or planned within the wider area, including those planned in the Port Lands.



Cherry Street YMCA

6.2 Skyline

The design of buildings will make a positive contribution to the Toronto skyline, reflecting both the uniqueness of the area and its important relationship to the downtown.

Toronto's skyline is a defining feature of the city, and although ever-changing, it helps create a shared experience and identity among residents and visitors. The design and placement of tall buildings in the Unilever Precinct will contribute to the existing and evolving skyline, providing visual interest and variety while ensuring a cohesive fit with the broader urban landscape.

The height and architectural expression of buildings within the precinct will reflect the function of the area as a planned high-profile and vibrant employment hub linked to major transit, which will serve as a counterpoint to the Financial District. Its skyline will position the precinct as a unique focus of activity outside of the downtown; an expression of the transit-supported nodal form of development density for which Toronto is known.

Skylines are an expression of many factors including heights, floor plates, tower orientation, articulation, and tops. The design of tall buildings within the precinct will reflect the City's Tall Building Guidelines, interpreted for an office employment built-form context. Area-specific design guidelines will address skyline considerations and the impact of new tall buildings on the character of the city skyline, especially since there are currently no tall buildings in this area. Guidelines will also consider the relationship among towers to ensure that individual buildings contribute to a cohesive cluster, but also promote variation and interest. While a unique architectural expression will be encouraged in all development in the precinct, signature tall buildings with iconic tower tops will be limited to specific locations to preserve the impact and visibility of the overall cluster of tall buildings. Designs will balance the use of decorative lighting with energy efficient objectives, the protection of migratory birds and the management of artificial sky glow.



Toronto skyline with variation in height and architectural expression

6.3 Height & Transition

Building heights will peak near the transit hub, and will transition in scale to support contextual fit, to reduce shadow impact, and to ensure appropriate density based on planned and existing infrastructure.

The location of the Unilever Precinct, as well as its size, presents a unique opportunity to establish an appropriate transit-linked tall building cluster with appropriate transitions to surrounding existing and emerging communities.

The Unilever Precinct is an appropriate location to establish a cluster of taller buildings, linked to transit. The location and size of the precinct, and its physical separation from existing neighbourhoods, make tall buildings appropriate. The most significant heights will be near the transit hub with appropriate separation between newly-introduced tower elements and stable, low-scale adjacent neighbourhood areas to the north and northeast.

The limits to appropriate heights are defined by other considerations including the positioning of height peaks, angular planes, tracking of shadows, contributions to the city's skyline, contextual fit in the area, and the density thresholds of supporting infrastructure. Detailed assessment of these and other tall building considerations will be included in supportive analyses as applications for specific buildings are submitted, and will be further articulated in design guidelines.

Active development applications in the precinct are a reference concept for how height and transition may advance. These will be further studied and finalized through phased implementation studies and building-specific applications. It is anticipated that tallest building heights will be located near the transit hub and will transition down in height moving southward, westward, and eastward. This creates a logical height peak that allows the greatest number of potential transit riders to be closer to the station, maximizing this significant public infrastructure investment.

March 21st Illustrative Shadow Study



9:18 am



12:18 pm



2:18pm



5:18 pm

6.4 Setbacks & Stepbacks

This approach to heights and transitions supports the contextual fit with adjacent uses, both existing and planned. Buildings facing Lake Shore Boulevard East will be congruent with heights planned for buildings in the Port Lands. The lowest heights will be found along the naturalized edge and public parks, consistent with the massing of the Soap Factory building. Here, buildings will frame the open spaces and offer a more human-scale interface.

This transition in heights across the precinct will be informed in part by a 45-degree angular plane measured from the Neighbourhood Areas north and west of the precinct. The angular plane also helps to address shadow impacts on Neighbourhood Areas and nearby open spaces. Limiting shadow impacts on these areas, particularly during spring and fall, is a consistent objective in the Toronto Official Plan.

The relationship of new buildings to the broader city skyline and to adjacent areas is another consideration. Heights in the Unilever Precinct will not exceed those found in the Financial District. Instead, building heights will contribute to the overall skyline and will establish the precinct as a node of employment activity outside of the downtown.

In addition to design, the capacity of supporting infrastructure is a crucial factor, as greater heights typically translate to greater density, and therefore demand for infrastructure capacity. Given the commercial nature of the precinct, key considerations include the capacity of the current and planned transit systems, the road network, servicing, and utilities. These operational thresholds will inform height limits as well as phasing approaches.

Setback and stepback requirements will further refine the built form envelope to ensure a coherent and pedestrian-oriented streetscape.

Setting buildings back from the public boulevard provides space for pedestrians to pause, experience, and interact. These spaces help to establish a coherent and pedestrian-oriented streetscape and are a key factor in expressing the character of a street.

Along Broadview Avenue, the precinct's signature street, a generous and consistent setback is envisioned. A 10-metre public boulevard along Broadview Avenue (measured from building face to curb), will accommodate a variety of street-related activities, furnishings, and landscaping. At strategic areas, such as places with heavier pedestrian traffic and retail activity, this width may be increased—for instance, along the New Street E, where an 11-metre boulevard is anticipated. This boulevard width will be composed of a combination of the public rights-of-way and private setbacks, seamlessly integrated to provide the signature linear public spaces in the precinct.

Buildings along Booth Avenue and the future local streets will have a minimum boulevard width of six metre to accommodate the efficient circulation of pedestrians while maintaining a more intimate interface with the street. Again, a combination of public rights-of-way and private setbacks will make up the boulevard and a greater setback may be required to support areas of heavy pedestrian traffic or focused retail activity. Design guidelines and specific building site plans will confirm the appropriate private setbacks which will also be in accordance with the outcomes of Phases 3 and 4 of the Transportation and Servicing Master Plan EA.

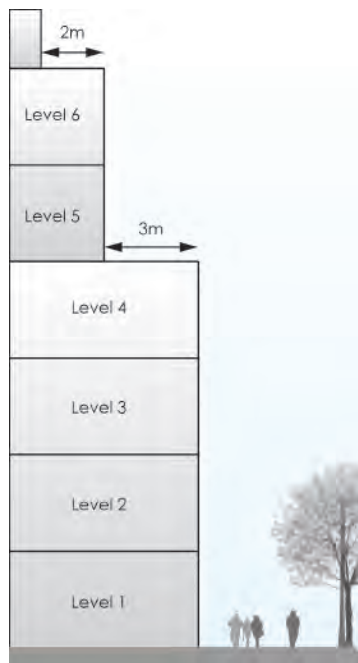
Stepped-backs are established through the placement and massing of towers on podiums. They help to minimize the perception of height and density as experienced by a pedestrian. Stepped-backs also mitigate shadow and wind impacts and create a more gentle transition between adjacent buildings.

The tower portion of all buildings along all streets in the precinct will have a minimum stepback of five metres above the podium height. The specific configuration of the stepback will be designed in relation to the adjacent street. Along Broadview Avenue, this stepback may occur in increments to support a smoother transition between the podium and tower elements,

while achieving a consistent street wall. In other instances, such as along New Street E and the local streets, the five-metre stepback may be achieved in a single increment.

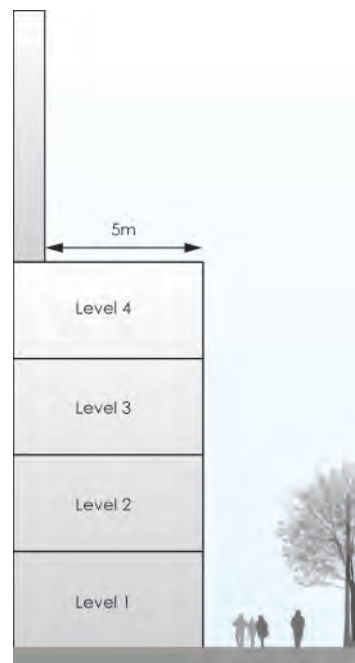
Stepback requirements along midblock pedestrian connections will be shaped in part by the character and height of adjacent buildings. Stepped-backs are also important for mid-block connections, to promote comfortable microclimate conditions. Detailed study of the mid-block connections will advance as phases are designed in more detail and the location and configuration of these connections is determined.

① Broadview Avenue



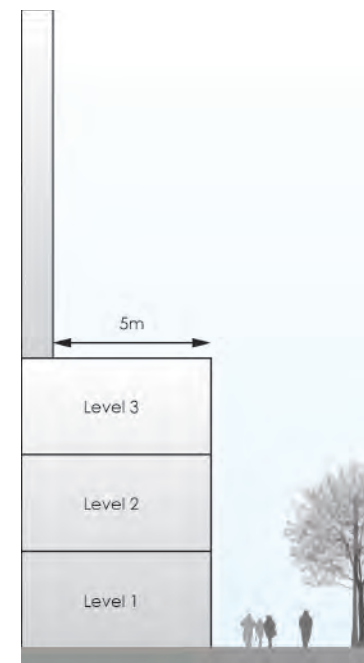
Incremental Stepback Diagram

② New Street E & A



5m Stepback Diagram

③ New Street B, C, D



5m Stepback Diagram

6.5 Base Building Conditions

Base buildings in the precinct should employ a 1:1 relationship with the width of the right-of-way, and should support a human scale and comfortable pedestrian environment with an animated ground floor.

The bases of buildings frame the public realm, articulate entrances, and help to create an attractive and animated streetscape which provides a safe, interesting, and comfortable pedestrian experience. The base building should define and support adjacent streets, parks, and open spaces at an appropriate scale, integrate with adjacent streetwall buildings, assist in achieving transitions down to lower-scale buildings, and minimize the impact of parking and servicing on the public realm.

The height and design of base buildings in the precinct should respond to the adjacent street right-of-way and generally be limited to a 1:1 ratio of base building to public right-of-way, further supported by setbacks and stepbacks. Specific adjacencies, such as facing the transit hub or a significant park or public space, may result in a different base building to right-of-way relationship. As this relationship may change on each side of the base building, the resulting built form should gradually vary in height to fit with the immediate context. Base buildings along Lake Shore Boulevard East will reflect the height of facing base buildings in the Port Lands, across the street. Similarly, base buildings adjacent to heritage buildings and the Soap Factory will respond to these buildings in height, scale and materiality. Base building design intent will be reflected in design guidelines.

Architectural variations of the base buildings will be encouraged to create sense of place and distinct experience in the different blocks within the precinct. Weather protection should be provided through the use of such elements as canopies and overhangs, and be designed as part of the base building where appropriate.



Base buildings help to create a more human-scale environment



Canopies and active uses at grade enhance the public realm

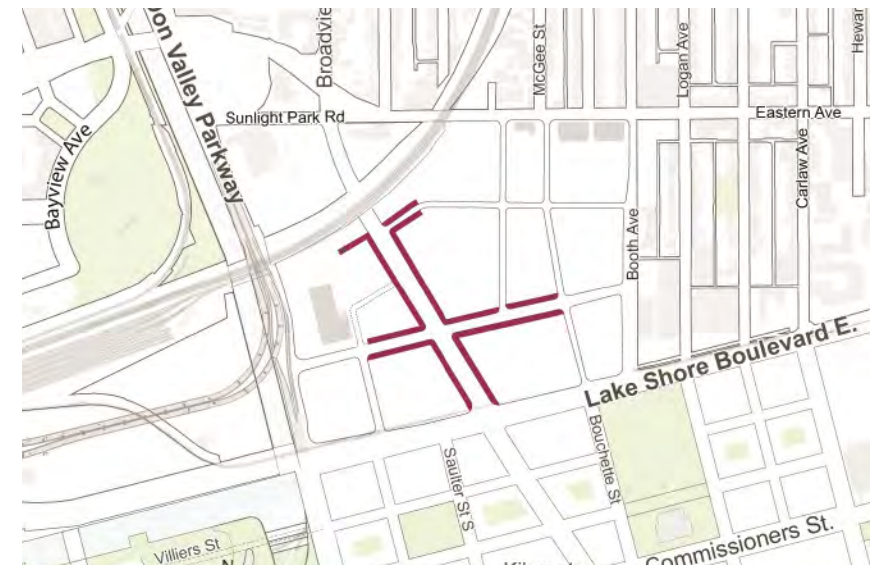
6.6 Building Animation

Use and design of the ground floor will animate and enliven the public realm.

Ground floor animation is achieved through both use and design. The types of uses on the ground floor will dictate the amount of activity that these spaces create and the design, both interior and exterior, can help create a successful interplay with the public realm. Ground floors should accommodate active uses that spill out and enliven the public realm. Active uses include, but are not limited to: stores, cafés and restaurants, commercial uses that service local residents and workers, recreational and arts facilities, and well-programmed office lobbies.

Ground floors should provide unobstructed views both to and from the public realm, as well as numerous functional and accessible pedestrian entry points. In areas where this is not possible, interruptions should be brief and intervening spaces should be well-designed with high quality materials and design elements that provide visual interest. At least 80% of the length of ground-floor façade along animation zones or streets identified in the Animation Zone Map should be devoted to transparent windows and doors, or visually open to allow maximum visual interaction between sidewalk areas and interior spaces. Separate and unique entrances should be spaced every 6 to 10 metres, with the potential for a tighter entry pattern requirement to support grade-related affordable retail space at key identified locations. The curb-to-building face dimension in animation zones should be generous but not overwhelming; generally promoting pedestrian thoroughfares within eight metres of active retail frontages and a total boulevard dimension of not more than 15 metres.

The design of office lobbies should allow for natural light to penetrate and should provide animation through both embedded retail and other tenant- and owner-driven programming. Office lobbies should not be more than 25 metres wide along the street frontage to preserve available frontage for more animated uses.



Animation Zone Map

 Active Frontages

6.7 Tower Separation

Tall buildings will have a minimum tower separation distance of 25 metres to ensure access to sunlight and sky views.

Adequate tower separation is a critical aspect of tall building design and in the Unilever Precinct, it is one of the tools to manage the high density appropriately. The placement of towers should minimize negative impacts such as adverse shadowing, pedestrian-level wind, and blockage of the skyview; and should maximize the environmental quality of building interiors, including day light and natural ventilation for building occupants. The placement of towers in the precinct will also be based on framing key views to, from, and through the area.

Given its the commercial nature, large floorplates are anticipated and a proportionate approach to determining the appropriate separation distance relative to building size and height will be employed. Regardless of dimensions, tall buildings in the precinct will be separated a minimum of 25 metres, measured from the external wall of the building.



Existing separation distances in the Financial District

6.8 Building Alignment & Orientation

Buildings will be organized to promote design excellence, innovation, and sustainability.

The orientation and articulation of towers influences the overall perception of the three-dimensional massing of tall buildings, their physical impact on adjacent areas, and their visual impact on the skyline. In planning a new cluster of tall buildings, these considerations are especially important. Orienting and articulating the tower in relation to the seasonal paths of the sun across the sky, combined with the arrangement of internal spaces, can greatly improve natural day light, pedestrian amenity, and energy efficiency.

Building orientation and alignment also frames streets and opens up view corridors through and within the precinct. Buildings will be massed along Broadview Avenue to face and frame this street's signature diagonal alignment. Building massing along Lake Shore Boulevard East will follow the east-west orientation of that street. Where these streets intersect, built form will be aligned to both sides of the streets.



Building faces align to the diagonal orientation of Broadway in New York City



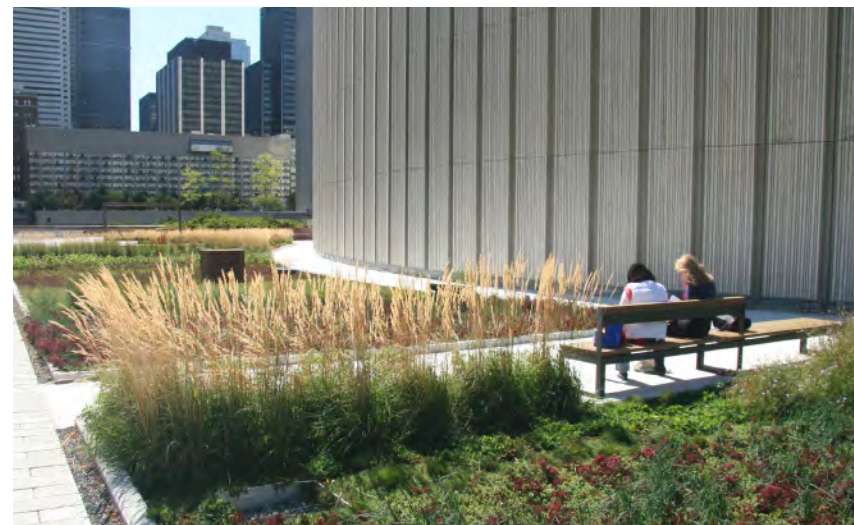
7.0

ENVIRONMENT
AND RESILIENCY

Environment & Resiliency

The City of Toronto has set an ambitious goal to reduce city-wide greenhouse gas (GHG) emissions. To achieve this, innovative approaches to energy efficient buildings, the reduction of automobile use, energy distribution systems and use of renewable energy sources will be required. Planning for a resilient, competitive employment precinct requires minimizing emissions, reducing electricity demand, and building a resilient district that can withstand extreme weather and area-wide power outages.

The comprehensive commercial redevelopment of the Unilever Precinct is an opportunity to plan for resilience at a district level, also including consideration of best practices in water management and ecology. Planning will include strategies to be applied at the building, network, district and ecosystem level, and will integrate best-practices technology and monitoring with the goal of continuous adaption and improvement.



Green roof on Toronto City Hall

7.1 Energy

An Energy Strategy will be prepared for any proposed development in the Precinct, to reduce overall energy consumption as An Energy Strategy will be prepared for any proposed development in the precinct to reduce overall energy consumption and integrate renewable energy sources. nd integrate renewable energy sources.

An Energy Strategy will be prepared for any proposed redevelopment within the Unilever Precinct, integrating energy planning early in the land-use planning process and calculating potential energy consumption, demand, and GHG emissions. The purpose of the strategy is to identify opportunities to integrate efficient, resilient, low-carbon energy distribution systems and fuel sources.

Planning for development should include looking for opportunities to capture waste energy from existing municipal infrastructure thermal energy sources such as sewers, water supply, and

power stations for transit to increase energy capacity without increasing GHG emissions. Co-location of energy systems with local municipal infrastructure is an opportunity to capture low-carbon thermal energy sources such as sewer and ground-source heat, as well as heat recovery from transit power stations.

Distributing these and other low-carbon renewable energy sources through thermal energy networks (district energy systems) is an efficient and cost-effective means to reduce GHG emissions over a large scale. Thermal energy networks also have the capacity to switch to new fuel sources over time to displace natural gas. They allow areas to become self-sufficient in terms of energy supply and distribution, enhancing the economic productivity of the district.

Connection to an expanded deep lake water cooling system and other new low-carbon thermal energy networks, as well as on-site electricity production, can help reduce electricity demand and ensure available capacity in the precinct.

The Energy Strategy must also consider the building scale. Energy used for heating, cooling, and ventilating buildings accounts for more than 53% of Toronto's GHG emissions. Energy-efficient buildings are critical to planning for a low-carbon district, and reducing Toronto's GHG emissions.

New development will be designed with an emphasis on passive design strategies and high levels of thermal performance to provide greater comfort for workers and stable indoor temperatures through the seasons. Thermal performance also ensures that indoor temperatures remain more constant during a power disruption.

Development plans will be encouraged to reuse components of existing buildings. Any renovation of existing buildings will be encouraged to target significant energy efficiency improvements.



Thermal Energy Network

7.2 Water

Servicing and stormwater management strategies will reduce consumption, improve water quality, and mitigate flood risks.

Historical development patterns in the precinct have long been influenced by its proximity to water, which has been both a major resource and risk. The planning framework acknowledges this important relationship, and encourages a continued focus on mitigating flooding risks while providing opportunities for improved servicing and stormwater management strategies on a district scale.

Investments in green infrastructure distributed across the precinct will greatly improve stormwater conditions. These may include a range of low impact development stormwater management technologies, including bioswales, trees, permeable surfaces and green roofs. These features increase the rate of water infiltration in wet weather conditions and therefore decrease the volume of stormwater that is diverted to municipal storm drains. Permeable surfaces can also improve the quality of stormwater by filtering out impurities and debris.

Consideration will also be given to minimizing water consumption, both through building operations and through the design and maintenance of the public realm. On the building scale, water efficient fixtures can help reduce potable water waste. Irrigation demands can be reduced through rainwater harvesting and by planting drought-resistant species.



Low Impact Stormwater Management integrated into the streetscape



The Don Valley is a key corridor for migratory birds such as the goldfinch

7.3 Ecology

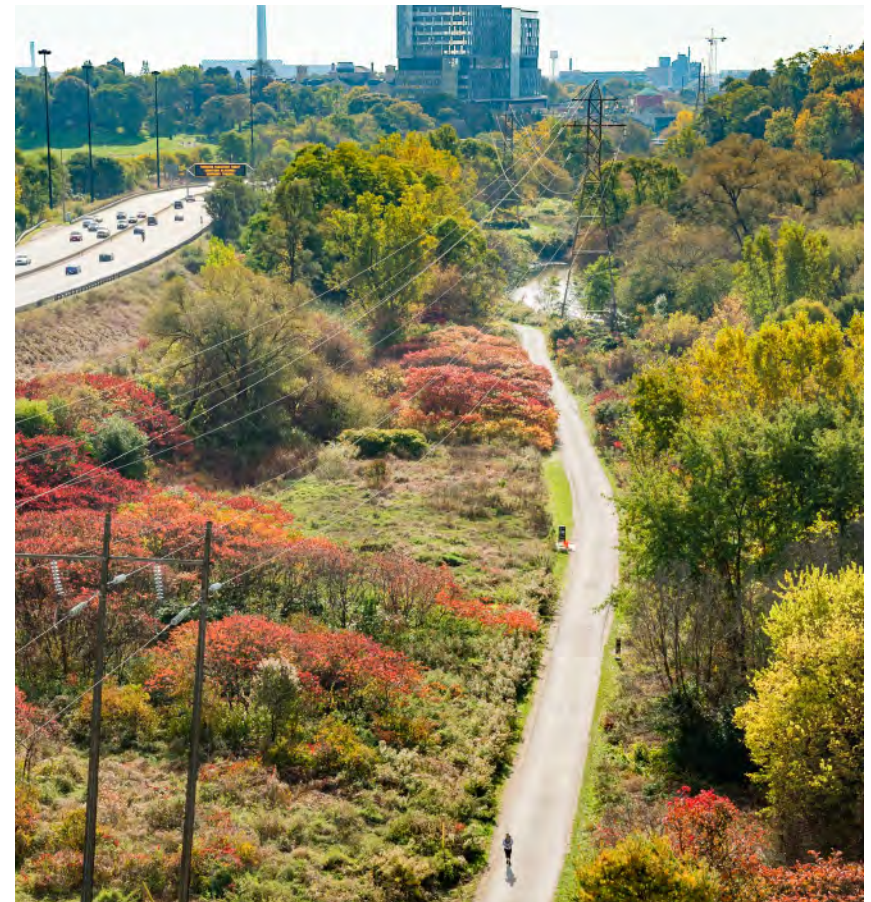
Redevelopment of the precinct will enhance ecological health through habitat creation, strategic design, and use of native species.

As the city continues to urbanize, nature is becoming an increasingly important asset for the ecological health and liveability of its communities. Prior to industrialization, the precinct was a site of immense ecological value, supporting a range of terrestrial and aquatic species. With the redevelopment of the precinct, its ecological function can be strengthened.

Given the precinct's proximity to the Don Valley, a major corridor for bird migration, developers must adhere to the Bird-Friendly requirements of the Toronto Green Standard. Glazing, lighting and landscaping will be designed and maintained to reduce risk of bird collisions with buildings and vehicles.

Development in the precinct is also a valuable opportunity to increase the health of urban biodiversity in the area. The city understands the need to protect and enhance urban biodiversity and is developing a Biodiversity Strategy for Toronto. The adjacent Don Valley is a significant part of the City's Natural Heritage System and the biodiversity found there will move through the precinct. For instance, birds and other winged species including bees, butterflies, bats, and moths, play a key role as pollinators. The City's Pollinator Protection Strategy, a component of the Biodiversity Strategy, emphasizes the importance of providing appropriate pollinator habitat with native species, and creating linkages to connect existing habitats to new ones. New habitat will support all forms of biodiversity and includes the flood protection landform, green roofs, parks and plazas, and smaller landscaping initiatives across the precinct.

The importance of ecological and recreational connections is also emphasized in the Toronto Ravine Strategy. This document contains guiding principles for the management of the city's invaluable ravine network which includes the Lower Don Valley. As an adjacent site, the precinct can contribute to the quality and connectivity of this system through investments in parks and open spaces.



Don Valley Ravine with the Unilever Precinct in the background

A photograph of a city skyline at sunset. The sky is filled with soft, wispy clouds in shades of blue, grey, and orange. The sun is low on the horizon, creating a warm glow. In the foreground, there are silhouettes of buildings, a power line tower, and a highway with some traffic. The text '8.0 IMPLEMENTATION' is overlaid on the image. '8.0' is in a large, bold, orange font, and 'IMPLEMENTATION' is in a smaller, white, sans-serif font.

8.0

IMPLEMENTATION

8.0

Implementation

Development of the precinct will be coordinated with the delivery of supporting infrastructure, and will be implemented in a manner that minimizes impacts to surrounding neighbourhoods.

Development of the Unilever 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 with vibrant nearby neighbourhoods. 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.

This precinct is being planned comprehensively, linking land use, built form, deployment of height and density, land division, interim development conditions, flood protection, public realm connections and appropriate transition in built form to adjacent low-scale residential uses. The comprehensive plan also reflects the transportation and servicing infrastructure needed to accommodate intensification.

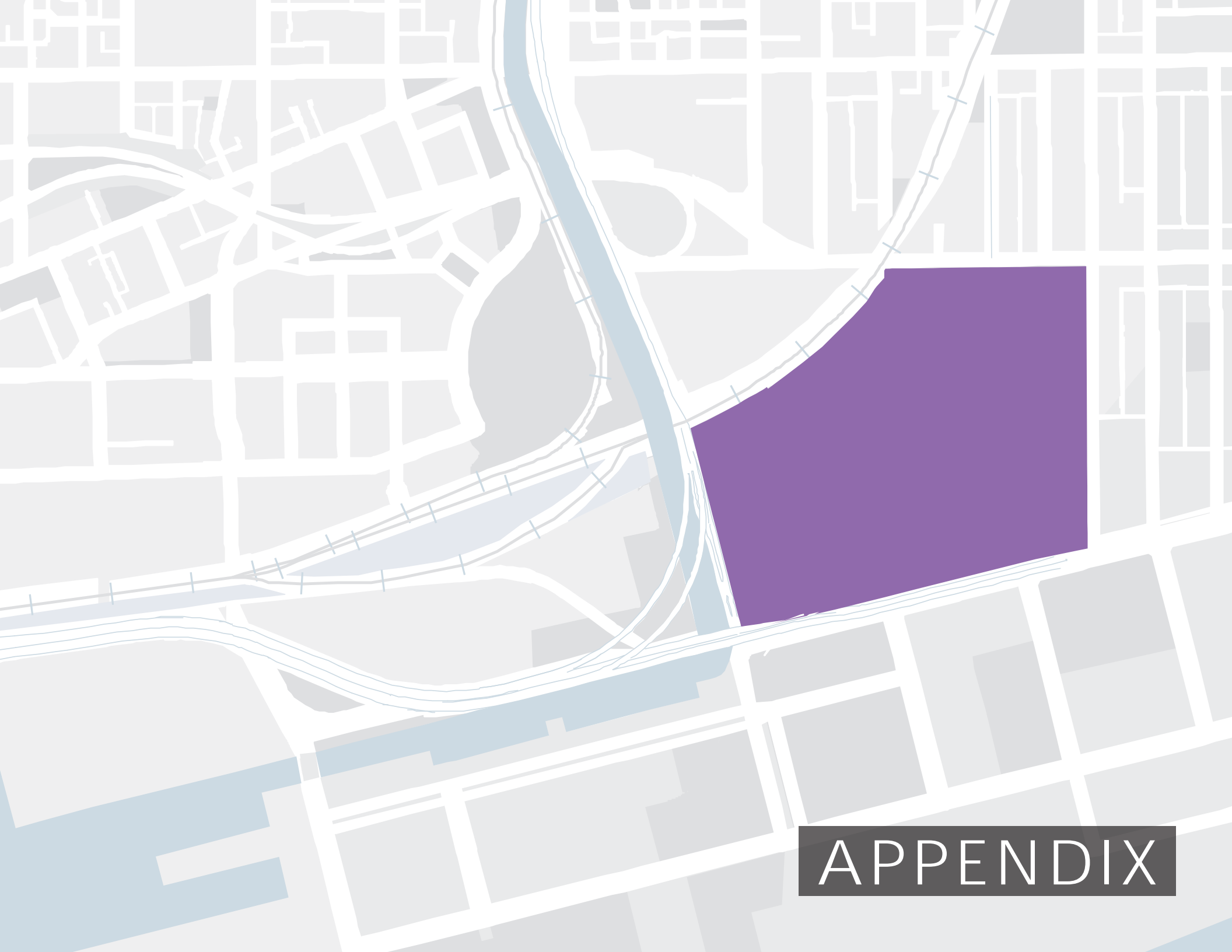
Phasing of development will be linked to infrastructure improvements to ensure orderly development and to ensure that development of the precinct's employment uses accompanies development of the other permitted uses. Regulatory tools under the Planning Act and City of Toronto Act, including the use of Holding (H) Symbols in implementing zoning, a framework for community benefit contributions pursuant to Section 37 or 45 of the Planning Act, the use of plan of subdivision and site plan control applications, and TRCA Regulatory approvals under O. Reg. 166/06 will be used to fully implement the vision for the Unilever Precinct over time.

Building on the recommendations provided in this precinct plan, more detailed design direction will be provided through the preparation of design guidelines. These guidelines will address a range of matters such as public realm design, public art deployment, built form, image, heritage, accessibility, and sustainability. The required content of these guidelines will be further articulated in the forthcoming Secondary Plan for the Unilever Precinct. Design guidelines should be advanced in close consultation with the public and key stakeholders including Metrolinx, TTC, CreateTO, TRCA, local BIAs, landowners, and other interest groups.



Construction will be phased and coordinated to ensure necessary supporting infrastructure is in place

Implementation -



APPENDIX

Appendix - Image Sources

Images and other graphic elements not listed below are owned by the City of Toronto or are public domain.

IMAGE	SOURCE	PAGE
Corktown Common with development in the background	Image courtesy of Waterfront Toronto: https://waterfronttoronto.ca/nbe/portal/waterfront/Home/waterfronthome/newsroom/image%20galleries/galleries/corktown+common	10
Taxis queuing along the curb	Gary J. Wood, Creative Commons: https://commons.wikimedia.org/wiki/File:Co-op_Cabs_April_2012.jpg	33
Filming near Metro Hall	Allan Daly, Creative Commons: https://commons.wikimedia.org/wiki/File:Saw_VII_filming_Metro_Hall_Toronto.jpg	33
Iconic mural in a pedestrian/bike tunnel in the Amsterdam Central Station	Jannes Linders, Creative Commons: https://travelbetweenthepages.com/2016/02/02/tunnel-vision-3/	38
Union Station Plaza	Jeff Hitchcock, Creative Commons: https://flic.kr/p/CbgRLs	41
Renaturalized river edge in Calgary	Jessa Morrison, Creative Commons: https://commons.wikimedia.org/wiki/File:River-Walk_East_Village.jpg	41
Listed Heritage Property at 415 Eastern Ave	Image courtesy of Avenue Road Furniture: https://avenue-road.com/pages/locations	45
Patrons enjoying outdoor music at the Toronto Cider Festival	Viv Lynch, Creative Commons: https://flic.kr/p/XWeMGn	53
New YMCA facility in the West Don Lands	Wylie Poon, Creative Commons: https://flic.kr/p/Hznft4	54
Building faces align to the diagonal orientation of Broadway in New York City.	Hu Totya, Creative Commons: https://commons.wikimedia.org/wiki/File:Broadway_diagonal.jpg	62

