



# 3.0 Built Form

3.1 Development Blocks

3.2 Character of a Vibrant Area



Figure 1: Existing built form and materials in the Secondary Plan area.

# 3.1 DEVELOPMENT BLOCKS

## 3.1.1 Demonstration Plan

The demonstration plan described here has been developed to illustrate the vision of the Urban Design Guidelines.

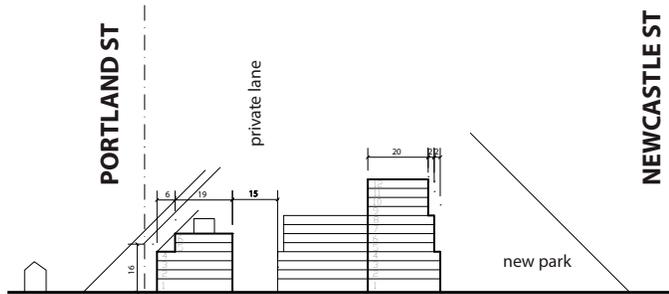


Figure 1: Section A, north-south looking east (Block D).

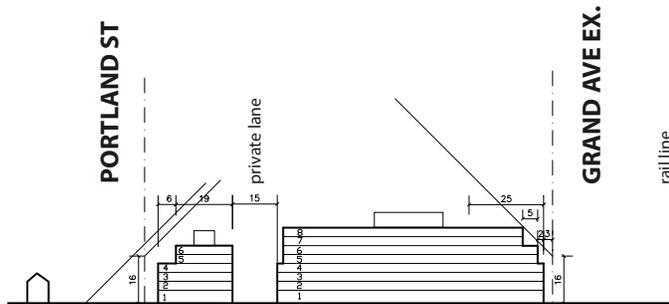


Figure 2: Section B: north-south looking east (Block E).

## 3.1.2 Detailed Block Plan

The coordination and timing of development in the Secondary Plan area is important to ensure appropriate intensification and the delivery of key pieces of neighbourhood infrastructure necessary to fulfill the objectives of the Secondary Plan.

The implementation strategy ensures that as each block develops, there will be a timely delivery of important infrastructure and structural elements such as a new public park, the Grand Avenue extension, the Mimico-Judson Greenway, other public realm improvements and site servicing. Landowners will be required to submit detailed block plans to be reviewed for conformity with the proposed Secondary Plan Policies and Urban Design Guidelines. Elements to be described can include, but are not limited to what is illustrated in Figure 3, the detailed block demonstration plan below.

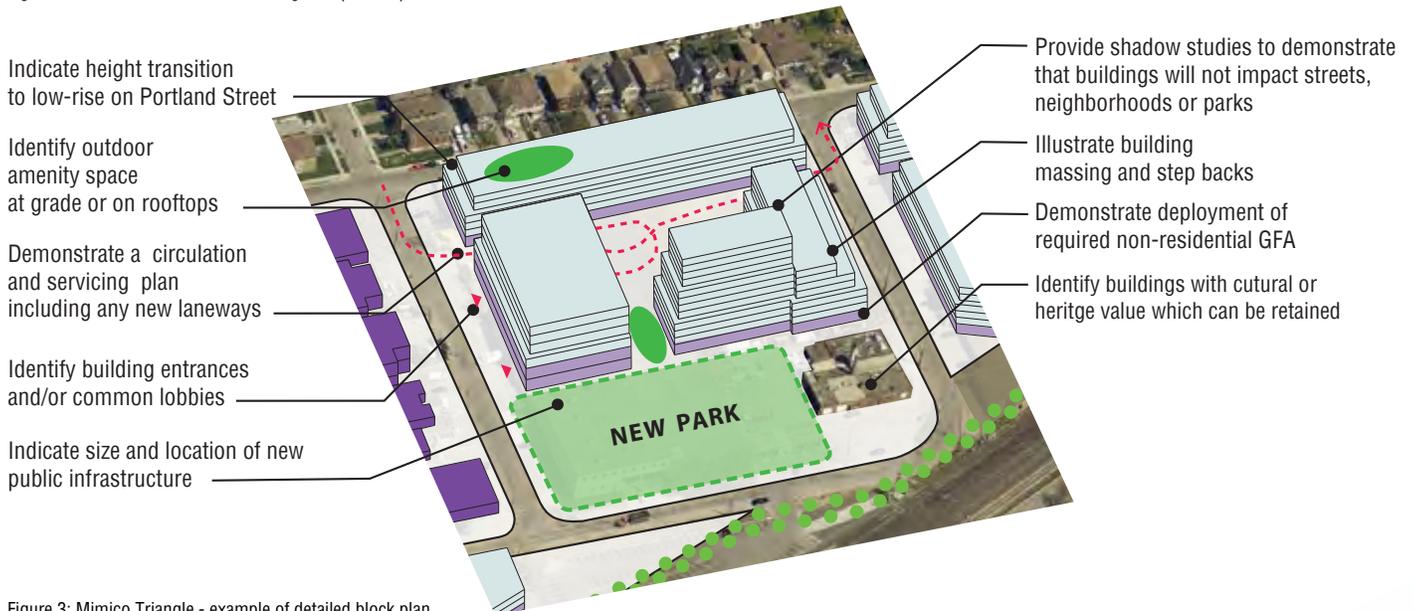


Figure 3: Mimico Triangle - example of detailed block plan

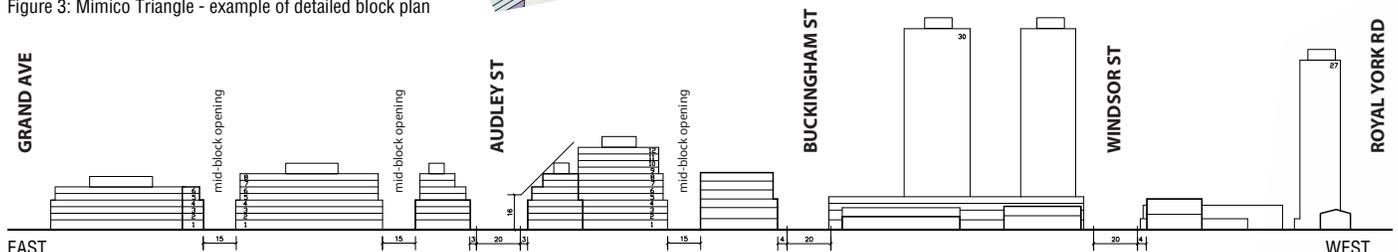


Figure 4: Section C: east-west looking south across the Mimico Triangle area.



Figure 1: Judson Street Area demonstration plan.



Figure 2: Mimico Triangle demonstration plan.



Figure 3: Mimico-Judson Secondary Plan Demonstration Plan, with the Mimico-Judson Greenway linking to Park anchors.

### 3.1.3 Scale, Massing & Transition

The urban structure and massing provided for in the Secondary Plan is intended to be low-rise at the boundary of the existing residential area, and then gradually increase in height with an apex at the Mimico GO station. The predominant mid-rise form will also transition well and be contextually appropriate alongside the existing low-rise employment uses that will remain. The additional height adjacent to the Mimico GO station is contextually appropriate and forms a small tower cluster relating to the existing residential tower under construction on Royal York Road and the seniors building to the west, both south of Newcastle Street. In combination, the towers, mid-rise buildings and low-rise employment buildings will support existing and planned transit service levels, neighbourhood livability and vibrancy.

Through new development, an appropriate mix of built form will promote the following objectives:

1. be physically compatible with the existing context within the Secondary Plan area and transition to low rise north of the Secondary Plan area;
2. be compatible with existing employment uses and support new mixed use development that will include employment uses;
3. provide flexibility to enable a broad mix of uses including light manufacturing, retail, commercial, office use and residential; and
4. contribute to transit-supported mixed-use area.

All future development is to be consistent with all City-wide Urban Design Guidelines including the Tall Building Design Guidelines, the Avenues & Mid-Rise Buildings Study and the Low-Rise Townhouse Guidelines.

#### JUDSON STREET AREA

The Judson Street area is constrained in terms of compatibility issues. Its built form is required to address the Willowbrook rail yards and transition to the lands designated *Neighbourhoods* to the north. The built form will be low-rise up to 4-stories.

#### MIMICO TRIANGLE AREA

A mix of building types is envisioned to provide a variety of uses, and built form; to address the GO station; and to provide transition to the existing low-rise employment and residential uses. The built form vision includes both tall buildings and mid-rise buildings. The considerations for both typologies follow.

#### 1. Tower & Base Building Form - Block C

Greater heights and densities are provided for by the Secondary Plan adjacent to the Mimico GO Station to support increased residential densities, enable transit-oriented development and cluster new towers with existing and approved towers near Royal York Road, south of Newcastle Street.

#### A) Tower heights

In order to create dynamic massing:

1. varying heights should be provided;
2. greater tower height should be located adjacent to the Mimico GO station and only south of Newcastle Street. Lower tower height should provide a transition to the mid-rise blocks; and
3. tower height may also be limited by shadow impacts on the new park.

#### B) Tower setback

To reinforce Windsor Street as the major pedestrian route and view terminus, towers should be setback:

1. a minimum of 5 metres from the face of the base building along Windsor Street; and
2. a minimum of 3 metres from the face of the base building in all other locations.

#### C) Tower separation distance

To retain sky-view, access to light and ensure privacy between new buildings a minimum separation of 25 metres will be provided between towers.

#### D) Tower location

The massing of the tower should:

1. be located to minimize impact on the street and park, allow views through the block; and
2. be evaluated relative to shadow impacts to ensure there is a minimum of 7 hours of sunlight on the park and no new shadows on lands designated *Neighbourhoods* at the equinoxes, subject to new shadow studies.

#### E) Base building height

To provide a transition to the existing townhouse development to the west, low-rise industrial buildings to the north and provide relief from the massing of the two towers, a 4-storey base building should be provided.

## 2. Mid-rise Form - Blocks B, C, D & E

New development will gradually transform the area into a predominantly mid-rise district. This typology is flexible and can accommodate stand-alone employment or mixed-use buildings.

**A) Height relative to the Right-of-Way** The deep blocks in the Mimico Triangle allow for greater heights than would be anticipated through the Mid-rise Guidelines. The 20 metre ROW would allow for a 6-storey building, but the Secondary Plan allows up to 8-storeys provided that new development:

1. achieves all the performance standards described in the Mid-rise Guidelines;
2. contributes to local vibrancy on public streets through sky view and sunlight on sidewalks and does not negatively impact the public realm or the street; and
3. will not penetrate the 45 degree angular plane illustrated in Figure 1, which is taken at 80% of the width of the ROW i.e. 16 metres (section below is shown for illustrative purposes and is not a prescriptive section).

**B) Street façade angular plane & pedestrian perception setback** To ensure coordinated development across the Secondary Plan area:

1. massing above a 4-storey base should be stepped back to ensure a consistent street wall; and
2. location and depth of balconies should not adversely impact or negate the pedestrian perception setback.

**C) Rear transition** There are no lands designated *Neighbourhoods* within the Secondary Plan area, as such, the rear transition described in the Mid-rise Guidelines does not apply. Instead, new development should provide:

1. pedestrian comfort by allowing additional light into the lane and block interior;
2. a setback above the 4th-storey base (in addition to the 15 metre separation distance) on the side and rear; and
3. balconies whose location and depth should not adversely impact or negate the pedestrian perception setback.

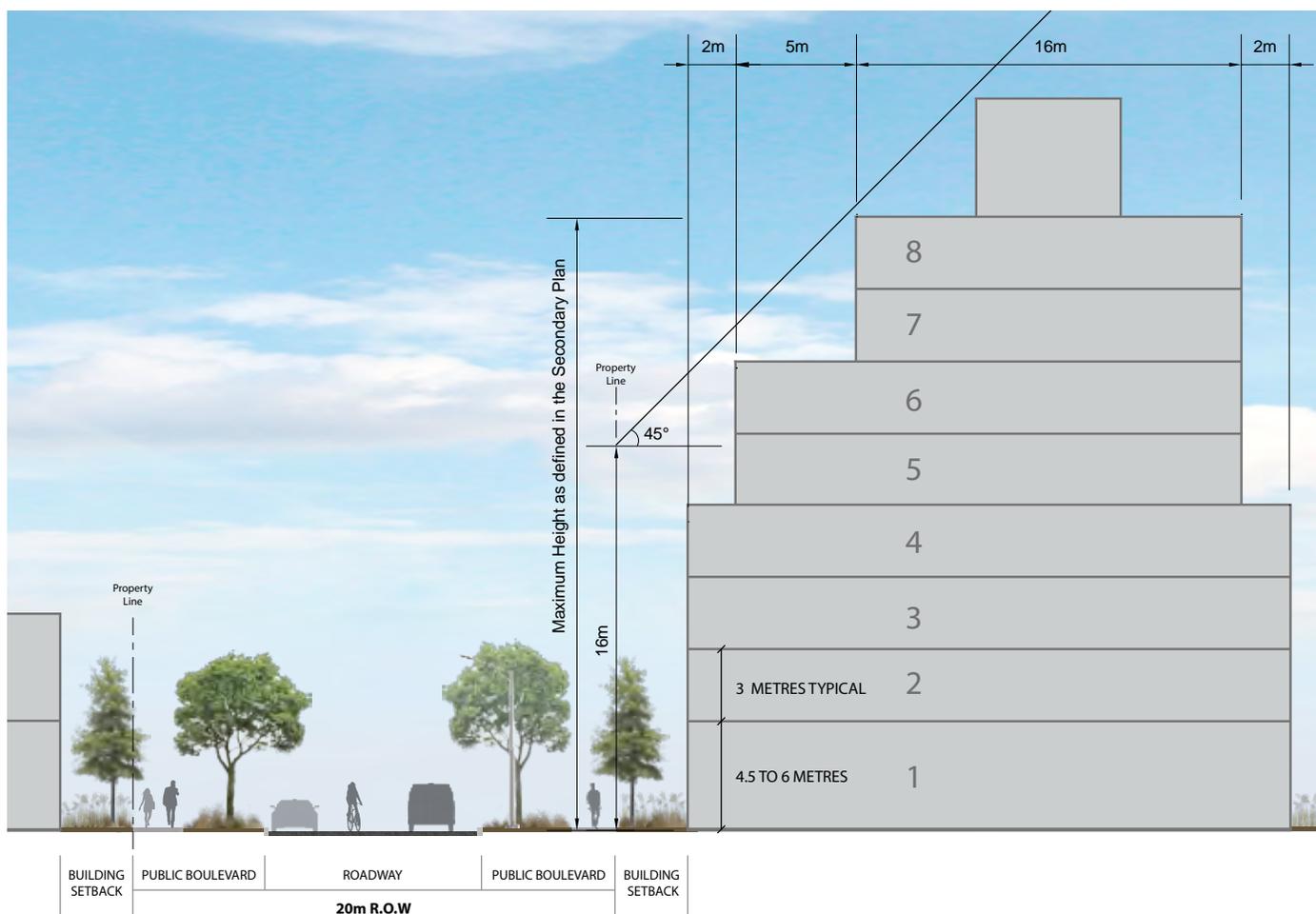


Figure 1: Typical massing for an 8-storey mid-rise building on a 20m R.O.W.

**D) Separation distances** To animate the private and public realm:

1. a minimum 15 metre separation distance should be provided between all buildings to ensure that active elevations can be provided on all building faces including side flanks (blank walls should be avoided);
2. where mid-block gaps are provided between buildings, secondary windows are encouraged to animate what would otherwise be a blank wall; and
3. the separation distance in this case should be a minimum of 6 metres to allow for a 2 metre walkway with 2 metre planting beds on either side to soften the side walls.

**E) Ground floor height** To support employment uses throughout the Secondary Plan area, new development should provide a ground floor height of:

1. 4.5 to 6 metres; and
2. approximately 4 metres on Portland Street to relate and transition to the neighbourhood to the north.

**F) Flexible Uses at Grade** The vision for the Secondary Plan area includes a vibrant public realm that is supported by employment uses, retail and services. In order to enable this vision:

1. Mid-rise performance standard #10 (At-Grade Uses: Residential) will apply, as illustrated in Figure 1 below;
2. Residential Standard A and B should be provided if residential uses are pursued (residential Standard C is not appropriate for this area as it is not convertible to other uses in the future);
3. infill ground floor levels should be located between 0.9 to 1.2 metres above the public sidewalk;
4. a positive relationship should be provided between at-grade uses and the public realm; and
5. basement units are not to front onto public streets.

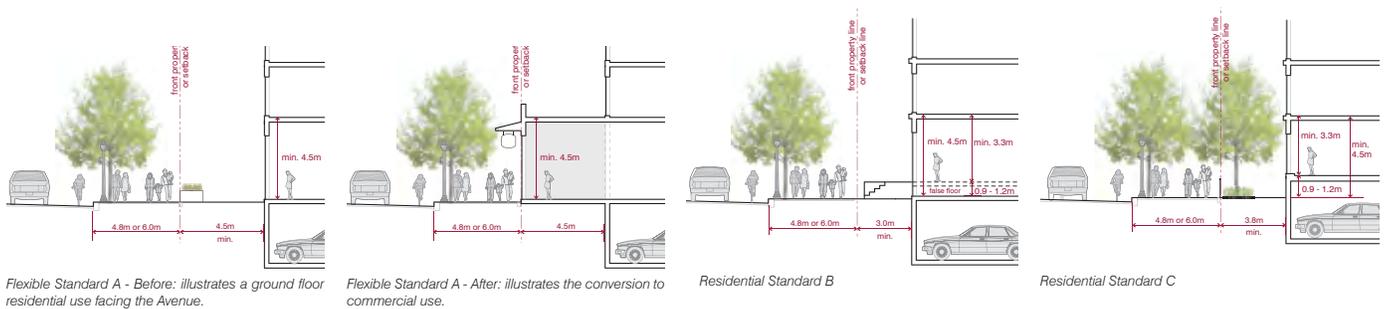


Figure 1: Diagram of flexible uses at grade, from the Mid-rise Guidelines.



Figure 2: Boston Avenue mid-rise and low-rise buildings transitions to houses across the street. Building provides a consistent street wall with minimal interruptions to the boulevard.



Figure 1: Storefront frontage, residential above at Dundas Street East and Logan Avenue.

### 3.1.4 Flexible Buildings

#### A) Warehouse District

In order to expand business; ensure flexible mixed-use development; and achieve the desired vision of a vibrant warehouse district:

1. flexible building design should be considered;
2. where appropriate and permitted, mixed-use buildings could accommodate commercial uses on the lower floors;
3. commercial uses of various scales, at grade, should animate streets, courtyards and mid-block connections; and
4. where appropriate and permitted, home occupation uses throughout the building could be enabled through flexible building design.

#### B) Flexible Building Design

Flexible building design will achieve sustainability objectives as it can be adapted and converted over time. The following design considerations should allow for flexible “universal space” that can easily provide for a range of work uses and provide unique residential units:

1. column grid structure to allow for partition flexibility rather than shear walls which limit flexibility;
2. deeper building footprints to allow for flexible uses and storage at the rear of the unit;
3. high floor to floor heights to allow for flexible uses or multi-level (mezzanine) infill within a unit;
4. large windows to increase light penetration and provide a favourable living and working space;
5. high floor loading capacity; and
6. oversized corridors and elevators.

For more information on flexible building typology, see the King Liberty Village Urban Design Guidelines.



Figure 2: 'The Duke' in the Junction - home occupation storefronts fronting on the laneway.

### 3.1.5 Courtyard Massing

Because of the depth of some of the existing blocks, new development is encouraged to develop as a courtyard typology or an "L" shaped configuration. Where this typology is pursued, development should provide:

1. continuous massing to create a street-wall;
2. servicing and drop off at the rear;
3. open space internal to the block for employment and/or residential uses.



Figure 1: Courtyard-style development at King Street West and Tecumseth Street.



Figure 2: Detail view of courtyard above which incorporates play space for children.



Figure 3: Detail view of courtyard above which incorporates vehicular access, mature trees.

### 3.1.6 Residential & Employee Amenity

Amenity areas are an important component of high-quality development that promotes liveability. New development will provide:

1. two square metres per residential unit for indoor amenity and two square metres per residential unit for outdoor amenity;
2. indoor and outdoor amenity spaces adjacent to each other;
3. additional outdoor space should include amenity for dogs;
4. amenity for employment uses to provide passive areas for employees;
5. internal courtyards or rear yards, which are ideal places for outdoor amenity;
6. rooftop amenity to make full use of horizontal surfaces; and
7. for rooftops, a combination of green roof planting and amenity terraces.



Figure 4: Existing employee amenity in the Mimico Triangle area.



Figure 5: Phoebe Building Courtyard amenity area.

### 3.1.7 Building Entrances

Main building entrances should animate the public realm and should:

1. be located on the primary street facing elevation and directly connected to public sidewalks;
2. be connected to rear entrances with through-lobbies for parking and servicing access in the rear;
3. be well articulated and animated and clearly display the building address; and
4. include lighting, furniture and landscape features.

#### A) JUDSON STREET AREA

Primary entrances should be:

1. provided on the building frontage, with through-lobbies to connect to secondary, convenience entrances serving parking in the rear.

#### B) MIMICO TRIANGLE AREA

New development should provide:

1. a shared atrium entrance to encourage synergies between residential, employment and retail, where appropriate;
2. setbacks, alcoves and forecourts at building entrances to provide a sense of arrival; and
3. outdoor spaces near entrances designed as POPS to encourage resident and/or employee interaction.

#### B1) Block C

To provide access to the Mimico GO station:

1. the residential entrance for the west tower should be located on Windsor Street; and
2. convenience entrances or short-cut walkways should be incorporated to facilitate pedestrian routes to the Mimico GO station.

#### B2) Portland Street

New development on Portland Street should relate to the pattern of existing houses and businesses on the north side of the street by providing:

1. multiple entrances to private units; and
2. elevations that respond to built form across the street with vertically articulated bays in increments of 6 – 8 metres, to reflect the existing lot width.

### 3.1.8 Vehicular Access, Parking & Servicing

All vehicular access and servicing should be designed to reduce conflicts between all users and improve the experience of the public realm.

#### A) Vehicular Access

New development will make a positive contribution to the public realm and will:

1. minimize curb cuts and disruptions to the street frontage to allow for a more continuous streetscape;
2. consolidate and share vehicular access and shared lanes to minimize areas devoted to vehicular movement and to maximize on street parking opportunities;
3. minimize turning radii and lane widths, while ensuring that truck movements are functional, where required;
4. locate convenience pick-up / drop-off and servicing activity at the rear of the building, connected to the main entrance with a through-lobby;
5. devote front yard open space to landscape and passive amenity;
6. locate vehicle turn-around areas at the rear of buildings, not on the street frontage; and
7. locate at-grade employment parking behind the main front wall of the building or locate parking underground.

#### B) Site Servicing

New development should seek to minimize the visual impact of site servicing:

1. parking and servicing is to be:
  - a. located at the rear of the site, off a lane or driveway, not along the frontage between the sidewalk and building face;
  - b. architecturally treated, incorporating landscape and architectural screening and other mitigation measures;
2. parking ramps should be recessed into building massing to integrate the access area into the building and reduce its visual presence and site footprint;
3. garbage and service areas should not be visible from the building exterior and should be located inside the building; and
4. in the Mimico Triangle, at-grade or above-grade structured parking should be avoided and underground parking should be provided to allow for active uses at-grade.

### 3.1.9 Active Elevations

New development should ensure that building frontages make a positive contribution to the public realm by providing the following:

1. active, animated, interesting building frontages made of high-quality materials;
2. treatments that provide a positive relationship with the public realm to promote pedestrian activity and enhance the sense of community in the area, on the first, second and third floors;
3. at-grade spaces of generous proportions to allow for active uses, and ensure that elevations are not negatively compromised by above-grade vehicular parking at the rear;
4. building entrances and building uses at grade that are active and visible through glazed materials; (areas which are unoccupied the majority of time, like amenity areas, should be avoided at grade);
5. employment or commercial activities facing the street;
6. furniture along the building frontage and within the public boulevard to allow activities in buildings to spill out and animate the public realm;
7. employment uses that produce food and beverage have a unique opportunity to provide front patios;
8. coordinated design and continuity of street wall elements such as canopies and projecting cornices;
9. active elevations along all building frontages facing the Mimico-Judson Greenway to reinforce importance of this structuring element; and
10. active elevations are critical on the Block C, where the Mimico-Judson Greenway runs along the rear of the building: all service areas and service rooms should be located inside the building and screened from the public realm.



Figure 1: Animated entrance treatment at 60 Atlantic (TUDA winner).



Figure 2: Active building frontage on Blue Jays Way.



Figure 3: Building activity and manufacturing animates the frontage at Bellwood's Brewery.



Figure 4: Modest furniture design intervention at Shaw Street and Queen Street West.

### 3.1.10 Planning for Children

In order to develop a complete community, new residential development should incorporate:

1. unit types and amenity areas that consider the needs of children;
2. flexible building design principles to encourage adaptable buildings;
3. columns instead of shear walls to allow for unit combinations as needs arise (see the section on Flexible Buildings); and
4. landscapes that contribute to childhood development.

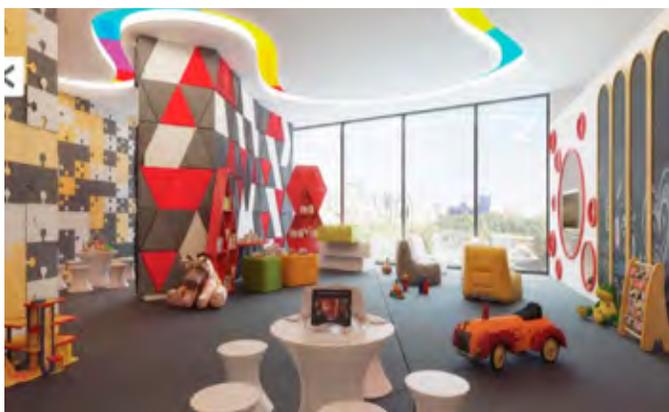


Figure 1: Amenity space designed for children at 30 Ordnance Street, Garrison Point.

### 3.1.11 Shadows & Wind

Pedestrian activity in the Secondary Plan area is consistent year-round due to the Mimico GO station. New development should ensure that:

1. tower massing results in wind conditions that are comfortable for sitting, standing and slow walking throughout the year, including the winter season.

All development should seek to minimize shadows on the public realm. New development should:

2. provide a minimum of 5 hours of continuous sunlight on public sidewalks from the spring through to the fall; and
3. provide shadow studies to confirm that new development is designed to maximize sunlight access onto the park including a minimum of 7 hours of sunlight on the park during the equinoxes.

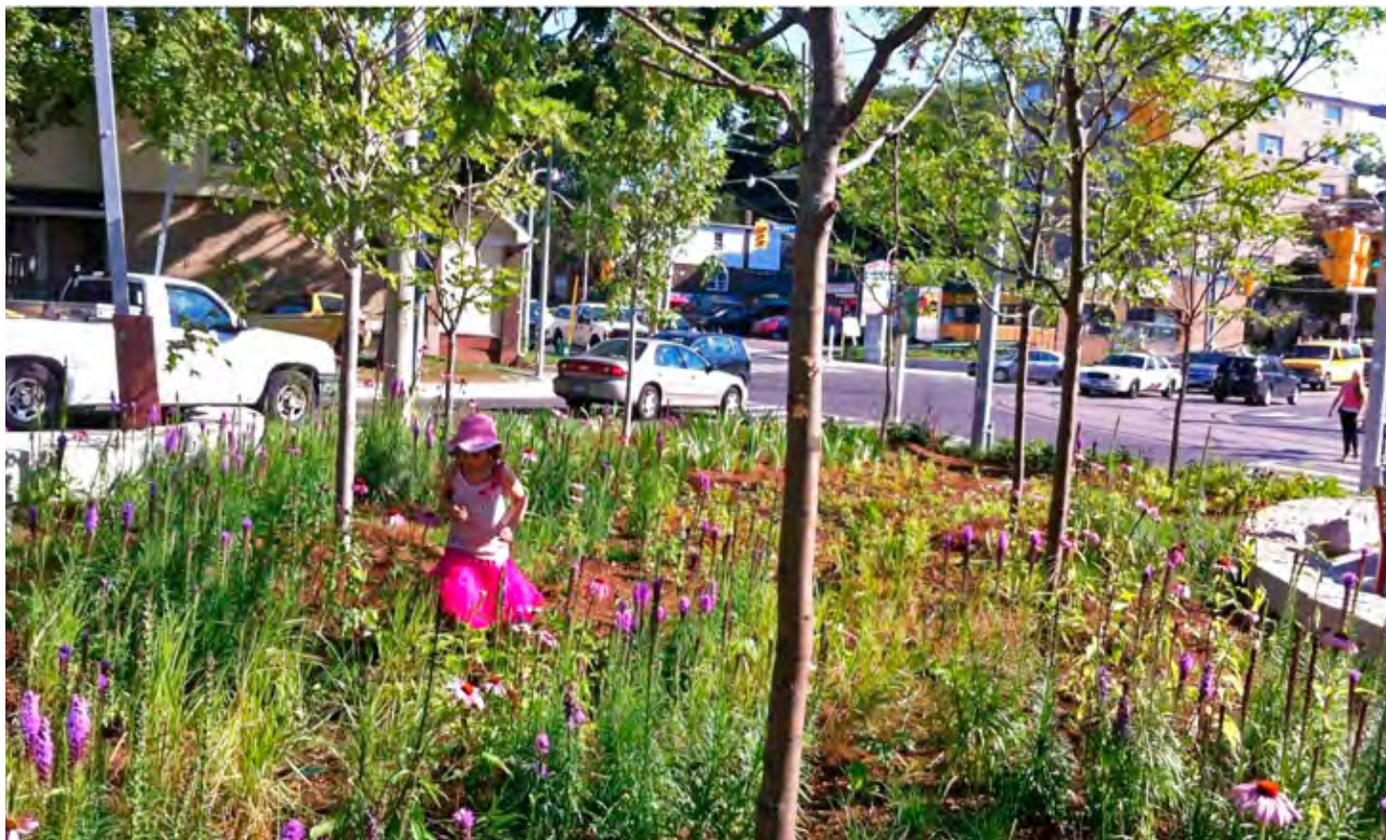


Figure 2: Fairford-Coxwell Parkette - naturalized planting provides play and learning opportunities for children.

## 3.2 CHARACTER OF A VIBRANT AREA

New development should contribute to the cohesive industrial character that currently exists and will be expanded. The Secondary Plan has put forward a land use and massing strategy that will allow for the coordinated redevelopment of the area. Further to this, true integration of the area should be provided through a coordinated approach to design.

Many of the existing viable industrial uses are likely to remain. In addition, the Secondary Plan and Urban Design Guidelines set the shape of development and redevelopment for the next 15-20 years - as such, properties could remain in their present state for some time. New development should be informed by the existing character by providing:

1. a meaningful, contemporary interpretation of the context and character defined by small scale industrial activity;
2. predominantly masonry and metal materials; and
3. naturalized landscapes.



Figure 2: Naturalized planting in the boulevard off Queen Street West.



Figure 4: Industrial front yard treatment and address on Booth Street.



Figure 1: Hyper-graphic signage, heritage building adaptive re-use at Wychwood Barns.



Figure 3: PARKhive at the West Toronto Rail Path - temporary plant sale in mobile unit.



Figure 5: Corrugated metal, hypergraphic signage - Birch Contemporary Gallery.



Figure 1: Integration of industrial materials, informal planting, gravel on Tecumseth Street.



Figure 2: Sumach Silhouette at Eastern Avenue by Scott Eunson / Marianne Lovink.



Figure 4: Weathered metal tree grate covers at Barbara Hall Park (TUDA winner).

### 3.2.1 Character: Industrial Fabric & Naturalized Landscape

New development and improvements to the public realm should respond to the existing local character. The area is predominated by fine-grained industrial buildings from the 1950s with restrained massing and a limited material palette. New development should consider the following:

1. high-quality, durable building materials should be used;
2. masonry is the predominant material in the area and should be used in new development;
3. other local industrial materials are encouraged to develop a relationship with the existing character: stainless steel, weathered steel, corrugated plastic or metal, standing seam metal cladding and expanded metal mesh;
4. industrial materials are encouraged on new built form and exterior landscape treatments like: exterior stairways, landscape elements and signage;
5. landscape elements could include gravel and stone; and
6. industrially-inspired visual design elements such as hyper-graphic street address or signage is encouraged.



Figure 3: Hyper-graphic address at 60 Atlantic (TUDA winner).



Figure 5: Noble Street Studios combine masonry and metal materials (TUDA winner).

### 3.2.2 Building Expression

Building design should be coordinated throughout the area and the following elements should be provided:

1. massing should exhibit a strong expression of the structural rhythm along the street;
2. cladding of lower 4-storey base should be made of heavier, durable materials; and
3. cladding of upper levels should feature lighter materials, expansive glazing and glass corners, where appropriate.



Figure 1: 783 Bathurst Street - B.streets Condos, by Hariiri Pontarini Architects, uses light coloured materials above a heavy masonry base (TUDA winner).



Figure 2: 589 King Street East, by Core Architects, demonstrates restrained massing and punched windows, and is articulated by the white fins in the window openings.



Figure 3: Block 4, West Don Lands, by KPMB Architects maximizes glazing at upper levels.

### 3.2.3 Heritage Character & Adaptive Reuse

Heritage resources are an asset to the community and the region as they contribute invaluable character and provide a sense of place. There is a unique opportunity in the Secondary Plan area to celebrate and interpret local cultural, architectural, archaeological and natural heritage elements and context.

Through the Secondary Plan process and public consultation, the local heritage character was identified as one of the defining features of the area. Appendix A.1 provides a description of buildings which contribute to the historical context. Adaptive reuse of existing character buildings is encouraged. To protect heritage resources:

1. further heritage study should be undertaken in the Secondary Plan area to identify significant buildings;
2. future development may require Heritage Impact Studies; and
3. where new development is built next to a heritage or character building, the following should be provided:
  - a. a generous setback from the front face of the existing building to ensure it remains a prominent element within the public realm; and
  - b. contemporary and restrained massing and materials to build on the local character without attempting to replicate it.



Figure 4: 100 Broadview Avenue demonstrates glazing on a masonry base.

### 3.2.4 Animation Opportunities - Mobile Units



Figure 1: Scadding Court containers and associated furniture animate the public realm (TUDA winner).

In keeping with the area's industrial character, pre-fabricated buildings, storage containers or vehicles could be used to animate private sites. This building type can augment and contribute to new high-quality buildings while also responding to the existing context of industrial built fabric.

Temporary structures can act as economic incubators and may be suitable to provide or augment infrastructure for restaurants or employee amenity prior to the full build-out of the Mimico-Judson area. Employment uses could likewise consider using semi-permanent units to augment or add onto existing buildings.



Figure 2: A pre-fabricated building addition augments an existing building, addresses street frontage, and creates an enclosed forecourt.



Figure 3: A container and a food truck provide infrastructure, enclosure and animation for a backyard patio space at El Patio restaurant, on Pearl Street.



Figure 4: Installation at Todmorden Mills by artist Dean Baldwin with No.9 Contemporary Art & the Environment - containers service the open space and events.

### 3.2.5 Landscape Strategy: Naturescaping

The landscape concept in the Secondary Plan area should integrate with the existing local naturalized landscapes. The informal landscapes along the rail corridor and along the edges of industrial sites contribute to a character that should be responded to. Naturalization and naturescaping rather than formal gardens, will ensure that new sites will integrate with existing wild or un-designed areas. The following should be considered:

1. a naturalized planting approach should be developed throughout the public and private realm;
2. planting should require minimal or preferably no irrigation and it should: be layered to provide an evolving visual display; provide habitat throughout the seasons; and ensure that plants retain their form through winter;
3. all acoustic and blank walls should be screened with mass planting of evergreen vines and shrubs;
4. new planting should make a contribution to the City of Toronto's biodiversity and tree canopy targets;
5. opportunities for interpretation and education should be provided through sustainable design;
6. furniture should be incorporated into landscape design, including rough-hewn stone seating or large wood blocks to augment the City's standard streetscape furniture; and
7. planting within the boulevard should incorporate foot paths where appropriate.



Figure 3: Naturalized landscape, concrete seating - Lake Shore Boulevard East.



Figure 5: Wellington Street boulevard improvement: naturalized planting and stone seating.



Figure 1: Yonge Street installation by Bienenstock.



Figure 2: Native planting on Brown's Line (a Civic Improvement capital project).



Figure 4 : Log seating fronting the multiuse trail on Queens Quay West.



Figure 6: Detail of Wellington Street stone seating and bicycle rings.

### 3.2.6 Environment & Sustainability

New development should minimize energy consumption through site and building design. Applications will comply with the City of Toronto's Tier 1 Toronto Green Standards. Applicants are encouraged to show leadership in sustainable initiatives and meet the voluntary Tier 2 program and seek reductions in development charges. Grey water recycling and district energy at the scale of the block or neighborhood is strongly encouraged.

#### Extra Green 'Green Streets'

New public streets should be designed to meet or exceed the forthcoming Green Streets Development Guidelines. All new public and private development should pursue low impact stormwater management techniques to maximize irrigation potential, as per the Toronto Green Standard. All hard surfaces should drain into landscape beds or be permeable to allow for groundwater recharge.



Figure 1: Front Street, West Don Lands - stormwater directed into landscape bed curb openings.

### 3.2.7 Design Excellence

New development in the Secondary Plan area should complement the existing character and seek design excellence to ensure that architectural details and materials enhance the public realm and make positive contributions to the area. The design of buildings, open spaces and street frontages should be of the highest quality using materials that are durable, timeless and sustainable. Architectural diversity is encouraged to provide design variation and respond to the diversity of existing structures.

#### Design Review Panel

New development in the Secondary Plan area will be presented to the Design Review Panel. The input of the panel will be especially valuable around issues such as: preserving the uniqueness of area; maintaining vitality; ensuring comfort and safety; and making new development compatible with its surroundings. Projects which should be taken to the panel include, but are not limited to: the new Park, the Royal York Road overpass, the Grand Avenue extension, as well as new midrise and tall building development applications.

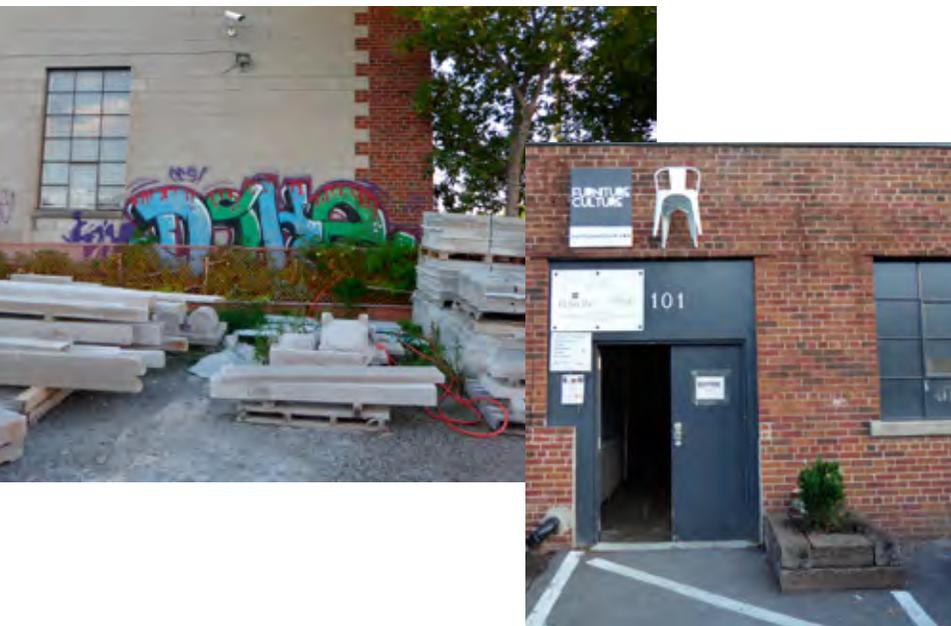


Figure 2: City Hall - high quality materials and planting.



Figure 3: Fairford-Coxwell Parkette - stormwater management swale, naturalized planting, furniture and pedestrian-scale lighting.





# Appendix

- Appendix A.1** Secondary Plan Area Natural & Cultural Heritage
- Appendix A.2** Local Enterprise & Character
- Appendix A.3** Image Credit
- Appendix A.4** Reference Documents



Figure 1: Existing uses in the Mimico Triangle Area.

## Appendix A.1: Secondary Plan Area Natural & Cultural Heritage

Within the Secondary Plan area, a number of buildings were found that contribute to the historical context. Adaptive reuse for public or private uses is encouraged. A number of major manufacturing sites and buildings in the area were demolished, but their legacy contributes to the area's narrative and resulting character. There are opportunities to interpret these former uses.

### A) 49 Judson Street

This lot contains two structures that form part of the historical context. The existing house on the frontage has unique characteristics. At the rear of the site a large factory building was used by the Dominion Abrasive Wheel Company, circa 1916/1917. The building was designed to be 150 feet long and 50 feet wide and contained a large kiln room.



Figure 2: Silicate process department with tamping stools and oven in background.



Figure 1: Industrial kiln in operation.



Figure 3: Mixing department, mixing kettles and moulds drying on benches.



Figure 4: Exterior view of factory from Judson Street.



Figure 5: House fronting Judson Street.



Figure 6: Factory building, as occupied in 2015.

### B) 1 Audley Street

There is an existing one-storey industrial building at the north/west corner of Audley Street and Newcastle Street. It was built by the Augustine Automatic Rotary Engine Company of Canada. This company was leading technological innovations and was featured in Canadian Machinery magazine in 1917. The building was later owned by the Schindler Company of Canada which produced fishing line. The company's painted logo remains on the south building face and three vertical chimney elements form distinctive parts of the local skyline and should be retained.



Figure 1: Fishing line produced by the Shindler Company.



Figure 2: Existing building at 1 Audley Street.

**C) Natural History**

Superior Creek runs through the Secondary Plan area, near the Mimico GO station. Superior Creek has long been buried and has suffered the most damage of the remnant creeks in the area. It now flows entirely through storm sewers. Opportunities exist to mark its location through interpretive signage.

**D) Audley Street & Portland Street**

In the 1930s, the Town of Mimico used a portion of the triangle block east of Audley Street as a landfill site, filling in the former shale pit from the Toronto Fire Brick Company.

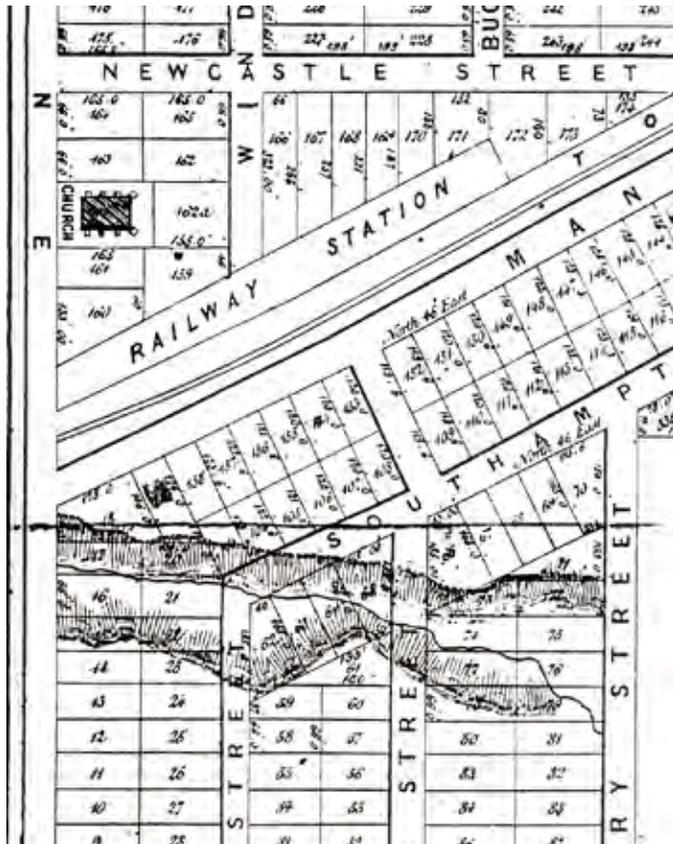


Figure 1: Superior Creek 1856 - JO Browne Plan of the Town of Mimico.

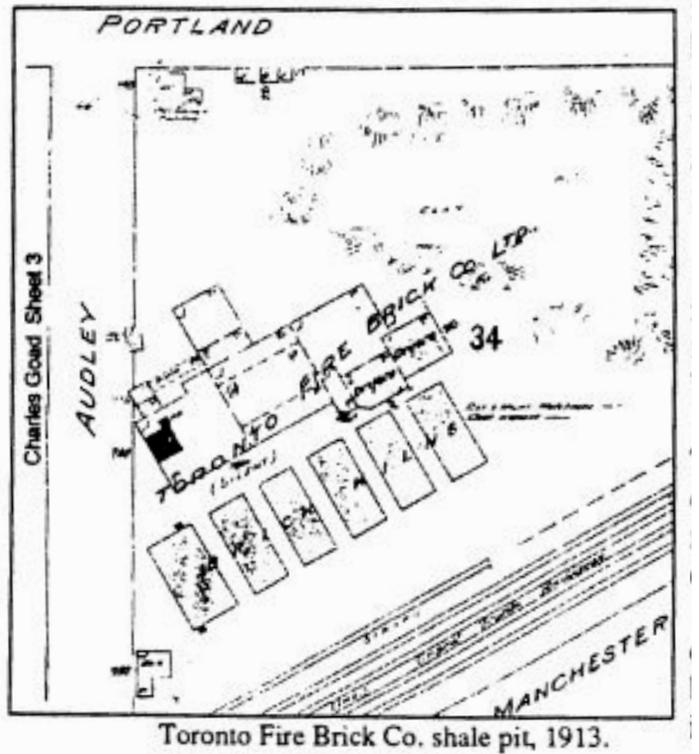


Figure 3: Toronto Fire Brick Company.



Figure 2: Lost creeks of South Etobicoke - approximate Secondary Plan area shown in red.

## Appendix A.2 Local Enterprise & Character



Figure 1: 100 Symes Road - a flexible industrial building that houses a mix of uses.

### Precedent: 100 Symes Road

A generic, flexible industrial building that has allowed for a mix of uses to establish themselves: brewery with bar and retail sale, parkour studio, solar panel manufacturer and screen printer.

As of 2015, the Mimico Triangle included more than 30 businesses that represent a wide range of sectors including food production and retail, auto repair, carpentry, clothing manufacturing, architectural office, African dance school and recording studios. Consultation with local businesses revealed that many are well established and committed to staying in the area. For more information see the case studies in the Secondary Plan Staff Directions Report dated October 28, 2015.

In order to contribute to the unique atmosphere and character of the area, new development is encouraged to provide built form to accommodate uses that would be sympathetic with the existing uses and compatible with future residential uses:

- light manufacturing;
- media production and technology firms;
- co-working spaces;
- food production, retail sale and restaurants;
- breweries; and
- food truck maintenance and storage.



Figure 2: Map of local businesses in the Mimico Triangle area in 2015.

## Appendix A.3 Image Credit

- Page 7 Figure 1 – Urban Strategies; Figure 2 – Bing Maps
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- Page 52 Figure 3 – Hullmark / Quadrangle Architects; Figure 4 – thinc design; Figure 5 – Athos Zaghi and Robert Kastelic (AKB)
- Page 53 Figure 1 – Hariri Pontarini Architects; Figure 3 – Waterfront Toronto
- Page 54 Figure 4 – No.9 Contemporary Art & the Environment
- Page 56 Figure 1 – Waterfront Toronto
- Page 59 Figure 1-4 – Canadian Machinery, 1917
- Page 60 Figure 1 – Michael Harrison
- Page 61 Figure 1-3 – Toward the Ecological Restoration of South Etobicoke, Environmental Planning & Policy Associates, 1997

## Appendix A.4 Reference Documents

### BUILT FORM

- Tall Building Design Guidelines, City of Toronto, 2013
- Mid-Rise Building Guidelines: Avenues and Mid-Rise Buildings Study, Brook McIlroy and City of Toronto, 2010
- Low-Rise Building Guidelines, City of Toronto, 2016 (forthcoming - pending Council approval)
- Planning for Children in Vertical Communities Handbook, City of Toronto, 2016 (forthcoming - pending Council approval)
- Bird-Friendly Development Guidelines, City of Toronto, 2007

### PUBLIC REALM

- POPs Guidelines for Privately-Owned Publicly Accessible Spaces, City of Toronto, 2014
- Percent for Public Art Program Guidelines, City of Toronto, 2010
- 'Greening' Surface Parking Lots Design Guidelines, City of Toronto, 2007
- Park People Report: Making Connections, Toronto, 2015

### STREETS & TRAILS

- Development Infrastructure Policy and Standards, City of Toronto, 2005
- Complete Streets and Green Streets Guidelines, City of Toronto, 2016 (forthcoming - pending Council approval)
- Urban Design Streetscape Manual, City of Toronto, no date
- Multi-Use Trail Design Guidelines, City of Toronto, 2014
- Guidelines for the Design and Management of Bicycle Parking Facilities, City of Toronto, 2008

### LANDSCAPE

- Tree Planting Solutions in Hard Boulevard Surfaces - Best Practices Manual, City of Toronto, 2013
- Drought Tolerant Landscaping: A Resource for Development, City of Toronto, 2012
- Naturescaping resource, Toronto Regional Conservation Authority, no date
- Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement, 2005
- Toronto Native Plant Lists, Urban Forestry, City of Toronto, not date
- Landscape and Child Development Guidelines, TDSB / Evergreen, 2013

### OTHER

- Toronto Green Standards, City of Toronto, no date
- Guidelines for New Development in Proximity to Railway Operations - prepared for the Federation Of Canadian Municipalities And The Railway Association Of Canada, May 2013



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