

**ATTACHMENT 2**

# **MIMICO-JUDSON URBAN DESIGN GUIDELINES**

**NOTE REGARDING PRINTING PDF:**

This page has been left blank for formatting puposes

**DO NOT PRINT THIS PAGE**

**Print the document from page 2-end, double sided.**

**NOTE REGARDING VIEWING PDF:**

**View the document in "Spread Mode"**

**In PDF viewer:**

**Go to "View" > "Page Display" > "Two Page View"**





Figure 1: Mimico GO station parking lot.

## **City of Toronto**

Mimico-Judson Urban Design Guidelines

Mimico-Judson Urban Design Guidelines online:

<http://bit.ly/PrAKlp>

Photo Credits are listed in Appendix A.4.

# Table of Contents

## Mimico-Judson Urban Design Guidelines

### 1.0 Introduction

- 1.1 Background
- 1.2 Mandate
- 1.3 Secondary Plan Area
- 1.4 Surrounding Context
- 1.5 Vision Statement
- 1.6 Structure Plan: Big Moves

### 2.0 Public Realm

- 2.1 Urban Structure Improvements & Big Moves
  - 2.1.1 Rail Setbacks
  - 2.1.2 Mimico GO Station Improvements
  - 2.1.3 Mimico-Judson Greenway
  - 2.1.4 Grand Avenue Extension
  - 2.1.5 Royal York Pedestrian & Cyclist Overpass
- 2.2 Public Realm Improvements
  - 2.2.1 Public Streets
  - 2.2.2 Pedestrian & Cycling Network
  - 2.2.3 Setbacks
  - 2.2.4 Laneways & Midblock Connections
  - 2.2.5 Street Sections
  - 2.2.6 Greening Strategy
- 2.3 Special Areas: Public Space Plan
  - 2.3.1 Parks & Public Open Space Network
  - 2.3.2 Privately Owned Publicly-accessible Space (POPS)
  - 2.3.3 Public Art
  - 2.3.4 Gateways & View Corridors
  - 2.3.5 Prominent Corner Sites
  - 2.3.6 Public Realm Plan

# Table of Contents

## Mimico-Judson Urban Design Guidelines

### 3.0 Built Form

#### 3.1 Development Blocks

- 3.1.1 Demonstration Plan
- 3.1.2 Detailed Block Plan
- 3.1.3 Scale, Massing & Transition
- 3.1.4 Flexible Buildings
- 3.1.5 Courtyard Massing
- 3.1.6 Residential & Employee Amenity
- 3.1.7 Building Entrances
- 3.1.8 Vehicular Access, Parking & Servicing
- 3.1.9 Active Elevations
- 3.1.10 Planning for Children
- 3.1.11 Shadows & Wind

#### 3.2 Character of a Vibrant Area

- 3.2.1 Character: Industrial Fabric & Naturalized Landscape
- 3.2.2 Building Expression
- 3.2.3 Heritage Character & Adaptive Reuse
- 3.2.4 Animation Opportunities - Mobile Units
- 3.2.5 Landscape Strategy: Naturescaping
- 3.2.6 Environment & Sustainability
- 3.2.7 Design Excellence

### 4.0 Appendix

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

# 1.0 Introduction

- 1.1 Background
- 1.2 Mandate
- 1.3 Secondary Plan Area
- 1.4 Surrounding Context
- 1.5 Vision Statement
- 1.6 Structure Plan: Big Moves

---

The City of Toronto's City Planning Division would like to thank those who participated in the community consultation process. This document has been enhanced by local knowledge and feedback.

All precedent projects included in this document are located in the City of Toronto. The Mimico-Judson Urban Design Guidelines encourage a context-specific response to the area, which builds on Toronto's existing best practices. Many precedents are winners of Toronto Urban Design Awards (TUDA), as noted.

## 1.1 BACKGROUND

As part of the 2013 Municipal Comprehensive Review of the City of Toronto's Employment Lands, City Council identified the Mimico-Judson area as one in need of revitalization. The lands were redesignated from *Employment Areas* to *Regeneration Areas* to allow for a greater diversity of uses to be introduced along with key public realm investments as part of a Secondary Plan. The Mimico-Judson Secondary Plan introduces residential permissions on certain lands previously designated as *Employment Areas*, with the intent of maintaining the area's historic economic and employment function through a development framework to help direct the intended revitalization.



Figure 1: Willowbrook Yards in the foreground, Secondary Plan area denoted in red.

## 1.2 MANDATE

The Mimico-Judson Urban Design Guidelines apply to the entire Secondary Plan area and are to be read in conjunction with the Official Plan and the Mimico-Judson Secondary Plan No. 35. This supporting document provides detailed implementation guidance to ensure that development is coordinated and consistent with the Secondary Plan.

This document will provide direction to City staff in their review of development proposals and public works. This document illustrates design principles and provides a point of reference that demonstrates the vision for the area: through qualitative and quantitative direction.

The Mimico-Judson Urban Design Guidelines are to be used in conjunction with the other applicable City-wide urban design guidelines such as the Tall Buildings, Mid-rise and Low-rise Guidelines. In the event of a conflict, the Mimico-Judson Urban Design Guidelines will take precedence in consideration of area-specific conditions, opportunities and constraints.

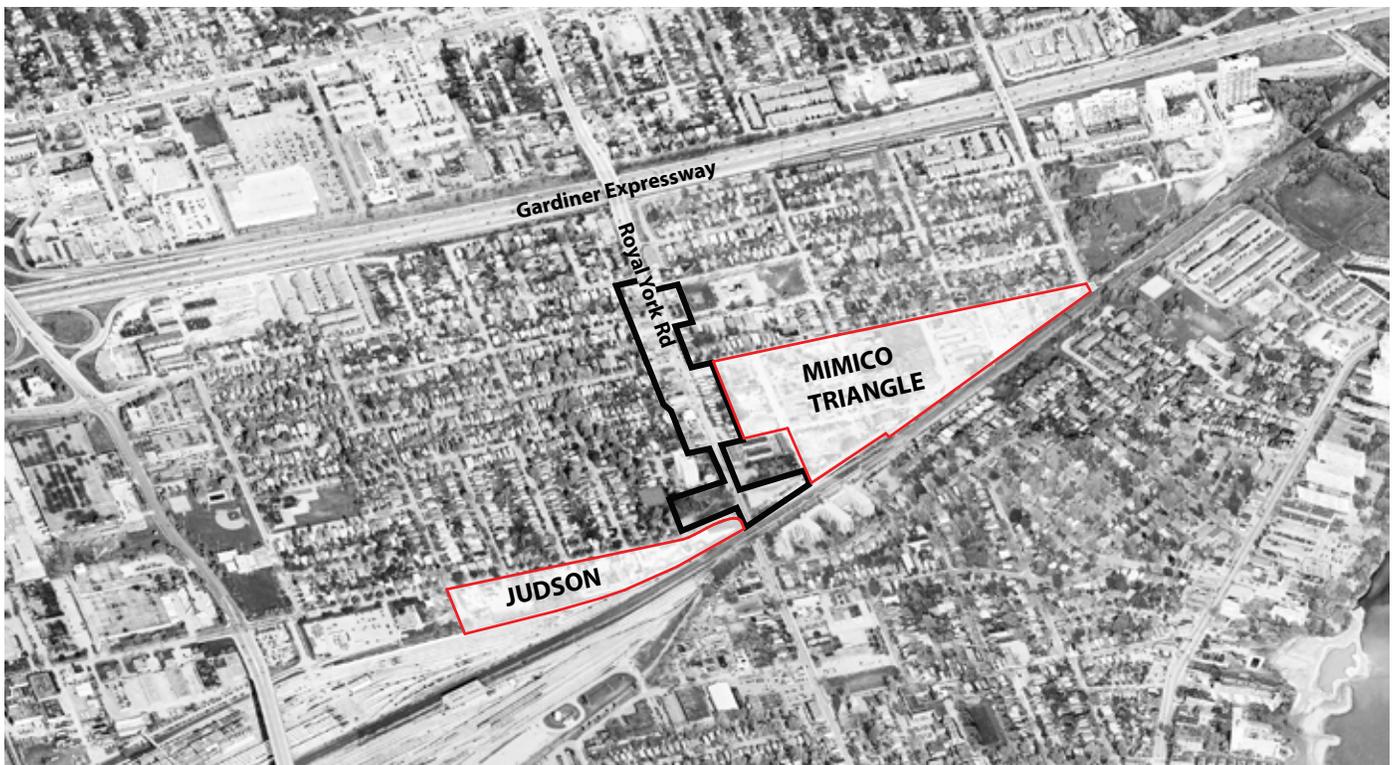


Figure 2: The Secondary Plan sub-areas: the Judson Street area and the Mimico Triangle are shown in red outline. The Mimico Village Business Improvement Area is shown in black outline.

## 1.3 SECONDARY PLAN AREA

The Secondary Plan area is made up of two distinct areas on either side of Royal York Road: the Judson Street area and the Mimico Triangle. Both areas require different urban design approaches, based on their context and existing uses. The Mimico-Judson Urban Design Guidelines will provide design guidance for the Secondary Plan area as a whole, and will also provide specific direction for both the Judson Street area and the Mimico Triangle. The characters of both areas are distinct, however, they are envisioned to redevelop as related areas.

### Trains, Industry, Mobility & Maturing Residential Uses

The Secondary Plan area is part of the historic Town of Mimico. The area has developed and matured over 150 years as a manufacturing district served by a rail line. From as early as the 1850's the Town of Mimico was envisioned as a community with convenient access to the City of Toronto.

Future development will continue with this transit-oriented tradition which enables commutes in and out of the city core, and considerably beyond. A fine-grained mix of land uses will support intensification around existing regional transit infrastructure to ensure that the Secondary Plan area maintains its tradition of manufacturing and transportation. The Secondary Plan area will enhance, augment and support the Mimico Village Business Improvement Area.

### Judson Street Area

The lands within this 2.2 hectare area are at the eastern edge of a larger employment area in South Etobicoke. This area will be retained for employment uses. The Judson Street area functions as a transition and physical buffer between the *Employment Areas* to the south – including a rail yard and rail line – and lands designated *Neighbourhoods* to the north. The existing industrial buildings in the area house office uses and manufacturing. There is an existing landscape buffer north of the buildings, on the south side of Judson Street, with no sidewalk.

A significant feature in the area is the 55 hectare Willowbrook Rail Yard, which is one of the most important yards in the GO passenger train system and the largest commuter rail yard in the country. It operates continuously and supports approximately 500 jobs.



Figure 1: Plan of the Town of Mimico from the Goad Atlas - the Mimico Triangle area is shown in solid red line.



Figure 2: Judson Street area - characterized by low-rise industrial buildings, landscape setback.

### Mimico Triangle Area

The lands within the 8.5 hectare triangle area are bounded by the rail corridor to the south/east, lands designated *Neighbourhoods* to the north, and the Royal York Road commercial strip to the west. The Secondary Plan designates the lands as *Employment Areas* and *Mixed-Use Areas*. The existing streets and blocks framework results in large block sizes and the area contains low-rise industrial buildings and vacant or underutilized lots. The existing public realm has an industrial quality, has seen limited investment and includes few trees or sidewalks. The existing industrial buildings support a vibrant mix of uses including food manufacturing and retail sales, sportswear distributing, music and TV studios. The area is an employment cluster currently supporting approximately 200 jobs and could benefit from reinvestment.

A significant feature in the area is the Mimico GO station and surface parking lot along the south edge of the study area. The station is an anchor for the community which results in periodic bursts of pedestrian, cyclist and vehicular activity.



Figure 1: Queen's Pasta - manufacturing and retail.



Figure 2: Film / TV production studio.



Figure 3: Mimico GO station commuter activity.

## 1.4 SURROUNDING CONTEXT

The surrounding context has remained relatively stable over time. However, the Willowbrook Rail Yard and Mimico GO station are structuring elements that will likely become more significant elements in the future as service levels and transit ridership increases and the line is electrified. Recent changes to the context include an approved 27-storey residential tower at 327 Royal York Road, adjacent to the GO station, and a townhouse development on Newcastle Street, between Windsor Street and Royal York Road. The remainder of the context consists of low-rise residential uses; the publicly-accessible Christ Church Saint James Memorial Garden and Cemetery; a 15-storey seniors' building; and the Royal York Road mixed-use commercial area which is the Mimico Village Business Improvement Area.



Figure 1: Rendering of 315-327 Royal York Road.



Figure 2: Excavation at 327 Royal York Road with the 15 storey seniors' building beyond.



Figure 3: Rail overpass at Royal York Road.



Figure 4: SanRemo bakery and patio.



Figure 5: Christ Church Cemetery.



Figure 6: Townhouse development on Newcastle Street.



Figure 7: Mimico Train station relocated in Coronation Park.



Figure 8: Residential neighbourhood north of Judson Street.



Figure 9: Walk-up apartments north of Portland Street.

## 1.5 VISION STATEMENT

The overarching objective of the Secondary Plan process is to retain and augment the existing employment uses while allowing new mixed-use development along with a built form that would foster a vibrant, transit-supported community and secure significant public realm improvements.

New built form will provide appropriate transitions to the local context, while providing higher densities adjacent to the Mimico GO Station, south of Newcastle Street. The new community will see recreational spaces and local retail and services come together in a setting with a sense of place.

New development will be compatible with employment uses, heritage resources, a future Public Park, public realm improvements and the greening strategy. The area's rich industrial history is distinct in South Etobicoke and it will be recognized and enhanced in order to maintain its distinct character.

The community identified the need for improvements to the public realm throughout the Secondary Plan area. The area generally lacks public sidewalks, street trees and places for casual interaction and relaxation. The predominant existing condition consists of vehicular parking between the building face and the street, which is not consistent with the City's policies that seek pedestrian, cyclist and transit priority through an enhanced public realm.

### ***The vision for the Mimico-Judson area as identified in the Secondary Plan is to:***

***-Retain and expand business through land use certainty and flexible mixed use regeneration.***

***-Unlock underutilized lands for transit supportive mixed use development.***

***-Protect and support existing operations and future expansion opportunities at the Willowbrook Rail Maintenance Facility.***

***-Foster a connected and complete community.***

The Urban Design Guidelines reinforce this vision with the following Urban Design Objectives:

### **CONNECTIVITY**

- Encourage a new community that fosters pedestrian and cycling connections to transit through a mix of land use, built form and recreational spaces adjacent to the Mimico GO station.
- Improve local connectivity through the Grand Avenue extension and the Mimico-Judson Greenway.
- Connect and contribute to the chain of neighbourhood parks.

### **REVITALIZATION**

- Revitalize the area through a mix of uses, built form, open space, community facilities and municipal infrastructure.
- Ensure that new built form and public realm improvements are compatible with the retention / expansion of employment uses.
- Augment, enhance and strengthen the Mimico Village Business Improvement Area, not replace it.
- Provide active elevations and commercial uses at grade (rather than residential uses) that are compatible with existing and new employment uses to support a vibrant public realm.
- Maintain access to sunlight and sky view through Mid-rise built form with appropriate transitions to the existing context.

### **GREENING**

- Implement the Mimico-Judson Greenway to achieve an east-west greening of the area.
- Achieve resilient and adaptable built form and green infrastructure as directed by the Toronto Green Standard.
- Reduce paving, maximize tree canopy and landscape planting.
- Provide naturalized planting in the rail corridor buffer, the Mimico-Judson Greenway, the public realm and private lands.

### **CHARACTER**

- Retain and respond to the existing fine grained industrial character through new built form and naturalized landscape.
- Respond to the existing vibrant mix of employment uses with built form that encourages synergy between new and existing non-residential uses to support the distinct area;
- Create an area that is inviting and appealing through a response to the positive attributes of the existing character; and
- Leverage natural, built and cultural heritage assets by creating a vibrant place that is active, interesting and distinct.

# 1.6 STRUCTURE PLAN: BIG MOVES

As outlined in the Secondary Plan, the local area vision will be achieved through key public realm improvements that are conceived of as anchors or connectors.

**ANCHORS** are existing and new fixed elements that should be strengthened through redevelopment:

- Open spaces: Ourland Park, Grand Avenue Park, Coronation Park and Christ Church Cemetery
- A concentration of employment in the Block A1 and A2 of the Mimico Triangle
- Mimico GO Station
- Willowbrook Rail Yard
- A new central public park

**CONNECTORS** provide physical links between places that are not currently connected to each other:

- Mimico-Judson Greenway
- Grand Avenue extension
- Royal York pedestrian and cyclist overpass
- Mimico GO station pedestrian underpass

Through redevelopment, significant blocks in the Secondary Plan area will contribute to the larger public realm vision by delivering key pieces of community infrastructure.

Block D: Public Park

Block C (in collaboration with Metrolinx): Mimico-Judson Greenway, building setback, Windsor Street special streetscape

Block E: Grand Avenue Extension

Block F: Mimico-Judson Greenway, building setback



| Maximum Building Heights | Land Use  | Block Labels     |
|--------------------------|---|------------------|
| Up to 4 Storeys          | Employment Areas (Core Employment Areas)          | Core Employment  |
| 6 Storeys                | Mixed Use Areas (Subject to Development Criteria) | Mixed Use Blocks |
| 8 Storeys                | Mixed Use Areas (Subject to Development Criteria) | Mixed Use Blocks |
| 12 Storeys               |   | Core Employment  |
| Tower Location           |   | Mixed Use Blocks |
| Core Employment          |   | Judson Block     |

Note: Residential building heights are approximately 3 metres

Figure 1: Land-use and height recommended through the Secondary Plan.

- |                               |                         |                      |
|-------------------------------|-------------------------|----------------------|
| 1 Mimico-Judson Greenway      | 5 Cemetery              | 9 Future Park        |
| 2 Grand Avenue Extension      | 6 Coronation Park       | 10 Ourland Park      |
| 3 GO Pedestrian Underpass     | 7 Mimico GO Station     | 11 Grand Avenue Park |
| 4 Pedestrian/Cyclist Overpass | 8 Willowbrook Rail Yard |                      |



Figure 2: Secondary Plan area structure plan.





# 2.0 Public Realm

- 2.1 Urban Structure Improvements & Big Moves
- 2.2 Public Realm Improvements
- 2.3 Special Areas: Public Space Plan



Figure 1: Existing public realm in the Secondary Plan area.

## 2.1 URBAN STRUCTURE IMPROVEMENTS & BIG MOVES

The Secondary Plan area has a number of existing features that will shape future development and provide opportunities for improvements to the public realm. A new, complete community will emerge that is distinct from, but connected to the surrounding area. The community will be supported and enhanced by the provision of a new mobility network, new public spaces and a coordinated public realm.

### 2.1.1 Rail Setbacks

The GO Transit / Metrolinx rail corridor is largely responsible for the legacy of industrial uses and residential settlement in the Secondary Plan area, where built form was sited to support rail functions. The Secondary Plan policies have introduced setbacks to ensure compatibility and safety between rail corridors and adjacent uses in keeping with new Federal guidelines.

The Guidelines for New Development in Proximity to Railway Operations (May 2013, The Railway Association of Canada & Federation of Canadian Municipalities) provide for a minimum 30 metre separation between a rail corridor and adjacent residential and sensitive uses as defined by the Provincial Policy Statement (PPS). A deeper setback is required to the west of Royal York Road adjacent to the rail yard to ensure that only non-residential uses are permitted.

Within the setback, crash mitigation is required which may required berms, crash walls and acoustic walls. These should be:

1. made of high quality, attractive materials to minimize long term maintenance and minimize visual impact;
2. visually softened by landscape berms or landscape terrasses along with landscape planting;
3. naturalized through a planting strategy to allow the setback to perform as an ecological corridor for the movement of wildlife communities (see section on Greening Strategy); and
4. visually transparent to minimize height and maximize sunlight and sky view.



Figure 1: Secondary Plan area with 30m rail setback indicated in red. The blue hatched area in the Judson area indicates additional setbacks required adjacent to the rail yard.

## 2.1.2 Mimico GO Station Improvements



Figure 1: Naturalized area near Mimico GO station.



Figure 2: Mimico GO station existing parking lot.

The Mimico GO station is a prominent anchor of the Secondary Plan area for residents and employees. This site is of key importance and forms a prominent edge along the south of the Study Area. The station and surrounding properties were the historic centre of the town of Mimico.

Metrolinx is currently retrofitting the Mimico GO station and site to include:

- a station building and east-west walkway;
- two pick up and drop off areas;
- a stair and ramp on Royal York Road;
- an access tunnel for residents south of the rail line, which will enhance the pedestrian network in the Secondary Plan area; and
- a reconfigured parking area to the east.

Station improvements are to integrate with the public realm structure outlined in the Secondary Plan and Urban Design Guidelines and are to:

1. provide generous pedestrian / cycling access and infrastructure;
2. incorporate the Mimico-Judson Greenway on adjacent public streets and through the site as illustrated in the diagram below;
3. maximize areas for pedestrians and landscape rather than vehicular movement, as directed in the Toronto Green Standard;
4. provide high-quality landscape design and architecture with active elevations that integrate with adjacent development;
5. ensure that the visually prominent frontage, along Royal York Road, is made evident / inviting for way-finding purposes; and
6. be a place that accommodates gathering such as at the east end, which should receive infrastructure (power and water) and special flexible treatment to accommodate community activities like farmer's markets or festivals during off-peak hours.

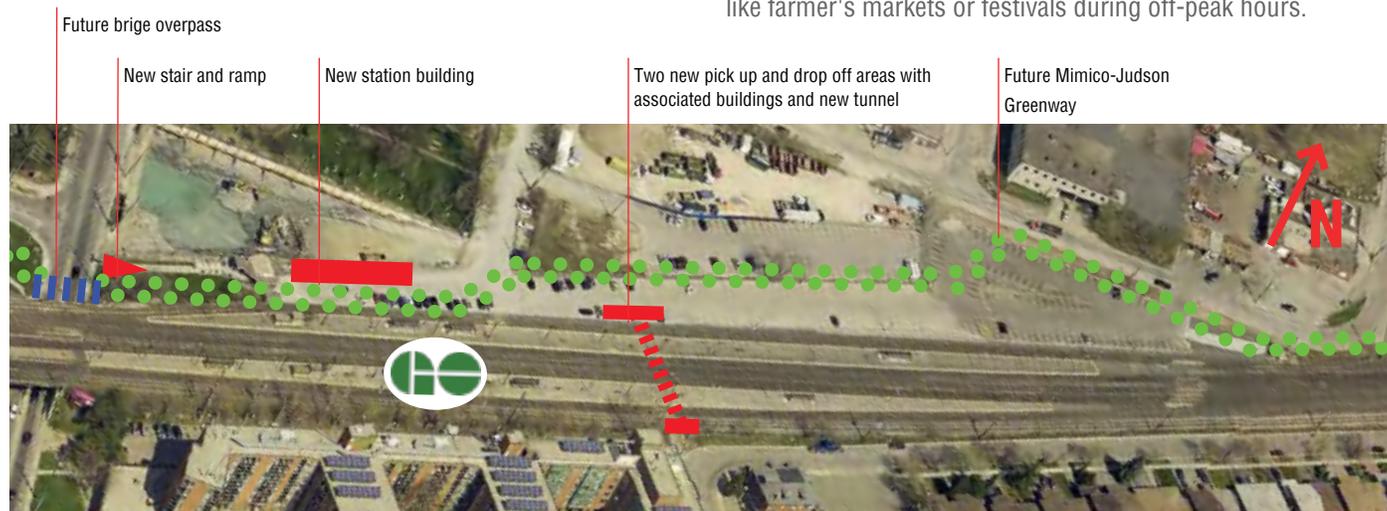


Figure 3: Diagram of future station improvements shown in red. The Mimico-Judson Greenway and bridge overpass should be provided and are shown here for illustrative purposes.

## 2.1.3 Mimico-Judson Greenway

The Mimico-Judson Greenway is a structuring element of the public realm that will have a significant impact. It will provide greening opportunities and create an east-west spine to connect areas outside the Secondary Plan area: from Mystic Point (west of Park Lawn Road) to Ourland Park (east of Islington Ave). In addition to generous landscape planting, depending on the location, the Mimico-Judson Greenway includes a multi-use trail or a sidewalk and cycling infrastructure. Adaptive re-use of existing naturalized vegetation along the greenway is encouraged.

### A) Mimico-Judson Greenway - Judson Street Area

The Mimico-Judson Greenway will be located along the south side of Judson Street. In addition to connectivity, it will provide a transition between employment and residential uses. The final design of the Judson Street segment of the Mimico-Judson Greenway will be determined through staff-led review and future development applications. This will include surveys of trees and utilities. The implementation will include:

1. a 4m multi-use trail for pedestrians and cyclists and a curb-side planted boulevard of approximately 3m, depending on the final width of the boulevard;
2. a building setback from the street edge; and
3. landscape planting that is naturalized with staggered rows of trees on both sides of the trail, on public and private lands.

### B) Mimico-Judson Greenway - Mimico Triangle Area

Within the Mimico Triangle, the Mimico-Judson Greenway will be provided on the south side of the Grand Avenue extension and as a mid-block connection between the Mimico GO station and Block C, between Windsor Street and the east-end of Newcastle Street. New development will ensure that:

1. the Mimico-Judson Greenway illustrated in the Grand Avenue section will transition to a 4m wide multi-use trail on the south side of Newcastle Street.
2. the Mimico-Judson Greenway on Block C will include a 4 metre wide multi-use trail with tree planting on either side;
3. elevations facing the Mimico-Judson Greenway are to be active and animated and made of high-quality materials; and
4. building uses should front onto, spill out onto and animate the Mimico-Judson Greenway.

### C) Connections to Anchors

Outside of the Secondary Plan area:

1. the Mimico-Judson Greenway should extend to the park anchors through future investment in the public realm: from Ourland Park to the west and Grand Avenue Park to the east.

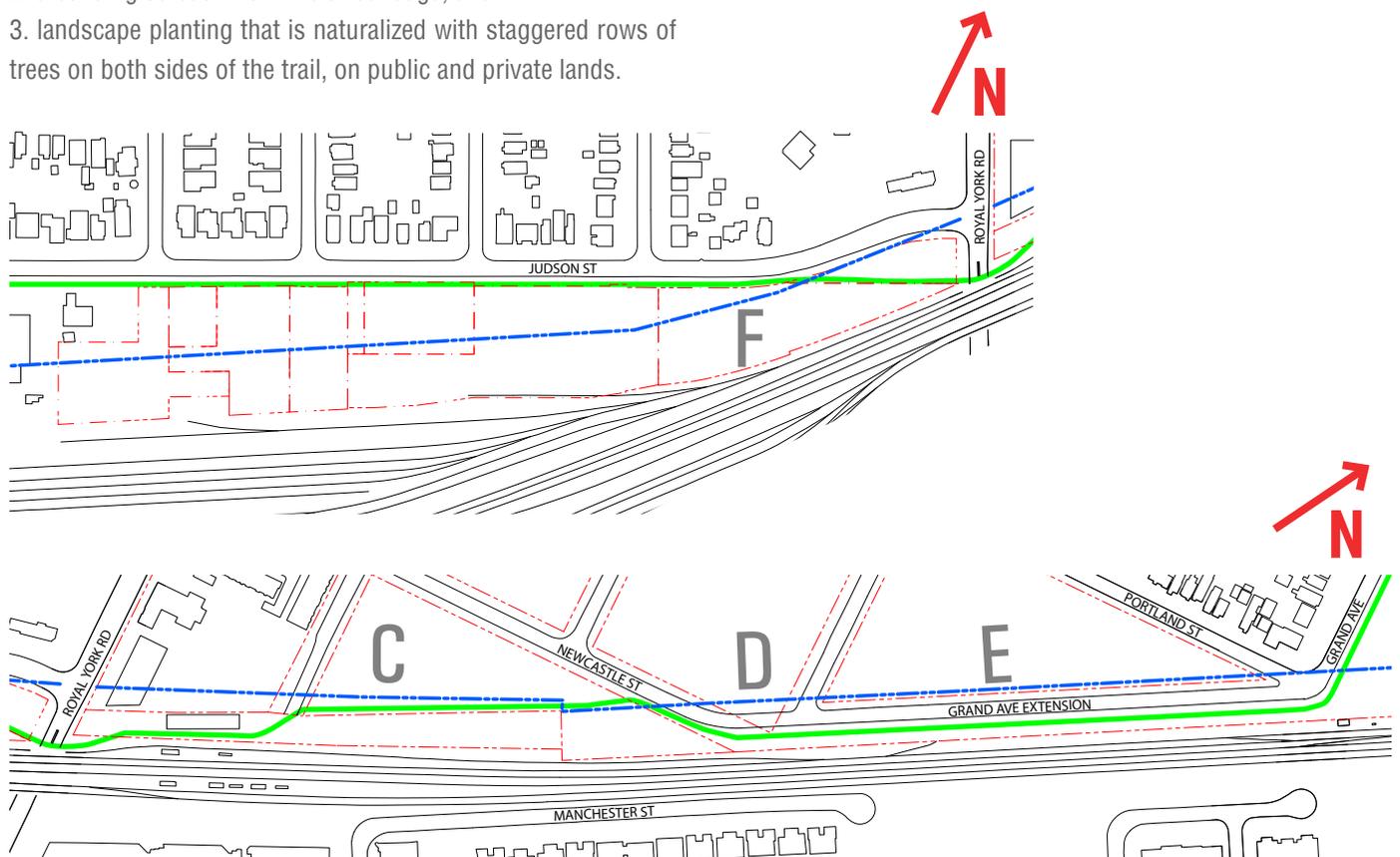


Figure 1: Diagram in two parts of the Mimico-Judson Greenway shown in green; property lines shown in red; and 30 metre rail setback shown in blue.

## 2.1.4 Grand Avenue Extension

The Grand Avenue extension will have a positive impact on the Secondary Plan area and the adjacent community.

A) The Grand Avenue extension will address the following objectives:

1. accommodate the Mimico-Judson Greenway within the required 30 metre buffer between the rail corridor and new residential development (27 metre Right-of-Way and 3 metre building setback);
2. improve pedestrian and cyclist mobility through the area;
3. distribute vehicular traffic volumes in the immediate area and direct vehicular traffic away from employment uses;
4. provide a direct connection to the Mimico GO Station;
5. provide an appropriate street framework for Block E with a street address on the south edge of the Mimico Triangle; and
6. provide crash mitigation to be determined through future detailed design. The proposed street section shows a crash mitigation for illustrative purposes only.

B) The proposed street layout will be refined relative to the forthcoming Complete Streets and Green Streets Guidelines. The following objectives should be met:

1. minimize vehicular lane widths to allow for a more generous public realm and to promote reduced vehicular speed;
2. provide pedestrian-scaled lighting to illuminate the sidewalk and cycle track along the south side of Grand Avenue;
3. provide a two-way cycle track at the boulevard level;
4. provide cycling access at the three-way intersection at Portland Street and Audley Street to ensure that cyclists can mount the curb safely;
5. provide curb bump-outs at intersections to minimize pedestrian crossing distance and to calm traffic;
6. provide areas for dog amenity and areas for gathering and seating within the landscape area; and
7. avoid curb cuts on Block E, to the north of the Grand Avenue extension, so that the new boulevard treatment is uninterrupted.

Further study will be required to determine the final road layout. The layout shown in this document is for illustrative purposes. Detailed road design will determine which lands are required from Blocks D and E.



Figure 1: Lake Shore Boulevard East path south of Knox Street.



Figure 2: Lake Shore Boulevard East multi-use trail between rows of trees.



Figure 3: Sudbury Street extension next to rail corridor includes a visually transparent treatment with tree planting and crash mitigation.

## 2.1.5 Royal York Pedestrian & Cyclist Overpass

Royal York Road is a major artery that divides the Secondary Plan area and there is no convenient pedestrian crossing at the Mimico GO station. As such, Royal York Road is a barrier for the east-west movement and pedestrians and cyclists as the closest signal at Newcastle St is more than 375 metres away. The City has determined that an at-grade pedestrian crossing on Royal York Road would be a challenge due to the change in grade and sight line restrictions under the rail bridge.

A pedestrian and cycling overpass above Royal York Road should be provided. The overpass would benefit the station users, local residents and employees crossing Royal York Road. The overpass should:

1. bridge over Royal York Road, to the north of the rail corridor, and connect to either side of the Mimico-Judson Greenway;
2. provide a safe and comfortable route for pedestrians and cyclists;
3. be free-standing or suspended from the existing bridge;
4. incorporate a walkway, ramp or stair (with bike troughs) as required;
5. be accessible from the public sidewalk on the east side via the Mimico GO station stair and ramp; and
6. be accessible from the public sidewalk on the west side via a landform that provides a naturalized 1:20 sloped walkway along with a stair that incorporates amphitheatre-type seating.



Figure 1: Public open space at Dufferin Street and Queen Street West - amphitheatre seating, stairs and planting areas animate the rail embankment.



Figure 2: Sloping walkway incorporated into landform and landscape concept at Fraser Mustard Early Learning Academy (TUDA winner).



Figure 3: Existing Royal York Road rail overpass.



Figure 4: A ramp is integrated with stairs / seating at the Ryerson Student Learning Centre.



Figure 1: West Toronto Railpath overpass at Bloor Street West.

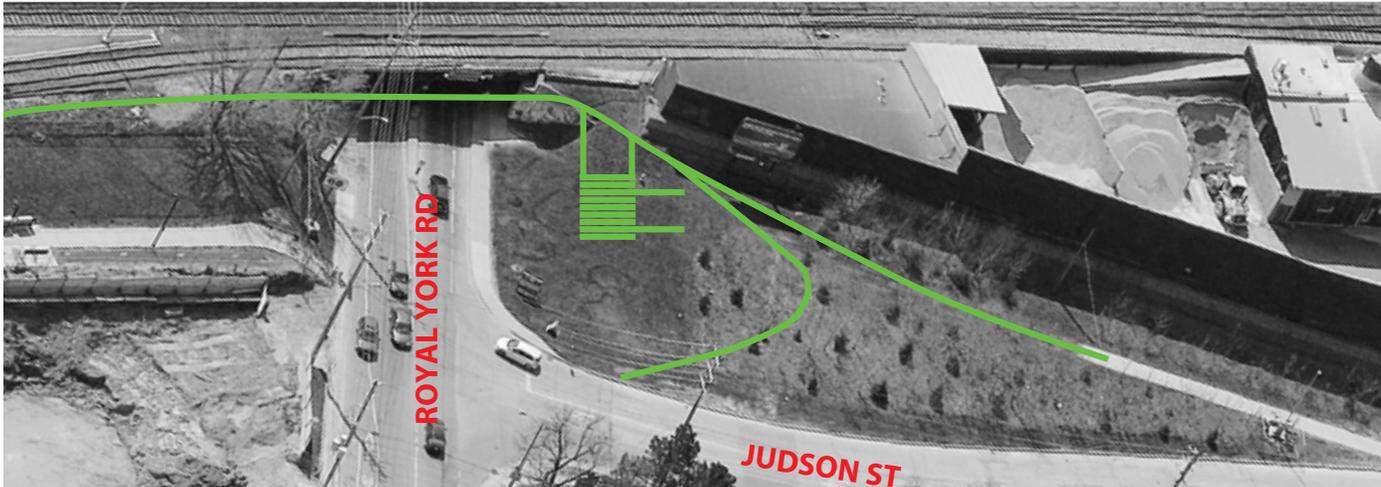


Figure 2: Conceptual diagram in plan and elevation of the Royal York Road Overpass.

## 2.2 PUBLIC REALM IMPROVEMENTS

The public realm vision below will guide the implementation of Secondary Plan. The greening strategy, street network expansion and other improvements to the public realm, in conjunction with private setbacks, will make pedestrians and cyclists feel comfortable being in and moving through the area.

### 2.2.1 Public Streets

Strategic improvements to existing streets and the provision of the Grand Avenue extension will increase mobility and decrease conflicts between users by directing some traffic away from employment uses.

#### A) Complete Streets

Where possible, Complete Streets criteria should be considered when developing the design of the Right-of-Way.

#### B) Shared Streets

The Secondary Plan area has distinct conditions which allow for a unique, creative response to street design such as shared streets. Shared street design can include curbless or rolled curb treatments. This shared concept can better address the peaks of pedestrian flows from the Mimico GO station area and the existing vehicle movements of employment uses. Shared street design will enable pedestrian priority and flexibility.

#### C) Streetscape Improvements

As directed by the Mimico-Judson Urban Design Guidelines street sections describe the necessary improvements and:

1. new development will provide public realm improvements;
2. public sidewalks should be a minimum of 2.1 metres wide unless otherwise indicated in the street sections;
3. tree planting should be maximized with a staggered 7 metre minimum diagonal spacing; and
4. sidewalk 'bump-outs' are encouraged to provide a safer pedestrian-priority route by minimizing the crossing distance between curbs and increasing landscape area.



Figure 1: Servicing employment uses on Windsor Street.



Figure 2: Servicing employment uses on Buckingham Street.



Figure 3: Pedestrian bump-out on Front Street with landscape and seating.



Figure 4: Rendering of a shared street in the West Don Lands.

## 2.2.2 Pedestrian & Cycling Network

A robust pedestrian and cycling network will increase neighbourhood connectivity, promote active transportation and decrease the number of vehicular trips in private automobiles. The Mimico-Judson Greenway and the Royal York Road overpass are intended to be the primary east-west route, connecting the Secondary Plan area to the larger community. The street sections and public realm plan describe areas of particular pedestrian priority that will be addressed through redevelopment.

### A) Pedestrian Comfort, Permeability & Safety

New development should prioritize pedestrians throughout the Secondary Plan area and the following should be provided:

1. convenience routes / mid-block connections to transit or other desire lines (fencing around site perimetres is discouraged); and
2. shared street design.



Figure 1: Eglinton Avenue West multi-use trail.

### B) Transit-Oriented Development

New development along primary pedestrian routes (especially routes associated with Mimico GO station access) should:

1. provide special consideration to address the movement of pedestrians and cyclists to and from the station;
2. enhance the station and serve the needs of station users through services and urban furniture; and
3. provide deep canopies for weather protection along all building frontages (projections will be allowed into setback areas for building elements including cornices, canopies, lighting fixtures and other building elements).

### C) Cycling Infrastructure

Bicycle parking is to be maximized throughout the Secondary Plan area for public and private use. New development should:

1. provide wide canopies near building entrances, to cover outdoor visitor bicycle parking areas.

### D) Future East-West Cycling & Pedestrian Connectivity

To the south of the Study Area, a future multi-use trail opportunity has been identified by the City and the community. The facility would connect to the trail at Mimico Creek, and run along the south of the rail corridor, towards the Mimico GO station.

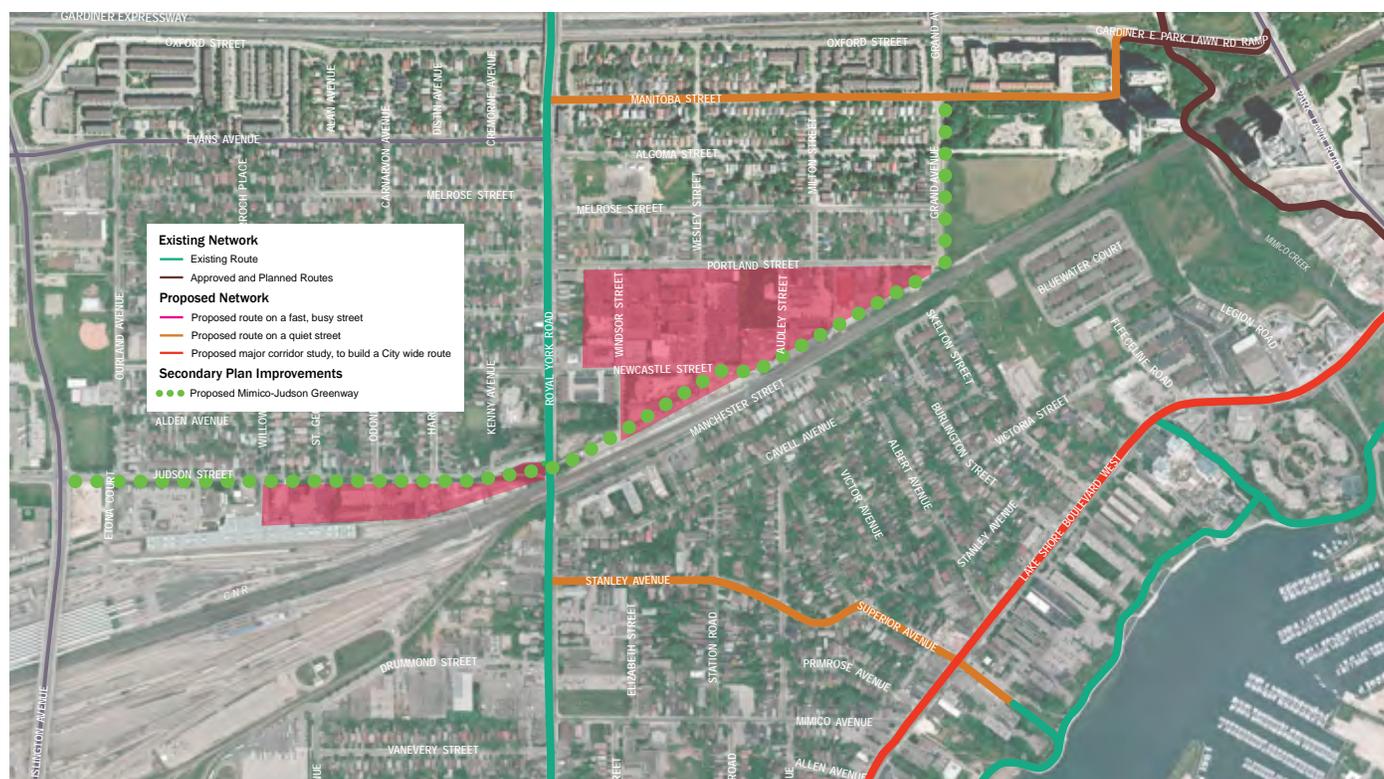


Figure 2: City of Toronto Draft Cycling Network 10 Year Plan: existing and proposed. The Greenway is proposed as part of the Secondary Plan process.

## 2.2.3 Setbacks

To support the implementation of coordinated improvements to the public realm and mobility network, building setbacks will:

1. be implemented through redevelopment, as illustrated in the setback and laneway plan in Figure 1 on the following page;
2. decrease pedestrian congestion and conflicts with vehicles near the Mimico GO station;
3. in combination with land conveyances, contribute to, support and implement the Mimico-Judson Greenway;
4. ensure that businesses can continue to safely operate by reducing pedestrian and industrial vehicle conflicts through the use of setbacks to direct pedestrian activity away from Block A1 sites, to prioritize loading and truck movements on the side of the street where businesses currently operate;
5. be a minimum of 3 metres where commercial uses are proposed (unless otherwise indicated in the setback and laneway plan illustrated in Figure 1 on the following page); and
6. be a minimum of 4.5 metres where private at-grade residential uses are proposed, to accommodate a front-yard landscape treatment, and provide sufficient privacy from the interior of the unit to the public realm.



Figure 1: Appropriate front-yard treatment at the Radio City development.

## 2.2.4 Laneways & Midblock Connections

Each development block demonstrates its own unique patterns and constraints which will result in distinct approaches to the laneway network. In order to enhance the public realm through coordinated redevelopment:

1. access to new development should be coordinated as illustrated in the setback and laneway plan illustrated in Figure 1 on the following page;
2. Portland Street, Grand Avenue and Newcastle Street are the primary streets that will accommodate east-west movement and curb cuts should be avoided or minimized;
3. the south end of Windsor Street should have no vehicular interruptions to the boulevard in order to support the pedestrian-priority area and treatment;
4. vehicular access should be consolidated with private, shared laneways to develop a fine grained block structure;
5. laneways should direct access to the rear the building;
6. breaks between buildings for mid-block connections should be accessible and comfortable to enable pedestrian permeability, and they should complement and extend, not replace, the role of streets as the main place for pedestrian activity;
7. all laneways should anticipate public access and be configured to allow through pedestrian movement without dead ends; and
8. active uses at grade should be provided to animate laneways and interior courtyards.



Figure 2: The Pullan Place midblock connection laneway north of Queen Street West - curbside treatment encourages shared street behaviour (TUDA winner).



Figure 3: Laneway behind B-Street Condos on Bathurst Street - individual unit access animates the laneway.



## 2.2.5 Street Sections

The proposed street sections will enable the area to redevelop through coordinated improvements:

1. the street sections illustrated on the following pages will be implemented through redevelopment.

Additional special considerations are noted below. Considerations related to Grand Avenue are located in section 2.1.4.

### A) Judson Street

Through future development applications, the final boulevard design should address the following:

1. the existing property lines along Judson Street are staggered and land dedication may be required;
2. within the boulevard area, the 4m multi-use trail should be provided and the landscape strip should be maximized, as the final boulevard width allows; and
3. there are existing buildings along Judson Street that might merit preservation, which might affect the final boulevard design, see Appendix A.1.



Figure 1: Existing building with heritage character on Judson Street.

### B) Windsor Street North of Newcastle Street, Buckingham Street & Newcastle Street

Block A1 currently supports stable employment uses and future development should carefully integrate with existing uses:

1. where possible, upgrades to the boulevard and strategic landscape interventions should be provided; and
2. a continuous rolled curb will allow for vehicular access and flexibility and the implementation of a curb-side sidewalk.

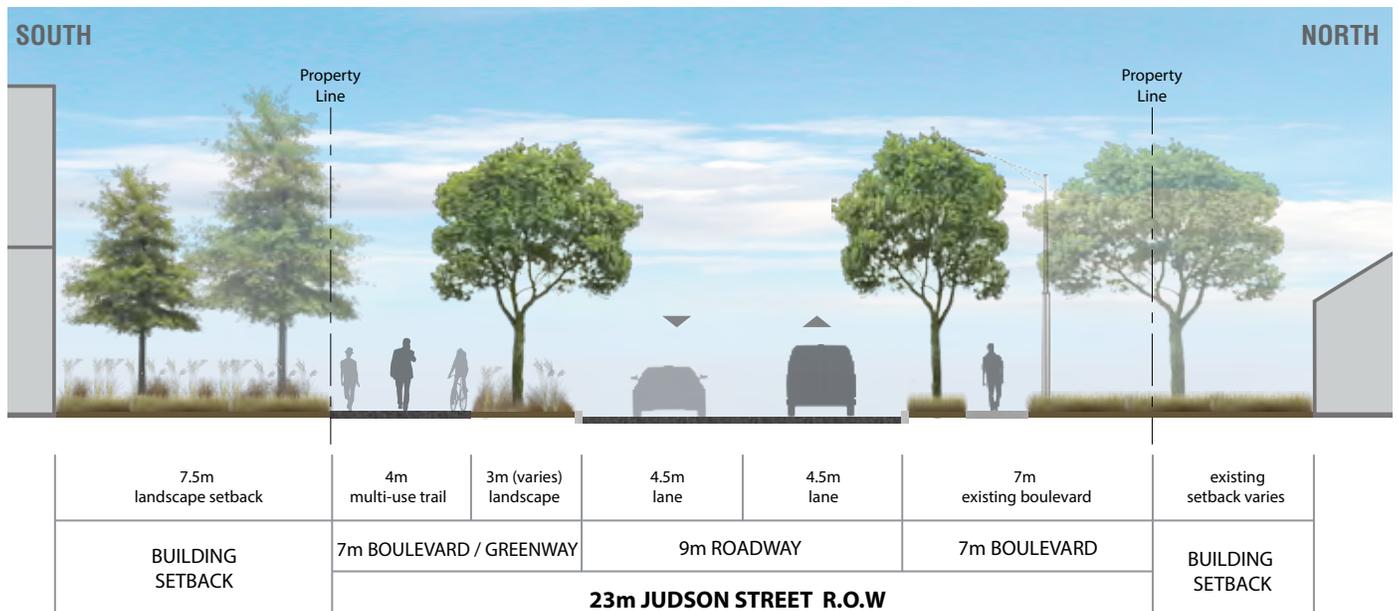


Figure 2: Judson Street R.O.W

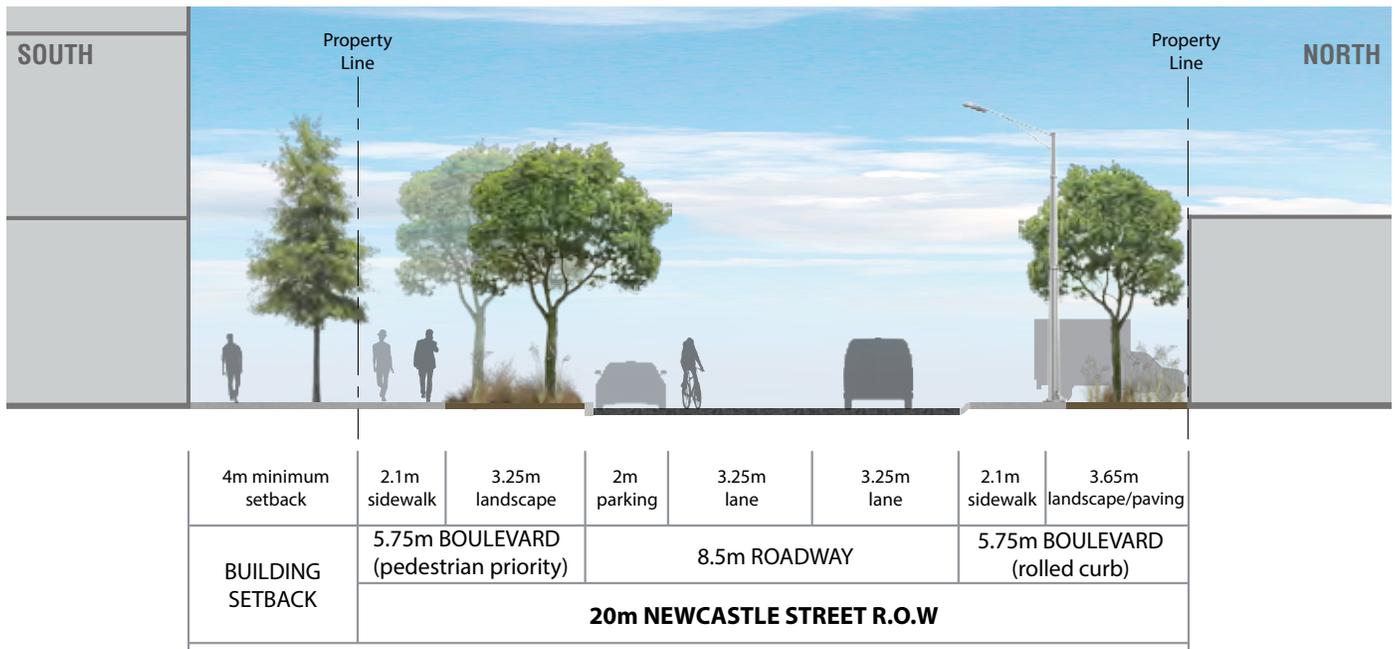


Figure 1: Newcastle Street R.O.W

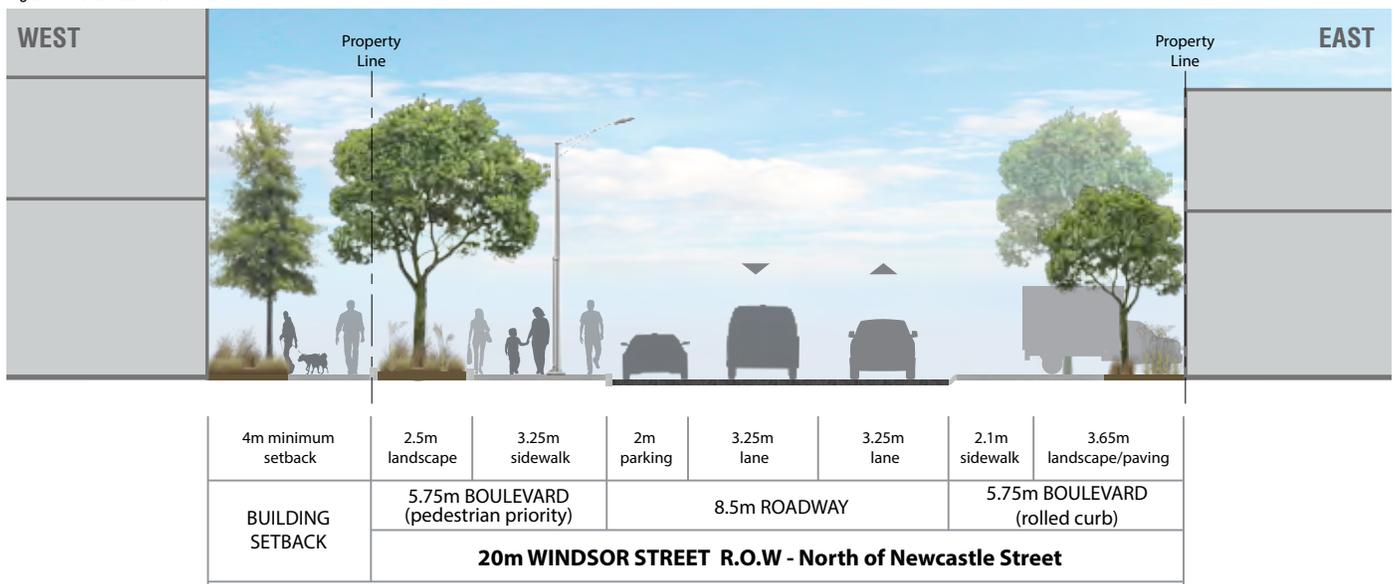


Figure 2: Windsor Street R.O.W

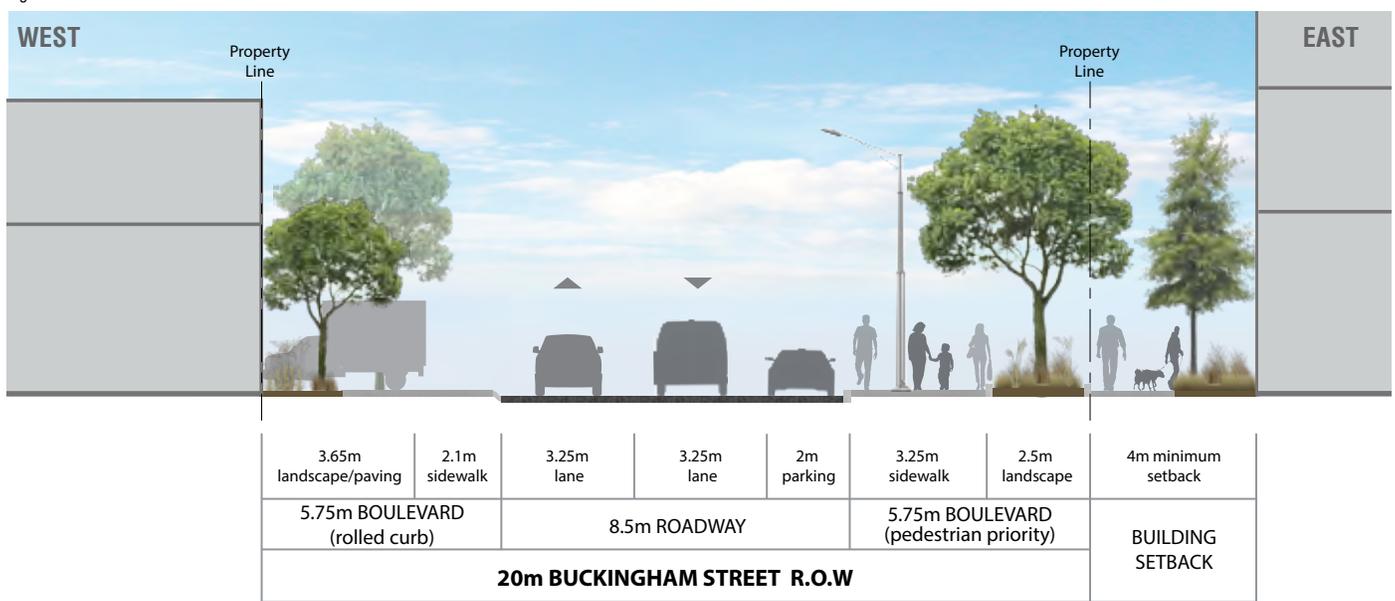


Figure 3: Buckingham Street R.O.W

### C) Windsor Street South of Newcastle Street

The Mimico GO station is an important regional and local destination, and as such:

1. a special streetscape treatment should be provided on Windsor Street to mark the importance of this destination;
2. a flexible, 'shared street' design should be used with a curbless treatment to prioritize pedestrian movement;
3. City standard pavers should be used on the boulevard and roadway: a light colour in the pedestrian clearway; a 'rumble strip' textured paver to signal the transition between the sidewalk and the roadway; and a drive aisle paver (Paleotech brand paver);
4. bollards, furniture, planters and bike rings should be used in lieu of a curb, and should be spaced to prevent vehicles from accessing the boulevard area; and

5. the roadway should be narrowed to calm traffic and prioritize pedestrian movement and boulevard landscape planting.

During peak hours, when the GO train releases passengers, large crowds disembark and disperse. The shared street will allow pedestrians and cyclists more flexibility and ease of movement while they disperse from the station and navigate between vehicles that queue to exit the area. The curbless concept is also beneficial for stormwater management; stormwater will continue to flow into the landscaped area within the Right-of-Way along the cemetery frontage.



Figure 1: Rendering of Windsor Street looking south. Refer to the street section for element widths.



Figure 2: Plan of the south portion of Windsor Street. The existing townhouses would retain their front yards and boulevard treatment. Narrowed lanes increase pedestrian walking area.

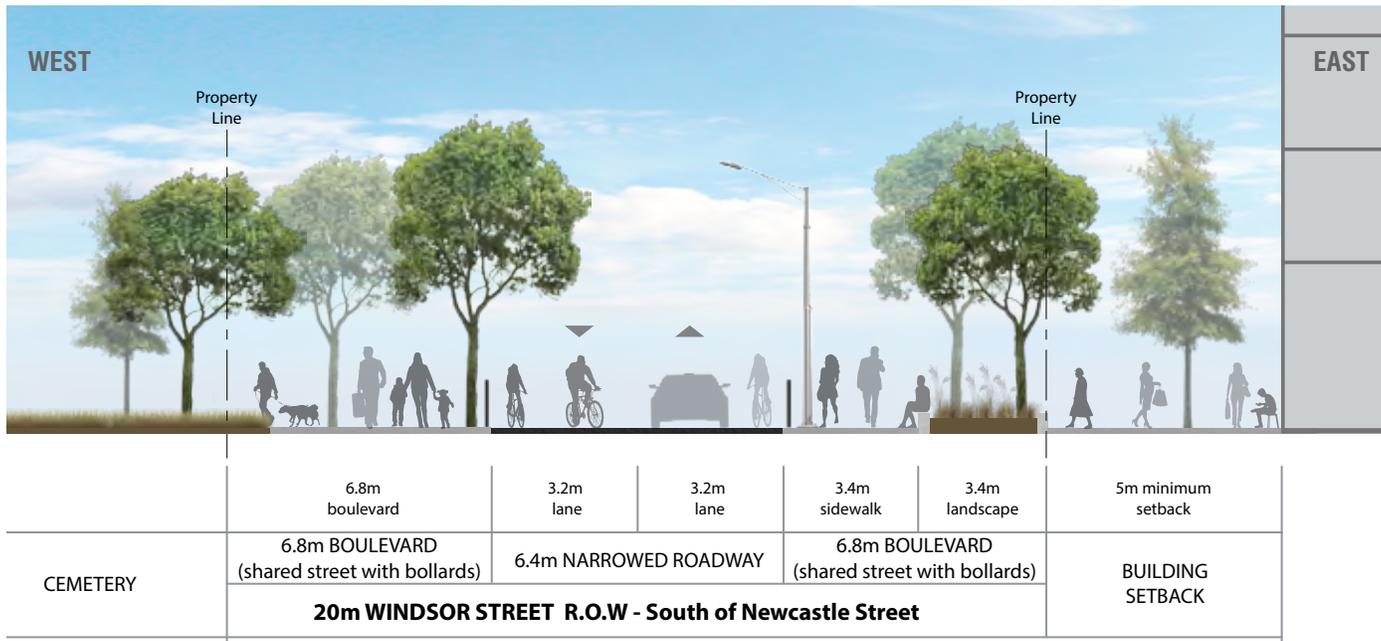


Figure 1: Windsor Street R.O.W.



Figure 2 (left and right): Windsor Street currently functions like a shared street where vehicles move slowly and pedestrians and cyclists have priority and flexible movement.



Figure 3: Market Street - shared street: flexible movement for pedestrians, vehicle width narrowed to 6 metres, bollards and pavers all contribute to the special treatment (TUDA winner).

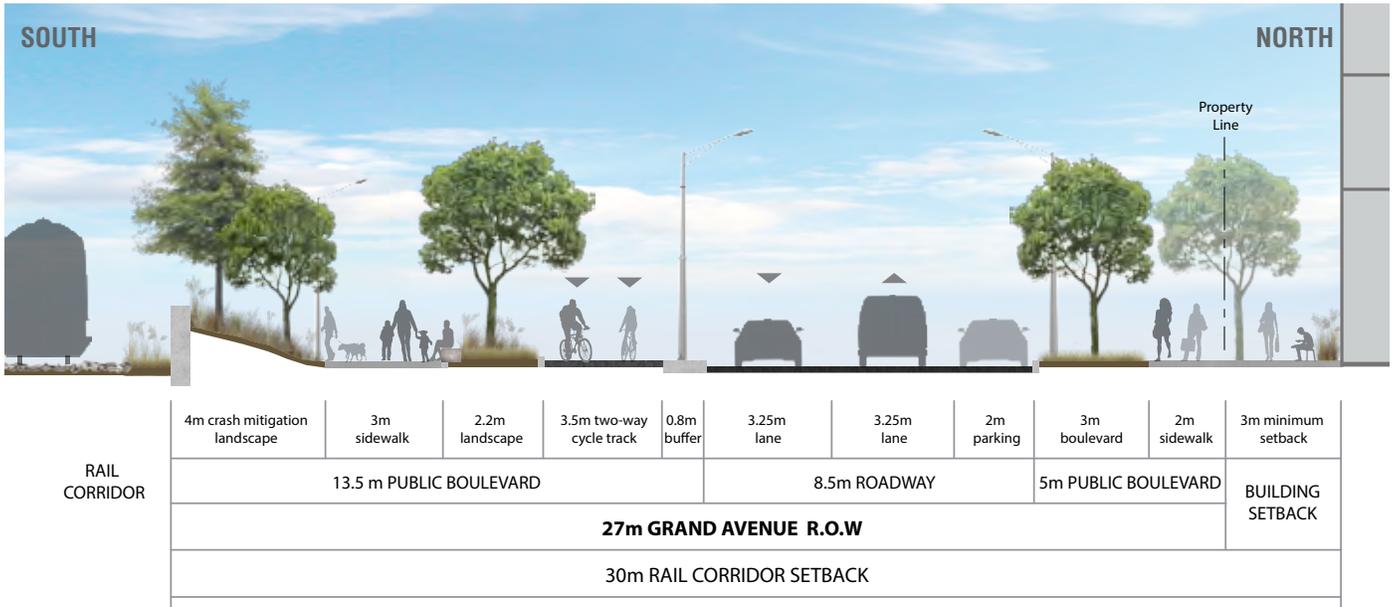


Figure 1: Grand Avenue extension R.O.W.



Figure 2: Sudbury Street extension with naturalized planting area and stone seating.



Figure 3: Cyclists on the Lakeshore Boulevard East multi-use trail.



Figure 4: Pedestrian and cyclist activity on the West Toronto Railpath.

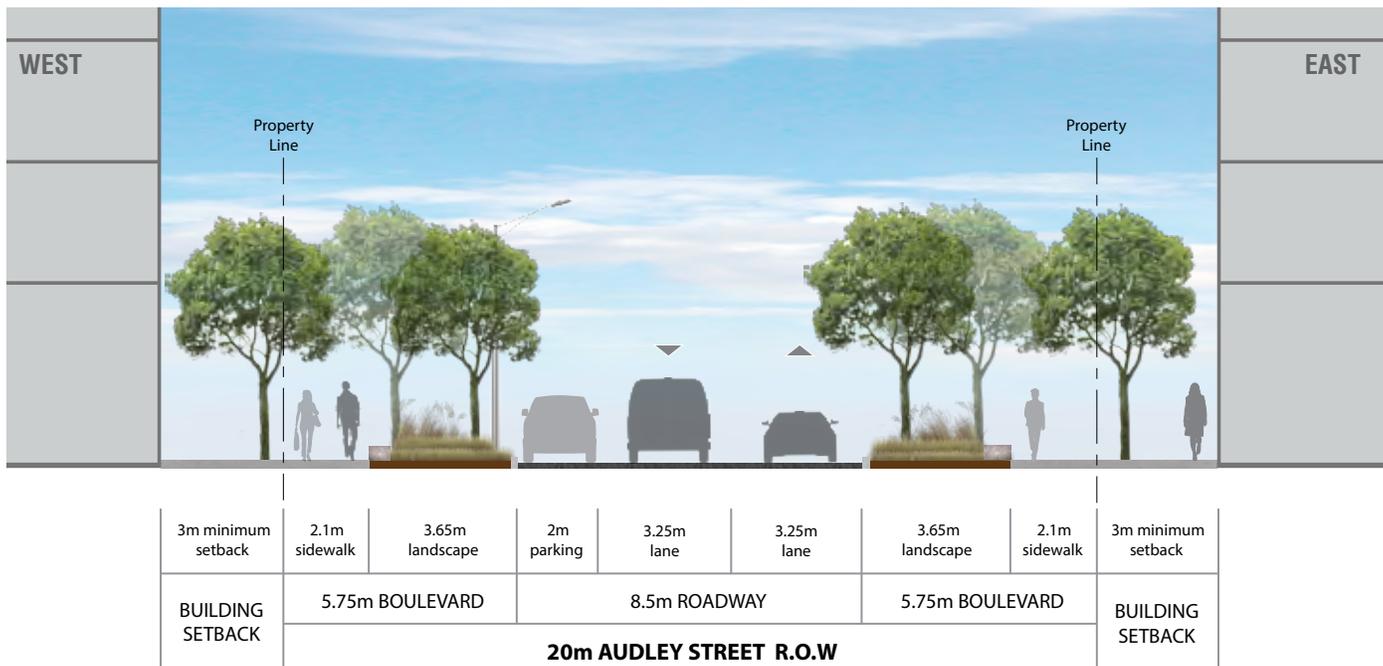


Figure 1: Audley Street R.O.W.

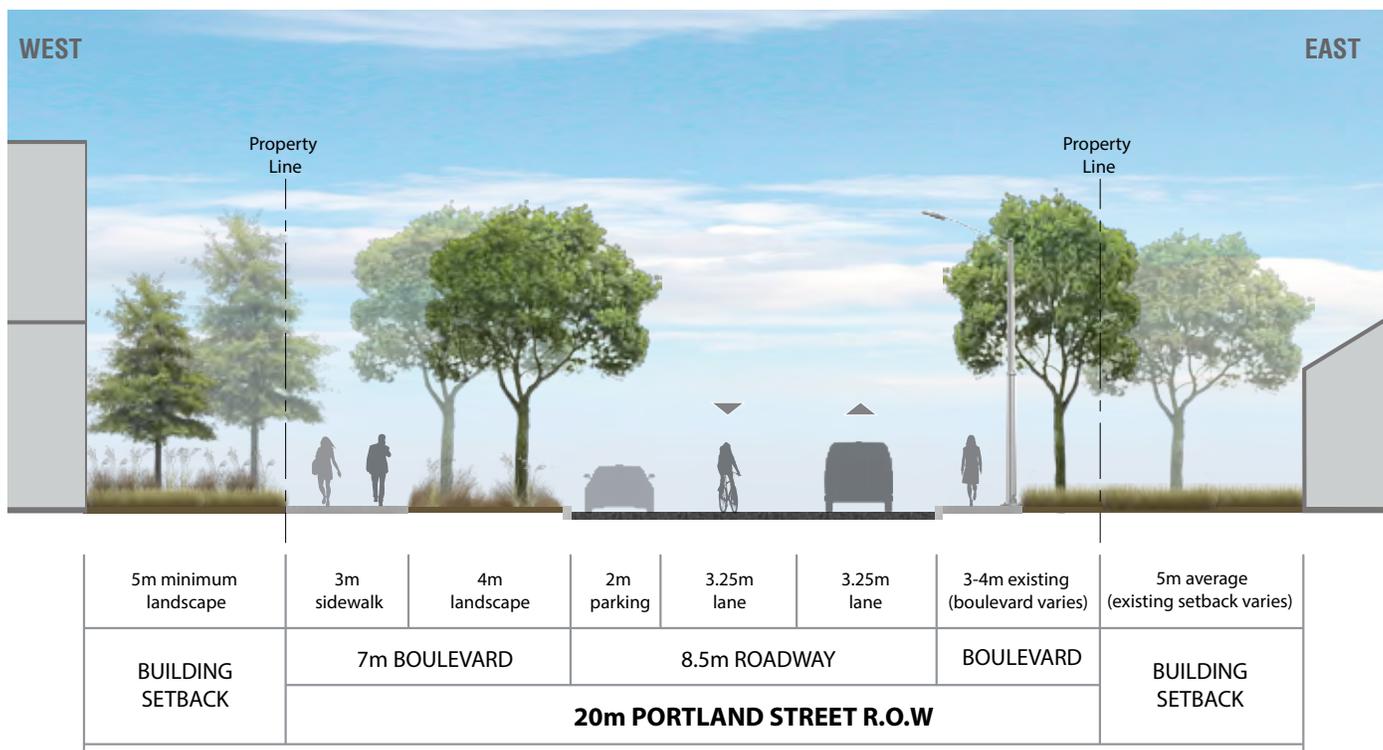


Figure 2: Portland Street R.O.W.

## 2.2.6 Greening Strategy

The overall lack of landscape planting in the Secondary Plan area is a legacy of its industrial past. As a new neighbourhood emerges, a greening strategy is required to direct investment onto public and private land. The greening strategy will have an impact outside the Secondary Plan area: it will provide ecosystem services and it will connect to other local green networks through rail corridors and ravines. The specific character for the greening strategy is described in the section on ‘Character: Industrial Fabric & Naturalized Landscape’.

### A) Mimico-Judson Greenway Greening

The Mimico-Judson Greenway will be a robust spine that supports the greening strategy. New development adjacent to the Mimico-Judson Greenway should provide:

1. a double row of trees at a 7 to 8 metre diagonal spacing; and
2. naturalized perennial landscape planting to further augment the greening strategy.

### B) Public and Private Greening

A coordinated landscape design approach will maintain and extend the seamless continuity of the public realm throughout the area. The following should be provided:

1. canopy trees at a 7 to 8 metre diagonal spacing to maximize tree planting within the public boulevard and the private setback;
2. trees planted above parking garages will have a minimum of 1.5m of soil depth, this will be provided through a stepped section in the ground floor slab;
3. a combination of open planting and trees in flush metal grates - material selection and design to be continuous along the length of the block;
4. minimized paving to allow landscape areas to predominate;
5. permeable paving within private sites to maximize the irrigation of vegetation; and
6. a landscape treatment of front yards, forecourts and courtyards that coordinates seamlessly with the public realm.



Figure 1: Wildflowers collected on the West Toronto Rail Path by landscape architect Victoria Taylor.

### C) Ecological Corridor

Rail corridors support ecosystem services and the movement of plant and animal communities across cities and regions. The Mimico-Judson Greenway and rail buffer should:

1. contribute to and enhance the ecological corridor between Mimico Creek to the east and Etobicoke Creek to the west; and
2. provide a diversity of plant species including canopy tree planting, vines, perennials, shrubs, conifers and specifically pollinator plants, seed plants and milkweed.



Figure 1: Map of ravine corridors and natural areas in Toronto (area of aerial illustration below is noted in the rectangle above).

*Ecosystem services* provide direct goods and indirect services that ensure human well-being. They are divided into four categories: *regulating services*, such as the mitigation of flood and drought, the filtration of air and water, and the control of pest populations; *provisioning services*, such as food and water; *cultural services*, such as education, recreation and psychological health; and *supporting services*, such as nutrient cycles and pollination.

(Definition from Biodiv Canada: a federal, provincial and territorial working group on biodiversity)

See the Appendix A.4 for guidelines on species selection and naturalized planting strategies.

For more information on ecological corridors:

- Canadian Wildlife Federation: Grow a Greenway.
- Natural Heritage Reference Manual For Natural Heritage Policies of the Provincial Policy Statement, Section A.2.3 Linkage/Corridor Attributes



Figure 2: Aerial image demonstrating the rail corridor between creeks and their adjacent parks - Secondary Plan area and future Public Park are noted in red and green.

## 2.3 SPECIAL AREAS: PUBLIC SPACE PLAN

The Secondary Plan area has a number of existing qualities and special areas that are intended to be highlighted through the public realm plan. New public realm investments are meant to frame and support public life and existing area features. These special features will contribute to the overall vibrancy of the area, which will reinforce the character of the Secondary Plan area.

### 2.3.1 Parks & Public Open Space Network

The new central public park, the new Mimico-Judson Greenway and new privately owned publicly-accessible spaces (POPS) are intended to be the primary structuring elements for the public realm plan. They will be an important resource for both existing and future local residents, employees and transit users.

#### A) A New Public Central Park

The new park will provide amenity to the Secondary Plan area and, by virtue of its location near the Mimico-Judson Greenway, will contribute to the chain of open spaces in the area. The Secondary Plan is in a parkland priority area and one large, programmable park will be provided on Block D that should:

1. support public gathering;
2. accommodate spill-out from local businesses serving food;
3. include a fire pit and/or wood oven to reinforce and complement the existing local food manufacturing uses and support food related park programming;
4. provide amenities like power outlets, water, trellises and lighting to support festivals or farmer's markets;



Figure 1: Map of area Parks and civic open spaces, future Mimico-Judson Park, and Mimico-Judson Greenway. New park size and location provided for illustrative purposes.

5. include program zones supported by unique furniture such as logs, picnic tables and furniture made of reclaimed pallettes, etc;
6. incorporate naturalized planting strategies; and
7. provide child-specific naturalized play area located away from the street incorporating play elements such as logs, tires and other materials informed by the industrial context.

### B) Park Location

The park should be centrally located at the south end of Block D, adjacent to the rail corridor in order to:

1. maximize continuous sunlight access;
2. strategically relate to the existing parks in the area by creating a chain of open spaces along the Mimico-Judson Greenway; and
3. support and augment the Mimico-Judson Greenway.

Note: adjacent to the preferred park location, there is an existing building that demonstrates heritage character, see Appendix A.1. Adaptive reuse of this building should be considered.



Figure 1: Existing building at 1 Audley Street, which demonstrates heritage character.

### C) Park and Built Form

New built form adjacent to the park should provide special consideration to ensure compatibility and synergy between uses:

1. buildings should front onto public streets and if they also have frontage on a park, active elevations and building entrances should be provided to activate and augment the park;
2. buildings should define and support the park by fronting directly onto the park and should not be separated by a laneway;
3. the physical and visual impact of servicing should be minimized and carefully located away from the park;
4. compatible building uses at grade should engage the park such as retail, food service and/or community services;
5. the ground level adjacent to buildings should be level with the park and residential uses should be avoided along the park edge.
6. commercial uses should be setback a minimum of 3 metres from the park edge to delineate between public and private and allow for a spill out of uses onto private property;
7. windows and building entrances along the park edge are encouraged to provide animation and passive overlook;
8. new development should be designed to maximize sunlight access onto the park providing a minimum of 7 hours of sunlight on the park during the equinoxes; and
9. public art is encouraged to be located in the park.



Figure 2: Installation at Todmorden Mills by artist Dean Baldwin with No.9 Contemporary Art & the Environment - amenities made of natural materials reinforce the park setting.

### Collaborative Open Space

The design of the new public park and the public open space created along the Mimico-Judson Greenway rail buffer presents an opportunity for community engagement and collaborative input. The design should accommodate collaborative programming and maintenance. The design should also explore private sector and not-for-profit opportunities to create and fund initiatives within new open space. For more information consult the report "Making Connections" by Park People.



Figure 1: A 'Friends of City Parks' volunteer group.



Figure 2: Details which could inform park design - from the TDSB/Evergreen Guidelines on Landscape and Child Development.



Figure 3: Liberty Village Park - heritage structure animates and augments park.

### 2.3.2 Privately Owned Publicly-accessible Space

As indicated in Secondary Plan, new development is encouraged to augment the City-wide inventory of privately owned publicly-accessible space (POPS). These spaces should be designed according to the City of Toronto's POPS Guidelines.

Where possible, POPS should augment and contribute to the open space network developed through the new park and the Mimico-Judson Greenway. POPS should be designed and located to:

1. augment building entrances and forecourts as well as the gateways and view termini identified on the public realm plan;
2. respond to triangular site geometry where building massing or vehicular access should not be located;
3. provide structural elements (built or landscape) to help define street edges; and
4. respond to the industrial character of the area.



Figure 4: McCleary Playground Park uses rocks and tree stumps as play equipment.



Figure 5: POPS at Cadillac Fairview Shops at Don Mills.

### 2.3.3 Public Art

Through the provision of public art, there are opportunities in the Secondary Plan Area to create meaningful and memorable interventions in the public realm. Both the strategic placement of work and a site-specific response will allow for the character of the area to be supported by public art installations.

Toronto's Official Plan supports public art in all significant private sector developments across the City. New development should contribute to either the Percent for Public Art program on private lands or make contributions to public art on public lands. See the Percent for Public Art Program Guidelines, approved by City Council in 2010.



Figure 1: Public art light installation in the Windermere Avenue underpass - Bluegold Variations by Dereck Revington Studios.

The public art process should consider the following:

1. public art should be located in areas that are prominent and highly visible from the public realm – in conjunction with gateways and prominent corners identified in the public realm plan;
2. in addition to these locations, attention should be given to siting public art:
  - a. to compliment and animate the the rail corridor;
  - b. along pedestrian routes to the Mimico GO station;
  - c. in the Royal York Road underpass, which would be visible to pedestrians within the Secondary Plan area;
3. materials and construction should be durable and high quality;
4. lighting elements should be incorporated into the construction to ensure that the work is continuously visible; and
5. the industrial legacy of the Secondary Plan area should be considered to inform the process:
  - a. the materials could build upon or contrast with the existing character;
  - b. the historic narrative of the area could be used to inform the work, see Appendix A.1.



Figure 2: Public art on the NXT condominium site next to the rail corridor - Echo by Jim Hodges. The material selection reflects the environment, including temporal elements like the GO train.

### 2.3.4 Gateways & View Corridors

Local site geometry, unique conditions and pedestrian flows present a number of opportunities where special treatment and consideration should be provided:

1. gateways and view corridors should be thoughtfully treated with an appropriate built form response, landscape planting and/or public art as indicated in the public realm plan in Figure 1 and 2 on the following page.

#### View from Rail Corridor

New development visible from the rail corridor should consider views from moving trains and waiting platforms. New development facing the rail corridor should provide:

1. active elevations;
2. animated elevations using high quality materials; and
3. hyper-graphic patterns should be considered.



Figure 1: Hyper-graphic pattern treatment at the Paint Box in Regent Park.

### 2.3.5 Prominent Corner Sites

The majority of the development blocks follow an orthogonal grid, but there are exceptions where the rail line cuts through the blocks at the south end of the Secondary Plan area. The unique geometry of these blocks presents opportunities and the following should be provided:

1. special treatment for corner sites as indicated in the public realm plan in Figure 1 and 2 on the following page;
2. rounded massing or special articulation;
3. setbacks, overhangs and pedestrian canopies; and
4. upgraded public realm and private landscape treatments.



Figure 2: The Pure Spirit building expresses its corner condition and frames an open space.



Figure 3: Corner treatment at Dundas Street and Carlaw Avenue.



Figure 4: Expressive corner at River City at King Street and the Don River (TUDA winner).

## 2.3.6 Public Realm Plan

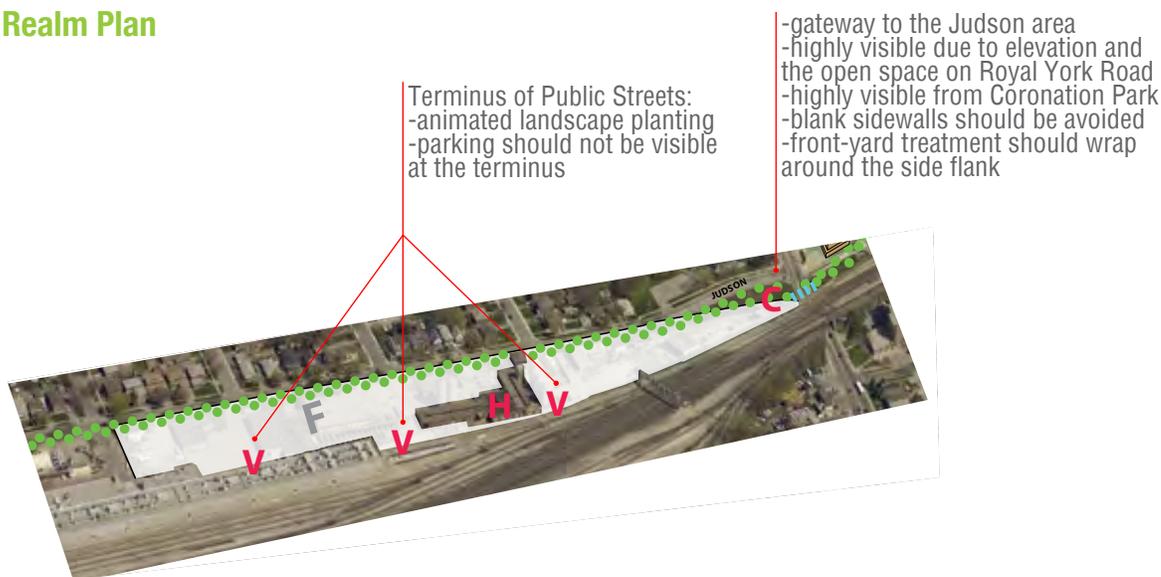


Figure 1: Public realm plan - Judson Street area.



Figure 2: Public realm plan - Mimico Triangle area. New park location and size provided for illustrative purposes.

