

DRAFT
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TTC Victoria Park Station Land Use Study Area Urban Design Guidelines and Conceptual Master Plan

The TTC Victoria Park Station Land Use Study Area Urban Design Guidelines provide guidance for development of lands and public realm improvements in the Study Area. They are intended for the use of developers in the preparation of development projects, and by the City of Toronto in the review and assessment of development proposals, and in the planning of public realm projects.

The guidelines cover three general areas. These are “the Public Realm”, “Built Form”, and “Public Art and Cultural Heritage”.

A Conceptual Master Plan is attached to illustrate the overall vision for the area and key urban design considerations outlined in this document. Detailed planning of specific public or private projects may lead to adjustments to the conceptual master plan, provided that the key objectives continue to be met.

1. Public Realm
 - 1.1 Streetscape Improvements
 - 1.2 Pedestrian Connections
 - 1.3 Public Safety
2. Built Form
3. Public Art and Cultural Heritage

1. Guidelines for the Public Realm

The public realm in the TTC Victoria Park Land Use Study Area includes parks and open spaces, streets, pedestrian connections and linkages, and public buildings and/or facilities. The public realm will be designed to support integrated and connected communities, to create a pedestrian friendly and transit supportive environment, to promote public safety and a sense of community identity, and to improve accessibility and visibility of TTC facilities.

1.1 Streetscape Improvements

The quality of the public realm along key streets in the Study Area should be improved by providing upgraded streetscape treatments. The four streets recommended for improvements are:



1) Victoria Park Avenue

- Remove the existing guard rail where possible.
- Provide additional street trees within the boulevard.
- Provide new continuous sidewalks where possible.
- Provide upgraded streetscape treatments in the areas near the subway station. These may include improved signage, special paving, pedestrian scale lighting, street trees, benches and bike facilities, and other amenities in the area, where appropriate.



2) Pharmacy Avenue

- Provide additional street trees where possible.
- Improve entrance to Prairie Drive Park.
- Explore opportunities for pedestrian connections to the subway station along the hydro corridor.



3) Crescent Town Road

- Provide new sidewalks along the street.
- Improve pedestrian access to Taylor Creek Park.



4) Thyra Avenue

Thyra Avenue is an important route from Crescent Town Road area to Danforth Road. Provide trees, decorative paving, benches, garbage cans, and other pedestrian amenities at the north and south ends of the street as permitted within the existing road right-of-way.

1.2 Pedestrian Connections

Pedestrian connections and linkages will be provided throughout the Study Area, to existing communities, schools, bus and subway station and stops, existing natural areas and open spaces, and other public spaces. Key linkage and connection opportunities are shown in the attached Conceptual Master Plan, including but not limited to the following:



- 1) Path from Teesdale Place to the proposed eastern automatic entrance to the subway station

Provide improvements such as sidewalk repairs, elimination of existing fences where appropriate, new decorative fences, pavement marking to indicate pedestrian routes, etc.



- 2) Walkway and stairs along the north wall of the subway station

The walkway and stairs along the north wall of the subway station should be improved when the station is redeveloped. A wider walkway should be provided with decorative railings/fencing. Windows should be provided on the existing north wall of the subway structure to promote pedestrian safety along the walkway. Weather protection measures should be considered.



- 3) Pedestrian Bridge across Victoria Park Avenue

Provide improved access to the bridge from the subway station including making the bridge fully accessible to



disabled persons. The condition of the bridge should be assessed and necessary improvements and repairs should be provided including consideration of improved lighting, signage, incorporation of artwork, and additional glazing for weather protection.

4) Victoria Park Ave. Crosswalk

A pedestrian crosswalk connecting the east and west sides of Victoria Park Ave. should be provided at the new transit only traffic signal. (Transportation, Works to comment)



5) Path(s) from Victoria Park Avenue to Goodwood Park Court

Improvements should be provided to the existing paths and surrounding area. These may include new walkways, shrubs and tree planting, pedestrian scale lighting, signage, etc. To provide unobstructed views between the apartment complex and the walkway, the removal of the existing concrete wall separating the walkway from the apartments to the north of the walkway should be considered.



6) Path(s) from Albion Avenue to proposed bus terminal

Provide improvements/repairs to the existing walkways. Where appropriate, replace existing chainlink fences with decorative fences and provide improved landscaping.



7) Path from Dentonia Park to Donora Park

A pedestrian path should be provided to link Dentonia Park and Donora Park. A bridge may be considered at the creek.

1.3 Public Safety

The design of buildings, streetscapes, parks and other spaces should promote a sense of safety and reduce the incidence and fear of crime. All outdoor spaces should be designed in accordance with recognized “Crime Prevention Through Environmental Design” (CPTED) principles.

2. Guidelines for Built Form

The future redevelopment of the TTC property should support an animated, attractive and safe public realm.

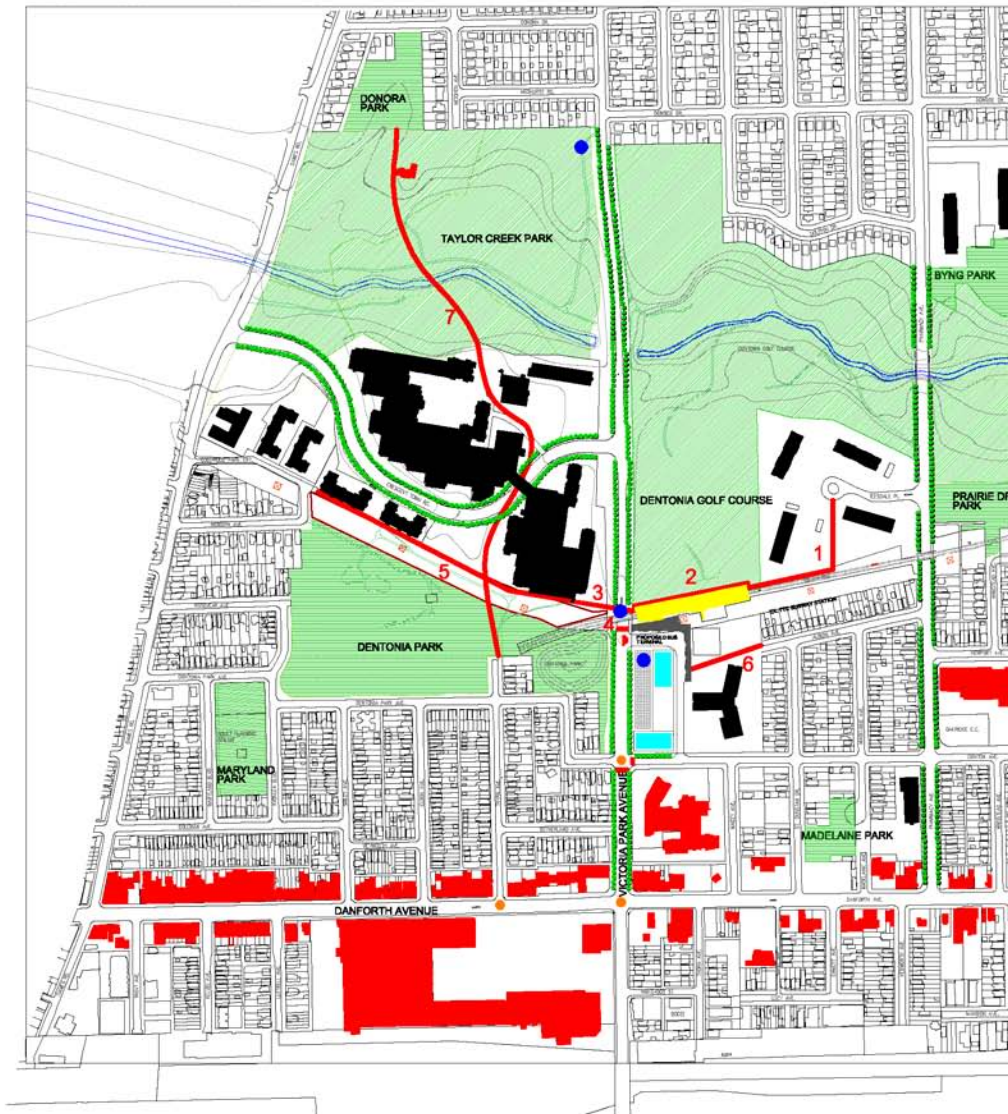
- A “transit square” in front of the future development should be provided as the focal point for the Study Area. Upgraded pedestrian amenities should be provided. These may include decorative paving, trees and landscaping, seating, bicycle parking, pedestrian scale lighting, etc. A public art installation should be considered for this location.
- Buildings should be designed to create a landmark with appropriate height and density, and design excellence.
- Buildings should be massed to have well defined building base, middle, and top.
- Shadow impacts, views, and micro-climate condition should be considered when determining appropriate location, height, and massing of the buildings.
- Grade-related retail and commercial uses are encouraged to support an animated public realm.
- Locate primary entrances on the street frontage or facing the “transit square”.
- If a community service facility is to be incorporated, it should be located at the ground level with the main entrance facing the public street frontage or the “transit square”.
- Provide pedestrian weather protection along the base of all buildings, at the main entrances, near the transit square, and where there are commercial uses at grade. These may include canopies, awnings, colonnades, etc.
- Underground access ramps should be incorporated into the ground floor of the building.
- Servicing and access ramps should be located at the rear of all buildings and should be screened from public view.

- Parking, automobile drop-off and servicing access should be designed to minimize potential impact on the continuity of the public sidewalk and regularity of street tree planting, while meeting operational requirements.
- A direct weather protected pedestrian connection from the development to the station will be encouraged.
- Adequate bicycle parking should be provided.
- Buildings should be designed to promote safe use and the safe use of adjacent streets and open spaces.
- Natural surveillance opportunities are encouraged by strategically orienting building entrances and other active uses near potentially vulnerable areas.
- Replacement parking for TTC commuters or residents of the development should be located underground. The Hydro corridor to the east of the station (with access to/from Pharmacy Ave.) may also be considered as a possible site.
- If passenger pick-up and drop-off facilities for users of the subway are to be included in the development, they should be designed as an integral part of the overall design, with minimal impact on the quality of the public realm.

3. Guidelines for Public Art and Cultural Heritage

There should be a range of public art installations, some of which should reflect the area's history and identity. Potential public art locations are identified as the following (see attached Conceptual Master Plan):

- 1) On the "transit square" in front of future development on the TTC property;
- 2) Entrance to the Taylor Creek Park at the north-east corner of the park near Victoria Park Avenue; and
- 3) The pedestrian bridge across Victoria Park Ave.



- EXISTING TRAFFIC LIGHTS
- EXISTING PARKS - NATURAL AREAS
- EXISTING PARKS
- EXISTING SCHOOLS, PLAZAS, COMMUNITY CENTRES, ETC.
- EXISTING PATHS
- ▶ PROPOSED TRAFFIC CONTROL SIGNAL
- PUBLIC ART LOCATIONS
- NEW DEVELOPMENT
- TRANSIT SQUARE
- KEY PEDESTRIAN PATHWAYS/LINKAGES
- 1 FROM TEESDALE PLACE TO SUBWAY
- 2 WALKWAY AND STAIRS ALONG THE NORTH WALL OF SUBWAY STATION
- 3 PEDESTRIAN BRIDGE ACROSS VICTORIA PARK AVE.
- 4 CROSSWALK CONNECTING WEST AND EAST SIDE OF VICTORIA PARK AVE.
- 5 FROM VICTORIA PARK AVE. TO GOODWOOD PARK COURT
- 6 FROM ALBION AVE. TO PROPOSED BUS TERMINAL
- 7 FROM DENTONIA PARK TO DONORA PARK

TTC VICTORIA PARK STATION LAND USE STUDY
CONCEPTUAL MASTER PLAN
 CITY OF TORONTO
 1 : 2000
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