
VIKING ROAD

Development in the Viking Road area will be consistent with the following urban design guidelines. The guidelines are to be read in conjunction with the urban design policies of the Official Plan.

LOCATION

The guidelines and apply to the lands proposed to be developed in the vicinity of Viking Road, Kipling Avenue, Auckland Road and St. Albans Road. These guidelines are to be read in conjunction with the applicable site specific zoning by law.

GUIDELINES

PUBLIC REALM

Streetscape

Appropriate streetscape treatment will be provided to the satisfaction of the City of Toronto, along all frontages to promote the safe use of the street.

The design and grading of the street will be coordinated with the adjacent property owners

The streetscape along Dundas Street West is to be graded to ensure level access from the street.

Viking Road

The Viking Road frontage will be landscaped to form an accessible and safe public street edge. Detailed landscape design will be reviewed to ensure appropriate landscape treatment.

Pedestrian Comfort and Safety

Pedestrian amenity is created by landscape and architectural elements in and at the edges of streets, parks and open spaces that promote the comfortable use of that space. All outdoor spaces will be designed in accordance with CPTED principles.

Natural surveillance opportunities are encouraged by strategically orienting building entrances and other active uses near vulnerable areas.

Environmental Impact: Sun and Wind:

A wind study for the entire site will be submitted to the City. Should wind mitigation measures be deemed necessary, the appropriate design changes will be incorporated prior to submission for Site Plan Control Approval. The applicant will obtain certification from wind consultants indicating that the final buildings design has taken sufficient measures, particularly along the Dundas Street frontage, within the park area, and at building corners. The incorporation of design features such as setbacks and stepped building facades, mitred corners, balconies and canopies, stepped elevations and podiums will help intercept or diffuse winds at the pedestrian level.

Shadow impact on public areas will be minimized. Typical shadow studies will be required.

Public Walkway:

The walkway network serves to connect to the subway station and create a link between the public streets and the Kipling Station. It must be clear and accessible 24 hours a day.

The public walkway right-of-way will be at least 5 metres wide; barrier free, easily understood and visible from surrounding areas wherever possible. Ensure that the design of the walkway clearly delineates public, semi-public and private property and maximizes natural surveillance opportunities.

Trees will be planted on either side at 6.0 metres spacing. The lighting and pavement will be to City standards.

The view termination at both the northerly, southerly, easterly and westerly limits of the walkway will receive special treatment to encourage sufficient views and connections.

The base of Building B adjacent to the walkway will be designed to frame the north-south portion of the walkway. The walkway will have 'overlook' from Building B where possible.

BUILT FORM

Buildings

Building D will be designed to frame the edge of the new park. For Buildings B, C & D south of Viking Road, all servicing will be off St. Albans Road, respectful of the TTC operations.

Each building will be designed with its own architectural character and distinct details such as articulation, fenestration and materials and roofline treatment. A consistent, podium building base is encouraged with a cornice or material change at the 3 or 4 storey height.

The facades of buildings will be articulated and fenestrated in a fashion that breaks down large-scale building mass and avoids large exposed expanses of blank walls.

Private landscaped courtyards will be designed to provide active as well as passive outdoor, areas. Play equipment, seating areas, allotment gardens, BBQ areas, tennis courts, are examples.

Underground parking garages will be organized to allow ventilation to occur vertically on the building face above pedestrian levels rather than within publicly accessible areas at grade.

Buildings B, C & D

A comprehensive plan will be submitted illustrating how the remaining density permitted by the by-law is proposed to be deployed within the permitted heights.

The base of Building B will be designed to serve as an animated edge to the north-south public walkway to the subway.

Buildings will be setback from adjacent buildings and open spaces an appropriate distance to ensure good light, view and privacy between the buildings and open spaces.

The separation between towers will be a minimum of 24 metres.

Underground access ramps will be incorporated into the ground floor of buildings.

SITE PLAN ORGANIZATION

Site Plan

These guidelines encourage street and pedestrian related development with buildings generally sited parallel to the public streets and along the edges of open spaces and parks. Grade related dwellings, lobbies, and other appropriate uses are encouraged on these faces to provide safe, animated streets and open spaces. Open space in the middle of the blocks is for private use and for servicing the developments.

Setbacks

Setback areas between new buildings and adjacent public areas are to be landscaped to provide an appropriate setting for new buildings, to integrate with existing buildings, and provide amenity for residents and visitors.

Adequate setbacks of buildings above and below grade will be provided where possible to ensure that existing mature trees can be integrated into new development. In cases where underground parking is below landscaped areas, sufficient soil depth is required to ensure mature growth of trees.

Address:

To encourage safe and convenient access, buildings will have entrances visible to the public street. Lobbies and security areas will be visible and accessible from the public sidewalk. Buildings located off the new road will have main entrances directly accessible from the pedestrian walkways.

Multiple entrances along a street promote its use. Grade related units are encouraged at the base of residential buildings.

Entrances to buildings will include weather protection.

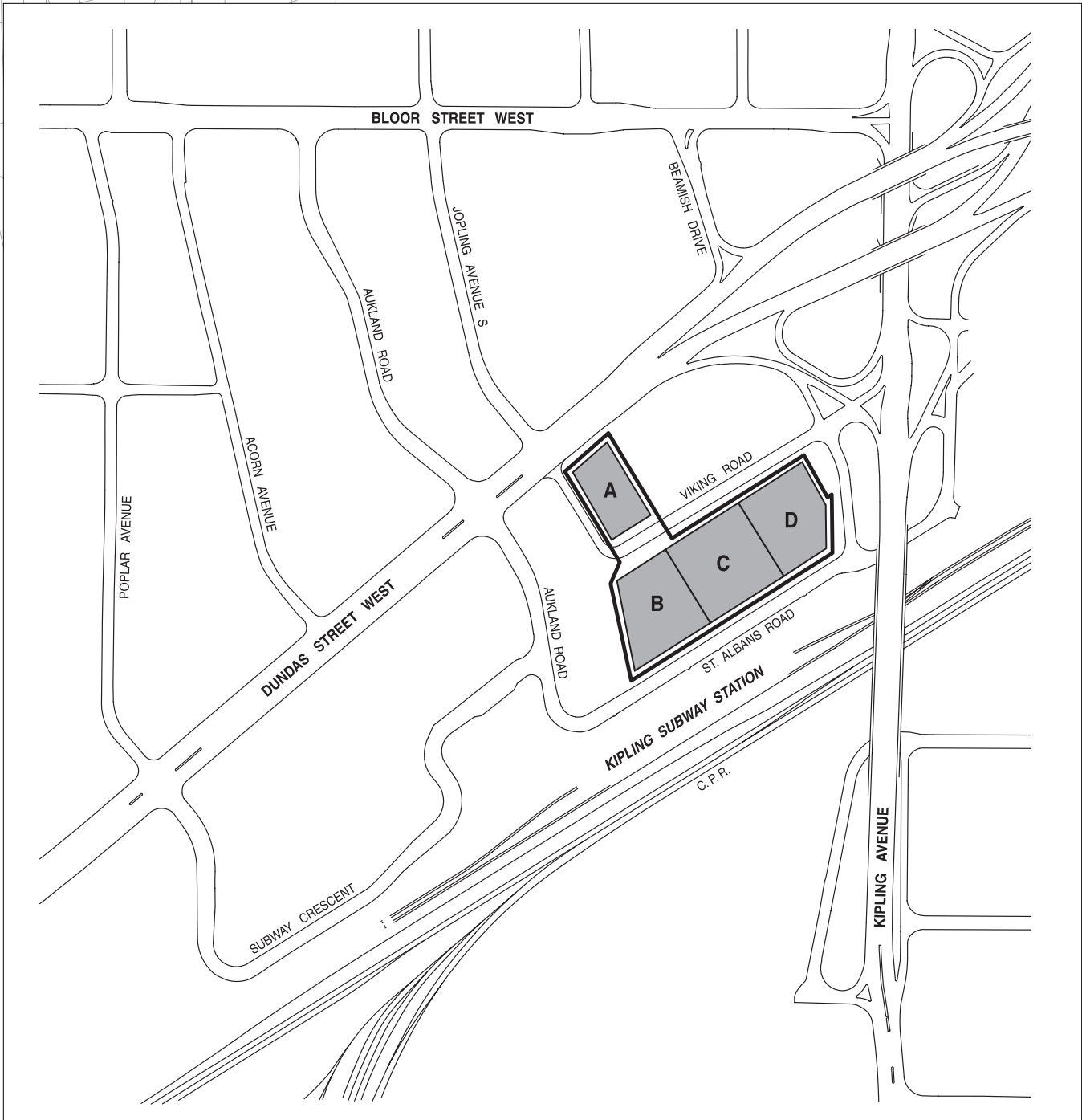
Parking and Servicing:

Parking, automobile drop off and servicing access will be carefully planned and designed so as to minimize interference with the continuity of the public sidewalk and the abundance of street tree planting, and will have a minimal physical and visual impact on the public streets and accessible open spaces.

Visitor parking will occur underground as much as possible to retain the open spaces at grade off Viking Road and between the towers for planting and amenity space.

Servicing for Buildings B,C & D will all come off St. Albans Road.

VIKING ROAD



Viking Road Building Blocks

MAP A



Not to Scale
04-03