Prioritize Peter Street as a primary pedestrian corridor and design it to provide a safe and comfortable pedestrian connection from the neighbourhood to the station stop and the downtown. A safe, enhanced pedestrian connection at Peter Street and Courtland Avenue West should be provided as Courtland Avenue West develops into a mixed-use urban corridor.

Pedestrian and cycling infrastructure should be prioritized for Benton Street (from Mike Wagner Green to King Street), where grades are less steep.

Cedar Street (between Charles Street East and Church Street) and Benton Street (at Courtland Avenue East) have both been identified as gateways to the neighbourhood. New buildings at gateway intersections should be of high quality architecture and urban design, be oriented toward the street and positively reflect the character and context of the neighbourhood.

Design for changes in elevation between neighbouring sites, public spaces, views and vistas and the street. The design of buildings and public spaces at these locations should be of high quality and oriented towards the public realm to welcome people into the neighbourhood.

Design new retaining walls to complement and respect the existing urban fabric. New retaining walls should be of a similar size, scale, height and length as those found throughout the neighbourhood, and should be built of high quality, attractive and durable materials. Where there is need for a larger scale retaining wall, it should be stepped or terraced to perpetuate the existing neighbourhood character, with high-quality landscape design.

Development on Courtland Avenue East is to address the street. Provide setbacks and stepbacks where a property abuts low-rise residential properties. Design Courtland Ave. as a main pedestrian corridor with wide sidewalks and buildings with ground floors that address the public realm through enhanced glazing, architecture, landscaping and street trees.

New development at the top of Cedar Hill is to be designed to mitigate against unwanted, cumulative wind conditions. Proposals in this area should require a wind study, with any recommended mitigation measures implemented as part of the development application.

DYK? Retaining walls are an important characteristic of the Cedar Hill neighbourhood and help to accentuate the unique topography of the area.

Kaufman Park
Pursue opportunities to remove the retaining wall along Stirling Avenue to provide strategic permeability between the street and the park.

Where new development is proposed along Madison Avenue South abutting the park, public access to the park should be provided.

Sandhills Park
Improve access and visibility at St. George Street, Cedar Street North and Peter Street through the use of wayfinding signage and landscaping.

New development fronting on Sandhills Park should provide enhanced glazing and articulation along the rear facade to provide increased natural surveillance on the park space.

Mike Wagner Green
Improve the identity of Mike Wagner Green through lighting and signage at the south end of Peter Street.

New development will respect and complement the desirable aspects of the established neighbourhood character, including front porches, pitched roofs, detached rear garages, and use of brick as the dominant building material.

Encourage public/private street trees to maintain established narrow streetscapes.
GENERAL GUIDELINES

**Note**: These guidelines were developed by the Victoria Park neighbourhood as part of an Urban Design Charrette held on February 20, 2019. They reflect the vision, goals and objectives set out in the **PARTS Central Plan** and in the Neighbourhood Secondary Plan.

### Parks & Open Spaces

- Improve access, visibility and wayfinding to the Iron Horse Trail, particularly to the connection running south along West Avenue from Victoria Park.
- Explore programming opportunities for the Henry Sturm Greenway (open space along the Iron Horse Trail next to the bridge). This area should be master planned as part of a greater Victoria Park planning exercise to improve the future design and useability of this space.
- Where new development is proposed along Victoria Street, vehicular access and site servicing should be prioritized via Victoria Street.
- Provide strengthened connections from surrounding neighbourhoods, the downtown and mixed use areas to Victoria Park.
- New development along Victoria Street should be better connected to Victoria Park via a pedestrian crossing on Victoria.
- Additional crosswalks should be explored on David Street and Water Street, to provide better connections to Queen Street, the Iron Horse Trail and the Downtown.
- Additional crosswalks should be explored across Queen Street to improve the pedestrian and cyclist connections between the Victoria Park neighbourhood and the community centre and pool on the east side of Queen Street.
- A Master Plan should be prepared for Victoria Park to plan for and address opportunities for change in a way that is consistent with the objectives of the Victoria Park Area Heritage Conservation District Plan. This may include making improvements to underutilized spaces to address the needs and expectations of park patrons; better connecting the park with the surrounding neighbourhood, streets, commercial areas and trails; as well as identifying areas of the park that should be preserved as is and remain unchanged.
- Investigate opportunities to extend Victoria Park towards Victoria Street.
- Create and enhance key gateways to Victoria Park from the surrounding area. This should be strengthened through landscape design and pedestrian access to the park.

### Heritage

- Low rise development outside of the Victoria Park Area Heritage Conservation District boundary should reference and consider the Victoria Park Area Heritage Conservation District Plan policies and guidelines in order to encourage building design which reflects the existing historic character of the neighbourhood including verandas, gabled roofs, and the use of brick as the dominant building material.

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**Photo**: The Victoria Park Neighbourhood Design Charrette.
CIVIC CENTRE

Leverage existing laneways as a community asset. Provide opportunity for enhanced pedestrian movement, recreation, and cultural activities.

Pedestrian permeability through laneways should be strengthened by providing through connections where dead ends currently exist, wherever possible.

The addition of pedestrian scale lighting or laneway punctures should be considered through redevelopment or capital projects to improve the quality of laneways.

Ensure new mid-rise development on Victoria Street North and Weber Street West are compatible with adjacent low rise developments (ie: corner properties; backing onto laneways; where Mixed Use abuts low-rise residential).

Where new development is proposed along Victoria Street North and Weber Street West, vehicular access and site servicing should be prioritized via the arterial street.

Provide for new and enhance the existing tree canopy and green boulevard extensions where there are opportunities.

The intersection of Victoria Street North at Ahrens, Margaret, Ellen and St. Leger have all been identified as gateways to the heritage district. The design of buildings and public spaces at these locations should be high quality and oriented towards the public realm to welcome people into the neighbourhood. In addition, new development should not block the viewshed into the heritage district.

DYK? “Laneway Punctures” are strategic incisions along the central drainage channels of paved laneways, which are repaved with open-celled pavers and planted with hardy, nursery-selected plant material. In addition to beautifying the landscape and enhancing biodiversity, punctures increase ground permeability and divert storm water from the municipal sewage system by allowing it to percolate more slowly into the city’s soil. Source: thelanewayproject.ca.

ROCKWAY

Leverage existing laneways as a community asset. Provide opportunity for enhanced pedestrian movement, recreation, and cultural activities. Re-establish existing lanes through redevelopment where possible, to create continuous mid-block connections over time.

Pedestrian movement through laneways should be strengthened by providing through connections where dead ends currently exist.

The addition of pedestrian scale lighting and wayfinding elements should be considered through redevelopment or capital projects to improve the quality of laneways and areas adjacent to the Iron Horse Trail.

There is significant need for new park space in this area, both in close proximity to ION stops and throughout the neighbourhood. Opportunities for new parks and public realm improvements are to be pursued (both through capital funding and private development) to correct this deficiency. New parks should have at minimum frontage on two streets and connect through active transportation means to the Iron Horse Trail.

Ensure new mid-rise development is compatible with low rise developments (ie: corner properties; backing onto laneways; where Mixed Use abuts low-rise residential) and design site such that delivery and service vehicles do not need to use local streets to access new developments.

Provide and enhance tree canopy and green boulevard extensions where there are opportunities.
**KING EAST**

Where front porches are a predominant feature along a street, new development should provide a front porch with a complementary design, at grade private amenity space and/or a common amenity space to provide natural surveillance onto the street.

Pursue opportunities to add new park space to the neighbourhood. New parks should have at minimum frontage on two streets.

Prioritize active transportation in the form of multi-use pathways and cycling infrastructure, with a particular focus on enhancing connectivity to and through Rockway Gardens from surrounding residential areas on both sides of King Street.

Trees both on street right-of-ways and on private properties should be prioritized as part of new development but also through streetscape reconstruction. The neighbourhood should seek to enhance its tree canopy.

As King Street intensifies over time, provide good natural surveillance and pedestrian scaled lighting (attached to the building or as part of the street). Streetscape upgrades along King Street should explore the use of gateway features, public art, street trees and pedestrian scale lighting to enhance safety along the street at all times of the day.

Provide an improved pedestrian experience between the neighbourhood and the Market.

To aid in traffic calming on local streets, provide enhanced and clearly defined pedestrian crossings at street corners. Specifically identified intersections include Cameron and King, Pandora and King, Cedar and King and Duke and Cedar. Incorporate other traffic calming measures into local road redesigns where through traffic or heavy traffic is anticipated.

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**MIDTOWN**

Where front porches or detached garages are a predominant feature in the neighbourhood, within a cultural heritage landscape, or along a particular street, provide the same within new development, additions and/or alterations.

Leverage Dodds Lane as a community asset and pursue opportunities to extend, enhance or create new lanes within the neighbourhood, particularly on the northeast side of King Street. Provide opportunities for enhanced pedestrian movement, recreation, and secondary suites.

The addition of pedestrian scale lighting or wayfinding elements should be considered through redevelopment or capital projects to improve the quality of lanes and trails.

Explore opportunities (both through capital funding and private development) to enhance existing and add new park space to the neighbourhood. New parks should have at minimum frontage on two streets and connect through active transportation modes to the Iron Horse Trail and Grand River Hospital ION station.

To aid in traffic calming on local streets, provide enhanced and clearly defined pedestrian crossings at corners designed to provide a pedestrian priority. Specific street intersections of importance as Walter and Park, Walter and Agnes, Agnes and Park, Green and Park and Dominion and Park. Other traffic calming measures should be incorporated into road redesign on local roads, where through traffic or heavy traffic is anticipated.

New development along King Street West is to carefully consider the impacts of the required setback from ION catenary lines when designing built form and landscaping such that a high-quality streetscape can still be provided, with trees wherever possible.

Improve the quality of active connections to the Iron Horse Trail and Belmont Village, particularly at Mt. Hope and Eden Ave through enhanced wayfinding and trail connections.