



Realizing the VMC vision

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Realizing the VMC Vision



1. A Vision for the Public Realm

2. Transportation and Design Principles

3. Transformation

A Vision for the Public Realm



Image: Lynch 1960

VMC Vision

diverse opportunities for working, living, learning, shopping, recreation and culture. •

fully experienced on foot • **public**

realms **are rich and generous**, are built to a high standard, and comprise a variety of spaces and institutions, including places for

civic gatherings and celebrations • safe, comfortable and **interesting** pedestrian environment • Diverse **architecture** •

Vibrant

Area of Focus

Millway Ave - North of Hwy 7



Photo: http://www.gonorthwest.com/washington/seattle/Fremont/images/Fremont1_458x270.jpg



Photo: City of Vancouver, www.city.vancouver.bc.ca/urbandesign



Image: VMC Secondary Plan

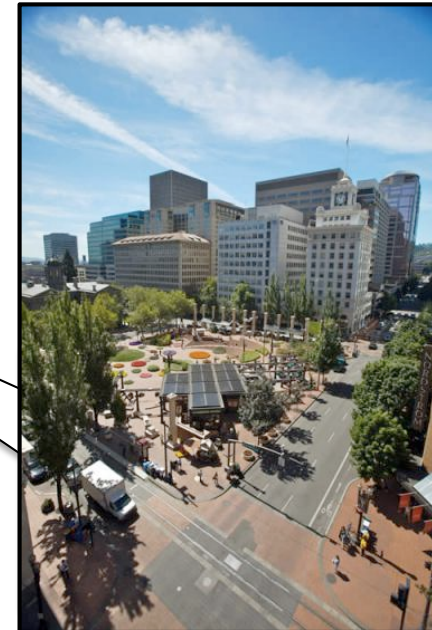


Photo: <http://laud8.wordpress.com/2010/08/02/pioneer-courthouse-square-portland/>

Conceptual Framework- Social Dimension

- “Life Between Buildings” Jan Gehl (1987)
- Premise: by creating quality spaces – more likely to partake in social and optional activities
- Creates opportunities for casual contact - can lead to higher intensity contact - represents an opportunity for stimulation

Elements of a Quality Public Realm

- Walkable – opportunity for face to face contact
- Human-scaled / Mixed Use
- Reflect community values / identity
- Interaction between the public and private
- Diversity of Built Form / Businesses / Spaces / Art

Example



<http://www.fremontseattle.com/index.html>

Sense of Place



Photo: <http://www.yuppiepunk.org/images/portraitsfromtheoffcenteroftheuniverse.jpg>

Touted as Seattle's most artistically eccentric community
Residents have left their imprint on the space
Agency in creating it

<http://www.sillyamerica.com/photos/albums/washington/Seattle-Fremont-001.jpg>



“Centre of the Universe”



http://cache.virtualtourist.com/1/1102380-Fremont_Center_of_the_Universe-Seattle.jpg

Festivals / Public Market



Photos: <http://www.sillyamerica.com/photos/albums/washington/Seattle-Fremont-001.jpg>



Picture: <http://www.fremontmarket.com/>

Human scaled / walkable



Photo: http://www.gonorthwest.com/washington/seattle/fremont/images/Fremont1_458x270.jpg



<http://www.pubclub.com/pacificnw/Images/SeattleFremontDubliner.JPG>



Photo: www.idtp.org/documents/2010-OurCitiesOurselves_Booklet.pdf

Public Art



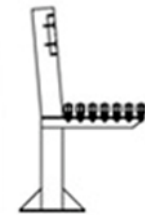
Photo: <http://www.jetcityorange.com/Seattle/Fremont-Troll.jpg>



Photo: http://www.tripadvisor.com/LocationPhotos-g60878-d143563-Fremont-Seattle_Washington.html#23005166

Street furniture – public participation

- Street Furniture - artist participation opportunity



Photos: <http://www.flickr.com/photos/imuttoo/310766256/>

Quirky / Diverse “Art” chitecture



[p://www.bridgeandtunnelclub.com/bigmap/outoftown/washington/seattle/fremont/fremont/index.htm](http://www.bridgeandtunnelclub.com/bigmap/outoftown/washington/seattle/fremont/fremont/index.htm)

Public Art / Places to Sit



Photo: <http://www.bridgeandtunnelclub.com/bigmap/outoftown/washington/seattle/fremont/fremont/index.htm>

Mixed-Use, Dense and human scaled!



<http://espspace.com/images/Evanston%20black%20&%20silver%20sunset.png>

Public Square: Place to congregate, celebrate & mobilize



Photo: <http://laud8.wordpress.com/2010/08/02/pioneer-courthouse-square-portland/>

- Precedent: Pioneer Square Portland
- Portland's "Living Room"



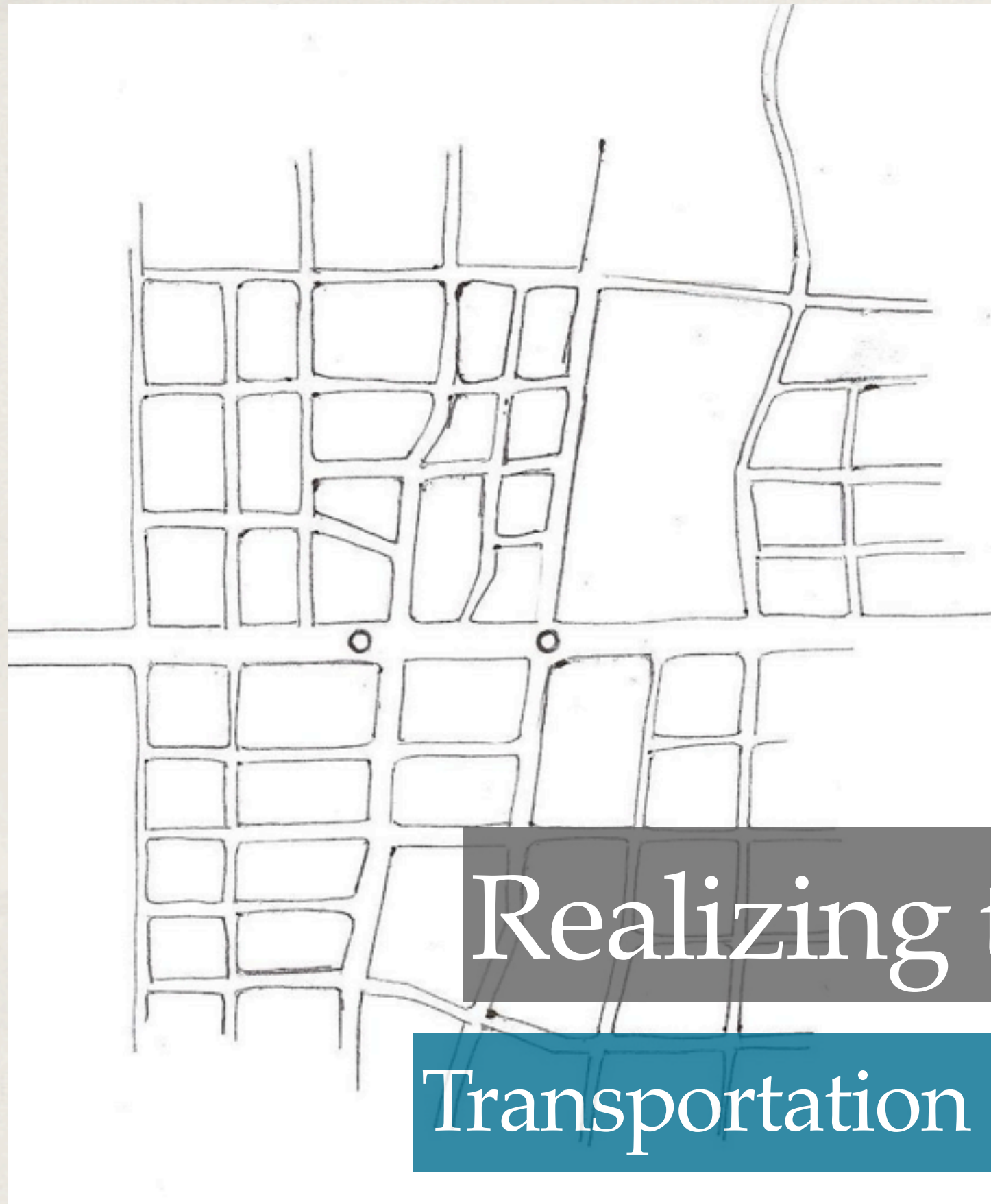
Photo: <http://static.howstuffworks.com/gif/portland-city-guide-ga-5a.jpg>



Photo: http://www.pps.org/graphics/upo-pages/pioneer_courthouse_square_aerial_large.jpg

<http://www.pioneercourhousesquare.org/bricks.htm>

“The successful city of the 21st century will be replete with choices, including non-motorized, post fossil fuel travel options. Citizens of the world do not want to sit in bumper-to-bumper traffic. They do not want to walk in mud, nor feel threatened on a simple bike ride to work. They want to be in cities that provide for creative interaction, affordable living and healthy movement” (Hook, Gehl Architects, ITDP, 2010, pg 3).



Realizing the VMC vision

Transportation and Design Principles

Automobiles in the VMC: Barriers

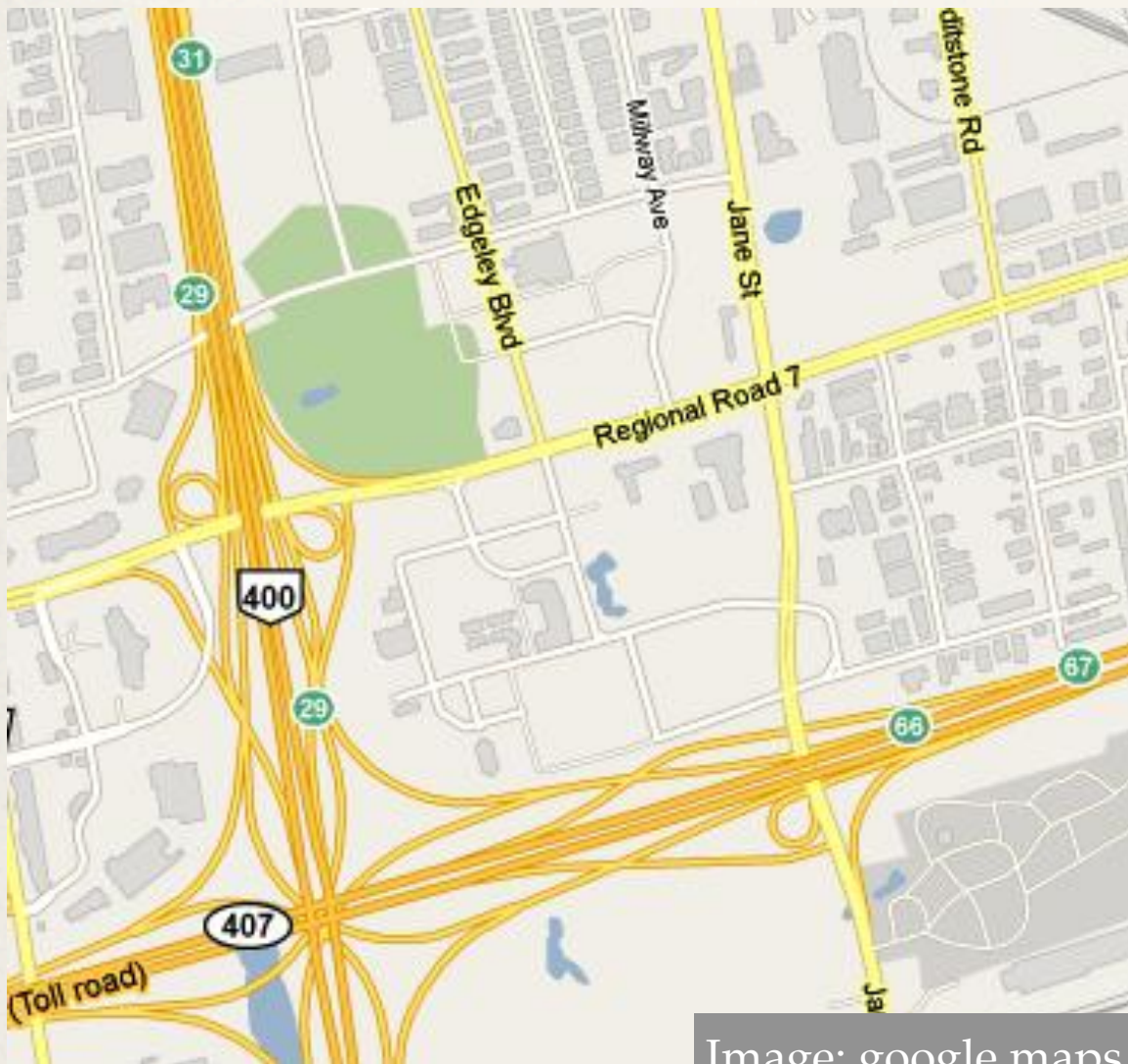


Image: google maps

- ✦ VMC bordered by 2 Expressways (400, 407) and 2 major Arterials (Highway 7 and Jane street)
- ✦ Road network must mitigate the impacts of the highways and traffic

Automobiles in the VMC: Traffic and TOD

- * The demand generated by the **transit facility** independent of the adjacent land uses; and
- * The demand generated by the **land uses** themselves

Automobiles in the VMC: Thoroughfare Network/Design

- ❖ Diversion of through-traffic
- ❖ Thoroughfares that connect whenever possible
- ❖ Avoid cul-de-sacs
- ❖ Hierarchy of roads
- ❖ No one-way streets
- ❖ Decreased curb radii at intersections
- ❖ Traffic calming measures

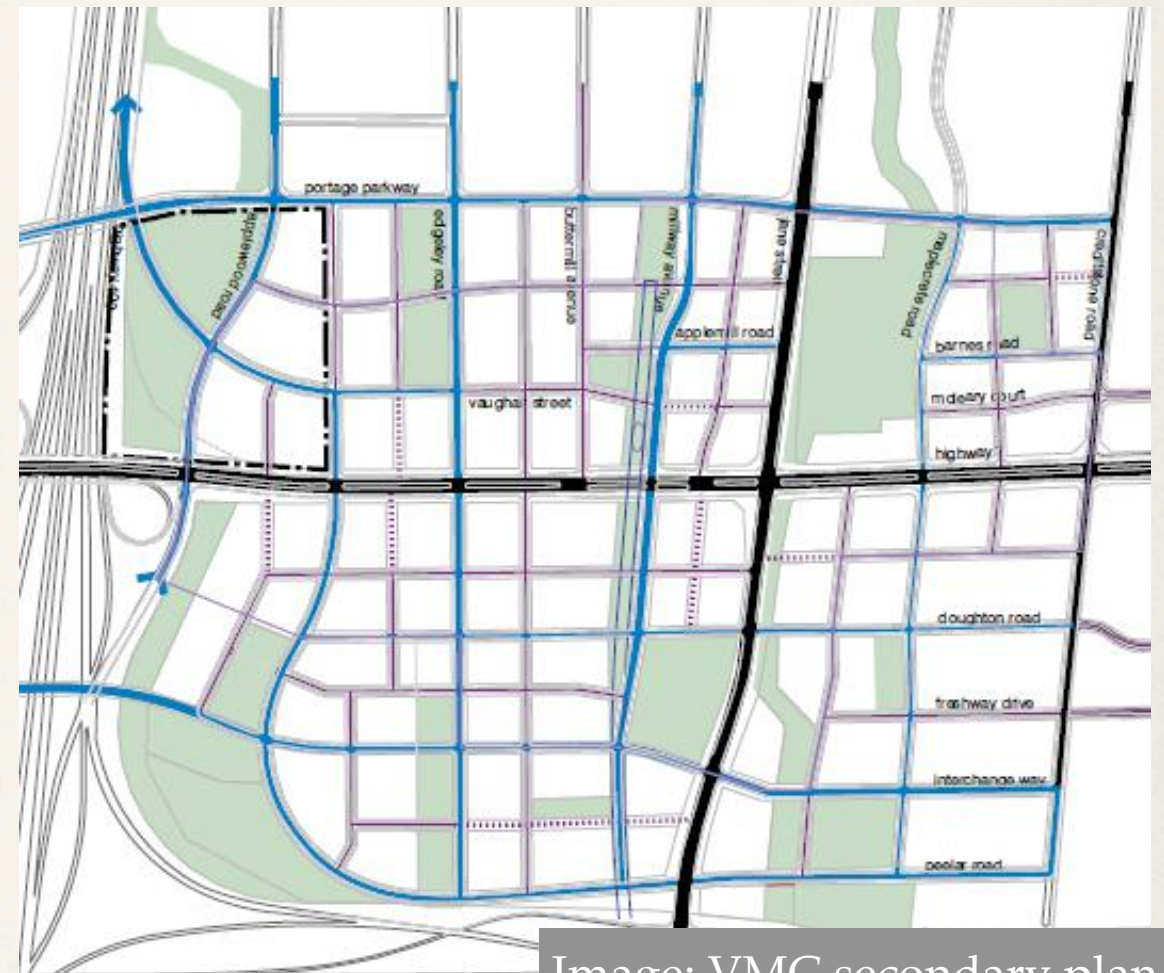


Image: VMC secondary plan

Automobiles in the VMC: Parking Design Strategies



Image: thecoolist.com

- ❖ Provide ample on-street parking
- ❖ Parking sheds/ Hidden lots
- ❖ Parking lot access
- ❖ Parking conversion

Automobiles in the VMC: Benefits of Street Parking



- * Slows down drivers
- * Protects pedestrians
- * Reduces demands for on-site parking
- * Decreases amount of parking lot pavement
- * Increases sidewalk activity as drivers walk to destination

Image: streetsblog.org

Automobiles in the VMC: Subway Commuter Parking



Image: torontoist.com

- ❖ Finch West Station: 400 Spaces
- ❖ Steeles West Station: 1900 Spaces
- ❖ Highway 407 Station: 600 Spaces
- ❖ **No commuter parking at the VMC**

Public Transit in the VMC: Legibility



- ❖ What will make the subway station legible?
 - ❖ Containing several subway entrances from Millway Avenue for the ease of traffic during peak periods
 - ❖ open space with a pathway for pedestrians/ cyclists
 - ❖ Seeing the subway interior from the outside and vice versa
 - ❖ Passenger amenities

Public Transit in the VMC: Comfort and Safety



Image: ttc.ca

- ❖ A space can be experienced differently in the day and night
- ❖ Subway stations in Toronto can be spaces which evoke feelings of vulnerability and fear
- ❖ The VMC subway station must acknowledge this to ensure that users frequent this space during the day and the night with feelings of comfort, safety, and complacency
- ❖ The station will be surrounded by mixed-use activities, with a glass construction, allowing users to see inside and outside

Public Transit in the VMC: Accessibility

- ✦ The central entrance will be met with an open space with a pathway, allowing for high volume usage
- ✦ The station will be accessible to able-bodied users, cyclists, and commuters with physical disabilities. The absence of vehicle parking at the VMC station shall encourage walkability and cycling for commuters

Public Transit in the VMC: Aesthetics

- ✦ The design of the subway station will support the high-density, mixed use space of the VMC
- ✦ The bus terminal should be constructed with a roof or at least leave the possibility of adding a roof providing access through public streets north and east of the block.
- ✦ Future VIVA station design enhances Avenue 7 streetscape
- ✦ According to Andres Duany, a transit station should “bring investment into parity with roadway subsidy with land use patterns that contribute to effectiveness of all modes equitably”



Images: ttc.ca,
urbantoronto.ca

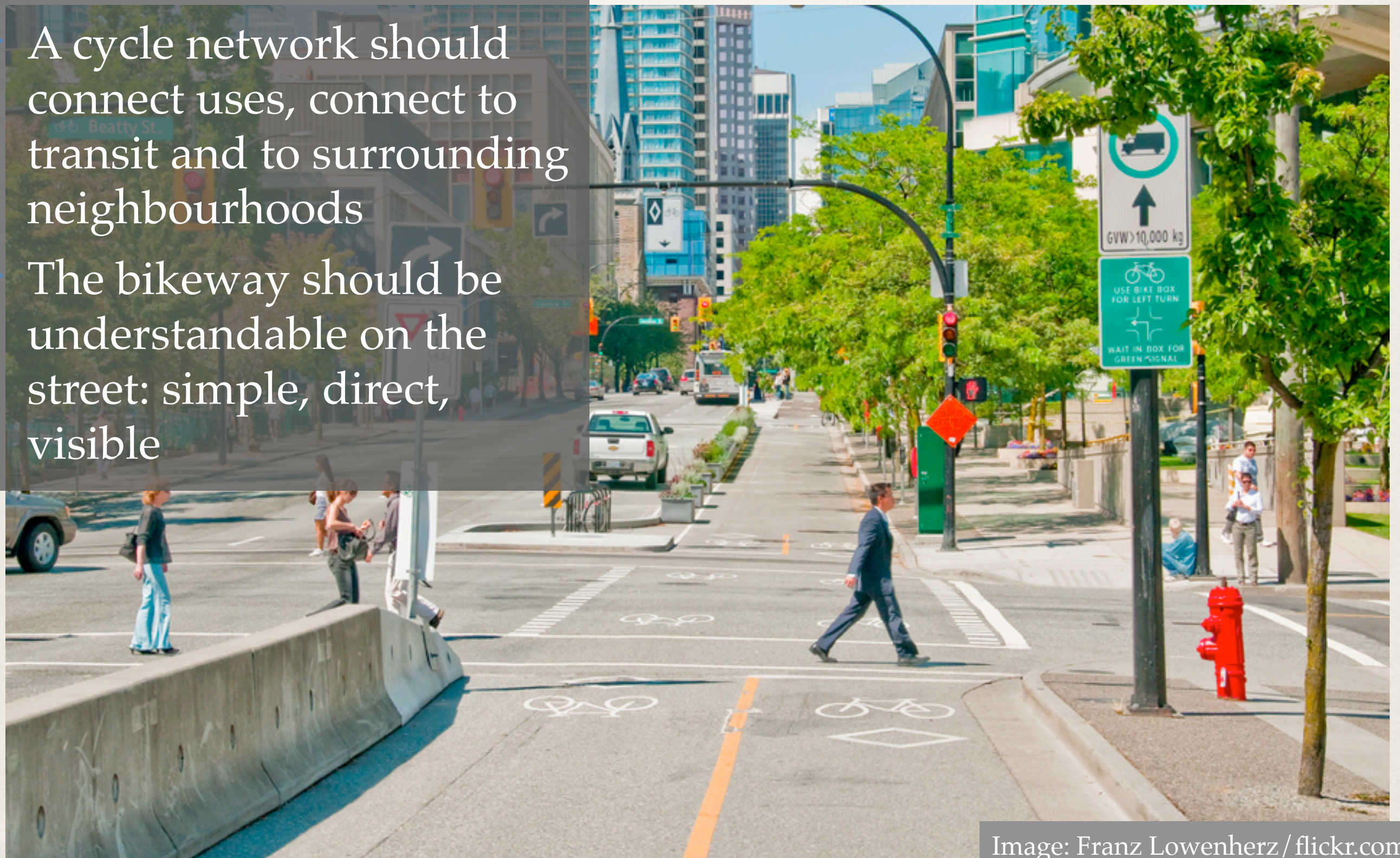
Cycling in the VMC: What will make the VMC bikeable?



Image: Emillie & Lloyd / flickr.com

Cycling in the VMC: Legibility

- ❖ A cycle network should connect uses, connect to transit and to surrounding neighbourhoods
- ❖ The bikeway should be understandable on the street: simple, direct, visible



Cycling in the VMC: Aesthetics and Place



The aesthetic experience of roads takes on an increasing importance in this area if Vaughan hopes to encourage cycling, because form directly affects experience, and whether that experience is dangerous and alienating or pleasant and safe.

Cycling in the VMC: Safety and Comfort



- ❖ Fear of cycling is one of the biggest barriers to more widespread adoption. Cyclists are more vulnerable to harm than most drivers.
- ❖ This fear is often worsened of infrastructure which is not designed with cyclist's needs or experience in mind.

Walking in the VMC: What makes a street walkable?



Image: mrprealty.com/Images/The%20Exchange/Potomac%20Yard%20vw1.jpg

Walking in the VMC: Legibility



Image: Steven Pypker

Walking in the VMC: Comfort and Safety



Image: flickr.com / photos / procyin / 955568001 /

Walking in the VMC: Accessibility



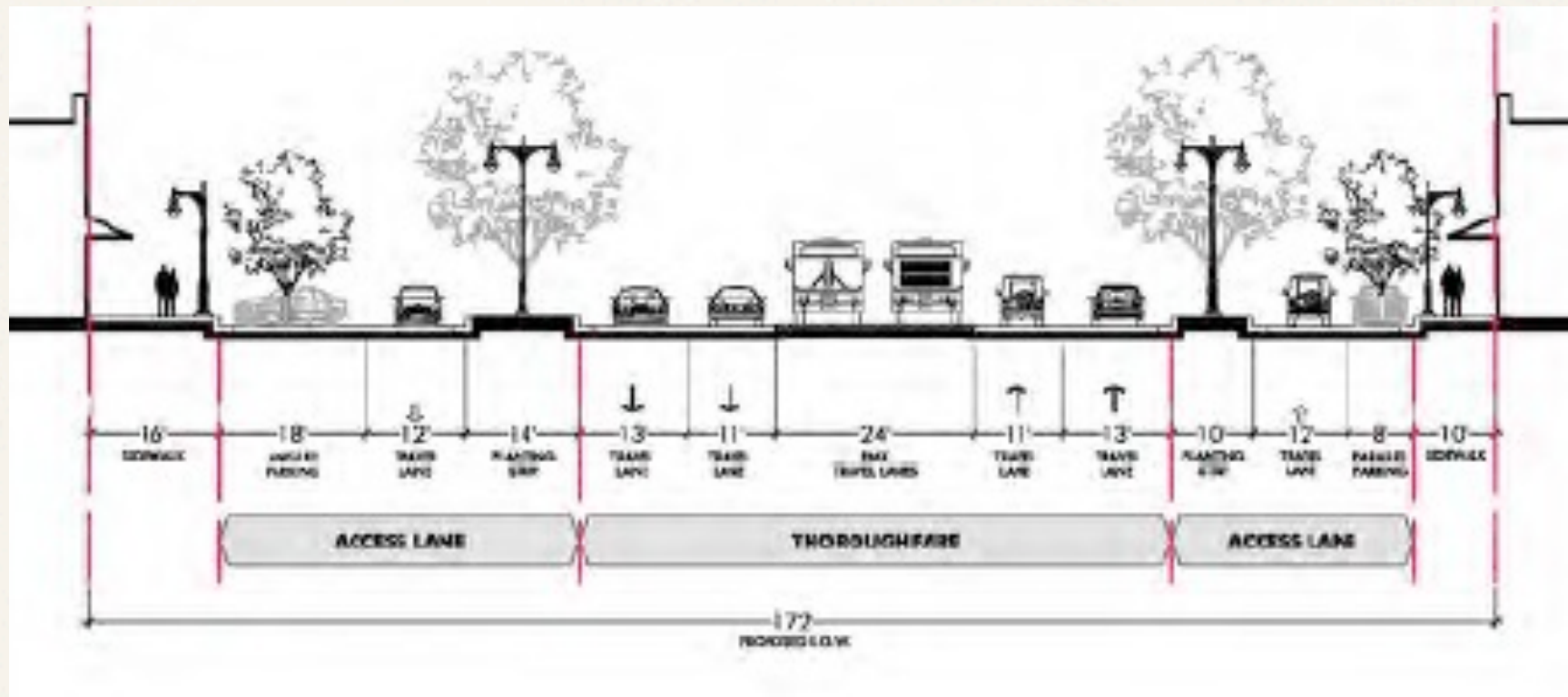
Image: flickr.com / photos / procyin / 955568001 /

Walking in the VMC: Aesthetics and Place



Image: pbase.com / doady / image / 91581095 / original.jpg

Transportation in the VMC: Multi-way Boulevards















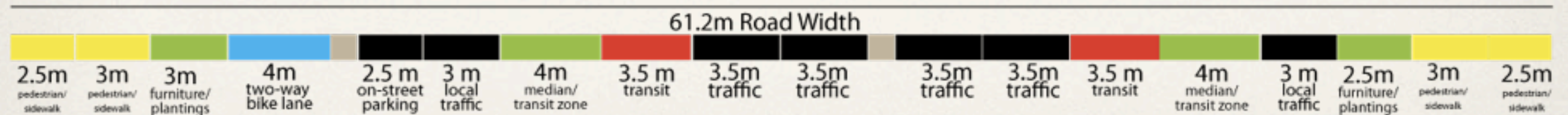




Transportation in the VMC: Multi-way Boulevards



Image: VMC plan



Transportation in the VMC:

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