The unique presence of **house form buildings along University** Avenue within the Victoria Station Area creates a more lush streetscape with setbacks and gardens. This gives the impression of a smaller neighborhood feel that is treasured by area residents and visitors.

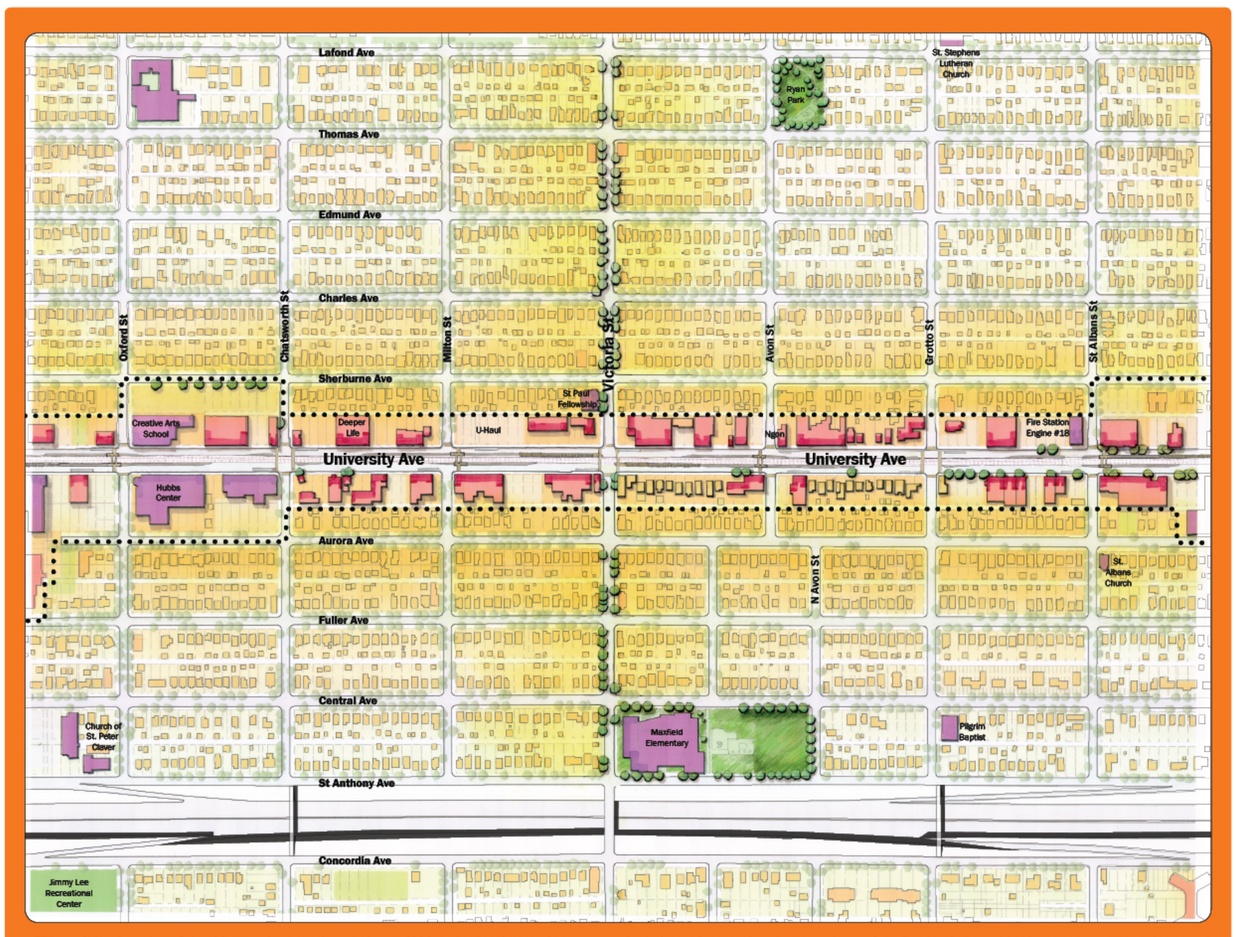
The **Saint Paul Fellowship Church** is a handsome local landmark, immediately visible from the proposed station location.

Small **"main street"** retail buildings comprise about a third of the built form along University Avenue. They create a pedestrian friendly, animated street face. This sense of place is compromised by vacant sites and an abundance of surface parking lots.

North and south of University Avenue, the neighborhood is comprised of grid-iron streets of **early 20th century homes** served by rear alleys. In recent years these areas have been severely hit by the recession leading to numerous foreclosures and vacancies.

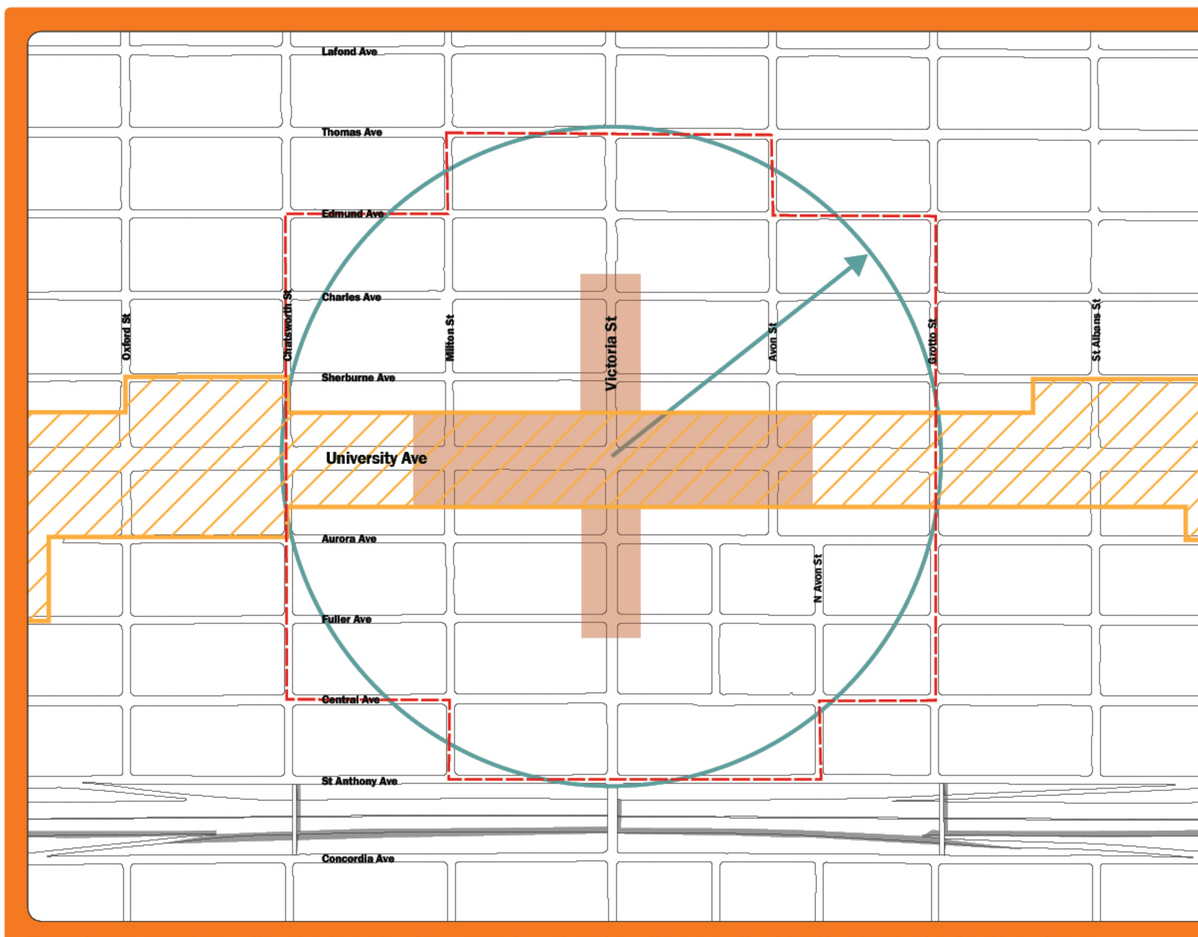
Large underutilized sites such as the U-Haul lot represent opportunities over time for new development adjacent to the station with the potential to generate higher levels of activity and enhance the character of the station area.

Maxfield Elementary, located just east of Victoria Avenue and north of I-94 is a hub for the local community. The school's playground represents the only public open space within the station area.



The Victoria Station Area is a traditional streetcar neighborhood comprised of residential areas centered upon a diverse "main street".

- Retail / Service
- Office / Commercial
- Low-Rise Residential
- Mid-Rise Residential
- Institutional
- Open Space



The diagram above illustrates the lenses of understanding applied to the Victoria Station Area.

- Mobility Enhancement Zone
- 5-minute Walking Radius (1/4 mile)
- Area of Change
- Station Area Planning Boundary

THE STATION AREA TODAY

Victoria 01

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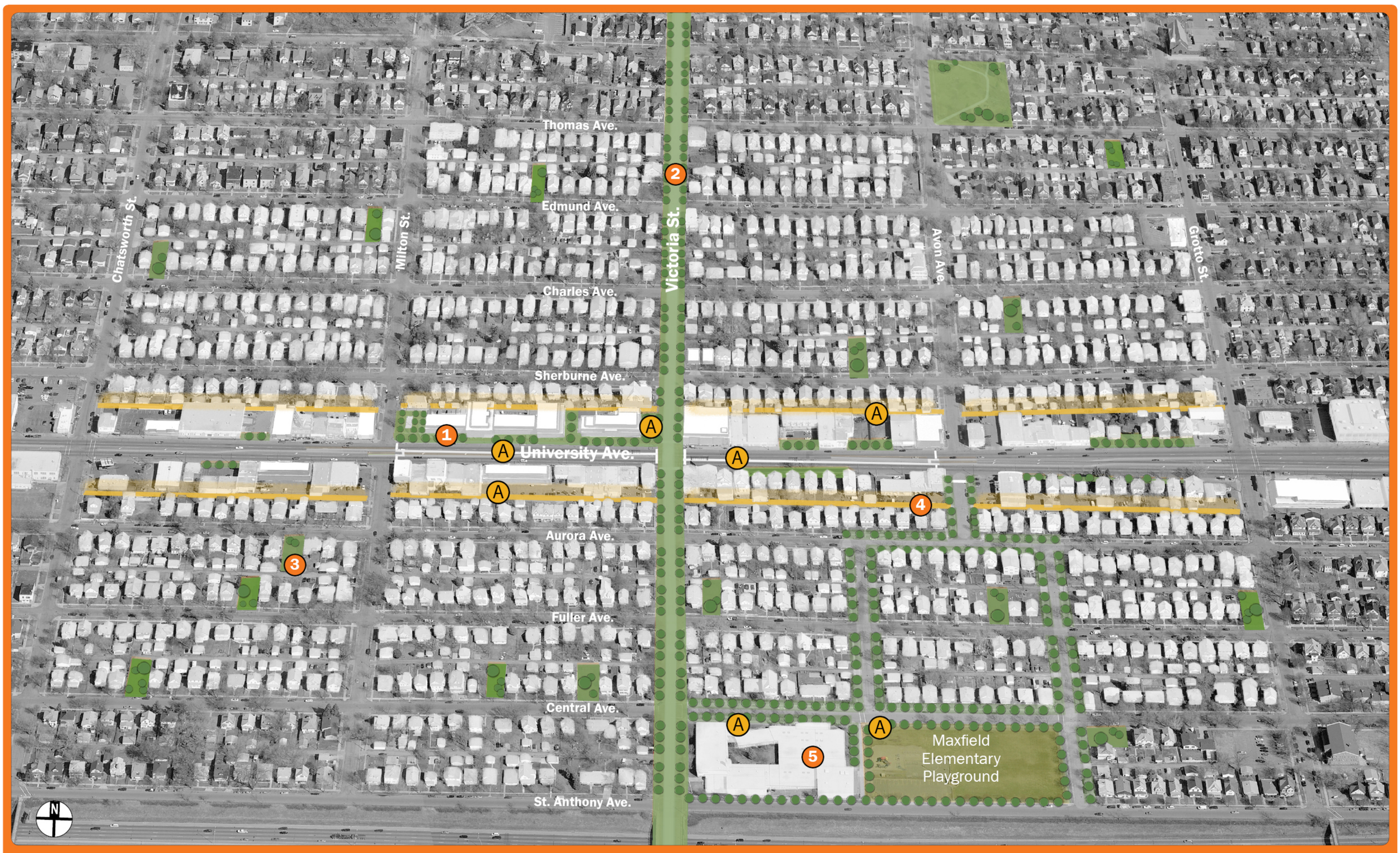
URBAN STRATEGIES INC

The Victoria Station Area 2035: The rendering illustrates one possible long term scenario for achieving community, placemaking and transit-supportive opportunities. It depicts a vision for the Victoria Station Area as a traditional neighborhood of stable residential areas organized around a strengthened and attractive "main street" with a mix of small businesses and residential uses. The colors represent distinct *Character Areas* that are addressed in Chapter 4 of the Station Area Plan.

A Vision for the Victoria Station Area:

An inclusive, multicultural neighborhood focused around an attractive low-rise "main street" that reflects the smaller neighborhood feel of the area. New developments and reuse of buildings along the Avenue will contain an integrated mix of residential uses and commercial spaces that contribute to an active pedestrian street and provide an opportunity for neighborhood residents and local businesses to stay in place and thrive. North and south of University, existing neighborhoods will be reinforced with rehabilitated and sensitive infill housing that contributes to the scale and character of the area.

The Public Realm Plan demonstrates one possible configuration of an improved network of open spaces and pedestrian routes. It illustrates an enhanced Victoria Street connection linking Maxfield Elementary north to the station, an enhanced "green" Avenue fronted upon by new gardens and small open spaces, community green spaces and enhanced alleys.



1 A Front Garden to the Victoria Station Area

The use of small planted setbacks and landscaping fronting University could build on the pattern established by the existing Avenue houses and help to reinforce the smaller neighborhood feel of the station area.

2 Victoria Street as a Green Pedestrian Spine

A series of streetscape improvements along Victoria Street would enhance connections between the station platforms, Maxfield Elementary and the Victoria bridge over I-94.

3 Making the Most of Neighborhood Green Space

The existing small underutilized green spaces represent an opportunity for community led initiatives such as gardening or neighborhood art installations.

4 Enhancing the Alleys

A series of targeted alley improvements will enhance parking access to neighborhood businesses while reducing concerns related to neighborhood safety.

5 Enhancing the Walk to Maxfield Elementary

A series of targeted streetscape improvements around Maxfield Elementary School will help to make it safer and more comfortable for people to walk to and from the school and connect north to the LRT.

A Public Art Opportunities:

Artist: Peter Morales

Artist: Isaac Duncan

Artist: Cliff Garten

Incorporating public art into a program of enhanced street furniture such as in this example of a bench (left) or bicycle rack (center) would help to contribute to pedestrian and cycling amenity while creating an interesting neighborhood environment.

The use of artistic lighting (right) that could act as beacons for the neighborhood could be incorporated into the design of the station and/or distributed throughout the station area.

A Selection of Public Art Concepts from the Plan

- Functional elements designed by artists such as pedestrian lighting; gateways marking special places of historic interest; seating; and signature bicycle racks would be useful and add interest.
- Sculptural lighting could be integrated into the station platform and/or dispersed throughout the area and customized at different locations to recognize the neighborhood's cultural diversity.
- The streets around Maxfield Elementary could incorporate elements of public art to distinguish the zone around the school supporting the Safe Routes to School initiative, and to provide seating places for the neighborhood's elderly to rest.
- A key new public space at the northwest corner of Victoria and University in a recommended development for the U-Haul site could be planned with artist(s) on the professional design team and/or feature signature works of public art, sculptural lighting, or a landmark historic mural.

PUBLIC REALM

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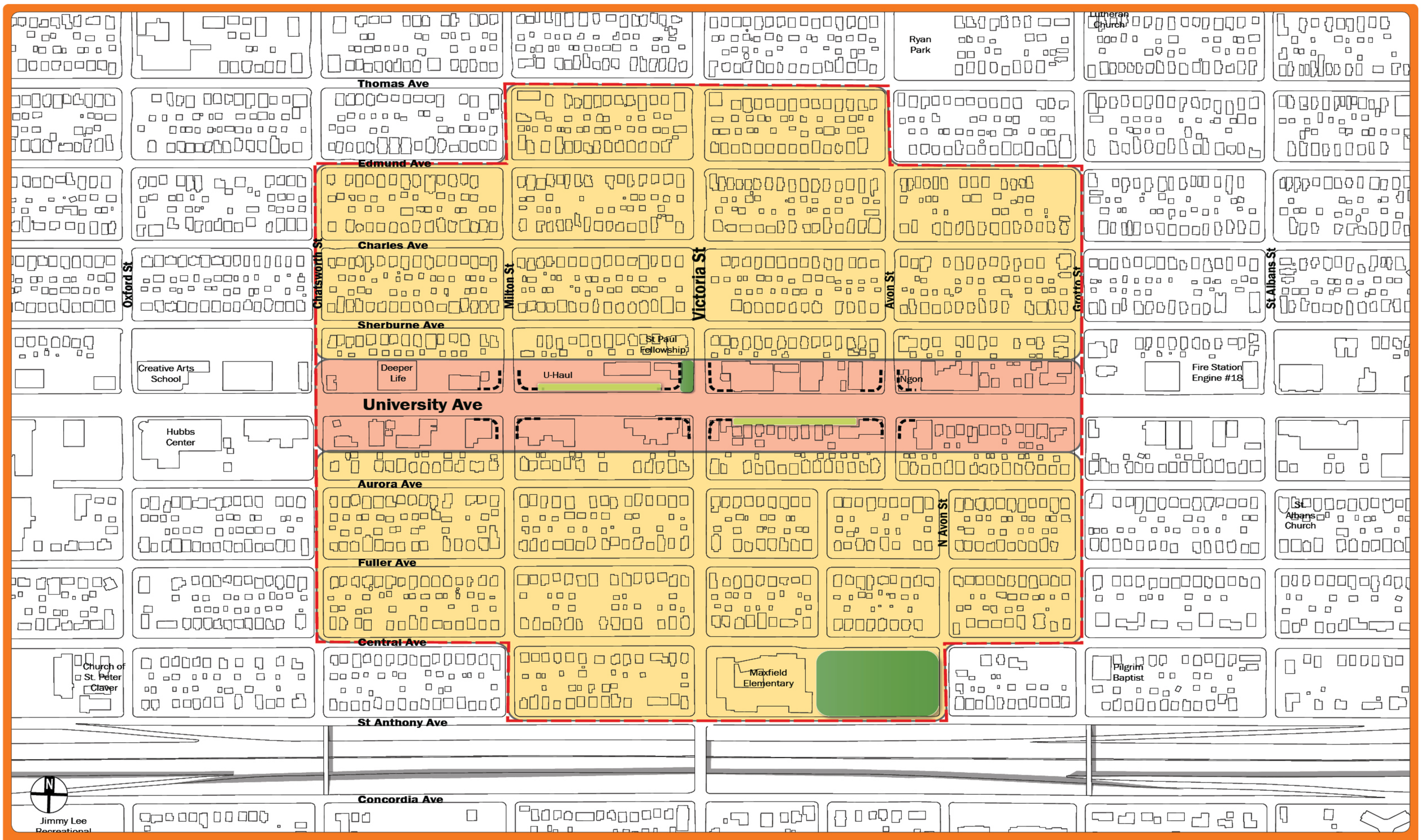
The Victoria Station Area is comprised of two *Character Areas* each with their own potential.



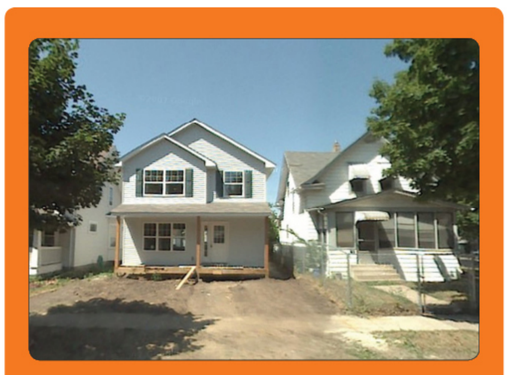
① Strengthening the Avenue

A repaired and restored University Avenue containing a mix of services, green spaces and gathering places will reinforce the unique character of the Victoria Station Area. Numerous half-depth infill sites create an opportunity for a range of built form types and uses. The unique building to street relationship created by the detached residential housing creates an opportunity for the exploration of alternative setback and building configurations.

Small building setbacks along the Avenue would provide additional privacy and private amenity space for ground floor residents and reinforce the green neighborhood feel of the station area (top). In retail areas (bottom), these setbacks should incorporate a greater use of hard landscaping to support higher levels of pedestrian activity and enable ground floor uses to spill out onto the street.

② Sensitive Neighborhood Infill

New buildings should respect and fit in with the development pattern, scale and height of adjacent properties. Underutilized green spaces should be re-purposed for the benefit of the neighborhoods as community gardens or green spaces that can enhance the image and character of the area.



Small infill projects such as the single family example being constructed at Charles Avenue and Milton Street (above) or the triplex on Aurora Street (below) can help to fill small gaps in the street at a scale that is complimentary to the surrounding neighborhood.

CHARACTER AREAS

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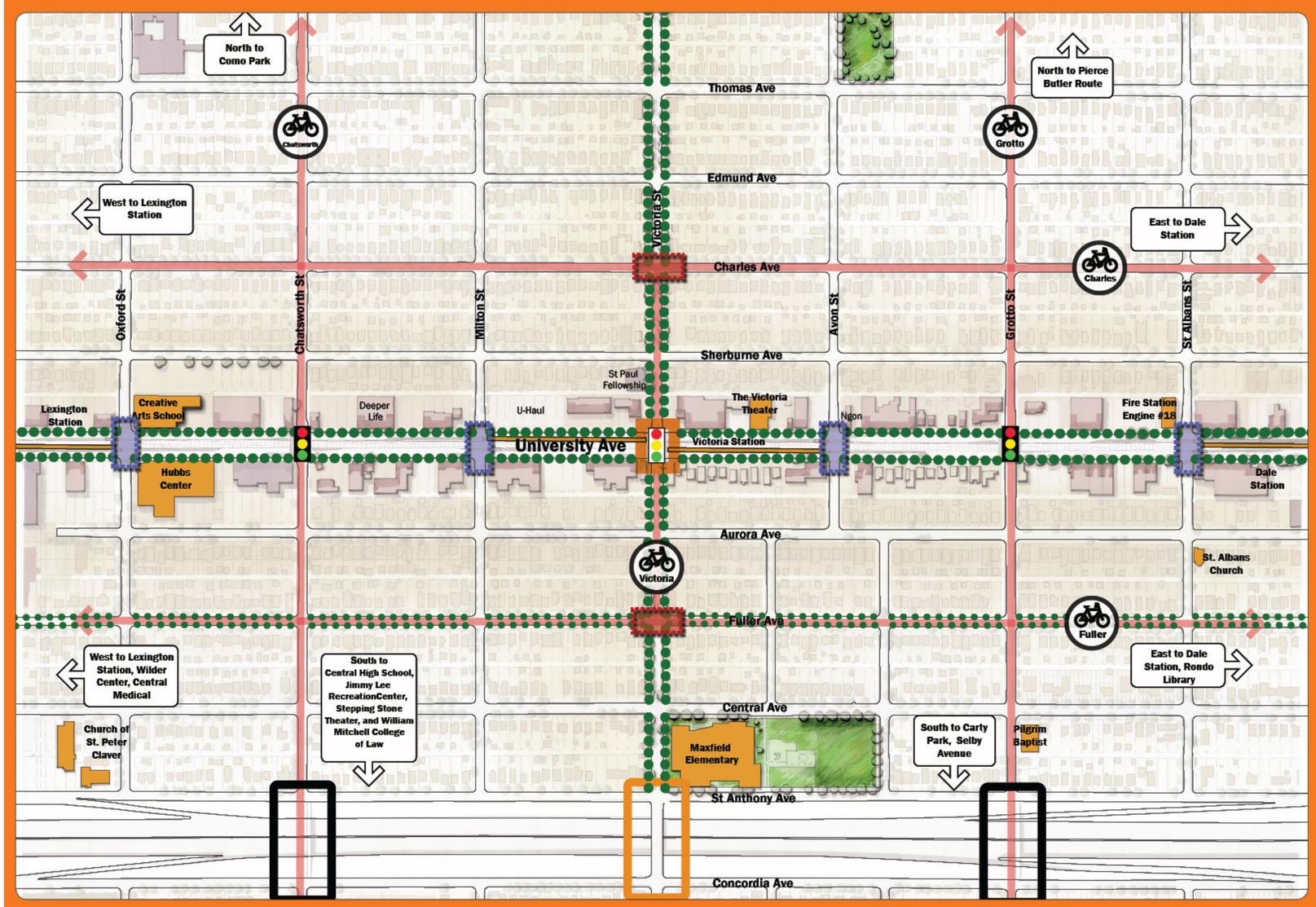
A key objective critical to the success of LRT is to create greater options for mobility within and beyond the Central Corridor. Recommendations for improving movement options are structured into two key themes: Connections and Mobility Enhancement

Connections

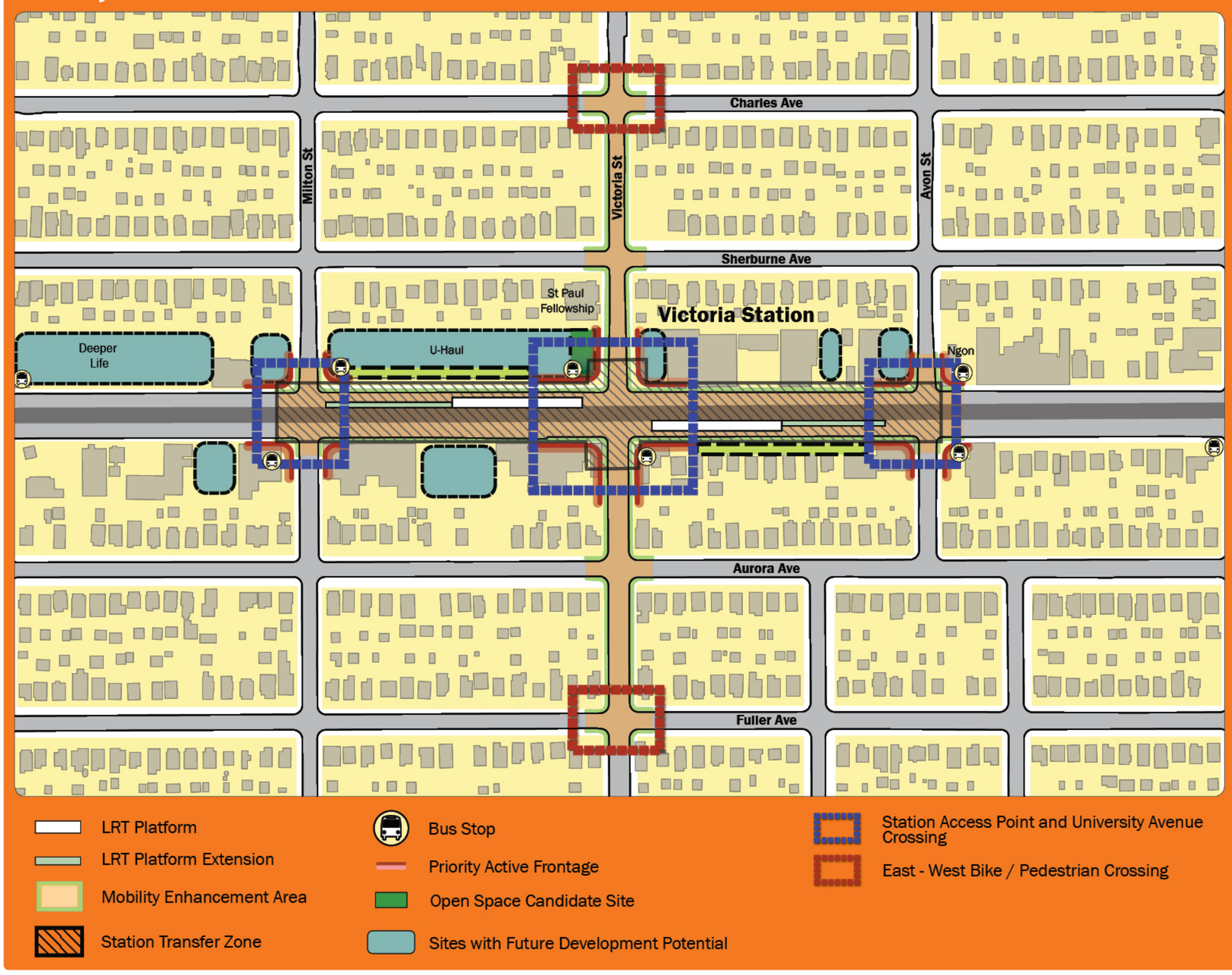


This *Connections* diagram identifies key routes and destinations outside and within the Station Area, and recommends ways in which the connectivity, safety, efficiency and quality of these routes can be improved for pedestrians and cyclists.

Key Ideas in the Plan

- Enhancing the pedestrian and cycling bridges at Chatsworth and Grotto
- Enhancing Victoria Street with new lighting and improved pedestrian crossings
- Preserving and enhancing the alleys with improved lighting, signage and integrated storm water management
- Retaining the Route 16 service
- Improving the freeway crossings

Mobility Enhancement



This *Mobility Enhancement Area* diagram illustrates the current and future hub of movement patterns within the Victoria Station Area. The area represents the confluence of different activities and movement in the immediate vicinity of the Station Area, and thus requires additional consideration for the safety, convenience and amenity of the pedestrians moving daily through this future multi-modal hub. Within the Mobility Enhancement Area, the Station Transfer Zone is identified, where opportunities exist to use enhanced streetscape treatments, increased wayfinding and signage for pedestrians and cyclists, and integrated streetscaping.

Key Ideas

- Requiring streetscape improvements with any redevelopment of vacant or underutilized sites in the station area
- Providing enhanced pedestrian and bicycle crossings across Victoria at both Charles Avenue and Fuller Avenue
- Developing, in conjunction with local artists, a unique streetscape standard of pedestrian lighting, landscaping, bicycle racks, seating, wayfinding and garbage receptacles

ENHANCING MOVEMENT

Victoria 05

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