

Ryerson University Campus Public Realm Plan

Second Edition March 2017



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Letter from the President

Ryerson University enjoys a unique location in Canada as an urban-campus university that is seamlessly interwoven with our neighbourhood in the heart of Canada's largest City. The way we interact with each other and the wider community through street festivals, markets, learning events or simply through having a coffee on Gould Street speaks volumes for the importance of public space for the Ryerson community and the city that surrounds us. This public space -- the public realm -- is about more than plantings, pavement and places to sit. It is the stage where we interact, collaborate and celebrate. It is a reflection of who we are.

Creating streets and open spaces that are engaging, vibrant, safe and accessible to all at Ryerson is an ongoing process. As the University has long demonstrated, good city building is about incrementally improving on success. Our students have always understood this – a student-driven effort to create a pedestrian-priority Gould Street was successfully realized in 2012, with Gould and sections of Victoria closed to vehicular traffic. This inspired and visionary effort helped to define our central gathering place.

The next transformative step for Ryerson will be creating the kinds of public spaces that reflect our values and aspirations.

Ryerson's new Public Realm Plan is both a vision and a toolkit. It sets out flexible guidelines that prioritize safety, accessibility and quality of place. It makes good on our Master Plan Principles of pedestrianization, a commitment to design excellence, and a 'people first' approach.

The Public Realm Plan recommends simple and cost-effective designs that will ensure the spaces on our campus are engaging, vibrant, safe and accessible. As the Public Realm Plan will be gradually implemented in phases, our streets and open spaces will emerge as a network that is distinctly Ryerson.

One of the most exciting aspects of Ryerson is how we are integrated with the City around us. The Public Realm Plan embraces this relationship by creating safe and welcoming public spaces for all to enjoy. I am confident that guidance set out in the Public Realm plan, combined with the passion and insight of our community, will create something truly extraordinary.

Dr. Mohamed Lachemi
President and Vice-Chancellor
Ryerson University
August 2016



Introduction

The great universities, which foster a strong sense of affection and loyalty from their alumni, are those which have considerable “campus life” beyond the instructional experience.

What students most appreciate about these campuses is the sense of community nurtured by social, cultural, recreational and sports activities. As Ryerson’s population expands, the ability to provide the amenities and facilities necessary to support a vibrant campus culture is increased.

The University’s public realm plan establishes the direction for future development of the public realm features of the University, including streets, parks and open spaces.

Developed over a 13 month period beginning in February 2015, this is the first specific public realm plan for Ryerson University. The public realm plan considers the core campus as well as major buildings to the north and west of the core—Mattamy Athletic Centre and Ted Rogers School of Management. The overall intent of this effort is to improve safety, accessibility, and quality of place. The public realm plan will also build upon the public realm principles and objectives defined in the 2008 Campus Master Plan.





Planning Context

The 2008 Campus Master Plan is a visionary guiding document that has helped Ryerson to grow and elevate its profile in the city.

Over the past 30 years, Ryerson University has grown considerably as an institution of higher learning and the significant part it plays in the vitality of downtown Toronto.

Several past planning documents to guide University growth and development have identified the need for a suitable public realm to follow in step with building projects. However, the opportunities to expand the public spaces on campus have not presented themselves in a meaningful way.

Since 2008, several new completed projects have contributed to an expanded and energized sense of the university, including the Student Learning Centre and the Mattamy Athletic Centre.

The Campus Master Plan completed in the same year understood that a distinctive public realm is a critical component to help achieve the overall goals of the university, and recommended that the public realm should:

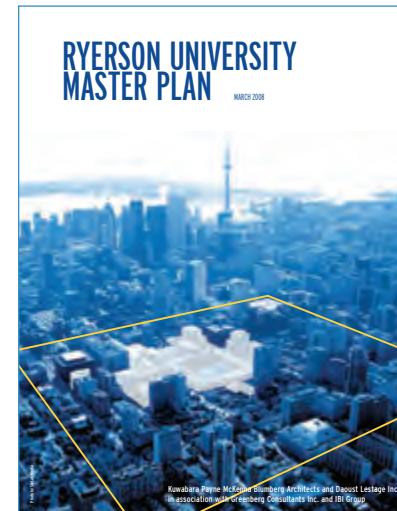
- Define the Ryerson precinct within its urban context
- Enhance the vitality of all green open spaces, streets, and sidewalks
- Promote a collegial pedestrian environment within the University
- Enhance accessibility to the campus by increasing public transit opportunities.

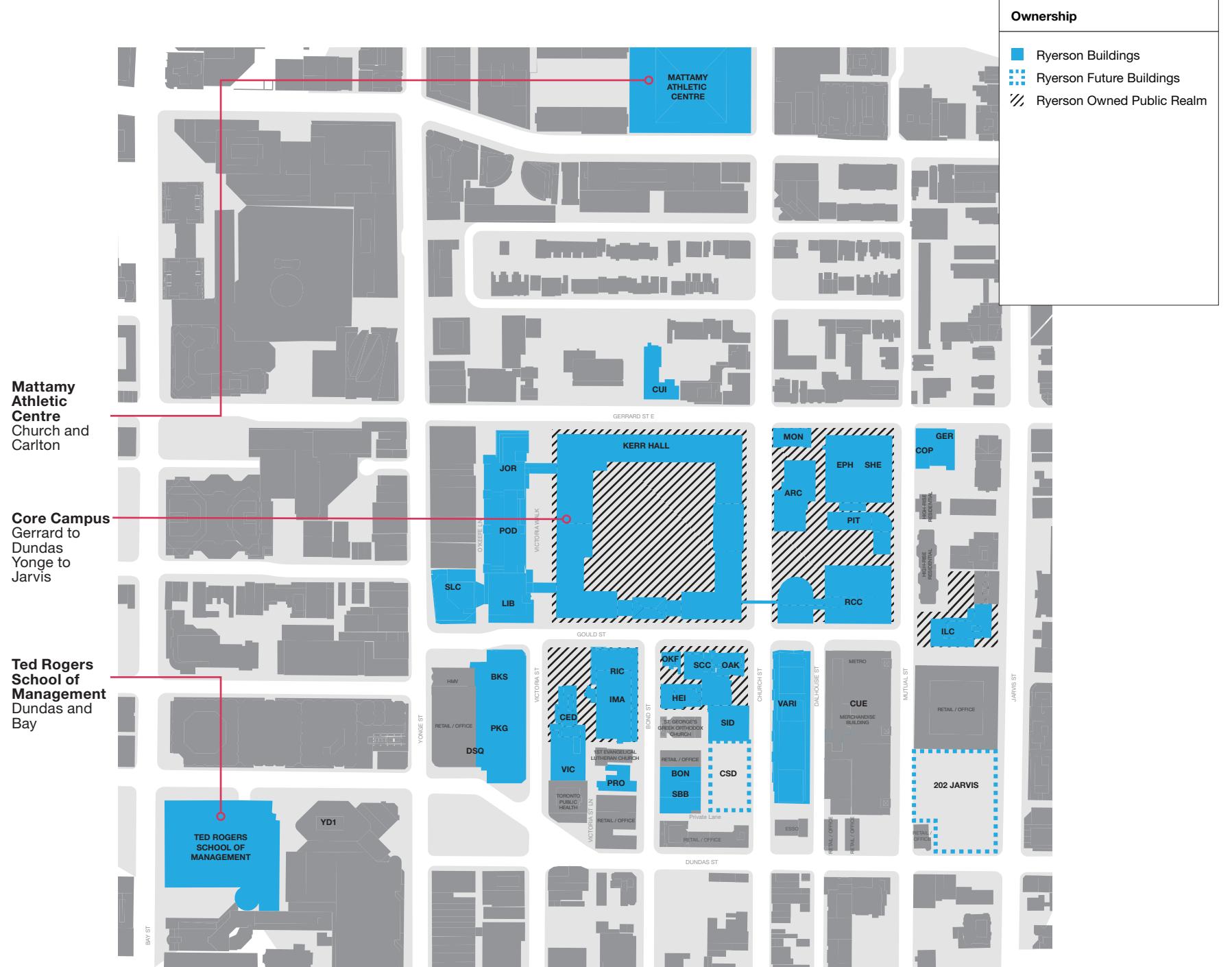
Given Ryerson's urban setting, much of what is considered its public realm is not owned by the university.

On the facing page is a figure that illustrates the Ryerson campus in the downtown context, with the core campus (between Yonge Street and Jarvis Street, and Dundas Street to Gerrard Street), the Mattamy

Athletic Centre and Ted Rogers School of Management. Ryerson owns the blue buildings associated open space (in hatched areas).

Most of the public realm is owned by the City of Toronto. This will require close coordination with the City for any improvements on public rights-of-way—the streets—which make up most of Ryerson's open space.





Guiding Principles

The Guiding Principles for this plan build upon those from the 2008 Ryerson University Campus Master Plan, with the addition of three new principles to reflect current thinking specific to campus public spaces.

Define core campus with signature public realm elements



Customize city furniture to define Ryerson's public realm core boundaries



Create a signature Ryerson University landscape



Enhance connectivity through public transit



Develop a consistent approach to lighting



Enhance walkability and primary pedestrian zones



Integrate laneways as part of the public realm network



Enhance accessibility and active transportation routes



Provide small scale retail at grade



Introduce sustainable materials



Create an active and transparent ground plane



Introduce new zones and opportunities for public art



Reinforce existing and create new visual and pedestrian axes



Create a flexible and adaptable strategy for implementation



Public Realm Framework + Strategies

The existing and future public realm is built upon a framework of streets, lanes, and open spaces shaped by the surrounding built form. Together they present the stage for Ryerson University's exterior campus life.

Ryerson University is a major component of a vital and increasingly intense downtown. As the pressure grows on our City's need for additional public space, now is a wonderful time to consider how to make better use of the existing public realm. Well before this process began, a number of additional improvements have already taken place on campus and in the surrounding area.

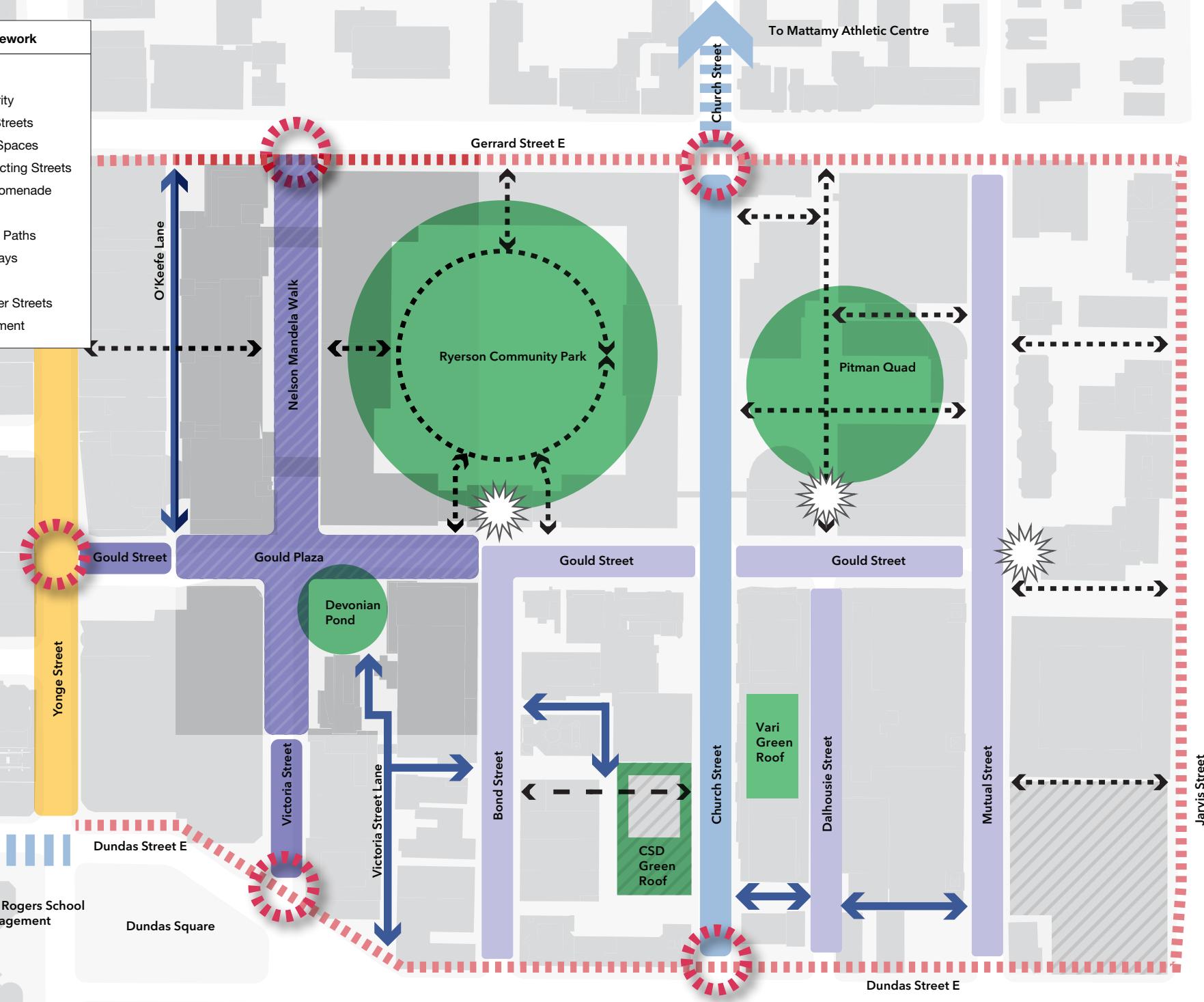
The public realm framework and strategies described in the following pages offer a complementary and comprehensible vision for all aspects of the campus public realm. In most cases, they are presented alongside a figure and precedent images that provide good examples of work done elsewhere.

The proposed public realm framework provides a clear pattern of streets, spaces and pathways that are scaled to pedestrian activity and movement and offer a multiplicity of alternative walking routes to support the various activity's on campus.

The strategies are intentionally broad and open to interpretation in their detailed outcomes. Some of these potential outcomes are illustrated in the Demonstrations section, while the Phasing and Implementation section offers an approach to achieving them.

This public realm plan will support ongoing implementation, provide a broad perspective for guiding incremental change and present the metrics for assessing public realm projects as they come forward.

Public Realm Framework	
Pedestrian Only	
Pedestrian Priority	
Inner Campus Streets	
Campus Open Spaces	
Church / Connecting Streets	
Yonge Street Promenade	
Lanes	
Pedestrian Only Paths	
Campus Gateways	
Visual Termini	
Shared Perimeter Streets	
Future Development	



To Ted Rogers School
of Management

Dundas Square

To Mattamy Athletic Centre

Jarvis Street

Paving

Paving is a critical public realm component for any urban campus such as Ryerson University. Given that streets compose the majority of public space on campus, paving is the dominant material that people will see and experience first and most.

This plan recommends the following paving strategies to ensure a beautiful, consistent and more accessible public realm:

- Use high quality and durable materials and details throughout the campus public spaces.
- Pedestrian priority spaces will receive the highest level of finish and best quality materials.
- Expand the current paving materials and patterns used by Image Arts Centre, Devonian Pond and the Student Learning Centre to the rest of the Core Campus. Investigate other options that relate to the primary pattern to add further interest.
- Introduce special paving in roadway, with or without angled curbs.
- Enhanced paving in lanes
- Coordinate with BIAs and City efforts along Yonge, Gerrard, Dundas, and Jarvis Streets.

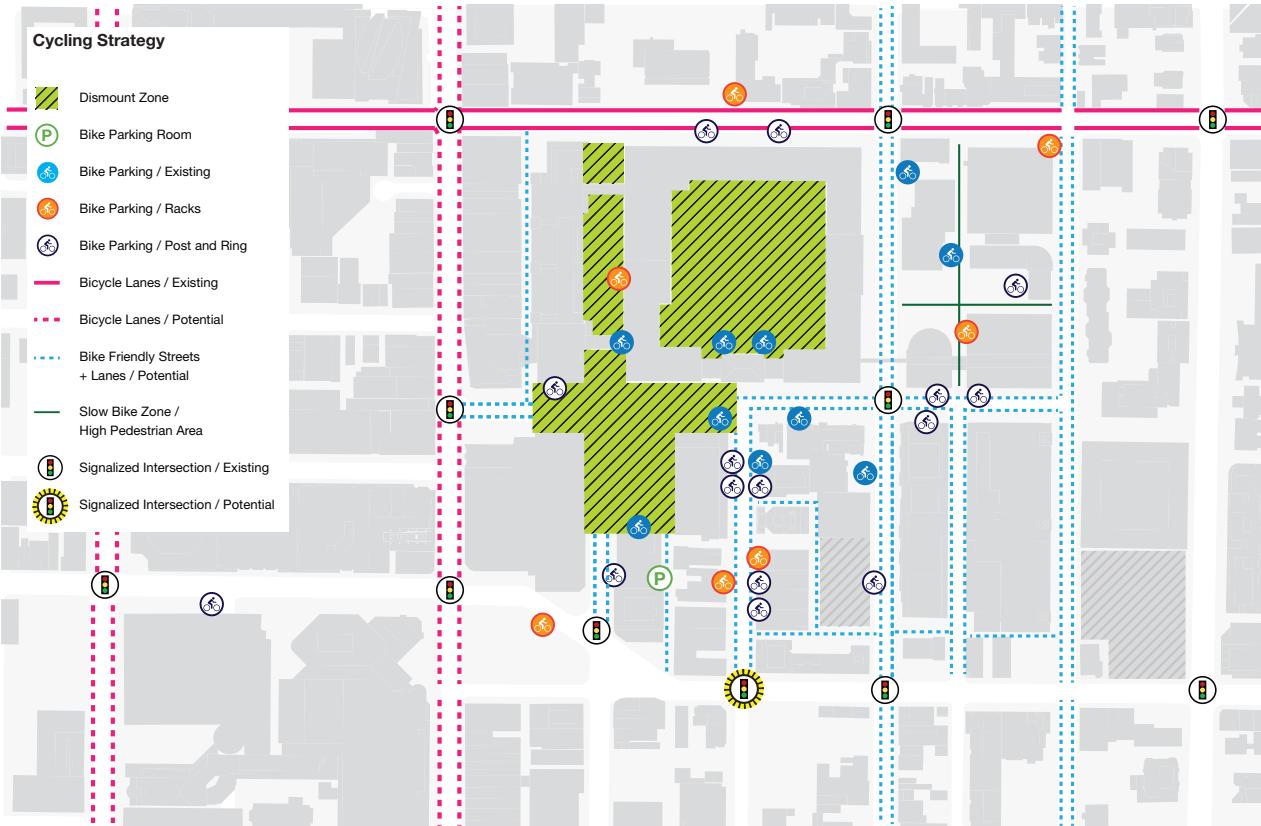


Cycling

Given its downtown location, Ryerson is a highly accessible campus by bike. Currently, Gerrard Street and Bay Street north of Dundas Street are the only formal bike lanes in the area. As the City of Toronto expands its cycling network, the number of cyclists will increase.

This plan recommends the following strategies to promote a safe and comfortable cycling environment on campus:

- Introduce a Dismount Zone in the area of Gould Plaza and Devonian Park. Within this zone bike riding is prohibited during the peak periods of pedestrian traffic – between 8 a.m. and 6 p.m., Monday through Friday.
- Bicyclists must walk their bicycles in the Dismount Zone.
- This plan recommends that cyclists on campus should travel at walking speed (5-10km/h) within 3 metres of any pedestrian, and travel no faster than 15km/h elsewhere.
- Additional bike parking opportunities are recommended throughout campus.



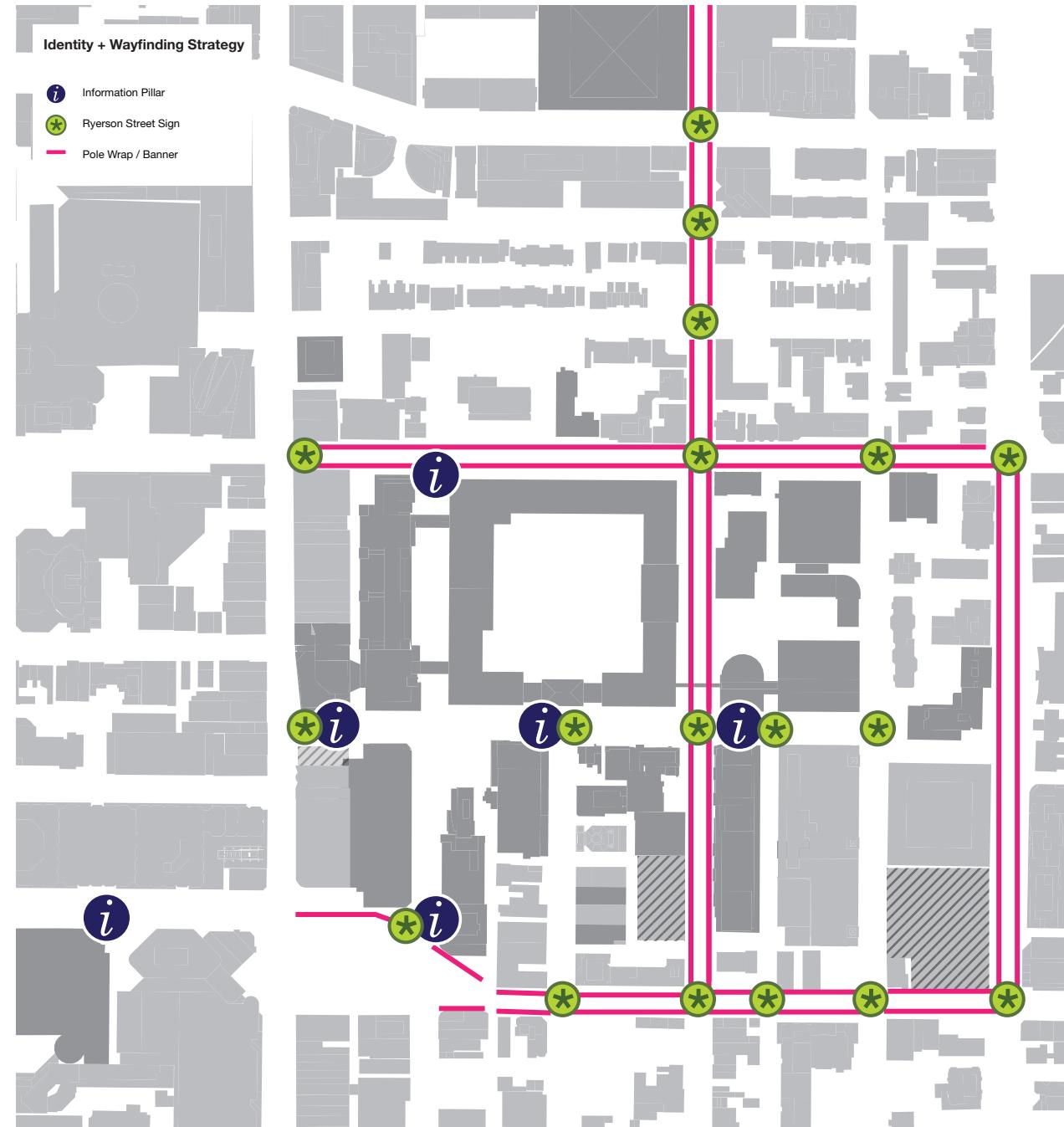
Identity and Wayfinding

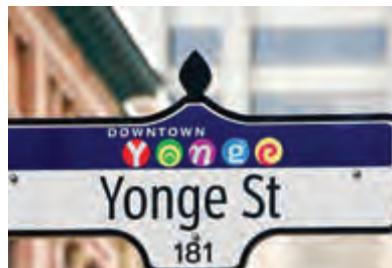
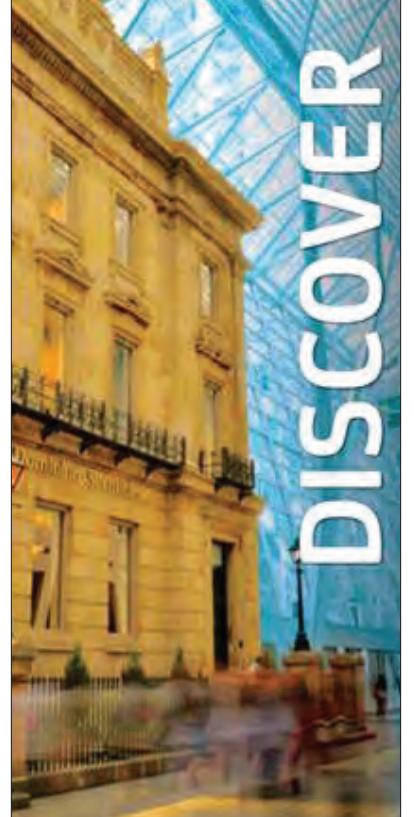
Over time, the majority of Ryerson buildings have located along Gould Street between Yonge and Jarvis, and between Gerrard and Dundas Streets. However, as opportunities arise new buildings are sometimes sited outside of the core campus.

Two major facilities—Mattamy Athletic Centre and the Ted Rogers School of Management—are located several blocks away from the Core Campus. This makes it challenging to both physically connect and to encompass them within the mental image of the campus.

Of all the strategies recommended in this plan, identity and wayfinding is likely the most help to better connect the different parts of the campus.

This strategy recommends that the University make use of pole wraps, street signs, banners in the same way as many successful BIAs. Ryerson should also coordinate with the City of Toronto TO 360 Wayfinding program, and consider introducing information pillars at key locations to assist with navigation in the downtown and on campus.





Lighting

Street lights, special event lighting and pedestrian level lights in public spaces are visible vertical elements that should contribute to the character and identity of Ryerson.

The plan recommends a range of lighting strategies to improve and enhance the campus public realm:

- Provide signature pedestrian scale lighting along key routes: Gould, Victoria, Bond, and Church Street up to the Mattamy Athletic Centre
- Lanes should include decorative lighting to support a wider range of uses such as gatherings and retail activity
- Introduce architectural lighting of Kerr Hall facade
- Provide special lighting at main entrances and key visual termini: Gould/Yonge, Victoria/Dundas; Victoria/Gerrard
- Introduce performance lighting for special events in the pedestrian priority areas of Gould and Victoria
- Provide energy efficient lighting which can accommodate LED luminaries when the technology advances to an acceptable level for the City of Toronto.





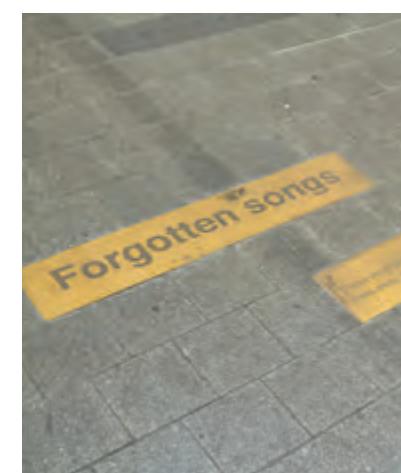
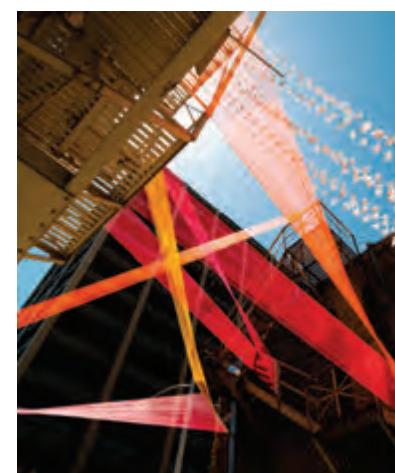
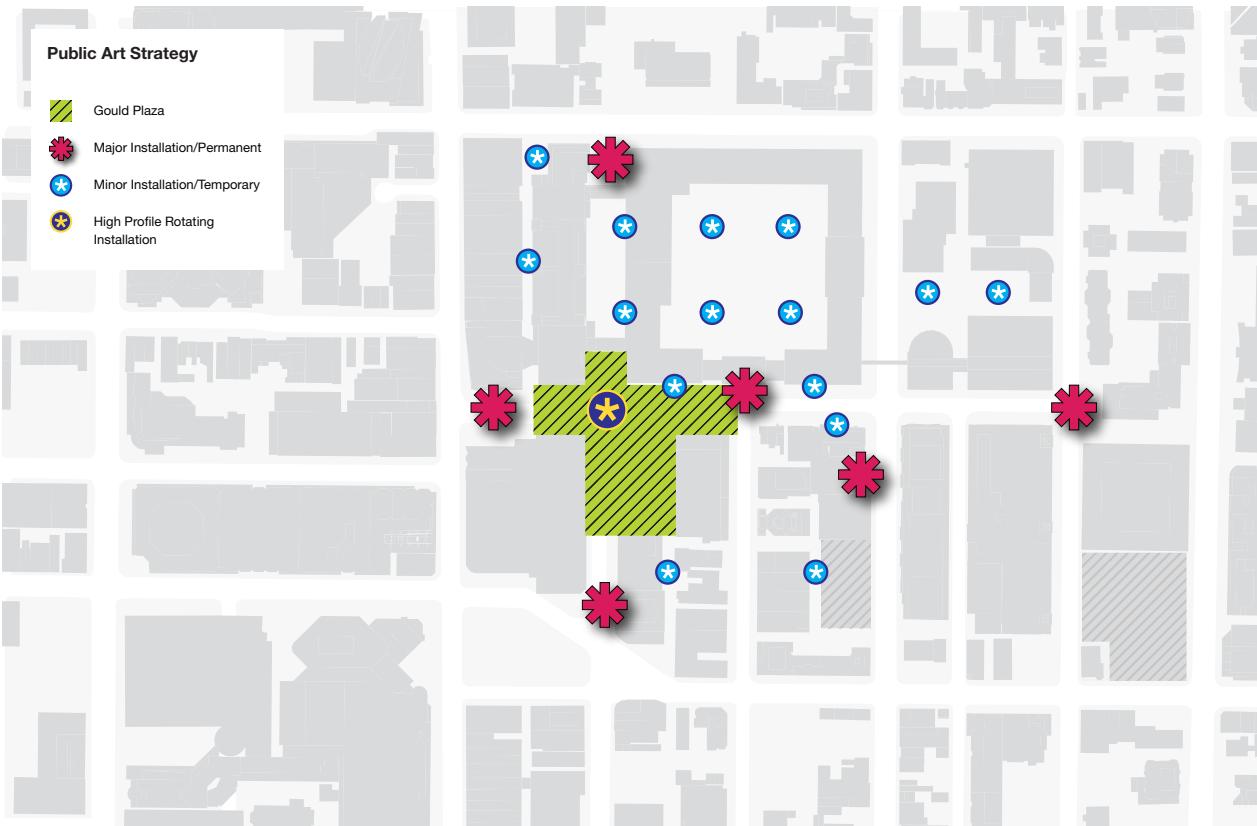
Public Art

Public art should contribute to the overall cultural vitality of the campus, complement the specific qualities of sites and help to articulate the sequence of public spaces.

The role of public art is to elevate the visibility and profile of the public spaces. Explore opportunities to add new public art. Strategically locate new installations to assist with identity, place making and orientation.

The plan recommends that public art is introduced as major and minor installations:

- Locate major art installations at key highly visible sites around the core campus. The subject matter for these works is more public in nature given their permanence.
- Greater in number, the minor installations are associated with open spaces and secondary public routes. The subject matter for these works is likely more provocative given their short-term and temporary installation duration.
- In addition to the major and minor sites, a significant and high profile location for temporary works is possible, associated with Gould Street given its prominence on campus.



Landscape

The campus landscape is one of the most important strategies to achieve a sustainable, productive, and comfortable public realm and is presented as three primary components:

- **Urban Agriculture and Plant Selection.** Consider productive and ecologically rich landscapes. Explore opportunities for urban agriculture as part of new projects and redevelopment efforts, and planting that leads to better pollination outcomes.
- **Green Open Spaces.** Enhance and build upon the success of existing green spaces. Explore opportunities to add new green open spaces of different scales and qualities as part of new building projects.
- **Urban Streetscape.** Introduce street trees with soil conditions to grow healthy and large, refresh existing open planters and provide further greening opportunities as part of the revitalized streetscape.



Accessibility

Accessibility for the campus population is a primary concern. To meet Ryerson's commitment for a diverse and inclusive campus, the public realm must provide access for people of all ages and abilities including children, older adults, and persons with disabilities.

The public realm plan recommends the following strategies to contribute to improved campus accessibility:

- **Universal Design.** Improve pedestrian safety and reduce barriers for all users. Provide generous and predictable public spaces.
- **Orientation + Navigation.** Offer seamless navigation and safety, and feature design elements that include everyone.
- **Access to Key Locations.** Provide logical and convenient defined curbside access for accessible pick up and drop off around the campus for services such as WheelTrans.



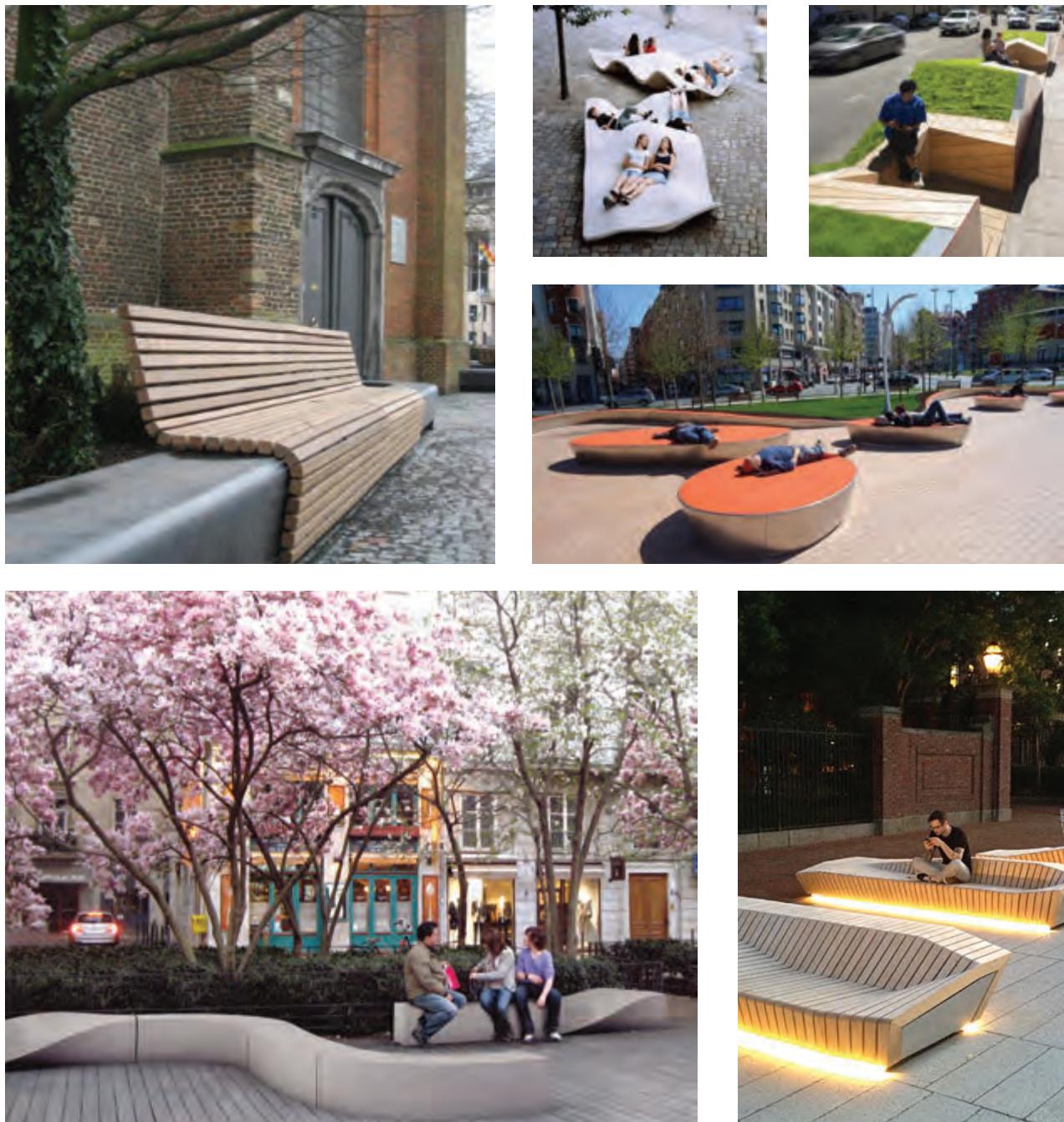
Furnishings

Moving between classes and socializing during off time is a vital component of Ryerson's public life. The public spaces on campus should provide comfortable furnishings that support the social and cultural activities that happen on a daily basis, for both individuals and groups.

This public realm plan recommends that campus furnishings should provide beauty, be constructed of robust durable materials, and positively contribute to campus character and identity.

Furnishings should relate to the public spaces that they are within, and integrate where possible with other elements, such as walls or planters.

As one of the country's leading design schools, the public realm should also reflect the creative Ryerson creative culture, with furnishings playing a key role in how people engage and enjoy the campus outdoor spaces.



Demonstration Plan

The demonstration plan illustrates how Ryerson might achieve the principles and planning strategies that guide this public realm plan.

A Demonstration Plan illustrates one way the public realm for Ryerson University could be implemented over time. This plan provides guidance for its coordinated development.

The purpose of the Demonstration Plan is to:

- Demonstrate how the public realm could be improved and developed through a number of individual projects and as part of several discrete phases and time lines.
- Illustrate how the principles and guidelines can be achieved
- Provide a means for establishing and monitoring implementation progress.

The Demonstration Plan should only be considered as a high-level road map, and its precise realization will be affected by the processes in which its component projects are implemented.

The following pages contain renderings that illustrate what the Demonstration Plan could achieve when implemented. The demonstration plan includes a description of three key special character areas, and applies the recommendations to a series of representative special streets to illustrate how they may be improved if the public realm plan is followed.

The plan includes those projects that will most effectively meet the public realm objectives, and with implementation of the public realm over an approximately

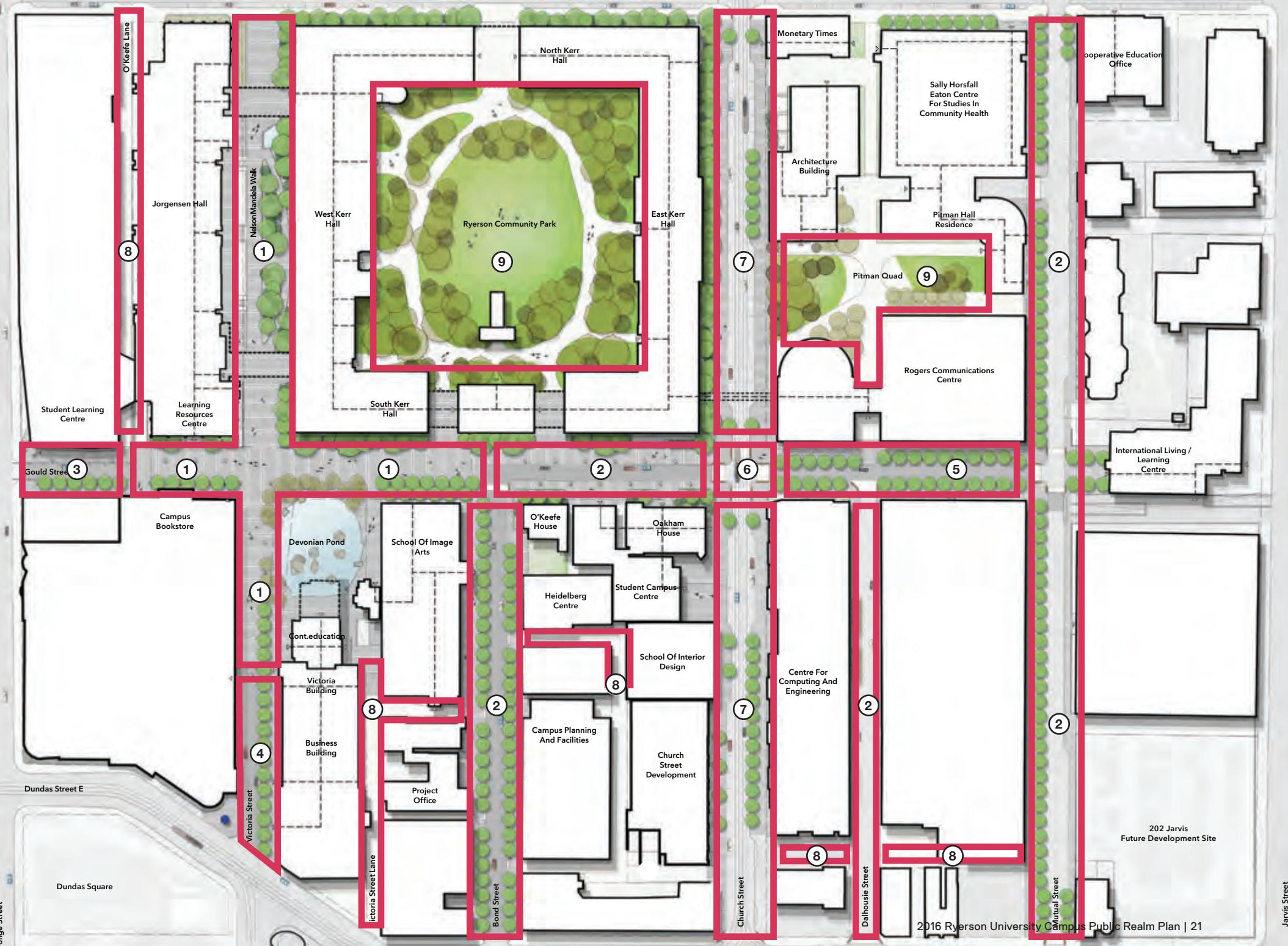
10 to 15 year time frame. The University anticipates that many of the most important projects will reach completion within the next decade.

Most of the projects are streetscape improvements, given that the majority of Ryerson's public realm are streets. To deliver the recommendations from this plan will require coordination and cooperation with the City of Toronto, area BIAs, and local agencies.

On the following pages are illustrations and supporting text that suggest the spatial arrangement and potential design character for the primary public spaces recommended by this plan.

Highlighted Public Realm Projects

1. Gould Plaza + Nelson Mandela Walk
2. Inner Campus Streets
3. Gould at Yonge Gateway
4. Victoria at Dundas Gateway
5. Gould Street East
6. Gould and Church Intersection
7. Church Street Improvements
8. Campus Laneways
9. Campus Greens



Gould Plaza + Nelson Mandela Walk

Ryerson's New Public Realm "Heart"

Ryerson has wanted Gould Street to become the main public space on campus for many years. The 2011 Pilot Project that led to the full-time closure of Gould Street to vehicle traffic was a major step forward. Still, it has not yet reached its full potential and although no vehicles are present between O'Keefe Lane and Bond Street, pedestrians still stay on the sidewalks and the former roadway, simply because the grade change and curb are present.

The recommended design solution for Gould Street is simple: raise the former roadway to the level of the sidewalks to make a single shared surface, and extend the new paving materials and pattern found in front of the Image Arts Centre and Devonian Pond across to the other side of the street. Gould Street now becomes a flexible plaza where movement is free between buildings, and the space can comfortably accommodate a wide range of users, uses, activities and events.

Gould Plaza will join Nelson Mandela Walk and the upper part of Victoria Street as a car free, single surface pedestrian priority public space. The raised planters in front of Kerr Hall will remain and receive rejuvenated plant material. New lighting will serve the daily needs of the university as well as special events.





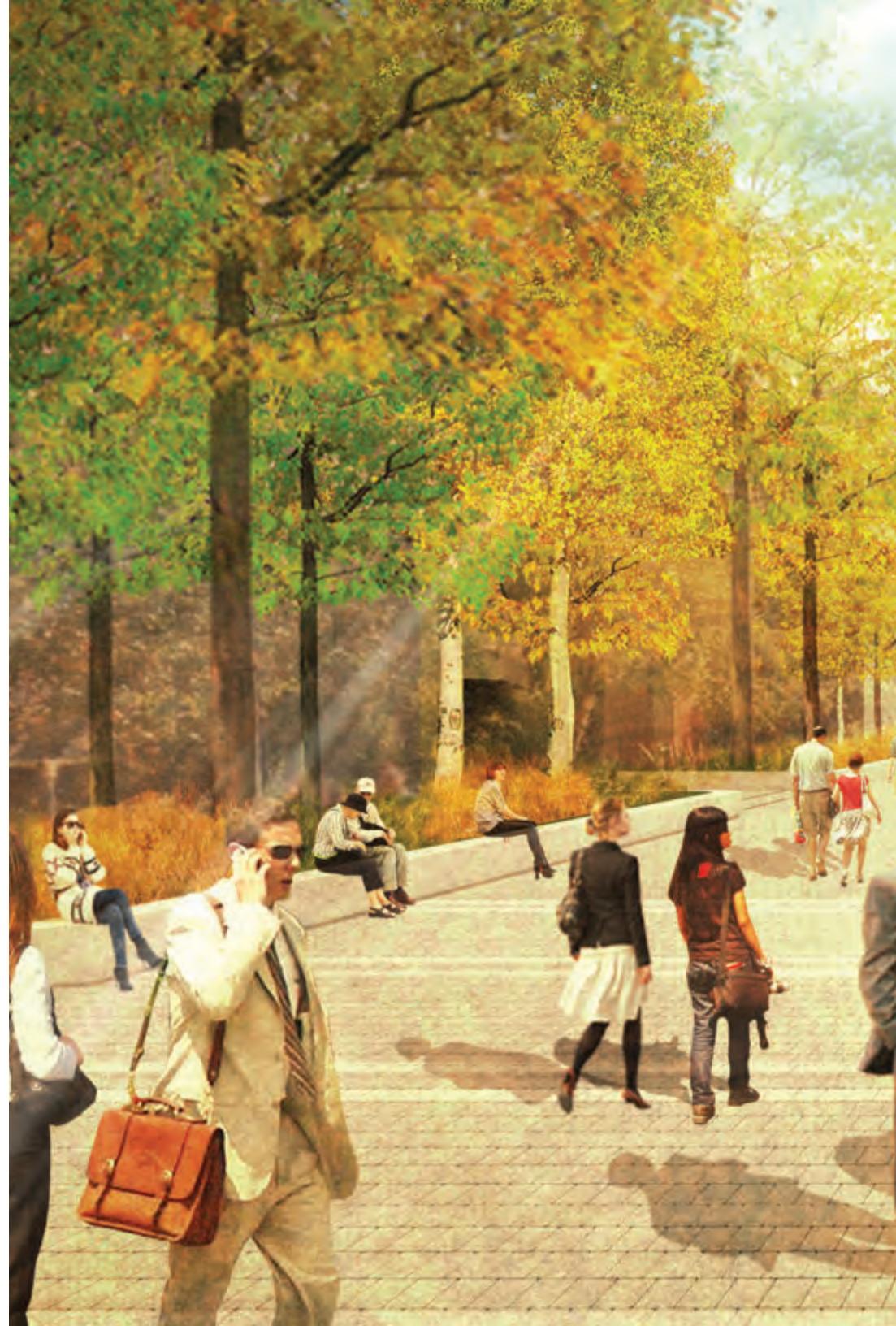




Inner Campus Streets

Safe and Accessible Streets For All Users

Many other streets entirely in the core campus will adopt a pedestrian priority design. Where vehicles are permitted the street will slow down traffic speed to that of a pedestrian. Streets will either have curbs—angled and shorter to improve accessibility—or with a single level surface that separates sidewalks from the travel way with bollards.





Gould at Yonge Gateway

A Welcoming Front Door on Yonge

With the completion of the acclaimed and award winning Student Learning Centre, Ryerson University has now made its long desired mark on Yonge Street. The public realm should now follow in step to provide a gracious and beautiful entrance into the campus.

Vehicle movement in this segment of Gould Street is relatively low volume and largely delivery vehicles to serve Ryerson buildings, the Cineplex materials handling facility. Given the high volume of pedestrians walking to and from this primary entry point, the recommended design solution for this segment is to detail as a shared street—so that users move no faster than walking speed.

At the intersection with Yonge Street, the roadway will ramp up to the sidewalk level to further notify drivers that they are entering a pedestrian priority area. Wider pedestrian boulevards and a more narrow roadway will slow vehicle speeds. Improved paving materials, lighting, public art, wayfinding, will contribute to making Gould a fitting welcome to Ryerson University. Plant trees to grow healthy and provide maximum benefit, but only on the south side of Gould due to below grade utility conflicts on the north side in front of the Student Learning Centre.

The design of Gould at Yonge should interface with the future improvements being explored by the City of Toronto and the Downtown Yonge BIA to create a far improved public realm.





Victoria at Dundas Gateway

A Rebalanced Main Entrance from the South

With the closure of Gould Street to through vehicle traffic, Victoria Street at Dundas Street is effectively an access lane to the University's parking structure. Given the high volume of pedestrians walking to and from this primary entrance to the core campus, the recommended design solution for this segment is to detail as a shared street—so that users move no faster than walking speed.

At the intersection with Dundas, the roadway will ramp up to the sidewalk level to further notify drivers that they are entering a pedestrian priority area. Wider pedestrian boulevards and a more narrow roadway will slow vehicle speeds. Improved paving materials, lighting, public art, wayfinding, and trees planted to grow healthy and large will contribute to making Victoria a better place befitting of its high profile location across from Dundas Square.





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Gould Street East

An Improved Eastern Promenade for a Growing Campus

Between Church and Mutual Streets, Gould becomes more important as the Core Campus grows closer to Jarvis Street. The redevelopment of the Jarvis/Mutual property will increase the number of pedestrians moving around the eastern parts of campus. Wider boulevards and a more narrow roadway will support safe and comfortable movement for all users. Improved paving and trees planted to succeed will contribute to a more positive sense of place.





Gould and Church Intersection

An Enhanced Crossing of Church Street

The highest volume pedestrian crossing internal to the Ryerson University campus is at Gould Street and Church Street. Church Street is a vital north-south corridor through the downtown connecting the core campus to Mattamy Athletic Centre, traversing from the St. Lawrence Market Neighbourhood and several BIAs through to Bloor Street and Davenport Road.

Within the context of this public realm plan, providing for a safe pedestrian environment is of the utmost importance. Although future study is required to determine the future potential for modifying Church Street, the University should make efforts to collaborate with the City of Toronto and the two area BIAs (Downtown Yonge and Church-Wellesley) to explore the opportunities to reduce the east-west crossing distance, widen boulevards, slow down vehicle traffic, and improve the quality of the streetscape. Such improvements would help to better connect the east and west sides of the campus, all the more important as future development proceeds along Church Street and further east towards Jarvis Street.

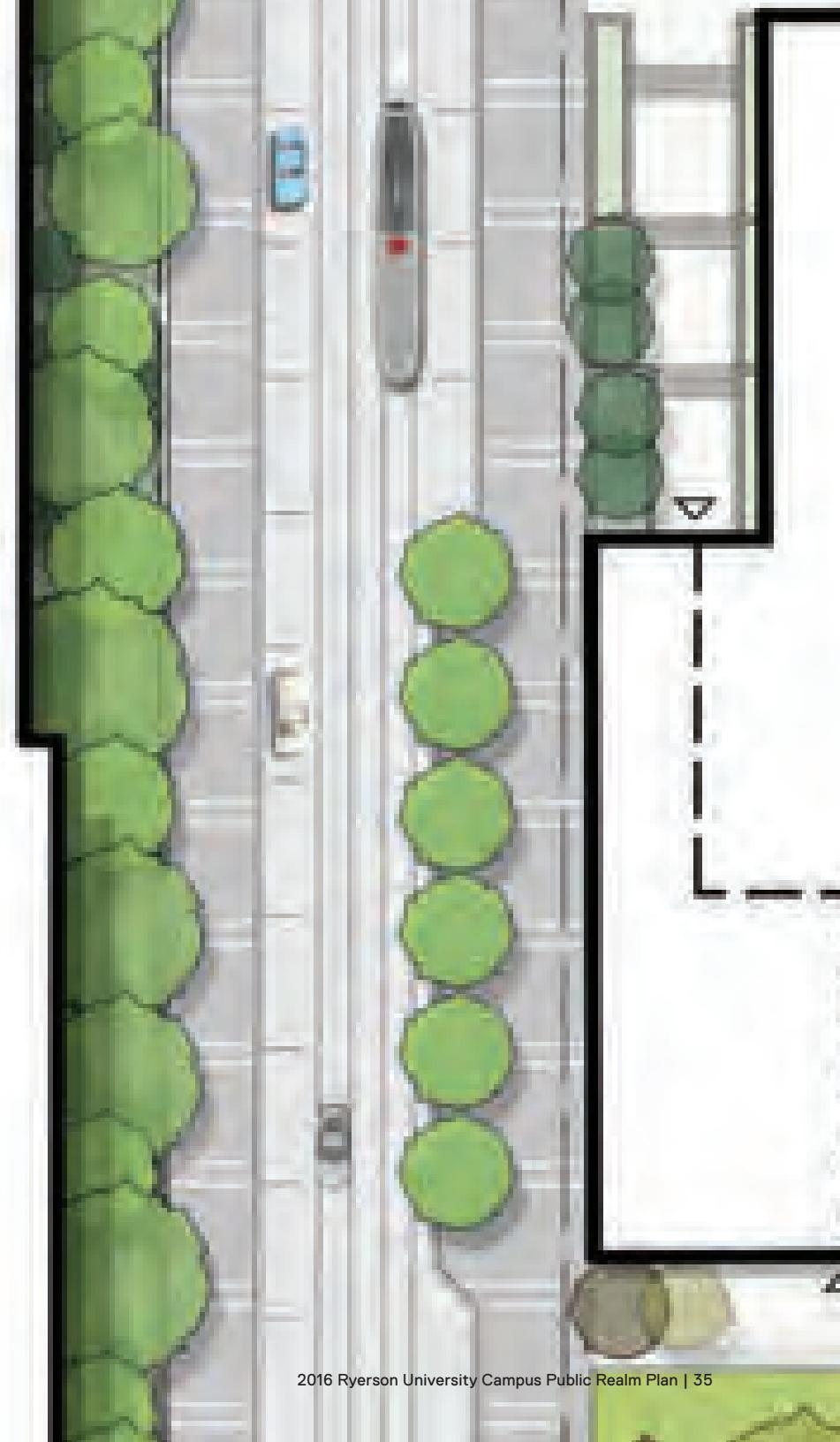


Church Street Improvements

Ryerson's North-South Promenade

Church Street from Dundas Street north to the Mattamy Athletic Centre is a central campus promenade. As Ryerson and the surrounding neighbourhood grow, more and more people will need Church Street to safely accommodate greater pedestrian and cycling activity. Church Street also provides the best opportunity to improve connections from the Core Campus to the Mattamy Athletic Centre.

Ryerson should collaborate with the City of Toronto to determine the long term opportunities to improve Church Street. Options could include lane reduction and possible full time curb lane parking or boulevard widening to better support pedestrian volumes and provide additional space for streetscape improvements. Improvements should include enhanced paving on boulevards, replanting of existing open planters, and new lighting and furnishings. Consider public art and wayfinding to enhance place making.

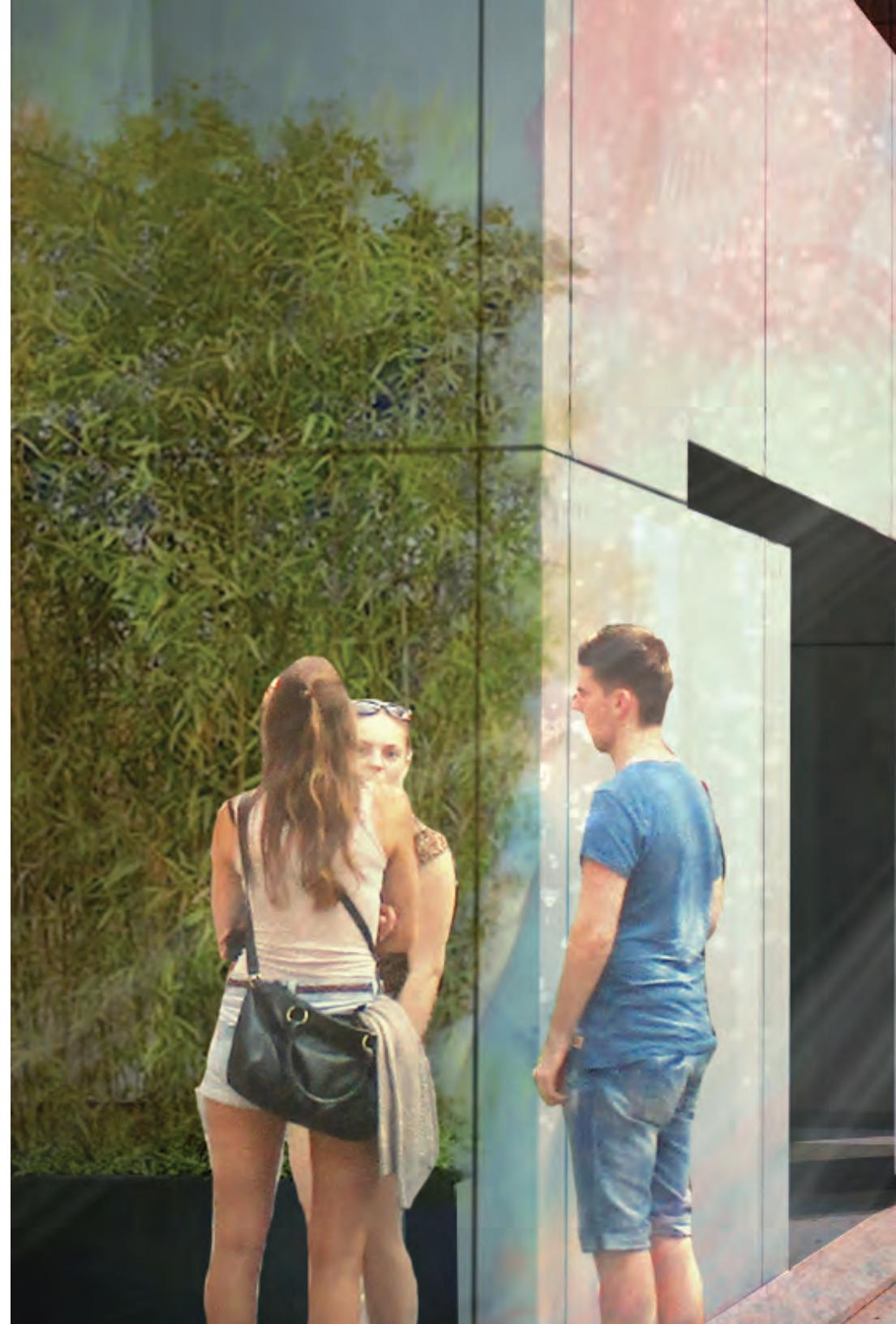


Campus Laneways

Expanding the Possible Pedestrian Network

Beyond the streets and public open spaces are the many laneways on campus that further contribute to the public realm. Designed primarily to provide rear access to buildings for materials handling, these laneways hold great promise to expand the pedestrian network and increase opportunities to support other activities such as restaurants, cafes and cultural programming.

The City of Toronto, Downtown Yonge BIA, Ryerson University, and community advocates are interested in the potential that these laneways present. Improved paving, plantings, lighting, public art and furnishings will invite more activity and provide safe and comfortable alternative routes through campus and the downtown.





Campus Greens

Improving Beloved Spaces

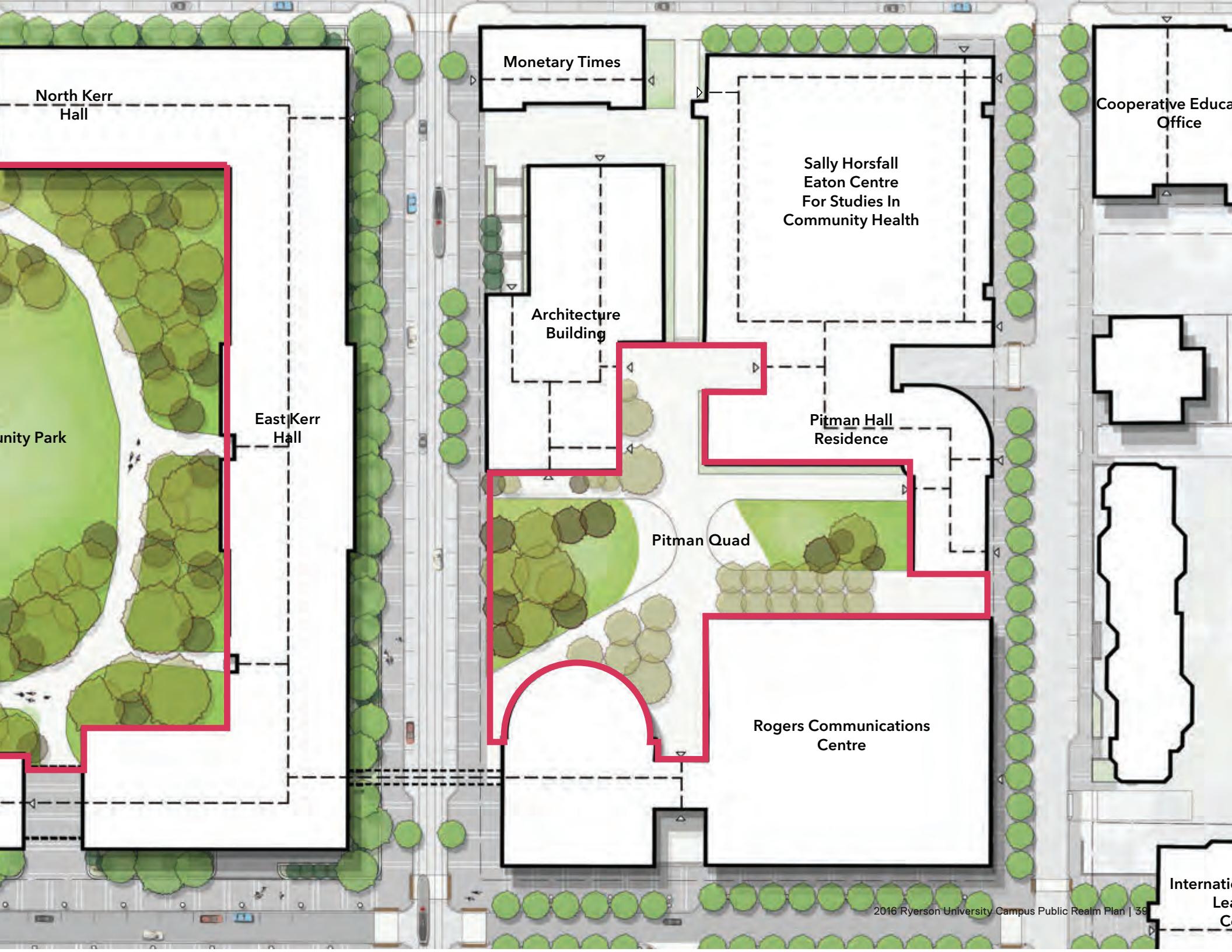
Ever increasing demand on open green spaces will require that existing parks do more to support campus life. Two large green spaces currently exist at Ryerson University: Community Park and Pitman Quad.

Community Park is the largest and most cherished green public space on campus and one of the largest in this part of Downtown Toronto. It is entirely enclosed by Kerr Hall with entrances from the north (Gerrard Street) and south (Gould Street). Given this sheltered quality, it offers a welcome respite from the bustle of the city that surrounds it.

Pitman Quad is the second largest green public space on campus, and the focus of academic buildings and residences east of Church Street. This space is more recently constructed than Community Park, but is beginning to show its age.

The Master Plan recommends that given the high profile of both these parks and the demand for downtown open green space that the University consider how to best make use of this valuable assets with updated materials, furnishings, and plantings. Future connections to Community Park from Nelson Mandela Walk (and perhaps Church Street) would improve east west movement, expand the pedestrian and open space network, and make the overall university more accessible.





Phasing and Implementation

Decisive action is required to achieve the proposed vision for Ryerson University's public realm. The path to implementation is a logical, incremental process with each step building upon those before it. Certain initiatives, already underway, must be pushed forward and the momentum from these leveraged to initiate new actions.

This chapter identifies implementation strategies and discrete tasks—identified as either a project or action—that the University will carry out to implement the public realm vision.

The projects are organized into one of four time horizons: currently underway, immediate-short term (0 to 5 years), mid-term (6 to 10 years), and long-term (10 years plus). The actions are administrative in nature and can be initiated in the short term.

Further development and improvement to the campus public realm must acknowledge its size and the realities related to ownership, the market and access to potential funding sources.

The improvements recommended in this public realm plan will largely proceed as a partnership between the University, the City of Toronto, and other partners such as the Downtown Yonge BIA. The University will invest in elements of the public realm as will their partners. The specifics will be defined through the appropriate street and public space planning and design processes.

Implementation Strategies

Work in a Coordinated and Strategic Way. Ryerson will need to work together with all of its partners to successfully deliver the recommendations presented in this plan. This implementation plan should be linked to City work plans to ensure the efficient delivery of each project, and also align with other University sub-surface and infrastructure projects.

Focus Funding and Physical Improvements in Concentrated Areas. The majority of projects will rely on partnerships to deliver the public realm improvements. To the University's advantage, the public realm is in public ownership thus increasing the opportunity to successfully leverage private investment for public improvements alongside City and other partner contributions. Projects could include new streets, streetscapes, pedestrian connections, or improvements to parks and urban spaces.

Update Regularly. The University should revisit and update the Implementation Strategy on a recommended bi-annual basis at minimum. Any changes should be done with due regard to the main principles and strategies of this Plan.

Create Project Specific Guidelines. The University should develop specific public realm guidelines in advance of all major projects. These guidelines should be prepared in collaboration with the City or other project partners or proponents.

Measure Success over Time. The plan has a long-term time frame, and not all projects identified will occur immediately. Several factors will determine the pace of progress: funding availability, and changes in University, Downtown Yonge BIA, Church-Wellesley BIA, City and neighbourhood priorities.

This plan identifies a number of short to mid-term priority projects and actions that the University can comfortably move forward in the coming years. Where possible, coordinate projects with the City's 10-year Capital Improvement Plan, which is updated on an annual cycle.

The University should take steps to document the successes that result from improving the campus public realm, to learn from previous projects and apply those lessons to the those that follow.

Public Realm Projects

The Public Realm Plan identifies twenty seven projects realized over four phases.

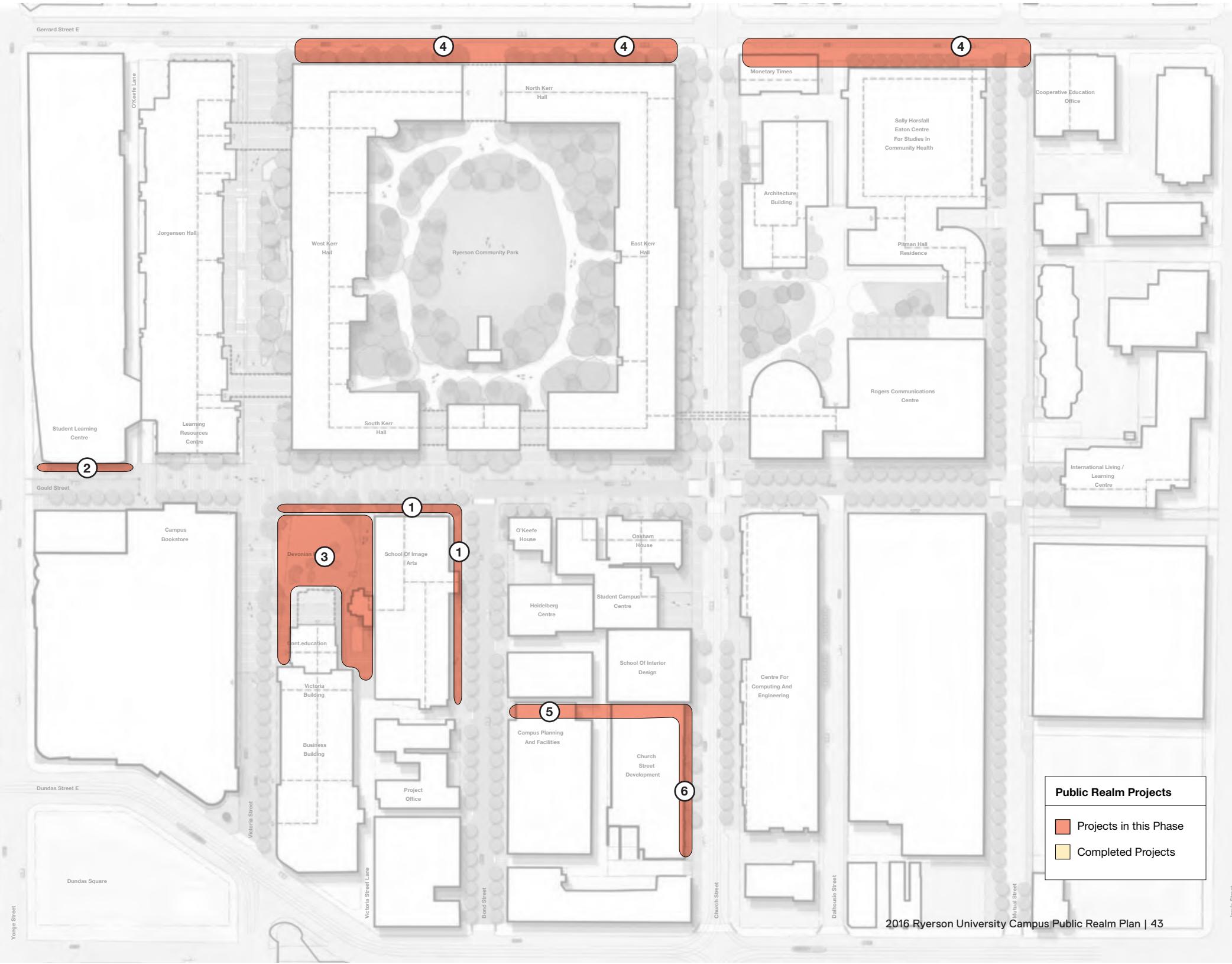
The public realm plan is a living document. It includes a flexible and realistic implementation strategy that will assist Ryerson University with building its public realm over time.

The plan identifies a number of projects to construct individually or with coordinated with others. It recommends early opportunities and the first major project—Gould Plaza. The implementation strategy will assist Ryerson with budgeting, coordination, and delivery.

Identified below are the projects recommended by this plan to improve Ryerson University's public realm. The order of the projects can accelerate with availability of funding and changing priorities. The order of projects within each phase does not suggest order of priority.

Completed / Currently Underway

1. **Image Arts Streetscape.** Improved streetscape related to the Image Arts Building. Special paving informing the recommended materials and possible pattern for rest of campus. Tree planting and lighting details are of higher quality.
2. **Student Learning Centre Streetscape.** Improved streetscape related to the Student Learning Centre. Expands upon the Image Arts design. No trees planted on boulevard due to utility conflicts.
3. **Devonian Pond Improvements.** Improved paving and furnishings around Devonian Pond similar to Image Arts Building.
4. **Gerrard Street Improvements.** City of Toronto and downtown Yonge BIA led roadway and boulevard improvements from Yonge Street to Jarvis Street. On street parking relocating from north side to south side. Roadway improvements include dedicated bike lanes. Curb extensions with new planting being added along street to define parking areas and provide more greening opportunities.
5. **Church Street Development Link.** Pedestrian passage through ground floor of 111 Bond building to connect the new Church Street Development project from Jarvis Street to Bond Street.
6. **Church Street Development Streetscape.** Improved boulevard on west side of Church Street related to the Church Street Development project. Streetscape will include special paving, planting, lighting and furnishings.



Immediate - Short Term: 0-5 Years

7. Gould Plaza. Located on Gould Street between O'Keefe Lane and Bond Street, and Victoria Street from the parking garage entrance to Gould Street and adjacent to Devonian Pond. Curbless and car-free street with special paving and details befitting the main campus gathering place. Trees planted in paved areas with details and soil volume to ensure healthy growing conditions. Retain existing open planters and replant (next to Kerr Hall, Learning Resources Centre, Oakham House, and O'Keefe House). Introduce new site furnishings to encourage lingering and support campus life. Include new lighting to improve safety, extend use of the plaza and support special events. Consider public art and wayfinding elements to enhance place making.

8. Gould Street from Bond Street to Church Street. Segment of Gould Street between Bond Street and Church Street. Pedestrian priority street segment with one-way slow vehicle movement. Roadway with or without curbs. If no curbs design will include bollards. Roadway elevates at Church Street to indicate transition. Special paving on boulevards and roadway. Roadway narrowed to slow vehicle movement and to indicate pedestrian priority. Trees planted in boulevard with proper details to ensure health growth. Include new lighting to improve safety and add distinctive character to street. Consider public art and wayfinding elements to enhance place making.

9. Bond Street from Victoria Lane to Gould Street. Extend improvements from Gould Street to align with pedestrian connections from Church Street Development link through 111 Bond Street, and to better define pedestrian priority public space. Roadway with or without curbs. If no curbs design will include bollards. Roadway elevates towards sidewalk level to indicate transition to a pedestrian space. Special paving on boulevards and roadway. Roadway narrowed to slow vehicle movement and to indicate pedestrian priority. Trees planted on both sides of street. Include new lighting to improve safety and add distinctive character to street. Consider public art and wayfinding elements to enhance place making.

10. Gould Street at Yonge Street Entrance. Located on Gould Street between Yonge Street to O'Keefe Lane. Pedestrian priority street segment with slow vehicle movement. Primary access to materials handling area that

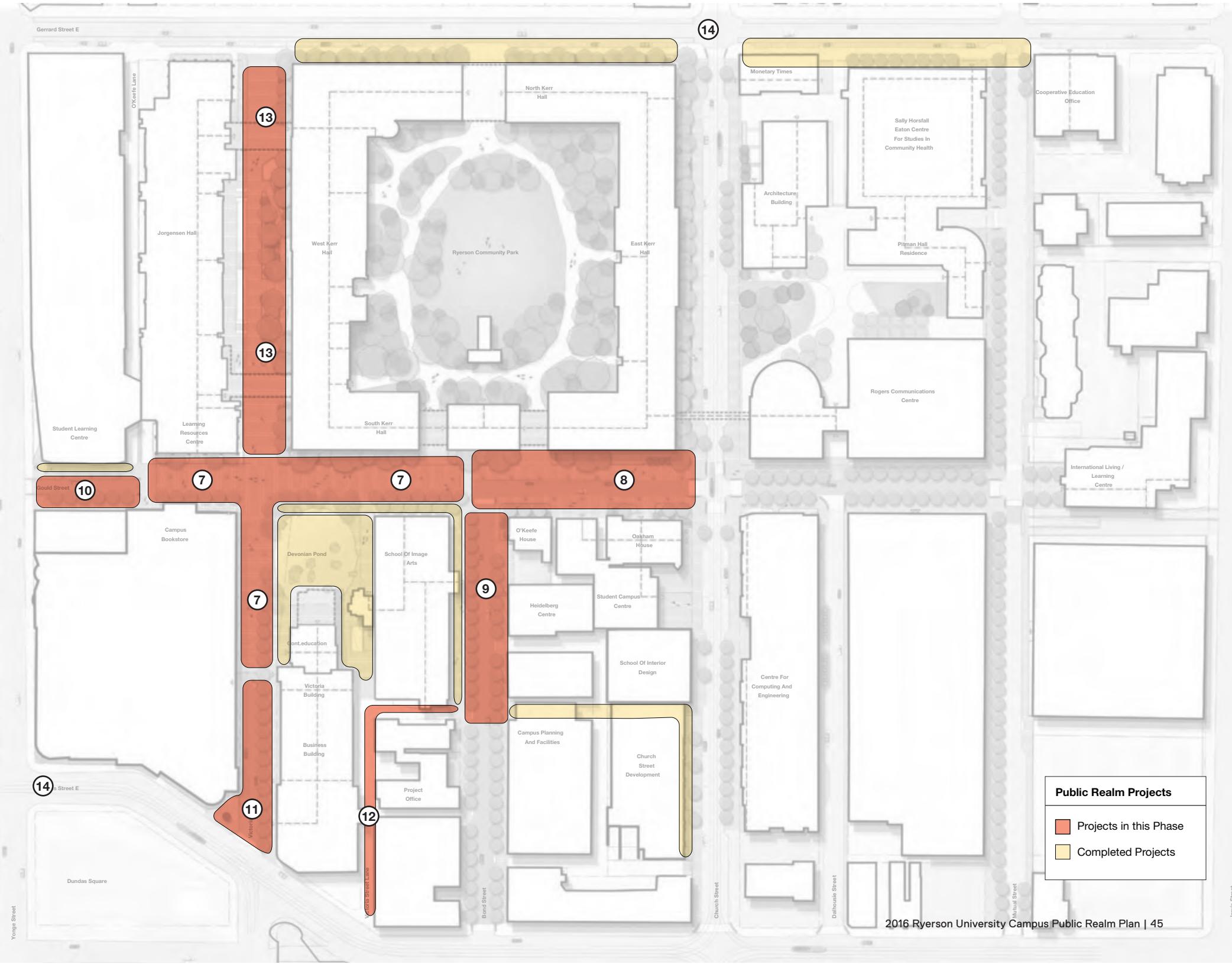
serves Cineplex and as an egress from O'Keefe. Roadway with or without curbs. If no curbs design will include bollards. Roadway elevates to sidewalk level at entrance to indicate transition to a pedestrian space. Special paving on boulevards and roadway. Roadway narrowed to slow vehicle movement and to indicate pedestrian priority. Trees planted on south side only due to below grade utility conflicts beneath the north boulevard in front of Student Learning Centre. Include new lighting to improve safety and add distinctive character to street. Consider public art and wayfinding elements to enhance place making. Integrate with downtown Yonge Street BIA vision for Yonge Street.

11. Victoria Street at Dundas Street Entrance. Located on Victoria Street between Dundas Street and parking garage entrance. Pedestrian priority street segment with slow vehicle movement. Roadway with or without curbs. If no curbs design will include bollards. Roadway elevates to sidewalk level at entrance to indicate transition to a pedestrian space. Special paving on boulevards and roadway. Roadway narrowed to slow vehicle movement and to indicate pedestrian priority. Trees planted on east side only. Include new lighting to improve safety and add distinctive character to street. Consider public art and wayfinding elements to enhance place making.

12. Lane Improvements – Victoria Lane. This lane segment is an important part of the pedestrian network as the Church Street Development nears completion. Improve paving and lighting to better support and invite safe pedestrian movement throughout the campus.

13. Nelson Mandela Walk. Pedestrian only street from Gould Street to Gerrard Street. Reorganize planting areas to provide more opportunities for circulation, seating and replanting. Revitalize paving materials to match Gould Plaza. Introduce new lighting to improve safety and add distinctive campus character.

14. Improved Connections to Mattamy Athletic Centre and Rogers School of Management. Collaborate with City of Toronto and Downtown Yonge BIA to identify opportunities (such as enhanced streetscape design and wayfinding) that better connect Mattamy Athletic Centre and Rogers School of Management to the Core Campus.



Medium Term: 6 to 10 years

15. Bond Street from Dundas Street to Victoria Lane. Extend improvements from Gould Street to align with pedestrian connections from Church Street Development link through 111 Bond Street, and to better define pedestrian priority public space. Roadway with or without curbs. If no curbs design will include bollards. Roadway elevates towards sidewalk level to indicate transition to a pedestrian space. Special paving on boulevards and roadway. Roadway narrowed to slow vehicle movement and to indicate pedestrian priority. Trees planted on both sides of street. Include new lighting to improve safety and add distinctive character to street. Consider public art and wayfinding elements to enhance place making.

16. Lane Improvements – East of Church Street. Several laneways currently exist between Church and Mutual. Improve paving and lighting to better support and invite safe pedestrian movement throughout the campus.

17. Lane Improvements – West of Church Street. Several laneways currently exist between Church and Bond. Improve paving and lighting to better support and invite safe pedestrian movement throughout the campus.

18. Gould and Church Intersection. Collaborate with City of Toronto to determine the long term opportunities to improve this vital east-west campus pedestrian route. Explore options to reduce the pedestrian crosswalk distance to improve safety.

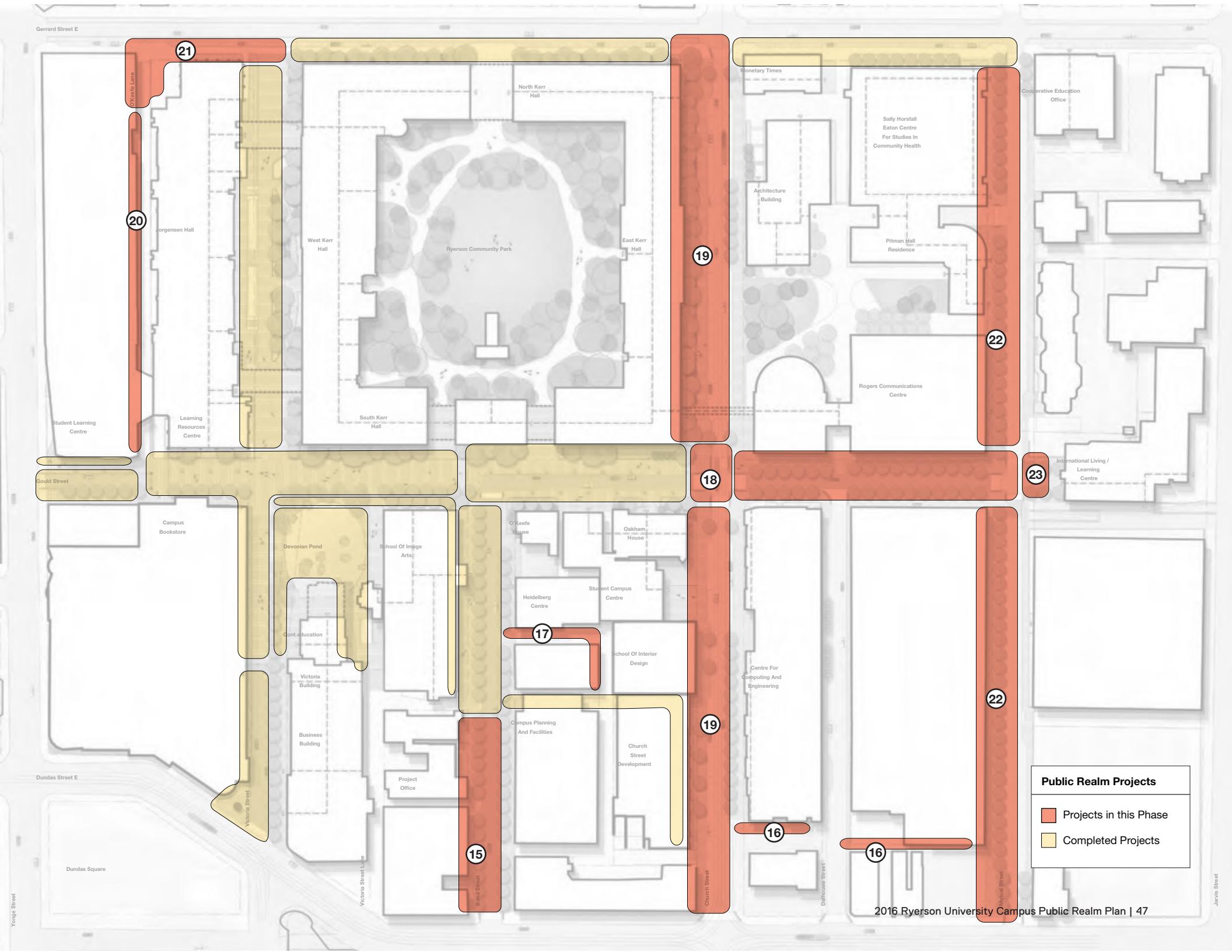
19. Church Street – Gerrard Street to Dundas Street. Collaborate with City of Toronto to determine the long term opportunities to improve this central north-south campus street. Options could include lane reduction and possible full time curb lane parking or boulevard widening to better support pedestrian volumes and provide additional space for streetscape improvements. Improvements should include enhanced paving on boulevards, replanting of existing open planters, and new lighting and furnishings. Consider public art and wayfinding to enhance place making.

20. O’Keefe Lane Improvements. Collaborate with the City and Downtown Yonge BIA to improve O’Keefe Lane to become a vital pedestrian priority extension of the campus public realm. Improve paving and lighting to better support and invite safe pedestrian movement. Consider public art and wayfinding to enhance place making.

21. Jorgensen Hall and Streetscape Improvements. Enhance the Gerrard Street frontage of Jorgensen Hall between Nelson Mandela Walk and O’Keefe Lane. Enhancements could include modifications to lower levels of building to present a more suitable first impression of the campus from Gerrard Street east of Yonge Street and deliver an animated and vibrant public realm. Coordinate improvements with any future O’Keefe Lane works.

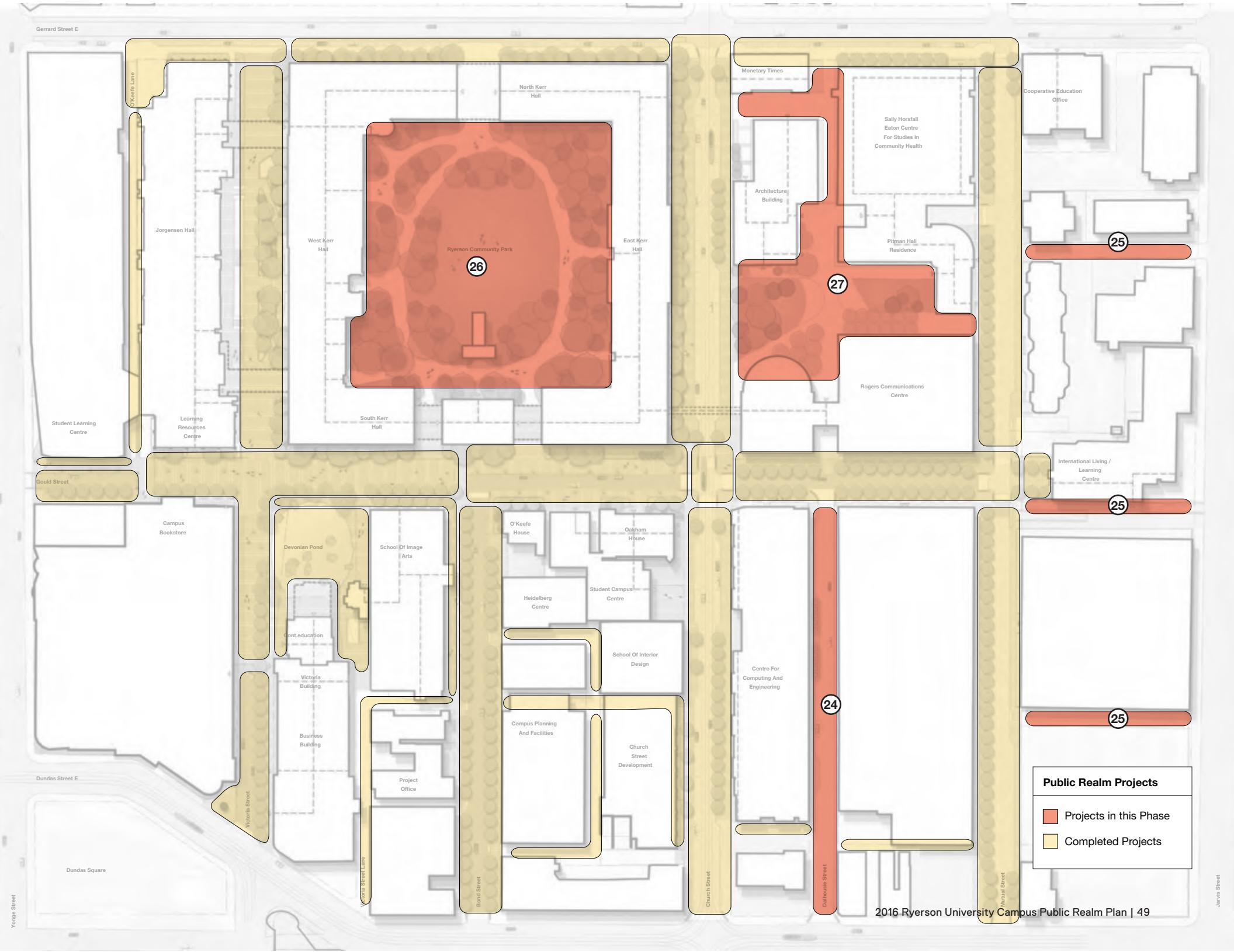
22. Mutual Street Improvements. Segment of Mutual Street from Dundas Street to Gerrard Street. An important street as the campus develops east towards Jarvis Street. Reduce roadway to widen pedestrian boulevards. Improve boulevard and roadway materials, lighting and planting details. City of Toronto is investigating opportunities to improve portions of Mutual south of Dundas Street. As a result, this project may change in priority.

23. Gould Mutual Terminus. Improve the visual terminus of Gould Street at Mutual Street to better represent this important campus location. The improvement could include landscape, structure or building modifications and should serve to facilitate pedestrian movement and orientation.



Long Term: 11 plus years

24. **Dalhousie Street Improvements.** Segment of Dalhousie Street from Dundas Street to Gould Street. Improve boulevard and roadway materials, lighting and planting details.
25. **New Pedestrian Connections – Mutual to Jarvis.** Introduce new pathways to expand the pedestrian network on campus. Implement as opportunities arise associated with other projects.
26. **Ryerson Community Park Revitalization.** The largest green public space on campus, and entirely enclosed by Kerr Hall. Improve materials, lighting, furnishings, and plantings. Possible subject of a design competition given its high profile.
27. **Pitman Quad and Pathways Revitalization.** The second largest green public space on campus, and the focus of academic and residences east of Church Street. Improve materials, furnishings, and plantings. Possible subject of a design competition given its high profile.



Actions

In addition to the projects described above, a series of administrative actions, studies, and next steps are recommended to effectively achieve the vision identified in this public realm plan.

Prepare Project Specific Guidelines. For every public realm project, the University should develop a design brief with guidelines so that all parties involved are clear how the project satisfies the principles and strategies defined in this plan.

Study Potential for Improvements to Church Street. This plan highlights the need to improve pedestrian connections across Church Street. Ryerson University should collaborate with the City of Toronto, Downtown Yonge BIA, and Church Wellesley BIA to explore the opportunities to modify the segment from Dundas Street to Gerrard Street, and perhaps further north to Carleton Street, leading to streetscape and public realm improvements.

Study Potential for Improvements to Kerr Hall and Jorgensen Hall

Relationship to Nelson Mandela Walk. The University should explore how to improve the Kerr Hall and Jorgensen Hall interface with Nelson Mandela Walk. Currently, Kerr Hall provides few entrances and does not engage this highly valued public space. Jorgensen Hall, with different levels both above and below the primary street level, does not provide a positive frontage. Explore options that improve connections and resolve the grade differences so that the space is more animated and supports easier movement across the Walk and between buildings is more accessible.

Study Potential for Pedestrian Connection from Nelson Mandela Walk to Yonge Street. Ryerson University should collaborate with private developers and the City of Toronto to explore opportunities to provide pedestrian connections through buildings from Yonge Street to Nelson Mandela Walk.

Together with the potential for Jorgensen Hall and Kerr Hall improvements mentioned above, pedestrians could move between Yonge Street, O'Keefe Lane, Nelson Mandela Walk, Community Park and perhaps beyond to Church Street and Pitman Quad.

Contribute to On-Going Yonge Street Promenade Improvements. As a key stakeholder, Ryerson University should contribute to the ongoing study of design options for streetscaping and public realm improvements on this important segment of Yonge Street from Gerrard Street to Queen Street. As that project advances, the University should ensure their involvement in the planning and design discussions to ensure that the most appropriate design to serve their interests is considered.

Campus and Area Parking Study. The University, City of Toronto and Downtown Yonge BIA should study parking in the neighbourhood to help guide decisions about making the best use of limited public realm space, particularly at curbside. Most communities believe they have a parking supply shortage while the evidence often suggests the opposite is often the case. The parking study should focus on availability not supply, and to determine the origin and destination of customers to the neighbourhood. Given the great majority of residents, visitors and employees in the downtown choose to move either by foot, bike or transit, the issue of parking may tend to be one more of convenience than necessity. The parking study should recommend tools that the University can use to monitor performance over time.

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