

Authority: North York Community Council Item 29.37, adopted as amended,
by City of Toronto Council on November 30, December 1, 2, 4 and 7, 2009
Enacted by Council: December 4, 2009

CITY OF TORONTO

BY-LAW No. 1239-2009

**To adopt Amendment No. 104 to the Official Plan of the City of Toronto with respect to the
York University Secondary Plan area.**

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13,
as amended, to pass this By-law; and

WHEREAS the Council for the City of Toronto, at its meeting of November 30, December 1, 2,
4 and 7, 2009, determined to amend the Official Plan for the City of Toronto adopted by By-law
No. 1082-2002; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and
has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for
the City of Toronto.
2. This is Official Plan Amendment No. 104.

ENACTED AND PASSED this 4th day of December, A.D. 2009.

SANDRA BUSSIN,
Speaker

ULLI S. WATKISS
City Clerk

(Corporate Seal)

**AMENDMENT NO. 104
TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Section 10, York University Secondary Plan, is amended by deleting the Secondary Plan in its entirety and replacing it with the York University Secondary Plan shown in attached Schedule I.
2. Map 16, Land Use Plan, is amended by re-designating parts of the lands in the York University Secondary Plan area as shown on Schedule II as follows:
 - a. from *Institutional Areas to Mixed Use Areas, Parks and Open Spaces Areas (Natural Areas) and Parks and Open Space Areas (Parks)*;
 - b. from *Parks and Open Space Areas (Other Open Space Areas) to Institutional Areas and Parks and Open Spaces Areas (Natural Areas)*; and
 - c. from *Apartment Neighbourhoods to Neighbourhoods, Mixed Use Areas, Parks and Open Space Areas (Natural Areas) and Parks and Open Space Areas (Parks)*.
3. Map 9, Natural Heritage, is amended by expanding the Natural Heritage System onto certain lands within the York University Secondary Plan area while deleting it on the Tennis Canada lands as shown on attached Schedule III.
4. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding new planned but unbuilt roads as follows:

STREET NAME	FROM	TO
Northwest Gate	Ian MacDonald Boulevard	Steeles Avenue West
Founders Road	Ian MacDonald Boulevard	Steeles Avenue West
Ian MacDonald Boulevard	Shoreham Drive	The Chimneystack Drive
The Chimneystack Road	Ian MacDonald Boulevard	Keele Street
New Link	Evelyn Wiggins Drive	The Pond Road
New Link	The Pond Road	The Chimneystack Road
New Link	The Chimneystack Road	Steeles Avenue West

SCHEDULE "IP"



TORONTO City Planning
Official Plan Amendment
 Revisions to Land Use Map 16

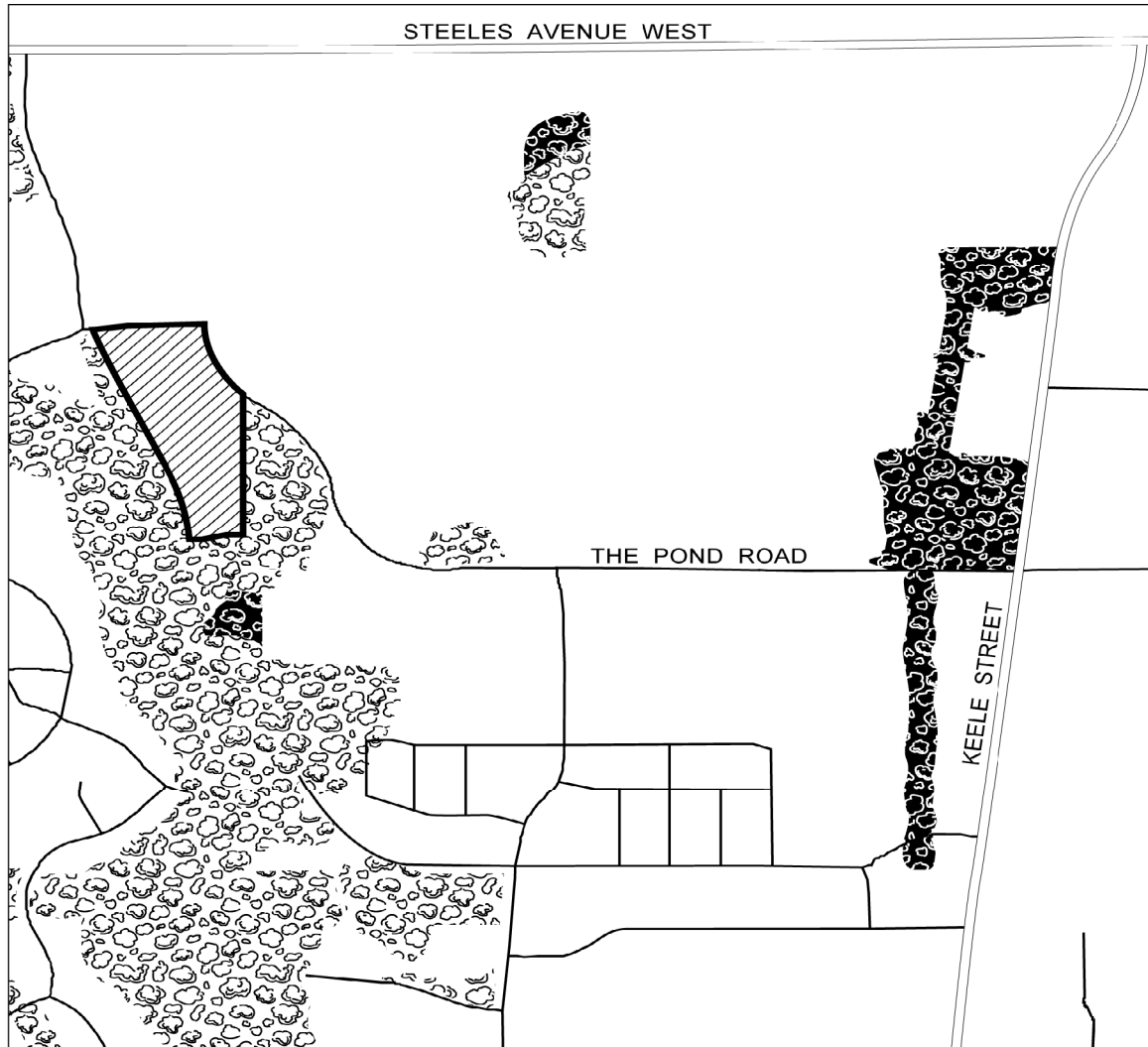
York University Secondary Plan Update

File # 05_137971

- | | |
|---|--|
|  Site Location |  Parks & Open Space Areas |
|  Neighbourhoods |  Natural Areas |
|  Mixed Use Areas |  Parks |
|  Institutional Areas | |


 Not to Scale
 03/13/2009




SCHEDULE "III"



TORONTO City Planning
Official Plan Amendment
Revisions to Map 9 Natural Heritage

York University Secondary Plan Update

File # 05_137971

-  Natural Heritage Areas
-  Additions to Natural Heritage Areas
-  Deletion from Natural Heritage Areas


Not to Scale
03/13/2009

10. YORK UNIVERSITY SECONDARY PLAN

1. INTRODUCTION

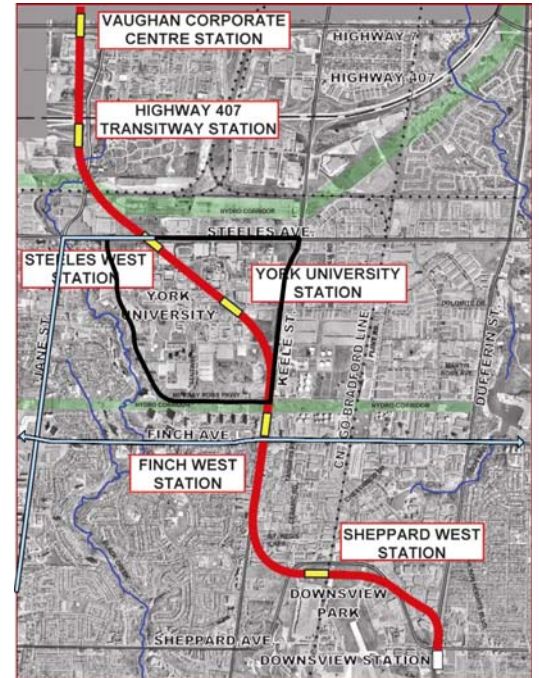
The York University Keele Street campus was established in the early 1960's on agricultural land adjacent to the Black Creek Valley. The University is located between Keele Street and Jane Street, north of Finch Avenue.

The first York University Secondary Plan was approved by the former City of North York in 1991. Since the development of the 1991 York University Secondary Plan, the Secondary Plan area has undergone considerable development and further changes are directed by this Plan.




The rapid transit improvements being planned within the area are a major driving force of change for the area. Three subway stations will be located within or in close proximity to the Secondary Plan area as a result of the Toronto-York Spadina Subway Extension. One of the stations will be located centrally within the York University campus. Two Transit City rapid transit routes are also being planned that will provide service to the area. These transit improvements will provide enhanced transit service to the Secondary Plan area and better connections to other areas of the city and York Region. The potential for higher density development with a wider mix of uses around transit stations is possible given the transit improvements targeted for this area.

The Secondary Plan area is an important resource for surrounding communities and the city as a whole. The Secondary Plan establishes a framework to guide future development and redevelopment of the Secondary Plan area, envisioning a residential population of up to 24,500 people and up to 21,000 jobs surrounding the University. Development within the Secondary Plan area will be in the form of well-designed, environmentally sustainable, compact communities surrounding the University that embraces the proximity to valuable natural heritage resources and open spaces.

The Secondary Plan revisits the original York University Master Plan by preserving and protecting the unique elements of the campus, including the ring road, ceremonial entrances and key natural landscapes, while guiding the area's transformation to a vibrant, connected urban community. Acknowledging these legacies, this Secondary Plan is about ensuring the ongoing vitality of the University while accommodating its evolving needs, creating a sense of place, reinforcing the natural and cultural heritage of the area, and making the area a destination for people to live, work, learn and play.



Planned alignment for the Spadina Subway Extension

-  Proposed Transit City LRT routes
-  Spadina Subway Extension Environmental Assessment: Preferred Alignment
-  Proposed Station



Transit City provides the basis for the creation of a seamless Greater Toronto-wide network of rail and bus rapid transit services. It calls for the development of a network of electric light-rail lines across Toronto. Fundamental to the plan is the seamless interconnection of the proposed new lines with each other, and with the city's existing rapid transit routes, including the planned extension of the University-Spadina Subway to York University and York Region.



Aerial photo of the York University Secondary Plan area

1.1 How to Read this Secondary Plan

This Secondary Plan is organized into five sections:

- Section 1 is the introduction;
- Section 2 establishes the vision for the Secondary Plan area and the six key objectives;
- Section 3 discusses the overall structure for the Secondary Plan area and provides the policies that will assist in building a complete, transit-supportive community;
- Section 4 provides the land use designations and height and density policies; and
- Section 5 provides the tools for implementing this Secondary Plan.

1.2 Who is this Secondary Plan Meant For?

City Council will use this Secondary Plan to make decisions on detailed planning and development proposals within the Secondary Plan area shown on Map 10-1. City Council will also use this document to work with the public, the University and land developers to achieve the vision articulated in the Secondary Plan.

This Secondary Plan is meant as a tool for the community and provides a vision for development, which will also provide clarity and certainty for residents in and adjacent to the Secondary Plan area. It will educate and raise awareness about possible future development in the area so that residents can know what to expect as the area evolves.

City staff will use this Secondary Plan to make recommendations to City Council on development proposals, public works and infrastructure. This Plan will also guide City divisions, agencies and commissions in their decisions affecting the Secondary Plan area.

2. VISION

In the York University Secondary Plan area of the future, the area is transformed from a university enclave surrounded by parking lots and open fields to an urban, human-scaled community that's transit-supportive, as well as connected and integrated with the surrounding neighbourhoods. York University remains an important part of the community and is a focal point for the surrounding areas. It is a place where people choose to live, work, play and study not only for the high-quality built form and public realm, but also because of the diversity that exists within the Secondary Plan area.

While the University remains the largest single land use in the area, there is now a wide variety of activities and uses straddling the campus in a mixed-use setting that provides services and amenities for area residents, employees, the academic community and the city



An example of a potential streetscape treatment for The Pond Road

as a whole. There are places for people to buy groceries, get a cup of coffee, eat lunch or just enjoy the area's surroundings. Social facilities provided in the area add another level of activity.

The University is able to thrive and grow within this context with uses developed in the campus that contribute to and complement the academic function of the University, including academic and support buildings, commons, open spaces, walkways and parking facilities. As the University intensifies, it connects and relates well with the surrounding communities and city. Existing neighbourhoods remain stable and intact, benefiting from enhanced public spaces, proximity to newly developed mixed use areas and to the cultural, recreational and educational offerings provided by the University.

People live, study and work close to the subway stations and along new public streets in new housing constructed above street-front shops and services. People access their daily needs without needing a car and choose to live and work in the area because of the excellent transit access. Fewer students find it necessary to drive to the University as it is now easier to use transit, cycle and walk.

Streets are the setting for community life. They are friendly and comfortable places for pedestrians and cyclists. There are wider sidewalks, and streets are lined with benches shaded by boulevard trees where people can sit and relax. Cars do not dominate streets; rather, streets are multi-purpose public spaces where people are the focus. There are new and improved public spaces and buildings that line streets. Some streets serve as important gateway entrances to York University, orienting travelers to their destinations and directing them to subway stations and bus routes.

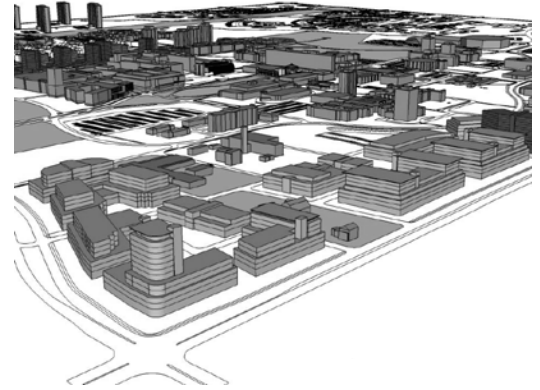
The natural features, open spaces and natural systems in and surrounding the Secondary Plan area are protected, restored and enhanced. They are connected to larger natural systems and provide additional connections to the surrounding area. Residents, students, faculty and the city as a whole use the area's open spaces and natural resources to recreate, learn and educate. Development strikes a sustainable balance, using site and building design and construction that minimizes environmental impacts.

2.1 Realizing The Vision: Six Key Objectives

The following key objectives are the heart of this Secondary Plan and are necessary to bring about the vision.

Core Campus Lands

York University consists of educational, cultural and research institutions with associated support services and housing provided in an urban form unique in the city. The core campus lands, designated as *Institutional Areas*, will be protected and enhanced to ensure the



3D conceptual massing and built form for Keele Street and Steeles Avenue



Ross Humanities and Social Sciences Building



Seymour Schulich School of Business

Transit-supportive development is an approach to planning that focuses development around a transit station or corridor to maximize transit use and minimize car use. Typically, it is characterized by:

- short walking distances (approximately 500m) from transit stations;
- higher densities located around transit stations;
- a mix of land uses that encourage transit ridership;
- direct and convenient pedestrian and cycling connections to transit station entrances;
- reduced parking standards;
- high quality urban design and public street environment; and
- transit stations as “places” or “destinations”.

long-term viability of the University in accommodating a vital community of scholars and professionals. These lands have the ability to accommodate York University’s evolving needs through infill and intensification. Protecting these lands for university uses will allow the development of new institutions, the expansion and consolidation of existing institutions, development of student and university-related housing, and the provision of services and open spaces for students and staff. The University also has the ability to expand its academic functions, as needed, throughout the Secondary Plan area.

Policies

- 2.1.1 The core campus lands will be protected and enhanced as an institutional district within the context of the larger urban community. To ensure the long-term viability of this institution, development that contributes to and complements the growth of the University will be permitted.

Distinct Landscape and Built Form Character

The York University lands support a continuum of generational development that creates the diverse cultural landscape of the University. These layers of development include pre-settlement landscapes, remnant farm buildings and associated landscapes, the ring road, landscapes and buildings of the 1963 Master Plan and the more recent, contemporary buildings and urban landscapes. Together these layers form a unique and important story of the evolution of the University.

Policies

- 2.1.2 The heritage resources located in and adjacent to the Secondary Plan area will be conserved.
- 2.1.3 The high-quality built form and landscape character of the core campus lands will be conserved, enhanced and appropriately extended to undeveloped areas.

Transit-Supportive Development

The Spadina Subway Extension and its transit stations within the Secondary Plan area are the backbone of the transportation infrastructure that supports the Secondary Plan. The Plan provides a transit-supportive policy framework to encourage transit use and other sustainable modes of travel.

The lands owned by York University permitting non-university uses will be developed in a form that supports higher-order rapid transit improvements. These lands represent a significant city-building opportunity to create higher-density, mixed-use communities and office/research areas within a short walking distance from subway stations. These lands will be structured by a fine grain of public

streets and parks and natural features that will connect the University to the surrounding neighbourhoods and the city as a whole and will have the necessary community infrastructure and a mix of housing needed to ensure the development of complete communities.

Policies

- 2.1.4 Development within the Secondary Plan area will be undertaken in a transit-supportive form to take advantage of the opportunities presented by higher-order rapid transit improvements while ensuring the development of complete communities.

Natural Environment and Sustainability

There are significant natural heritage features and systems in the Secondary Plan area, providing natural function, habitat for flora and fauna, natural beauty, education and passive recreation. The Secondary Plan will protect and improve the natural heritage features, improve connectivity between the natural heritage features and systems through approaches such as green roofs, tree canopy and ground level linkages and connect the area's natural heritage features to the broader natural heritage system.

A sustainability approach promotes a healthy environment. York University has made significant advancements in sustainability. A sustainable framework for future development of the University and surrounding lands will build on York University's accomplishments in a way that will optimize the use of land, minimize impacts of development and showcase the area as a centre for environmental innovation, contributing to a better environment for the city and region.

Policies

- 2.1.5 The form, features and functions of the natural heritage system will be protected, restored and enhanced.
- 2.1.6 Environmental stewardship and sustainable site and building design will be advanced in the Secondary Plan area.

Connections

The campus core within the ring road was originally surrounded by playing fields, open space and parking lots which physically distinguished and separated the University from its surroundings. The parking lots, open spaces and fields will become sites for well-designed, high-quality, inclusive developments and the facilities and services needed to support development. Enhanced physical, social and visual connections to the surrounding city will not diminish the distinctive character of the University; rather it will enable the



One example of a "green" street



An example of an off-street bicycle trail buffered by seating and a landscaped strip with trees and bushes



Central Square



Conceptual rendering of the MaRS Discovery District which is a scientific research facility, anchored by major teaching hospitals, the University of Toronto and more than two dozen affiliated research institutes



An example of a Precinct Plan completed for the waterfront in the City of Toronto

University to reach out and connect to the surrounding neighbourhoods, helping to enliven the area.

Policies

- 2.1.7 Strong connections within the Secondary Plan area will be provided to better integrate the University with the new communities surrounding the University and the rest of the city.

Flexible Implementation

The City will adopt land use and development controls that will permit sufficient flexibility for York University to meet its requirements while still providing sufficient direction to meet city-wide planning objectives. A flexible implementation framework can also provide opportunities for innovative approaches to development that can yield positive and ground-breaking results.

Policies

- 2.1.8 A planning framework that is flexible to meet changing program, technological and funding contexts for the University will be provided which will also provide opportunities for innovative, progressive and high-quality development.

2.2 Precinct Structure

The Secondary Plan area is organized into a number of precincts, comprised of Edge and Core Precincts. The Core Precincts are centrally located within the Secondary Plan area and consist of the lands reserved for institutional uses associated with the University. The Edge Precincts are located at the periphery of the Secondary Plan area where non-university and university development is permitted. Map 10-2 shows the precinct areas. Although each precinct is unique, they will be unified through common infrastructure elements, signage, pedestrian connections and a fine grain of local streets.

Precinct Plans are intended to outline development principles and guidelines at a more detailed level and will illustrate how lands can be developed to meet the policies of this Secondary Plan. These Precinct Plans form the bridge that allows the City to move from Official Plan policies to Zoning By-law provisions. Precinct Plans will establish the location, scale and character of all streets, buildings, parks and public spaces within a specific area. They will identify the infrastructure necessary to support development and provide strategies for improving environmental performance. They will include more specific strategies for developing community facilities, delivering a range of housing options and meeting affordable housing targets.

Sections 2.2.1 and 2.2.2 provide an overview of the character and features of the individual precincts. More detailed direction and policies respecting the precinct areas, such as land use designations, and precinct planning requirements are provided in other sections of this Secondary Plan.

2.2.1 Core Precincts

Central Campus Precinct

The Central Campus Precinct is the focus of the University. It has the highest concentration of university uses and is the most active pedestrian environment. The pedestrian nature of this precinct will be enhanced, and weather-protected pedestrian connections to the new subway station at Ian MacDonald Boulevard, the Steeles West Subway Station, and surrounding areas will be enhanced and created.

Infill development and improved open spaces will be encouraged within this precinct to accommodate emerging institutional needs. Intensification in proximity to the subway stations that is sensitive to the scale and character of the University will also be encouraged. The heights of new buildings will respect important views, the height and built form of existing institutional buildings and other spatial and structural elements of the University. The Commons will remain intact as the University's major central open space. This significant open space should be enhanced and vehicular access at its perimeter limited upon completion of the Toronto-York Spadina Subway Extension.

West Campus Precinct

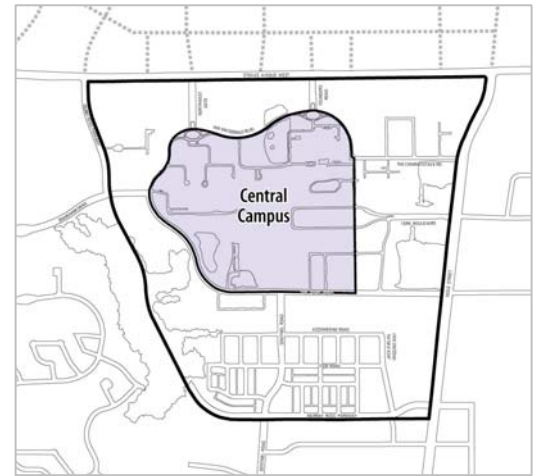
The West Campus Precinct currently consists of university sport facilities, Tennis Canada and student parking areas. The precinct is adjacent to the Black Creek valley. The natural heritage features and systems associated with this valley will be protected, restored and enhanced. Future development in this area is reserved for university uses. New pedestrian and bicycle connections between the University, the surrounding areas and natural heritage features and systems will be established to provide a public edge and linkages to the Black Creek and Hoover Creek systems. The original Hoover Farm House and its landscape will be conserved.

East Campus Precinct

The East Campus Precinct includes a number of high profile development sites for University uses that will provide the University with the opportunity to extend its uses and character to Keele Street and announce its presence to the surrounding city. York Boulevard is the most important gateway entrance to the campus leading to Vari Hall and the Commons. This should be reflected in high-quality

York University Campus Master Plan

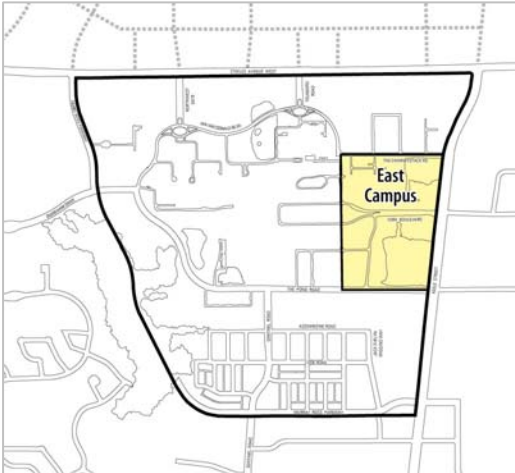
The University's 1988 Master Plan provided a framework for how the University should grow and direction on the form and scale of new development. Updating this Master Plan, will satisfy the University's requirements for preparing Precinct Plans for the Core Precincts. This updated Master Plan can include providing a policy framework for academic growth and intensification within the Core Precincts as well as sites identified in the Edge Precincts for university uses in accordance with the policies of this Secondary Plan. Sites identified for university uses within the Edge Precincts will still need to be addressed in the respective Precinct Plans for the Edge Precincts.



Central Campus Precinct



West Campus Precinct



East Campus Precinct

streetscapes and landmark buildings that are of a scale and design that signify a sense of arrival to the University while appropriately framing the view to the Commons and Vari Hall. This precinct also has important natural heritage features and functions that will be protected, restored and enhanced and places and/or landscapes with cultural heritage value that will be conserved.

2.2.2 Edge Precincts

Steeles West Precinct

The Steeles West Precinct will be largely developed as a high-density, transit-supportive mixed-use corridor. A subway station integrated with new development will be located adjacent to Northwest Gate and will be the focus for development in this precinct. Development within the Steeles West Precinct should be complementary to and compatible with development on the north side of Steeles Avenue in the City of Vaughan. Steeles Avenue West will have a pedestrian friendly streetscape with active ground floor uses and building entrances. The existing row of trees along Steeles Avenue will be conserved. A new, pedestrian-friendly gateway entrance to the University will be created at Northwest Gate.



Steeles West Precinct

Steeles East Precinct

The Steeles East Precinct will develop as a mixed-use corridor having primarily office and/or research uses. This precinct will support the Steeles West Subway Station and development should be complementary to and compatible with development on the north side of Steeles Avenue in the City of Vaughan.



Steeles East Precinct

A City operated track and field centre is located in this Precinct. This site is identified for future university uses over the long-term providing the University with the opportunity to announce its presence on Steeles Avenue. Development at Founders Road will support this street as a gateway entrance to the University. The historically significant Stong House and Barn will be conserved and surrounding development will respect the character of these buildings, their associated cultural heritage landscape and other cultural heritage landscapes located in this precinct.

Southwest Precinct

The Southwest Precinct will develop as a medium-density urban village. Combined with the low-density residential development south of the campus lands, this area will become a compact residential community providing a variety of housing opportunities, shops and services for residents, employees, staff and faculty. Parkland and a possible school site may be located adjacent to the Black Creek valley, connecting to existing local parkland to the south. The Pond Road is envisioned to be a greenway, consisting of a tree-lined,

pedestrian-oriented street that incorporates sustainable street design and connects natural heritage features. Sentinel Road will be maintained as a pedestrian-friendly, gateway entrance to the University.

A neighbourhood town square, piazza or “neighbourhood centre” should be located in this precinct to provide social gathering opportunities, a sense of place and an identity for this precinct. It should be located and designed as a catalyst for resident, employee and student interaction as well as provide opportunities to host community events.

South Keele Street Precinct

The Keele Street frontage will develop as a high-density, mixed use corridor. Within the interior of the South Keele Street Precinct, the medium-density urban village and greenway created along The Pond Road will be continued. A linear north-south natural heritage feature will connect the Boynton Woodlot to the hydro corridor to provide wildlife and habitat linkages. A local park, community facility and school may be located in this precinct.

3. BUILDING A COMPLETE, TRANSIT-SUPPORTIVE COMMUNITY

The Secondary Plan area has the potential to develop into a group of prominent new neighbourhoods within the city. It is essential that these new neighbourhoods develop into great places. This requires more than just providing a series of buildings. It is about creating a complete, sustainable community organized within a high quality public realm of streets, parks and open spaces, with the University acting as the focal point for the area. The text and policies of this section of the Secondary Plan comprise the ingredients and actions needed to build a complete, transit-supportive community.

3.1 The Public Realm

A high-quality, connected public realm of streets, parks and open spaces will form the underlying structure for the future development of the Secondary Plan area. The public streets, private University streets, parks, natural areas and open spaces provide the public setting for community and academic life. The layout and design of these spaces and the massing and quality of buildings that define and support their edges are key elements in achieving the objectives of the Secondary Plan. Map 10-3 Structure Plan shows the key structural components of the Secondary Plan area.

3.1.1 Significant Public Spaces

The Secondary Plan area is structured by the following unique and significant public spaces.



Southwest Precinct



South Keele Street Precinct



Conceptual rendering of the proposed village square for the Sonoma Mountain Village development in California which provides a town square and a mix of uses and range of housing opportunities



UniverCity on Burnaby Mountain is an example of a sustainable community neighbouring Simon Fraser University (SFU) in Burnaby, British Columbia

Keele Street and Steeles Avenue

These arterial street frontages form the north and east boundaries of the Secondary Plan area. These streets link the University with the city and surrounding region.

Policies

- 3.1.1.1 Development along Keele Street and Steeles Avenue will have a built form and public realm with a high-quality design treatment that defines and supports these streets and that contributes to a lively pedestrian realm and identity for the University.
- 3.1.1.2 These streets will include wide sidewalks, special tree and feature planting, paving, street furniture, lighting and signage.
- 3.1.1.3 Development along Keele Street and Steeles Avenue will be based on protecting, restoring and enhancing natural heritage features and functions and conserving cultural heritage landscapes.
- 3.1.1.4 Within 300 metres of Black Creek Pioneer Village, streetscape elements along Steeles Avenue West should be provided that reflect/acknowledge the proximity of this area to Black Creek Pioneer Village.

The Ring Road – Ian Macdonald Boulevard and The Pond Road

The ring road is a curvilinear street which delineates the core campus area by distinguishing this area from its surroundings. This street joins together the most significant open spaces and natural areas of the campus.

Policies

- 3.1.1.5 Ian MacDonald Boulevard and The Pond Road will be developed as a landscaped promenade and will be designed to promote bicycle, pedestrian and vehicle movement around the University with links to the city.
- 3.1.1.6 Development lining Ian MacDonald Boulevard and The Pond Road will have high-quality design, appropriate, active ground-floor uses, and enhanced landscaping.

Gateway Streets and Open Spaces

Five gateway streets join the ring road and the Core Precincts with the four major streets at the perimeter of the concession block. The gateway streets are York Boulevard, Sentinel Road, Shoreham Drive, Northwest Gate and Founders Gate. The gateway streets, with their

associated open space termini at the campus, provide symbolic and ceremonial links between the city and the University as well as visual, cycling, pedestrian and vehicular connections. The Commons is the University's major central open space and York Boulevard is the most significant of the University's gateway streets.

Policies

- 3.1.1.7 York Boulevard, Sentinel Road, Shoreham Drive, Northwest Gate and Founders Gate will be defined by a unique streetscape and built form that recognizes the important role of these streets as links to the city and as ceremonial entrances.
- 3.1.1.8 Each gateway street, as shown on Map 10-3, will terminate with an appropriately scaled and high-quality pedestrian-focused open space, that may be defined by buildings, to enhance the image of the University and the community. The pedestrian-focused open space may or may not include a round-a-bout.



Existing gateway signage at Northwest Gate

Black Creek Valley

The Black Creek Valley and associated open spaces define the western edge of the York University lands. This watercourse and its surrounding valley system are part of a significant regional open space and natural system with connections north of the City to the Oak Ridges Moraine and south to the Lake Ontario waterfront.

Policies

- 3.1.1.9 Black Creek and its associated open spaces, including the arboretum, the Osgoode Woodlot, the hydro corridor and Black Creek Pioneer Village, will be connected by linear pedestrian and bicycle path systems both above the top-of-bank and/or within the valley.
- 3.1.1.10 New pedestrian and bicycle connections across Black Creek Valley to join the University with the neighbourhoods west of the valley will be encouraged. The connections will be located and designed to reduce impacts and to protect the features and functions of the natural heritage system.
- 3.1.1.11 Public works and development adjacent to Black Creek Valley and associated open spaces will respect, protect and enhance the unique characteristics, functions and roles of these spaces.

3.1.2 Views, Vistas and Gateways

The Secondary Plan area includes a number of important gateway sites and sites which terminate public views as shown on Map 10-3.



Existing view from The Pond Road looking to the northeast



Looking west along the Commons towards Vari Hall and the Ross building

Policies

- 3.1.2.1 High-quality built form and/or landscapes will be provided at gateway sites and sites which terminate important views.
- 3.1.2.2 Buildings and landscapes will be co-ordinated along the edges of sites that frame important views to reinforce and highlight these public views and to enhance the unique setting and character of the Secondary Plan area.
- 3.1.2.3 Buildings will be sited to maintain and enhance views of the Black Creek and Hoover Creek Valleys and other natural heritage features from open spaces and streets.
- 3.1.2.4 The sense of place and views from Black Creek Pioneer Village will be protected by controlling building heights and profiles in important viewsheds. View studies from strategic locations within Black Creek Pioneer Village will be required at the precinct planning stage to determine if measures such as reduced building heights, setbacks, angular planes, façade articulation/treatment and/or landscaping should be applied to minimize the impact of buildings within 300 metres of Black Creek Pioneer Village.
- 3.1.2.5 Where appropriate, local public streets or private university streets will be located and organized along the edges of parks, natural areas and open spaces to maintain and enhance important views and vistas and to ensure the safety of users.
- 3.1.2.6 Public art should be located on sites visible from public streets, intersections, public plazas, parkettes or other civic spaces. The gateway sites identified on Map 10-3 may be key locations for public art.

3.2 Built Form

The University contains significant public open spaces and an increasingly coherent and high quality building fabric. Preserving, protecting and enhancing the high quality built form and landscape character of the University is a key component in achieving the objectives of the Secondary Plan.

Moreover, the enjoyment of the Secondary Plan area's streets and open spaces depends on the visual quality, activity, safety, accessibility and comfort of those spaces. These qualities are largely influenced by the location, organization and massing of buildings that define the edges of streets and open spaces. Development within the Secondary Plan area will contribute to a high-quality, connected, safe and comfortable public realm. In addition to the Built Form Policies in

the Official Plan, the following policies will be used to evaluate and provide appropriate development and to establish Zoning By-law standards within the Secondary Plan area.

Policies

- 3.2.1 Development and/or redevelopment within the Secondary Plan area will:**
- (a) provide high quality architecture, urban design and landscaping;
 - (b) include active ground floor uses, entrances and transparent building materials along pedestrian routes to enhance the safety of these routes;
 - (c) provide for personal mobility having regard to the City of Toronto Accessibility Design Guidelines;
 - (d) complement the street system;
 - (e) provide coherent and safe public pedestrian routes, such as through buildings, open spaces or a combination of both, to form mid-block connections; and
 - (f) connect pedestrian routes with public destinations, including transit stations and open spaces.
- 3.2.2 Development in the Edge Precincts will:**
- (a) be organized by a fine grain of pedestrian-friendly public streets and transit-supportive development blocks;
 - (b) be designed to contribute to, and reinforce, an attractive pedestrian-scaled streetscape through architectural treatments such as defined building bases and weather protection;
 - (c) promote an urban character; and
 - (d) have a high quality, connected, safe and comfortable public realm.
- 3.2.3 Development and redevelopment in the Core Precincts will:**
- (a) respect the scale and character of the existing campus;
 - (b) contribute to developing a fine grain of pedestrian routes through the campus to the Edge Precincts;
 - (c) preserve and enhance the quality of the pedestrian experience; and
 - (d) ensure access to transit from all parts of the campus.
- 3.2.4 Where retail uses are permitted and are the predominant or only use within a building an urban built form will be required, consisting of:**

- (a) multi-storey buildings;
- (b) pedestrian access directly from the street; and
- (c) parking and servicing located to minimize their visual and functional impact on street edges, open spaces and pedestrian routes.

3.2.5 Indoor and outdoor amenity spaces will be required for multi-unit residential developments and student and university-related housing. The indoor and outdoor amenity space requirements should be suitable for a student population and determined at the precinct planning stage.

3.2.6 Common outdoor space for commercial and office developments will be required. The common outdoor space will:

- (a) be in an unenclosed exterior area;
- (b) adjoin and be directly accessible from a public street or public park;
- (c) be accessible to the public;
- (d) include landscaping; and
- (e) include other features such as, but not limited to, outdoor seating and public art.

3.2.7 Telecommunications facilities should be:

- (a) integrated with the design of buildings, where feasible; and
- (b) located to minimize impacts to Black Creek Pioneer Village’s sense of place.

3.3 Public Art

York University’s Campus Art Program is recognized as a considerable asset to the larger community as well as the institution. The provision of public art in both the public and private realm will support and enhance the character of the Secondary Plan area and enhance place-making opportunities. Public art can contribute to defining identity by celebrating the history, culture and creativity of the area and its people.

Policies

3.3.1 The University’s public art program will be encouraged to continue. Core Precinct Plans and/or the update to the University’s 1988 Master Plan will include public art strategies which will identify existing and potential sites for public art and ensure that public art is provided in a coordinated manner as the University intensifies.



An example of public art located within the campus

- 3.3.2 The identification of potential public art locations and opportunities will be included in Edge Precinct Plans through public art strategies and in accordance with the policies of this Secondary Plan.
- 3.3.3 A range of public art opportunities for non-university development will be secured in accordance with applicable legislation and the public art strategies, and having regard to City policies and guidelines, such as the *Percent for Public Art Guidelines*.

3.4 Heritage and Archaeology

The Secondary Plan area includes a range of cultural heritage features and landscapes, and also has significant potential for the discovery of archaeological resources.

Built Heritage and Cultural Heritage Landscapes

The Secondary Plan area has a number of important heritage resources, including buildings of architectural and/or historic interest and significant cultural heritage landscapes. The area resources include nineteenth century heritage buildings and associated cultural heritage landscapes. More contemporary heritage resources include the original surviving elements of the University’s 1963 Master Plan and a number of significant, modern buildings that have cultural heritage value or interest. Other places or landscapes within the Secondary Plan area could be considered as having cultural heritage value or interest in the future.

Policies

- 3.4.1 Places and/or landscapes with cultural heritage value or interest are shown on Map 10-4 and will be conserved.
- 3.4.2 The City will review the places and/or landscapes of cultural heritage value shown on Map 10-4 and may list them on the *City’s Inventory of Heritage Properties* or designate them under the *Ontario Heritage Act*.
- 3.4.3 The Central Campus Precinct has cultural heritage landscape value. Further definition and identification of the heritage attributes comprising the cultural heritage landscape of this Precinct and appropriate conservation strategies will be undertaken when the University updates its Master Plan and/or prepares a Precinct Plan for this precinct.
- 3.4.4 Development of lands in the vicinity of places and/or landscapes with cultural heritage value will respect the scale, character and form of the heritage buildings and



Jacob Stong, son of Daniel and Elizabeth Stong, built the Stong House in 1855 at the southwest corner of Keele Street and Steeles Avenue. This example of a Georgian style farmhouse, still remains on the York University campus along with a large gambrel roof barn from the same period.



A cultural heritage landscape is a “defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features, such as structures, spaces, archeological sites and natural elements, which together form a significant type of heritage form distinctive from that of its constituent elements or parts” (Provincial Policy Statement, 2005).

landscapes. Appropriate setbacks, height, and massing relationships will be required for new development located in the vicinity of identified heritage buildings, structures and landscapes.

- 3.4.5 Heritage Impact Statements will be required for development proposals on or adjacent to listed and/or designated heritage properties, Black Creek Pioneer Village, places and/or landscapes with cultural heritage value or interest shown on Map 10-4 and heritage resources within the Central Campus Precinct.

Archaeological Resources

Archaeological resources include the physical remains and contextual setting of any structure, event, place, feature or object which, because of the passage of time, is on or below the surface of the land or water, and is important to understanding the history of a people or place. Archaeological resources include both historic archaeological resources and pre-contact archaeological resources. Portions of the Secondary Plan area have been identified as areas with potential archaeological integrity associated with both pre-contact and historic settlement.

Policies

- 3.4.6 Areas with potential archeological resources are shown on Map 10-5. For these areas, a Stage 2 Archaeological Assessment will be required as part of the preparation of a Precinct Plan and/or update to the University's 1988 Master Plan, or if any soil disturbance, significant landscaping or other changes are proposed prior to the preparation of a Precinct Plan and/or update to the University's 1988 Master Plan.
- 3.4.7 Archaeological resources found through the archaeological assessment process will require appropriate conservation and mitigation measures in accordance with the provisions of the Official Plan.
- 3.4.8 In the event that Aboriginal archaeological sites are encountered, consultation with First Nations communities will take place during the archaeological assessment process when site parameters and significance are determined.



Excavations under way on part of the mid fifteenth century A.D. Parsons site, located overlooking Black Creek, a tributary of the Humber River. Many ancient settlement sites survive in the green spaces of Toronto.

3.5 Housing

A diversity of housing types and tenures will provide opportunities for a wide range of people to call the Secondary Plan area home. A broad range of housing opportunities will provide residents with the ability

to remain in their communities and retain their connections and social networks as their housing needs change. As a mixed-use community with good transit, the Secondary Plan area has the potential to provide a full range of housing, including affordable housing and student and university-related housing.

Policies	
3.5.1	Precincts providing residential development will have a housing mix that contributes to a full range of housing, including purpose-built rental housing, within the Secondary Plan area.
3.5.2	A minimum of 30 per cent of the new housing units will be in forms other than single-detached and semi-detached housing, such as row housing, triplexes and multi-unit residential buildings. A variety of unit types, including 3-bedroom units, should be provided.
3.5.3	Development in the Core Precincts will not be required to provide affordable housing.
3.5.4	Residential development in the Edge Precincts exceeding the minimum density requirements will be required to provide affordable housing. The affordable housing will comprise a minimum of 20 per cent of the residential units developed in an Edge Precinct that exceeds the minimum density permissions provided for in Section 4 of this Secondary Plan.
3.5.5	The calculation and achievement of the affordable housing requirement will be done on a precinct basis and will not be based on the size of individual development parcels within the precinct.
3.5.6	For sites consisting of mixed-use residential developments within a precinct, the affordable housing requirement will be calculated by establishing the amount of residential gross floor area in excess of the minimum densities and proportionately to the land use mix provided within a subject development.
3.5.7	The City, at its discretion, may vary the 20 per cent affordable housing requirement on a precinct basis by transferring a portion of a precinct's affordable housing requirements to other precincts provided that the overall requirement for the Secondary Plan area is not reduced and a mix of housing is achieved.
3.5.8	Any residential development or student and/or university related housing that received <i>Planning Act</i> approvals prior

Housing Definitions

The City's Official Plan provides a number of definitions with respect to its housing policies. These definitions refer to residential units which are self-contained dwelling units. Three definitions, in particular, apply to the policies of this Secondary Plan relating to the provision of affordable housing. They are:

Rental housing is a building or related group of buildings containing one or more rented residential units, including vacant units that have been used for rented residential purposes, and units that are being or have last been used for rented residential purposes in equity co-operative or co-ownership housing, but does not include condominium-registered or life-lease units.

Affordable rental housing and *affordable rents* means housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

Affordable ownership housing is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principal and interest – based on a 25-year amortization, 10 per cent down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

Mixed-Use Developments and Minimum Densities

The following is an example of how to determine the amount of residential and non-residential gross floor area in mixed-use developments that exceed the minimum densities required by this Secondary Plan.

Determine the total minimum gross floor area required on a particular site:

- Minimum required GFA = 21,050 m²

Determine the total amount of gross floor area proposed within a mixed-use development and by use:

- Residential GFA proposed = 13,800 m²
- Commercial/office GFA proposed = 17,300 m²
- Total GFA proposed = 31,100 m²

Take the total gross floor area proposed on a development site and divide that gross floor area by the GFA for each use to determine land use mix percentages:

- Residential: 13,800/31,100 = 44%
- Commercial/office: 17,300/31,100 = 56%

Multiply the land use mix percentages and the total minimum required GFA to establish the minimum GFA for each use:

- Residential: 21,050 x 44% = 9,262 m²
- Commercial/office: 21,050 x 56% = 11,788 m²

Subtract the total proposed GFA by use from the above GFA to determine how much GFA per use exceeds the minimum density on the site:

- Residential: 13,800 - 9,262 = 4,538 m²
- Commercial/office: 17,300 - 11,788 = 5,512 m²

Guidelines for the Provision of Affordable Housing

The City has guidelines that apply where private developments provide affordable housing as per planning requirements. The current guidelines include:

- Affordable rental housing will have its rental tenure secured for at least 20 years, and affordability will be secured for at least a 10 year period. There will be provisions for a gradual phase-out of the affordability requirements subsequent to the expiry of the affordability period.
- Affordable ownership housing will have provisions secured that ensure owner-occupancy and measures to discourage speculation.

Student and/or University-Related Housing

Student and university-related housing can include a variety of on- and off-campus housing types that accommodates students, professors or lecturers, staff, guests and visiting professors in a variety of housing forms including traditional dorm-style housing and self-contained dwelling units provided either by private and/or not-for profit housing providers.

Providing student housing either on-campus or within the vicinity of the University contributes to an active campus life. It provides a community of peers and mentors for students and provides access to campus resources within close proximity to living quarters.

For the purposes of this Secondary Plan student and university-related housing refers specifically to non-for-profit housing (see policy 5.8.3 of this Secondary Plan) and may include dorm or congregate-living style housing.

Conversions of housing to student housing

Conversions of an area's housing stock to student housing in areas adjacent or in close proximity to higher-learning educational institutions can have both positive and negative impacts on communities. Positive impacts can include regenerating areas that may be in decline or providing students with a broader choice of housing. Negative impacts can include the replacement and/or displacement of permanent residents with a transient population, over-intense use of dwellings units and parking problems.

There are methods emerging to deal with the negative effects of housing conversions to student housing that can be spearheaded by either the educational institutions, municipalities or both, including:

- Student housing strategies;
- Establishing partnerships, such as town and gown societies, to allow for dialogue between residential communities, education institutions and the City;
- Preparing and distributing accredited housing lists to students;
- Consolidating By-law enforcement and providing proactive, co-ordinated enforcement and consistent direction for By-law and parking infractions; and
- Amending Zoning By-laws to regulate the number of bedrooms by structure type.

to the adoption of this Secondary Plan will not be counted towards achievement of the affordable housing requirements.

- 3.5.9 Affordable housing units in each residential precinct will be provided generally in the same proportion and mix as the residential units by bedroom type that are not affordable housing units. This includes providing grade-related units that comprise three or more bedrooms if this is provided in the non-affordable housing. A higher proportion of two or more bedroom units in the affordable housing requirements will be encouraged.
- 3.5.10 All affordable housing units that are provided to satisfy the requirements of this Plan must be located within the Secondary Plan area. The affordable housing requirements may take the form of land in the Secondary Plan area conveyed to the City. Proposals by the owner to convey land to the City for affordable housing may be accepted by the City at its discretion.
- 3.5.11 A minimum of 50 per cent of all affordable housing units required in a Precinct will be affordable rental housing. The City, at its discretion, may reduce this requirement.
- 3.5.12 New student and/or university-related housing developed in the Core Precincts will not be counted towards the achievement of affordable housing requirements in the Edge Precincts or the affordable rental housing target.
- 3.5.13 Where residence beds are provided in student and/or university-related housing in the Edge Precincts, one affordable housing unit will be deemed to have been achieved for every three residence beds developed.
- 3.5.14 A student housing strategy will be prepared by the University when the University updates its Master Plan that will include, but not be limited to, the following:
 - (a) assessing student and university-related housing needs;
 - (b) identifying strategies and approaches to address student and university-related housing needs, such as providing new student and university-related housing to support the academic function of the University, reduce overall commute trips to the campus and minimize negative impacts associated with conversions of the housing stock to student housing within the immediate and surrounding area; and
 - (c) identifying potential locations for new student and university-related housing to be provided in the

Secondary Plan area.

3.5.15 Precinct Plans for Edge Precincts that include residential development will include an affordable housing strategy that:

- (a) establishes targets for affordable housing by tenure and by unit type, by development parcel and/or phase;
- (b) identifies the proposed order of development within the precinct to ensure that the affordable housing requirements are achieved prior to, or at the same rate as, development of the non-affordable housing;
- (c) identifies proposals to meet any of the affordable housing targets through the conveyance of land to the City;
- (d) identifies proposals to meet a portion of the affordable housing requirement through the provision of student and university-related housing; and
- (e) includes a report on the affordable housing achievements to date for the second and subsequent precincts requesting Precinct Plan approval.

3.6 Community Services and Facilities

This Secondary Plan sets out policies to ensure community services and facilities contribute to the area's social, economic and environmental health. A strong network of community services is essential to maintaining and enhancing the health, safety and well-being of students, faculty, residents and employees in the Secondary Plan area and the larger community and is as important to a successful community as roads, sewers, water and transit.

Affordable, accessible, high quality community services that meet the changing needs of area residents will encourage equity and social cohesion. Co-ordination of the delivery of services, sharing of facilities and the expansion of programs and services consistent with the growth and changing needs of the Secondary Plan area are the cornerstones of success.

The University currently provides the public with some access to its services and facilities. This Secondary Plan encourages this access to continue and encourages new opportunities for the non-academic community to interact with the University and to use its facilities throughout the year.

Policies

3.6.1 Community services and facility priorities include, but are not limited to, a community recreation centre, schools, child care facilities, multi-purpose community use space and space for human service agencies (see Appendix 1 for



The Thomas L. Wells Public School in the City of Toronto was designed to face a public street

a summary of the projected Secondary Plan area needs). Specific requirements will be determined through community service and facility strategies at the precinct planning stage based on:

- (a) the actual land uses and densities that will or have been developed in each precinct;
- (b) inventories of existing facilities and services;
- (c) identification of gaps in service provision; and
- (d) community consultation.

3.6.2 Preferred locations for schools and/or community facilities are shown on Map 10-6. The feasibility of these sites for community services and facilities will be further investigated at the precinct planning stage and determined in consultation with the Toronto District School Board and the Toronto Catholic District School Board.

3.6.3 Schools and other community services and facilities will be provided in conjunction with development so as to not place additional burdens on existing community services and facilities in areas where available capacity may not exist.

3.6.4 Public community centres should be located on lands conveyed to the City, which can include lands conveyed to the City for parkland purposes. Schools and other community services and facilities may be integrated with public community centres to allow for the sharing of facilities and joint programming.

3.6.5 Some community facilities, such as child care facilities, may be integrated within private, public or university-related developments.

3.6.6 Community services and facilities required for the Secondary Plan area will be:

- (a) located in highly visible and accessible locations with strong pedestrian, cycling and transit connections; and
- (b) designed in a manner that promotes the development of flexible multi-purpose facilities which can be adjusted to meet the varied needs of the Secondary Plan area and surrounding communities.

3.7 Natural Heritage, Open Space and Parks

Since its inception in the 1960's, York University has had a distinctive landscape character that emerged from its location on the edge of the Black Creek valley. The natural heritage features and

open space network are recognized by this Secondary Plan as having intrinsic value and are to be protected, restored and enhanced as intensification and development of vacant lands occurs. These natural heritage features and open spaces are not to be considered in isolation, but as integral components within an open space network that extends beyond the Secondary Plan area.

3.7.1 Natural Heritage System

The natural heritage system includes the woodlots, stormwater management ponds, river valleys and wetlands that contribute to the function of the natural systems in the area.



View of the cultural meadow adjacent to Keele Street

Policies

- 3.7.1.1 A linked open space and natural heritage system will be developed as generally shown on Map 10-7 with the following objectives:
- (a) protecting, restoring and enhancing natural heritage features;
 - (b) restoring and renaturalizing areas identified as priority restoration areas;
 - (c) protecting and establishing open spaces and recreation facilities including Harry W. Arthurs Common, public parks, private open space areas, the Arboretum and Stong Pond;
 - (d) creating natural linkages and greenways to connect the significant woodlots, open spaces and valley corridors; and
 - (e) using a system of ground, canopy and green roof/wall linkages in developed areas, where feasible, to create green connections.
- 3.7.1.2 Ten metre naturalized buffers to protect and enhance natural heritage features will be provided in the following locations:
- (a) from the staked dripline of the Boynton and Danby Woodlots; and
 - (b) from the greater of the stable top-of-bank or the dripline of woody vegetation contiguous to the Black Creek Valley corridor if woody vegetation extends beyond the top-of-bank.
- 3.7.1.3 Development will not be permitted within natural heritage features or naturalized buffers. Where there are no reasonable alternatives, conservation projects and public works and utilities may be permitted if:
- (a) supported by appropriate assessment, such as

Greenways

Greenways are public corridors for pedestrians and cyclists that connect parks, natural heritage features, historic sites, cultural landscape features, neighbourhoods and other areas. They can be waterfront promenades, urban walks, environmental demonstration trails, heritage walks and nature trails. Greenways expand opportunities for urban recreation, provide alternate ways to move through a city and enhance the experience of nature, community and city life.

through an Environmental Assessment or Natural Heritage Impact Study;

- (b) the projects have a minimal impact on the features and functions of the natural heritage features; and
- (c) a net environmental gain is achieved.

3.7.1.4 Redevelopment adjacent to the Boyer and Osgoode Woodlots will provide enhanced naturalized buffers and setbacks where feasible to assist in enhancing these woodlots.

3.7.1.5 A minimum 50 metre wide wildlife corridor connecting the Danby and Boynton Woodlots will be required. The exact location and extent of the corridor will be determined through the development and implementation of a Renaturalization Plan subject to approval by the Toronto and Region Conservation Authority (TRCA) and the City. The existing drainage swale that crosses the adjacent parcels may be relocated within the corridor.

3.7.1.6 The Renaturalization Plan will include, but not be limited to, the following:

- (a) identifying features and functions to be provided in the corridor;
- (b) identifying the optimal location for the corridor;
- (c) identifying the results of hydrologic monitoring and measures and an implementation framework for protecting the hydrological regime of the Danby and Boynton Woodlots;
- (d) including strategies and an implementation framework for renaturalizing the wildlife corridor; and
- (e) implementing a program for monitoring and maintaining the ongoing health of the woodlots and wildlife corridor.

3.7.1.7 Development adjacent to, or in proximity to, the four significant woodlots, particularly the Boynton Woodlot, will maintain or enhance the hydrologic regime of the woodlots.

3.7.1.8 The preparation of management/stewardship plans for the woodlots will be required either at the precinct planning stage or when the University updates its 1988 Master Plan and the implementation of the plans will be a condition of development approvals. Management/stewardship plans will include adaptive management monitoring programs to:

- (a) determine and measure the ongoing health of the woodlots;

- (b) determine whether the management practices implemented are effective; and
- (c) determine if modifications are required due to unacceptable impacts from adjacent development.

3.7.1.9 Natural Heritage Impact Studies will be required for:

- (a) development or redevelopment adjacent to the natural heritage features and priority restoration areas identified on Map 10-7;
- (b) stormwater management facilities adjacent to the natural heritage features and priority restoration areas identified on Map 10-7;
- (c) determining suitable setbacks from the outer limit of the required naturalized buffers at the precinct planning stage, or when the University updates its 1988 Master Plan and prior to permitting development adjacent to the buffers; and
- (d) refinement and definition of the natural heritage corridor connecting the Boynton Woodlot and the hydro corridor at the precinct planning stage.

3.7.2 Parks and Open Spaces

The park and open space system includes parks and open spaces serving the entire city, community parks serving the active and passive recreational needs of persons living, working and studying in the area, parkettes or linear parks, and publicly accessible and private open space and recreation areas.

Policies

- 3.7.2.1** Strategies and principles for restoring and enhancing the Commons as the University's major central open space should be developed prior to or when the subway opens.
- 3.7.2.2** Parkland dedication rates will be determined in accordance with the policies of the Official Plan. Cash-in-lieu of parkland will not be accepted until six hectares of land for parkland have been dedicated to the City in the Secondary Plan area.
- 3.7.2.3** Lands required for school facilities co-located on parkland sites are not eligible to count towards the dedication of land for parkland.
- 3.7.2.4** Preferred locations for parkland dedication are shown on Map 10-6. The exact size and configuration of parkland will be determined at the precinct planning stage.
- 3.7.2.5** If a site shown on Map 10-6 as preferred City parkland is

determined to not be required for parkland it may be used for other uses provided for in Section 4 of this Secondary Plan subject to meeting all other policies.

3.7.2.6 The identification of an alternative site(s) for parkland may be required where:

- (a) new or expanded stormwater facilities are proposed on lands identified as preferred locations for parkland; and/or
- (b) the University opts out of maintaining/programming the Stong House and Barn buildings once the lands are dedicated to the City and the City determines that the buildings are not suitable for City programming purposes at that time.

3.7.2.7 Sites not identified on Map 10-6 may be considered for parkland dedication without amendment to this Secondary Plan subject to policy 3.2.3.8 of the Official Plan.

3.7.2.8 A landscaping and open space master plan will be developed for each precinct to ensure a connected and comprehensive open space system, to ensure the ongoing vitality of open spaces in the Secondary Plan area and to establish requirements for new parks and open spaces established and implemented through development. The landscaping and open space master plan will:

- (a) show the location and phasing of local and regional parks, open spaces, greenways, public use areas, trails and access linkages;
- (b) identify how the opens spaces and parks fit into the larger open space and natural heritage system;
- (c) include a landscape management component;
- (d) identify opportunities for increasing tree canopy coverage to 30 per cent of the Secondary Plan area and improving the existing canopy;
- (e) show approximate locations, size and type of habitat and wildlife connections; and
- (f) provide measures to ensure the ongoing vitality of the habitat and wildlife connections.

Sustainable Design

Sustainable design is the process and principles applied during the development review process that seeks to achieve energy and resource efficient, durable, barrier free and high quality buildings, site layouts, landscaping and off-site boulevard improvements.

The City's Green Standard sets performance targets for new construction to improve air and water quality, reduce green house gas emissions and enhance the natural environment. Some of these targets can be directly achieved by incorporating sustainable design features into the plans and drawings submitted as part of the site plan approval process. Features can include:

- Buildings oriented to take advantage of passive solar heating, shading for cooling and natural light;
- External renewable or recoverable energy systems, based on sun, wind or geothermal energy sources;
- Energy efficient exterior cladding and window treatments;
- Green roofs and cool roofs (low emissivity and high surface reflectance);
- Use of light coloured paving materials;
- Planting native species and use of drought resistant plant materials;
- Rainwater harvesting and bio-retention swales;
- On-site bike lockers; and
- Use of locally sourced external building and/or landscaping materials.

3.8

Environmental Stewardship and Sustainable Design

Environmental stewardship and sustainable design are important objectives of this Secondary Plan. Not only does this include protection of the open space and natural heritage systems, but it also relates to sustainable site and building design and development, stormwater management and site servicing. New and infill development will be planned to support area transit initiatives and

contribute to regional sustainability goals and objectives, environmental stewardship and sustainable site design.

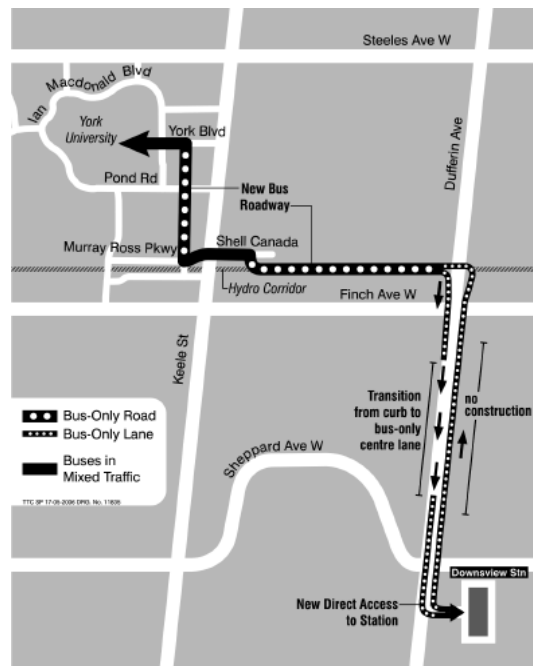
Policies

- 3.8.1 Sustainability strategies will be developed at the precinct planning stage that will identify the mechanisms and techniques, such as community energy plans, district heating/cooling, renewable energy, permeable paving, country lanes and greywater re-use, to be used for mitigating environmental impacts of development on a precinct wide basis.
- 3.8.2 Development and redevelopment will incorporate the minimum performance measures identified in the Toronto Green Standard and should meet the enhanced sustainable performance measures as a means of implementing sustainable site and building design.
- 3.8.3 District heating and cooling with geothermal technology will be encouraged as a means to reduce greenhouse gas emissions and conserve energy.
- 3.8.4 Bio-swales, permeable paving, significant tree plantings and landscaping for all on street and at-grade parking will be encouraged as a means to address stormwater management, reduce urban heat island effects and improve energy efficiency.
- 3.8.5 Tree canopy and ground level linkages will be encouraged as a means of providing wildlife and habitat linkages. Where green roofs are not required by By-law, they will be encouraged to be provided as an additional means of encouraging wildlife and habitat linkages.
- 3.8.6 New development, redevelopment and landscaping initiatives will endeavor to increase tree canopy coverage to 30 per cent of the Secondary Plan area and improve the existing canopy coverage.
- 3.8.7 The production of local, urban food through the cultivation of community gardens within the Secondary Plan area is encouraged. Emerging urban agricultural trends such as vertical agriculture is encouraged.

District Energy

District energy systems are multi-building energy systems that can provide one or more of the following energy services: heating, cooling and electricity. In a district energy co-generation system the thermal energy available after producing electricity is distributed locally to a series of buildings. This maximizes the use of energy contained in generation fuel and is more efficient and environmentally friendly than separate generation for heating and cooling.

District energy systems have proven to be an effective energy management tool in energy planning for Canadian communities of all sizes. District energy systems can increase employment and economic development (Source: MMAH)



The expected completion of the Toronto-York Spadina Subway Extension is 2015. However, improved transit services are needed earlier. The Downsview Station to York University Bus-Only Lanes project will allow for more immediate improvements to the bus services between Downsview Subway Station and York University/Steeles Avenue. The project will provide high-speed, reliable bus service from Downsview Station to York University via bus-only lanes on Keele Street and bus-only roads in the Finch Hydro Corridor and on the York University Campus. It will also accommodate York Region Transit and GO Transit plans to begin operating higher speed express bus service from north of Steeles Avenue to Downsview Subway Station.

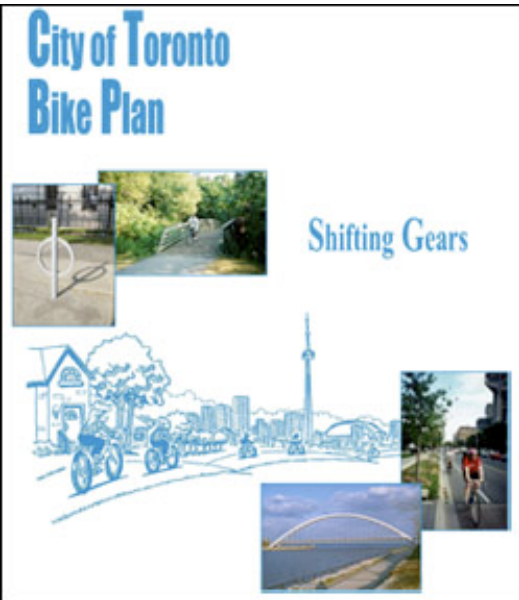
3.9 Transportation

The future development of the Secondary Plan area is linked directly to providing a connected transportation framework that allows residents, employees and students to get to and from their desired



Principles of good bicycle planning:

- Provide innovative and well-designed bikeways to enhance the existing bikeway network and encourage people to bicycle;
- Provide short and long-term bicycle parking and other end-of-trip facilities to support the use of the bikeway network and people's decision to bicycle; and
- Provide strong connections between public transit infrastructure and bicycle infrastructure to make both travel modes more flexible, convenient, and attractive as viable alternatives to private automobile use.



The Toronto Bike Plan establishes a vision for cycling in Toronto. The Plan sets out integrated principles, objectives and recommendations regarding safety, education and promotional programs as well as cycling related infrastructure, including a comprehensive bikeway network.

The Toronto Bike Plan identifies the following three basic bikeway types:

- **Bicycle Lanes** - these lanes are typically 1.5 m to 2 m wide, and designate a space on the roadway exclusively for the use of cyclists.
- **Off-Road Paths** - these paths include trails through parks, along the boulevards of major arterial roads and within hydro or rail corridors.
- **Signed Routes** - Signed routes are typically installed on quiet, residential, local/collector streets.

destinations quickly, easily and sustainably. Whether someone's objective is to grab a cup of coffee, pick up a few groceries or to see a show downtown, choices need to be provided to move people in and out of an area.

One of the objectives of this Secondary Plan is to support the investment in planned higher-order public transit infrastructure, but this Secondary Plan also focuses on encouraging other sustainable modes of transportation, such as walking and cycling, while reducing the use of the private automobile and providing a balanced approach to parking.

3.9.1 Transit

Two subway stations, Steeles West station and York University station, will be located within the Secondary Plan area. Each of these stations will have different roles and functions, and will need to be developed accordingly.

Policies

- 3.9.1.1 Entrances to the Steeles West subway station and any future surface transit terminal facilities located within the Secondary Plan area will be encouraged to be integrated within buildings as development proceeds.
- 3.9.1.2 The design of the York University subway station will minimize impacts of associated infrastructure and servicing for the station on the open space character of the Commons and surrounding University buildings. The future integration of entrances into buildings will be encouraged.
- 3.9.1.3 Surface transit routes within the Secondary Plan area should be located on the public street network identified on Map 10-9.
- 3.9.1.4 The location and design of streets, buildings, and other facilities will accommodate the operation of public transit vehicles.
- 3.9.1.5 Transit priority at signalized intersections should be provided where required. Additional transit priority measures on public streets within the Secondary Plan area, such as surface transit rights-of-way, should be provided where determined through appropriate study.

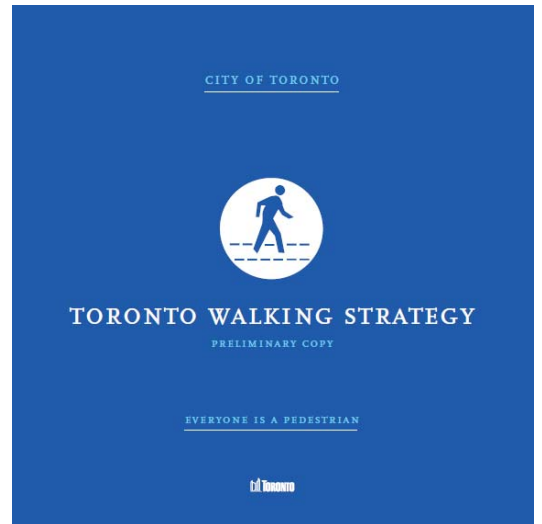
3.9.2 Cycling and Walking

Providing convenient, safe and weather-protected pedestrian and cycling routes makes walking and cycling more attractive. The

Secondary Plan area will be planned and designed to encourage walking and cycling as viable modes of travel to reduce the use of automobiles. The cycling and pedestrian network established in this Secondary Plan connects and feeds into the City of Toronto’s Bike Plan established for the entire city and will assist in integrating the Secondary Plan area to neighbouring communities.

Policies

- 3.9.2.1 A well-connected network of on- and off-street cycling routes will be provided as shown in Map 10-8. The location and design of these routes and facilities may be further refined at the precinct planning stage.
- 3.9.2.2 Pedestrian and bicycle routes should be clearly identified with appropriate signage and pavement markings, as outlined in the City of Toronto’s Bikeway Networking signage system. Providing additional signage elements, such as distances to nearby major destinations, is strongly encouraged.
- 3.9.2.3 To ensure pedestrian and cyclist comfort and safety, routes will be well-designed, attractive, appropriately lit and maintained.
- 3.9.2.4 A detailed Pedestrian and Bicycle Plan will be required at the precinct planning stage that will:
 - (a) address the integration of pedestrian and bicycle facilities with planned development, transit facilities, and the public street network in the precinct which will help knit together, socially and physically, the Secondary Plan area with the surrounding community;
 - (b) have regard for City of Toronto cycling infrastructure design standards, while also encouraging innovative designs, and have regard to the Toronto Walking Strategy;
 - (c) outline policies, guidelines and strategies to provide for ongoing maintenance of pedestrian and cycling facilities in the precinct; and
 - (d) address end-of trip cycling facilities such as bicycle parking and shower and change facilities.
- 3.9.2.5 Short-term and secure bicycle parking facilities will be provided on campus, in new public and private developments, and at subway stations, having regard for City of Toronto bicycle parking policies and guidelines.
- 3.9.2.6 The creation of public bicycle sharing stations, particularly near subway stations and other major activity centres, will



Toronto Walking Strategy

The draft [Toronto Walking Strategy](#) outlines objectives, goals and actions for making the City a great walking city. It strives to create an environment where walking is an appealing, convenient, safe and stimulating experience in every Toronto neighbourhood. The Strategy recognizes that Secondary Plans, such as the York University Secondary Plan, are key implementation tools for making the City a great walking city as they offer a more detailed planning framework for specific areas of the city.



Example of a tree-lined local street incorporating sustainability features

be encouraged as an additional measure to reduce the dependence on private auto use.

3.9.3 Public Streets

A network of well-designed, multi-functional streets will provide the setting for community life in the Secondary Plan area. Streets must be comfortable for pedestrians and functional for all types of travel, with an emphasis on pedestrian, cycling and transit movement while allowing for auto travel. Providing an appropriate public street network and designing streets properly will enhance the Secondary Plan area's identity and ensure there is a balanced mix of travel modes.

The public street network in the Secondary Plan area includes the major streets, primary (collector) streets and secondary (local) streets. University streets are private streets owned by the University. These streets, including York Boulevard, function like public streets by providing access, address, open space and social amenity to University buildings.

Policies

- 3.9.3.1 A network of primary streets as shown on Map 10-9 will be developed to provide the Secondary Plan area and surrounding communities with appropriate transportation capacity and connectivity. The exact location, alignment and design of the primary street network will be refined through the Environmental Assessment process.
- 3.9.3.2 A fine grain of secondary streets is required to provide address, access and amenity for the development of non-university uses. Locations, alignment, design and the number of secondary public streets within a particular precinct will be determined at the precinct planning stage.
- 3.9.3.3 Streets will be designed to create an attractive, safe pattern of streets and blocks to connect with the streets in the surrounding neighbourhoods.
- 3.9.3.4 Streets, including major streets, will accommodate pedestrians, cyclists, transit users and vehicular traffic but will acknowledge and recognize walking and cycling as a priority.
- 3.9.3.5 The design of streets will have regard for the needs of other elements such as street trees, on-street parking, stormwater management features, emergency vehicles, municipal services and other urban design elements.
- 3.9.3.6 Primary streets will serve as promenades joining the

campus and its open spaces with the city. Their design will balance their transportation function with their role as public spaces.

3.9.3.7 Consideration for all transportation users will be given in the design of the University street network and will be further articulated when the University updates its 1988 Master Plan and/or in Precinct Plans.

3.9.3.8 Alternative design standards and environmentally sustainable design opportunities will be incorporated into public and private street design where appropriate to promote sustainability objectives.

3.9.3.9 The following primary streets will have the following minimum right-of-way widths:

- (a) 33 metres for Northwest Gate;
- (b) 27 metres for Founders Gate;
- (c) 23 metres for Ian MacDonald Boulevard and The Chimneystack Road;
- (d) 20 metres for the north-south connection between The Pond Road and The Chimneystack Road;
- (e) 23 metres for Columbia Gate/Evelyn Wiggins Drive between Murray Ross Parkway and The Pond Road; and
- (f) 23 metres for the new north-south road west of Keele Street connecting The Chimneystack Road to Steeles Avenue.

3.9.3.10 Secondary streets will have a minimum right-of-way width of 18.5 metres.

3.9.3.11 Direct driveway access onto major streets and primary streets will be discouraged.

3.9.4 Transportation Demand Management

Transportation demand management (TDM) involves providing strategies and policies to reduce automobile usage and its impacts. TDM strategies to reduce automobile usage can include carpooling, subsidizing transit passes and providing bike lanes and bike facilities among others.

The University has taken steps towards TDM and is a recognized partner in the Smart Commute North Toronto Vaughan, a non-profit Transportation Management Association supported by the City of Toronto.



A car sharing company sign operating out of Toronto



Establishing maximum parking standards:

- Limits the number of spaces that can be provided in a building;
- Promotes more efficient use of land;
- Enhances the public realm and built form of buildings;
- Encourages the use of alternative modes of travel; and
- Provides for better pedestrian movement.

Examples of maximum residential parking standards from other areas in Toronto and other jurisdictions with access to rapid transit include:

- North York Centre established a maximum of 1.2 spaces per dwelling unit; and
- San Francisco adopted a maximum of 0.75 parking spaces for neighbourhood commercial transit districts.



The Bennett Centre for Student Services

University Parking Standards

Once the Toronto-York Spadina Subway Extension has been completed and opened, a further amendment to the parking supply standards for university uses, likely in the range of a minimum of 6,000 and a maximum of 8,000 parking spaces, may be appropriate and would be determined through further assessment undertaken by the University and subject to approval by the City. The assessment will ensure that appropriate minimum and maximum standards are in place for the University which recognizes the introduction of higher order transit to the area.

Policies

- 3.9.4.1 Transportation Demand Management measures will be encouraged to reduce car dependency, including, but not limited to, the provision of ride-matching services, public transit passes, car or van pooling, flexible work hours, shuttle bus services to rapid transit stations and limitations on the availability and minimum cost of parking.
- 3.9.4.2 Proponents of employment-based development are encouraged to partner with Transportation Management Associations as a means of addressing Employee Trip Reduction Programs.

3.9.5 Parking

The focus of this Secondary Plan is about getting people out of their vehicles and using other forms of transportation like walking, cycling or taking transit. Nevertheless, this Secondary Plan recognizes that vehicles will still be used by some residents, employees and students for a portion of their daily trips to and from the Secondary Plan area. A balanced approach to providing parking that recognizes the transit, pedestrian and cycling improvements while still providing adequate parking to accommodate the needs of residents, employees, students and visitors of the Secondary Plan area is required.

Policies

- 3.9.5.1 The University will complete an assessment of its parking supply to the satisfaction of the City:
- upon completion and opening of the Toronto-York Spadina Subway Extension; and
 - when the University reaches 900,000 m² of gross floor area.
- 3.9.5.2 The assessment of the University's parking supply will determine appropriate minimum and maximum parking standards are in place for university uses. Parking standards will:
- meet the University's demands;
 - reflect of the introduction of rapid transit to the area and transportation demand management measures implemented by the University; and
 - ensure an appropriate transition from surface parking lots parking structures or underground parking.
- 3.9.5.3 York University must consider a Universal Student Metropass (U-pass) for the York University student population in its parking assessment as a Transportation Demand Management measure prior to approving any

reductions in parking standards for university uses. This includes:

- (d) engaging its student body in discussions for introducing a U-pass; and
- (e) investigating the use of subsidies towards a U-pass that are provided by other Canadian universities.

- 3.9.5.4 Appropriate minimum and maximum parking standards for non-university uses in the Edge Precincts, including visitor parking, will be determined through the preparation of individual Precinct Plans and will be determined based on proposed land uses, proximity to subway stations, shared parking principles and use of TDM measures.
- 3.9.5.5 Minimum parking standards may be reduced for affordable housing depending on the proximity of affordable housing developments to subway stations and type and size of the affordable unit.
- 3.9.5.6 Replacing existing surface parking lots with below-grade parking and parking structures will be encouraged. Priority should be given to the removal of surface parking lots around heritage buildings and cultural heritage landscapes.
- 3.9.5.7 New parking will generally be provided below-grade as part of new developments or as parking structures faced with other uses.
- 3.9.5.8 New parking facilities will be organized to reflect sustainable transportation goals, such as providing designated spaces and priority to eco-friendly and car pooling vehicles.
- 3.9.5.9 Parking and loading facilities will be located to minimize their visual and functional impact on street edges, on surrounding properties, open spaces and pedestrian routes. Surface parking lots, when permitted, should be located to the rear of buildings.
- 3.9.5.10 Parking and loading facilities should be located in the interior of development blocks and accessed from secondary streets. Service access areas should not front major or primary streets
- 3.9.5.11 On-street parking will be provided where appropriate.
- 3.9.5.12 On-street parking should be designed to minimize hazards for pedestrians and cyclists.



The draft Design Guidelines for 'Greening' Surface Parking Lots provide specific strategies and measures which developers, designers and reviewers of surface parking lots can apply to help meet Official Plan policies and environmental performance targets of the Toronto Green Standard.

The Guidelines are designed to address common urban design and environmental challenges found within and around surface parking lots.

'Greening' the surface parking lot involves:

- Planting trees;
- Providing good quality soil and generous landscaped areas;
- Enhancing pedestrian and cycling infrastructure;
- Managing stormwater on-site;
- Reducing the urban heat island effect; and
- Using sustainable materials and technologies.

3.10 Servicing and Stormwater Management

Municipal servicing, such as sewers, watermains and water distribution systems and pressure zones, play a vital role in the day to day functioning of an area. A significant amount of growth is anticipated by this Secondary Plan as well as in other areas in this quadrant of the City. Ensuring there is sufficient municipal servicing capacity to accommodate the anticipated growth is critical to the success of this Plan.

Stormwater or wet weather flow within the Secondary Plan area will be managed on a systems basis taking into account the entire watershed, recognizing that upstream stormwater conditions and its treatment may have downstream impacts. A variety of existing and emerging techniques such as stormwater ponds, bio-swales, green roofs, grey-water re-use and permeable pavement should be used to reduce stormwater flows, improve environmental sustainability and make positive contributions to the look and feel of the Secondary Plan area.

Policies

- 3.10.1 A comprehensive stormwater management plan for the entire Secondary Plan area will be developed to ensure the Secondary Plan area is adequately serviced. Strategies to reduce and manage stormwater flow will be developed for each precinct.
- 3.10.2 Functional servicing and stormwater management reports will be required at the precinct planning stage to:
 - (a) identify whether sufficient capacity exists within trunk and local municipal servicing to accommodate proposed development; and
 - (b) identify any improvements needed to existing municipal servicing required to support the proposed level of development; and
 - (c) determine mitigation measures to minimize any negative impacts.
- 3.10.3 The City will periodically monitor and assess the capacity of trunk municipal services as the Secondary Plan area and other areas develop to determine if capital improvements will be required.
- 3.10.4 Municipal servicing required to service new development within the Edge Precincts will be provided on municipal lands, typically within public street rights-of-way.

4. LAND USE, DENSITY AND HEIGHT

Complete, transit supportive communities should contain a mix of land uses, density, built form and a range of building heights to encourage the use of alternative modes of transportation such as walking, cycling and transit and to provide a high-quality built form.

Five-minute Living

A key principle of the Secondary Plan is to plan the new neighbourhoods to ensure that residents and employees are no more than a five-minute walk to their daily needs, such as grocery stores, restaurants, offices, shops, community spaces and other amenities.

4.1 General Land Use Policies

Policies

- 4.1.1 University uses are permitted in the *Institutional Areas* and *Mixed Use Areas*. University uses are institutional uses related to the teaching, research and academic activities of the University; student and university-related housing; facilities for administration; and accessory commercial and recreational uses.
- 4.1.2 All non-university land uses, densities and building heights provided for in this Secondary Plan will be permitted in the Edge Precincts subject to the preparation of Precinct Plans in accordance with Section 5.1. The development of transit facilities and essential City services may proceed prior to the preparation of a Precinct Plan.
- 4.1.3 Single-storey retail warehousing, “power centres”, service stations, gasoline stations, automotive repair shops, and drive-through establishments are not permitted in the Secondary Plan area.
- 4.1.4 At-grade street-related retail and service uses will be required in the prime retail frontage areas shown on Map 10-13 for a minimum depth of 15 metres along the frontage of a building.
- 4.1.5 At-grade street-related retail and service uses will be encouraged as accessory uses to a main use in multi-storey buildings for other areas not identified on Map 10-13.
- 4.1.6 Where at-grade street-related and service uses will be provided, narrow frontage retail and service units will be encouraged. Below-grade and internalized retail uses will be discouraged.

4.2 Land Use

Transit is more viable and more convenient if a wide variety of uses are located along a transit route or adjacent to transit facilities because one transit trip can serve a wide variety of purposes. Moreover, shorter walking distances to major trip generators within the vicinity of transit stations, such as office buildings, recreational

facilities or high-density residential uses, provide an incentive for people to take transit.

The focus of the Secondary Plan is to ensure that over time a mix of academic and non-academic uses is established to create transit-supportive, compact, mixed-use and sustainable neighbourhoods. Land use designations are shown on Map 10-10.

Institutional Areas

The lands designated as *Institutional Areas* consist of lands reserved for University uses. This area is intended to accommodate future expansion of the University and to provide flexibility to the University to meet emerging program needs.

Policies

- 4.2.1 The *Institutional Areas* will be developed with university uses as defined in Policy 4.1.1 in order to protect future expansion and growth of the University.

Mixed Use Areas “A”

Primarily located along Steeles Avenue West and Keele Street, lands in this designation will be developed with pedestrian-oriented mixed-use buildings with retail and service uses located at grade.

Policies

- 4.2.2 *Mixed Use Areas “A”* will provide street-related development that will:
- (a) consist of a broad range of commercial, residential, office and institutional uses in mixed-use buildings;
 - (b) meet pedestrian needs by providing street-related commercial, service, office and public uses along the majority of street frontages;
 - (c) have buildings that are built at, or close to, the streetline; and
 - (d) have building bases that are developed at a pedestrian-scale height.
- 4.2.3 The provision of single-use residential, office, commercial or institutional buildings will be limited.
- 4.2.4 Office uses are encouraged to locate at the intersection of Northwest Gate and Steeles Avenue West.

Mixed Use Areas “B”

Located in the northeast quadrant of the Secondary Plan area, *Mixed Use Areas “B”* provides for University uses and independent research

and office uses. Research and office uses are a common use found within or near university campuses. They provide opportunities for universities to partner with the business community or other government agencies in advancing research and development.

Development of the area will foster economic growth, provide employment opportunities and assist in the creation of supportive relationships with businesses in adjacent *Employment Areas* and nearby business parks. Retail and service uses will be permitted in the ground floor of buildings to provide pedestrian-oriented uses and to provide amenity for the office and research uses.

Policies

4.2.5 Research, technology, institutional, office and accessory commercial uses will be permitted on lands designated as *Mixed-Use Areas "B"* and will:

- (a) meet pedestrian needs by providing street-related uses along the majority of street frontages;
- (b) have buildings that are built at, or close to, the streetline; and
- (c) have buildings bases that are developed at a pedestrian-scale height.

4.2.6 Retail and service commercial uses are permitted provided they are accessory to a main use and are located on the ground floors of individual buildings.

Mixed Use Areas "C"

Mixed Use Areas "C" will be developed as an urban village with primarily medium-density residential uses, such as street-oriented townhouses and apartments, while allowing for retail, service and office uses. This area provides for a variety of housing opportunities and is located adjacent to an existing *Neighbourhood*. This area is also the preferred location for a school and community facility in association with a new local park.

Policies

4.2.7 *Mixed Use Areas "C"* will:

- (a) consist of a broad range of commercial, residential and institutional uses at a lower density and height than is provided for in *Mixed Use Areas "A" and "B"*;
- (b) provide for mixed-use buildings along The Pond Road, Sentinel Road and Evelyn Wiggins Drive that will be built close to the streetline with at-grade retail, office and/or service uses;
- (c) have buildings that are developed at a pedestrian-scale height; and

(d) provide appropriate transitions to the adjacent *Neighbourhoods*.

4.2.8 A grocery store that will serve the needs of the University and residential community of this Secondary Plan area as well as the broader community is permitted and encouraged to be located in the *Mixed Use Areas "C"* in a form consistent with the transit supportive objectives of this Secondary Plan. Consideration should be given to providing the grocery store within a mixed-use building.

Neighbourhoods

The area designated as *Neighbourhoods* is a stable residential neighbourhood that is to be protected. The existing physical character of the area is to be reinforced as a low-scale residential area. Physical changes must be sensitive, gradual and generally fit the existing physical character.

Policies

4.2.9 Lands designated *Neighbourhoods* will be protected as stable, low-density residential neighbourhoods, with attractive and safe public streets and walkways providing linkages to park areas, commercial facilities and adjacent communities.

4.2.10 Small-scale retail, service and office uses will be permitted on Sentinel Road provided the uses:

- (a) serve the needs of area residents and potentially reduce local automobile trips;
- (b) have minimal noise, parking or other adverse impacts upon adjacent or nearby residents; and
- (c) have a physical form that is compatible with and integrated into the *Neighbourhood*.

Parks and Open Space Areas

Parks and Open Space Areas in the Secondary Plan area include all natural and landscaped spaces for the enjoyment and use by the students and faculty of York University, residents and employees within the Secondary Plan area, and from the surrounding communities and the city as a whole. Policies governing the natural heritage features that comprise *Natural Areas* are contained in Section 3.7.1 of this Secondary Plan.

Policies

4.2.11 The areas shown as *Parks* will be developed, landscaped and maintained to provide space for active and passive recreational purposes.

4.2.12 *Parks* may include joint community and school facilities that are integrated with open space and recreational uses.

4.2.13 Where schools and community facilities are co-located in *Parks*, multi-storied buildings and underground parking facilities are encouraged to maximize the amount of land available for recreation, landscaping and open space.

4.3 Density

Transit-supportive development requires not only a mix of uses, but also appropriate densities to support higher order transit service. The principle adopted for density permissions within the Secondary Plan area is that the higher densities for non-university uses should be located in close proximity or within walking distance to subway stations and that densities lessen with distance from a subway station. Minimum and maximum gross densities have been established. Minimum and maximum net site densities will be determined at the precinct planning stage. The minimum densities will ensure that sufficient critical mass will be achieved to support higher-order transit.

4.3.1 Minimum and Maximum Densities

Development and redevelopment within the lands designated *Institutional Areas* will be guided by an updated Master Plan, Precinct Plans or Context Plans. A minimum and maximum density has not been applied to these lands. Densities for other areas that have not been assigned a maximum density on Map 10-12 will have density permissions as per any enacted Zoning By-laws when this Secondary Plan takes effect.

Policies

4.3.1.1 The minimum density requirements and maximum density limits are shown on Maps 10-11 and 10-12.

4.3.1.2 The area used for the calculation of permitted density will be based on gross development block areas which includes the land for the buildings; lands dedicated for secondary streets, parkland, community services and facilities and transit facilities; open spaces; landscaping; parking; driveway areas; and servicing.

4.3.2 Density Exemptions

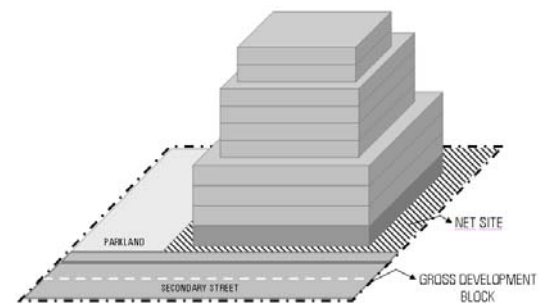
To encourage the provision of a range of facilities and to contribute to the development of complete, transit-supportive communities, floor area associated with identified desirable facilities will be exempt from density calculations where these facilities are integrated within buildings. The provision of such facilities will be secured by

Density

Densities are measured using Floor Space Index (FSI) which, for the purposes of this Secondary Plan, is the ratio of gross floor area of all buildings in a development block divided by the area of the development block.

Gross development block areas include the land for the buildings, lands dedicated for secondary streets, parkland, community services and facilities and transit facilities, open spaces, landscaping, parking, driveway areas and servicing. Net development sites exclude lands dedicated for secondary streets, parkland, community services and facilities and transit facilities.

$$\text{FLOOR SPACE INDEX} = \frac{\text{GROSS FLOOR AREA}}{\text{GROSS DEVELOPMENT BLOCK AREA}}$$



Transit Facilities

Transit facilities integrated within a building includes:

- Transit terminals owned or operated by a public agency such as a bus terminal;
- Entrances to transit terminals;
- Direct pedestrian connections to transit terminals; and
- Weather-protected and barrier free pedestrian connections to transit terminals.

Transit facilities do not include commuter parking lots, subway platforms or concourse levels.

appropriate legal agreements.

Policies

- 4.3.2.1 Floor space dedicated to the following facilities, integrated within buildings within a gross development block, will not be included in density calculations provided it can be demonstrated that an appropriate built form can be achieved:
- (a) bicycle parking spaces provided in at-grade common bicycle rooms conveniently accessible to the outside, and showers and change rooms for bicycle parking in commercial developments;
 - (b) not-for-profit social or community facility, such as, but not limited to, day care facilities, human service agency space or community meeting space. Social facilities do not include City community recreation centres or institutions that are predominantly office or residential uses;
 - (c) direct pedestrian connections to transit terminals, up to five per cent of the total gross floor area permitted within a development block; and
 - (d) street-related retail in the Prime Retail Frontage Areas on Map 10-13 to a depth of 30 metres along the front of a building and provided the retail uses are located at grade and are directly accessible from the street.

4.3.3 Density Transfers

Policies

- 4.3.3.1 Where retention of the Stong house, barn and associated heritage landscape occurs, density transfers from the site may be permitted.
- 4.3.3.2 Density transfers may be permitted from lands designated *Mixed Use Areas* containing archaeological resources that will be preserved in situ and where development will not be permitted provided that the total gross floor area permitted within a precinct is not exceeded.
- 4.3.3.3 Density transfers will be restricted to the precinct within which the original density allocation(s) is found.
- 4.3.3.4 Prior to permitting any density transfers, it will need to be demonstrated that the amount of floor space to be transferred can be reasonably accommodated within the precinct, including that an appropriate built form can be obtained, in conformity with the policies of this Secondary Plan.

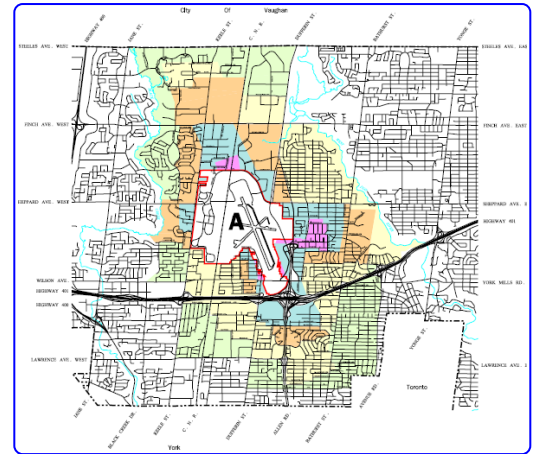
4.3.3.5 Density transfers will be implemented by zoning the donor site and the receiving site so that the total gross floor area permitted does not exceed the total density permitted within the precinct.

4.4 Building Heights

The height of a building and its relationship to the street and adjacent buildings has a key role in contributing to the vibrancy of an area and defining an area's image. While tall buildings would imply more intense development, mid-rise and low-rise buildings are equally as important in intensifying an area and ensuring transit-supportive development. A range of building heights provides for a more interesting and varied built form that respects the existing character of a particular area and provides appropriate height transitions to lower-scale development. Building heights also have a role in shaping the street-level experience for pedestrians.

Policies

- 4.4.1 The minimum building height for buildings fronting Keele Street or Steeles Avenue will be four storeys or 13.5 metres.
- 4.4.2 The minimum building height for buildings fronting a primary street will be three storeys or 10.5 metres.
- 4.4.3 The minimum building height for buildings fronting a secondary street will be two storeys or 6 metres.
- 4.4.4 Maximum building heights for the Edge Precincts are governed by the height restrictions imposed by the Zoning By-law's Airport Hazard Map and in accordance with the following criteria:
- (a) appropriate building height transitions will be provided to lower-scale development;
 - (b) the tallest buildings in the Edge Precincts should be located within 250 metres of a subway station and fronting a major street; and
 - (c) buildings within 100 metres of Black Creek Pioneer Village will be no higher than 19.5 metres (6 storeys).
- 4.4.5 In the event that the Airport Hazard Map is repealed or revisions are made whereby no height restrictions are assigned to the whole or a portion of the lands within the Secondary Plan area, maximum height limits will be determined through the precinct planning process ensuring that building heights will contribute to and reinforce the overall structure of the Secondary Plan area and adjacent



The Airport Hazard Map which is Schedule D to Zoning By-law 7625 governs height limits within the former City of North York.

areas and in accordance with the policies of this Secondary Plan.

4.4.6 Buildings within the Core Precincts will respect the existing scale and character of the campus. Buildings should generally be no higher than 20 metres. Taller buildings may be permitted within the Core Precincts, without amendment to this Secondary Plan, where it has been justified and demonstrated through the update of the University's 1988 Master Plan or in Precinct Plan(s)/Context Plan(s) that tall buildings will:

- (a) not impact the existing scale and character of the campus;
- (b) have regard for the university uses permitted in the Core Precincts;
- (c) minimize negative impacts of shadows, sky view and wind on public areas such as parks, open spaces and natural heritage features;
- (d) contribute to enhancing the skyline of the district;
- (e) conform to the Airport Hazard Map where applicable;
- (f) be consistent with the Tall Buildings policies of the Official Plan; and
- (g) have regard for applicable guidelines.

5. IMPLEMENTATION

Sections 2, 3 and 4 of this Secondary Plan provide the policies needed to build a complete, transit-supportive community and to realize the vision for the Secondary Plan area. The implementation policies of this section will provide clear direction for achieving the vision. The vision will be implemented using a precinct planning approach and a variety of instruments and tools provided for in the *Planning Act*, including Zoning By-laws, Plans of Subdivision, Site Plan Control and Section 37. These tools will be used to establish a framework for development and to create checks and balances for future planning approvals. Coupled with clearly defined phasing, these tools will be used to ensure the coherent evolution of the Secondary Plan area.

5.1 Precinct Plans

Precinct Plans are area specific implementation tools that establish a context for co-ordinated, incremental development. They provide a framework within which capital initiatives for the public realm, such as streetscapes and parks and open space design, may be developed. They will provide the layout and design of precinct areas. They will provide the block and street patterns and will identify how people will get around. Precinct Plans will detail what kind of development will happen and where. They will show how new buildings will look and

how they fit into the area.

Policies

- 5.1.1 The boundaries of precinct areas on Map 10-2 are general. Where the general intent of the Secondary Plan is maintained, minor adjustment to boundaries will not require amendment to this Secondary Plan.
- 5.1.2 Precinct Plans will include the following:
- (a) a vision for the precinct area;
 - (b) a streets and block structure that supports a broad range of development and provides appropriate pedestrian, cycling and vehicular connections to adjacent communities;
 - (c) identification of off-street pedestrian and cycling connections including connections to public transit facilities;
 - (d) the conceptual location and massing of buildings;
 - (e) an appropriate land use mix;
 - (f) a landscaping and open space master plan;
 - (g) urban design standards and guidelines; and
 - (h) the phasing of development.
- 5.1.3 Precinct Plans, developed in accordance with the policies and provisions of this Secondary Plan, will be prepared before any non-university development may proceed in the Edge Precincts, with the exception of transit facilities and essential City services.
- 5.1.4 Precinct Plans or an updated 1988 Master Plan will be required prior to permitting significant development within the Core Precincts.
- 5.1.5 Development of university uses may proceed within the Core Precincts on the basis of a Context Plan, provided only a limited number of Context Plans are submitted in each of the Core Precincts and identifying that the proposed development:
- (a) can be supported by the existing servicing infrastructure, or that any proposed servicing infrastructure will further the overall service infrastructure for the Secondary Plan area;
 - (b) protects, preserves, enhances and restores natural heritage features;
 - (c) conserves places and/or landscapes of cultural heritage value;
 - (d) conforms to the intent and purpose of the 1988 Master Plan; and

(e) implements the policies and directions of this Secondary Plan.

5.1.6 Development for university uses in the Edge Precincts may proceed on the basis of a Context Plan in advance of a Precinct Plan in accordance with the criteria identified in policies 5.1.5 and 5.1.7 and provided only one Context Plan is submitted per precinct or unless otherwise accepted by the City.

5.1.7 Context Plans will:

- (a) identify the development context of the proposal;
- (b) include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, open spaces, natural heritage features and heritage resources;
- (c) identify requirements for streets and pedestrian and cycling connections that link to the broader pedestrian and cycling network;
- (d) demonstrate that the proposed development would not adversely impact any adjacent lands within the precinct, or any adjacent precinct;
- (e) demonstrate that the proposed development will not prevent comprehensive precinct planning to occur; and
- (f) provide any other information identified in policies 5.1.2 and 5.1.8 as may be required by the City to review the Context Plan.

5.1.8 The following studies, strategies and reports may be required at the precinct planning stage:

- (a) public art strategies;
- (b) provisions for securing the conservation of heritage buildings and resources within new developments;
- (c) Stage 2 Archeological Assessments to be completed prior to or at the commencement of precinct planning for areas shown on Map 10-5 as having archeological potential;
- (d) community services and facility strategies identifying the location and phasing of schools, community and recreation centres, daycare centres or other community facilities and services;
- (e) affordable housing strategies;
- (f) student housing strategies;
- (g) natural heritage impact studies;
- (h) renaturalization plans;
- (i) management/stewardship plans;
- (j) sustainability strategies;

- (k) view studies;
- (l) transportation impact studies;
- (m) transportation demand management plans; and
- (n) functional servicing and stormwater management reports.

5.2 Transportation Master Plan

The Transportation Master Plan forms the basis of the transportation infrastructure required to service the growth envisioned in this Secondary Plan. These requirements will be refined, protected for and implemented through the Secondary Plan and at the precinct planning stage.

The ultimate location and detailed design of streets and intersections are subject to the requirements of the *Environmental Assessment Act*. In accordance with the Municipal Class Environmental Assessment (EA) requirements, the work undertaken for the Transportation Master Plan satisfies the first two phases of the planning and design process.

Policies

- 5.2.1 The public street network required to support the land uses and densities provided for in this Secondary Plan is shown on Map 10-9.
- 5.2.2 New traffic control signals will be introduced at the following intersections:
 - (a) Steeles Avenue West and Northwest Gate;
 - (b) Steeles Avenue West and new north-south road west of Keele Street; and
 - (c) Keele Street and the Chimneystack Road.
- 5.2.3 Other new traffic control signals may be identified and determined to be warranted as development proceeds over time.
- 5.2.4 A Schedule C Environmental Assessment (EA) for the primary streets as a road project is to be initiated and completed prior to approving an Edge Precinct Plan and associated zoning.
- 5.2.5. Notwithstanding 5.2.4, the completion of the EA may not be required prior to approving the Precinct Plan for the Southwest Precinct subject to demonstrating that sufficient capacity, connectivity and municipal servicing is available within the existing collector streets to accommodate proposed development levels within this Precinct.

- 5.2.6 Municipal servicing will be co-ordinated with the detailed design of the public street network.
- 5.2.7 It is the City's intention that the primary streets and the associated traffic controls should be constructed together with the required municipal servicing as follows:
- (a) the completion of Northwest Gate with the construction of the Steeles West subway station;
 - (b) the completion of the portion of Ian MacDonald Boulevard in the Steeles West Precinct when initial non-university development is proposed in that precinct;
 - (c) the completion of the portion of Ian MacDonald Boulevard in the Steeles East Precinct, The Chimneystack Road, Founders Gate and the north-south connection between The Pond Road and The Chimneystack Road when initial non-university development is proposed in the Steeles East Precinct;
 - (d) the completion of the north-south street between The Chimneystack Road and Steeles Avenue when initial non-university development is proposed in that quadrant of the Steeles East Precinct; and
 - (e) the completion of Evelyn Wiggins Drive when initial non-university development is proposed in the South Keele Street Precinct.
- 5.2.8 Notwithstanding policy 5.2.5, a staged implementation of the primary streets and municipal servicing may be permitted if it is determined at the precinct planning stage that a staged implementation framework is feasible in accordance with the following criteria:
- (a) identifying the functional segments of the primary streets that are required to accommodate development traffic within a particular precinct and to provide for a connected and continuous street network;
 - (b) identifying municipal servicing requirements for development within a particular precinct;
 - (c) identifying the functional segments of the primary streets that are needed to provide vehicular, pedestrian and bicycle access and building address within a particular precinct; and
 - (d) providing a phasing plan for the construction of the primary streets and municipal servicing in association with potential phasing of non-university development within a particular precinct, including when the north-south connection between The Chimneystack Road and The Pond Road will be constructed.

5.2.9 Permanent and/or temporary tie-ins and easements to existing University streets and services may be permitted at the discretion of the City.

5.2.10 Public streets and municipal servicing will be built to City standards, be provided at approved locations and be conveyed to the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure. Functional segments of a required primary street may be assumed by the City at the discretion of the City.

5.3 Zoning By-Law

Zoning By-laws to implement the direction of this Secondary Plan will be developed at the time individual Precinct Plans are developed.

Policies

5.3.1 Zoning By-laws for the Secondary Plan area will be established at the precinct planning stage that will implement the policies of this Secondary Plan.

5.3.2 Zoning By-laws will incorporate transit-supportive development regulations, in particular for areas permitting non-university development, to establish:

- a) a full range of housing opportunities;
- b) a mix of uses;
- c) appropriate built form standards;
- d) minimum and maximum net site development densities and building heights; and
- e) minimum and maximum parking standards.

5.3.3 In order to ensure that transportation issues are addressed, Transportation Impact Studies must be submitted which take into account the development potential for a particular precinct prior to the enactment of a Zoning By-law and which:

- (a) identifies pedestrian and cycling opportunities with regard to applicable policies, guidelines and other requirements;
- (b) assesses the overall impact of development in the precinct on the transportation system and demonstrates that development traffic will not contribute to significantly reducing the level of service of the public street network;
- (c) identifies transportation improvements or mitigating

- measures to address transportation impacts;
- (d) demonstrates that the proposed development parking supply conforms with the policies of this Secondary Plan; and
- (e) identifies measures to assist in reducing vehicular trips.

5.4 Plans of Subdivision and Consents

Policies

- 5.4.1 All division of land in the Secondary Plan area will be in conformity with this Secondary Plan. Division of land will create land parcels that facilitate development consistent with the intent and objectives of this Secondary Plan and which can be developed in accordance with Precinct Plans approved by the City.

5.5 Site Plan Control

Policies

- 5.5.1 Applications for Site Plan Control will be used to implement the intent and objectives of this Secondary Plan and to implement urban design guidelines adopted for the Precinct Plans and/or when the University updates its 1988 Master Plan. Site plan review will consider the proposal within the context of the larger block on which the site is located, the precinct and the surrounding areas, including abutting precincts, to ensure co-ordinated development.

5.6 Density Incentives

Section 37 agreements will be used in the context of the policies of the respective land use designations as well as all other objectives and policies of this Secondary Plan.

Policies

- 5.6.1 Prior to enacting implementing Zoning By-laws or removing Holding Symbols, Section 37 of the *Planning Act* will be used to secure:
- (a) the community services and facilities identified in policy 3.6.1 as refined through the precinct planning process;
 - (b) the implementation of the Affordable Housing policies of this Secondary Plan and/or the Affordable Housing Strategies developed as part of the precinct planning process; and
 - (c) the facilities integrated within a building identified in Section 4.3.2 of this Secondary Plan.

5.6.2 Community services and facilities identified in policy 3.6.1, with the exception of schools, secured through Section 37 agreements may take the form of facilities constructed and furnished within the Secondary Plan area or monetary contributions may be provided to help the City achieve this objective at locations within the Secondary Plan area.

5.6.3 Monetary contributions applied towards the cost of constructing and furnishing community services and facilities for any non-university development proposed within an Edge precinct above the minimum densities will be determined at the precinct planning stage by:

- (a) establishing the capital cost of the facility(s) and the total value of the monetary contribution after development charge contributions are determined;
- (b) identifying the required facilities to support the amount of proposed residential development, and any facilities required for proposed non-residential development through community services and facilities strategies; and
- (c) proportionately distributing the total value of the monetary contribution on a per square metre of gross floor area in excess of the minimum densities for residential development, excluding gross floor area attributed to affordable housing, and non-residential development.

5.6.4 Established monetary contributions will be increased over time in accordance with the Non-Residential Construction Price Index for Toronto published by Statistics Canada.

5.6.5 In the event the amount of residential development anticipated within a particular precinct is substantially reduced as a result of increased non-residential development, the City may accept, at its discretion, and after consideration of community services and facilities strategies, other Section 37 community benefits than those identified in policy 3.6.1 for non-residential development exceeding the minimum densities within a precinct.

5.7 Holding Provision By-laws

Holding Provision By-laws may be used where the intended use of lands is known but development cannot occur until certain facilities are in place or conditions are met.

Policies

- 5.7.1 Zoning By-laws for the Edge Precincts may include holding provisions in accordance with the *Planning Act*. Lands subject to these provisions will be identified by the holding symbol “H” preceding the zone symbol on the map. The uses of land, buildings or structures that are permitted when the holding symbol is removed will be specified in the Holding By-law.
- 5.7.2 The Holding (H) Symbol may be removed in phases, upon application by the owner to the City and only as the following plans and studies have been provided and appropriate conditions secured through an agreement or agreements entered into pursuant to Sections 37, 41, 51 or 53 of the *Planning Act*:
- (a) Housing Issues Report;
 - (b) Community Services and Facilities Strategies;
 - (c) Phase 2 Archeological Assessment;
 - (d) Heritage Impact Statement;
 - (e) Natural Heritage Impact Statement;
 - (f) Transportation Impact Study, including appropriate consideration of parking, loading and traffic operations;
 - (g) Servicing and Stormwater Management Report; and
 - (h) consideration of the timing of the provision of transit services and municipal infrastructure and services.
- 5.7.3 The requirements for the removal of the Holding (H) Symbol may be reduced upon consideration of circumstances unique to a phase of development and the achievement to date of municipal infrastructure and services.

5.8 Interpretation

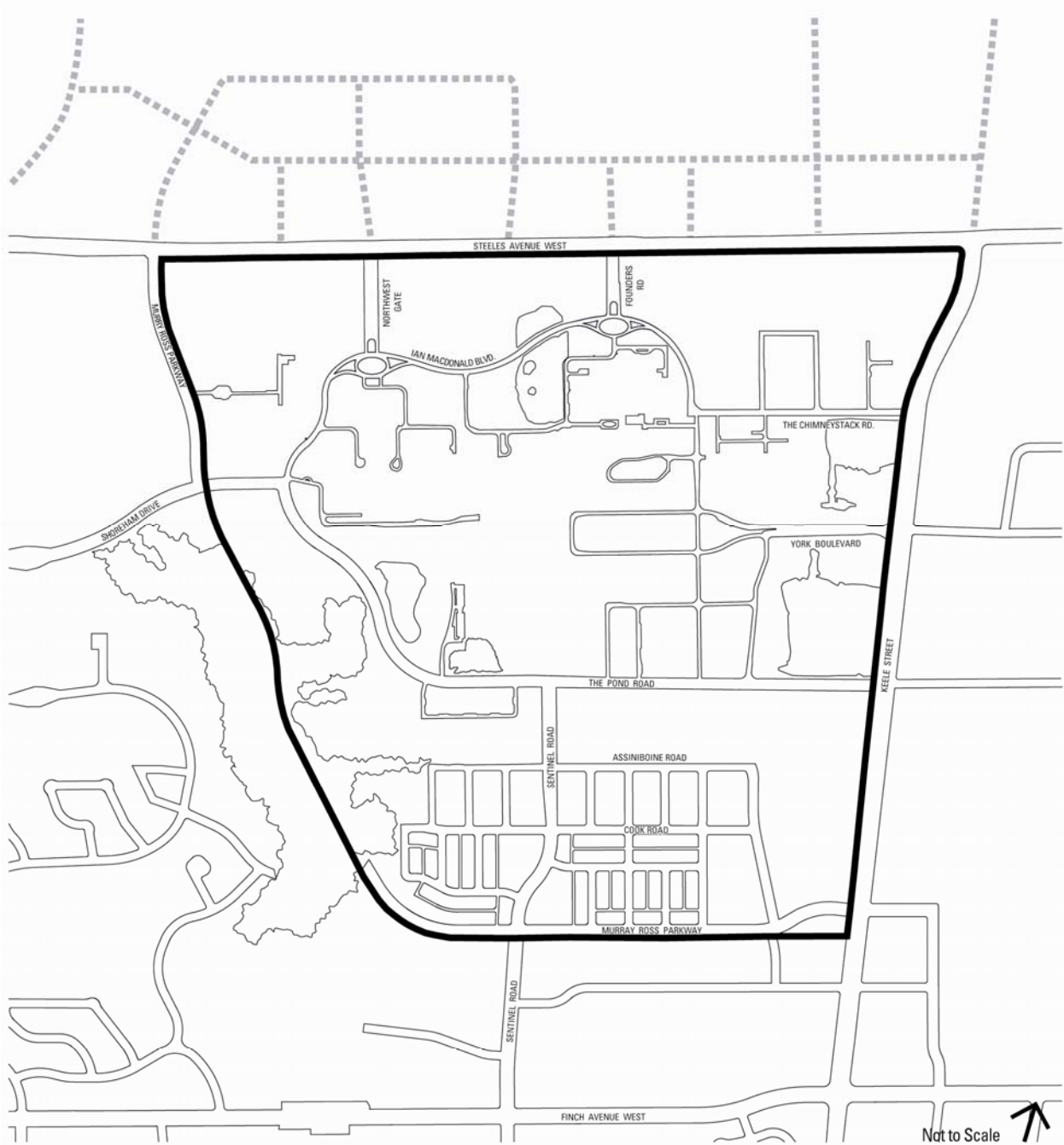
Policies

- 5.8.1 Boundaries of the Secondary Plan area are shown on Map 10-1.
- 5.8.2 Appendix 1 is part of the Secondary Plan for the purposes of identifying projected community service and facility needs for the land use and density permissions provided by this Secondary Plan. Modifications to the Appendix will not require an amendment to the Secondary Plan provided that Community Services and Facilities Strategies are submitted at the precinct planning stage to the satisfaction of the City and subject to appropriate consultation with the Ward Councillor and local community.

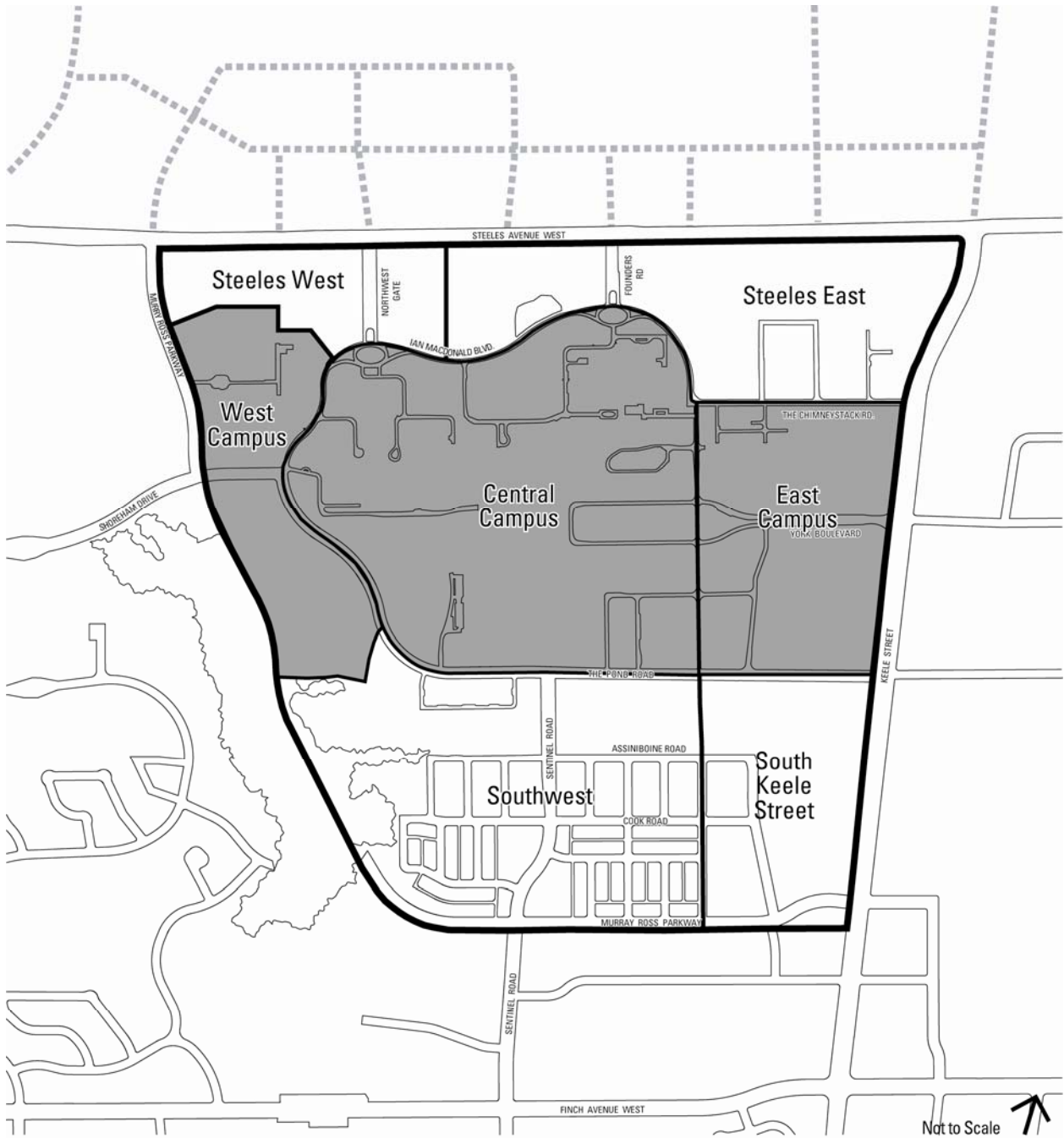
- 5.8.3 Student and university-related housing is non-profit housing owned or operated by the University or a non-profit housing corporation, provided on a leasehold basis, and intended primarily for students, staff or guests of the University or a related institution.
- 5.8.4 The numbered policies (shaded text) and maps of this Secondary Plan are the Secondary Plan's policies. Other non-policy text (unshaded text) is provided to give context and background and assist in understanding the intent of the Secondary Plan's policies.
- 5.8.5 Where the general intent of the Secondary Plan is maintained, minor adjustment to the boundaries on the respective Secondary Plan Maps will not require amendment(s) to this Secondary Plan.
- 5.8.6 The indication of any proposed streets, parks, services or infrastructure in policy text or on Secondary Plan Maps, is not to be interpreted as being specifically or solely the responsibility of the City to provide, finance or otherwise implement.





List of Maps

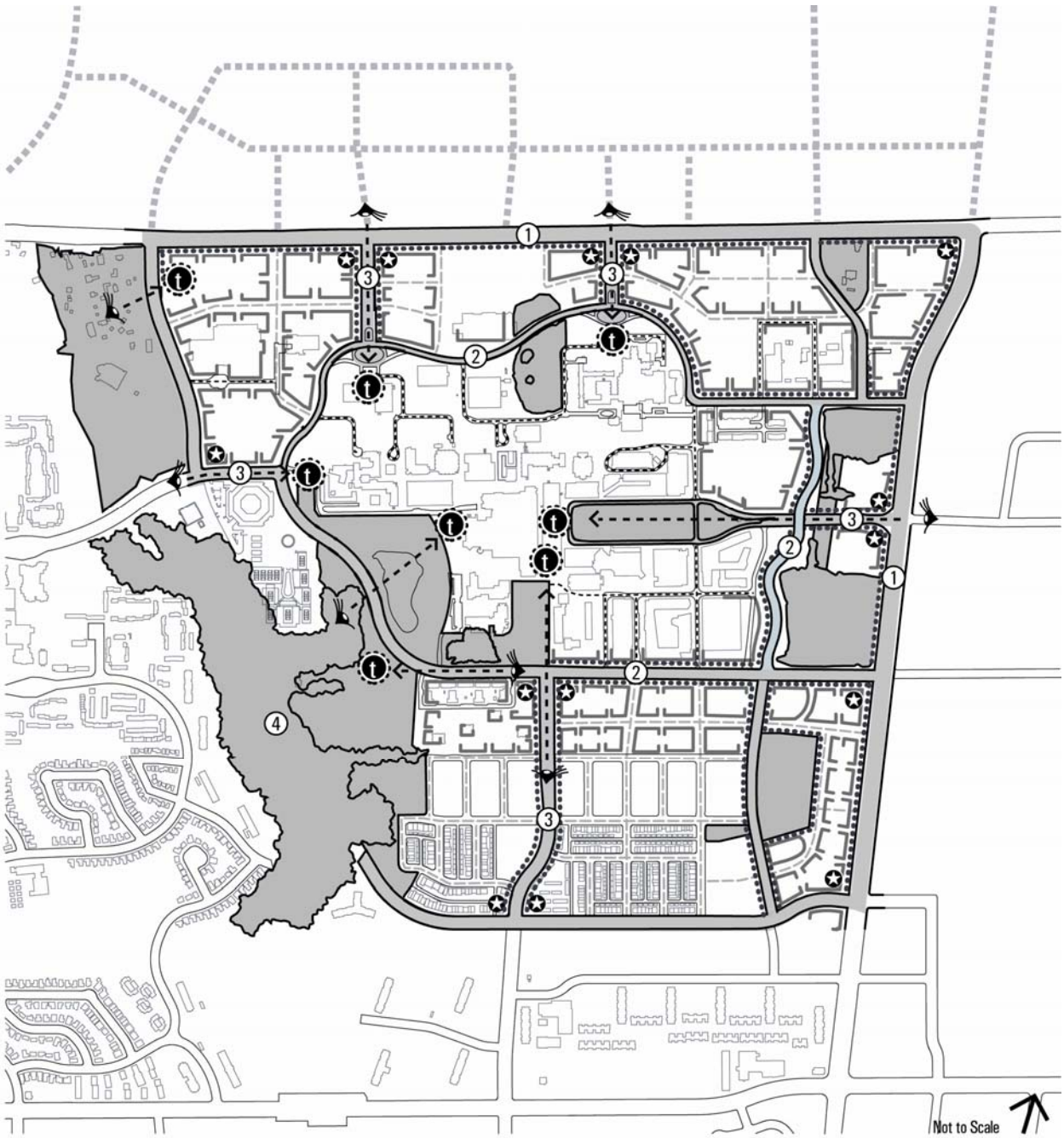
- Map 10-1: Secondary Plan area
- Map 10-2: Precinct Areas
- Map 10-3: Structure Plan
- Map 10-4: Heritage and Cultural Heritage Landscapes
- Map 10-5: Archaeology
- Map 10-6: Conceptual Parks and Community Facilities Plan
- Map 10-7: Open Space and Natural Heritage System
- Map 10-8: Pedestrian and Cycling Connections
- Map 10-9: Public Street Plan
- Map 10-10: Land Use
- Map 10-11: Minimum Density
- Map 10-12: Maximum Density
- Map 10-13: Prime Retail Frontage Areas



- Secondary Plan Boundary
- Conceptual City of Vaughan OPA 620 Street Network



-  Secondary Plan Boundary
-  Conceptual City of Vaughan OPA 620 Street Network
-  Core Precincts
-  Edge Precincts



----- Conceptual City of Vaughan OPA 620 Street Network

----- Conceptual locations of Secondary Streets

..... Area for Streetscape Improvement

→ Significant Views and Vistas

★ Gateways

f View Terminus

— Existing and Potential Street Building Edge

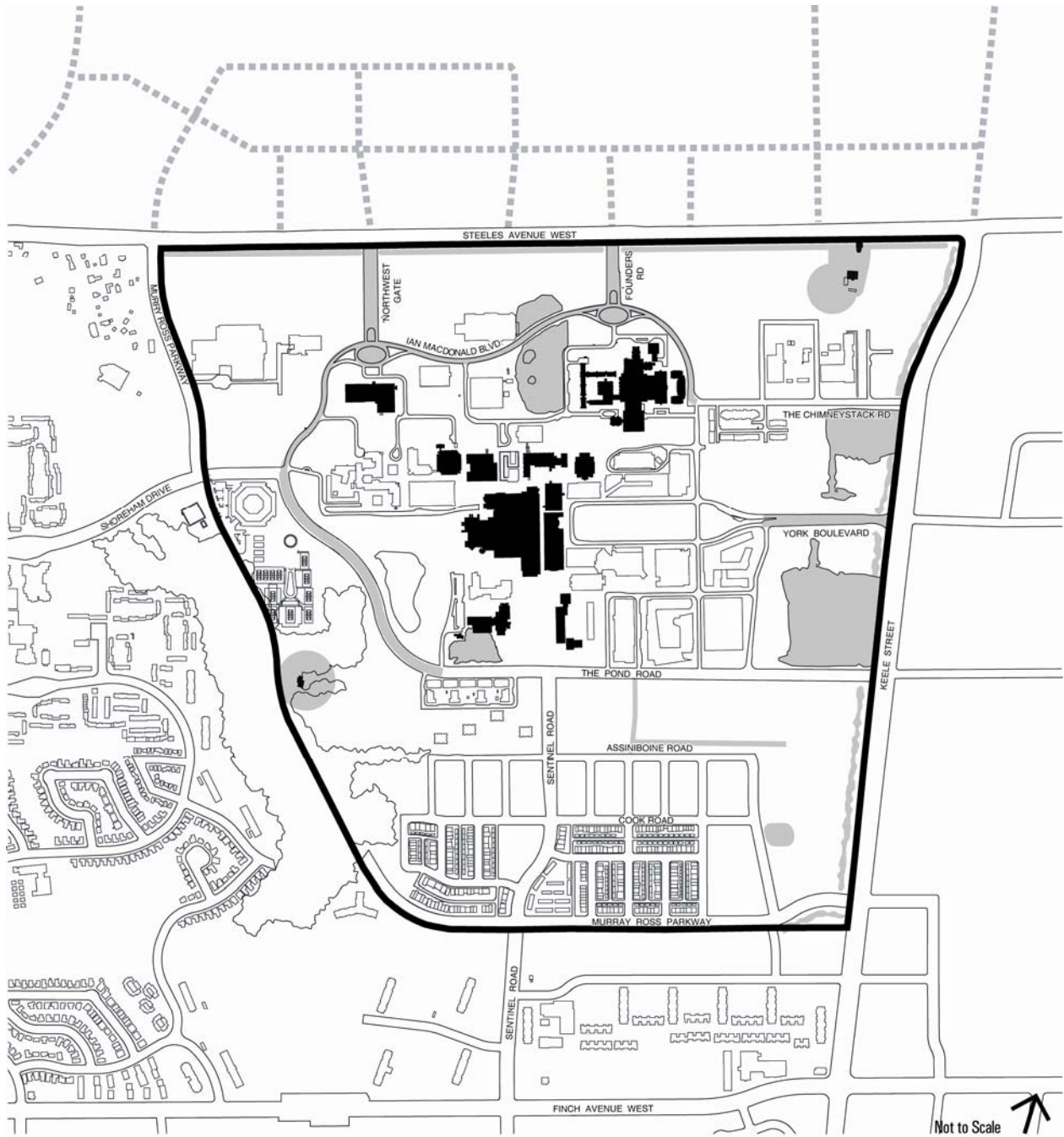
■ Significant Public Spaces





① Campus Edges on Keele St. and Steeles Ave.

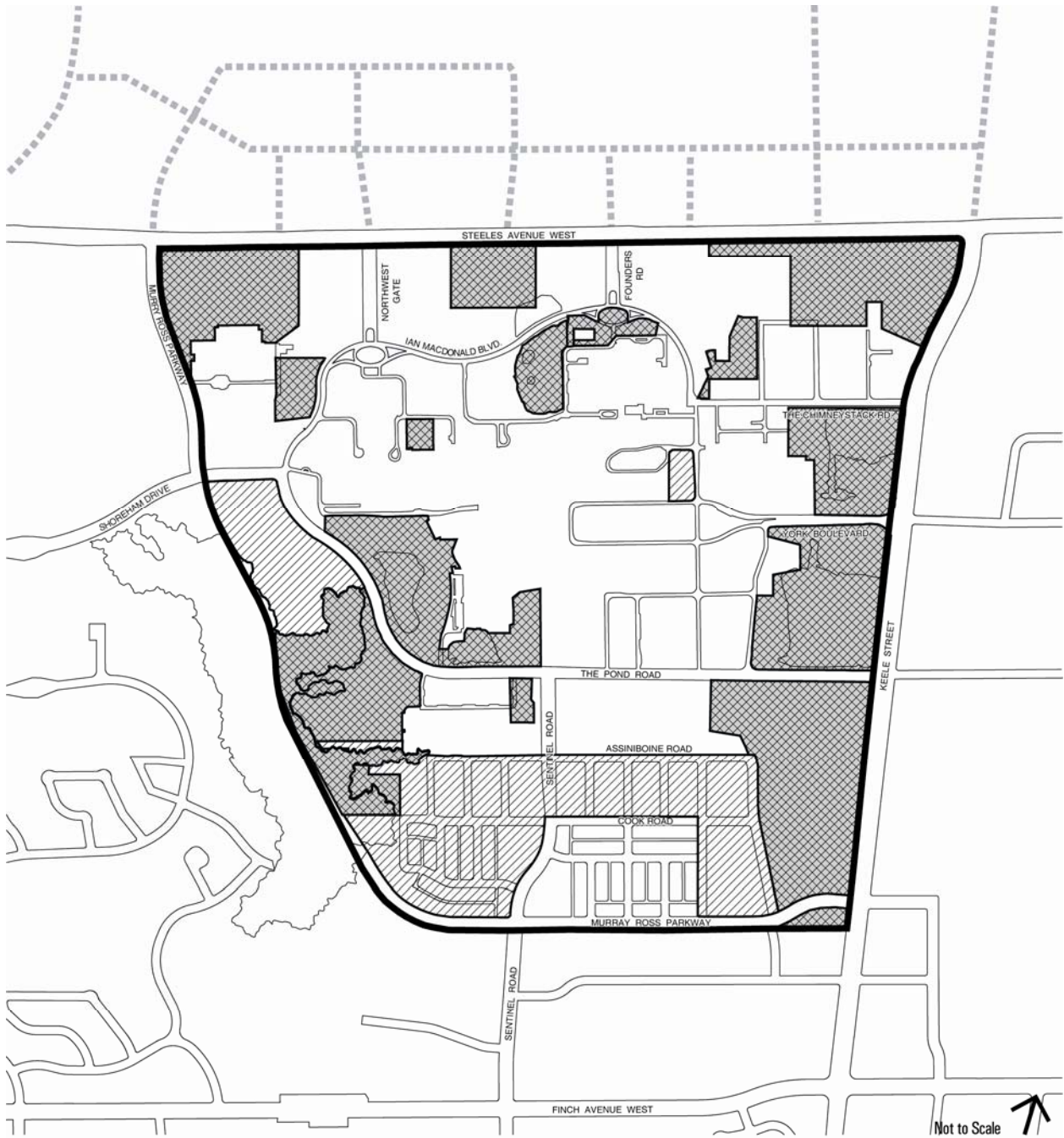
② The Ring Road





③ Gateway Streets

④ Black Creek Valley



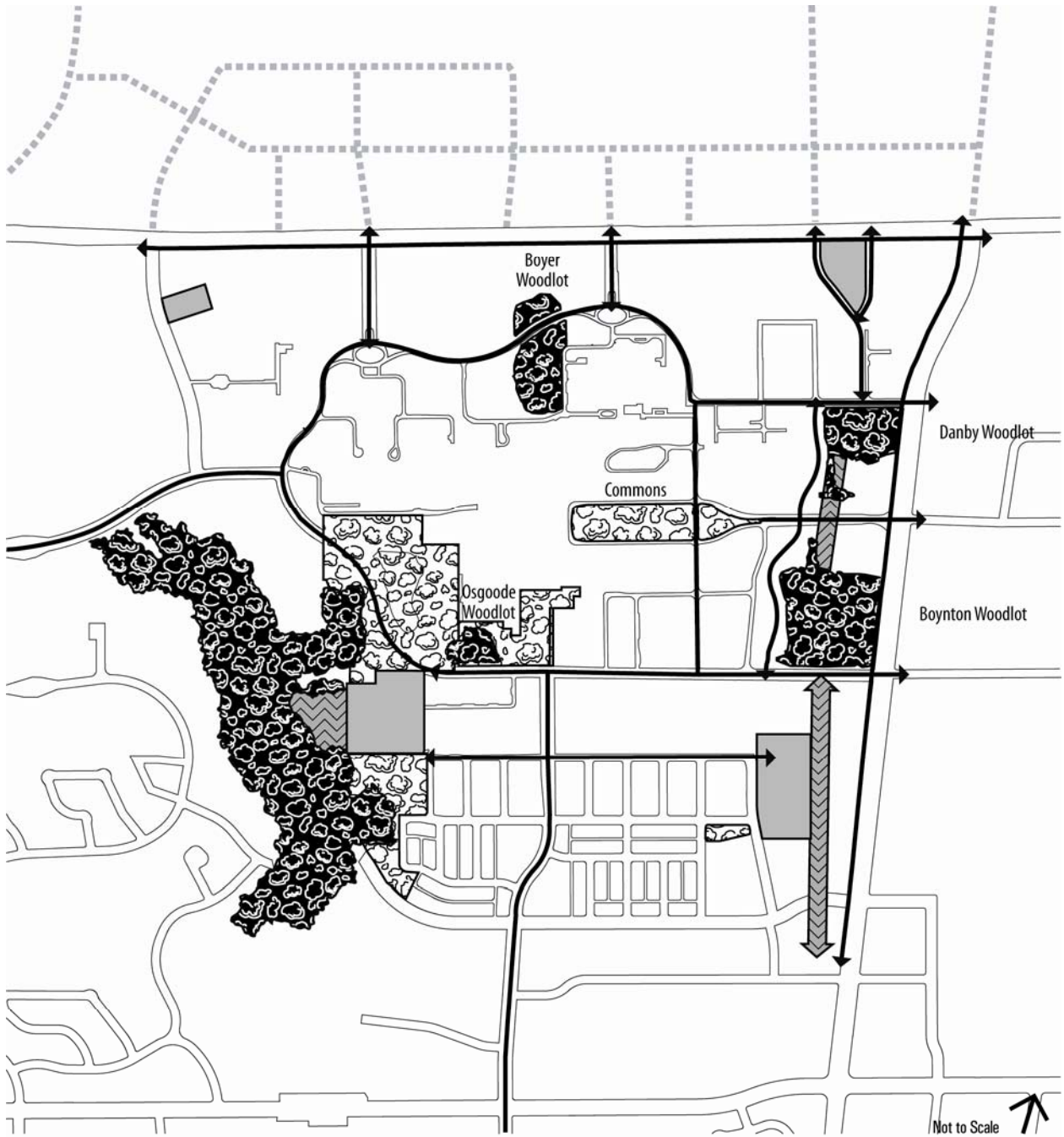
-  Secondary Plan Boundary
-  Conceptual City of Vaughan OPA 620 Street Network
-  Architectural or Historically Significant Buildings
-  Cultural Heritage Landscapes










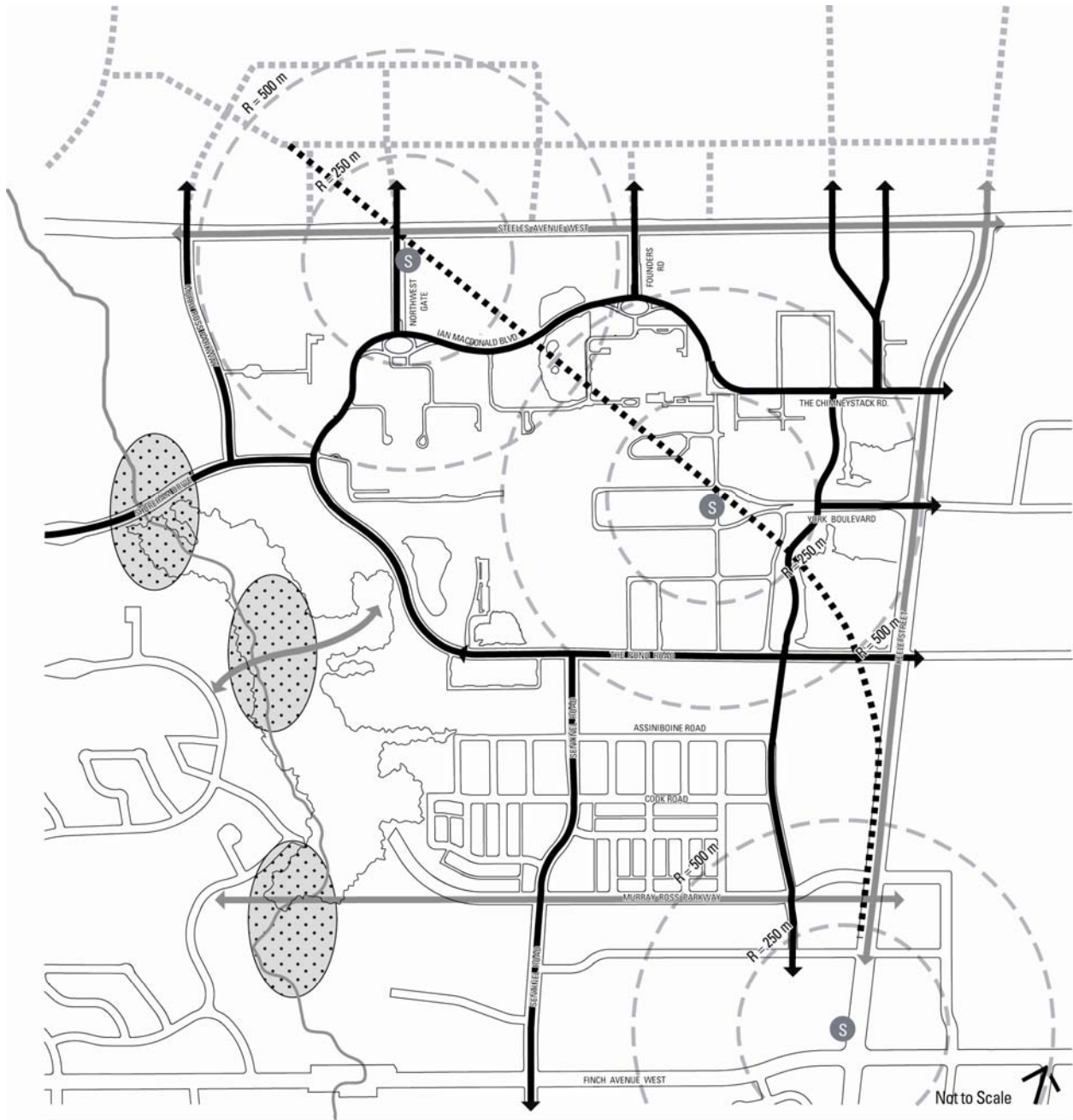
-  Secondary Plan Boundary
-  Conceptual City of Vaughan OPA 620 Street Network
-  Area Requiring Stage 2 Assessment
-  Area Assessed in Previous ASI Surveys



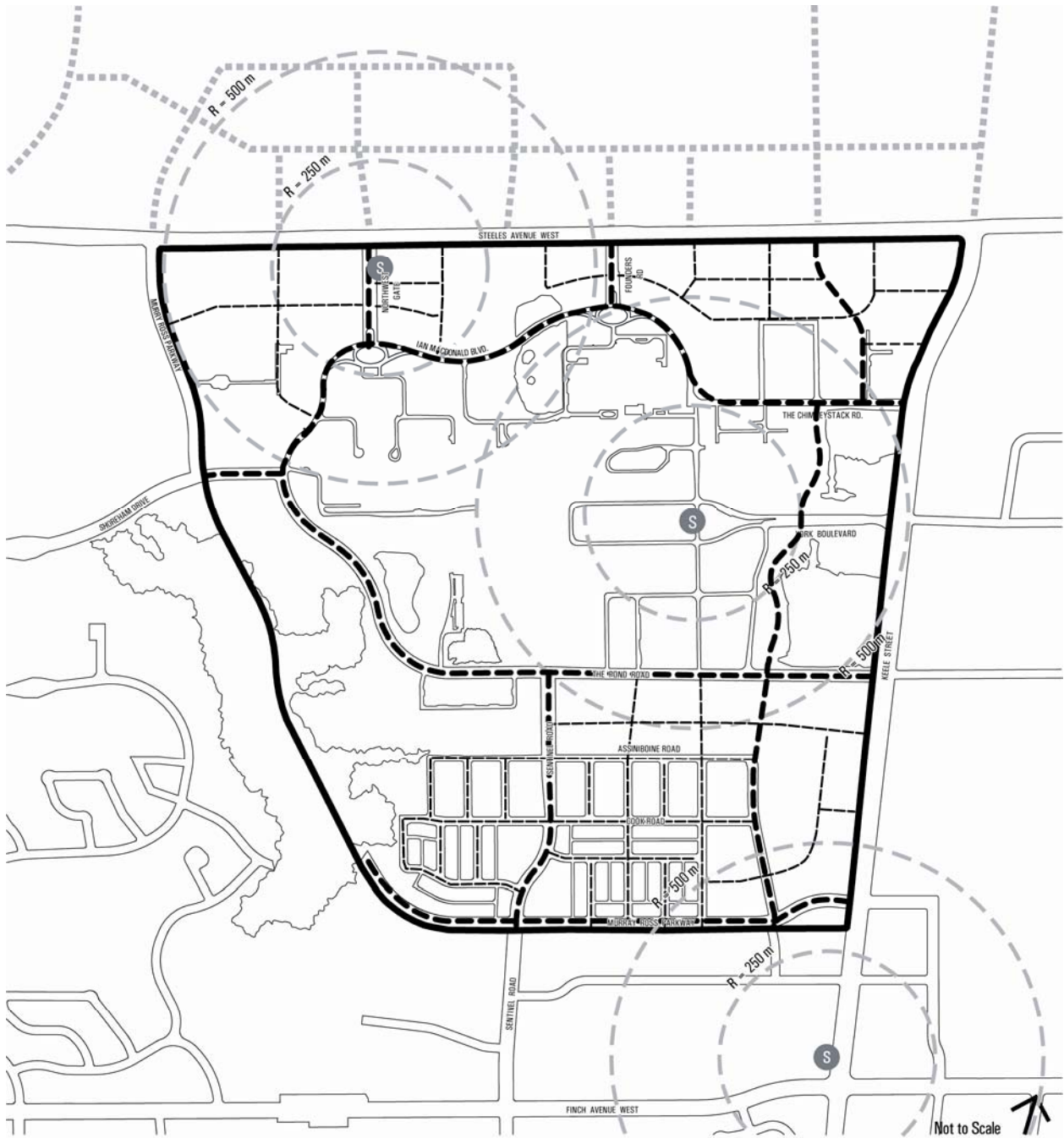
- Secondary Plan Boundary
- Conceptual City of Vaughan OPA 620 Street Network
- Proposed City Parkland
- ★ Proposed School/Community Facility
- Existing University Open Space
- Existing City Parkland









-  Secondary Plan Boundary
-  Natural Heritage Features
-  Existing Parks and Open Spaces
-  Proposed Parks and Open Space Areas
-  Priority Restoration Areas
-  Greenways
-  Conceptual City of Vaughan OPA 620 Street Network



- Off-Street
- On-Street
- Proposed Subway Alignment
- S TTC Subway Station
- Connections across Black Creek Valley
- Conceptual City of Vaughan OPA 620 Street Network



-  Secondary Plan Boundary
-  Primary Streets
-  Secondary Streets
-  Existing Private Streets

-  TTC Subway Station
-  Conceptual City of Vaughan OPA 620 Street Network

Note: The secondary streets identified on this Map are conceptual. The exact number and location of these streets will be determined at the precinct planning stage.

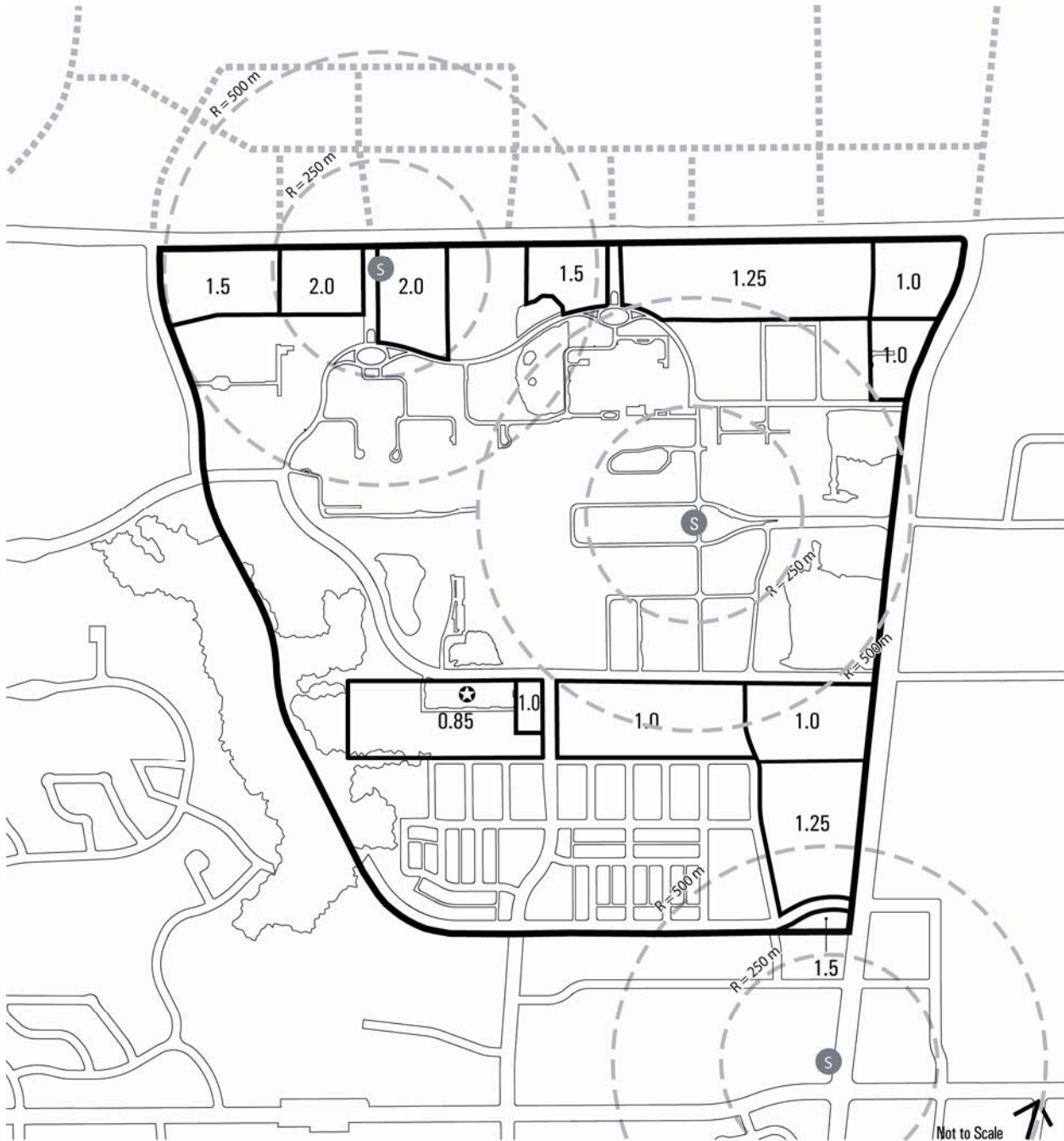


- Secondary Plan Boundary
- Mixed Use Areas
- Institutional Areas
- Neighbourhoods

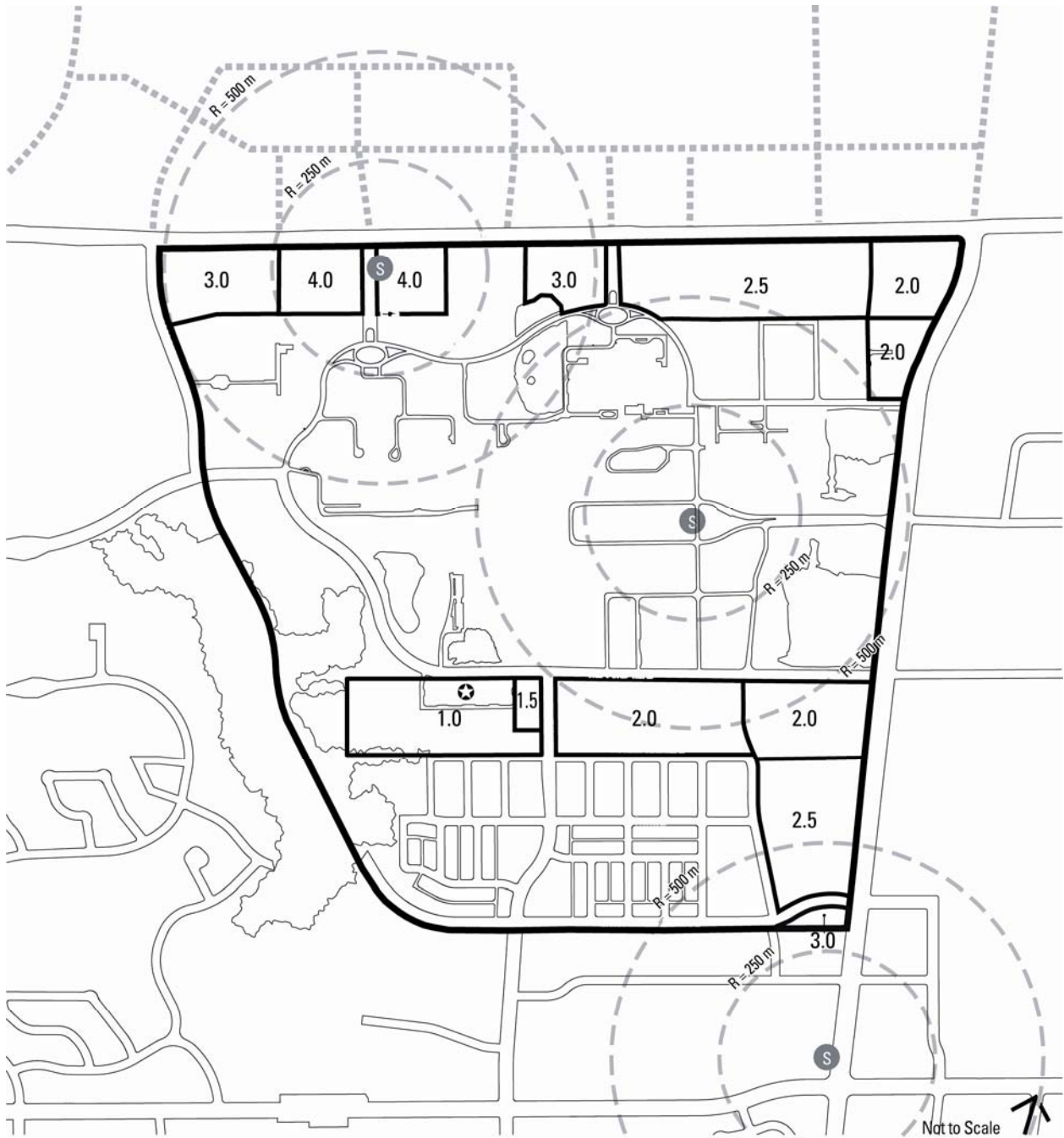
Parks and Open Space

- Natural Areas
- Parks

Conceptual City of Vaughan OPA 620 Street Network



- Secondary Plan Boundary
- Conceptual City of Vaughan OPA 620 Street Network
- 2.0** Gross Development Blocks with Minimum Density Requirements
- S TTC Subway Station
- ♻️ GFA associated with existing gross sites developed with university uses prior to the adoption of this Secondary Plan will not be included in density calculations



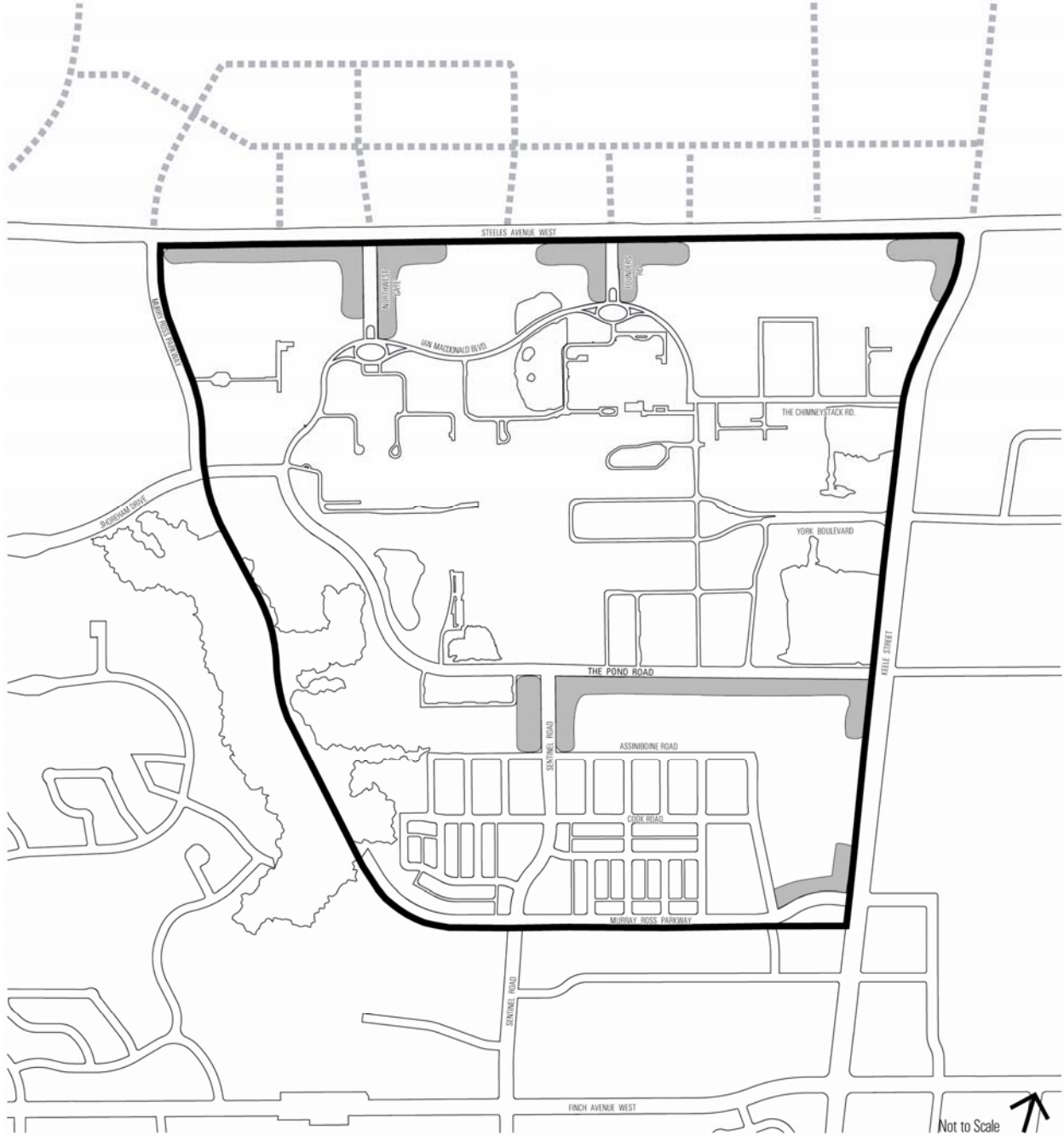
— Secondary Plan Boundary


--- Conceptual City of Vaughan OPA 620 Street Network

2.0 Gross Development Blocks with Maximum Density Limits

S TTC Subway Station

***** GFA associated with existing gross sites developed with university uses prior to the adoption of this Secondary Plan will not be included in density calculations



-  Secondary Plan Boundary
-  Conceptual City of Vaughan OPA 620 Street Network
-  Prime Retail Frontage Areas

APPENDIX 1: COMMUNITY SERVICES, FACILITIES AND LOCAL PARKS SUMMARY

Based on a full build-out resulting in up to 25,000 residents and 655,000 m² of non-residential development in the Edge Precincts.

PROJECTED SECONDARY PLAN AREA NEEDS

- Community recreation centre
- Multi-purpose community use space
- Space for human service agencies
- Two elementary schools (public and Catholic)
- Approximately 1,155 to 1,375 daycare spaces
- Approximately 6 hectares of dedicated parkland excluding lands required for schools co-located on parkland

Note: the multi-purpose community space, space for human service agencies and one daycare centre can be provided within the Community recreation centre subject to meeting space requirements and any other additional criteria.

GENERAL CRITERIA

Facility/site requirements:

- Shared use of sites and/or multi-purpose facilities
- Capacity to adapt to changing needs of the community over time
- Community facilities could be integrated as part of mixed-use developments
- Incorporated as part of development sites or as stand alone facilities, and where possible, to allow for the sharing of facilities and joint programming

Location criteria:

- Accessible by public transit
- Barrier-free
- Grade-related
- Good visibility from streets
- Located in close proximity to the residents and businesses of the Secondary Plan area

Implementation Guidelines:

- Delivered in a timely manner to support residential and non-residential growth within the Edge Precincts, so as not to place additional burdens on existing community services and facilities in the area (where available capacity may not exist)
- Monitoring and review of adequacy of the community facilities shall occur through the precinct planning process as development advances in each precinct
- Landowners will be required to equitably contribute to the costs of any new social infrastructure and community facilities required to support overall development of the Secondary Plan area

ELEMENTARY SCHOOLS

Facility/site requirements:

- 1.2 hectares if a single public elementary school is located next to a public park
- 1.4 to 2.0 hectares if a single public elementary school is located on a stand-alone site
- 1.82 hectares if a joint TDSB/TCDSB elementary school is located next to a public park

Location criteria:

- Environmentally clean site

- Safe distance from any physical and environmental hazards
- Not to be situated in the vicinity of hydro corridors/hydro line
- Centrally located to the community (to the extent possible)
- Compatible with adjacent land uses
- Regular shaped site with flat topography
- Ability to place portable(s) on site, if required as a result of enrolment pressures
- Sufficient frontage on a public street

Guidelines:

- Optimal facility will accommodate between 400 and 500 students
- Pupil generation rates should be monitored in coordination with both the TDSB and TCDSB
- Outdoor playfield if stand alone site
- Designated kindergarten play area
- Designated school bus pick-up and drop-off area

COMMUNITY RECREATION CENTRE

Facility/site requirements:

- Minimum of 6,500 m² of gross floor area (note: 6,500 m² provides space for a gymnasium, multi-purpose community use space, program space for human service agencies and daycare facility space)

Location criteria:

- Located to provide easy access for surrounding neighbourhoods and businesses
- Good pedestrian and public transit access
- Highly visible from the street
- Ready access to outdoor playing fields and playgrounds (preferably a public park)

Guidelines:

- Consideration must be given to passenger drop-off space, service access, staff and patron parking, pedestrian circulation, any associated outdoor amenity and recreation space, landscape buffers and building setbacks

DAYCARE CENTRES

Facility/site requirements:

- Each daycare will accommodate between 52 and 86 children and have 10.22 square metres per child of interior space and 5.57 square metres per child of exterior space
- The exterior play space must be adjacent to the interior space and all daycare centres are to be fully equipped and furnished according to Provincial guidelines

Location criteria:

- At-grade location is preferable
- Compliance with appropriate provincial regulations and city policies
- Sun, air and noise studies must be completed prior to final selection of sites

Guidelines:

- Licensed daycare demand will be assessed as follows: establishing the projected number of children 0-9 years of age using the city-wide average, which is currently 11% of the population. This projected number of children 0-9 years of age will then be reduced by 50% to reflect parental labour participation rates and parental choice with respect to licensed care.

MULTI-PURPOSE COMMUNITY USE SPACE

Facility/site requirements:

- 929 m² needed to satisfy demand and provide administrative efficiencies

Location criteria:

- Located to provide easy access for surrounding neighbourhoods and businesses
- Good pedestrian and public transit access
- Highly visible from the street
- Administration facilitated by inclusion in community recreation centre

Guidelines:

- Flexible space to allow for different programs and meeting requirements

HUMAN SERVICE AGENCIES

Facility/site requirements:

- 1,858 m² needed to satisfy demand and provide administrative efficiencies

Location criteria:

- Located to provide easy access for surrounding neighbourhoods and businesses
- Good pedestrian and public transit access
- Highly visible from the street
- Administration facilitated by inclusion in community centre

Guidelines:

- Flexible space to allow for different programs and meeting requirements

ACCESS TO UNIVERSITY FACILITIES

Facility/site requirements:

- Opportunities for the non-Academic community to interact with the University and to use the facilities of the University throughout the year are encouraged. The University will provide where possible:
 - Access to the Art Gallery
 - Access to various athletic events
 - The opportunity to use meetings rooms for community meeting space
 - Access to the University Library under agreed conditions
 - Access to indoor and outdoor recreation programs/spaces and unstructured recreation
 - Interaction with the University in general
 - Other facilities and services where possible

Guidelines:

- Access to the University and its facilities will be provided through a network of pedestrian and bicycle trails which will be expanded to Edge Precincts as they are developed which will help knit together and physically integrate the University with the surrounding community

LOCAL PARKLAND

Parkland Strategy

The Secondary Plan area is located in a Parkland Acquisition Priority Area and thereby subject to the alternative parkland dedication requirements of the Official Plan. Based on the proposed land use and density permissions as provided for in this Secondary Plan, it is estimated that approximately seven hectares of parkland would be required for residential and non-residential uses.

Preferred locations for parkland have been identified on Map 10-6. Preferred locations consist of parkland within each of the Edge Precincts as follows:

- Steeles West Precinct: 0.9 ha site
- Steeles East Precinct: 1.25 ha site
- Southwest Precinct: a 1.24 ha site adjacent to Black Creek Valley and a 1.79 ha site which has also been identified as a potential site for a community facility/elementary school
- South Keele Street Precinct: 2.78 ha site which has also been identified as a potential site for a community facility/elementary school

Parkland of a sufficient size to accommodate playing fields is required. The preferred parkland site in the Southwest Precinct is ideal for playing fields and would contribute to a larger park/open space network in the area with the City park to the south, Black Creek Valley to the west and the University's Arboretum and Stong Pond to the north.

Co-location of school facilities and community facilities with parkland is encouraged. The total lands identified for parks, community facilities and schools is approximately eight hectares. Lands required for school facilities are not eligible to contribute towards parkland dedication requirements. The school boards are responsible for the purchase of lands for schools. However, arrangements/agreements between the City and the school boards may be required where joint facilities are developed.

It is recognized that actual development may vary from the projected build-out, and as such the precise amount and configuration of parkland to be provided will be determined at the precinct planning stage in accordance with the parkland dedication policies in the Official Plan. Determining the actual location, size and configuration of parkland will involve City Planning and Parks, Forestry and Recreation staff, York University, the public and City Council.

The City requires land in this area for parkland purposes. As a result, cash-in-lieu of parkland will not be accepted until six hectares of land for parkland have been dedicated to the City in the Secondary Plan area. Any required parkland dedication in excess of six hectares may be provided through the dedication of land or as cash-in-lieu of land. Lands required for school facilities are not eligible to contribute towards parkland dedication requirements.

Location criteria:

- Intended to serve communities within a reasonable walking distance
- Where appropriate, regional parkland can also meet local parkland needs
- Barrier free, grade-related and good visibility from streets

Guidelines:

- Distribution, size and facility mix should be relative to population distribution and demographics
- Capacity to adapt to changing needs of the community over time
- Local parkland should be neighbourhood oriented and provide passive and active recreational opportunities
- Regional parkland such as playing fields are required

IMPLEMENTATION STRATEGY

Recreation Centre:

- The City will initiate appropriate capital planning exercises and begin the design and construction of the community recreation centre, if necessary, when a minimum of 4,000 residential units have received planning approvals in the Edge Precincts to ensure construction is completed in a timely manner for the full-build out of the Secondary Plan area.

Implementation Strategy:

- Section 37 of the *Planning Act* will be used to help provide the needed community services and facilities in the Secondary Plan area. The specific community services and facilities to be secured through Section 37 for development that exceeds the minimum densities include:
 - the community recreation centre (including multi-purpose community use space, program space for human service agencies and child care facility space); and
 - 4 to 6 child care facilities (assuming 86 children per facility).
- These facilities have been identified as necessary capital facilities to support the projected full-build out of the Secondary Plan area. They may be constructed and furnished by landowners in conjunction with development within the Secondary Plan area or a monetary contribution may be provided to help the City achieve this objective at preferred locations within the Secondary Plan area.
- It is anticipated that non-residential development exceeding the minimum densities will only be required to contribute to the cost of the child care facilities. Residential development exceeding the minimum densities will be required to contribute to the community recreation centre and child care facilities. Gross floor area attributed to affordable housing is excluded.
- Monetary contributions secured through Section 37 will not fund the portion of any community services and facilities that are funded through legislated development contributions such as development charges and parkland dedication requirements. Any costs funded through Section 37 contributions will represent municipal costs beyond what can be funded through development charges and parkland dedication requirements.
- Monetary contributions will be determined at the precinct planning stage by:
 - establishing the capital cost of the facility(s) and the total value of the monetary contribution after development charge contributions are determined;
 - identifying the required facilities to support the amount of proposed residential development, and any facilities required for proposed non-residential development; and
 - proportionately distributing the total value of the monetary contribution on a per square metre of gross floor area in excess of the minimum densities for residential development, excluding gross floor area attributed to affordable housing, and non-residential development.
- The facility costs and the per square metre Section 37 contributions will be increased over time in accordance with the Non-Residential Construction Price Index for Toronto published by Statistics Canada to account for increases in construction costs over time.
- Monetary contributions made towards community services and facilities will satisfy landowner obligations to provide community services and facilities within the Secondary Plan.

Precinct Planning

- A precinct planning approach will be established for the Secondary Plan area. As the actual build-out of the Secondary Plan may vary from the projected build-out, Community Services and Facilities Strategies will be required at the precinct planning stage. These strategies will determine the ultimate need, location and phasing of community services and facilities and parkland required for future development such as elementary schools, the community recreation centre, daycare centres and any other community facilities and services that may be needed in the Secondary Plan area.