

10. YORK UNIVERSITY SECONDARY PLAN

1. INTRODUCTION

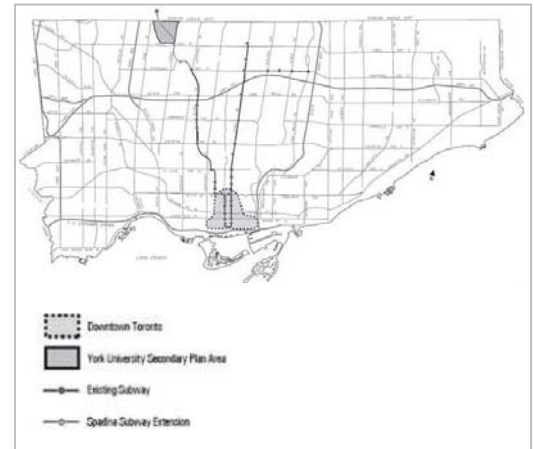
The York University Keele Street campus was established in the early 1960's on agricultural land adjacent to the Black Creek Valley. The University is located between Keele Street and Jane Street, north of Finch Avenue.

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.

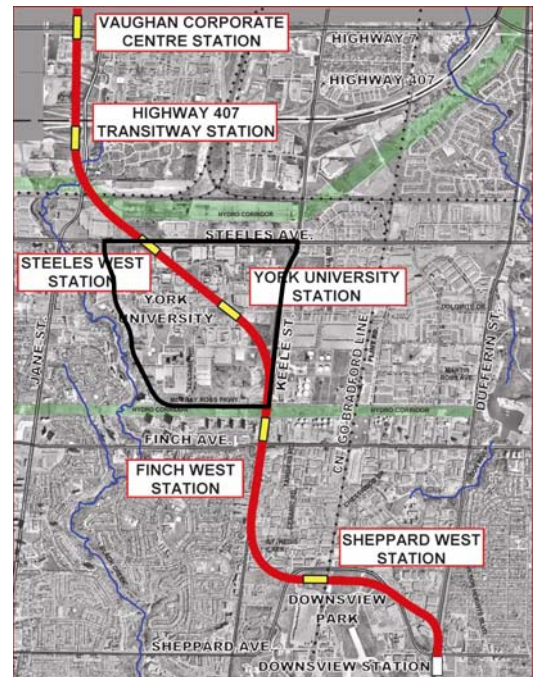
The rapid transit improvements being planned within the area are a major driving force of change for the area. Three subway stations will be located within or in close proximity to the Secondary Plan area as a result of the Spadina Subway Extension. One of the stations will be located centrally within the York University campus. Two Transit City rapid transit routes are also being planned that will provide service to the area. These transit improvements have the potential to 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 between 21,000 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 and embracing 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 Toronto residents to live, work, learn and play.



City-wide context



Planned alignment for the Spadina Subway Extension



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 great place;
- 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 providing clarity and certainty for residents in and adjacent to the Secondary Plan area. It provides education and 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 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 compliment the academic function of the University, including academic and support buildings, commons, open spaces, walkways and parking facilities. As the University expands and develops, 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 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 station locations and where bus routes are located.

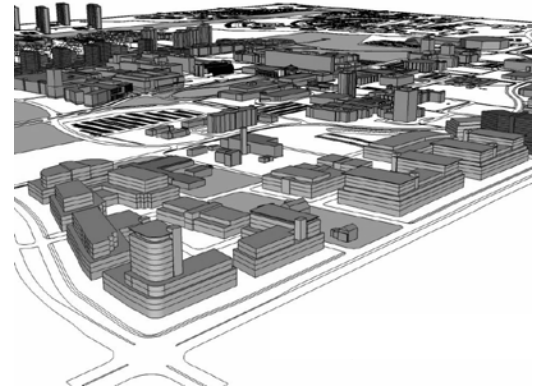
The natural features, open spaces and environmental systems in and surrounding the Secondary Plan area are protected, restored and enhanced. They are connected to larger environmental systems and provide additional connections to the surrounding area. Residents, students, faculty and the City as a whole 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



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”.

as *Institutional Areas*, will be protected and enhanced to ensure the 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 for students and staff. The University also has the ability to expand its academic functions, as needed, to the outlying lands within 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 by permitting development that contributes to and complements the growth of the University to ensure the long-term viability of this institution.

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 built since the 1991 Secondary Plan. Together these layers form a unique and important story of the evolution of the University that has been recognized, preserved and enhanced in the structure and policies of this Secondary Plan.

Policies

- 2.1.2 The heritage resources located in and adjacent to the Secondary Plan area will be conserved and the high-quality built form and landscape character of the core campus lands will be protected, preserved, enhanced and 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 York University 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 that may be developed for 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

2.1.3 Development within the Secondary Plan area will be undertaken in 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 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

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

Connections

The academic 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



Opportunities exist within the Secondary Plan area to improve pedestrian and cycling connections



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

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

Policies

- 2.1.5 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

- 2.1.6 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.



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

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 more detailed principles and guidelines 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



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

development and provide strategies for improving environmental performance. They will include more specific strategies for developing community facilities including schools, 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 implementation direction, 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. There will be a new subway station at Ian McDonald Boulevard and York Boulevard with station entrances integrated into University buildings. The pedestrian nature of this precinct will be enhanced, and pedestrian connections to the subway and surrounding areas will be enhanced and created.

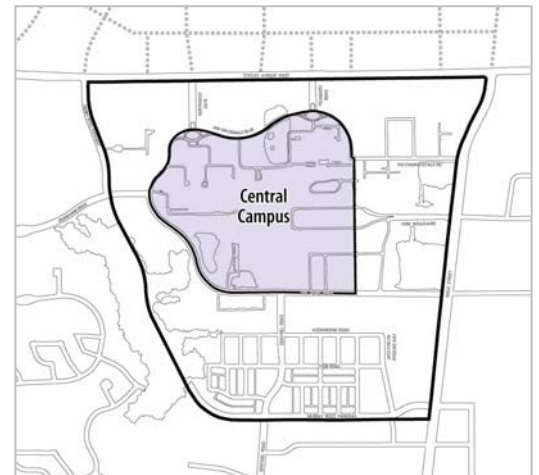
Infill development and improved open spaces will be encouraged within this precinct to accommodate emerging institutional needs. The heights of new buildings will respect the height and built form of existing institutional buildings, important views and other spatial and structural elements of the University. The Commons will remain intact 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 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, where possible, that will 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

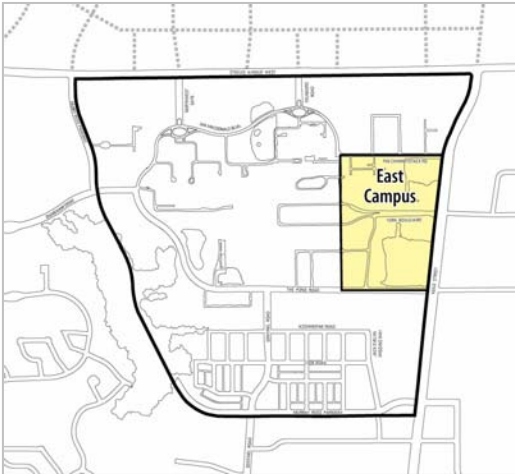
The East Campus Precinct includes a number of high profile development sites for University uses that will provide the University with the opportunity to extend its uses and character to Keele Street



Central Campus Precinct



West Campus Precinct



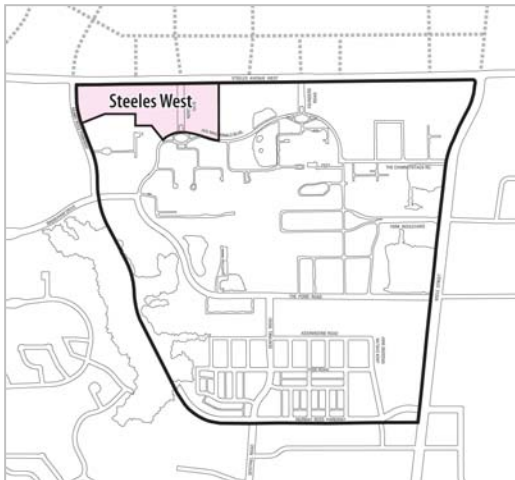
East Campus Precinct

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 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 Keele Street and 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. Together with the Steeles West Precinct, this precinct will support the Steeles West Subway Station. Development at Founders Road will support this street as a gateway entrance to the University. The historically significant Stong House and Barn are 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.



Steeles East 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 higher-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 and will minimize adverse impacts and when possible, restore and enhance natural heritage features. A local park, community facility and school may be located in this precinct.

3. BUILDING A GREAT PLACE

The Secondary Plan area has the potential to develop into a group of prominent new neighbourhoods within the City of Toronto. It is essential that these new neighbourhoods develop into great places. Building a “great place” 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 York University, a major Canadian 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 “great place”.

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.



Southwest Precinct



South Keele Street Precinct



Conceptual rendering of the proposed village square for the Sonoma Mountain Village development in California

3.1.1 Significant Public Spaces



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

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

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 the highest quality design treatment, including wide sidewalks, special tree and feature planting incorporating existing landscapes, paving, lighting and signage, to define and support these streets and to contribute to a lively pedestrian realm and identity for the University.
- 3.1.1.2 Development along Keele Street and Steeles Avenue will protect, restore and enhance natural heritage features and functions and conserve cultural heritage landscapes.

The Ring Road – Ian Macdonald Boulevard and The Pond Road

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

Policies

- 3.1.1.3 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.
- 3.1.1.4 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 Academic Core 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 and York Boulevard is the centre of the University and the most significant of the University open spaces and gateway streets.

Policies

- 3.1.1.5 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.
- 3.1.1.6 Each gateway street, as shown on Map 10-3, will terminate at 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.



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

- 3.1.1.7 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 above the top-of-bank and within the valley.
- 3.1.1.8 New pedestrian and bicycle connections across Black Creek Valley to join the University with the neighbourhoods west of the valley will be encouraged, where appropriate. The connections will be located and designed to reduce impacts and to protect the features and functions of the natural heritage system.
- 3.1.1.9 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 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 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.

3.2 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.

The enjoyment of the Secondary Plan area’s streets and open spaces depends on the visual quality, the activity, safety, accessibility and the 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, collectively and the individual buildings and structures themselves, 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 determine appropriate and 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) have regard for personal mobility by addressing the City of Toronto Accessibility Design Guidelines;
- (d) compliment 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;
- (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/site, an urban built form will be required, consisting of multi-storey buildings having pedestrian access directly from the street and with parking provided in underground structures or at the rear of a building.

3.2.5 Non-residential and non-institutional development having a gross floor area greater than 1,000 m² will be required to provide an appropriately sized common outdoor space area. The common outdoor space area 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 at all times;
- (d) include landscaping and outdoor seating; and

3.2.6 (e) include other features including such as public art.
Telecommunications facilities should be:

- (a) integrated with the design of buildings. Free-standing telecommunication towers will be discouraged; and
- (b) located to limit impacts adjacent to Black Creek Pioneer Village.



'The Jack Pine Remembered', Panya Clark Espinal
Amica Mature Lifestyles Residence

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.
- 3.3.2 A range of public art opportunities for non-university development will be pursued having regard to applicable City policies and guidelines.
- 3.3.3 Potential public art locations and opportunities will be identified in Edge Precinct Plans.

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 1963 Master Plan and a number of significant, modern buildings that are of architectural interest. Other places or landscapes within the Secondary Plan area could be considered as having cultural heritage value or interest in the future.

Policies



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.

- 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 features comprising the cultural heritage landscape and appropriate conservation strategies will be undertaken when the University updates its Master Plan or prepares a Precinct Plan for this precinct.
- 3.4.4 Development of lands adjacent to, or near, buildings with architectural and/or historic interest and cultural heritage landscapes will respect the scale, character and form of the heritage buildings and 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, heritage resources shown on Map 10-4 and heritage resources within the Central Campus Precinct.



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).

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 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 the University's 1988 Master



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.

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.

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 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 Affordable housing will comprise a minimum of 20 per cent of the total 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 calculated 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

Housing Definitions

The City's Official Plan provides a number of definitions with respect to the 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 one times 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.

within a precinct, the affordable housing requirement will be calculated proportionately to the land use mix 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 planning approvals prior 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 mix of residential units by bedroom type that are not affordable housing units. This would include 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 provisions of this Plan must be located within Secondary Plan area. The affordable housing may take the form of land in the Secondary Plan area conveyed to the City for affordable housing at the City's discretion.
- 3.5.11 A minimum of 50 per cent of all affordable housing units in the Secondary Plan area will be affordable rental housing.
- 3.5.12 New student and university-related housing developed in the Core Precincts will not be included in the achievement of affordable housing requirements in the Edge Precincts.
- 3.5.13 Student and university-related housing developed in an Edge Precinct that contributes to the affordable housing requirements for a particular precinct will not be counted towards the affordable rental housing target. Where residence beds are provided, 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:

Guidelines for the Provision of Affordable Housing

The City has guidelines that apply where private developments providing 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 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 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. Other market/private housing developed specifically for students would count towards the achievement of the affordable housing requirements if it meets the definition for affordable housing in the Official Plan.

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 a 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.

- (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 Edge Precincts that are proposing residential development will provide an affordable housing strategy at the precinct planning stage that includes:

- (a) establishing targets for affordable housing by tenure and by unit type, by development parcel and/or phases;
- (b) 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) proposals to meet any of the affordable housing targets through conveyance of land to the City;
- (d) proposals to meet a portion of the affordable housing requirement through the provision of student and university-related housing; and
- (e) for the second and subsequent precincts requesting Precinct Plan approval, a report on the affordable housing achievements to date.

3.6 Community Services and Facilities

This Secondary Plan sets out appropriate policies to ensure community services and facilities contribute to the areas' 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 Thomas L. Wells Public School in the City of Toronto was designed to face a public street

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 access will be encouraged to continue and new opportunities for the non-academic community to interact with the University and to use the facilities of the University throughout the year will be encouraged.

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 (Appendix 1). Specific requirements will be determined through community services and facilities 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 to place additional burdens on existing community services and facilities in the area 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 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.



View of the cultural meadow adjacent to Keele Street

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.

3.7 Parks, Open Space and Natural Heritage

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.

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 objective of:

- (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 four significant woodlots, open spaces and the 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 10 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 the naturalized buffers.

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 of Toronto. 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) the results of hydrologic monitoring and measures and an implementation framework for protecting the hydrological regime of the Danby and Boynton Woodlots;
- (d) 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 will be conditions 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) 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
- (c) 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 as well as 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 through the update of the University's 1988 Master Plan.
- 3.7.2.2** Development will be required to convey land for park purposes or to provide cash in lieu of parkland in accordance with the policies of the Official Plan.
- 3.7.2.3** Preferred locations for parkland dedication are identified shown on Map 10-6. The exact size and configuration of parkland will be determined at the precinct planning stage. If a site shown on Map 10-6 is determined not to 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.

- 3.7.2.4 The City will determine the suitability of the Stong House and Barn buildings for City programming purposes at the precinct planning stage. In the event the buildings are not suitable, the identification of an alternative site(s) for parkland may be required.
- 3.7.2.5 Sites not identified on Map 10-6 may be considered for parkland dedication without amendment to this Secondary Plan provided the parkland is a sufficient size, fitting shape and is suitably located.
- 3.7.2.6 An 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, parks, etc. 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.

3.8 Environmental Stewardship and Sustainable Design

Environmental stewardship and sustainable design are important objectives of this Secondary Plan. Part of this includes 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.

Stormwater or wet weather flow will be managed on a systems basis taking into account the entire watershed, realizing that upstream stormwater conditions and its treatment may have downstream impacts. To achieve this, reducing and managing stormwater flows is

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.

required. This can be accomplished through a variety of existing and emerging techniques such as stormwater ponds, bio-swales, green roofs, grey-water re-use, permeable pavement and would not only improve environmental sustainability, but also make positive contributions to the look and feel of the community.

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 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 Green roofs, unless otherwise required, tree canopy and ground level linkages will be encouraged as a means of providing wildlife and habitat linkages.
- 3.8.6 New development, redevelopment and landscaping initiatives will endeavor to increase tree canopy coverage to 30 percent of the Secondary Plan area and improve the existing canopy.
- 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.
- 3.8.8 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.

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)

3.8.9 All new development will meet the City's Wet Weather Flow Management guidelines.

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 destinations quickly, easily and sustainably. Whether the 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.

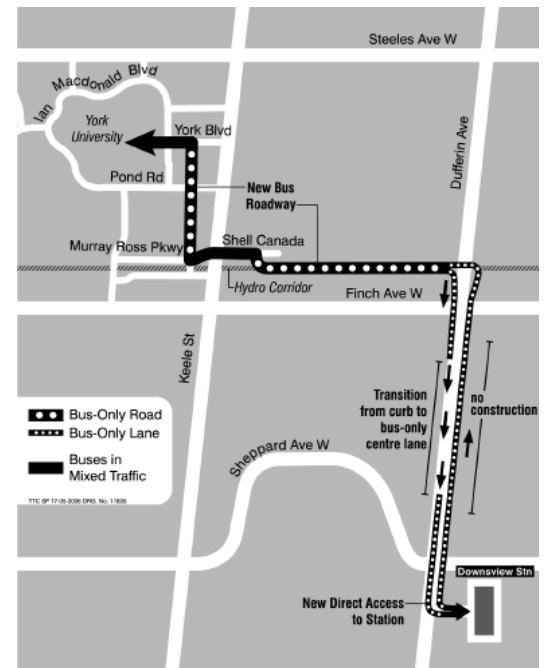
One of the objectives of this Secondary Plan is to support the investment in planned higher-order public transit infrastructure, but this Secondary Plan also focuses on encouraging other sustainable modes of transportation, such as walking and cycling, while reducing the use of the private automobile 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 integrated with new development.
- 3.9.1.2 The York University subway station will be integrated into existing or planned University buildings and impacts of associated infrastructure and servicing for the station on the open space character of the Commons and surrounding University buildings will be minimized.
- 3.9.1.3 Bicycle parking facilities and stations should be provided at/near the planned subway stations.
- 3.9.1.4 Surface transit routes within the Secondary Plan area should be located on the public street network identified on Map 10-9.
- 3.9.1.5 The location and design of streets, buildings, and other facilities will accommodate the operation of public transit



The expected completion of the 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.

vehicles.

3.9.1.6 Surface transit priority measures at signalized intersections are encouraged.

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 whole 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 through the precinct planning process.

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 as part of the preparation of each Precinct Plan 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 University with the surrounding community.;
- (b) reflect City of Toronto cycling infrastructure design standards while also encouraging innovative designs;
- (c) outline policies, guidelines and strategies to ensure ongoing maintenance of pedestrian and cycling facilities in the precinct;
- (d) address end-of trip cycling facilities (i.e. bicycle parking, shower and change facilities); and
- (e) use accepted terms to classify bikeways.



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.

3.9.2.5 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 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 that 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 providing access, address, open space and social amenity to University buildings.

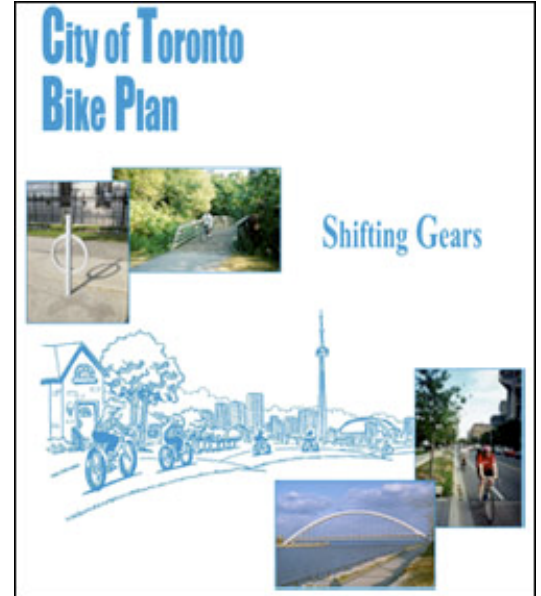
Policies

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.

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 and the number of secondary public streets within a particular precinct will be confirmed 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 will accommodate pedestrians, cyclists, transit users and vehicular traffic but will acknowledge and recognize walking and cycling as a priority.



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.

- 3.9.3.5 The design of streets will have regard for the needs of other elements such as street trees, on-street parking, natural stormwater management features, emergency vehicles, municipal services and other urban design elements.
- 3.9.3.6 The exact location, alignment, and cross-section design of public streets will be refined through the preparation of Precinct Plans or through the Environmental Assessment process where required.
- 3.9.3.7 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 vital public spaces.
- 3.9.3.8 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.
- 3.9.3.9 Alternative design standards and environmentally sustainable design opportunities will be incorporated into public and private street design where appropriate to promote sustainability objectives.
- 3.9.3.10 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/Jack 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.
- 3.9.3.11 Secondary streets will have a minimum right-of-way width of 18.5 metres.
- 3.9.3.12 Direct driveway access onto major 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.

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 TDM organizations 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 modes of transportation such as walking, cycling and transit. Nevertheless, the personal automobile will still be used by some residents, employees and students for a portion of their daily journeys to and from the Secondary Plan area. To address this need, the Secondary Plan area will require a balanced approach to parking that both recognizes the transit, pedestrian and cycling improvements with the need to provide some parking to accommodate needs.

Parking within the Secondary Plan area will be implemented as part of a strategy to manage the parking supply for the Secondary Plan area, while recognizing the needs of residents, employers and the University.

Policies

3.9.5.1 A maximum of 9,915 parking spaces for university uses within the Secondary Plan area will be permitted until such time as the extension of the Spadina Subway Extension is complete. Upon completion of the Spadina Subway Extension, a Zoning By-law Amendment will establish the parking supply for university uses which will be in the range of a minimum of 6,000 spaces and a maximum of 8,000 spaces.



A car sharing company sign operating out of Toronto



The Bennett Centre for Student Services



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 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 Development Standard.

The Guidelines are designed to deal with 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.

3.9.5.2 Monitoring of the University's parking demand/supply parking will occur when the University reaches 900,000m² of gross floor area to ensure that appropriate parking standards are in place for the University.

3.9.5.3 Appropriate minimum and maximum parking standards for the Edge Precincts will be determined through the preparation of individual Precinct Plans and will be determined based on proposed land uses, proximity to a subway station, shared parking principles and use of TDM measures.

3.9.5.4 Minimum parking standards may be reduced for affordable housing depending on the proximity to subway stations and type and size of the unit.

3.9.5.5 Replacing existing surface parking lots with below-grade and other structured parking will be encouraged. Priority should be given to the removal of surface parking lots around heritage buildings and cultural heritage landscapes.

3.9.5.6 New parking will generally be provided below-grade as part of new developments or in structured parking faced with uses where appropriate. The establishment of new surface parking lots should be avoided where possible.

3.9.5.7 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.

3.9.5.8 Parking and loading facilities will be located to minimize their visual and functional impact on street edges, open spaces and pedestrian routes.

3.9.5.10 On-street parking will be provided where appropriate to enhance street activity, provide visitor parking for residential uses and provide a buffer between vehicular traffic and sidewalks.

3.9.5.11 On-street parking should be designed to minimize hazards for pedestrians and cyclists and to create a desirable pedestrian and cycling environment.

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.

General Policies

- 4.1 University uses are permitted throughout the entire Secondary Plan area. 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.
- 4.2 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. Transit facilities and essential City services are exempted.
- 4.3 Non-transit supportive land uses such as single-storey retail warehousing, “power centres”, service stations, gasoline stations and drive-through establishments are not permitted.
- 4.4 At grade street-related retail and service uses will be required in accordance with Map 10-13 for 50 per cent of the frontage of a building.
- 4.5 At grade street-related retail and service uses will be encouraged to be provided as accessory uses to a main use in multi-storey buildings for other areas not identified on Map 10-13.

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 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, provides 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

- 4.1.1 The *Institutional Areas* will be developed with university uses as defined in Policy 4.1 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

- 4.1.2 *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) limited single-use residential, office, commercial or institutional buildings may be considered;
 - (d) have buildings that are built at, or close to, the streetline; and
 - (e) have building bases that are developed at a pedestrian-scale height.
- 4.1.3 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

- 4.1.4 Lands designated as *Mixed-Use Areas "B"* will consist of a range of research, technology, institutional and office employment uses 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.
- 4.1.5 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

- 4.1.6 *Mixed Use Areas "C"* will:
- (a) consist of a broad range of commercial, residential and institutional uses in mixed-use buildings 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 Jack Evelyn Wiggins Way 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*.
- 4.1.7 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 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

- 4.1.8 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.
- 4.1.9 Small-scale retail, service and office 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

- 4.1.10 The areas shown as *Natural Areas* will be protected, restored and enhanced for nature preserve and passive recreation through the application of appropriate conservation and restoration measures and the sensitive planning, design and development of buildings and facilities on adjacent and nearby lands.
- 4.1.11 Development is not permitted within *Natural Areas*.
- 4.1.12 The areas shown as *Parks* will be developed and maintained to provide space for public recreational, athletic and landscaping purposes to accommodate active and passive recreation.

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

4.1.14 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 purposes.

4.2 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 higher densities for non-university uses should be located in close proximity or within walking distance to subway stations and that the densities lessen with distance from a subway station. Minimum and maximum densities have been established. The minimum densities will ensure that sufficient critical mass will be achieved to support higher-order transit.

4.2.1 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

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

4.2.1.2 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 and parkland, open spaces, landscaping, parking, driveway areas and servicing.

4.2.1.3 To encourage development in conjunction with transit stations, floor space dedicated to transit facilities integrated within a building will not be included as floor area in the density calculations.

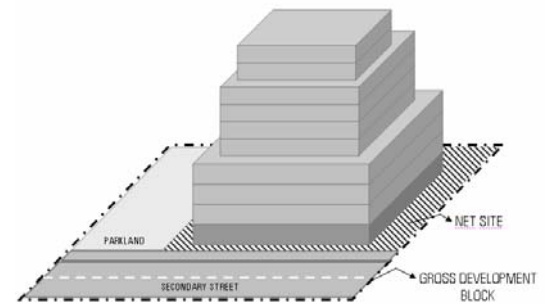
4.2.1.4 Bicycle parking spaces provided in an at-grade common bicycle room conveniently accessible to the outside and

Density

Densities are measured using Floor Space Index (F.S.I) 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 and parkland, open spaces, landscaping, parking, driveway areas and servicing. Net development sites exclude lands dedicated for secondary streets and parkland.

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



Transit Facilities

Transit facilities integrated within a building includes:

- Transit terminals owned or operated by a public agency such as a bus terminal. Transit terminals may include small-scale, accessory retail and service commercial uses within the terminal;
- Entrances to transit terminals;
- The gross floor area associated with direct underground pedestrian connections to transit terminals; and
- Weather-protected and barrier free pedestrian connections to transit terminals.

Transit facilities do not include commuter parking lots.

showers and change rooms for bicycle parking in commercial developments will not be included as floor area in the density calculations.

4.2.1.5 In the event that the Toronto-York Spadina Subway Extension project does not proceed, density permissions provided in this Secondary Plan will be reviewed.

4.2.2 Density Transfers

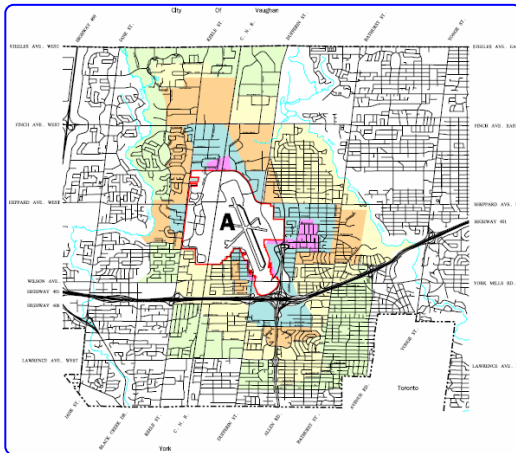
Policies

4.2.2.1 Where retention and appropriate conservation of the Stong house and barn site occurs, density transfers or additional gross floor area over the amount permitted by the maximum densities may be permitted in accordance with the provisions of the Official Plan.

4.2.2.2 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.

4.2.2.4 Density transfers will be restricted to the precinct within which the heritage or archaeological resources are found.

4.2.2.5 Prior to permitting any density transfers, it will need to be demonstrated that the amount of floor space area 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.



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

4.3 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. Therefore, ensuring a high-quality built form requires that a range of buildings heights be provided. This 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

4.3.1 The minimum building height for buildings fronting on

Keele Street or Steeles Avenue will be 12 metres.

- 4.3.2 The minimum building height for buildings fronting onto a primary street will be 9 metres.
- 4.3.3 The minimum building height for buildings fronting onto a secondary street will be 6 metres.
- 4.3.4 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 onto a major street; and
 - (c) buildings adjacent to Black Creek Pioneer Village will be no higher than 6 storeys or 18 metres. Taller buildings may be permitted if the building provides an appropriate step back to ensure buildings will not detract from views of Black Creek Pioneer Village and its heritage character.
- 4.3.5 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 areas and in accordance with the policies of this Secondary Plan.
- 4.3.8 Buildings within the Core Precincts will respect the existing scale and character of the campus. Buildings should generally be no higher than 20 metres.
- 4.3.9 Tall 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:
- (d) not impact the existing scale and character of the campus;
 - (e) minimize negative impacts of shadows, sky view and wind on public areas such as parks, open spaces and natural heritage features;

- (f) contribute to enhancing the skyline of the district;
- (g) conform to the Airport Hazard Map where applicable;
- (h) conform to the Tall Buildings' policies of the Official Plan; and
- (i) have regard for applicable guidelines.

5. IMPLEMENTATION

Sections 2, 3 and 4 of this Secondary Plan provide the policies needed to build a great place 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 variety of instruments such as precinct planning 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 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.
- 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) transportation impact studies;
- (l) transportation demand management plans; and
- (m) functional servicing and stormwater management reports.

5.2 Transportation Master Plan

The Transportation Master Plan forms the basis of the transportation infrastructure requirements servicing the new growth envisioned in this Secondary Plan. These requirements will be refined, protected for and implemented through the precinct planning process.

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. Remaining phases of the Municipal Class EA for public primary streets will be undertaken upon adoption of this

Secondary Plan.

Policies

- 5.2.1 The public street network required to support the land uses and densities provided for in this Secondary Plan is shown in 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 upon approval of the Secondary Plan and will be documented in an Environmental Study Report (ESR). Municipal servicing will be co-ordinated with the detailed design of the public street network.
- 5.2.5 The primary streets and the associated traffic controls should be completed in tandem 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-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 Jack Evelyn Wiggins Way when initial non-university development is proposed in the South Keele Street Precinct.

5.2.6 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.

5.2.7 If it is determined that a staged implementation of the primary street network and municipal servicing is feasible, the north-south connection between The Pond Road and The Chimneystack Road will be required when development proceeds in the East Campus Precinct.

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

5.2.9 Complete or functional segments of the primary streets 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 that consist of a partial segment of a required primary street may be assumed by the City at the discretion of the City.

5.2.10 The location and design of secondary streets will be determined at the precinct planning stage and will be required as development proceeds in a particular precinct.

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 that:
- (a) identifies pedestrian and cycling opportunities with regard to policy, 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

Plans of Subdivision and Consents are tools provided for by the *Planning Act* that will be used to implement the vision of this Secondary Plan. Plans of Subdivision or Consents are required when a piece of land is proposed to be divided into two or more parcels and one or more of those parcels is sold to a different owner. They ensure that the land proposed for a new development is suitable for its proposed new use.

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

The provision of pedestrian friendly buildings with a close relationship to the street, clearly visible public entrances and environmentally sustainable building and site design can be achieved for individual development proposals through the approval of site plans. Site Plan Control will be one of the tools used for implementing the vision for the Secondary Plan area.

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 of the *Planning Act* enables the City to pass a Zoning By-law to grant height and/or density increases in return for community benefits, provided that the resulting development represents good planning, is compatible with adjacent uses and does not exceed the capacity of available municipal services. 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 Building heights will not be used in the consideration of Section 37 of the *Planning Act*.
- 5.6.2 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; and

(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.

5.6.3 Community services and facilities, with the exception of schools, secured through Section 37 agreements may take the form of facilities constructed 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.

5.6.4 Monetary contributions applied towards the cost of constructing and furnishing community services and facilities will be determined at the precinct planning stage by establishing the capital cost of the facility(s) after development charge contributions towards community facilities are determined. The contributions will be applied across non-university development within the Edge precincts on a per square meter of gross floor area and proportionately to the land use mix. Established monetary contributions will be increased over time in accordance with the Construction Price Index.

5.6.5 In the event the amount of residential development anticipated within the Secondary Plan area is substantially reduced as a result of increased non-residential development occurring and/or proposed in the Edge precincts, the City may accept at its discretion and after consideration of community services and facilities strategies and other components of the precinct planning process, alternative Section 37 community benefits in partial substitution for the community services and facilities otherwise required as community benefits by this Secondary Plan.

5.7 Holding Zones

Holding Zones 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 The zoning 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 Zone 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 Section 37, 41, 51 or 53 of the *Planning Act*:

- (a) Housing Issues Report;
- (b) Community Facilities Strategy and Update;
- (c) Phase 2 Archeological Assessment;
- (d) Heritage Impact Statement;
- (e) Natural Heritage Impact Statement;
- (f) Transportation Impact Study and Update, including appropriate consideration of parking, loading and traffic operations;
- (g) Servicing and Stormwater Management Report; and
- (h) consideration of financial implications and 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. Amendments to the Secondary Plan are not required if revisions are made to this Appendix.

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 Plan's policies.

- 5.8.5 The implementation of this Secondary Plan will take place over time and the use of words such as "will" or "must" should not be construed as Council's or the University's commitment to proceed with all of these undertakings immediately. These will typically occur in a phased manner.
- 5.8.6 The indication of any proposed streets, parks, municipal services or infrastructure in policy text or on Secondary Plan Maps will not be interpreted as a commitment by the City or University to provide such services within a specific time frame. Minor adjustments to the location of these features do not require an amendment to this Plan provided they meet the general intent of the Secondary Plan.
- 5.8.7 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: Built 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

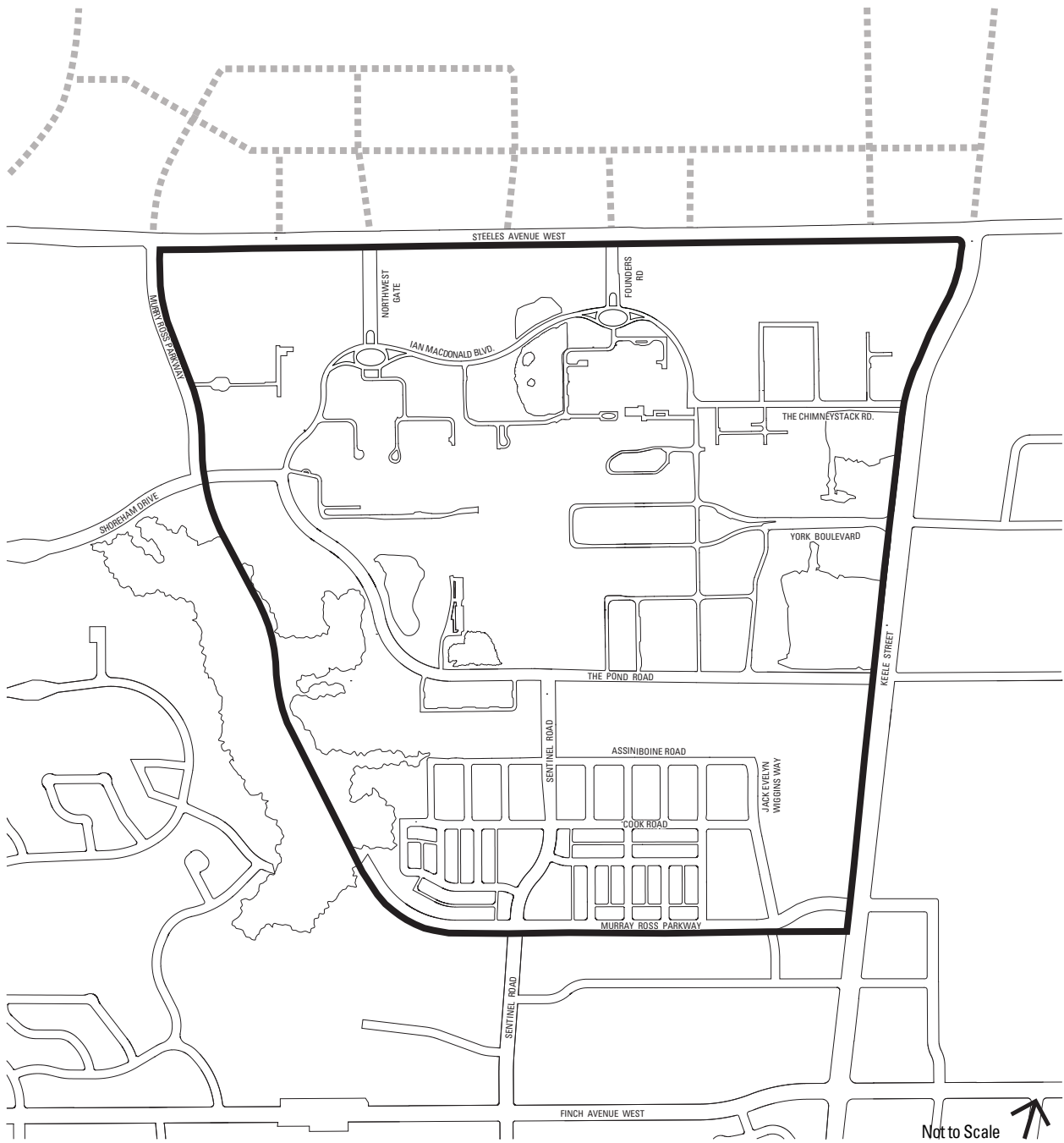
Map 10-9: Public Street Plan

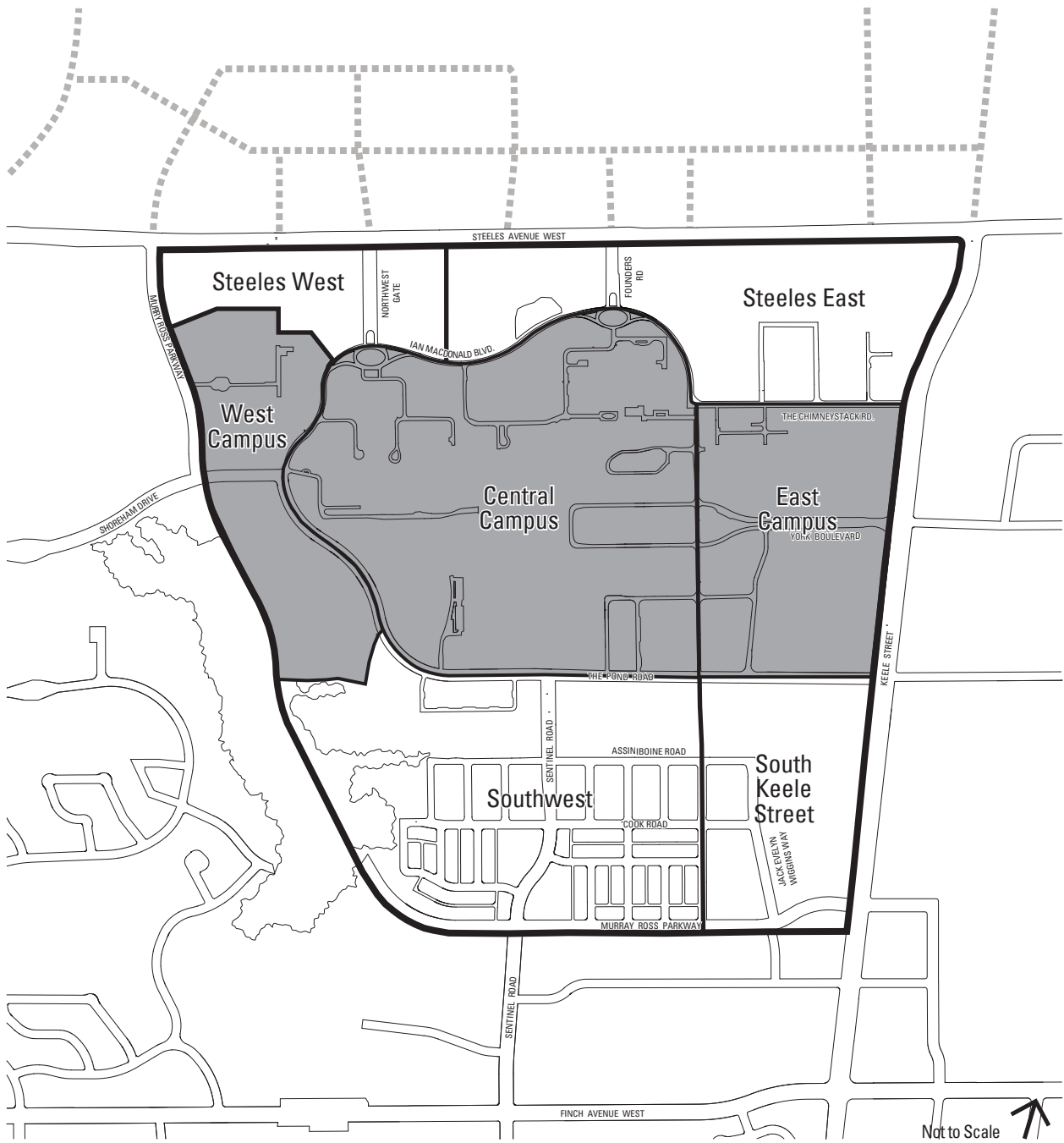
Map 10-10: Land Use





Map 10-11: Minimum Density

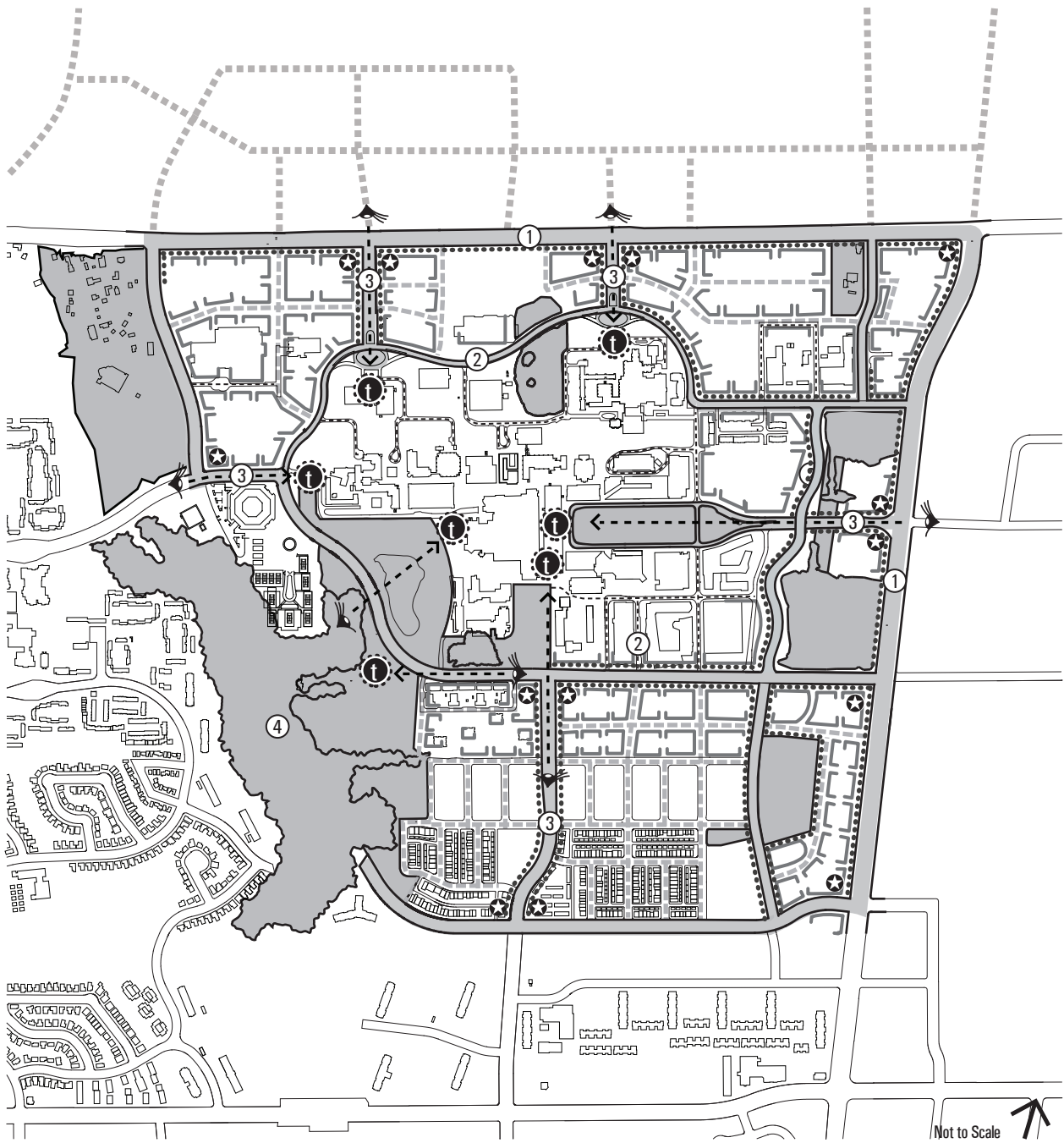
Map 10-12: Maximum Density

Map 10-13: Prime Retail Frontage Areas

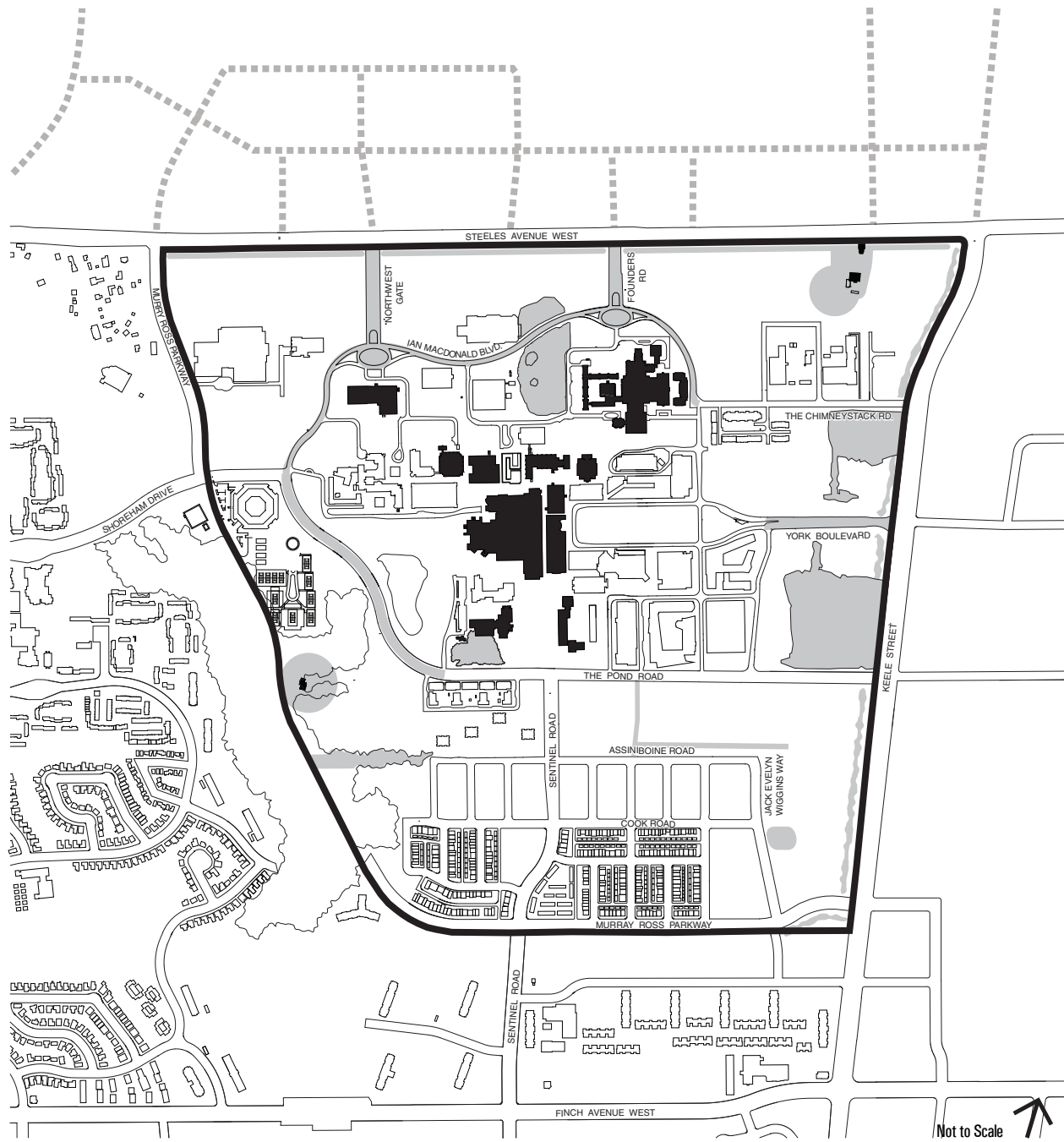








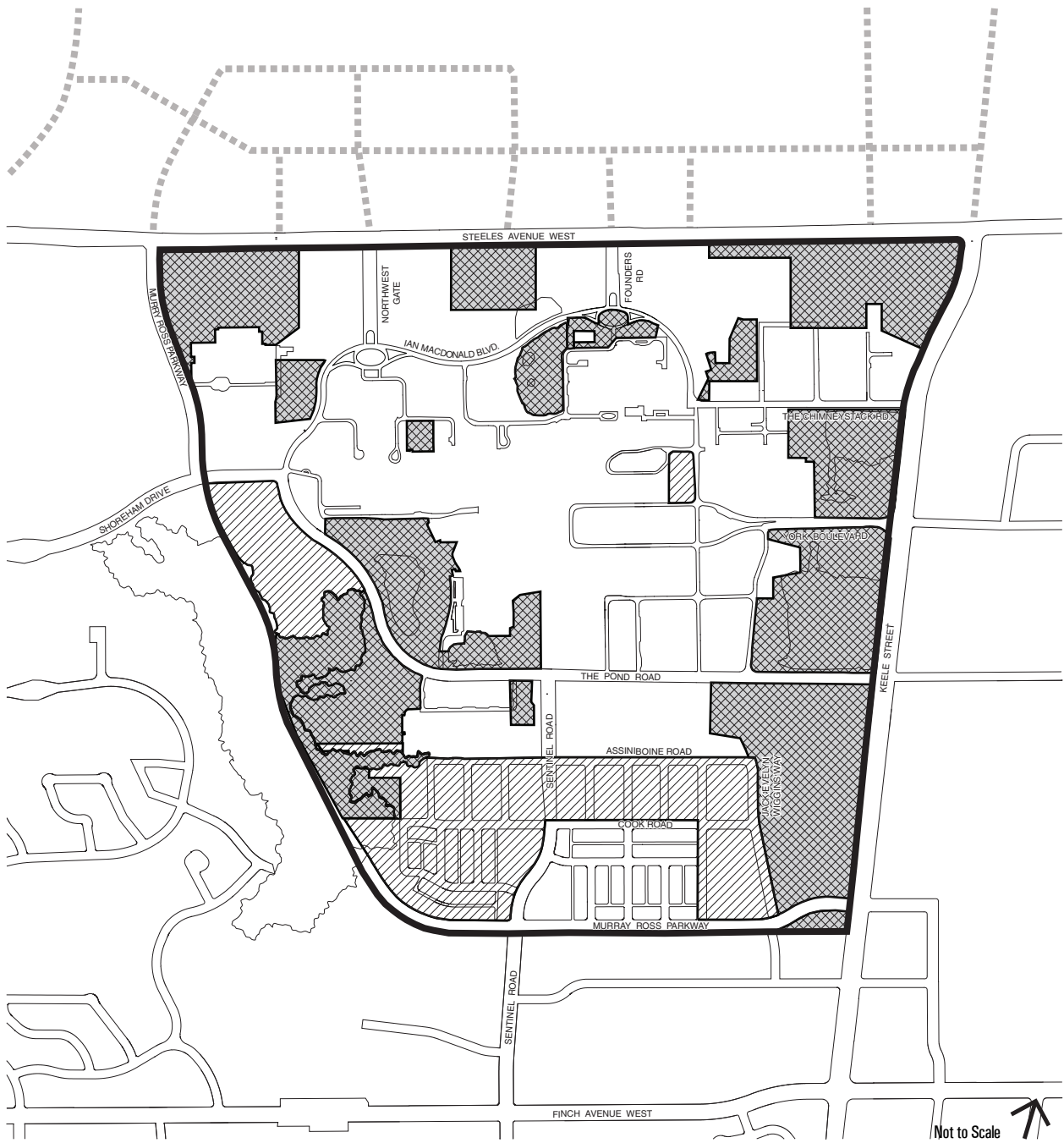
-  Secondary Plan Boundary
-  Conceptual City of Vaughan OPA 620 Street Network
-  Core Precincts
-  Edge Precincts







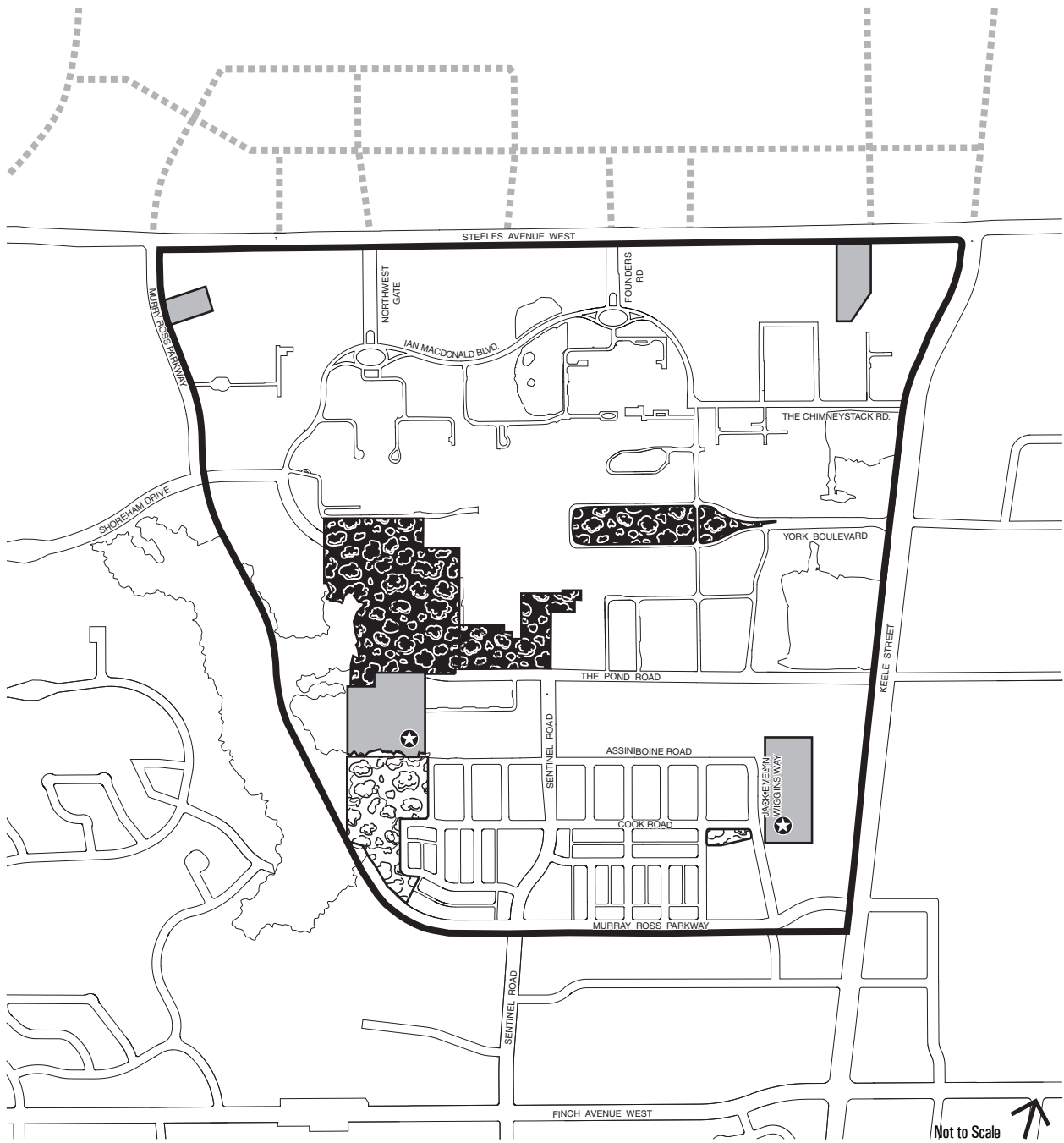
- | | | |
|---------------------------------------------------------|--------------------------------|----------------------------------------------|
| ----- Conceptual City of Vaughan OPA 620 Street Network | ↔ Significant Views and Vistas | ■ Significant Public Spaces |
| - - - - - Conceptual locations of Secondary Streets | ★ Gateways | ① Campus Edges on Keele St. and Steeles Ave. |
| Area for Streetscape Improvement | ⓕ View Terminus | ② The Ring Road |
| └ Existing and Potential Street Building Edge | | ③ Gateway Streets |
| | | ④ Black Creek Valley |



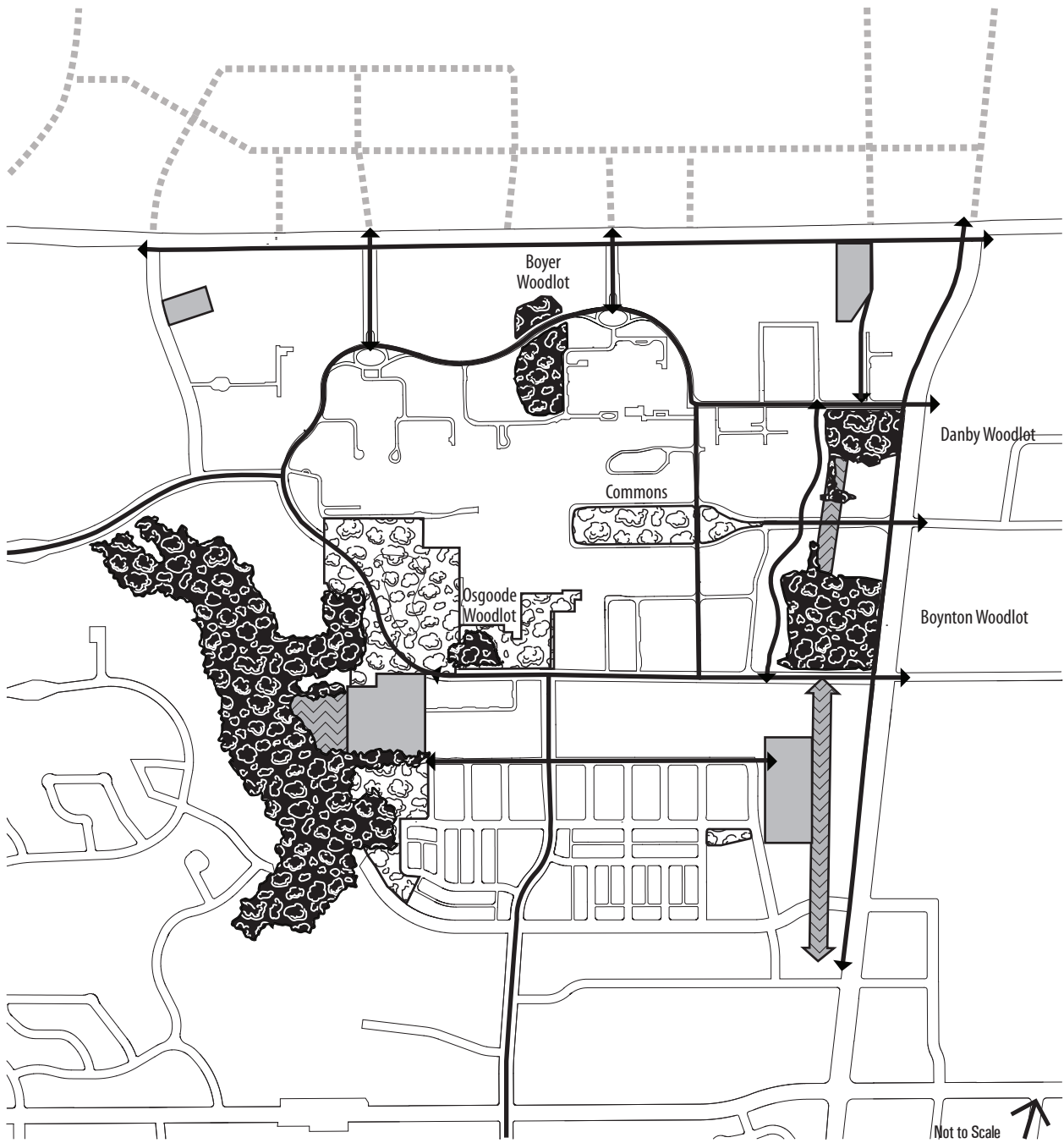
-  Secondary Plan Boundary
-  Conceptual City of Vaughan OPA 620 Street Network
-  Architectural or Historically Significant Buildings
-  Cultural Heritage Landscapes










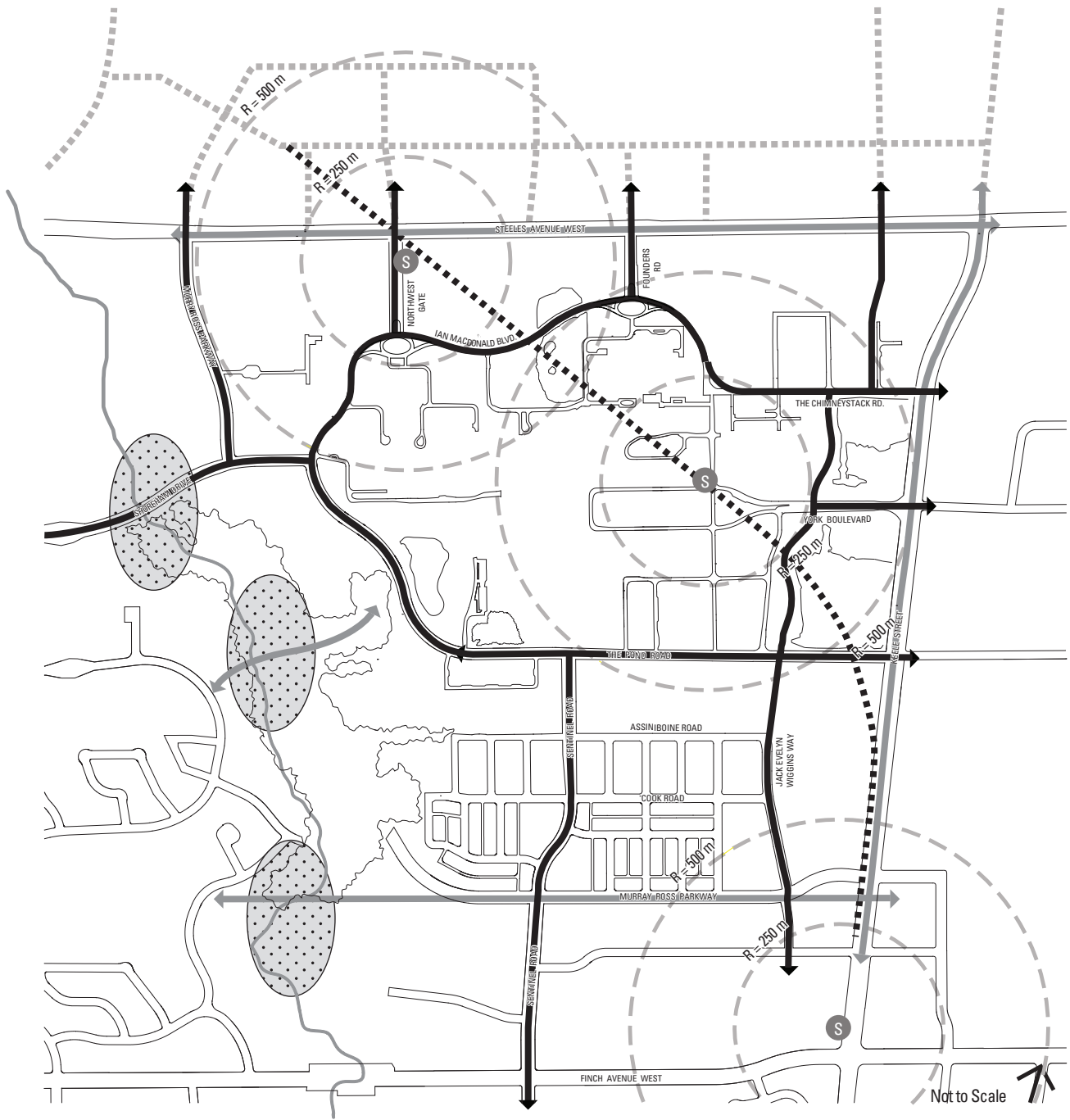
-  Secondary Plan Boundary
-  Conceptual City of Vaughan OPA 620 Street Network
-  Area Requiring Stage 2 Survey
-  Area Assessed in Previous ASI Surveys



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

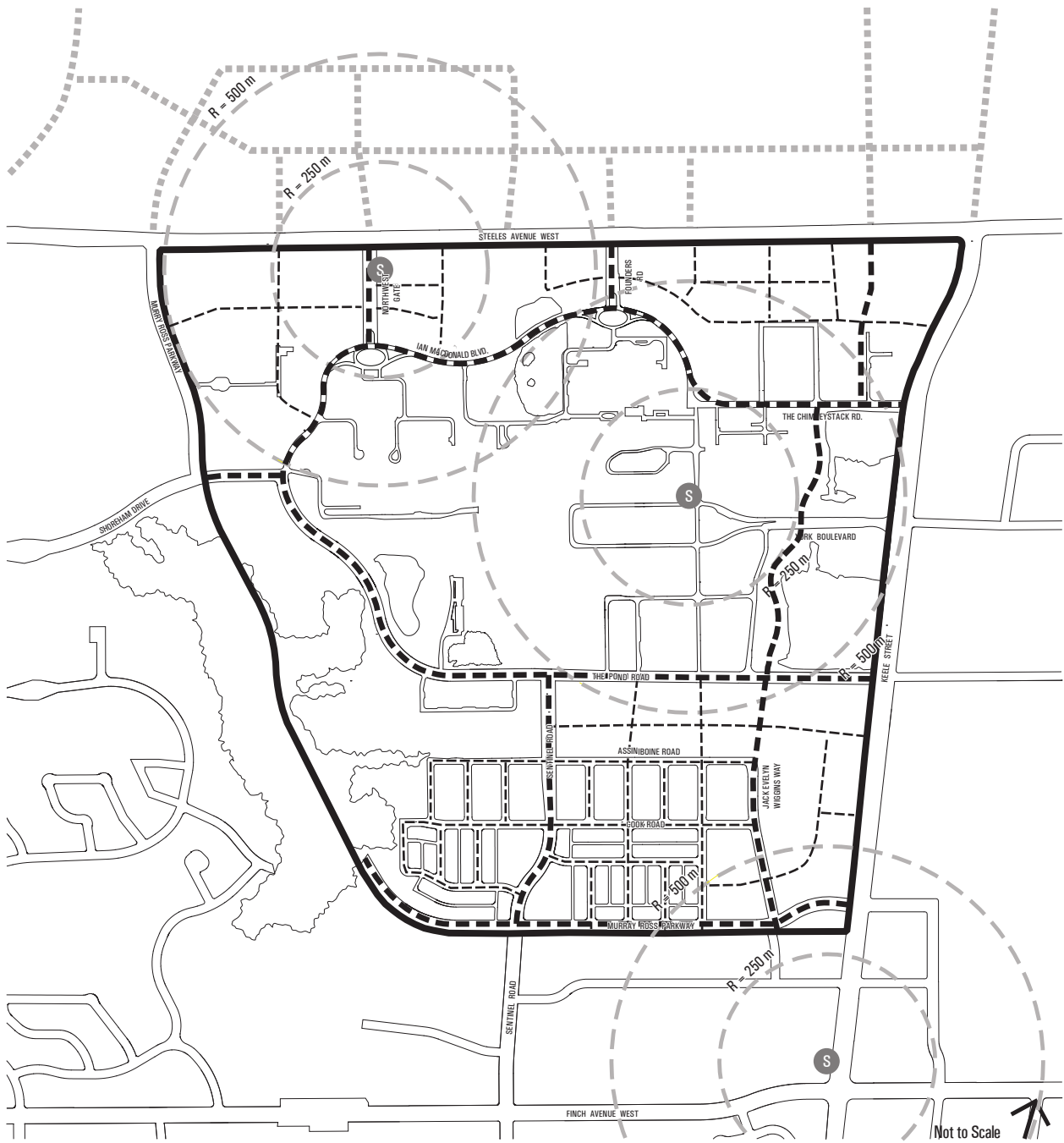
→ On-Street

⋯ Proposed Subway Alignment

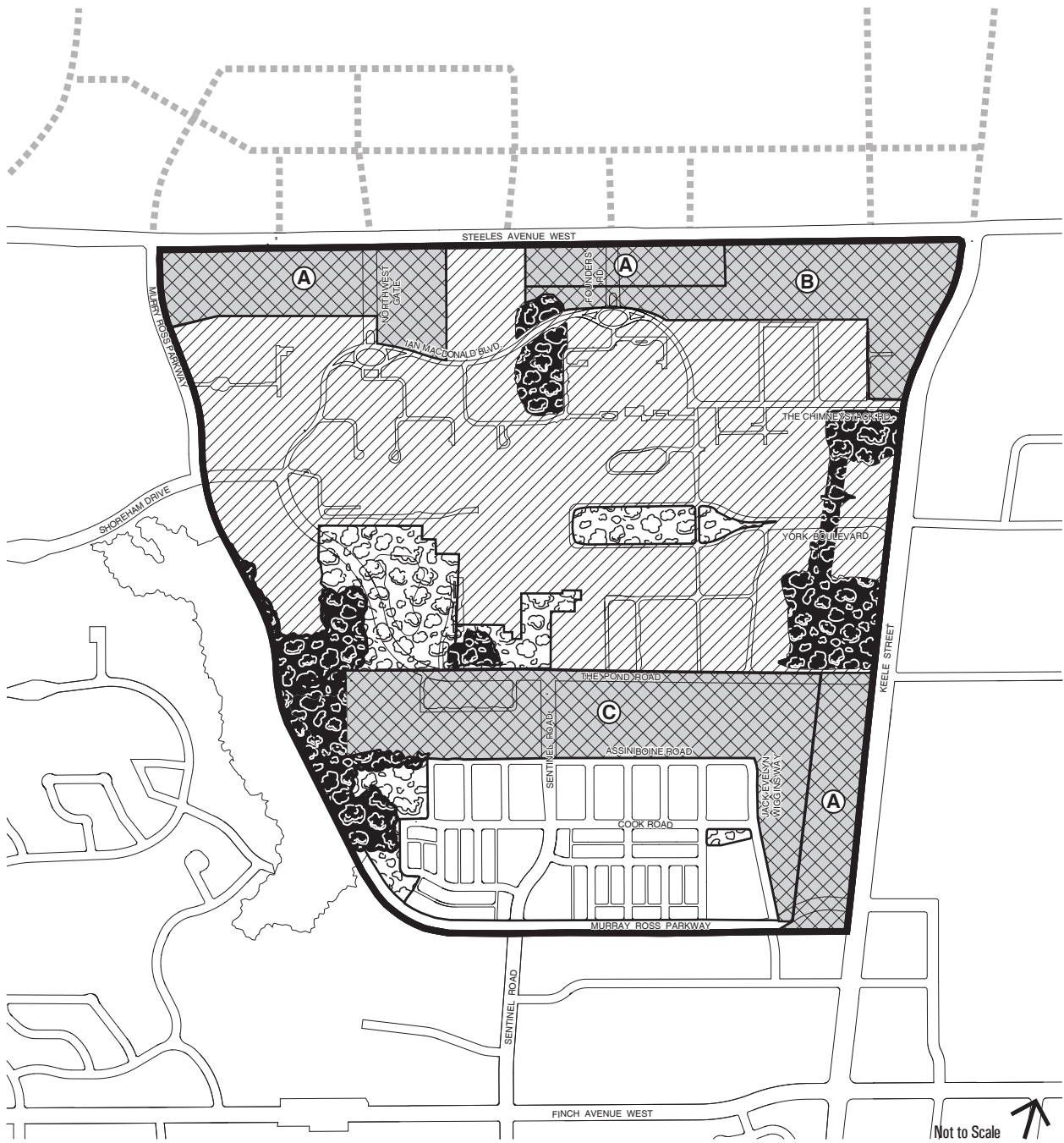
S Proposed Subway Entrance

● Connections to Black Creek Trail System

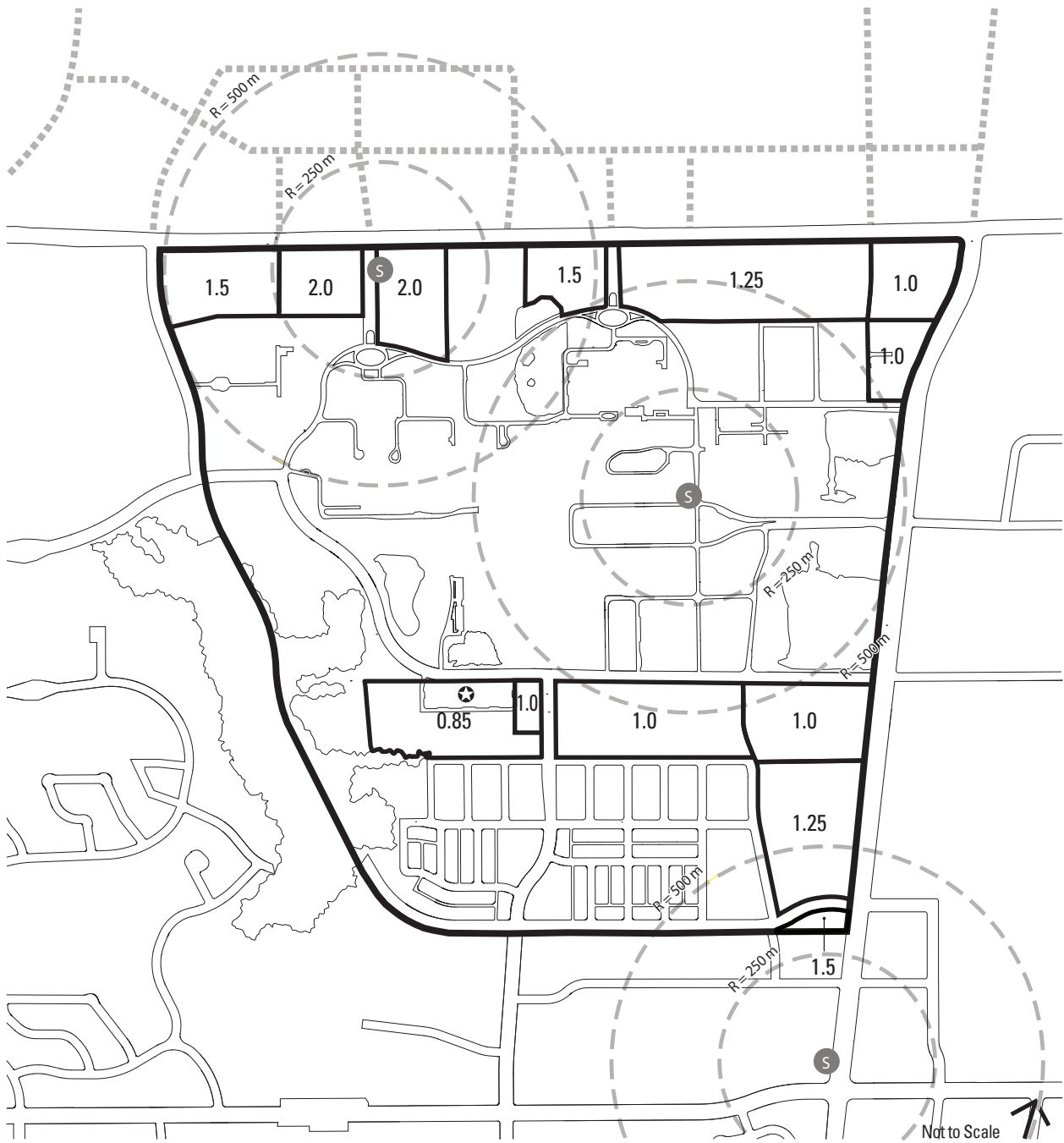
⋯ Conceptual City of Vaughan OPA 620 Street Network



- Secondary Plan Boundary
 - Proposed Existing Collector Roads
 - Proposed Existing Local Roads
 - Existing Private Streets
 - S TTC Subway Station
 - Conceptual City of Vaughan OPA 620 Street Network
- Road locations are conceptual only
- 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 |  Parks and Open Space |
|  Mixed Use Area |  Natural Areas |
|  Institutional Areas |  Parks |
|  Neighbourhoods |  Conceptual City of Vaughan OPA 620 Street Network |



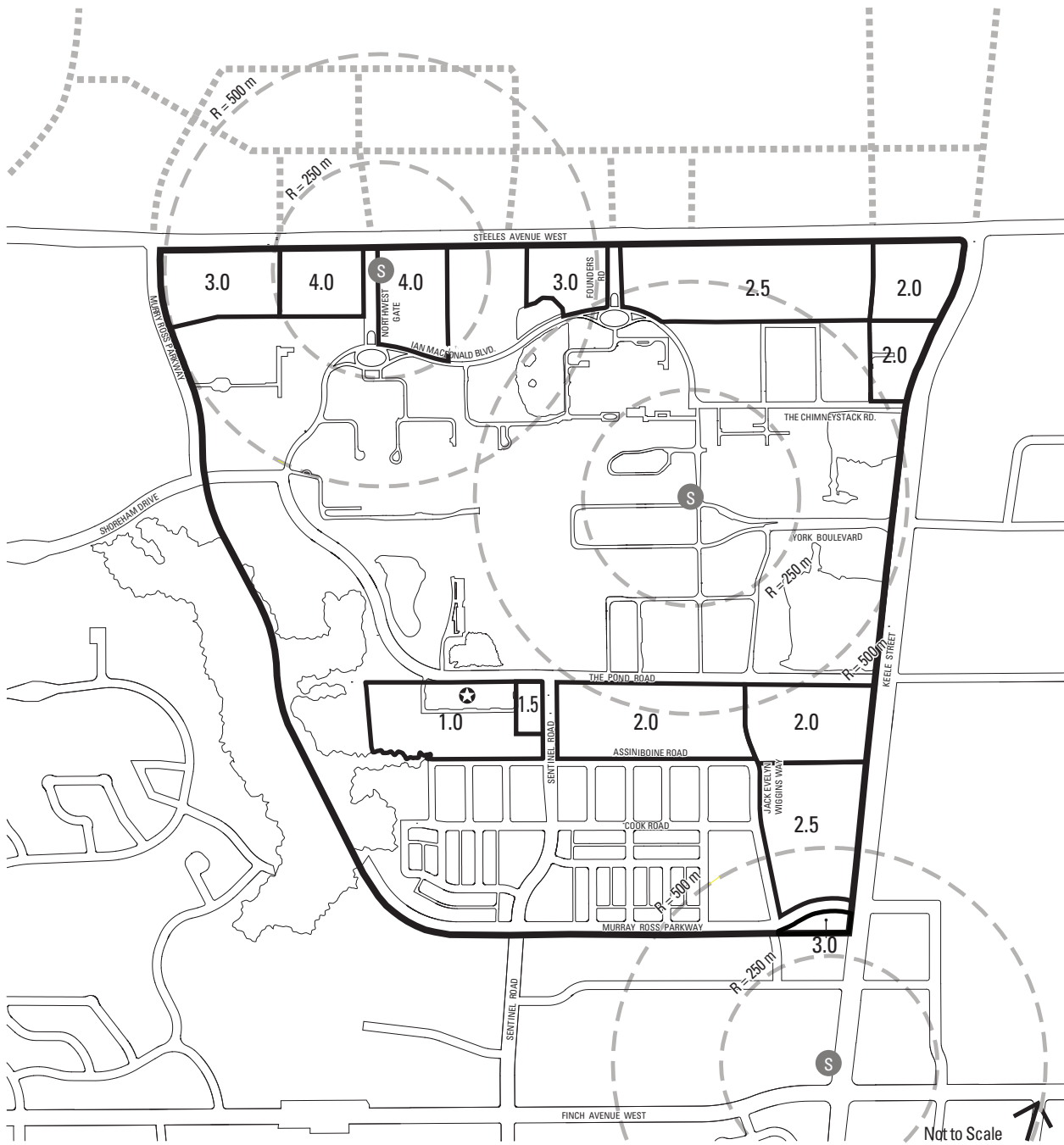
— Secondary Plan Boundary

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

2.0 Gross Development Blocks with Minimum Density 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



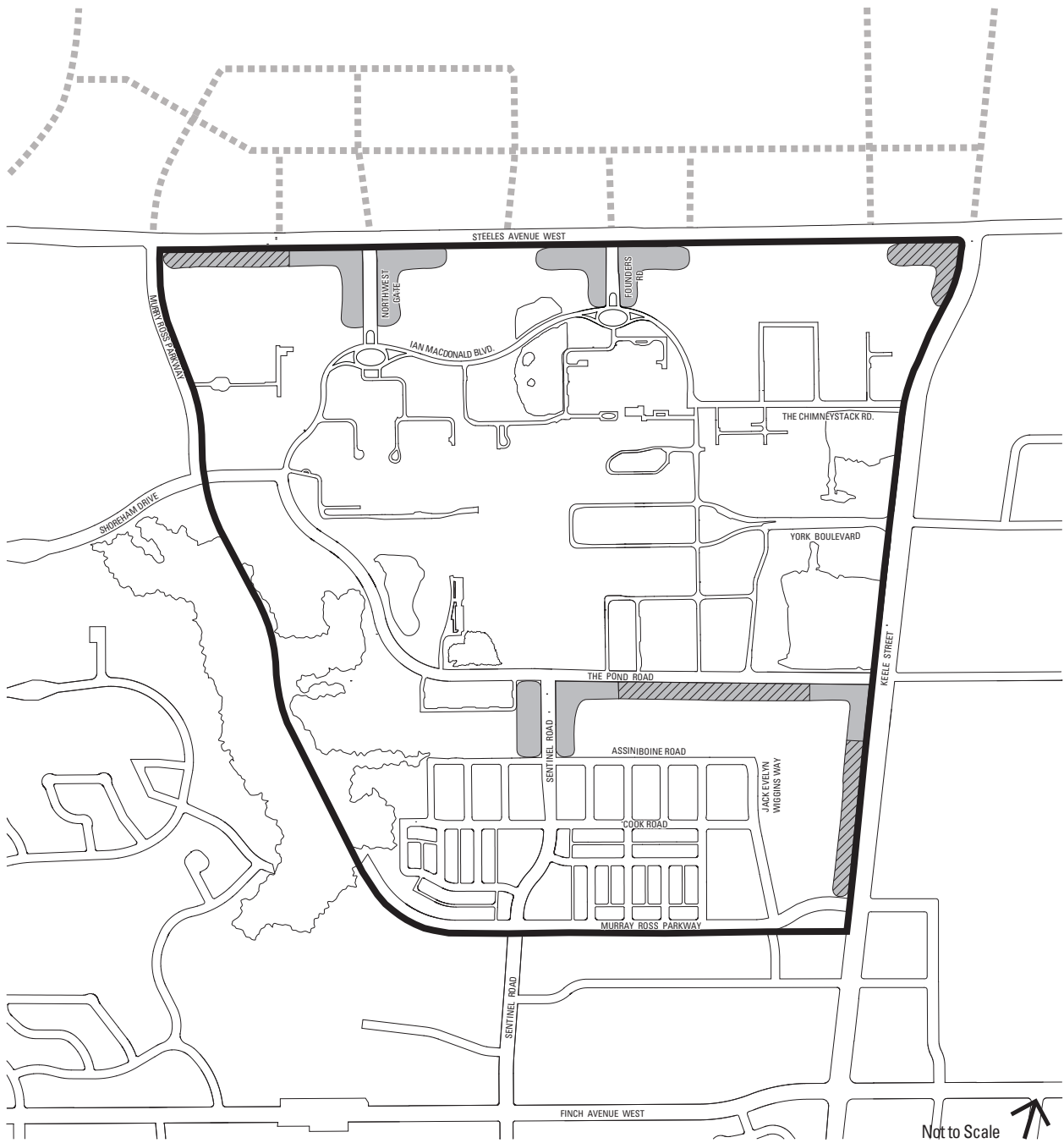
— Secondary Plan Boundary





--- Conceptual City of Vaughan OPA 620 Street Network

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
-  50 per cent of ground floor area
-  30 per cent of ground floor area

APPENDIX 1: COMMUNITY SERVICES, FACILITIES AND LOCAL PARKS SUMMARY

Based on a full build-out resulting in approximately 21,000 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 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 non-academic 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)
- Compatibility 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 110 square feet per child of interior space and 60 square feet per child of exterior space
- The exterior play space must be adjacent to the interior space and all daycare centres are also fully equipped and furnished by Provincial guidelines

Location criteria:

- 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: number of children 0-9 years of age, (11% of population citywide) reduced by 50% to reflect parental labour participation rates and parental choice with respect to licensed care
- Current licensed spaces citywide are insufficient and accommodate 21% of population aged 0-9

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

LOCAL PARKLAND

Facility/site requirements:

- A minimum of approximately six hectares of dedicated local parkland, excluding school facilities, is required
- Regional parkland such as playing fields are required
- Local parkland should be neighbourhood oriented and provide passive and active recreational opportunities
- The exact configuration of local parkland will vary and will be determined through the precinct planning stage

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

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 will be used to help provide the needed community services and facilities, including the community centre, 5 to 7 daycare facilities, space for human services and multi-purpose community use space. These facilities have been identified as necessary capital facilities to support potential development. They may be provided and developed 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.
- Cash 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.
- Cash contributions will be determined at the precinct planning stage by establishing the capital cost of the facility(s) after development charge contributions towards community facilities are determined and will be applied across all residential gross floor area developed within the Secondary Plan area and proportionately to the land use mix, resulting in uniform contributions for residential 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.
- Uniform 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 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.