

Report - York University Secondary Plan Update

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| To: | North York Community Council |
| From: | Director, Community Planning, North York District |
| Wards: | Ward 8 – York West |
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SUMMARY

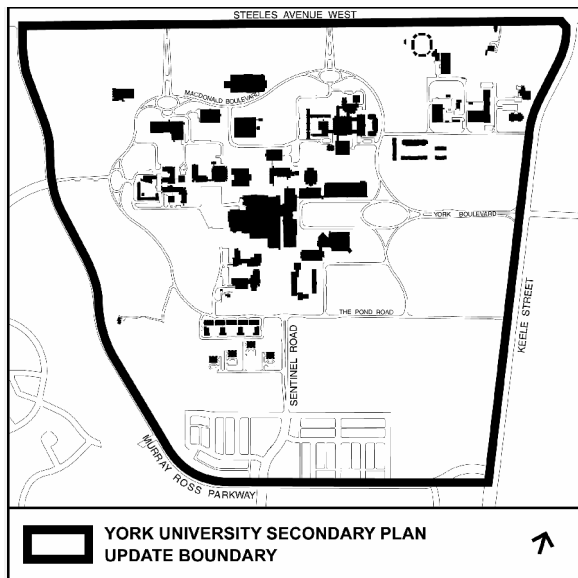
The purpose of this report is to provide information on the status of the York University Secondary Plan update, present the findings of the review and the proposed amendments to the City of Toronto Official Plan and the former City of North York Zoning By-law. This report also identifies outstanding matters to be resolved and anticipated timing to complete the review. With the review nearing completion, this is an appropriate time to present the findings of the consultant’s work and advance draft recommendations for an updated planning framework for the Secondary Plan area.

This report recommends that the proposed amendments to the Secondary Plan, and amendments to the Zoning By-law addressing vehicle parking requirements for the University and bicycle parking for the Secondary Plan area, be discussed with the community prior to being considered by City Council for adoption.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Planning staff hold a community consultation meeting on the draft Official Plan and Zoning By-law Amendments and incorporate any appropriate



comments;

2. City Planning staff provide notice for the community consultation meeting to landowners and residents within 120 metres of the study area, to residents and landowners south of the hydro corridor, east of Black Creek valley and north of Finch Avenue, to those on the York University Secondary Plan update mailing list and place newspaper advertisements in the North York Mirror and the Toronto Star;
3. Notice for the Public Meeting under the *Planning Act* be given according to the regulations of the *Planning Act*; and
4. City Council direct the Chief Planner and Executive Director, City Planning Division to resolve the outstanding matters identified in this report prior to bringing forward Official Plan and Zoning By-law Amendments to update the planning framework for the York University Secondary Plan.

FINANCIAL IMPACT

There may be financial impacts related to the costs of providing community infrastructure such as community centres and day care centres. If so, this will be outlined in the final report to City Council.

DECISION HISTORY

Appeal of the Official Plan

The former City of North York approved the York University Secondary Plan in 1991. The Plan was completed with significant input from the University's Master Plan process, which was completed in 1988, and with extensive consultation with the broader community.

When City Council adopted the new City of Toronto Official Plan in November 2002, the 1991 Secondary Plan was carried forward as a Secondary Plan in Chapter 6 of the Plan. York University appealed the entire Official Plan adopted by Council. The appeal involves both the general *Institutional Area* policies as they apply to the York University lands and the York University Secondary Plan.

Given the time and physical changes that have occurred on campus since the initial adoption of the Secondary Plan in 1991, as well as the transit improvements underway, both the City and York University agreed that an update to the York University Secondary Plan is warranted. The review of the Secondary Plan is intended to resolve York University's appeal of the City's Official Plan and the City is working collaboratively with York University representatives to update the Secondary Plan.

Status Report

A status report was presented to City Council at its October 2005 meeting. This report provided background information on the York University Secondary Plan update, directed staff to undertake the review and sought direction on the community consultation process. A supplementary report, responding to the direction of the North York Community Council to report to Council on the nature of York University's appeal of the new Official Plan, was also brought before Council at its October 2005 meeting. The reports can be found at:

<http://www.toronto.ca/legdocs/2005/agendas/council/cc051026/ny8rpt/cl017.pdf>

ISSUE BACKGROUND

Key reasons for updating the 1991 York University Secondary Plan, in addition to resolving the University's appeal, include:

- The approval of the Toronto-York Spadina Subway Extension north through the Secondary Plan area to the City of Vaughan. Detailed design and construction work for the extension is underway and the operational date of 2015 remains on target.
- The University has experienced considerable development such as new campus buildings and the recent Tribute development. The update to the Plan will affirm the long term vision for the York University Secondary Plan area.
- The City of Vaughan approved Official Plan Amendment 620 for the lands north of Steeles Avenue extending from Jane Street to Keele Street. The Official Plan Amendment envisions high-density, transit-supportive mixed-use development along this corridor.

Study Area

The existing York University Secondary Plan area is bounded by Keele Street to the east, Steeles Avenue to the north, Murray Ross Parkway to the south and the Black Creek valley to the west. The study area for the update includes these lands as well as additional lands to the southwest which at the time were sold to Bramalea Limited for residential development. These lands have now been developed with low-scale residential uses, however, it was determined that due to their adjacency and relationship to the study area, they should be included within the study area boundary.

The size of the study area is 233 hectares (575 acres). Areas identified for non-University development comprise approximately 56 hectares (138 acres) of land that are currently vacant, University playing fields or surface parking lots. The remaining 177 hectares (437 acres) of land will be protected for University purposes, open spaces and natural areas and stable low-scale residential.

There will be two TTC subway stations, Steeles West Station and the York University Station, located in the immediate Secondary Plan area, with a third station, the Finch West Station, located just to the south of the Secondary Plan area. Station design work is

underway for all three stations and City Planning staff have been working with the TTC on this work. In addition, two Transit City rapid transit routes are being planned that will provide additional transit service to the study area.

The broader study area for the Secondary Plan update is bounded by the rail corridor located in the City of Vaughan, Finch Avenue West, the rail corridor east of Keele Street and Jane Street. The Keele Employment Area is located on the east side of the University along Keele Street to the CN/Bradford Line. Low-density residential and higher density housing are located to the south and west. The area north of Steeles Avenue in the City of Vaughan is currently undeveloped or employment uses. This broader study area was used to provide context for the review.

Places to Grow Growth Plan

On June 16, 2006, the Government of Ontario released the Growth Plan for the Greater Golden Horseshoe. The Growth Plan guides decisions on a wide range of issues including transportation, infrastructure, urban form, housing, natural heritage and resource protection. It also clarifies and strengthens the application of the Provincial Policy Statement. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Key policies of the Plan that apply to the update of the 1991 Secondary Plan include:

- Reducing automobile dependency through the development of mixed-use, transit supportive, pedestrian friendly urban environments;
- Providing convenient access to intra- and inter-city transit;
- Intensifying existing urban areas to accommodate growth, particularly around major transit station areas;
- Intensification areas must provide for a range and mix of housing, including affordable housing, provide a diverse and compatible mix of land uses and ensure there are high quality public open spaces; and
- Conserving cultural heritage and archaeological resources as intensification occurs.

The Growth Plan also has policies that address the provision of public infrastructure such as transportation and community infrastructure. The plan requires the identification and protection of transportation corridors. It also requires focusing on providing multi-modal transportation systems, as well as ensuring that pedestrian and bicycle networks are integrated. An appropriate range of community infrastructure also must be planned to meet future needs and to foster complete communities.

Another area of the Growth Plan that applies to the update of the 1991 Secondary Plan are policies relating to environmental protection and sustainability. The identification of natural heritage features and associated areas is encouraged. Strategies and official plan policies should also be adopted which support the conservation of energy and water, protect air quality and reduce emissions.

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS. Policies that are relevant to the update of the 1991 Secondary Plan include, but are not limited to:

- Land use patterns that are based on densities and a mix of land uses which efficiently use land and resources. Land use patterns also need to be appropriate for and efficiently use infrastructure and public service facilities, as well as minimize negative impacts to air quality and climate change;
- Opportunities for intensification should be identified and promoted in appropriate locations, taking into account the existing building stock and the availability of suitable infrastructure and public service facilities;
- Affordable housing targets;
- Public streets, spaces and facilities should be planned to be safe, meet the needs of pedestrians and facilitate both pedestrian and non-motorized movement;
- Corridors and rights-of-ways for transportation, transit and infrastructure facilities should be planned for and protected; and
- Energy efficiency and improved air quality should be supported by planning for compact urban form, promoting public transit and promoting design and orientation which maximizes the use of alternative/renewable energy.

North York Official Plan

As a result of York University's unresolved appeal of the City of Toronto Official Plan, the North York Official Plan and its 1991 York University Secondary Plan are in effect for the York University lands. The 1991 Secondary Plan established a framework to allow non-university uses to be developed organized around a core campus precinct. There is no implementing zoning for the non-university uses provided for in the Plan. A summary of the policy direction in 1991 York University Secondary Plan can be found in Attachment 3.

City of Toronto Official Plan

The City's Official Plan contains policies and objectives that guide the future growth and development of the City. The Official Plan contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The Official Plan contains policies that direct that development be regarded not only in its own right but also as part of a broader approach to community building, which ensures that everyone has access to housing, parks and community services and integrates community building with other city building priorities. Attachment 4 summarizes the key Official Plan policies providing guidance for the update of the York University Secondary Plan.

Former City of North York Zoning By-law

There are four mixed use zones and an open space zone that apply to the existing Secondary Plan area in addition to the Multiple-Family Dwellings zoning that applies to the Tribute development in the southwest quadrant of the study area. The York Downsview Mixed Use 1 (YDMU-1) Zone permits university uses, recreational uses, parks and open spaces, as well as uses accessory to these uses. The remaining three mixed use zones within the Secondary Plan area permit the same uses as the YDMU-1 zone and student housing.

All YDMU zones permit a height of 34 metres or 9 storeys and a gross floor area of 250 percent for individual sites. Each respective zone has different provisions for maximum aggregate gross floor area for all of the uses in the particular zone. Setbacks also vary for each respective zone. Schedule D to the North York Zoning By-law – the Airport Hazard Map – imposes additional height restrictions in the study area.

The Open Space Zone (01) permits a wide variety of recreational uses, including public parks, public playgrounds, playlots and golf courses. Refreshment pavilions/booths owned or operated by a public authority are also permitted.

COMMENTS

This section summarizes the review to date, outlines the recommended modifications to the planning framework for the Secondary Plan area, identifies outstanding matters that require resolution prior to submission of a final report on proposed Official Plan and Zoning By-law Amendments and presents a proposed timeline for bringing a final report to City Council.

This section is organized as follows:

- **Update Overview** summarizes the various study components, including the community consultation program, undertaken as part of the update of the 1991 Secondary Plan;
- **Highlights of the Draft Secondary Plan** presents the major directions proposed for the Secondary Plan. The specific directions are detailed in the draft Secondary Plan provided in Attachment 1;
- **Proposed Zoning By-law Amendments** presents the proposed amendments to the Zoning By-law addressing vehicle parking requirements for the University and bicycle parking for the Secondary Plan area;
- **Provincial Plans and Policies** provides an overview of how the proposed amendments conform and are consistent with applicable provincial plans and policies; and
- **Next Steps** discusses the process for bringing forward a final report and outlines the key outstanding issues to be resolved.

Update Overview

The focus of the review was to evaluate opportunities to provide for transit-supportive land uses and development levels on lands identified as not required for University purposes. The most significant outcome of the review has been confirmation of the continued relevance and appropriateness of protecting the core campus lands for academic uses and to provide for transit-supportive non-university development surrounding the campus lands. The update of the 1991 Secondary Plan was structured into three phases:

- Phase One: Research and investigation;
- Phase Two: Analysis and testing of options; and
- Phase Three: Recommended planning framework.

The City Planning Division and York University representatives completed the majority of the background research in phase one. The background reports completed for this phase are available on the City's website at http://www.toronto.ca/planning/york_u_plan.htm#reports.

The City Planning Division retained BMI/ Pace Architects as the lead consultant for completing the analysis and testing of options. The consultant team has expertise in land use planning, urban design, transportation and servicing. As part of the review, the City also addressed *Environmental Assessment Act* requirements by completing and satisfying the planning phases (phases one and two) of the Municipal Class Environmental Assessment for the supporting collector street network through the preparation of a Transportation Master Plan.

The third phase of the review is the development of a recommended planning framework for the necessary revisions to the Secondary Plan. Draft Secondary Plan and Zoning By-law Amendments have been prepared. A community meeting is scheduled for June 16, 2009 at the Driftwood Community Centre to present the final recommended plan to the community and other stakeholders.

Options

The City, in co-operation with York University, identified and developed four land use and transportation network options for the purposes of testing. The first option consisted of the existing study area conditions. The second option consisted of the 1991 Secondary Plan. Two new options were developed that presented different transportation networks and land use areas. All options illustrated existing buildings that will remain in the long-term such as the Track and Field Centre and the Physical Plant. The options also highlighted the existing heritage resources and natural heritage features. These options were presented to the public at a community consultation meeting held on June 14, 2007.

Land Use and Density

The existing Secondary Plan contains land use and density provisions for all lands within the Secondary Plan area, including for the core campus lands. It was determined at the beginning of the study that using a density limit would not be an effective means to control development for the core campus lands since the University is a unique destination where 50,000 students and 7,500 staff and faculty frequent the University on a daily basis during the school year. Built form controls reinforcing the existing scale and character of the University are more appropriate.

It was also determined at the beginning of the study that the University's campus lands will continue to be protected over the long-term for university uses and that the existing low-scale community recently developed in the study area would remain as such in the long-term. As a result, the focus of the land use and density analysis was to evaluate opportunities for revised land uses and appropriate densities on lands identified for non-university development.

The analysis assumed that mixed-use areas would be provided along Steeles Avenue at Northwest Gate, The Pond Road and Keele Street. 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, such as office buildings, commercial uses or high density residential uses, provides an incentive for people to take transit.

Research and office uses were assumed to be provided along Steeles Avenue west of Keele Street. Research and office uses are commonly 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. There are also adjacencies to other employment areas in the City of Vaughan and the east side of Keele Street which make this a desirable location for research and office uses.

Densities in the development areas were tested to ensure that an appropriately scaled, high-quality built form that reflected surrounding conditions, site constraints and opportunities could be developed. The densities tested considered the surrounding built and planned context, proximity and access to the transit stations and the ability of transportation and servicing networks to accommodate development. The testing results indicate that the proposed land uses and densities can be accommodated within the study area.

Built Form Modelling

Built form modelling was developed as part of the analysis and testing work to assist in determining whether appropriate building scales and land use relationships could be achieved given the possible increase in densities and change in land use regime for the development lands. A concept plan was also created which illustrated the overall vision

that emerged for the area. It integrated the various considerations such as land uses, built form, natural heritage feature protection, heritage resource conservation, public parks, green connections, community facility sites and the public street network for the study area.

The concept plan provided a refined public street network from the options developed and was included as an option for the purposes of transportation testing. More detailed built form and massing work will be undertaken during more detailed planning of particular areas and development may vary from the concept plan.

Transportation Evaluation and Analysis

A Transportation Master Plan (TMP) has been prepared as part of the update of the 1991 Secondary Plan. The Transportation Master Plan is available on the City's website at http://www.toronto.ca/planning/pdf/yorku_bmi_secondaryplan_update_14oct08.pdf. The Transportation Master Plan is centered on providing an appropriate public street network that recognizes the University while addressing anticipated development in the context of the Toronto-York Spadina Subway Extension. This Master Plan satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment Process.

The TMP systematically evaluated and ranked the public collector street network options that were developed iteratively with the land use and density framework against the goals developed for the update of the Secondary Plan. The evaluation and analysis factored in potential future development levels for lands identified for redevelopment. The analysis also incorporated other area development, such as the Fountainhead Road rezoning application and potential development associated with the City of Vaughan's OPA 620. The analysis reflected existing and future transportation infrastructure such as the Toronto York Spadina Subway Extension, the street network identified in the City of Vaughan's OPA 620 and scheduled area capital works projects.

The TMP forms the basis of the collector street network required to support the update of the Secondary Plan. More specifically, it recommends a network of collector streets that utilizes the existing private street network in the study area and introduces new street improvements in key locations. The TMP also recommends a pedestrian and bicycle network that strengthens the internal and external connectivity for the York University campus and area.

Parking

In the interest of increasing utilization of public transit, providing a more transit-supportive parking regime and reducing the use of automobiles in the Secondary Plan area, parking requirements for university uses were reviewed. Maximum parking standards were investigated to limit the number of spaces that can be provided for a particular development. This in turn provides for more efficient use of land, enhances urban form, encourages the use of alternative modes of travel and provides for better

pedestrian movement. Appropriate, transit-supportive parking standards for non-university uses will be determined when more detailed sub-area/precinct planning occurs.

The North York Zoning By-law currently requires the University to maintain a minimum of 8,524 parking spaces for buildings constructed prior to February 7, 1996 and the minimum parking requirement for buildings constructed after February 7, 1996 is determined on a building by building basis. The resulting parking requirement for the University based on total gross floor area developed to date is 11,655 parking spaces.

The campus currently can not meet this parking requirement. On February 9, 2007 an application for minor variances related to parking and building height were granted by the Committee of Adjustment for the Archives of Ontario project. A further minor variance application for parking was approved by the Committee of Adjustment on March 4, 2009 for the Sherman Research Centre.

In determining appropriate parking standards for the University a number of documents were reviewed and prepared:

- A parking demand assessment was completed by York University in 2007 in support of the Committee of Adjustment application for the Archives of Ontario building. This assessment identified that the actual parking demand for on-campus parking was between 7,000 and 9,000 parking spaces;
- The Transportation Background Study prepared for the review of the 1991 Secondary Plan identified the existing parking requirements on campus; and
- York University's consultants also prepared a parking supply strategy for the University as part of the review. This strategy identified the existing parking demand for the University, reviewed parking standards provided by other universities across Canada and identified possible maximum parking standards and a framework for managing the University's parking supply pre- and post- subway.

There are currently over 1,200 buses per day that serve the University from TTC, GO Transit, VIVA and York Region Transit making it one of the busiest destinations in the city. Bus service to the University will be greatly improved with the interim bus-only lanes to the University that are currently under construction. Moreover, since the establishment of the existing parking standards for the University in 1996, there have been a number of changes to the campus context such as the formation of the Smart Commute - North Toronto-Vaughan Transit Management Association, the reduction in the number of vehicles travelling to the campus as a result of the University's parking prices and the establishment of a carpool program.

The review of the parking requirements for the University area indicates the following requirements should be established:

- A minimum of 8,915 parking spaces and a maximum of 9,915 parking spaces until the construction of the subway is complete; and

- A minimum of 6,000 parking spaces and a maximum of 8,000 parking spaces once the subway is opened and operational.

Stormwater and Servicing Analysis

The stormwater and servicing analysis indicates that potential development levels can be supported by the existing municipal and private University servicing systems with improvements. Non-university development will be required to be serviced by municipal servicing co-ordinated within the public street network. More detailed functional servicing and stormwater management reports will be required when more detailed sub-area/precinct planning occurs to identify the servicing and stormwater improvements and local servicing and stormwater management requirements for these sub-areas/precincts.

Sanitary

The sanitary sewer system in the study area includes two direct connections into the Black Creek trunk sewer located along the Black Creek valley. There is no Keele Street sanitary sewer in this area. There is spare capacity for increased development in the study area within the Black Creek trunk sewer. However, as this area and other areas connected to the trunk sewer develop, the City will need to monitor and assess the capacity to determine if improvements will be required.

There is also capacity with some improvements in the two direct connections into the Black Creek trunk sewer to accommodate potential development from the study area, as well as capacity in the Sentinel sewer which would could be extended to The Pond Road.

Water

The water distribution system is located in City of Toronto Pressure District 6. There are no water pressure issues in this District. 400 mm diameter municipal watermains are located on Steeles Avenue and Keele Street and there is a 300 mm water main on The Pond Road and Sentinel Road. There are existing fire flow issues within the interior of the campus lands. Modifications to the York University watermain system or new municipal watermains would be required along Ian MacDonald Boulevard to resolve this issue.

Stormwater Management Facilities

The majority of the study area lands drain to the Black Creek valley. There are existing private stormwater management facilities and one public stormwater management facility located in the southwest quadrant of the study area. York University has been successful in reducing and managing stormwater using these facilities. Other sustainable stormwater techniques used in the study area such as the bio-swale along The Pond Road and green roofs implemented by the University also assist in reducing stormwater at the source.

It is anticipated that new facilities and modifications to existing facilities will be required for the study area. Environmentally responsible and/or sustainable design approaches for reducing stormwater flows at the source or managing stormwater run-off are recommended to be implemented.

Natural Heritage Resources

A detailed review of the existing natural heritage system within the study area was prepared by LGL Ltd. and reviewed by the Toronto and Region Conservation Authority, the City's consultants, Parks, Forestry and Recreation Division and the City Planning Division. The existing natural heritage system in the study area comprises four core woodlots (Boynton, Boyer, Danby and Osgoode Woodlots), the Black Creek and Hoover Creek valley corridor and several cultural meadows and meadow marshes. Currently the Secondary Plan area has approximately 8 percent tree canopy coverage.

Heritage Review

The study area has a number of important heritage resources, including buildings of architectural and/or historic interest and cultural heritage landscapes. A cultural heritage assessment report for the cultural heritage landscapes was completed as part of the study. The report identified a number of cultural heritage landscapes to be conserved. The area resources include nineteenth century heritage buildings and associated cultural heritage landscapes such as hedgerows. More contemporary heritage resources include the surviving elements of the original 1963 Master Plan, such as the ring road. Some of the modern buildings within the campus also exhibit architectural interest. The City will be pursuing the designation or listing of buildings or places with cultural heritage value in the future.

Archaeological Review

A Stage One Archaeological Assessment was completed as part of the Secondary Plan update. The assessment identified four registered archaeological sites located in the study area discovered as a result of pre-development assessments. These sites are no longer extant or of archaeological concern. There are 11 additional sites located within two kilometres of the study area. Based on a combination of historical research, field visits and historic aerial photography review, the Stage One report also identified Areas of Archaeological Potential that would be subject to a Stage 2 assessment. This Stage 2 assessment will be required prior to, or at the same time, as more detailed planning of sub-areas/precincts.

Community Services and Facilities

A community profile, including a demographic profile and an inventory of existing community services and facilities that serve residents living in and around the study area and the existing capacity in local facilities was prepared as part of the update. The purpose of this inventory was to identify any gaps or deficiencies in community services and facilities currently serving the York University study area. The inventory can be found at http://www.toronto.ca/planning/pdf/yorku_commservices_facilities_may08.pdf.

As part of the land use and density analysis, the City Planning Division also completed a further study which identified the community services and facilities which would be required to meet the needs of current and future residents living within the study area. The process for determining future community facility and service needs included public outreach and engagement and consultation with public agencies such as the Parks, Forestry & Recreation Division, Children's Services Division, the Toronto District School Board, the Toronto Catholic District School Board and the Toronto Library Board. A summary of the study findings can be found in Attachment 5. The community services and facilities identified include:

- A 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; and
- Approximately 6 hectares of parkland.

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 other additional criteria.

Consultation

The community consultation strategy developed for the update of the Secondary Plan included a variety of public meetings, employment outreach, the establishment of a Local Advisory Committee and the establishment of internal and external technical advisory committees.

Community Meetings

Four community meetings have been held to date. The community meetings introduced the study, presented issues and opportunities, presented options and presented draft policy directions. The public consultation was also structured to meet the requirements of the *Environmental Assessment Act*. A summary of comments and feedback received at the community meetings is presented in Attachment 6.

Local Advisory Committee

A Local Advisory Committee was established in consultation with the local Councillor. The committee is comprised of area residents and York University faculty and student representatives. The committee provided input to the City on specific aspects of the York University Secondary Plan update. Five meetings have been held:

- The first meeting on July 12, 2007 focused on identifying priorities for the Secondary Plan area;
- The second meeting was held on October 5, 2007 and focused on refining priorities and engaging the community in the development of the planning framework for the study area;

- The third meeting was held on February 11, 2008 and focused on the provision of community services and facilities and housing within the Secondary Plan area; and
- The fourth and fifth meetings, held on June 2, 2008 and December 9, 2008 respectively, reviewed the emerging policy directions for the York University Secondary Plan.

Employment Outreach

Economic Development staff assisted with outreach efforts to invite local employers and businesses to a public forum on November 29, 2007. The forum provided an update for area businesses and employees on the review of the York University Secondary Plan and the Toronto-York Spadina Subway Expansion.

Technical Advisory Committees

Technical expertise and input was provided through internal and external technical advisory committee meetings held throughout the update process. The external technical advisory committee included representatives from the TTC, GO Transit, York Region, City of Vaughan, TRCA, Smart Commute NTV, Black Creek Pioneer Village, schools boards and York University. The internal technical advisory committee contained representatives from all relevant City Divisions.

City staff also had ongoing discussions with key stakeholders in and around the Secondary Plan area, including:

- With York University representatives and the York University Board of Governors on matters related to the resolution of the University's appeal of the City's Official Plan and the development framework, in general, for the York University Secondary Plan area;
- With Toronto Transit Commission (TTC) on matters related to the location, design and staging of the future transit stations in relation to the Plan's potential development block and road structure; and
- With City of Vaughan and York Region representatives on matters related to the integration of development on both sides of Steeles Avenue.

Highlights of the Draft Secondary Plan

The draft Secondary Plan establishes a framework to guide future development and redevelopment of the Secondary Plan area. This section presents the major direction proposed for the Secondary Plan. The specific directions are detailed in the draft Secondary Plan (Attachment 1).

Secondary Plan Boundary

The Secondary Plan boundary is proposed to be modified to include additional lands to the southwest due to their adjacency and relationship to the Secondary Plan area.

Vision

The Secondary Plan envisions a residential population of approximately 21,000 to 24,500 people and up to 21,000 jobs surrounding the University. Including student enrolment and employment at the University, a total of 105,000 people are projected to live, work and study in the Secondary Plan area. A more detailed breakdown of the population projections and development potential can be found in Attachment 7.

The vision for the Secondary Plan area is to transform the area from a university enclave surrounded by parking lots and open fields to an urban, human-scaled community integrated with and surrounding the University. The University will remain the largest single land use in the Secondary Plan area, but the draft Plan provides for a wide variety of activities and uses straddling the campus in a mixed-use setting. Development within the Secondary Plan area will be in the form of well-designed, environmentally sustainable, compact, complete communities that embrace their proximity to valuable natural heritage resources and open spaces.

Precinct Planning Approach

The Secondary Plan area will be divided into seven precincts within two categories – Edge and Core Precincts. The three Core Precincts represent core campus lands to be reserved for university uses. The four Edge Precincts represent the lands where non-university development can occur in addition to university uses which will continue to be permitted.

Precinct Plans

Precinct plans will outline development principles and guidelines for a particular precinct at a level of detail not possible within the Secondary Plan. These principles and guidelines will form the bridge between Official Plan policies and Zoning By-law provisions. Within the Edge Precincts, Precinct Plans will be required prior to development proceeding, with the exception of transit facilities and essential City services. Precinct Plans will include:

- A vision for the precinct area;
- The local streets and block structure;
- Locations for pedestrian and cycling connections;
- The conceptual location and massing of buildings
- An appropriate land use mix
- A landscaping and open space master plan;
- Urban design standards and guidelines;
- Phasing of development.

The University will also be required to update its 1988 Master Plan or prepare Precinct Plans prior to allowing significant development within the Core Precincts.

Context Plans

To provide the University with some flexibility to take advantage of time-sensitive government and/or donor funding, the draft Secondary Plan identifies that a limited number of Context Plans for University development may be permitted. Context Plans differ from Precinct Plans in their scale. They identify the development context of a proposed development to ensure that the development fits with and is sensitive to the existing context and is appropriately integrated and connected with surrounding areas.

Proposed Uses

General land use directions in the draft Secondary Plan include permissions for university uses throughout the entire Secondary Plan area and restrictions on non-transit supportive land uses such as single-storey retail warehousing, power centres, service stations and drive-through establishments. The draft Secondary Plan also requires ground floor retail and service uses located in key locations in the Secondary Plan area.

The focus of the draft Secondary Plan is to ensure that over time a mix of university and non-university uses is established to create transit-supportive, compact, mixed-use and sustainable neighbourhoods. Six land use designations are proposed for the Secondary Plan area:

Institutional Areas

The lands designated as *Institutional Areas*, consisting of approximately 100 hectares, will be reserved for university uses. These lands are intended to accommodate future expansion of the University and to provide flexibility to the University to meet emerging program needs. University uses consist of 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 retail uses.

Mixed Use Areas

Three *Mixed Use Areas* are proposed for the non-university development lands and consist of approximately 62 hectares:

- Lands located along Steeles Avenue West and Keele Street will be developed with pedestrian-oriented mixed-use buildings with retail and service uses located at grade;
- Lands located along The Pond Road and Sentinel Road will be developed as an urban village with medium-density residential uses while allowing for some commercial, service and office uses; and
- A mixed use office/research park has been identified in the northeastern corner of the Secondary Plan area.

Employment uses will be encouraged throughout the *Mixed Use Areas* to support a mixed-use community where people can live and work in the same area, particularly those areas in close proximity to subway stations.

Neighbourhoods

The area designated *Neighbourhoods* is a stable residential neighbourhood, approximately 30 hectares in size, 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.

Parks and Open Space Areas

There are approximately 41 hectares of land designated *Parks and Open Space Areas* which include all the existing natural and landscaped open spaces. The areas shown as *Natural Areas* will be protected, restored and enhanced for nature preserve and passive recreation. Development is not permitted within *Natural Areas*.

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

Proposed Densities

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 draft 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.

The draft Secondary Plan proposes minimum and maximum densities. The minimum densities will ensure that sufficient critical mass is provided in the Secondary Plan area to support the investment in the Toronto-York Spadina Subway Extension. The recommended minimum densities range from 0.85 FSI to 2 FSI and the recommended maximum density limits range from 1 to 4 FSI depending on walking distances from TTC future transit stations and adjacent land uses. In the event that the Toronto-York Spadina Subway Extension project is not completed, density permissions proposed in the draft Secondary Plan would need to be reviewed.

Some limited density transfers would be permitted within individual precincts related specifically to heritage and archaeological resources. The draft Secondary Plan is also proposing to exclude certain facilities and matters from the calculation of gross floor area such as at-grade cycling facilities and transit facilities integrated with development.

A minimum and maximum density has not been applied to the lands designated *Institutional Areas*. Development and redevelopment within these areas will be guided by the University’s updated Master Plan, Precinct Plans and/or Context Plans. The low-scale existing residential community within the Secondary Plan area has density permissions in the existing Zoning By-laws and no changes are recommended.

Buildings 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, pedestrian comfort 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.

The draft Secondary Plan proposes minimum building heights, ranging from 6 to 12 metres, for development adjacent to public streets to ensure that an appropriate built form is established.

For the most part, maximum building heights in the Secondary Plan area will be imposed by the Airport Hazard Map (Schedule D of the North York Zoning By-law 7625). These height limits apply as a result of the proximity of the Secondary Plan area to the Downsview Airport.

Bombardier Inc. and the City are engaged in discussions to review the height restrictions surrounding the Downsview Airport in response to emerging development concerns. Currently, building heights are restricted to between 30 metres in the southeast portion of the Secondary Plan area ranging to 61 metres in the northern and western parts of the Secondary Plan area. In the event that no airport height restrictions are ultimately imposed in the Secondary Plan area, height limits will be determined at the precinct planning stage when implementing zoning is completed ensuring that building heights contribute to and reinforce the overall structure of the Secondary Plan area.

In addition to the airport height restrictions, the draft Secondary Plan does provide some specific restrictions and additional direction for building heights as follows:

- Buildings adjacent to Black Creek Pioneer Village have a six storey or 18 metre height restriction;
- Buildings heights within the core campus lands should not exceed 25 metres. Taller buildings within the campus may be permitted where criteria has been met such as demonstrating that the taller buildings will not impact the existing scale and character of the campus and will have a limited impact on the public realm, parks, open spaces and natural heritage features;
- Building heights will be required to transition in height to lower-scale development; and
- The tallest buildings in the Edge Precincts should be located within 250 metres of a subway station on major streets.

Public Realm and Built Form

A high-quality, connected public realm of streets, parks and open spaces will form the underlying structure for future development in the Secondary Plan area. Four areas in particular have been identified as the most significant places within the built and landscaped environment that will be preserved, protected and enhanced through any proposed development. These public spaces include the Keele Street and Steeles Avenue frontages, the ring road, the five gateway entrances to the University and the Black Creek valley.

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 draft Secondary Plan contains built form policies addressing future development and identifies that development will be in an urban form, compliment the street and park systems and support a pedestrian friendly environment.

Public Art

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. York University has an existing Campus Art Program. The City recognizes this program as a considerable asset to the larger community as well as the institution itself and is encouraged to continue. Public art opportunities for non-university development in the Edge Precincts will be pursued at the precinct planning stage having regard for applicable City policies and guidelines.

Heritage and Archaeology

The draft Secondary Plan identifies the places and landscapes that have cultural heritage value. These resources will be conserved. The draft Secondary Plan also identifies the areas with potential archaeological resources identified through the Stage 1 Archaeological Assessment.

Stage 2 Archaeological Assessments will be required as part of the preparation of a precinct plan and/or updated 1988 campus Master Plan, or if any soil disturbance, significant landscaping or other changes are proposed prior to the preparation of a precinct plan and/or updated campus Master Plan. In the event that archaeological resources are found through the Stage 2 Archaeological Assessment, appropriate conservation and mitigation measures will be required.

Heritage Preservation Services will be preparing recommendations for adding significant heritage properties located within the Secondary Plan area to the city's heritage inventory prior to the November 26, 2009 meeting of the Toronto Preservation Board. In addition, recommendations for designations under the *Ontario Heritage Act* will be pursued at the earliest opportunity. Once the City develops criteria for adding significant cultural heritage landscapes to the Inventory of Heritage Properties, Heritage Preservation

Services will review identified Cultural Heritage Landscapes within the York University Secondary Plan Area for listing.

Housing

One of the key objectives of the draft Secondary Plan is to provide transit-supportive development while also ensuring the development of complete communities. This involves providing a broad range of housing, including student and university-related housing and affordable housing.

The draft Secondary Plan requires that a minimum of 30 percent of new housing units in the Edge Precincts be in forms other than single detached or semi-detached dwellings. Affordable housing has also been determined to be a priority benefit and residential development exceeding the minimum density will be required to provide a minimum of 20 per cent affordable housing.

The affordable housing requirement may take the form of housing developed in the Secondary Plan area or land may be conveyed to the City for these purposes. Of the affordable housing requirement, at least half of the affordable units are required to be rental units. This will ensure there is a mix of housing in terms of form and tenure within the Secondary Plan area. As this area is considered a new neighbourhood and requires a full range of housing including affordable housing, cash-in-lieu of affordable housing is not recommended.

Affordable housing strategies will be required at the precinct planning stage which will:

- provide more detailed targets for the provision of affordable housing by tenure and unit type;
- identify phasing of development within a particular precinct to ensure that affordable housing requirements are achieved prior to, or at the same rate as development of the market housing;
- identify any proposals to achieve the affordable housing requirements through conveyance of land to the City or for student and university-related housing; and
- identify achievements made in individual precincts.

In consideration of the need for student and university-related housing within the Secondary Plan area, it was determined that the University should prepare a student housing strategy as part of the update of its 1988 Master Plan. This student housing strategy would assess student housing needs and identify approaches and strategies to meet these needs.

It was also determined that non-profit student and university-related housing, such as dormitory or congregate-living style housing, developed in the Edge Precincts could count towards the affordable housing requirements provided it does not count towards the affordable rental target as the objective is to achieve a full range of housing including purpose-built rental housing. Other for-profit student housing could count towards

meeting the affordable housing requirement if it meets the definitions for affordable housing in the City's Official Plan.

Community Services and Facilities

The draft Secondary Plan identifies two preferred sites for new schools and community facilities co-located on sites identified for parkland. The first site is in the South Keele Street Precinct adjacent to Jack Evelyn Wiggins Way. The second site is located in the Southwest Precinct adjacent to Black Creek valley.

The required community services and facilities identified for the potential build-out of the Secondary Plan area include a community recreation centre, day care facilities, human services agencies space, community meeting space and two elementary schools. An appendix has been included in the Plan which sets out in more detail the facility and site requirements, location criteria and implementation guidelines for the specific facilities.

The draft Secondary Plan recognizes that actual development may vary and that community service and facilities needs may change. As a result, it requires community services and facilities strategies be prepared 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.

Parks

The Secondary Plan area is located in a parkland priority area. Approximately 6 hectares of parkland for non-university development and preferred locations for parkland have been identified in the draft Secondary Plan. Preferred locations consist of parkland within each of the precincts.

The precise amount and configuration of parkland to be provided will be determined at the precinct planning stage in accordance with the parkland dedication policies in the Official Plan and will involve City Planning and Parks, Forestry and Recreation staff, York University, the public and City Council. Actual parkland requirements over the 6 hectares of parkland identified may be provided by way of cash-in-lieu. Co-location of school facilities and community facilities with parkland is encouraged.

Natural Heritage

A linked open space and natural heritage system will be developed in the Secondary Plan area with the objective of:

- Protecting, restoring and enhancing natural heritage features;
- Restoring and renaturalizing areas identified as Priority Restoration Areas;

- Protecting and establishing open spaces and recreation facilities including Harry W. Arthurs Common, public parks, private open space areas, the Arboretum and Stong Pond;
- Creating natural linkages and greenways to connect the four significant woodlots and the valley corridors; and
- Using a system of ground, canopy and green roof/wall linkages in developed areas, where feasible, to create green connections.

Sustainability

The draft Secondary Plan recognizes the importance of minimizing environmental impacts, environmental stewardship and sustainable design in developing the new neighbourhoods and continued development of the University. Sustainability strategies will be required at the precinct planning stage that will identify the mechanisms and techniques, such as community energy plans, district heating/cooling, permeable paving, country lanes and greywater re-use, to be used for mitigating environmental impacts on a precinct wide basis.

The draft Secondary Plan also requires development to incorporate the minimum performance measures identified in the Toronto Green Standard and encourages development to meet the enhanced sustainable performance measures.

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

Transit

The Steeles West Station will have facilities on the north and south sides of Steeles Avenue. In the City of Toronto, the station will be located on the east side of Northwest Gate. There will also be a TTC bus station located in this area. The draft Secondary Plan encourages the Steeles West Subway Station and bus station to be integrated with development. The York University Subway Station will be integrated into existing University buildings, with entrances in the Seymour Schulich School of Business and the Archives of Ontario building.

Cycling and Walking

The draft Secondary Plan identifies opportunities for both on and off street bicycle connections in the Secondary Plan area which connect to bicycle routes identified in the City's Bicycle Master Plan. The main on street routes would be accommodated on new and existing primary (collector) streets. Pedestrian and bicycle plans will be required as

part of the preparation of each precinct plan. These plans will address local pedestrian and cycling connections within each of the precincts as well as the provision of other cycling facilities.

Public Street Network

The recommended public street network is intended to introduce a more connected public street system that is supportive of pedestrians and cyclists and provides access and connections within the Secondary Plan area and to the rest of the City. Seven new primary (collector) streets are proposed with associated minimum rights-of-way most of which are existing private University streets that will be constructed to City standards and conveyed to the City. The collector streets and minimum rights-of-way widths are:

- Northwest Gate with a minimum 33 metre right-of-way;
- Founders Gate with a minimum 27 metre right-of-way;
- Ian MacDonald Boulevard with a minimum 23 metre right-of-way;
- The Chimneystack Road with a minimum 23 metre right-of-way;
- Columbia Gate/Jack Evelyn Wiggins Drive between Murray Ross Parkway and The Pond Road with a minimum 23 metre right-of-way;
- A north-south connection between The Pond Road and The Chimneystack Road with a minimum 20 metre right-of-way; and
- A north-south connection between The Chimneystack Road and Steeles Avenue with a minimum 23 metre right-of-way.

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. A Schedule C Environmental Assessment (EA) for the collector streets as a road project is recommended to be initiated upon approval of the Secondary Plan.

Secondary (local) streets are identified in the draft Secondary Plan as having a minimum right-of-way width of 18.5 metres. The actual location and amount of local streets will be determined at the precinct planning stage and secured as development proceeds.

The draft Secondary Plan establishes an implementation framework for the collector streets that is integrated with the provision of municipal servicing. To address concerns raised by York University, the draft Secondary Plan also provides for the possibility of staging the implementation of the collector streets and municipal servicing. The draft Secondary Plan identifies the criteria for determining if a staged implementation framework is feasible.

Servicing and Stormwater Management

Stormwater within the Secondary Plan area is proposed to be managed on a watershed basis. As such, a comprehensive stormwater management plan is identified in the draft Secondary Plan as required for the entire Secondary Plan area. Non-university

development will be required to be serviced by municipal services. Strategies to reduce and manage stormwater flows and functional servicing and stormwater management reports are also required for each precinct to ensure there is sufficient capacity and that appropriate servicing and stormwater management measures are or will be in place for existing and new development.

Implementation

A full range of planning and financial tools are proposed to implement the Secondary Plan. These planning and financial tools will guide and control the development of the proposed new neighbourhoods.

Implementing zoning is proposed to be completed at the precinct planning stage and additional development controls, such as plans of subdivision and site plan control, will be utilized to ensure the orderly development of the Secondary Plan area. Plans of subdivision and/or consents will ensure that the land proposed for non-university development is suitable for its proposed new use while protecting adjacent neighbourhoods and properties from developments which are inappropriate or may put an undue strain on infrastructure and community facilities and services.

A number of additional financial and planning tools will also be used to secure certain matters:

- Development charges may be used in the future to secure eligible growth-related facilities in the new neighbourhoods;
- Section 42(3) of the *Planning Act* will be used to secure the required parkland; and
- Holding provisions will be used to ensure that appropriate infrastructure is available as development proceeds.
- The proposed densities and the change in some land designations in the draft Secondary Plan represents a significant increase in densities and residential permissions from the current Secondary Plan. As a result, Section 37 of the *Planning Act*, and any appropriate zoning provisions, will be used to secure the affordable housing requirements and to partially secure any required community services and facilities within the Secondary Plan area.

The Section 37 contributions towards community services and facilities may take the form of facilities constructed within the Secondary Plan area or make take the form of a monetary contribution equal to the costs of the community facility(s) over and above development charge contributions to help the City achieve this objective at preferred locations within the Secondary Plan area. On-going discussions with York University continue on this matter, including the approach outlined in the draft Secondary Plan where the monetary contribution is applied to all new development.

Additional Proposed Amendments to the City of Toronto Official Plan

In addition to updating the York University Secondary Plan, additional amendments to the Official Plan are required. These additional amendments are:

- Map 9 - Natural Heritage is proposed to be amended to identify natural heritage resources not currently identified as well as to identify natural heritage connections and restoration areas;
- Map 16 - Land Use Plan is proposed to be amended in accordance with the revised land use designations proposed in the draft Secondary Plan; and
- Schedule 2 – the Designation of Planned but Unbuilt Roads is proposed to be amended to add the secondary (collector) streets identified in the draft Secondary Plan.

Proposed Zoning By-law Amendments

A draft amendment to the Zoning By-law (see Attachment 2) has been prepared with respect to vehicle parking for the University and bicycle parking requirements for the Secondary Plan area as a whole. It is the intention that this draft amendment be presented to the community for review and comment and if required subsequently modified, if required.

Parking Requirements for University Uses

The proposed Zoning By-law recommends that the parking requirement for university uses consist of a minimum parking requirement of 8,915 parking spaces and a maximum of 9,915 parking spaces for all existing and proposed buildings.

Once the Spadina Subway Extension has been completed and opened, a further amendment to the parking requirements for university uses is proposed to be undertaken. This amendment would establish lower minimum and maximum parking requirements, 6,000 and 8,000 spaces respectively, for university uses to take into account the operation of the subway.

Minimum and maximum parking standards to achieve transit-supportive objectives for non-university development are proposed to be determined at the precinct planning stage when implementing zoning for the non-university precincts is undertaken.

Bicycle Parking Requirements

Bicycle parking is a very common requirement of development in major urban areas, and with the introduction of a subway in this area as well as the University itself, it is appropriate to introduce bicycle parking requirements for the Secondary Plan area. Bicycle ridership in general is expected to increase and Secondary Plan policies and

Zoning By-law requirements must be implemented to achieve this objective over the long-term and to ensure consistent standards are met across the Secondary Plan area.

The bicycle parking requirements proposed are similar to those proposed as part of the City's Zoning By-law project and the Toronto Green Standard with one significant difference. The bicycle parking requirements proposed for the York University Secondary Plan area utilize the higher standards identified for the downtown, central waterfront and city centres proposed by the Zoning By-law project. University campuses often have a greater demand for bicycle parking since they have a higher bicycle mode share and a higher potential for bicycle ridership due to a younger population. Moreover, a key objective of the Secondary Plan is to provide transit-supportive development and reduce the use of the personal automobile. The higher standards are appropriate for this area given the transit improvements underway.

The proposed By-law requires that a certain amount of occupant/visitor spaces be provided and outlines the dimensions of bicycle parking spaces and the minimum number of required shower facilities for non-residential uses with gross floor areas exceeding 20,000 m².

Provincial Plans and Policies

The draft Secondary Plan and Zoning By-law Amendments conform to the Places to Grow Growth Plan and are consistent with the Provincial Policy Statement. The proposed amendments will, among others:

- Provide for appropriate intensification and density targets within key areas of the Secondary Plan area to support transit initiatives while protecting stable residential areas and core campus lands and providing for a range of land uses and housing types;
- Provide for a diverse and compatible mix of uses;
- Provide a planning framework that efficiently uses land and resources;
- Provide targets for affordable housing, including affordable rental housing and direction for achieving a mix of housing such as maintaining the existing low-scale residential housing while accommodating medium and higher-density housing in key areas;
- Recognize the importance of other modes of transportation such as cycling and walking and seek to reduce the use of the private automobile;
- Provide the infrastructure and services that are necessary to support development in a manner that protects and enhances both the natural and social environment. These services include public streets, sewers, watermains, parks and community services and facilities;
- Protect the area's natural heritage features and provide direction for restoring and enhancing natural heritage features and functions;
- Conserve heritage and archaeological resources that define the character and history of the Secondary Plan area; and
- Promote environmental sustainability for future development.

Next Steps

With the completion of the background work and analysis and testing, it is appropriate to revisit the Official Plan and Zoning By-law and determine appropriate amendments that are supportive of the transit improvements being made in this area. A further community consultation meeting is recommended to be held prior to bringing forward a final report.

Remaining Issues to Resolve

There are a few remaining issues that the City and York University are currently in the process of resolving. Discussions with York University representatives are ongoing and the satisfactory resolution of these issues is critical to reaching a settlement. These issues include:

- Solidifying the timing and delivery of the primary (collector) streets and municipal servicing;
- The minimum right-of-way widths for Northwest Gate;
- The bicycle parking standards proposed in the draft Zoning By-law;
- Finalizing policies for when the University will provide Precinct Plans for university development;
- The requirement for a minimum amount of street-related retail and service uses in key areas of the Secondary Plan area;
- Finalizing policies regarding the provision of affordable housing and community services and facilities, including the provision of non-profit student and university-related housing towards a portion of the affordable housing requirement; and
- Finalizing policies regarding the use of Section 37 and related agreements, specifically the application of the Section 37 contribution towards community services and facilities.

In addition to the above issues, the City is currently working with the City of Vaughan, York University and a landowner on the north side of Steeles Avenue on co-ordinating the location of the public streets in this area. In particular, the conceptual location of the new north-south street to the west of Keele Street between Steeles Avenue and The Chimneystack Road needs to be finalized.

This report recommends that these matters be resolved to the satisfaction of the Chief Planner prior to bringing forward a final report on the Secondary Plan update and Official Plan and Zoning By-law Amendments.

Final Report

It is anticipated that the final report and recommended amendments will be brought to Community Council and City Council in the fall of 2009. The form of the recommended amendments will be dependent on whether a settlement can be achieved with York University. As noted, York University has an outstanding appeal of the City's Official Plan.

It is anticipated that agreement on the substance of the Secondary Plan can be reached with York University, and implementation of the amendments would be brought forward as an amendment to the new Official Plan conditional on York University withdrawing its appeal.

If we do not have agreement, staff will include in the final report recommendations on the most appropriate process and format to implement the Secondary Plan in the context of York University's appeal. A Public Meeting at Community Council, in accordance with the *Planning Act*, would be held in any event.

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SIGNATURE

Thomas C. Keefe, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Draft City of Toronto Official Plan Amendment
Attachment 2: Draft Zoning By-law Amendment
Attachment 3: 1991 York University Secondary Plan Overview
Attachment 4: City of Toronto Official Plan Policies
Attachment 5: Projected Community Services and Facilities Needs
Attachment 6: Public Consultation Summary
Attachment 7: York University Secondary Plan Update Statistics

Attachment 1: Draft City of Toronto Official Plan Amendment

Authority: North York Community Council Item ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt an amendment to the Official Plan of the City of Toronto
respecting the York University Secondary Plan area

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

WHEREAS the Council for the City of Toronto, at its meeting of ~ 20~, determined
to amend the Official Plan for the City of Toronto adopted by By-law No. 1082-2002;
and

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

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

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

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

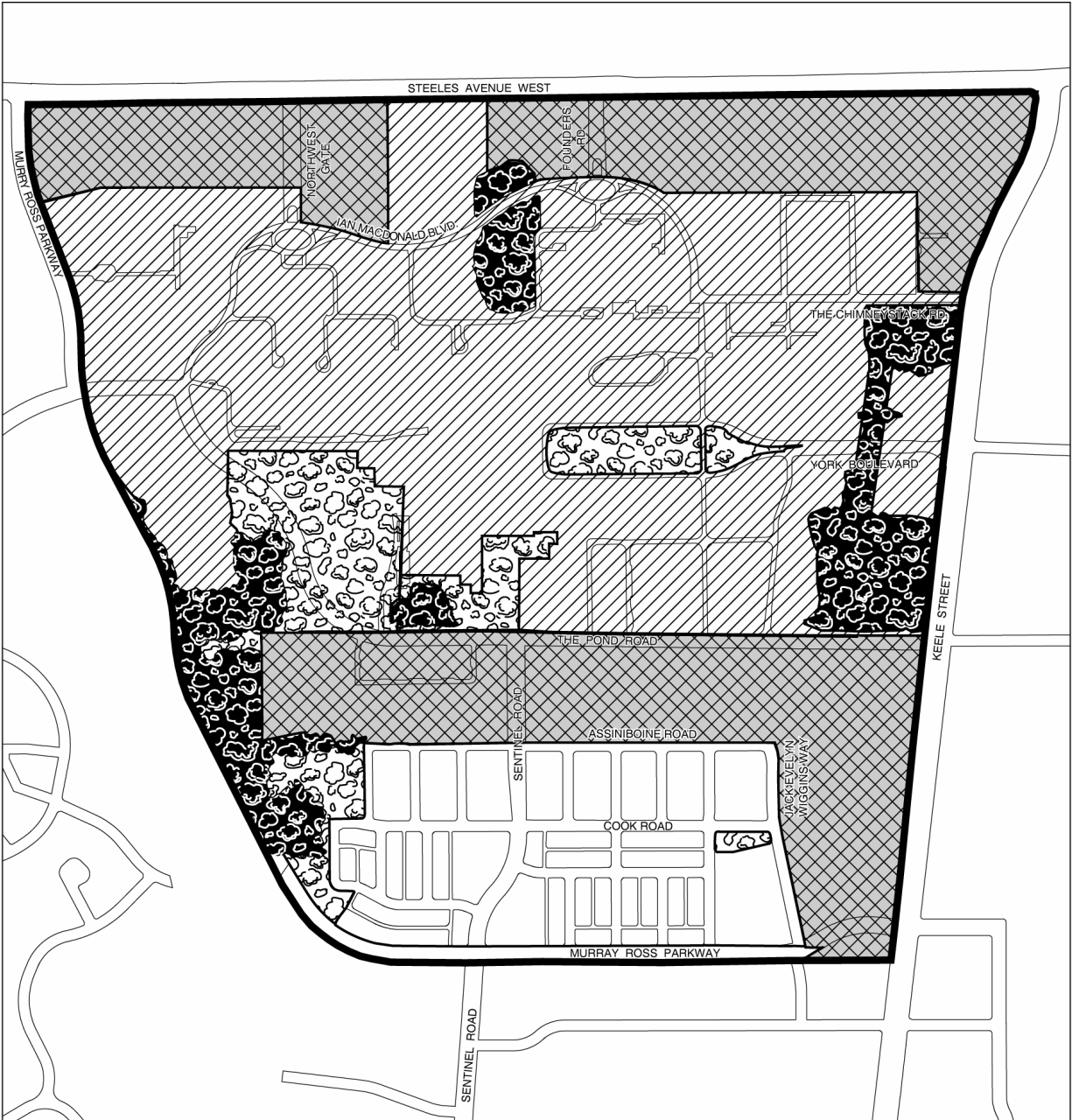
**AMENDMENT NO. ____
TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

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

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

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

SCHEDULE "I"



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

York University Secondary Plan Update

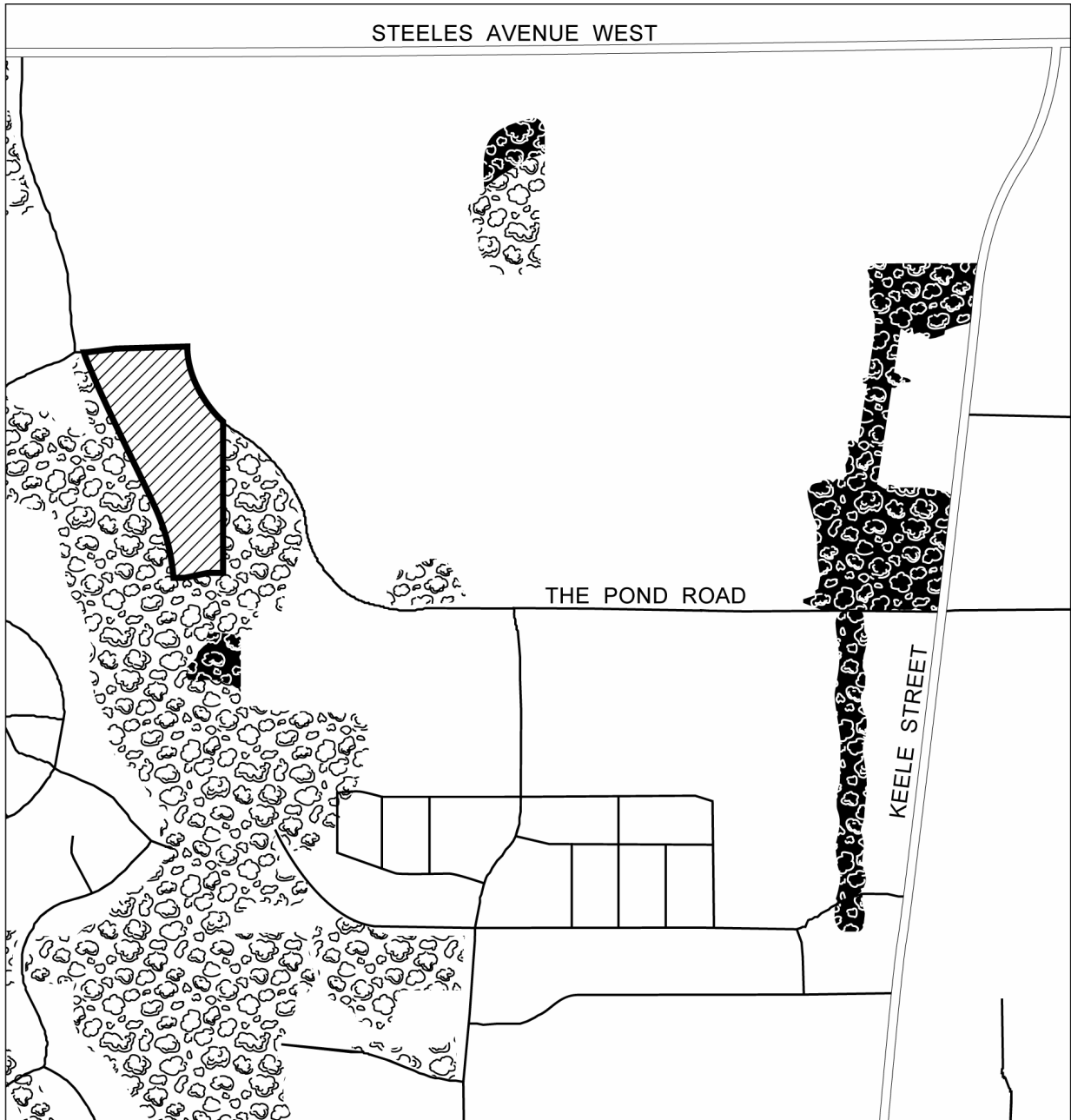
File # 05_137971

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



Not to Scale
 03/13/2009


SCHEDULE "III"



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

York University Secondary Plan Update

File # 05_137971

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



Not to Scale
03/13/2009

Attachment 2: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To amend the former City of North York Zoning By-law No. 7625, as amended, with respect to the York University Secondary Plan area

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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

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

1. Section 6A(12) of By-law 7625 is amended as follows:

Parking and Bicycle Regulations for York Downsview Mixed-Use Zones

- a) Parking of vehicles in the York Downsview Mixed-Use Zones shall comply with the following:

Minimum Required Parking Spaces

A minimum of 8,915 parking spaces shall be provided for all buildings and structures that have been lawfully erected or for which a building permit application has been submitted prior to May 14, 2009 and for any new buildings and structures for **university uses** lawfully erected or for which a building permit application has been submitted after May 14, 2009 on all lands zoned YDMU-1, YDMU-2, YDMU-3 and YDMU-4.

Maximum Allowed Parking Spaces

A maximum of 9,915 parking spaces shall be permitted for all buildings and structures that have been lawfully erected or for which a building permit application has been submitted prior to May 14, 2009 and for any new buildings and structures for **university uses** lawfully erected or for which a building permit application has been submitted after May 14, 2009 on all lands zoned YDMU-1, YDMU-2, YDMU-3 and YDMU-4.

- b) Parking of vehicles for new buildings and structures for uses other than **university uses** lawfully erected or for which a building permit application has been submitted after May 14, 2009 in the York Downsview Mixed-Use Zones shall comply with the following:

The parking requirement shall be as set out in Section 6A(2).

- c) General Parking Requirements:

- (i) Parking spaces may be provided in parking structures.
- (ii) No parking space shall be located closer than 3 metres to any street line.

- d) Bicycle parking shall comply with the following:

Minimum Number of Required Off-Street Bicycle Spaces

| Use | Long-term Bicycle Parking | Short-term Bicycle Parking |
|---|---|---|
| University uses | 0.2 spaces/100 m ² of gross floor area | Greater of 0.3 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000m ² |
| Restaurant | 0.2 spaces/100 m ² of gross floor area | Greater of 0.3 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000m ² |
| Commercial uses with a gross floor area greater than 1,500 m ² | 0.2 spaces/100 m ² of gross floor area | Greater of 0.3 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1,500m ² |
| Residential (buildings with 10 or more units) | 1.0 spaces/unit | Equal to 10 per cent of the required long-term bicycle |
| Senior citizen's housing with 10 or more dwelling units | 0.25 spaces/unit | Equal to 10 per cent of the required long-term bicycle |
| Office | 0.2 spaces/100 m ² of gross floor area | Greater of 0.2 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000m ² |

- (i) The dimensions of bicycle parking spaces are to be a minimum of 1.9 metres high by 0.6 metres wide and either 1.2 metres deep (vertical parking) or 1.8 metres deep (horizontal parking).
- (ii) Not more than 50 per cent of bicycle parking spaces will be provided as vertical parking.
- (iii) Long-term Bicycle Parking for occupants shall be located in a weather protected and secure area with controlled access (such as a bicycle cage, bicycle room or bicycle station equipped with bicycle racks) or secure individual enclosures such as bicycle lockers.

(iv) Short-term Bicycle Parking for visitors shall be provided in highly visible and easily accessible locations at-grade and may include bike racks, covered racks, bike corrals and/or bike oasis located outdoors or indoors.

Minimum Number of Required Shower Facilities for Non-Residential Uses with Gross Floor Areas exceeding 20,000 m²

| Required Number of Long-term Bicycle Parking Spaces | Number of Required Shower Stalls Per Gender |
|---|--|
| 0-4 | 0 |
| 0-29 | 1 |
| 30-59 | 2 |
| 60-89 | 3 |
| 90-119 | 4 |
| 120-149 | 5 |
| 150-179 | 6 |
| Over 179 | 7 plus 1 for each additional 30 bicycle spaces |

2. Section 2 of By-law 7625 is amended by adding the following definitions:

Bicycle parking space means an area designed and equipped exclusively for the purpose of parking and securing a bicycle. The space will not be provided within a dwelling unit, balcony or commercial suite.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Attachment 3: 1991 York University Secondary Plan Overview

Land Uses

The 1991 Secondary Plan established a framework to allow non-university uses to be developed and organized around a campus precinct. The established precincts and permitted land uses include:

- *University Core Precinct:* The University Core Precinct was intended to be developed primarily with University Uses, including student housing.
- *North Precinct:* The North Precinct could be developed with both institutional and commercial uses. Commercial uses were permitted in this precinct to take advantage of the visibility, accessibility and traffic characteristics of the Steeles Avenue frontage.
- *Southwest Precinct:* The Southwest Precinct was intended to be developed for residential purposes to take advantage of recreational opportunities and the linkage to existing residential neighbourhoods.
- *Southeast Precinct:* The Southeast Precinct could be developed with a mix of commercial, office and residential uses.
- *Parks and Open Space:* Parks and open space uses were permitted in all precincts. Within the University Core, open space elements were intended to be connected to form a pedestrian network linking buildings. The main open space elements identified consisted of the University Common, the Boyer Woodlot, the North Keele Street woodlot, the South Keele woodlot, the Arboretum/nature preserve and the Osgoode/Atkinson woodlot, as well as other lands designated Parks and Open Space Areas adjacent to Murray Ross Parkway.

Densities

The 1991 Secondary Plan established a two-tiered approach to densities. The first tier includes density permissions that apply on a gross basis to each individual precinct, followed by a maximum site density. The density permissions for the precincts in the Plan are:

- 1.7 Floor Space Index (FSI) for all uses in the University Core Precinct, plus an additional 0.8 FSI exclusively for student housing;
- 0.85 FSI in the Southwest Precinct for all uses, plus an additional 1.0 FSI exclusively for student housing;
- 0.85 FSI in the Southeast Precinct for all uses, plus an additional 1.0 FSI exclusively for student housing; and
- A maximum 1.0 FSI applies in the North Precinct.

The additional FSI exclusively for student housing was included in the University Core and south precincts as an incentive for the development of student housing within the Secondary Plan area.

The existing Secondary Plan also established a maximum site density of 2.5 FSI. This maximum site density applies on net development sites within each of the precincts and does not constitute a density limit that applies across the Secondary Plan area. As such, individual sites could be developed at a net density of 2.5 FSI, but development within the entire precinct would have to be maintained at the maximum aggregate density for the individual precinct.

Building Heights

The 1991 Secondary Plan established that taller buildings should be located along Finch Avenue and Keele Street. The Plan also required buildings located adjacent to the Black Creek Pioneer Village be no more than 4 storeys.

Housing

The 1991 Secondary Plan defined student housing as housing developed and operated on a non-profit basis by or on behalf of students, for the purpose of occupancy primarily by students of York University and affiliated educational institutions. Student housing is permitted within the University Core, Southeast and Southwest Precincts.

Residential development in the Southeast and Southwest Precincts was required to be integrated with the University Core Precinct and suitable for a wide range and mix of household types, tenures and incomes. The Plan identified a 25 % affordable housing commitment as defined by the Provincial Policy Statement in effect at the time the 1991 Secondary Plan was adopted.

Transportation

The 1991 Secondary Plan established a network of public collector roads to provide transportation capacity serving through traffic, development of the York University lands and the needs of the surrounding community. The public collector roads identified for the Secondary Plan included an east-west collector street south of Steeles Avenue that bisected the existing Track and Field Centre, a north-south collector street to the west of Keele Street, a series of collector streets leading to the major arterials and a network of local streets. The public streets were intended to provide the primary means for pedestrian and vehicular access to buildings developed in the areas identified for non-University development. The 1991 Secondary Plan also identified the need to provide bicycle paths on public and private streets but the Plan did not identify specific locations for bicycle paths.

The 1991 Secondary Plan also required that The Pond Road between Keele Street and Shoreham Drive, and Shoreham Drive between The Pond Road and Murray Ross Parkway be conveyed to the City for use as a public road. Upon transfer of ownership of The Pond Road to the City, the 1991 Secondary Plan identified that the City would no longer need to complete the unbuilt portion of Murray Ross Parkway and could convey the lands to the University as The Pond Road as a public street would provide a northwest to southeast connection through the University lands.

Parks and Open Space

The 1991 Secondary Plan established a framework for the provision of parks and open spaces in both the Core Campus Precinct and the precincts where non-university development could occur. Parkland dedication policies established parkland requirements for university uses and student housing in accordance with the provisions of the *Planning Act* requirements. All other development within the North, Southwest and Southeast Precincts were required to convey land for parkland purposes in accordance with the North York Official Plan.

Community Facilities

The 1991 Secondary Plan did not require community facilities to be provided, rather it encouraged the provision of land, buildings or space to accommodate community facilities. The Plan provided an incentive for the provision of land, buildings or space up to 150% of the gross floor area attributable to community facilities provided. The Secondary Plan's density policies also identified that the density associated with lands deeded for public purposes, such as a community health centre abutting Keele Street, could be transferred within the same precinct subject to a rezoning.

Implementation

The Secondary Plan established an implementation framework premised on requiring rezonings for non-university development within the North, Southwest and Southeast Precincts. An implementing Zoning By-law allowing university uses, recreational facilities, parks and open spaces in all precincts and student housing in the all precincts except the North Precinct uses was adopted in 1996.

Context Plans were required to be submitted with rezoning applications, Plans of Subdivision, severance applications or site plan control applications. The intent of the Context Plans was to identify the development context of a proposed development within a precinct or part of a precinct.

Attachment 4: City of Toronto Official Plan Policies

Building New Neighbourhoods

The Official Plan's policies in Section 3.3 on Building New Neighbourhoods recognize that once a decision has been made to develop an area as a new neighbourhood, a comprehensive planning framework is required. New neighbourhoods will usually need new infrastructure, streets, parks and local services to support the development and integrate with the surrounding fabric of the City. New neighbourhoods must also function as communities, not just housing.

The Official Plan states that new neighbourhoods will have good access to transit and good connections to the surrounding streets and open spaces, uses and building scales that are compatible with surrounding development, community services and parks that fit within the wider system and a housing mix that contributes to the full range of housing. The Official Plan also identifies required the components for the comprehensive planning framework for new neighbourhoods. They are:

- a) the pattern of streets, development blocks, open spaces and other infrastructure;
- b) the mix and location of land uses;
- c) a strategy to provide parkland and to protect, enhance or restore natural heritage;
- d) a strategy to provide community services; and
- e) a strategy to provide affordable housing.

Built Form and the Public Realm

The Official Plan recognizes the importance of good urban design in building a successful city and strives to ensure that the best possible development choices are made. Beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings are a key shared asset. As a result, the Plan contains detailed policies relating to the public realm and built form.

A Full Range of Housing

Section 3.2.1 of the Official Plan encourages a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet current and future needs. Large residential sites, generally greater than five hectares in size, provide an opportunity to achieve a mix of housing in terms of types and affordability. A minimum of 30 percent of the new housing units are to be in forms other than single and semi-detached houses, such as row housing, triplexes and multi-unit buildings, and a minimum of 20 percent of the new housing units must be affordable. Affordable housing can be either ownership housing which sells for a price below the City's affordable price limits, or rental housing with rents below the City's affordable rent limits, both of which are defined in the Official Plan.

Community Services Strategies

Section 3.2.2 of the Official Plan recognizes the need for community services strategies for providing new social infrastructure or improving existing community services facilities for areas that are inadequately serviced or are experiencing major growth or change. A community services strategy will include:

- a demographic profile of area residents;
- an inventory of existing services within the area, or readily accessible to area residents;
- identification of existing capacity and service gaps in local facilities;
- identification of local priorities;
- a recommended range of services and co-location opportunities; and
- identification of funding strategies including, but not limited to, funds secured through the development approval process, the City's capital and operating budgets and public/private partnerships.

Community services strategies and implementation mechanisms are required for large residential or mixed use sites generally greater than five hectares in size, and all new neighbourhoods, to inform the facilities needed to support development.

Parks and Open Space

Section 3.2.3 of the Official Plan notes that Toronto's system of parks and open spaces is a necessary element of city-building as the City grows and changes, and that maintaining, enhancing and expanding the system requires adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks. The Parks and Open Space policies provide that all development will be subject to the dedication of five percent of lands for parks purposes for residential development, and two percent for all other uses unless the alternative parkland dedication rate applies.

The Natural Environment

The Official Plan speaks to protecting the City's natural environment and urban forest and that these resources should not be compromised by growth. Natural Heritage Impact Studies are required to assess a proposed development's impact on the natural environment and identify measures to mitigate negative impacts and where possible improve the natural environment. The Official Plan also requires that stormwater is managed in accordance with best management practices.

Supporting the Foundations of Competitiveness

The Official Plan recognizes the importance of universities and colleges in advancing research and development and providing a competitive advantage for the City. The Plan identifies that universities and colleges will be supported by:

- creating and advancing research and development alliances;
- creating new enterprises in partnership with the business community on campuses;
- linking to the growth of biomedical and biotechnology enterprises; and
- developing the skills of the City's labour force.

Implementation Policies

The implementation policies in Chapter 5 of the Official provide that zoning by-laws may be passed pursuant to Section 37 of the *Planning Act* for increases in height or density, in return for community benefits including capital facilities or cash contributions toward specific facilities, for developments which exceed a gross floor area of 10,000 square metres and involve a density increase of at least 1,500 square metres or a significant increase in building height. Further, Section 37 may be used irrespective of the size of the project or the increase in height or density as a mechanism to secure facilities, services or matters required to support development.

Section 5.1.2 states that holding provisions may be placed on lands where the ultimate desired use of the lands is specified, but development cannot take place until conditions set out in the Plan or By-law are satisfied, such as transportation or servicing improvements, parks and open space, recreational and community services and facilities, phasing of development, entering into agreements (such as those for affordable housing), etc.

Attachment 5: Projected Community Services and Facilities Needs

The community services and facilities identified below are required to meet the projected needs of current and future residents living and working within the Secondary Plan area.

Schools

All Toronto District School Board (TDSB) schools in this area are currently operating over capacity. The TDSB projects a future student enrolment at the elementary school level of approximately 0.1 students per residential unit, and secondary school enrolment of approximately 0.05 students per residential unit. TDSB staff has indicated that a junior elementary school should be provided in the study area. Senior elementary students would have choices of schools outside the York University Secondary Plan area. The Toronto Catholic District School Board advises that an elementary school site would be required to serve the future community in the York University Secondary Plan area.

Libraries

The Toronto District Library Board identified two existing libraries which serve the study area with a third new branch under construction at 1900 Sheppard Avenue. The Library Board noted that:

- The new library branch lacks appropriate funding to increase computer access for the population increase in the area and there is a need to enhance the reading garden area.
- York Woods District library would benefit from refreshing and enhancement to the whole facility.
- The York Woods District library would benefit most from an additional meeting space, as it currently is not meeting the demand from community groups for such space.

The provision of adequate multi-purpose community use space in the Secondary Plan area would ensure that existing service levels would not be further compromised and would help meet the current and future demand for meeting space.

Daycare Facilities

Children's Services advises that there is currently 806 licensed spaces in the broader study area. Based on the development potential estimated for the Secondary Plan area, additional daycare facilities would be required to service the future residential and employment population. Children's Services recommends the addition of 1,155 to 1,375 spaces to accommodate the potential growth.

Children's Services also advises that currently, across the entire City, approximately 21% of children aged 0-9 are accommodated in child care. This level of accommodation is inadequate, but applying this level of accommodation to the children expected to be generated by the proposed development would result in the provision of 485 to 575 spaces which translates into 5-7 child care centres having a capacity of 82 children each. Future daycare space requirements would need to be evaluated at the time of future development.

Human Service Providers

Human services in the CS&F study area provide a range of support to individuals and families living in the community. The Phase 1 report indicated that the current human service providers serving the area are operating at capacity with waiting lists identified for self-employment training for youths and immigrant settlement services. Program space is needed for human services, particularly immigrant settlement services and youth self-employment training.

Multi-Purpose Community Use Space

Multi-purpose community use space is used by community groups for a variety of meetings and community programs such as language groups, seniors gatherings, young mothers, youths, etc., and can be co-located with other community resources such as in a community centre, library or school. Indoor amenity space in residential buildings can also help serve community needs.

Parks

Council approved an Alternative Rate By-law in December 2007, which identifies the York University Secondary Plan area as falling within a Parkland Acquisition Priority Area and thereby subject to the alternative parkland dedication requirements of the Official Plan. Based on the projected residential build-out for the Secondary Plan area, approximately 7.5 ha of parkland would be required. Parkland dedication of 2% of the non-residential, non-university development (or cash-in-lieu) would also be required. Parks, Forestry and Recreation Division staff has identified the need for additional sports fields in this area.

Community Recreation Facilities

Parks and Recreation have advised that the total potential residential population increase projected in this area would warrant the requirement for a new community recreation centre. Based on consideration of citywide community recreation facility needs and trends, and local community recreation facilities characteristics, Parks and Recreation has recommended that a single new community recreation facility site be provided within the Secondary Plan area. PFR staff have also indicated that further study would be needed as the individual precincts are developed to fully assess the need for a community centre.

On a preliminary basis, PFR staff indicated that a minimum of 6,500 m² of space would be required for a community centre. This would provide enough space for a gymnasium, multi-purpose community use space, program space for human service providers and child care facility space.

Attachment 6: Public Consultation Summary

The public consultation process undertaken as part of the York University Secondary Plan update included four community consultation meetings and regular meetings of a Local Advisory Committee. The public comments expressed at the meetings and written feedback received from each of the meetings are summarized below.

INTRODUCTORY MEETING AND OPEN HOUSE - FEBRUARY 27, 2006

- Open spaces and natural heritage features need to be identified/enhanced.
- New developments have been occurring, such as Tribute, leading to additional impacts.
- New educational buildings need to be planned.
- New social infrastructure needs to be brought about through this process for existing and planned communities such as play areas, community places and schools.
- What will the nature of development be and will it relate to the broader community - i.e., housing for the low to moderate income community.
- What are the priorities/processes for the update? Is the intent to make the university distinct or to blend with the community?
- Create a better community interface and create a sense of community.
- Create better walking and cycling opportunities.
- Attention needs to be paid to public space – i.e. a piazza with artwork.
- Reduce congestion and provide transportation to and from the campus and immediate areas.
- Reduce automobile dependence.
- Reduce crime.
- Widen existing roads.
- Preserve open spaces and create new open spaces.
- Provide more parking spaces.
- Preserve the Black Creek area.
- Improve the pedestrian realm and make improvements to existing residential areas.

CONSULTATION MEETING AND OPEN HOUSE - JUNE 14, 2007

Land Use, Density and Built Form

- Area south of the Secondary Plan is being developed with double the density. This needs to be taken into consideration.
- A village square/social spaces needs to be provided.
- Corner stores, commercial uses and street-level retail need to be provided and should be provided within walking distance to the campus and residential areas while also minimizing traffic impacts.
- Mixed-use, higher density development needs to occur.
- Separation of uses needs to be discouraged. Acknowledge residential/academic overlap.
- Maintain institutional/academic uses on Steeles Avenue and the south end of the campus.
- Create more architecturally diverse developments that blend with the University and are well-designed and sustainable.
- Preserve the built heritage in the area.
- Provide intensification/infill development. New development should be limited to already disturbed areas.

- Affordable mixed use housing needs to be provided. Set affordable housing targets.
- Preserve social and ecological connectivity and well-being.

Transportation

- Develop a coherent sustainable transit strategy.
- Options that include public/collector roads through the campus should be avoided. Impediments should be put in place to restrict vehicular access. It should be transit open and not cater to the car.
- Provide a proper bus terminal or sheltered area.
- Options 3 and 4 show a connection from Assiniboine over to Keele Street. Concern was raised that this would become a York University thoroughfare.
- Too much emphasis is being placed on the subway which does not address immediate needs.
- Create a pedestrian friendly, people oriented area that reduces automobile dependency.
- Connect the campus to other areas adjacent to the campus without sacrificing the natural and built heritage. There is a lack of trails and greenways to connect the University to surrounding development areas.
- Provide a well-lit, well maintained bridge across Black Creek.
- Parking is a major issue, however transit initiatives should lead to greater use of transit and ride sharing.
- Sentinel Road is acting as a thoroughfare.
- Sustainable pavement options should be explored.

Natural Heritage

- Preserve, naturalize and restore natural heritage areas and open spaces and natural environment/open spaces.
- Improved access and protection of Black Creek.
- Integrate campus natural areas with the Toronto parks system.
- Plan should reflect a commitment to sustainable planning and design i.e. a clear definition of environmental stewardship with concrete mandates.
- Preserve and create more quality green spaces.
- New residential spaces should have their own wetland features.
- Follow the Tallories Declaration.
- Should take into account the unique hydrology and topography.
- New development should include suitable stormwater management strategies.
- Urban reforestation of the campus.
- Community garden should become a permanent feature.

DESIGN WORKSHOP - OCTOBER 30, 2007

Land Use, Density and Built Form

- Each transit station area should be designed to reflect their surroundings. The Finch subway station should have a neighbourhood feel. The campus station should be more academic and have a different feel than the Steeles and Finch stations and should have landmark buildings.
- All of the stations must have significant art internally, generated with local input.
- Density should be approved with a minimum of quality of urban design.
- Create an active, livable community.

- Mixed-use commercial uses should be located around the Steeles and Finch subway stations.
- Some small commercial development should be integrated with the residential.
- Development must have a healthy mix of public and private spaces.

Taller buildings

- Taller buildings could be located on the arterial roads at the subway stations. Lower buildings should be located in areas farther from the subway stations. There should be a mix of high and low rise buildings to create an active streetscape.
- 4 to 12 storey buildings with courtyards, plazas, walkways and green spaces throughout.
- Building heights should be limited within the campus core.
- There should not be any taller buildings.

Community Services and Facilities

- Schools, community centres and retail/commercial uses, public spaces, parks and meeting spaces.
- Services and supports for single parents.
- Youth recreation, career development and drop-in places.
- Art venues.
- Expansion of Track and Field Centre into a modern recreation facility.
- Small business entrepreneurship.
- A good grocery store.
- A shared community center/library with York University and the community would provide for a centre for both residents and students.
- Community gardens.
- Community services and facilities should be mixed in and around housing and near the subway stations within walking distance of the people who they serve.

What elements would make the area more environmentally friendly?

- Environmental features such as LEED/Toronto Green Standards, green roofs, solar panels, transit and improving the pedestrian realm.
- Animal friendly spaces.
- Pedestrian and cycling corridors (off-street) should be established before development.
- Windmills on the hydro lands.
- Trees on the roofs on all campus buildings.
- Public awareness campaigns regarding automobile usage at intersections.
- Mandatory recycling and composting on campus.
- Green building and sustainable energy should be promoted and linked to the academic programs on campus which study sustainability.
- York should build a sustainable campus where environmental initiatives are balanced with community building, sustainable revenue for the university and affordable residences for the campus members.
- Green space needs to connect woodlots and allow an inter-connection throughout newer lands.
- Urban agriculture and community gardens.
- Preserve trees over 30 cm in diameter.
- An integrated planting strategy needs to be finalized and secured before development.

Natural Heritage

- Preserve existing open and natural spaces and improve pedestrian and cycling connections to these features.
- We need a path/trail that links the campus with Black Creek.
- Woodlots should be expanded where possible and make these places for both study and recreation.
- Consider ways to enhance connectivity.
- Greenways need to be established.

Gateways

- Gateway entrances/features located at major entrances to the campus.
- Create inviting gateways.
- The crosswalk that was eliminated in favour of the light at The Pond Road and Sentinel needs to be restored.
- More green – choose local drought resistant plants to place at these entrances to have an inviting feel (and if possible conceal the parking lots).
- York Boulevard, Northwest Gate and Sentinel Road should all have green features to welcome visitors entrenching a high quality of life with quality green spaces throughout.

Parks and Open Space Areas

- Create new open spaces in developments.
- Community gardens and public allotment gardens in general need to be provided.
- There needs to be more than grass fields for softball.
- Important for active green spaces to be kept and enhanced on campus.
- Public parks should be fully integrated in the plan.

What street elements could be included to improve the pedestrian experience?

- Pedestrians need convenient paths to their destinations that are safe at all times.
- Keep streets narrow, provide lots of trees/green around them, focus on walking and cycling rather than cars.
- Separate bicycle and vehicular lanes.
- Provide facilities for bike storage etc.
- Good lighting and other security features need to be part of the design which are essential for safety.
- Landscaping.
- Public art.
- A mix of shops, a theater, houses and no strip malls.
- Small businesses and engaged community members.
- Parking and excess vehicles should be reduced.
- There should be a bicycle hub (shower, change-room, lockers) as well as mini bike lock-up areas for 20+ bikes with weather protection.

Additional Comments

- Provide entrepreneurial opportunities for York graduates.
- Keep surrounding area local.
- Restrict international corporate influences.
- Iterative consultation on individual projects, on a 3 year basis.

OPEN HOUSE/COMMUNITY CONSULTATION MEETING – JUNE 4, 2008

- The graphics show Murray Ross Parkway as being extended adjacent to Black Creek. How would this protect Black Creek?
- What types of affordable housing would be provided (i.e., low-income housing, non-profit housing, co-op housing etc.)? When would the type of affordable housing for the Secondary Plan be determined/provided?
- In this area of the City, the City has not always made sure that the necessary community services and facilities are determined/made available prior to allowing development. There is the potential for 20,000 people to live in this area and community services and facilities need to be taken into account.
- The Plan is showing that the subway and development would be located where the playing fields are currently located. How are/will the playing fields be dealt with?
- How many people are actually living in the Village at York? How will the City enforce owners from converting homes?
- Parking is an issue. Students will park where it is cheap/free.
- What is being done to put student housing on the campus? The University housing needs are not being met now.
- There has been a loss of green space in the area and there is too much concrete.
- Are subway densities needed? There is already sufficient population. Intensification will not help the community. The real needs are solving the crime and safety problems.
- Once the subway is completed is it anticipated that the students will live away from the campus and not near the campus?

What do you like or dislike about the proposed Secondary Plan?

| Likes | Dislikes |
|---|---|
| The alternative to a high-rise suburbia could be very exciting. | The Plan has not gone far enough to be an imaginative, innovative educational space. This should not just be residential, commercial, or mixed-use developments, this should be a campus that attempts to set itself apart from other schools in North America. |
| The focus on sustainability in the plan. | The idea of greenspace has to be changed from waste space to good natural areas that are used as such. |
| The keeping of Stong house and barn, but I think there should be some comment on their historical importance in the plan. | The comment about connectivity to the surrounding communities is probably overstated. |
| The idea of bridges over Black Creek is an excellent idea as it will improve visibility into the valley. | |
| The idea of community gardens. | |
| Fitting with the City's Plan. | |
| The attempt to protect and even expand the natural places on campus. | |
| Eschewing the grid and encouraging the pedestrian, and especially softening the | |

| | |
|--|--|
| conditions of the winter campus. | |
| That proposed residential areas in the southwest of the campus are supposedly integrating shops and services to serve the student population. Care should be made to ensure that these are affordable to the students. | |

Do you think the proposed heights and densities are appropriate for the Secondary Plan area? Should the proposed heights and densities be lower or higher in certain areas?

- How the housing units relate to the communities is important.
- Densities and proposed heights should be as high as possible in core academic areas to preserve the remaining natural areas on the outer areas of campus.
- It is appropriate to build medium to high densities here if the subway is built. If the subway is not built then will York be able to go ahead with this?
- The FSI needs to mandate innovative green space and open space, such as courtyards, plazas, etc.
- The heights and densities could be higher. Also, more of the area should be affordable, rental units, many with many bedrooms to accommodate larger family sizes.

Do you think the uses proposed are appropriate for the Secondary Plan area and why?

- Any new development should be of a mixed nature and be located centrally, so that people can for the most part walk to their destinations.
- One key principle that was never raised in the Secondary Planning process was the questioning of the nature of the “Academic Core” precinct. Some people would contest that the very reason for the safety and security issues on the Keele campus is precisely because all of the institutions are concentrated in one area.
- A campus needs sports fields, a garden, and common greens that are integrated into the surrounding facilities.
- A stable residential area should be allowed to change and include mixed use for at-grade retail, mixed-use along Sentinel Road.

Do you think the proposed transportation network (Streets, transit and pedestrian and cycling connections) is appropriate?

- The new developments need ways to access Keele Street other than existing roads.
- The proposed roads are appropriate and should facilitate walking from student housing to academic areas of the campus.
- With higher order transit, people should be encouraged to live in and around campus, or use transit.
- Parking of any style, especially large lots, is a terrible use of space. Car-sharing (zipcar & autoshare), motorcycles, scooters and covered bicycle parking should be also be put in place of some of these parking standards.
- I am encouraged with the promotion of cycling infrastructure and links to the surrounding community.
- Another concern is for the university “institutional” lands, where the highest of standards for pedestrians are desired. Vehicles should be discouraged to drive in these areas.

- Specifically, the policies regarding the right of way for public collector roads and local public roads need to be studied in the precinct plan such that the university does not become a series of collector roads off two main arterials.
- The plans for the Pond Road as a pedestrian boulevard are encouraging.
- The previous crosswalk for Passy Gardens Residence and Assiniboine Residences was removed in favour of a stop light at Sentinel Road.
- For cyclists to really get to the campus the accessibility from downtown, at least north of Davenport, needs to be significantly improved.
- Recognize the importance of pedestrian priority.
- Concern re the traffic congestion and rerouting along Four Winds Drive turning onto Keele Street.

Do you think the proposed community services and facilities and parks are adequate for the area? Are there other locations or facilities you think are needed?

- The park land shown looks good but will it just be bland open spaces or points of interest? What about recreational facilities for children and youth? How will seniors with mobility issues be serviced.
- I agree with the needs proposed in the plan with regards to community services and facilities.
- There needs to be a “Social Housing Mandate”, amendments to the Neighbourhood Community designation for the Village at York, and open space. In general stronger language needs to be used.

Other Comments

- York should be looking to build a true urban community with human scale points of interest, diverse structures and services and safe environments.
- An Environmental Stewardship and Sustainability Policy is needed
- The planning for this major university should reflect knowledge of the unique role and history of universities.
- York University has been active in linking with its surroundings, and that should be encouraged. But the university should also represent something that is different than the surroundings, of a character and quality that set it apart from periodic fads. That's why the most attractive – and often most prestigious - universities in the world are places of quiet.
- This should be a transit-focused area that does not bow to the car. It would be nice if there were something like .75 parking space per unit.

Attachment 7: York University Secondary Plan Update Statistics

| Land Areas | | |
|-----------------------------------|------------|------------|
| | acres | ha |
| <i>Neighbourhoods</i> | 74 | 30 |
| <i>Institutional Areas</i> | 247 | 100 |
| <i>Mixed Use Areas</i> | 153 | 62 |
| <i>Parks and Open Space Areas</i> | 101 | 41 |
| Total Land Area | 575 | 233 |

| Projected Development (Minimum Densities) | | |
|---|------------------|----------------|
| | sq.ft | m ² |
| Projected Residential Development | 3,627,068 | 337,088 |
| Projected Non-Residential Development | 4,075,801 | 378,792 |
| Total Projected Development | 7,702,869 | 715,880 |

| Projected Development (Maximum Densities) | | |
|---|-------------------|------------------|
| | sq.ft | m ² |
| Projected Residential Development | 8,275,603 | 769,108 |
| Projected Non-Residential Development | 7,052,555 | 655,442 |
| Total Projected Development | 15,328,158 | 1,424,550 |

| Residential Units | |
|---|---------------|
| Existing Residential Units | 1,123 |
| Projected Residential Units under Minimum Densities (assuming 80 m ² per unit) | 4,214 |
| Projected Residential Units under Maximum Densities (assuming 80 m ² per unit) | 9,614 |
| Total Projected Residential Units | 10,737 |

| Projected Population (Maximum Densities) | | |
|---|---------------|----------------|
| | Low-range | High-range |
| Existing Residential Population | 3,430 | 3,430 |
| New Projected Residential Population | 17,742 | 22,135 |
| Total Projected Residential Population | 21,172 | 25,564 |
| Students | | 50,000 |
| Projected Retail Jobs (1 job/37 m ²) | | 2,534 |
| Projected Office/Research Jobs (1 job/30 m ²) | | 18,723 |
| University Employment | | 7,500 |
| Projected Total Jobs | | 28,757 |
| Total Projected Population | 99,929 | 104,321 |

| Total People | | |
|--|--------------|-----------|
| | people/acres | people/ha |
| Total people within 500 metres of a subway station not including the University or the Tribute development | 344 | 851 |
| Total people projected within the Secondary Plan area | 181 | 448 |