



Planning Framework

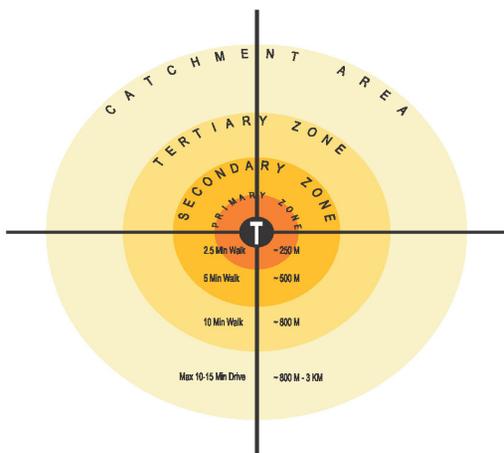
- Mobility Hub Guidelines
- Land Use Review - Steeles Ave Corridor
- City of Vaughan Official Plan (2010)
- Steeles West Secondary Plan
- York University Secondary Plan

The Urban Design and Streetscape Plan incorporates and is informed by the various planning documents that are in-force at the Provincial, Regional or Municipal level and applicable to the Study Area. These form the basis for the recommendations contained in the Urban Design Development Concept, Urban Design Guidelines and Streetscape Plan.

Mobility Hub Guidelines For The Greater Toronto And Hamilton Area

“Mobility hubs have great potential to help transform the region and reinforce progressive provincial land use policies as laid out by the landmark Green Belt Plan and Growth Plan for the Greater Golden Horseshoe. The hubs will be centres of activity and place, attracting opportunities for live, work, and play, all connected to the greater region through reliable, rapid transit. However, this will only happen with the successful integration of land use and transportation planning, committed private sector partners, and a common vision for the future.”
(page 3 of the Metrolinx Mobility Hub Guidelines)

“Mobility hubs consist of major transit stations and the surrounding areas (approximately 10 minute/ 800 metre radius) with significant levels of transit service planned for them and high development potential.”



PF.1- Mobility Hub Zones.

In 2010, Metrolinx released a full draft of the Mobility Hub Guidelines for the GTHA which guides planning and development at mobility hub locations identified within “The Big Move” Regional Transportation Plan. Major planned and existing transit station areas that are significant for the regional rapid transit system are recognized as mobility hubs in the Big Move.

York University– Steeles West is identified as a mobility hub and more specifically as a “Gateway Hub.” Gateway hubs are understood to have an intersection of two rapid transit lines with significant ridership activity and a minimum density target of approximately 50 people + jobs per hectare.

The document specifies the York University–Steeles West location as a “u6” Unique Destination. This designation is important for the coordination of applicable design guidelines and appropriate strategies.



PF.2- Mobility Hubs in the “Big Move”

The organization of the document is arranged by Objectives, Themes, and then into Guidelines & Strategies. Some applicable and noteworthy guidelines are noted:

- 1.0 Seamless integration of modes at the rapid transit station.
 - Theme 1: Seamless Transfers Between Transit Modes, Networks, And Routes (1.1-2)
 - Theme 2: Balancing Access To Transit Stations (1.3-6)
- 2.0 Safe and efficient movement of people with high levels of pedestrian priority.
 - Theme 1: Clear Mode Share And Transportation Performance Targets (2.1-2)
 - Theme 2: Complete And Safe Streets (2.3-6)

3.0 A well-designed transit station for a high quality user experience.

- Theme 1: Creating Landmark Transit Stations (3.1)
- Theme 2: Value-Added Customer Amenities (3.2-3)
- Theme 3: Understandable Stations And Station Spaces (3.4-5)

4.0 Strategic parking management.

- Theme 1: Minimizing Need And Supply Of Commuter Parking (4.1-3)
- Theme 2: An Area-Based Approach To Parking Management And Reduction (4.4-5)
- Theme 3: Parking Designed To High Standards (4.6-7)

5.0 A vibrant, mixed-use environment with higher land use intensity.

- Theme 1: A Dynamic Vibrant And Compatible Mix Of Uses Within Walking Distance Of Transit (5.1-2)

6.0 An attractive public realm.

- Theme 1: A Strong Sense Of Place (6.1)

7.0 A minimized ecological footprint.

- Theme 1: Minimized Ecological Footprint (7.1)

8.0 Effective partnerships and incentives for increased public and private investment.

- Theme 1: Enhancing Development Potential And Attracting Developers (8.1)
- Theme 2: Establishing Partnerships Between Stakeholders (8.2-3)

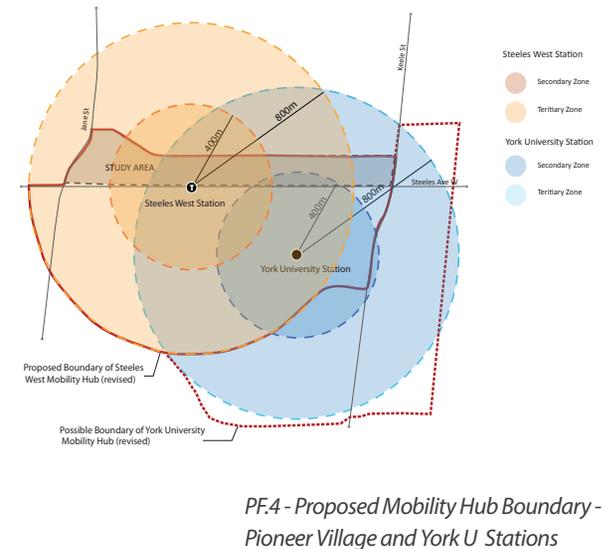
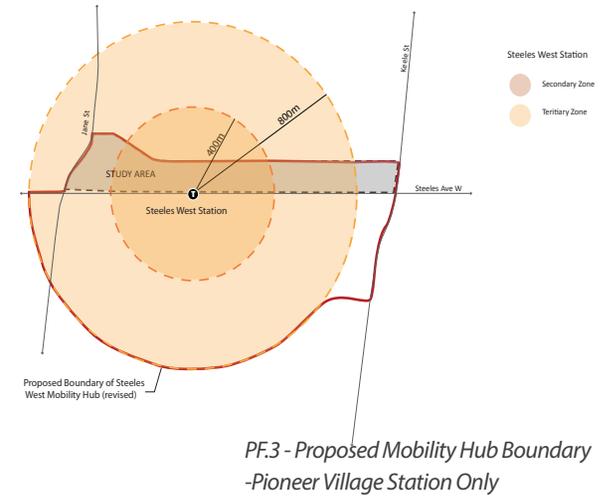
Theme 3: Incentives For Design Innovation And Excellence (8.4-5)

9.0 Flexible planning to accommodate growth and change.

- Theme 1: Designing With Change In Mind (9.1)
- Theme 2: A Flexible And Responsive Planning Framework (9.2)

The Mobility Hub Guidelines are regional in scale, with guidelines that are of relevance to the unique places within the entirety of the Greater Toronto Hamilton area transportation network.

The Steeles West Urban Design & Streetscape Plan has been developed to be supportive of the Mobility Hub Guidelines for the GTHA. However, it is intended that the guidelines found within this document specifically address the planning and development opportunities and constraints within the Steeles West Study Area.



Land Use Review: Steeles Avenue Corridor

The full Study is entitled “Land Use Review: Steeles Avenue Corridor, Jane Street to Keele Street” (September 2004). This study formed the basis for OPA 620 and the Steeles West Secondary Plan.

This report studied the lands that became subject to OPA 620, the Steeles West Secondary Plan, as well as this document, the Steeles West Urban Design & Streetscape Plan. The Land Use Review was conducted to build upon:

- proposed rapid transit improvements, including (the not-then funded) Spadina subway extension
- the adjacency to York University
- Steeles Avenue as a boundary and important transit corridor
- Highway 407 and visibility and accessibility created
- development potential from landowners

The main catalyst was the onset of multiple Environmental Assessments for transit, as well as OPA 529, which established a transit right-of-way between York University and Vaughan Corporate Centre.

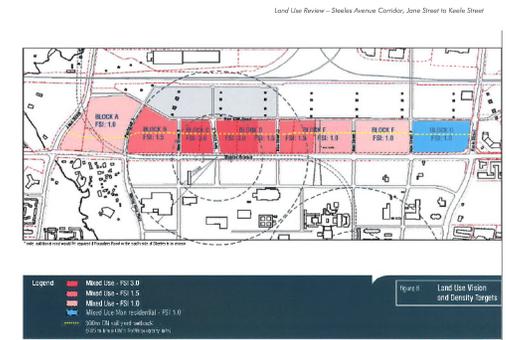
The Land Use Review resulted from a long consultation process, including technical advisory committee from key stakeholders, interviews with key landowners, as well as two public open houses.

Twelve objectives were created to provide a foundation for new Official Plan policies. Upon review, these 12 objectives are very similar to the “Development Principles And Objectives” found in the Steeles West Secondary Plan (11.3.3).

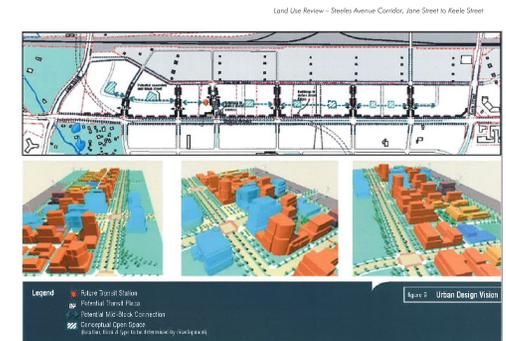
The proposed road network included a continuous east-west road network, which would accommodate buses and commuters and reduce congestion on Steeles. A series of north-south streets were to complete the road network, coordinated with streets from York University south of Steeles.

Land Use and Density was influenced by the rapid transit improvements and proximity to York University. Recommendations of 1.0 - 3.0x the lot area were recommended, and that higher densities would be difficult to accommodate given existing traffic constraints on Steeles, Jane and Keele (Figure PF.5).

The “Urban Design Vision” (Figure PF.6) showed a potential mid-block connection throughout the site area, with an evenly spaced layout of “conceptual open spaces”, connected through the mid-block connections.



PF.5 - Land Use Vision and Density Targets



PF.6 - Urban Design Vision.

Steeles West Secondary Plan

The Study Area is subject to the Steeles West Secondary Plan. This forms the basic framework for the planning of the Steeles West Study Area by setting out the structure, block divisions, context and overall design vision. More specifically, the Secondary Plan provides the approved building heights (in number of storeys), approved densities, conceptual locations of parks and open spaces, and their hierarchy of use, as well as the conceptual alignment of streets and linkages.

The site is recognized as a convergence of inter-regional and regional transit service, between the Toronto Transit Commission, York Region Transit (YRT), and GO Transit.

The Steeles West Secondary Plan forms the basis for the development concept in this Plan.

At full build out, the Secondary Plan area is expected to accommodate approximately 5,000-5,500 residential units (10,000 - 11,000 people), and approximately 100,000 - 120,000 sq. m of Office/Commercial uses which will generate an estimated 4,000 - 5,000 employees. It is a significant development area.

Development Principles and Objectives:

a. A transit-supportive Plan: Support and capitalize on existing and planned transit investments.

b. A Plan to use infrastructure effectively: Manage development within the capacity of existing and committed transportation and servicing infrastructure.

c. Create a compact, mixed-use precinct, concentrating worker and resident population within a 10-minute walking distance of the future Steeles West Station.

d. Complement and reinforce the academic function and campus environment of York University.

e. Ensure early phases of new development establish the vision for the Corridor at the outset and provide the opportunity for further land use evolution.

f. Develop a consistent, attractive image and pedestrian environment along Steeles Avenue through landscaping and the placement and massing of buildings.

g. Provide a balanced transportation system convenient, safe and comfortable for pedestrians, cyclists, public transit and private vehicles.

h. Integrate transit facilities, roads and development as seamlessly as possible with surrounding development.

i. Ensure future residential neighbourhoods are adequately served by community services and amenities such as schools, urban squares and parks, libraries, emergency services and recreational facilities.

j. Maintain and support the primary function of the Hydro Corridor to transport electricity.

k. Encourage the urban design of future development to be of the highest quality.

l. Promote and demonstrate environmental sustainability.

Density

The Secondary Plan outlines a radiating density structure based upon the following transition in scale from the subway station:

Transit Core
within 250 m of station
FSI = 4.0

Transit Transition
250 - 500 m from station
FSI = 2.5

Corridor
500+ m from station
FSI = 1.5

Planning Framework



Urban Design & Streetscape Plan

York University Secondary Plan

The City of Toronto created a Secondary Plan for York University in 2009 through Amendment 104 to the Official Plan (By-law 1239-2009).

One of the most significant changes to the Secondary Plan from the previous Plan was the adoption of “Precincts” within the York University landholdings, which permitted a variety of additional uses (including Residential) located on the edges of the campus. Most applicable to the Steeles West Study Area are Precincts called “Steeles West” and “Steeles East”, located on the south side of Steeles Avenue across the from the Study Area in this Plan.

This Secondary Plan acknowledges that the Spadina Subway Extension will create three new subway stations within or proximate to the York University campus, as well as two “Transit City” rapid transit routes would also provide service to the area (north-south on Jane Street terminating at Steeles West Station, and east-west on Finch Avenue and connecting with Finch West Station).

The Secondary Plan seeks to preserve unique elements of the original York University Master Plan (including the ring road, ceremonial entrances and key natural landscapes) while creating an evolution of the University campus to allow people to live, work, learn and play.

The Steeles West Precinct is to be developed as a “high-density, transit supportive mixed-use

corridor” that is “complementary to and compatible with development on the north side of Steeles Avenue in Vaughan” (2.2.2).

Steeles Avenue West is to have a “pedestrian friendly streetscape with active ground floor uses and building entrances, the existing row of trees on Steeles will be preserved, and a new pedestrian-friendly gateway entrance to the University will be created at NorthWest Gate” (2.2.2).

The Steeles East Precinct will be a mixed-use corridor having primarily office and/or research uses. This precinct will also support Steeles West Station and development should be “complementary to and compatible with development on the north side of Steeles in Vaughan” (2.2.2). A gateway will also be created at Founders Road, while historically significant Stong House and Barn will be conserved, as well as associated cultural heritage landscapes.

All non-university land uses, densities and building heights provided in this Secondary Plan will be permitted in the Edge Precincts (including Steeles West and East) subject to the preparation of Precinct Plans in accordance with section 5.1 (4.1.2). Map 10-13 shows “prime retail frontages” along Steeles at the main intersections of Northwest Gate and Founders Road.

The majority of lands on the south side of Steeles are designated as “Mixed Use Areas - A”, with some

lands at the east end of the precinct and the corner at Keele as “Mixed Use Area B”.

Mixed Use Areas - A will provide street-related development that includes a variety of uses in mixed-use buildings, provide street-related commercial, service, office and public uses along the majority of street frontages, buildings built at or close to the street line, and building bases developed at pedestrian scale height (4.2.2).

Mixed Use Area - B permits research, technology, office and accessory commercial uses (retail and service), with street-related uses along the majority of street frontages, buildings built at or close to the street line and building bases developed at pedestrian scale height (4.2.5).

Density

Minimum and maximum gross densities have been established, while net densities will be determined at the Precinct planning stage.

The two blocks facing Steeles, on either side of the Steeles West station (Northwest Gate/Street “C”), are within 250m and shown at 4.0x FSI, with Mixed Uses Areas (typically retail at-grade, residential or office above). Office is encouraged for the sites adjacent to the station.

Density calculations will be based on gross development block area including land for buildings, lands dedicated for secondary streets, parkland,

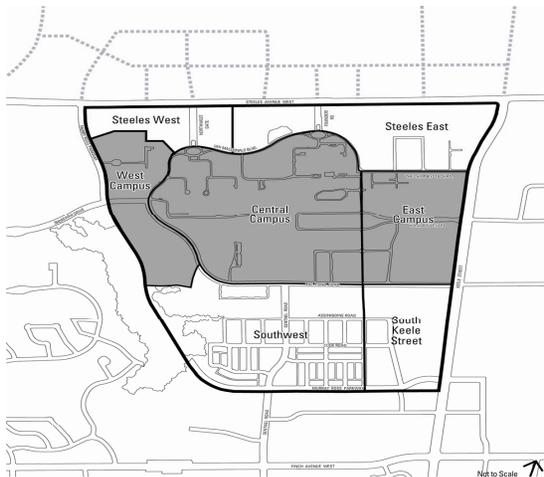
community services/facilities, open spaces, transit facilities, landscaping, parking, driveway areas and servicing (4.3.1.2).

There are certain density exemptions where floor space is dedicated to specific uses, and density transfers are allowed generally relating to existing to preservation of heritage and archaeological resources (4.3.3).

Building Heights

Minimum building height for buildings fronting Keele Street or Steeles Avenue is 4 storeys (13.5m). Minimum building height for buildings fronting a primary street is 3 storeys (10.5m), and two storeys (6m) for a secondary street. Maximum building heights for Edge Precincts are governed by the Zoning By-law Airport Hazard Map, but the tallest buildings are located within 250m of the subway station fronting a major street (4.4).

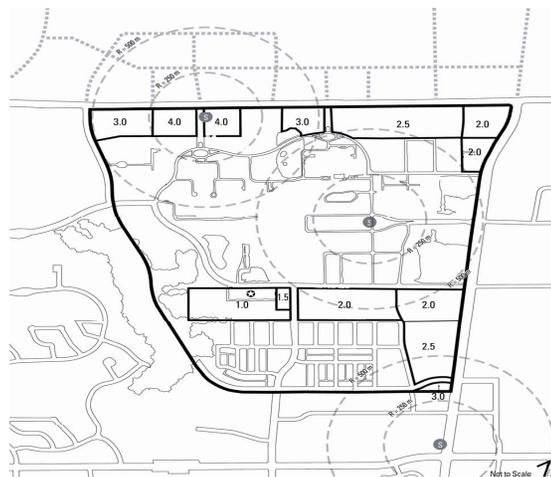
For more details, consult the York University Secondary Plan.



TORONTO City Planning Division
York University Secondary Plan
 MAP 10-2 Precinct Areas

- Secondary Plan Boundary
- Conceptual City of Vaughan EPA E20 Street Network
- Core Precincts
- Edge Precincts

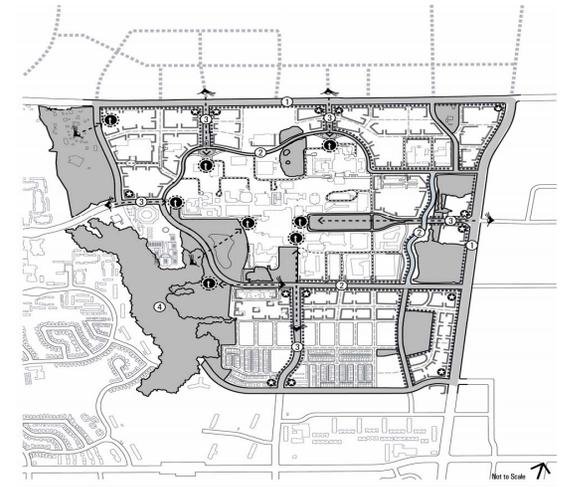
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TORONTO City Planning Division
York University Secondary Plan
 MAP 10-12 Maximum Density

- Secondary Plan Boundary
- Conceptual City of Vaughan EPA E20 Street Network
- 2.0 Gross Development Blocks with Maximum Density Limits
- TTC Subway Station
- GFA associated with existing gross sites developed with university uses prior to the adoption of this Secondary Plan will not be included in density calculations

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TORONTO City Planning Division
York University Secondary Plan
 MAP 10-3 Structure Plan

- Conceptual City of Vaughan EPA E20 Street Network
- Conceptual Locations of Secondary Streets
- Areas for Streetscape Improvement
- ↔ Significant Views and Vistas
- ⊕ Gateways
- ⊙ View Terminus
- Existing and Potential Street Building Edge
- Significant Public Spaces
- ⊙ Campus Edges on Keele St. and Steeles Ave.
- ⊙ The Ring Road
- ⊙ Gateway Streets
- ⊙ Black Creek Valley

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