

11.3 Steeles West Secondary Plan

ADOPTED BY VAUGHAN CITY COUNCIL
NOT YET APPROVED BY THE ONTARIO MUNICIPAL BOARD

11.3.1 Introduction

This Secondary Plan recognizes that it will take a number of years for the Steeles Corridor: Jane to Keele (“the Corridor”) to reach its full potential. Therefore each phase of development will need to serve the Ultimate vision in terms of supporting the long-term goals and built-form objectives envisioned by this Secondary Plan.

It is vital that transit-supportive and pedestrian-oriented development be achieved at the outset. To ensure that this Secondary Plan can be implemented as envisioned, establishing the public road and block pattern of this Secondary Plan is important. Provision for the planned road network shall be a requirement of any approved development. As such, Map 11.3.B identifies the comprehensive public road pattern, including local streets, and, consequently, the pattern of development blocks.

Within the Corridor, the City’s objective is to establish a development block pattern based on a grid of new streets. The grid is comprised of three elements. The first is a continuous east-west primary road from Keele Street to Jane Street located within or at the southern edge of the Hydro Corridor. The second element is the structure of six north-south roads extending from the east-west primary road down to Steeles Avenue. The third will be an even finer network of local public roads to be developed within these blocks (as shown conceptually on Map 11.3.B).

The visual attractiveness and image of the Corridor is of prime importance, and development throughout the Corridor will be characterized by high quality urban design. Urban design requirements will be implemented through the policies of this Secondary Plan, the zoning by-law and through site plan control. Development related and scaled to the pedestrian is required on all lands within the Corridor.

- 11.3.1.1. The area within the heavy lines on Map 11.3.A shall be known as the Steeles Corridor: Jane to Keele, and is subject to the policies of this Section.

11.3.2 Community Structure

- 11.3.2.1. The planned Toronto-York Spadina Subway Extension will ultimately support enhanced service to this section of Steeles Avenue. To encourage the Corridor’s development as a public transit hub, a concentration of residents and workers to support and encourage this function will be essential. The Secondary Plan provides for higher densities around

the subway station site, which gradually lower with increased distance from the station. While Steeles Avenue and the municipal boundary define this area as a 'corridor', it is expected that the Secondary Plan Area will combine with York University to create a seamless development node of significance to the Greater Toronto Area.

Population and Employment

- 11.3.2.2. The Secondary Plan Area is expected to accommodate approximately 5,000-5,500 residential units, and a residential population of approximately 10,000-11,000, at full build out. Approximately 100,000 - 120,000 square metres of Office/Commercial uses is planned, which would generate an estimated 4,000 - 5,000 employees.

11.3.3 Development Principles And Objectives

- 11.3.3.1. The following principles express the fundamental premises for development within the Secondary Plan area. They will be considered in the review of all development applications and capital projects:
- a. A transit-supportive Plan: Support and capitalize on existing and planned transit investments.
 - i. To establish high density, mixed-use residential/commercial development that provides support to the existing bus transit and planned subway service.
 - ii. To establish a road and block structure that provides access for pedestrians, bicyclists, public transit and passenger vehicles.
 - iii. To develop a grid network of continuous and interconnected arterial, primary and local streets, and short development blocks, complemented by a public transit network, facilitating efficient movement by all modes.
 - iv. To establish, at as early a stage as possible, an east-west primary road connection between Jane Street and Keele Street to support bus and car movements and to provide relief to the Keele/Steeles and Jane/Steeles intersections.
 - v. To protect for transit-related facilities (including bus terminals, passenger pick-up and drop-off and station entrances) required for the Steeles West Station.
 - vi. To optimize the use of existing public lands within and surrounding the area for infrastructure and community amenities, thereby maximizing the potential of private lands for transit-supportive development.

- b. A Plan to use infrastructure effectively: Manage development within the capacity of existing and committed transportation and servicing infrastructure.
 - i. To maximize land use densities within the capability of the infrastructure.
 - ii. To plan for infrastructure improvements and community facilities and services that will support further increases to permitted land use densities.
 - iii. To phase land uses so that they match with the implementation of the infrastructure improvements, meaning all public and/or private utilities (including but not exclusive of CATV, Hydro, Gas, Communications, Telecommunications, Canada Post, etc.), which are required to service a development.
 - iv. To require all development to proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity, and designed and built at a scale which ensure that the ultimate forecast population and employment growth resulting from this Secondary Plan can be accommodated.
 - v. To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners.
 - vi. To plan well in advance, in cooperation with the Region of York, to ensure that infrastructure improvements at both the local and regional level are planned on a comprehensive basis, and built in time to address the needs of the Corridor, in concert with market demand.
- c. Create a compact, mixed-use precinct, concentrating worker and resident population within a 10-minute walking distance of the future Steeles West Station.
 - i. To provide the opportunity for a full range of high density land uses.
 - ii. To support a mixing, rather than separation, of land uses.
 - iii. To provide an opportunity for the highest densities to be concentrated in the areas closest to the planned transit stops and station.
 - iv. To establish a concentration of residential and major office development close to the subway station that supports development of a vibrant urban area.
 - v. To provide for the achievement of a substantial commercial centre with market synergies among the various uses and which fosters increased public transit ridership.

- vi. To provide retail development opportunities to address the needs of the employee and resident population in the Corridor, while avoiding creation of a retail centre serving broader City or Region wide needs.
- vii. To establish the mixed-use residential and commercial corridor as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from York University and the surrounding community.
- viii. To ensure that the Corridor develops in a manner consistent with its 'planned function' in the City's hierarchy of transit-supportive centres and corridors.
- d. Complement and reinforce the academic function and campus environment of York University.
 - i. To provide for a range of land uses that support the continued evolution of York University.
 - ii. To recognize the core of the campus as the primary area for academic function, and provide support for other uses ancillary and complementary to that core academic function.
 - iii. To become a complementary component to the York University campus, rather than a separate corridor in another context.
 - iv. To make connections across Steeles Avenue and enhance pedestrian access between the north and south sides.
 - v. To visually connect land uses across Steeles Avenue from a built form and urban design perspective.
- 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.
 - i. To ensure that the first phase of development enables the City to acquire or secure the planned road rights-of-way which define the lot and block structure.
 - ii. To encourage and support as high a density as supported by this Secondary Plan at the earliest possible stage of development.
 - iii. To have all phases of development, including initial phases, reflect transit-supportive urban design.
 - iv. To require preparation of development phasing plans that provide for the logical progression of development from its initial phase to a mature phase reflecting the urban form envisioned by the Secondary Plan.

- v. To ensure as early as possible, the development of the key public sector elements needed to achieve the vision for the Steeles Corridor Secondary Plan Area, including the establishment of:
 - A. public transit services, and associated infrastructure and facilities;
 - B. a grid network of public road rights-of-way;
 - C. the continuous east-west primary road connection between Jane and Keele Streets;
 - D. a pedestrian promenade along Steeles Avenue with a high-quality streetscape;
 - E. appropriately sized and located park/neighbourhood square and school sites.
- vi. To consider the compatibility of existing land uses in the early phases of new development.
- vii. To provide an appropriate transition in scale from residential areas to surrounding employment areas.
- viii. To protect against the displacement of employment from surrounding employment areas that are, in particular related to the CN Rail Yard and significant to the local, regional and national economy.
- f. Develop a consistent, attractive image and pedestrian environment along Steeles Avenue through landscaping and the placement and massing of buildings.
 - i. To promote the development of a mixed-use residential and commercial district focused along the Steeles Avenue frontage.
 - ii. To have development concentrated and massed along Steeles Avenue to create a physical presence and focus for the transit-riding pedestrian.
 - iii. To develop a walkable, pedestrian-friendly environment, with connections to the subway station, public facilities such as schools, parks, urban squares, and commercial areas.
 - iv. To encourage built form and streetscapes that support walking through a continuous, street-oriented urban area that is safe, attractive, and human in scale.
 - v. To encourage the grouping or clustering of utilities wherever possible in order to reduce or mitigate street clutter within the public or private realm. Wherever practical, the City encourages utilities to locate underground and/or within buildings.

- g. Provide a balanced transportation system that is convenient, safe and comfortable for pedestrians, cyclists, public transit, and private vehicles.
 - i. To develop a pedestrian and bicycle network through the Corridor, connecting private amenity areas, parks, neighbourhood squares, public buildings, stormwater management areas, utility easements and, where appropriate, local streets, within and adjacent to the Corridor, and particularly to the subway station and York University.
 - ii. To support on-street parking on the local north-south roads and east-west roads other than Steeles Avenue, to support street-related retail uses that are accessible to both pedestrians and drivers.
 - iii. To encourage the City of Toronto to consider, over the evolution of this Secondary Plan, the potential for on-street parking on Steeles Avenue.
 - iv. To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets and connections to the subway station, parks, public facilities and publicly accessible private amenity areas.
 - v. To use appropriate building setbacks, lane widths, turning radii, etc. as traffic calming measures as appropriate, to reduce traffic speeds, enhance public safety, and create a more urban condition.
 - vi. To secure, acquire and/or protect for road rights-of-way and transit rights-of-way that make up the grid network of primary and local roads.
 - vii. To facilitate bus access to the subway station and automobile access to the passenger pick-up and drop-off and the commuter parking lot in the hydro corridor.
 - viii. To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home.
- h. Integrate transit facilities, roads and development as seamlessly as possible with surrounding development.
 - i. To encourage a significant increase in public transit ridership to reduce traffic congestion, energy costs and pollution, and foster greater efficiency in the operation of the transportation system.
 - ii. To provide for a transition of land uses and density from the subway station to adjacent areas.
 - iii. To provide a network of north-south road rights-of-way connecting across to the south side of Steeles Avenue to York University that also facilitate pedestrian and bicycle crossings.

- iv. To facilitate east-west movement through the corridor by pedestrians, cyclists and vehicles through the provision of linked, mid-block connections.
- v. To continue to work closely with York Region, City of Toronto, York University and the various transit providers to implement the transit and road system improvements complementing the development policies in this Secondary Plan.
- vi. To support additional longer-term road connections to areas beyond the Secondary Plan.
- 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.
 - i. To provide population and employment forecasts that support the planning and provision of community services.
 - ii. To provide opportunities for multi-use institutional and community facilities.
 - iii. To recognize the personal, social, economic and environmental benefits of recreation, urban parks and squares, and open spaces.
 - iv. To establish policies for securing public uses, urban parks and squares, and publicly accessible private amenity areas.
 - v. To create a convenient and continuous pedestrian and bicycle network throughout the Corridor, connecting to transit, parks, public facilities, and linking it to the surrounding community.
 - vi. To provide urban parks and squares that address the passive recreational needs of the anticipated households and employees within the Corridor.
 - vii. To encourage and assist institutional users and public agencies in securing suitable sites and space to enable them to serve the community's social, cultural, education, government, health care and religious needs.
 - viii. To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community, and are designed to facilitate the achievement of the urban design and streetscape objectives of the Secondary Plan.
 - ix. To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network.
- j. Maintain and support the primary function of the Hydro Corridor to transport electricity.
 - i. To continue to work with York Region Rapid Transit Plan, Ontario Realty Corporation and Hydro One on expediting the design details and approvals

- of the continuous east-west primary road right-of-way between Keele Street and Jane Street.
- ii. To support a design of the east-west road right-of-way that protects the primary function of the Hydro Corridor.
 - iii. To encourage as much of the east-west road right-of-way as is technically feasible to be located in the Hydro Corridor.
 - iv. To protect the use of the Hydro Corridor for facilities that support the subway station and public uses but do not interfere with the primary function of the corridor.
- k. Encourage the urban design of future development to be of the highest quality.
- i. To provide high quality development by:
 - A. encouraging and attracting private investment that will respond to the high order of public investment;
 - B. adding value to private lands served by the public realm;
 - C. encouraging a range and mix of high density residential, institutional and employment uses; and
 - D. establishing simple development “rules” in order to encourage, rather than discourage, development that meets the objectives of this Secondary Plan.
- l. Promote and demonstrate environmental sustainability.
- i. To ensure a compact, mixed-use pattern of development and a network of streets and paths that encourage walking, cycling and transit use.
 - ii. To remediate contaminated land.
 - iii. To utilize best practices in watershed management.
 - iv. To achieve high levels of energy efficiency in buildings and utilities.
 - v. To encourage the use of renewable energy sources.
 - vi. To minimize the heat island effect from buildings and paved areas.
 - vii. To integrate stormwater management and water recycling facilities in the design of buildings, open spaces and parking areas.
 - viii. To protect the integrity of the Black Creek valley system.
 - ix. To support the development of district energy, heating and cooling systems.
 - x. To encourage “green” buildings designed to achieve high standards, for example, a high Leadership in Energy and Environmental Design (LEED) rating.
 - xi. To ensure trees line streets and populate parking areas, and are well maintained.

11.3.4 Land Use Designations And Densities – General

- 11.3.4.1. Map 11.3.A illustrates the precise physical boundaries of the Steeles Corridor - Jane to Keele Secondary Plan including the delineation of sub-areas based on their distance from the subway station.
- 11.3.4.2. The maximum heights and permitted densities, in terms of a floor space index, for the Secondary Plan Area are identified on Map 11.3.A and are based upon the following transition in scale from the subway station:
- | | | |
|-----------------------|--------------------------|----------|
| a. Transit Core | within 250 m of station | FSI =4.0 |
| b. Transit Transition | 250 - 500 m from station | FSI =2.5 |
| c. Corridor | 500m+ from station | FSI =1.5 |
- 11.3.4.3. The floor space indices set out in Map 11.3.A are the targets to which future development should aspire. In accordance with Section 11.3.15, development applications will require conceptual Block and Phasing Plans that demonstrate how these floor space indices are to be achieved over time.
- 11.3.4.4. Notwithstanding the density and height policies of this Secondary Plan, the City may permit additional density and/or height under Section 37 of the Planning Act in accordance with policies 10.1.2.8-10.1.2.11.
- 11.3.4.5. Notwithstanding policy 9.2.1.1, the following uses are specifically permitted throughout the Secondary Plan Area:
- Residential units
 - Office uses
 - Research laboratory
 - Printing and publishing
 - Hotel
 - College or university
 - Commercial school
 - Financial institution
 - Data processing ancillary to a permitted use
 - Commercial uses in accordance with policy 11.3.4.6 below.

- 11.3.4.6. Commercial uses are to be provided at grade and only as part of a multi-storey, mixed-use residential, office, or institutional building. Retail commercial uses permitted on the ground floor of mixed-use buildings may include:
- a. Personal and business services
 - b. Business and professional offices
 - c. Retail stores
 - d. Restaurants
 - e. Places of entertainment
- 11.3.4.7. Public and Institutional uses are permitted in all land use designations without an amendment to this Secondary Plan. Public and Institutional uses include:
- a. parks
 - b. schools
 - c. community facilities such as community and civic centres, libraries, theatres, art and cultural centres, places of worship, daycare centres and day nurseries, police and ambulance stations and fire halls
- 11.3.4.8. The following buildings types are permitted in the Secondary Plan Area pursuant to the policies in Section 9.2.3:
- a. High-Rise buildings;
 - b. Mid-Rise buildings; and,
 - c. Public and Private Institutional buildings.
- 11.3.4.9. Non-transit-supportive land uses including: retail warehousing, service stations and gas bars, drive-through establishments of all types and uses, banquet halls, bowling alleys, motels, funeral homes, car brokerages, golf driving ranges, and miniature golf courses, are not permitted in this Secondary Plan.
- 11.3.4.10. Single use multi-unit residential, office, and institutional buildings may be permitted, but only as a component of a Development Concept Report and Phasing Plan as provided for in Section 11.3.15.

- 11.3.4.11. The ultimate location of the transit station(s) is yet to be confirmed and is the subject of an Environmental Assessment process. Any resulting major shift in this station location, or addition of a station in the Secondary Plan Area, will trigger a review of the location of the designations in this Secondary Plan. Any minor shift in the transit station location may require a minor adjustment in the land use designations of this Secondary Plan which is permitted without the need for an amendment to the Secondary Plan.
- 11.3.4.12. The ORC/Hydro One corridor extending along the north side of this Secondary Plan is subject to the policies of the Parkway Belt West Plan. Within this corridor and in relation to the transit station exists the potential for a public parking facility that could accommodate up to 3,000 cars. This Secondary Plan permits the use of these lands for a parking facility in association with the transit station. However, there is also the potential for a large commuter parking facility to be provided in the Highway 407 corridor to serve a subway station there. The ultimate size of the parking facility in the hydro corridor should be determined based on a study of the projected demand for commuter parking associated with the subway station and the impacts of traffic from the future development anticipated by this Secondary Plan.
- 11.3.4.13. The area used for the calculation of permitted density shall include the land for the buildings, the land dedicated for the east-west road connecting Jane Street to Keele Street, private open spaces, landscaping, parking, servicing and driveway areas. The calculation of density shall not include the gross floor area of public transit uses, such as bus terminals and subway entrances, provided such uses are located within commercial or mixed-use buildings. In the event that more land is required for parks or surface stormwater facilities at-grade than is identified on Map 11.3.C then, without amendment to this Secondary Plan, consideration may be given to permitting the calculation of density to include the lands for such additional parks or stormwater ponds.
- 11.3.4.14. Development shall be undertaken on a comprehensive basis and provide an over-all design to achieve proper access, internal traffic circulation, adequate parking, and the desired urban design characteristics of the built form.
- 11.3.4.15. The needs of the transit rider and pedestrian shall be supported by providing street related commercial and public uses.

- 11.3.4.16. Public and private utility facilities shall be permitted in all land use designations and subject to detailed engineering designs to be approved by the City.
- 11.3.4.17. No outside storage of goods or materials shall be permitted in this Secondary Plan area.
- 11.3.4.18. The zoning by-law shall establish the applicable development standards.
- 11.3.4.19. This Secondary Plan establishes a framework for the designation of the Secondary Plan Area, or portions of it, for a Community Improvement Plan pursuant to policies 10.1.2.12 to 10.1.2.14 of Volume 1 of this Plan. The objective of the Community Improvement Plan will be to provide incentives for the development of transit-supportive land use densities.

11.3.5 Transit Core

- 11.3.5.1. The purpose of the Transit Core area is to:
 - a. encourage and support high density residential and office uses to locate within 250 metres of the subway station and support the existing and planned transit system.
 - b. provide for the highest scale and density of residential and major office uses to surround the subway station and, if possible, be integrated with its development.
 - c. support the residential population and major office employees by providing opportunities for mixed-use development.
 - d. accommodate facilities that support the subway station and integrate them with development as efficiently as possible.
- 11.3.5.2. Office buildings are encouraged to locate at the subway station, on the corners of the Street 'C' and Steeles Avenue intersection as identified on Map 11.3.A.
- 11.3.5.3. Commercial uses oriented to public streets and plazas shall be provided on the ground floor of buildings fronting Steeles Avenue and New Street 'C' as identified on Map 11.3.A.
- 11.3.5.4. The maximum density in the Transit Core area shall be 4.0 FSI. The minimum density on a lot that is not a park shall be 2.0 FSI. Permitted density may be transferred from one lot to another within each of Block C and the portion of a Block D designated Transit

Core, provided the minimum density of 2.0 FSI is achieved on all lots within Block C or the portion of the Block D, where the density transfer is occurring, and the total density on each of Block C and the portion of the Block D does not exceed 4.0 FSI.

- 11.3.5.5. Retail uses shall be ancillary to the main use and provided at grade, and only as part of a multi-storey, mixed-use high-density residential, office, or institutional building.

11.3.6 Transit Transition

11.3.6.1. The purpose of the Transit Transition area is to:

- a. encourage and support high density residential uses and office uses to locate 250 metres to 500 metres from the subway station and support the existing and planned transit system.
- b. provide for a transition in scale and density from the highest density uses surrounding the subway station to adjacent and surrounding areas.
- c. support the residential population and employees by providing opportunities for mixed-use development.

11.3.6.2. The maximum density for residential, mixed-use and hotel developments in the Transit Transition area shall be 2.5 FSI. The minimum density for these uses on a lot that is not a park shall be 1.5 FSI. Permitted residential density may be transferred from one lot to another within each of Block B and the portions of Blocks D and E1 designated Transit Transition, provided the minimum density of 1.5 FSI is achieved on all lots within Block B or the portions of Blocks D and E1, where the density transfer is occurring, and the total density on each of Block B and the portions of Blocks D and E1 does not exceed 2.5 FSI. Densities for shall be in the range of 1.5 to 2.5 FSI.

11.3.6.3. The maximum density of office uses on any lot shall be 0.6 FSI.

11.3.6.4. Retail uses shall be ancillary to the main use and provided at grade, and only as part of a multi-storey, mixed-use high-density residential, office, or institutional building.

11.3.7 Corridor

11.3.7.1. The purpose of the Corridor area is to:

- a. provide opportunities for high and medium density residential and office uses to

locate more than 500 metres from the subway station and support the existing and planned transit system.

- b. provide for a further transition in uses, scale and density from the highest density uses surrounding the subway station to adjacent and surrounding areas.
- c. support the residential population and major office employees by providing opportunities for mixed-use development.

11.3.7.2. The maximum density for residential, office, mixed-use and hotel developments in the Corridor area shall be 1.6 FSI, except where the density bonus provided for in Policy 3.2.3.2(d) is utilized, in/which case the maximum density for all uses shall be 1.6 FSI plus 0.6 times the area of underground parking dedicated to non-residential uses, to a maximum of 1.75 FSI. Within Blocks A, E2, F and the portion of Block E1 designated Corridor the minimum density for these uses on a lot that is not a park shall be 0.8 FSI. Within Block G the minimum density for these uses on a lot that is not a park shall be defined by the Zoning By-law and may be less than 0.8 FSI. Permitted density may be transferred from one lot to another within each of Blocks A, E2, F and G and the portion of Block E1 designated Corridor, provided the minimum density is achieved on all lots within Blocks A, E2, F and G or the portion of Block E1, where the density transfer is occurring, and the total density on each of Blocks A, E2, F and G and the portion of Block E1 does not exceed 1.6 FSI.

11.3.7.3. On Block A and on Blocks E2, F and G combined, the maximum density of office uses shall be 0.6 times the area of the lot plus 0.6 times the area of underground parking dedicated to non-residential uses to be provided on the lot, to a maximum of 0.75 FSI.

11.3.7.4. Retail uses shall be ancillary to the main use and provided at grade, and only as part of a multi-storey, mixed-use high-density residential, office, or institutional building.

11.3.8 Policies For The Provision Of Public And Institutional Uses And Community Services

11.3.8.1. The success of this Secondary Plan in reaching the population and employment targets and in supporting the major public investment in transit infrastructure also depends upon the ability to provide necessary community facilities and services.

11.3.8.2. The development of joint facilities for public and institutional uses will be strongly encouraged.

- 11.3.8.3. In the infill and redevelopment context of this Secondary Plan, the timing and phasing of new development, the mix of land uses, and the delivery of necessary community facilities and services are less predictable than with traditional 'greenfield' development. The City will assess the need for other community facilities and services to serve the Secondary Plan Area, based on the population and employment targets of this Secondary Plan. At various points of population and employment growth, the delivery of services will need to be addressed through further study by the City and for Development Concept Reports and Phasing Plans submitted with Plans of Subdivision, as provided for in Section 11.3.15.
- 11.3.8.4. A monitoring, review, and report on the status of growth in the Secondary Plan Area and the delivery of services will be undertaken in conjunction with the monitoring policies in Section 10.1.1 of Volume 1 of this Plan.
- 11.3.8.5. Development of all Public or Institutional uses shall be in an urban form and scale that is sensitive to and supportive of the adjacent and highest density, transit-supportive land use designation and adhere to the Urban Design Policies contained in Section 11.3.10.
- 11.3.8.6. Without an amendment to this Secondary Plan, all Public and Institutional sites may be redesignated to permit an alternative use in accordance with the adjacent land use designations should they not be ultimately required for the original purpose.

Parks and Neighbourhood Squares

- 11.3.8.7. Parks and public squares are to be provided in the Secondary Plan to provide central common spaces and key social gathering spaces for citizens. Public squares are smaller than typical neighbourhood parks, and are intended to address the passive recreation needs of residents and employees of the Secondary Plan Area.
- 11.3.8.8. A system of Parks shall be established in the Secondary Plan Area and integrated into the surrounding community's pedestrian and open space system. Map 11.3.C conceptually illustrates the general locations of Parks. The actual location, types and sizes of Parks will be determined by the City and may vary from Map 11.3.C without amendment to this Secondary Plan. Development Concept Reports shall identify the precise location and phasing of parks and public squares.

- 11.3.8.9. Parkland in this Secondary Plan area shall provide sufficient park space in the preferred locations to accommodate anticipated development and meet the needs of its future resident and worker population.
- 11.3.8.10. Suitably sized and located park and neighbourhood square sites shall be conveyed to the municipality as a condition of approval of draft plans of subdivision, to ensure that the long term passive and active recreational needs of the Corridor residents and employees are accommodated.
- 11.3.8.11. Parks and public squares should be designed based on the following design guidelines:
- a. Parks and squares should be planned as focal points.
 - b. Streetscapes along the street right-of-way that abut a park should be designed to reinforce a high-quality, formalized relationship between the open space and its adjacent land uses.
 - c. Buildings should front onto the park to create built form edges to the public space.
 - d. The landscape along the street frontage should include high canopy street trees and be complementary on both sides of the street.
 - e. Entry/access points should be located conveniently and incorporate civic design themes.
 - f. Hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.
 - g. Parks and squares should be designed with a minimum of two (2) street or lane frontages.
 - h. Neighbourhood parks should be 0.8-2.5 hectares in size. Public squares will range in size from 0.4 to 0.8 hectares.
- 11.3.8.12. An urban plaza shall be located and provided in conjunction with the subway station. The plaza will support passive use of hard surfaces and include a high level of urban design detail and treatment.
- 11.3.8.13. The parks and public squares provided in this Secondary Plan area shall be shown on draft plans of subdivision, and shall be conveyed to the City at the time of plan registration.
- 11.3.8.14. A system of private open spaces should be provided to complement and interconnect parks.

- 11.3.8.15. Parks, private open spaces, and the public street system should be organized to connect to the Black Creek ravine system.
- 11.3.8.16. To complement the provision of public space to meet the needs of residents of the Secondary Plan Area, Amenity Space will be provided. A percentage, to be identified in the zoning by-law, of the required Amenity Space shall be provided outdoors and on ground level to complement the public parks and open space system.

Schools

- 11.3.8.17. The Secondary Plan area has been identified as a potential location for one (1) new elementary school. A location for the school is identified on Map 11.3.C. The location and site area for the school may change without amendment to this Secondary Plan.
- 11.3.8.18. In locating the school, the following criteria shall be considered:
- a. size and shape of the site
 - b. physical site conditions
 - c. the potential to establish itself as a focal point
 - d. accessible and visible from major pedestrian, transit and traffic routes
 - e. proximity to residential population
 - f. locations outside of the Transit Core and not fronting onto Steeles Avenue
 - g. the potential for future expansion.
- 11.3.8.19. The school may be a stand-alone building or part of a shared, mixed-use building or multi-use facility. Where the school is one part of a shared facility, the following issues in particular are to be considered:
- a. ready access to the public
 - b. self-contained with a separate entrance and services
 - c. a clearly visible and separate identity
 - d. a convenient service access which implements the urban design policies of this Secondary Plan.
- 11.3.8.20. The school site may be needed upon the population in the Corridor reaching a threshold of approximately 10,000 residents. The school boards will monitor population and student demand based on the land use approvals, Development Concept Reports, and Phasing Plans, and identify to the City in advance when, and where, a school site may need to be secured.

- 11.3.8.21. To provide an opportunity for a school facility to be developed as part of a mixed-use building, school boards will be circulated site-specific rezoning and site-plan applications.

Library

- 11.3.8.22. The Secondary Plan area has been identified as a potential location for a new library.
- 11.3.8.23. The library could be of a “Neighbourhood Library” scale with floor space of approximately 560 square metres.
- 11.3.8.24. The selection of the library location should consider the following criteria:
- a. size and shape of the site
 - b. physical site conditions
 - c. the potential to establish itself as a focal point
 - d. accessible and visible from major pedestrian, transit and traffic routes
 - e. proximity to residential population
 - f. locations within the Transit Core and Transit Transition designations, and adjacent to Steeles Avenue are to be preferred
 - g. the potential for future expansion.
- 11.3.8.25. The library may be a stand-alone building or part of a shared, multi-use facility. Where the library is part of a shared multi-use facility, the following issues in particular are to be considered:
- a. ready access to the public
 - b. self-contained with a separate entrance and services
 - c. a clearly visible and separate identity
 - d. a convenient service access which implements the urban design policies of this Secondary Plan.
- 11.3.8.26. The library site may be needed upon the residential population reaching the planned population of approximately 10,000. The library board will monitor the population levels based on the land use approvals, Development Concept Reports, and Phasing Plans, and identify to the City in advance when, and where, a site or facility may need to be secured.

11.3.9 Noise And Vibration

- 11.3.9.1. The purpose of this Secondary Plan is to:
- a. manage the evolution of land use in this area from the context of a low-intensity industrial employment area to that of a high density urban community with a mix of residential and office uses served by high order transit. The most predominant noise source in relation to this Secondary Plan Area is the CN rail corridor and MacMillan Freight Classification Yard which are located north of the Hydro Corridor and Secondary Plan Area, The long-term protection of the CN Rail Yard function is important to the employment land base and economy of Vaughan; it is however, only one component of the City's overall growth management framework. While industrial and rail yard-related uses have been compatible with the historical function of the area, this function is changing, as expressed through the long-term vision and policies in the York Region Official Plan and The Vaughan Metropolitan Centre Secondary Plan. To address noise and vibration issues, this Secondary Plan requires identification of the limits and levels of the CN Rail Yard noise sources and mitigation against any adverse effect resulting from noise and vibration so that changes to accommodate sensitive land uses envisioned by this Secondary Plan can be incorporated into development.
 - b. mitigate the impacts of noise and vibration from the subway and bus traffic.
 - c. mitigate the noise and vibration impacts of truck traffic.
- 11.3.9.2. All residential development and other sensitive land uses within the Secondary Plan Area are required to undertake a noise and vibration study to the satisfaction of the City and CN Rail, to support the feasibility of the development: if feasible, the development proponent shall undertake appropriate measures to mitigate any adverse effects from the identified noise and vibration.
- 11.3.9.3. Prior to the development of sensitive land uses, including the residential land uses provided for by this Secondary Plan, a comprehensive City-initiated noise and vibration study, or in lieu of that, site specific noise and vibration studies in accordance with Ministry of the Environment Guidelines and in consultation with CN, will be required. This study will identify the CN Rail Freight Classification Yard and other noise sources, and control and mitigation measures, through enhanced building designs or acoustical building construction measures, for example, for development within 300 metres of CN facilities.

- 11.3.9.4. A portion of the sensitive residential land uses permitted by this Secondary Plan are planned to locate along the Steeles Avenue frontage. Prior to development approvals, Development Concept Reports and Phasing Plans, as provided for in Section 11.3.15, are to address any potential phasing and integration of sensitive land uses with other non-sensitive land uses.
- 11.3.9.5. All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City, in consultation with CN.
- 11.3.9.6. The City may require, development applicants to undertake, noise and vibration studies, prepared by qualified consultants, which address the potential impacts on development of the subway and associated bus terminal.
- 11.3.9.7. Where noise and vibration from development, including the development and operation of transit facilities, may have an adverse impact on Black Creek Pioneer Village, the City shall require the submission of noise and vibration studies prepared by qualified consultants and the implementation of appropriate mitigation measures.

11.3.10 Urban Design Policies

- 11.3.10.1. In addition to the policies of this Secondary Plan, the City may require, with development applications, the submission of detailed Urban Design Guidelines and a Streetscape and Open Space Master Plan prepared to the satisfaction of the City, to further illustrate and articulate the policies.
- 11.3.10.2. To provide flexibility in the design process, other comparable design arrangements that achieve the principles and objectives of this Secondary Plan, and are satisfactory to the City, may be utilized without amendment to this Secondary Plan.
- 11.3.10.3. Any Development Concept Reports or Phasing Plans that are required under Section 11.3.15 of this Secondary Plan are to illustrate how the policies of this Secondary Plan and associated guidelines are being addressed and can be addressed in both current plans and future phases of development.

- 11.3.10.4. Site Plan applications within the lands subject to this Secondary Plan will be reviewed taking into consideration matters relating to exterior design, including the character, scale, appearance and design features of buildings and their sustainable design.

Built Form

- 11.3.10.5. Buildings are to:
- a. define street edges, public spaces and, intersections;
 - b. face and have their main entrances onto a public street and sidewalk;
 - c. have their main entrance facing Steeles (where the buildings are located on Steeles Avenue);
 - d. be massed at an appropriate scale to ensure good sunlight, sky views, and wind conditions in streets, parks and open spaces, providing stepbacks as appropriate;
 - e. be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, and scale;
 - f. be designed, where through-lots are provided, so that all elevations facing a street present active front elevations and fenestration;
 - g. address the street such that a continuous building façade along the street frontage and at corners is created;
 - h. be generally sited parallel to the public street and along the edges of parks and open spaces;
 - i. maximize ground floor coverage;
 - j. be sited and organized at-grade to enhance the public nature of streets, open spaces, and pedestrian routes, and so provide convenient access for pedestrians to public transit;
 - k. have their main entrance oriented and connected directly to the public sidewalk, flush with grade and where possible, located close to on-street parking; this applies in particular for each commercial use located at grade;
 - l. each building shall have its own lobby and entrance adjacent to the street;
 - m. be sited and organized so that principal windows and walls are separated to ensure adequate light, view and privacy; light, view and privacy setbacks should be proposed, to regulate the design of building facing conditions; and
 - n. overlook all streets, parks and publicly accessible open spaces with active building faces, in order to provide “eyes-on-the-street”.

- 11.3.10.6. All commercial and residential buildings shall have windows fronting onto the public street system. In recognition of the role that windows play in providing a visual connection between the building and the outside environment, it is important that appropriate glazing materials be used. Glazing materials shall generally allow for the transmission of light and views between the outside and inside of the building, and shall not be opaque.
- 11.3.10.7. The built form of development in the vicinity of Black Creek Pioneer Village shall be sensitive to its “sense of place” and views from the Village. The City will require view studies from strategic locations within the Village to determine if measures (in addition to the 6-storey height limit), such as setbacks, angular planes and landscaping, should be applied to development.

Heights, Setbacks, Build-to Lines and Built Frontage

- 11.3.10.8. The following policies apply respecting the height of buildings:
- a. Maximum building heights shall be established in the zoning by-law and shall not exceed the height limits identified on Map 11.3.A.
 - b. Where additional levels of underground parking are provided for office uses beyond the one level required by Policy, 11.3.11.17.k, the maximum permitted height of the building containing the office use shall be increased by one storey for each additional level of underground parking.
 - c. The zoning by-law may establish maximum heights lower than those identified on Map 11.3.A for buildings or portions of buildings adjacent to parks and streets to address impacts related to shadows, wind and sky views.
 - d. The tallest buildings should be located on the corners closest to the subway station, and fronting onto Steeles Avenue.
 - e. Buildings fronting Steeles Avenue shall be a minimum of 13 metres in height (4 storeys).
 - f. Buildings greater than 6 storeys shall have a 3-6 storey podium.
- 11.3.10.9. The following policies apply respecting Setback Areas:
- a. The area between the building wall and the public right-of-way is to serve as the transition zone between the public and private realms, and constitute an important social and visual element of the street image.

- b. In the case of residential development, the semi-public space creates a “buffer zone” between the public and the private domains, which enhances the visual appearance of the street edge and provides outdoor spaces for casual social interaction. Planted and constructed elements in the setback - low hedges, trees, masonry and decorative metal fences and gates - should be designed to provide a transition from the public sidewalk to the finished floor level of adjacent residences.
- c. In the case of mixed-use retail/residential or retail/office buildings, the space between buildings and the street shall act as a connecting link between the public realm and the private realm, and provide for generous pedestrian amenity space, and may include benches and outdoor cafes.
- d. Driveways and parking spaces are not permitted between buildings and the street.
- e. The minimum setback for residential buildings fronting the east-west road shall be 5 metres; the minimum setback for non-residential buildings fronting the east-west Road shall be 3 metres.

11.3.10.10. The following policies apply respecting Build-to Lines:

- a. In addition to providing a ‘connecting link’, a consistent building setback will be provided to give a sense of definition and containment to the street.
- b. Build-to lines shall be established in the zoning by-law for all buildings along Steeles Avenue and the north-south local roads.
- c. Build-to lines require buildings to locate at the build-to line by setting both a minimum and maximum setback.
- d. Buildings fronting Steeles Avenue, east of Murray Ross Parkway, and buildings fronting the north-south local roads shall have a build-to line a minimum of 3 metres and a maximum of 6 metres from the property line, or an equivalent identified distance from the curb of the travelled lanes of the street on which the building fronts, as illustrated in Figure 11.3.A.
- e. Buildings fronting Steeles Avenue, west of Murray Ross Parkway, shall have a build-to line a minimum of 9 metres and a maximum of 12 metres from the property line, or an equivalent identified distance from the curb of the travelled lanes of the street on which the building fronts.

- 11.3.10.11. The following policies apply respecting Minimum Built Frontage:
- a. A street wall or the part of the building that is closest to the public street provides important spatial definition and a sense of enclosure for that street. This is critically important along the pedestrian and transit oriented corridors of Steeles Avenue and the local north-south streets.
 - b. The minimum built frontage requires a portion of each building façade and ultimately of each entire property to be located within the build-to line zone and will be further implemented through the zoning by-law.
 - c. At least half (50%) of the property frontage along Steeles Avenue and the north-south streets shall have a building setback within the build-to zone.

Building Massing

- 11.3.10.12. Angular planes, which require upper storeys of buildings to be set back further than the maximum setback or build-to line, may be established in the zoning by-law to ensure that direct sunlight reaches sidewalks and open spaces at most times of the year. Rear angular planes may also be established to provide a transition and mitigate impacts between high-rise and low-rise development.
- 11.3.10.13. In order that appropriate spacing is achieved between buildings on the same block, minimum light, view and privacy setbacks shall be established in the zoning by-law.
- 11.3.10.14. The dimension of new buildings generally should be limited to fifty (50) metres in either direction, in order to encourage street-related development with open courtyards in the center of the block, to reinforce pedestrian routes, mews and other forms of public open space, and to provide a fine grain of development. The façades of long buildings should be articulated with vertical recesses and architectural treatments for visual interest and to support a fine grain of development.
- 11.3.10.15. The advantages of better visibility, light and view, make corner sites good locations for landmark buildings. Corner sites are consequently often occupied by prestigious or civic buildings. Corner sites and intersections will play particularly significant roles in defining landmarks and activity nodes and in making improved connections at signalized intersections of Steeles Avenue across to York University. It is important that the treatment of corner sites be carefully considered throughout the Secondary Plan.

- a. Corner buildings should enhance intersections with well-articulated and prominent building facades that face both Steeles Avenue and the north south streets and which are visually different from adjacent development.
 - b. Corner buildings are ideal locations to meet the maximum density, height and massing provisions of this Secondary Plan; in the Transit Core and along Steeles Avenue, generally they should not be less than 6 storeys.
 - c. Corner buildings shall have their entrances at the corner.
- 11.3.10.16. Mechanical penthouses shall be integrated into the design of the building. Tall buildings should include “sculpted” roof tops to avoid box-shaped building forms and create visual interest. An interesting architectural feature/treatment shall be added to all rooftops of all buildings of eight storeys or more to avoid box-shaped building forms. Variation and articulation in the building mass including horizontal and vertical setbacks, such as setbacks at the upper storeys, shall be established in the implementing zoning by-law.

11.3.11 Pedestrian Realm

- 11.3.11.1. The grid of local streets and associated public or private open spaces shall provide the framework for the development of pedestrian realm in the Corridor.
- 11.3.11.2. The pedestrian realm as provided through streetscaping within the right-of-way is conceptually identified in Map 11.3.C.
- 11.3.11.3. Sidewalks on both sides of all streets shall form a connected system of optional routes to provide pedestrians access to the subway station.
- 11.3.11.4. The Steeles Avenue streetscape along with key buildings or facilities shall be designed to signal the importance of this urban corridor for pedestrians.
- 11.3.11.5. Parking, servicing, mechanical equipment and automobile drop offs are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways and service courts at the side and rear of buildings are to be provided for these functions. Parking ramps to structured parking should occur within the building.

- 11.3.11.6. To promote the comfortable pedestrian use of streets, parks and open spaces, development shall provide:
- a. well-designed, coordinated streetscape improvements, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open spaces;
 - b. appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the lots and along the edges, contribute to the visual continuity of the street edge, mitigate the heat island effect, and encourage the safe use of these spaces;
 - c. high-quality, usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes;
 - d. appropriate pedestrian weather protection at the transit station, along Street 'C', and in the Transit Core generally;
 - e. buildings with primary entrances, transparent windows and signage facing the street; and,
 - f. barrier-free design of buildings, streets and publicly accessible open spaces.

Courtyards

- 11.3.11.7. Courtyards will be formed in many of the commercial, residential and mixed-use blocks. Their principal role will be to provide on-site, at-grade open space amenity for occupants of that block. The functional and spatial characteristics of the courtyard vary depending on building typology and size of the block.
- 11.3.11.8. Development applications and/or Development Concept Reports will be expected to present coordinated design concepts for courtyards that provide appropriate grading, pedestrian and landscape facilities, and coordinated servicing and automobile access to maximize usable landscaped open space.
- 11.3.11.9. To be most effective, courtyards should have a unified landscape design to ensure that gardens and play areas on individual sites can be shared with those living or working on the block as a whole.

Grade-related Uses

- 11.3.11.10. In the entire Corridor, the provision of community services, restaurants, cafes, stores and display windows, etc. at grade are encouraged, as they provide visual interest, support the use of sidewalks and transit, promote retail continuity and viability, and contribute to a safer and more vibrant pedestrian and transit-supportive environment.
- 11.3.11.11. Buildings in the Transit Core and Transit Transition areas generally shall contain active uses along most of their street frontages, such as shops, restaurants, personal and business services, professional offices, front lobbies, and meeting, recreation, or activity rooms.
- 11.3.11.12. Ground-floor uses will over time change to adapt to a variety of urban community needs; as a result, the floor-to-ceiling height of ground floors for all buildings on Steeles Avenue and on Street 'C' in the Transit Core and other main north-south streets, should be a minimum of 4-5 metres.
- 11.3.11.13. The entrances to ground-floor commercial uses shall be flush with the public sidewalk.

Mid-Block Connections

- 11.3.11.14. The provision of public, or publicly accessible privately-owned spaces are encouraged on individual sites in order to complement the public open space system. These will be provided on an incremental and coordinated basis as development occurs.
- 11.3.11.15. Development on each block identified on Map 11.3.A shall include continuous mid-block local streets, lanes, and/or pedestrian connections running east-west and north-south;
- 11.3.11.16. Other mid-block connections are encouraged that:
 - a. are wide enough to safely serve the designed function;
 - b. are designed as pedestrian landscaped mews, and lit, landscaped and maintained for public use;
 - c. provide a fine grain of pedestrian circulation and an important connection between streets; and,
 - d. lead to the subway station and other public destinations such as the open space valley system to the west.

Parking, Service Entrances, Loading Areas, Utilities

- 11.3.11.17. In order to reinforce streets as primary public spaces, the location of parking and service entrances need to be carefully considered.
- a. Parking and service entrances should have the least possible impact on the streetscape and public open spaces.
 - b. No parking, driveways, lanes, aisles or loading areas will be permitted between buildings and the public sidewalk along Steeles Avenue and the north-south local roads.
 - c. Large surface parking areas are generally discouraged.
 - d. Surface parking areas shall generally be located behind buildings fronting onto Steeles Avenue.
 - e. Limited side yard parking may be permitted.
 - f. Surface parking should be set back 3 metres from the property line or behind the building line along the local north-south road.
 - g. Setback areas should be substantially landscaped in order to continue to define the street edge and provide safety and amenity for pedestrians.
 - h. Where surface parking is provided beside buildings located on Steeles Avenue and the north-south local roads, low walls and landscaping should be used to continue the visual street wall along the right-of-way.
 - i. Where surface parking is provided, the visual impact shall be mitigated with significant landscaping and pavement treatments including landscape materials, trees and lighting throughout parking lots and along the edges. Attractive fences and generous landscaping between parking and adjacent residential uses should be provided.
 - j. Parking is encouraged to be located below grade or in above-grade structures in particular where density is highest around the subway station.
 - k. Office uses shall include a minimum of one level of underground parking.
 - l. All parking for residents in apartment buildings shall be provided underground.
 - m. Entrances to below grade or structured parking and service areas should occur within the building.
 - n. Structured or below grade parking should be considered in the context of Development Concept Reports and Phasing Plans in terms of shared parking, parking ramps and loading bays.

- o. Above-grade parking garages in the Transit Core should be faced with active uses on the street, and all parking structures should be designed as buildings, with architectural treatments in keeping with design of adjacent buildings.
- p. Service entrances are not permitted on Steeles Avenue but should occur off of the local north-south streets, mid-block local streets or service lanes to the side or rear of buildings.
- q. Service entrances should be consolidated with adjacent development wherever possible.
- r. Loading areas are not permitted in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the City. The location of loading areas will be controlled in the zoning bylaw.

11.3.11.18. The following shall apply to utilities:

- a. When determining block layout, consideration should be given to the location of utilities away from and not within view of the public right-of-way.
- b. Utilities should be clustered to minimize visual impact, and located on or within buildings where possible.
- c. Utilities should generally be located within buildings or on the side of buildings and where they are easily accessible by the utility service provider.
- d. Utilities shall not visually detract from the building treatment.
- e. Large, above-ground utility infrastructure should be located and designed to be compatible with its environment and innovative methods of containing utility services on, or within streetscape features, such as gateways, lamp posts, or transit shelters, should be considered when determining appropriate locations for large utility equipment and utility cluster sites.

Signage

11.3.11.19. An area-specific sign by-law shall address the following:

- a. Signage should provide a high level of clarity, visibility and visual interest with minimal visual clutter, and complement the building architecture in its scale, materials, consistency and design,
- b. Building signage should be top-lit, or lit-letter; back-lit box signage is prohibited.
- c. Pylon signage is prohibited; signage shall be incorporated onto the building.
- d. Signage lighting should adhere to Vaughan's draft Exterior Lighting Guidelines.

Lighting

- 11.3.11.20. The design and provision of lighting should adhere to the policies set out in the draft “City of Vaughan Exterior Lighting Guidelines” July 30, 2004 (or any other lighting policy document that supersedes this), with reference to the Local City Centre-Lighting District, Light Zones 1-4 and Lighting Quality Classes 3, 5 and 6.
- 11.3.11.21. The impacts of lighting from new development, particularly from commercial uses and parking lots, on adjacent properties and on Black Creek Pioneer Village in particular, shall be minimized.

Streetscaping

- 11.3.11.22. High quality streetscaping is fundamental to the creation of attractive, pedestrian-friendly streets. The Secondary Plan Area is envisioned as an intensively developed urban place with a high concentration of residents and employees. To ensure that it can fully achieve the intended vision, a cohesive approach to the treatment of the streetscapes on all streets is crucial.
- 11.3.11.23. Steeles Avenue will play a particularly important role as the primary ‘face’ of development, and will be subject to special treatment on both sides. Steeles Avenue is identified in the City of Toronto’s draft Streetscape Manual as a Green Street/Scenic Street. To complement the intended treatment on the south side, a similar level of high quality streetscape treatment is required along the north side of Steeles Avenue, and in particular, on the frontage facing Black Creek Pioneer Village, as well as along Jane Street.
- 11.3.11.24. Other roads within the Secondary Plan Area also have important roles to play. The new major east-west road will become a major thoroughfare for private autos and transit vehicles. The parallel local east-west road will facilitate pedestrian and bicycle traffic within the Secondary Plan Area. The north-south roads will provide connecting links from the Secondary Plan Area to and across Steeles Avenue. The important functions of each of these roads will be facilitated and enhanced by appropriate high quality streetscape treatment.

- 11.3.11.25. The following streetscaping policies shall apply:
- a. Public realm conditions should support year-round and day and night activities.
 - b. Streetscape improvements, linked by a common theme and selection of materials, shall be made to both sides of each street to enhance the identity of place, pedestrian comfort and safety. A detailed streetscape plan will need to be developed in consultation with the City of Toronto and York University. Streetscape improvements shall include:
 - i. Paving and soft landscaping;
 - ii. Street furniture;
 - iii. Pedestrian-scale and street lighting; and
 - iv. Signage.
 - c. Mature trees within the public and private realm shall be preserved wherever possible. A tree preservation plan must be submitted with all development or redevelopment applications.
 - d. Soft landscaping shall be maximized and hard surfacing minimized, with the exception of well-designed and planted plazas, forecourts, patios, and streetscapes associated with Steeles Avenue.
 - e. Public spaces shall be designed to be inviting to the public, well lit, of a comfortable pedestrian scale, and complementary to the architecture of adjacent buildings.
 - f. High-quality public realm elements such as railings, pedestrian lighting and tree pits shall be provided; and
 - g. The pedestrian environment and connections both in the public realm (e.g., streets and sidewalks) and within the private realm shall be improved in the following ways:
 - i. Provide for public safety and comfort through a co-ordinated sidewalk and street furniture program, including adequate lighting (with reference to the City of Vaughan Draft Outdoor lighting Design Guidelines), seating, wind and rain protection, bicycle parking, and enhanced and identifiable pedestrian crossing points;
 - ii. Provide additional planting of street trees and plantings on private lands;
 - iii. Ensure proper maintenance of public and private walkways; and
 - iv. Provide secure bicycle parking in commercial, public open space and public transit areas.

11.3.12 Transportation Policies

- 11.3.12.1. The intent of the transportation system is to provide an integrated, multi-modal transportation network for all residents and businesses that is safe, convenient, affordable, efficient, energy conserving, and minimizing in environmental impacts.
- 11.3.12.2. The arterial, primary and local right-of-ways in the Corridor shall form a connected system to serve all parts of the Corridor and allow pedestrians, public transit and private vehicles a multiple choice of routes.
- 11.3.12.3. The early establishment of the east-west primary road is critical to the implementation of this Secondary Plan.
- 11.3.12.4. The establishment of the TTC Spadina Subway Extension from Downsview Station through the Steeles Corridor is important to the ultimate achievement of the land use vision.

Transit

- 11.3.12.5. The Region of York has acquired the property on Schedule B at the northwest corner of Street C and Steeles Avenue, for the development of a transit terminal. Within the ORC/Hydro One corridor that extends along the north side of this plan exists the potential for a parking facility that could accommodate up to 3,000 cars. York University is already a significant transit node served by many transit services and it is expected that the Corridor land uses will intensify as the transit service levels increase, and the road network is fully developed. The land uses provided for in this Secondary Plan are premised upon and support the existing and planned road and transit network.
- 11.3.12.6. The preferred location for the Steeles West Station has been identified through the EA process. An enlargement or minor shift in the transit station location and a corresponding adjustment in the land use designations of this Secondary Plan may occur without an amendment to the Secondary Plan.
- 11.3.12.7. It is a major objective of the City to increase transit ridership and the transit modal split within the entire City of Vaughan and, in particular within this Secondary Plan Area. To achieve this objective, the transit network within the Corridor will provide opportunities for regional and inter-regional transit routes and facilities, including connections to:

- a. the TTC subway and bus network, including potentially bus rapid transit facilities as a precursor to the subway extension;
 - b. the Vaughan Metropolitan Centre and the York Region Rapid Transit corridor in the Highway 7 corridor to the north, in the initial phase via prioritized 'Quick Start' bus service, evolving to a dedicated bus rapid transit route, and ultimately, to a subway.
 - c. the proposed Transitway stations within the Highway 407 corridor;
 - d. existing, proposed and potential GO rail station sites and GO bus stops; and,
 - e. to the local transit system along Steeles Avenue, Keele Street, and Jane Street.
- 11.3.12.8. The City will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
- 11.3.12.9. The internal road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage.
- 11.3.12.10. The City shall encourage the increased use of public transit by requiring transit supportive urban design, retaining rights-of-way for off-street bus loops, as well as providing for bus shelters and bus stop locations. Improvements to the public transit network, based on the existing system of roads, should be initiated immediately, and continue as necessary to meet the needs of development as it proceeds.
- 11.3.12.11. Inter-regional, regional and local transit routes should converge in a coordinated manner within the Corridor, and transit stops shall be established at appropriate locations.
- 11.3.12.12. To promote transit use, optimize land use, create comfortable pedestrian environments and achieve other urban design objectives of this Secondary Plan, the integration of transit facilities with development is strongly encouraged. Direct connections between the subway station and adjacent development should be provided where feasible. Below-grade and surface transit facilities should be designed to permit commercial and/or residential development on the same site.

Road network and road allowances

- 11.3.12.13. The grid network of local and primary road rights-of-way illustrated on Map 11.3.B is fundamental to the efficient functioning of the Corridor transportation network. Minor

modifications to the alignment of primary roads on Map 11.3.B are permitted without amendment to this Secondary Plan, provided the principle of a grid network is maintained.

- 11.3.12.14. A more refined grid network of public streets than identified on Map 11.3.B will be considered in preparing and reviewing development applications and Development Concept Plans.
- 11.3.12.15. The road network is comprised of arterial roads (Steeles Avenue, Jane Street, Keele Street), the primary east-west road, six (6) local north-south roads, and laneways. Map 11.3.B identifies the major road network. The right-of-way widths for the various roads are generally as follows:
 - a. east-west primary road - up to 26 metres;
 - b. local roads(with transit) - 23 metres;
 - c. local roads(without transit) - 20 metres;
 - d. mid-block local roads up to 17.5 metres; and,
 - e. laneways, where necessary - 7.5 to 8 metres.
- 11.3.12.16. The road allowance widths identified in this Secondary Plan are approximate and relate to the structural right-of-way width for a fully urbanized cross-section. In certain cases, widening of existing roads to the ultimate road allowance width shown may not be required. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements.
- 11.3.12.17. The Figures in this Secondary Plan illustrating the right-of-way and streetscape typologies are conceptual. Final right-of-way requirements and the design of road surfaces, utilities, sidewalks, daylight triangles, boulevards, etc., will be determined during the review of development applications.
- 11.3.12.18. When public transit routes have been finalized, they will be located on roads with a minimum right-of-way of 23 metres to accommodate transit vehicles, even if the road is identified as a 'local road'.
- 11.3.12.19. It is a requirement of this Secondary Plan that all roads identified within the Corridor shall be built and maintained to an operational standard satisfactory to the City, and

shall provide for permanent public access for traffic through the Corridor at locations satisfactory to the pertinent authorities.

- 11.3.12.20. Local and primary road rights-of-way shall be identified in all approved plans within the Corridor, and shall be conveyed to the municipality as a condition of approval of draft plan of subdivision, prior to the registration of the plans. Alternatively, the City may in the subdivision agreement permit private roads designed and built to City standards with a public easement that conveys the road to the City at no cost, any time in the future the City deems necessary.
- 11.3.12.21. No plan shall be approved which permits the construction of any structure on a local or primary road right-of-way identified on Map 11.3.B. Road allowances reserved or conveyed to the municipality may be used on a temporary or permanent basis for parking purposes at the sole discretion of Council.
- 11.3.12.22. The road network within the Corridor shall recognize natural and built constraints and shall form a continuous and interconnected grid pattern, integrated with the planned road network on surrounding lands. The City will work with the Region of York, City of Toronto and York University in implementing the north-south local road network, so that the connections identified in the Secondary Plan align with pedestrian and vehicular connections to the south of Steeles Avenue.
- 11.3.12.23. The City may implement laneways or other similar traffic calming and traffic control measures subject to the evaluation of functional, operational and financial issues associated with their use.
- 11.3.12.24. Every street shall be designed to accommodate street trees to give streets a unity of form and shade for pedestrians.
- 11.3.12.25. Individual and direct vehicular access to Steeles Avenue shall not be permitted.
- 11.3.12.26. The use of cul-de-sacs shall generally be prohibited.
- 11.3.12.27. Development shall allow for the establishment of a continuous secondary east-west connection for pedestrians, cyclists and, through most blocks, vehicles, as conceptually shown on Map 11.3.B.

Arterial Road Network

- 11.3.12.28. Steeles Avenue is under the jurisdiction of the City of Toronto, and is also identified in the York Regional Official Plan as a Regional Corridor. The treatment of the road allowance is extremely important to the overall character of the Secondary Plan area.
- 11.3.12.29. The City of Toronto with respect to Steeles Avenue, and The Region of York with respect to Jane Street and Keele Street, shall be encouraged to modify the role and function of the arterial roads from that of a single use transportation corridor, to that of a multipurpose urban street and pedestrian and transit supportive place.
- 11.3.12.30. To allow for pedestrian access across Steeles Avenue, signalized intersections are encouraged.
- 11.3.12.31. Arterial road widenings may also be required to implement the streetscaping elements identified in this Secondary Plan. Where necessary, these widenings shall be conveyed to the Region of York or City of Toronto as a condition of approval of draft plan of subdivision, prior to the registration of the plans. Alternatively, the Region or the City of Toronto may, in the subdivision agreement, permit streetscaping that is designed and built to these standards to be provided on a public easement that retains the streetscaping function on the private lands.
- 11.3.12.32. The City of Vaughan will work with the City of Toronto, York University, and York Region towards the implementation of an enhanced streetscape on Steeles Avenue, Jane Street and Keele Street as the Corridor develops over time.
- 11.3.12.33. Given its dominant length and impact on the function and character of the entire Corridor, the potential treatment of Steeles Avenue is illustrated below in Figure 11.3.A.

Primary East-West Road

- 11.3.12.34. The continuous east-west primary road is a critical transportation connection to serve transit and road network needs, and therefore support access to and from the land uses in this Secondary Plan. The east-west primary road is to enable traffic flow through and around the Corridor and reduce the already considerable congestion on the Steeles/ Jane and Steeles/Keele intersections. This Secondary Plan establishes the principle and process for securing the east-west primary road.

- 11.3.12.35. The east-west road is to be established as early as possible as a continuous road, and in the initial phase of all development.
- 11.3.12.36. The east-west primary road is to be located to the greatest extent practicable, in the lands owned by the Ontario Realty Corporation (ORC) and being leased to Hydro One. Figure 11.3.B illustrates the preferred option of using at least 10 metres of the Hydro Corridor for the east-west primary road right-of-way. The detailed location, design and geometries of this road will need to be addressed as part of an Environmental Assessment and will need the approval of ORC and Hydro One. The connections of this east-west road to Jane Street and Keele Street are to ultimately be fully signalized intersections.
- 11.3.12.37. Until the scale and precise location of the east-west primary road is approved by ORC, the City will secure a right-of-way, easement, or reserve of up to 26 metres wide as part of all development applications. The easement or reserve is to be located at the northern limit of the private lands abutting the Hydro Corridor. Once the necessary right-of-way in the Hydro Corridor is secured, all excess right-of-way will be returned to private landowners to further facilitate development in the area. Until the east-west road is established, the easement or reserve may be used for driving aisles and/or parking but not for the location of buildings.
- 11.3.12.38. Pedestrian streetscape amenities within the east-west primary road are to focus on the south side of the east-west primary road.
- 11.3.12.39. Connections should be made from the east-west primary road to the Community/Multi-use Recreational trail identified in the draft Pedestrian and Bicycle Master Plan Study (2004).
- 11.3.12.40. The potential treatments of the east-west primary road, both using and not using the corridor respectively, are illustrated below in Figure 11.3.B and Figure 11.3.C. Localized widening may be required to accommodate exclusive left-turn lanes and may be secured without amendment to this Secondary Plan.
- 11.3.12.41. Developers shall be financially responsible for the portion of the primary east-west road required on existing private lands that are subject to an application for plan of

subdivision. Alternatively, the City may consider other arrangements that result in the costs of this portion of the road being distributed among multiple landowners, including public agencies.

- 11.3.12.42. Residential uses on the south side of the east-west primary road should provide a minimum 5 metre landscaping buffer.

Local North-South Road Network

- 11.3.12.43. The alignments of the local north-south road connections are to establish logically sized and configured development blocks, appropriate signal spacing, and integration with pedestrian routes, roads, and/or driveways to the south of Steeles. Generally, the north-south local roads shown on Map 11.3.B are to align with signalized intersections and connect to the pedestrian and/or road system on York University's lands.
- 11.3.12.44. The roads shown on Map 11.3.B on the south side of Steeles Avenue are conceptual only. York University and the City of Toronto are encouraged to establish over time a grid network of streets on the south side of Steeles Avenue aligned with the planned grid on the north side, to service development and facilitate movement by all modes of transportation. If it is not practical or desirable to extend all of the north-south roads south of Steeles Avenue, the roads on the north side still will be required. Signalized pedestrian connections to the south side of Steeles Avenue are to be implemented in accordance with this Secondary Plan. The City of Vaughan will work with the City of Toronto and York University to coordinate the specific alignments and connections of the local north-south road connections to Steeles Avenue.
- 11.3.12.45. Local north-south roads shall be designed to provide high levels of pedestrian amenity and connections while providing adequate accommodation for cars and transit vehicles.
- 11.3.12.46. Street 'A' is to be aligned opposite Murray Ross Parkway to the south, and is to occur as part of the major redevelopment of lands to the north of Steeles Avenue, and not as part of the expansion of the existing use.
- 11.3.12.47. As part of the location of the Transit Station, Street 'C' is to be aligned opposite North West Gate to the south of Steeles Avenue in York University.

- 11.3.12.48. Founders Road shall be extended north to intersect with the new east-west road in conjunction with development of the adjacent lands or when required for the purposes of traffic management in the area.
- 11.3.12.49. The other road connections to Steeles Avenue (Streets 'B', 'D', 'F' and 'G') may shift slightly east or west from the locations identified on Map 11.3.B, and, an early determination of the precise locations of these streets is strongly supported by this Secondary Plan.
- 11.3.12.50. As a potential bus transit route, one of the local north-south Streets may need the ability to accommodate transit vehicles and therefore provide a right-of-way sufficient to accommodate transit vehicles. This Secondary Plan supports such a route and will accommodate the required right-of-way.
- 11.3.12.51. The potential treatments of the local roads, both with transit and without transit, are illustrated below in Figure 11.3.D and Figure 11.3.E.

Bicycle Network

- 11.3.12.52. The development of all roads shall include safe, convenient and attractive facilities for cyclists.
- 11.3.12.53. The Pedestrian and Bicycle Master Plan has identified the potential need for a Community/Multi-use Recreational Trail extending from Jane Street to Keele Street in the Hydro Corridor and two pedestrian and bicycle north-south connections between Jane and Keele Streets. These links, shown on Map 11.3.B, will facilitate continuity of the City-wide pedestrian and bicycle network, north-south movements across Highway 407, and provide an alternative to the busy streets of Jane and Keele.
- 11.3.12.54. The Recreational Trail within the Hydro Corridor should:
- a. be developed as a dedicated corridor/bicycle lane as part of, or adjacent to, the final alignment of the east-west primary road right-of-way;
 - b. have convenient and direct access to the Transit Station through incorporation of a dedicated bicycle lane in Street 'C';
 - c. be linked to York University, potential bus stops, and sites in the Secondary Plan area via the north-south local streets and other midblock connections;

- d. connect to the City of Toronto's bike route on Murray Ross Parkway, and potentially to a Steeles Avenue off-street bike route west of Keele Street.
- 11.3.12.55. An adequate supply of secure bicycle parking shall be provided at the subway station, near bus stops, in urban squares, and in other high activity areas.

Parking

- 11.3.12.56. Transit-supportive parking standards shall be established for the Corridor through a City-initiated zoning by-law amendment based upon a City-initiated parking study, or on an application-specific basis with a supporting parking study. Reduced parking standards may be phased in over time as the target densities in the Secondary Plan are achieved. To encourage transit use and discourage an oversupply of parking, maximum parking standards will be established for the Corridor.
- 11.3.12.57. Sharing of parking in mixed-use developments will be encouraged within the Corridor, subject to evaluation by the City.
- 11.3.12.58. On-street parking may be permitted, and spaces provided on either the local, east-west primary or arterial roads may be credited towards the parking provided on-site as long as the peak roadway demands and functions are not significantly compromised.

Travel Demand Management

- 11.3.12.59. The City will actively work with the Region, Smart Commute North Toronto, Vaughan, and with developers, owners and tenants in the Corridor to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking, and reduce the use of low occupancy automobiles for trips, particularly trips to and from work. These measures may include:
- a. promoting the use of public transit by employees;
 - b. promoting measures to foster higher vehicle occupancy;
 - c. assisting in organizing and promoting car pooling;
 - d. giving priority parking space assignments and/or reduced rates for car pool participants;
 - e. varying hours of work to reduce peak hour loads;
 - f. participating in a Transportation Management Association; and,

- g. giving priority parking space assignments or reduced rates for low and non-polluting motor vehicles such as electric cars, as they become available to the general market; and/or, other measures that may be identified.
- 11.3.12.60. Measures to support transit use, such as maximum parking standards, priority signaling, shared parking arrangements, public parking structures, and “paid parking only” strategies, may also be required.
- 11.3.12.61. Traffic Impact Studies submitted in support of development applications shall identify and assess proposed Transportation Demand Management Strategies. The recommendations of these studies shall include the method of implementing the travel demand management program for the proposed development.
- 11.3.12.62. Traffic Impact Studies submitted in support of development applications are required to review background traffic growth generated by the York University campus.

Transportation Improvements

- 11.3.12.63. Full implementation of this Secondary Plan requires the following improvements to the transportation system:
- a. Region of York:
 - i. construction of the road widenings for Keele Street and Jane Street
 - ii. construction of a transit station and dedicated bus rapid transit lanes connecting north to the Highway 7 corridor
 - iii. construction of the subway station and connection to the Vaughan Metropolitan Centre and Highway 7 Rapid Transit corridor.
 - b. City of Toronto:
 - i. streetscaping improvements to Steeles Avenue including the centre median
 - c. City of Vaughan:
 - i. construction of the north-south road connection to Snidercroft Road
 - ii. construction of the easterly extension of the east-west primary road east of Keele Street and south to Steeles Avenue.
 - d. Region of York/City of Vaughan:
 - i. Securing and construction of the continuous east-west primary road connecting from Keele Street to Jane Street.

- e. City of Vaughan/City of Toronto/York University
 - i. the alignment of the north-south local roads with driveways, roads or pedestrian connections on the south side of Steeles Avenue.

11.3.12.64. It is the policy of Council to assist the Region of York and City of Toronto in protecting and obtaining lands required for the rights-of-way and for the widening of roads for the provision of public transit services through the development approval process.

11.3.12.65. Where lands have been identified as required for the construction of the local and primary road network, and where such lands are the subject of a development application, it is the policy of Council to require the dedication of such lands before permitting the development of the site. Alternatively, lands may be provided in accordance with policies in Section 11.3.12.20.

11.3.12.66. From time to time, at the discretion of Council, lands for planned road or transit improvements may be directly purchased or expropriated by the City, in order to foster the planned and orderly development of the Corridor. It is Council's intention that the funds for such acquisition of land and for the construction of planned road or transit improvements be provided to the greatest extent practical through a charge against development in the Secondary Plan and/or the City and/or the Region under the provisions of the Development Charges Act, or by other means available to the City.

11.3.12.67. To enable the development of the Secondary Plan to proceed as expeditiously as possible, it is Council's intention that the planned transportation improvements be reflected in the capital works forecasts and any Development Charges By-law, in such a fashion as to permit development without delay. As such, the City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in Section 11.3.16 of this Secondary Plan.

11.3.13 Environmental And Servicing Policies

11.3.13.1. Development shall recognize the significance of the Black Creek valley system to the health of the local and regional environment. Impacts on the valley system and the larger Black Creek watershed shall be managed following best practices in

sustainability. Impacts from development in the Secondary Plan Area on downstream water quality shall be positive or neutral.

- 11.3.13.2. The use of permeable materials for parking areas is encouraged.
- 11.3.13.3. The design of rooftops and parking areas should minimize the heat island effect, through rooftop gardens, green roofs and the planting of shade trees between parking aisles.
- 11.3.13.4. Streetscaping shall include irrigation systems for street trees where appropriate and feasible.
- 11.3.13.5. The City shall support and encourage the development of district energy, heating and cooling systems.
- 11.3.13.6. Solar power shall be considered for street lighting.
- 11.3.13.7. The City may require that development applications include a Sustainability Plan. Sustainability Plans shall consider the following techniques to reduce stormwater runoff, improve water quality and conserve energy:
 - a. rain barrels or cisterns to capture rainwater for reuse in landscape irrigation and other non-potable water applications;
 - b. vegetated swales to filter and detain stormwater;
 - c. porous surfaces for pathways, patios and parking lots to allow infiltration of stormwater;
 - d. greywater systems that capture stormwater runoff and other greywater for reuse in toilets and industrial operations;
 - e. the use of renewable energy sources for building systems and exterior lighting, such as solar, wind and geothermal;
 - f. cogeneration, i.e., capturing and using heat from power generation;
 - g. green roofs;
 - h. other techniques encouraged by the policies of this Secondary Plan, and which may be identified by City staff.

Water, Wastewater And Stormwater Management Services

- 11.3.13.8. Development within the Secondary Plan Area shall be on the basis of the full forecasts of development within this Secondary Plan.
- 11.3.13.9. A comprehensive approach to addressing the servicing requirements of the Secondary Plan Area is needed. As these requirements must be addressed prior to consideration of development approvals, completion of the necessary studies is a priority. The City will undertake a study to comprehensively address the Secondary Plan Area's storm water management requirements. A Master Environmental Servicing Plan outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by the City in consultation with the Region, Toronto and Region Conservation Authority or, alternatively, by proponents to the satisfaction of the City, the Region and the Toronto and Region Conservation Authority as a condition of approval of development applications. The MESP should include a comprehensive storm water management strategy identifying the development-related storage requirements and storage locations, including innovative, sustainable water management practices (e.g., 'green roof' storage, underground storage).
- 11.3.13.10. Development may be phased to coincide with the availability of all the necessary services being available for development, subject to the Phasing Policies of this Secondary Plan Plan.
- 11.3.13.11. Stormwater management practices shall be designed and implemented to the satisfaction of the City and the Toronto and Region Conservation Authority, based on overall stormwater management criteria for Steeles Avenue within this corridor. The overall Master Servicing Plan should include a comprehensive stormwater management strategy that sets out criteria for the entire area.
- 11.3.13.12. The integration of stormwater management and water recycling facilities in the design of buildings, open spaces and parking areas is encouraged. Where public stormwater management facilities, in addition to those identified on Map 11.3.C, are required, they shall be designed as accessible, park-like open spaces.

- 11.3.13.13. Development shall provide for the management of stormwater runoff, and the promotion of water quality treatment on a comprehensive watershed basis. On-site storage of stormwater (e.g. parking lots and rooftop controls) will also be considered as an option for the treatment of stormwater.
- 11.3.13.14. New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, stormwater management facilities, municipal water and electricity supplies, required to serve proposed development shall be provided and paid for by the developer.

Utilities And Servicing

- 11.3.13.15. All utilities, including telecommunications, will be planned for and installed on a coordinated and integrated basis in initial common trenches, wherever possible, in order to be more efficient, cost effective and minimize disruption.
- 11.3.13.16. A comprehensive approach to address the servicing requirements of the Secondary Plan Area is needed. As these requirements must be addressed prior to consideration of development approvals, completion of the necessary studies is a priority. The City will undertake a Functional Master Servicing Strategy Report and a Traffic Impact Study to comprehensively address proposed development within the Secondary Plan Area in terms of the servicing and transportation infrastructure requirements for the Secondary Plan Area.

11.3.14 Administration

- 11.3.14.1. The policies contained in this Secondary Plan shall apply to the lands shown on Map 11.3.A as the Steeles Corridor -Jane to Keele - Secondary Plan Area. Except as otherwise provided herein, the policies of this Secondary Plan shall supersede any other policies as contained in Chapters 1 through 10 and 12 of the Official Plan.
- 11.3.14.2. In respect of the lands located at the northeast corner of Jane Street and Steeles Avenue, which are subject to Amendment No. 454, as amended by OPA No. 481, the policies of Sections 4.2.3.f) (Regional modification No.4) and 4.2.3.g) (Regional modification No.5) of Official Plan Amendment No. 500 shall apply (With necessary modifications). In addition, the policies established by this Secondary Plan, as expressed in Section 3.2.3 and other relevant sections, also apply to the northeast corner of Jane Street and Steeles Avenue.

11.3.15 Implementation

- 11.3.15.1. A Steeles Corridor Coordinating Committee, including staff from the City of Vaughan, the City of Toronto and York Region, York University Development Corporation, Black Creek Pioneer Village, Hydro One, CN Railway Properties, UPS, TRCA and the various transit providers will be established to oversee and facilitate the coordinated implementation of the plans north and south of Steeles Avenue and address, on an ongoing basis, specific issues related to road and pedestrian connections, land use and built form compatibility, transit facilities, community services, noise and streetscaping.
- 11.3.15.2. The initiation and completion of an Environmental Assessment for the proposed east-west road adjacent to, and potentially within, the Hydro Corridor is a critical early step in implementing this Secondary Plan. Upon approval of this Secondary Plan, the City will initiate the EA in cooperation with Ontario Realty Corporation, the Region of York and the transit providers.

Development Concept Report And Phasing Plan

- 11.3.15.3. To provide a context for coordinated development, and to demonstrate conformity with the policies of this Secondary Plan, each development application, in particular those applications intended to develop over a number of phases, shall include a Development Concept Report, in accordance with policy 10.1.1.5, providing a detailed description of the proposed development, and the manner in which it addresses the policies of this Secondary Plan.
- 11.3.15.4. Within each block of the Secondary Plan, development applications should co-ordinate neighbouring development proposals in a mutually complementary fashion. Non-participating lands in the block shall be shown conceptually in the Development Concept Report and Phasing Plan.
- 11.3.15.5. Development shall be phased to provide for the orderly development of the Corridor and Secondary Plan Area, and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:
- a. the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;

- b. the development satisfies all requirements regarding the provision of parkland and other public facilities including streetscaping and landscaping;
- c. traffic from the proposed development can be accommodated on the existing and planned road network, and,
- d. phasing may be addressed through the appropriate use of the policies of this Secondary Plan respecting the application of the holding zone provisions of the zoning by-law.

11.3.15.6. As a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:

- a. describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
- b. considers existing neighbouring uses and the potential need to buffer or stage particular uses;
- c. identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, roads, transit, parks and open spaces, and other community facilities and services, and their proposed phased construction; and .
- d. describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.

11.3.15.7. Phases are to be based upon the existence of, or commitment to construct, the following infrastructure elements:

- a. Components of the local road network, including the continuous east west primary road;
- b. bus-rapid transit;
- c. the subway; and,
- d. public and community services.

Subdivision Control

11.3.15.8. Subdivision Control encompasses draft plans of subdivision/condominium, consents and part lot control exemptions.

- 11.3.15.9. To secure the related infrastructure improvements required, all new development in the Secondary Plan area shall, as part of its initial development application process, proceed by way of the subdivision approval process that includes the full extent of property ownership, and includes a Development Concept Report and Phasing Plan. Plans of subdivision/condominium shall only be draft approved which:
- a. conform with the policies and designations of this Secondary Plan;
 - b. can be provided with adequate services and facilities as required by the policies of this Secondary Plan; and,
 - c. are not premature and are in the best interest of the municipality.
- 11.3.15.10. Policy 11.3.15.9 does not apply to extensions or expansions to existing uses as provided for in policy 10.2.1.3.

Community Improvement

- 11.3.15.11. It is the intent of the City that the area identified on Map 11.3.A of this Secondary Plan be identified as a Community Improvement Area under Section 28 of the Planning Act.

11.3.16 Monitoring

- 11.3.16.1. The City, in partnership with the Region, is to establish a formal program to monitor and report on the level of development in the Secondary Plan.
- 11.3.16.2. The Monitoring Program will address:
- a. traffic volumes on key routes and at key intersections, based on periodic traffic counts in the Corridor;
 - b. the amount of existing and proposed floor space for which subdivision, zoning or site plan approval has been granted, status of development approvals, completions and occupancy;
 - c. travel characteristics and modal split including if possible, trends in the number of pedestrians and cyclists;
 - d. population and employment generated by existing development and projected for approved but not yet occupied development;
 - e. evaluation of traffic volumes and transit ridership in the context of available capacity; and,

- f. evaluation of existing, planned and proposed Development Concept Reports, Phasing Plans, and the status of the York University Secondary Plan, in order to allow for identification and planning of transportation improvements, or to allow time to take steps to control the pace of development in relation to the provision of services.
- 11.3.16.3. The regular monitoring program is, at a minimum, to take place as part of the periodic review of this Secondary Plan, at intervals of five years, and at a public meeting of Council. Sufficient detail will be made available to the public to enable the verification of results and conclusions.

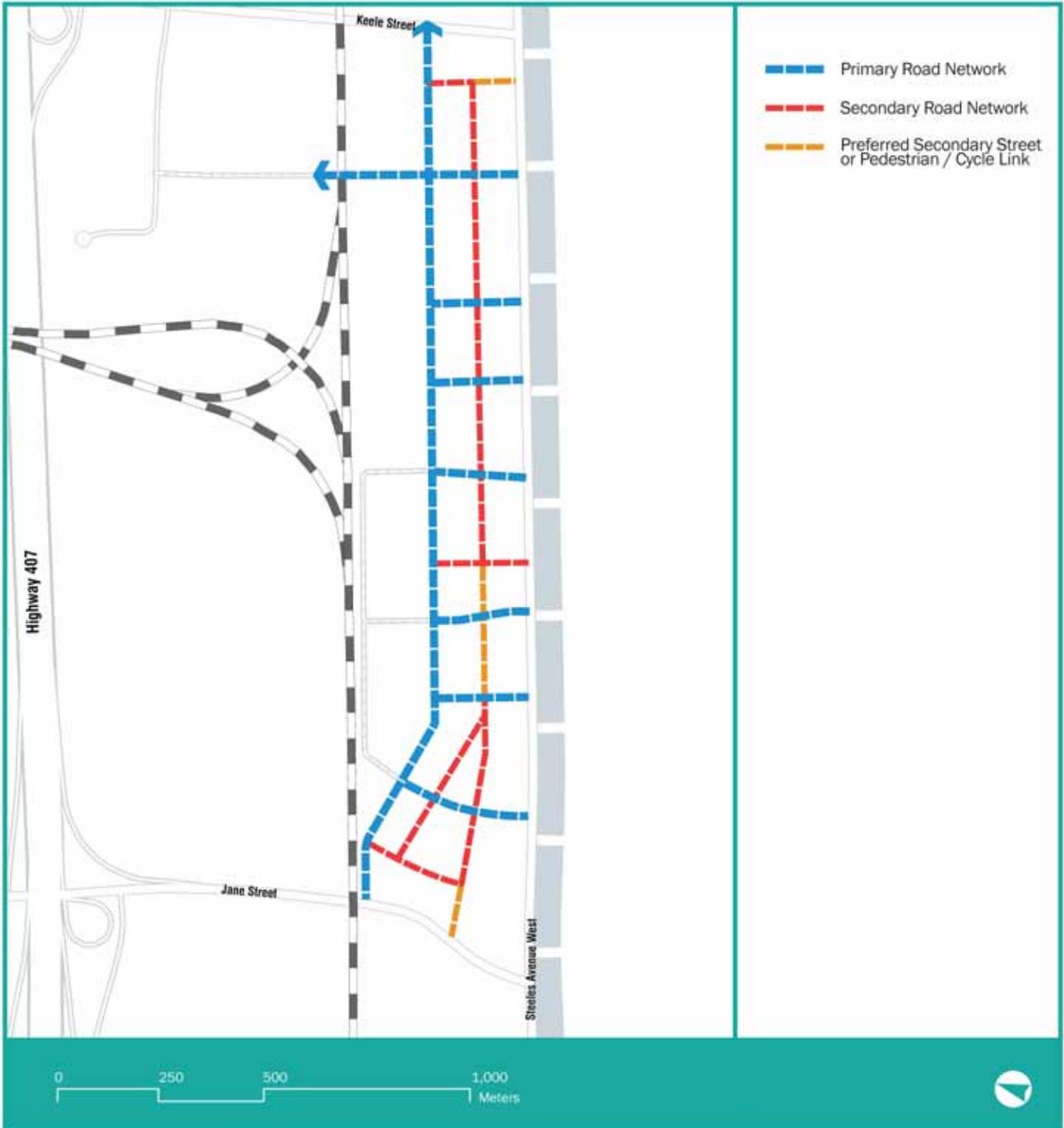
11.3.17 Interpretation

- 11.3.17.1. This Secondary Plan is a statement of policy. It is intended to guide the development of the Steeles Corridor - Jane to Keele- Secondary Plan Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Secondary Plan are maintained.
- 11.3.17.2. The designations identified on Map 11.3.A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without amendment to this Secondary Plan, except where the designations are established by fixed boundaries, such as road rights-of-way, or where they are specifically stated as fixed in the policies of this Secondary Plan.
- 11.3.17.3. Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
- 11.3.17.4. Minor variations from numerical requirements in the Secondary Plan may be permitted without an Official Plan Amendment provided that the general intent of the Secondary Plan is maintained.

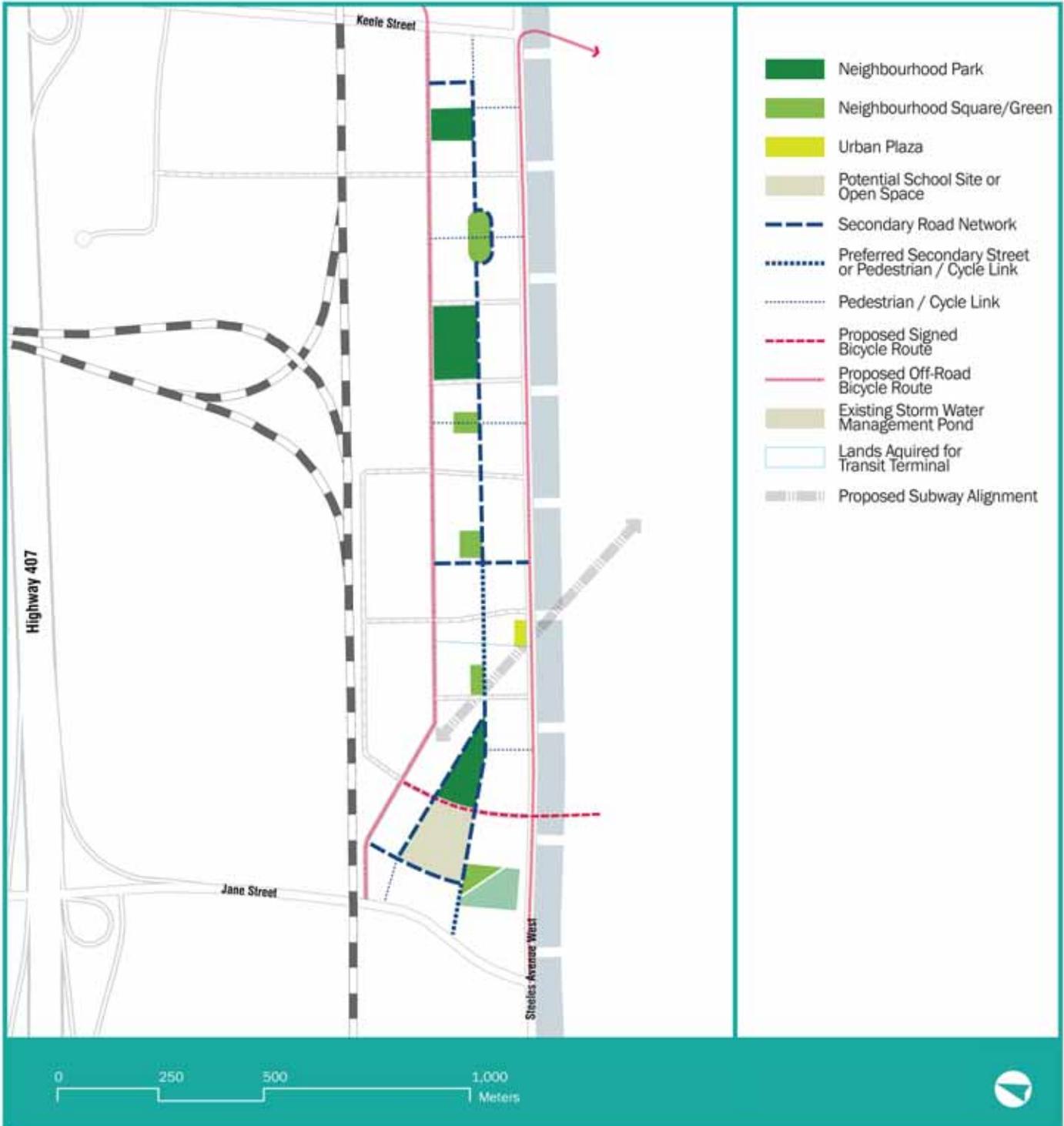
▼ Map 11.3.A
 Steeles West Secondary Plan - Land Use



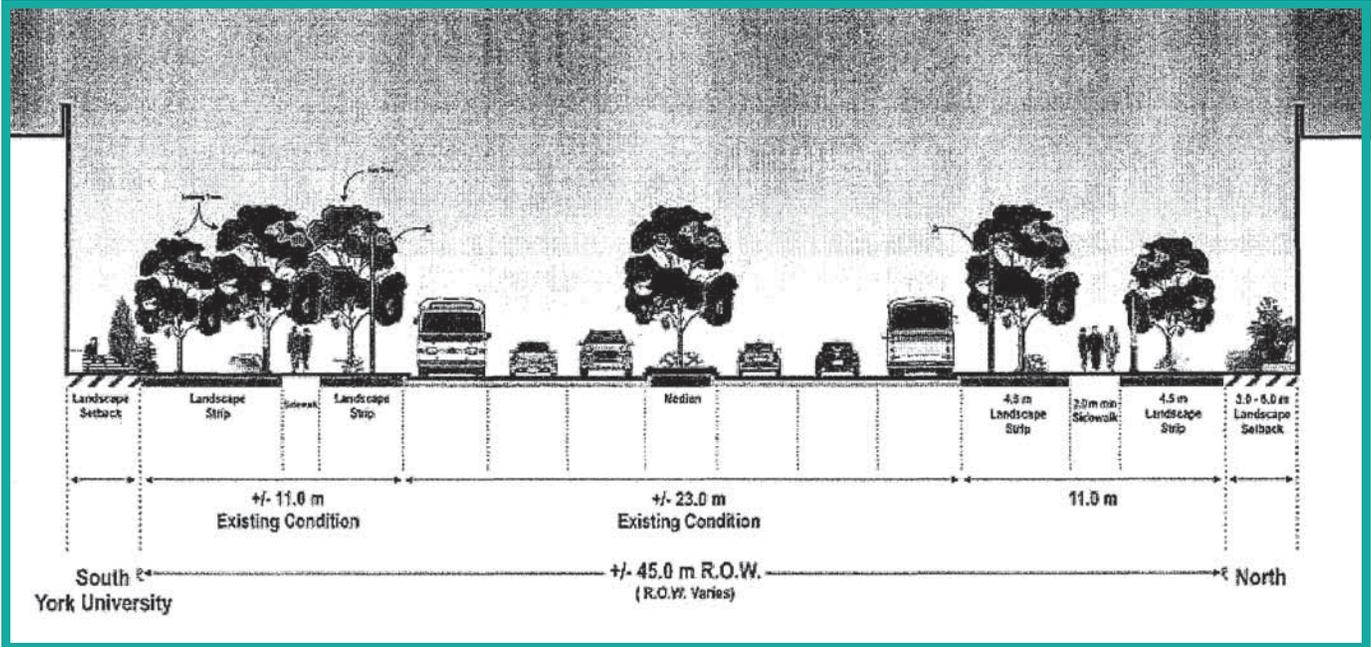
▼ Map 11.3.B
Steeles West Secondary Plan - Transportation Network



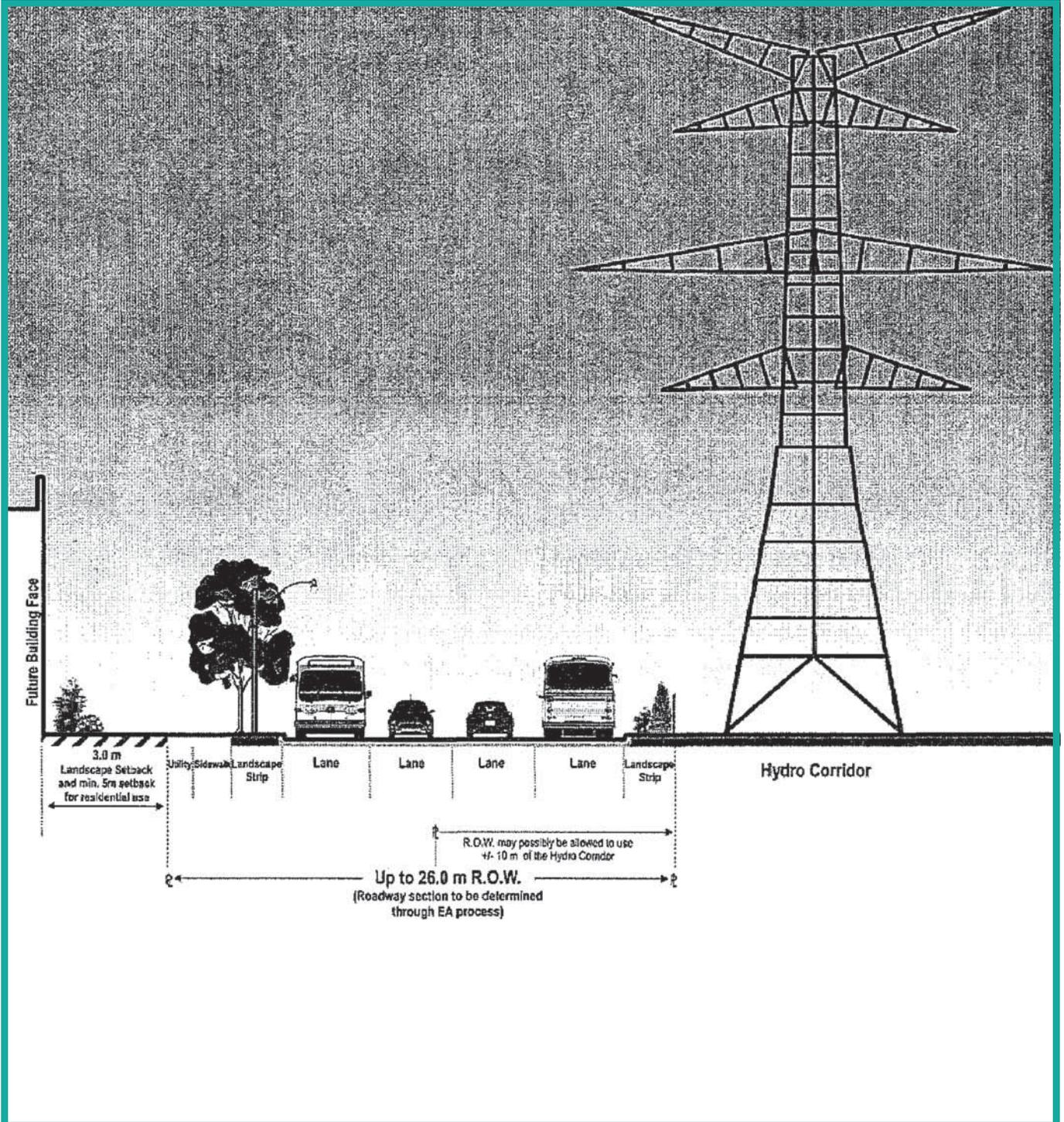
▼ Map 11.3.C
 Steeles West Secondary Plan - Open Space Network



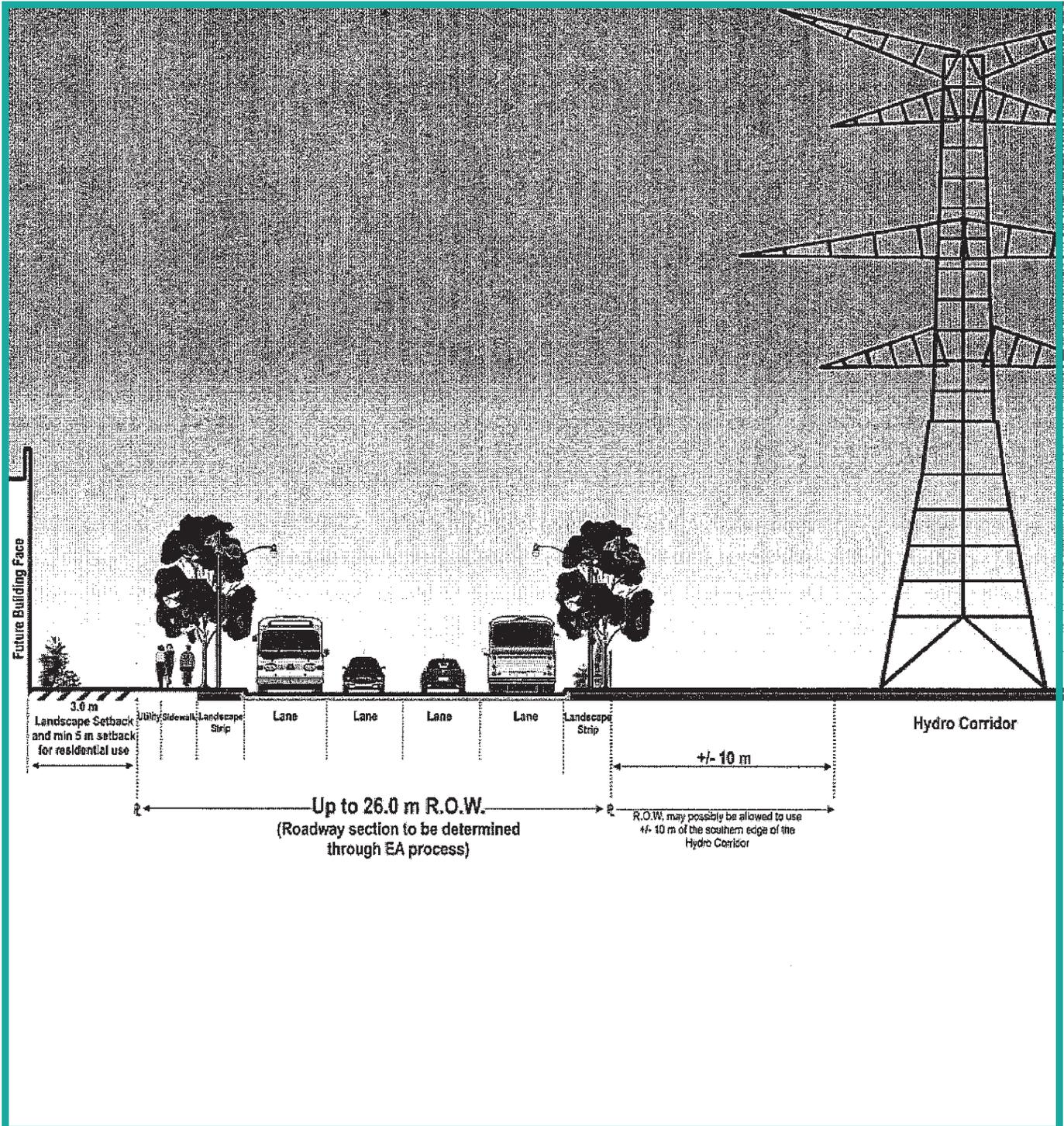
▼ Figure 11.3.A
 Steeles Avenue Right-of-way and Streetscape



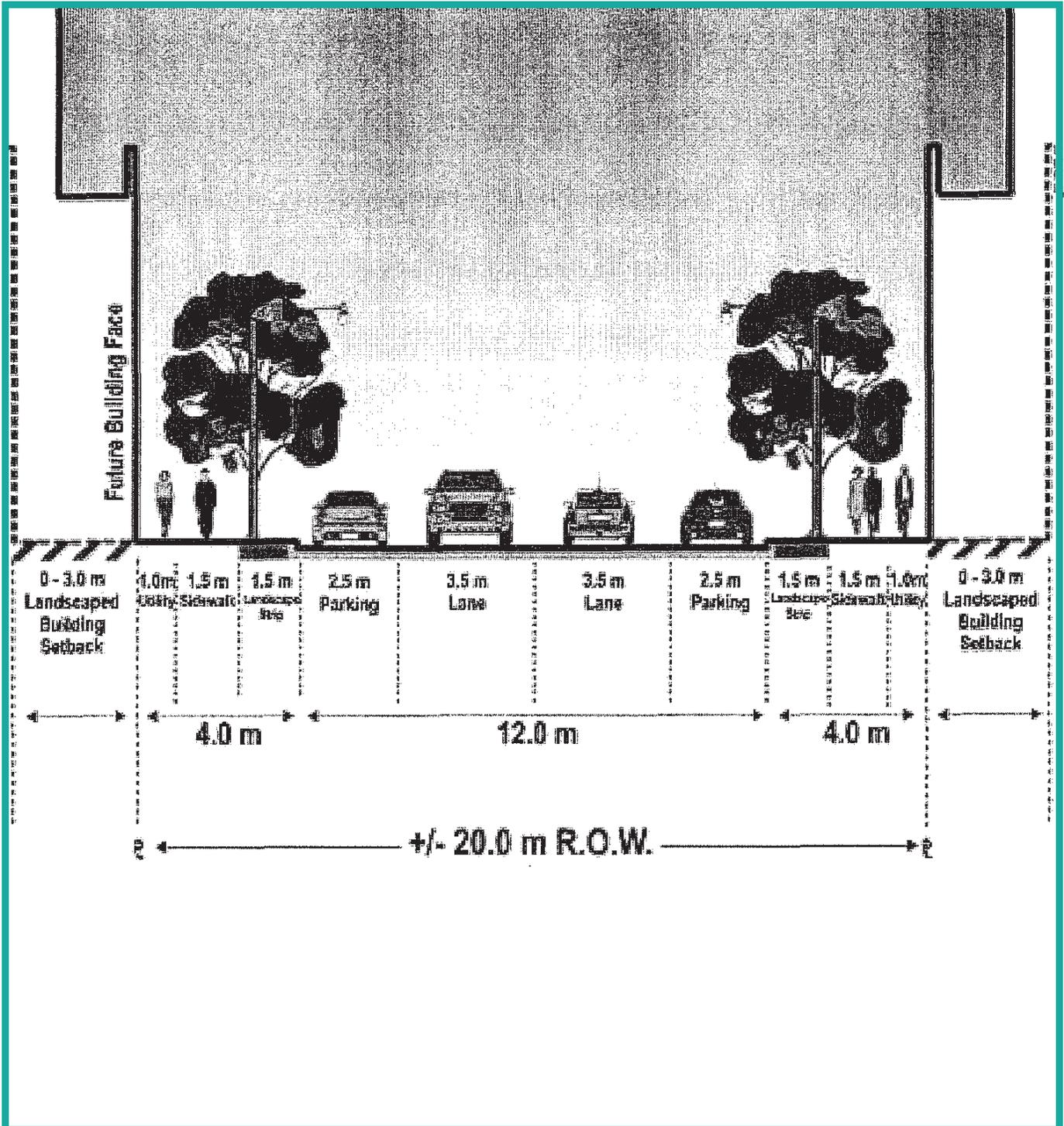
▼ Figure 11.3.B
 East-West Primary Road and Streetscape (using the Hydro Corridor)



▼ Figure 11.3.C
 East-West Primary Road and Streetscape (not using the Hydro Corridor)



▼ Figure 11.3.D
Local road and Streetscape (without transit)



▼ Figure 11.3.E
Local Road and Streetscape (with Transit)

