















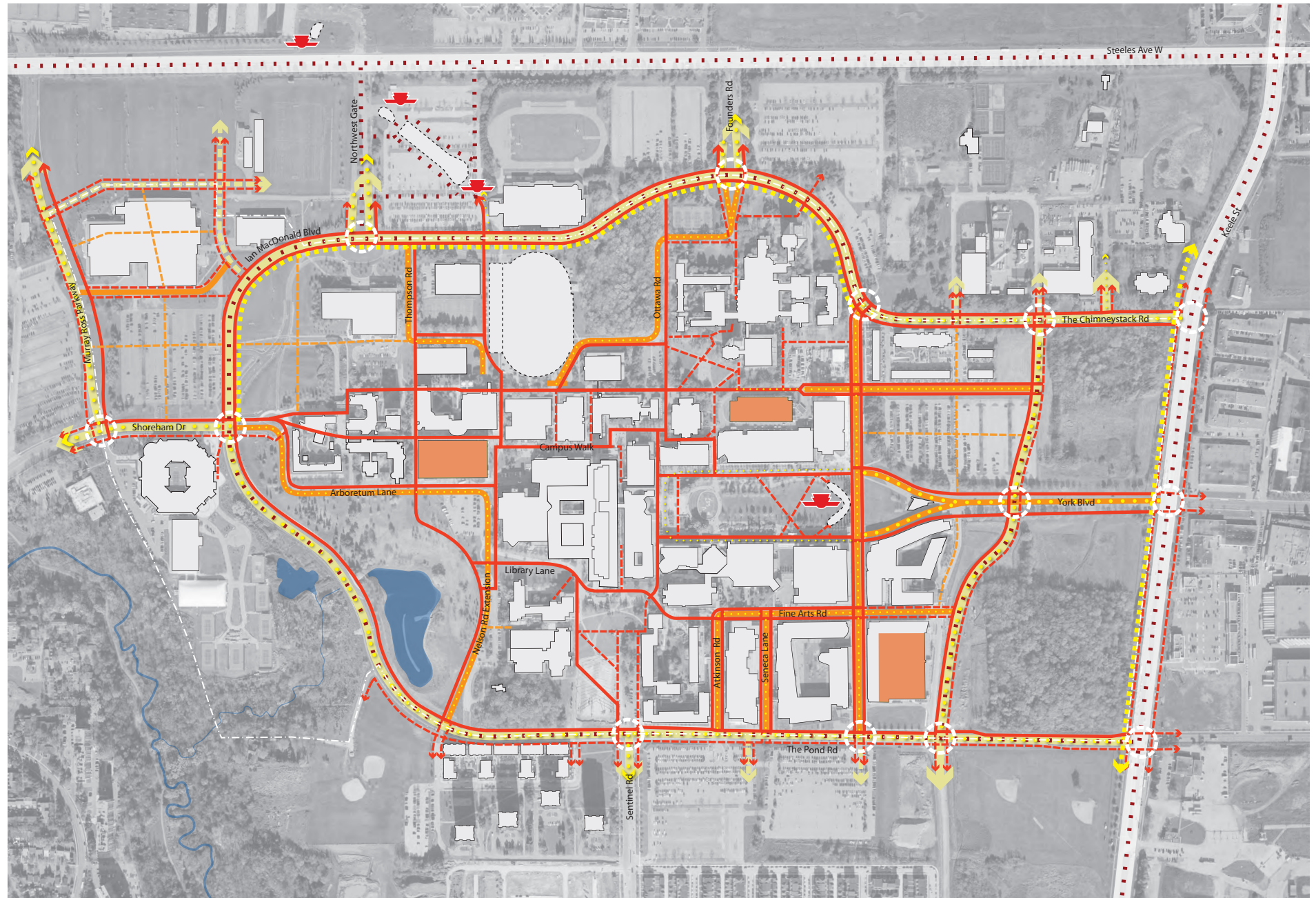


# Pedestrians First at York University

August 2013

FINAL DRAFT

-  Bus Route
-  Subway Station Entrance
-  Main Pedestrian Route
-  Secondary Pedestrian Route
-  Possible Mid-Block Connections at Time of Development
-  University Street
-  Primary Public Street
-  Conceptual Secondary Public Street
-  Separated Bike Lane in Road
-  Bike Path in Boulevard
-  Shared Road with Bikes & Cars
-  Traffic Signals
-  Parking Structure
-  Core Precincts Boundary



Consolidation of the strategies focused on movement through and to the Keele campus. Legend identifies each component of the diagram.

# Pedestrians First at York University

The Master Plan puts pedestrians first. It builds upon the priorities established 50 years ago when the Keele Campus was founded and will guide the transformation to an urban, transit-supportive campus. The Master Plan focuses on creating a safe, comfortable and beautiful environment that encourages walking and cycling.

A strong pedestrian environment is vital to the health of the University. Pedestrians animate public spaces and walkways, strengthen the social life of the campus, and improve safety. An active community of pedestrians enhances the character of the University and contributes to a thriving campus culture.

All of the strategies detailed in within this lens work together to make the Keele Campus a more enjoyable place to experience on foot and to continue to foster a culture of active transportation within the campus. New funding models will be required to implement many of the projects, given the ever increasing demands on the University's budget for capital works.

## Pedestrians First

A network of public city streets, University streets and pedestrian routes will place a priority on convenient and safe pedestrian movement to and through the Keele campus. The network of University streets will be shared with cyclists and motorists and will support daily patterns of movement to and from classes, subway stops, drop-off points, while accommodating special events and making the campus easier to navigate for visitors.

A hierarchy of north-south and east-west pedestrian routes, combined with the University's established wayfinding system, provides the

framework for Pedestrians First. It will be augmented with new through block pedestrian connections built in association with new development on the larger sites in the Academic Core.

The subway extension, will radically alter the way people access the campus. Liberated from heavy bus traffic, The Common will become the true social and physical heart of the campus and remain easily accessible via the York University Subway Station.

## Cycling In and Around the Campus

Cycling to, from and around the campus will become a more attractive alternative to the car. The spine will be a well-defined perimeter cycle route on the Ring Road linked to regional trails and on-street bicycle lanes. The campus will include convenient bike storage and a bike share system.

## Shared Use Greenway

The distinctive curvilinear Ring Road that encircles the Academic Core will be transformed from a traffic distributor to a shared-use **Greenway** favouring cyclists and pedestrians. The campus inside the Greenway will become a safer and more convenient pedestrian priority zone.

## Mixed-use Neighbourhoods

Outside of the Academic Core, the campus will be integrated with the adjacent new, walkable mixed-use urban neighbourhoods envisioned in the City of Toronto's Secondary Plan. An expanded network of primary and secondary public streets will provide a positive pedestrian experience and improved links to the campus and will adhere to new shared use standards.

## Parking

As the campus intensifies, and the preferred choice to access the campus becomes transit, fewer parking spaces will be strategically distributed across the campus to meet the City's Secondary Plan policy that strives for the continual reduction of travel by car as the primary mode of transportation. Parking lots will be replaced by dispersed multi-storey garages integrated with mixed-use development outside of the Academic Core. The University's Traffic Demand Management program will continue to serve as an important tool to further encourage car-pooling and alternative forms of transit, while maintaining servicing and deliveries zones.

Every trip, whether by car, transit, or bicycle begins and ends as a pedestrian.





## What Was Heard 2011-2012

The Master Planning process was based around a comprehensive public consultation and engagement strategy. These efforts were made in attempts to better understand the needs and desires of the campus community, and to identify possible challenges and opportunities for improvements as the University continues to grow.

### Focus Groups and Presentations

From October 2011 to date, students, faculty and staff were engaged in-person, over the phone and online. Throughout October the master planning team held nine focus groups for faculty and staff members. Invitations were sent out to each faculty and department, which resulted in a broad range of participants from across the campus. In addition to these sessions, the team also conducted meetings and presentations that were requested by specific University groups.

### Roving Information Booth

The team also organized an Information Booth that roved the campus with information on the Master Plan and further engaged students in the process. The Booth was situated in 9 different locations over 10 days, and continued to operate throughout February 2012.

### Social Media

The master plan team also managed ongoing social media initiatives, to allow the campus community to participate remotely through a blog, Twitter feed, Facebook page, and a dedicated project website and email address.

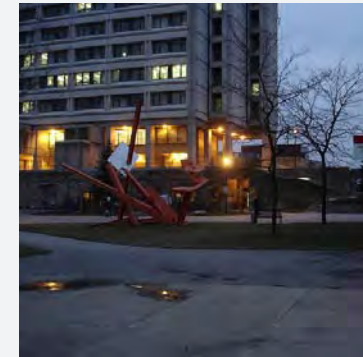
*More shuttle buses would be great*



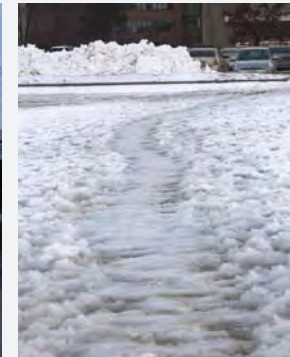
*We need heated bus shelters*



*Lighting is a huge safety issue for pedestrians*



*Accessibility of walking routes is important to consider*



*Proximity of parking is important for less-abled people*

*Bus stops are unsafe at night*



*Get Bixi Bikes and more bike lanes on campus*

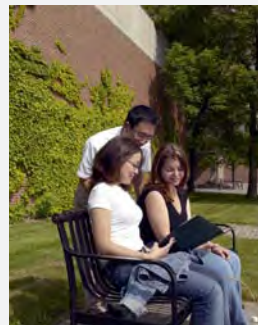
*More lighting on walkways and parking lots*

*On-street parking would be great*

### Roving Information Booth

The team also organized an Information Booth that roved the campus with information on the Master Plan and further engaged students in the process. The Booth was situated in 9 different locations over 10 days, and continued to operate throughout February 2012.

*Outdoor seating is needed across the campus*



*We need well-serviced social gathering spaces*

*Colonnades in The Common are great*



*More covered walkways*



*It's impossible to give directions to anyone who doesn't know the campus*



*Create better campus maps*



# Pedestrian Lens



This chapter is organized by Principles and Strategies. The Principles listed below and detailed on page 6 will serve to guide decision-making in relation to the pedestrian experience, wayfinding and movement across the campus. They are directly applied to the Keele Campus through 10 Strategies. Each Strategy generates Key Directions and Implementation Priorities to further assist the University in determining the next steps as the Keele Campus grows.

### Principles

1A Network of Streets for Pedestrians, Cyclists, Transit & Cars

2Convenient, Comfortable, Pleasant & Safe Environments to Move Around

3Pedestrian Gathering Spaces

4Connections to the City/ Neighbourhoods/Valley



Strategies		Key Directions	Priorities
1	Increase Use of Transit	6 Key Directions	2 Priorities
2	Expand & Strengthen Pedestrian Circulation	8 Key Directions	6 Priorities
3	Transform the Ring Road to a Shared Use Greenway	4 Key Directions	5 Priorities
4	Accommodate a Network of Primary & Secondary Public Streets	6 Key Directions	2 Priorities
5	Enhance University Streets	5 Key Directions	4 Priorities
6	Continue to Enhance Wayfinding	4 Key Directions	1 Priority
7	Enhance Bicycling & Provide More Bicycle Parking	7 Key Directions	4 Priorities
8	Transform Parking Resources	8 Key Directions	2 Priorities
9	Accommodate Passenger Pick-up/Drop-off & Delivery Services	3 Key Directions	2 Priorities
10	Support the University's Transportation Demand Management Program	1 Key Direction	1 Priority

# Principles for the Pedestrian Lens

The following principles have been established to reflect the values of the University as it continues to create a safe, comfortable, universally accessible and enjoyable campus for students, faculty, staff and visitors.



## A Network of Streets for Pedestrians, Cyclists, Transit & Cars

The reduction of auto dependence is a cornerstone of sustainability, and is strongly encouraged and facilitated by the Master Plan. The existing road network, originally designed primarily to facilitate car movement, will be transformed to accommodate shifts in the travel patterns of the campus community. While universal access for pedestrians remains the first priority on the Keele Campus, the circulation network must accommodate various modes of transportation. A combination of shared use public City streets and internal University streets will support pedestrians, cyclists, buses and automobiles.



## Convenient, Comfortable, Pleasant & Safe Environments to Move Around

Pathways will be identified and enhanced to allow universal access for users to quickly and easily move between buildings, open spaces and transit hubs. This network of pathways will be seamlessly integrated with the surrounding mixed-use neighbourhoods to provide links between the local community and the Academic Core.



## Pedestrian Gathering Spaces

A variety of well-designed, comfortable spaces will be identified at key points throughout the campus to allow universal access for pedestrians to gather and converse. The varying scale of these spaces, from The Common to small courtyards, will accommodate a diverse range of uses and will support the pedestrian life and social character of the University.



# 4

## Connections to the City's Neighbourhoods

The University will identify opportunities to link the internal campus circulation network in the Academic Core to the surrounding City neighbourhoods. This will be achieved by creating continuous universally accessible pedestrian and cycling paths that reach from within the University to the surrounding neighbourhoods.

## The Strategies for the Pedestrian Lens

10 Strategies translate the Principles into projects that can be implemented to improve the Keele Campus. The Strategies provide overarching goals for specific initiatives, which are detailed in the resulting Key Directions and Implementation Priorities.

- P1 Increase Use of Transit
- P2 Expand & Strengthen Pedestrian Circulation
- P3 Transform the Ring Road to a Shared Use Greenway
- P4 Accommodate a Network of Primary & Secondary Public Streets
- P5 Enhance University Streets
- P6 Continue to Enhance Wayfinding
- P7 Enhance Bicycling & Provide More Bicycle Parking
- P8 Transform Parking Resources
- P9 Accommodate Passenger Pick-Up / Drop-Off & Delivery Services
- P10 Support the University's Transportation Demand Management Program

The Key Directions are for consideration by the University through the implementation period of the Master Plan. Final decisions with respect to implementation of the Key Directions are at the sole discretion of the University.





# Increase Use of Transit

In order to provide viable alternatives to commuting to the Keele Campus by car, York University is committed to a strategy of enhancing use of transit and prioritizing the pedestrian. There are currently 1,700 buses that circle The Common on a daily basis, which significantly detracts from the attractiveness and functionality of the space as the social heart of the campus.

## The New Transit Plan

The new TTC transit plan relocates the TTC bus services and regional lines, such as YRT, GO and Zum services, from The Common. These services will be relocated to the Steeles West and Highway 407 Subway Stations, which passengers can connect to via the York University Subway Station. This new, comprehensive plan reinforces the Academic Core as an area that prioritizes pedestrians and cyclists while allowing commuters to easily and quickly access the centre of the campus and connect to the Greater Toronto Area and surrounding regions.

The Toronto-York-Spadina Subway Extension (TYSSE) project starts at the current Downsview Station, follows south of Sheppard Avenue, west to Keele Street, turn north to York University and extends into the City of Vaughan in York Region parallel to Keele Street. The project includes six new subway stations:

- Downsview Park;
- Finch West;
- York University;
- Pioneer Village;
- Highway 407; and,
- Vaughan Metropolitan Centre.

**York University Station** is located in the heart of the Keele Campus, crossing diagonally under Ian MacDonald Boulevard. Designed by Foster+Partners Architects, Adamson Associates and Arup Canada, the main entrance is located on the west side of Ian Macdonald Boulevard with a gently curved station building rising up from The Common with entrances at the north and south ends of the building. The station design includes a significant lightwell in The Common which draws daylight deep into the station, and provides passenger orientation with views to the campus.

The **Pioneer Village Station** runs diagonally under the intersection of Steeles Avenue West and Northwest Gate and will provide access to existing and future transit-oriented developments along Steeles Avenue West. Commuter parking for 1,850 vehicles and short-term bicycle parking will be provided on the north side of Steeles Avenue within the hydro corridor. Entrance buildings to the subway are located on both the north and south sides of Steeles Avenue West and provides access to the YRT bus terminal, on-street Passenger Pick-Up and Drop-Off, and commuter parking. A 12-bay bus terminal is located south of the subway entrance building on the south side of Steeles Avenue West.

Both the York University Station and the Pioneer Village Station feature green design initiatives such as energy efficient lighting in illuminated wayfinding signage, green roofs and solar reflective ‘cool’ roofs, water efficient plumbing fixtures, energy efficient HVAC systems and landscaping with native and drought tolerant species.

The **Highway 407 Station** is a multi-modal transportation hub with TTC subway, YRT and GO Transit accessible bus service and space for a future 407 Transitway. In addition to the 600 parking spaces, 14 accessible parking spaces are provided adjacent to the Passenger Pick-Up and Drop-Off close to the TTC entrance facility.

**The Finch Avenue Station** is a short walk to the Academic Core and is an important node for connections with buses.

The master plan diagram on the facing page illustrates the two new subway stations, the main bus routes serving the campus and areas within a 5 and 10 minute walk of the stations.



Buses at York University



York University Subway Station



Pioneer Village Subway Station



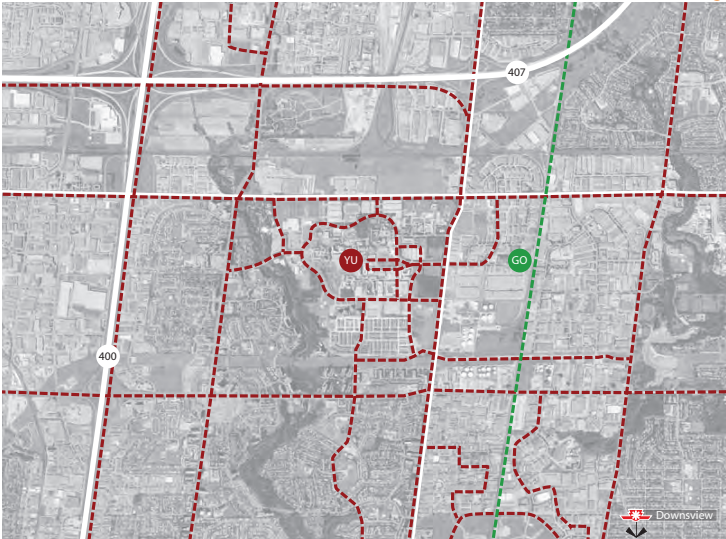
Walkways provide direct access to improve transit use at Penn State University

## Key Directions over the Implementation Period of the Master Plan

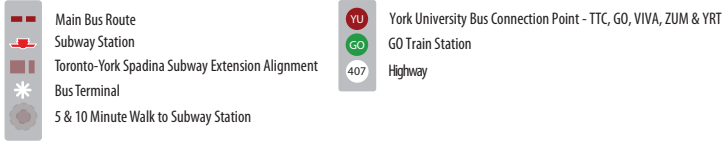
1. All pedestrian and cycling routes, whether existing or future, should be safe, clear and well lit. (see Strategy P2).
2. Continue to monitor the University Shuttle Bus to continue to help students, faculty and staff safely and quickly reach destinations on campus.
3. Encourage fare integration to allow transit users to allow for seamless integration among transit providers.
4. Ensure all transit routes, stations and hubs are well-lit and equipped with Outdoor Emergency Telephones to enhance safety and security.
5. Cluster amenities and services at the subway stations.
6. Continue leveraging parking pricing as a means to encourage transit ridership.



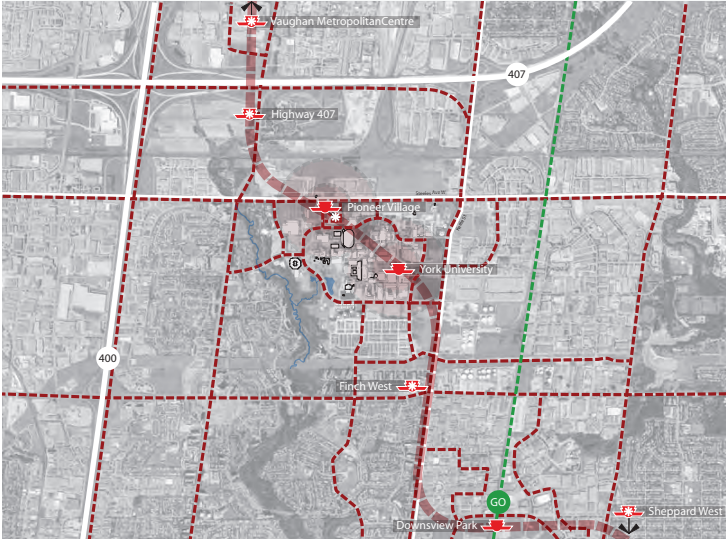
Existing



The existing transit system is centred around buses that access the centre of the campus.



Master Plan

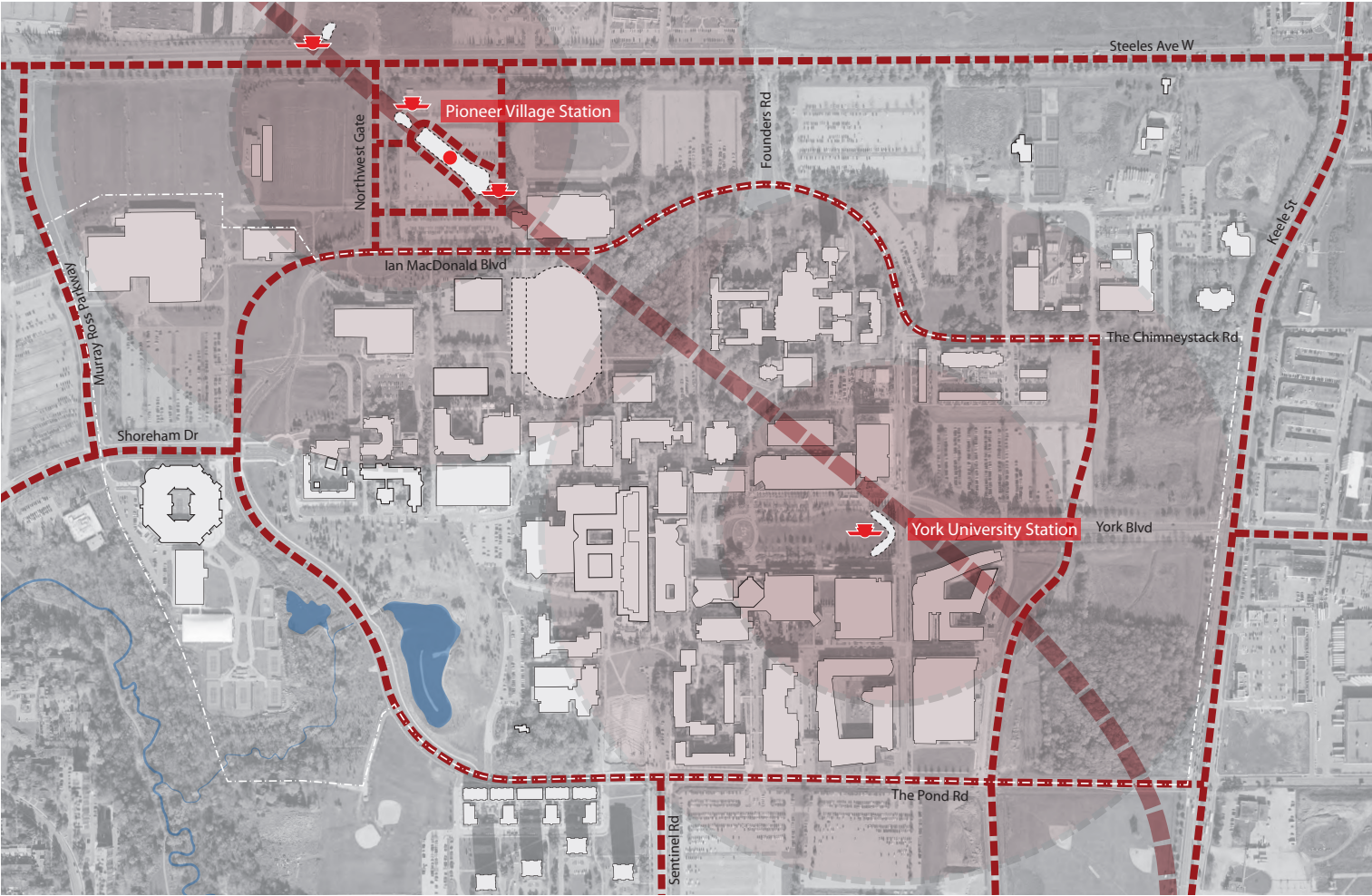


Regional bus service will be centred on the Highway 407 and Pioneer Village Subway Stations.

P1 Implementation Priorities

1. Examine each new project in relation to enhancing pedestrian access to the subway stations.
2. Develop a program to enhance and expand pedestrian routes to be implemented over time.

Master Plan



Most of the campus will be within a short 10 minute walk of either the York University or Pioneer Village Subway Stations.



# Expand & Strengthen Pedestrian Circulation

Pedestrians will be given priority within the Academic Core by improving walking environments, developing intuitive travel routes and enhancing safety across campus. Ensuring indoor and outdoor areas are well lit and visible, and equipped with accessible Outdoor Emergency Telephones, will enhance campus safety and security.

The master plan diagram on the facing page illustrates a lattice of pedestrian routes. The network offers a grid of east-west and north-south pedestrian routes to provide easy travel across the campus by foot. The main pedestrian routes include:

- sidewalks on public and University streets;
- existing walks such as Campus Walk, Library Lane, Scholar's Walk; and,
- enhanced pedestrian routes such as the connections north to the Pioneer Village Station and parallel to Campus Walk along the south side of the Pan Am Stadium.

The pedestrian experience will be enhanced by strategically animating pedestrian routes. This can be accomplished by incorporating year-round administrative functions and social spaces on the ground floor of buildings with windows that face pedestrian routes. This will contribute to a safer environment, following urbanist Jane Jacobs' well-known 'eyes on the street' theory. Opportunities to populate the walkways by hosting events, ongoing markets and/or temporary food stalls will be explored.

The York University Secondary Plan identifies the possibility of a new off-street

pedestrian/cycling connection from The Pond Road to the Black Creek Valley trail. In order to avoid disturbing the Hoover Creek (see Strategy G1) and Hoover homestead (see Strategy I5), the location of a possible connection is more appropriately located in the South West Precinct, where woodlots can be avoided and connection can be made with a clearly public area on the west side of the valley.

The Master Plan diagram on the facing page illustrates the hierarchy of pedestrian routes.

“York University is making an important shift as it reshapes its campus to make it more comfortable, intuitive and convenient to move from place to place on foot.” – Ken Greenberg



Wide sidewalks and pedestrian crossings on Pollock Road at Penn State University provide a safe pedestrian environment.



Campus Walk during Orientation Week, York University



A car-free zone at the Union Square Farmer's Market, New York City



Pedestrian walkways and open spaces at Washington State University



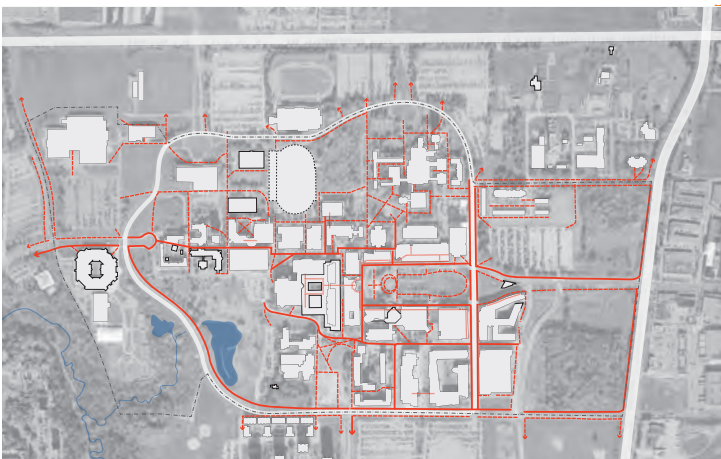
Treed walkway adjacent to green spaces at Shortlidge Mall, Penn State University



## Key Directions over the Implementation Period of the Master Plan

1. Design all pedestrian routes to be safe, beautiful and engaging environments.
2. Implement traffic calming and control measures at crosswalks with all streets to aid in protecting pedestrians.
3. Provide a hierarchy of paths with well-identified north-south and east-west routes to help pedestrians move quickly and easily throughout the campus.
4. Continue to name all external pedestrian routes to enhance wayfinding throughout the campus and provide addresses for existing and new buildings.
5. Connect building entrances with pedestrian routes to coincide with natural travel patterns. These will also link to existing and new internal routes.
6. Create comfortable microclimates with an eye to sun exposure using trees, buildings and pedestrian colonnades to shield from winter winds and offer protection from inclement weather.
7. Provide amenities, such as benches, lighting, and wayfinding signage (see Strategy P6) to further improve the pedestrian environment.
8. Identify connections to precincts outside the Academic Core (see Strategy P4).

- Main Pedestrian Route
- - - Secondary Pedestrian Route
- ..... Interior Through-Building Connection
- - - Possible Mid-Block Connections at Time of Development
- ..... Core Precincts Boundary



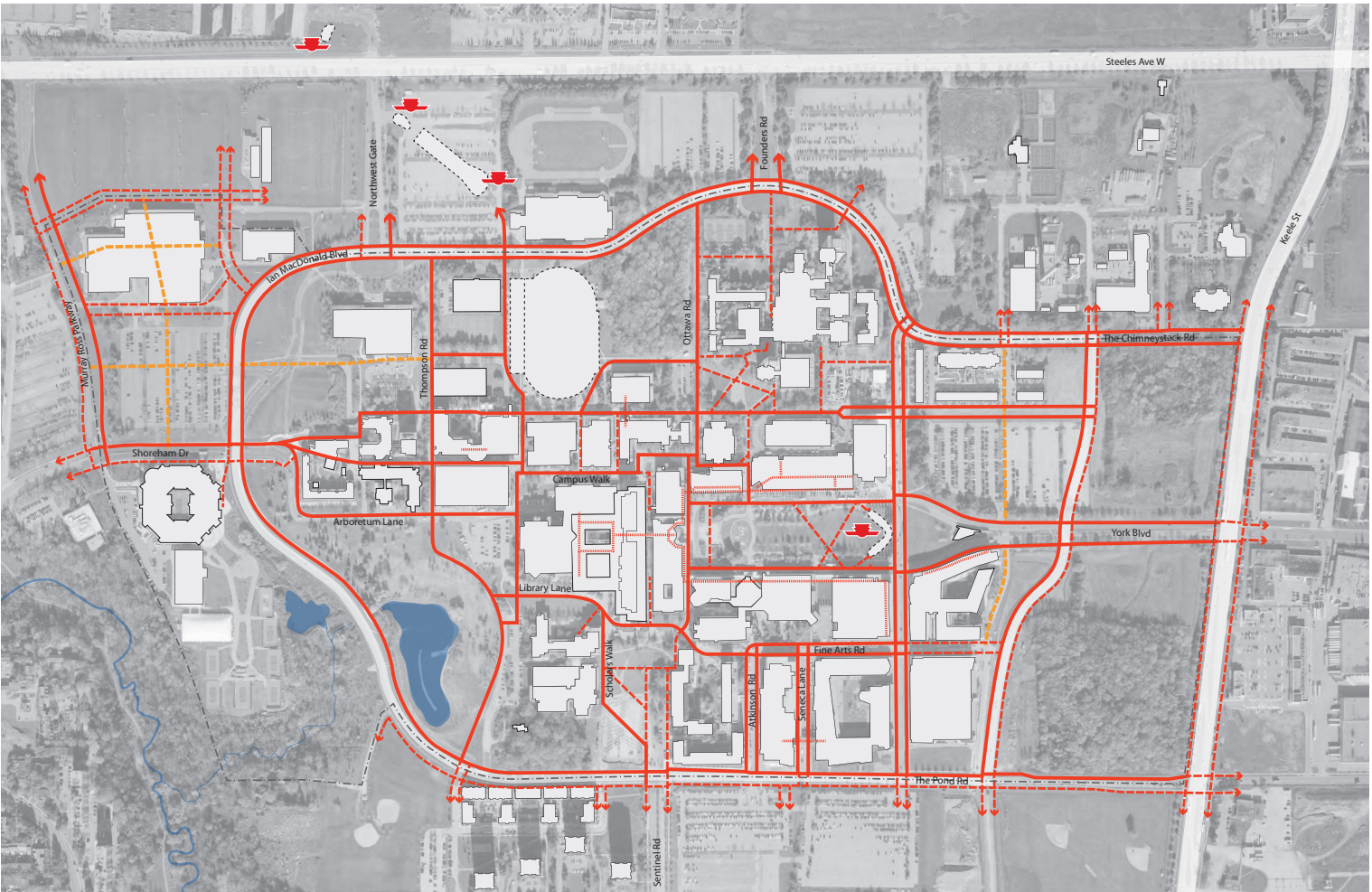
Existing

Pedestrian circulation on campus centres around the Campus Walk, which runs on an east-west axis.

## P2 Implementation Priorities

1. Prepare design standards for main pedestrian routes (including lighting and provision of amenities such as benches and waste receptacles).
2. Name all major pedestrian routes.
3. Audit all existing routes to catalogue deficiencies and potential enhancements.
4. Consider an alternative funding program to incrementally improve pedestrian routes.
5. Ensure that each new building project contributes to enhancing pedestrian circulation through, for example, windows to active ground floor uses, clearly defined walkways, covered external walkways and internal walkways.
6. Identify short-, medium- and long-term enhancements to pedestrian routes.

Master Plan



A new, logical system of main and secondary pedestrian routes will create quick, safe and comfortable connections among University buildings, the subway stations, athletic facilities, natural areas and adjacent neighbourhoods.



# Transform The Ring Road to a Shared Use Greenway

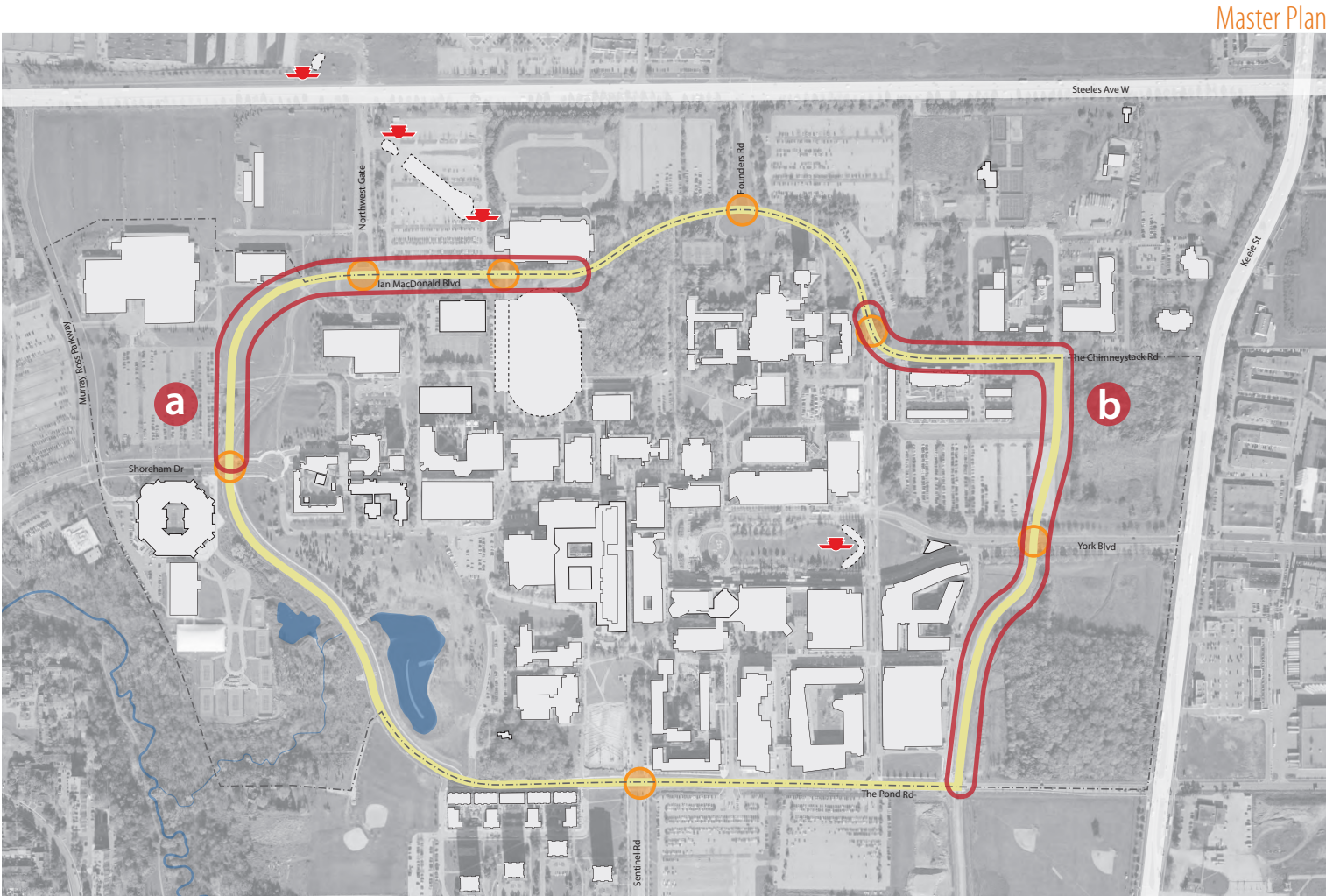
The Ring Road is formed by The Pond Road on the south and west, Ian Macdonald Boulevard on the north and a new north south road on the east.

The Ring Road was first conceived in the original 1963 Master Plan to provide a clear definition of the Academic Core. The curvilinear nature of the road was designed to delineate the proposed four colleges, only two of which were built. The 1988 Master Plan proposed the abandonment of the Ring Road in favour of a grid of north south and east west City streets traversing the campus.

This Master Plan recommends a hybrid of the two plans by maintaining the Ring Road in a modified condition and transforming it to a shared use “greenway”. The Master Plan diagram below illustrates the Ring Road. Two segments of the “greenway” will be modified: Segment ‘a’ to accommodate the Pan Am Stadium and future athletic fields, and Segment ‘b’ as required in the Secondary Plan (see master plan diagram below). The east portion of Segment ‘a’ adjacent to the Stadium will be implemented as part of that project’s construction. The entire “greenway” will become a public road over time, transferred to a City street at the time of development of the mixed used

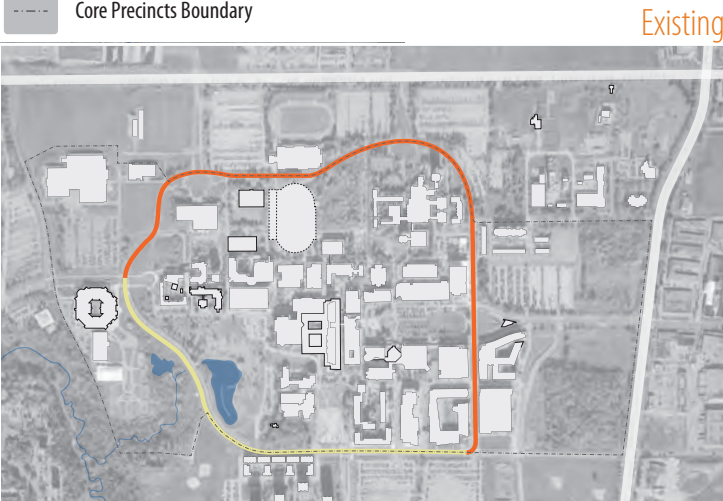
neighbourhoods in the Edge Precincts. Currently, The Pond Road segment of the Ring Road is a public road.

The Ring Road will be transformed into a continuous green mobility corridor that encircles the Academic Core. As per the York University Secondary Plan, new buildings along Ian MacDonald Boulevard and The Pond Road – the Ring Road – are to have high quality design, active ground floor uses and enhanced landscape treatment. It will evolve into a distinctive, multi-modal street that acts as the interface between the Academic Core and surrounding mixed-use urban districts and neighbourhoods. As a “greenway”, it will extend the on-street cycling lane currently provided on The Pond Road, have tree lined sidewalks on both sides of the street and vehicle travel lanes. It could also incorporate on-street parking in certain segments. Every opportunity should be explored to incorporate clusters of trees and shrubs where the geometry of the road and the location of adjacent buildings permits (see Strategy G5).



- Primary Public Street - The Greenway
- Primary University Street
- Possible Table-top Crosswalks
- Core Precincts Boundary

Realigned in two key locations, and with a new approach to streetscape design, the Ring Road will serve as a functional, beautiful shared use public street that serves the academic and local communities.



The Ring Road currently exists as The Pond Road and Ian MacDonald Boulevard.

Key Directions over the Implementation Period of the Master Plan

- 1. The Ring Road will be realigned in two strategic locations, labeled 'a' and 'b' on the illustrated plan. This will also expand the Ring Road to encompass the Academic Core and maintain the original intent as envisioned in the 1963 Master Plan. Design of the Ring Road will be subject to an Environmental Assessment that will be triggered by development in the Edge Precincts. Construction will occur with availability of funding.
- 2. Ensure that all new projects are designed to enhance the character of the Ring Road.
- 3. The Ring Road will include sidewalks and street trees in grass boulevards on both sides of the street.
- 4. Bicycle lanes will be provided on the Ring Road.
- 5. The Ring Road will incorporate tabletop crosswalks at key intersections to prioritize pedestrian movement and improve accessibility. This will be confirmed during the Environment Assessment for the Ring Road.

P3 Implementation Priorities

- 1. Complete Environmental Assessment for the Ring Road
- 2. Realignment and construction of the Ring Road as part of Pan Am Stadium.
- 3. Develop a plan for staged implementation of the Ring Road.
- 4. Ensure all new projects are designed to enhance the Ring Road.
- 5. Prepare a functional plan for the Ring Road and connecting new University streets.



Before



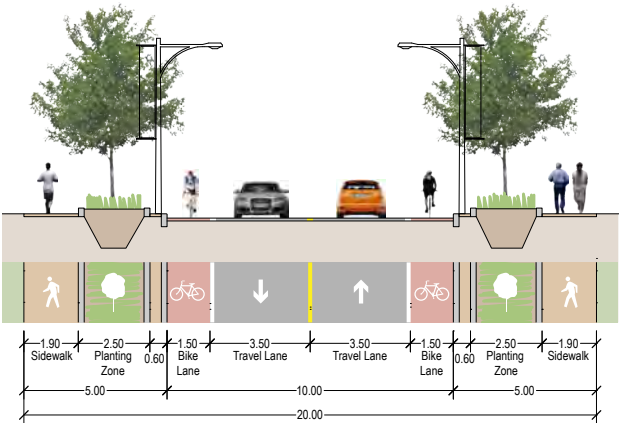
After

The Ring Road north of York Blvd demonstrating the possibilities through the application of the strategies.

What is a Greenway?

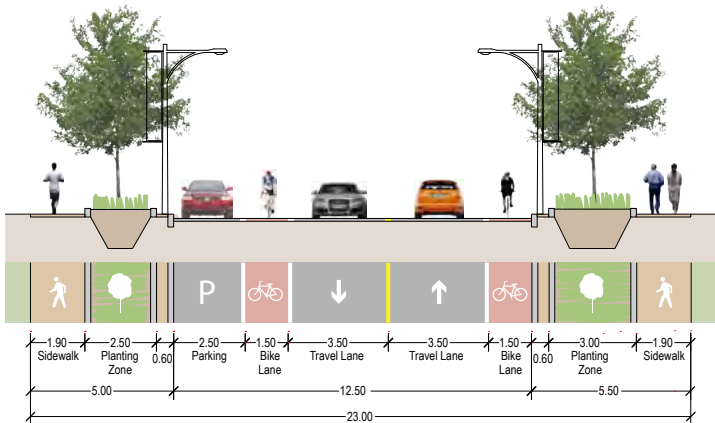
A Greenway is a treed, meandering parkway that provides for cars, buses, cyclists and pedestrians. Lush streetscape treatments create a protected, enjoyable environment and contribute to the creation of a 'sense of place'. The Greenway is modelled on the Niagara Parkway and the Ottawa River Parkway.

Conceptual cross-sections. All cross-sections to be reviewed by City staff and confirmed during the Environmental Assessment for the Ring Road (Ian MacDonald Blvd and new North-South road).



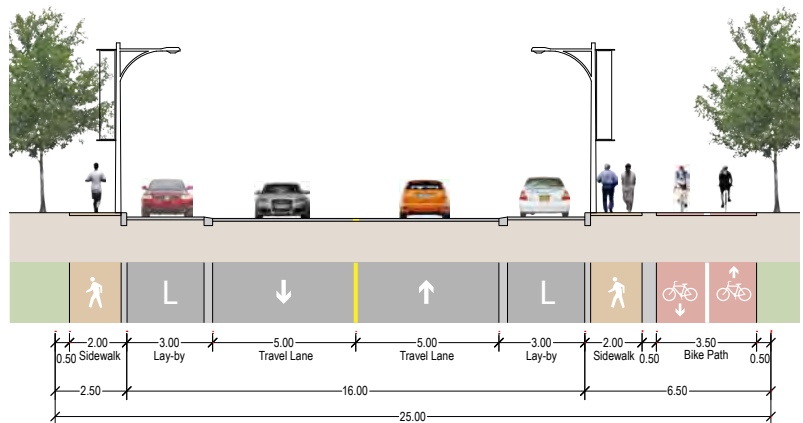
Conceptual cross-section of new North-South road, South of York Blvd.

Note: 20m ROW for the North-South road as per the York University Secondary Plan. Adjacent woodlot and proposed stormwater management pond in this location requires narrow ROW.



Conceptual cross-section of new North-South road, North of York Blvd. (see Strategy P7 for description of bike lane)

Note: 1.5m bike lane is consistent with that existing on The Pond Road.



Conceptual cross-section of new Ian MacDonald Blvd at Pan Am Stadium. (see Strategy P7 for description of bike path)



# Accommodate a Network of Primary & Secondary Public Streets

The York University Secondary Plan identifies a need for public streets to support the transportation requirements of the urban neighbourhoods that will be evolving adjacent to the Academic Core. Public streets will create blocks conducive to development on the perimeter lands, provide addresses for new buildings, and will ensure pedestrian and vehicular accessibility to these areas. The general locations of these streets were identified in the Secondary Plan. The master plan diagram on this page locates the existing and planned public streets in the Academic Core and arrows indicate connections to the public streets anticipated in the Secondary Plan.

Transportation management measures that align with the goals of the University's Transportation Demand Management program will discourage through traffic from adjacent urban neighbourhoods to the Academic Core.

Primary Public Streets are identified on this diagram, and include: the Ring Road (Ian MacDonald/The Pond Road), Founders Road, Northwest Gate, Sentinel Road, The Chimneystack Road, Shoreham Drive and Murray Ross Parkway. Shoreham Drive, Murray Ross Parkway and The Pond Road are currently public streets. The primary public streets

Master Plan



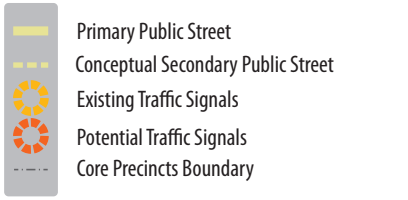
An enhanced network of primary and secondary public streets, which will be established as development occurs, will support the creation of accessible, mixed-use university neighbourhoods adjacent to the Academic Core. These streets will also strengthen the connection between the Keele Campus and surrounding communities.

connect to the Ring Road to improve wayfinding for the campus community. They allow for easy access to, from and around the campus and create recognizable gateways into the University.

Secondary Public Streets are smaller routes that connect to Primary Public Streets and are intended to support development. The Secondary Public Streets identified in the Master Plan create small, walkable blocks that increase connectivity. Greater permeability created by these streets will allow for the development of well-connected, accessible neighbourhoods in the lands adjacent to the Academic Core.

Public streets will be developed outside of the Ring Road in phases triggered by the development proposals in the new mixed use neighbourhoods. The actual location, alignment and right-of-way will be determined through the precinct plans for the Edge Precincts.

Only University streets will exist within the Academic Core where they will be considered as shared streets for pedestrians, cyclists and cars.



Existing



The Pond Road, Shoreham Drive and Murray Ross Parkway are the only existing public streets on the Keele Campus.

Key Directions over the Implementation Period of the Master Plan

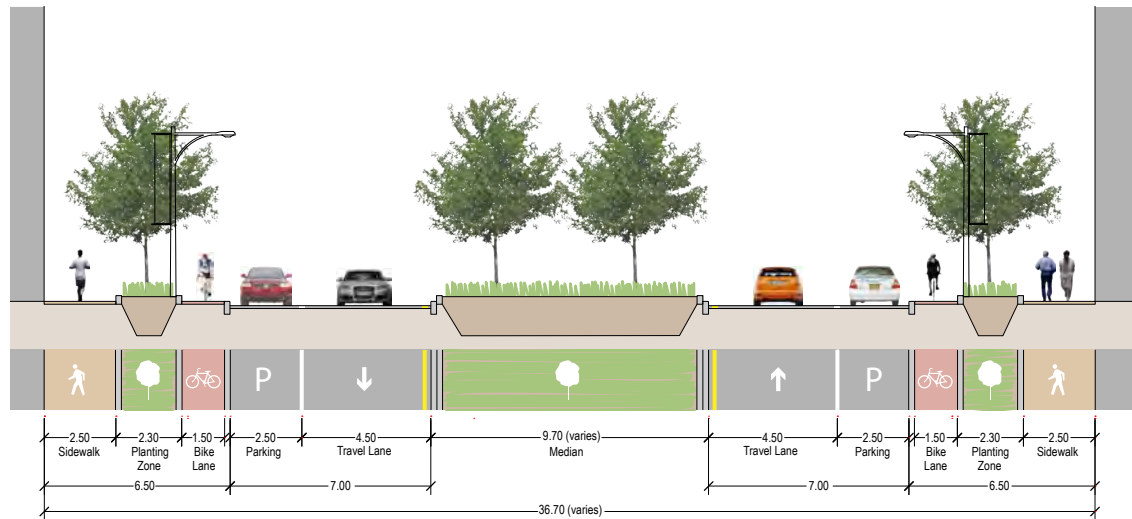
- 1. The design of the primary and secondary public streets will be developed through the precinct planning for the lands surrounding the Academic Core.
- 2. Northwest Gate will become a primary public street and will serve as a gateway between the development lands and the Academic Core.
- 3. Founders Road will become a primary public street and will create a connection between the Academic Core and Steeles Avenue West through the development lands north of the campus core.
- 4. Chimneystack Road will become a primary public street that connects Keele Street to the Ring Road.
- 5. Ensure integrated pedestrian connections to the Academic Core (see Strategy P2)
- 6. While acknowledging City standards for public streets, their design should also reflect the best practices for contemporary street design and the unique character of the University context. The details of their design will be established through the Environmental Assessment process.

P4 Implementation Priorities

- None identified

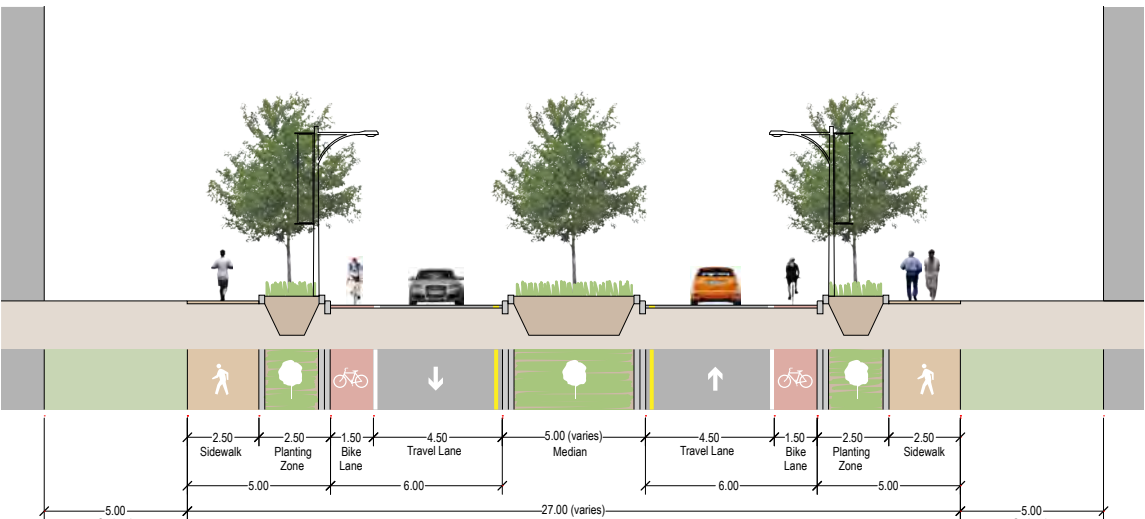


York University Secondary Plan (2009), Public Street Plan, Map 10-9



Where possible, elevate the cycling lane to sidewalk level, separated from vehicle lane by a curb.

Cross-section of Northwest Gate



Cross-section of Founders Rd

\* for cross-sections of the Ring Road, see Strategy P3

Conceptual cross-sections. All cross-sections to be reviewed by City staff and confirmed during the Environmental Assessment.



# Enhance University Streets

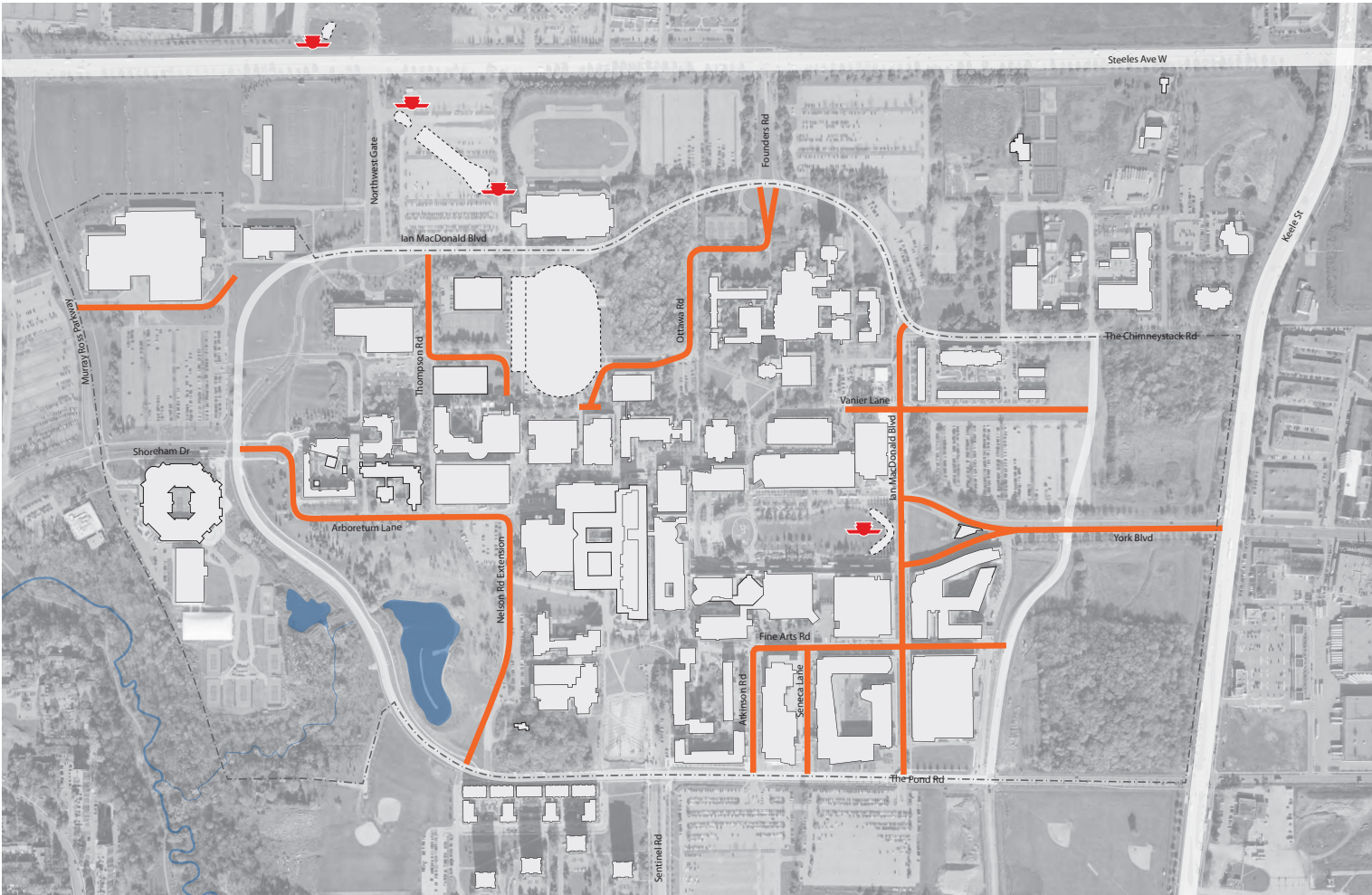
Private University streets will be provided within the Academic Core. They will be reconsidered as shared streets for pedestrians, cyclists and motorists and offer opportunities for enhanced design flexibility.

The objective of providing University streets is to ensure access to buildings and facilities and greater design flexibility on the Keele Campus, emphasize the importance of the pedestrian experience, and improve wayfinding. University streets can be enhanced to create functional, accessible and beautiful environments that provide key links for

pedestrians and cyclists, as well as access to University buildings and service the campus community. The intent of the policies of the York University Secondary Plan with respect to street connectivity is understood. However, in the area south of the Pan Am Stadium, it is not possible to connect Ottawa Road with Thompson Road due to the location of the pedestrian space as the south end of the Stadium and steep topography at the south west corner of the Stadium.

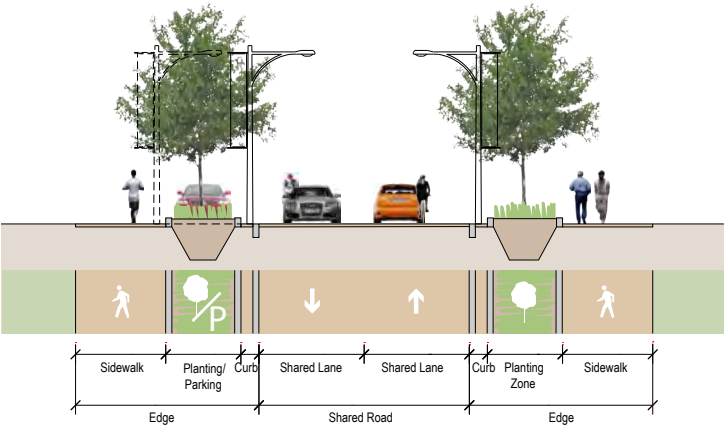
The Master Plan diagram locates existing and potential University Streets.

Master Plan



An enhanced and expanded network of University streets will provide logical connections to, from and throughout the campus and improved streetscape design will create safe, enjoyable experiences for pedestrians, cyclists and motorists using the streets.

This strategy focuses on enhancing existing University streets and possibly creating others on large development sites. The intent is to create key connections between University buildings, parking and the adjacent network of public streets. Increasing lighting and frequent crosswalks will enhance the safety of University streets. Efforts to green boulevards and improve building frontages adjacent to University streets will make the campus more enjoyable to travel through, encourage walking and cycling

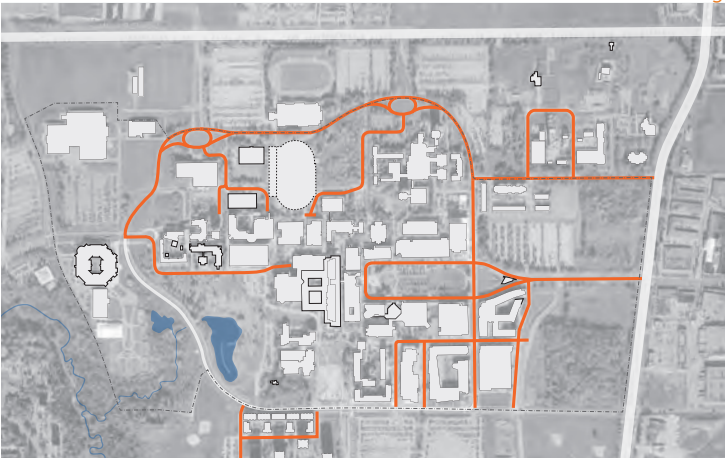


Possible cross-section of shared street design for Ian MacDonald Blvd

Details of the shared street will be determined at time of implementation. Space allocated to sidewalk, planting and parking will vary depending on the specific conditions of the context.

- University Street
- Core Precincts Boundary

Existing



Existing University streets give priority to the car over the experience of the pedestrian or cyclist.



as alternatives to driving, and contribute to the University's sustainability initiatives. As described and illustrated in Strategy P2: Pedestrian Circulation, sidewalks along all University streets will serve as main pedestrian routes through the campus. Strategic streetscape design will ensure that University streets are shared by vehicles, cyclists and pedestrians.

University streets of particular importance include York Boulevard and Ian Macdonald Boulevard, which both provide connections between the campus and the surrounding neighbourhoods. York Boulevard is the primary ceremonial entrance to the campus (see Strategy G6).

### What is a shared street?

A shared street is a distinctive, common space where motorists, cyclists, and pedestrians must watch out for and accommodate each other. Pedestrians can cross the street at any point and walk in the street when the sidewalk becomes overcrowded. As a result, motorists must travel slowly and the volume of traffic decreases (because other routes will be faster). Typically, shared streets do not have curbs or raised sidewalks in order to reinforce the idea that the street is to be shared.



Shared street, or "Woonerf", in Chicago



King's College Road, Toronto is a model for the design of shared streets on the Keele Campus.



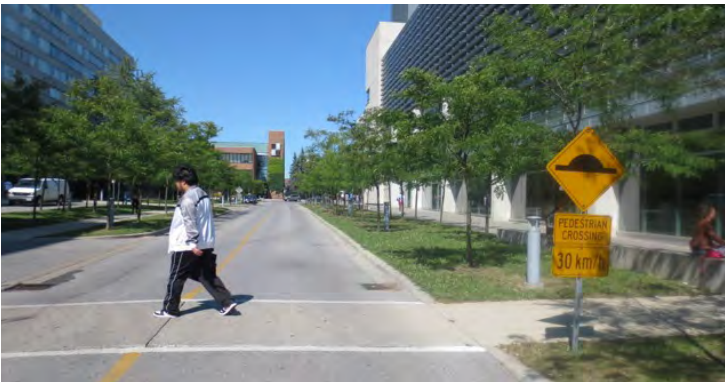
Ian MacDonald looking south towards York Blvd. demonstrating the possibilities through the application of the strategies.

### Priority Project - York Boulevard

The revitalization of York Boulevard will allow the University to frame the principal entrance to the Keele Campus, accentuate the view to Vari Hall and support/enhance new academic development on adjacent lands, and provide direct access to the York University Subway Station.

A coordinated streetscape design, which includes pedestrian and cycling amenities and weather protection along building facades, will create a coherent and inviting space for the campus community. Interesting architecture of the highest quality will further enhance the pedestrian life of the street. Design direction for York Boulevard is described on the following page.

This approach to creating an inviting place will provide an iconic entry to the heart of the campus, The Common, and will contribute to enhancing the overall character of the campus.



Pedestrian crossing on Seneca Lane, Keele Campus

### Key Directions over the Implementation Period of the Master Plan

1. Maintain the grid of streets in the southeast corner of the campus. Consider redesign of Atkinson Road, Seneca Lane and Fine Arts Road as shared streets.
2. The north-south axis of Ian Macdonald Boulevard and York Boulevard will be University streets. These shared streets will provide access to the York University Subway Station and The Common and should be based on a tabletop design to give priority to the pedestrian experience.
3. Arboretum Lane could be connected with Nelson Road to create a new shared street providing an address on Stong Pond and a clear route for pedestrians, cyclists and vehicles.
4. Thompson Road and Ottawa Road function as driveways. Thompson Road will continue to provide access to residences, the athletics precinct and science buildings. Ottawa Road will continue to provide access to residences and science buildings.
5. The temporary extension of Vanier Lane east of Ian MacDonald Boulevard should be made a permanent University street.

### P5 Implementation Priorities

1. Develop a functional plan, integrated urban design and streetscape design for York Boulevard based on the design direction provided on the following page.
2. Audit University streets to catalogue deficiencies.
3. Prepare functional plans for new University streets.
4. Prepare design standards for University streets.



## Design Direction for York Boulevard

Through the design of the streetscape, and as each building's form, massing and character takes shape, York Boulevard should express a consistent look and feel. This does not mean that every building has to be the same. York Boulevard will be the major entry and gateway to the Keele Campus and provide key access to the York University subway station.

### ① Framing the Street

- York Boulevard should exhibit excellence in architecture, high quality materials and an attention to the pedestrian life of the street.
- Each new building should frame the street by aligning building fronts along a consistent line.
- The ground floor should be 4.5m to enable active uses at grade.
- At sidewalk level, each building face should have lots of large, bright windows and active uses, such as cafés and open study areas, should be located on the ground floor to add interest for passing pedestrians.
- Buildings should be designed with a minimum base building of 12m and a maximum of 20m high.
- Building floors above the base building will be set back 3m.
- The upper portions of each building above the base building should also be aligned to define the three dimensional volume of the street space.
- The upper portion of the building at the top two floors should be articulated.
- Vehicle access to service and loading should occur from the side or rear of the building.

### ② Sidewalk

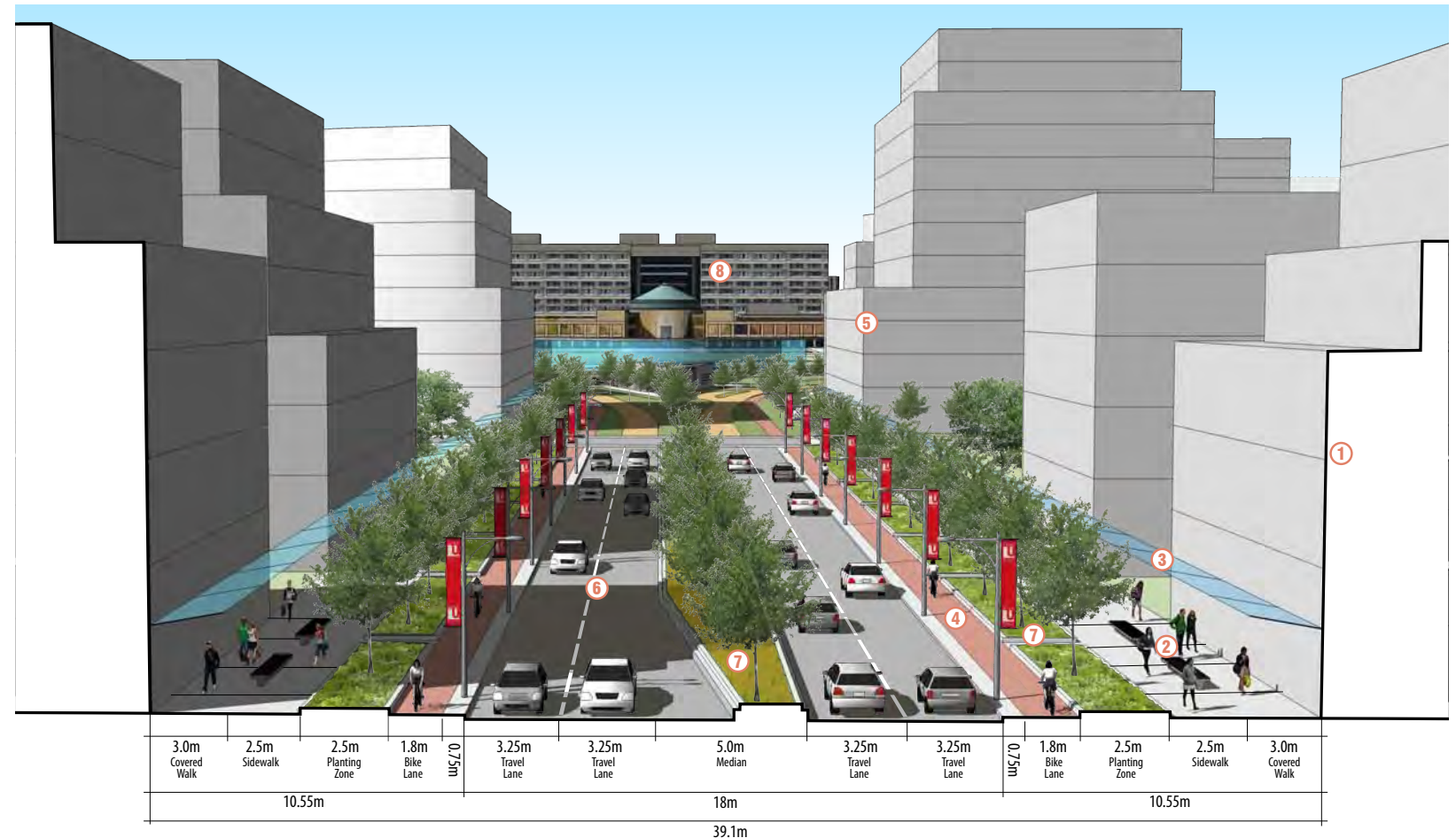
- A coordinated approach to streetscape design will provide for consistent and generous sidewalks, tree planting and vegetation, lighting, paving, street furniture, signage.

### ③ Weather Protection

- Each new building will have a weather protection canopy over a portion of the sidewalk. The canopy is to be positioned at a generous height (4.5–6m above the sidewalk) and be of a generous enough width to provide protection from precipitation (3.0m minimum).

### ④ Bicycles

- York Boulevard will include a dedicated cycling lane on each side of the street at 1.8m wide. The bike lane could be defined by a curb and raised in elevation to that of the sidewalk.



Ian MacDonald Blvd looking toward The Common with new academic buildings framing the street and enhanced streetscape.

### ⑤ Transition to the Common

- The location where York Boulevard meets The Common is marked by Schulich School of Business – the building frontage frames the edge of the Boulevard and defines entry to The Common.
- This will be echoed on the north side of York Boulevard when development occurs to create an identifiable gateway to the heart of the campus.

### ⑥ Vehicles

- York Boulevard has two travel lanes in each direction to the intersection with the Ring Road.
- West of the intersection, York Boulevard narrows to one lane in each direction with a dedicated cycling lane.

### ⑦ Streetscape

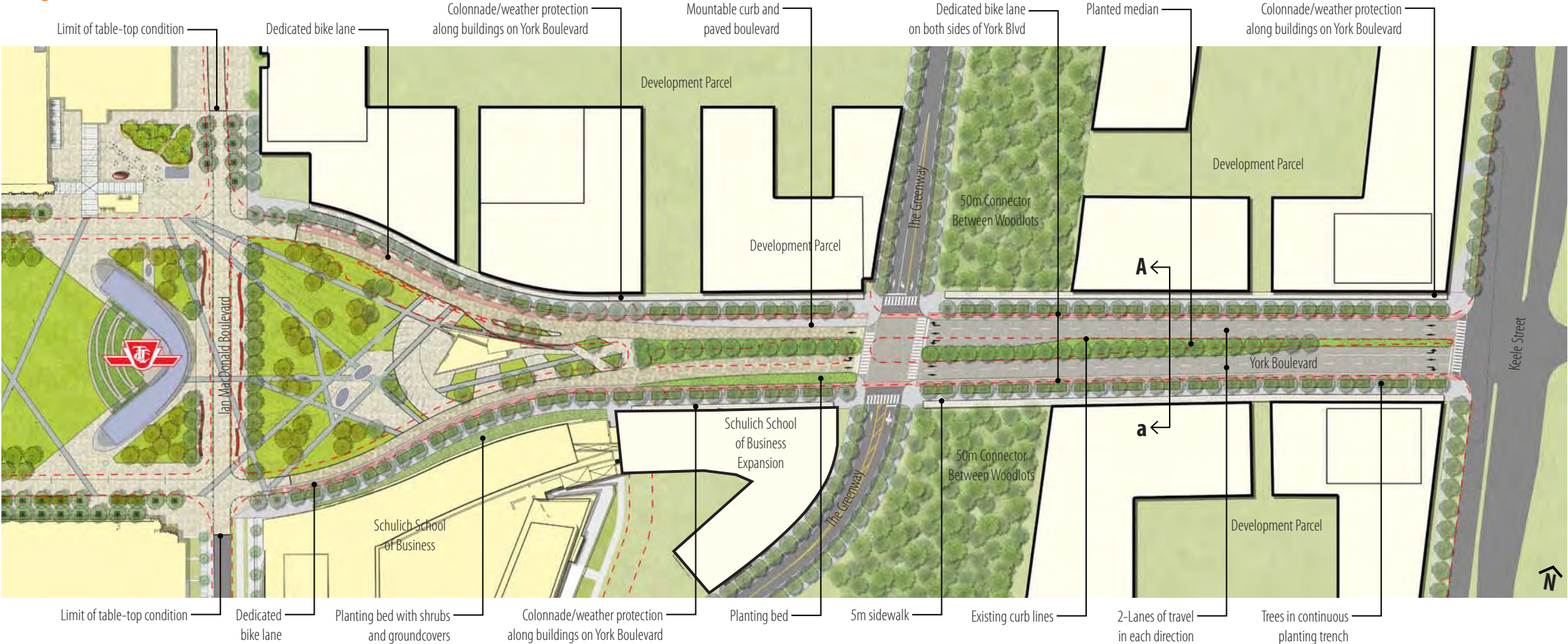
- A 3m wide planting in continuous underground trench on both sides of the street will incorporate deciduous trees, shrubs and ground covers.
- Each tree should be planted 6–8m on centre with 15m<sup>3</sup> of shared soil volume.
- The median will be planted to be compatible with the planting bed along the sidewalk.
- Street lights will be located in a 0.75m band at the edge of the cycling lane.

### ⑧ Views

- The view along York Boulevard to The Common and Vari Hall/Ross Building is identified in the York University Secondary Plan as a Significant View/Vista. Buildings and landscapes should coordinate to frame, reinforce and highlight the view.



Design Direction for York Boulevard



Possibilities for York Boulevard illustrating enhanced streetscape, sidewalks, cycling lanes and vehicle travel lanes.

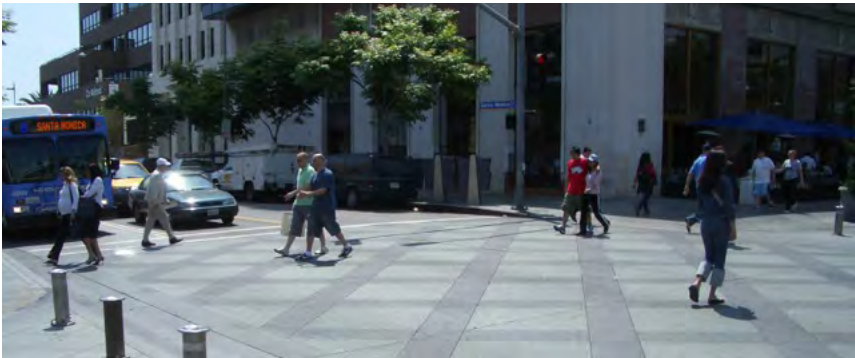
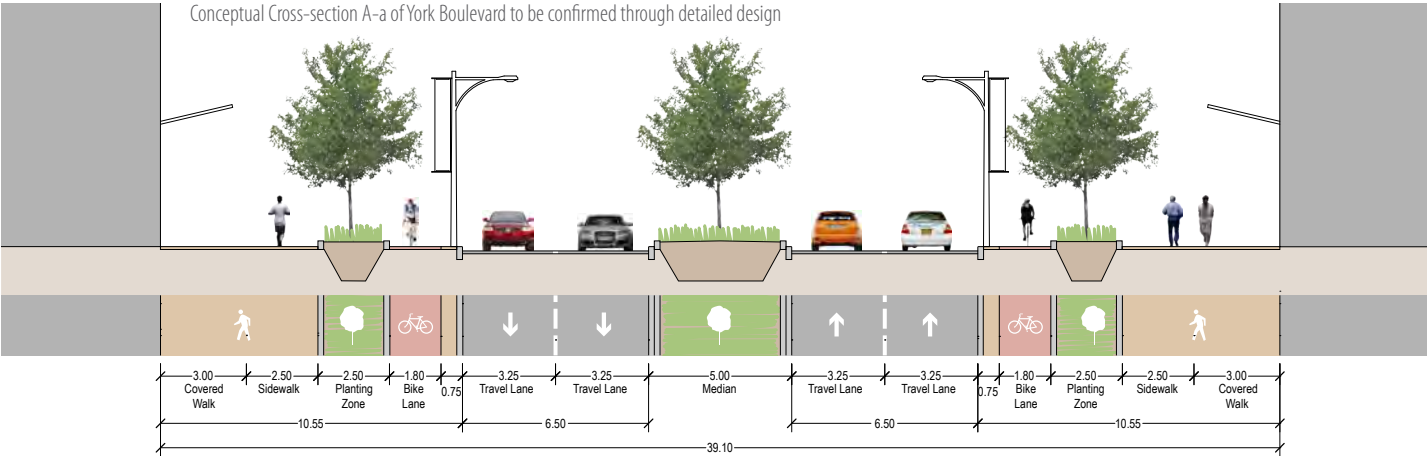


Table top road in Santa Monica, CA. creates a pedestrian focused zone - a precedent for Ian MacDonald Boulevard and the area on approach to The Common



# Continue to Enhance Wayfinding

A campus-wide wayfinding master plan was implemented in 2006 and provides a strong basis for the continued enhancement of the wayfinding strategy. This plan includes vehicular and pedestrian wayfinding systems and exterior and interior signage programs that work together to create a consistent and identifiable aesthetic for York University. This will remain relevant and useful throughout the long-term growth and development of the campus.

Orientation upon arrival at the York University and Pioneer Village Subway Stations will be a priority in the wayfinding strategy. Clear maps directing transit riders from the stations to their destinations will be placed in prominent, accessible positions.

Pedestrians will remain a priority for enhancing the wayfinding strategy. The University will continue to ensure that pedestrian routes are safe, logical and well-marked.

York U Mobile, released in 2011, allows smartphone users to access campus information and maps from their mobile devices. The University will continue to enhance this service as the Keele Campus changes and improves.

These efforts will make navigating the campus easier for students, faculty, staff and visitors who are less familiar with York University. This strategy will contribute to a safer, more efficient and functional Keele Campus.

## Precinct Branding

To further simplify the campus wayfinding system, the Master Plan supports the creation of a precinct branding system (consistent with the York University branding standards) that would clearly identify distinct areas of the campus, such as the Athletic Precinct, woodlots and student residences. Visual markers could orient visitors and help them to more easily read and understand campus maps.

There is potential for the precinct branding system to also create strong links with the campus-wide public art strategy.

## Community Enhancement

The University is committed to strengthening the sense of community across the Keele Campus. With this objective in mind, the University will explore opportunities for investment in new and innovative methods of communication. Changing signage, community boards and digital displays are just a few of the many options available. By allowing students, faculty and staff to communicate easily and openly, the campus community will be able to further support University projects and achievements and work together to create a more vibrant campus.



Options for community announcements in the Morris Columns, Paris

## Key Directions over the Implementation Period of the Master Plan

1. Expand wayfinding by providing information at the two subway stations. Incorporate more interactive and up-to-date campus maps and incorporating more information within these diagrams, such as locating designated student spaces (food, coffee etc.).
2. Ensure all buildings are clearly named and have visible addresses.
3. Name and sign major pedestrian routes.
4. Name and sign all green spaces; courtyards and recreational fields

## P6 Implementation Priorities

1. Incorporate wayfinding at the two subway stations upon opening.





York University Signage. Well identified buildings, addresses, information boards and maps.



# Enhance Bicycling & Provide More Bicycle Parking

Bicycling routes within the Academic Core will be linked to regional cycling paths and lanes throughout the City of Toronto and the City of Vaughan to allow for safe and efficient commutes to and from campus and surrounding neighbourhoods. Bike travel within the Keele Campus is logical due to its size to enhance the ease with which people can travel between buildings and to and from transit hubs. The University is committed to integrating cycling as a key component of the circulation strategy for the Academic Core, and has already established its dedication to safe cycling by including bicycle lanes along The Pond Road and Sentinel Road. Safe, well-signed and logical cycling routes will provide greater access throughout the Keele Campus.

Students, faculty and staff will be encouraged to cycle to the campus by providing for safe, accessible and logical cycling lanes. A bike-sharing program to support this objective and to encourage cycling between buildings and transit hubs could be considered.

The master plan diagram on the facing page illustrates three methods of accommodating cyclists in the Academic Core. An on-street bicycle lane is suggested for key roads, located at the curb and raised to the elevation of the sidewalk. Protected by parked cars in some locations, this provides an ideal condition for cyclists. For other streets, cyclists will be



The Pond Road Cycling Lane, York University



Dedicated bike lanes at MIT, Cambridge, MA in the boulevard along the sidewalk. A precedent for the Ring Road near the Pan Am Stadium.

accommodated with no special pavement markings. Typically, these are University streets where vehicles, pedestrians and cyclists share the space. The north portion of the Ring Road, Ian MacDonald Boulevard between Chimneystack Road and Shoreham Drive, should have a dedicated cycling path in the boulevard adjacent to sidewalk on the south and east side. This enables cycling in a location with direct access to the Core and avoids conflicts with the intersections of Northwest Gate, Founders Road and the new road planned west of the Toronto Track and Field Centre.

- On-street bicycle lane separated from vehicular traffic by surface markings, raised to elevation of sidewalk, and located at the curb. Bicycle lanes follow the direction of vehicular traffic.
- Single vehicle lane in each direction with no special pavement markings to identify separate cycling lanes.
- Dedicated cycling path in the boulevard adjacent to the sidewalk.



Existing

Bicycling lanes are disconnected between Vaughan and Toronto.



### Key Directions over the Implementation Period of the Master Plan

1. Establish a continuous bicycle lane along the Ring Road, in the boulevard or on the street.
2. Accommodate cyclists on shared University streets and on selected pedestrian pathways.
3. Provide bicycle parking in convenient locations across the campus, including lockers in parking structures at the Pioneer Village Subway Station.
4. Explore a bike sharing program for the campus and precedents at other university campuses.
5. Provide bike amenities around campus to complement the bike network, including bike racks outside of all buildings with weather protection.
6. Continue to work with the City of Toronto and York Region to enhance cycling connections to the Keele Campus.
7. Provide shower/changing facilities across campus in association with new development.



Opportunities for bike sharing on the Keele Campus.

### Master Plan

### P7 Implementation Priorities

1. Develop standards for bicycle parking.
2. Work with bicycle sharing programs to encourage bicycle use for travel within the campus.
3. Ensure that all future public roads have provisions for cycling.
4. Ensure that all new building projects incorporate amenities to encourage cycling.

Separated Bike Lane in Road

Bike Path in Boulevard

Off-Road Path

Shared Road with Bikes & Cars

Bike Lockers

Bike Parking

Core Precincts Boundary



A comprehensive network of cycling routes and supportive cycling parking and infrastructure.

# Transform Parking Resources

Parking is not just a place to store your car, but an important element of urban infrastructure serving York University. It is a determining factor in changing travel behavior, especially with the opening of the subway.

Surface parking on the Keele campus has constantly been evolving. The original 1963 Master Plan illustrated a university enclave removed from the core of the city, in a greenfield setting surrounded by thousands of parking spaces. Just 10 years ago, the University had 12,000 parking spaces. Today, in 2012, there are approximately 9,000 parking spaces at the Keele Campus. This remarkable reduction is attributable in part to the University's well recognized Transportation Demand Management program, improved public transit and complementary parking supply management. This all took place within the context of almost 40% more building floor area. Today, York University's Transportation Services cites that more than 60% of the trips to and from the campus are by modes other than single occupant vehicles.

The York University Secondary Plan contains policy to support the transformation of the Keele Campus into an urban, human scaled community that is integrated with the surrounding neighbourhoods. One of the key objectives of the Secondary Plan is the promotion of transit supportive development and policies, which promote use of transit and other sustainable modes of travel.

The Secondary Plan recognizes that upon completion and opening of the subway stations on campus, an amendment to the parking standards for the university is appropriate to provide a range of 6,000 to 8,000 parking spaces. Reduction in parking contributes to the achievement of important City and University ambitions such as enhancement of the public realm, intensification and an improved environment.



Public parking in mixed-use developments, Yorkville, Toronto

Transition of surface parking to potential building sites has occurred on campus for the past decade. The following buildings were built on, or will be built on, former surface parking lots:

- The Schulich School of Business;
- The new Engineering building;
- The Pan Am Stadium; and,
- Seneca@York

This pattern is supported and encouraged to continue as a critical element of this Master Plan.

Successful parking management policies will help establish an essential minimum parking supply that works in conjunction with improved public transit, increased mobility choice, and increasing urbanization. Management of the parking supply is essential to realize the development potential of the University lands.



Wentworth Parking Garage, Charleston, South Carolina has ground floor retail uses to ensure an appealing environment on the sidewalk

## Key Directions over the Implementation Period of the Master Plan

1. Maintain the existing parking garages.
2. Plan for the eventual transition of all surface parking to structure parking (above and/or below grade) or on-street parking.
3. Once the subway opens, confirm the minimum amount of 'essential' parking needs of the University.
4. Provide choices for parking dispersed across the campus: 1,500 +/- spaces in the west, 1,500 +/- spaces in the north, 1500 +/- spaces in the east and 1,500+/- spaces in the south.
4. Strategically locate parking in structures on the campus associated with large development sites.
5. Identify opportunities to provide additional on-street parking along the Ring Road and other University streets.
6. Continue to provide convenient, appropriately located and sized accessible parking for persons with special needs.
7. Develop strategies to: encourage transit ridership; remediate environmental impacts; and, ensure financial feasibility.
8. Maintain surface parking until transitional uses on existing lots are developed.

## P8 Implementation Priorities

1. Complete an inventory of locations for on-street parking.
2. Incorporate structure parking in large site developments.
3. Monitor supply and location of medical parking to ensure the Academic Core is well-served.



There are two forms of parking that may be considered: structured parking and special purpose surface parking.

**Structured parking (above or below grade)** is more expensive to build and operate but it has important advantages. It's usually directly associated with buildings and open space and therefore offers good convenience. It releases lands for more intensive University and mixed-use development. Replacement of surface parking enables major improvements to the visual character of campus.

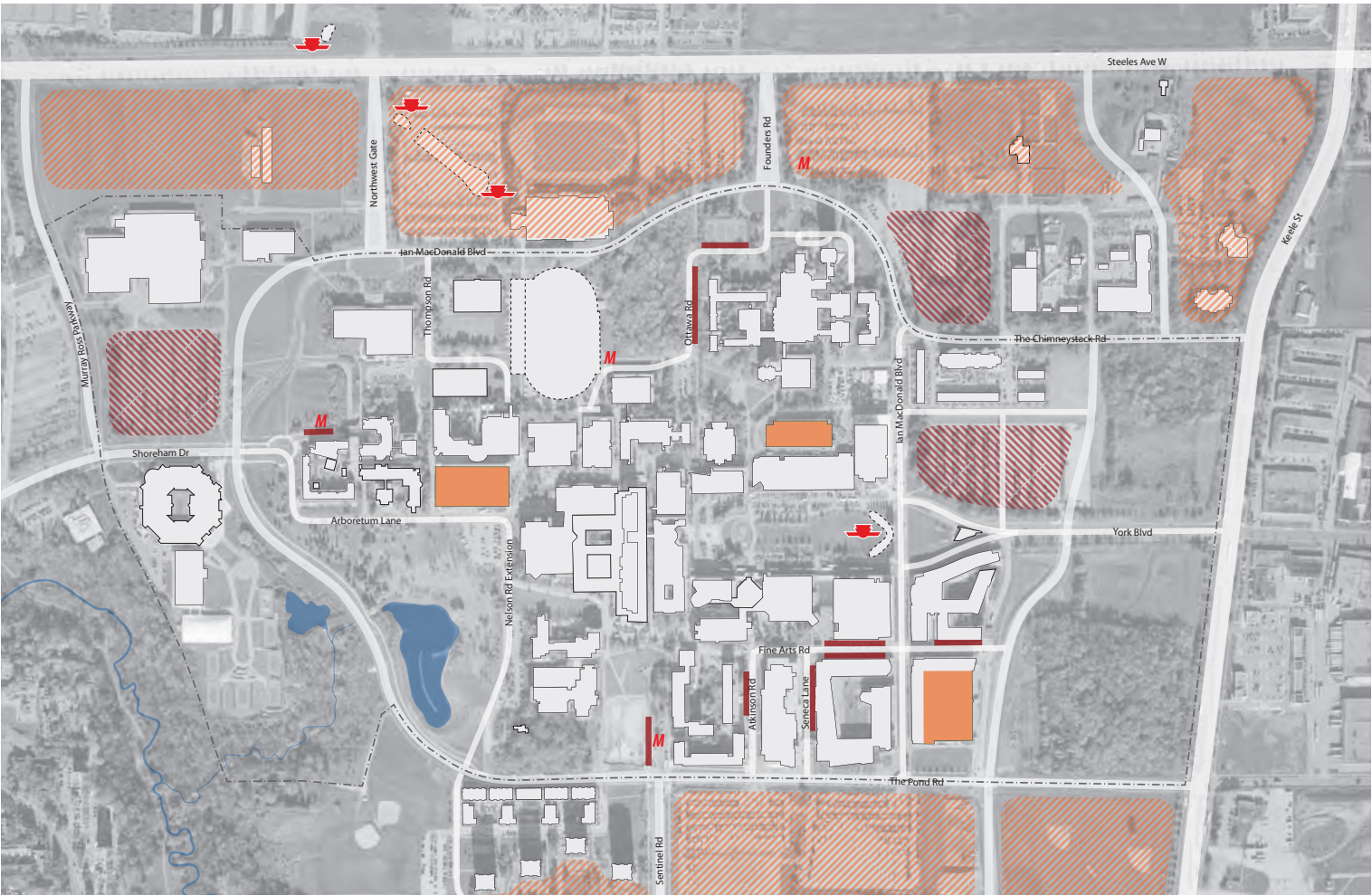
There will always be a need for **special purpose surface parking** to accommodate parking for people with special needs and short-term parking and can include: a) on-street parking; b) small specialized surface parking lots.

-  Parking Structure
-  Surface Parking
-  On-Street Pay Parking
-  Opportunity for Structure Parking in Association with Major New Development
-  Opportunity for Joint Parking Through Private Sector Development
-  Medical Parking
-  Core Precincts Boundary

*\* essential special purpose (medical) surface parking spaces will continue to be offered at key locations.*



Parking is currently distributed across the campus in surface lots and structures.



A rationalized plan for parking will provide on-street and structure parking across the campus that meets the needs of the campus community while preserving space for infill development.



# Accommodate Passenger Pick-Up / Drop-Off & Delivery Services

Improved public transit access and enhanced cycling and walking routes make travelling to, from and around the Keele Campus more convenient. To further facilitate ease of access to the campus, York University is committed to establishing designated passenger pick-up and drop-off areas near major transit hubs and major on-campus buildings and facilities. This will allow for the smooth transfer between cars and alternative forms of transit, allow passengers to reach their destinations quickly and safely, and decrease the need for on-campus parking.

The University will also maintain and create locations for Service and Delivery to enable the efficient transfer of goods and services at University buildings.

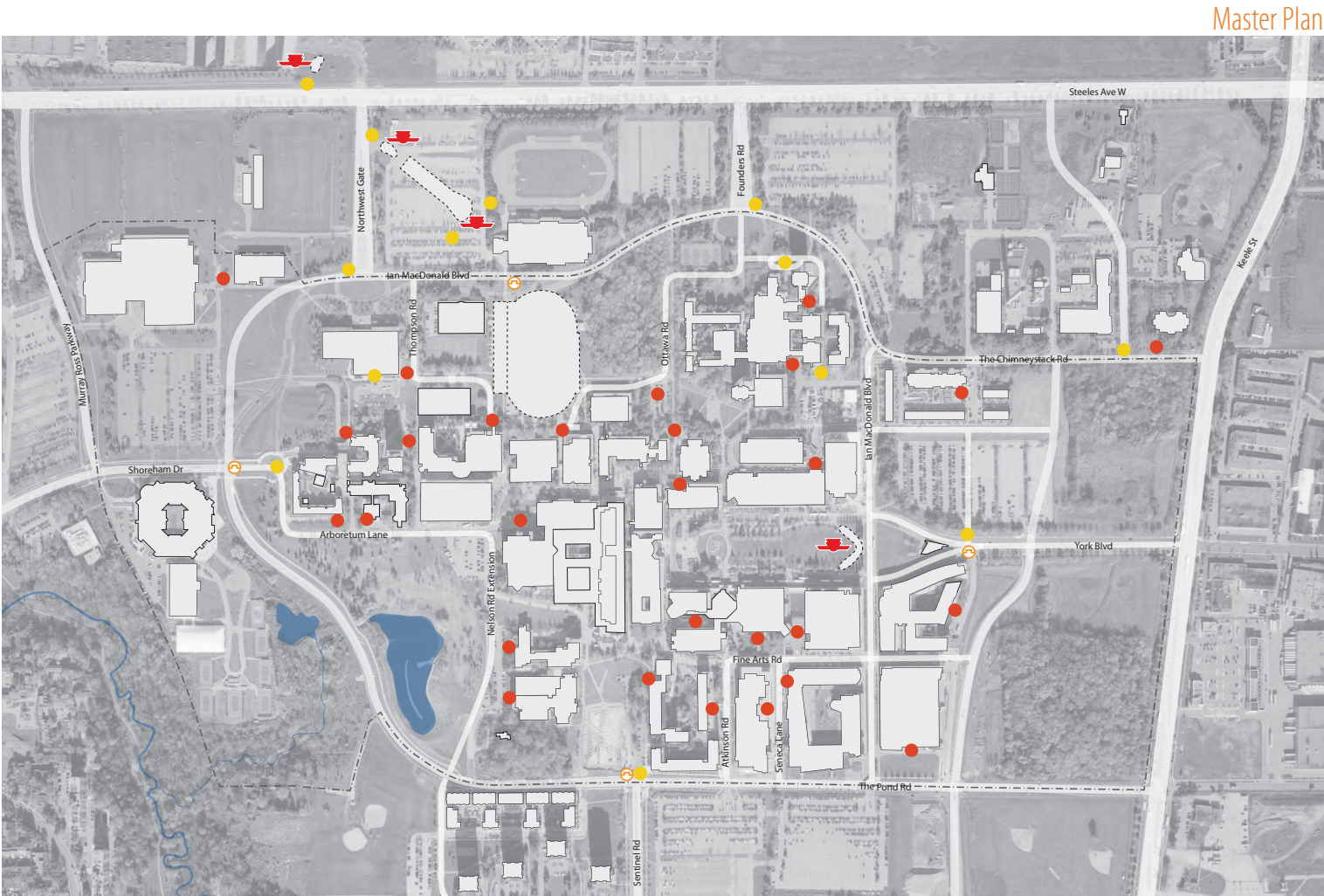
As per the York University Secondary Plan, service and loading facilities are to be located to minimize their visual and functional impact on street edges, surrounding properties, open spaces and pedestrian routes and should be located away from the main entrance to buildings.

## Key Directions over the Implementation Period of the Master Plan

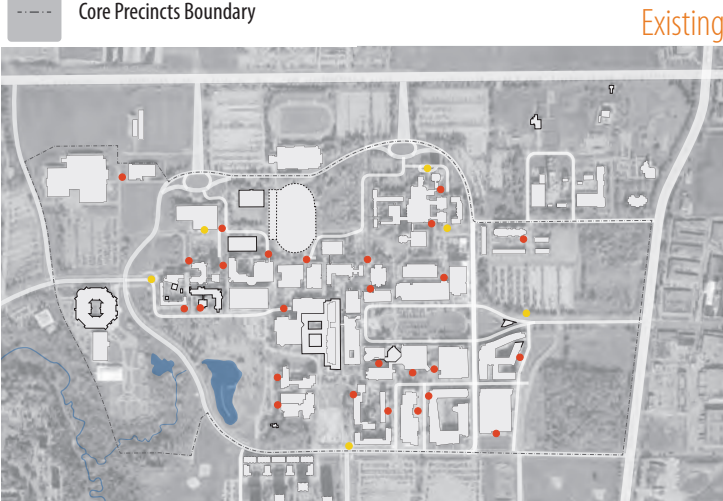
- 1. Provide convenient passenger pick-up and drop-off including at major entrances to the campus.
- 2. Provide well located loading docks for deliveries.
- 3. Design drop off and servicing facilities to integrate with built form, streetscape and landscape design.
- 4. Provide passenger pick-up and drop-off areas close to York University Subway Station and Pioneer Village Subway Station.
- 5. Provide centrally located taxicab stands for a more efficient manner for accessing this form of transit and for providing directions to drivers.

## P9 Implementation Priorities

- 1. Identify locations for passenger pick-up, drop-off and deliveries through functional plans for roads.
- 2. Consider passenger pick-up and drop-off in design of all new buildings.



The Master Plan strategically locates pick-up/drop-off locations and delivery service areas to coincide with the needs of the campus community and the new transit and pedestrian circulation strategies.



Existing service delivery areas and pick-up/drop-off locations are dispersed across the campus.



# Support the University's Transportation Demand Management Program

York University has historically operated as a commuter institution. In the late 1990s, 70% of commuters drove to and from the campus alone. This high rate of single occupant vehicle commuters contributed to traffic congestion and created costly parking and infrastructure needs for the University.

In 2001, to mitigate the existing challenges, and with anticipation of further University expansion and a subsequent increase in the commuting population, York University implemented the Transportation Demand Management (TDM) program. The University was a founding member and provided leadership in the Transportation Management Association — now known as Smart Commute North Toronto Vaughan.

The TDM program has been successful in reducing the demand for parking. In 2000 the University issued 21,552 parking permits, but by 2007 this number was reduced to 14,833 and the demand for parking continues to decline. These figures are even more impressive when noting the 28% growth in campus population during the same time period. Recent surveys indicate that more than 80% of trips to and from the campus are made by alternative forms of transportation, such as walking, cycling and public transit. A further reduction of this figure is expected upon the opening of the subway stations on campus. The University was recently recognized as the Smart Commute Regional Employee of the year award for their outstanding efforts in helping employees explore alternatives to driving to work alone by walking, cycling, taking transit, carpooling or teleworking.

The York University Transportation Demand Management program has successfully implemented shuttles to the GO Train Station, between the Keele and Glendon Campuses, and has worked with the TTC and other providers to increase bus service to the campus from 575 buses per day in 1991 to 1,700 today. An online ride-matching system has been established for members of the campus community interested in carpooling, and more bike racks have been installed around the campus.

The Master Plan supports the current car sharing program and special car pool parking established on campus and encourages its expansion.

The TDM program also initiated York University's participation in the Plug-In Hybrid Electric Vehicle Pilot Program with the Toronto Atmospheric Fund, A123 Systems and Hymotions.

The TDM program continues to make transportation to, from and within the University more sustainable, healthy and efficient. The University is committed to promoting healthy active transportation by making the pedestrian and cycling experiences more enjoyable and safer, providing walkways and establishing bike lanes. These initiatives also contribute to the enhancement of a healthy environment. They improve air quality, minimize traffic congestion and reduce runoff from surface parking lots into the ground water table. Opportunities should be explored to implement a bike sharing program on the Keele Campus.

The TDM program is currently working with Smart Commute North Toronto Vaughan to develop future initiatives such as a possible bike share program across the Keele Campus.

Key Directions for this strategy are also included in Strategies P1, P2 and P7.

## Key Directions over the Implementation Period of the Master Plan

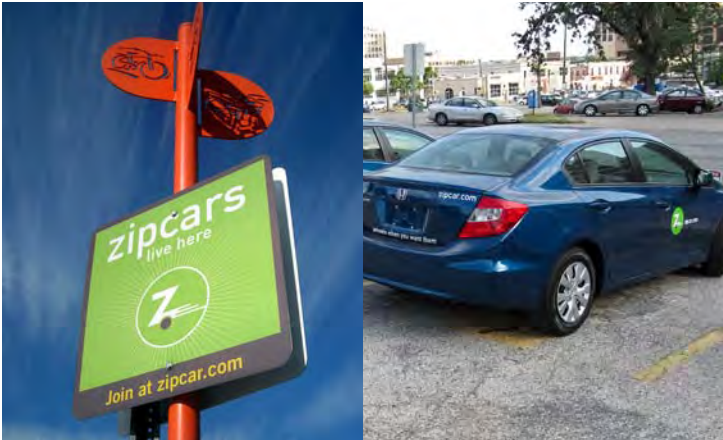
- 1. Support the University's Transportation Demand Management Program and its priorities.

## P10 Implementation Priorities

- 1. Explore opportunities to implement a bike share program on the Keele Campus.



Bike share program station, Toronto



One of Toronto's car sharing options



Campus Walk animated with events during Orientation Week, York University



York University Bus, Toronto