

42. University of Toronto Scarborough Secondary Plan

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1 Introduction

The University of Toronto Scarborough Secondary Plan will guide growth and development to create a campus that is compact and integrated, connected and engaged, and open and green. Building on the success of the 2011 Campus Master Plan, the Secondary Plan responds to the University’s growth and its evolving needs, supporting a long-term projected future population of approximately 35,000 students and 2,500 faculty and staff.

The Plan sets out the University’s vision and provides policy direction to guide development and redevelopment within the campus. The Plan provides a framework for growth that supports the academic mission and creates a structure in which the University and the City can thrive in an integrated, campus setting.

1.1 Background

The University of Toronto Scarborough (“UTSC”) acts as a unique economic, intellectual, cultural, transit, and sporting hub serving a growing and vibrantly diverse region. The University is one the largest employers in Scarborough and the Eastern GTA, and local spending by students, staff and visitors contribute significantly to the local economy.

The Secondary Plan Area (“Secondary Plan Area”) as illustrated in Map 42-1 comprises an area that is approximately 123 hectares in size. It is bounded by Morningside Avenue to the west and Conlins Road to the east, while the boundaries to the north and south are more fluid and mirror the natural and built features that are present within the campus landscape; the edge of the Highland Creek ravine defines the southern boundary, while the northern boundary extends to the municipally-owned property excluding the residential neighbourhoods located along Chartway Boulevard.

Development within the Secondary Plan Area has historically been focused in the South Campus, informed by the 1963 campus plan. Anchored by the iconic Andrews Building, the original campus plan emphasized an ecological approach to design with multi-functional spaces and interconnected circulation intended to foster interactions between students and faculty. As student enrolment steadily grew over the subsequent decades, demand for additional academic facilities and residences was met by expanding development across the South Campus.

By the late 2000s, UTSC had transformed from an undergraduate satellite campus of the University of Toronto, to a mid-sized university with a comprehensive academic program, with plans to expand into new fields of teaching, research and graduate education. To accommodate this future growth, a new vision and master plan was needed to guide the future expansion of the physical campus, in particular on the North Campus. In 2011, the University completed a new Campus Master Plan which established a comprehensive framework for UTSC to reach its full potential as a centre for learning and community.

This Plan is introduced at a strategic point in the University’s history, and will evolve the 2011 Campus Master Plan to ensure that the development



The University of Toronto Scarborough Secondary Plan Area, which covers approximately 123 hectares

opportunities available on the University's lands are realized and translated into the creation of a cohesive, vibrant, and sustainable campus.

Each area within the existing campus, the Ravine Lands, South Campus, and North Campus, as illustrated in Map 42-2, will play a critical part in ensuring a successful and balanced approach to development. The key structuring components of the Plan, including the potential Light Rail Transit that is planned to run through the campus along a realigned Military Trail, are illustrated in Map 42-3.

The University of Toronto and the City of Toronto are important complementary components of the economic, social and cultural engine that drives Toronto as a dynamic and successful city-region. The City provides a livable and vibrant urban environment that attracts investors and city-builders, leading edge thinkers, and many young people eager to learn, grow, and contribute to the City. The University of Toronto plays a key role in focusing this growth and energy to produce knowledgeable and skilled graduates, to tackle complex problems through advanced research, and to foster a community that promotes learning, creativity, and innovation. The development of the University of Toronto Scarborough Secondary Plan Area is an integral part of the revitalization and transformation of Scarborough. It is a dynamic exercise in city building, that will help this mutually beneficial relationship flourish.

1.2 How to Read this Plan

This Secondary Plan is organized into eleven sections:

- Sections 1 & 2 provide the introduction, relevant background information, and establish a vision and principles for the development of the campus;
- Section 3 outlines how movement and circulation will occur throughout the university lands and includes policies on vehicle, active transportation and transit movement as well as relevant parking and servicing policies;
- Section 4 details the Open Space network and associated policies;
- Section 5 describes the University's commitment to environmental stewardship and includes policies that help protect the natural heritage features on the campus, including the ravine lands, and outlines the potential for contaminated sites within the Secondary Plan Area.
- Section 6 provides policies that govern activity and development within areas that have significant cultural heritage resources including areas with archaeological potential.
- Sections 7, 8 and 9 outline the land use, built form and housing policies respectively for the lands within the Secondary Plan Area.
- Section 10 establishes the Secondary Plan policies and requirements for servicing and stormwater and general utilities.
- Section 11 concludes the Secondary Plan by determining the tools and policies for the implementation of the Plan.

Policies

1. The policies of the Secondary Plan ("Plan") apply to the area shown on Map 42-1.

2. The policies of this Plan must be read together.
3. Text within the shaded boxes forms the policies of this Plan. Text without shading, including text in sidebars, provides the context and intent for the policies.
4. In the event of a conflict between this Plan and any policy contained within the Official Plan, or any other Secondary Plan or Site and Area Specific Policy or Plan, this Plan shall prevail.
5. Where the general intent of the Plan is maintained, minor adjustments to the respective Plan maps will not require amendment to this Secondary Plan.

2 Vision

2.1 Vision

This Secondary Plan envisions the University of Toronto Scarborough campus as a diverse, walkable, and transit-accessible place that has respect for and takes action towards the conservation of the natural environment, and provides a lively, dynamic learning environment for students from diverse backgrounds. The University of Toronto Scarborough is envisioned within this Plan to gradually transform from a suburban, automobile-oriented campus with a large amount of surface parking, into a sustainable campus environment that is designed to prioritize active transportation.

The policies contained within this Secondary Plan are intended to fulfill this vision by providing an appropriate level of support and guidance for the future development and redevelopment of the campus. The campus will be developed in an environmentally responsible manner, and anticipates the potential future delivery of light rail infrastructure to the campus to facilitate non-motor vehicle accessibility. Furthermore, the Plan reinforces the University's role as a leader in environmental stewardship, sustainable design, natural heritage protection, resource management and universal accessibility, a position that will assist the University in attracting leading faculty, staff, and students.

The Plan supports the University's role as an anchor institution and establishes a planning policy framework that allows flexibility in meeting future needs while also protecting the important aspects of the physical environment that allows the institution to flourish.

2.2 Principles

The following principles are the focus of this Secondary Plan and are critical to realizing the Campus Vision. They provide flexibility for the University to grow and adapt to changing economic, technological, and programmatic needs; respond to funding opportunities; and establish relationships with public and private sector for joint research, innovation and services. Furthermore, these principles provide a benchmark for measuring the success of future growth and development in the Secondary Plan Area. The key structuring components of this Plan are illustrated in Map 42-2.

Policies

1. The principles for the Secondary Plan Area are to:
 - a) recognize and protect the Secondary Plan Area as a regionally important institutional district that serves the broad needs of the University as a leading centre for research, education, athletics and recreation, employment and job growth, culture, and community activity;
 - b) recognize and support the Secondary Plan Area as an important place for teaching, research and employment in Scarborough and the Eastern GTA;
 - c) create a cohesive, attractive, safe and accessible campus setting by improving connectivity, in particular for pedestrians and cyclists, between the North Campus and South Campus and the surrounding community, through the realignment of Military Trail and other initiatives;
 - d) support the development of a multi-modal transportation system that promotes choices for safe and convenient pedestrian, cycling, and transit trips both to access the campus and to move within it, while reducing vehicular dependency;
 - e) foster integration with the surrounding community through a seamless system of streets, active transportation connections and open spaces;
 - f) support the University's dynamic institutional role, and provide flexibility for growth and adaptation by permitting a range of institutional and ancillary uses;
 - g) provide flexibility for the University to grow and adapt to changing economic, technological, and programmatic needs; respond to funding opportunities; and establish relationships with the public and private sector for joint research, innovation and services;
 - h) promote development that will foster a vibrant urban campus and provides services, infrastructure and facilities to serve the University and surrounding community;
 - i) accommodate growth by making effective use of existing and new infrastructure, including light rail transit;
 - j) achieve appropriate built form that enhances and supports the public realm and responds to the surrounding context;
 - k) conserve significant heritage resources of the campus;
 - l) enhance and grow campus open spaces, and preserve and protect the ecological integrity of the Highland Creek Ravine and natural heritage features on campus;
 - m) demonstrate excellence in sustainable design , high-quality public realm and landscapes, mobility options, natural heritage protection, resource management, and universal accessibility; and
 - n) provide leadership in environmental stewardship and a

reduction in greenhouse gas emissions through innovative approaches to the use of energy and resources, the design of high-performance buildings and improved multi-modal transportation options.

2.3 Character Areas

The Secondary Plan Area has a rich history, evolving from farmland to a pastoral estate, then developed as a mid-century suburban satellite campus and finally maturing into a contemporary institution serving as an intellectual, economic, athletic, and community hub. The resulting cultural landscape is simultaneously modern, forward-looking, and expressive of its distinctive history.

Based on an analysis of the development and evolution of the University of Toronto Scarborough, the University of Toronto Scarborough Secondary Plan Area has been divided into three Character Areas which are illustrated on Map 42-3. It is the intention of the Secondary Plan that new development and landscape initiatives will respect the attributes of the Character Area within which it is situated.

2.3.1 The Ravine Lands

The Ravine Lands Character Area is defined by a section of the Highland Creek Ravine, running east-west through an evolved natural and cultural landscape. It is bounded to the north and south by the ridges of the Highland Creek ravine, to the west by Morningside Avenue, and to the east by Colonel Danforth Park.

Since the establishment of the University of Toronto Scarborough, the Ravine Lands have provided continued opportunities for recreational uses and important connections to the broader open space and natural heritage networks across the City. As growth occurs on the North and South Campus, the Ravine Lands will continue to be protected and enhanced as part of a healthy urban ecosystem. The environmental functions of the Ravine Land will be increasingly important as the built environment of the Secondary Plan Area intensifies. Where appropriate, the Ravine Lands will continue to provide passive and active recreational spaces, academic and research activities, and a source of identity and pride for the University and the community.

Policies

1. Development within the Ravine Lands will:
 - a) conserve and enhance the wooded ravine;
 - b) direct athletic and recreational infrastructure to the open valley;
 - c) enhance the system of trails connecting the ravine landscape, South Campus and adjacent park systems;
 - d) allow for compatible recreational, cultural and educational uses, whose facilities minimize adverse impacts on natural features and functions;
 - e) conserve the form and arrangement of the Miller Lash

House and adjacent buildings within the surrounding pattern of lawns, gardens and pathways; and

- f) conserve the vista across Highland Creek Valley to the South Campus, as described in Chapter 6.1.

2.3.2 The South Campus

The South Campus is anchored by John Andrews' iconic Science and Humanities Wings, the central entrance court, sheltered courtyards and a copse of remnant indigenous forest. Later academic buildings and complexes radiate from the Science Wing and central court, and three phases of low-rise student residential complexes frame the north and south ends of the Character Area.

The South Campus will continue to be characterized by bold design, a responsive relationship with the ravine, and an interior pedestrian network of paths, plazas, and open spaces. As the Secondary Plan Area develops, the South Campus will continue to serve as an important academic, cultural and recreational hub on campus, while conserving the significant heritage resources of the original campus. While redevelopment is anticipated along the edges of South Campus, the existing cluster of academic buildings and associated network of open spaces will be largely maintained.

Policies

1. Development within the South Campus will:

- a) conserve the monumental form of the Humanities and Science Wings at the edge of the Highland Creek Ravine that anchors and defines the South Campus;
- b) be sited to conserve and enhance the topography and natural setting, and to maintain the prominence of the Humanities and Science Wings;
- c) conserve and enhance the network of outdoor pathways and courtyards that relate to the Science and Humanities Wings and related buildings; and
- d) separate vehicular and pedestrian circulation, within the central sections of the South Campus.

2.3.3 The North Campus

The North Campus Character Area, which consists primarily of graded open space, comprises the area north of Ellesmere Road, bounded by Morningside Avenue to the west, residential subdivisions to the east, and lands owned by the City of Toronto to the north. The University reserved this area in the 1960s to support its growth and expansion.

The North Campus provides a focal point for academic growth and development within the Secondary Plan Area. The North Campus had historically been comprised of open space and surface parking, oriented around the existing diagonal alignment of Military Trail, and more recently the location of University expansion. The North Campus' commitment to

sustainable building design coupled with a high-quality public realm will be upheld as growth occurs across the North Campus. Generous pedestrian boulevards and new campus open space will complement and balance new development and will appropriately integrate with the surrounding context. Enhancements to the ravine edge will protect the natural heritage features while enhancing the campus setting. Building on the framework provided by the realignment of Military Trail, the North Campus will contribute to the creation of a vibrant, well-connected, cohesive, and complete university community.

Policies

1. Development within the North Campus will:
 - a) be the focal point for new growth and development on the University lands;
 - b) provide direct active transportation connections and designed landscape features that link the South Campus and Ravine Lands; and
 - c) provide innovative architecture and sustainable design.

3 Movement and Circulation

3.1 Street Network

The street network is the foundation for movement within and to the campus. Not only does it provide access for cars to campus, it establishes defined movement corridors for all types of mobility, including transit and service vehicles and especially for active transportation. This makes it an essential framework on which to base all of the University's movement networks.

The new Military Trail alignment establishes a long-term structure for campus growth on the North Campus while bringing circulation and open space improvements to the South Campus. Extending off the realigned Military Trail, a network of streets will enhance circulation, safety, open space, and accessibility on campus.

Streets will be designed for people. Active transportation will be given priority throughout the campus, and the street network will absorb new infrastructure to support light rail transit. Cars and other vehicles will be accommodated but will operate in a manner that is appropriate for an urban and pedestrian-oriented university campus.

In addition to moving people, University streets form a key component of the campus open space system. This importance will be reflected in the high quality of the campus streetscapes and connectivity to other campus open spaces. To help support this notion, private automobile access may be restricted on University streets from time to time to accommodate campus activities and events, emergencies, or during periods of heavy pedestrian activity.

Compatibility with Future Transit (Eglinton East LRT)

The street network is designed to accommodate a potential future LRT through the campus, in keeping with contemporary transit plans for the City of Toronto. While the timing and specific details of the Eglinton East LRT project remain uncertain, the Secondary Plan has been developed to protect for this potential future infrastructure while ensuring development can proceed in the interim.

Policies

1. A network of public streets and University streets and laneways will be developed within the Secondary Plan Area to enhance connectivity and public access, and support integration with the surrounding community, as illustrated in Map 42-4. Streets will be designed to accommodate all modes of transportation, including pedestrians, cyclists, transit vehicles, private automobiles and service vehicles, but will prioritize pedestrian, bicycle, and transit movement within the street network.
2. When the realigned Military Trail is operational, the decommissioned portion will be repurposed as a landscaped open space that supports pedestrian and bicycle use.
3. A fine-grain network of University streets, laneways and pedestrian connections is required to provide connectivity and access, and to contribute to an enhanced public realm and amenity. Where appropriate, University streets may provide direct connections to adjacent neighbourhood streets.
4. Public streets and University streets will be publicly accessible and designed in accordance with appropriate municipal standards and consistent with the University of Toronto Scarborough Urban Design Guidelines (“Urban Design Guidelines”).
5. University Laneways will be designed as pedestrian-oriented spaces, accommodating required service functions while supporting pedestrian, cyclists, service vehicles and occasional private automobile uses. Modifications to the location, size and alignment of University Laneways, as illustrated in Map 42-4, may be permitted without amendment to the Plan.
6. The exact location, alignment and design of the public and University street network will be refined through the development approvals process or studies. Minor modifications to the location, size, and alignment of Streets may be permitted without amendment to the Plan provided the general intent and connectivity, as is illustrated in Map 42-4, is achieved.
7. The exact location, alignment, and design of the realigned Military Trail will be refined through a future infrastructure planning process which could include a Transit Project Assessment Process (TPAP) or Municipal Class Environmental Assessment.
8. A bridge may be constructed across Ellesmere Road to link the North Campus and South Campus, as indicated on Map 42-4. The bridge

will accommodate pedestrians and bicycles, and may accommodate service vehicles.

9. In the event of future light rail transit, an underpass may be constructed across Ellesmere Road to link the North Campus and South Campus, as indicated on Map 42-4. The underpass will accommodate pedestrians and bicycles, and may accommodate service vehicles.
10. The new Military Trail alignment will have a minimum right-of-way width of 30m.
11. Due to the planned decommissioning and realignment of Military Trail and the potential refinement of the proposed street network, lands for the extension of the rights-of-way for existing Military Trail features, such as embankments, grade separations, additional pavement or sidewalk widths at intersections, and transit facilities, will not be subject to acquisition by the City until such time as the new Military Trail may be assumed by the City.

3.2 Transit

Transit will serve as the primary means for enhancing access to campus for students, staff, and the community, and will accommodate the majority of all travel growth to and from campus. The current planned rapid transit network for Scarborough will bring a new light rail transit route to the University of Toronto Scarborough Secondary Plan Area and surroundings. The future Eglinton East LRT will provide the University with a direct connection across the City and to other major transit nodes, including the future Durham-Scarborough BRT. The campus will be a destination for many transit routes and will accommodate a large volume of transit users that will be travelling to and from the campus, but the campus is not intended to serve as a regional transit interchange hub.

Ensuring that transit is fully integrated into the campus environment will be essential to its success. Transit stops will serve as important hubs for the campus, and can accommodate a variety of active and public uses. Transit stops will seamlessly connect to the pedestrian and bicycle networks, and serve as the focal point for nearby building entrances. The exact alignment and design of the future light rail infrastructure, including the associated stations and bus transfer areas, will be determined through an appropriate infrastructure planning process, which could include a Transit Project Assessment Process (TPAP) or Municipal Class Environmental Assessment.

Barrier impacts will be minimized in the design of the Military Trail and Ellesmere Road rights-of-way to ensure a cohesive campus environment that can accommodate future light rail infrastructure. All transit infrastructure will be well designed with high quality materials to ensure fit within the campus environment.

Policies

1. Transit service will be prioritized as a preferred mode of travel to and from the Secondary Plan Area, and will be integrated into the campus as generally illustrated on the Transit System shown in Map

42-5.

2. Transit infrastructure and stops will be integrated into campus design and public realm improvements. Transit stations or waiting areas will be encouraged to be integrated into buildings.
3. Bus transit stops may be dispersed throughout the street network as well as in a centralized bus terminal. The existing bus loop may be relocated over time to integrate with future transit.

3.3 Active Transportation Networks

Made up of cycling and pedestrian facilities together with multi-use trails, the active transportation network is the primary means for navigating and experiencing the campus. Coupled with the open space system, it plays an important role in accessing the campus and enhancing its connectivity with adjacent communities. The active transportation network will also serve as the focal point for landscape initiatives and improvements with high quality design and materials applied throughout, to ensure a cohesive network.

The fine-grain and high-quality pedestrian network of the South Campus will be mirrored in the North Campus, centered on the multi-use trail developed on decommissioned Military Trail and Pedestrian Plaza at Ellesmere Road. At-grade pedestrian connections between buildings will be provided wherever possible to support an active and vibrant campus. A new bridge over Ellesmere Road will provide an additional connection for pedestrians and cyclists between these two areas of campus, improving the overall porosity and accessibility in the campus and to the ravine. Finally, pending the outcome of future light rail transit construction through the campus, additional measures to assist with transit-related circulation and improvements to pedestrian movements through the Ellesmere Road and New Military Trail intersection will be explored.

As a public institution with a diverse community of students, staff and faculty, the University is committed to ensuring universal accessibility throughout the campus environment. While the building code already establishes baseline requirements for the interior of buildings, the University will continue to meet accessibility standards and eliminate barriers that may prevent people with disabilities from engaging with the entire campus environment. This will include enhancements to address accessibility, ensuring the campus environment is truly welcoming.

In addition to walking, cycling has grown rapidly as a viable means of sustainable transportation and forms an integral component of the active transportation framework. Improved accessibility to bicycle infrastructure will reduce vehicular parking requirements, and will promote active and healthy mobility options.

Bicycle use will be accommodated and encouraged through a comprehensive network of cycling corridors, including dedicated bicycle lanes, mixed traffic lanes and multi-use trails. Safe and secure bicycle parking will be provided in convenient areas across campus, supported by shower and change facilities in central locations. Regional connectivity will be achieved through

connections to the Highland Creek Ravine, the Meadowway corridor, and other existing and planned bicycle infrastructure as identified in the City's Ten Year Cycling Network Plan. Through these measures, the University will play an active role in promoting and supporting cycling trips to and within the campus.

Policies

1. The Secondary Plan Area will be linked by an accessible, safe, convenient and comfortable active transportation network that will ensure seamless connectivity from the Ravine Lands through to the North Campus, and will provide direct and convenient connections to existing streets and walkways within the areas surrounding the campus.
2. Streets will be designed to prioritize safe and convenient active transportation access and to minimize conflict with vehicles.
3. Sidewalks and pedestrian paths will be designed as safe, attractive and interesting public spaces, and may be the focus for landscape and public art investments. Areas of high pedestrian volume will be designed to accommodate a large number of users through wide sidewalk widths and appropriate street furniture.
4. The decommissioned portion of Military Trail on the North Campus will be repurposed as a multi-use trail and open space. Clear sight lines will be preserved along the entire length of decommissioned Military Trail and it will be designed to accommodate high volumes of pedestrians, cyclists, as well as emergency and service vehicles.
5. The at-grade pedestrian crossing at the realigned Military Trail and Ellesmere Road will be designed to ensure safe and convenient crossings. This intersection will be designed to preserve clear sight lines along its entire length and will be designed to accommodate and prioritize high volumes of pedestrian and cyclist traffic.
6. The active transportation network should be safe and accessible for people of all ages and abilities, especially for children, older adults and people with disabilities. Exterior pedestrian spaces, including hardscaped areas, building entrances and, where feasible, pedestrian paths, will be designed for universal accessibility.
7. Bicycle use will be encouraged throughout the campus and will be supported by a connected network of on-street bicycle lanes and off-street/multi-use trails, as indicated in Map 42-6. Multi-use trails will be designed to accommodate a range of active transportation users, including cyclists.
8. Facilitating bicycle use to and within the Secondary Plan Area should be prioritized by providing safe and secure long-term and short-term bicycle parking spaces.
9. Consolidated bicycle parking may be provided in the Secondary Plan Area. New consolidated parking areas should consider other supportive facilities such as repair stations, and weather protection.
10. The University of Toronto Scarborough Zoning By-law ("Zoning By-law") will establish bicycle parking requirements to serve the

3.4 Transportation Demand Management

Transportation Demand Management (TDM) provides strategies and policies to reduce automobile usage and its impacts. TDM strategies to reduce automobile usage can include carpooling, subsidizing transit passes, and providing bike lanes and bike facilities.

The University will remain committed to implementing these and other TDM strategies in order to shift car dependency towards a multi-modal future and will share the findings of ongoing TDM monitoring programs with the City. Over the long term, TDM will reduce the overall impacts of parking and vehicular activity, ensuring the development of a safe, attractive, efficient, and accessible campus.

Policies

1. The University will discourage single-occupancy vehicle trips and reduce automobile dependency by implementing TDM strategies, which will be reviewed and updated as development occurs within the Secondary Plan Area.
2. The University will develop a Travel Plan outlining specific TDM strategies that will be implemented and managed by the University on an ongoing basis.
3. The University will support the goals of the Travel Plan by encouraging alternatives to single occupancy vehicle travel including active transportation, transit, car-sharing, and carpooling.

3.5 Parking, Servicing, and Pick-up/Drop-off

With a shift in regional travel patterns and significant rapid transit investments, increased travel demand will be accommodated by more sustainable means of transportation, and parking demand is expected to decrease over time. Large surface parking lots will slowly be replaced by new campus development, and parking supply will be accommodated primarily in parking structures.

With a large local population, carpooling and pick-up/drop-off will continue to be a viable means of travelling to the University. The rapid growth of ride-sharing platforms and anticipated development of driverless cars will demand seamless pick-up/drop-off zones. Pick-up/drop-off facilities will be located throughout the campus in highly-visible, pedestrian-oriented spaces. Technological advances can improve the efficiency of these functions, such as cell phone lots, and an expanded internal circulation network will allow for more informal pick-up/drop-off activities on local streets throughout campus.

Like all active universities, the campus relies on efficient building servicing and deliveries to maintain academic activities and support the large campus population. While essential, these services should not impact the quality of

the campus. To the extent possible, they should operate unnoticed in the background. Centralized receiving facilities will be encouraged in new development and such facilities will be located, designed and landscaped to minimize impacts on the pedestrian-oriented campus environment.

Policies

1. Total consolidated parking rates for the Secondary Plan area will be established taking into account the success of the TDM measures and the provision of light rail transit to the area.
2. The University will transition from surface parking lots toward structured or underground parking.
3. On-street parking and lay-bys will be provided where appropriate, and will be designed to minimize hazards for pedestrians and cyclists.
4. New pick-up and drop-off areas will be designed as pedestrian-oriented spaces, integrated with surrounding buildings and landscapes. Traffic circulation in these areas will be designed to minimize adverse impacts and disruptions to street and pedestrian networks.
5. Pick-up and drop-off activity in the North Campus will primarily be accommodated within University streets.
6. In the South Campus, pick-up and drop-off activities will be centralized, such as the south bus loop.
7. Surface parking lots will be limited. Where appropriate, they will be located to minimize their visual impact on the public realm, and be designed in accordance with the Toronto Green Standard and Greening Surface Parking Lots Guidelines.
8. Parking structures can be considered at appropriate locations and will be integrated into building form with active ground floor uses along the edges of the public realm.
9. Servicing and loading spaces will be located away from primary frontages and shared between buildings where possible to minimize the land required for these functions. Loading and servicing facilities will be designed to minimize conflict with pedestrians and cyclists.
10. Opportunities for shared loading facilities will be encouraged to minimize the amount of land devoted to these functions.

4 Open Space

4.1 Open Space Network

From its inception, the University has benefited from an extensive and dramatic open space network. The campus' unique location at the edge of the Highland Creek Ravine creates an unrivalled natural backdrop for the campus and establishes a pattern of natural features across the campus. The campus also features smaller landscaped areas, pedestrian paths and

larger open spaces which create an intimate and green atmosphere throughout the campus. The open space network supports University activities, including outdoor teaching and study, relaxation and communion, and recreation. They also provide enjoyable means of travelling through the campus, allowing everyday users to pass through plazas, large commons, landscaped streets and other spaces. The open space network plays an important role in integrating the University with the surrounding community, drawing in visitors, whether to enjoy the campus or simply to get to their destination.

The generous and integrated nature of the open space network of the South Campus will be extended into the North Campus. New Major Open Spaces create important campus focal points and are supported through a network of smaller open spaces, landscape and public realm initiatives. This network will support connectivity between Major Open Spaces, and ensure all new buildings have direct access to outdoor amenity. Improved visual and physical ravine connections will create a more integrated natural heritage network, and a new open space at the eastern edge of the North Campus will provide a shared green space for the University and adjacent community.

Policies

1. The campus character will be maintained by providing an appropriate balance of buildings and open spaces. A variety of open spaces of various types and sizes will be provided in new areas of campus development and will be enhanced where they exist.
2. Public access to the University open space network and connections to existing adjacent public parks will be encouraged.
3. Landscaped areas will support outdoor gathering through the use of high quality street furniture and appropriate landscape treatment, and will consider all-season use.

4.2 Major Open Spaces

Seven Major Open Spaces will enhance the character and identity of the campus and help to provide a structure for campus growth. Located primarily in high pedestrian volume areas, these Major Open Spaces will serve as focal points for campus activity. These spaces will be protected from major development and will be invested in over time. New low-impact athletic and recreational activities and facilities may be introduced within the network of open spaces. These Major Open Spaces will be supported and connected through a network of smaller open spaces, landscape and public realm initiatives, including those contained within the North Campus Greenway.

Policies

1. The following seven Major Open Spaces will form the key structuring components of the open space network, and correspond to locations found on Map 42-7, as follows:
2. Old Military Trail (Major Open Space No. 1):
 - a) The decommissioned section of Military Trail will be protected and developed as an active transportation

spine.

- b) This open space will be anchored in the south by a pedestrian plaza at the intersection of Ellesmere Road and Military Trail.
- c) Extending between the North and South Campus, the plaza will serve as centre for campus and community activity while fostering a cohesive and vibrant campus core, sensitively designed to allow bicycle, service and emergency vehicle access.
- d) At minimum, the open space will maintain the existing width of the street right-of-way, to maximize the public realm and opportunities for cycling infrastructure and other landscape enhancements.
- e) The southern terminus may be expanded into a pedestrian plaza at the intersection of decommissioned Military Trail and Ellesmere Road to serve as the centre of campus and community activity.
- f) The pedestrian plaza will be carefully designed to minimize pedestrian and cyclist conflicts with transit operations and enhancing connectivity between the North Campus and South Campus.

3. North Common (Major Open Space No. 2):

- a) The open space facing onto the Military Trail pedestrian spine will serve as a focal point for the North Campus and will enhance views of the ravine and provide opportunities for large outdoor events, recreation, congregation, and relaxation.

4. North Campus Greenway (Major Open Space No. 3):

- a) An open space corridor comprised of a series of smaller landscapes and open spaces will support greater connectivity throughout the North Campus.
- b) These will be comprised of a series of connected, smaller open spaces, such as plazas, lawns, and courtyards.
- c) While this open space will develop incrementally, connectivity, accessibility, and visibility between its components will be prioritized.
- d) The connected spaces will provide clear sight lines and barrier-free access to function cohesively as larger open spaces, but may feature through-building connections and will be protected, created and secured incrementally with campus growth and development.

5. Residence Green (Major Open Space No. 4):

- a) A new open space between the existing Highland Creek neighbourhood and the University campus will serve as a green space for the shared use of University students, faculty, and staff and the broader community.

6. Science Green (Major Open Space No. 5):

- a) The open space in front of the Science Wing will be protected and enhanced so that it continues to serve as an important interface between the Science Wing and the

woodlot to the north, and provide opportunities for informal recreation and pedestrian circulation.

7. South Common (Major Open Space No. 6):
 - a) The smaller open spaces south and east of the Humanities Wing present an opportunity to create a cohesive landscaped setting for the many of the buildings in the South Campus.
 - b) A Major Open Space is formed by connecting these spaces, which will serve as an important natural and cultural heritage function, creating a direct link to the ravine and protecting the significant views of the Humanities Wing, as shown in Map 42-3.
8. The Valley (Major Open Space No. 7):
 - a) This open space is located within the ravine and provides for much of the University's athletic and recreational facilities, as well as extensive community use.
 - b) This space provides an important setting for outdoor recreational space and small scale facilities while balancing the need for ecological enhancement and flood protection.
 - c) Existing uses located within this open space, including athletics, recreation, and events associated with the Miller Lash House, will continue to define the character and function of the Valley Open Space.
 - d) New recreational, cultural and educational uses and facilities, including the redevelopment and renovation of existing buildings, is permitted, provided the uses and facilities are compatible and minimize adverse impacts on natural features and functions.
9. Where Major Open Spaces are adjacent to ravine lands, the ecological function of the ravine, vegetation and other natural heritage features will be protected and enhanced through appropriate landscaping and management of use.
10. New development, renovations, additions and landscape improvements within the Secondary Plan Area will be evaluated with regards to the impact on the experience of Major Open Space.

Living City Policies (LCP)

Proposed activities and facilities will be designed with consideration for the TRCA's Living City Policies (LCP). The LCP represent the comprehensive set of requirements and guidelines for the TRCA's involvement within the development approvals process. The LCP also include additional policies that relate to conservation and restoration activities and for development within natural heritage or watershed areas.

4.3 Gateways

Gateways are significant access points to and from the University which foster a sense of arrival. As the University grows, gateways will play an important role in orienting travelers, facilitating way-finding to and throughout the campus, framing views of the University, and fostering a sense of pride and place. Gateways can be expressed through a combination of signage, landmarks, landscaping, art, lighting, architecture, and other public realm elements.

Policies

1. Gateways as shown on Map 42-2 will be framed by development and open space investments and will be further supported through signage and public art.
2. Gateways will be treated as important pedestrian entrances to campus through landscaping and other means, and will be designed to draw the surrounding community into the campus.

4.4 Public Art

The provision of public art in both the public and private realm will support and enhance the character of the Secondary Plan area and enhance place-making opportunities. Public art can contribute to defining identity by celebrating the history, culture and creativity of the area and its people.

Policies

1. The University of Toronto Art Collection Policy will continue to provide direction for the provision and maintenance of Public Art
2. The University of Toronto Art Committee will develop public art strategies which will identify existing and potential sites for public art and ensure that public art is provided in a coordinated manner as the University grows.
3. The identification of potential public art locations and opportunities will be conducted in accordance with the policies of this Secondary Plan.

5 Environmental Stewardship

Since its founding in 1964, the University has had a strong and meaningful relationship with its natural setting and the Highland Creek Ravine in particular. Environmental stewardship is an essential part of the University's history and identity, and will continue to guide development decisions as the campus grows. This Plan provides a framework for ensuring that the intrinsic value of environmental resources on campus is recognized, protected and enhanced. A comprehensive and innovative approach to stewardship will extend beyond simple preservation of existing resources to include proactive restoration and enhancement efforts, sustainable building and landscape design, and educational efforts that teach the University community and the wider public about the importance of this urban environment.

Bird Friendly Window Treatment

Existing buildings within the Secondary Plan Area that front onto the ravine lands will be encouraged to be retrofitted with bird friendly window treatment in order to embrace a comprehensive approach to environmental stewardship. The City of Toronto's Bird Friendly Development Guidelines report identifies best practices for effective window treatment. Some practices that may be considered include the use of visual markers or patterns on exterior building glass and the installation of opaque or low reflectance glass.

5.1 Natural Heritage

Located on the Highland Creek Ravine, the ravine is part of a much larger natural heritage system that extends through to Lake Ontario. While the ravine is the most prominent part of the University's natural heritage resources, the campus contains a wide variety of other natural heritage features that collectively contribute to the health of the Highland Creek Watershed.

Not all natural heritage features are continuous or connected to the ravine, as some take the form of discrete woodlots. The continued protection, restoration and enhancement of all campus natural heritage features will remain a priority for the University.

The University will implement a comprehensive program of natural heritage protection, restoration and enhancement. Given the proximity and ubiquity of natural heritage features on campus, it is anticipated that some development may have an impact on some natural heritage resources; however, any adverse impacts will be minimized, and where feasible, natural features and ecological functions will be restored or enhanced. The City-led Eglinton East LRT route through the campus, the associated realignment of Military Trail, and the development of certain parcels within the Secondary Plan Area may contribute to these impacts. The impacts resulting directly from University development will be offset through restoration and enhancement programs elsewhere on campus to ensure a net benefit overall to the campus natural heritage features. Specific stewardship objectives will include:

- Protecting natural heritage features and functions within the Secondary Plan Area;
- Extending the Highland Creek valleylands onto the tablelands;
- Establishing a natural connection between valleyland and tableland features;
- Actively managing invasive species; and,
- Increasing the ecological value of the natural heritage features.

These objectives may be met through active restoration and tree planting, forest edge management, invasive species management, and stewardship initiatives which involve the University population and wider community in activities such as litter clean-ups and wildlife habitat construction.

Policies

- 1) A connected network of open spaces and natural heritage features will be developed as generally shown on Map 42-7 with the following

objectives:

- a) Protecting, restoring and enhancing natural heritage features and functions;
 - b) Renaturalizing areas identified as priority restoration areas;
 - c) Connecting the significant woodlots, Major Open Spaces, and valley corridors; and
 - d) Protecting and establishing open spaces.
- 2) Where development or site alteration is proposed in or adjacent to the natural heritage system as shown on Official Plan Map 9 the University will:
- a) Work with the TRCA and the City to determine appropriate setbacks and other measures to minimize impacts; and
 - b) Prepare an Edge Management Plan or Natural Heritage Impact Studies as may be required.
- 3) New development within the Secondary Plan Area will support an overall increase to the tree canopy coverage, and is encouraged to support the retention of existing trees where possible.

Planning and design of new campus landscapes, as well as enhancements to existing landscapes, will consider opportunities to complement, enhance and provide connectivity between natural heritage features, where appropriate.

5.2 Ravine Stewardship

The Highland Creek Ravine is a defining feature of the Secondary Plan Area, both spatially and in terms of the University's academic mission and image. The Ravine Lands will continue to be preserved and enhanced as a unique landscape and legacy feature. Not simply an isolated greenspace, the ravine forms part of a contiguous natural corridor that extends from Lake Ontario to Highway 401.

The ravine is a key link in this natural heritage system (identified as an Environmentally Significant Area in the Official Plan), playing an important role for ecological connectivity in the Highland Creek watershed. The ravine also plays an important role in pedestrian and bicycle connectivity, supporting a portion of a regional trail system that connects through the Secondary Plan Area directly to the Waterfront Trail along Lake Ontario. From a climate change perspective, the ravine plays a significant role in carbon sequestration, but is also very sensitive to impacts from climate change, including onset of invasive species, more extreme weather events and vegetation changes due to temperature fluctuations.

As an important part of the institution's history, the University will retain ownership and management of the ravine. The ravine preserves the experience of the University's natural setting, maintaining views and recalling the natural history of the University's land-base. The ravine is also an invaluable environmental asset and open space resource for the larger community. It serves as an outdoor classroom and laboratory, similar in many ways to built classrooms and labs on the South Campus. It also offers a location for a variety of other facilities and institutional uses, such as athletic

fields and tennis courts, conference/event facilities, large-scale outdoor event and recreation spaces, and allotment gardens.

Five principles will guide the University's continued stewardship and use of the ravine.

1. Strengthen a Program of Environmental Stewardship

The University's responsibility as steward of its campus extends beyond its academic facilities and infrastructure to include the ravine. As an environmentally significant area, the Ravine Lands contain a variety of unique and important natural features and functions that require careful management. The University will continue to develop management and enhancement approaches in coordination with appropriate agencies, including the City of Toronto and TRCA.

2. Continue to Support Research and Teaching

As a national leader in environmental science, the University recognizes the ravine as a living laboratory and classroom which plays an important educational and research role for the University of Toronto Scarborough, and the regional University of Toronto system as a whole. Research and teaching activities will continue to support and enhance the natural features and functions of the ravine and minimize adverse impacts to this important natural landscape.

3. Promote Recreational Opportunities

In the same way that the ravine provides respite from the built campus, athletic and recreational facilities in the ravine provide relief from the rigours of university academic life. Athletic fields, recreational facilities and the allotment gardens will continue to be part of the ravine, and new opportunities for similar low-impact, non-invasive recreational activities and trails may be explored.

4. Enhance Access to the Ravine

Limited ravine access and connectivity represents a challenge for the University, as this restricts academic, athletic, and recreational activity in the valley as well as preventing inclusion and engagement with the broader community. With a lack of opportunity to experience the ravine comes a lack of community ownership and stewardship. Improvements to ravine accessibility will be pursued and balanced with the need to maintain ecological integrity of the ravine lands. The University will work with TRCA and the City to identify direct and accessible connections between the South Campus and the ravine, and to wider regional trail systems.

5. Extend the Ravine Natural Landscape into the Campus

As envisioned in the Campus Master Plan, the ravine landscape extends into the tablelands, framing the built form and open spaces in both the North and South Campus. This valuable landscape and environmental resource will be protected and enhanced. Initiatives to support this can include naturalization efforts at the top of bank, development of contributing landscape, implementation of naturalized stormwater facilities and other means.

Policies

1. The University's continued stewardship and use of the ravine will be guided by the following principles:
 - a. Strengthening a program of environmental stewardship;
 - b. Continuing to support research and teaching;
 - c. Promoting recreational opportunities;
 - d. Enhancing access to the ravine; and
 - e. Extending the ravine natural landscape into the campus.
2. The ravine is the heart of the University's natural heritage features and will continue to be protected, enhanced and utilized by:
 - a. Continuing to protect the habitat and biodiversity of the ravine, and enhancing connectivity with other natural heritage features in accordance with Official Plan policies;
 - b. Promoting the ravine as a living laboratory for non-invasive academic activities and research including outdoor laboratories and field research, outdoor teaching spaces, and pilot sites for habitat restoration and other environmentally beneficial activities ; and
 - c. Partnering with the TRCA and City to study, monitor and enhance the quality of the Highland Creek watercourse with priority placed on bank stabilization.
3. The University will work with the City and the TRCA to develop an environmental management strategy for the ravine lands and natural heritage resources.
4. The University will continue to work with the City and the TRCA to explore opportunities to enhance access to the ravine, including:
 - a. Establishing a well-lit, accessible trail from the ravine to the South Campus that supports pedestrian and bicycle access, while minimizing impact on the natural heritage features and functions;
 - b. Ensuring that all lighting provided will be dark sky compliant; and
 - c. Ensuring existing trail resources are paved and well maintained.
5. Connectivity to wider trail systems and wayfinding mechanisms will be encouraged to support pedestrian and cyclist use of the ravine trail system by the broader public.
6. Landscaped areas and open space near the ravine and top of bank will be encouraged to be designed to integrate with and complement the natural heritage features and functions of the ravine landscape.

5.3 Contaminated Sites

The North Campus and City-owned lands to the immediate north have a historic legacy of aggregate removal and subsequent infilling. Remnants of these activities remain, most notably in the prominent hill northeast of TPASC. Based upon available information, the Closed Morningside Landfill is bounded by soil gas mitigation measures installed generally to the west, south and east. Testing demonstrates that the mitigation measures are operating as designed and acting as a barrier to the migration of methane. Remediation efforts have been undertaken, including large-scale soil and fill removal. With these improvements, the North Campus is anticipated to accommodate a wide range of University activities. Soil gas, soil quality and groundwater quality in some areas of the North Campus lands may require further analysis and potential remediation to address contamination and implement the University's objectives for sustainability and environmental stewardship.

Provincial Policy and Regulations for Contaminated Sites

North Campus development will continue to be regulated by relevant Provincial policy and regulations including Guideline D-4-1 Assessing Methane Hazards from Landfill Sites, Ontario Environmental Protection Act, Ontario Regulation 153/04 Record of Site Conditions, and other relevant Provincial regulations in effect from time to time.

Policies

1. Portions of the Secondary Plan Area are located within 500 metres of a known or suspected former waste disposal site. Prior to development occurring within these areas, policy 3.4.23 of the Official Plan will be satisfied.

6 Cultural Heritage

6.1 Significant Heritage Resources



The Miller Lash House and Coach House are currently designated under Part IV of the Ontario Heritage Act

In some cases, a Character Area is defined in part by the presence of historic buildings. The original campus was established along the ridge of the Highland Creek Ravine with the construction of the Science and Humanities Wings, the pioneering debut work of renowned modernist architect John Andrews. Andrews' brutalist megastructure continues to anchor and define the South Campus Character Area, while the Miller Lash House and estate buildings contribute to the Ravine Lands Character Area.

Significant Heritage Resources, those either listed on the City's Heritage Register or designated under the *Ontario Heritage Act*, will be conserved and enhanced to contribute to the richness of the Secondary Plan Area as a distinct and unique area within the City. New development in the vicinity of identified Significant Heritage Resources will respect and enhance the character of the area in which it is located, as well as respond appropriately to any Significant Heritage Resources according to the policies established in Section 3 of the Official Plan.

Policies

1. The conservation of Significant Heritage Resources will be carried out in accordance with the provisions of the *Ontario Heritage Act* and heritage conservation policies within the Official Plan.
2. Development adjacent to a Significant Heritage Resource will ensure the integrity of its cultural heritage values and attributes as per the heritage conservation policies of the Official Plan. Appropriate setbacks, height, and massing relationships will be required.
3. Heritage Impact Assessments will be required for development proposals on or adjacent to significant cultural heritage resources.

6.2 Views

Views of Significant Cultural Heritage Resources on campus from the public realm are an important element of the Plan. In addition to practical benefits for wayfinding, these views contribute to institutional identities and provide connection to the unique history of the Character Areas. New development will frame and support these significant views and as the campus continues to grow, other significant views may be established and protected.

Policies

1. Views from the public realm which support Significant Cultural Heritage Resources, as identified in Map 42-3, will be conserved.
2. New development on the edges of sites that frame identified views will be coordinated and designed to conserve the visibility of the view terminus from the identified viewpoint.

6.3 Archaeological Resources

Archaeological resources include the physical remains and contextual setting of any structure, event, place, feature or object which, because of the passage of time, is on or below the surface of the land or water, and is important to understanding the history of a people or place. Potential archeological resources on the Secondary Plan Area include both 19th century Euro-Canadian resources, and Aboriginal resources. Much of the Secondary Plan Area has been subject to previous Stage 1 and Stage 2 Archeological Assessment. All areas within the campus grounds which have not been subject to previous assessment retain archeological potential.

Policies

1. Areas with potential archaeological resources are shown on Map 42-9. For these areas, a Stage 2 Archeological Assessment will be required prior to development or site alteration.
2. Archaeological resources found through the archaeological assessment process will require appropriate conservation and

mitigation measures in accordance with the provisions of the Official Plan and direction from the Ministry of Tourism, Culture and Sport.

7 Land Use

7.1 Land Use

The Secondary Plan Area is predominantly designated as *Institutional Areas*, allowing for a range of uses that relate to the institutional function of the University, including teaching, research and university housing, as well as ancillary uses such as retail, commercial and conference activities. This designation provides flexibility to support city-building opportunities while ensuring the University can meet its growth needs in the long term. Other areas within the Secondary Plan Area are designated as *Parks and Open Space Areas – Natural Areas*. This designation ensures the continued conservation and enhancement of the natural environment within the Secondary Plan Area, one of the University's most valuable and unique resources.

The University's Ravine Lands are a unique and valuable asset and will continue to be conserved and enhanced through a *Natural Area* land use designation. As a designated *Natural Area*, the Ravine Lands will be maintained primarily in a natural state with environmental health and biodiversity as a key priority. In addition to natural functions, the Ravine Lands will continue to accommodate a range of compatible uses including recreation, athletic, education, research, and conference activities in certain locations where these uses do not impact the natural features and functions of the Ravine Lands. Policy objectives for *Natural Areas* are described further in Chapter 5 of this Plan.

Policies

1. A hotel and conference centre to support University or campus uses is permitted.

8 Built Form and Sustainable Design

8.1 Built Form

University buildings are dynamic, ranging greatly in size, scale and design to respond to specific academic needs. The overall scale and built form of development within the Secondary Plan Area should be harmonious with the general patterns of growth that exist within each Character Area and provide appropriate relationship with and transition to the surrounding context at the edges of the Secondary Plan Area.

Built form controls will be applied within the Secondary Plan Area through the Zoning By-law and Urban Design Guidelines. These development criteria will ensure contextually appropriate urban design, respect for Significant Heritage Resources, and opportunities for public realm improvements.

The Secondary Plan Area contains a wide range of architectural and urban design expression. This ongoing commitment to exciting and context-sensitive design should continue as growth occurs.

Policies

1. Development will include building typologies that respond to their site context including low-rise, mid-rise and some tall buildings.
2. To contribute to an architecturally varied and interesting built environment and enhanced public realm, institutional buildings generally should:
 - a) be set back from the property line to expand the public realm and allow sunlight to open spaces and pedestrian areas;
 - b) have a pedestrian-friendly scale that relates appropriately to its context including the public realm and Significant Cultural Heritage Resources;
 - c) set back taller elements to allow sunlight onto open spaces and pedestrian areas; and
 - d) minimize the floorplate of taller elements and ensure an appropriate separation between adjacent taller elements.
3. Buildings should be located and massed to:
 - a) define edges around streets and open spaces;
 - b) provide appropriate relationships between streets and open spaces; and
 - c) minimize adverse wind and shadow impacts.
4. New buildings will achieve a harmonious relationship with their built form context, including consideration of height, massing, scale, setbacks and stepbacks, roof line and profile, and architectural character and expression.
5. Active frontages that are designed to activate and enliven the street will be encouraged at grade in building frontages at the intersection of realigned Military Trail and Ellesmere Road, along decommissioned Military Trail, realigned Military Trail and in development at the edges of Major Open Spaces, where appropriate.
6. The greater building heights and densities will be directed to the realigned Military Trail.
7. A consistent street wall will be provided along realigned Military Trail on the North Campus, with uses that activate and enliven the street encouraged at grade.
8. New development will be designed to ensure appropriate built form and transition to surrounding *Neighborhood Areas*.

8.2 Sustainable Design and Construction Practices

The future development and growth of the Secondary Plan Area will be inherently sustainable. Compact, integrated development will be supported by high quality rapid transit and enhanced pedestrian and bicycle connectivity. Development in the North Campus will continue to be characterized by a broad range of built forms and animated streetscapes. The North Campus will become a centre for University and community activity. Diverse open spaces and the large natural landscape of the ravine provide relief from the built environment. These open spaces will help reduce heat and manage stormwater, and will continue to support biodiversity and carbon sequestration, in addition to research, teaching and other institutional activities that do not adversely impact the natural features and functions.

In addition to integrated land uses, active transportation options, and environmental conservation, sustainable building design and operations are key elements in fostering a truly sustainable campus. The University will work to minimize environmental impacts through efficient management of water, storm water, energy, and waste.

Sustainable Design Standards

The University is committed to being a leader in sustainability and has pursued sustainable design standards which include rigorous energy and water efficiency performance measures. These building practices and management strategies are demonstrated by the high level of environmental excellence achieved by recent developments including the TPASC and the Environmental Science and Chemistry Building on the North Campus.

Policies

1. New development will be designed to be sustainable and resilient, and will consider opportunities for renewable energy, energy efficiency measures, green infrastructure, distributed heating and/or cooling, green roofs, the planting of a diversity of plant species, and other similar low-or zero carbon design elements.
2. Development will be designed in a manner that is consistent with applicable City guidelines for bird collision deterrence, light pollution, green streets and green surface parking lots.
3. Distributed heating, cooling and electricity will be encouraged as a means to reduce greenhouse gas emissions, encourage peak sharing, conserve energy and integrate renewable energy into a low carbon infrastructure.
4. Greywater systems may be employed in a variety of settings and buildings throughout the campus and the potential for incorporating stormwater retention systems with greywater systems to maximize water reuse will be explored.
5. Bio-swales, permeable paving, green roofs and tree planting will be used where appropriate to address stormwater management and reduce urban heat island effect and to improve biodiversity, beauty and resilience.



Sustainability features, such as the green roof of the Arts and Administration Building will be encouraged in all new developments.

6. Waste reduction will be encouraged in the operation and construction of both new and existing developments through the consideration of zero-waste principles.
7. Development will be encouraged to enhance biodiversity through the creation of new habitats, the planting of pollinator-friendly vegetation and the use of diverse plant varieties on green roofs.

9 Housing

The Secondary Plan Area is intended to accommodate a range of housing options associated with the University, including faculty, students, their families and other residents associated with the University.

It is the policy of The Governing Council of the University of Toronto to encourage the development of high-quality communities that support the academic and educational aims of the University. To this end, student housing shall be administered in a manner that promotes safe, secure and stimulating environments that are conducive to students' academic success and personal growth, and fosters a sense of community, civic responsibility, and an appreciation of the diversity of the University community.

It is also the policy of The Governing Council of the University of Toronto, that no student offered admission to a program at the University should be unable to enter or complete the program due to lack of financial means.

Policies

1. A student housing strategy will be prepared by the University that will
 - a. assess student and university-related housing needs;
 - b. identify strategies and approaches to address housing needs to support the academic function, reduce commute trips, and minimize impacts associated with conversions of the housing stock to student housing within the immediate and surrounding area; and
 - c. identify potential locations for new housing in the Secondary Plan Area;
2. The University will provide a range of housing options to meet the needs of its students, faculty, and staff.
3. The University will ensure that each student has access to the resources necessary to meet his or her needs in accordance with policies adopted by The Governing Council of the University of Toronto.
4. Policies respecting unit sizes, configuration, number of bedrooms and affordability will not apply to housing provided by the University.

10 Servicing and Stormwater

10.1 General Infrastructure and Utilities

The wide range of daily campus activities require a reliable and efficient infrastructure system to deliver services that support the academic, research,

athletic, cultural, and partnership goals of the University. Throughout its history, the University has experienced and responded to growth within the Secondary Plan Area, changing environmental conditions and regulations, shifts in technologies and education trends, and shifts in lifestyles. The dynamic needs of the University will continue to be served by a responsive, flexible, and efficient infrastructure system.

This infrastructure system provides vital services including water and waste water, storm water management, energy, heating and cooling, and telecommunications.

As the Secondary Plan Area continues to grow, these services should be provided at a consistent level across the University lands to ensure the development of a cohesive campus. In built-up areas, opportunities to retrofit and maximize the value of existing infrastructure will be pursued. In new developments, the University may explore opportunities to integrate new technologies and strategies, while continuing to ensure uninterrupted high levels of service. All development will consider the wider context in which the University operates, which will require close coordination with the City and TRCA to determine the collective capacity and demand produced by the University and the surrounding communities.

As development occurs across the Secondary Plan Area and within adjacent neighbourhoods, ongoing monitoring of infrastructure systems will ensure high levels of service provision in the short and long terms.

In addition to ensuring high service levels and capacity, the development and management of the campus infrastructure system will be informed by principles of sustainability. As described in Chapter 10.2 of this Plan, resource conservation and demand management will be key elements of a successful infrastructure system that is efficient and reliable.

Policies

1. Below grade infrastructure and utility networks will be located in street rights-of-way and open spaces to minimize conflicts with new development. Where feasible and appropriate, infrastructure, utilities and other services should be located in shared tunnels and/or conduits.
2. Utility infrastructure will be located below grade, where feasible. Where necessary, above grade infrastructure will be designed to minimize adverse aesthetic impacts through screening, landscaping or other means.
3. Opportunities to retrofit and upgrade infrastructure systems in the South Campus lands may be encouraged.

10.2 Water and Wastewater Servicing

With a significant amount of growth anticipated in the Secondary Plan Area, ensuring sufficient capacity and pressure within the watermain system will be critical to supporting development and the overall success of the plan. While the existing water distribution and sanitary network has demonstrated capacity to accommodate service demands in the near term, continued growth in the North Campus will require additional local watermain connections and sanitary network upgrades in the longer term. In addition to ensuring sufficient supply of water, water conservation measures will be

pursued to reduce the water demand, thereby reducing future infrastructure requirements.

Policies

1. Water and sanitary infrastructure systems will be upgraded over time to accommodate future growth and development.
2. Additional local watermains and sanitary sewers will be installed throughout the North Campus along proposed streets as necessary to provide services to sites that do not front onto existing networks.
3. Water conservation methods will be encouraged in the design and maintenance of buildings and landscapes.

10.3 Stormwater Management

Given the University's commitment to sustainability, efficient resource and operations management, and environmental stewardship, stormwater management is a critical element of the Plan. With changes in the City's approach to managing stormwater, a new approach to managing campus stormwater will be implemented. Peak stormwater flows will be addressed primarily on-site and within the Secondary Plan Area, rather than through the City's stormwater system. The natural sloped geography and sandy geology of the Secondary Plan Area provide ideal conditions to support on-site stormwater infiltration, which will reduce stormwater volume, rate of outflow and pollutant load. Opportunities to incorporate innovative stormwater controls such as permeable pavement, green roofs, small retention ponds and cisterns, will be explored throughout the Secondary Plan Area. Stormwater management facilities that offer opportunities for landscaping and place-making will be prioritized.

Policies

1. New development will be encouraged to exceed the minimum requirements for on-site treatment and retention of stormwater.
2. Stormwater management strategies are encouraged to be prepared for development blocks prior to any development to ensure that long-term stormwater needs are addressed without impacting adjacent lands. Strategies may include the use of stormwater controls such as permeable pavement, green roofs, cisterns, infiltration chambers, bioswales, and soakaway pits.
3. Landscape design and construction practices should support stormwater management, including consideration of best practices in low-impact development (LID)
4. The design of future stormwater systems will ensure measures are taken to prevent surcharging sewers under wet weather conditions.
5. Further hydrogeological analysis will be conducted during the site plan control stage to determine groundwater characteristics and necessary groundwater management strategies.

11 Implementation

This Plan projects a bold vision for Scarborough and a bright future for the University. Long-term growth is based on a series of transportation, open space and infrastructure investments, which will allow the full build-out of the Secondary Plan Area. This type of change will be implemented over time and under the guidance of this Plan.

11.1 Military Trail Realignment

The primary structuring element of future growth is the realignment of Military Trail. This Plan provides a flexible framework that recognizes and responds to the uncertainty regarding the timing of transit improvements and the realignment of Military Trail. Given the pattern and trajectory of campus development, short-term growth will likely occur in and around the intersection of Military Trail and Ellesmere Road. Much of this growth can occur in advance of major infrastructure investments, such as the Military Trail realignment, ensuring that the University can continue to meet pressing development needs prior to identifying funding opportunities for major infrastructure investments.

Policies

1. Concurrently or prior to the construction of proposed light rail transit, Military Trail will be re-constructed in a new alignment as indicated in Map 42-4.
2. Construction of the realigned of Military Trail may occur in phases.
3. New Military Trail will be finalized through a future infrastructure planning process which could include a Transit Project Assessment Process (TPAP) or Municipal Class Environmental Assessment.
4. Any development of new buildings or infrastructure on lands adjacent to the realigned Military Trail must demonstrate that it will not adversely impact the future street and the potential for future light rail transit. Building locations, primary entrances and other site planning matters should be designed with consideration for existing and planned conditions.

11.2 A Coordinated Suite of Tools

This Plan provides policy direction for the overall evolution of the Secondary Plan Area and criteria to evaluate change as projects come forward. The policies of this Plan will be implemented as new development occurs through the application of Urban Design Guidelines and the Zoning By-law.

The Urban Design Guidelines provide more specific direction and guidance to development within the Secondary Plan Area. The Urban Design Guidelines must be consistent with the approach of this Plan and will provide more detail to illustrate how development could meet the intent of the Plan.

Policies

1. The Plan will be implemented through the application of Urban Design Guidelines (Guidelines), the Zoning By-law and the site plan

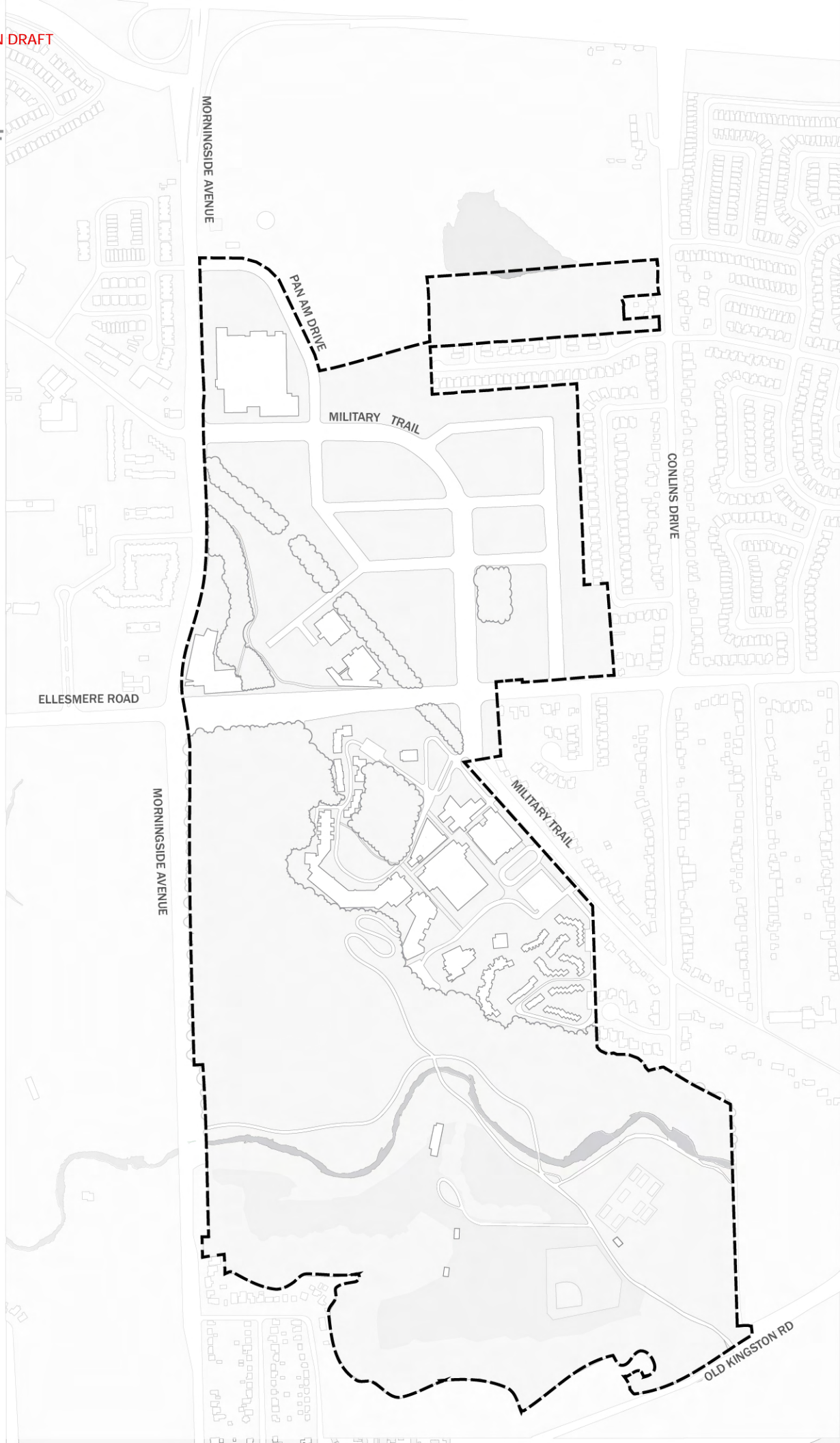
control process.

2. The Urban Design Guidelines provide more detailed guidance for the built form and public realm and will be consulted to inform the design of all new development and supersede any other general or area specific urban design guidelines.
3. The Zoning By-law establishes contextually appropriate built form and public realm performance standards including but not limited to set backs, building heights, and parking requirements.
4. Plans of subdivision will not be required to secure the long-term street network and block pattern illustrated in this plan.
5. Applications for site plan control will be used to implement the intent and objectives of this Plan. Site plan review will consider the proposal within the context of the larger block on which the site is located and the larger Character Area to ensure coordinated development.

University of Toronto Scarborough Secondary Plan Maps

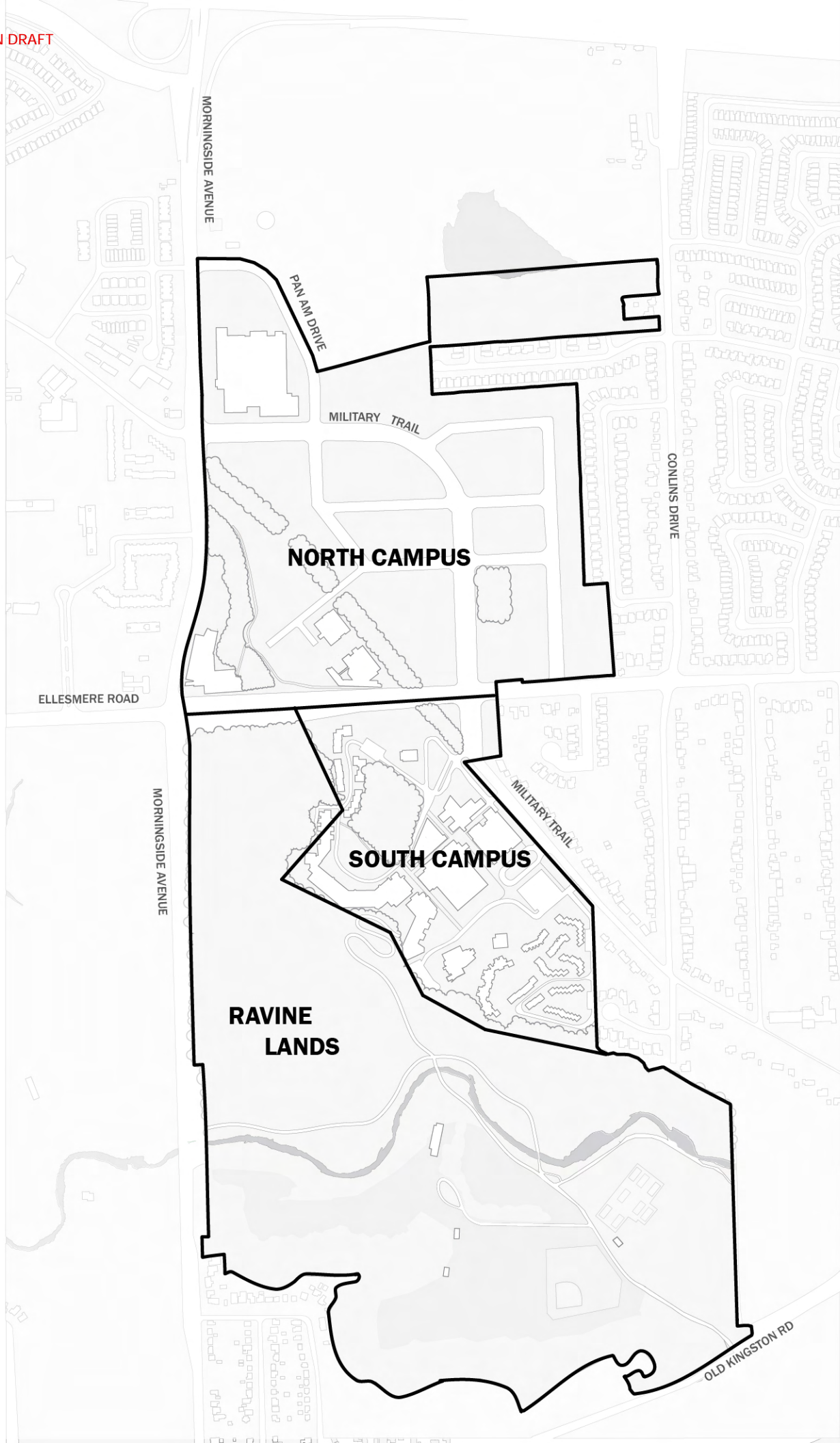
Map 42-1	The University of Toronto Scarborough Secondary Plan Area
Map 42-2	Character Areas
Map 42-3	Structure Plan
Map 42-4	Street Network
Map 42-5	Transit Systems
Map 42-6	Cycling Network
Map 42-7	Major Open Space Network
Map 42-8	Areas of Archaeological Potential

MAP 42-1 THE UNIVERSITY OF TORONTO SCARBOROUGH SECONDARY PLAN AREA













--- Secondary Plan Area

MAP 42-2 CHARACTER AREAS



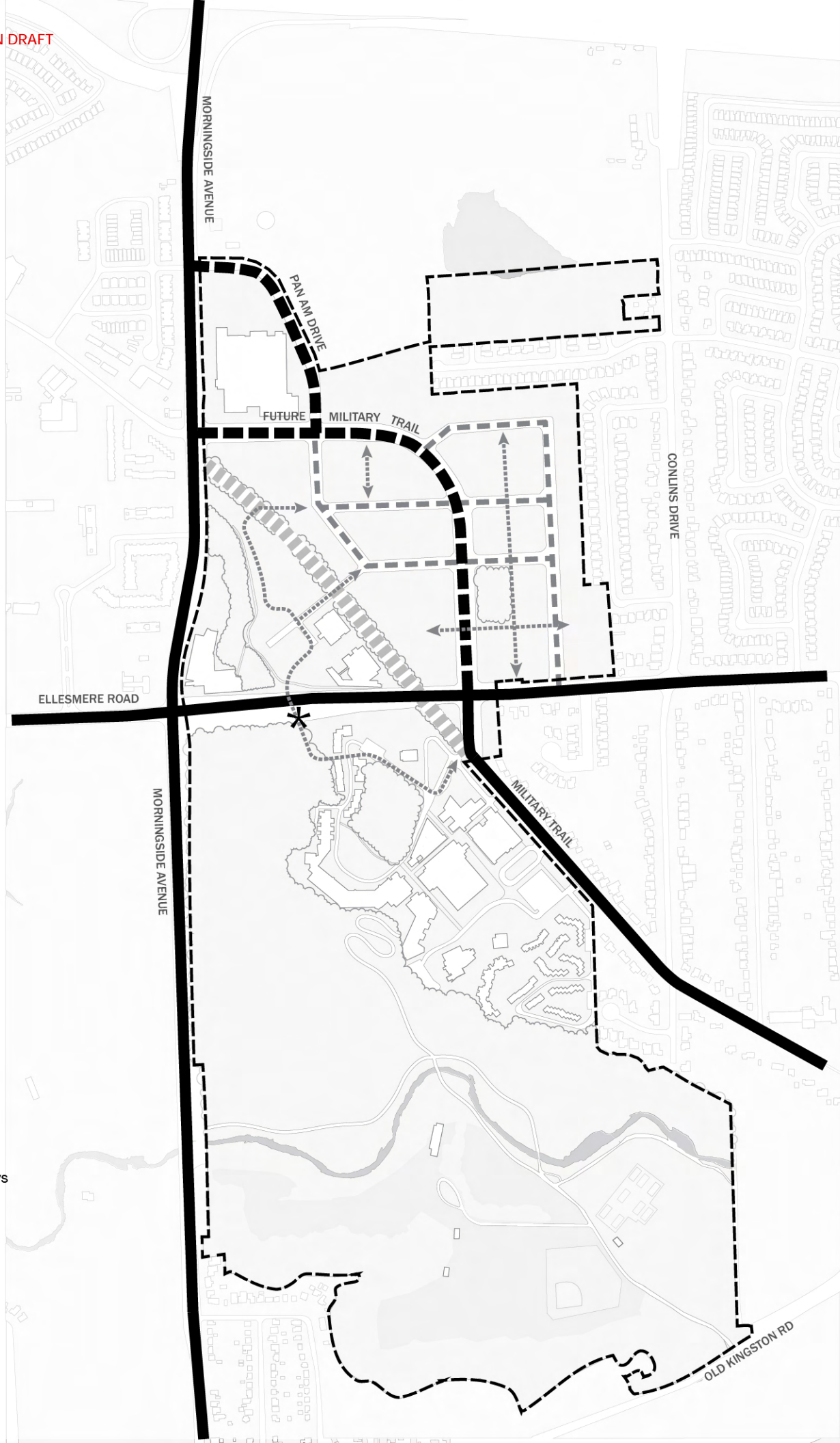
— Character Area

MAP 42-3 STRUCTURE PLAN

-  Secondary Plan Area
-  Major Open Space
-  Natural Heritage
-  Open Space Corridor
-  Improved Trail System
-  Potential Future Light Rail Transit
-  Bus Rapid Transit
-  Potential Future Light Rail Station
-  Gateways
-  Significant Views from the Public Realm



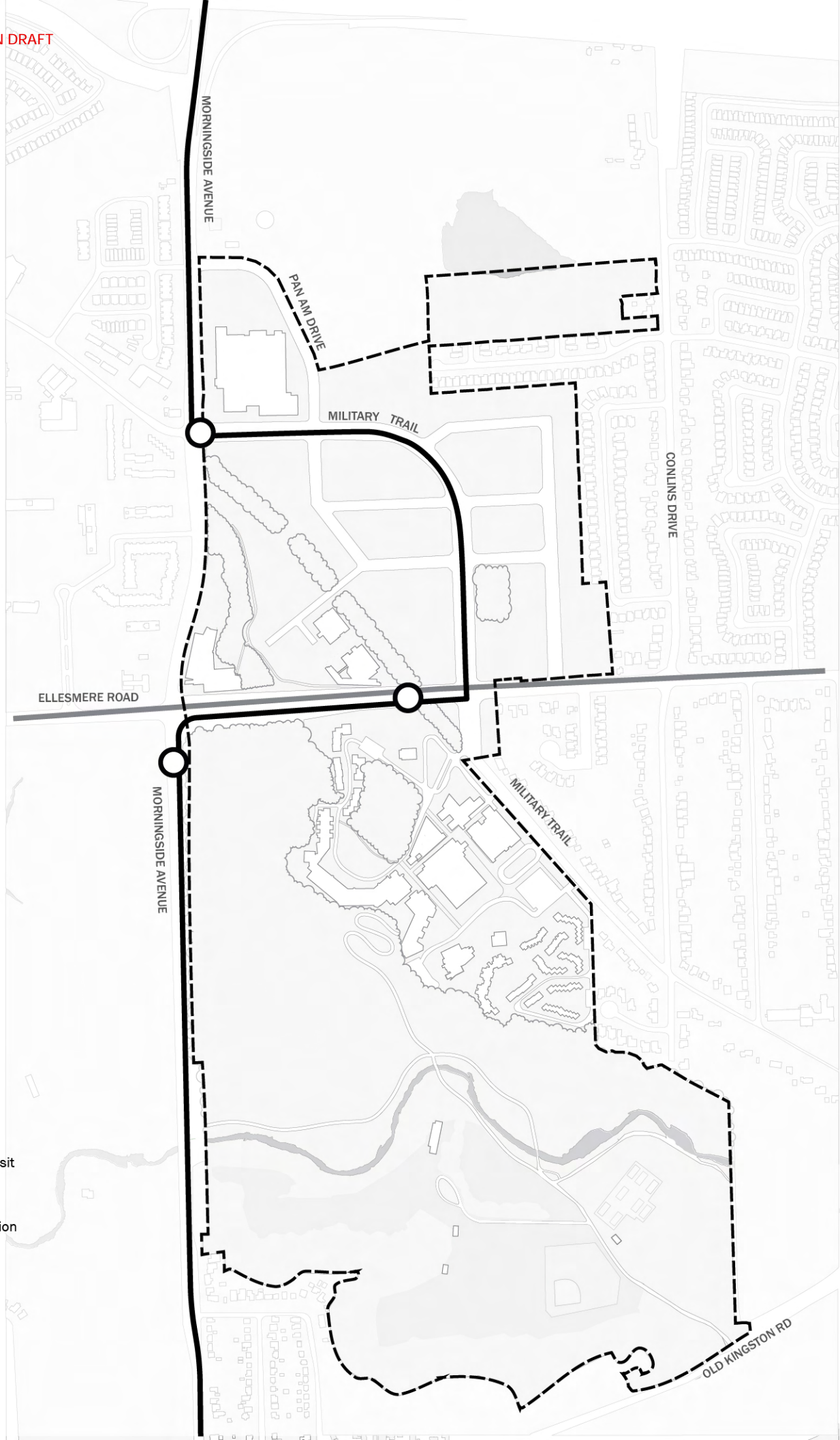
MAP 42-4 STREET NETWORK









- Secondary Plan Area
- Existing Public Streets
- - - Proposed Public Streets
- Existing University Street
- - - Proposed University Street
- ← · · · → Proposed University Laneways
- ▨ Existing Military Trail
- * Proposed Bridge

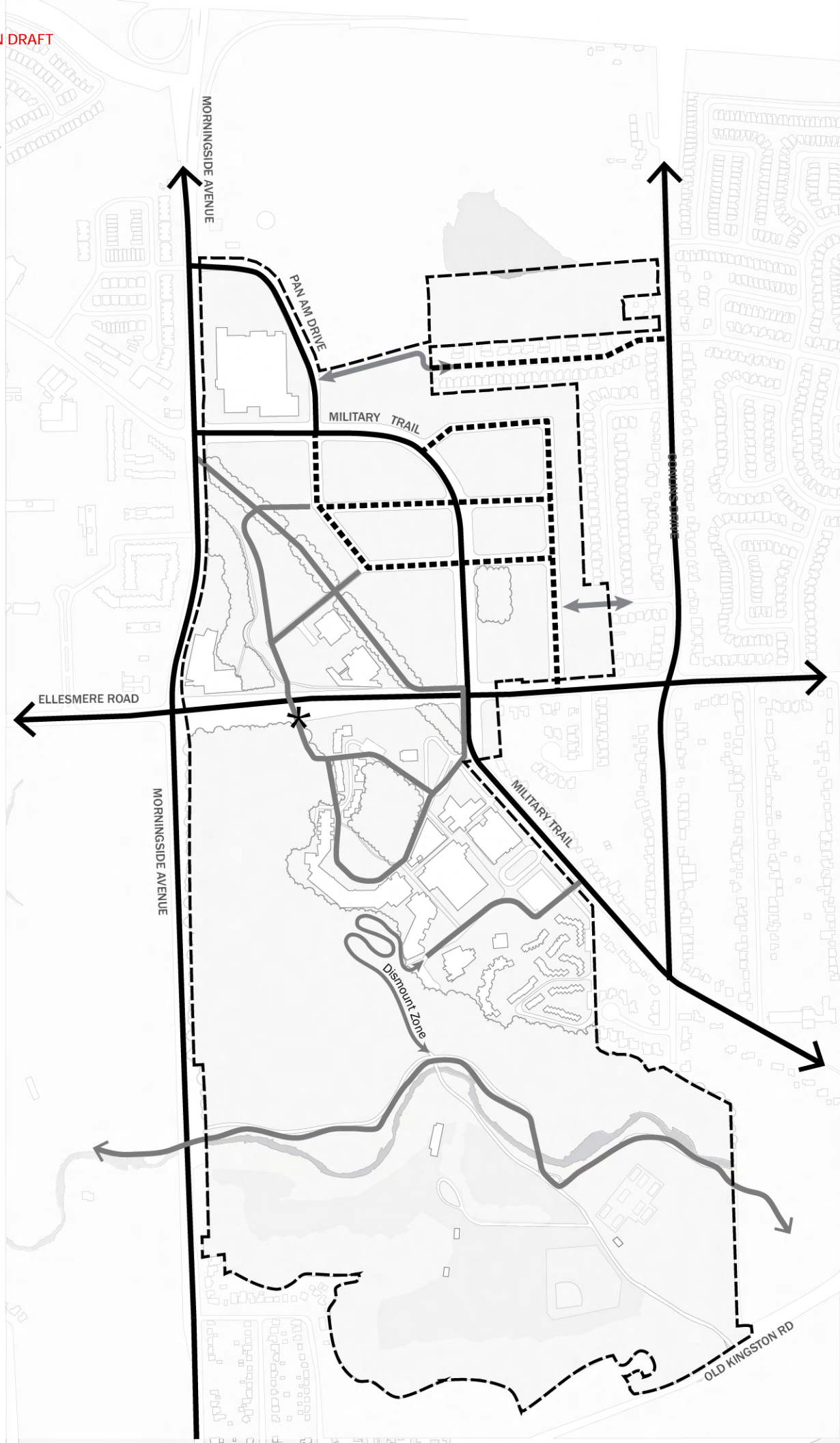
MAP 42-5 TRANSIT SYSTEMS

- - Secondary Plan Area
- Potential Future Light Rail Transit
- Bus Rapid Transit
- Potential Future Light Rail Station

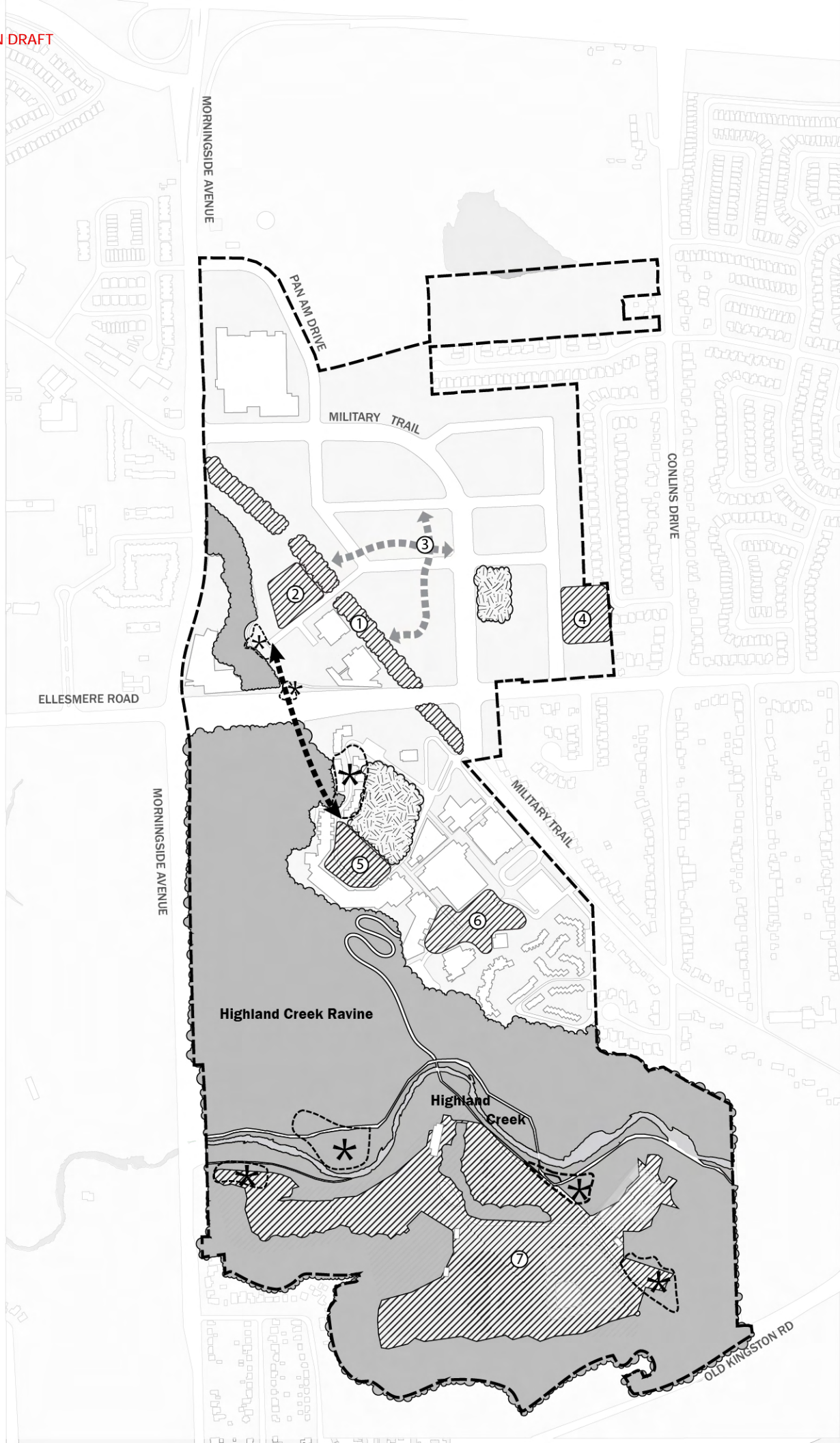


MAP 42-6 CYCLING NETWORK

-  Secondary Plan Area
-  On-street
-  Off-street/Multi-Use Trail
-  Off-street connection
-  Mixed Traffic
-  Planned Off-Street Bicycle Connection



MAP 42-7 MAJOR OPEN SPACE NETWORK



--- Secondary Plan Area

▨ Major Open Spaces

① Old Military Trail

② North Common

③ North Campus Greenway

④ Residence Green

⑤ Science Green

⑥ South Common

⑦ The Valley

↔ Open Space Corridor

↔ Improved Trail System

✱ Priority Restoration Areas

Natural Heritage Features

■ Ravine

▨ Woodlot

MAP 42-8 AREAS OF ARCHAEOLOGICAL POTENTIAL

- Secondary Plan Area
- ▨ Area of Archaeological Potential

