A coherent character for the precinct through coordinated planting, lighting, urban furniture, paving, and public art should be created. Sustainability and wellness at an urban design scale through green, inclusive, and healthy community design should be supported; enhancing individual mobility through inclusive design and application of CPTED principles.
Landscape elements, including planting, lighting, urban furniture, paving, and public art play a significant role in creating a sense of place within the study area. The intent is to create three levels of identity related to building, neighbourhood community and campus scale. These three levels of identity should be supported at an urban level through the character and network of landscape elements newly developed, or strategically incorporated into existing development (Zone 3 and 4). Coordinated landscaping design shall promote pedestrian safety including safe crossing zones along The Pond Road edge.

Planting
York University has a distinctive green character that should be supported by retaining existing healthy trees and plantings where possible. Planting incorporated into the development of Zone 1, including specific tree species, tall grasses, bushes, and annual flowers, should be utilized in Zone 2, and strategically incorporated into landscape improvements in Zone 3. The hierarchy of public spaces should reflect hierarchy of plantings; using native species that are hardy and low maintenance.

Lighting
Light is a critical tool to ensure that the two primary roads read as significant campus roads. Therefore, along The Pond Road and Sentinel Road, lighting standards should be in keeping with typical fixture utilized by York University along the ring road and gateway roads. New fixtures may vary in colour from the existing, but should retain the same form and consistency with existing fixtures at the York University Campus. The use of dark-sky friendly lighting is important when selecting exterior fixtures; lights should reduce up-lighting and reduce spill light.

Pedestrian scale and bollard lighting should be used to define pathways, and provide low level illumination along pedestrian paths and sidewalks. Consistent lighting should extend through the whole study area, creating an aesthetic connection between all zones.

Specific technical standards related to lighting are outlined in the York University’s Building and Major Renovation Standard Section 26 56 00 Exterior Lighting.
Urban Furniture
A consistent network of urban furniture is supportive to a well-functioning pedestrian realm. Urban furniture should be aesthetically compatible or complementary in design language throughout the study area. Frequent opportunities for seating, through benches and low landscape walls should be provided at regular intervals throughout the precinct. Typically, seating should be provided every 100m or less along pedestrian routes. In significant public spaces, places of congregation, or along routes with high pedestrian traffic, seating should be increased.

Waste and recycling disposal units should also be provided at convenient locations in all congregation areas, at transit stops, all intersections, and all significant crossing points or termini of pedestrian walkways. The number of receptacles at a given intersection should suit the conditions and traffic levels of the intersections. Significant intersections may require receptacles on all corners. Less significant intersections may need receptacles on only two diagonal corners (located such that pedestrians walking in any direction should pass a receptacle). These receptacles and seating opportunities should be available to pedestrians within a maximum travel distance of approximately 100m.

Street furniture placement must maintain a minimum of 1.5m pedestrian clearway for all new pathways and sidewalks and visibility for drivers, cyclists, and pedestrians. As well, it must be located a minimum of 2.0m from the end of corner radius at intersections; 1.0m away from accessibility curb cuts, traffic signal poles and pedestrian activation buttons, street lights, and trees; 0.6m from driveways; and outside of the minimum 0.46m edge zone. Chapter 7 of the City of Toronto's Street Furniture Design and Policy Guideline provides additional reference for more detailed guidelines on the placement of street furniture.

Paving
A range of paving materials and patterns should be used to create a sense of character, assist with intuitive wayfinding, and to strategically direct and slow run-off. Where possible, hardscaped areas should utilize light-coloured, permeable paving to reduce a heat-island effect and to manage water run-off. A balance between paving materials, landscaping, lighting, and thresholds. A fine grain of local streets and pedestrian connections with clear visual corridors, and well-lit, architecturally defined building entrances facilitate orientation.

Part of the wayfinding strategy, signage within the study area should be complementary with the York University campus signage program. Additionally, the wayfinding strategy shall provide well lit-pathways between buildings and to parking areas; utilizing lighting to clearly illuminate and define changes in ground height.

The York University's Building and Major Renovation Standard Section 26 56 00 Exterior Lighting provides technical standards related to signage, emergency phone, and exterior lighting standards.

Public Art
Public art should be used to enhance the public realm, commemorate cultural and landscape heritage, and mark significant spaces. Large-scale public art may be located at the corner of The Pond Road and Sentinel Road to assist in the definition of this gateway into the campus which is to be the new home of the student housing project as well as the newly proposed student centre site (adjacent to the Osgoode Green). In addition, a public art installation may be used to commemorate the hedgerow that is a remnant of the agricultural heritage of the site; following the path of proposed Street D. A public art installation may be included at the periphery of the publicly accessible private square along The Pond Road in Zone 1.

Off-street pathways may be asphalt, loose materials such as crushed stone, or pavers. Poured concrete should be avoided on off-street pathways where possible. In Zone 3, where circulation is being rationalized, consider maintaining diagonal and ad-hoc pedestrian pathways, and paving with crushed stone. In university streets, where the driving surface may be at the same level as the pedestrian level, pavers should be used to indicate the shared nature of the street. Asphalt should be avoided where possible.

Changes in paving materials may be used to indicated significant intersections and crossing points. Continuation of the pedestrian grade level should indicate pedestrian priority. Raised pedestrian priority crossing points where employed should be paved, with poured concrete edges sloped down to meet road level. Paving colour should change colour at the intersection to indicate the crossing point. Furthermore, all continuous pedestrian clearways and routes should be indicated through paving strategies.

Wayfinding and Signage
Wayfinding includes all design measures that assist in orientation. Within the study area, wayfinding should be supported through defining the hierarchy of public to private spaces by using a number of visual cues including paving materials, landscaping, lighting, and thresholds. A fine grain of local streets and pedestrian connections with clear visual corridors, and well-lit, architecturally defined building entrances facilitate orientation.

The York University's Building and Major Renovation Standard Section 26 56 00 Exterior Lighting provides technical standards related to signage, emergency phone, and exterior lighting standards.
Design for Sustainability and A Healthy Community

Healthy Communities are diverse and inclusive. They support healthy lifestyles through physical activity, access to nature, quality amenities, opportunities for solitude, and opportunities for group activities. Healthy communities also improve the health of the planet by contributing to sustainability.

**Green Design Measures**

Sustainable design is a holistic approach. As such, many of the sustainable design initiatives for the study area are discussed in other sections of this document. Briefly, these include the reduction of surface parking and shading of surface parking. A fine grain of streets and blocks supports high connectivity and allows the development of a transit-supportive block using a Transportation Demand Management strategy. The design should support pedestrian orientation, a high quality cycling realm and alternative modes of transportation. Paving strategies should control and reduce run-off. Quality, durable materials should be selected with light-coloured roofing materials should be used to combat the heat-island effect. Native species in plantings should be used while buildings support energy efficient building envelopes, bird-friendly fenestration and dark-sky friendly lighting.

In addition to the strategies above, the development in the study area should attempt to meet or exceed the Toronto Green Standard and should meet the Ontario Building Code Supplementary Standard SB-10 as required.

Future development should consider district energy systems, including an extension of York University’s existing district energy system.

Stormwater management strategies that should be investigated include: vegetated roofs, rooftop storage, rainwater harvesting facilities, infiltration facilities, absorption areas, permeable pavers, parking lot storage, oversized sewers and oil/grit separators. The Toronto Green Standards and Green Roof Bylaw as well as the City’s Wet Weather Flow Master Plan will be consulted as required.

**Universal Inclusion**

In order for a community to be healthy, it must be inclusive. As such, universal inclusion should be considered at each level of design and decision making. Specific strategies include the avoidance of creating separation/stigma by fully integrating barrier free entrances and features within the main design. Consultation with ACCESS York and other groups representing the interests of mobility challenged students will be engaged to develop purpose-built student housing for the York University community.
Contrast to mark significant exterior functional changes, areas, street furniture, and object edges should be used as well as paving that is stable, firm, slip-resistant, and glare free, with narrow joints (6mm max) and minimal variations in level (max 3mm). Sloping is required where there are changes in level; slopes must avoid rise/run of greater than 1/20, if feasible. Specific zones for street furniture and bike parking in pedestrian areas should be created, such that the width of the travel route remains consistent and clearly defined. Where possible, drains should be located to the side of pedestrian travel routes.

Active and Passive Recreation
A high quality pedestrian and cycling realm, as well as indoor and outdoor amenity spaces facilitate an active community by design. Opportunities for active and passive recreation should be created through a connection to landscape open space, including to Black Creek Ravine; a continuous network of street furniture along major roadways and pedestrian route. An open space landscape should offer a variety of exposure and shelter, prospect and refuge, congregation and contemplation; allowing for informal sports and games (such as frisbee, catch, etc.). Urban and architectural design strategies discussed are similar to those strategies found in New York City’s ‘Active Design Guidelines’.
A safe urban environment is critical to free individual movement. Safety discussions shall be integrated into all planning and design phases for the study area. Principles of CPTED (Crime Prevention through Environmental Design) outline and provide design guidelines to ensure the safety of urban areas including the implementation of even lighting, eyes on the street, appropriate program relationships and clear wayfinding. The “No Broken Windows” theory posits that a well-maintained and cared for property shall be respected by others as well. Buildings and infrastructure should support a “No Broken Windows” approach by using materials that are durable, vandal resistant and easily maintained. Individual mobility and access for people of all abilities is also a priority. Refer to Universal Inclusion on page 41 for more detailed discussion.

**Eyes on the Street**

Windows would be placed to provide views of exterior areas. Streets should be kept animated by keeping active uses at grade and should ensure even lighting levels on and off of pathways. Public spaces should be visually accessible from adjacent circulation routes and buildings with well-lit parking, visible from main circulation routes and adjacent buildings. Areas of entrapment, areas hidden from view, and possible hiding places should be eliminated, ensure lighting is evenly distributed, minimizes cast shadows, and minimizes glare.

**“No Broken Windows”**

Durable and easy to maintain exterior materials and vandal resistant street furniture should be used. Recycling and garbage receptacles should be provided frequently and in convenient locations in pedestrian areas; ensuring pedestrians do not have to cross a vehicular road to access receptacles. The repair of damage to buildings or property should be allowed by ensuring building and facilities maintenance staff have access to specifications and manuals detailing for building and products.

**Wayfinding and Orientation**

Compatible York University campus signage across the precinct should be provided with separate types of traffic should provide be clearly defined and obvious pedestrian crossing points should be provided to discourage unsafe crossing of vehicular paths. Building entrances should be clearly defined architecturally with light entrances and prominent wayfinding signage. A hierarchy of public to private spaces should be defined using a number of visual cues including paving materials, landscaping, lighting, and thresholds; utilizing common infrastructure elements. A fine grain of local streets and pedestrian connections should define clear visual corridors and well lit-pathways between buildings and to parking areas should be provided; illuminating light should define clear changes in ground height.
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