

11.6 Maple GO Station Secondary Plan (OPA #1)

APPROVED BY THE REGION OF YORK ON MAY 16, 2014

11.6.1 General

- 11.6.1.1. The following policies shall apply to the lands identified as “Subject Lands” on Map 11.6.A - Location:
- 11.6.1.2. Notwithstanding Policies 9.2.2.4 b), d), and e) respecting Uses Permitted and 9.2.3.2 a) Building Types in a “Mid-Rise Mixed-Use” designation, only the following uses and building types shall be permitted:
- a. Uses Permitted
 - i. Residential Units;
 - ii. Home Occupations;
 - iii. Community facilities;
 - iv. Cultural Uses, including commercial galleries; and,
 - v. Retail and Office Uses.
 - b. Building Types
 - i. Townhouses (up to three-storeys in height, situated on a single block and part of a row of at least three but no more than 8 attached dwelling units);
 - ii. Stacked Townhouses;
 - iii. Low-Rise Buildings; and,
 - iv. Mid-Rise Buildings (Mid-Rise Buildings shall only be permitted in areas as shown on Map 11.6.C Maple GO station Secondary Plan – Maximum Building Heights, that permit for building heights greater than 3-storeys)
- 11.6.1.3. No building or structure shall exceed the height in storeys indicated on Map 11.6.C - Maximum Building Heights.
- 11.6.1.4. The maximum total gross floor area dedicated to residential uses on the lands shown as Subject Lands on Map 11.6.B – Land Use Designation shall be 122,398.5 m² and the maximum gross floor area dedicated to Retail and Office uses shall be 2,601.5 m².
- 11.6.1.5. In addition to the policies set out in Section 7.3.2 “Parks and Open Space Design” respecting Parks and Public Squares the following additional policies shall apply to the Subject Lands on Map 11.6.A – Location Map.

- a. Parks and Public Squares
 - i. That all parks and public squares shall be situated to provide convenient access for users and area residents.
 - ii. That all parks and public squares shall be centrally located, considered a community focus, and provide appropriate passive and active facilities for the needs of the community.
 - iii. The design, development, size and programming of all parks and public squares shall be to the satisfaction of the City.
 - iv. The general location of all parks and public squares has been shown on Map 11.6.D – Pedestrian Connections & Parkland, and is to be finalized through the Draft Plan of Subdivision and Site Plan processes as appropriate.

11.6.1.6. The general location of the pedestrian pathways and connections is illustrated on Map 11.6.D – Pedestrian Connections & Parkland, and shall be finalized through the Draft Plan of Subdivision and Site Plan processes as appropriate.

11.6.1.7. Notwithstanding the policies contained in Section 9.1.2 “Urban Design and Built Form”, the following policies shall apply to the Subject Lands:

- a. The Mixed-Use buildings along Eagle Rock Way are encouraged to:
 - i. Have the built-form define the street edges, with grade related uses such as retail and office, uses on both sides of the street to promote a vibrant and pedestrian oriented environment.
 - ii. Be designed with a pedestrian scaled podium generally between 3 and 6 storeys in height with a minimum 20 metre separation between front facades, and with a minimum 3 metre setback along public street frontage to provide opportunities for outdoor cafes and patios.
 - iii. Provide for wide boulevards with lay-by parking along retail frontages to define and reinforce a main street character with enhanced streetscapes including themed street furnishings to contribute to a safer and vibrant pedestrian, cycling, and transit-supportive environment.
 - iv. Provide for prominent north-south mid-block building pedestrian gallerias (pedestrian passageways) that appropriately provides sufficient sunlight and

- connects the two public park blocks with the mixed-use buildings.
- v. Be sited and organized to achieve an appropriate transition to the adjacent planned townhouses through building massing and setbacks, roofline, profile, and scale.
 - vi. Not exceed 80 metres in length and frontage along Eagle Rock Way in either direction to encourage pedestrian permeability and provide a fine grain development. The facades of long buildings shall be articulated with vertical recesses and architectural treatments for visual interest and to support a pedestrian oriented multi-modal environment.
 - vii. Not permit loading areas to face a street. Loading areas shall be, designed as part of the building and adequately screened from public view, or located underground to the satisfaction of the City.
 - viii. Face above-grade parking garages with active uses on the street, and designed as buildings with architectural treatments complimentary with the design of adjacent buildings.
 - ix. Design parking, loading and unloading activity, servicing, mechanical equipment and automobile pick-up and drop-off areas in a manner that should have minimal physical impact on public sidewalks and accessible open spaces, to the satisfaction of the City. Parking ramps to structured parking should occur within the building.
- b. The following design policies are recommended for the residential townhouses in the Plan:
- i. Townhouses should generally front onto a public street and public spaces, in order to clearly define the public realm and create an attractive street environment for pedestrians.
 - ii. Townhouses that flank onto a public street and public spaces are encouraged to have their front facades and primary entrances define the public realm.
 - iii. High quality upgraded architectural features are encouraged at all corner and intersection locations.
- c. To promote the comfortable and convenient pedestrian use of streets, public parks, and public squares development is encouraged to provide:
- i. Well-designed streetscapes with sidewalks, pathway connections and

boulevards on important pedestrian corridors that promote access to public transit.

- ii. High quality usable public parks and public squares that are physically and visually linked to streets and mid-block pedestrian routes.
- iii. Barrier free design of buildings, streets and public parks, and public squares.
- iv. Street tree planting should form a continuous canopy along the street; tree species should be selected to reinforce the role of the various street hierarchies within the Maple GO Station Secondary Plan, and to visually distinguish the streets from one another.
- v. Transformers and other above ground utilities where possible should be located within the building, or on private property located away from public view and appropriately screened to the satisfaction of the City.
- vi. Lighting should be designed to promote pedestrian comfort, safety and provide a high quality streetscape character for the Maple GO Station Secondary Plan. The design of lighting as an urban design feature helps define the sense of place and pedestrian scale of the community. In addition, accent lighting on the buildings is encouraged to better emphasize built form and landscape elements.
- vii. Urban design treatment along the north side of Hill Street shall respect the presence of the Maple Cemetery and the Subject Land's overall proximity to the Maple Heritage Conservation District to support a comfortable and attractive pedestrian connection into the Maple community.

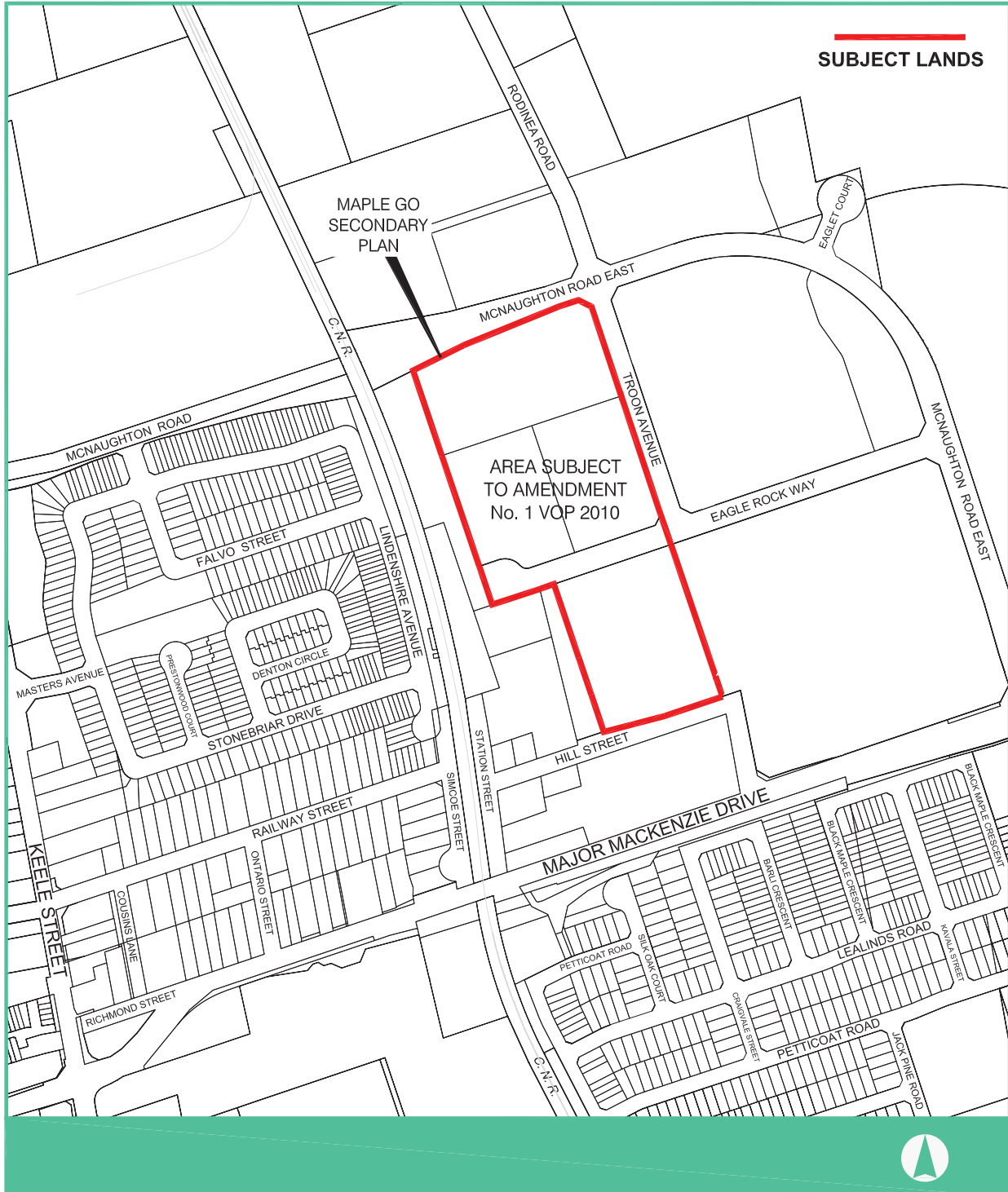
11.6.1.8. A future road connection between Troon Avenue and Hill Street shall be protected for to facilitate connectivity between the development on the north and south sides of Eagle Rock Way and to provide a more porous street network.

11.6.1.9. The following pedestrian and bicycle network policies are recommended:

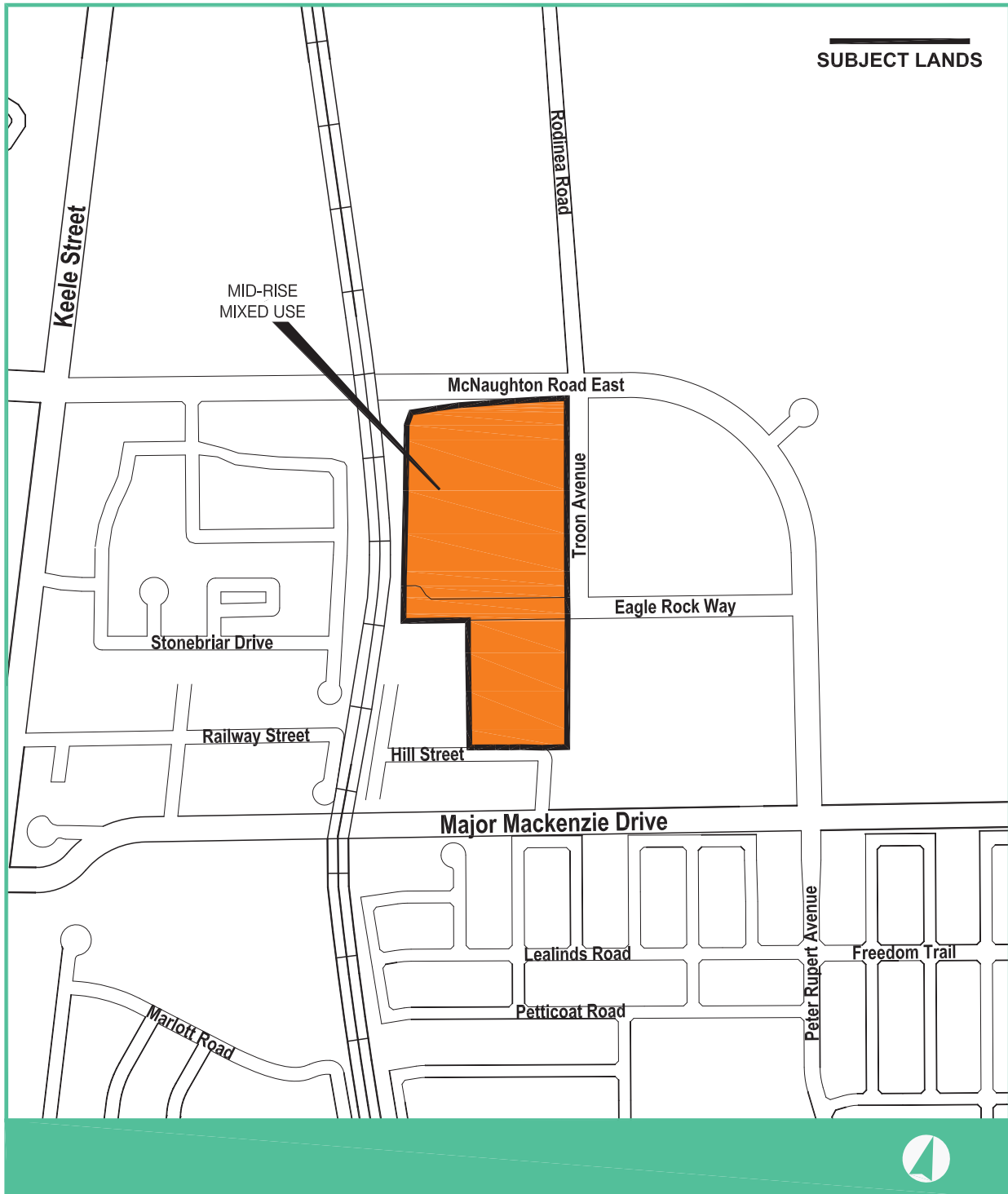
- a. Wherever possible the development shall provide a continuous sidewalk, encouraging a pedestrian pathway and bicycle network.
- b. The pedestrian pathway shall have convenient north-south connections to Eagle Rock Way.
- c. Streets shall be permeable for pedestrians with convenient connections around and through buildings to the GO Station, transit and between blocks.

- d. The development shall include sidewalks on all streets to provide safe and accessible options.
- e. The bicycle network shall be continuous wherever possible with convenient connections to transit stops and the GO Station.
- f. Appropriate signage shall be provided to support pedestrians and cyclists.

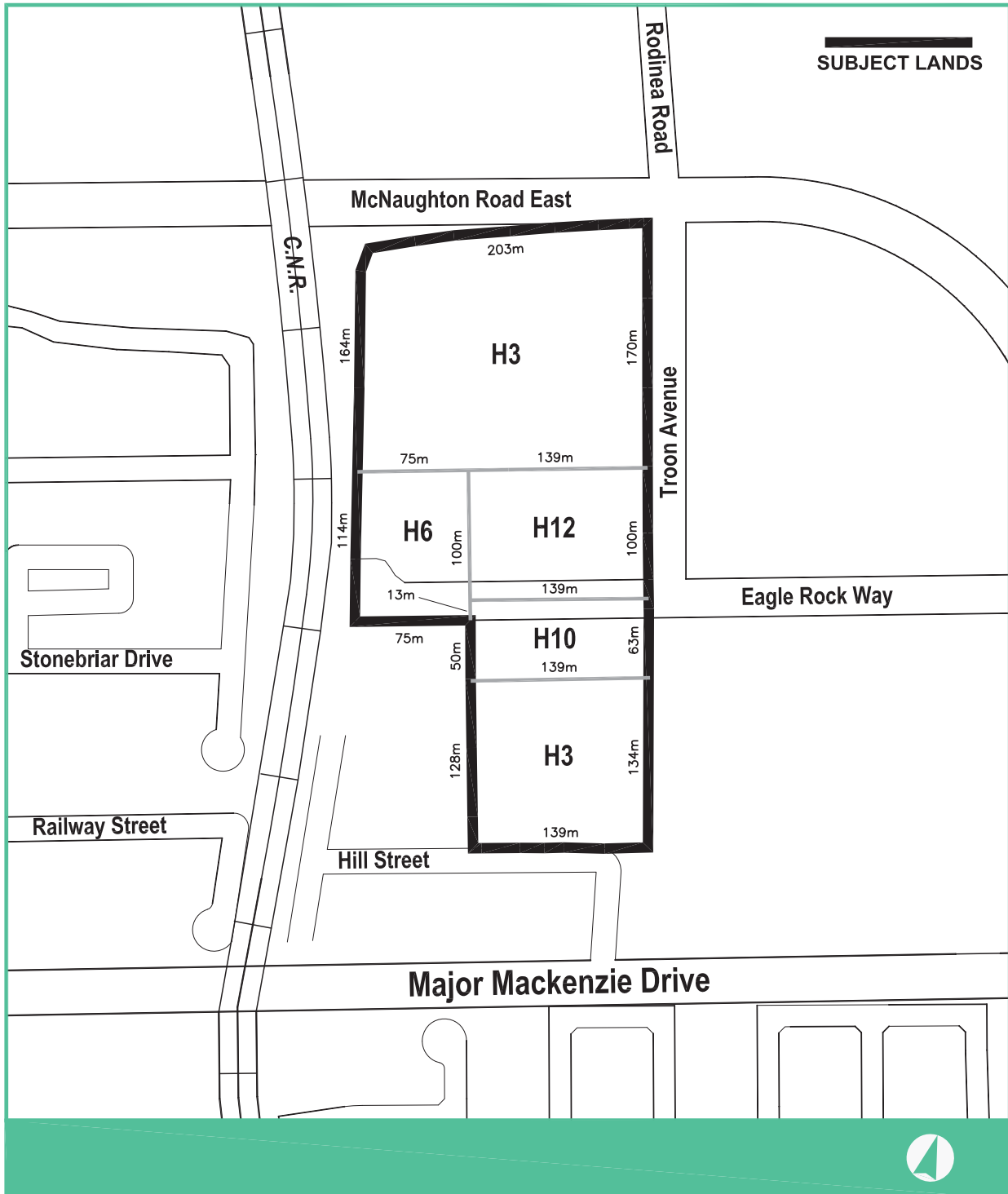
▼ Map 11.6.A
Maple GO Station - Location



▼ Map 11.6.B
Maple GO Station - Land Use Designation



▼ Map 11.6.C
 Maple GO Station - Maximum Building Heights



▼ Map 11.6.D
 Maple GO Station - Pedestrian Connections & Parkland

