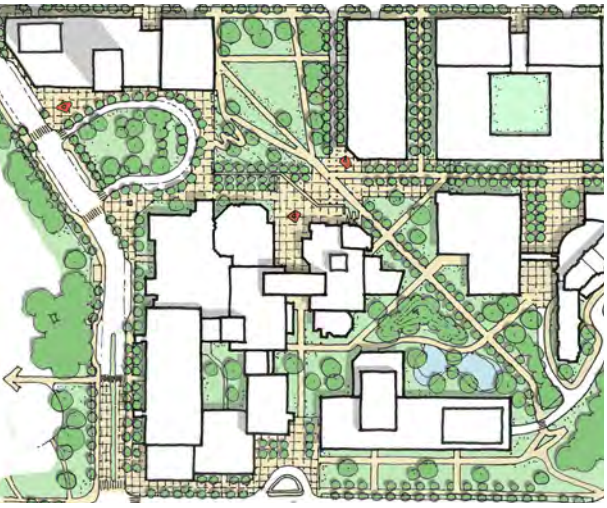
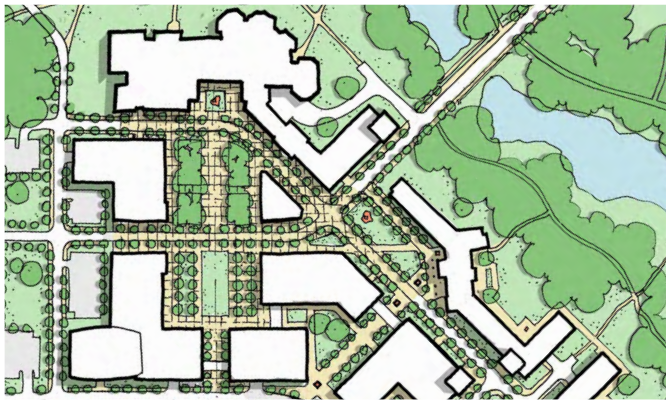
Master Campus Plan
Seneca College





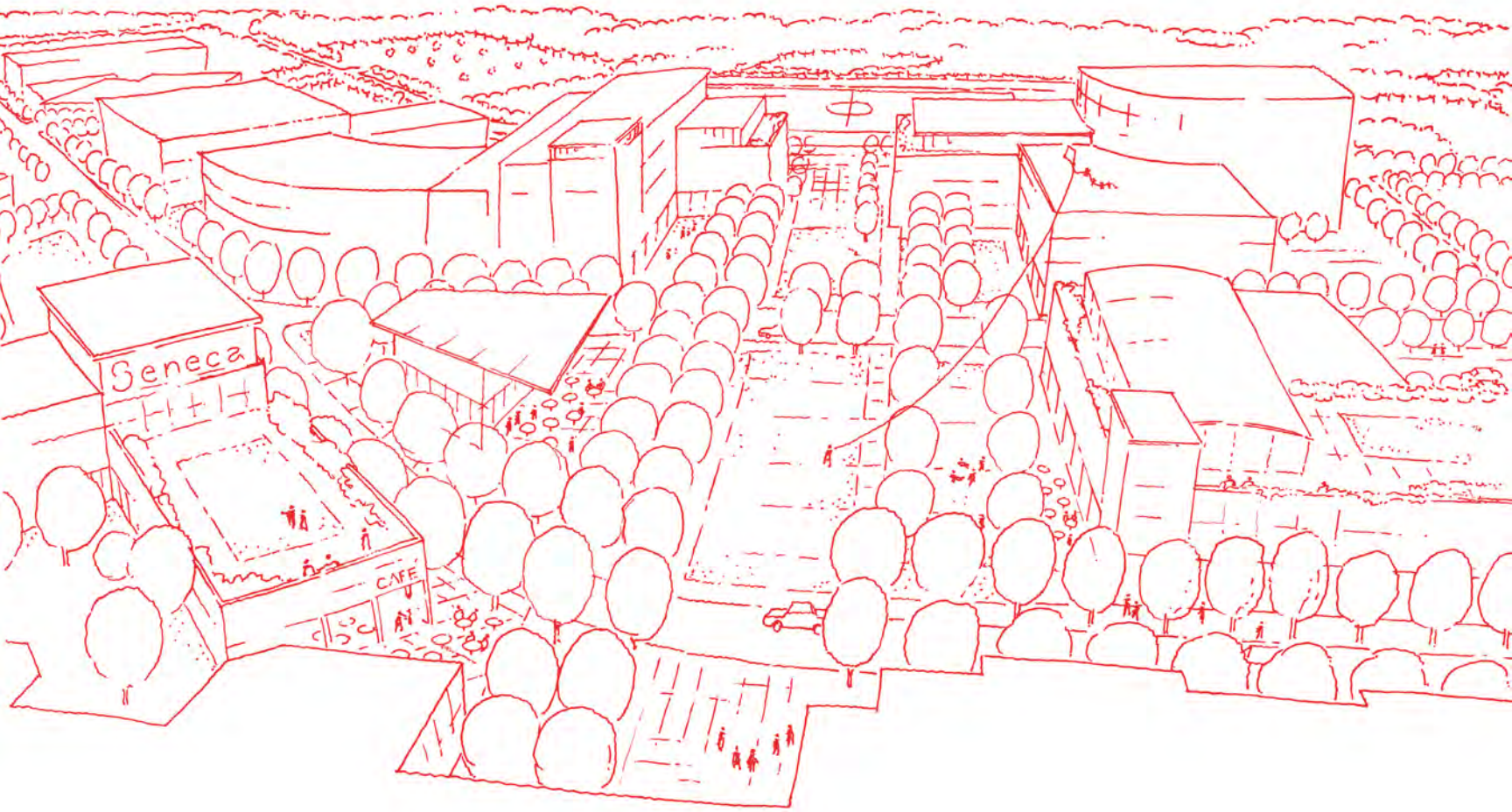





SENECA COLLEGE

CAMPUS MASTER PLAN

JANUARY, 2012


Seneca
CAFE

Letter from the President

I am delighted to introduce the first comprehensive Campus Master Plan in Seneca's 44-year history.

Seneca has grown in many ways since we first opened our doors in 1967 in a one-story factory building at the corner of Yonge and Sheppard. From a single location to multiple campuses, from a handful of programs to a comprehensive, sophisticated set of academic opportunities and credentials, we have not only grown, but we've changed. And so has the world of planning, as we now understand the need for sustainable and smart growth, connected to our communities and responsive to the dynamism of our region.

As we continue to welcome students to our many programs, the vision informing this Campus Master Plan will serve as the blueprint for Seneca's future developments for the next two decades and beyond.

Why is a Campus Master Plan important for Seneca's future? A comprehensive Plan is the first step in providing the best teaching and learning environment for students now and into the future. It will help us determine the footprint of our future growth, while ensuring we make the best possible use of our current built forms, green space and geographic locations.

You'll see that the Plan includes a viable approach for a full built-out environment at each campus. It also includes realistic phasing which takes into account our current constrained capital funding environment. The phasing describes how we imagine growth to occur in the near future, along with full build-out scenarios which could take place over a number of years. Expansion and change at Seneca will take place only to meet the needs of our student population as it grows. Growth for its own sake is never the goal.

In response to the broad internal and external consultations we held as part of the campus master planning process, you'll see a vision for future planning that emphasizes beautiful, accessible, enticing campuses for the long term. It's also a Plan grounded in the reality that circumstances change, and includes the flexibility to address whatever economic and enrolment circumstances we may face in the coming years.

Part of Seneca's strength is the richness of our diversity, and the plan respects the uniqueness of our campuses by outlining distinct planning approaches. This document provides specific build-out scenarios at our King, Markham and Newnham campuses, while keeping in perspective overarching, College-wide projections for population growth, program development and space utilization.

An ideal learning environment requires more than just cutting-edge classroom and laboratory facilities. It also needs the intangible components of a "living campus," which welcomes students, employees, business partners and neighbours. Such an environment includes green space, useful amenities, areas to meet and to study, pathways to all campus facilities and a connection to our surrounding neighbourhoods. Our plan takes these factors into account, while ensuring that accessibility for all who navigate our campuses is a number one priority.

Transportation issues are deeply important to Seneca. We must be sure to do our part to alleviate gridlock, and the first step is to facilitate alternatives to driving. Our campus designs have emphasized pedestrians and encourage public transit.

I am extremely proud that this Campus Master Plan has been developed with the input of the entire Seneca community, including students, employees, government, alumni and industry partners. To all who have taken part in our many workshops, planning sessions, design presentations and interviews, the best way we could thank you was to reflect your ideas and vision in the Plan. We believe we have done so.

With this Campus Master Plan as our guide, I am confident Seneca is well-positioned to continue to provide our students, employees and community with an inspirational educational environment for years to come.

David Agnew

President, Seneca College

Acknowledgements

Seneca College Board of Governors 2011

Guled Ahmed Abdulahi

Tim Abbott

Fariba Anderson

Oscar Bobadilla

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To the Students of the Environmental Site Remediation degree program courses “Planning III: Sustainable Communities” (IER 606, Professor Bill Humber) and the Environmental graduate certificate program course “Sustainable Communities” (PME 606, Professor Bill Humber).

...and

Our deepest gratitude goes to the more than 500 employees and students from across the College, who engaged in the campus master planning workshops, interviews, surveys and design seminars.

Contents

PART TWO: THE CAMPUS MASTER PLAN

APPENDIX

List of Mapping Figures

List of Images

Image References

IMAGE #	DESCRIPTION	ORIGINAL IMAGE NAME	PHOTOGRAPHER	URL	LICENSE TYPE
1.11	Great Open Spaces - Bryan College in Dayton, Tennessee	Beautiful Campus	beautifulcataya	http://www.flickr.com/photos/beautifulcataya/4621039279/	CC BY-NC-ND 3.0
2.6	Wayfinding signage - Rockefeller University Signage	Rockefeller University Signage	Calori & Vanden-Eynden	http://www.flickr.com/photos/cvedesign/5930593176/	CC BY-NC-ND 3.0
2.8	Inspiring Public Art in the Landscape - Melbourne Public Art	Ben Kluger at Emery Studio, Signage-sculpture, Nigel Peck Centre, Melbourne Grammar, 2008	Rory Hyde	http://www.flickr.com/photos/roryrory/2984838771/	CC BY-SA 3.0
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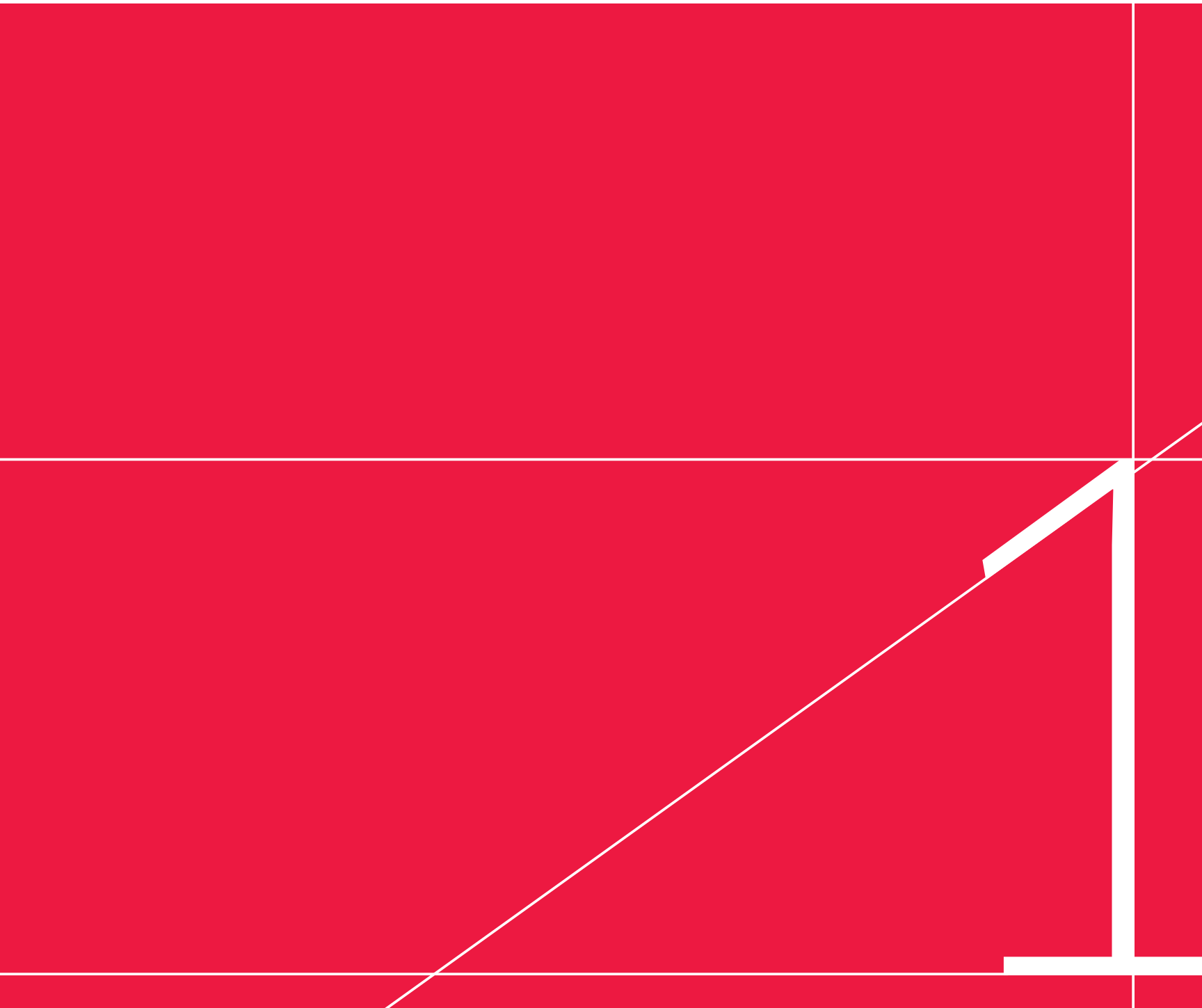
Part One

BACKGROUND TO THE CAMPUS MASTER PLAN



Imagine...
Seneca College in the future...

- campuses that are inclusive of their neighbours and are welcoming to new partnerships
- campuses that build on and elevate the unique assets of each context, such that each environment is uniquely attractive
- a college that continually strives to satisfy student needs for a quality education, coupled with a quality learning environment
- campuses that are pedestrian oriented, providing a variety of modal options for ease of use and access to and on campus
- campuses with built in flexibility for growth
- campuses that are universally accessible, providing ease of movement, especially for those with disabilities

The Campus Master Plan for the Seneca King, Newnham, and Markham Campuses delivers a vision that enhances how students, faculty, staff, and visitors experience the College, and the uniqueness of each of its campuses. The Plan provides a decision-making framework to:

- deliver an overall coherent vision for how the campuses should unfold over time;
- enhance the unique assets that define each campus;
- provide a high quality of life on each campus, and – for campuses such as King and Newnham – provide the means for students to live there;
- create a transit oriented and sustainable campus, providing the facilities and the encouragement to increase transit use on campus and diversify movement options;
- transform King Campus into an attractive and compact environment that maintains and enhances its heritage assets, and leverages the campus as a lead steward in the conservation and development of the Oakridges Moraine;
- transform Newnham Campus into an accessible and dynamic urban campus, with an integrated and supportive presence in the community; and
- establish Markham Campus as a key player in the Town's vision of an active, intensified, mixed-use centre at the HWY 7/404 intersection – functioning as a business hub for Seneca College and for the Town.

Seneca's Strategic Goals

Seneca College is committed to providing students with the quality educational experience that will lead them to successful, fulfilling careers in the new economy. In the January 10, 2010 Academic Planning Framework, Seneca outlined three key strategic goals that reflect the College's student commitment. These goals are the key drivers toward creating a comprehensive Campus Master Plan Vision that will guide future development towards this end. The three goals include:

1. Leading in career-related and professional education
   Seneca will be a leader in providing professional and career-related education of the highest quality. It will also strengthen the College's academic clusters of expertise and enhance the profiles of its programs to employers and the communities it serves. As well, Seneca will continue to increase its applied research activity to support its advanced educational offerings and its scholarships in teaching and learning.

2. Increasing student success
   Students are successful when they have options for achieving their goals at various stages of their academic and professional careers. Seneca will work to expand laddering opportunities within its programs and increase the pathways to and from Ontario universities and Colleges. The College's growth plan requires new recruitment and support strategies. Seneca will also look to expand reciprocal partnerships with international PSE institutions.

3. Building a strong organization
   Quality standards and outcomes will be embedded in all programs, services and business practices. The College will support professional development and workforce planning for faculty and staff, refreshing the skills and experience that bring such value to the classroom. Entrepreneurial activity in all areas will continue to be encouraged, including partnership opportunities to benefit students and the College.

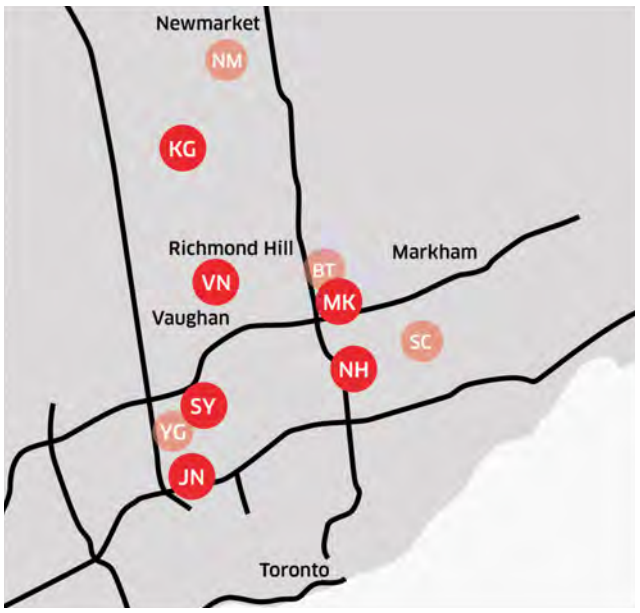
Seneca College Master Campus Plan

1.0 Introduction

1.1. The Need for a Campus Master Plan

In December 2010, Seneca College launched a Campus Master Planning process for its Newnham, King, and Markham Campuses as part of its ongoing commitment to providing a “superior quality education experience” and “student success”, in the context of high quality, beautiful, animated, accessible, and inspiring campus environments. This entailed preparing a Plan for growth and providing for an optimal learning environment. The Plan establishes a vision and framework that responds to both short and long term growth projections, needs, and aspirations.

The College has never undertaken a comprehensive master planning review of its campuses, nor has it created campus specific master plans. This Campus Master Planning process, therefore represents a significant moment of change for Seneca, and a significant step towards creating a new identity for the institution and the individual campuses, as well as creating a new framework to guide future development as the College grows. The Campus Master Plan establishes distinct plans, taking into consideration the uniqueness of each campus' physical structure, academic delivery, growth and enrollment needs, community needs, municipal needs, and operational needs. As well, although the Plan focuses on three campuses in particular – Seneca’s Newnham, King, and Markham Campuses – the implications of possible changes to other campuses, such as Seneca@ York, have also been considered throughout the process.



Campuses

BT = Buttonville

JN = Jane

KG = King

MK = Markham

NH = Newnham

SY = Seneca @ York

Community Campuses

NM = Newmarket

SC = Scarborough

VN = Vaughan

YG = Yorkgate

1.1 IMAGE: SENECA COLLEGE CAMPUSES AND COMMUNITY CAMPUSES

1.2. Campus Master Planning Objectives

Campus Master Planning (including both Master Space Programming and the Campus Master Planning processes) can be an effective way to meet a number of parallel objectives, including:

1. Implementing Seneca's current and future Strategic and Academic Plans;
2. Generating a shared vision for the College's settings that will improve the quality of the campus environment;
3. Providing an approved framework for future decisions: a Built Form Framework, including strategies for future expansion; and an Open Space Framework that shapes and connects a system of exterior places;
4. Engaging in a collaborative process that generates buy-in, interest, and participation from key stakeholders, and involves students, the campus community, alumni, outside partners, neighbours, the municipalities, and all levels of government;
5. Addressing the compatibility of each campus with their surrounding neighbourhoods and communities;
6. Improving the quality of the campus environments;
7. Addressing site and building accessibility, including public transit, site circulation, pedestrian networks, servicing, and parking;
8. Investigating opportunities for campus expansion (making maximum use of each site) and partnerships;
9. Demonstrating leadership in campus planning and sustainable design;integrating short-term opportunities/needs such as sports build and student centre build; and
10. Satisfying municipal requirements.

1.2 IMAGE: ENGAGING IN A COLLABORATIVE PROCESS

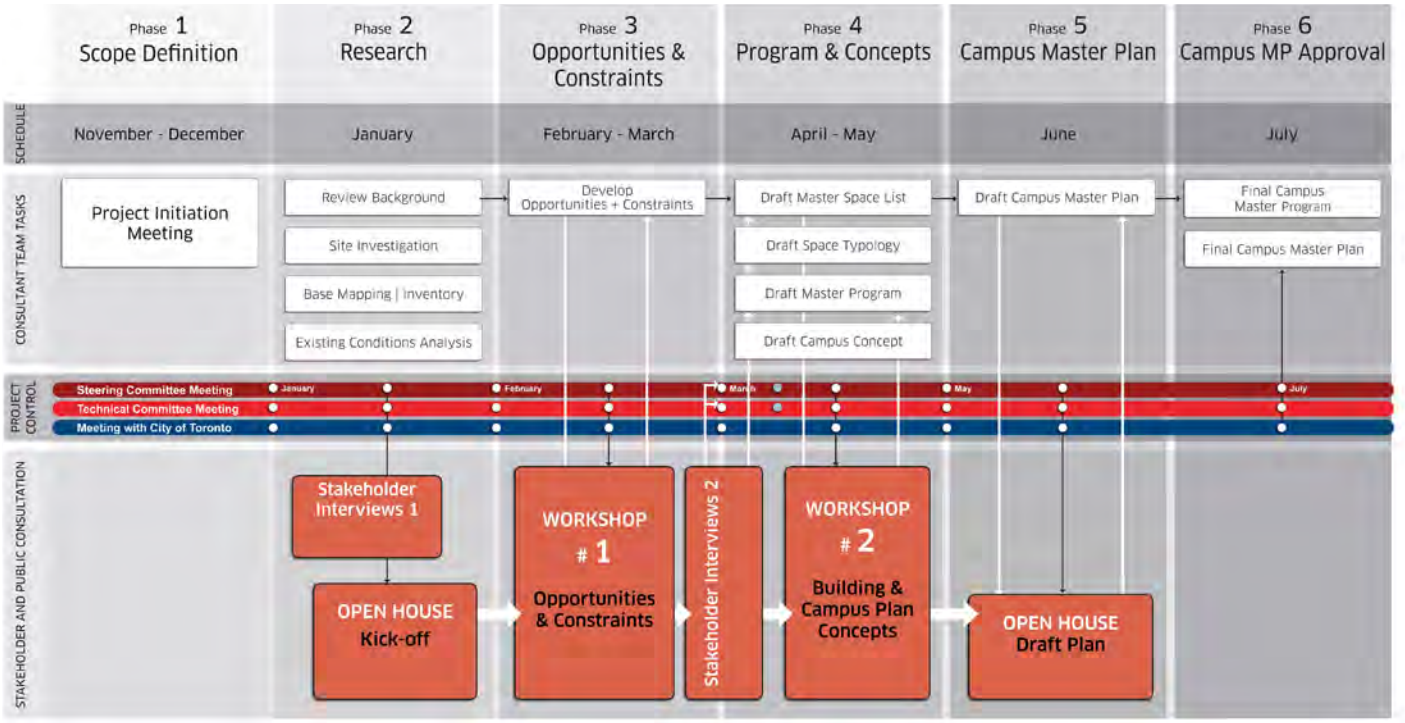


FIGURE #1.1 - GENERAL WORK PROGRAM FOR ALL CAMPUSES

1.3. Study Process

There are two parts to the Campus Master Planning process: the development of the Seneca College Campus Master Plan, and the preparation of the 'Building-Level' Master Space Program. In addition to the three campuses, the Master Space Program also takes into consideration programming at the Seneca@York Campus and the Jane Campus. The two stages began simultaneously, and ran concurrently in the initial phase of the project.

The work plan methodology associated with this Campus Master Plan integrated technical due diligence with stakeholder and public consultation aimed at generating a true dialogue with participants. This strategy was designed to elicit meaningful feedback that not only helped to inform and develop the Plan, but also positions it for implementation.

The work plan diagram describes the key components of the Campus Master Planning process for each campus, and outlines the sequencing of the key tasks and events. Highlights of the work plan and methodology include: an evolution of ideas, reflected over the course of four key consultation events, and initiated by informative stakeholder interviews; a celebratory Public Forum that embraced best practices in campus planning; the initiation of a dialogue with all key stakeholders on new ideas and opportunities, resulting in a shift in thinking; multiple opportunities for targeted and focused discussion, and decision making at each campus; and finally, bringing a draft Campus Master Plan to fruition for College and community review.

1.3.1 An Inclusive and Collaborative Process

The work plan and methodology were structured around a dynamic and collaborative process that involved a wide array of stakeholders.

Stakeholder Interviews

A series of stakeholder interviews were undertaken to initiate the public consultation process and begin a dialogue with College stakeholders. Interviews were held over a two month period and included stakeholders from the Newnham, King, and Markham campuses. The objective of the interviews was to obtain a "fresh-eyes" understanding of current campus issues, and to identify opportunities that would influence the Plan.

Concurrent to this process, master building program stakeholder interviews were also held to understand the program needs for the campuses, including the Seneca @ York Campus and the Jane Campus.

Newnham Campus Kick-off Event

The Newnham Campus Kick-off, held in January, 2011 was the first celebratory public open house event, which included guests from all campuses, the president, students, alumni, and municipal representations. The focus of the event was the Newnham Campus, although larger Seneca-wide issues were addressed. Participants were also able to respond to interactive panel questions on boards regarding the campus and the existing conditions analysis. A presentation of "what we heard" from the stakeholder interviews was well received, and the participants agreed with most of the issues and opportunities brought forward.

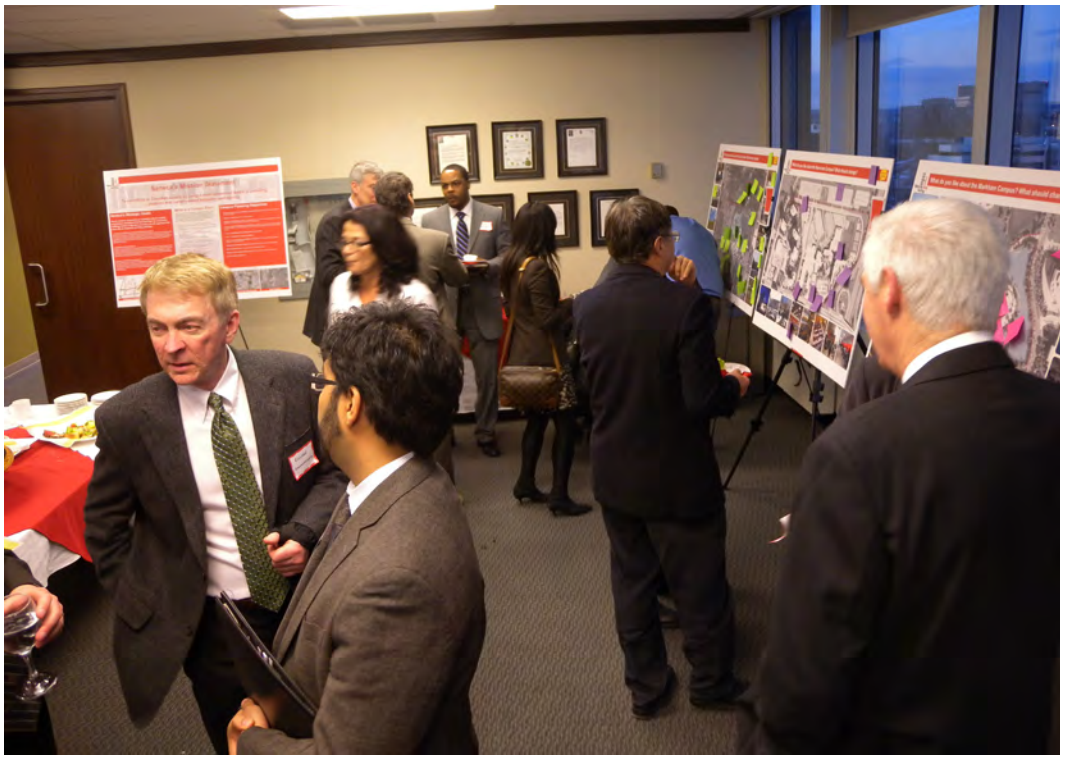
Seneca External Stakeholder Event

Building on the momentum of the Newnham Kick-off Event, an additional Open House event was held specifically for alumni and other key stakeholders. The purpose of this event was to include key stakeholders in a celebration of the development of a new Campus Master Plan. Participants were asked to provide feedback on what was felt as a new direction for the College. The event was successful and well attended, and there was a renewed excitement around the future of Seneca.

Seneca All Campuses Open House

The Cross Campus Master Planning Forum, attended by 400 Seneca staff and employees, presented an opportunity for an All Campuses Open House Speaker's Panel Forum. Seneca representatives, together with members of the Consultant Team, sat on a panel of speakers that responded to both general and campus-specific questions from participants. The outcome of this event included important feedback from all aspects of the campus community. Additional information was also garnered from the interactive panels.

1.3 IMAGE: INTERACTIVE PANELS AT THE NEWNHAM KICK-OFF EVENT



1.4 IMAGE: SENECA EXTERNAL STAKEHOLDER EVENT HELD AT NEWNHAM CAMPUS

King and Markham Campuses Kick-off Open House and Opportunities and Constraints Workshop

The purpose of the workshops was to establish a specific vision for each of the campuses and to create a preliminary concept based on an assessment of constraints and opportunities. Although many of the stakeholders had participated in the past events, it was important to have the celebratory kick-off presentation for each of the campuses to start the process. The presentation at each workshop event provided an overview of what was heard to date, as well as opportunities for development. Stakeholders then worked through ideas for the future development of the campuses and presented these ideas back in an open forum. The outcomes of these events provided direction in the development of draft campus concepts, which was the next step in the study process.

Newnham Campus Opportunities and Constraints Workshop

Similar to the King and Markham workshop process, the Newnham Campus Opportunities and Constraints workshop was held to establish a vision for the campus and to generate preliminary design concepts. The momentum, excitement, and participation in this event were exceptional. Stakeholders were quite varied and the event had the highest student participation of all workshops. The outcomes of the workshop reflected fresh new ideas for the campus, and clear drivers to guide the development of a new and exciting Newnham campus concept.

1.5 IMAGE: KING CAMPUS OPPORTUNITIES AND CONSTRAINTS WORKSHOP

Newnham, Markham, and King Campus Emerging Concept Plan Workshops

Three workshops were held in June and July to present the opportunities and constraints outcomes, and the emerging concept plans developed for the three campuses. These emerging concepts were derived from the ideas and outcomes that came forward in the Opportunities and Constraints workshops, as well as feedback provided by the Consultant Team Transportation, Heritage, and Master Space Programming advisors, and the Seneca Steering and Technical Committees.

The process included the development and testing of a series of concept options for each campus, which were then reviewed by the Team and the Committees. With the exception of the Markham Campus, one emerging concept for each campus was refined and presented in detail at the workshops. Two emerging concepts were presented for the Markham Campus. At the workshops, participants were given the opportunity to provide their input on the emerging design ideas and overall concept. The concepts were very well received from the stakeholders and campus community, and the feedback provided positive reinforcement on the direction of the Plans, allowing the Consultants to move quickly toward the development of the Draft Campus Master Plan.

1.6 IMAGE: MARKHAM CAMPUS OPPORTUNITIES AND CONSTRAINTS WORKSHOP

1.7 IMAGE: NEWNHAM CAMPUS OPPORTUNITIES AND CONSTRAINTS WORKSHOP

Newnham, Markham, and King Campus Draft Master Plan Document Open Houses

An Open House was held in October, to present the Draft Campus Master Plan Document. The event was held in the new LEED Building A, and was attended by guests from all campuses, the president, and students. The presentation focused on the vision, principles, big moves, development frameworks, and phasing strategies for each of the campuses.

An additional celebratory Open House was held in December at the King Campus as a finale to the Campus Master Plan Process.

Meetings with Municipalities - Presentation of the Final Draft Master Plan Concepts

Meetings were held with the corresponding municipalities for each campus at the beginning and near the end of each process. Municipal representatives were also invited to attend all of the workshops throughout the process.

1.8 IMAGE: NEWNHAM, MARKHAM, AND KING CAMPUS DRAFT MASTER PLAN OPEN HOUSE, HELD IN THE NEW NEWNHAM CAMPUS LEED BUILDING A

Seneca Campus Website

In addition to the extensive consultation process, the College established an "information" link on the Seneca Website that provided a venue for updates on the Campus Master Planning process, as well as related initiatives, such as the development of the new LEED Building "A" expansion.

1.9 IMAGE: SENECA CAMPUS WEBSITE: WWW.SENECAC.ON.CA

1.3.2 Campus Master Space Programming

The development of the Newnham, King, and Markham Campus Master Plans have been informed in part by a parallel process of developing Master Space Programs (MSPs). The MSPs account for space shortages currently experienced at each campus, estimate the quantity and types of spaces required to absorb enrolment growth to 2020/2021, and provide strategies to respond to shifts in program offerings and locations.

The following section is a brief summary of the outcomes of the Master Space Programming process. Further detail can be reviewed in the Master Space Programming Report, which is a separate reference document to this Plan. The Master Space Programming and Blocking and Stacking process will continue after the completion of the Campus Master Planning process, and will be conducted as a separate deliverable.

1.3.2.1. Inputs into the Master Space Programming

The Master Space Programs consider the following inputs:

- Long-range (to 2020/2021) enrollment targets set by the College, by program and campus;
- The April 2011 reorganization of the College's academic structure into different faculty and school groupings;
- Current building inventory data, broken down by functional space type, buildings, and campus locations;
- Findings of consultation with key College administrators, held in February 2011;
- Space allocation benchmarks achieved at each campus. Space allocation standards and utilization targets based on the MSPs (as achieved at other institutions) or proposed by the Council on Ontario Universities; and
- Pre-existing decisions or intentions by the College to expand / invest in the construction of new facilities at each campus, including a new Student Centre at Newnham, a Public Safety / Police Training facility at King, and specific growth targets at both Markham and King premised on capital support by government for the expansion of these campuses.

1.3.2.2. Overview of Current and Proposed Space Allocations

Square Footage per Student Benchmarks

A common way of assessing an institution's need and use of facilities is to take the total area of its buildings and to divide the figure by the number of full-time equivalent (FTE) students it serves. At Seneca, this calculation yields an overall College-wide ratio of 83.3 gross square feet per student (SF / FTE).

The Ontario Colleges Facilities Managers Association (OCFMA) deems 100 SF / FTE to be the minimum amount of space a college should have on a per capita student basis. Seneca's ratio falls below this benchmark by approximately 20%. Some colleges operating in the Greater Toronto Area post lower ratios, but none as low as the ratio calculated for Seneca's King Campus. As a point of reference, community colleges operating in other jurisdictions enjoy higher space allocations per student. For example the average figure in Alberta for comprehensive community colleges is 220 SF / FTE. Ontario universities average approximately 153 SF / FTE. American community colleges typically exceed 200 SF / FTE.

Space Requirements for Newnham, Markham, and King Campuses

For the purpose of the Seneca Newnham, Markham, and King Campus Master Plans, the long-range space requirement estimates of the MSPs yield a College-wide ratio of 113.5 SF / FTE ratio. This is slightly above the minimum figure deemed appropriate by OCFMA. Thus, to overcome current shortages and allow the College to grow by between 20,000 and 27,000 FTE by 2020/2021, approximately 1,396,000 SF of space needs to be added to the three main college campuses above and beyond the 1,667,000 SF currently available.

Newnham Campus

One of the most pressing shortages of space that the College faces is at the Newnham Campus, where the over-utilization of instructional spaces, particularly classrooms, is a major concern. Newnham Campus is operating at the limit of classroom capacity, with exceptionally high levels of utilization. Whereas most colleges schedule their daytime classes within a 50 hour scheduling window (Monday to Friday, 8:00 AM to 6:00 PM), Newnham Campus schedules its classes on the basis of a 55 hour window (Monday to Friday, 8:00 AM to 7:00 PM). The recent addition of a LEED designed classroom building (Building "A" Expansion) to the campus, has alleviated some of the pressures in the short term, but the campus will still require additional classroom capacity in future to meet its enrolment growth targets.

King Campus

King Campus is expected to double the size of its student population in the next ten years, which will require sizable additions of all types of spaces over this period of time, such as classroom and lecture halls, laboratories, administrative and faculty space, campus services, and student life amenity space.

Markham Campus

The focus of Seneca's future administrative growth is likely to occur at the Markham Campus, which entails important increases in the current office space requirements. Other space considerations for the campus include adding new athletic facilities and amenities such as a gymnasium, as well as other additional student life amenities.

The addition of 1,396,000 SF to the College building inventory may appear ambitious, but it is important to consider that the MSPs describe additional facilities needed to overcome a notional 20% space deficit over a benchmark deemed to be minimal, and grow its student population by approximately 40% over a 10 year planning horizon. Further, the MSP's estimates are not prescriptive and future needs by the College will likely be met incrementally. Thus the MSPs aim to provide a frame of reference for the development of design and phasing options for the Newnham, Markham, and King Campus Master Plans.

1.3.2.3. Campus Enrollment and Growth Projections

Newnham Campus

In terms of enrollment, the growth over the next ten years is seen to be small, only adding an additional 1,000 students to the campus, bringing the total population to about 12,000. This means that much of the full build-out of the campus will likely occur in the longer term, with a goal of moving towards a mixed-use campus environment with increased on-campus amenities and a complimentary integration of built-form and open spaces. One of the short to mid-term goals of the campus is to build a new student centre and a new athletics facility. The first 10 years of development will focus on the building and open space sites closest to Finch Avenue, as a means of establishing a new outward face to the community and to create a stronger visual and physical presence on the Avenue. The focus will also be to concentrate new development close to the existing west campus buildings in order to minimize the disruption to parking in the north. Build-out of the north part of the campus is envisioned to occur over a much longer period of time.

Short term campus development will also entail the exploration of potential new uses for the existing athletic complex east, keeping the triple gym and modifying other components of the current athletic space, while potentially using the hockey arena for additional athletic facilities and uses.

Markham Campus

Growth for the Markham Campus over the next ten years is anticipated to be an additional 2,000 students, bringing the enrollment to about 3,800. This growth can potentially be accommodated in the new northwest wing of the existing building (Building A Expansion). Most of the other buildings are envisioned to be mixed-use, bringing residences (student and other), offices, and commercial use onto the campus. New indoor athletic facilities can be accommodated in one of the other new campus buildings. In terms of outdoor sports related athletic facilities, Newnham Campus will be used as a resource for Markham students, as it is in such close proximity (within a ten minute drive).

King Campus

Over a ten year projected period, enrollment at King will be just under 7,000 students. An additional 1,400 students can be added based on government and partnership funding in the next few years, and an additional 2,000 is anticipated within the ten year time frame, bringing the student population to 3,400 or more. The campus population is expected to be 6,800 FTE's. The first phase anticipates the development of a new student centre and a new athletic centre with committed funding from the students. Sports and recreational community use plays a large role in the vision for the campus, as it is part of the campus' history, and is an identified need in the community. In this light, the College will seek opportunities for community support for the development of expanded sports facilities, such as a hockey arena. The College also needs to consider the development of additional student residences as the campus grows, as the opportunity for student residency in the surrounding community is minimal.

Seneca@York

Although this campus is not part of the Campus Master Plan, enrollment is a factor for the overall College. This campus is anticipated to decrease by about 400 students over the next ten years, bringing it down to about 4,400. This is due to the fact that current campus space is quite heavily used at this location and is at a premium, and additional support space is greatly needed.

1.4 Seneca's History

Seneca College is rich in history as a result of its diverse campus environments.

1965

The provincial Minister of Education introduced Bill 153, which created the province's community college system to provide a post-secondary education alternative. Colleges were to be independent of existing systems, and community-based to fulfill the needs of businesses and industry.

1966

In August, Seneca College was officially established at its first Board of Governors meeting.

1967

1968

Ground was turned on a 62-acre parcel of land at Finch Avenue and Woodbine Avenue (now Highway 404), that would become Seneca's first permanent campus, later to be called the Newnham Campus, after the College's founding President. The first phase of construction created a two-storey brick building containing the College's computer, secretarial, engineering, and applied arts programs. At the same time, the Air Flight Technology Program began at Buttonville Airport, and college enrolment grew to 8,667 full-time and part-time students.

1970

Phase two: Buildings B and C described as a "daisy chain of unfinished concrete, 4-storey links sweeping diagonally from south-east to north-west." Phase Two added 38 teaching areas, 28 laboratories and 87 faculty offices.

1971

Seneca purchased Lady Flora Eaton's King Township estate and the adjoining 650 acres. This would become Seneca's King Campus.

1972

Seneca's Sport Centre, featuring a triple gymnasium and an ice arena, opened at Newnham Campus.

1973

Phase Three: Four-storey Building D. As well, the Sports Centre and Arena (Building G) were built at this time, without an indoor link to the College's other buildings. Portables were also situated at the east end of Building D.

1975

Construction of the 137,000 square-foot Garriock Hall began at King Campus

The 136,992-squarefoot Garriock Hall opened, and was named after Seneca Board Chair Norm Garriock, who was the driving force behind the acquisition of the Eaton Estate. Mr. McCutcheon bacame Seneca's second president in 1984, and "Recreation Island" was re-named "McCutcheon Island" in 2008.

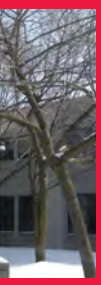
Images provided by Seneca College.

1980 1984 1989

1989 An extension to Newnham Campus Buildings E and F (SeneCentre) connected Phase Three to the Sports Centre Building G.

The Board of Governors voted to rename the Finch Campus in honour of the retiring President William Newnham.

The Newnham Campus Annex was opened (current location of the new Building A). It consisted of the Centre for Individualized Learning and computer labs. Demolished in 2010.



1977

1992

Early Childhood Education was built (Building H).

1994

Seneca@York opened its doors to the first semester of students. The campus is home to Seneca's School of Communication Arts, School of Biological Sciences and Applied Chemistry, School of Computer Studies, and Centre for Professional Communications. Newnham Residences were built.

The Province announced it would provide capital for the development of the Seneca@York Campus of advanced technology, located on the grounds of York University, in the Jane-Finch area.

2001

Construction began on the Ontario government funded renovation of the Newnham Campus and Technology Enhanced Learning (TEL) Building SuperBuild projects. Glass buildings were added to buildings B and C (facing Finch); and Building A was gutted and refurbished with new labs, classrooms, and faculty offices. It is currently the home of the Centre for the Built Environment.

2002

The Provincial government granted Seneca College the ability to offer bachelor's degrees. In September, Seneca became the first college in Ontario to offer a degree program when classes began for its Bachelor of Applied Business – Financial Services Management Program.

2004

Seneca's TEL Building officially opened. Seneca purchased a 10 storey office building at Highway 7 and Highway 404 that would become its Markham Campus. Seneca opened its new state-of-the-art Animal Health Facility at King Campus, complete with kennels, an X-ray room, an operating room, and labs.

2005

Seneca opened its Markham Campus, becoming the first post-secondary education facility in the York Region. Full-time, part-time, and corporate training classes were offered. The Animal Health Centre opened. This 26,000-square-foot building features kennels, an x-ray room, operating rooms and labs. The on-site horse barn, originally constructed in 1915, was refurbished to provide space for 12 horses, cows, pigs and sheep.

2008

The road leading to Seneca's Markham Campus was renamed "The Seneca Way".

Seneca College has been provided $43 million from the provincial government to revitalize current buildings and expand community safety and health services training at the King Campus, while creating classroom space for an additional 1,450 students. Provincial funding will begin in 2013.

The Newnham Campus is expaned with the addition of a new 160,000 square-foot LEED certified building and landscape, creating a new front door and campus identity. The new building will include additional classrooms, faculty, and student spaces as well as a new auditorium, which will have a flexible design that can serve as a single classroom, be divided into multiple teaching spaces, or host Seneca functions.

2011

1.5. Seneca Today - Existing Conditions and Opportunities

The following represents a brief synopsis of the physical character of the campuses today, and an overview of the existing conditions and opportunities for each, including an understanding of relevant municipal policy directions and implications, as well as the surrounding context and campus structure.

1.5.1. Newnham Campus

1.5.1.1 Site Description and Character of Place

Newnham Campus carries a full-time student population of over 10,000, with a part time population of approximately 17,000. The campus is situated on land designated for institutional use within the City of Toronto's urban fabric, and is approximately 52 acres in size. The campus is located at the intersection of highway 404 and Finch Avenue East (to the southeast), is bounded by the Toronto Hydro One Corridor lands to the north, and is adjacent to higher density seniors' residential development to the west. The campus is surrounded primarily by healthy single family residential neighbourhoods, with higher density residential to the southwest, a small area of mixed commercial use, a fire hall, and a neighbourhood elementary school and park to the north. Lands to the southeast of the campus, at the intersection of Finch Avenue East and Highway 404, are owned by the Ontario Ministry of Transportation, which limits the possibility of having an additional road access point from those arterials.

Newnham Campus is primarily an inward looking campus. The physical campus structure constitutes a connected mass of buildings and some ancillary buildings, largely surrounded by surface parking, including the surface parking within the Hydro Corridor lands. The open space is characterized by a few areas of ill-defined and underutilized open spaces, as well as the remnant topography created by a natural heritage water system. The built form character of the campus is based on a single mass building model, where new building development reflects a continuous build-out of the existing structure, connecting each building by an internal circulation system. The focus of public gathering spaces is internal to the buildings and connected via the circulation system. The main campus building heights range from one to four storeys, with the exception of the student residential building, which is 18 storeys in height, in keeping with the surrounding higher density residential fabric.

The approach to campus development is to bring forward and build on strengths of the existing campus context. Some of the campus buildings have been recently upgraded and should continue to play an important role in the new campus structure moving forward. In addition, the College has currently completed the new Building A at the northwest corner of the campus, which is the most recent building initiative. Other existing buildings such as the athletic facilities at the northeast quadrant, the daycare and lab building (Building H), and the portables (Building L) are assessed to be either at the end of their lifecycles, temporary structures, or can be relocated to a more suitable location that makes sense in terms of programming and campus structure. These latter buildings are recommended to be phased out at the appropriate time.

NEWNHAM CAMPUS / FIGURE #1.2 - EXISTING CONDITIONS

1.5.1.2. Policy Direction and Opportunities

Regionally, the campus is well connected, having direct highway and road access to both Downtown and the suburbs, and being in close proximity to the GO Transit Line. The campus is also adjacent to two major arterials, Finch Avenue East and Don Mills Road, which are designated as transit priorities in the City's Official Plan. Finch Avenue is also designated as a potential GTA Transit Corridor. The location, coupled with future transit initiatives, position Newnham Campus as a hub for the community and a transit-friendly and accessible destination.

Opportunity: Creating an Accessible Campus

The City and the College view the development of a Master Plan for the campus as an opportunity to improve upon current transportation, parking, and movement patterns by encouraging modal diversity, a shift towards a more sustainable transit, cycling, walking, parking, and car pooling/sharing environment, and improved safety and accessibility to and from the campus. The Plan also provides an opportunity to improve the campus face to the community with new building frontages, a new parking strategy, and improvements to the street character and function.

Opportunity: Creating an Urban Campus
The campus, located within an urban city context, and along a major avenue, has great potential to intensify, with the goal of becoming a true campus environment with integrated buildings and open spaces, and connected interior and exterior social gathering places.

The campus is located within an existing healthy neighbourhood area. From the perspective of the City's Official Plan, the expectation in terms of campus growth and development is that the campus remains compatible with, and respective of, the adjacent neigbourhoods and neighbourhood character, reinforcing a healthy transition in use and scale to the community.

Opportunity: Creating a Community Oriented Campus
The Campus Master Plan provides an opportunity to create an improved frontage to Finch Avenue and Don Mills Road, to better address the key intersection and gateway into the campus, and to enhance the neighbourhood with a high quality pedestrian-oriented campus environment, with new, iconic buildings and open spaces. The Plan also provides opportunities to establish new synergies with the community as a result of increased development.

The Official Plan encourages the maintenance and expansion of the city's parks and open spaces by mandating that new development dedicate between two and five per cent of land to high-quality parkland in addition to protecting and improving access and linkages to existing parks. The Official Plan also calls for the preservation of heritage and open space assets.

Opportunity: Creating a Green Campus
The campus is situated along one of the city's natural heritage corridors to the north edge of the campus. There is a significant opportunity to continue this system through the campus, creating a new open space amenity, and increasing the connectivity of the open space system.

1.5.2. Markham Campus

1.5.2.1. Site Description and Character of Place

Markham Campus is located within the Town of Markham. It is bounded by Highway 7 to the south and Highway 404 to the west, and borders the Town of Richmond Hill to the west. The campus, which hosts programs focused primarily on business, marketing, and tourism, constitutes a single ten-storey building, fronted by surface parking and an outdoor sports field to the south-west. A portion of a large natural water course system passes through the northeastern part of the campus and features a storm water retention pond that services the campus as well as other adjacent properties. This feature, which is maintained by the Township, must be preserved in any future development in accordance with the Town's Official Plan. Beyond the natural system, to the east, is a mixed-use employment area. With the exception of the storm water feature, a sports field and walking trail loop, and a patio area at the north end of the building, the balance of useable open space on the campus is fairly underutilized. The patio area behind the

MARKHAM CAMPUS / FIGURE #1.3 - EXISTING CONDITIONS

building gets intensive use, as well as the drop-off area fronting the building. A large portion of the site is utilized for surface parking.

1.5.2.2. Key Constraints to Development

There were several key site constraints that had to be thoroughly considered in terms of their limitations on the development potential for the Markham Campus site and current uses, which included:

- A flood zone and an additional ten metre buffer area fronting the pond; and
- New road initiatives underway by the Town of Markham that limit the developable area and use of the site, and affect the storm water management system. The initiatives include:
    - A future collector road crossing over Highway 404 as an extension of Centurian Drive, connecting to the Town of Richmond Hill;
    - A Highway 7 overpass south of the site connecting north to the 404; and,
    - A local road underpass connection from Highway 7 to Centurian Drive.

1.5.2.3. Policy Direction and Opportunities

In the York Region Official Plan, the Markham Campus is located within an identified Urban Area and surrounded by commercial and employment uses. It is also located along a Regional Corridor and between two Regional Centres.

Opportunity: Create an Urban and Intensified Campus
There is an opportunity to intensify the campus as it is located within an identified Urban Area, and intensification is encouraged and supported by Official Plan policies and compatible land uses.

Both the Markham and the King Campuses are surrounded by regional and non-regional roads that provide cycling facilities. In addition, Markham Campus is located adjacent to Highway 7, which is identified as a Regional Rapid Transit Corridor in the Official Plan, and which features a transit stop that serves the campus directly. This Rapid Transit Corridor provides Markham Campus with direct access to two GO Train stations and will also provide a direct connection to the Spadina Line subway extension.

Opportunity: Create a Connected Campus
There are opportunities to connect and to extend transit facilities to the campus, to increase modal choices, and to integrate the regional cycling network.

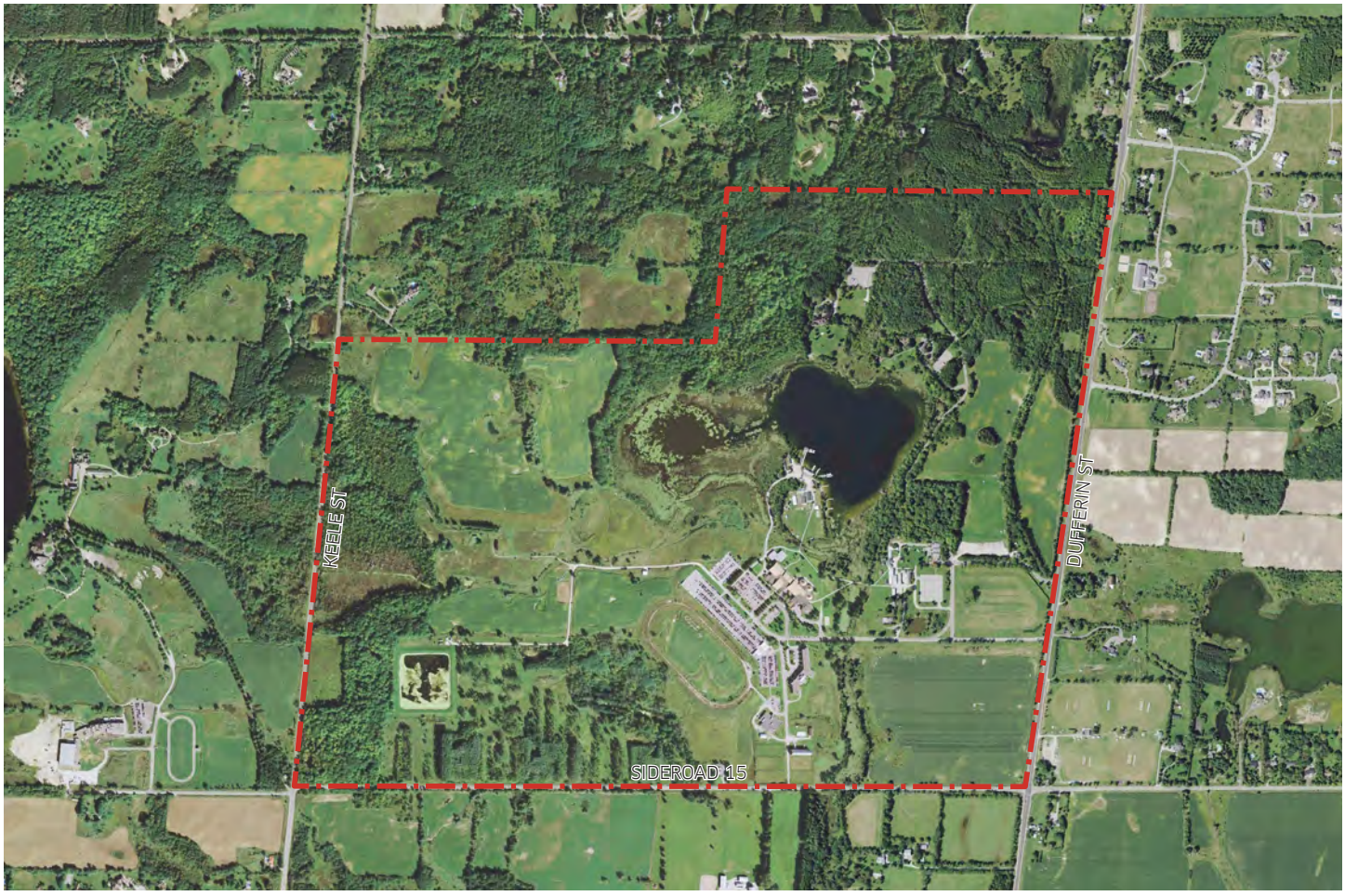
All three of the campuses are connected to a natural heritage feature. This provides an opportunity to increase the recreational amenity potential on the campuses and to leverage these assets to create beautiful, inviting, and welcoming green campus environments.

Opportunity: Create an Enhanced Storm Water Management Facility
For the Markham Campus, the storm water pond facility, which is part of a larger valley system, can be enhanced to become a more useable open space feature, with path and trail connections along its edges, and improved integration with the existing building and potential outdoor amenities.

1.5.3. King Campus

1.5.3.1 Site Description and Character of Place

The Seneca King Campus, which is almost 697 acres in size, is located within the Township of King, along Dufferin Street and 15th Sideroad. The campus has a student population of over 3,200, and the core programs are nursing, early childhood education, social services, underwater skills, and veterinary technician, as well as several programs related to first response and emergency services. Additional programs include community oriented recreation, such as summer camps. The campus structure consists of the main campus buildings to the south of the property, including Garriock Hall, the student residency, the Veterinarian Building, the barn, classroom portables, and some ancillary buildings. The east campus area is defined by a small clustering of the original buildings that were once part of the Eaton Family estate, as well as a few new buildings added to the area. Central to the campus are Lake Seneca and McCutcheon Island, which fronts onto the lake and is used for some of the campus programs as well as summer



KING CAMPUS / FIGURE #1.4 - EXISTING CONDITIONS

camp programs. The original Eaton residence is located at the northern end of the lake, and is accessed by a winding country road. Additional residential buildings such as Villa Fiori, family cottages, and the Log House, are located along this road as well.

In addition, there are numerous established recreational trails that run through the property, including the Oak Ridges Moraine Trail and ski trails. The King Campus is also located near an existing commuter rail line and in proximity to the King City GO Train Station. An additional GO Train Station is proposed to be located near to the campus in the future.

1.5.3.2. Policy Direction and Opportunities

Ontario Greenbelt System and the Oak Ridges Moraine Conservation Area

Notably, the campus sits within both the Ontario Greenbelt system and within the Oak Ridges Moraine Conservation Area. As a consequence, the character of the campus is rural, and somewhat of a retreat within a vast green environment. The campus' numerous

natural features and heritage assets, as well as its beautiful natural setting, make it one of the most attractive institutional environments in the region.

The Greenbelt Plan policies provide guidance as to where urbanization can occur within the landscape, allowing for the permanent protection of agricultural lands and the ecological features and functions within the policy area. The Oak Ridges Moraine Plan has set a clear policy framework for protecting the ecological and hydrological features and functions that support the health and wellbeing of the region's residents and ecosystems. The campus falls under the following three land use policy areas, which are subject to careful development guidelines necessary for maintaining the general character and ecology of the Moraine:

- Natural Core Areas

  Protect those lands with the greatest concentrations of key natural heritage features that are critical to maintaining the integrity of the Moraine as a whole. Only existing uses and very restricted new resource management, agricultural, low intensity recreational, home businesses, transportation, and utility uses are allowed in these areas.

- Natural Linkage Areas

  Protect critical natural and open space linkages between the Natural Core Areas and along rivers and streams. The only allowed uses are those allowed in Natural Core Areas, plus some aggregate resource operations.

- Countryside Areas

  Provide an agricultural and rural transition and buffer between the Natural Core Areas and Natural Linkage Areas, and the urbanized Settlement Areas. Prime agricultural areas as well as natural features are protected. Most of the uses typically allowed in agricultural and other rural areas are allowed here.

Landform Conservatory Area and the Greenland System Corridor

Under the York Region Official Plan, the campus falls under Landform Conservation policy categories 1 and 2, which require that development planning, design, and construction practices:

- Minimize disturbances to landform character;
- Maintain significant landform features; and
- Limit building coverage and impervious surfaces.

The main campus area south of the lake is not within the Landform Conservatory Area, which is where campus development can be focused.

The campus falls within the Greenlands System, which is a remnant of a forested natural system that covered most of York as recently as 200 years ago. The Campus Master Plan considers opportunities to rehabilitate and strengthen the Greenland System, as well as improve links between the Greenland areas through a comprehensive open space framework.

The Oak Ridges Moraine Feature Protection Areas

The Township of King's Zoning By-law has established feature protection zones around identified natural features, and includes a 30 metre Vegetation Protection Area. This area is buffered by an additional 120 metre area of influence that requires site plan approval for any new construction.

Summary of Opportunities:

Create a Sustainable Green Campus

Being part of such a rich natural environment, the campus has an opportunity to showcase sustainable development best practices in campus planning and design that respond to the preservation, expansion, and use of the natural system. The Plan provides the opportunity to direct campus development to be more compact and sensitive to its surrounding environment, with reduced building, road, and surface parking footprints. It also allows for the establishment of density and massing guidelines that respect the surrounding landscape, and for the design of landscapes and open spaces that are compatible with, and celebrate, the natural environment.

Create a Connected and Accessible Campus

All opportunities to make the campus more accessible is considered in the context of the Campus Master Plan, including a Seneca Shuttle to the other campuses as well as to the nearby GO station. In addition, the possibility of growing the population of students who live on campus will help provide the critical mass necessary for the provision of transit, especially on weekends.

1.5.3.3. Built Form Heritage Considerations

There are many significant heritage structures on the campus that represent part of Canadian history and are of great significance to the community, the Township of King, and the region. Some of the most significant include the Horse Barn at the south end of the campus, and Eaton Hall and the Eaton family residence at the north end. Most of the heritage structures on King Campus date back to the time of the Eaton family estate, though one structure, Ferguson House, pre-dates the Eatons. All other surviving heritage buildings (with the exception of the Log Building, which was the first building constructed by Seneca College), date back to the period of Eaton occupation. The Campus Master Plan encourages the conservation of the campus's natural and cultural heritage resources (both built form and landscapes). See Section 7.5.1. of this Plan for general considerations for the conservation of the King Campus heritage assets. Also, refer to the King Campus Heritage Assessment Report, 2011, (which is a reference document to this Plan), for detailed conservation and adaptive reuse recommendations for each of the heritage buildings and open spaces.

Seneca College Master Campus Plan

2.0 Drivers for Change – Towards a New Future

Drivers for Change were identified during the first phases of the Campus Master Planning process. They represent a high-level overview of the shared sentiments and key ideas that emerged as outcomes of the stakeholder interviews, open houses, and workshops, as well as a review of plans and documents, feedback through social media, and input from the Steering Committee and Working Group members. They are the internal and external factors that influence and provide direction for the development of each campus, and they identify unique and timely opportunities, as well as significant constraints that stakeholders believed should be addressed. As such, they form the foundation of this Plan.

2.1. All Campuses

The following have been established as the core drivers for change that are applicable to all campuses: Newnham, Markham, and King.

Leadership

"We have an opportunity to demonstrate leadership" – SENECA STAKEHOLDER

1.10 IMAGE: DESIGN LEADERSHIP - HIGH QUALITY OPEN SPACE AT THE PCL CENTENNIAL LEARNING CENTRE

Undoubtedly, the Campus Plans, through the process of their creation and through their implementation, have the potential to demonstrate Seneca's leadership and capacity to innovate on a number of fronts, including:

- The engagement process of the Campus Plan itself: open, transparent, meaningful, and inclusive of a broad constituency of students, faculty, staff, neighbours, and the broader Seneca community;
- Visioning, in a way that realizes Seneca's strategic planning goals, and establishes each campus for realizing academic excellence;
- Sustainable planning: addressing each campus' relationship with the city and surrounding context, capitalizing on long-term opportunities;
- Sustainable design: ensuring that the College is a responsible steward of its buildings, streets, landscapes, grounds, and resources; and
- Educational programming and delivery: should be state-of-the-art, with campuses that showcase leadership, creativity, and innovation.

Sense of Place + Identity

"We need a greater sense of campus community" – SENECA STAKEHOLDER

On every campus, people expressed a deep longing for a campus with a strong sense of place and identity, a beautiful campus, and a campus that would inspire pride. From the student looking for a place to take a graduation photo with his family, to the recruitment officer trying to invite people to visit, there was desire for uplifting places, great open spaces with quality landscaping, and great buildings. There should be opportunities on each of the campuses to locate art, showcasing campus creativity and talent.

It was generally clear that each campus – and each place within each campus – offers a different opportunity for this. For example, given its natural and cultural heritage, the sense of place at King will be very different from that of the Newnham and Markham Campuses. Addressing each campus' sense of identity is an exercise that ought to be nuanced to its setting and condition: from Newnham's Finch Street frontage to Markham's storm water pond; from King's system of trails to Newnham's forecourts and courtyards.

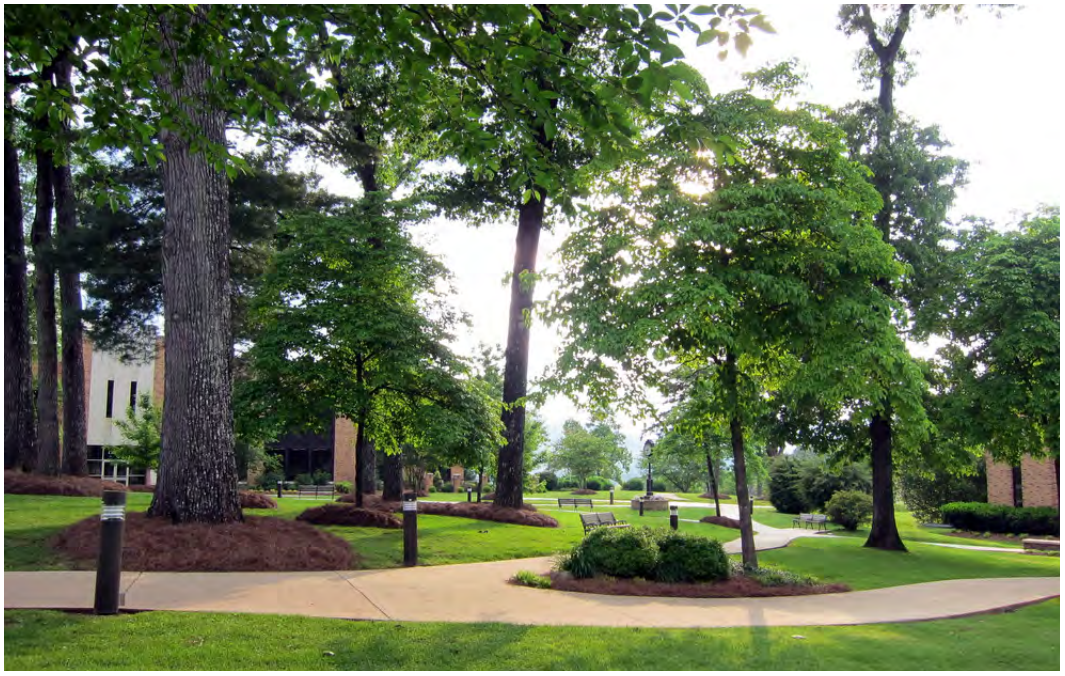
A system of Open Spaces

"We need useable open spaces." – SENECA STAKEHOLDER

Although all campuses have open spaces, currently few of them include the types of open spaces where people choose to gather, linger, eat lunch, read a book, or enjoy some fresh air.

King is undoubtedly the campus with the greatest wealth of green spaces. Nevertheless, in all campuses, students, faculty, and staff expressed a strong desire for a diversity of beautiful open spaces – gardens, walkways, trails, courtyards, quads, woodlots, shorelines, etc. – to be fully integrated with their everyday life on campus.

While the extent, design, configuration, and nature of open spaces will probably be radically different in each campus, they all share a unique opportunity to develop a strong, vibrant, and attractive system of open spaces and greenery that works in concert with the layout and design of buildings.



1.11 IMAGE: GREAT OPEN SPACES - BRYAN COLLEGE IN DAYTON, TENNESSEE

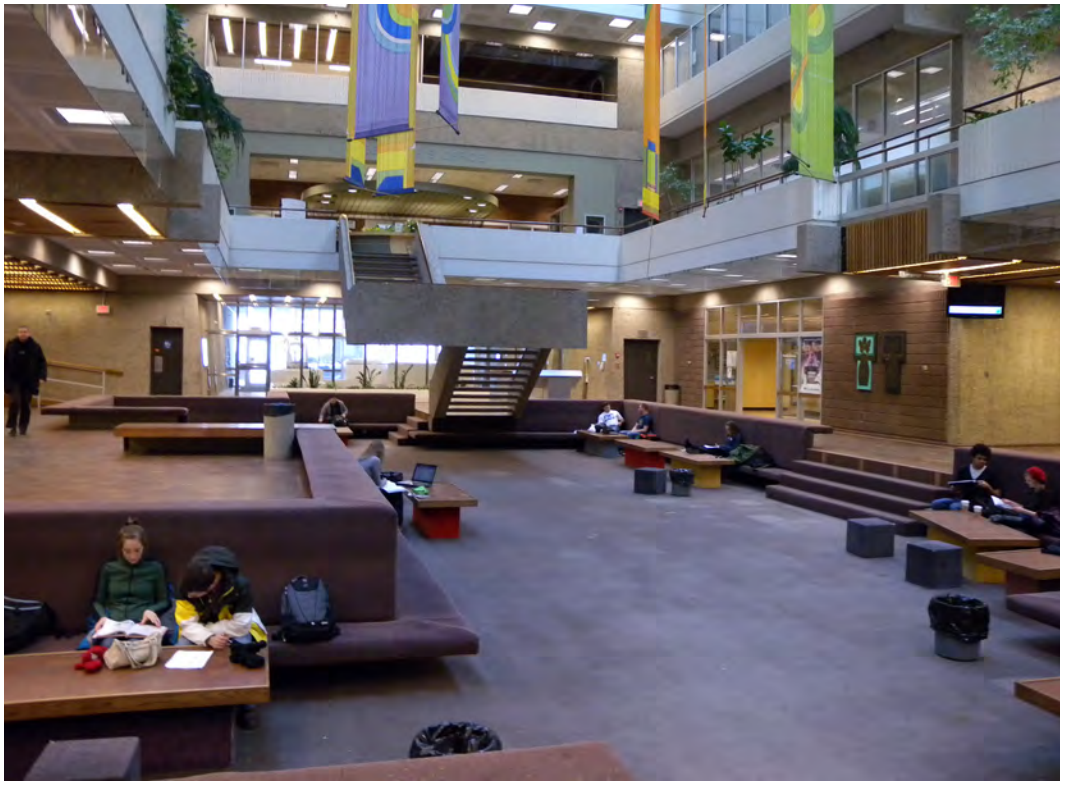
Places to Sit + Gather

"We need places to sit and gather... 'soft-seating', informal spaces..."

– SENECA STAKEHOLDER

Few issues galvanized students, faculty, and staff on all campuses as much as the yearning for casual spaces to dwell – small and large; formal and informal; programmed and un-programmed; intimate and extroverted; interior and exterior – from quiet study nooks to lounge couches; and from places to meet for coffee, to places to host events.

These spaces are increasingly recognized as a key part of the academic experience – the time outside the classroom and/or office, where peer interactions take place, where disciplines interact, where ideas emerge. They are also an integral component of a rich, fulfilling campus life.



1.12 IMAGE: INTERIOR AND EXTERIOR GATHERING SPACES - UNIVERSITY OF REGINA

Amenities + Services

"We need more amenities and more reasons for students to stay on campus." – SENECA STAKEHOLDER

Seneca's campuses are much more than classrooms and office spaces. Students do much more than attend class. Seneca's campuses are rich environments where students, faculty, and staff undertake a broad range of activities at different times of the day, on all days of the week – from grabbing a coffee to catching a hockey game; from buying a good book to having a picnic.

The extent and nature of amenities and services, however, is directly tied to the critical mass of users that can support them – a coffee shop requires a minimum amount of coffee drinkers to keep the doors open. As the campuses increase in population, and as the hours of use extend further into the evenings, weekends, and summer, amenities and services will become increasingly viable.

Mobility + Parking

"It can take me 45 minutes to enter the campus and park." – SENECA STAKEHOLDER

The forms and methods of arrival at each campus – today and in the future – has a significant impact on what the campus looks like, where resources are allocated, and what a user's experience will be.

One of the most important areas of emphasis for the Campus Master Plan is the encouragement of a transit oriented and transit friendly campus environment. Currently, almost 60 per cent of Seneca students use public transit to get to school. A more sustainable future requires us to seriously identify mechanisms to reduce car dependency and encourage transit ridership, and encourage the use of alternative modes of transportation such as walking, cycling, and car pooling.

There are varying degrees of transit ridership for each campus, mainly because of the differences in campus environments, the frequency of services, and the accessibility to transit; but the demand for use remains high for all. The desire is higher than what the current infrastructure allows and the more opportunities that are provided to students, the greater the increase in transit usage that will occur.

Newnham Campus, being the most urban campus, is best served by transit, and as opportunities increase, ridership is also expected to increase considerably. A new transit loop is proposed in the Newnham Campus Master Plan as a means of encouraging City transit on campus in the future, as the campus grows and the transit demand increases. The development of Highway 7 as a light rail transit corridor will increase opportunities to access the Markham Campus, especially as the area intensifies.

All campuses are uniquely positioned to:

- Link up with an extensive system of walking and cycling trails and pathways (recreational and commuting), connecting uses within the campuses and beyond their boundaries;
- Integrate transit facilities within the campuses and along their edges, encouraging their use;
- Develop transit and pedestrian-oriented open spaces and buildings that encourage walking as a preferred mode of transportation; and
- Provide incentives to encourage transit use.

Seneca's role in the community

"We have an opportunity to define Seneca's role in the community."
— SENECA STAKEHOLDER

Each campus interfaces with its surroundings in a unique way. Newnham Campus is surrounded by a mix of uses. Markham lies within an employment area. King is within the Oak Ridges Moraine. All have the opportunity through the Campus Master Plan to address the compatibility and connectivity of adjacent land uses; the flow of people from campus and from the community; the integration of roads, open spaces, and natural systems; and ultimately, the opportunity to redefine Seneca's relationship with the people and places that surround each campus.

Housing

"We need more campus housing." — SENECA STAKEHOLDER

Housing is widely recognized as an important ingredient of student life. On this front, however, every campus is different. They vary, among other things, due to:

- The supply of, and connectivity to, housing in the surrounding context (extensive in Newnham, limited in Markham and King);
- The supply of housing on campus (existing in Newnham and King, not in Markham);
- The particular demographics and needs of students;
- The opportunities for down time use of housing facilities (e.g. summer conferences); and
- The affordability and quality of housing options.

In all instances, convenient and affordable access to housing is an important factor in a student's choice to attend Seneca and in enjoying a positive student experience throughout their time there.

Student housing is also an important element of keeping a campus animated and full of life, round-the-clock. A base resident population helps sustain services and amenities and keeps "eyes-on-spaces", a key factor for campus safety (real and perceived).

Accessibility to/within/between campuses

"Transit is not frequent enough, especially for the York Region Campuses, … most people drive to get to campus." — SENECA STAKEHOLDER

Many of the comments we received throughout the engagement process had to do with how people get: 1) to campus; 2) from one part of the campus to another; and 3) from one campus to another. Connections between different areas, departments, services, amenities, and the quality of the experience when transiting between destinations, was a significant cause of apprehension, and also an identified opportunity for improvement.

Creating a universally accessible (barrier free) environment for all, especially for those with physical disabilities, is also a significant priority.

Great importance ought to be placed to the movement of pedestrians. Promoting walking is in keeping with Seneca's commitment to a more sustainable campus, and with the desire to create a high-quality and accessible campus experience. With these objectives, the design and connectivity of open spaces, and the interface of each campus with adjacent lands and roads, is a priority.

1.13 IMAGE: INCREASED MOBILITY OPTIONS - RADBUD UNIVERSITY, NIJMEGEN, NETHERLANDS

A built form and open space framework

"Do we have to study in portables?" – SENECA STAKEHOLDER

The history of Seneca's campuses – as with most Canadian colleges of similar vintage – includes a series of incremental decisions resulting in the current built form. The opportunity at this moment is to stand back, develop a long-term vision for each campus, and articulate a plan that can guide decision-making and implementation strategies into the future. It is important that this is accomplished through a participatory and transparent process, which enables the extended Seneca community to share the vision and participate in its realization.

1.14 IMAGE: BUILDING "A" ADDITION REALIZED AT NEWNHAM CAMPUS

2.2. Newnham Campus Drivers

The following are specific to Newnham Campus, and are in addition to the college-wide campus drivers for change identified in the previous section.

A 24/7 Campus

Enhance the campus' urban presence, physically with improvements to its edges, and functionally as a 24/7 campus with significant evening part-time studies, providing after-hour amenities, services, and recreation.

A Campus-Oriented Environment

Create a structure for the campus which reflects a balance of built form, open space, and green linkages.

A Welcoming and Outward Facing Campus

Create a strong sense of arrival, and identify opportunities to create more welcoming frontages to the surrounding community, a clear front door, and new trail connections.

A Community/Business Oriented Campus

Provide a strong environment for new community and business partnership opportunities, to increase community related amenities and create a mixed-use campus.

An Optimal Learning Environment

Create an optimal learning environment, providing a superior quality education experience, with all the necessary campus needs in one location.

A New Movement Strategy

Create a system of movement that improves pedestrian, bicycle, vehicular, and transit circulation, compatibility, and functionality.

- Create opportunities for public transit, a campus shuttle and bicycles on campus, as well as related facilities;
- Identify locations and strategies for implementing structured and/or below grade parking; and
- Improve the configuration and presence of service areas.

Innovative Storm Water Management

Find innovative and sustainable solutions for storm water management on campus that is integrated with the open space system, and adds to the beauty and use of the campus.

2.3. King Campus Drivers

The following are specific to King Campus, and are in addition to the college-wide campus drivers for change identified in the previous section.

A Steward of the Natural Environment

Identify opportunities for the College to act as a steward of the surrounding natural areas and water bodies, considering them for conservation, recreation, amenities, and pedagogical uses.

A Steward of Natural and Cultural Heritage Resources

Identify natural and cultural heritage resources, such as the heritage campus landscape and Eaton buildings, plan for their conservation, and celebrate them as significant assets.

A Welcoming and Connected Campus

Identify opportunities to create a more welcoming campus environment, with a clear front door, and improvements to wayfinding to campus, throughout the distinct campus areas and landscapes, between buildings, and within the buildings.

A More Liveable and Community Oriented Campus

Identify opportunities to establish a critical mass of students on the campus and to encourage more evening, weekend, and community use, such as additional amenities, new residences, and more frequent transit service.

1.15 IMAGE: CONVOCATION AT KING CAMPUS IN THE NATURAL HERITAGE SETTING

2.4. Markham Campus Drivers

The following are specific to Markham Campus, and are in addition to the college-wide campus drivers for change identified in the previous section.

A New Movement Strategy

Create a system of movement that addresses vehicular, bicycle, pedestrian, and service access to the campus, and circulation within it.

- Address the emerging streets and ramps (to the north, west, and south of the site), with consideration for access, frontage, and views; and
- Identify locations and strategies for implementing structured/below-grade parking.

A Leader in Storm water Management

Explore opportunities to better utilize the storm water management pond as an amenity, and integrate it more fully within the campus environment by addressing its edge conditions as useable space with trail access.

A Welcoming Campus

Identify opportunities to create a more welcoming front door and a central hub connected to transit, as well as potential synergies with the community, such as shared walking trails, or a joint community centre/library.

An Active Campus

Address the need for more/improved recreational facilities, both indoors and out, and improve bicycle and pedestrian access to the campus and circulation within it.

A Collaborative Campus

Establish Markham Campus as a centre of community/industry collaboration.

1.16 IMAGE: PUBLIC CONSULTATION EVENT FOR KING CAMPUS

Part Two

THE CAMPUS MASTER PLAN

Seneca College Master Campus Plan

3.0 Campus Wide Vision and Planning Principles

The Seneca campuses are unified by a shared Vision that reflects core principles integral to each, and that shape and define a strong and recognizable identity for the College. The following section defines key components of the campus-wide vision, which are supported by core planning principles reflecting the shared values established by each of the campuses, and the campus community and stakeholders.

Vision: A Welcoming Campus
Principle 1: All Campuses will offer a mixture of high-quality and vibrant communal spaces for spontaneous social encounters, as well as quieter spaces for concentrated study and learning. They will have clear and distinct gateways and points of entry to orient users. The campuses will provide new amenities for the population.

Vision: A Sustainable Campus
Principle 2: The campuses will actively lead sustainable design, environmental stewardship, and community development. A commitment to sustainability will be visible across campus, including through built-form, open spaces, academic programs, and services offered.

Vision: A Campus that Prioritizes Pedestrians and Accessibility
Principle 3: Seneca College will provide opportunities for sustainable transportation choices within all campuses, prioritizing pedestrians, and improving supports for public transit (i.e. waiting areas). The campuses will be designed to accommodate all modes of transportation, including walking, cycling, transit, and vehicles. Movement on the campuses will be characterized by shorter and more sustainable trips.

Vision: A Community Oriented Campus
Principle 4: Seneca College will strive to integrate its campuses with the surrounding community by providing shared amenities, office buildings or space, paths and trails, and retail space that will serve the community, students, and Seneca staff.

In addition to these Campus Wide Vision and Planning Principles, each campus is defined by a unique vision addressing varied needs, assets, and characteristics, as well as a strategy to guide its future direction.

Seneca College Master Campus Plan

4.0 Campus Wide Planning Policies

4.1. Campus Structure

A campus structure consists of a system of streets and open spaces that guides building development as the campus evolves and changes. Having this structure in place provides direction for the build-out of the campus, and for achieving the desired level of attractiveness and consistency required to fulfill the Campus Master Plan's long term vision.

The Plan, seeks to integrate the existing built form structure and context, knitting places and building relationships together as part of a new campus structure. The Phasing Strategy that is part of this Plan guides the phasing out of buildings and uses that, in the long term, will not contribute to the campus vision.

4.1.1. Built Form

The Built Form Framework provides a structure to guide the desired build-out of each campus and to create a harmonious relationship with its open spaces. The framework defines the character and function of buildings and the roles that they play in achieving the desired vision and in meeting key strategic goals, including achieving a new campus identity, creating an outward face to the community, and supporting and enhancing the public realm. The framework responds to creating respectful relationship to the surrounding context-in terms of height, massing, transition, and character-to other built form and to open spaces.

The building massing shown on the illustrative plans generally define a recommended built form development structure and area that reflects a respectful relationship between built form and open space. Although the building development areas and open spaces are not dimensioned on the illustrative plans, each has been developed as a scaled CAD file, which can be referenced as a measuring tool to guide a more detailed design process for the purpose of implementation.

The following are four key considerations that are integral to all campus environments as the underlying thread for building development:

Sunlight and Shadow

Two of the most measurable impacts that a building mass can have on its surroundings are in the areas of light penetration and shade. Therefore, new buildings should be designed without causing undue shadow impacts on adjacent buildings or open spaces. In addition, ensuring adequate sunlight penetration, especially for the more intimate open spaces on the campus such as the internal courtyards, the plazas, and the linear spaces between buildings, will be most important, especially during the fall and winter seasons.

Transition in Height

Building development should respect the scale of adjacent buildings, the prominence of existing buildings or building features, and the proximity to open spaces, by providing proper building height transition. With the exception of Markham Campus, the height of academic use buildings on the campuses will generally remain within a four storey limit, (six storeys for Markham). Height beyond the four and six storey limit can take the form of tower structures and should occur only in targeted areas for the purpose of creating a gateway element or for uses other than academia, such as office, residential, or business.

Human Scale

The “human scale” makes reference to the experience of the building mass in relation to the size of its users. Buildings, and the elements that constitute their façades should have a proportion and scale that is welcoming. For example, the relative size of a door, a window, or a staircase should be proportioned with the scale of users. Human scale is most important in areas that are accessible or visible from the public realm, such as the first few storeys of a building facing a street or an open space.

Buildings on the campus should be visually divided into a hierarchy of building volumes, have building frontages that introduce a pattern of doors and windows, and have a ground level that is transparent and animated. Of this hierarchy, the design, use, and animation of the ground level of buildings are the most significant in defining the character and experience of the campus as a welcoming and safe pedestrian environment. Ensuring that all campus buildings provide an attractive and animated face to the open spaces and streets, especially at the ground level, is a priority.

2.1 IMAGE: INTEGRATION OF BUILT FORM AND OPEN SPACE - UBC MARINE DRIVE RESIDENCES

Reinforcing the Open Space

Emphasis should be placed on the importance of built form to open space. The built form should support an open space framework with the goal of conserving existing landscapes and open space assets, defining new open spaces and linkages, and creating comfortable, protected, and memorable environments.

4.1.2. Built Form Guidelines

Orientation and Accessibility

The placement of buildings, and particularly, the location, orientation, and articulation of building frontages, is critical to establishing a welcoming, accessible, and safe pedestrian environment. This is important for a campus structure that has both an internal as well as an external focus. Buildings have to address streets and all public spaces, and must have primary entrances that are connected to sidewalks and pathways that are part of the pedestrian circulation system. The following are guidelines for building orientation and accessibility on campus.

- All campus buildings should have articulated frontages on all sides in order to address, and provide an attractive face to, the surrounding public realm and open spaces, with clearly defined entry points that directly access the sidewalk and pathways.
- Building frontages must create a welcoming and attractive street environment for pedestrians.
- Building frontages facing open spaces must create a comfortable, safe, and attractive environment that encourages use and enjoyment of the open space year round, providing transparency, ease of access, lighting, and weather mitigation, such as canopies.
- To enhance the visual and physical experience of buildings, as well as the feeling of safety, large blank walls or uninterrupted building masses should be avoided.
- Distinct architectural features and interventions such as enhanced architectural detail at building corners, are encouraged for buildings at gateway locations or fronting onto open spaces.
- Increased building heights are encouraged as gateway treatments, to enhance the visual prominence and identity of the campus, and to address wayfinding.
- Surface parking lots should never front a building. Lay-by parking should be included on all campus streets to service buildings, and especially for the purpose of immediate handicap accessibility. Lay-by parking should not obstruct main passageways and entry points to buildings.

Height, Scale, and Massing

The approach to height for all campuses is to use a general four storey maximum height benchmark for academic buildings. This height limit maintains efficiency in classroom structuring, programming, and accessibility. There are opportunities to have buildings with additional height, such as towers, providing non-academic uses such as student residences, offices, or third party uses. Additional building height on campus allows for landmark and gateway opportunities, for wayfinding, and to maximize campus visibility from campus streets, roadways, and the surrounding neighbourhood. The scale and massing of buildings must consider opportunities for comfortable and plentiful interior and exterior gathering places and spaces, allow for physical and visual permeability through the campus, and maximize the amount of interior and exterior sunshine and light penetration.

Larger building masses should allow for mid-block passageway corridors (to the full width of the building), that are connected to key pedestrian circulation routes and open spaces. A mid-block passageway also breaks up the building form and creates a more interesting building articulation and rhythm.

Design and Architectural Character

The design of any new building on the campus should exemplify the highest quality and standard of architecture and evoke an image of excellence and progressiveness for the College. The new Building A on the Newnham Campus is a good precedent for the level of quality in design and interior spatial organization that the College should seek to achieve.

2.2 IMAGE: DISTINCT DESIGN AND ARCHITECTURAL CHARACTER: PCL CENTENNIAL LEARNING CENTRE

- Design buildings with quality interior spaces that enhance the learning and social environments.
- Design buildings with comfortable human-scale exteriors that are welcoming and inviting, and are highly permeable towards open spaces (i.e. include doors and windows).
- The architectural character of new buildings should be respectful of, and enhance where possible, existing campus buildings, and draw on the assets and qualities of existing building elements, such as the new glass cafeteria frontage of the existing Building D at the Newnham Campus.
- Existing design themes and styles that are valued should be carried forward and integrated into new design compositions. This does not mean replicating the existing architecture, but instead, designing to compliment and seamlessly integrate a new form that maintains the desired character of place. Campus architecture should be rich with a variety of traditional and contemporary styles.

Transparency

Building transparency plays a large role in achieving safe, comfortable, human scale pedestrian environments. Transparency describes the ability to see into and out of buildings through glass windows and doors. The more transparent a building can be, especially at-grade, the more welcoming and friendly it is to the pedestrian. This is because it is able to emit more light, allows for clear visibility of internal and external activity and movement, and can better integrate and engage the public realm.

2.3 IMAGE: BUILDING TRANSPARENCY - AN INTERNAL GATHERING SPACE AND VIEW TO THE OUTDOORS: UBC MARINE DRIVE RESIDENCES

- All campus buildings should be transparent, well lit, and animated at-grade to encourage a level of safety and security with “eyes-on-the-campus”, meaning the ability to clearly view the public environment from buildings. Animation at-grade means having a significant pedestrian presence and activity at grade level. This is especially true for buildings fronting the streets, open spaces, and primary pedestrian circulation corridors.
- Transparent and visible internal circulation systems along building edges, which can be easily viewed from the outdoors, are encouraged. This should also be the case for internal gathering areas and study spaces.
- Direct passageways through buildings and breezeway linkages should be clearly visible and transparent.

Materials and Details

All buildings should become valued icons for the College over time. Therefore, the primary criteria for the choice of materials and building details should be sustainability, high quality and longevity, ease of maintenance, and timelessness in design.

- The materiality of new built form should complement and enhance the existing built form and architecture.
- The highest quality in design and materials should be considered to build identity, showcase distinct architecture, create comfortable and safe pedestrian environments, and to ensure sustainability and longevity. Using local materials and construction is encouraged, and maintaining a commitment to sustainability in design should be a priority goal for the College.

Landmark Sites / Signature Architecture

Landmark sites are the places and features within the campus that are meant to define its character and identity. They also provide specific functions at strategic locations, such as a welcoming feature or a wayfinding feature. Landmark sites can include the composition of a building and open space. Collectively, these sites should define the campus as a distinct and special place.

In terms of signature architecture, the new campus structure is such that campus buildings have a strong relationship to important landmark open spaces. Therefore, all campus buildings should function as signature architecture pieces to complement each space.

Building Views

Buildings can be used to define and structure views into and throughout the campus. As well, buildings can be used to terminate views, acting as a focal point. The structure of the campus in the Campus Master Plan, having an integrated pattern of built form to open space, creates numerous opportunities for long and short views, to and through the campus, and to create attractive view termini within spaces as part of the spatial experience. Most buildings in the Plans front a significant open space on at least two

2.4 IMAGE: SIGNATURE ARCHITECTURE - PCL CENTENNIAL LEARNING CENTRE

sides, and some an even more, having interior courtyards. The transparency of buildings therefore, should be a design priority for the campuses as a means of optimizing the opportunity to view the public realm and other surrounding buildings. Towers and building podiums provide opportunities for long views through the campus and to the surrounding context.

The placement of buildings creates a variety of interesting view experiences, adding an element of surprise by framing narrow views that open up to wide open spaces, or framing long views through the campus that help to orient and guide movement. All view opportunities that have been identified in the Campus Master Plan, therefore, are an important part of the campus structure and campus experience, and must be considered an important component in the development of any new campus building.

Connectivity and Considerations for Climate and Walkability

The Campus Master Plan encourages indoor-outdoor pedestrian circulation through the campuses. As a result, there are few buildings that are connected via a breezeway or as an addition to the existing campus structure. That being said, the campuses should be designed to create comfortable walkable environments throughout the year.

Some design interventions to address this include:

- creating short walking distances between buildings;
- integrating protected walkway features into building designs, such as canopy coverings;
- creating mid block connections through buildings;
- designing multiple building entrances and ensuring barrier free access to entrances and automatic operable doors where possible;

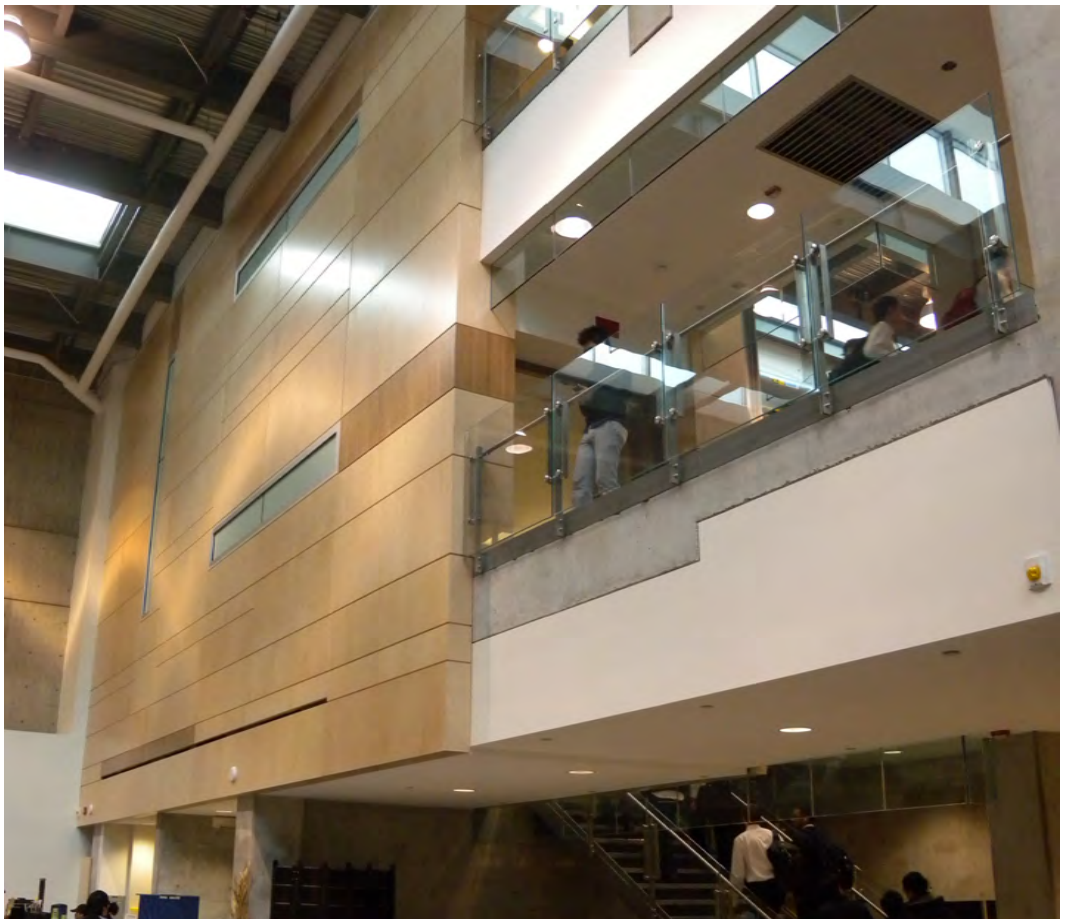
- siting building entrances to correspond with a connected network of pathways;
- integrating sheltered warm areas in buildings, such as atrium spaces, along key pedestrian routes and in proximity to transit stops;
- mitigating building height, scale, and massing to reduce wind tunnels; and
- planting trees as wind breaks and to provide shelter from the rain, along pedestrian routes.

Servicing

Parking and service entrances and loading areas should be integrated in the building footprint or consolidated where possible along shared service corridors. Existing service entrances and loading areas that are currently exposed to the public realm should be appropriately screened and integrated into the campus landscape.

Sustainable Building Systems

The College has already moved toward designing for sustainability with the development of the new LEED Building A at Newnham Campus. Designing for sustainability is one of the core drivers toward becoming a leader in the community and in campus



2.5 IMAGE: SUSTAINABLE BUILDINGS - LEED BUILDING "A" AT NEWNHAM CAMPUS

development. Building sustainably has many benefits, the most significant being the cost savings inherent in optimizing the energy performance of buildings, and in reducing maintenance. It provides an opportunity to showcase the College as a leader in this stream, building on its identity, as well as showcasing other sustainable measures such as designing for walkability and transit; creating a compact campus; using energy efficient lighting for buildings and open space; and creating a healthy and beautifully treed campus.

- The College should continue to prioritize its commitment to sustainable building development on all campuses in order to optimize the performance and maintenance standard of buildings. Decreasing energy demand, managing efficiency in water use, and capturing natural energy sources, are some examples of optimizing performance.
- Apply sustainable design principles to all aspects of operations such that, as a system, the campus can work towards operating at peak performance and efficiency.
- Consider implementing an Office for Sustainability, building a team that can direct development and operations towards achieving sustainable standards, goals, and practices.

4.1.3. Open Space

The Open Space Structure for the campuse, is defined by a diversity of spaces, pathways, and landscapes, and provides a setting and guidance for the development of new buildings. The structure is intended to create great usable places, and to develop strong interrelationships between campus open spaces, buildings, and streets. Each building leads to an open space, which leads to another building, providing opportunities for continuous physical and visual interaction between the indoor and outdoor campus environment.

The approach to built form and open space development is such that not all buildings are connected by enclosed spaces, as the pattern of indoor to outdoor movement is encouraged through the campus. Nevertheless, the campuses should be designed for all seasons, and winter climates need to be considered. Therefore, distances between disconnected buildings are purposely kept short, in order to accomodate winter circulation through the campus.

In terms of landscape character and structure, the diversity of spaces, especially at the Newnham and King Campuses, create an inter-play between active and passive use that can be experienced from the interior courtyards to the urban plazas, and from the natural environment, to the "main street" corridors, and the athletic field (where applicable). The central open space, and the campus streets at the Markham Campus, function as a completely integrated entity, where the streets are an extension of the open spaces and a key part of the pedestrian realm.

4.2. Universal Accessibility

Universal accessibility is an important design consideration for a Campus Master Plan that promotes, and is structured toward, creating accessible, welcoming, and inviting interior and exterior pedestrian spaces for all to use and enjoy. In this regard, ensuring that everyone, regardless of ability or impairment, is able to access and move through the campuses without barriers or impediments, is a priority. This is especially important in terms of meeting class schedules, and carrying out daily/nightly activities such as accessing the cafeteria, enjoying the open spaces, traversing the campus sidewalks, pathways, and entrances.

To achieve this end, the design of the Campus' built form and public realm must comply with the Ontario Accessibility for Ontarians with Disabilities Act, so as to meet provincial accessibility standards. A universal design checklist should be established for all aspects of campus development, including buildings (interior and exterior), entrances and connections, parking structures, streets, open spaces, pathways, and trails. This will help to ensure that the campus is an accessible and barrier free environment for the physically challenged as well as the able-bodied.

4.3. Signage and Wayfinding

In addition to providing a barrier free environment, it is important for the College to develop a campus-wide wayfinding strategy to assist in getting to and through the campuses, and in getting from one campus to another, as some student services and amenities are shared. As the College broadens its services to the greater community, it is especially important to have a comprehensive signage structure to assist the first time or infrequent visitor to the campus.

In addition to pedestrian movement, it is also important to have a signage and wayfinding strategy to assist in moving all other modes of transportation to and through the campus, and in finding main doorways, drop-off zones, transit waiting areas, and student and campus information and visitor centres. It is also extremely important for facilitating the traversing of the campuses during cold weather, and for providing an ease of transition from building to building.

The Campus Master Plan demonstrates several wayfinding measures and strategies that are integral components of the Plan Frameworks, which include:

- Creating a clear structure and relationship of campus streets and pathways to buildings, such as the Newnham Campus east-west pedestrian spine, the Seneca Way loop on the Markham Campus, or Garriock Drive at King. All of these movement corridors are fronted by buildings, and more importantly, their front doors and main access points. Each building along these prominent corridors can have addresses and signage identifying and naming them;
- Creating a clear hierarchy and sequence of spaces on the campus;
- Providing well defined open view corridors and long view corridors;

- Providing landmark buildings and open space structures that incorporate art or distinct landscaping in order to help visitors locate places and spaces, and assist in guiding movement through the campus;
- Creating a well defined path system with clear interior to exterior linkages. Gateway entrances, main exterior pedestrian corridors and linkages, plazas, and gathering places can be enhanced with special paving to assist in place recognition;
- Creating distinct and memorable spaces such as the Garriock Central Quad at King, or the Academic Green and South Pond Green at Newnham;
- Creating an organized and distinct landscape structure to define places and uses, such as using a formal planting structure for the main pedestrian and vehicular movement corridors, and more informal planting for the green spaces; and
- Encouraging transparent perimeter pedestrian circulation routes within buildings, allowing for a continuous visual connection to the outdoors, and from the outdoors in.

In addition to the above physical design measures, a comprehensive signage and campus mapping strategy is encouraged, one that represents the quality and identity of the campus environment. A mapping strategy should be linked to, and accessible from, the campus' website. The website can provide a virtual tour of the campus, identifying buildings, streets, and open spaces, providing information about each. An important part of the wayfinding strategy is to provide nomenclature for all buildings and open spaces. It is also a way to encourage third party funding for their development.

2.6 IMAGE: WAYFINDING SIGNAGE - ROCKEFELLER UNIVERSITY SIGNAGE

4.4. Lighting, Safety, and Security

Safety and Security

An objective of the Campus Master Plan is to create an environment where students can feel safe and secure at all hours. Campuses such as Newnham are active 24/7, and therefore requires a continued level of safety and security at all times and especially during the evenings. The design, orientation, placement, and transparency of the built form as discussed in section 4.1.2 plays a major role in providing a safe and accessible campus. The choice of landscaping is also significant in terms of ensuring clear visibility throughout the campus. Applying the core CPTED Open Space Planning principles (Crime Prevention Through Environmental Design) can provide a high level of safety in the public realm and are inherent in the Open Space Framework.

In addition, having a strong campus enforcement presence ensures a level of safety, but one of the best means of protection against campus crime is through awareness and in being informed.

Lighting

A safe campus environment is typically a well lit campus environment. This is especially important for a 24/7 campus such as Newnham, as well as a forested campus such as King. The strategic lighting of the interior and exterior of buildings can provide a safe, walkable environment, especially near building entrances and gateways. All gateways and main entrances should be emphasized with lighting. As well, the lighting of the open spaces and movement corridors, such as pedestrian walkways, parking lots, and campus roadways, are extremely important for safe, visible campus circulation and the enjoyment of spaces. Priority should be given to a pedestrian-oriented lighting design and light fixtures.

2.7 IMAGE: PEDESTRIAN SCALED LIGHTING ALONG A MAIN PEDESTRIAN CORRIDOR AT THE UNIVERSITY OF TORONTO

Because of the variety of spaces on each campus, a lighting plan is recommended as part of campus implementation that provides a variety of lighting options and light levels to best suit the different spaces, streets and pathways, and ensure a consistently well-lit, safe, and attractive campus. An additional benefit of a lighting plan is that it can also assist in the reduction of light pollution and energy consumption on campus by focusing and controlling light levels appropriately.

4.5. Phasing

A successful Campus Master Plan is one that creates a realistic and implementable strategy for the future build-out of the campus that is timely, efficient, and cost effective, and that makes sense in terms of identifying and addressing both short and long-term goals. The Master Campus Programming that coincides with the Campus Master Plan addresses program needs for the College, and helps to determine short and long term program opportunities, and the most suitable campus locations. The Campus Master Plan is structured to respond to programming opportunities as they arise, by providing a high level of flexibility in the built form and location of uses. The responsibility of the Plan is to provide a framework for realizing the vision, and for structuring the campus so that it can achieve the goals and objectives established in this Plan over the long term. This can be achieved through a clear phasing strategy.

The phasing strategy for the campuses reflects two key stages of development: short- to mid-term development projected over a ten year period of time; and a full build-out scenario, which reflects the long term realization of the Campus Visions.

4.5.1. Phasing Assumptions and Criteria

The following are some of the assumptions that guide the phasing strategy.

- The Master Plan does not identify specific locations for use, instead the phasing of development responds to opportunities for the campus. The structure of the Plan is such that:
    - building uses are not fixed to any singular location; and,
    - there needs to be a level of built-in flexibility to respond to opportunities as they arise and as capital funding allows.
- New building development should include the construction of new open spaces.
- Phasing of open spaces is equally as important as the phasing of buildings.
- Existing functions should remain operational until they can be replaced by future buildings.
- Each phase needs to contribute to the critical mass and synergies of existing buildings; therefore, the campus should be built out incrementally, from the core outwards. Building in proximity to the core is more important than locating a building elsewhere for the purpose of use.

Seneca College Master Campus Plan

5.0 Newnham Campus Master Plan

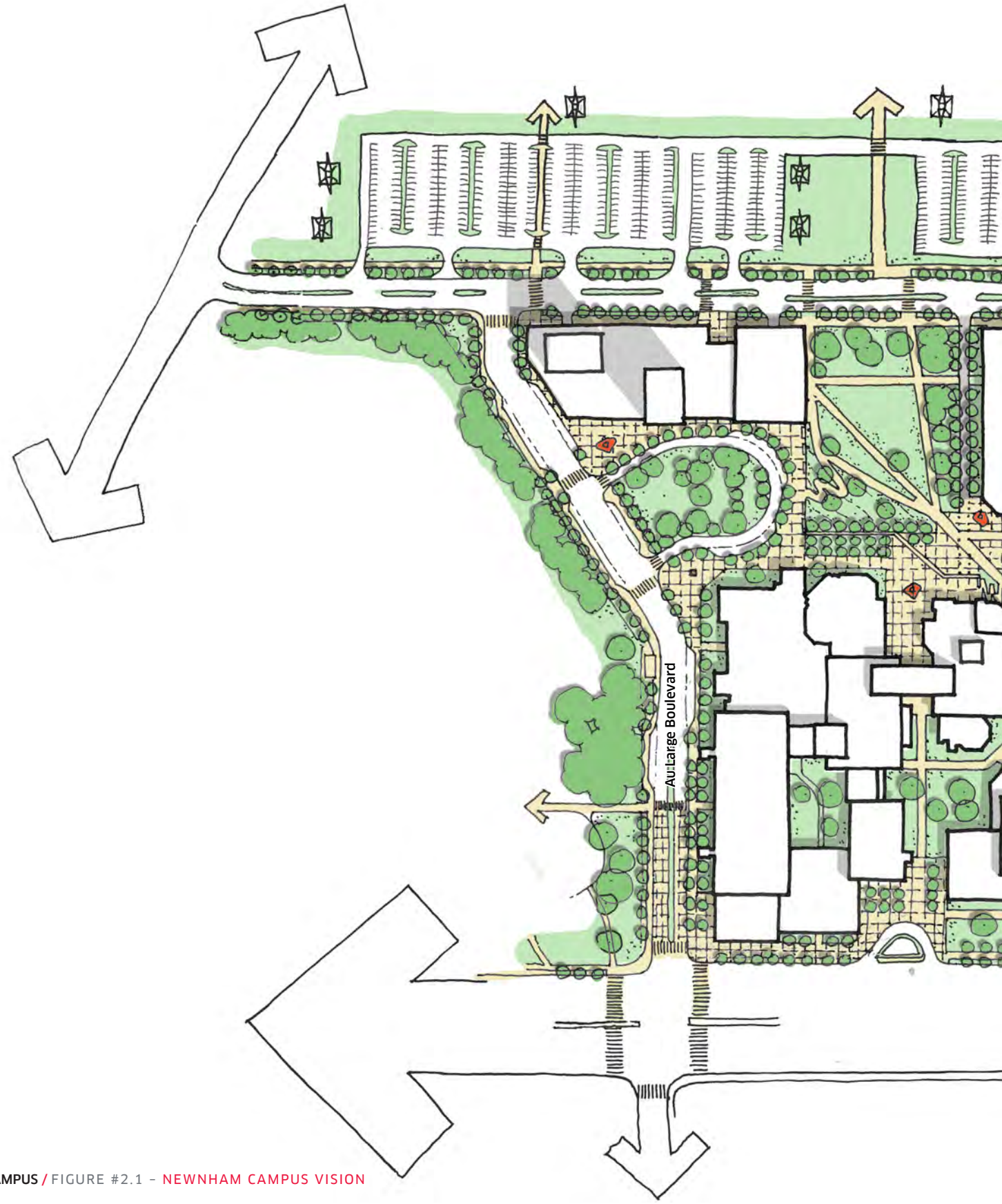
5.1. Vision

The Vision for Newnham Campus is one that strengthens the sense of place, inspires learning in a beautiful environment, encourages campus spirit, and presents a stronger campus presence in the community. The vision transforms the campus as an inviting, green, accessible, and community oriented place. The new campus structure responds to the density of an intensifying area, while at the same time creating an open, welcoming environment that is compatible with the neighbourhood character that surrounds it. With high quality landmark buildings, and beautiful tree lined streets, the campus presents a new face to the community, especially along Finch Avenue and Au Large Boulevard. A diverse network of open greens, enclosed courtyards, pedestrian pathways, and trails, create an accessible oasis within the urban context, linking the campus to the surrounding neighbourhood, open spaces, and trails. An organized system of streets and paths safely moves pedestrians and other modes of transportation through the campus, and a diversity of parking facilities minimizes the parking footprint, making way for new open spaces and amenities on campus.

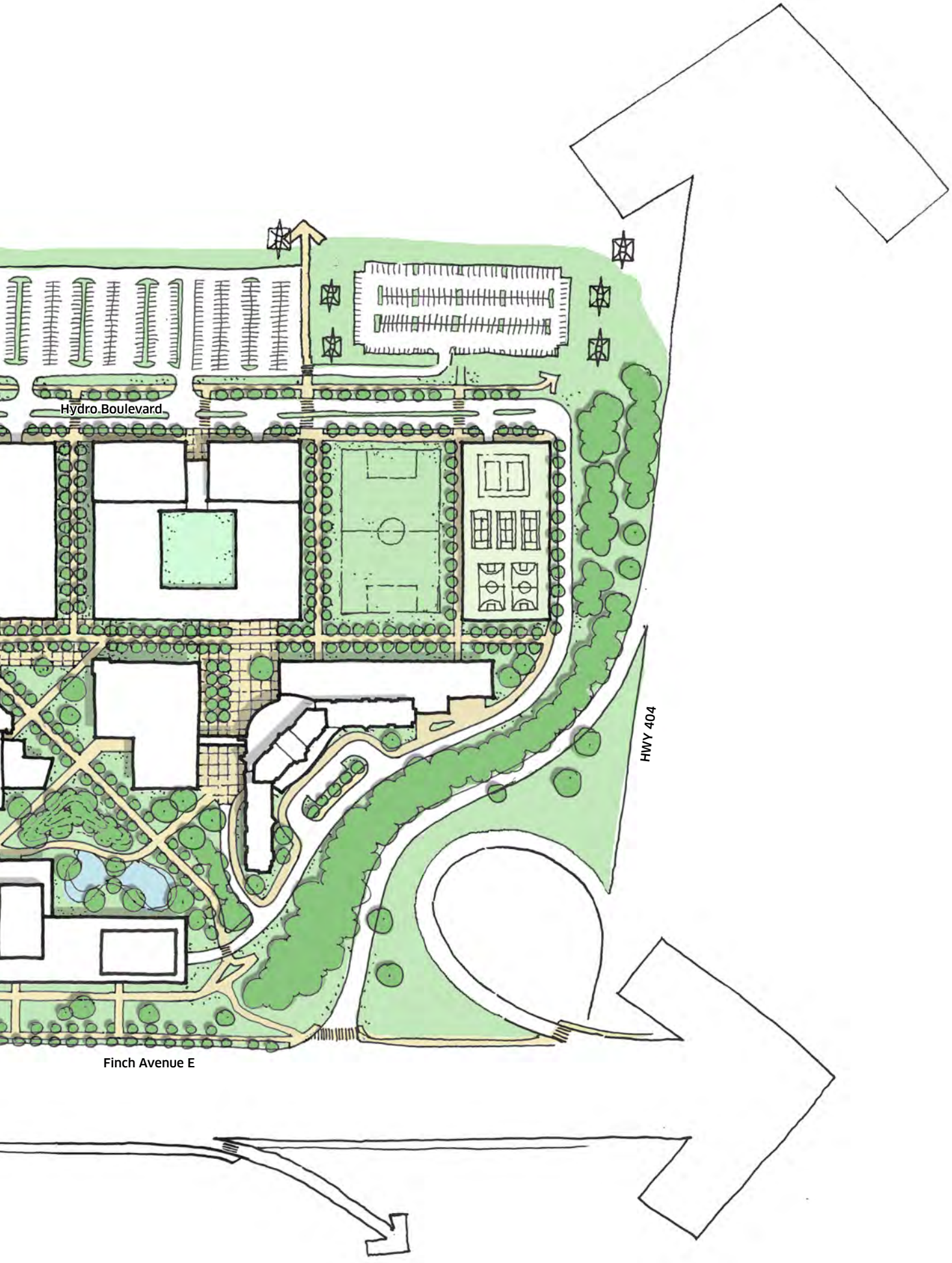
5.2. Planning Principles

1. **Newnham campus will be a place to call home, providing great places and a structure to support a vibrant 24/7 campus.**
   The campus is to be structured to function as a home away from home, providing a healthy, liveable, and comfortable environment with a variety of accessible places to study, eat, play, gather, shop, and exercise. Unlike many campuses, Newnham is a year round, 24/7 campus. Therefore, the Plan must be considerate of all seasons; it has to ensure that the campus is animated and safe in the after hours; and it has to provide a variety of useable, quality spaces both indoors and outdoors. In addition, the campus must be connected and easily accessible by all modes of transportation.

2. **Newnham campus will be an urban compact campus, with a clear structure for outward growth towards the community, as well as upward growth. This will maximize the campus' growth potential, physical presence, and sense of identity.**
   Being in an urban context and in responding to City policy directives, Seneca has an opportunity to develop the campus to the full potential of its site, and should focus on giving it a stronger presence and identity, both as a campus, and in the community. The campus must reflect sensible and responsible growth and development that demonstrates healthy city building, a more sustainable campus structure, and compatibility to the surrounding community.



NEWNHAM CAMPUS / FIGURE #2.1 – NEWNHAM CAMPUS VISION


Hydro Boulevard
HWY 404
Finch Avenue E

3. **Newnham Campus will be a destination for the community, and will function to foster college-community relations.**
   The campus vision and structure is geared toward encouraging and creating opportunities for college-community connections and partnerships, and providing opportunities for shared resources that reinforce the campus as an integral part of the surrounding community.

4. **Newnham campus will be a walkable campus, with pedestrians as a priority, while also accommodating other modes of transportation.**
   The Campus Master Plan places high regard for the pedestrian as a priority in the movement system. The Plan also recognizes the importance and necessity of being accessible, and integrates an organized structure for the safe movement of other modes of transportation that accommodates bikes, transit, cars, and service vehicles.

5. **Newnham Campus will be a transit friendly and accessible destination.**
   The Plan's movement framework recognizes the importance of transit connections and access and sets the stage for future transit connections and facilities on campus.

6. **Newnham campus will be a green campus, and a connected part of the natural heritage system and its amenities.**
   One of the goals of the Campus Master Plan is to create a beautiful, welcoming, and green campus environment, showcasing a healthy urban canopy, an enhancement of the creek corridor, and thus a repair of the area's natural heritage system.

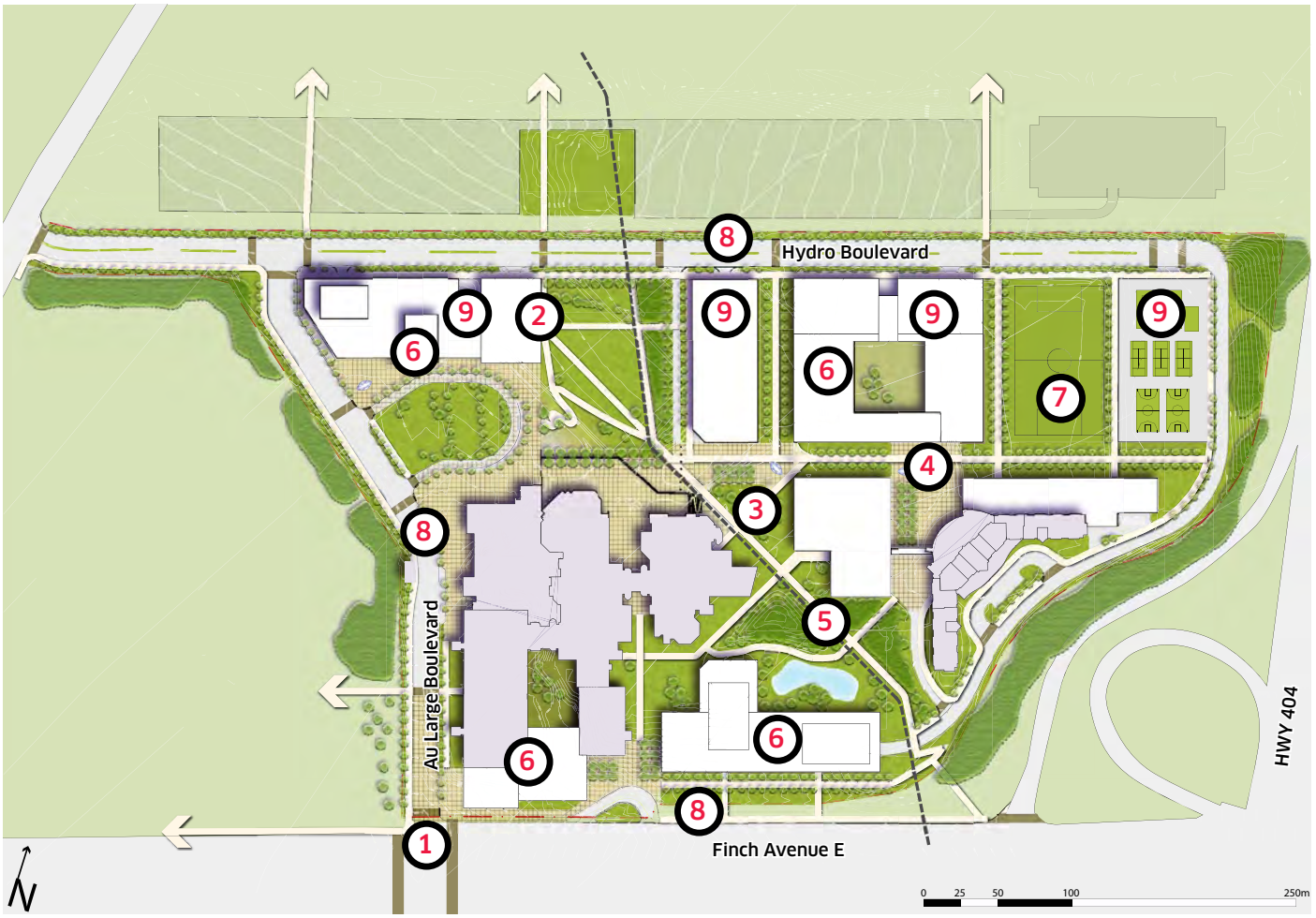
5.3. Design Strategies: The Big Moves Toward Achieving the Plan

Building on the planning principles, there are a series of design strategies or Big Moves that define a new structure for Newnham Campus in the context of a phasing strategy, and provide a basis for moving forward. The following Big Moves are in no particular order.

Big Move 1: Enhanced gateway and sense of arrival onto the campus

Create a more formal and celebrated entry into the campus, especially at the Finch Avenue intersection, defined by landmark gateway buildings, open spaces, a realigned boulevard, enhanced streetscape treatments, and safe pedestrian, cycling, and vehicular movement.

A realigned Au Large Boulevard will be celebrated as the primary accessway into the campus from Finch Avenue, defined by a new gateway building and streetscape treatment at the intersection, and a beautiful tree lined boulevard, creating a strong sense of entry and formal procession into the campus. The view at the end of the boulevard is terminated by a prominent landmark building, a transit drop-off loop, a large open space, and outdoor art that, together, create a welcoming gesture of arrival into the campus, that can be experienced from both intersections. The enhanced intersections allow for safe pedestrian movement into campus.



NEWNHAM CAMPUS / FIGURE #2.2 – CAMPUS STRUCTURE: BIG MOVES TOWARD ACHIEVING THE PLAN

LEGEND

- Existing Building
- Proposed Building
- Open Space
- Internal Courtyard (Ground Level)
- Internal Courtyard (Podium)
- Plaza
- Pedestrian Movement
- Crosswalk
- Water Feature/ Storm Water Management
- Infrastructure Easement

Big Move 2: A connected pattern of built form and open space
Create a distinct pattern of integrated built form and open space, where each supports the other, providing all buildings with as many opportunities to front onto a green space as possible.

Each building in the Plan should be developed in such a manner as to relate to all other buildings and to set the stage for an adjacent, integrated open space, providing a structure, frontage, and access to animate and define the space. A clear phasing strategy for campus development should ensure that campus open spaces are planned in conjunction with new building development.

Big Move 3: A pedestrian oriented circulation structure
Create a sensible and safe pedestrian oriented movement structure for the campus that addresses clear circulation and movement patterns for all modes of transportation.

A new circulation pattern is defined for the campus whereby the majority of vehicular, transit, and service movement and access, as well as drop-off areas, are concentrated along the campus perimeter, and the interior of the campus is the primary focus for internal and external pedestrian and bicycle movement.

Big Move 4: The east-west pedestrian spine
Create a strong east-west pedestrian spine that defines the heart of the campus and is the new structural element for the placement of new buildings, open spaces, and linkages.

The east-west pedestrian spine functions like a string of pearls connecting a pattern of new buildings, green spaces, plazas, and key north-south green linkages. The spine is supported by new building frontages and is the key pedestrian route into the campus from the main western entryway.

Big Move 5: A natural heritage open space corridor
Create a new use for the infrastructure easement that diagonally bisects the campus, with a strong open space feature that supports two of the main campus spaces, introduces new pathways and trails, responds to a unique topography, reintroduces natural heritage landscape features, and reconnects back to the area's natural heritage.

Central to the Plan is a unique landscape that features a series of distinct open spaces that run diagonally through the campus following its natural topography. This move takes advantage of an existing infrastructure easement and development site constraint, as an opportunity to reintroduce water on the campus, The large, contiguous open space corridor that connects north to the existing natural corridor will serve as a functional reminder of the original creek that once ran through the site, and is an important heritage landscape feature. The landscape is further defined by a large central open space at the heart of the campus, as well as a restored open space at the south end, characterized by a storm water management pond, and a network of pathways and trails.

Big Move 6: Visual prominence for the campus

Create new buildings of landmark stature that are visually prominent markers for the campus and create a distinct identity and presence.

All buildings on the campus should be designed not only to be of high quality, attractive, and welcoming, but should also reflect a level of prominence on the campus that shapes campus identity and presence. Key buildings such as those fronting Finch Avenue and at gateway locations, should reflect a stature that becomes recognizable for Seneca, reflecting the quality of the campus environment. The Plan builds on recent initiatives such as the LEED certified New Building A, in terms of raising the quality and expectation for creating distinct landmark buildings moving forward.

Big Move 7: New athletic and residential facilities

Establish a new athletic environment for the campus that replaces the current athletic facility, and incorporates the student residence and open spaces, providing a critical mass, and creating a stronger sense of place.

New athletic facilities along the north parts of the campus are defined by a central at-grade playing field, a multi-gym and arena facility, a plaza, an enhanced student residence, and structured parking that houses above-grade courts that are visible from the highway. A new, low building addition for the student residence provides an opportunity to better integrate the residence into an active part of campus.

Big Move 8: An outward and attractive face to the community

Improve the face to the community with attractive new buildings, new gateway entrances, green streets, and accessible open spaces, pathways, and trail linkages.

The Plan considers opportunities to present an outward face to the surrounding neighbourhoods, including:

- Greening the campus edges and streets;
- Creating direct and accessible pedestrian connections to adjacent properties and parks;
- Enhancing the Hydro Corridor edge;
- Realigning Au Large Boulevard to bring community oriented buildings and amenities closer to the adjacent neighbourhood; and
- Creating outward facing buildings with welcoming and attractive frontages.

Big Move 9: A new parking strategy

Create a strategy for parking that allows for a sensible and sustainable transition from surface parking, as development and growth of the campus intensifies.

A parking strategy for the campus must consider not only the current parking conditions, but also future transportation demands as the campus grows. The strategy considers the negative visual and physical impact that surface parking has on the campus and the surrounding community, and moves toward reducing

the surface parking footprint on campus. The strategy proposes a structured parking facility on campus, as well as below grade parking, as part of new building developments. In addition, a strategy for on-street parking, locations for pocket parking, and service lay-bys should be considered. The agreement for surface parking in the Hydro Corridor should be maintained as part of a long-term parking strategy.

5.4. Policies

The planning policies in this section follow the planning principles and the big moves towards the development and realization of the campus vision. The policies are structured in accordance with key planning and design frameworks that guide the development of the Plan and growth of the campus over time. In addition, the Campus Master Plan is in keeping with the policies of the City of Toronto's Official Plan, zoning bylaws, and relevant environmental policies, and incorporates the opportunities that these policies present.

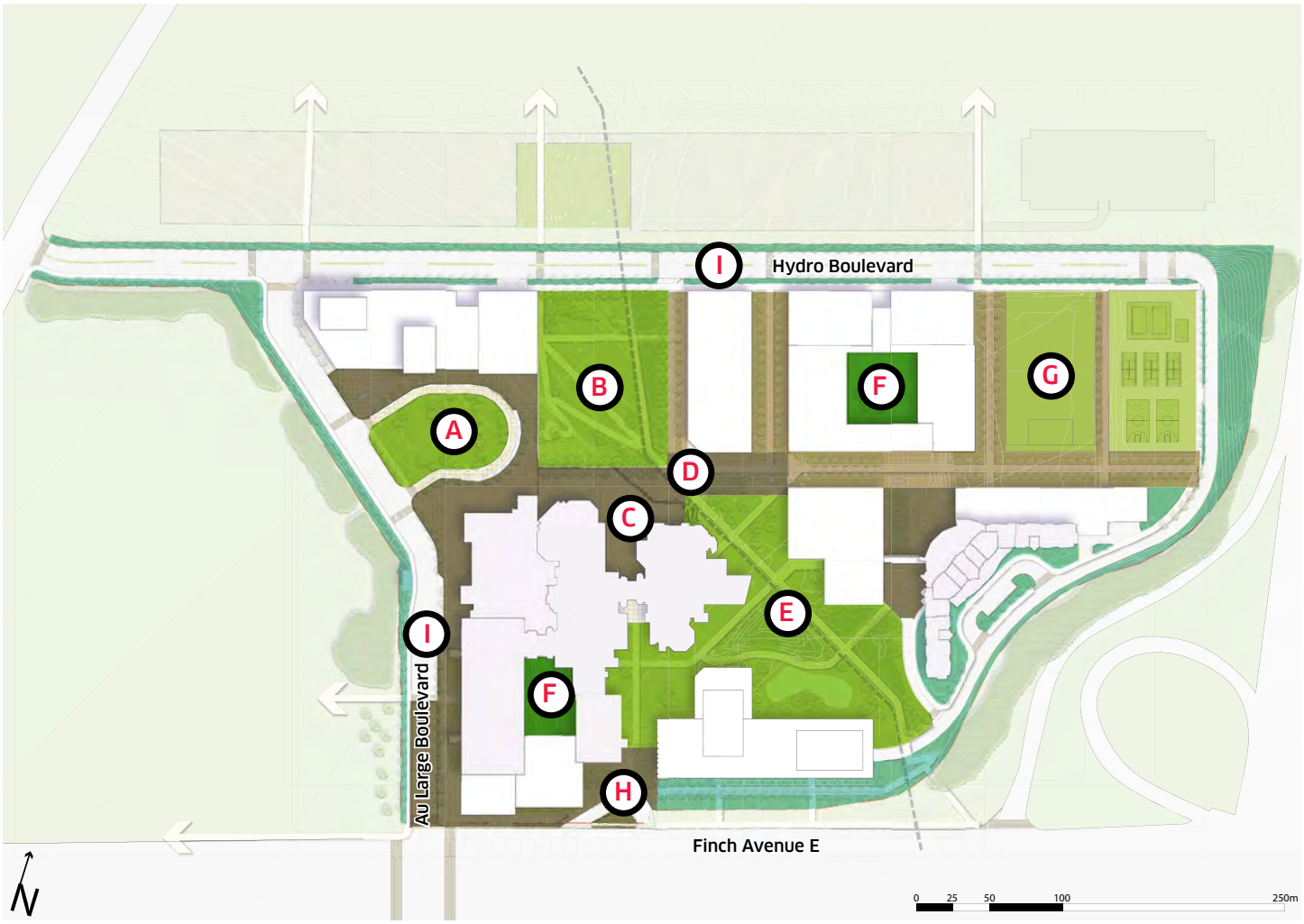
5.4.1. The Open Space Framework

One of the core features inherent in any healthy, beautiful, and welcoming campus environment is its open space. In the context of a long term vision and build-out of the Newnham Campus, an open space framework provides the structure needed to raise the bar in terms of achieving a high quality of life on campus, and in creating a memorable place and a friendly environment. The framework provides opportunities to connect to the neighbourhoods via trails, to expand the natural system, to create new amenities during all seasons, and to respond to the natural heritage features of the site.

5.4.1.1. Open Space Strategy and Key Initiatives

Currently, the campus has minimal significant, quality open spaces. This was not always the case. At the south end of the campus, currently a parking lot, there was a significant open space which included a pond and a bermed, treed landscape, creating an open amphitheatre. Today, only the bermed landscape with significant mature trees exists, and much of the campus' other landscaped spaces were lost. With the exception of the sports fields, buffer planting, and a few remnant landscaped spaces, a considerable portion of the campus is defined by surface parking. The Open Space Strategy seeks to transform this image of Newnham Campus into a sustainable green oasis, integrating buildings, streets, and pathways – creating a character and structure more in keeping with the neighbourhoods and natural features that surround it.

The campus should be a healthy, attractive, and inspiring place for student life; to walk and cycle through; and for comfortable and safe social interaction. It should represent an environment that all students and faculty can be proud of and enjoy using, and should be an inviting amenity for the community. The strategy seeks to restructure the campus to one that reflects sustainability, by creating a distinct green environment, and by developing a diversity of useable landmark open spaces that support a healthy environment.



NEWNHAM CAMPUS / FIGURE #2.3 – OPEN SPACE FRAMEWORK

A. Gateway Plaza
B. Academic Green
C. Upper Terrace Plaza
D. Central Creek Plaza
E. South Pond Green
F. Internal Courtyards
G. Sports Fields and Courts
H. Finch Transit Plaza
I. Streetscapes

LEGEND

- Feature Open Space
- Courtyard
- Athletic
- Buffer
- Plaza
- Main Spine and Linkages

The following are key initiatives of the open space framework.

1. **Establishing a Tree Canopy for the Campus**
   A primary goal of the open space framework is to create a landscape plan that establishes a tree canopy for the campus, which should be realized through a variety of landscape initiatives.

   - Provide new street trees along all campus streets. Where setbacks allow, provide a double row of street trees to increase the canopy and walking experience. A double row of trees provide windbreaks even in the winter months.
   - Frame all formal pedestrian pathways such as the east-west spine and the north-south linkages with trees on either side.
   - Design the plazas and major open spaces with treed areas to provide places for shade, shelter, and quite repose.
   - Find opportunities along the campus edges and within the natural heritage creek corridor to naturalize the campus landscape with larger tree planting.

2. **Creating a Comfortable and Welcoming Environment**
   Ensuring a high quality of life on a 24/7 campus hinges on having an accessible open space environment, and the ability to experience and interact with the outdoors year-round and during all seasons. The strategy focuses on creating a variety of comfortable places, framed and supported by transparent, accessible, and animated building frontages, which is important during the winter months. Interior gathering places should front exterior gathering places with multiple points of access as a means of providing shelter from the cold, while also allowing for the enjoyment of the outdoor views. Winter use and enjoyment should be considered for all open spaces. These may include, skating on the pond or hosting community-oriented winter events, such as ice festivals.

3. **Providing a Variety of Open Spaces of Landmark Status**
   The campus should be defined by a variety of high quality and inspiring open spaces with varying functions that address a diversity of open space needs for the campus and the surrounding community. The design of each of the open spaces should imbue landmark status, such that they are memorable and unique unto themselves. Collectively, open spaces should create a beautiful, quality environment for the campus and provide a setting for new buildings.

4. **Respecting the Heritage Landform and Topography**
   The concept of commemorating the creek corridor through the campus can be translated, through innovative design, into a magnificent and dynamic open space in the heart of the campus, integrating the existing topography, and reintroducing water as a key component of the landscape.

5. **Connecting to the Larger Open Space System**
   The campus open spaces should service aspects of the campus needs, as well as the greater community. The campus should be and feel publicly accessible.

The path and trail system should extend to the campus boundaries and beyond, connecting to existing neighbourhood trails, pathways, and open spaces.

6. **Enhancing the Athletic Precinct**
   The Campus Master Plan envisions redefined Athletic facilities that better integrate surrounding uses and buildings. The introduction of new buildings, open spaces, and pedestrian linkages provide an opportunity for new uses and amenities that will draw a necessary critical mass of people and activity to animate the northern part of the campus.

5.4.1.2. Open Space Structure

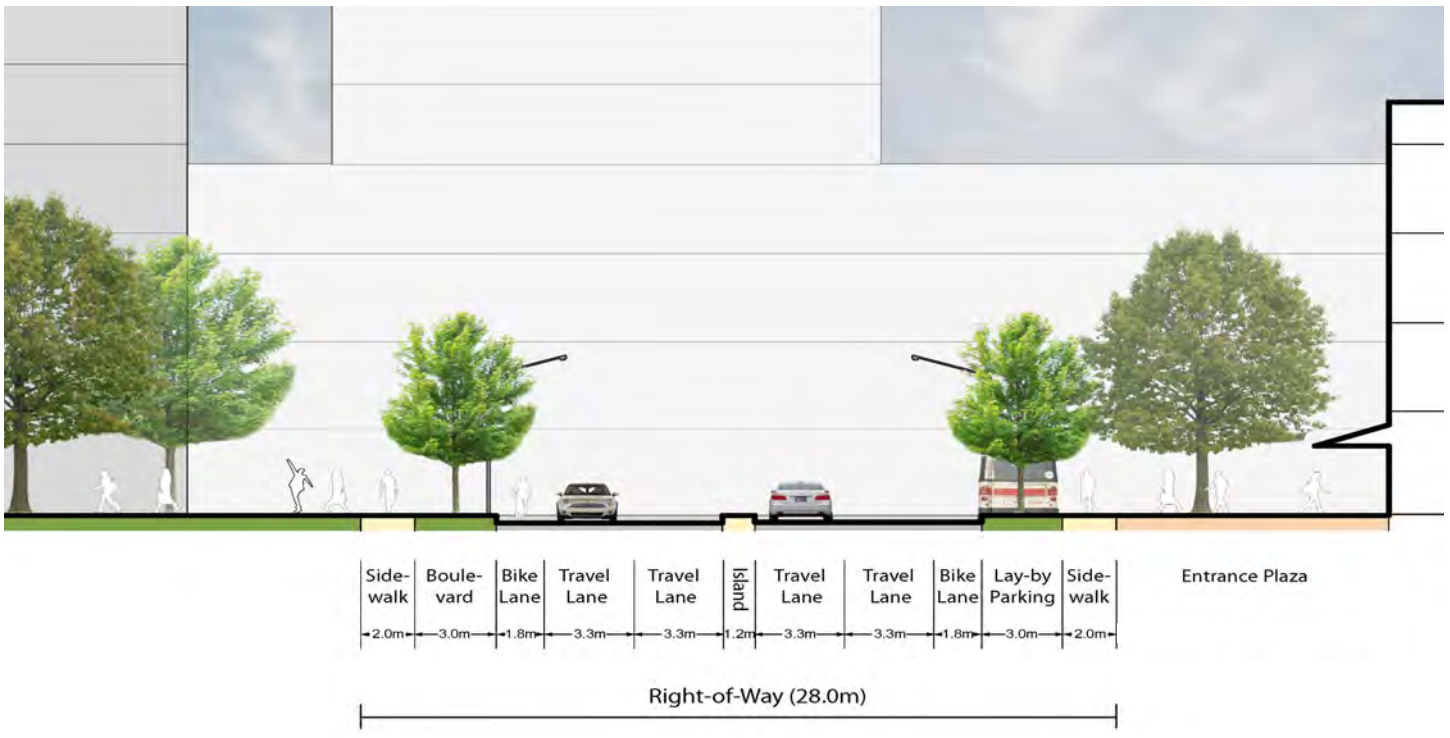
The Open Space Structure of the campus is defined by the following framework of spaces.

1. **The Streetscapes – Au Large Boulevard and Hydro Boulevard**

   Streetscapes are an important part of the public realm and should be treated and designed as key open spaces on the campus not only for movement, but for pedestrian activity, and to beautify the campus edges.

   Au Large Boulevard and Drop-off Loop

- Au Large Boulevard will be realigned to the western edge of the campus boundary and will be celebrated with enhanced streetscaping along its entire length, and at the gateway intersections.
- A continuous row of street trees and sidewalks on both sides of the street will



NEWNHAM CAMPUS / FIGURE #2.4 – AU LARGE BOULEVARD AT FINCH AVENUE, VIEW NORTH

define a new street cross-section for the boulevard, and will allow for on-street bike lanes, transit, as well as lay-bys for on-street parking (see Figure 2.4).

- The New Building A drop-off loop will be reconnected to the boulevard and will be further enhanced and integrated as part of a large central plaza.
- The Finch Avenue gateway intersection will have enhanced landscaping and paving to signify that it is a special pedestrian entryway to the campus.
- Enhanced paving and pedestrian crosswalks should be placed at intervals along the boulevard that correspond to main building entryways and pedestrian circulation routes.

Hydro Boulevard

- Hydro Boulevard should be enhanced with a continuous row of street trees on either side of the roadway, and sidewalks on both sides of the street.
- The centre median can be enhanced with landscaping such as grasses to beautify the roadway and create a more welcoming edge to the campus from the surface parking lots.
- Pedestrian crosswalks must be provided along the boulevard at key pedestrian access points into the campus, and to connect to existing trails and open spaces north of the campus.

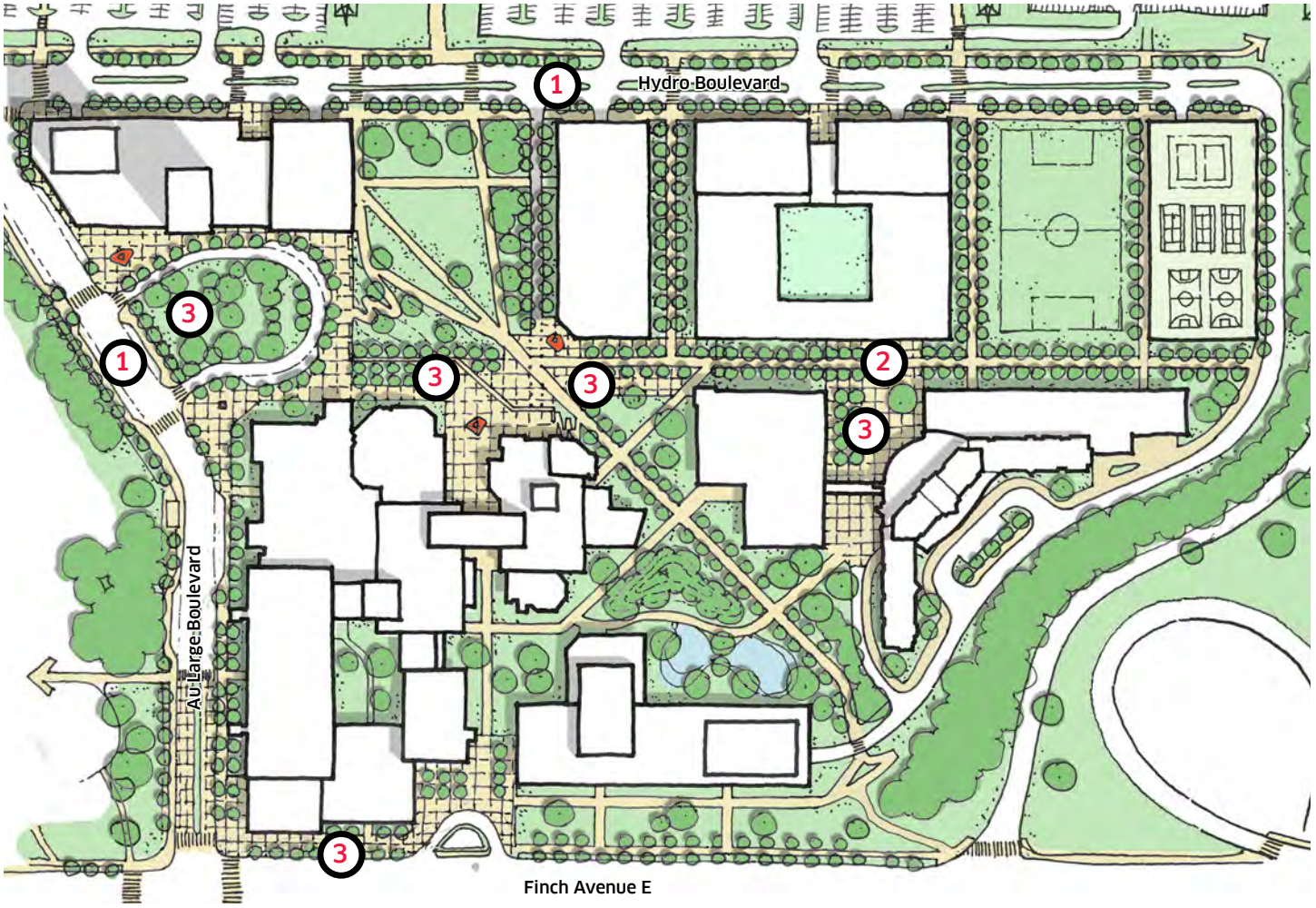
2. The East-west Pedestrian Spine and North-south Linkages

The east-west pedestrian spine is the main guiding element for the north build-out of the campus structure, in which buildings and open spaces are aligned.

- The new east-west mid-block pedestrian spine through the campus should connect the main plaza spaces, large green spaces, and main north-south pedestrian routes through the campus. It is along this spine that new buildings, open spaces, and linkages are organized.
- The spine should be tree lined along its entirety, with a central path connecting the plazas.
- The north-south linkages should be enhanced in the same way and function to connect the campus north and south and beyond to the northerly neighbourhoods, and south to Finch Avenue.
- The north-south service road should be enhanced to the same level as the linkages so that it is physically and visually integrated into to overall internal campus circulation network.

3. The Plazas – Gateway Plaza, the Upper Terrace Plaza, the Central Creek Plaza, the Athletic Plaza, the Finch Transit Plaza.

- The plazas should function as gathering places and should be designed to accommodate a variety of active and passive, formal and informal uses and activities, such as Seneca Day, academic gatherings, as well as community and sports related activities.



NEWNHAM CAMPUS / FIGURE #2.5 – OPEN SPACE STRUCTURE

- Plazas should also be designed to accommodate art and to showcase program related talents.
- Open spaces are intended to be animated year round, 24/7. Therefore all buildings must respond with bright, transparent frontages and active at grade uses.
- The plazas should be comfortable spaces, and should include seating, trees, landscaping, special paving treatments, pedestrian scaled lighting, and wayfinding elements.
- A common design theme should be applied in the plazas to create a continuous design expression throughout the campus.

4. **The Heritage Creek Corridor – the Academic Green and the South Pond Green**

   These landscapes define the former heritage creek corridor that runs diagonally through campus.

   Academic Green

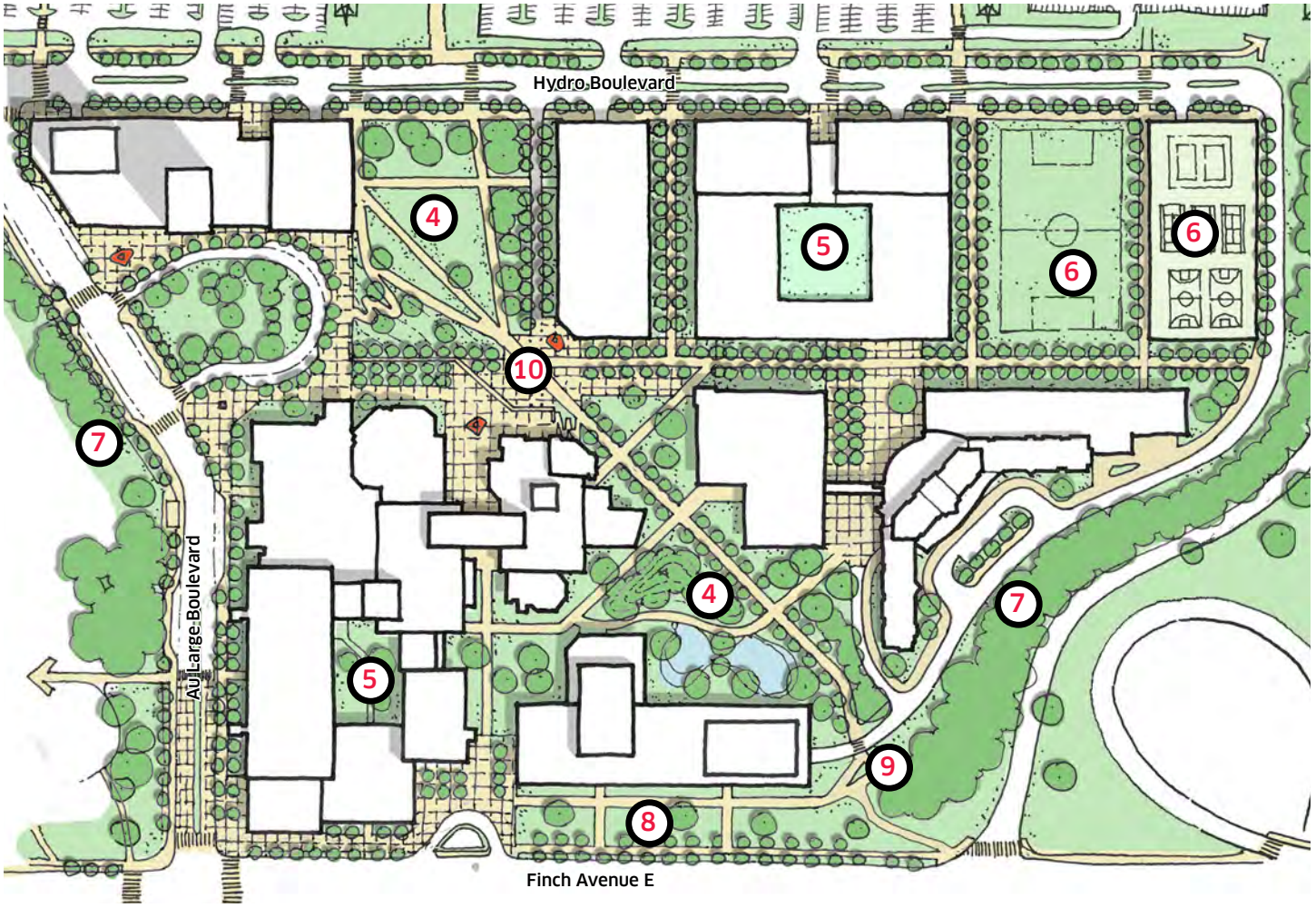
- This open space should function as the primary green space for the north end of the campus, primarily for passive recreation and activity.
- The Green is meant to provide an open view and transition to the neighbourhoods north of the campus.
- The Academic Green should be designed to mitigate the grade change from the height of the west campus Gateway Plaza, down to the lower grade of the Central Plaza.
- The design should respond to, and incorporate, the existing topography, as an opportunity to create one of the most interesting and unique spaces on campus. The grade change can be used as a viewing point to a landscaped stage below, and a water feature can be incorporated.
- The landscaping could incorporate some aspect of naturalized planting to commemorate the character of the natural heritage corridor.

   The South Pond Green

- The South Pond Green is part of a remnant landscape from the 80s, which included a pond feature and treed amphitheatre mound. The mound exists today with beautiful mature trees and together with the pond, now revived in this vision, are both central features of this open space, providing a new setting for existing and proposed buildings.
- Similar to the Academic Green, the south Pond should function as a primary green space for the south end of the campus, primarily for passive recreation and activity.
- The South Pond Green is meant to provide an open view and transition to the neighbourhoods south of the campus and to Finch Avenue.
- The landscaping could incorporate some aspect of naturalized planting to commemorate the character of the natural heritage corridor.

5. **The Internal Courtyards**

- Internal courtyards should function as outdoor rooms for buildings, and are either at grade or at the top of a building podium.
- Internal courtyards should accommodate passive recreation, and are places primarily for quiet repose. These spaces are also opportunities to visually experience the outdoors from the interior of buildings and to allow light to penetrate the built form.



NEWNHAM CAMPUS / FIGURE #2.6 – OPEN SPACE STRUCTURE

6. The Sports Field and Courts

- The sports field should function as a primary green space for the north end of the campus, for active sports-related recreation and activity.
- The sports field should be framed and animated by new buildings, with at grade activity and uses, including the ground floor of the structured parking facility.
- The field is meant to provide an open view and transition to the neighbourhoods north of the campus.
- The proposed parking structure on the east side of the campus can accommodate athletic functions on the rooftop.

7. **The Naturalized Edge Landscape**

- A naturalized planting buffer should be provided at the west end of the campus, along Au Large Boulevard to improve the west campus view, to create a scenic drive experience along the boulevard, and to increase the tree canopy on the campus.
- The existing naturalized buffer along the eastern edge of the campus should be enhanced to improve the east campus view, to enhance the service road and campus edge, and to increase the tree canopy.

8. **The Finch Avenue forecourts**

- The forecourt landscaping fronting the new buildings along Finch Avenue play an important role in establishing a green identity and a quality first impression of the campus.
- The forecourt landscape should contribute to creating a front gateway for the campus, enhancing the walking and driving experience, and creating a welcoming and friendly face to the community.

9. **Paths and Trails**

- Paths and trails are a key component of circulation and access on the campus and should therefore be universally accessible for all pedestrians, including people with disabilities.
- Pathways should accommodate bicycle use and emergency service vehicles, where possible.
- The design of paths and trails should be in keeping with the quality of the overall landscape, and provide an opportunity to enhance the character of the campus, especially in responding to the topography.
- Pathways should connect to building entrances and exits, and to the internal circulation system.
- A new jogging trail loop should be established around the perimeter of the campus and connect to the existing trails north of campus.

10. **Public Art**

- Public art is an important part of the open space framework. Strategically placed art can function as a wayfinding mechanism, can contribute to building campus identity, and can be used to terminate views and add interest throughout campus.
- To be in keeping with the current theme of the campus, which incorporates art in aspects of the built form environment, key locations for art in the campus' open spaces should be identified.

11. Open Space Views and View Corridors

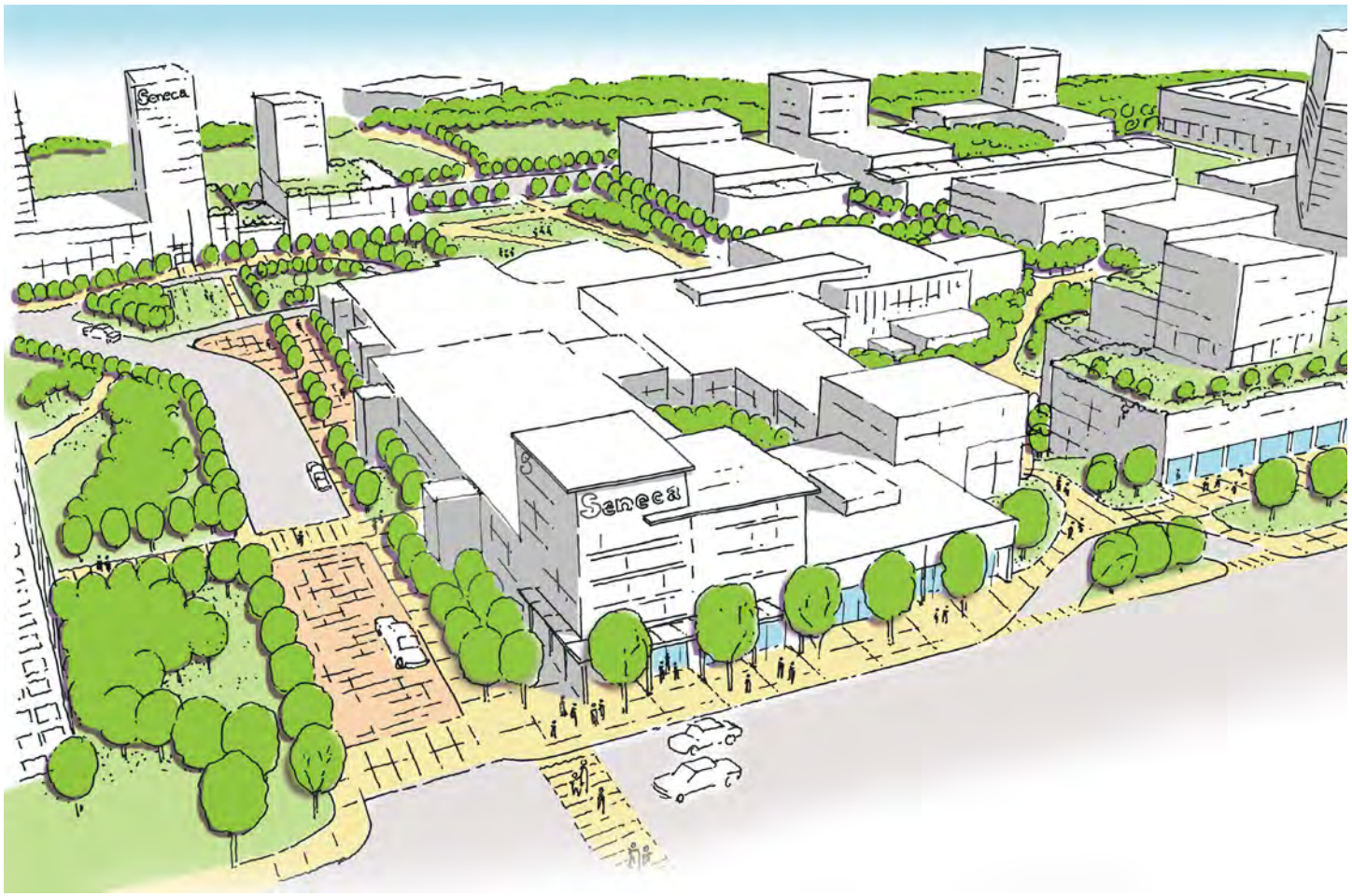
There are several key open space views and view corridors identified in the Campus Master Plan that are critical to wayfinding, as well as to creating exciting experiences throughout campus. The most important view corridors include the view along the east-west spine, and a series of north-south views across the campus that terminate at prominent building features or at one of the many open spaces – see Figure 2.10.

Establishing a clear view corridor along Au large Boulevard north to the gateway Building A is important because it represents the first visual glimpse into campus and is an introduction to the character of the campus. The elements along this view corridor therefore, including Building B, have to represent the high quality and identity of the campus as the first impression.

Another key view corridor is along the east-west pedestrian spine. This is an important wayfinding corridor as it extends the full length of the campus and provides a view to a majority of campus buildings and open spaces.

A third key view corridor is a wide view north from the Upper Terrace Plaza, taking in Building A and E, the Gateway Plaza, the Academic Green, the Central Creek Plaza, and beyond to the neighbourhood park, school, and residential fabric.

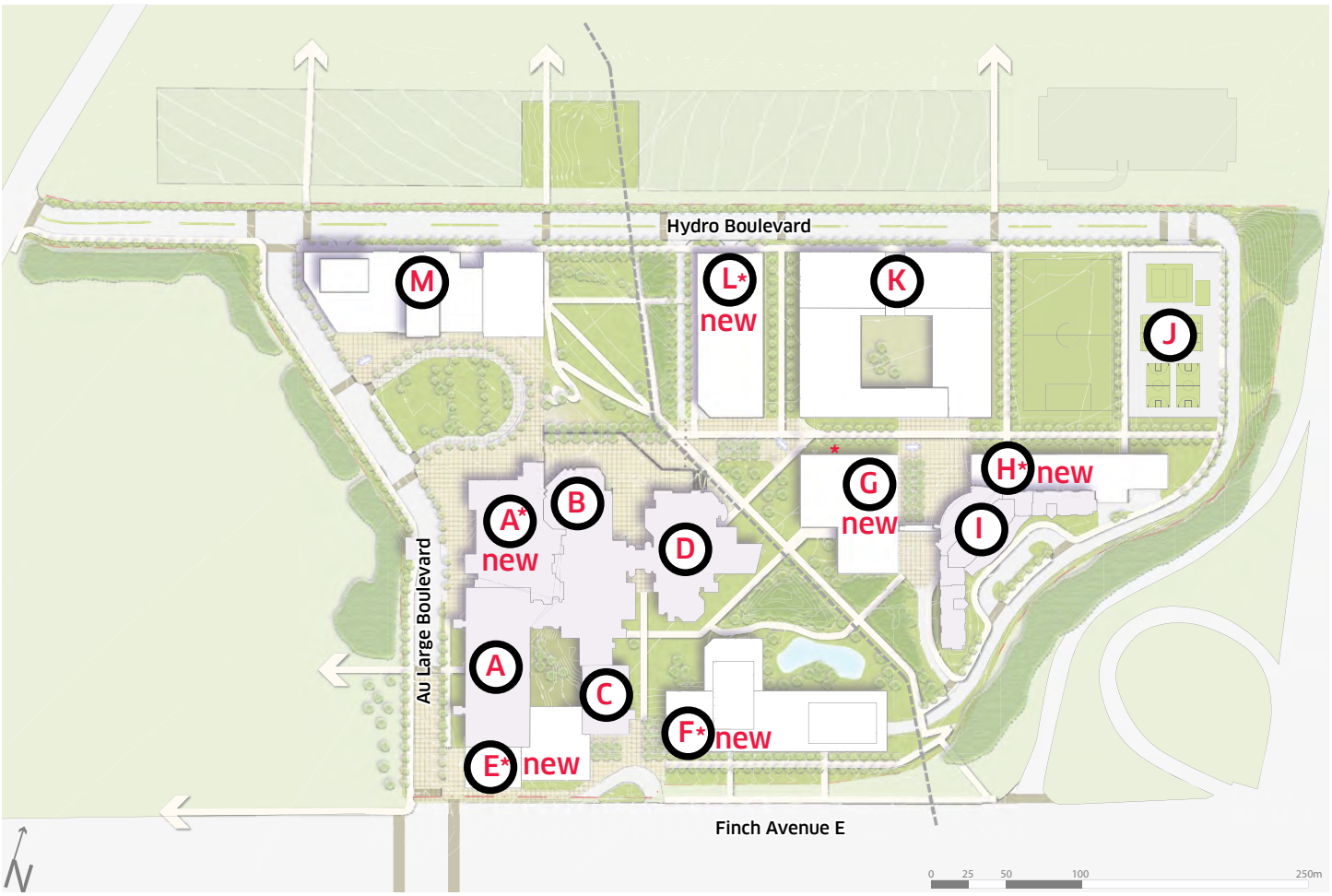
Lastly, one of the strongest long view experiences is diagonally across the heritage creek corridor open spaces. The permeable structure of the campus allows for several view opportunities into campus along the entirety of its edges.



NEWNHAM CAMPUS / FIGURE #2.7 – PERSPECTIVE - BUILT FORM STRUCTURE AND COMPOSITION

5.4.2. Built Form Framework

The Built Form Framework for Newnham Campus focuses on creating a new campus identity, an outward face to the community, a context to support and enhance the public realm, and a means of creating a compact, mixed-use campus environment. The Campus Master Plan approach for Newnham reflects an increasingly urban experience, encouraging indoor-outdoor pedestrian circulation. As a result, there are few buildings that are connected via a breezeway or as an addition to the existing campus structure. The framework also has regard for a respectful relationship to the surrounding community in terms of height, massing, transition, and character. Newnham Campus provides the best opportunity to maximize the College's growth potential, as the site has few building restrictions and constraints in comparison to the other campuses.

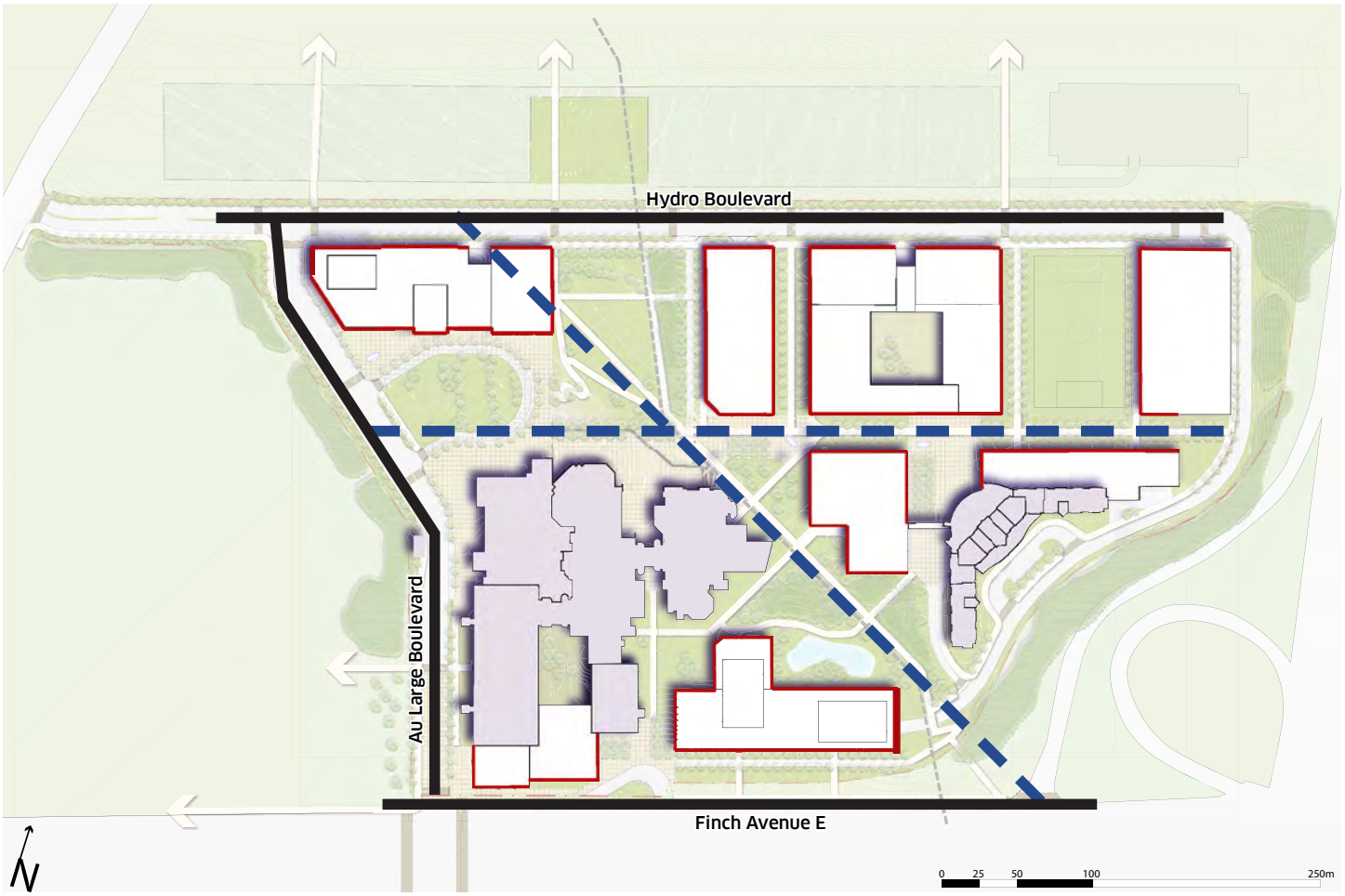


NEWNHAM CAMPUS / FIGURE #2.8 – BUILT FORM FRAMEWORK

5.4.2.1. A New Built Form Structure and Composition

The built form structure for the campus is geared toward delivering on academic objectives, efficiency of movement and connectivity, and placemaking. It also aims to create a safe, comfortable, quality environment that boasts high quality buildings that reflect principles of sustainability, provide a diversity of amenities, and support the open space framework. The composition of buildings in this context should be harmonious in creating safe, attractive places to linger, learn, recreate, and live on campus. Individually, each building should be unique, fulfilling a specific role in terms of use, stature, architecture, and orientation.

The new campus buildings play a multiple role in the built form composition and campus structure. They are organized to be both outward and inward looking; fronting the surrounding streets and defining the perimeter of campus, creating a new face to the community; and defining and framing a new internal east-west pedestrian spine and



NEWNHAM CAMPUS / FIGURE #2.9 – CAMPUS STRUCTURING ELEMENTS AND BUILDING FRONTAGES

LEGEND

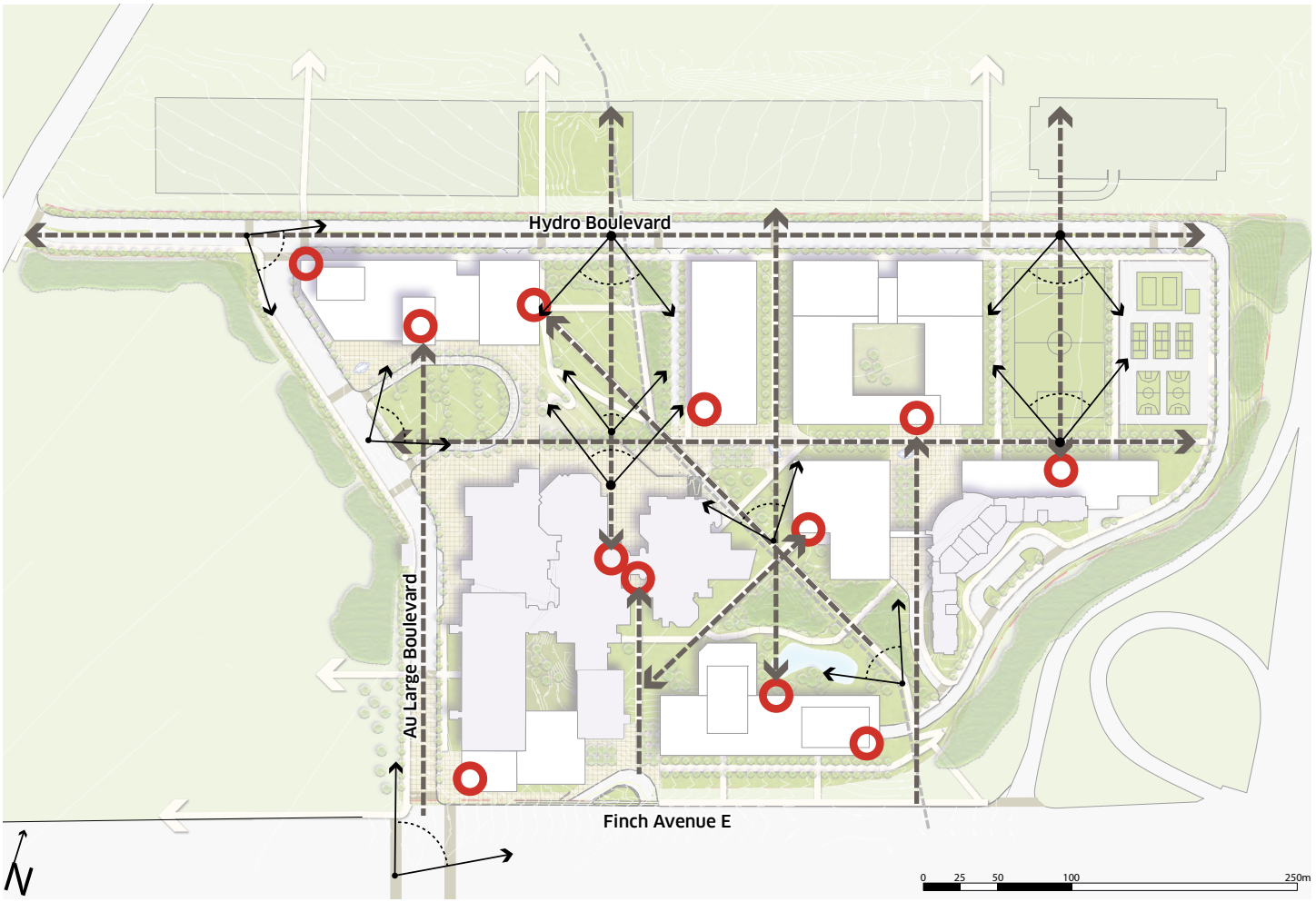
- Proposed Building
- Existing Building
- Campus Structuring Element (perimeter)
- Campus Structuring Element (internal)
- Active Building Frontage

adjacent open spaces. The structure of the built form, therefore, engages the public realm all around, creating new linkages between buildings internally, and also externally to adjacent spaces.

5.4.2.2. Specific Built Form Guidelines

The following are specific built form guidelines for the campus:

- Corner gateway buildings (such as at the Finch Avenue intersection), should be sited to address the intersection and both street frontages, with a visible primary entrance.
- The gateway Building M at the end of Au Large Boulevard should have a primary frontage and a visible primary entrance along the south face of the building fronting the Gateway Plaza, and secondary entrances along Au Large Boulevard, and Hydro Boulevard.
- In terms of servicing, the new campus buildings [F - H (New), J, K, L (New), and M] will have service access along either Hydro Boulevard or the west service lane.
- The existing west building complex and Building E (New) will be serviced from the existing northerly service bay and be accessed along a service lane from Hydro Boulevard. The Lane should function as a pedestrian passageway as well as a service route, and treatment of this lane should be of the same quality given to all campus pathways.
- Larger building masses such as Buildings F (New), K, L (New), and M, should allow for mid block passageway corridors (to the full width of the building), that are connected to key pedestrian circulation routes and open spaces.
- The height, scale, and massing of buildings, should optimize growth capacity but must also complement and support campus open spaces, creating an attractive, comfortable, and safe public realm environment and pedestrian experience. The general height of academic building use should be no more than four storeys - see Figure 2.11.



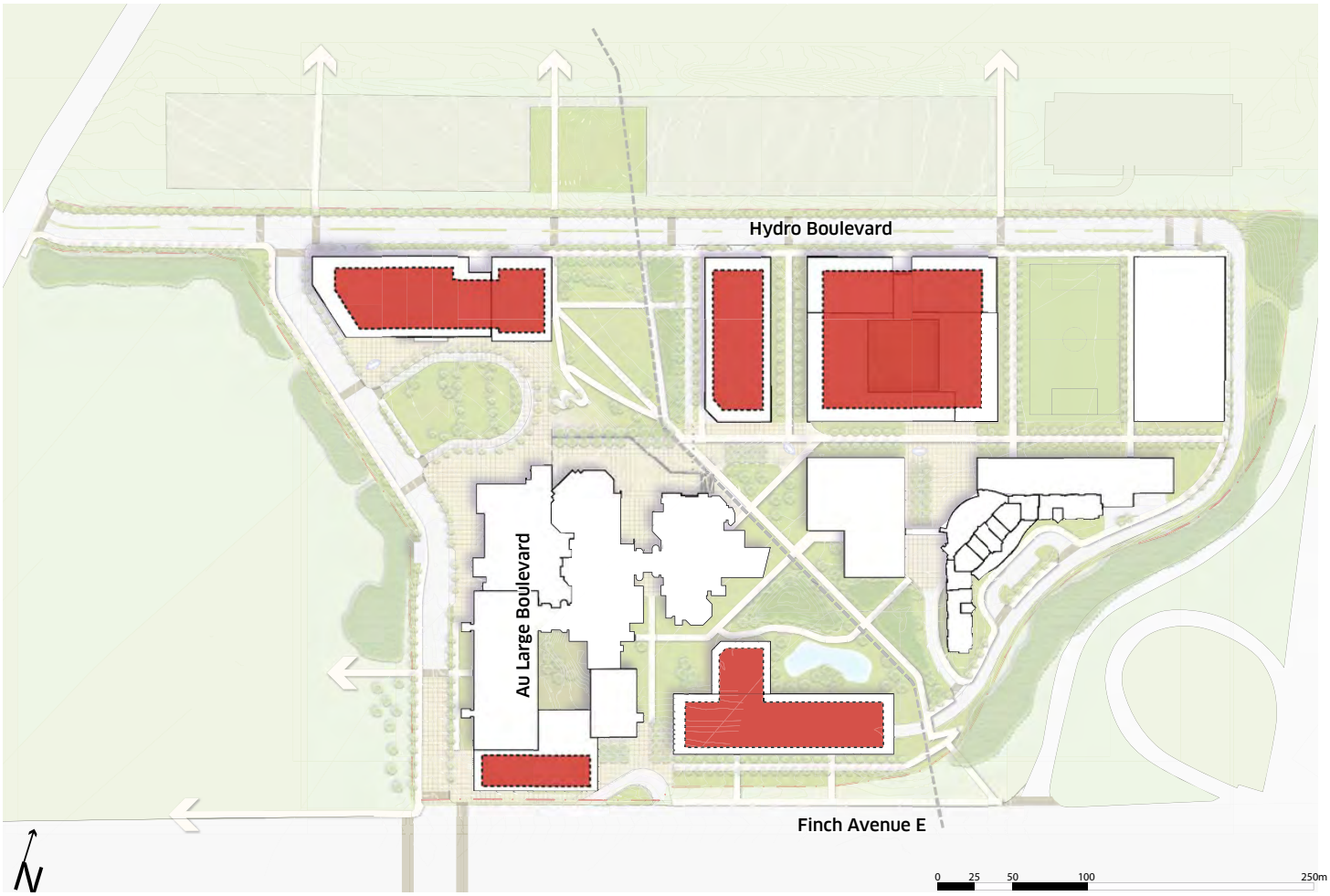
NEWNHAM CAMPUS / FIGURE #2.10 – VIEWS AND VIEW CORRIDORS

LEGEND

Panoramic View

View Termini

View Corridor



NEWNHAM CAMPUS / FIGURE #2.11 – BUILDING HEIGHT OPPORTUNITY

LEGEND

Building

Height Opportunity

5.4.2.3. New Campus Buildings and Built Form Character

There are eight new campus building sites identified in the Campus Master Plan, including the structured parking facility. The buildings are identified in Figure 2.12.

The following describes the new campus buildings, their role, and built form character:

Buildings E (New), F (New), and M: Gateway Community-Campus Buildings

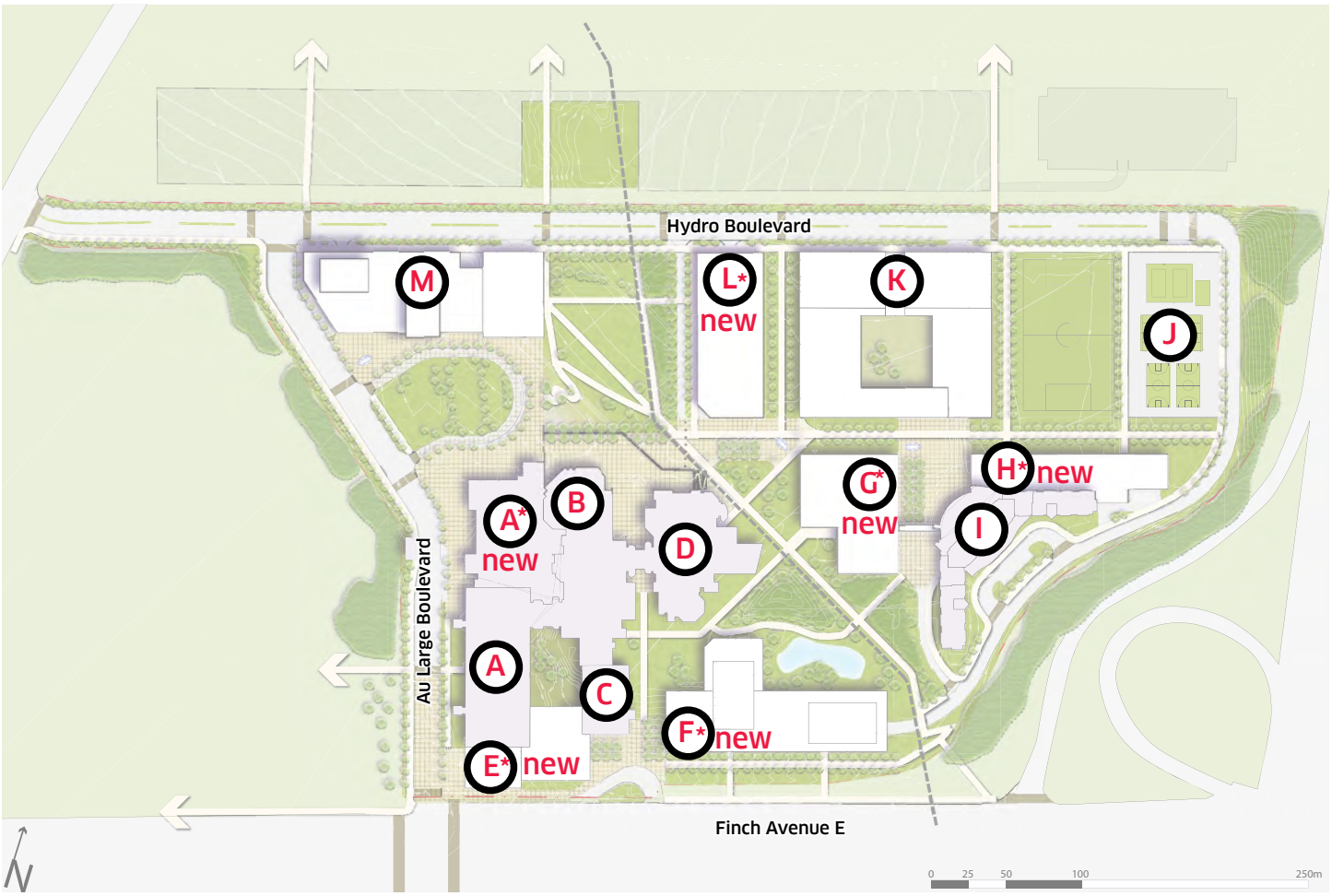
As gateway and street-related buildings, these buildings should be well animated and community-oriented, providing opportunities for on-campus amenities and for community-campus synergies, in addition to academic program use. These buildings should be able to accommodate a component of at-grade retail uses as they are the face to the community, and front streets. The scale and massing of Building M has the potential to accommodate academic uses, as well as a triple gym facility, student residences, office space, and at-grade neighbourhood retail amenity. Building E (New) should function as the primary gateway building for the campus, and should have highly visible building articulation with integrated signage that provide an immediate identification of the campus by pedestrians, cyclists, and vehicles. The open space fronting Building E (New) should be urban in character, functioning as a hard surfaced plaza. Au Large Boulevard should function as an extension of the plaza. Building F (New) should function in a similar fashion to Building E (New), but primarily as a visual indicator for the campus in terms of having a welcoming frontage and clear visibility and access from the street. The scale and massing of this building can accommodate academic uses, as well as student residences, office space, and at-grade neighbourhood retail amenity.

Buildings G (New), H (New), K, L (New): New West Campus Buildings

These buildings provide opportunities to expand the academic programs and uses, create a more animated east campus, bring the campus closer to the neighbourhood, and potentially integrate the existing student residence. Building K has the potential to accommodate structured parking within its core, if surrounded by active uses.

Building J: Mixed-use Academic and Structured Parking Facility – with at-grade amenity space

This building can accommodate primarily structured parking, and be faced with other uses (especially at grade level) such as commercial, academic, and operational uses. Other uses can include athletic facilities such as change rooms and staff offices. There are also opportunities to design the building to integrate stadium bleachers into the facade of the building to view athletic events. Because of the building's proximity to the highway, there are opportunities to increase the building height to establish a visual identity and presence.



NEWNHAM CAMPUS / FIGURE #2.12 – NEW CAMPUS BUILDINGS

5.4.3. Movement Framework

Newnham Campus faces many transportation challenges in terms of providing safe pedestrian and vehicular movement to and through the campus. The Finch Avenue intersection is the main gateway into the campus, and is currently the most congested pedestrian area. As well, the pedestrian and vehicular circulation and accessibility for parking is confusing and inefficient, and creates congestion at the Don Mills intersection.

The Campus Master Plan Movement Framework considers these challenges in terms of creating a safe, walkable, pedestrian oriented campus that accommodates all modes of transportation. The Plan presents opportunities to reduce the amount of vehicular traffic to the campus and on campus, and encourages instead a stronger transit presence, as well as other modes of transportation such as increased bicycle use, and the Seneca Shuttle. In addition, transportation management options are proposed such as carpooling and parking incentives. The Plan presents a clear and organized system of movement for all modes of transportation that prioritizes pedestrians, focuses on safety and walkability, and reduces traffic congestion. Universal accessibility must be a part of all aspects of design for movement and circulation. The following sections outline the key transportation considerations associated with the Newnham Campus Master Plan.

5.4.3.1. Pedestrians

The Plan envisions a well-connected pedestrian network throughout the campus, comprised of internal routes between buildings, and external routes along the boundary roadways that form a part of the open space system.

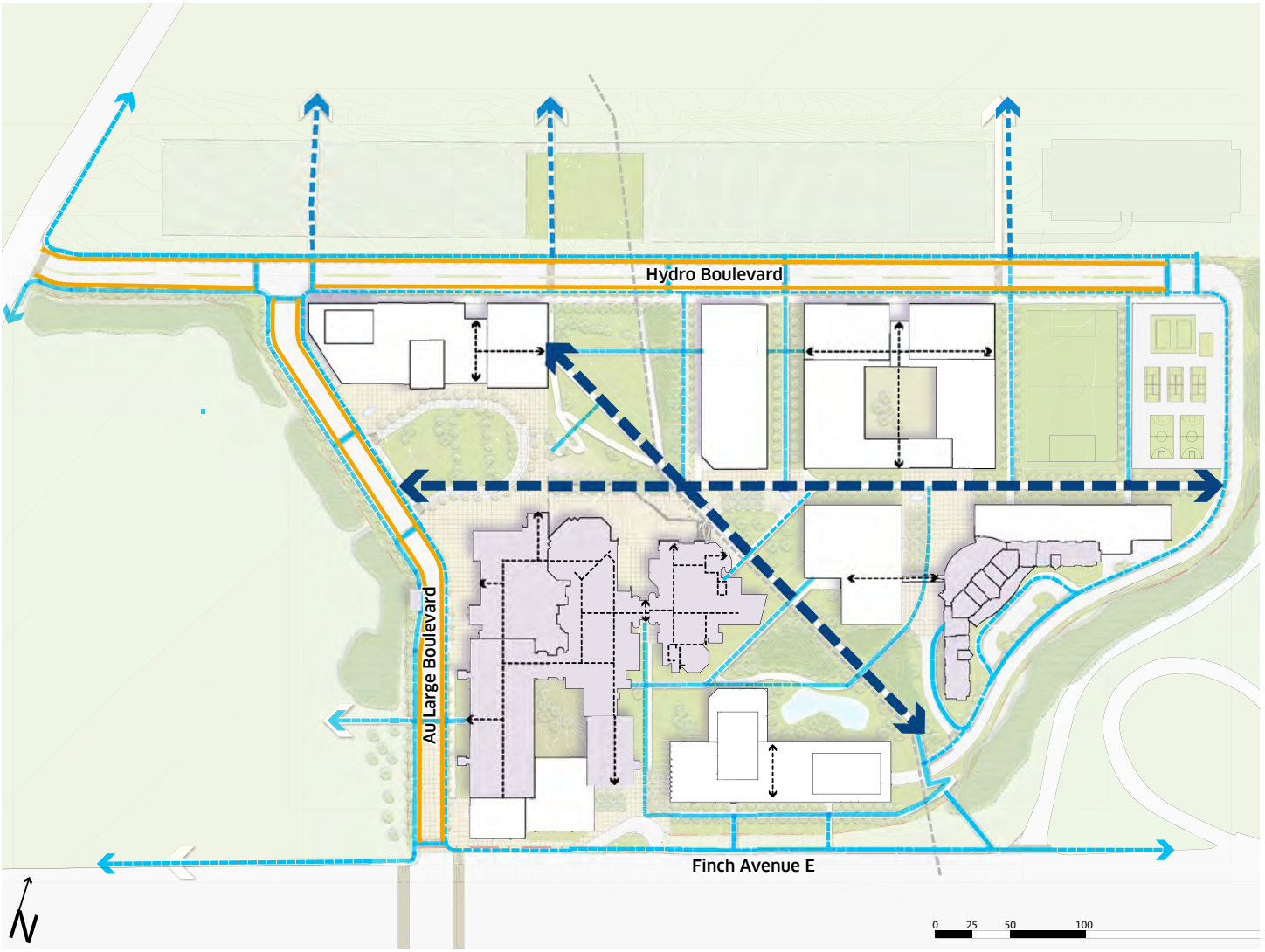
Internal Circulation

The internal pedestrian circulation network is based on a central east-west pedestrian spine that extends from a reconfigured pick-up and drop-off loop on Au Large Boulevard to the internal circulation driveway adjacent to Highway 404. The pedestrian spine will provide a continuous route for pedestrians across the campus, with access to key buildings and facilities, including the New Building A facility, the planned central greens, and the planned reconfigured athletic facilities at the eastern portion of the campus.

Several additional internal campus routes between buildings are also contemplated throughout the Campus Master Plan, connecting key destinations and buildings. These routes should be constructed with a design that supports a comfortable walking environment including trees, proper lighting, and with a width that accommodates higher pedestrian flows between buildings, especially during class changeover times. An optimal width minimum for a pedestrian walkway is approximately 3 to 4 metres.

External Circulation

Au Large Boulevard (from Finch Avenue) and Hydro Boulevard (from Don Mill Road) are the two primary entry points into the campus for both pedestrians and vehicles. As such, both routes should be constructed with high quality pedestrian facilities on both sides of the street to encourage a positive walking environment. Where the roadways are adjacent to planned future buildings, opportunities for creating canopies through



NEWNHAM CAMPUS / FIGURE #2.13 – PEDESTRIAN AND CYCLING MOVEMENT

LEGEND

- Main Pedestrian Spine
- Trails
- Sidewalks and Pathways
- On-Street Cycling Lane
- Internal Building Circulation

the building design should be explored to provide a weather protected environment for pedestrians. Crosswalks should be located on external routes at key locations, especially where they intersect internal campus routes.

Figure 2.13: Pedestrian Cycling Movement illustrates the proposed pedestrian movement framework including recommended crosswalk locations.

5.4.3.2. Bicycle Movement

Cycling Network

Given that the internal routes within the campus will be focused on accommodating students on foot going between classes, the Campus Master Plan cycling network should be focused along the two primary external routes by providing on-street bicycle lanes along Au Large Boulevard and Hydro Boulevard. These will provide clear routes to key destinations for campus cyclists and will minimize any pedestrian and cyclist conflicts internal to the campus.

Cycling Facilities

To support the recommended cycling strategy and to provide safe and efficient cycling around the periphery of the campus, it is recommended that several bicycle parking facilities be located along the external cycling routes to serve cyclists at strategic locations where they would logically access the internal campus pedestrian system to get to their destination. A range of bicycle parking options should be provided, catering to different user groups, including post and ring external bicycle racks, secure bicycle cages, and weather protected, secure bicycle parking locations within buildings.

Providing a mix of bicycle parking options at strategic locations will encourage staff and students to cycle as they know they will have access to convenient and secure locations to store their bicycle.

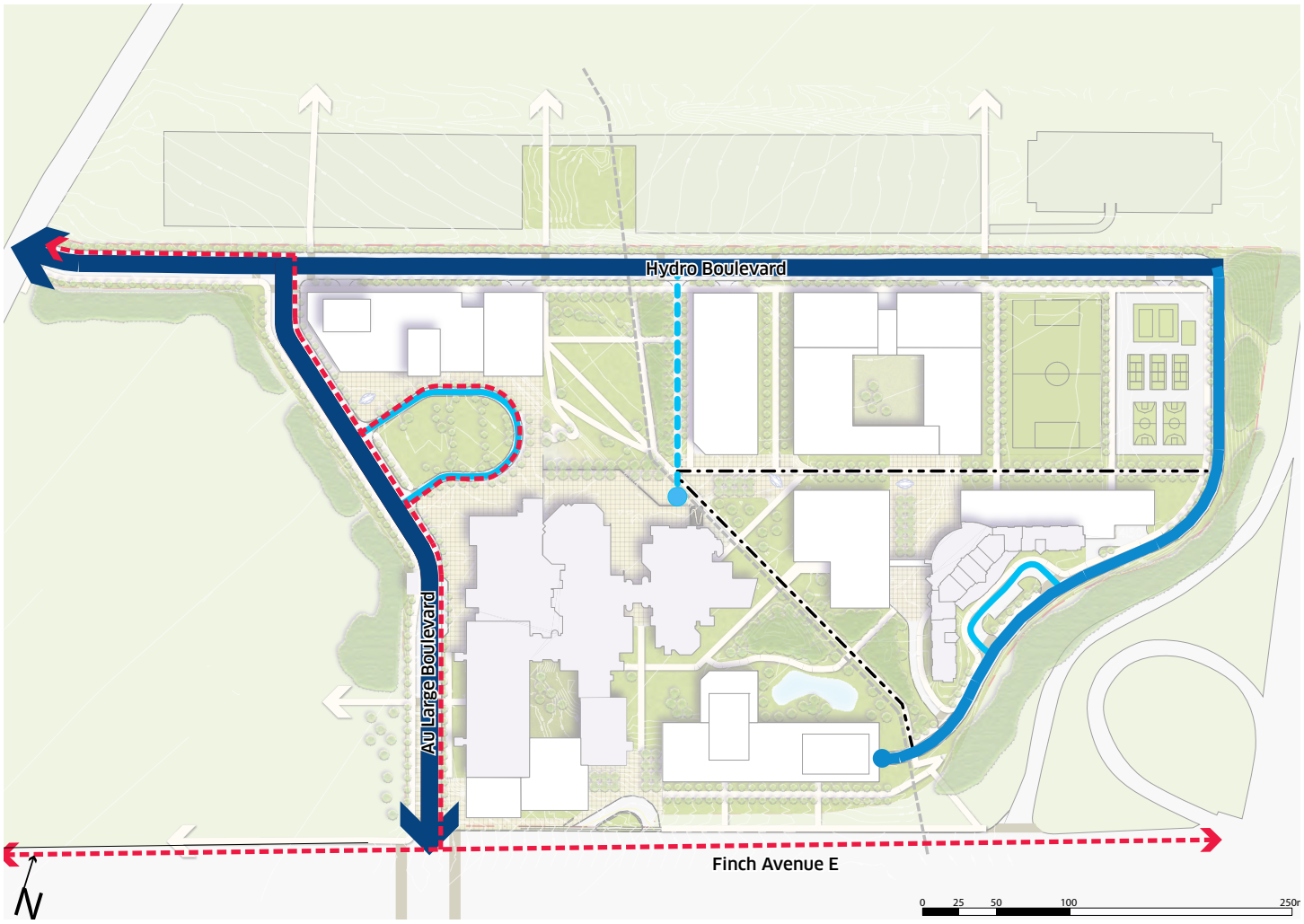
5.4.3.3. Transit

Transit Network

The current transit network includes two TTC bus routes (Route 39 – Finch East, and Route 25 – Don Mills), one YRT bus route, and one VIVA route. All transit access for students and staff is currently either from Don Mills Road or Finch Avenue East. The primary bus stop for the campus is a bus-loop located on the north side of Finch Avenue just east of Au Large Boulevard.

As the Newnham campus continues to grow and establish a core further north from Finch Avenue, it will be important for transit service to enter the campus in order to improve accessibility. It is recommended that Seneca College continue to dialogue with both TTC and YRT/VIVA about bringing transit onto campus to an area that is more central for users.

Given its proximity to the Finch Avenue and Highway 404 interchange, Seneca College may also enter into discussions with GO Transit about locating a GO Stop on campus. The GO Newmarket – Union bus route currently passes by the site on Highway 404 and locating a stop on campus would provide a logical place where GO could gain ridership.



NEWNHAM CAMPUS / FIGURE #2.14 – TRANSIT AND ROAD NETWORK

LEGEND

- Primary Road
- Secondary Road
- Tertiary Road
- Service Road
- Public Transit
- Emergency Access Route

Transit Facilities

To facilitate bringing transit onto the campus, the Plan envisions the location of a new transit drop-off loop within the Gateway Plaza, as well as on the re-aligned Au Large Boulevard. The loop would serve as a central transit stop on campus that accommodates both TTC and YRT/VIVA Buses. The proposed drop-off loop on the re-aligned Au Large Boulevard, in addition to transit stops along Au Large boulevard, provide a convenient routing option for buses with good access to Don Mills Road via Hydro Boulevard, and to Finch Avenue via Au Large Boulevard. Figure 2.14 illustrates the proposed transit framework.

5.4.3.4. Access

Road Network

A primary move in the Plan is a re-alignment of the north half of Au Large Boulevard to approximately 100 metres to the west. The shifting of Au Large Boulevard will consolidate an isolated property on the west side of the campus within the primary external campus area. The reconfigured road pattern will also provide for an expanded pick-up and drop-off loop on the east side of Au Large Boulevard.

Along with the re-alignment of Au Large Boulevard, a primary move envisioned in the Campus Master Plan will be to make the best use of Hydro Boulevard as a primary gateway street for the campus. Currently, Hydro Boulevard serves as a secondary access point compared to Au Large Boulevard, in terms of visibility of primary buildings and wayfinding. To make the most efficient use of the campus road network, it is recommended that the Hydro Boulevard entrance be improved to serve as a primary gateway, providing increased visibility to and from the campus (through new buildings) and better signage. This will better disperse traffic to and from the campus.

Road Hierarchy and Character

Au Large and Hydro Boulevards will service the campus as the external access points for the campus and will accommodate vehicular traffic. Both streets are currently designed as local streets.

The Plan contemplates improvements to the design and pedestrian environment along both streets. This includes provision of sidewalks on both sides and an upgraded pavement design that accommodates vehicular traffic, future buses, and cyclists, as well as landscaping. Each road will have marked pedestrian crossings in logical locations. On street parking will be permitted in strategically located curb lanes on both Au Large Boulevard and Hydro Boulevard to provide additional short term parking for campus visitors.

The north-south leg of the existing campus roadway at the eastern edge of the site will be aligned further east to accommodate a new mixed-use structured parking facility in that corner of the campus. The campus road will continue to access the student residence as well as a new building (Building F New) fronting onto Finch Avenue. This road is considered a pedestrian and cycling-oriented campus street in the Plan, and so improved pedestrian treatments such as sidewalks and streetscaping are recommended for it.

Taken together, the collection of campus streets creates a walking, cycling, and jogging loop around the entire perimeter of the campus.

Traffic Calming
Traffic calming on the two external roads (Au Large and Hydro Boulevards) will be accomplished through the provision of on-street parking as well as through a variety of pavement treatments, such as raised intersections or zebra striping, at important pedestrian crossings. In this regard, the proposed re-alignment of Au Large Boulevard is in-and-of-itself a traffic calming measure, as the curved geometry will result in drivers slowing down.

5.4.3.5. Parking

Parking Supply
The Newnham Campus currently has a parking supply of approximately 2,600 spaces, which is approximately 80 to 85 percent occupied during peak campus operations.

Based on a review of the projected student increases for the Newnham Campus from ECS (approximately 800 students) it is recommended that the campus maintain its current parking supply. No additional parking is recommended at this time to accommodate the estimated increase in students and staff. The transportation demand generated by the additional students will be accommodated through utilizing the residual excess parking available on the site (in the order of 250 spaces) and through an aggressive Transportation Demand Management (TDM) program that will encourage both staff and students to use alternative modes of transportation through a variety of programs and incentives.

Further expansions to the student enrollment and demands for parking can be accommodated in structured parking facilities.

Parking Supply Strategy
In the near term the majority of parking on the campus will continue to be provided mainly by surface parking. In the long term however a key move of the Plan is the transitioning of a significant portion of the existing parking supply from surface spaces to parking structures above and below grade. The transition to these parking scenarios is required to make way for new academic and partnership buildings on campus.

The Plan envisions that the majority of surface parking south of Hydro Boulevard, approximately 1300 spaces, be replaced in new parking structures. There are multiple forms in which the structured parking could be provided: as stand-alone multi-level above grade facilities with active pedestrian uses at-grade; locating the parking under a planned academic building (i.e. a below grade garage); locating parking within the interior of a large building and wrapping academic uses around it; and some combination of the above. The majority of parking can be replaced in two new parking structure opportunities (Building K and L), accessed along the south side of Hydro Boulevard. In addition, some of the parking can be accommodated in below grade parking facilities in new buildings such as Buildings F (New), L (New), and M.

The College should seek ways to reduce the overall parking demand through Transit Demand Management (TDM) as a means of reducing the ultimate number of parking spaces required on campus. An additional discussion on TDM is contained in Section 5.4.3.7.

The parking lots north of Hydro Boulevard will remain, however it is recommended that these parking lots be improved with improved pedestrian linkages and landscaping to provide a high quality pedestrian environment throughout.

On-Street Parking

The Campus Master Plan recommends the provision of on-street parking along Au Large Boulevard and Hydro Boulevard in key locations. On-street parking should be accommodated in lay-bys.

On-street parking should be designated for temporary short-term users, (i.e. 2-3 hours or less) to provide convenience in key areas for visitors and other short term needs. Figure 2.15 illustrates the proposed parking supply strategy.

5.4.3.6. Loading and Servicing

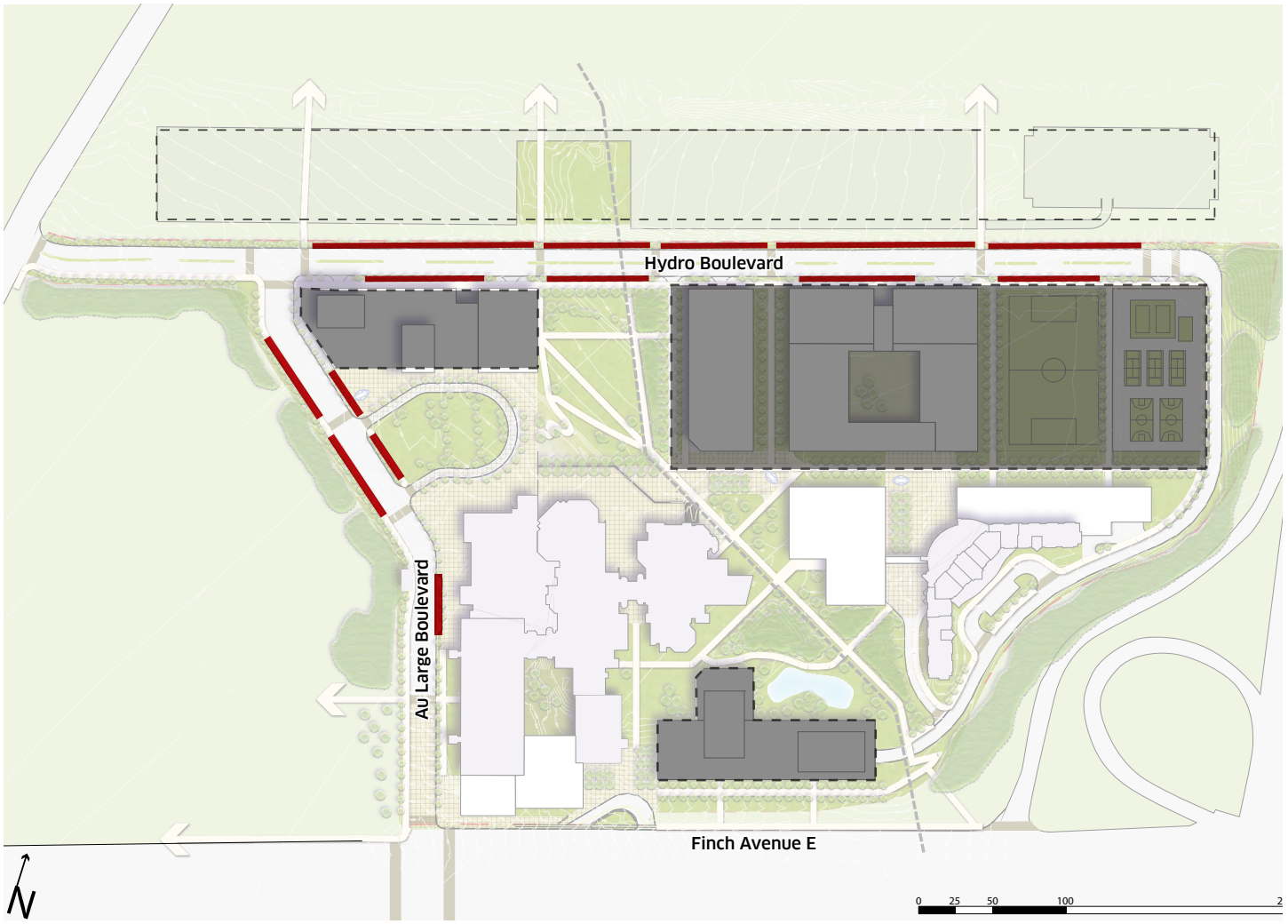
Enhancing Existing Operations

The current loading facility for the existing Building D is accessed via a long driveway running south from Hydro Boulevard - see Figure 2.16. The driveway slopes down as it approaches the receiving area, which is depressed into the ground where it occurs at the lower level of Building D. The location of the current loading facility is problematic given that it is in close proximity to one of the main campus entrances, and also that the grade change associated with it creates an unsightly barrier. With the development of the new Academic Green and New Building L, the area will be re-graded to the level of the existing receiving area to create a more direct access route from Hydro Boulevard, and to create a more continuous pedestrian circulation route north of the loading area.

The entrance to the loading area will be built out to create as much of an enclosure of the servicing activities as possible. The loading wall will be enhanced with landscaping in order to better integrate the use within the public realm. The service roadway will be designed and treated as part of the internal campus pedestrian circulation system, with reduced speeds and quality paving treatments, as well as marked pedestrian crossings.

Servicing for Future Buildings

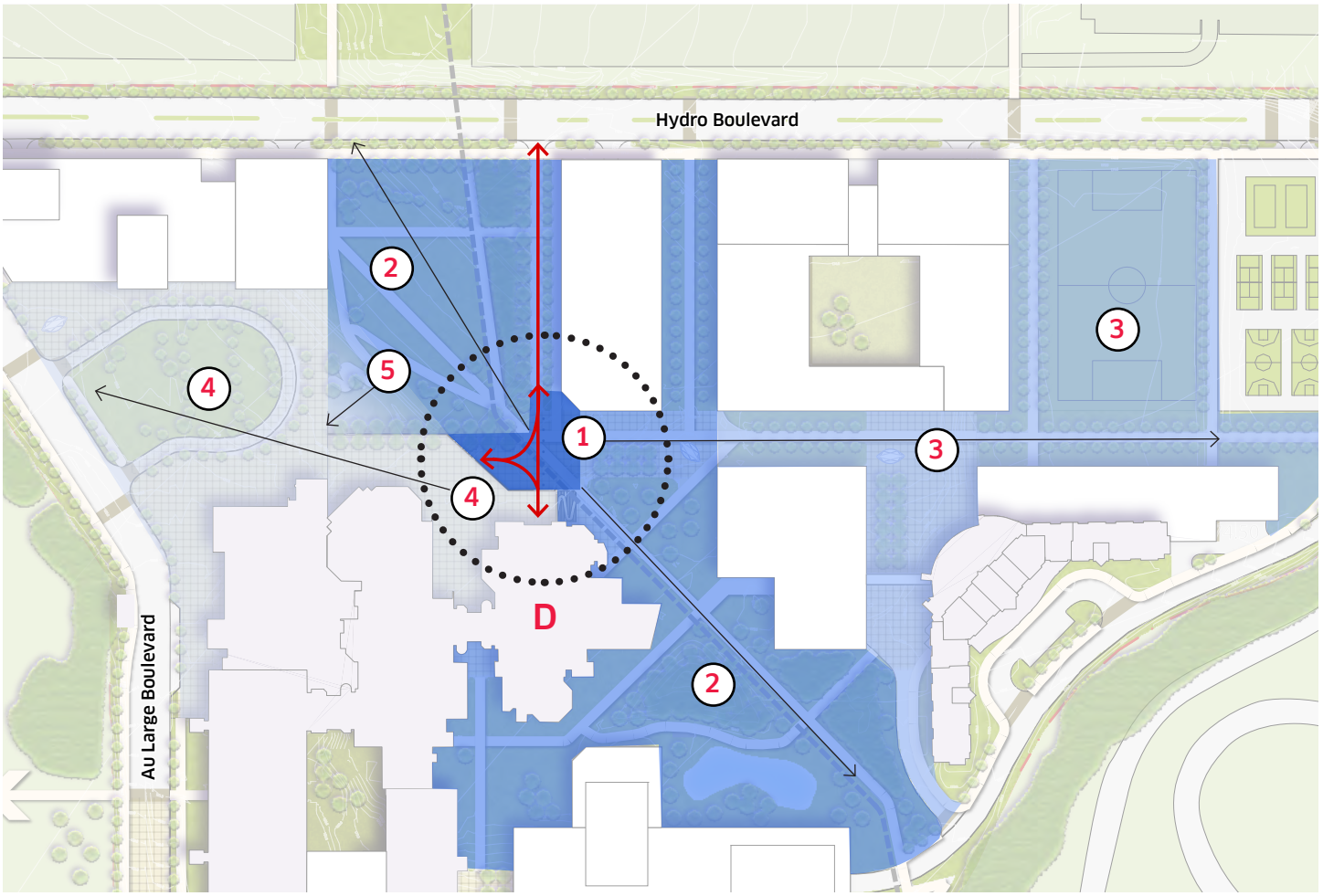
The future buildings contemplated in the Plan will be constructed as independent facilities that will have dedicated loading and garbage facilities constructed as part of each project. Figure 2.17: Service and Access illustrates the reconfigured servicing and loading arrangement.



NEWNHAM CAMPUS / FIGURE #2.15 – PARKING

LEGEND

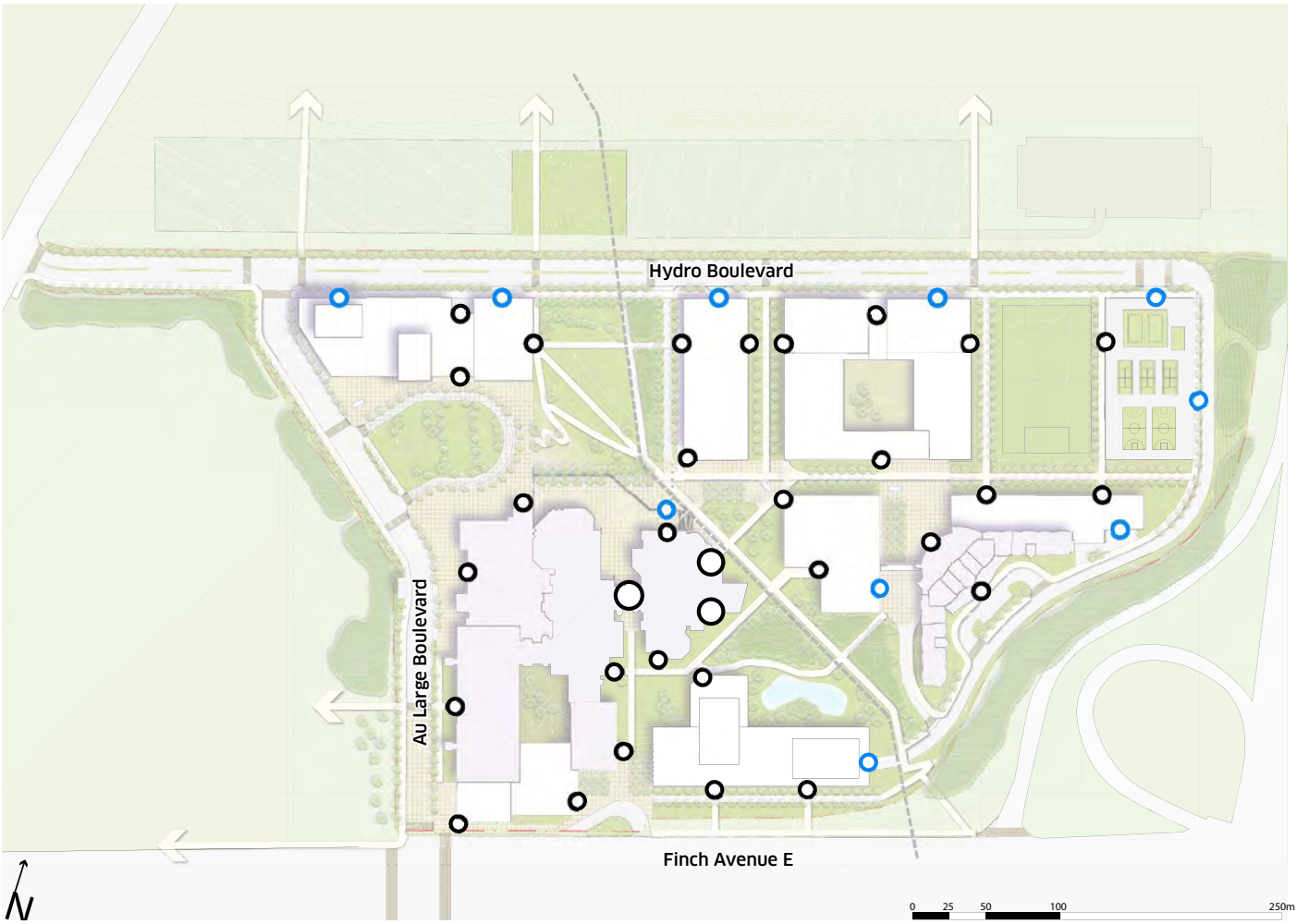
- Surface Parking
- Underground/Structured Parking Opportunity
- Lay-by Parking Opportunity



NEWNHAM CAMPUS / FIGURE #2.16 – SITE ELEVATIONS, AND BUILDING D SERVICE AREA AND ROAD ACCESS

LEGEND

- 1 Elevation - 171
- 2 Elevation Range - 171 -174
- 3 Elevation Range - 171 -175
- 4 Elevation Range - 177 -179
- 5 Elevation Range - 173 -179
- Service Circulation and Access Road



NEWNHAM CAMPUS / FIGURE #2.17 – BUILDING AND SERVICE ACCESS

LEGEND

- Service Access
- Building Access

5.4.3.7. Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the general term for strategies that result in more efficient use of transportation resources. TDM is comprised of various strategies that change travel behaviour (how, when, where, why people travel) in order to increase transport system objectives. There are numerous TDM strategies using various approaches to influence travel decisions. Some improve the transport options available; some provide incentives to change travel mode; others improve the accessibility of a site; and some try to affect the need to travel to and from a location.

Part of the recommended transportation strategy for the Newnham Campus will be to create and implement a TDM Plan. The TDM Plan should focus on providing a few key programs and/or policies directed at staff and students of the College that will improve their mobility and transportation options. Programs should be tailored to the transportation context of the Newnham Campus.

The TDM Plan for the Newnham Campus should include or consider the following elements:

- Hiring or appointing a TDM Coordinator to assist students with information on alternative travel options;
- Instituting a carpooling strategy for the campus and encouraging carpooling through the provision of preferential parking policies;
- Integrating campus parking management and TDM through parking charges; and
- Providing supportive cycling facilities around campus.

The purpose of a TDM Coordinator for the campus would be to help provide information to students on the travel options and to assist them in finding other alternatives to the car. Example duties of a TDM coordinator include providing or coordinating a ride-matching service for student carpooling; acting as a point person for student transit passes; providing strategic input to College management on ways to improve and support use of non-auto modes; and coordinating awareness events for students and staff.

Instituting a carpooling strategy for the campus will also be an important part of the TDM Plan. As a start, the College, through the TDM Coordinator, can facilitate the enrolment of students and staff into a ride-matching service such as Carpoolzone or Rideshark. These services are internet programs that match a user's home location to clusters of people who live in the area who might be interested in sharing rides. The College could then further support the use of the carpooling program by creating priority carpool parking spaces in desirable locations and by potentially offering discounts or rebates on parking fees to students and staff who elect to carpool.

An important way of managing transportation demand will be through managing the cost of the parking at the campus. There is typically a direct relationship between parking charges and personal auto usage, such that a rise in parking fees will typically result in

a decrease in parking demand and an increase in transit usage. This approach does not work in areas that do not have alternative transportation options, however in the case of the Newnham Campus, there are several bus routes that serve the campus.

As mentioned in Section 5.4.3.2, a key element of the Plan required to support TDM will be the incorporation of a useful cycling strategy, including the provision of several types and locations of bicycle parking around the campus. This will encourage the use of bicycles as an alternative mode of transportation to and from campus.

5.5. Community and Business Partnerships

Newnham Campus should be regarded as a "campus in the community and for the community". As an institution with the largest student population for continuing education in Ontario, and as a 24/7 and part-time student environment, the campus should function as a community hub integrating student life and community life. In this stream, the College should seek opportunities to create community-campus synergies, offering amenities and services that encourage community integration and use of the campus, such as a place for recreation. This builds on past and current initiatives such as the use of recreational facilities and the library, that make the campus a community oriented place.

The Campus Master Plan makes every effort to structure the campus as a welcoming place that embraces all users, with welcoming frontages and streets, ease of access, connected trails and pathways for walking and jogging, inviting and useable open spaces, recreational facilities such as a community centre associated with the gym, and day-to-day neighbourhood retail amenities, that build on current campus uses such as the student health centre, the book store, coffee shops, the fashion boutique, the spa, and the optometrist. Open spaces can be used to host joint community-campus oriented events such as market festivals or events related to the academic programs. New initiatives underway such as the Library expansion should address opportunities to integrate with the community.

Other synergies include the use of building space for office use or other uses in some of the new buildings identified in the Plan. The built form framework supports this goal and identifies Building M and the Gateway Plaza as the community-campus social centre, which is accessible from Finch Avenue and Don Mills, and is in close proximity to the west and north neighbourhood, especially the seniors residences. The Plan identifies a key pedestrian link to the senior's residences, either at-grade or above-grade, across Au Large Boulevard, and connected to the existing west campus complex and Building M.

5.6. Phasing Strategy

Key short and long term factors influencing Plan phasing includes:

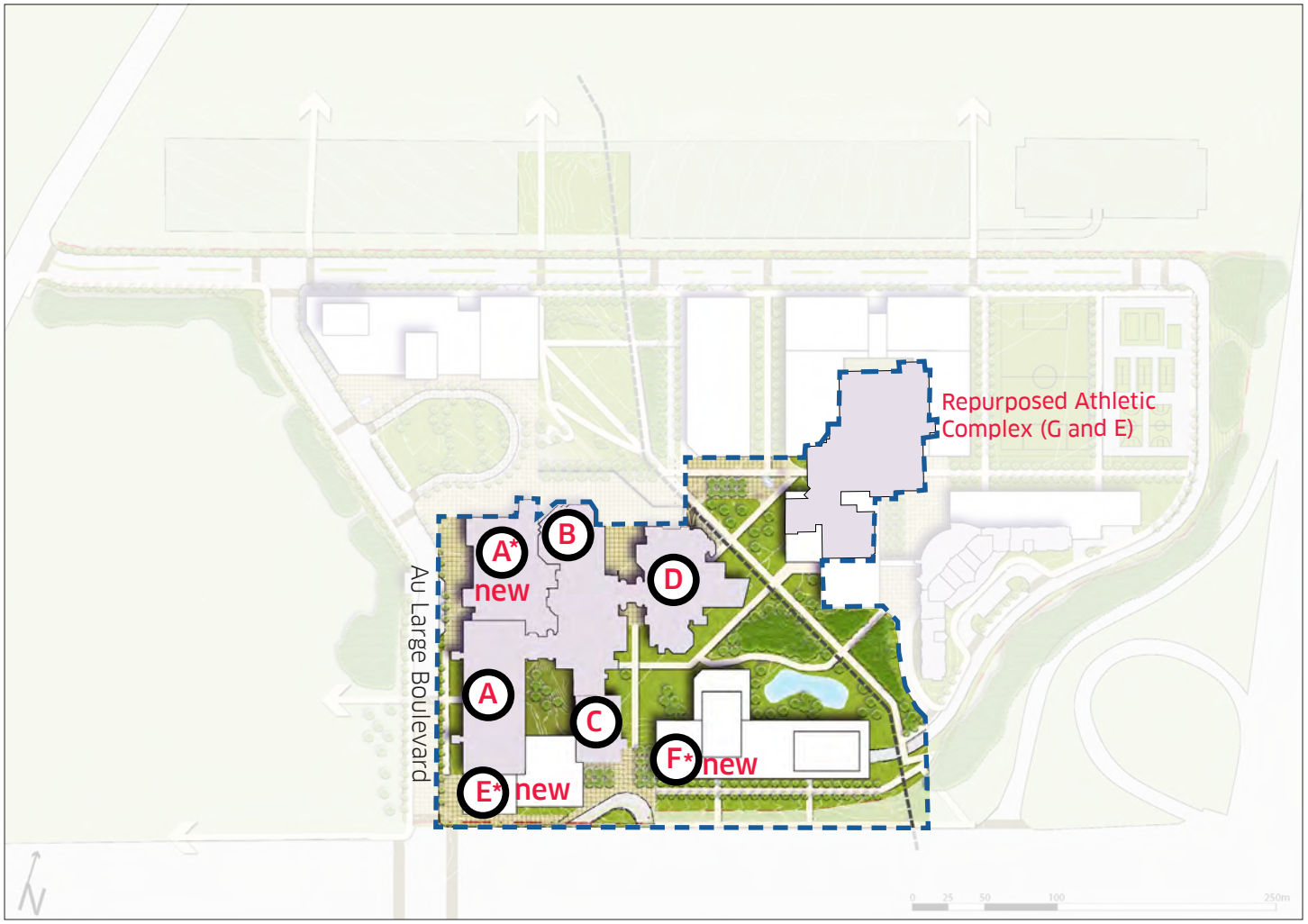
- Addressing immediate short term campus needs such as finding an appropriate location for the new student Senecentre and an expanded athletic facility and recreational programming;
- Exploring opportunities for adaptive reuse of existing building facilities, such as the existing athletic facility. Although still structurally sound, the facility is over 40 years old and recreation and academic needs have outgrown its intended population base. Functionality of access to the building and proximity to other important related uses are currently problematic, as are building wayfinding, small room sizes, and an insufficient loading and servicing area;
- The relocation of uses housed in ancillary buildings such as the daycare and laboratory building, and temporary buildings such as the portables should be accommodated in new permanent facilities; and
- The replacement of surface parking.

5.6.1. Phasing Structure

Short to Mid-term Phasing Development (projected over a ten year time frame)

The first phase of development addresses immediate campus needs, focussing on:

- The adaptive reuse of the existing athletic complex (the current building G and E), which can include:
    - rehabilitating the existing building to current standards, maintaining the triple gym and working with the existing spaces;
    - working within the existing building footprint (with the exception of the pedway connection) and adapting the building to new uses. This can include modifying the ice arena especially, in order to increase athletic programs; creating a multi-use work-out facility; providing additional space for offices, events and other flexible uses; and creating new internal passageways that link to the exterior east-west pedestrian spine; and
    - modifying the building footprint, maintaining only the portion of the building complex that will become part of the Building K development, and adapting it to new use.
- Development of Building E(New) and Building F(New) as a means of locating new mixed-uses and programs for the campus, such as the new location for the Senecentre. The Senecentre can also be accommodated in the repurposed athletic complex. In addition, development of these buildings provides an opportunity to create a frontage along Finch Avenue in the short term, establishing a stronger campus presence and an animated face to the community. The daycare and lab facility can also be accommodated in any of the new buildings.



NEWNHAM CAMPUS / FIGURE #2.18 – SHORT TO MID-TERM PHASING DEVELOPMENT OPPORTUNITIES

Full Build-out Scenario: reflects the long term realization of the Vision

The longer term campus development will probably be initiated by the development of Building M at the north west corner of campus, and the alignment of Au Large Boulevard. As well, in the fullness of time, the future development of the campus will include phasing out the existing east campus building complex, initiating a new stage of development for the east campus. Building K is an opportunity to locate a quadruple gym recreational facility, as the existing athletic facility gets replaced. This building would also include a first stage of structured parking for the campus.

Seneca College Master Campus Plan

6.0 Markham Campus Master Plan

6.1. Vision

The Vision for the Markham Campus is a beautiful urban campus within the heart of an intensifying city context, that draws in the character and elements of the adjacent natural heritage corridor, creating a green oasis as the new campus setting. The campus is accessible by a variety of transportation options, and boasts numerous new open spaces, pathways, and trail connections.

Seneca College will demonstrate leadership excellence in community-building by creating a high-quality campus based on planning and development best-practices. The Markham Campus will capitalize on the proposed transit stop at Highway 7 and Allstate Parkway by creating a landmark Transit-Oriented Development (TOD) that will connect the campus and the surrounding community.

The Plan responds to the College's growth opportunities and to an intensifying area by adding density, while simultaneously creating an open and active environment. With mixed-use landmark buildings, and an animated entrance plaza for students, staff, business partners, and visitors, the Markham Campus will present a welcoming face to the community.

A network of open greens, enclosed courtyards, pedestrian pathways, and trails, consolidates an animated open space system with a strong sense of place. An organized system of paths and streets safely moves pedestrians, transit, and vehicles through the campus while a diversity of parking facilities minimizes the visible impact of surface parking on campus, making way for new open spaces.

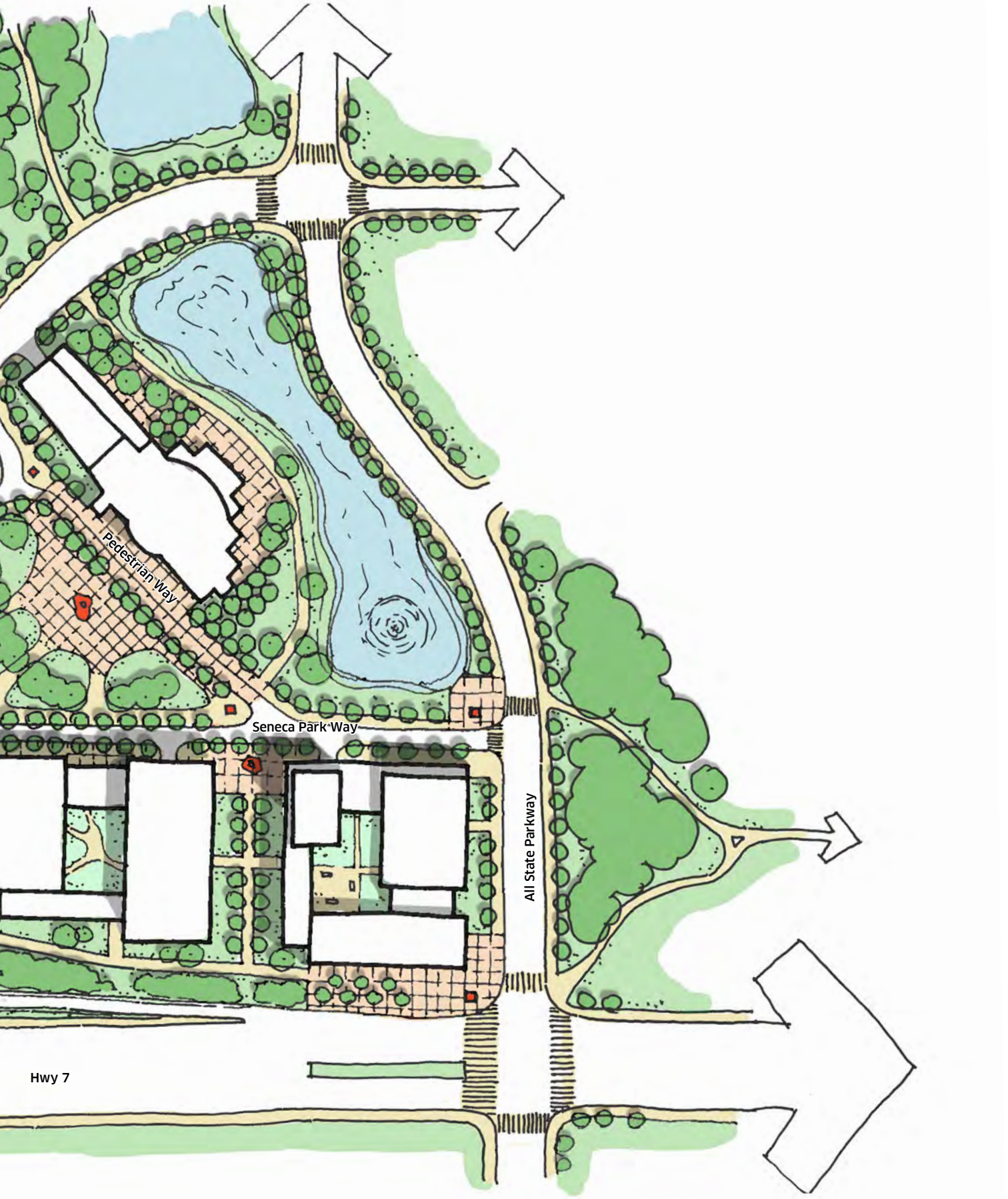
6.2. Planning Principles

The following six principles are foundational to the intent and integrity of the Markham Campus Master Plan.

1. **Markham Campus will be a place to call home, providing great places, spaces, and a structure to support a vibrant 24/7 environment.**
   The campus provides healthy, liveable, and comfortable environments with a variety of accessible places to study, eat, play, gather, shop, and exercise. Unlike many other campuses in Canada, Markham is active year-round, and over extended periods of the day and week. Therefore, the campus design has to consider the necessities for every season, must be animated and safe in the after hours, and must provide a variety of high quality indoor and outdoor spaces.

   The design of buildings and spaces in the Markham Campus will be transit-oriented and accessible to all modes.

MARKHAM CAMPUS / FIGURE #2.19 – MARKHAM CAMPUS VISION


Pedestrian Way
Seneca Park Way
All State Parkway
Hwy 7

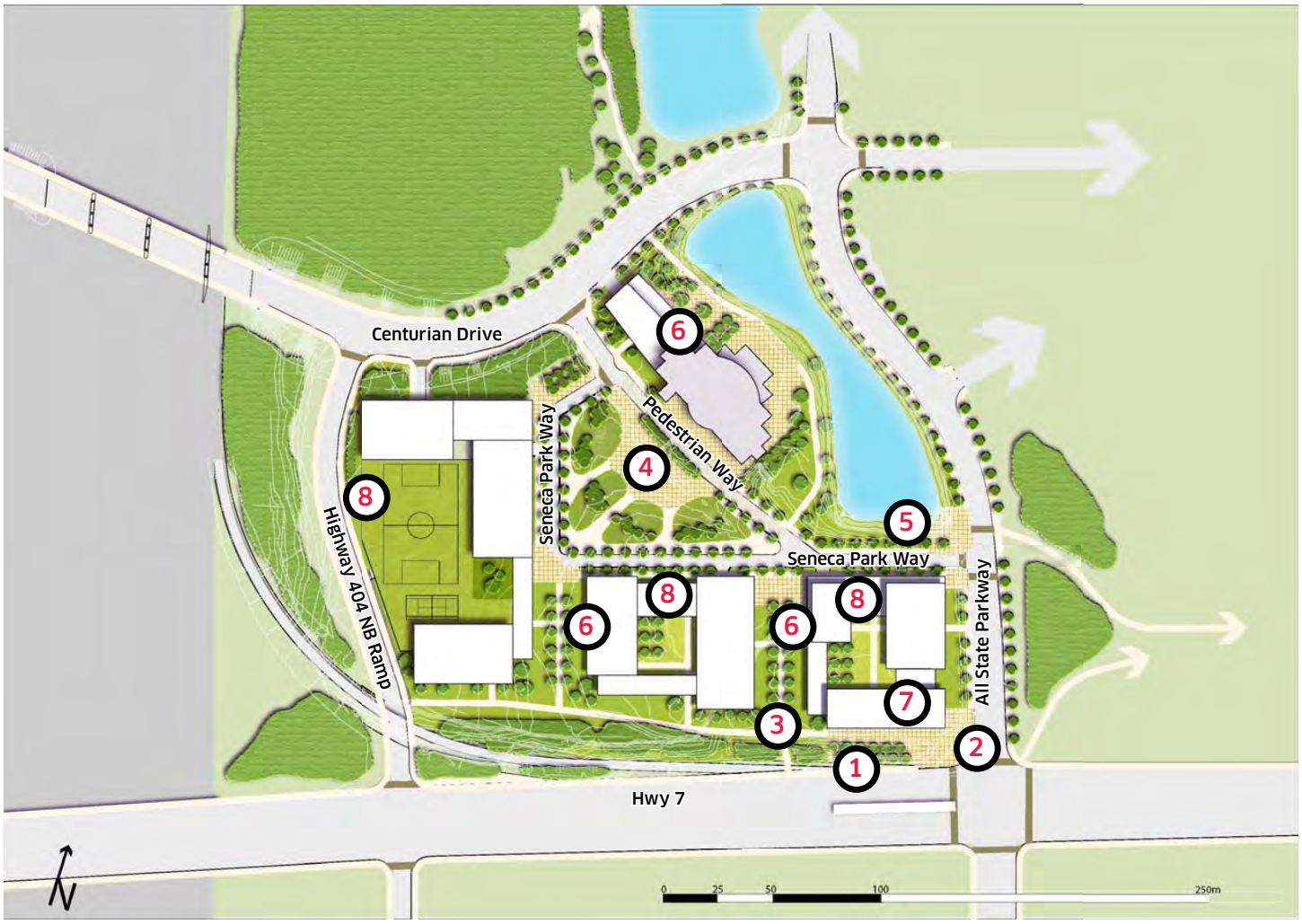
2. **Markham Campus will be a welcoming destination for the surrounding community and will function to create college-community/business partnerships.**
   The campus vision and structure is geared toward encouraging and creating opportunities for college-community/business partnerships, and providing opportunities for shared uses and resources that reinforce the campus as an integral part of the surrounding community.

3. **Markham Campus will be urban and compact. It will have a clear structure for growth maximizing its potential, physical presence, and sense of identity.**
   Being in an urban context and responding to the Town of Markham policy directives, Seneca has an opportunity to develop the campus to its highest and best use, creating a stronger presence in the community and a dynamic identity as a campus. The Campus Master Plan must implement a responsible growth and development strategy that demonstrates healthy city building through an environmentally sustainable campus structure.

4. **Markham Campus will be walkable, prioritizing pedestrians, while effectively accommodating all other modes of transportation.**
   The Markham Campus Master Plan prioritizes pedestrian as the primary mode of movement within campus and connecting with transit. The Plan also integrates an organized structure for the safe movement of other modes of transportation that accommodate transit, bikes, cars, and service vehicles.

   The Master Plan's movement framework sets the stage for transit on campus in the near-future, which is a proactive initiative predicated on future campus growth and increased transit demands.

5. **Markham Campus will be green, and a connected part of the natural heritage system and its amenities.**
   One of the main priorities of the Markham Campus Master Plan is to create a beautiful green campus environment that showcases a healthy urban tree canopy and provides an enhancement to the natural heritage corridor.



MARKHAM CAMPUS / FIGURE #2.20 – CAMPUS STRUCTURE: BIG MOVES TOWARD ACHIEVING THE PLAN

LEGEND

- Existing Building
- Proposed Building
- Open Space
- Internal Courtyard (Ground Level)
- Internal Courtyard (Podium)
- Plaza
- Pedestrian Movement
- Crosswalk
- Water Feature/ Storm Water Management

6.3. Design Strategies: The Big Moves Toward Achieving the Plan

Building on the planning principles, the following series of design strategies or Big Moves define a new structure for Markham Campus, within the context of a phasing strategy, and provide a basis for moving forward.

Big Move 1: A Transit-Oriented Development as the face of the campus
Create a mixed-use academic, residential, and/or commercial area designed to maximize access to public transport, and encourage transit ridership at the corner of Highway 7 and Allstate Parkway.

A mixed-use, transit-oriented development at the edge of the campus creates an animated and regionally connected public realm which engages staff, students, and community members with amenities to use in their daily lives. A mix of uses maximizes access to public transport, and provides opportunities for shared resources between the neighbourhood and college, reinforcing the campus as an integral part of the community.

Big Move 2: Enhanced gateway and sense of arrival onto the campus
Create formal and celebrated entries into the campus, defined by landmark gateway buildings, open spaces, enhanced streetscapes, and safe pedestrian, cycling, and vehicular movement.

The Plan provides three main arrival points; the South TOD Plaza, the East Plaza, and the North Plaza. These entries are defined by new landmark gateway buildings and plaza treatments to provide a sense of arrival. A tree lined boulevard provides a formal vehicular access. Additional arrival points internal to the campus, connecting to the central open space, are also defined by special plaza treatments.

Big Move 3: A pedestrian oriented circulation structure
Create a sensible and safe pedestrian oriented movement structure that addresses clear circulation and movement patterns for all modes of transportation.

A new circulation pattern is defined for the campus whereby the majority of vehicular, transit, and service movement and access, as well as drop-off areas are concentrated along the campus edges. The interior of the campus is the primary focus for internal and external pedestrian and bicycle movement.

Big Move 4: A central open space as the heart of the campus
Create a strong central open space that defines the heart of the campus and is the new structural element for the placement of new buildings and linkages.

A large central open space acts as the anchoring point of the Plan, embraced by new streetscapes, buildings, and plazas.

Big Move 5: A heritage open space corridor

Create a strong open space feature for the natural heritage corridor that supports the campus and community by introducing new pathways and trails, responds to its unique topography, and reconnects back to the natural heritage system.

The east edge of the site offers a unique landscape that features a beautiful natural heritage corridor, currently used for storm water management. This move takes advantage of the existing drainage corridor by activating the water's edge with trails and useable open spaces. The landscape is defined by a large pond with a look-out point at the eastern gateway and a restored plaza attached to the existing building which will offer animated patios with views looking onto the water.

Big Move 6: A connected pattern of built form and open space

Create a distinct pattern of integrated built form and open space, where each supports the other, providing buildings with opportunities to front onto a green space.

Each building in the Plan will be developed to set the stage for a new open space, providing a structure, frontage, and access to animate and define the space. A clear phasing strategy for campus development should ensure that the campus open spaces are planned in conjunction with new building development.

Big Move 7: Visual prominence for the campus

Create new buildings of landmark stature that are visually prominent markers for the campus and create a distinct identity and presence.

Buildings on the campus should be designed to be of a high quality, attractive and welcoming, and should also reflect a level of prominence on the campus that shapes its identity and presence. Key buildings at gateway locations should reflect a stature that becomes recognizable for Seneca, and are indicative of the quality of the Markham Campus environment.

Big Move 8: A new parking strategy

Create a strategy for parking that allows for a transition away from surface parking, the adoption of multi-modal strategies, and the incorporation of parking structures above and below grade.

A parking strategy for the campus must consider not only the current parking conditions but also future transportation demands. The Plan considers the negative visual and physical impacts that surface parking has on the campus and the surrounding community, and moves toward reducing the surface parking footprint. The Plan proposes a structured parking facility, as well as below grade parking as part of new building developments. In addition, a strategy for special on-street parking and service lay-bys should be considered.

6.4. Policies

The planning and urban design policies in this section follow the planning principles and the eight big moves towards the development and realization of the campus vision. Policies are structured in accordance with the key planning and design frameworks herein. The Plan is also in keeping with the policies of the Town of Markham's Official Plan, Zoning bylaws, and relevant environmental policies, and incorporates the opportunities that these policies present.

6.4.1. The Open Space Framework

Open space is an intrinsic feature for an animated, healthy campus environment. The campus spaces offer places for students, staff, and neighbours to gather, study, play, and reflect. The framework suggested in this section provides opportunities to connect existing open spaces with new ones, and to connect to the surrounding context via an expanded trails network and natural system. The open space framework is also intended to create a friendly campus environment with a strong central gathering place as a new amenity for an extended Seneca community.

Open Space Strategy and Key Initiatives

The Markham Campus is currently devoid of quality open spaces. With the exception of the stormwater management pond, buffer planting, and remnant spaces, a considerable portion of the campus is defined by surface parking.

The Open Space Strategy seeks to transform the perception of the Markham Campus from a 'building and parking lot' to a 'sustainable and liveable urban campus', integrating open spaces, buildings, streets, and pathways and creating a character in keeping with the surrounding neighbourhoods and natural features.

The campus should be an inspiring place for student life. It needs to provide a healthy and enjoyable environment for walking and cycling, and for safe and comfortable social interaction. It should represent an environment that all students and faculty can be proud of, and should be an inviting amenity for the community.

The following are key initiatives of the open space framework.

1. **Establishing a Tree Canopy**
   A primary goal of the open space framework is to create a landscape plan that establishes a tree canopy for the campus, which should be realized through a variety of landscape initiatives.

   - Provide new street trees along all campus streets. Where setbacks allow, provide a double row of street trees to increase the canopy and improve the walking experience.
   - Frame all formal pedestrian pathways, such as around the central plaza and the north-south pedestrian linkages, with trees on either side.
   - Design the plazas and major open spaces with treed areas to provide places for shade, shelter, and quite repose.

MARKHAM CAMPUS / FIGURE #2.21 – OPEN SPACE FRAMEWORK

A. Seneca Park and Plaza
B. Pond Plaza
C. Natural Heritage Corridor
D. South Plaza
E. Podium Parking & Sports Field
F. East Plaza
G. North Plaza

LEGEND

- Feature Open Space
- Podium Courtyard
- Athletic
- Buffer
- Plaza
- Linkages

- Find opportunities along the campus edges and within the storm water management corridor to naturalize the campus landscape with larger tree planting.

2. **Creating a Comfortable and Welcoming Environment**
   The quality of life for a campus is dependent on having an accessible open space environment with the ability to experience and interact with the outdoors in every season. The strategy focuses on creating a variety of comfortable places, framed and supported by transparent and animated building frontages.

3. **Providing a Variety of Open Spaces of Landmark Status**
   The campus should be defined by high quality open spaces with varying functions that address the diverse needs of the campus and surrounding community. The design of each open spaces should imbue landmark status, such that they are memorable and unique unto themselves. Collectively, open spaces should create a beautiful, quality environment for the campus and provide a strong setting for new buildings. Key open spaces are identified in the sections below.

4. **Respecting the Heritage Landform and Topography**
   The concept of adapting the naturalized storm water management corridor through the campus can be translated, through innovative design, into a dynamic, gateway open space that acts as an interface between the campus and the surrounding community. Existing topography should be retained where possible, and water should be reintroduced as a key component of the landscape.

5. **Connecting to the Larger Open Space System**
   The campus should be and feel publicly accessible. The path and trail system should extend to the campus boundaries and beyond, connecting to adjacent trails, pathways, and open spaces.

6. **Creating Key Open Space Views**
   Views offered by public open spaces can often make the space and experience unique for users. These special moments are structured at key points throughout the open spaces in the Plan to capitalize on the natural features of the site, as well as important landmarks and public art.

   It is important that the user experience of the open space view is designed to complement a site feature or vice versa. Views within the Markham Campus are specifically designed in this way – creating a gateway view over the pond to the existing building from the East Arrival Plaza, for example.

   Views should be used as a tool in the wayfinding strategy, providing users with sight-lines that orient them within the site as well as towards a broader city context. As an example, the public art installations in plazas south of Seneca Park entice users north into the heart of the campus from the pedestrian linkages.

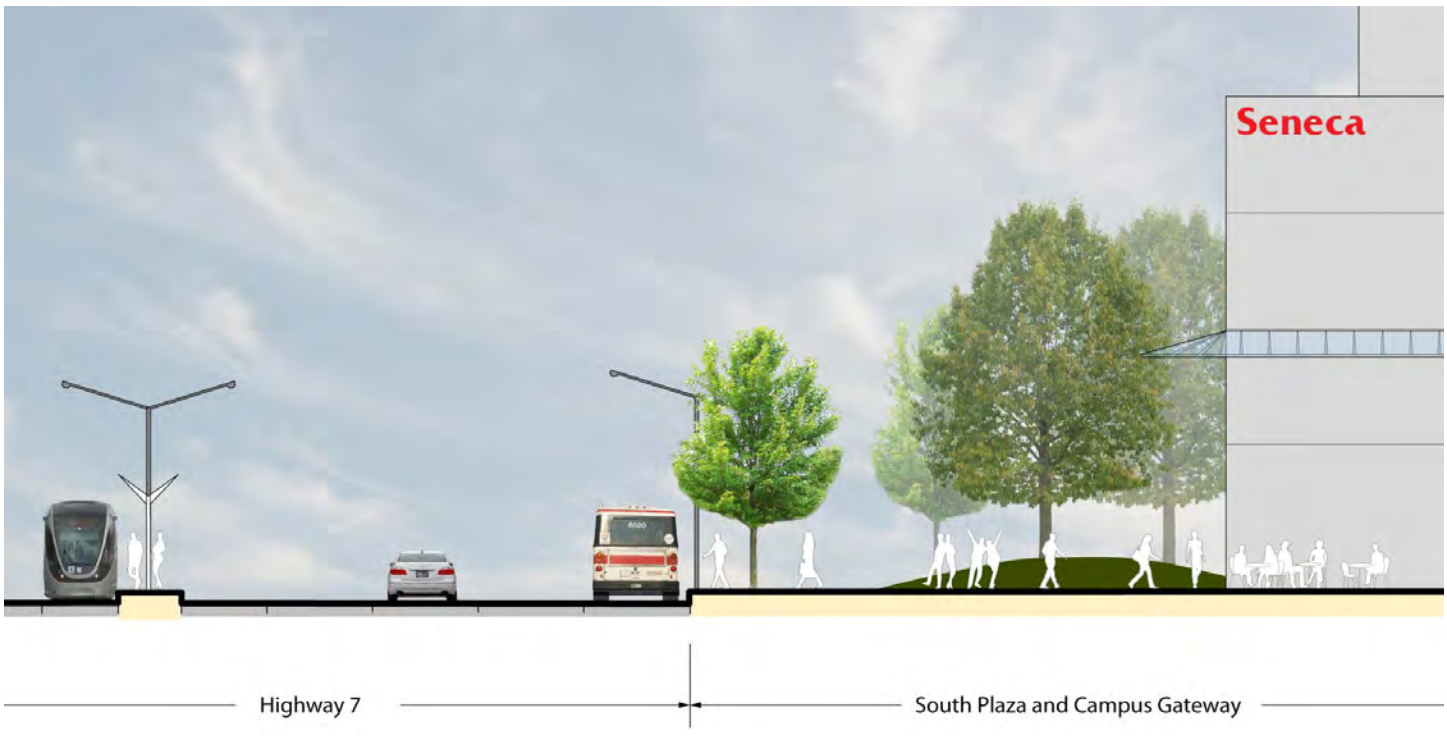
6.4.2. Open Space Structure

The structure of the landscape is defined by a central open green and plaza that defines the heart of the campus, and becomes an expansion of the pond and existing plaza area that surrounds the existing building. The central open space is accessed by a multitude of pedestrian connections that link to open space corridors, which provide key view moments into the campus. The central open space is also framed by streets with enhanced landscaping that become part of the plaza landscape, and create a seamless integration of the built form with the open spaces. There are also a series of gateway plazas that define the main entrances into campus.

The Open Space Structure of the campus is defined by the following framework of spaces:

1. **Streetscapes**
   Streetscapes are an important part of the public domain and should be treated and designed as key open spaces on the campus, not only for movement, but for pedestrian activity, and to beautify the campus.

   Highway 7
   The southeast corner of the campus fronting Highway 7, should be designed to have a character that is pedestrian-oriented and welcoming. The space should be designed as a gateway arrival plaza with high-quality paving, street furniture, and formalized landscaping. The space should be inviting and engaging to people arriving from the adjacent transit facilities.

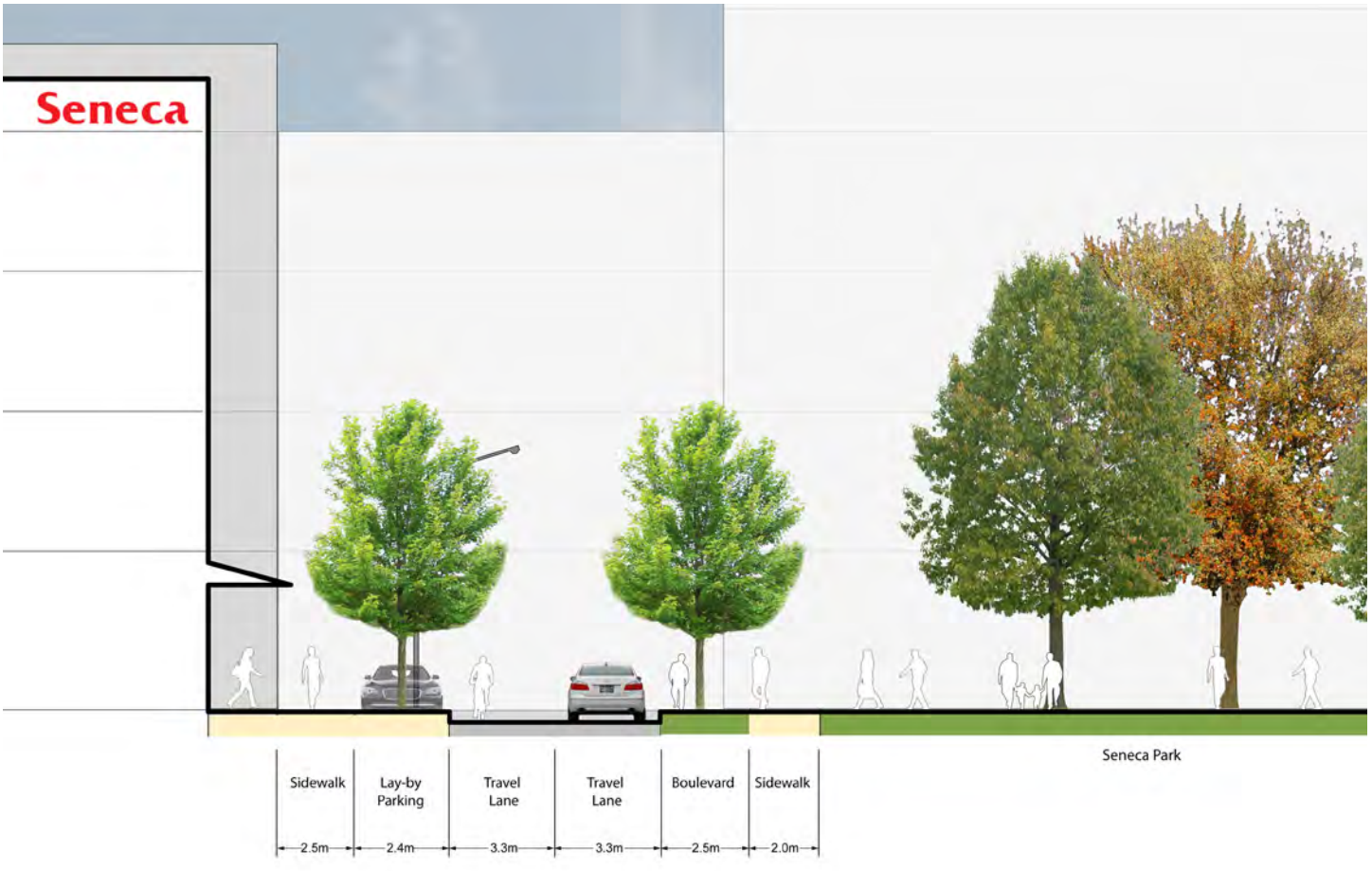


MARKHAM CAMPUS / FIGURE #2.22 – HIGHWAY 7 GATEWAY ENTRANCE AND PLAZA, VIEW WEST

New east-west road (Centurian Drive extension)
This new road is intended to feature two travel lanes in each direction and a centre left turn lane with bicycle lanes on either side of the roadway. The road will be pedestrian-friendly, with sidewalks on both sides. Where possible, trees should act as a barrier between pedestrians and vehicular traffic.

New 404 northbound ramp extension
The ramp extension is being designed with high urban design standards including a sidewalk and landscaping.

Seneca Park Way
Renamed from Seneca Way, the Seneca Park Way will offer two entry points to campus: one from the east at Allstate Parkway, and another from the north at the extension of Centurian Drive. These should be treated as formal gateway conditions, oriented to the pedestrian.



MARKHAM CAMPUS / FIGURE #2.23 – SENECA PARK WAY AND PARK, VIEW WEST

Seneca Park Way is realigned as the main two way vehicular circulation and transit route through campus, accessing all new campus buildings. The looping Seneca Park Way frames the new Seneca Park. Service access for these building will be off of this street, therefore high level detail design consideration must be given to incorporating the entrances into the building facades and providing safe pedestrian passage. The street will be tree-lined with sidewalks on both sides for continuous pedestrian movement.

Pedestrian Way

Pedestrian Way is the roadway adjacent to the existing building. The character of this road is to be pedestrian oriented in terms of design and use while still enabling vehicular movement. The two way roadway should be treated as an arrival and drop-off area, and should be redesigned as an extension of the Seneca Park and the plaza area fronting the existing building, allowing for free-flowing

MARKHAM CAMPUS / FIGURE #2.24 – PEDESTRIAN WAY, SENECA PARK AND PLAZA, VIEW WEST

pedestrian circulation. Pedestrian Way should be designed with enhanced paving, a formalized urban landscape, and rolled curbs with bollards. The enhanced paving treatment is meant as a traffic calming measure, and to deter vehicles from entering as the primary vehicular route through the campus.

2. **North-south Pedestrian Linkages**
   The north-south pedestrian linkages are a main guiding element for the east-west phasing strategy of the campus structure.

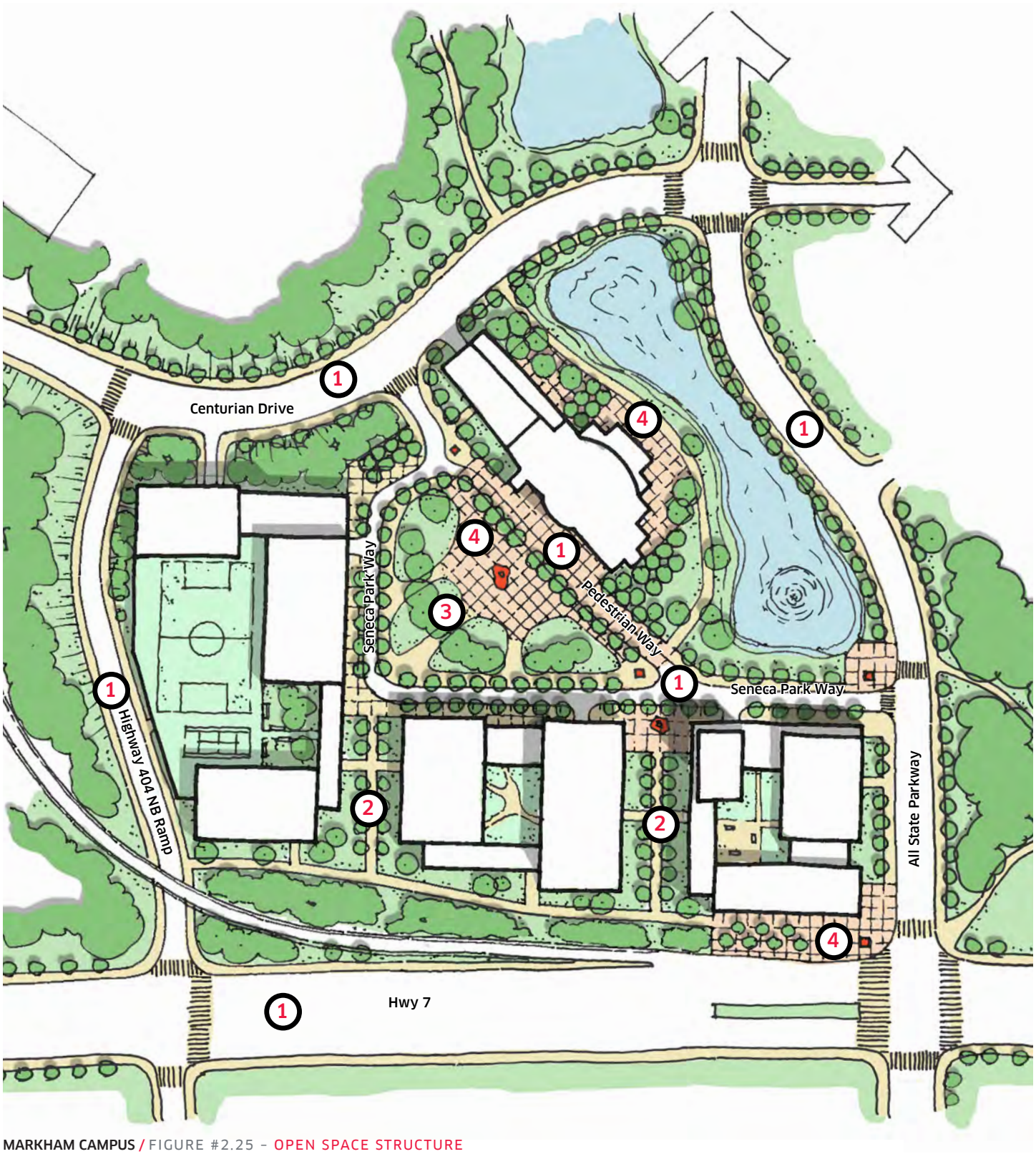
- Two north-south pedestrian linkages connecting Seneca Park with the east-west pathway running parallel to Highway 7 and the South Plaza should be created. It is these linkages that buildings fronting Highway 7 should be aligned with.
- The linkages should be tree-lined with a central path that connects to mid-block entrances of buildings.
- The pathways should provide small areas off of the main path for students to reflect, study, relax, or socialize.
- Sightlines from Highway 7 to Seneca Park through the Pedestrian Linkages should remain unobstructed.

3. **Seneca Park**
   Seneca Park will be the main open space feature of the campus. Surrounding buildings should address the space with active uses at-grade to ensure an animated space.

- The space will act as an area for both informal and formal activities such as Seneca Day and Convocation. It should also provide active and passive uses for students and staff to enjoy.
- Public art should be employed in highly visible areas.
- Through traffic between Highway 7 and the proposed extension of Centurian Drive should be discouraged. Streets framing Seneca Park should employ traffic calming measures such as:
  - a one-way traffic system;
  - a ‘shared space’ area between Seneca Park and the existing building, with streets and sidewalks at the same grade, giving priority to pedestrians;
  - frequent raised pedestrian crossings, marked by unique pavers;
  - reduced turning radii at corners; and
  - tree-lined streets.

4. **Main Plazas – South Plaza, Pond Plaza, and Seneca Park Plaza**

- Plazas should function as the gathering places for the campus and should be designed to accommodate a variety of active and passive, formal and informal uses and activities, including civic gatherings, and community-related activities.



MARKHAM CAMPUS / FIGURE #2.25 - OPEN SPACE STRUCTURE

- The plazas should be designed to accommodate art and to showcase program related talents. Public art in these spaces can be an artistic installation and a useable function for the public realm incorporating seating, shading, or other treatments that promote physical interaction.
- These spaces are intended to be animated 24/7 and year-round. Therefore, all buildings must respond with bright, transparent frontages, active at-grade uses, and weather protection such as canopies.
- Plazas should be comfortable spaces and should have seating, trees, landscaping, special paving treatments, pedestrian scaled lighting, and wayfinding elements.
- A common design theme should be applied to all the plazas in order to create a continuous design expression throughout the campus.
- The shared space plaza in front of the existing building and Seneca Park should be treated as a continuous plaza space.

5. Natural Heritage / Storm Water Management Corridor

The following defines the natural heritage corridor that runs north-south through campus. This open space should function as a passive recreational green space for the east end of the campus and the surrounding community, with:

- A landmark open space feature, such as a light, art, or water installation;
- An open view and transition to the neighbourhoods east of campus;
- Existing topography used to create an interesting and unique landscape on campus; and
- Naturalized planting, reflecting the character of the natural corridor.

6. Internal Courtyards

- Internal courtyards should function as outdoor rooms within the building structure and are either at grade or at a podium level above grade.
- The spaces should accommodate passive recreation and are places primarily for quiet repose. These spaces are also opportunities to visually experience the outdoors from the interior of buildings and to allow light to penetrate the built form.

7. Naturalized Landscape

- Provide a naturalized planting buffer at the west, north, and south end of the campus.
- Increase the tree canopy on the campus, and buffer grade changes from elevated roads.
- Enhance the existing naturalized buffer around the edge of the storm water management pond to improve the east campus edge and increase the tree canopy on campus.

MARKHAM CAMPUS / FIGURE #2.26 – OPEN SPACE STRUCTURE

8. **Paths and Trails**

- Paths and trails are a key component of circulation and access on campus and should therefore be accessible for pedestrians. Pathways should accommodate bicycle use and emergency service vehicles.
- The design of paths and trails should be in keeping with the quality of the overall landscape and provide an opportunity to enhance the character of the campus.
- Pathways should connect to building entrances and exits, and to the internal circulation system.
- A new jogging trail loop should be established around the perimeter of campus and connect to the existing trails north of campus.

9. **Public Art**

Public art is an important part of the open space framework. Strategically placed, art can function as a wayfinding mechanism, can contribute to building campus identity, and can be used to terminate views and add interest throughout the campus.

- To be in keeping with the current theme of the campus, which incorporates art into every aspect of the built environment, key locations for art should be identified.
- Where possible, public art should provide a useable function, such as seating, shading, or other manners of physical interaction.

2.8 IMAGE: INSPIRING PUBLIC ART IN THE LANDSCAPE - PORTLAND OREGON PUBLIC ART

6.4.3. Built Form Framework

The built form framework for Markham is focused on creating a visible identity and presence for the campus at a transportation oriented node within the Town of Markham's urban centre. The built form structure creates an outward face at the intersection, as well as an internal supportive frontage for a large new open space central to the campus. The framework ensures quality built form at this key node, and a healthy transition in scale to the public realm that defines a stronger sense of place.

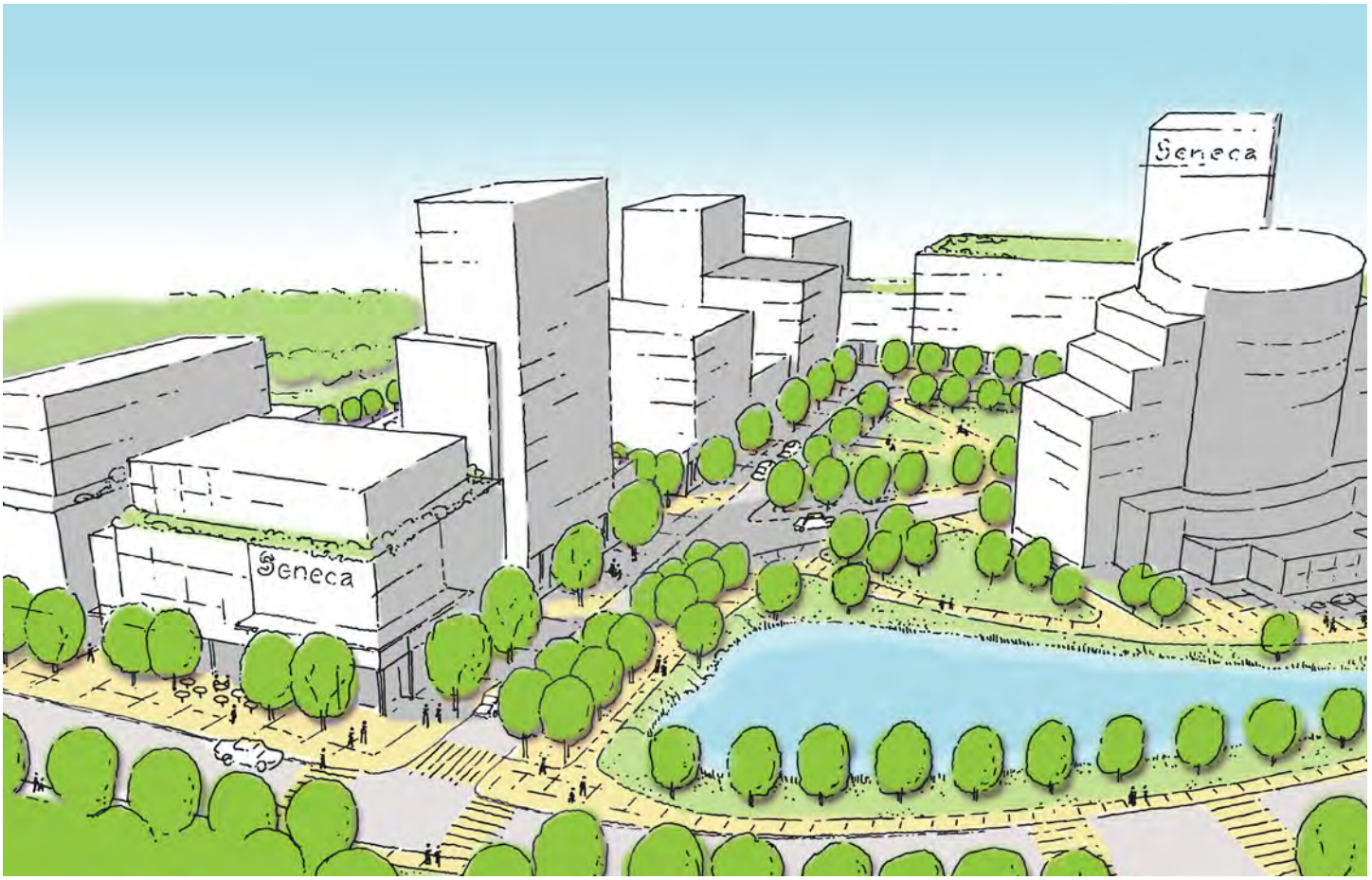
6.4.3.1. A New Built Form Structure and Composition

The built form structure creates an opportunity for place-making, shifting the focus from a single stand alone building to an integrated campus environment. The structure aims to create an environment that boasts high quality buildings that provide a diversity of amenities, a mix of uses, and opportunities for community and business partners. The harmonious composition of buildings in this context are meant to create safe, attractive places to linger, learn, and play, especially within the campus heart - providing animated frontages that support the open spaces. Individually, each building should be unique, fulfilling specific roles in terms of use, stature, architecture, and orientation.

6.4.3.2. Specific Built Form Guidelines

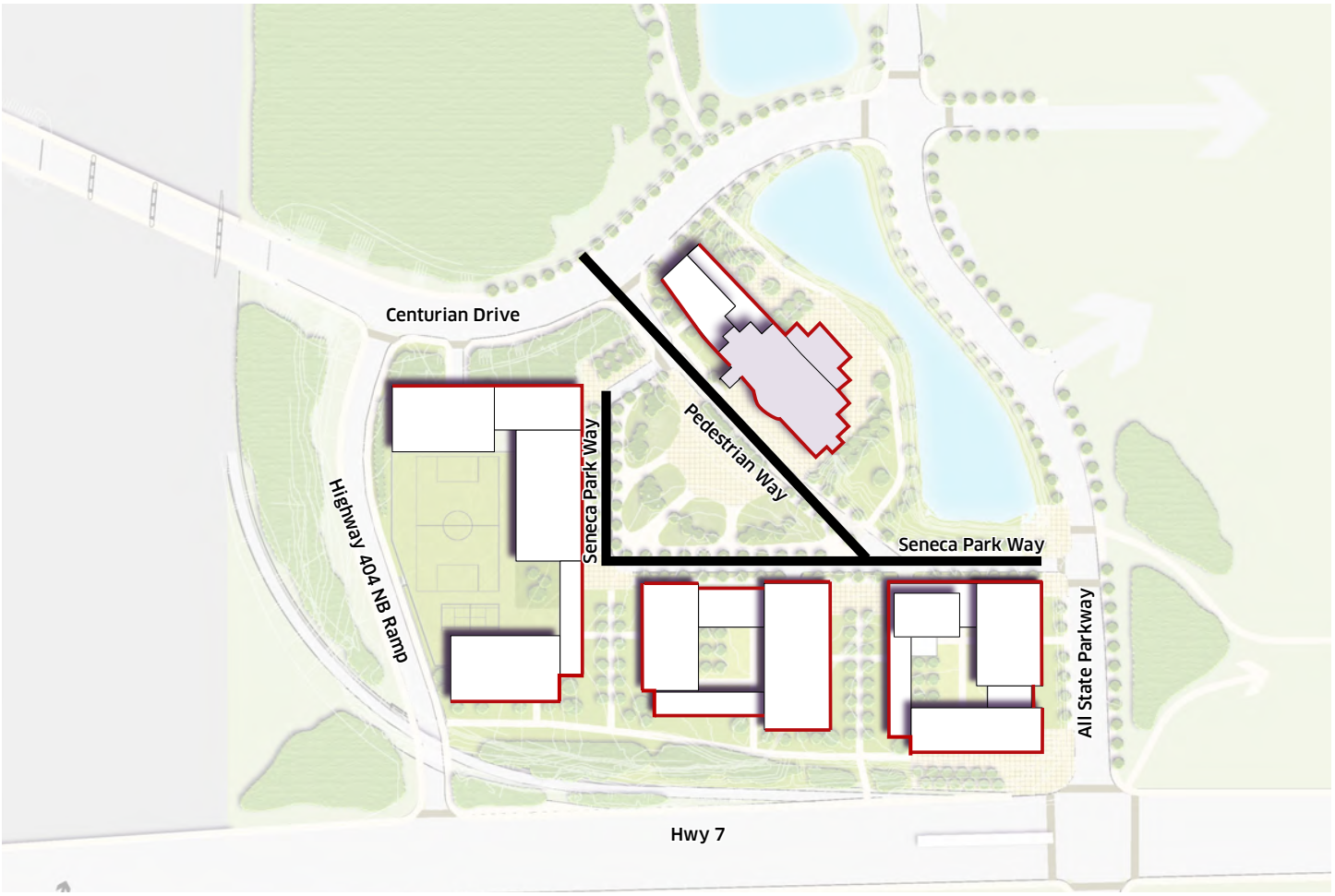
The following are specific built form guidelines for the campus:

- The corner gateway building at the Highway 7 and Allstate Parkway intersection must be sited to address the intersection with a visible primary entrance, and then the side street frontage (Allstate Parkway).
- The gateway building at the north end of the campus should have a primary frontage and a visible primary entrance along the west face of the building. The building should address the natural heritage corridor by terracing down toward the Pond Plaza to create a human scale condition along the waterfront.
- Distinct architectural features and interventions such as enhanced architectural detail at building corners and gateway locations or fronting open spaces, are encouraged. Locations for increased building height, as identified in Figure 2.29, are encouraged as gateway treatments to enhance the visual prominence and identity of the College, and to address wayfinding.
- Markham Campus provides a real opportunity for vertical growth, as the site has few building height restrictions and constraints and is well served by public transit. The height, scale, and massing of buildings, therefore, should optimize growth capacity on the site.



MARKHAM CAMPUS / FIGURE #2.27 – PERSPECTIVE - BUILT FORM STRUCTURE AND COMPOSITION

- Towers should be kept to the peripheries of the site in an effort to maintain a human scale massing framing the interior Seneca Park, and provide higher visibility along the highways surrounding the west and south sides of the campus. Specifically, height should be targeted to towers on Buildings B, and D. Building B offers the highest visibility from Highways 404 and 7, while the transit stop adjacent to Building D supports increased density.
- Building A should respect the scale and massing of the existing building it is attaching to. Where possible, it should terrace down to the water to support an animated and human scale waterfront plaza.



MARKHAM CAMPUS / FIGURE #2.28 – CAMPUS STRUCTURING ELEMENTS AND BUILDING FRONTAGES

LEGEND

- Proposed Building
- Existing Building
- Campus Structuring Elements
- Active Building Frontage

MARKHAM CAMPUS / FIGURE #2.29 – BUILDING HEIGHT OPPORTUNITIES

LEGEND

Building

Height Opportunity

MARKHAM CAMPUS / FIGURE #2.30 – VIEWS AND VIEW CORRIDORS

LEGEND

Panorama

View Termini

View Corridor

6.4.3.3. New Campus Buildings

There are four new campus buildings in the Master Plan, one includes an above-grade structured parking facility. The buildings are identified in Figure 2.31. New campus buildings include:

Building A Expansion

The new building provides an opportunity to create a key north gateway building for the campus and also serves to accommodate increased academic uses and at-grade amenities such as social indoor and outdoor gathering spaces or meeting and conference space, taking advantage of its location and views to the pond. One of the reasons for the development of the Building A expansion is to resolve the access to servicing and loading for the existing building in response to the development of the Centurian Drive road extension and alignment. The new building will allow for internal truck servicing and circulation at grade level. In terms of form, the building should terrace down to the new Pond Plaza, creating a human scale space on the ground level and views onto the water from above.

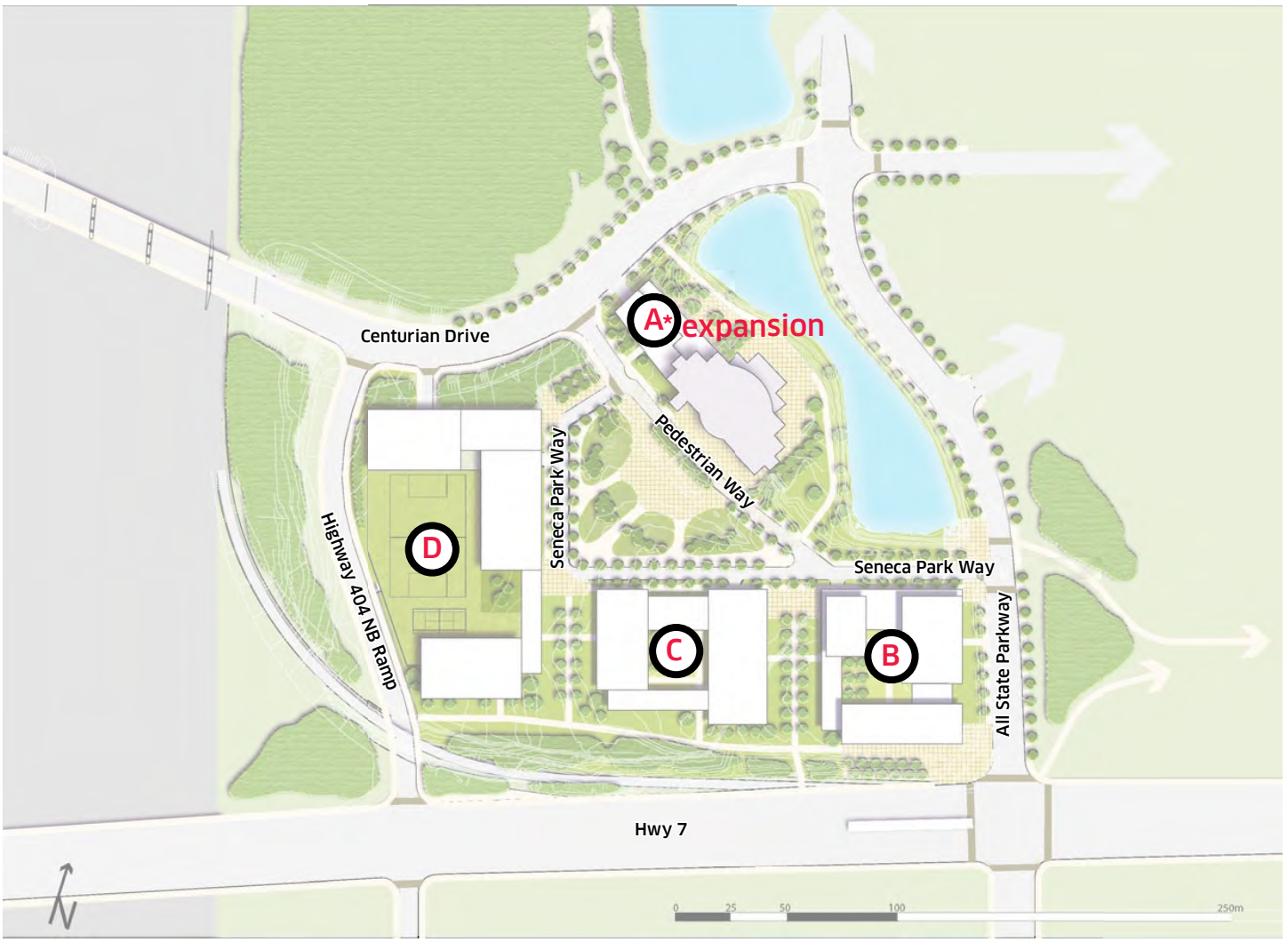
Building B: New TOD Building

Located on the corner of Highway 7 and Allstate Parkway, and adjacent to a proposed TTC transit stop, Building B will be the most outward face of the Markham Campus. This building is of utmost significance to the Plan and the campus, as it provides an opportunity to create a visible mixed-use urban presence and address along the Highway 7 transit corridor, and to leverage the campus as an integral part of an intensifying node. The location of the building sits within the flood plain that runs along the south east corner of the campus. As a result, the College will have to acquire development approval from the Town of Markham and other relevant agencies to build within the flood plain area. The intent of the Campus Master Plan is to provide minimal disruption to the flood plain and, therefore, buildings should provide a design solution that addresses the displacement of the flood plain volume.

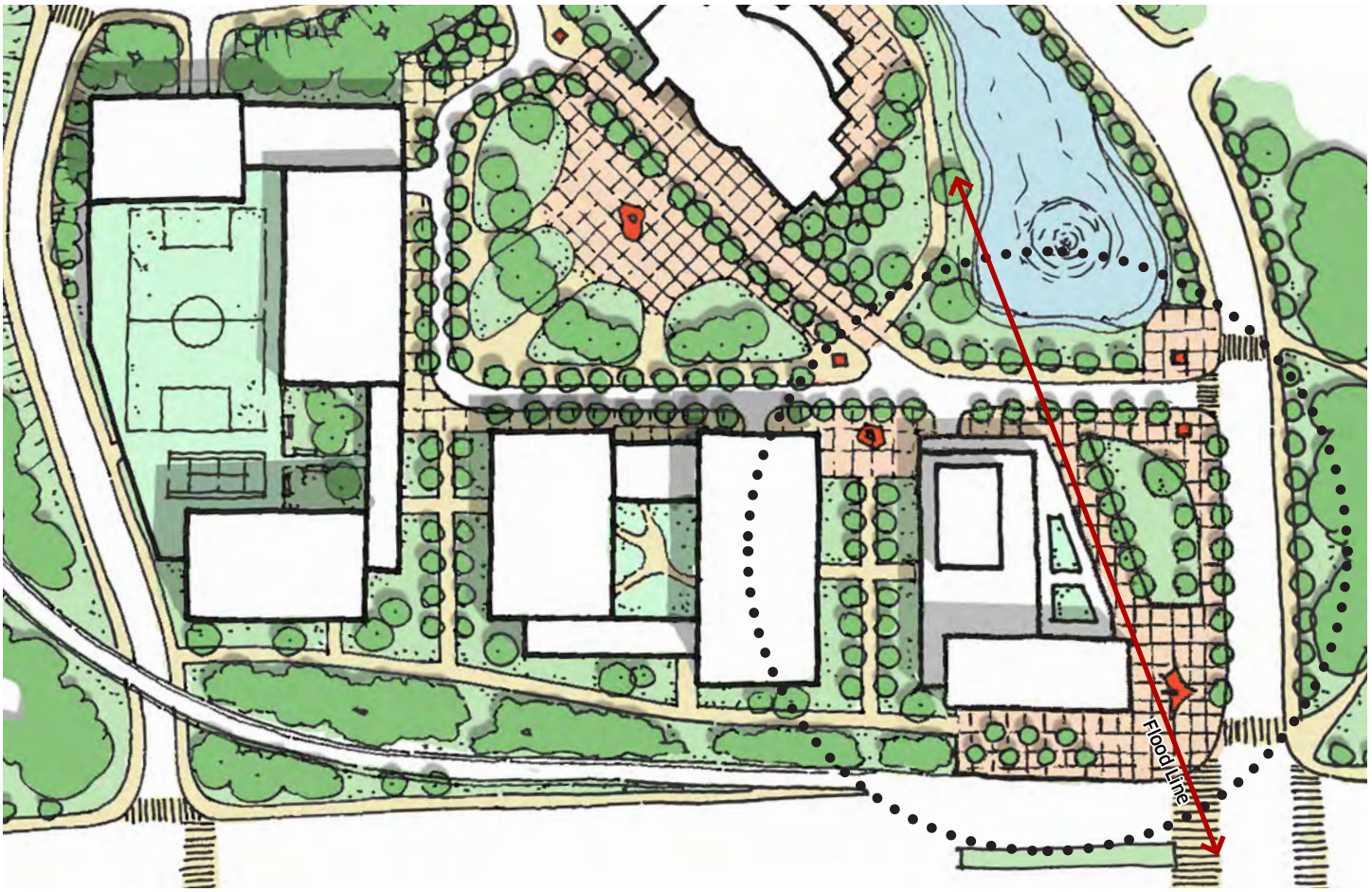
If development approval is not achieved, an alternative design for the southeast corner should be set back in accordance with the flood plain policies. The open space plaza fronting Highway 7 will be given more prominence as a welcoming gateway feature for the campus within the flood zone (see diagram 2.32). The flood plain area will be designed in accordance with municipal policies.

Building B has the opportunity to be one of the most dynamic and animated buildings on campus. The building structure provides an opportunity for a mixed-use academic, residential, or commercial complex, designed to have a permeable and transparent ground floor that maximizes access and wayfinding to public transit.

This building, in conjunction with Buildings C and D, can provide a significant amount of underground parking on campus.



MARKHAM CAMPUS / FIGURE #2.31 – BUILT FORM FRAMEWORK - NEW CAMPUS BUILDINGS



MARKHAM CAMPUS / FIGURE #2.32 – ALTERNATIVE FLOOD PLAIN CONCEPT FOR BUILDING B

Building C: New Central Campus Building

Building C provides an opportunity to expand academic programs and uses. Fronting directly onto Seneca Park, and easily accessed by pedestrians through the Southern Plaza, this building should be a highly animated part of the campus. The building's character should be contiguous of Building B. This building, in conjunction with Buildings B and D, can provide a significant amount of underground parking for the campus.

Building D: New West Campus Buildings

Building D provides an opportunity to expand academic programs and uses as well as create a more animated campus. Building D provides an opportunity to integrate structured parking, with open space and sport facilities above-grade. This building is in an ideal location for additional height and density within the campus, as the location offers visibility from the surrounding roadways – creating a strong visual presence from a driving perspective. Taller buildings will also provide a noise and visual buffer for the internal campus from the highways.

6.5. Movement Framework

Circulation is an integral part of an efficient and well-managed campus. The broad-range of movements occurring on campus requires the movement framework to have a strong organization and rationale. After outlining the access considerations, the Markham Campus Master Plan lays out the foundation for the major modes of active transportation, which include walking and biking, as well as services provided by the TTC and Seneca. Finally, vehicular movement, which includes cars and service vehicles, is also considered.

6.5.1. Access Considerations

Road Network Improvements

The Markham Campus will be at the centre of several high profile new road projects that provide opportunities and constraints from a master planning perspective. New road connections will significantly change the transportation patterns in the area, making the campus more accessible. The new roads will also result in a variety of constraints for the campus, such as the potential for traffic infiltration, and the limiting of future building access locations from the public street network.

A new east-west collector street that crosses Highway 404 will be constructed along the north site property boundary within the next five years. The new collector street will connect at the intersection of Centurion Drive and Allstate Parkway and provide additional east-west capacity across Highway 404. The new road will have a five lane cross section in the vicinity of the site, which includes two through lanes in each direction plus a centre left turn lane. The new road will also include cycling lanes and sidewalks in each direction.

In addition to the new east-west collector street, the Town of Markham is planning on extending the northbound Highway 404 off-ramp northwards beyond its current terminus at Highway 7. The new road would extend north to the proposed east-west collector street and will provide traffic exiting Highway 404 with improved access to the road network north of Highway 7, alleviating some of the congestion that exists on that thoroughfare. This road extension is being designed to accommodate sidewalks and street trees.

The Movement Framework provides two access points to campus from the future road network. The primary access point will be the existing entryway via Allstate Parkway. A new driveway is located at the west end of the campus from Centurian Drive.

The Plan contemplates two parking and service access points to Building D from Centurian Drive. The feasibility of these access locations will be subject to approval by the Town of Markham and MTO. It is recommended that Seneca College investigate the potential for securing additional access to campus buildings as the campus builds out.

A key recommendation of the Plan, from a transportation and access perspective, is to limit the potential traffic infiltration along Pedestrian Way, in front of the existing building. Once the new Centurian Drive is constructed, campus roads may become

attractive as a shortcut route for drivers wishing to avoid the traffic signal at Allstate Parkway and Centurion Drive. Potential ways in which the College can mitigate the infiltration of non campus vehicles include:

- aligning Seneca Park Way such that it creates more of a T-intersection with Pedestrian Way, forcing drivers to slow down; and
- installing traffic calming measures along Pedestrian Way, such as special paving treatments, and designing the road such that it looks like an extension of Seneca Park as a pedestrian priority route.

Road Hierarchy and Character

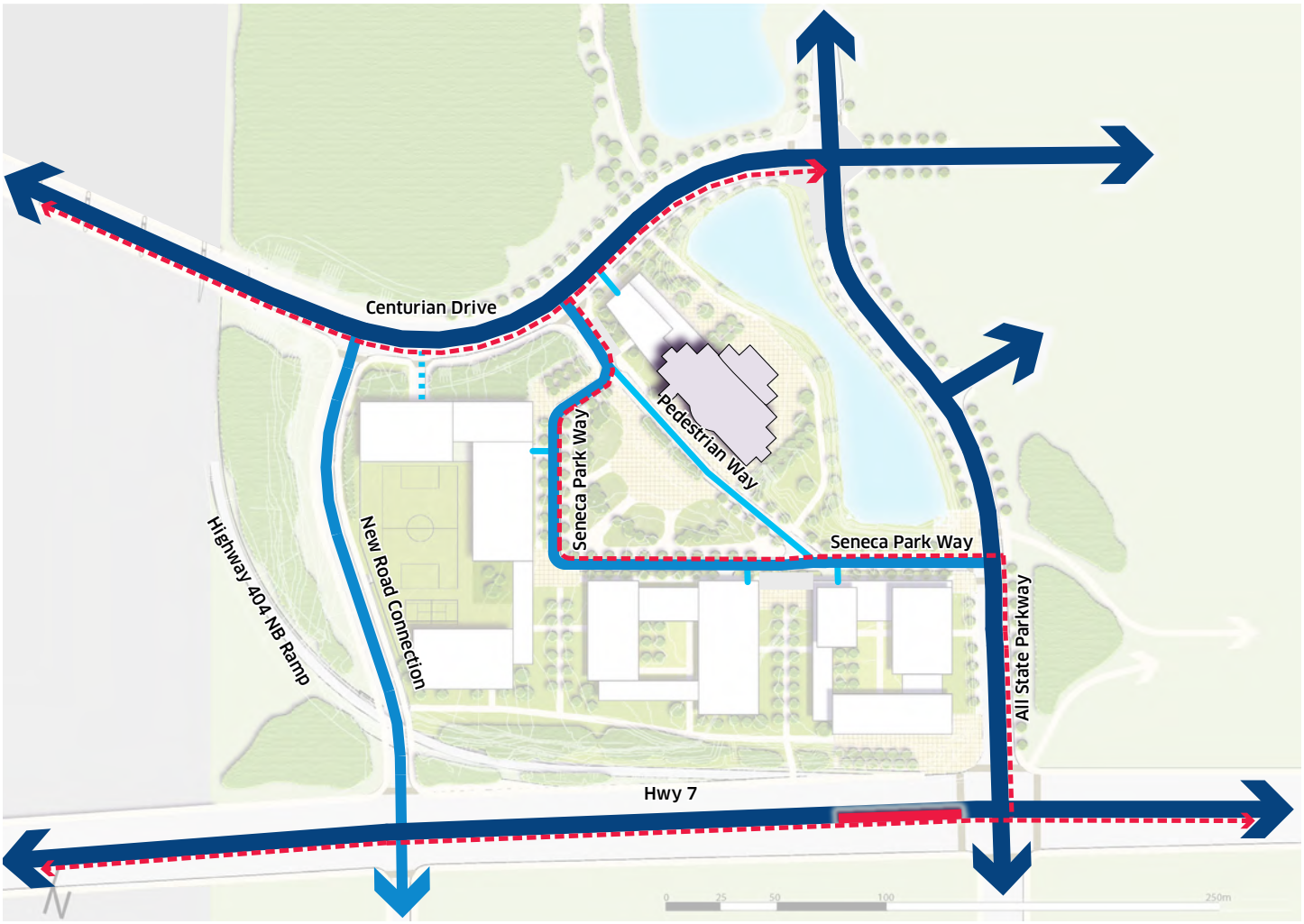
The future east-west road to the north will be a collector street under the jurisdiction of the Town of Markham. The new road will feature two travel lanes in each direction and a centre left turn lane plus bicycle lanes on either side. The road will be designed and constructed with sidewalks on both sides based on Markham's typical standards for collector roads.

The future 404 northbound ramp extension will be designated as a local road under the jurisdiction of MTO. It will feature a three lane cross section with one southbound travel lane and two northbound travel lane). The road is being designed with provisions for a sidewalk, however, the sidewalk may not be constructed as part of the initial project scope.

Cross sections for the various internal streets are illustrated in Figures 2.22-2.24.

Traffic Calming

Traffic calming should be an important element of the road design. Traffic calming will slow traffic and discourage vehicular shortcuts through the site. Traffic calming objectives could be achieved through on-street parking, pavement treatments, raised intersections, or zebra striping at important pedestrian crossing locations. Traffic calming on the internal campus route along Pedestrian Way will be accomplished through its design. Specifically, the route will be designed as a pedestrian priority zone adjacent to the future central green, which will include an open pedestrian plaza.



MARKHAM CAMPUS / FIGURE #2.33 – TRANSIT AND ROAD NETWORK

LEGEND

- Primary Road
- Secondary Road
- Tertiary Road
- Potential Driveway - Subject to City Approval
- Public Transit
- Proposed LRT Stop

6.5.2. Pedestrian Considerations

The Plan envisions a well-connected pedestrian network throughout the campus, comprising of internal routes between buildings, and external routes along the boundary roadways.

Internal Circulation

Internal circulation for pedestrians within the campus will be accommodated through sidewalks and an off-street pedestrian pathway system that connects key destinations such as the Highway 7 rapid transit stop and the campus buildings.

The pathway system includes a primary pedestrian spine running east–west, north of the Highway 404 northbound-on ramp that connects the future ramp extension to Allstate Parkway.

A key pedestrian connection in the Plan is the connection of the campus to the future rapid transit stop at the corner of Allstate Parkway and Highway 7. This connection is envisioned to occur through the creation of open air pedestrian linkages between future buildings on the campus. Pedestrian walkways that connect to the Transit stop on Highway 7 should include provisions for canopies and other means of weather protection to encourage transit use.

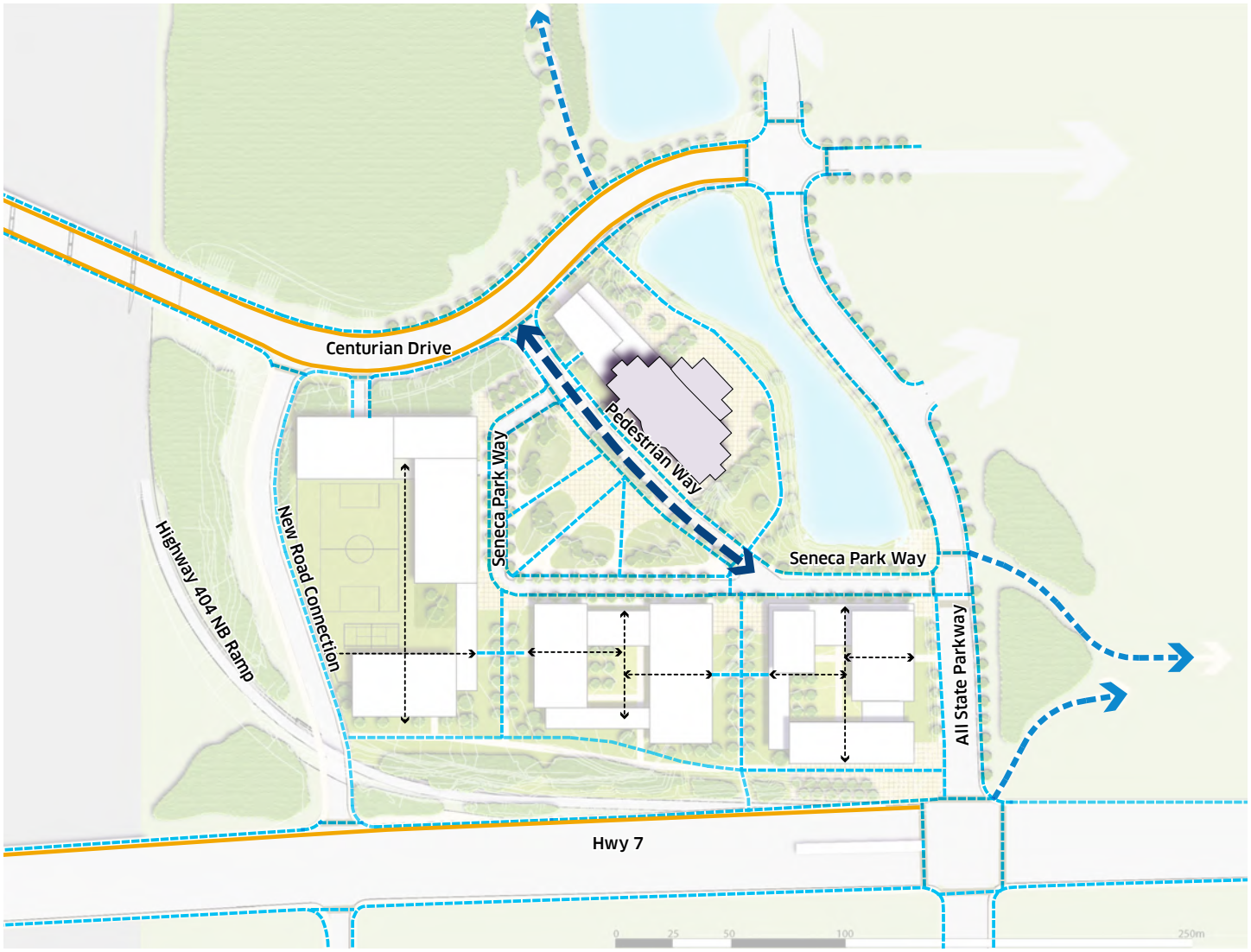
A key move from a pedestrian perspective in the Plan will be to improve the pedestrian treatments along the main internal campus roadway. The main driveway should be designed as a pedestrian priority zone with crosswalks where the driveway intersects pedestrian routes. In the vicinity of the main door for the existing building, the driveway should be shifted away from the building entrance to provide more space between the building and the driving lane. The current building was designed initially as an office use and the available pedestrian space at the front door is insufficient for the pedestrian activity associated with a campus environment.

The planned Seneca Park Way driveway loop around the central green space should also be constructed with sidewalks provided on both sides to encourage a pleasant walking environment.

External Circulation

The internal pedestrian circulation system will be augmented by the external pedestrian walkways on the public street system. The future collector street along the north edge of the site will have sidewalks on both sides that provide a walking connection over Highway 404.

The future Highway 404 northbound ramp extension north from Highway 7 includes the provision for a future sidewalk along its eastern side. However, the current construction plans for the ramp extension do not currently contemplate building this sidewalk. It is recommended that Seneca College pursue the construction of the planned sidewalk along the off-ramp extension with the Town of Markham to improve the pedestrian connectivity along that edge.



MARKHAM CAMPUS / FIGURE #2.34 – PEDESTRIAN CYCLING MOVEMENT

LEGEND

- Main Pedestrian Spine
- Trails
- Sidewalks and Pathways
- On-Street Cycling Lane
- Internal Building Circulation

6.5.3. Bicycle Considerations

Cycling Network

The future cycling network will primarily exist on the public street system adjacent to the campus. On-street bicycle lanes are planned on the future east-west collector street. Bicycle lanes are also ultimately being contemplated on Highway 7 as part of its reconstruction for the future rapid transit right of way.

Within the Markham Campus, bicycles should be accommodated through signed routes along the main driveway and drop-off route. Signage would direct cyclists to one of several bicycle parking areas where a variety of bicycle parking options will be provided.

Directing cyclists coming to the campus to one of several strategically selected locations for bicycle parking will help ensure that cyclist park their bicycles in appropriate locations and minimizes the need for cyclists to ride along the off-street pedestrian routes, minimizing the potential for conflicts with pedestrians.

Cycling Facilities

To support the recommended bicycle strategy, and to provide a safe and efficient bicycle route around the periphery of the campus, it is recommended that significant bicycle parking facilities be located along the external bicycle routes. These will accommodate cyclists in strategic locations, where they would access the internal campus pedestrian system. A range of bicycle parking options should be provided to cater to different user groups, including post & ring external bicycle racks, secure bicycle cages, and weather protected, secure bicycle parking locations within buildings.

Figure 2.34 illustrates the proposed cycling network and preliminary locations for strategic bicycle parking facilities.

6.5.4. Transit Considerations

Transit Network

Transit service to and from the Markham Campus is provided by the VIVA Purple route and YRT, both of which travel past the site on Highway 7. VIVA has plans to begin constructing the next phase of its rapid transit improvements on Highway 7 in the near term, which will result in a dedicated transit right of way in the centre of Highway 7. Allstate Parkway is a stop on the dedicated transit right of way alignment.

The future east-west collector street also includes provisions for a future local bus route operated by YRT. Transit stops are planned at the intersection of the new collector street with Allstate Parkway. To better integrate the future transit service along the north edge of the campus, it is recommended that Seneca College initiate discussions with YRT and URS Canada over the installation of a transit stop on the new east-west collector street at the Seneca Campus driveway.

Transit Facilities

Markham Campus will benefit from investment in the Highway 7 rapid transit line, which will make the campus more accessible by public transit. To leverage this new investment in transit, a primary goal of the Plan is to provide a logical, comfortable connection to transit. Therefore, the Campus Master Plan contemplates the creation of a strong north-south pathway connection that leads from the centre of the campus south and then east to the corner of Highway 7 and Allstate Parkway where transit is accessed. The pedestrian route would be lined by buildings' featuring grade-related uses along the route, which will provide retail and service opportunities for staff and students, as well as weather protection during the cold seasons.

To further support transit use at the campus, it is recommended that buildings adjacent to the transit walkway include some type of canopy or weather protection along the pathway to limit exposure to the elements during inclement weather. Figure 2.33 illustrates the proposed transit framework for Markham Campus.

6.5.5. Parking Considerations

Parking Supply

The Markham Campus currently has approximately 735 parking spaces for approximately 1800 students (FTE). Including an allowance for full time staff, this corresponds to a parking ratio in the order of 0.35 to 0.40 spaces per FTE. Surveys of the existing parking lot indicate that the existing lot will fill up to approximately 80 to 85 percent of capacity during the peak autumn attendance months (i.e. September and October).

Of the three campuses reviewed (King, Newnham, and Markham), Markham Campus is estimated to experience the largest growth in student population. Based on the forecasts provided by ECS, it is anticipated that the student population at the Markham Campus will grow from 1800 students to approximately 5800 students (an increase of 4000).

Providing parking for the anticipated student growth at the historical rate of 0.35 to 0.40 spaces per FTE results in a future estimated parking supply of 1400 to 1600 new spaces. New spaces will need to be provided in parking structures. The College should begin immediately to seek ways to reduce its parking demand at the Markham Campus. Achieving a 10 to 15 percent reduction in the parking demand at the site will reduce the amount of new spaces required by 200 to 300.

Parking Supply Strategy

It is anticipated that parking on Markham Campus will continue to be provided in surface lots until the first significant building is constructed.

One of the key principles of the Markham Campus Master Plan is that the College will need to transition from a surface parking supply to having the entire parking supply provided in structures above and below grade. The transition to structured parking is required to make way for new academic and partnership buildings on campus.

The Plan envisions that all parking for the campus will be provided in structures at full build-out of the campus, including replacement of the existing 745 space surface lot. An order of magnitude estimate of the long term parking supply is in the order of 1500 to 2000 parking spaces (based on some assumed decrease in parking demand due to the increased transit accessibility and TDM strategies employed by the College).

To achieve the estimated long-term supply estimate, parking will likely need to be located in several locations across the campus. The Plan envisions one primary parking structure at the west side of the site. It is anticipated that the primary parking structure would need to be at least 3 levels and provide upwards of 800 to 1000 parking spaces. Additional parking can be provided in underground parking structures across the west and south sides of the site.

There are multiple forms in which the structured parking could be provided:

- locating the parking under planned academic buildings (i.e. a below grade garage);
- locating parking within the interior of a large building and wrapping academic uses around it; and
- some combination of the above.

As mentioned above, the college should seek ways to reduce the overall parking demand through TDM as a means of reducing the ultimate number of parking spaces required. An additional discussion on TDM is contained in Section 6.5.7: Transportation Demand Management Considerations.

On-Street Parking

The Campus Master Plan has a less linear length of internal driveways for pick-up and drop-off compared to King Campus or Newnham Campus. As a result, on-street parking along any internal driveways or campus roads is not recommended at Markham Campus at this time. Rather, it is recommended that the internal routes be designed to accommodate short term lay-by parking for pick-up and drop-off. Some on-street parking could be permitted in strategic locations to accommodate special uses such as accessible parking. Figure 2.35 illustrates the proposed Campus Master Plan parking supply strategy.

MARKHAM CAMPUS / FIGURE #2.35 – PARKING

LEGEND

- Structured Parking
- Underground and Structured Parking
- Lay-by Parking

6.5.6. Loading and Servicing Considerations

Changes to Existing Operations

The construction of the new east-west collector street along the northern edge of the property will require the modification of the loading and servicing area for the existing Seneca building. The current concept proposed by the Town of Markham will require all delivery vehicles to back in from the future public street. This is not an acceptable solution given that the College frequently receives deliveries by large tractor-trailer trucks.

The interim solution for modifying the loading area access is still under discussion with Town of Markham staff. However, the Plan envisions reconstructing the existing loading area within a new building expansion on the north side of the current Seneca building. The reconfigured loading area would accommodate the delivery and servicing needs of both the expansion, and the existing facility. Access to the reconfigured loading dock would be taken from the primary internal campus street.

Future Buildings

With regards to any future buildings contemplated in the Plan, it is anticipated that the expansion to Building's A and D be constructed as independent facilities, each with its own dedicated loading and garbage facilities. Figure 2.36 illustrates an access point off of Centurian Drive to an internal servicing and loading area within Building A Expansion.

Building B and C, if developed jointly, can share an underground parking and servicing facility in the future, with a single service access on Seneca Park Way. Otherwise, two points of access will have to be provided on Seneca Park Way for Buildings B and C.

6.5.7. Transportation Demand Management (TDM) Considerations

Transportation Demand Management (TDM) is the general term for strategies that result in more efficient use of transportation resources. TDM is comprised of various strategies that change travel behaviour (how, when, where, and why people travel) in order to increase transport system objectives. There are numerous TDM strategies using various approaches to influence travel decisions. Some improve the transport options available; some provide incentives to change travel mode; others improve the accessibility of a site; and some try to affect the need to travel to/from a location.

Part of the recommended transportation strategy for the Markham Campus will be to create and implement a TDM Plan. The TDM Plan should focus on providing a few key programs and/or policies directed at staff and students that will improve their mobility and transportation options. Programs should be tailored to the transportation context of the Markham Campus.

MARKHAM CAMPUS / FIGURE #2.36 – BUILDING AND SERVICE ACCESS

LEGEND

- Service Access
- Potential Service Access - Subject to City Approval
- Building Access

The TDM Plan for the Markham Campus should include, or consider the following elements:

- Hiring or appointing a TDM Coordinator to assist students with information on alternative travel options;
- Instituting a carpooling strategy for the campus and encouraging carpooling through the provision of preferential parking policies;
- Integrating campus parking management and TDM through parking charges; and
- Providing supportive cycling facilities around the campus.

The purpose of a TDM Coordinator for the campus would be to help provide information to students on available travel options and to assist them in finding other alternatives to the car. Example duties of a TDM coordinator include providing or coordinating a ride-matching service for student carpooling, acting as a point person for student transit passes, providing strategic input to the college management on ways to improve and support use of non-auto modes, and coordinating awareness events for students and staff.

Instituting a carpooling strategy for the campus will also be an important part of the TDM plan. Rural and suburban locations such as Markham Campus tend to benefit the most from effective carpool strategies. As a start, the College, through the TDM Coordinator, can facilitate the enrolment of students and staff into a ride-matching service such as Carpoolzone or Rideshark. These services are internet programs that match a user's home location to clusters of people who live in the area who might be interested in sharing rides. The College could then further support the use of the carpooling program by creating priority carpool parking spaces in desirable locations and by potentially offering discounts or rebates on parking fees to students and staff who elect to carpool.

An important way of managing transportation demand will be through managing the cost of parking. There is typically a direct relationship between parking charges and personal auto usage, in that a rise in parking fees will typically result in a decrease in parking demand and an increase in transit usage. This approach does not work in areas that do not have alternative transportation options, however the Markham Campus is served by several bus routes. As mentioned in Section 6.5.3: Bicycle Considerations, a key element of the Master Plan that is required to support TDM will be the incorporation of a useful cycling strategy that includes the provision of several types and locations of bicycle parking around the campus. This will encourage the use of bicycles as an alternative mode of transportation to/from the campus.

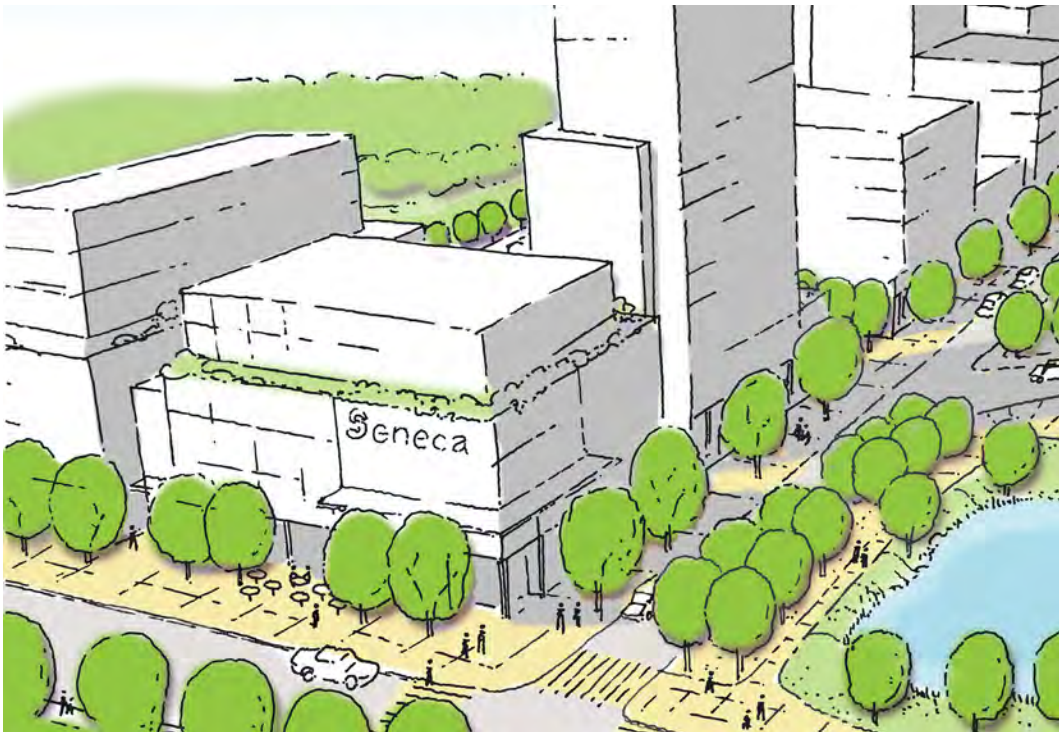
6.6. Community and Business Partnerships

Markham Campus will function as a neighbourhood focal point, integrating both academic and community life. The Plan creates opportunities for community-campus synergies, offering amenities and services that encourage community use of campus facilities.

Building B, at the corner of Allstate Parkway and Highway 7, will be the primary interface between the campus and its surrounding community. Its integration with the public transit system will create an easily accessible destination in which to bring students and community together. The building will create a dynamic public realm that benefits both students and residents by providing: active retail at grade, such as shops and cafés; community facilities, such as daycares, recreation, and health facilities; and a lively gateway plaza with public art and at-grade uses, which will be encouraged to spill-out into the public realm with tables and chairs.

By creating a ground-floor that is transparent, permeable, and mixes student and community amenities, the campus can become a landmark resource for community building and growth.

The Plan structures the remainder of the campus as a welcoming place, one that embraces the community with its frontages and streets, ease of access, connected trails and pathways for walking and jogging, and useable open spaces. Some of the open spaces can be used to host joint community-campus oriented events such as market festivals, or events related to Seneca programs.



MARKHAM CAMPUS / FIGURE #2.37 – PERSPECTIVE - BUILDING B, FACING THE POND

6.7. Phasing Strategy

The phasing strategy for the campus looks at two milestone development horizons: Short to Mid-term Phasing Development (projected over a ten year time frame), and a Full Build-out Scenario, which reflects the long term realization of the campus vision. The character of the campus will essentially entail an academic concentration of use more internal to the site with the development of Building A (Expansion), which can be realized in the short-term horizon; and a concentration of mixed-use with the development of Building B in the short-term, and Building C and D in the longer-term horizon.

6.7.1. Phasing Structure

Short to Mid-term Phasing Development (projected over a ten year time frame)

The ten year development horizon for Markham Campus focuses on the expansion of the existing building, as well as the revitalization of the 'Pedestrian Way' road, front and rear plazas, and surrounding green spaces such as the adjacent Natural Heritage Corridor and stormwater pond. Building A Expansion provides the opportunity for additional academic programs and campus related uses. Building A Expansion offers ideal space for animated uses, such a student café that can spill-out onto the Pond Plaza, with views overlooking the Natural Heritage Corridor. The first phase also offers opportunities to animate the campus along Allstate Parkway, with enhanced landscaping and new connective trails.

A key component of this phase will also include the development of Building B as an opportunity to establish campus-community/business synergies. The development of this building can be pursued jointly as part of a third party agreement. One of the north-south pedestrian connections and plazas as well as the South Arrival Plaza should be developed in conjunction with Building B. This building can also accommodate a significant amount of below-grade parking to offset the loss of surface parking. Any development of underground parking associated with Building B should be designed and constructed with the option of being connected to the future adjacent underground parking associated with Building C in the long-term.

Full Build-out Scenario: reflects the long term realization of the Vision

The longer-term development of the campus includes Building C and D, as well as the completion of the remaining north-south pedestrian connections, and the development of Seneca Park and the Seneca Way loop road. Building C can accommodate the remainder of underground parking for the campus, offsetting the lost surface parking from the development of Seneca Park.

MARKHAM CAMPUS / FIGURE #2.38 – SHORT TO MID-TERM PHASING DEVELOPMENT OPPORTUNITIES

Seneca College Master Campus Plan

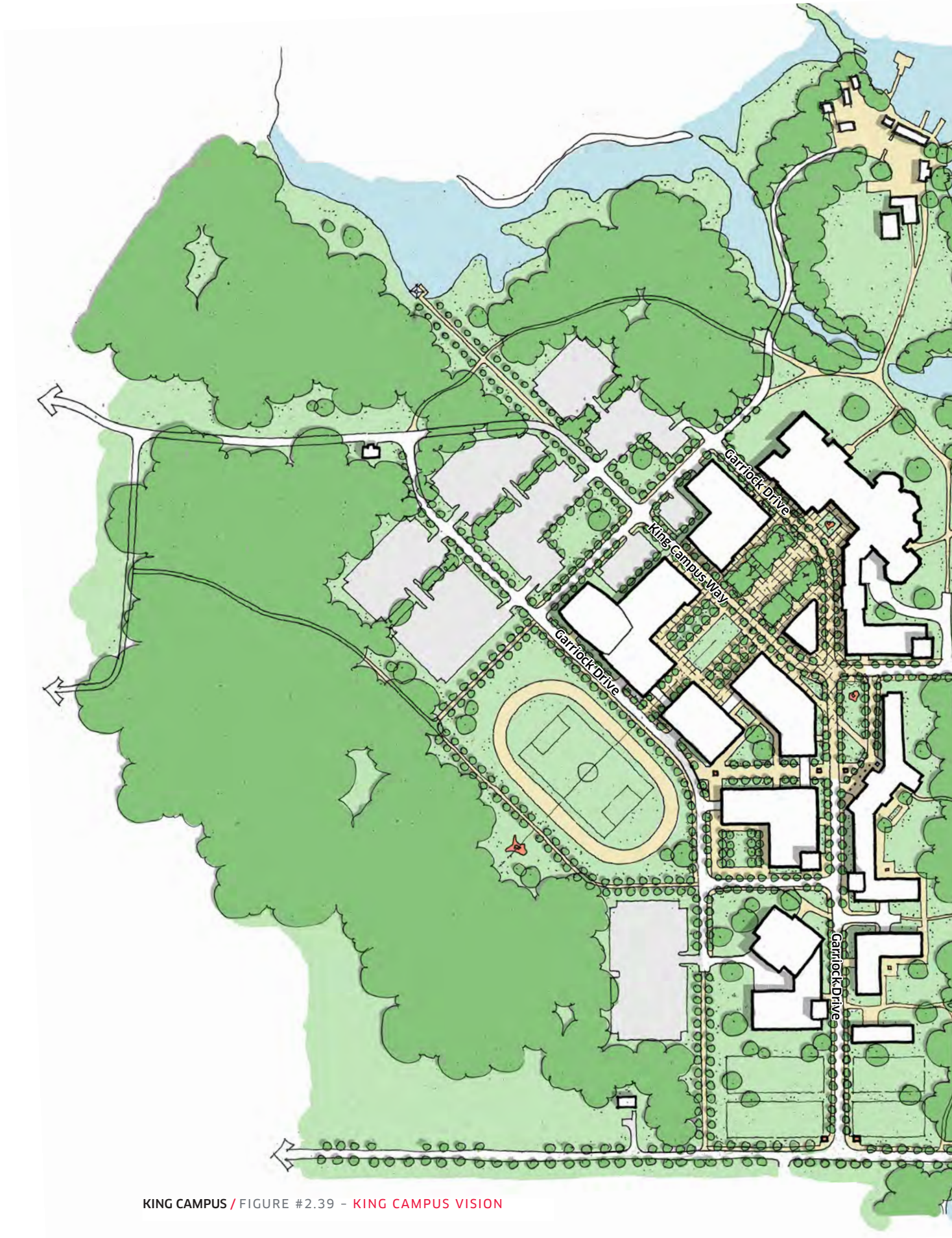
7.0 King Campus Master Plan

7.1. Vision

The natural setting and the multitude of natural and cultural heritage assets that define the King Campus creates one of the most attractive and inspiring learning and teaching environments for any student or faculty member in Ontario. The Vision for King Campus celebrates its magnificent setting and respectfully integrates a compact campus that responds to, and embraces its natural and cultural heritage. Priorities include demonstrating sustainability in all aspects of campus development, and building on the strong sense of community and inclusiveness that already exists on campus today. The Vision seeks to maximize the potential and use of all the campus' building assets, and repurpose them in the context of a new Plan. The Vision also seeks to reposition the King Campus with a stronger presence and identity in the community, as a resource for learning and recreating.

With that in mind, imagine a physical setting where history is clearly represented and intermingled with new beautiful buildings that are compatible with, but also stand as icons amidst, a strong green setting. Imagine new open spaces that allow for the appreciation of the environment and that are inspiring places to linger, gather, play, and exercise. Imagine a new rural tree lined scenic drive into the campus that sets the stage for highly walkable areas. This experience is followed by welcoming gateway buildings that draw you into the heart of the campus and provide framed views inside and beyond, including to the lively and vibrant campus activity within. With an extensive network of pathways and trails, you can experience the interconnectedness of the core campus and the ease of access to the lake, the east campus village, the northern Eaton buildings, and the surrounding community. Imagine a core campus that functions 24/7 with a critical mass of students to support necessary amenities such as transit and retail, needed to sustain day-to-day campus living and a healthy campus environment. Finally, imagine a campus that is accessible, with an organized system of streets and paths that safely moves pedestrians and other modes of transportation, including transit, to and through the campus, and successfully incorporates a strategy for sustainable parking nestled within the forest. This is the vision for King Campus.

The $43 million dollar funding that Seneca College has received from the provincial government will initiate the Campus Master Plan development process as early as the year 2013.



KING CAMPUS / FIGURE #2.39 – KING CAMPUS VISION


King Campus Way
Lady Eaton Drive
Dufferin St
Sideroad 15

7.2. Planning Principles

1. **King Campus will be a place to call home, providing great places, and a structure to support a vibrant 24/7 campus.**
   The campus should be structured to function as a home away from home, providing a healthy, liveable, and comfortable environment with a variety of accessible places to study, eat, play, gather, shop, and exercise. Within a rural context, the Plan considers providing the necessary amenities needed for day-to-day living on the campus. In addition, the campus should be connected and easily accessible by all modes of transportation.

2. **King Campus will be a destination for the community and function to create and encourage college-community/business partnerships.**
   The campus vision and structure is geared toward encouraging and creating opportunities for college-community/business partnerships, and providing opportunities for shared resources that reinforce the campus as an integral part of the surrounding community.

3. **King Campus will be a compact campus, demonstrating all aspects of sustainability in design and functionality.**
   The development of King Campus presents an opportunity to demonstrate sustainability in the design of buildings and open spaces, in the structure and layout of the campus, and in garnering community/business partnerships towards sharing a great resource.

4. **King Campus will be a walkable campus, that prioritizes pedestrians, while also accommodating all other modes of transportation.**
   The Campus Master Plan places high regard for the pedestrian as a priority in the movement system while minimizing the impact of vehicles on the natural environment. That being said, the Plan also recognizes the importance and necessity of being accessible and connected within a rural context, and integrates an organized structure for the safe and sensitive movement of other modes of transportation within the landscape, including transit and bicycles as well as vehicular movement, servicing, and parking.

5. **King Campus will be a transit friendly and accessible destination.**
   The Plan's movement framework emphasizes the transit presence on campus and promotes designs to accommodate increased transit capacity, functionality, and compatibility with other modes of transportation.

6. **King Campus will be connected with, support, and enhance the natural heritage system.**
   The Plan strives to carefully and respectfully integrate a compact campus into the natural formation of the landscape, respecting the policy direction of both the Oak Ridges Moraine and the Greenbelt System, as well as the development of natural heritage conservation goals and strategies.

7. **King Campus will protect, conserve, and enhance key building and landscape heritage assets that are part of the campus property.**
   The Plan will protect, conserve, and enhance the existing natural and cultural heritage, including structures and landscapes, where possible, and recommend the designation of key heritage assets as such. The Plan highlights their importance as opportunities to repurpose assets within the future campus structure, but also to recognize the national heritage importance of the campus as one of the last remaining Eaton properties in Canada.

7.3. Design Strategies: The Big Moves Toward Achieving the Plan

Building on the seven planning principles, the following series of design strategies or Big Moves define a new structure for King Campus, within the context of a phasing strategy, and provide a basis for moving forward.

Big Move 1: Distinct Campus Precincts

Create four distinct yet integrated campus precincts – the Main Campus, the East Campus Village, the South Campus Athletic Precinct, and the North Campus Eaton Residences.

The campus is defined by four distinct and unique precinct areas. Collectively, these areas function to establish an identifiable Main Campus area; to create a unique, pedestrian-oriented village east of the campus, building on the existing heritage built form and landscape; to create an opportunity for community-campus synergies by introducing a community-oriented recreational amenity at the south-east face of the campus; and to repurpose the Eaton family heritage residential buildings as a means of animating the northern part of the campus and tying into natural amenities such as the trails.

Big Move 2: Protect and Conserve the Heritage Conservation Lands

Locate all new development in a compact campus form within the Oak Ridges Moraine Countryside development boundaries.

The Master Plan will adhere to the development policies related to King Campus for the protection and conservation of the Oak Ridges Moraine and Greenbelt areas.

Big Move 3: A Strong Centre for the Campus

Define the social heart of the campus, expanding on the existing main campus building, with new development that frames a large new open space amenity for the campus.

A large new urban open space functions as the centre for the campus, creates a new setting for Garriock Hall, and sets the stage for new development southward on a new axis that engages the location of the historical horse racing track, and terminates at a conserved forest edge.

Big Move 4: A Diversity of Open Spaces, Pathways, Trails, and Views
Provide a diversity of new open spaces, pathways, and linkages that are campus-oriented and suited to campus activity and circulation.

The Campus Master Plan introduces a variety of new campus-oriented open spaces, such as a large central green, quads and courtyards, and a sport field located in the area of the historic racing track to commemorate the heritage use. Spaces that are more conducive to an academic environment and to campus life are concentrated within the main campus area. The Plan also introduces an extensive network of new paths and trails that connect uses and amenities to the natural setting, creating unique campus experiences, and many opportunities to view and experience the lake and other natural features.

Big Move 5: A New Urban Street for the Campus
Extend the Main Campus south along an enhanced north-south roadway accessed from Sideroad 15, with gateway buildings, a new gateway open space, and an integration of existing and new buildings.

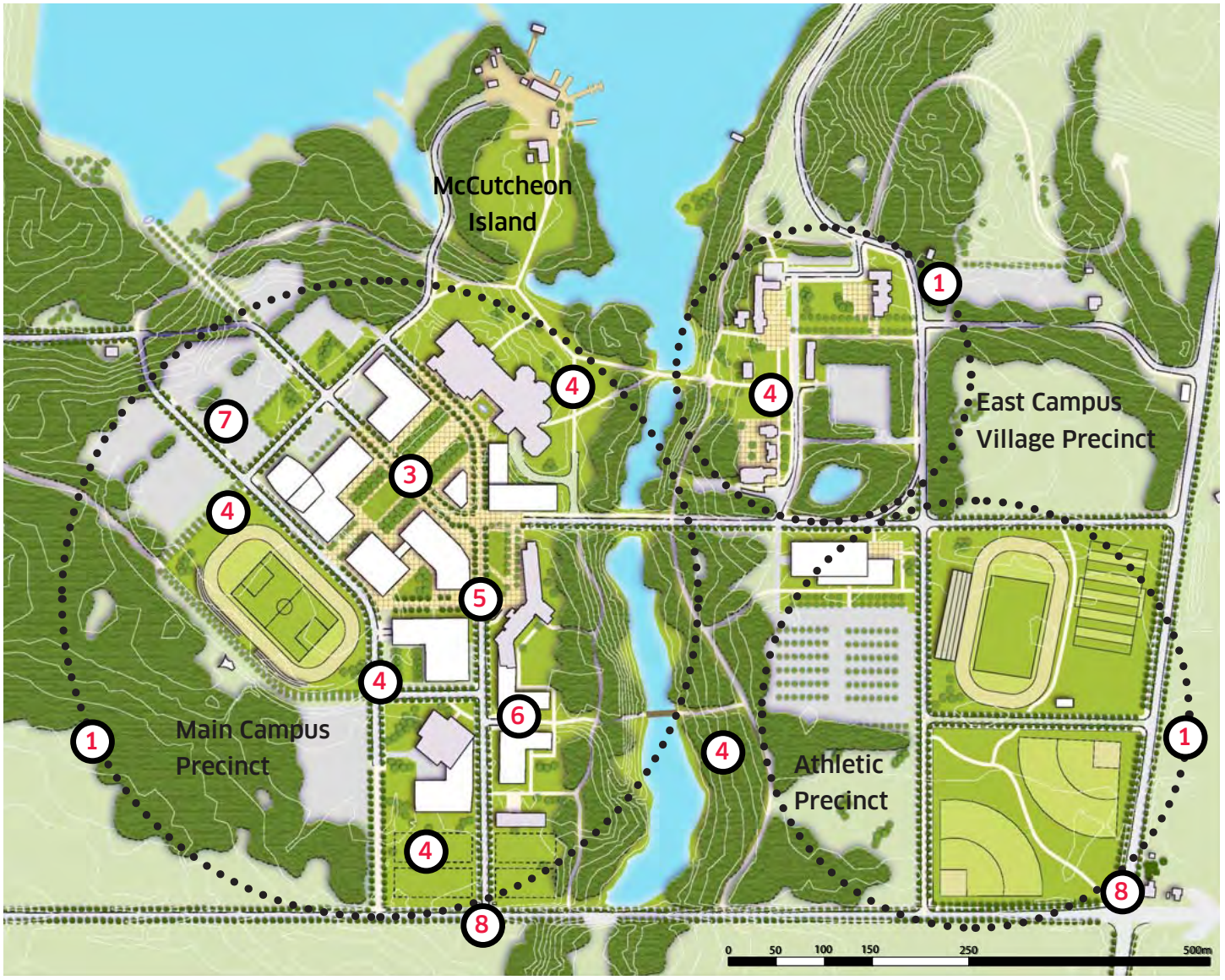
A new, tree lined urban street called Garriock Drive, creates a new access route into the campus, providing a more formal street address for existing buildings such as the heritage barn, the Vet Tech facility and the student residences, as well as the introduction of new gateway buildings, building expansions, and distinct open spaces. The gateway for Garriock Drive will showcase the rural heritage of the campus as the first experience. This is followed by new gateway buildings, which provide a threshold into the urban campus and one of the main circulation routes to Garriock Hall, the parking lots, and the balance of the new campus buildings.

Big Move 6: Expand the Residential Presence on Campus
Create new opportunities for additional student housing on campus to serve the student population, to establish a critical mass of people on campus, and to support necessary campus amenities.

The success of a vibrant campus environment is dependent on having a strong 24/7 people presence on campus. The Plan builds on the existing residences with new adjacent buildings, provides an opportunity to create a student residential hub clustered along Garriock Drive, central to recreational/academic facilities within the campus core.

Big Move 7: Surface Parking at the Campus Perimeter
Locate surface parking lots with environmentally sensitive designs at the periphery of the campus, within the Oak Ridges Moraine Countryside development boundaries, and in close proximity to the Main Campus buildings and athletic facilities.

The Campus Master Plan approach to parking is to nestle smaller surface parking areas at the western edge of the campus and adjacent to the Main Campus buildings, as well as to provide a designated parking area in the Athletic Precinct to support over flow parking and the recreational facility. Small additional parking



KING CAMPUS / FIGURE #2.40 – CAMPUS STRUCTURE: BIG MOVES TOWARD ACHIEVING THE PLAN

is located at the edges of the building clusters within the east campus. A degree of underground parking may be accommodated under new building sites, as appropriate.

Big Move 8: A Face to the Community

Create a new face to the community with a new community-oriented recreational facility as a shared resource.

The south-east corner of the campus will house a new community-campus recreational facility, with a recreational centre and sports fields, a network of trails and pathway connections from the main roadways, and a new road connection into the campus from Dufferin Street that can be extended into the campus as a transit loop in the future.

7.4. Campus Structure – The Precincts

As previously described in Section 6.3, the King Campus is defined by four distinct precincts that form the core structure of the campus, linked by an extensive network of pathways, trails, and scenic roads. Each precinct structure is described below.

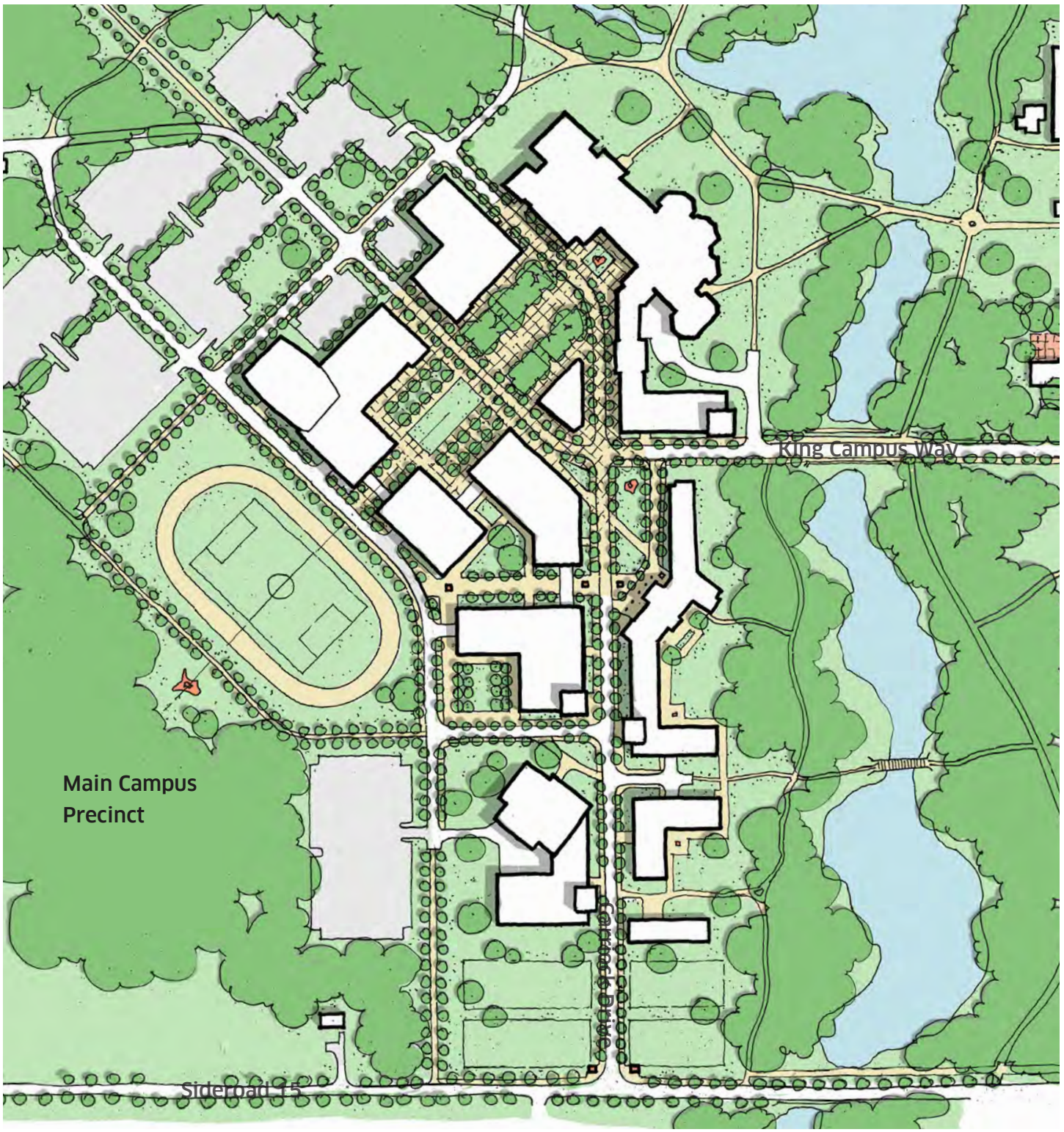
The Main Campus

The Main Campus is defined by the core academic campus buildings and programs, including McCutcheon Island, as well as the student residential hub. The Main Campus is structured along two axes, one north-south, and the other perpendicular to Garriock Hall. Buildings have a frontage and access along the new Garriock Drive loop, which is the main vehicular and transit route through campus, and a new entranceway from Sideroad 15. The campus remains accessible from the existing east-west roadway with access off of Dufferin Street, which continues through the centre of the campus core area. A new formal pedestrian path continues north from the roadway, terminating with a viewing platform at the lake edge, creating an open view corridor to the water from the centre of the campus.

A central open space (called the Residential Junction Plaza) is introduced at the juncture where the two campus roads intersect. The Core Campus area is defined by a large central open space (called the Garriock Central Quad), which is framed by new buildings, with a view corridor through the Quad along the axis that terminates at the sports field and forest edge. The placement of the surface parking lots sets the stage for future westerly development of campus buildings and open spaces.

The edges of the Main Campus are framed with passive open spaces and a forested landscape, and a system of trails connects the Main Campus to the East Campus Precincts.

McCutcheon Island will continue its current functions but will have more clearly defined area for recreation, servicing, and academic programming. All core functions and programs of the college should be located on the Main Campus to support a walkable and compact environment.



KING CAMPUS / FIGURE #2.41 – CAMPUS STRUCTURE: MAIN CAMPUS PRECINCT

The East Campus Village

The East Campus Village builds on the existing heritage structure, with an effort to conserve the significant heritage buildings and landscape, creating opportunities for viable campus uses. The intent of the precinct structure is to create a pedestrian-oriented village environment, with some parking and service access. It is an opportunity to showcase the heritage assets in a community accessible environment. As a village, it can house adjunct campus uses such as additional administration office space, and uses that cater to the east and north campus precincts. It is also structured to support the integration of specialized academic programming and uses, community and/or business-oriented programs, Applied Research programs, or to support the Athletic Precinct uses. Additional uses may include community-oriented functions and partnerships. The Precinct will continue to house the existing daycare facilities and ECL programs.

The Precinct is defined by pedestrian paths, a single access roadway, and a consolidated area for short term parking. Existing buildings are embellished with internal courtyards and external meadow landscapes. Heritage landscape features are maintained and conserved. The easterly entrance from Dufferin Street will continue north connecting to the North Campus Eaton Properties, and south connecting to the Athletic Precinct. The strong east view corridor into the Village and beyond to the Main Campus will remain as a pedestrian connection, framed by a well-defined row of trees.

The Athletic Precinct

The Athletic Precinct will function as a shared community-campus resource. The facilities will support some of the recreational requirements of other campuses as well as provide amenities for the surrounding community. The Precinct is accessible from Dufferin Street at two entrance points. A new athletic centre is located with a frontage along the main east-west campus road and in direct proximity and access to the East Campus Village. A surface parking area is provided to support the athletic facility, as well as to support overflow parking needs for the campus. Fields are placed to front the street to provide an animated face to the community along Dufferin and Sideroad 15. Generating activity and animation in this area is reminiscent of the history of the area, which was once the location of the Eversley Hamlet.

The North Campus Eaton Residences

The balance of the built components of the campus constitute the heritage Eaton family residences. The buildings include Eaton Hall, Villa Fiori, and the cottages, which remain accessible from the existing north road, now called Lady Eaton Drive. The Plan seeks to maintain and conserve these buildings and to repurpose them with viable uses, particularly Eaton Hall. The North Campus Eaton Residences are to remain a significant part of the natural forest environment in which they reside, linked by the trails network and roadway. A signage and wayfinding strategy will help raise awareness of the precinct and of the value of the campus' heritage assets.

KING CAMPUS / FIGURE #2.42 – CAMPUS STRUCTURE: EAST CAMPUS VILLAGE PRECINCT AND THE ATHLETIC PRECINCT

7.5. Policies

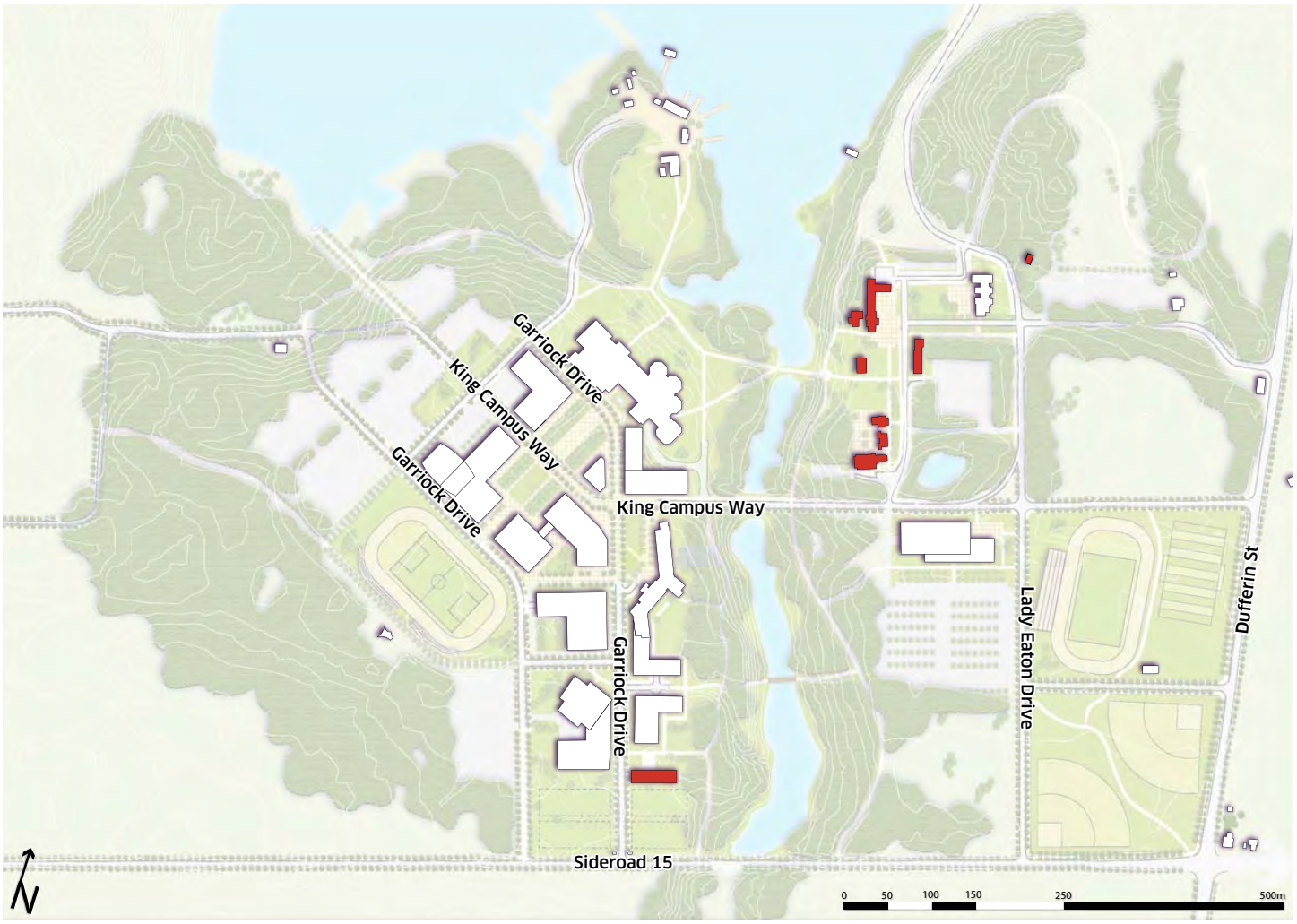
The section outlines policies for achieving the campus vision, guided by the principles, and big moves. Policies are structured in accordance with key planning and design frameworks that guide the development and growth of the campus over time. In addition, the Plan's framework is in keeping with the policies of the Green Belt Plan, the Oak Ridges Moraine Conservation Plan, the York Region Official Plan, zoning bylaws, and the guidelines generated by the King Campus Environmental Group in the King Campus Land Use and Environmental-Based Education Plan, and incorporate the opportunities that these plans present.

7.5.1. Heritage Conservation

The King Campus property represents part of Canadian history and is of great significance to the community, the Township of King, and the region. The Campus Master Plan encourages the conservation of the campus's natural and cultural heritage resources, both built form and landscape, which includes important structural elements such as view corridors, and built form to open space relationships. The Plan recognizes the significance of the cultural and built heritage and of its historical contribution to the community and region, and encourages the College to consider the recommendations brought forward in the *King Campus Heritage Assessment Report, 2011,* that identifies which assets are of heritage value and should be conserved. The Report identifies opportunities to modify some of the buildings so that they can become functioning and viable resources for the College and its partners.

The following are general recommendations from the *Heritage Assessment Report* that the College may consider for the conservation of the King Campus heritage assets:

- Telling the story and history of the campus setting needs to be established through a marketing and identity-building strategy, and through a maintenance and enhancement strategy for the heritage assets.
- Buildings and landscapes identified in the King Campus Heritage Assessment Report as having heritage value should be considered for heritage conservation.
- A maintenance program should be established to ensure that heritage assets currently in good condition remain so, and are upgraded and retrofitted so that they remain functioning for the campus, the College, and the greater community.
- The relationship of heritage buildings and supportive heritage landscapes should be maintained, such as Eaton Hall, its great lawn, and long views to the lake. The building structure, important facades, landscapes, open spaces, and views that make up the heritage composition should be preserved.
- New buildings, building additions, or new landscapes should be reviewed by a heritage architect and be sensitively designed and developed to respect the existing assets and to ensure the appropriate fit with the heritage character of the buildings and landscapes.



KING CAMPUS / FIGURE #2.43 – KING CAMPUS BUILT HERITAGE ASSETS

LEGEND

Building

Heritage Building

7.5.2. The Open Space Framework

The setting of King Campus is a beautiful and significant natural asset that provides many opportunities to support a healthy campus environment. Unlike the Newnham and Markham Campuses that require a substantial build of the open space system, the growth of King Campus will be carefully carved into developable areas of an already established natural system, placing high regard on the protection and enhancement of natural heritage features and on building sustainably within this context. In addition, the Plan provides an open space structure geared to creating a high quality of life on campus, creating memorable places, capturing the essence of the environment, and connecting with the community.

7.5.2.1. Key Open Space Initiatives

The following are key initiatives of the open space framework.

1. **Conserving the Natural Environment**
   Protection of the Oak Ridges Moraine and the Ontario Green Belt is a York Region policy directive. The College acts as a steward of these properties, which are a regional resources. As such, a priority for the Plan is the protection and conservation of the natural environment.

- King Campus shall be a leader in the management and stewardship of its natural heritage resources as well as all of its new open spaces.
- The campus will continue to promote environmental awareness and the experience of the natural environment through conservation initiatives of the King Campus Environmental Group, as well as in everyday campus life.
- The College should create an ongoing maintenance strategy for the upkeep of its resources.
- The landscaping design for the open spaces should consider incorporating indigenous plant species.
- The College should consider programs that promote the understanding, appreciation, and enhancement of the ecological systems, as well as the pedagogical opportunities in managing sustainable environments, particularly those of the Green Belt and the Moraine. It is an opportunity to raise the profile of the campus, building expertise on environmental and research related programs and academic initiatives.

2. **Respecting the Heritage Landform and Topography**

- All new development will be within the developable areas of the campus in accordance with the York Region policy conservation boundaries, so as not to unduly impact identified heritage land forms, such as ponds and marsh lands, or topography, such as slopes to the pond edges.

- Existing vegetation such as the trees within the developable boundary, should be considered for preservation where possible, and be incorporated as part of the open space framework.
- New development will respect adjacent heritage landform and topography and will not have an undue, adverse affect on these systems.
- Interpretation of the landscape should be part of a wayfinding and signage strategy for the College. The campus should also consider initiatives such as community heritage tours to broaden the appreciation of cultural and natural heritage landscapes and to increase community-campus synergies.

3. **Designing for Sustainability**
   A priority for the development of open spaces on the campus should be to design for sustainability.

- Environmentally sustainable measures should be considered for the development of stormwater management systems, the priority being to improve water quality so as not to have an undue negative effect on the existing water table and water features. Other measures include reducing water run-off from buildings, and minimizing the amount of impervious paving.
- The College should consider opportunities to showcase the natural environment and sustainability expertise with initiatives such as educational community tours.

4. **Connecting to a Larger Open Space System**
   The Campus Master Plan proposes the expansion of the trails on campus, and connecting to the existing local and regional trail systems.

5. **Creating a Welcoming Campus Environment**
   The lush forested entryway and narrow sinuous drive into King Campus, although beautiful, evokes a feeling that you are about to enter a private retreat rather than a public institution. The Plan creates a more open and welcoming face to the campus, introducing community-oriented uses and animated spaces at the campus perimeter, with green street edges, sidewalks, and new path and trail entry points along Dufferin Street and Sideroad 15. In addition, the Plan creates inviting roadways into the campus with clear distinct gateway treatments and campus signage, and beautiful tree-lined streetscapes with long views into the campus' open spaces and signature buildings.

6. **Providing a Variety of Open Spaces**
   King Campus provides a unique opportunity to create distinct campus places defined by a diversity of open spaces. The collection of landscapes, old and new, creates a rich open space environment for the campus.

7.5.2.2. Open Space Strategy

The Plan structure proposes a series of new, campus-oriented open spaces, pathways, and trails, that will embellish the existing open space context, provide a focus for new development, and create a distinct character of place for each campus area – see Figure 2.44. Key existing features are given a more substantial role to play in the Plan, particularly cultural and natural heritage assets. The Framework integrates new with existing, providing a comprehensive structure that includes:

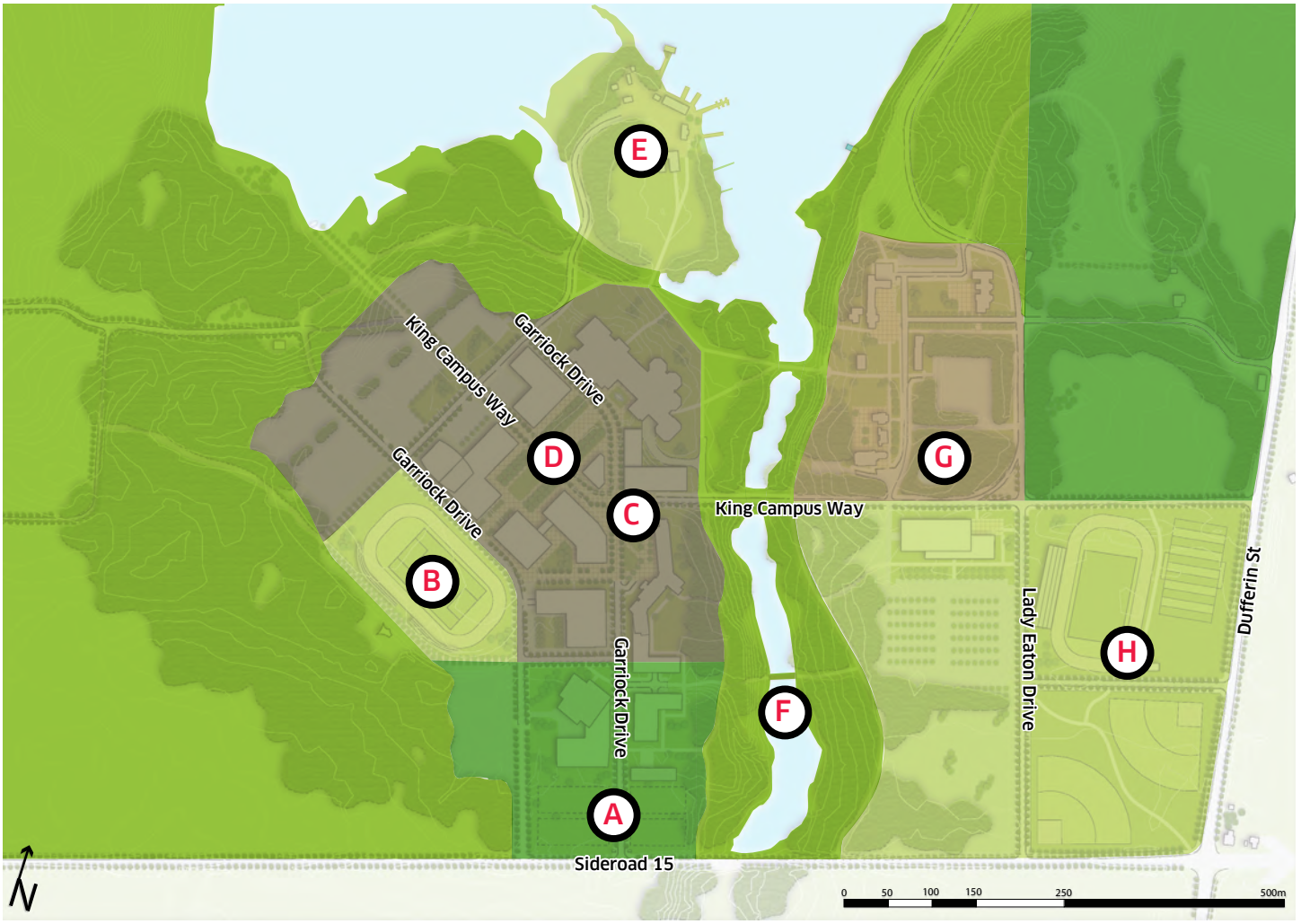
- The natural heritage landscape – the forest, meadows, marshlands, and water bodies;
- The agrarian landscape – the Barn area, the old mill pond, and the farmed fields;
- The urban landscape – the quads and courtyards of the Main Campus Precinct;
- The rural landscape – the passive and bucolic landscapes of the East Campus Village Precinct;
- The recreational landscape – the sports fields and McCutcheon Island;
- The network of paths and trails that link all of these landscapes together, and
- The main streetscapes – that create a structure for the campus, a means of aligning and organizing the built form, that provide walkability and accessibility to campus areas, and that add to the green environment.

Each of these open space systems play a key role in defining significant and unique campus places, and the open space framework defines and guides how these places should function.

The Natural Heritage Landscape

The Natural Heritage Landscape constitutes the main landscape structure of the campus and essentially demarcates the no build zones. This landscape is largely protected by conservation boundaries. With the exception of minor additions that may be permitted for some existing buildings that reside in this zone, such as Eaton Hall, new buildings are not anticipated in these areas.

- The primary goal for this landscape is conservation and enhancement. Opportunities for reforestation and the strengthening of the system should be an ongoing part of a heritage landscape maintenance strategy.
- This landscape should function to provide passive recreation and appreciation of nature and natural ecosystems such as the pond and lake, the marshlands, meadows, open fields, the forest, and wildlife.



KING CAMPUS / FIGURE #2.44 – OPEN SPACE FRAMEWORK

A. The Pens
B. Varsity Field and Track
C. Residential Junction Plaza
D. Garrick Centre Quad
E. McCutcheon Island
F. The Mill Pond
G. The Seneca Pond
H. Community-Campus Fields

LEGEND

- Natural
- Agrarian
- Recreational
- Water
- Urban
- Rural

- Extending trails through this system should be a priority as a means of circulating through the campus and experiencing the landscape, and in connecting the site to the larger greenbelt and moraine systems. A key move in the Plan that reflects this is the new path at the north-west corner of the Main Campus Precinct that extends from the Garriock Central Quad to the lake edge, terminating with a platform from which to view the water.
- Opportunities to define and frame views to key features, new buildings, and to other landscape systems should be explored.
- Art should be an integral part of the landscape, to beautify the campus, to showcase an inspiring landscape, and for wayfinding.

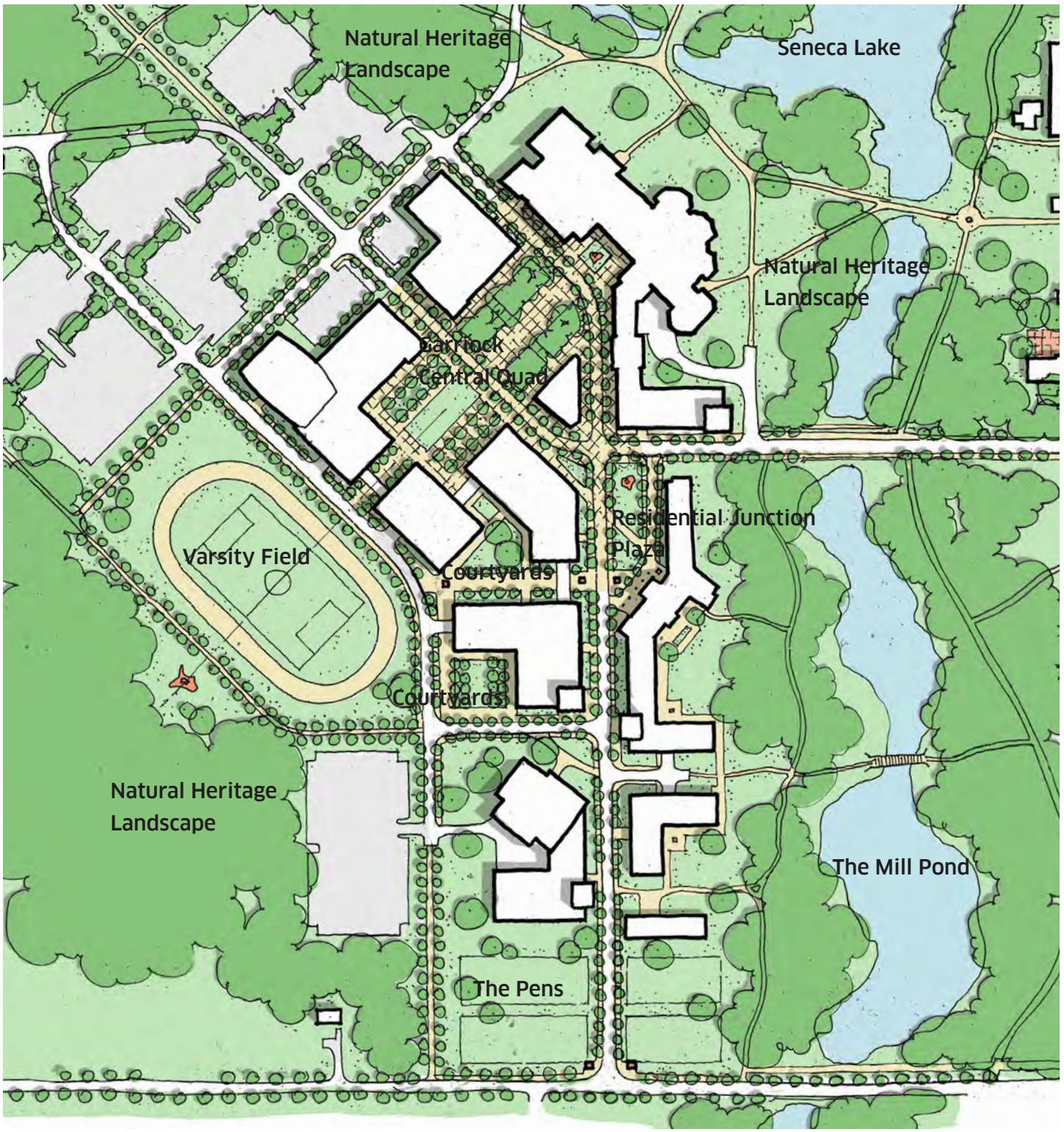
The Agrarian Landscape

This landscape system defines the areas reflecting the historical agrarian character of the campus, such as the Vet-Tech animal pens and barn area, and the farm fields of the eastern campus. These landscapes play an important role in the structure of the campus, as they represent an important aspect of the cultural heritage, and are subtle reminders of some of the past functions. The Campus Master Plan celebrates these landscapes, showcasing the rural history as a gateway experience. The animal pens, the barn, a treed scenic drive, and the adjacent old mill pond are the first experience into the campus from the new southern entryway off of Sideroad 15, and as a package, conserve and interpret the rich history of the site as a working farm for the Eaton family. The pond is reminiscent of the John Ferguson sawmill of 1847, south of Sideroad 15. The farm fields and corridor of trees are the first experience into the east entrance of the campus. The north corridor of trees is the remnant landscape of the Schomberg and Aurora Railway rail corridor that once traversed the site to connect to the Eversley Railway Station.

- A recognition of the cultural heritage of the site, captured as gateway moments, should be interpreted in the landscaping, signage, and wayfinding, whether it be part of the gateway signage feature, or as part of general campus mapping.
- Aspects of the cultural heritage landscapes should be maintained and celebrated as important open spaces. The recognition and maintenance of these areas as key gateway features should be part of a long-term landscape maintenance strategy.

The Urban Landscape

The Urban Landscape represents the collection of open spaces that set the stage for the main development area on the campus, namely the Main Campus Precinct. This precinct is defined by some of the most important urban open spaces on campus, including plazas, quads, courtyards, and informal greens, all connected by a network of trails, streets, sidewalks, passageways, and linkages to the built form and surrounding landscapes. The Main Campus Precinct reflects a variety of hard and soft surfaced areas, identifies areas to showcase art, and defines two of the most important pedestrian nodes on campus – the large central quad or pedestrian mall fronting Garriock Hall, called the Garriock Central Quad, and the gateway quad and plaza at the juncture of the campus roadways,



KING CAMPUS / FIGURE #2.45 – CAMPUS STRUCTURE: MAIN CAMPUS PRECINCT

called the Residential Junction Plaza. The design of these open spaces should support placemaking – creating comfortable and welcoming active and passive places to gather, linger, study, socialize, host events, and convocate, that are supported and animated by active building uses and inspiring architecture.

- These spaces should be designed to function as flexible multi-use spaces.
- These spaces must be safe and animated throughout the year with built form uses at ground level and on all sides. Buildings should support these spaces by providing multiple entrances, building transparency, and uses such as campus commercial amenity at grade. Animation entails engaging people and encouraging a density of people to use the spaces throughout the year.
- The opportunity to locate art and inspiring landscape features such as water and indigenous plants should be considered in the design of these spaces.

The Rural Landscape

The Rural Landscape is defined by the open spaces of the East Campus Village Precinct, which are structured to create a village or neighbourhood experience. The collection of open spaces provide a passive, scenic, and bucolic landscape setting that showcases one of the most important clustering of heritage buildings on the site, as well as new complimentary buildings. Open spaces include a mixture of garden courtyards, informal greens, meadows, forest, allées of trees, a pond, and the lake edge, all linked by a network of pathways.

- Aspects of the cultural heritage landscapes, such as the pond, trees, and meadow edge, should be maintained and celebrated as important open spaces and significant cultural and natural heritage resources. The recognition and maintenance of these areas as key open space and landscape features should be part of a long-term landscape maintenance strategy.

The Recreational Landscape

The Recreational Landscape includes athletic and recreational open spaces on campus such as the Athletic Precinct, McCutcheon Island, the main campus playing field, and some of the shared trail uses such as the York Region Police rope climbing facility in the north campus forest. The priority for these open spaces is for campus program use, but these spaces are also key to fostering community activity and use, and to drawing in the public. These landscapes are primarily open, flexible-use fields and sports fields. The main campus sports field is the varsity field. This is where campus related sports competitions and main sports events are held.

- The Varsity field and running track should be of the highest quality with the highest level of design. It is also important in terms of its heritage representation and location along one of the main view corridors through campus.

The Athletic Precinct open spaces are an important component of the campus open spaces, as they provide opportunities for day-to-day activities, unprogrammed spontaneous sports recreation, and community use. The precinct area can accommodate a sports field, running track and bleachers, two baseball diamonds, a soccer field, an area for beach volleyball, and a flexible space area. Apart from day-to-day campus use, the sports fields will be the focus for community recreation and community-campus synergies such as supporting community sports leagues.

- These open fields should be maintained as a Seneca and community-oriented facility and should be welcoming, safe, and accessible.

The Network of Paths and Trails

The opportunity to grow the current extensive internal path and trail system to connect areas of the campus should be a priority as the campus grows and develops. As a pedestrian-oriented, walkable campus, trails play an important role as key means of pedestrian and bicycle circulation through the campus and to the surrounding community. As well, trails present many recreational benefits for the campus and the community, providing opportunities for healthy living, to experience the natural setting, to connect with the greater regional trail systems, and to connect to the regional transit systems such as GO Transit.

- Opportunities to connect south to the King City GO Station and the regional trail system should be explored.
- The trails should be integrated as part of the recreational programming for the campus and in encouraging a healthy lifestyle.
- Trails and paths should be made accessible year round, and include wayfinding signage.
- Pathways that are part of the main campus areas, as well as all roadways, should be well lit to encourage a safe walking and cycling experience.

The Main Streetscapes – Garriock Hall Drive, King Campus Way, and Lady Eaton Drive
Streetscapes are an important part of the public realm and should be treated and designed as key open spaces, not only for movement, but for pedestrian activity, to beautify the campus, and to link open spaces.

Garriock Drive
As the main roadway for the Main Campus Precinct, Garriock Drive should have the highest level of design and streetscape treatment.

- A gateway treatment at the southern entrance and a continuous row of street trees and sidewalks on both sides of the street will define a new street cross-section for this roadway, and will allow for on-street bike lanes, transit, as well as lay-bys for on-street parking.
- Garriock Drive should have an enhanced paving treatment where the roadway enters the Main Campus Core Area, to create a distinct character of place. The design should be in keeping with the design of the Garriock Central Quad.
- The loop around the campus will allow for service access to new buildings.

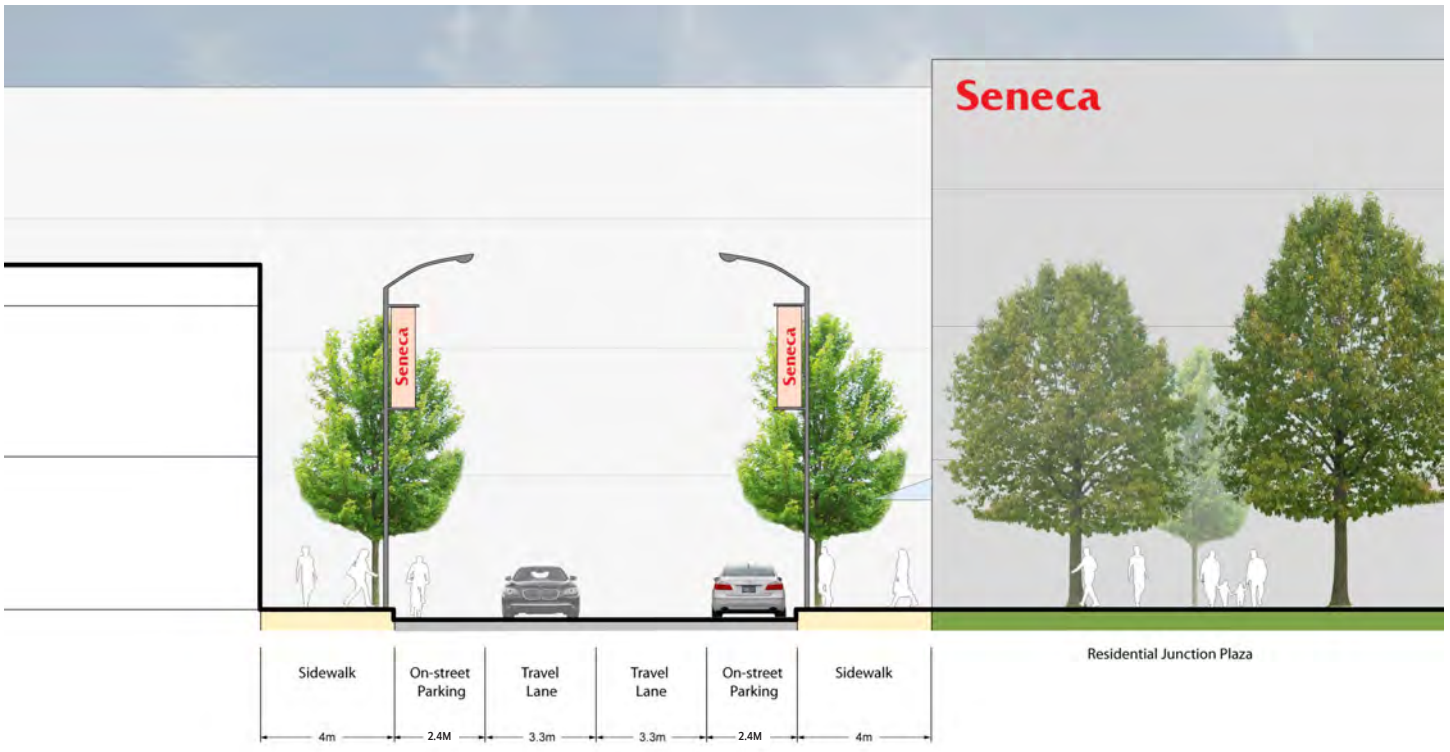
KING CAMPUS / FIGURE #2.46 – GARRIOCK DRIVE, AT SIDEROAD 15, VIEW NORTH

King Campus Way

- A continuous double row of street trees with sidewalks on both sides of the street will define a new street cross-section for King Campus Way, and will allow for on-street bike lanes and transit.
- King Campus Way should have an enhanced paving treatment where the roadway enters the Main Campus Core Area, to create a distinct character of place. The design should be in keeping with the design of the Garriock Central Quad. The roadway becomes a one-way in the westerly direction through the Quad to minimize the amount of vehicular traffic through the open space. The treescape is reduced to a single row of trees to allow for long views through the space. The roadway becomes a two-way where it intersects with Garriock Drive.

Lady Eaton Drive

- The character of this street should remain as is, as a scenic drive through the forest, allowing for open views to the lake and to the former Eaton Residences.



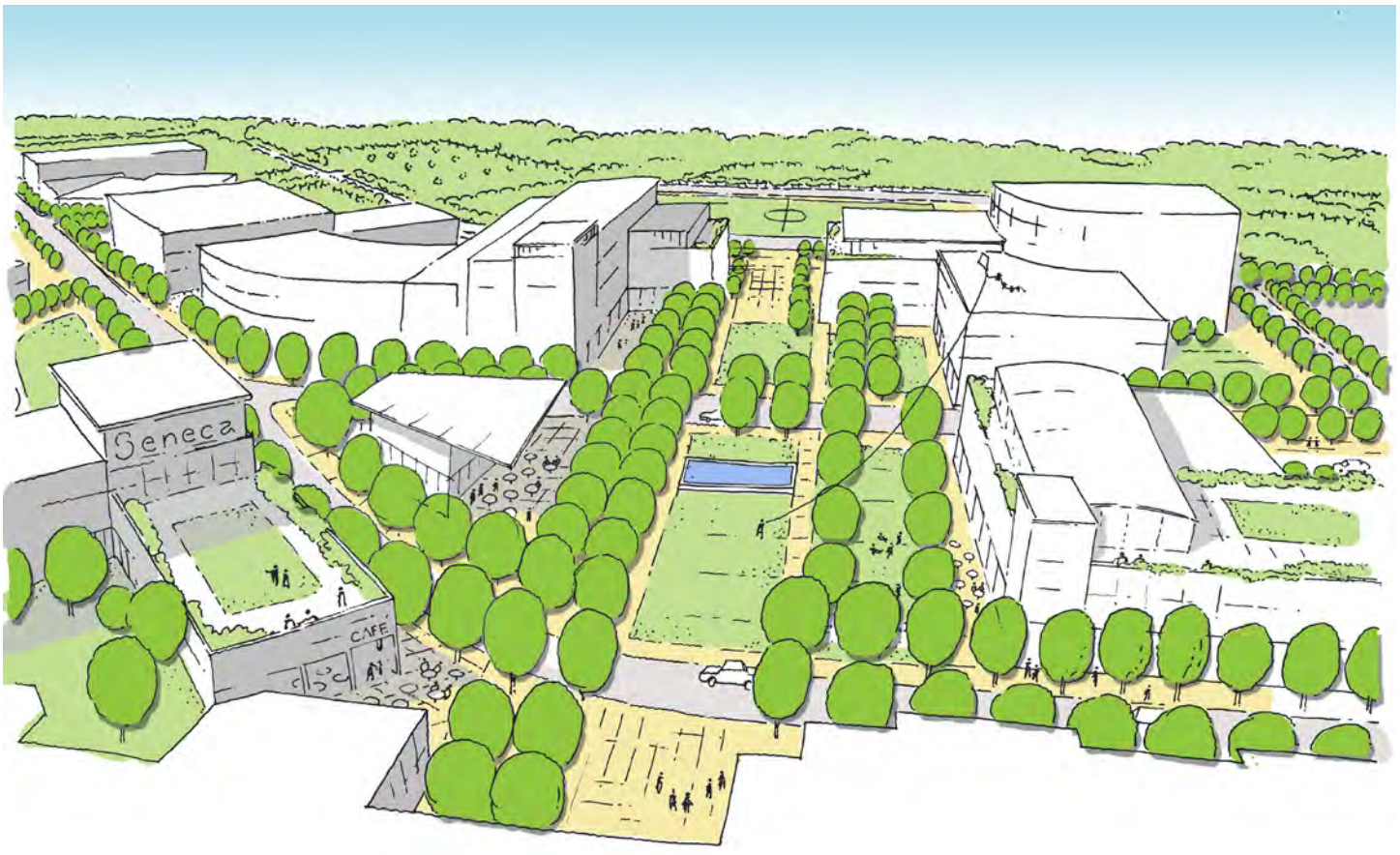
KING CAMPUS / FIGURE #2.47 – GARRIOCK DRIVE, AT THE RESIDENTIAL JUNCTION PLAZA, VIEW NORTH

7.5.3. Built Form Framework

The Built Form Framework provides a structure to guide the desired build-out of the campus and to create a harmonious relationship with open spaces and the natural heritage landscape that already defines the campus. The framework places a high regard on the creation of a respectful relationship with its heritage landscape context in terms of the height, orientation, and placement of buildings, creating a compact campus structure that minimizes building footprints. The framework also places high regard and respect on the existing heritage building structure and character.

7.5.3.1. A New Built Form Structure and Composition

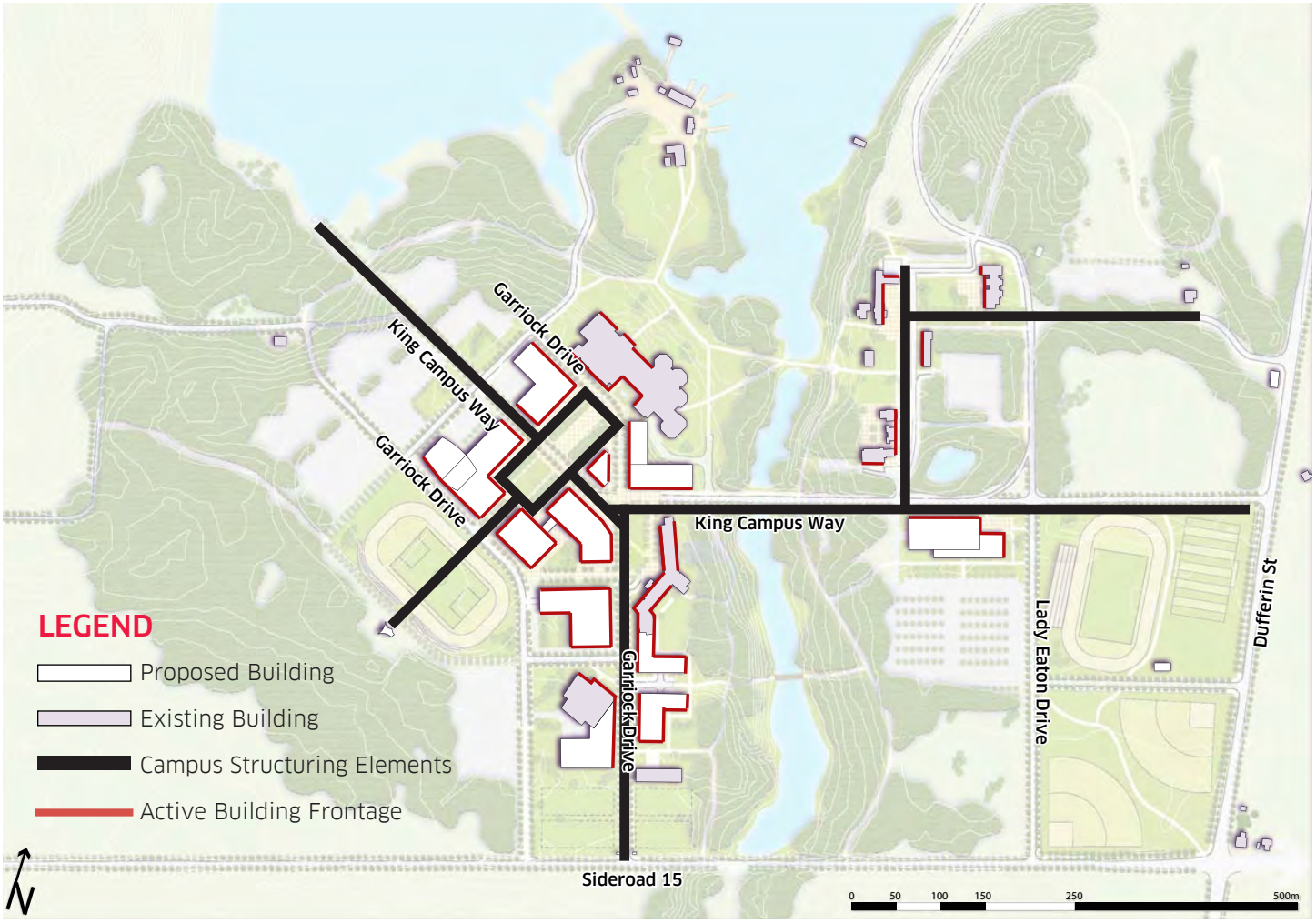
The built form structure for King Campus is geared toward delivering on academic objectives, efficiency of movement and connectivity, placemaking, and to creating a safe, comfortable, quality environment, which boasts high quality buildings that reflect sustainability, provide a diversity of amenities, and support the open space framework and heritage resources. The focus for new building development is in the Main Campus Precinct and the East Campus Village Precinct. The composition of buildings in these



KING CAMPUS / FIGURE #2.48 – PERSPECTIVE - BUILT FORM STRUCTURE AND COMPOSITION

areas should create safe, attractive places to linger, learn, recreate, appreciate nature, and in some areas, to live on campus. Individually, each building should be unique, fulfilling specific roles in terms of use, stature, architecture, orientation, and heritage conservation.

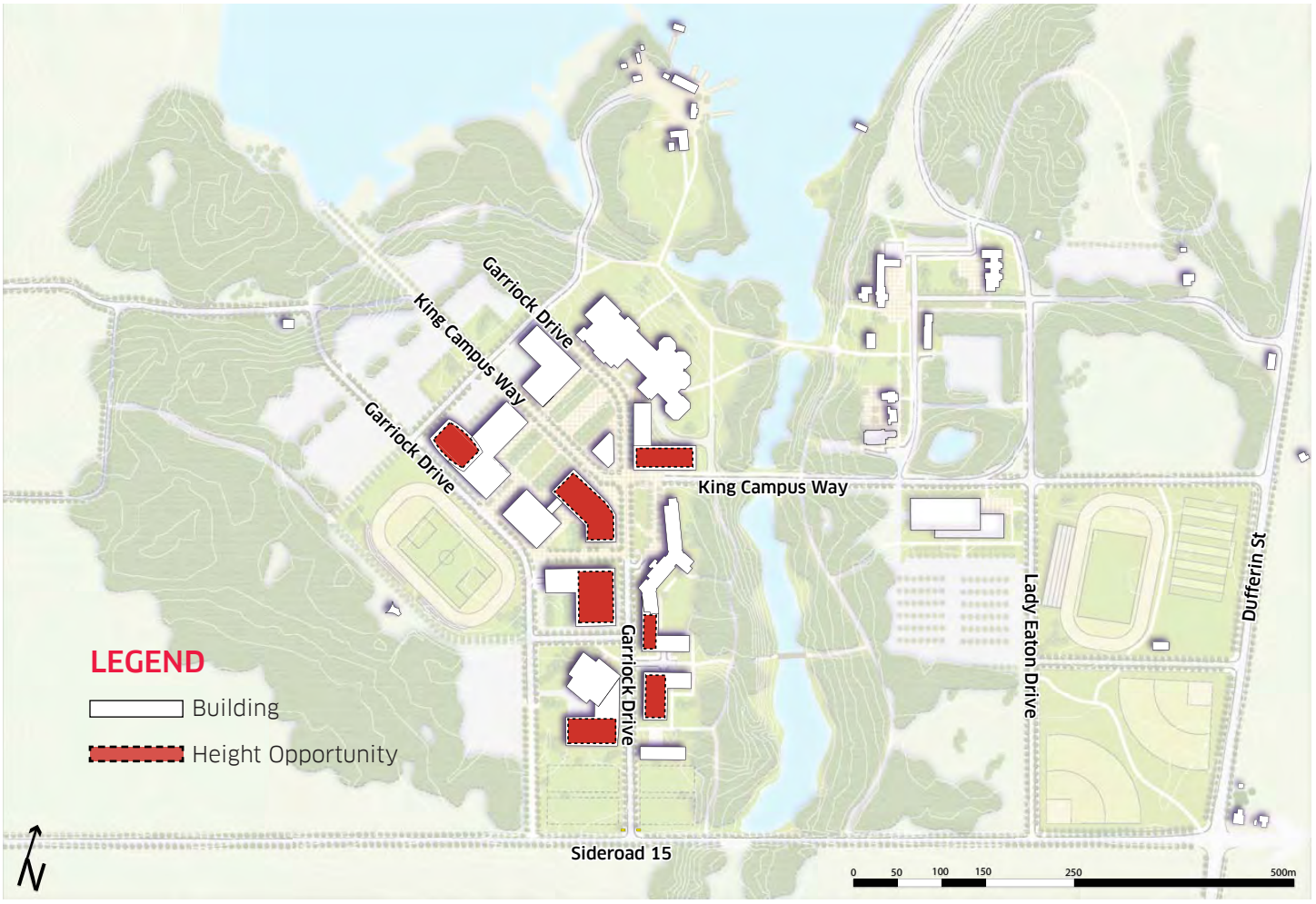
Each precinct has its own distinct built form structure that establishes the character of place and function of the area. As a campus in the landscape, buildings have to function as pavilions, organized to be both outward and inward facing, fronting surrounding streets and exterior open spaces, defining the perimeter of each area, while also defining and framing new internal open spaces. The structure of the built form, therefore, engages the public realm all around, creating new places and linkages between buildings internally and externally, and creating a new welcoming frontage and gateways to surrounding spaces.



KING CAMPUS / FIGURE #2.49 – CAMPUS STRUCTURING ELEMENTS AND BUILDING FRONTAGES

The Main Campus Precinct, as the core area for academic growth, reflects most of the new building development on campus. Main Campus buildings are structured along three main axes (see Figure 2.49), one north-south, one parallel to Garriock Hall, and the other perpendicular to Garriock Hall, growing the campus in a south and south-westerly direction toward Sideroad 15, and creating a new address and gateway along the main roadway. All new buildings have an address along Garriock Drive, which is the new main campus road and transit loop for the precinct. Buildings frame two key open spaces, Garriock Central Quad, and the Residential Junction Plaza. Buildings also frame two new internal courtyards and provide a frontage for the Varsity Field.

The East Campus Village Precinct maintains the existing heritage building structure and provides a new open space context with paths and trails that are complementary to the character of the landscape.

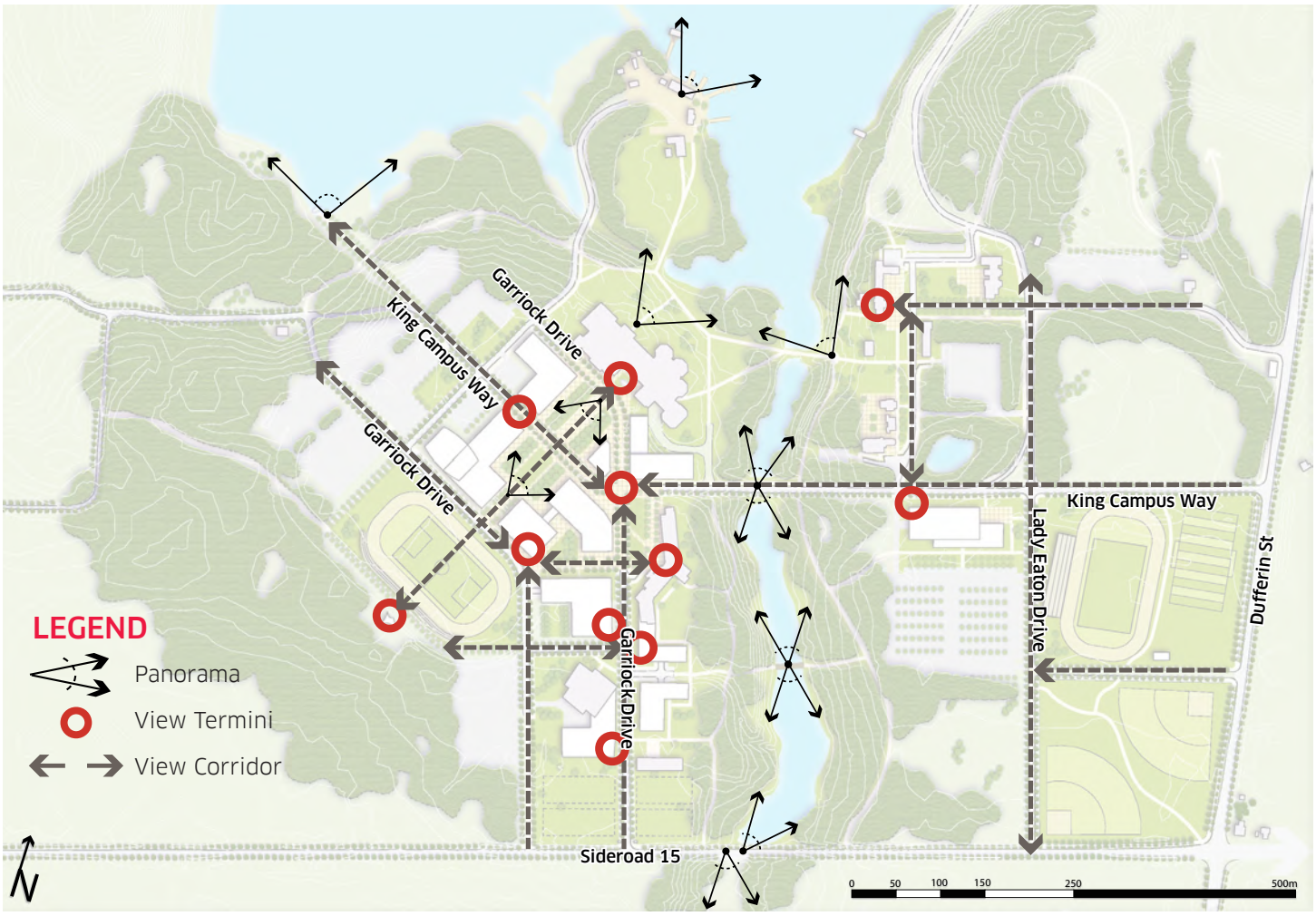


KING CAMPUS / FIGURE #2.50 – BUILDING HEIGHT OPPORTUNITY

7.5.3.2. Specific Built Form Guidelines

The following are specific built form guidelines for the King Campus:

- Building development should respect the scale and prominence of existing buildings or building features, as well as the proximity to open spaces, by providing proper building height transitions. This consideration is especially applicable to the built form heritage context primarily located in the East Campus Village Precinct and the former Eaton estate.
- The built form should support an open space framework with the goal of protecting, conserving, and enhancing existing natural heritage landscapes and open space assets.
- The priority for the height, scale, and massing of buildings on the King Campus is to respect and protect the natural environment by establishing a compact campus structure of buildings.



KING CAMPUS / FIGURE #2.51 – VIEWS AND VIEW CORRIDORS

7.5.3.3. New Campus Buildings and Built Form Character

There are a total of eleven new campus building sites identified in the Main Campus Precinct, including building additions; ten new campus buildings in the East Campus Village Precinct, including building additions; and a new athletic centre building in the Athletic Precinct. Buildings are identified in Figure 2.52.

The following describes the new campus buildings, their role, and built form character:

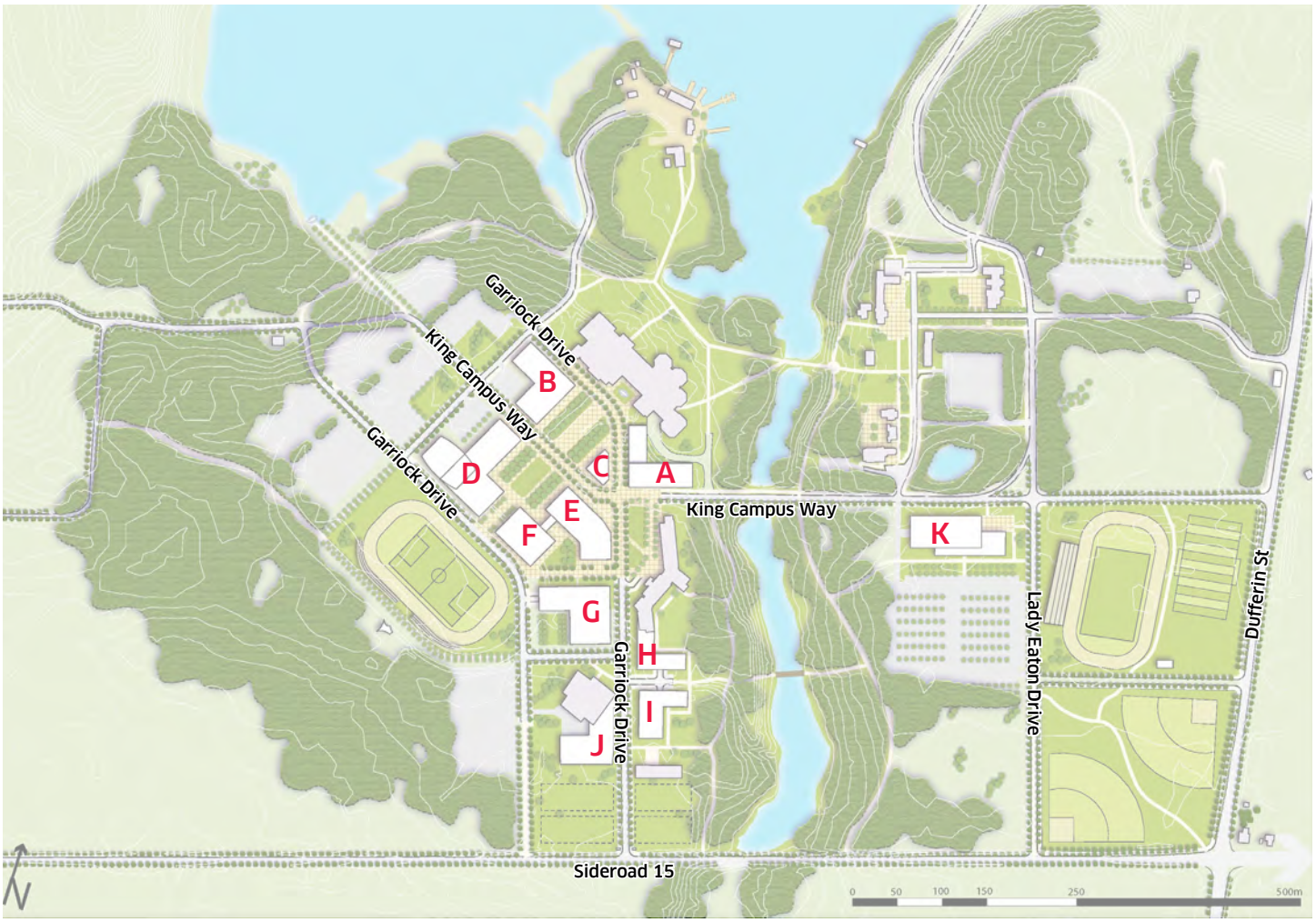
Buildings A – J: Main Campus Buildings

Buildings A to F define the Main Campus Core, the central hub and heart of the campus. These buildings create the framing structure for the Garriock Hall Quad, and are extremely important to the success of this space, as they provide the means of animating and bringing life and vibrancy to the quad. Façades must therefore be transparent and welcoming, with at-grade uses that generate activity and use of the open space. Building A functions as a gateway and focal point for the east-west entrance and view corridor into campus. It should have significant height and stature to be a visual landmark from Dufferin Street, strengthening the identity and wayfinding of the campus from the east. Building C, as one of the smallest and uniquely shaped buildings, stands as a distinct pavilion and threshold between the two main open spaces. The architecture and use of this building, and the design of the surrounding landscape, should capitalize on its unique form and placement, making it an attractive icon building. The location and size of Buildings D, E, and F presents an opportunity to locate new athletic facilities for the main campus, with frontages onto the Varsity Field and Garriock Drive.

Buildings G to J (and E) define the north-south leg of Garriock Drive and create a defining frontage for the street. Buildings are located close to the street, creating an urban street corridor with main entrances and building addresses on the street. The cluster of buildings creates a new context for the existing residences, and raises the bar in terms of quality architecture. Improvements to the existing residential building, particularly the facade, is recommended at the time of the new Building H addition. Buildings G and I present additional opportunities to expand the student residences on campus. Buildings G, H, and J are key gateway building opportunities. Building J, together with the existing barn, define the first point of entry into the campus from Sideroad 15. Buildings G and H create a transition from the rural character of the south entryway to the urban character of the main campus core. As with Building A, these buildings should have significant stature as visual landmarks from Sideroad 15, strengthening the identity and wayfinding of the campus at the south end.

Building K: Athletic Facility Building

Building K is a new community-oriented athletic facility oriented with a frontage and address onto King Campus Way and should be of a height that is easily visible from both perimeter roadways. The building should have a double frontage and two main points of entry, one from King Campus Way that is connected to the path and trail system; and another at the rear that is connected to the surface parking lot. A south facing façade sets the stage for long-term future development of the surface parking lot and trail system.



KING CAMPUS / FIGURE #2.52 – BUILT FORM FRAMEWORK

The building can accommodate a gym and change room facilities, a community activity centre for arts and clubs, offices, meeting rooms, and amenity retail.

7.5.4. Movement Framework

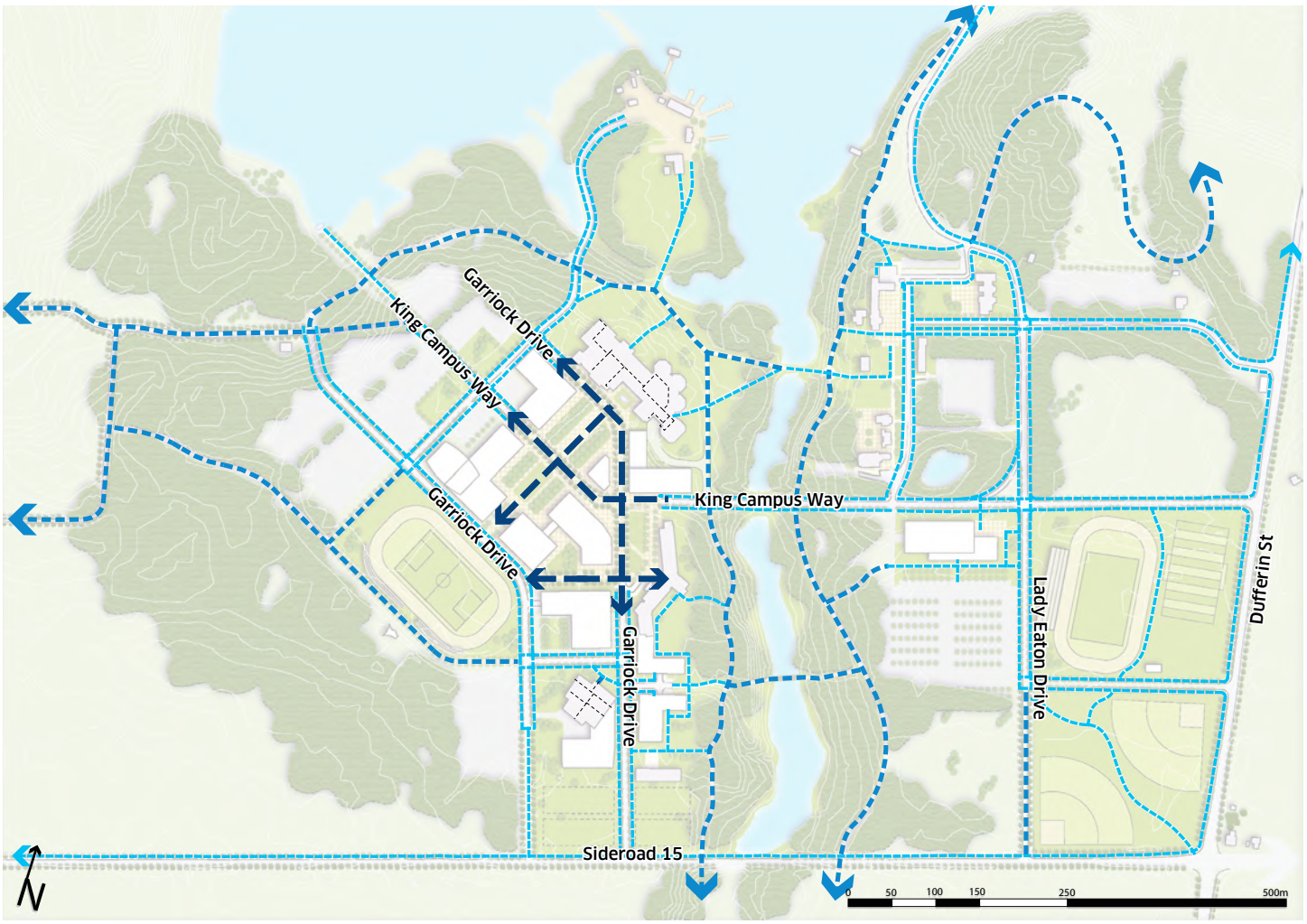
The Vision for the King Campus is that it becomes one of the most desirable and attractive campuses to attend not only for its programs, but also as a beautiful retreat-like setting in which to live, work, play, and study. Achieving this goal will be challenging because of the lack of access to transportation, caused by the campus' remote location. As such, the primary transportation focus of the King Campus will be to improve travel options to and from campus. In addition, the Movement Framework also proposes a structure to accommodate other modes of transportation, such as a Seneca shuttle and bicycles. An extensive trails and path network will assist in making walking appealing. Universal accessibility will be considered in all aspects of movement on campus and through campus. The following sections outline the key transportation considerations associated with King Campus.

7.5.4.1. Pedestrians and Bicycles

The Campus Master Plan gives prominence to pedestrian and bicycle movement on campus, such that the campus environment is a continuous walkable, accessible, and cycling-oriented environment. The campus currently has a large internal trail network for pedestrians and bicycles that connect at various points. The Plan proposes future augmentation of the internal path and trail system to connect the entirety of the campus internally as it grows, and also to connect the campus to and through the future low-density residential neighbourhood development south of Sideroad 15. Trail connections south of the campus will extend the reach of the off-street trail network and potentially create opportunities to connect to King City and the King City GO Station.

In the Main Campus Precinct and the East Campus Village Precinct, pedestrians are given high priority as these are core people places, and enhancing the pedestrian and cycling experience is of utmost importance.

To foster a productive cycling environment to the greatest extent possible, the Plan calls for providing secure, weather-protected bicycle parking facilities (i.e. bike cages, lockers, bike parking under canopies, etc.) in strategic locations and in proximity to academic facilities and other destinations.



KING CAMPUS / FIGURE #2.53 – PEDESTRIAN AND CYCLING MOVEMENT

LEGEND

- Main Pedestrian Spine
- Trails
- Sidewalks and Pathways
- Internal Building Circulation

7.5.4.2. Transit

York Region Transit (YRT) currently provides 2 transit routes to and from the campus during the week (Route 22 and Route 32). Route 32 is only offered to the campus during rush hours on weekdays. Route 22 is an all-day service that is offered Monday to Friday with approximately 30 minute intervals between buses. Route 22 is also provided Saturdays with approximately 1.5 hour intervals between buses. There is no Sunday YRT service available to King Campus.

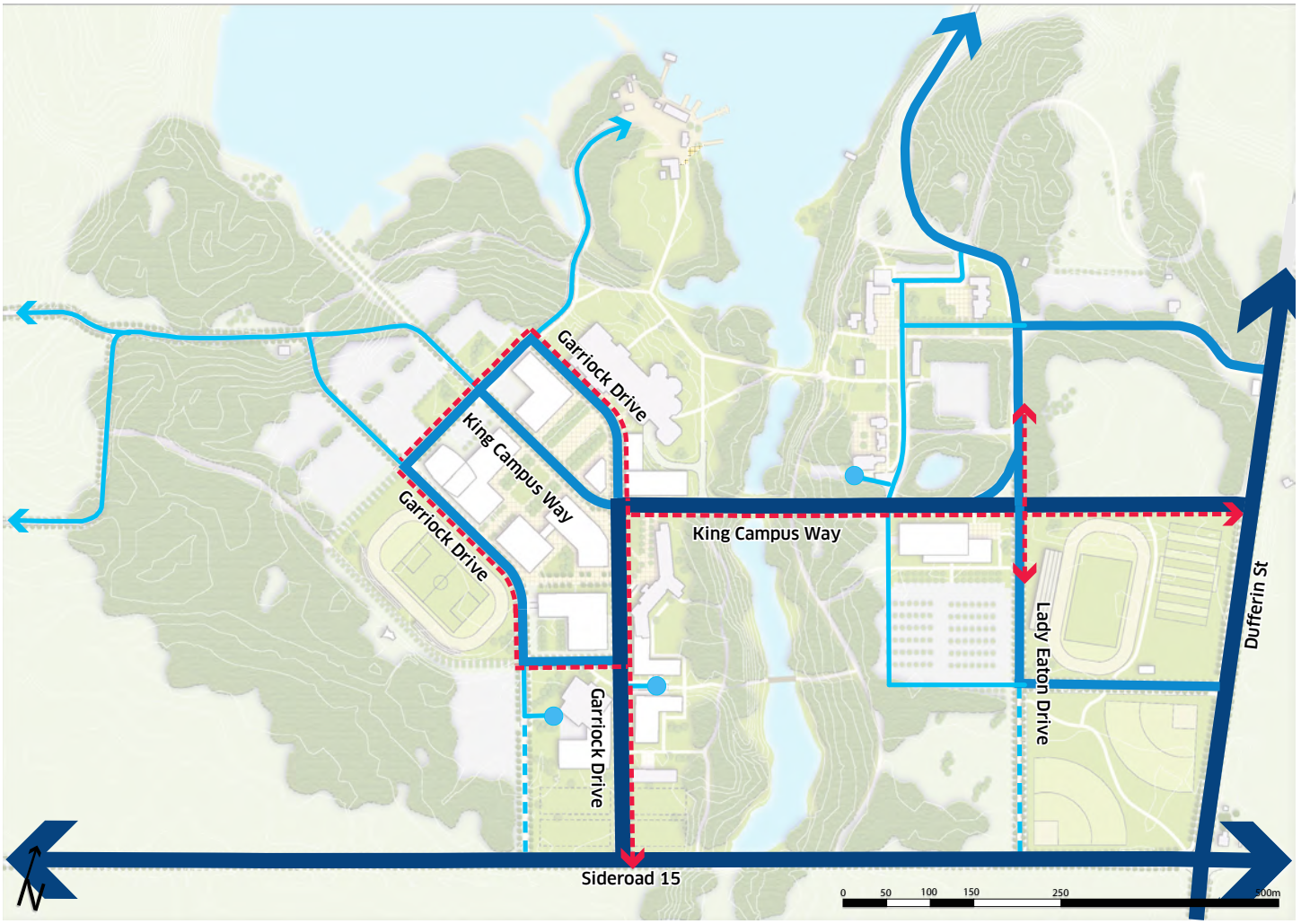
Based on a high level assessment, it appears that the weekday transit service is relatively well used during the day. However service on weekday evenings and during the weekends is marginal or non-existent, making it very difficult for students who don't travel by car to have flexibility in their travel plans. The lack of transit service on the weekends is also problematic for any students who live in residence on the campus, as they have little or no alternative transportation options.

An important facet of the transportation strategy is for the College to advocate for additional transit service to and from the King Campus. Specifically, the College should request that YRT increase service during the day to facilitate the overall campus population growth, and also to improve service on evenings and weekends to improve access for students who need to stay on campus later, and for those who live on campus. This is particularly important to make the campus more attractive to students as a place to live and study. It is also important if the campus is to achieve a critical mass of people to create a more active, animated student environment, not only during the week, but also evenings and weekends.

7.5.4.3. Access

Road Network and Hierarchy

The primary move from an access perspective in the Campus Master Plan is to create a new north-south roadway, now called Garriock Hall Drive, that connects to Sideroad 15, becoming a new primary entrance for the main campus. Aside from serving a gateway function, the new road will improve access, as a more direct route to the main campus area. King Campus currently has two driveways on Dufferin Street, which require traffic to travel along a long one-way indirect route to get to the existing main campus building. Exiting the campus is more straightforward, but is still requires traveling along a long access route through the campus to Dufferin Street. The current access configuration is less desirable from a wayfinding perspective. To address this, the Campus Master Plan proposes that the more direct existing east-west roadway, called King Campus Way in the Plan, become a two way roadway as a main east campus gateway, providing direct access to the East Campus Village Precinct and the Athletic Precinct. It will still function to serve the main campus as a second access road.



KING CAMPUS / FIGURE #2.54 – TRANSIT AND ROAD NETWORK

LEGEND

- Primary Road
- Secondary Road
- Tertiary Road
- Potential Roadway
- Public Transit

To increase access opportunities, the Plan also envisions constructing a new east-west road connection into the campus from Dufferin Street, now called Eversley Hamlet Road, south of the new athletic facility, and central to the fields. This new access, which may be restricted to right turns only because of its proximity to the intersection of Dufferin and Sideroad 15, will also improve the access for users of the athletic facility and for staff and students of the campus.

7.5.4.4. Parking

Parking Supply

The King Campus currently has a parking supply of approximately 1300 spaces on the eastern and western portion of campus. This does not include additional spaces provided in the vicinity of Eaton Hall. From a parking design perspective, the Plan continues to rely upon surface parking for meeting the needs of the campus. No structured parking is anticipated, but one level of below grade parking can be considered for new buildings on the main campus. To make way for the proposed new academic buildings, the existing surface parking lots will incrementally be relocated, primarily to the northwest corner of the main campus area.

Parking Supply Strategy

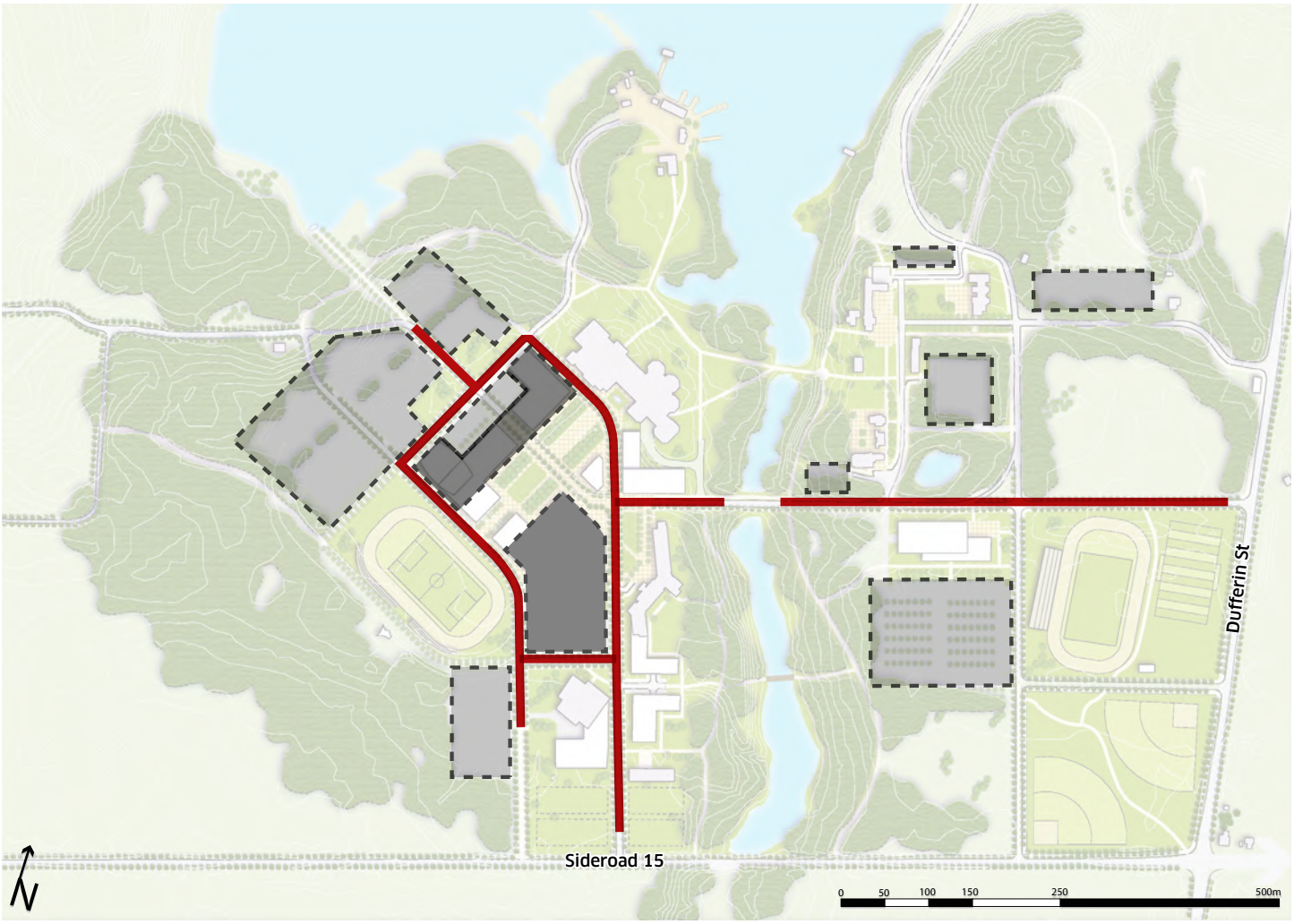
While it will be important to minimize the amount of new parking required to accommodate the anticipated growth at the King Campus through Transportation Demand Management (TDM) initiatives and improved on-site services, some additional parking supply will be required. An order of magnitude estimate of the number of additional parking spaces required is approximately 400-500 new spaces. The majority of the new parking spaces should be located in the vicinity of the main campus.

An additional new surface parking lot is envisioned in the Athletic Precinct area. The lot will serve the proposed multi-use sports fields and athletic facility & community centre, and will provide overflow parking for campus uses. Additional small surface parking areas will be provided in three locations to service the East Campus Village building clusters.

On-Street Parking

The Campus Master Plan recommends the provision of on-street parking along Garriock Drive at key locations. On-street parking will be provided for in lay-bys. This is particularly important for easy handicap accessibility to buildings and short term visitor parking.

With the exception of designated handicap accessibility locations, the on-street parking should be designated for short-term users (i.e. 3 hours or less) to provide convenient curb-side parking in key areas for visitors and other short term students and staff. Enforcement of the on-street parking permissions should be controlled through a carefully designed parking pricing structure. For example, the on-street meters should permit a maximum time purchase of 3 hours to ensure that regular students do not utilize the spaces for long-term daily parking. Figure 2.55 illustrates the proposed Campus Master Plan parking supply strategy.



KING CAMPUS / FIGURE #2.55 – PARKING

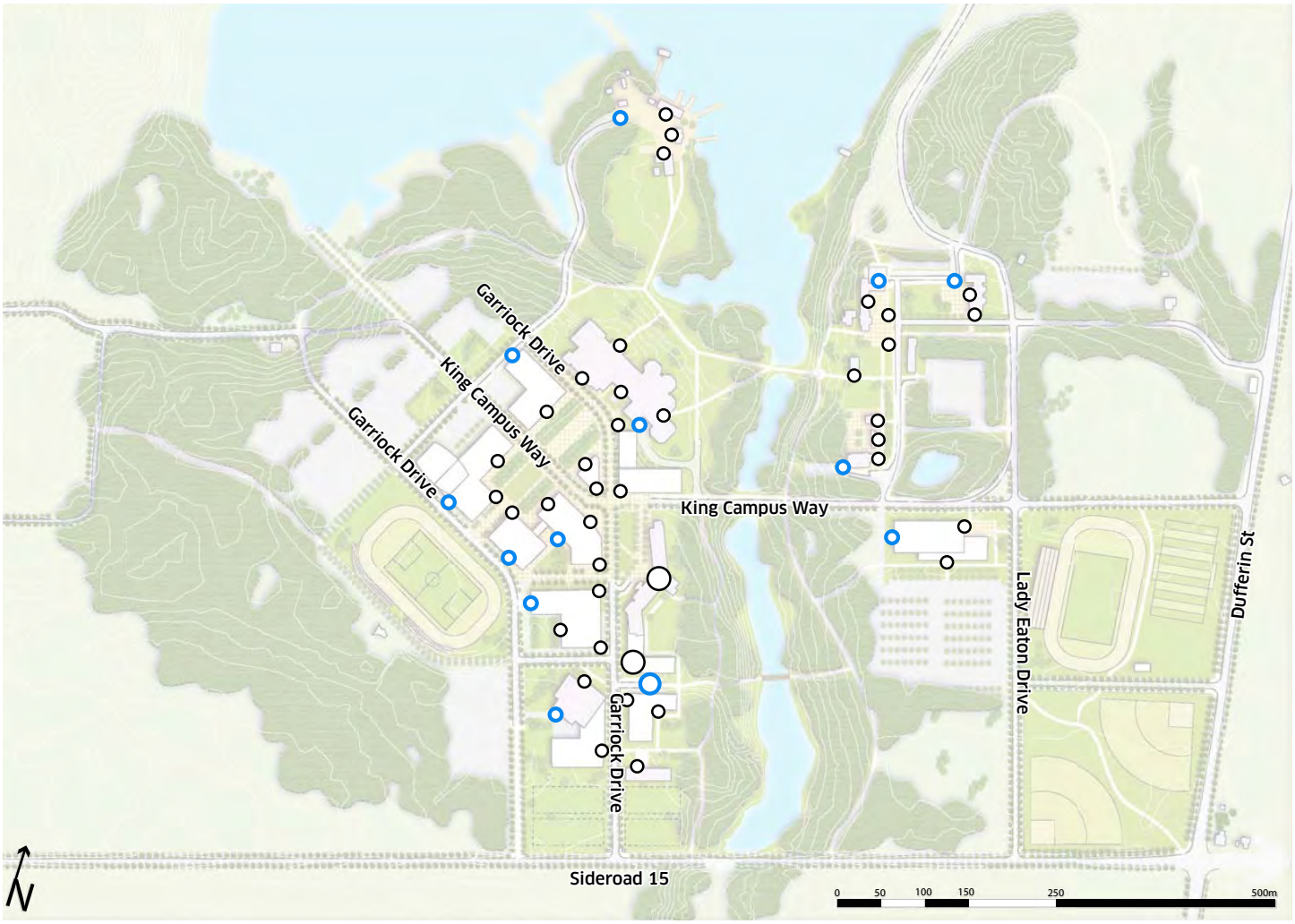
LEGEND

- Surface Parking
- Underground Parking (one level)
- Lay-by Parking

7.5.4.5. Loading and Servicing

The loading and servicing of buildings on the Main Campus should be part of the building structure with access along the perimeter of the building cluster, keeping service vehicles out of the pedestrian zones. Buildings on the East Campus Village are serviced via two consolidated service lanes, as well as access along Lady Eaton Drive. With generous pedestrian sidewalks throughout these areas, campus buildings and open spaces can be accessed by emergency vehicles.

- New buildings on the Main Campus should have service access along the external Garriock Drive loop west of the campus. Buildings H, I and the barn will be serviced by laneways off of Garriock Drive.
- Buildings in the East Campus Village will be serviced along shared service corridors.
- Service entrances and loading areas should be integrated in the building footprint or consolidated, where possible, along shared service corridors.
- Existing service entrances and loading areas that are currently exposed to the public realm should be appropriately screened and integrated into the campus landscape. The existing service and loading area for Garriock Hall will remain but will be screened by building addition.
- Service lanes and corridors should function as pedestrian passageways as well as service routes, and treatment of these areas should be of the same quality given to all campus pathways and roadways that form the public realm.



KING CAMPUS / FIGURE #2.56 – BUILDING AND SERVICE ACCESS

LEGEND

- Service Access
- Building Access

7.5.4.6. Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the general term for strategies that result in more efficient use of transportation resources. TDM is comprised of various strategies that change travel behaviour (how, when, where, and why people travel) in order to increase transport system effectiveness. TDM strategies use various approaches to influence travel decisions. Some improve the transport options available; some provide incentives to change travel mode; others improve the accessibility of a site; and some try to affect the need to travel to and from a location.

Part of the recommended transportation strategy for the King Campus will be to create and implement a TDM Plan. The TDM Plan should be focused around several key strategies that suit the location and transportation context of the campus. The recommended TDM Strategies at King Campus, therefore, will not be the same as those in the Markham Campus or at the Newnham Campus.

The TDM Plan for the King Campus should include or consider the following elements:

- Hiring or appointing a TDM Coordinator to assist students with information on alternative travel options;
- Investigating the potential for a point to point shuttle bus service to and from the King City GO Station;
- Providing more on-site food and retail services to reduce the need for students to travel off-site; and
- Encouraging carpooling through the provision of preferential parking policies.

The purpose of a TDM Coordinator for the campus would be to help provide information to students on available travel options and to assist them in finding other alternatives to the car. Example duties of a TDM coordinator include providing or coordinating a ride-matching service for student carpooling, acting as a point person for student transit passes, providing strategic input to the college management on ways to improve and support the use of non-auto modes, and coordinating awareness events and programs for students & staff.

Direct Shuttle Service to the King City GO Station

A point to point shuttle bus should be considered for the campus to take advantage of the proximity to the King City GO Station. There may be a significant number of students and staff that live in proximity to a GO Station on the Barrie / Bradford Line, however, because the King GO Station is too far from the campus to walk, these users likely drive. A direct shuttle service would provide students and staff with a quick and efficient way of getting people between the GO Station and the campus. Seneca already operates a shuttle service between its campus locations and it may be possible to incorporate a stop at the King City GO Station, and other logical transit access points, into the existing shuttle service route. This would require reviewing the existing shuttle schedule and coordinating its arrival and departure times to coincide with any GO Trains or GO Bus activity at the GO Station.

On-site Transit and Retail Amenity Services

The campus currently lacks any significant on-site services or retail services. This makes it difficult for staff and students to stay on site when they seek day-to-day amenities such as groceries. This results in creating more traffic as people leave the campus to shop or get food. The current lack of services on campus is especially problematic for students who live in residence and have no access to a car. As the campus intensifies and grows, one way in which the college can support reducing the number of trips travelling to and from the site is by increasing the retail and food service opportunities on campus. This will reduce the need to leave the site to obtain these services. The Plan presents many opportunities to increase the retail presence on campus, especially in the Main Campus Precinct. It is beneficial not only for the purpose of reducing traffic, but also as a strategy to maintain a critical mass and density of people on campus.

A Carpooling Strategy for the Campus

Instituting a carpooling strategy for the campus will also be an important part of the TDM Plan. Rural locations such as King Campus tend to benefit the most from effective carpool strategies. As a start, the college, through the TDM Coordinator, can facilitate the enrolment of students and staff into a ride-matching service such as Carpoolzone or Rideshark. These services are internet programs that match a user's home location to clusters of people who live in the same area, and who might be interested in sharing rides. The College could then further support the use of the carpooling program by creating priority carpool parking spaces in desirable locations and by potentially offering discounts or rebates on parking fees to students and staff who elect to carpool.

7.6. Community and Business Partnerships

The development of the community-oriented athletic facility, a more public face to the campus with numerous new trails and public access points, and the shared program opportunities that the East Campus Village can provide, are all initiatives in the Campus Master Plan that build on the many community/business partnership initiatives that are currently underway, such as the McCutcheon Island Day Camps. A priority of the Plan is to re-establish a community-oriented campus identity that was once a strong part of its past history.

Many of the past campus programs were geared toward encouraging a community presence on campus. The development of the East Campus Village, the Athletic Precinct, and the revival of the North Eaton Residences, together present an opportunity to strengthen community/business partnerships and joint use of campus programs, building amenities, and open spaces. This initiative has to be coupled with a new transit strategy to provide easy and more frequent access to the campus year-round and on a daily basis. With the future residential development south of the campus and the growing need for additional recreational facilities for the area, the King Campus can become a greater educational and recreational resource for a growing community.

The College has an opportunity to build on its successful first response programs by establishing a partnership with York Region to create a training facility for York Regional Police and provide the College with modernized emergency services training facilities. Students will play an integral part in the realization of the King Campus Master Plan, with the Seneca Student Federation (SSF), the College's student government, and The Seneca Athletic Association investing in the campus to create new student spaces and sports facilities.

The benefit of establishing community/business partnerships on campus is that it provides an opportunity to bring more activity to the site, to create the necessary critical mass of people to support campus amenities and services such as retail, and to support the conservation and adaptive reuse of heritage buildings. It is also beneficial in that it brings students and community together, and creates "community eyes on the campus". In other words, the more community involvement there is, the greater synergies and overall success can be achieved.

7.7. Phasing Strategy

The phasing strategy for the campus focuses primarily on the development of the Main Campus and looks at two milestone development horizons: short-to-mid-term Phasing Development (projected over a ten year time frame) and a Full Build-out Scenario, which reflects the long-term realization of the campus vision including the East Village Precinct, the Athletic Precinct, and the North Eaton Residence Precinct.

7.7.1. Phasing Structure

Short to Mid-term Phasing Development (projected over a ten year time frame)

The $43 million funding that Seneca College received this year from the provincial government will go towards the revitalization of current buildings and expand community safety and health services training at the King Campus, while creating classroom space for an additional 1,450 students. The funding for this venture will begin in 2013, and will initiate the development of the first phase of the Campus Master Plan.

Main Campus Precinct

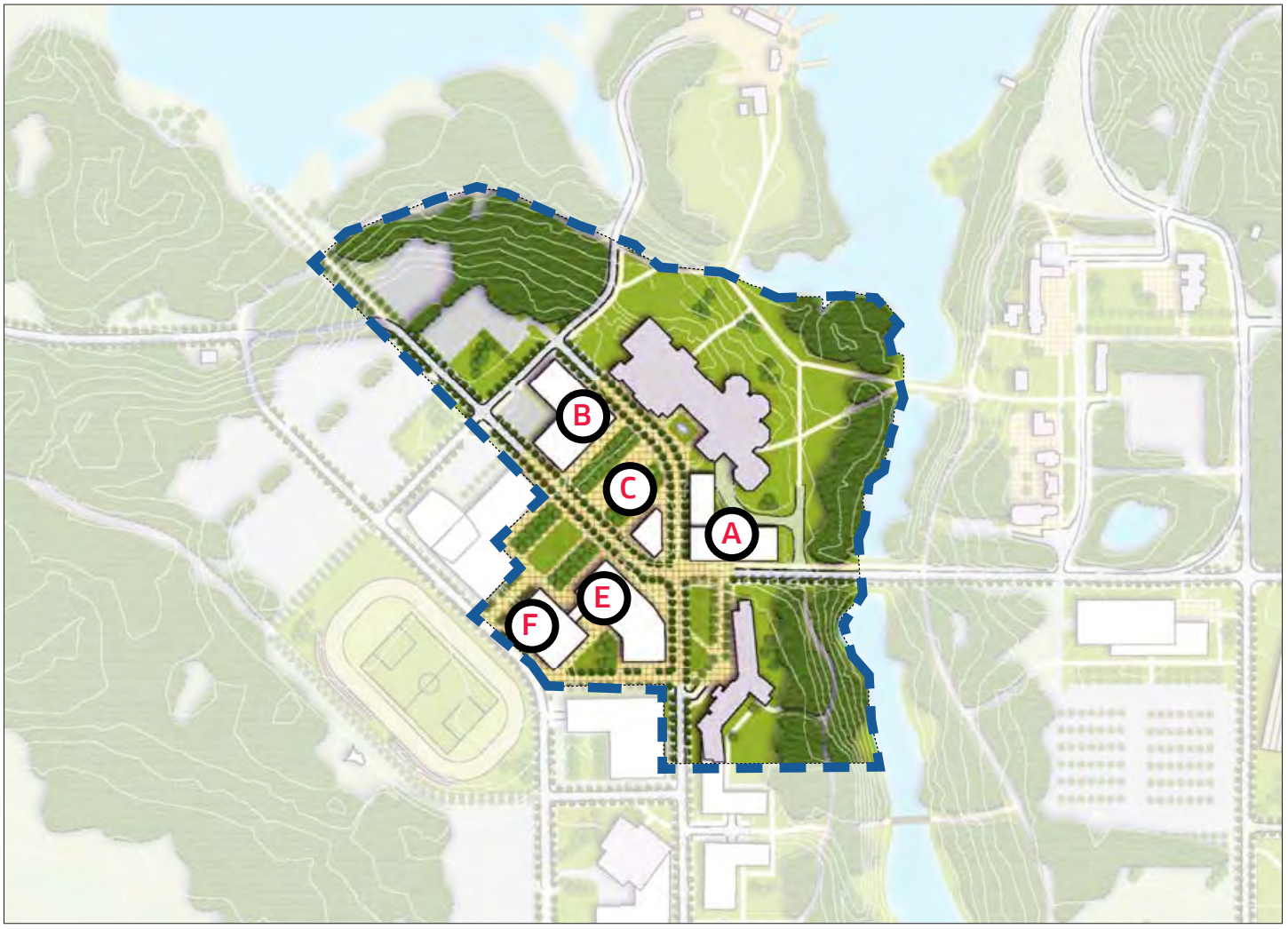
The phasing of development for King Campus is fairly straight forward. As per the phasing criteria, the campus should be built out from the core, which is Garriock Hall, and incrementally along the established southwest axis, perpendicular to the building. The short-term development phase can include Buildings A to C, E and F, and the development of the first segment of the Garriock Drive loop. Consideration may be given to building the south leg of Garriock Drive should the need for a new student residence arise in the short term and funding opportunities/partnerships are made available. The Garriock Centre Quad and the Residential Junction Plaza should be built in the short term horizon to establish a centre for the campus. Buildings E and F can accommodate a new quadruple gym facility and athletic uses if this use becomes a short-term priority.

Full Build-out Scenario: reflects the long-term realization of the vision

The longer-term development horizon entails the development of the balance of the westerly and southerly segment of Garriock Drive to service new buildings, as well as many of the campus' core open spaces, such as the varsity field and running track. New surface parking areas to the west of the campus can be built out as needed.

The build-out of the east campus precincts is based on an as needed basis, with the priority for development being for specialized academic use. In addition, every effort will be made to sustain existing heritage buildings.

The development of the Athletic Precinct is certainly encouraged as a means of building community synergies and generating more use of the broader campus area. The priority for development on the East Campus Village should be focused on maintaining the existing heritage buildings that are considered contributing heritage resources for the College and also seeking business partnership opportunities to fund the reuse of the buildings.



KING CAMPUS / FIGURE #2.57 – SHORT TO MID-TERM PHASING DEVELOPMENT

Seneca College Master Campus Plan

8.0 Implementation

8.1. Campus Master Plan: A Living Document

The Campus Master Plan is written and structured as a 'living' document, able to accommodate new opportunities and needs, as they emerge. While the general vision and key moves are intended to guide campus development for several decades, flexibility remains at the details level to be sensitive and adaptive to evolving academic requirements, pedagogies, and resourcing.

As such, the Campus Master Plan will continue to evolve, like the campus itself, while remaining true to its constituting vision.

Aspects of the Campus Master Plan which should remain overtime include the Vision, principles, open space framework, built form framework, vehicular and pedestrian circulation pattern, view corridors, and integration of transit facilities.

Aspects of the Campus Master Plan which may evolve over time include the specific use, height, and architecture of individual buildings, the configuration of interior spaces, and the design of landscape architecture.

8.2. Campus Master Plan Implementation

8.2.1. Administering and Monitoring the Plan

The Campus Master Plan should be widely distributed and known among Board members, staff, faculty, students, and within the broader Seneca community. All decisions regarding the physical form and ongoing management of the campus should be consistent with, and make reference to, the Plan.

Monitoring adherence to the Plan, as well as the success of individual strategies within the Plan, should be done on a cyclical basis – preferably every 5 years or during periods of significant change.

8.2.2. Amending the Plan

If, and when, amendments of substance to the Campus Master Plan are required, these should be undertaken in a manner that recognizes the imperative of engaging the broader Seneca community. The process of amending the Plan should include both extensive technical due diligence and hosting a conversation with stakeholders.

Once edits are agreed upon, these should be approved by the Seneca Board and by other regulatory bodies as may be required (e.g. municipal authorities, the TRCA, and others).

8.2.3. On-going Improvements and Maintenance Strategy

The broader implementation of the Campus Master Plan should be in keeping with the phasing strategy – recognizing the coupled importance of delivering both built form and open spaces.

The ongoing delivery of the Campus Master Plan's objectives will, to a great extent, transpire through the day-to-day operations and maintenance of each campus. As the pedestrian circulation is maintained and prioritized, as landscapes are cared for, as public art is curated, so will the vision of the Plan be delivered and sustained.

8.2.4. Partnership Opportunities

The Campus Master Plan anticipates that some aspects may be delivered in part, or in whole, by entities other than Seneca, partnering with the College. These may vary from smaller tenants utilizing retail spaces on campus, to larger developers undertaking the construction of new buildings for other uses – all are subject to the Plan's vision and policies and to Seneca's approval.

8.2.5. Programming

Aspects related to the programming of uses across campuses, within each campus, and within each building, are the subject of a parallel Building Programming study. While the Campus Master Plan incorporates much of the initial findings of this review, it is also flexible and able to accommodate the evolving decisions needed for campus programming. The Plan establishes a framework for change and for growth. The Building Programming review will help make decisions regarding the specific use and scale of buildings, as well as the timing of individual needs and investments. Both are complementary.

8.2.6. Additional Initiatives

Storm Water Management

The College will strive to implement appropriate and sustainable storm water management measures on its campuses, designed to reduce the amount of run-off from buildings, streets and paved surfaces such as parking lots. Storm water management measures should also be considered to improve the quality of storm water run-off, especially on campuses such as King that have natural water bodies in close proximity to the development areas. Naturalized storm water detention ponds, and bioswales are some options that can be considered for all campuses. On more urban campuses such as Newnham, implementing a below-grade cistern water detention system, such as that of the new Building A Expansion, allows for increased opportunities for useable public realm space.

For Markham Campus, a cistern scenario can be considered if development is allowed in the flood plain. If not, a low lying detention area should be designed to temporarily hold stormwater during heavy rain and flood conditions.

Seneca College Master Campus Plan

Appendix

Seneca College Master Campus Plan

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