

## **Traffic Control Signals - Bayview Mews Lane, Approximately 100 Metres West of Hawksbury Drive**

**Date:** June 16, 2025  
**To:** North York Community Council  
**From:** Acting Director, Engineering Review, Development Review  
**Wards:** Ward 17 - Don Valley North

### **SUMMARY**

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This staff report is about a matter that the Community Council has delegated authority from the City Council to make a final decision.

The Transportation Review Unit of the Development Review Division has assessed the need for traffic control signals at the mid-block location of Bayview Mews Lane and the northeastern site access driveway of 2901 Bayview Avenue. Based on the assessment undertaken, the installation of traffic control signals is not recommended as the warrant criteria have not been met.

### **RECOMMENDATIONS**

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The Acting Director, Engineering Review, Development Review and the Acting Director, Traffic Management, Transportation Services recommend that:

1. North York Community Council not authorize the installation of traffic control signals at the mid-block location of Bayview Mews Lane and the northeastern site access driveway of 2901 Bayview Avenue.

### **FINANCIAL IMPACT**

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There are no financial implications associated with the adoption of the recommendation in this report.

Should North York Community Council amend the recommendation and authorize the installation of traffic control signals at the mid-block location of Bayview Mews Lane and the northeastern site access driveway of 2901 Bayview Avenue, consideration should

be given to have the property owner prepare all required engineering drawings and pay for all associated costs to the satisfaction of the City.

It is estimated that the current costs for installation of the traffic control signals are approximately \$400,000.00. If North York Community Council decides that the City be responsible for the costs of installing the traffic control signals, it would be considered subject to availability of Capital funding and competing priorities.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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The Transportation Review unit of the Development Review Division received a request from the owner of 2901 Bayview Avenue (QuadReal Property Group) to install new traffic control signals at the mid-block location of Bayview Mews Lane and the northeastern site access driveway. This request was part of Site Plan Application No. 20 210382 NNY 17 SA, which considers redevelopment of the northeastern portion of the site by constructing two eight-storey buildings, a twenty three-storey tower, a one-storey retail addition, a public park and a new below-grade parking structure. Upon full buildout, the proposal will contain 471 new residential units, 7,543 square metres of new retail Gross Floor Area (GFA) and 578 new below-grade parking spaces.

Site Plan Application No. 20 210382 NNY 17 SA is currently under review by the City. Separate development applications for other portions of the subject property have also been received and are under review.

### **Existing Conditions**

The Bayview Village Shopping Centre at 2901 Bayview Avenue is located on the north side of Sheppard Avenue East, just east of Bayview Avenue. The property is approximately 8.7 hectares in size with frontage on Sheppard Avenue East to the south, Bayview Mews Lane to the north, and Hawksbury Drive to the east.

Bayview Mews Lane is characterized by the following conditions:

- It is an east-west local public road that extends for a distance of approximately 405 metres, from Bayview Avenue to Hawksbury Drive;
- It has a two-lane cross-section that widens to a four-lane cross-section at Bayview Avenue;
- It operates with two-way traffic and has a pavement width of approximately 8.50 metres, which widens to approximately 15.2 metres near Bayview Avenue;
- Eastbound and westbound traffic along Bayview Mews Lane is separated by a centre median;
- Average daily two-way traffic volumes are approximately 9,100 vehicles based on the most recent available City traffic data, which was obtained in May 2009;
- The speed limit is 40 km/h;

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- Heavy trucks are prohibited at all times;
- There is no TTC service provided on Bayview Mews Lane; and
- A public sidewalk is currently provided along the north side for the entire length of the street, whereas a public sidewalk is currently provided on the south side of the street only near Bayview Avenue for an approximate distance of 130 metres.

The requested traffic signals are located at Bayview Mews Lane and the northeast site access driveway of 2901 Bayview Avenue, approximately 100 metres west of Hawksbury Drive. The subject site entrance driveway will provide direct access to the underground parking structure serving the residential and retail development at the northeast portion of the site.

The adjacent area contains a mix of residential and commercial uses. Multiple pedestrian accesses are currently provided to the existing Bayview Village Mall along Bayview Mews Lane.

The closest adjacent traffic control signals to the requested signals are located approximately 250 metres west at Bayview Avenue and Bayview Mews Lane. As noted above, the requested traffic control signals are located approximately 100 metres west of Hawksbury Drive. The intersection of Bayview Mews Lane and Hawksbury Drive is currently operating with an All-Way Stop control. A map showing the location of the requested traffic control signals is included in Attachment 1.

### **Traffic Control Signals**

In order to determine the need for the requested traffic control signals at the intersection of Bayview Mews Lane and the northeastern site access driveway of 2901 Bayview Avenue, staff rely on the justification criteria outlined in the Ontario Traffic Manual (OTM) Book 12. These criteria include technical factors such as the volume of vehicles and pedestrians, delay to cross traffic and collision history. Staff also consider an environmental checklist, which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities. The results of the signal warrant study are summarized in Table 1.

**Table 1: Traffic Signal Warrant Compliance - Bayview Mews Lane and 2901 Bayview Avenue Site Access Driveway**

<b>Justification</b>	<b>Compliance Level</b>	<b>Signal Justified</b>
Minimum vehicle volume	42%	No
Delay to cross traffic (pedestrians and vehicles)	42%	No
Collision hazard	0%	No

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied, or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied.

According to the information provided in Table 1, the installation of the traffic control signals does not meet the technical warrants. Despite this, the retained transportation consultant justifies the installation of the traffic control signals given that it will support the following traffic operations and urban design objectives:

- Provide protected mid-block crossing for pedestrians and cyclists on Bayview Mews;
- Reduce speeds on Bayview Mews Lane;
- Facilitate better travel routing options for site traffic;
- Improve capacity for outbound movements at the site access driveway; and
- Address the pedestrian access concerns raised by area residents from the residential complex located on the north side of Bayview Mews Lane;

Notwithstanding the information provided by the retained consultant, the Transportation Review unit does not recommend the installation of traffic control signals as they are not justified based on the technical and environmental criteria that were evaluated.

## **CONTACT**

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Luigi Nicolucci, Manager, Transportation Review North York and Etobicoke-York, Development Review Division, 416-394-8412, [luigi.nicolucci@toronto.ca](mailto:luigi.nicolucci@toronto.ca)

Shawn Dillon, Manager, Traffic Operations Area 2, Transportation Services Division, 416-395-7463, [shawn.dillon@toronto.ca](mailto:shawn.dillon@toronto.ca)

## **SIGNATURE**

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Marija Ilic, P.Eng  
Acting Director, Engineering Review, Development Review

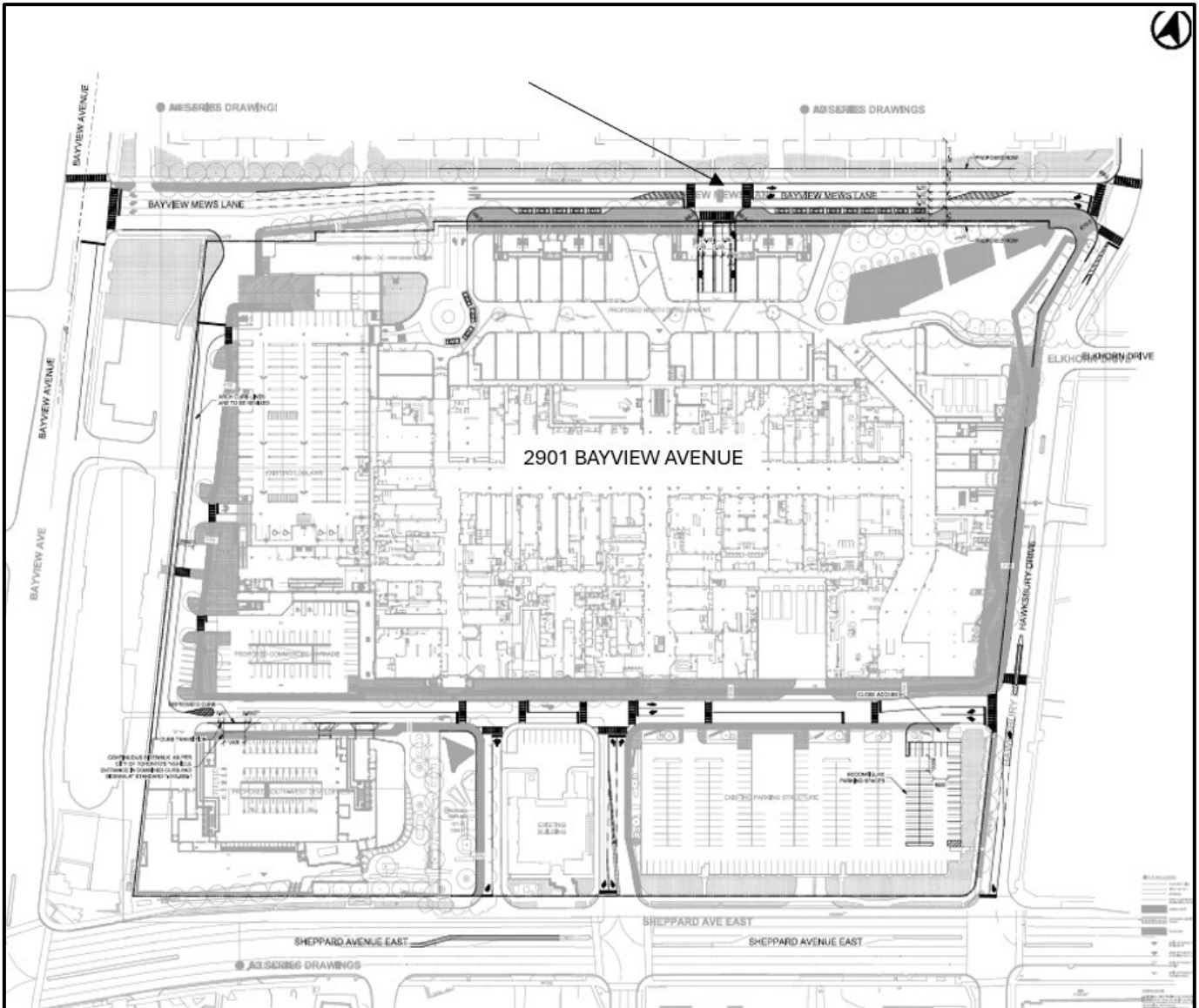
Roger Browne, M.A. Sc., P.Eng.  
Acting Director, Traffic Management, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Requested Traffic Control Signal Installation

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