
Clairtrell Area Context Plan

March 2005

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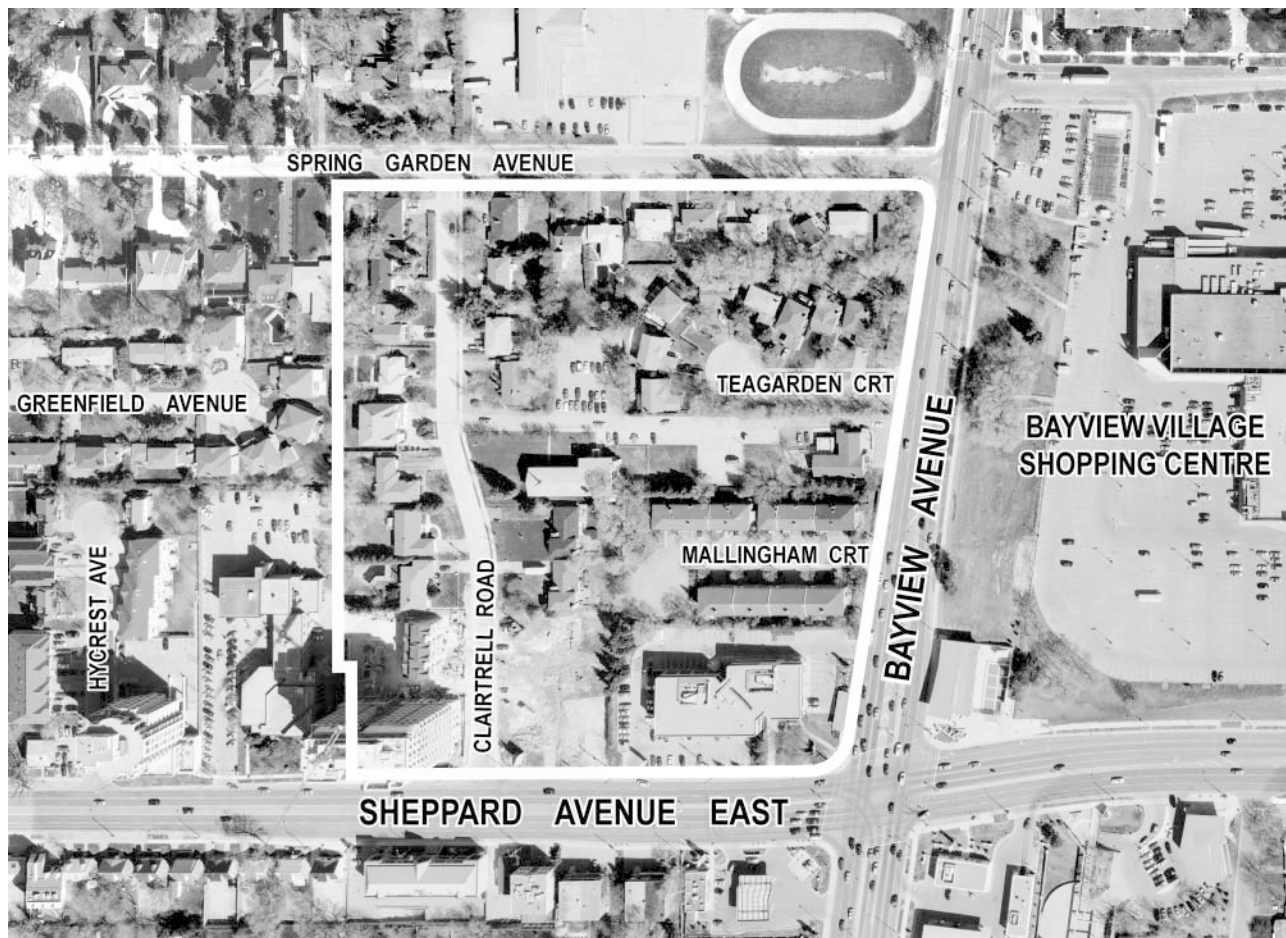
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1. Introduction

The purpose of the Context Plan is to provide general development guidelines for the Clairtrell Area's potential redevelopment. The lands are bounded to the south by Sheppard Avenue, to the east by Bayview Avenue, to the north by Spring Garden Avenue, and include lands fronting on the west side of Clairtrell Road. Through OPA 517, which came into effect in 2002, this area was identified as a key development area within the Bayview Node of the Sheppard East Subway Corridor Secondary Plan.

The Context Plan builds on the area-specific objectives and requirements of the Secondary Plan, and includes development, urban design and open space guidelines and diagrams. It is intended to be a framework for Council's evaluation of development applications in this area, including zoning amendments and site plan approval. The Context Plan is also intended to be a guide for public improvement projects in the area, such as streetscape initiatives.



Aerial photo of Context Plan area and surrounding lands, showing main existing land uses and features

2003 Aerial Photo



New development within the Clairtrell area should be transit-supportive

This area is envisioned to be a new mixed use neighbourhood where people can live and work, and should be designed to have a distinct identity while being integrated with the larger community.

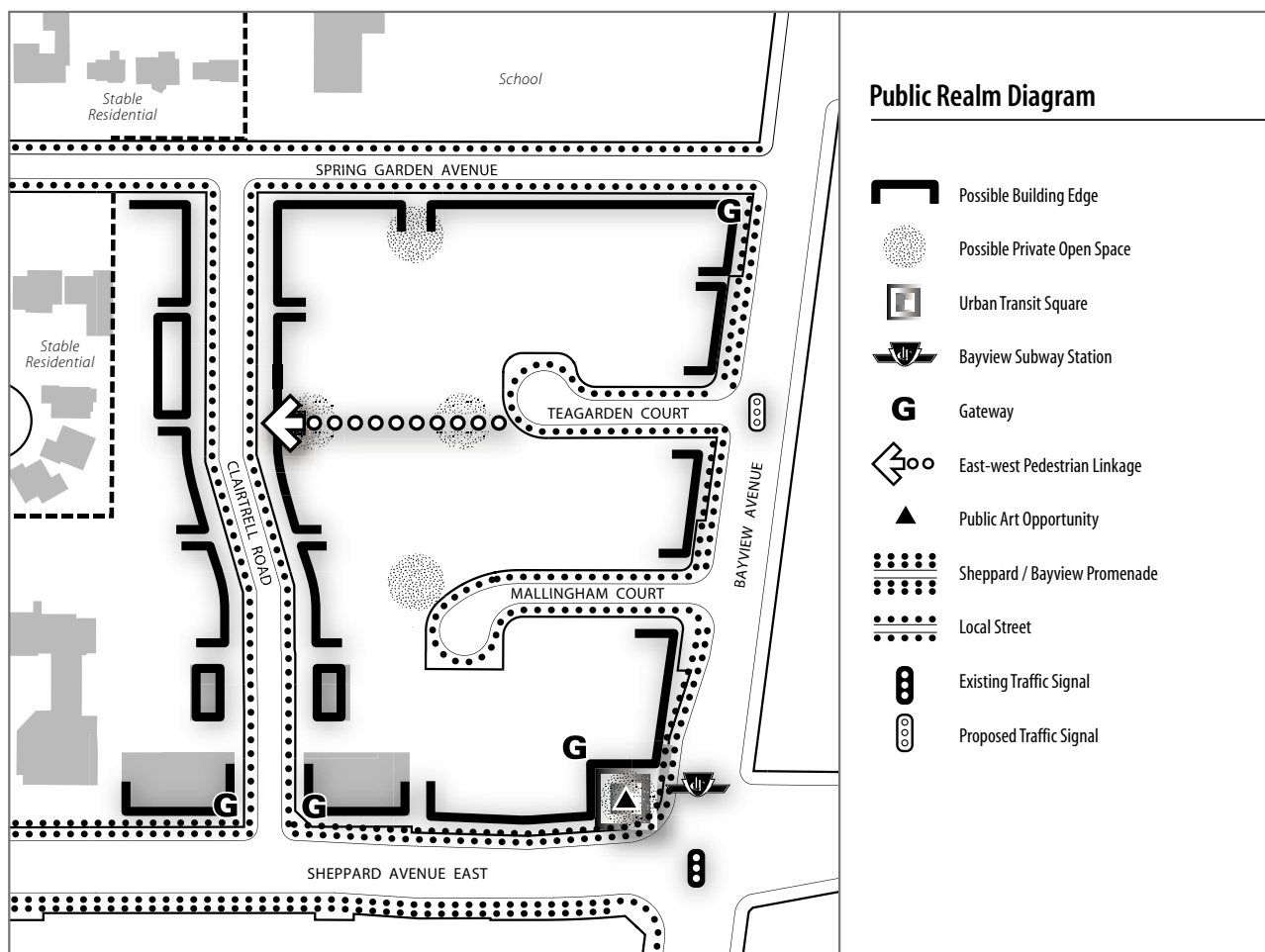
Recognizing the proximity of Bayview station on the Sheppard subway line, as well as surface transit, development should be transit-supportive through: intensification within the density permissions of the Secondary Plan; the provision of high quality development; the creation of an enhanced pedestrian environment; and the use of transit-supportive parking standards.

Redevelopment of the lands in the Context Plan area provides the opportunity to create a neighbourhood that:

- Is predominantly a residential neighbourhood, which also includes, where appropriate, a mix of uses including retail, office and institutional uses, with higher-order retail and commercial uses oriented toward Bayview Avenue and Sheppard Avenue;
- Increases the number of residents and employees living and working close to the Bayview subway station;
- Contains a range of built forms, with the higher density uses located along Bayview Avenue and Sheppard Avenue and a transition in height to the north and west;
- Has a public road network, including pedestrian walkways;
- Contains a high quality public realm, meeting Council's goals for a beautiful City;
- Creates opportunities for the provision of community facilities and open space;
- Incorporates community identity elements associated with the local area; and
- Incorporates high quality urban design.

2. Development Structure

The public realm informs the structure for development in this area. The Public Realm Diagram graphically illustrates the essential public elements and important relationships that should shape the emerging neighbourhood.



2.1 Streets

Guidelines

- The primary pedestrian network is, and will remain, sidewalks along the public streets. Sidewalks should be provided on both sides of all streets.
- Street trees and other streetscape elements should be used to enhance public sidewalks, provide a unified community character and provide environmental benefits. Landscaping along streets should consist of high-branching deciduous trees evenly spaced along the street frontage, as well as massed shrub plantings and tree plantings within the landscaped front setbacks lining the streets.
- The number and width of curb cuts should be kept to a minimum to reduce pedestrian/vehicular conflicts. Curb cuts and driveways shall be discouraged on Bayview and Sheppard Avenues.
- Any new streets, lanes and mews should be developed in accordance with City policy.



Local streets include Clairtrell Road and Spring Garden Avenue

2.1 Streets

The existing public streets in the Context Plan area are to be maintained and will provide both vehicular and pedestrian access. Sidewalks and walkways will facilitate pedestrian travel throughout the new neighbourhood and to the surrounding area. The network of streets, sidewalks and walkways is illustrated in the Public Realm, and Building Height and Structure Diagrams.

Distinctive, high quality streetscape design and elements should be provided to enhance and support the neighbourhood character and image.

The road network consists of the following streets that serve transportation needs and strengthen and provide structure to this new community's emerging character and identity:

- Sheppard Avenue and Bayview Avenue;
- Local Streets: Teagarden Court, Mallingham Court, Clairtrell Road, Spring Garden Avenue; and
- New Streets, Lanes and Mews.



An example of how the streetscape within the new community could be developed



Taller and mid-rise buildings are encouraged to have a 2 storey base building along the street frontage with setbacks and gardens

2.1.1 Sheppard Avenue and Bayview Avenue

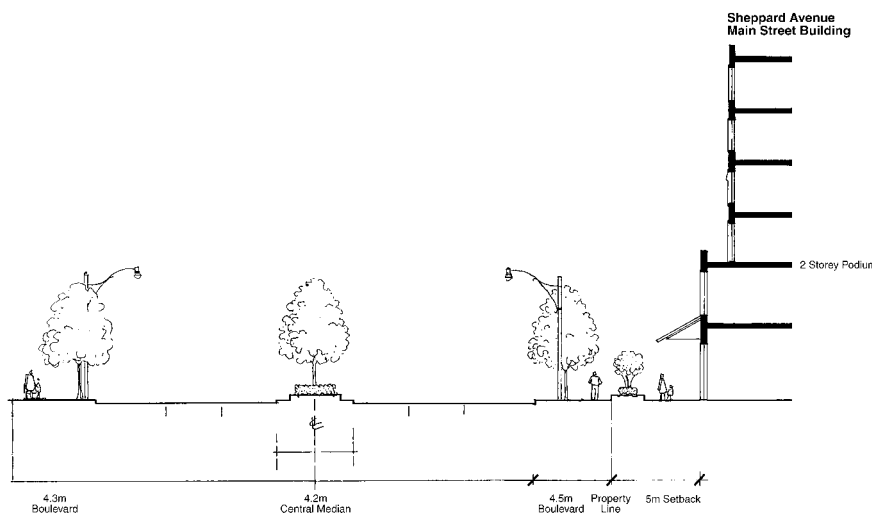
New development near the Bayview subway station creates an opportunity to transform Sheppard Avenue and Bayview Avenue into “main streets” in the Context Plan area. Buildings along Sheppard Avenue and Bayview Avenue will be encouraged to accommodate retail uses and other “public” people places at grade through their design.

The streetscape is anticipated to be attractive and comfortable for pedestrian travel and other outdoor activities. The distinctive urban streetscape includes double row tree plantings, a landscaped median and a generous urban boulevard featuring street furniture, pedestrian lighting and decorative pavement. Enhanced streetscaping should be provided at the northwest Bayview/Sheppard intersection, to complement the gateway building and the Urban Transit Square contemplated for that intersection (see also sections 2.2.1.1 and 3.3 below).

The enhanced streetscape along Sheppard Avenue and Bayview Avenue includes a double row planting of trees, decorative light fixtures and street furniture. Retail uses at grade will animate this pedestrian promenade



Sheppard Avenue East



Cross section of Sheppard Avenue showing central landscaped median, street trees, and building massing as per OPA 392

Guidelines

- The Sheppard Avenue Streetscape Master Plan should guide streetscape design along this portion of Sheppard Avenue and Bayview Avenue.
- Pedestrian amenity features such as benches, weather protection and canopies should be provided along Sheppard Avenue and Bayview Avenue to encourage pedestrian comfort.
- Special consideration should be made for pedestrian movements across Sheppard Avenue and Bayview Avenue.
- Bicycle parking should be provided in the municipal right-of-way along the Bayview Avenue and Sheppard Avenue frontages.



Enhanced pedestrian amenities and streetscape improvements can support transit initiatives

2.1 Streets

Guidelines

Teagarden Court

- Teagarden Court is proposed to be signalized when a planned TTC bus loop integrated with a new residential building on the east side of Bayview is constructed. New development with frontage on to Bayview Avenue should coordinate accesses to enable vehicles and pedestrians to utilize this signal.
- Teagarden Court should not be connected through to Clairtrell Road for vehicles but a pedestrian connection should be pursued. The future signalization of the Sheppard/Teagarden/bus loop intersection will provide a new pedestrian crossing opportunity and link the neighbourhood more directly with Bayview Village Mall.
- Consideration may be given to establishing a pedestrian and vehicular link between Teagarden and Mallingham Courts to enable new developments with frontage on Bayview Avenue to take advantage of the planned traffic signal at Teagarden Court.

Mallingham Court

- Mallingham Court will continue to operate as a vehicular access point for existing and new development. Turning restrictions may be necessary in the future to ensure the continued efficient operation of Bayview Avenue once the Mallingham Court lands are redeveloped.

Spring Garden Avenue

- Spring Garden Avenue is expected to retain its function as a local street providing access to the community and school.

2.1.2 Local Streets

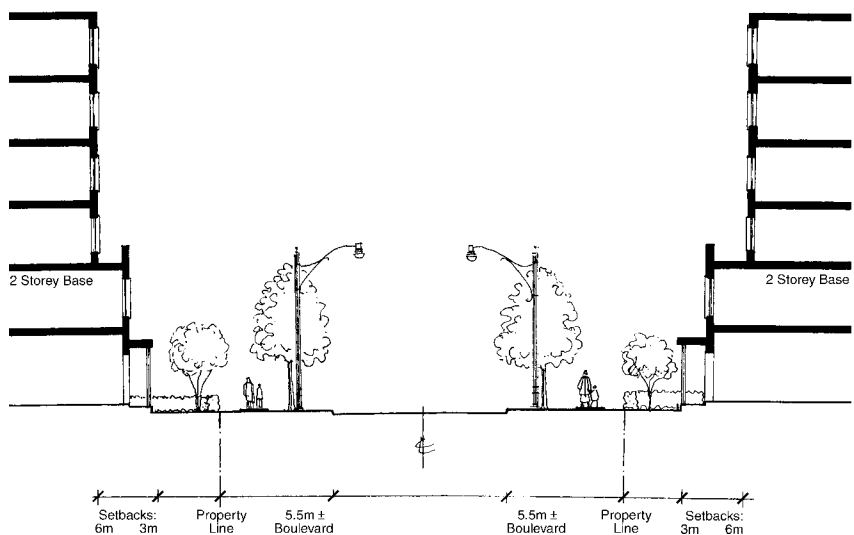
Local streets will provide vehicular, pedestrian, and bicycle access to existing and new development as well as to the stable residential area to the north and west.



Local streets should be tree-lined with setbacks and gardens to promote predominantly "green" character



New development will take access from existing local streets

Typical Local Streetscape

Local street cross section showing mid-rise buildings

2.2 Parks and Open Space

2.2.1 Parks

2.2.1.1 Bayview/Sheppard Urban Transit Square

The public open space at the northwest corner of Bayview Avenue and Sheppard Avenue, which contains a subway entrance, should be retained and enhanced. This open space is a forecourt to the Bayview subway station and adjacent building (see also related built form guidelines, section 3.3).



Bayview Station landscape feature



Bayview Station's interior includes public art

Guidelines

- The proposed Urban Transit Square should provide direct and convenient pedestrian access to Bayview subway station, Bayview Avenue, Sheppard Avenue, and adjacent developments.
- The proposed Urban Transit Square should be of high quality design and execution, and may include upgraded paving materials, lighting, furniture, plantings, and other decorative features.
- Public Art is encouraged as a significant component of the Urban Transit Square.

2.2.1.2 Parkland Dedications

Required parkland dedication contributions should be directed to acquiring parkland that will service the local area.

2.2 Parks and Open Space

Guidelines

- Private open space and amenity areas may take the form of features including courtyards, plazas, forecourts, walkways, urban gardens, patios or enclaves.
- Both residential and non-residential developments are encouraged to provide publicly accessible private open space.
- Multi-unit housing types such as townhouses and apartment buildings should provide opportunities for private amenity associated with individual units as well as communal outdoor amenity space.
- Grade-related housing should provide for private amenity areas associated with each residential unit.
- Private outdoor amenity space is encouraged to be physically and/or visually linked to adjacent streets or other open spaces, which may include co-ordination with adjacent streetscape design.
- Private outdoor amenity is to be coordinated within the block to be visually and where appropriate physically connected to public outdoor spaces to create a cohesive pedestrian system.
- Private open space is encouraged, where appropriate, to provide safe and direct alternative pedestrian routes between the subway stations and the neighbourhood.
- The provision of private indoor amenity space is also encouraged. Where possible, it should be contiguous with outdoor amenity areas.

2.2.2 Private Open Space and Amenity Areas

Private outdoor open space provides recreational opportunities, visual amenity and, where appropriate, physically accessible open space that complements and enhances the local area.

All development should include open space. The location, amount and design of the open space will respond to the type of development (residential, employment, institutional) and be of consistently high quality. Publicly accessible open spaces are encouraged to be located along the Bayview Avenue, Sheppard Avenue, Clairtrell Road and Spring Garden Avenue frontages, and along the pedestrian link between Clairtrell Road and Bayview Avenue (see section 2.2.3).



Publicly accessible landscaped open space contributes pedestrian amenity to the public realm



Private landscaped areas adjacent to the sidewalk can make a positive contribution to the public realm

2.2.3 Pedestrian Link

An east-west, open-air pedestrian link is to be provided to connect Clairtrell Road with Bayview Avenue, generally in alignment with Teagarden Court. This open space will provide convenient, comfortable and direct mid-block pedestrian and bicycle access to and from Bayview Avenue. This link is to align with the Teagarden Court/ Bayview Avenue intersection, which is to be signalized and will facilitate pedestrian access across Bayview Avenue (see Structure Diagram for approximate location of east-west pedestrian linkage and future signalized intersection).

This link is to be landscaped, animated by adjacent uses and connected visually, and where appropriate, physically with adjacent development. Publicly accessible open spaces, and building courtyards and building entrances, may border the walkway.



Buildings located along the east-west walkway should face the route providing animated facades and entrances that overlook the pedestrian area



The east-west open space/pedestrian linkage will be wide, lighted and intensely landscaped



Private open space may be located along public walkways and bicycle routes providing amenity and “eyes on the path”

Guidelines

- The link should be a minimum width of 6 m.
- The portion of the route within the Teagarden Court right-of-way should be co-ordinated with a sidewalk along Teagarden Court.
- The walkway should be tree-lined, landscaped and lighted.
- Privacy fencing and low decorative fencing along the walkway should be designed and located to balance privacy needs of adjacent development with safety and comfort of pedestrians using the public walkway.
- Buildings along the walkway will be oriented to face the walkway with doors and windows to animate and overlook the walkway to provide “eyes on the walkway.”

General

3. Building Massing and Height

Guidelines

- Buildings should generally be located parallel to and be oriented to face the public street, and address the public street.
- Generally, a 2 to 6 m setback from the street should be provided to allow for gardens and landscaped areas between the public sidewalk and the building.
- Porches and low stoops are encouraged for residential building entrances.
- Buildings should relate to surrounding existing development in a way that minimizes potential impacts on the adjacent residential neighbourhood, including “like to like” building orientation, and setback relationships similar to existing setbacks.
- Building step backs and reduced heights for portions of buildings, as well as increased building setbacks and intensified landscaping, will be encouraged to mediate transitions between different building types and forms.
- Balconies and decks facing the adjacent stable residential area should be designed in a sensitive manner.
- Canopies should be provided at building entrances to provide weather protection, where appropriate.

In accordance with Official Plan policies, the massing of new buildings is intended to:

- Frame and support the neighbourhood streets and open spaces at a scale that balances building height and form with street width;
- Provide adequate transition to adjacent stable residential areas to the north and west outside the Secondary Plan area, and to lower density lands within the context plan area, through appropriate and compatible heights, scale, setbacks, siting, and sensitive building design;
- Provide adequate sunlight/skyview for St. Gabriel’s School yard on the north side of Spring Garden Avenue, through appropriate yard setbacks and building step backs as may be needed to prevent undue overshadowing of the school yard;
- Support the Sheppard Avenue and Bayview Avenue streetscape initiatives; and
- Ensure a proper response to pedestrian scale.



Appropriate landscaped setbacks and building stepbacks are needed to create a transition between ground-related housing and mid-rise buildings



Buildings can be designed to be integrated with the local topography, hiding service areas and absorbing changes in grade



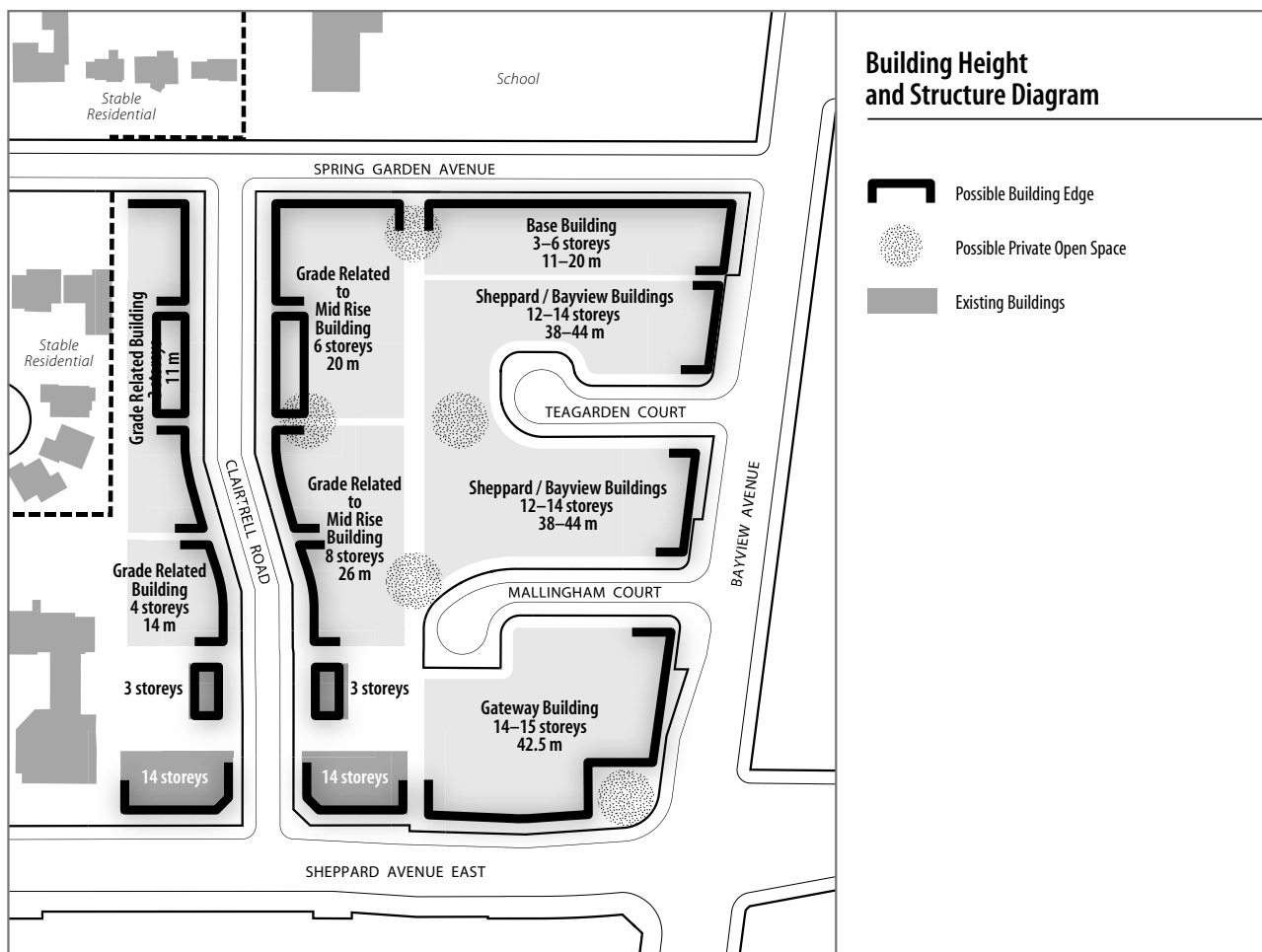
Buildings should face and take their address from a street



Buildings will have a well-defined base that aligns with adjacent streets and open spaces

Building Height and Structure Diagram

A variety of generalized building types, including grade-related, mid-rise, and Bayview/Sheppard Avenue buildings, have been organized into the Building Height and Structure Diagram to meet these principles. The Building Height and Structure Diagram also provides a range of generalized heights appropriate in the Context Plan area, in metres and in storeys.



3.1 Grade Related Buildings

Guidelines

- Townhouses should be designed and developed in accordance with the City's Infill Townhouse Guidelines.
- The height of new buildings on the west side of Clairtrell Road abutting existing low density residential uses to the west will be limited to 3 storeys in height as stated in the Secondary Plan policy, and will be limited by a 45 degree angular plane. Buildings are to be set back 9.5 m from the existing low density residential lots.
- Below-grade building entrances are discouraged.

Grade related buildings are generally 2 to 4 storeys and commonly take the form of townhouses, stacked townhouses, and, on the east side of Clairtrell Road, walk-up apartment buildings.

This building type has been located along the west boundary of the site on either side of Clairtrell Road near the existing neighbourhood as transition buildings to the low scale, stable residential area to the north and west. The area along the south side of Spring Garden Avenue, east of Clairtrell Road, may develop with either grade related or mid-rise buildings or building podiums for taller buildings, in the range of 3-6 storeys.

The buildings should be developed in a manner that respects the existing stable residential neighbourhood.



Townhouses or other low rise building forms are proposed adjacent to the residential neighbourhoods to the north and to the west



Porches and front yard landscaping are encouraged to enhance residential neighbourhoods



Grade related buildings and the base or podium for taller buildings share similar characteristics

3.2 Mid-Rise Buildings

3.2 Mid-Rise Buildings

As indicated in the Building Height and Structure Diagram, mid-rise buildings are generally in the range of 6-8 storeys in height. Buildings of this scale are contemplated for the central portion of the Context Plan area, on the east side of Clairtrel Road.



Base buildings may be built along Spring Garden Avenue with appropriate step backs and landscaped setbacks



Mid-rise buildings on Queen Street East

Guidelines

- Mid-rise building should generally be sited to align with streets, parks and accessible open spaces, framing these areas with building mass.
- The buildings should be sited and massed to form useable landscaped courtyards / open space either within the block or opening onto adjacent streets.
- Where appropriate, activity generating and public ground floor uses are encouraged including retail uses, grade related residential units, lobbies and amenity areas to support the adjacent public realm.
- A well defined 8 to 12 m (2 storey) base building should be provided for street wall/ mid-rise buildings.

3.3 Sheppard Avenue and Bayview Avenue Buildings

Guidelines

- A 5 m building setback should be provided to accommodate on-site landscaping that is to be integrated with the emerging streetscape.
- The expression of a 2 storey base building is encouraged along Bayview and Sheppard Avenues. The upper parts of the building that rise above the base should step back from the street edge of the base building.
- A further step back is encouraged at the 6 storey height to reinforce the built form objectives of the Sheppard East Subway Corridor Secondary Plan.
- Street-related retail and service uses are encouraged at grade level, with individual entrances directly accessible at grade from the adjacent streets, for buildings having frontage on Bayview Avenue and Sheppard Avenue.
- Where a building fronting on Bayview Avenue or Sheppard Avenue is to be developed with entirely residential uses, the portion of the building fronting on the arterial should be designed with grade-related units having direct pedestrian access from the adjacent right-of-way, and flexible uses such as live/work spaces are to be encouraged at grade level.

3.3 Sheppard Avenue and Bayview Avenue Buildings

Buildings generally in the range of 12 to 14 storeys (and 14-15 storeys on the site at the north-west Bayview/Sheppard intersection) will be located in the easternmost part of the Context Plan area. These buildings will have their address and main building entrances on Sheppard Avenue and on Bayview Avenue. Buildings along Sheppard Avenue and Bayview Avenue should be massed and sited to create a street wall that frames the street at a pedestrian scale and provides enough space to create a generous landscaped promenade in keeping with the Secondary Plan and the Sheppard Avenue Master Streetscape Plan.

Development at the northwest Bayview/Sheppard intersection should be in the general range of 14-15 storeys in height. The future corner building should be designed with distinctive built form features and complementary streetscape that reinforce the building's role as a visual "gateway" into the community from Highway 401, and the location's importance along the Sheppard subway line (see also 2.2.1.1 – Bayview/Sheppard Urban Transit Square).



Buildings on Bayview Avenue and on Sheppard Avenue will have a 2 storey podium or base



A "gateway building" can create an entrance or sense of arrival through its massing and design

3.4 All Souls' Church and Institutional Uses

3.4 All Souls' Church and Institutional Uses

The All Souls' Church and associated residential building ("North Yorkers for the Disabled") occupies a large parcel of land with frontage on both Clairtrell Avenue and Bayview Avenue. The site has a split land use designation of Residential Density 5 (2.0 FSI) and Mixed Use (3.0 FSI) in the Sheppard East Subway Corridor Secondary Plan. In addition to its role as a place of worship, the existing Church is also a meeting place for a range of community activities.

There are several possible development scenarios, which may include among others the continued use, expansion, or relocation of the Church and its associated residential building, or the development of the site with institutional or other types of uses, or a combination of uses. The following guidelines are intended to be applied to the All Souls' Church and other institutional-type uses within the Context Plan area.



The 51 Division Building is a good example of an institutional building

Guidelines

- Buildings should occupy a highly visible and accessible location.
- Civic and/or institutional buildings should be designed as neighbourhood landmarks.
- Building façades should address the street or open space frontage with an appropriate degree of interest and animation, and include glazing and a main door to the street.
- The building footprint should be minimized. Multi-storey building design is encouraged.
- Built form, massing, design and architecture should be based on a strong expression or interpretation of the site / community heritage.
- Should the existing church facility either remain or be expanded as part of the future redevelopment of the site, opportunities to visually and functionally connect the church use with the surrounding neighbourhood should be explored to enhance the facility's identity within the community.

4. Parking and Servicing

Sufficient parking and servicing facilities should be provided to serve new development and be oriented in such a way to have a minimal physical and visual impact on public streets and open spaces. Parking requirements will be supportive of transit. The amount of parking required should meet the essential demand of each development without encouraging discretionary auto use. Minimum and maximum parking requirements may be used to support this goal.



Shared entrances and servicing courts within a block are encouraged



Service areas should be located and designed to support and enhance streetscape and open space initiatives

Guidelines

- Parking lots and service areas should be coordinated and organized for each development block, wherever possible, to limit their visual impacts on the public realm. Shared parking and servicing areas are encouraged. Paved areas should be minimized and landscaping should be maximized.
- Underground parking is encouraged. The extent of surface parking and service areas should be minimized, especially where parking may be visible to the street.
- Above grade parking, where provided, should be faced with habitable rooms adjacent to streets, parks and accessible open spaces.
- Access to parking, automobile drop off areas and servicing areas should be designed to minimize car-pedestrian conflict. The number and size of curb cuts should be kept to a minimum to reduce potential conflict points. Vehicular access points should be co-ordinated and consolidated where possible.
- Bicycle parking should be provided in new developments and on the Bayview Avenue and Sheppard Avenue public rights-of-way where appropriate.
- Driveways, ramps, and service areas, etc. should be sited and designed in a manner so as to minimize impacts on the streetscape and on neighbouring properties.
- Garbage storage areas should be provided internal to the buildings where possible. If garbage storage areas are to be provided outside, they are to be sited and designed in a manner that minimizes impact on adjacent publicly accessible areas, including streets, and designed to minimize impacts on adjacent properties.
- Curbside garbage pick-up is encouraged for grade-related residential units.
- Ventilation areas and utilities such as hydro and gas meters and transformers provided in conjunction with new development should be sited and screened in a manner that minimizes impacts on adjacent public areas.



Underground parking is encouraged

5. Transportation Demand Management

Existing and future development, especially commercial, is strongly encouraged to implement measures to minimize peak hour vehicle trips. Carpool programs, parking supply controls and pricing, flexible work schedules, and employer subsidized transit fares are among the measures that could be employed to reduce the traffic generated by commercial development in the area and its impact on the surrounding community and the environment. All developments are expected to provide bicycle parking for residents and visitors and provide parking at ratios that encourage transit-riding households to locate in this area. Innovative ways to reduce auto use among building occupants, such as partnerships with car sharing organizations or rental companies, are encouraged.

As the Context Plan area is designated as a key development area in OPA 392, the transportation monitoring policies apply. This monitoring will include periodic traffic counts to determine the extent of traffic infiltration into the stable residential area and identify potential mitigating measures if required.

6. Implementation

This Context Plan is intended to guide the preparation of future regulatory planning mechanisms, including zoning by-laws and site plan approvals. The Context Plan sets out specific guidelines and approaches that fulfill the overall objectives of the Secondary Plan.

Innovative, high quality development, designed to respect the adjacent community, streets and open spaces and buildings within the block will be encouraged. The design of each development application will be evaluated on its own merits to address site-specific conditions such as site topography and access opportunities. To achieve the density objectives of the Secondary Plan and to implement the Context Plan guidelines, comprehensive developments are encouraged, where possible.

