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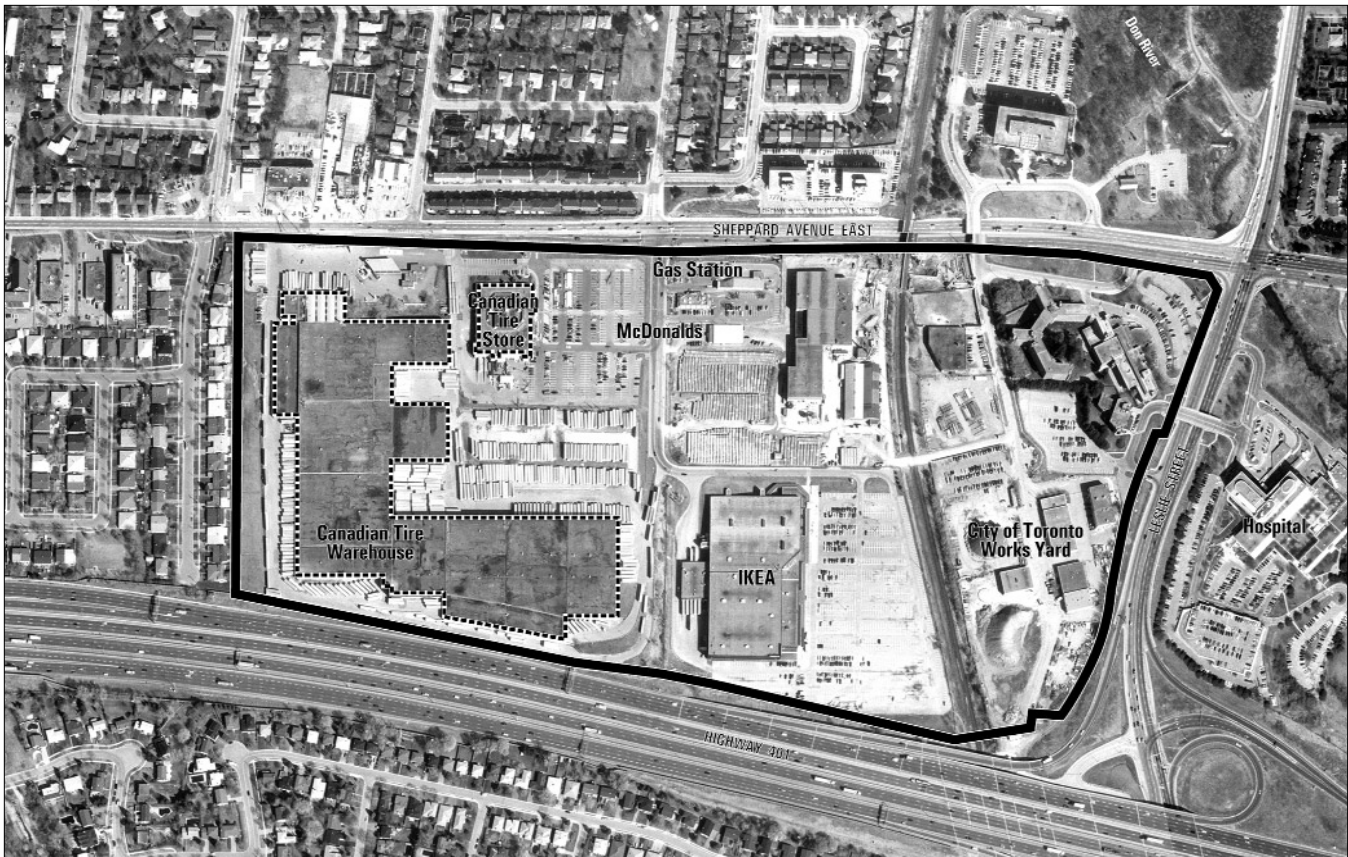
## BESSARION-LESLIE CONTEXT PLAN

Development in the Bessarion-Leslie area will be consistent with the following urban design guidelines. They provide a framework for development in the area and are to be read in conjunction with the urban design policies in the Official Plan.

### LOCATION

The Bessarion-Leslie Context Plan applies to the lands located south of Sheppard Avenue, west of Leslie Street (excluding the lot located on the southeast corner of Provost Drive and Sheppard Avenue), north of Highway 401 (excluding the lot located west of the CPR and north of Highway 401) and east of the lots on Bessarion Road.

## BESSARION-LESLIE CONTEXT PLAN



Context Plan Area



View along Sheppard Avenue looking east near Provost Drive



Looking north along the railway tracks



North York General Hospital from Oriole Vista Drive

### VISION FOR A NEW COMMUNITY

The study area, informally known as the Bessarion-Leslie area, is located on the site of the former Oriole Village. Through the public steering committee process, participating residents suggested that the new community be named Oriole Village to commemorate the area's local heritage and to suggest connections with this site's history and the natural environment. The imagery associated with the "oriole", a bright orange and black bird, is encouraged to influence architecture, street and civic names, streetscape elements, public art and park features in the emerging community.

Oriole Village is envisioned to be a new mixed use neighbourhood where people can live, work and play. The new neighbourhood will be designed to have a distinct identity while being integrated with the larger community.

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

- Includes a mix of uses including residential, retail, office and institutional uses in a range of built forms;

- Has a public road network, including walkways and bicycle paths;

- Provides sufficient community, recreational and social services and amenities including parks, open space, schools and community facilities, to serve future residents and employees;

- Incorporates community identity elements that are associated with the local area's heritage; and

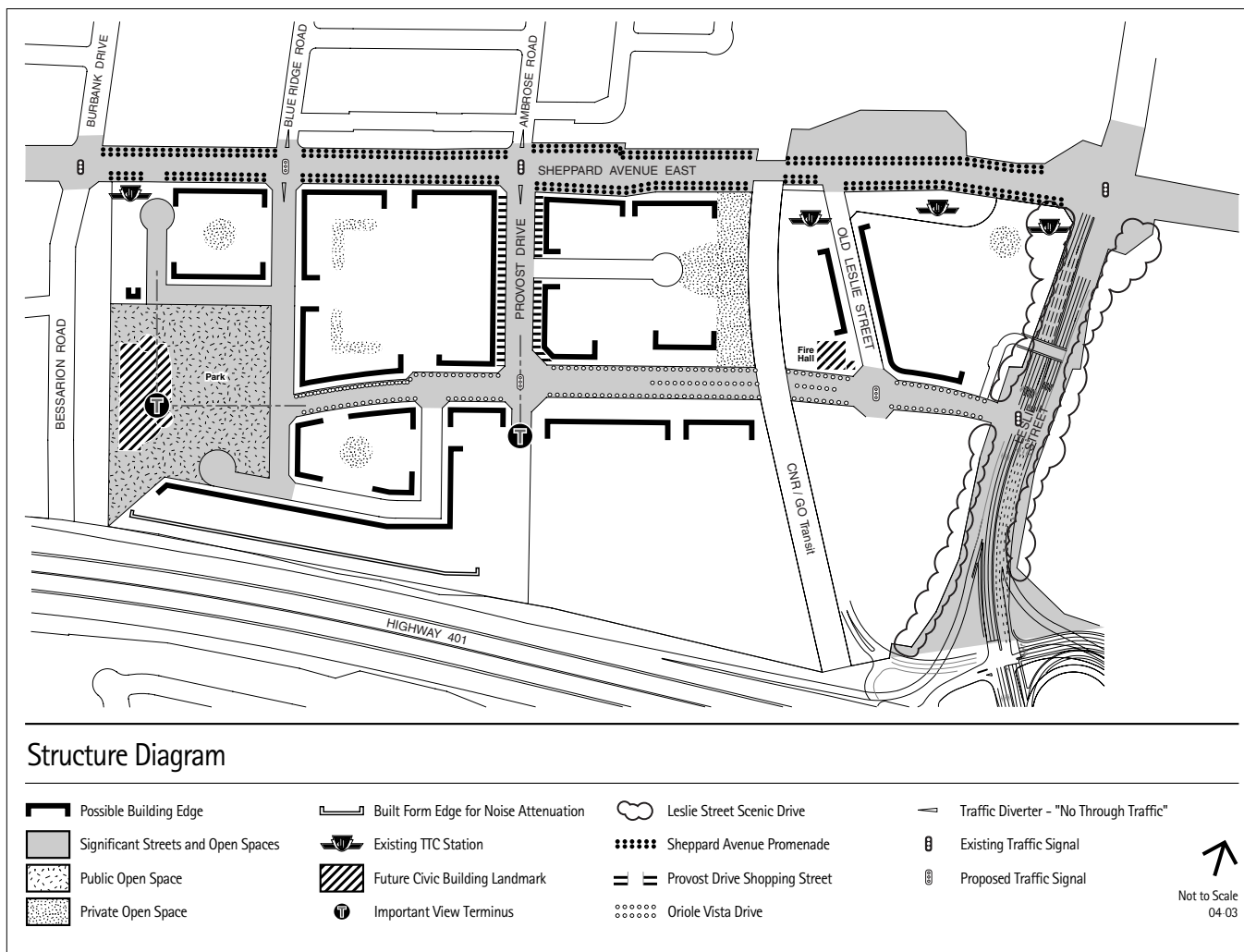
- Increases the number of residents and employees living and working close to the Leslie and Bessarion subway stations in order to facilitate their use.



# BESSARION-LESLIE CONTEXT PLAN

## DEVELOPMENT FRAMEWORK

The development framework is to be used as a guide to the form and layout of new development within the Context Plan lands. A Structure Diagram, a Linkages Diagram and a Height Diagram are part of this framework and graphically illustrate the essential elements and important relationships that will shape the emerging community.



## **Streets**

A network of new and existing streets, walkways, bicycle routes and paths will provide access to and through this area. The network is illustrated in both the Linkages Diagram and the Structure Diagram. The layout of streets and blocks is intended:

- To balance vehicular and pedestrian needs
- To divide the land into appropriately sized development blocks considerate of its future use
- To capitalize on views and vistas from the site to the Don River valley and the neighbourhood park
- To ensure visibility and access to parks.

The structure of Oriole Village is based on a modified fine-grain grid of connecting streets and walkways to facilitate pedestrian travel throughout the new neighbourhood and to the surrounding existing neighbourhoods. Everyone in Oriole Village will be within a 10-minute walk of a subway station (Leslie or Bessarion).

The layout of new streets must ensure sufficient capacity to accommodate the expected demand for automobile travel without relying on local residential streets north of Sheppard Avenue. Previous transportation assessments and the Leslie Street - Sheppard Avenue Class Environmental Assessment identify the major road improvements that are required to support the new community. 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 Promenade: the widening of Sheppard Avenue
- Provost Drive Shopping Street: widening to provide two through lanes in each direction plus a centre left turn lane
- Oriole Vista Drive: a new east-west collector road linking Provost Drive to Leslie Street
- Leslie Street: improvements to establish three continuous lanes between Sheppard Ave. and the CN Rail overpass south of Lesmill Road
- Local Streets: a network of public streets

## BESSARION-LESLIE CONTEXT PLAN

Details of these improvements can be found in the Leslie Street-Sheppard Avenue Class Environmental Assessment Environmental Study Report (December 2001) and the Sheppard Avenue Widening Environmental Study Report (1992).

Sidewalks in the new neighbourhood are considered the main pedestrian routes in the area. Landscaping and other amenity features may be needed to promote pedestrian use.

Widened sidewalks and walkway connections may be required at intersections, the railway underpass, important building entrances or routes connecting to transit facilities (GO transit, buses, subway).

Street trees and other streetscape elements will be used to mediate the scale of development, promote a unified community character and provide environmental benefits. Mid-rise buildings predominate in Oriole Village. It is important that the scale of streetscape elements be appropriate to the scale of development. To achieve this, the landscaping along streets will build on the emerging streetscape by providing a framework of high-branching deciduous trees evenly spaced along the street frontage, as well as massed shrub planting and coniferous tree planting as another planting layer along the site frontage.

The site topography changes quite significantly from east to west and from north to south within Oriole Village. Streets will be designed to respond to grade changes in a way that provides pedestrians with a comfortable and attractive streetscape environment.

Generally, grades will be subtle with gentle transitions.

Where retaining walls and/or fences are needed, the design, articulation and materials will integrate with the building facades and complement the public streetscape design and features.

The massing and height of retaining walls will be respectful of pedestrian comfort and scale along the street.

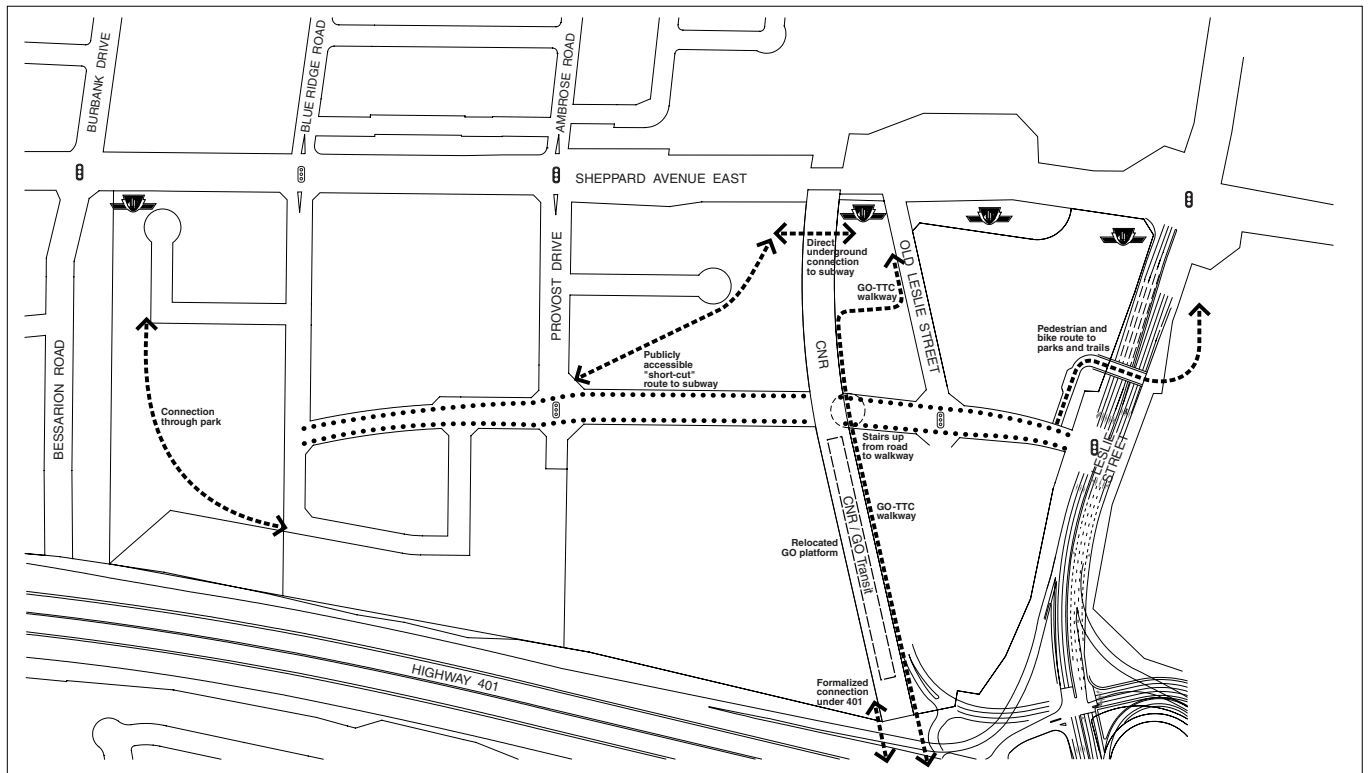


An example of how the new community's streetscape could be developed



Taller and mid-rise buildings are encouraged to have a 2-3 storey base with setbacks and gardens

# BESSARION-LESLIE CONTEXT PLAN



## Linkages Diagram

- ..... Bike Lanes
- Existing Traffic Signal
- Proposed Traffic Signal
- Pedestrian Links
- TTC Station
- Traffic Diverter - "No Through Traffic"



Not to Scale  
04-03



## BESSARION-LESLIE CONTEXT PLAN

### SHEPPARD AVENUE PROMENADE

With the development of the Sheppard Subway and implementation of the Sheppard Streetscape Master Plan, Sheppard Avenue is being transformed to a social and recreational space for pedestrians, a “people place”. 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.

#### Guidelines

Massing will support the objectives of the Sheppard Avenue Streetscape Master Plan to provide a continuity of built form edge to the street.

The street wall condition may be interrupted with courtyards, publicly accessible open space and pedestrian connections to the new community. The building base will provide a continuous built form to define the edges of these pedestrian oriented open spaces.

Pedestrian amenity features such as benches, weather protection and canopies will be provided along Sheppard Avenue and streets connecting to Sheppard Avenue to encourage pedestrian comfort.

Special consideration will be given to pedestrian movements across Sheppard Avenue.

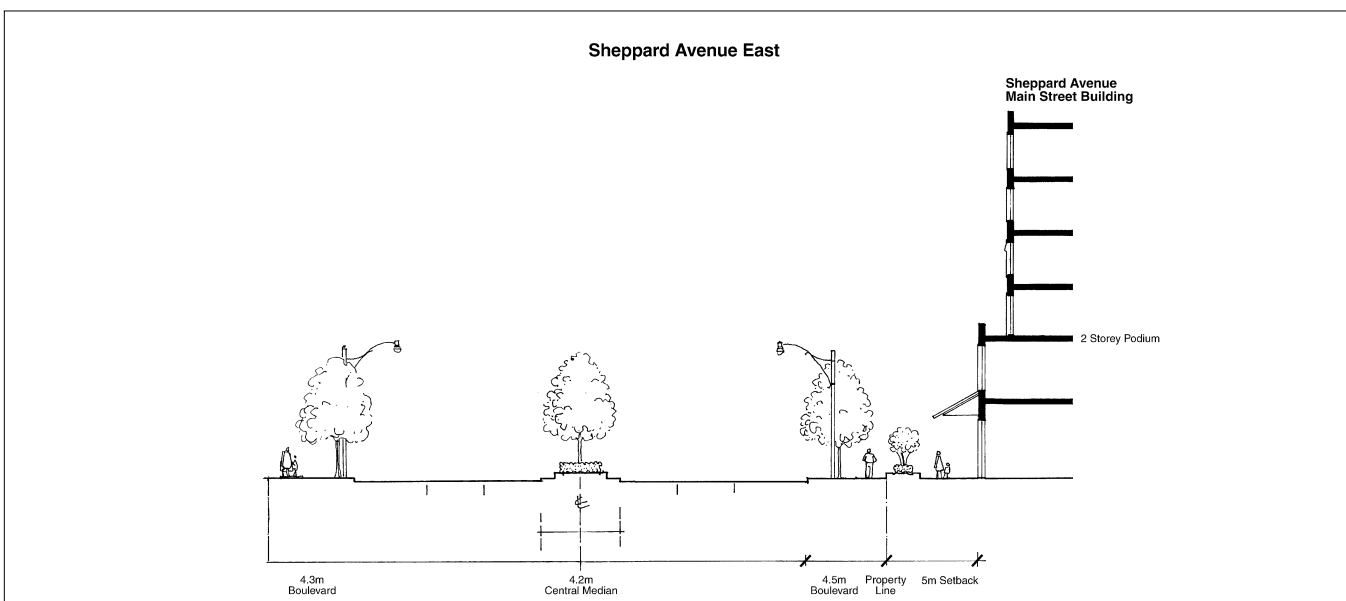
North-south signal timing will respect pedestrian crossing times.



Buildings along Sheppard Avenue will be no higher than 6 storeys with a clearly defined base



The Leslie subway station entrance incorporates elements of the Sheppard Avenue Streetscape Master Plan







The Provost Drive – Sheppard Avenue intersection



Canopies promote pedestrian comfort and amenity

## PROVOST DRIVE SHOPPING STREET

Provost Drive is intended to become a mainstreet shopping precinct. This street will be developed with a continuous streetwall setback from a hard landscaped boulevard with at-grade uses that could benefit from interaction with the public sidewalk (retail, commercial uses and entrances to large buildings). The streetscape is anticipated to be attractive and comfortable for pedestrian travel and other outdoor activities.

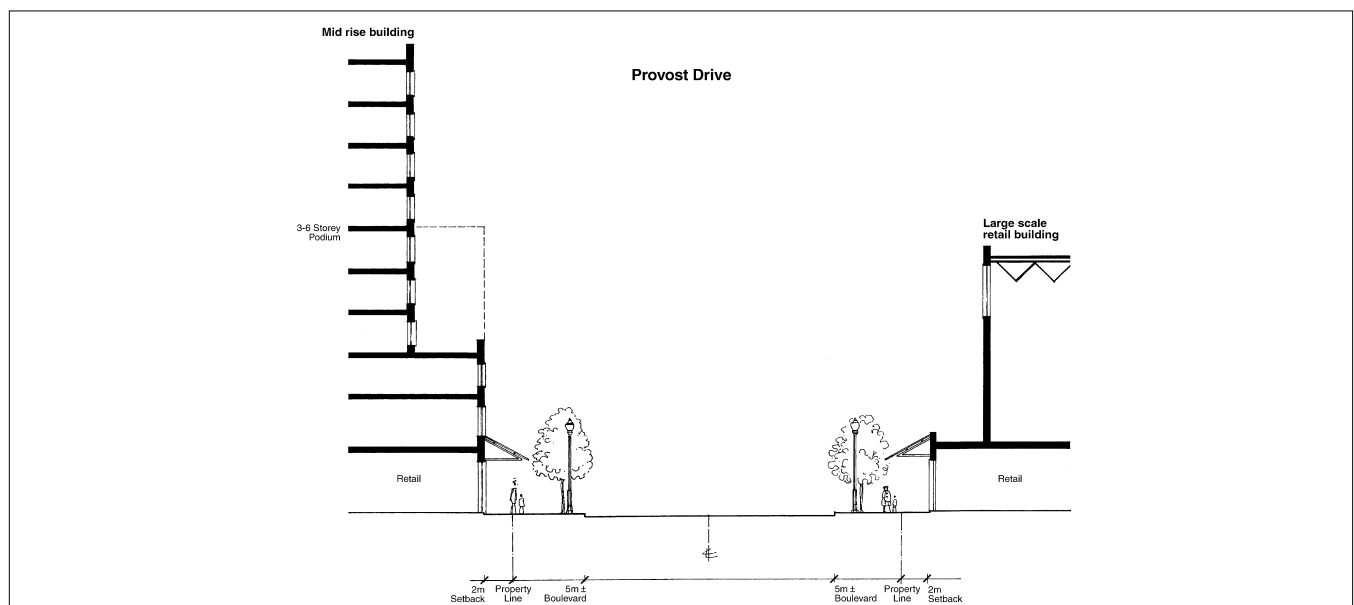
### Guidelines

A continuous building wall of retail and mixed use buildings will line Provost Drive and include a consistent 2 - 3 storey base condition.

Buildings along Provost Drive will be designed to promote pedestrian comfort.

A continuous, covered sidewalk connection will be provided along Provost Drive from Oriole Vista Drive to Sheppard Avenue. This feature (canopies or awnings) will be integrated with the building massing and design and will be consistent along the length of Provost Drive. It may be developed as a thematic element of the streetscape, possibly using an oriole theme.

Post and ring bicycle parking will be provided in the municipal right-of-way along the retail frontage.



### ORIOLE VISTA DRIVE: EAST-WEST ROAD

Oriole Vista Drive is a landscaped road that runs from Leslie Street through the centre of the new community terminating at the large neighbourhood park/community centre located at the site's west boundary. View lines to the park are important to the street character. Street trees, sodded boulevards, sidewalks, landscaped setbacks and landscaped medians, where possible, will be used to promote a pleasant, comfortable pedestrian environment.

Oriole Vista Drive is the new east-west road proposed to link Leslie Street to Provost Drive. This portion of the road is intended to function as a major urban collector with particular attention paid to cycle and pedestrian comfort and safety.

The proposed new road comprises:

- Two through lanes in each direction

- Turning lanes at the intersections and major property access points

- Bicycle lanes in both directions

- A planted median, where possible

- Generous sidewalks and landscaping on both sides.

West of Provost Drive, it becomes a local residential street terminating at the neighbourhood park/community centre at the site's west boundary. As a local residential street, the road and right-of-way will narrow to provide one lane in each direction, continuation of the bicycle lanes, and turning lanes where required. Similar to the eastern portion of the road, generous sidewalks and landscaping will be provided on both sides of the street.



A landscaped median and street trees on both sides of the street contribute to a high quality streetscape

### **Guidelines**

A landscaped, accessible and direct route from the intersection of Provost Drive and Oriole Vista Drive will be provided to the Leslie Subway Station and GO Transit platform.

A distinctive street tree planting scheme that includes a central landscaped median and landscaped boulevards will be incorporated into the streetscape design.

The design of the railway underpass will promote pedestrian safety and comfort. The underpass structure will be designed to include stairway(s) to connect the public sidewalk with the GO Transit train platform above the street level.

**The Block located north of Oriole Vista Drive and east of Provost Drive:**

The grades for both Sheppard Avenue and Oriole Vista Drive fall off from west to east, leaving the block significantly higher than the surrounding public roads at the east end. Direct vehicular access to underground parking from Oriole Vista Drive will be provided and integrated with the streetscape.



### LESLIE STREET SCENIC DRIVE

The Don Valley is a prominent feature of the Leslie Street and Sheppard Avenue intersection. Portions of Leslie Street are visually connected to the natural valley system of the Don River, taking on the character of a scenic drive. To visually reinforce the image of this natural system and scenic drive to Oriole Village, development along Leslie Street will convey the image of a pavilion in a park or landscaped setting.

### Guidelines

The south-west corner of the Leslie-Sheppard intersection will be open and predominantly landscaped.

Landscaped building setbacks will be provided from or maintained on all sides of buildings allowing views through and into the sites to reinforce the openness and “greenness” of the Don Valley corridor.

To reinforce the connection to the natural valley system, the use of native planting material reminiscent of the nearby Don River Valley is encouraged. Casual, picturesque, naturalized planting may be promoted on a large scale with groves and clumps of trees rather than linear or other geometrical planting schemes.



Looking north on Leslie Street toward Sheppard from the bridge over Leslie Street, to North York General Hospital

## BESSARION-LESLIE CONTEXT PLAN



Local streets will be tree-lined with setbacks and gardens to promote a “green” character

### LOCAL STREETS

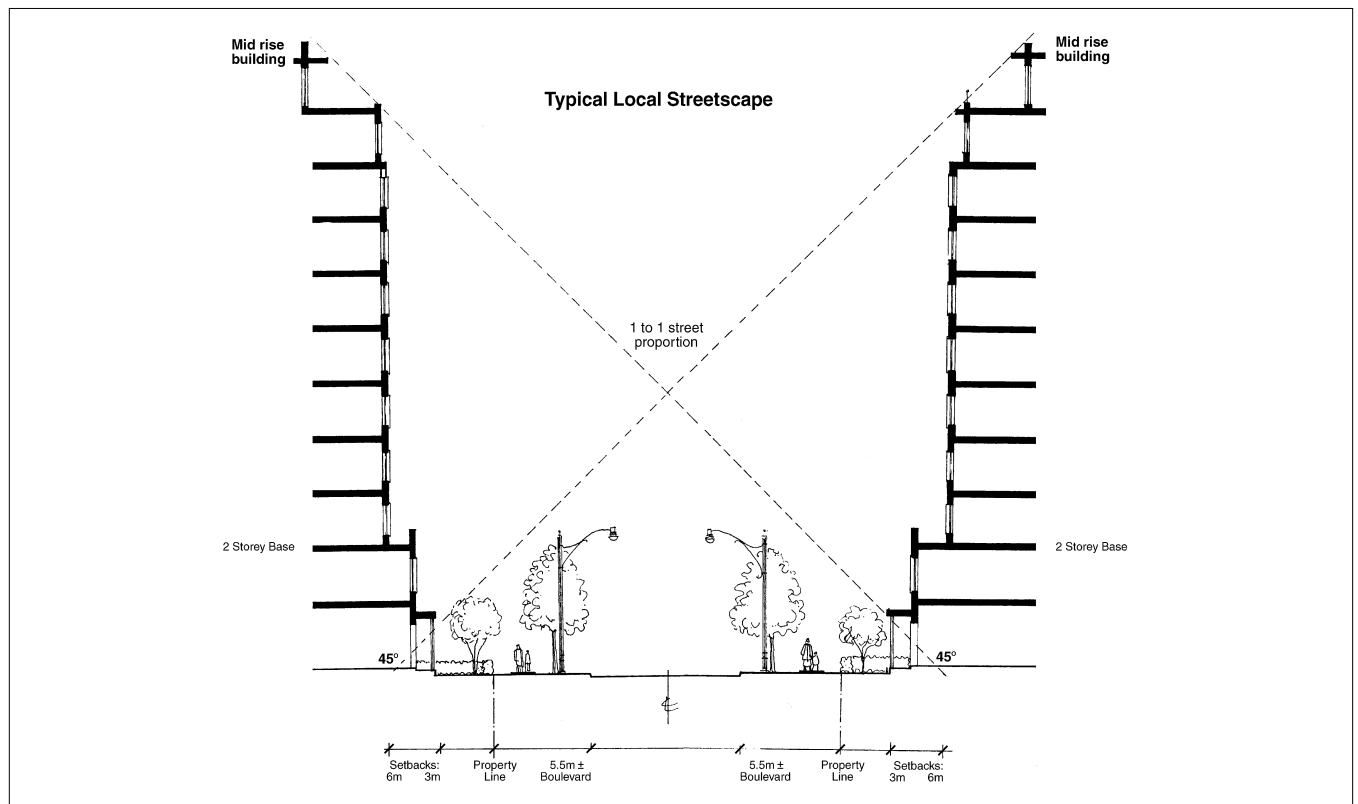
Generally, local streets will be tree-lined with sidewalks on both sides. Local streets will be based on 20m rights-of-way with potential for widenings to accommodate bicycle facilities, turning lanes, or where high levels of vehicular traffic are expected.

#### Guidelines

Buildings will be set back 3-6 m from a street.

Building setbacks will be landscaped.

The massing, articulation and design of buildings located on corners and view termini will create positive community images and pedestrian relationships. Blank walls and empty unorganized spaces are to be avoided in these areas.



### PARKS, OPEN SPACE AND COMMUNITY FACILITIES

#### A Neighbourhood Park

A park will be developed as the focus for the new community at the west end of the site terminating Oriole Vista Drive. It is to be the largest park in the district and the setting for a civic building that may house community facilities such as a community centre, schools, daycare and/or a library.

#### Guidelines

The Community Building will be sited within the park to:

- be highly visible, in a location surrounded by public streets and walkways
- provide a terminal view to Oriole Vista Drive, the east-west connector street
- define and support adjacent parks and open spaces.

Buildings surrounding the street frontage around the park will have a 2 to 3 storey base condition to create a consistent built form massing and edge.

Except for the park's west boundary with the Bessarion neighbourhood, the park will have direct frontage on public streets.

The neighbourhood park will be served by landscaped walkway and/or sidewalk connections to the surrounding community.

Direct pedestrian routes to the Bessarion Subway Station will be provided through the park and enhanced with pedestrian-scaled lighting and other safety features. The walkway routing will support the future school location and activities, while not precluding the establishment of sports playing fields or other appropriate site uses.



The park will include active recreation facilities



Public walkways through the park provide circulation and passive recreation opportunities





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

## **PRIVATE OPEN SPACE**

Private outdoor open space provides visual amenity and, where appropriate, physically accessible open space that complements and enhances the network of public open spaces within the community.

### **Guidelines**

Non-residential development is encouraged to provide publicly accessible private open space.

Private open space and amenity areas may take the form of courtyards, plazas, forecourts, walkways, urban gardens, patios or enclaves.

Private outdoor amenity space is encouraged to be visually, or physically linked to adjacent streets or parks.

Private open space is encouraged, where appropriate, to provide safe and direct alternative pedestrian routes between the subway stations and the community.

## **The Railway Interface**

A significant setback is required between buildings and the railway lands.

The potential for publicly accessible open space to be located within the setback area will be considered to facilitate pedestrian access to the GO transit and TTC transit facilities.

Buildings will be massed and oriented to the railway interface to provide casual surveillance opportunities and to promote comfort, amenity and pedestrian usage of the area.

## BESSARION-LESLIE CONTEXT PLAN

### BUILDING MASSING AND HEIGHT

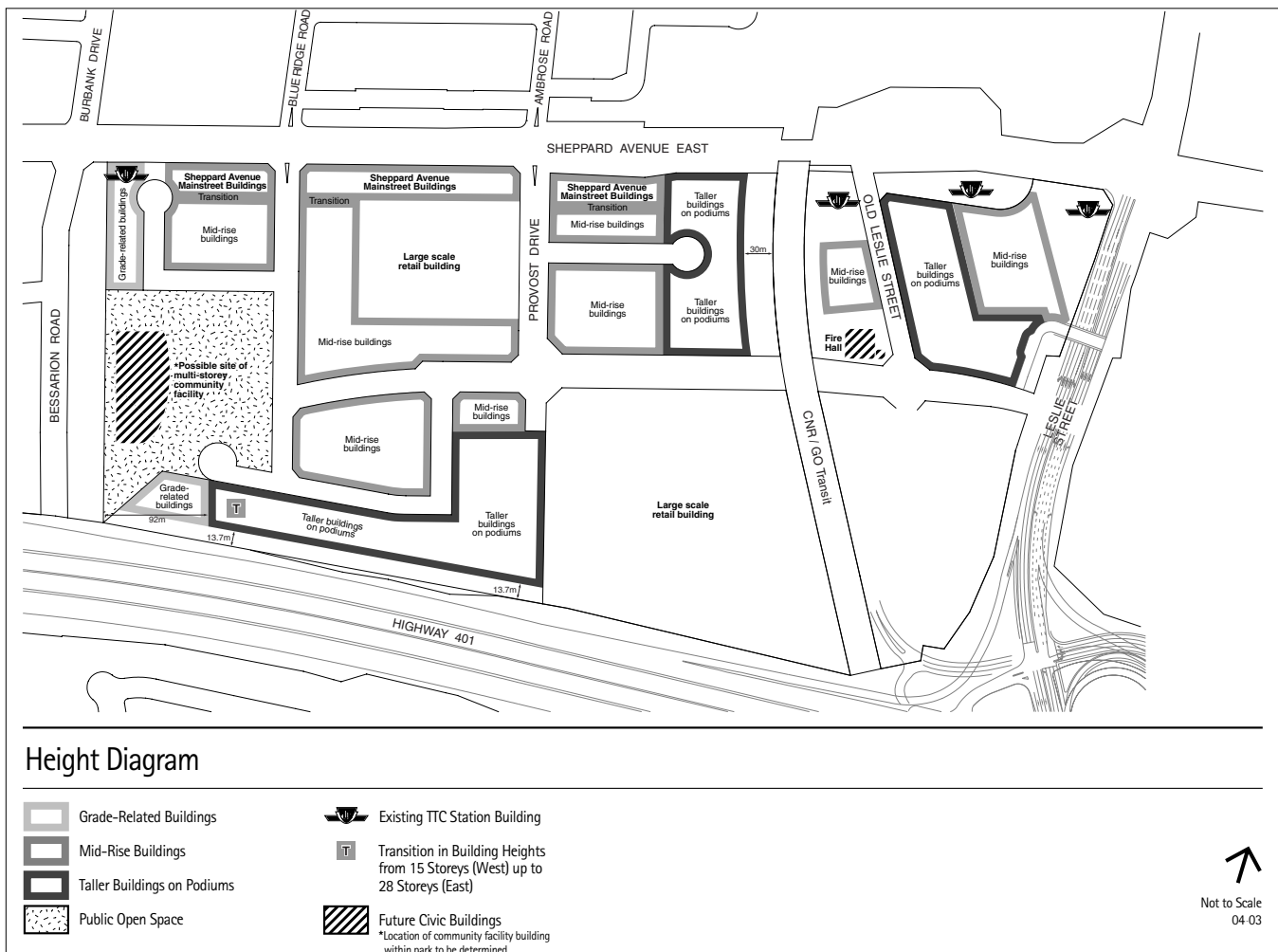
The massing of new buildings is intended to:

Frame and support the neighbourhood streets and open spaces at a scale that balances building height and form with street width.

Support the Sheppard Avenue Streetscape initiatives.

Provide adequate transition to adjacent stable areas.

A variety of building types, ranging from townhouses to towers on podiums, has been organized in the Height Diagram to meet these principles while providing a range of housing and employment opportunities within the new community. The Height Diagram identifies appropriate locations for different types of buildings:





Buildings can be designed to be integrated with local topography

### Grade Related Buildings

Grade related buildings are generally 2 to 4 storeys and commonly take the form of townhouses, stacked townhouses and walk-up apartment buildings. This building type has been located along the west boundary of the site near the Bessarion neighbourhood as transition buildings to the low scaled stable area to the west.

The buildings will be developed as follows to respect the existing stable residential neighbourhood.

#### Guidelines

A generous rear yard setback will be provided.

Buildings are encouraged to be built into the existing slope.



Townhouses or other low-rise buildings are proposed adjacent to the Bessarion neighbourhood

### Sheppard Avenue Mainstreet Buildings

Buildings along Sheppard Avenue will 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.

#### Guidelines

Buildings up to 6 storeys in height will be located along Sheppard Avenue between Bessarion Road and Provost.

A 1 to 2 storey base building is encouraged. The upper parts of the building that rise above the base will step back from the street edge of the base building.

A 5m building setback will be provided to accommodate on-site landscaping that is to be integrated with the emerging streetscape.



Six storey building with well-defined base



### Mid-Rise Buildings

Mid-rise buildings are buildings whose heights normally achieve a one to one street proportion. This is the predominant building type in the area and is generally up to 12 storeys in height. A range of heights is possible depending on the width of streets, the size of landscaped setbacks and terracing. Typically buildings up to 12 storeys are possible.

### Guidelines

Mid-rise buildings will generally be sited to align with streets, parks and accessible open spaces, framing these areas with building mass.

The buildings will 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 grade related residential units, lobbies and amenity areas to support the adjacent public realm.

Generally, a 3 to 6 metre front yard setback from a street will be provided to allow for gardens and landscaped areas between the public sidewalk and the building.

A well-defined 8 to 12m, or 2 to 4 storey base building will be provided on the lower floors of street wall/mid-rise buildings.

Front yard setbacks at grade together with step backs and terracing within the building mass may be used to reach the 12 storey height while remaining under the 1:1 street proportion.

Minor building elements such as balcony railings and ornamental cornices may exceed the building height.



Mid-rise buildings predominate in the Bessarion neighbourhood



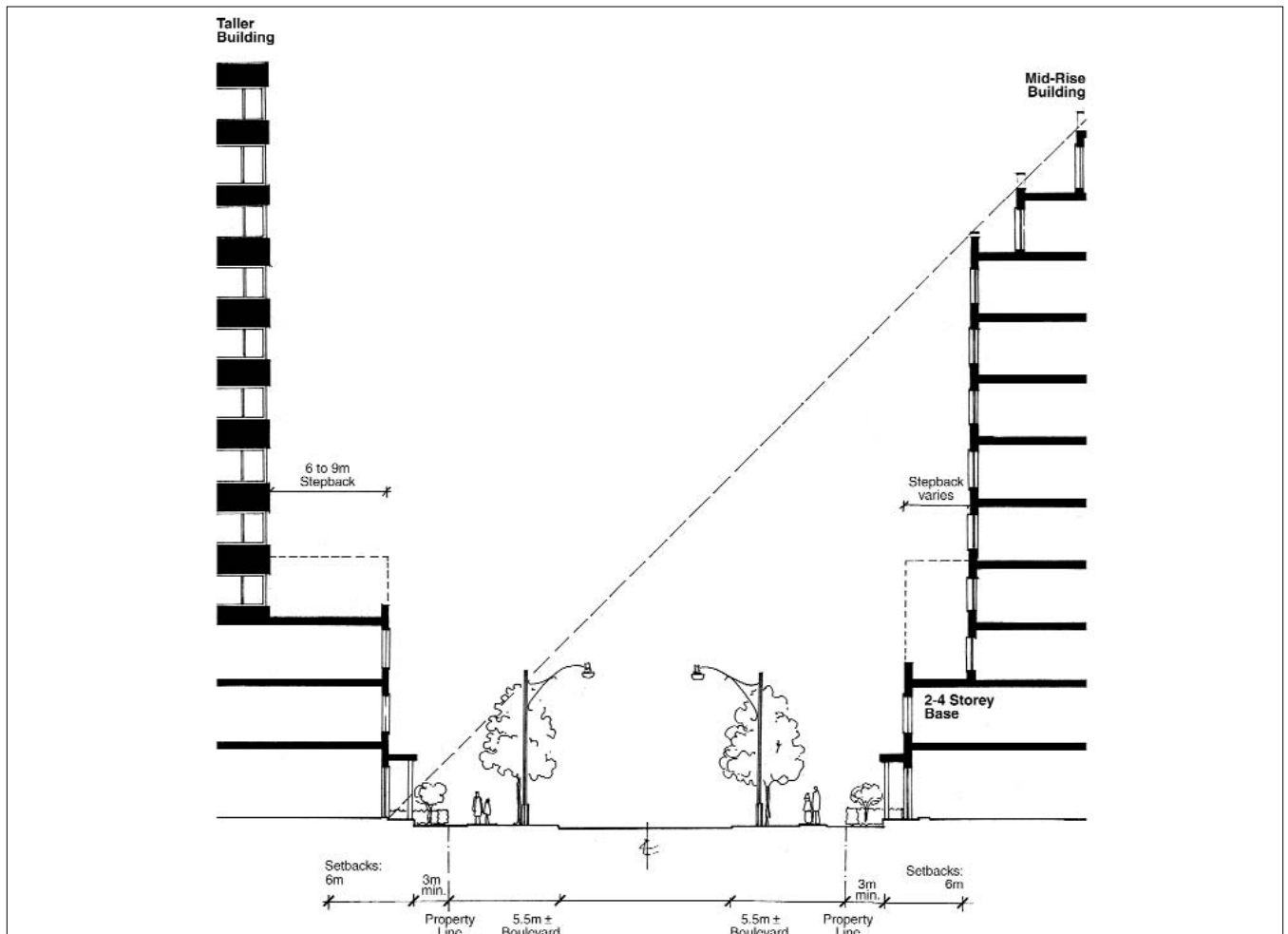
Mid-rise building with a 5-storey base

## Taller Buildings

Taller buildings are those that rise above the 1:1 street proportion, being generally over 12 storeys in height. Taller buildings may be located in the south portion of Oriole Village, adjacent to Highway 401 and on the east portion of Oriole Village, along the railway line and east of the railway line that bisects these lands. Through the community consultation process, the expectation is that the taller buildings would not exceed 28 residential storeys.

## Guidelines

Buildings taller than 12 storeys will generally take the form of point towers above a 2 to 3 storey base building. The base building defines the streets and open spaces of the district and the slender proportions of the point tower casts fewer and smaller offending shadows, opens sky views to streets from neighbouring apartment buildings, and is easily absorbed in the skyline.



## BESSARION-LESLIE CONTEXT PLAN

In general, the foot print of a point tower will have a maximum dimension of 34m in either direction.

A point tower must be located and oriented on the block above the building base to minimize shadow and wind conditions in adjacent streets, parks and open spaces.

Base buildings for towers will be located so they align with the adjacent streets, parks and open spaces. The siting of the base buildings would follow the guidelines for grade related buildings. Setbacks and ground floor uses for the base building will be consistent with other building types and neighbouring structures.

Generally, towers will be located with a minimum 6 to 9m step back from the street and park face of its base building.

The skyline character in relation to other buildings and open space will be considered for all taller buildings. An interesting and attractive skyline will be achieved for the district visible from Hwy. 401 and across the Don Valley.

Sun/shade and pedestrian comfort impacts of taller buildings on the public realm of streets and open space, and on existing residential areas will be considered for all tall buildings.

## Large-Scale Retail Stores

Large scale retail stores are generally grade-related low-rise structures.

### Guidelines

Large retail buildings will be located along the street to address and support the adjacent public street network.

A direct pedestrian connection between the sidewalk and the front door of the store will be provided. If this is not possible, a clear and direct landscaped pedestrian path from the sidewalk to the front door of the store is to be provided.

Multiple entrances along a street promote its use by pedestrians. Grade related retail units and multiple entrances to larger stores are encouraged along the street frontages to complement and enhance the retail character.



A large scale retail store that incorporates glazing and entrances along the street



## **Civic Buildings**

Civic buildings in Oriole Village are anticipated to be no more than 4 storeys in height. Civic buildings are planned for the neighbourhood park (community centre and schools), and a fire hall at the intersection of Oriole Vista Drive with Old Leslie Street and new transit facilities.

## **Guidelines**

Each building will occupy a prime, highly visible and accessible location.

Civic buildings will be designed as neighbourhood landmarks.

Building facades will address the street or park frontage with an appropriate degree of interest and animation, and include glazing and a main door to the street.

The building footprint will be minimized. Multi-storey building design is encouraged.

Built form, massing, design and architecture will be based on a strong expression or interpretation of site/community heritage and is encouraged to include reference to an oriole theme either in colour, symbol or form.

Buildings will be sited, organized and designed, where possible, to promote environmentally friendly concepts.

## **PARKING AND SERVICING**

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

### **Guidelines**

Parking lots and service areas will be co-ordinated and organized for each development block, wherever possible, to limit their visual impacts on the public realm. Shared parking and servicing areas are encouraged and will be located such that their visibility to the public realm is minimized, paved area is minimized, and landscaped area is maximized.

Adequate bicycle parking must be provided.

The extent of surface parking and service areas will be minimized.

Underground parking, and in certain cases such as those locations where it would not visually impact the public realm, structure parking will be encouraged.

Parking structures will be integrated with the design of buildings and may be located along the Highway 401 frontage, rail corridor or in the middle of the block.

Access to parking, automobile drop off areas and servicing areas will be designed to minimize car-pedestrian conflict. The number and size of curb cuts will be kept to a minimum to reduce potential conflict points.

The edge of parking facilities along streets or publicly accessible open spaces will be landscaped.

Large areas of surface parking or service areas will be divided with landscaping.



Intersection diverter prohibiting through traffic.  
Sheppard Avenue and Parkway Forest Drive

### TRAFFIC INFILTRATION

To discourage traffic from infiltrating adjacent stable residential areas, two specific measures, to be implemented during the first phase of development in the node, were determined to be most appropriate - intersection design features and by-law restrictions.

### Guidelines

The intersections of Provost-Ambrose and Sheppard Avenue and Blue Ridge Road-Sheppard Avenue will be designed with diverters to physically restrict through movements both northbound and southbound.

The physical design will be reinforced with a by-law restricting through traffic 24 hours a day, bicycles and emergency vehicles excepted.

## **TRANSPORTATION DEMAND MANAGEMENT**

Existing and future development, especially commercial, are strongly encouraged to implement measures to minimize peak hour vehicular 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, employees and visitors and to provide parking at ratios that encourage transit-riding households to locate in the area. Developers are also encouraged to explore innovative ways to reduce auto use among the users of their buildings, such as partnerships with car sharing organizations or rental companies.



## **IMPLEMENTATION**

The Context Plan provides a framework for a range of development options that ensure the Secondary Plan policies can be achieved in this area. The objectives of the Context Plan and the policies of the Secondary Plan are to be implemented through various mechanisms including environmental assessment studies, zoning by-laws, draft plans of subdivision and site plan approvals, as development proceeds.

The proposed east-west road connecting Leslie Street with Provost Drive and the improvements to Leslie Street are the subject of a Class Municipal Environmental Assessment process and Environmental Study Report (ESR). These transportation improvements can be implemented following approval of the ESR by the Minister of Environment, and upon financing approval by City Council.

The translation of building heights with the various height categories shown on the Context Plan Height Diagram will be determined in detail through the enactment of zoning by laws for the property subject to the policies of the Official Plan.

The distribution of density within the Context Plan development area is subject to the policies of the Secondary Plan which set out maximum densities, and additional density achievable through density incentives and transfers. The Secondary Plan provides for density incentives for the provision of specific uses and facilities, and also directs that density transfers are limited to those associated with a public benefit such as the provision of new roads and parkland. The assignment of gross floor area for individual lands will be determined through the enactment of zoning by laws.

The exact size and configuration of new parkland, as well as potential school locations will be determined through the subdivision and rezoning process. The joint use park/community centre and school facility requires a more detailed review of how such a facility may be developed jointly, including financing, phasing and monitoring approach, together with a detailed design process. The joint use facility can be secured through a joint use agreement. Approval of the joint facility agreement with one or both District School Boards is subject to the approval of the Minister of Education as required under the Education Act.

