

Development in the south-east quadrant of the intersection of Sheppard Avenue East and Bayview Avenue 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 Context Plan applies to the lands south of Sheppard Avenue, east of Bayview Avenue, north of Highway 401 and west of lots on Cusack Court.

GUIDELINES

The Context Plan is comprised of a Structure Plan, Height Diagram, Block Pattern and a set of Urban Design Principles to guide development on private lands. The plan demonstrates how the objectives of the Sheppard East Subway Corridor Secondary Plan to intensify this neighbourhood, can be achieved. These design guidelines also implement the Sheppard Avenue Streetscape Plan approved by Council in 1997.

The **Structure Plan** outlines a framework for the physical form of redevelopment. It proposes a public realm for the neighbourhood using the existing streets, parks and open spaces with new elements that build upon the best aspects of the neighbourhood while facilitating the planned level of intensification.

The **Height Diagram** provides a generalized concept of the preferred distribution of building heights in the neighbourhood, outlined in the **Urban Design Principles**. The generalized height concepts may change as long as they conform to the Urban Design Principles.

The **Block Pattern** illustrates potential development blocks created by existing and new streets and parks that can achieve the density objectives of the Sheppard East Subway Corridor Secondary Plan in conjunction with the Height Diagram.

THE STRUCTURE PLAN IDEAS

Sheppard Avenue Promenade

Sheppard Avenue is conceived of as a grand civic promenade connecting this neighbourhood to the rest of the city. It is also a main street providing the necessary commercial and retail uses to support local needs. The rebuilding of this street after the subway construction includes a generous sidewalk and a double row of trees. The landscaped character of the public boulevard is to be enhanced and extended with redevelopment by a generous landscaped setback of 6 to 8 metres. Medium-rise buildings will define the south side of Sheppard Avenue creating the north face of this neighbourhood. These buildings are to generally be 10 storeys from the intersection of Bayview Avenue and Sheppard Avenue stepping down to 6 storeys at the eastern edge of the neighbourhood.

A Fine Grain of Public Streets

The framework for the neighbourhood is a fine grid of existing and proposed public streets. The three existing north-south streets at Kenaston Gardens, Barberry Place and Rean Drive are generally to remain. New east-west streets are encouraged through the existing large blocks to provide further frontage for street-oriented buildings, to improve pedestrian connections for all sites to the subway and from automobile circulation. An urban mix of building types including existing houses, townhouses and low- to mid-rise apartments will define these streets. Setbacks of 3 to 6 metres from the street are encouraged on new and existing streets to integrate new development and to maintain the park-like character of the neighbourhood.

Preserve and Enhance the Heritage Elements

Natural Heritage

Rean Drive and Rean Park are remnants of Deerlick Creek. Through additions to Rean Park it is possible to improve the visual connection between the park and the street system. The remnants of the Deerlick Creek system can be enhanced through appropriate planting and grading as part of the development of the park.

Heritage House

The Thomas Clark House at #9 Barberry Place, designated under the Ontario Heritage Act, is to be retained. The historic visual and physical relationship of the house to Sheppard Avenue will be restored through the replacement of the two houses north of the site with a public park designed to enhance the setting of the heritage property. In the future the house could become a public building to be used as a community facility.

The 401–Bayview Gate

The southern edge of the neighbourhood is the appropriate place in the district for tall buildings, up against the noise of Highway 401 and away from stable residential areas. Tall buildings in this area will be point towers. These towers will be designed as a cohesive group, each tower with its own profile and character that together creates a distinctive skyline marking the intersection of Highway 401 and Bayview Avenue. Intensive landscaping is encouraged along the highway ramp edge and up Bayview Avenue to create a base for the towers and to help mitigate the traffic noise in this location.

The Bayview–Leslie Pathway System

The 13.7 metre wide setback required by the Ministry of Transportation along Highway 401 is proposed as a landscaped path connecting the enlarged Rean Park to a proposed park adjacent to development at the Bayview–Sheppard intersection. This space would be designed with a path for use by pedestrians and bicycles, and landscaping with lighting to promote its safe use in all seasons. Further context plan work east of this neighbourhood may provide opportunities for a comprehensive path and sidewalk network providing access from this neighbourhood to future parks in other redevelopment areas and into the Don River Park system at the intersection of Leslie Street and Sheppard Avenue.

URBAN DESIGN PRINCIPLES FOR DEVELOPMENT SITES

Site Plan

The Structure Plan encourages street related development with buildings generally sited parallel to the public streets and along the edges of accessible open spaces and parks. This public face of development will align with neighbouring building fronts to define these spaces in a continuous manner, like the walls of a room. Grade related dwellings and other appropriate uses are encouraged on these faces to provide safe, animated streets and open spaces. Developments facing onto Sheppard Avenue and Bayview Avenue are encouraged to have retail uses on the first and second floor with residential above. Open space in the middle of the block is for private use and for servicing developments.

Setbacks from the Street

New development will provide consistent setbacks from the street to ensure a continuity of enclosure for public streets and accessible open spaces.

These setbacks are to be landscaped to provide a setting for new buildings, to integrate with existing buildings and provide amenities for residents and visitors.

Setbacks from Adjacent Development on the Block

Buildings will be setback from adjacent buildings and open spaces an appropriate distance to ensure good light, view and privacy between the buildings and open spaces.

Address

To encourage safe and convenient access to buildings, entrances will be located on a public street frontage, visible and accessible from the public sidewalk.

Multiple entrances along a street promote its use. Grade related units are encouraged at the base of residential buildings. Retail uses along Sheppard Avenue will have multiple access at grade. Access to retail uses from interior malls is discouraged.

Parking and Servicing

Parking, automobile drop-off and servicing uses will have a minimal physical and visual impact on the public streets and accessible open spaces.

The use of shared rear driveways and service courts beside or behind buildings is encouraged.

Access to parking, automobile drop off areas and servicing areas will be designed to minimize car/pedestrian conflict on public sidewalks.

Resident, visitor and retail parking is to be placed below ground.

No front access integral garages are permitted for townhouse developments. Parking will be accessed from the rear or from underground garages for this type.

Structured parking above grade is only acceptable as a buffer along the Highway 401 corridor.

Massing and Building Height

Buildings will be massed to define streets and open spaces with good proportion and with adequate access to sunlight and sky-view. To achieve this, a range of building heights is illustrated on the Height Diagram and is recommended for the proposed development blocks shown on the Block Pattern diagram.

These heights may be further understood with the following principles.

Streetwall Buildings

The primary height of buildings to define the streets and open spaces in the neighbourhood is 8 to 12 metres (3 to 4 storeys). This height allows for the building of townhouses, stacked townhouses, small apartment buildings or the base to taller buildings.

The streetwall building will align with the public realm along streets, parks and accessible open spaces, providing definition and support for the structure of the neighbourhood.

Buildings above the 12 metre base, up to 10 storeys in height will step back from the base by 3 metres and may continue to be parallel to the street. However, a commercial base condition would require a setback above the 12 metre height of 6 metres.

Towers

Buildings taller than 10 storeys will take the form of point towers above a base building with a maximum dimension of 38 metres in either direction. A point tower must step back from the base building by a minimum of 6 metres and be located and oriented in a manner that minimizes shadow and wind conditions in adjacent streets, parks and open spaces.

East-west oriented slab buildings over 10 storeys are strongly discouraged.

Special Sites

Buildings located at gateway sites shown on the Structure Plan must be massed and articulated to frame the public gateway with a memorable form. This does not necessarily mean an increase in height.

Buildings located at sites shown on the Structure Plan that terminate a street space will be massed and articulated in a manner that provides a memorable image at the end of the street.

Pedestrian Amenity

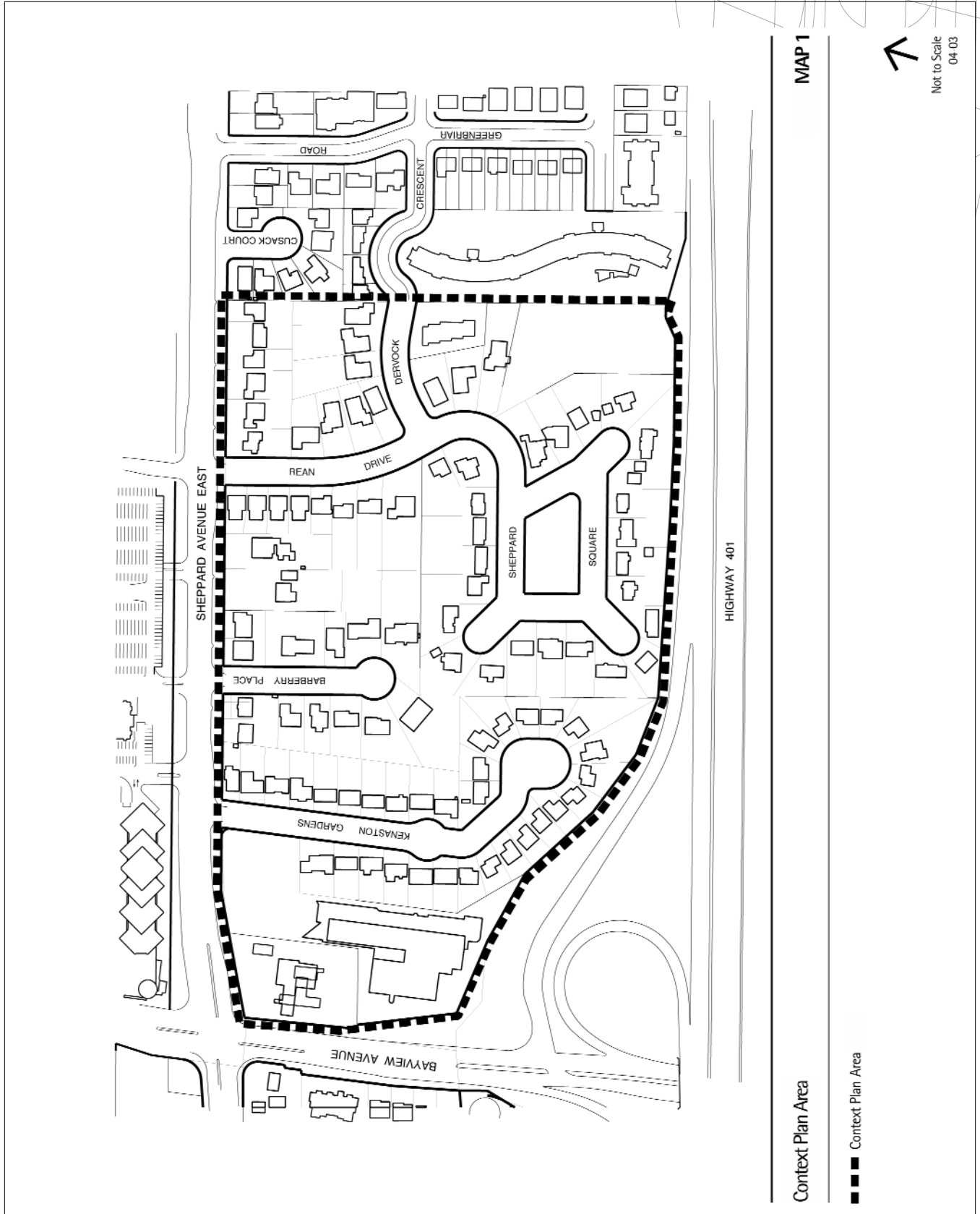
Pedestrian amenity is created by landscape and architectural elements in and at the edges of streets, parks and open spaces that promote the comfortable use of that space. Pedestrian amenity will be provided in each development by:

New development will provide new landscape on the public boulevard along the site frontage including curbs, sidewalks, trees and other street furniture (as required) to promote the safe use of the public street. Existing street trees will be protected according to Council policy.

Buildings will be designed to promote their safe use and the safe use of streets and open spaces adjacent to the site.

Adequate setbacks of buildings above and below grade will be provided to ensure that existing mature trees can be saved and integrated into new development. The saving of mature trees along rear and side property lines at the edges of development sites is strongly encouraged to help integrate new development into the neighbourhood.

SOUTHEAST BAYVIEW NODE CONTEXT PLAN



MAP 1

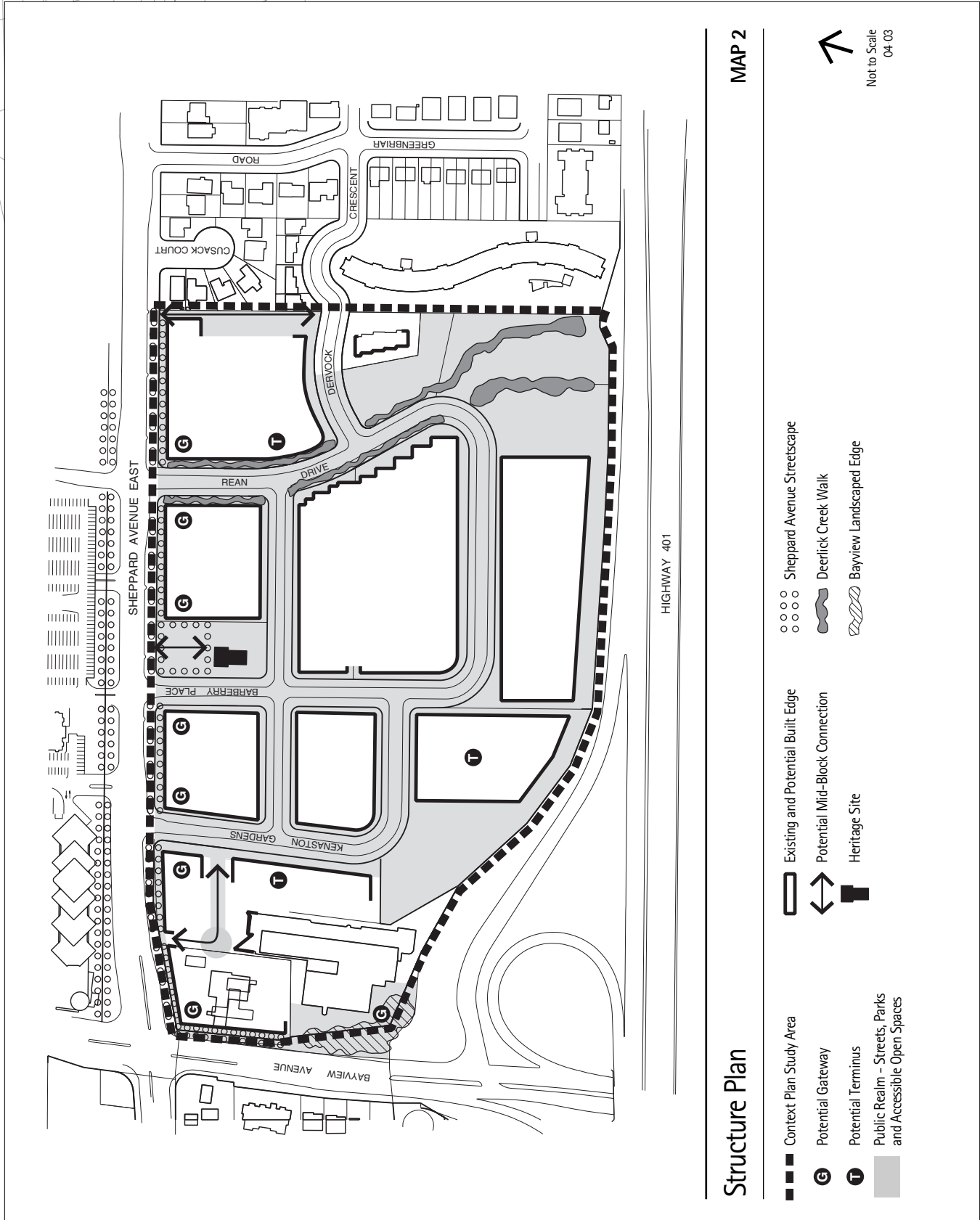


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Context Plan Area

■ Context Plan Area

SOUTHEAST BAYVIEW NODE CONTEXT PLAN

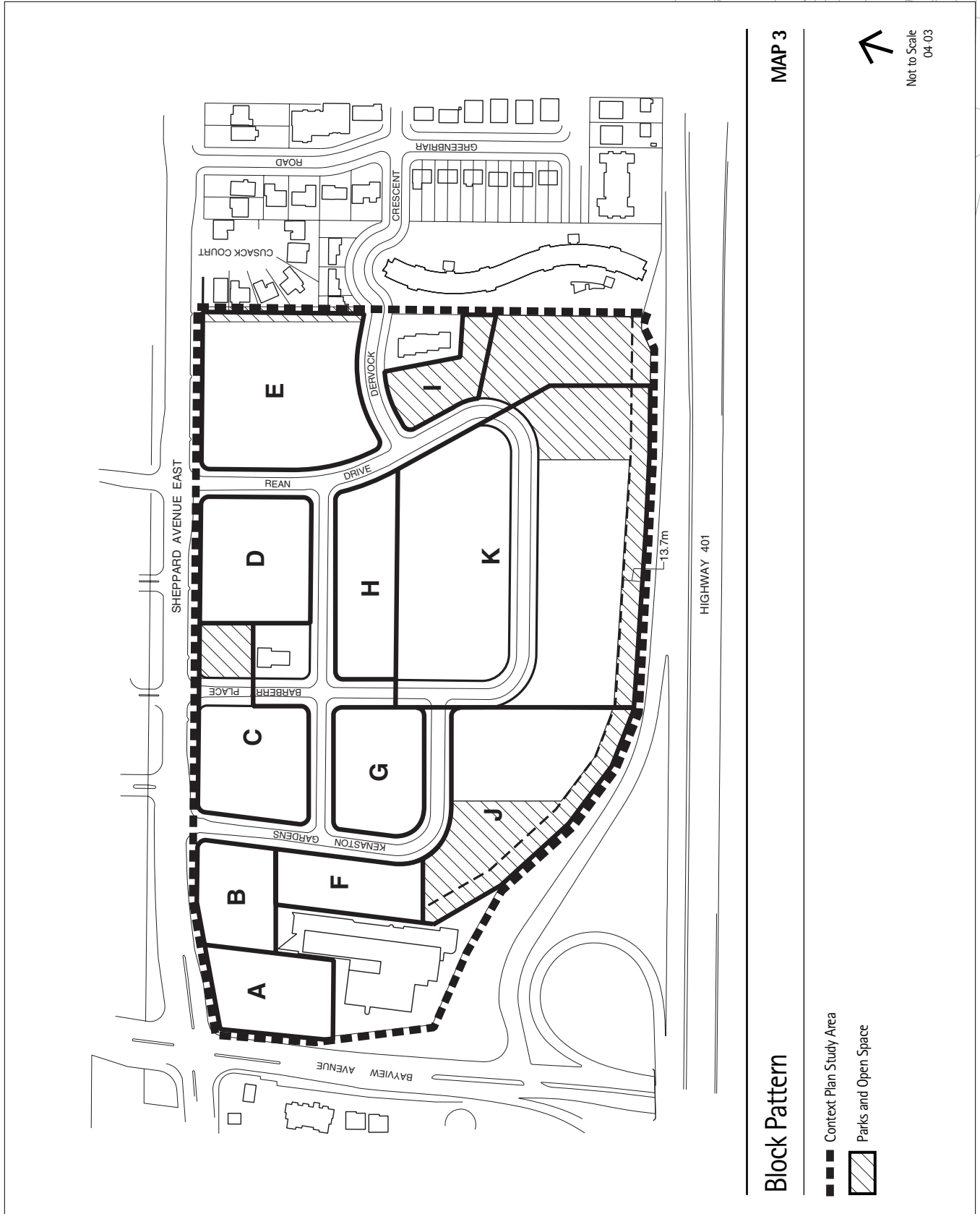


MAP 2

Structure Plan

- Context Plan Study Area
- Potential Gateway
- Potential Terminus
- Public Realm - Streets, Parks and Accessible Open Spaces
- Existing and Potential Built Edge
- Potential Mid-Block Connection
- Heritage Site
- Sheppard Avenue Streetscape
- Deerlick Creek Walk
- Bayview Landscaped Edge

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Block Pattern

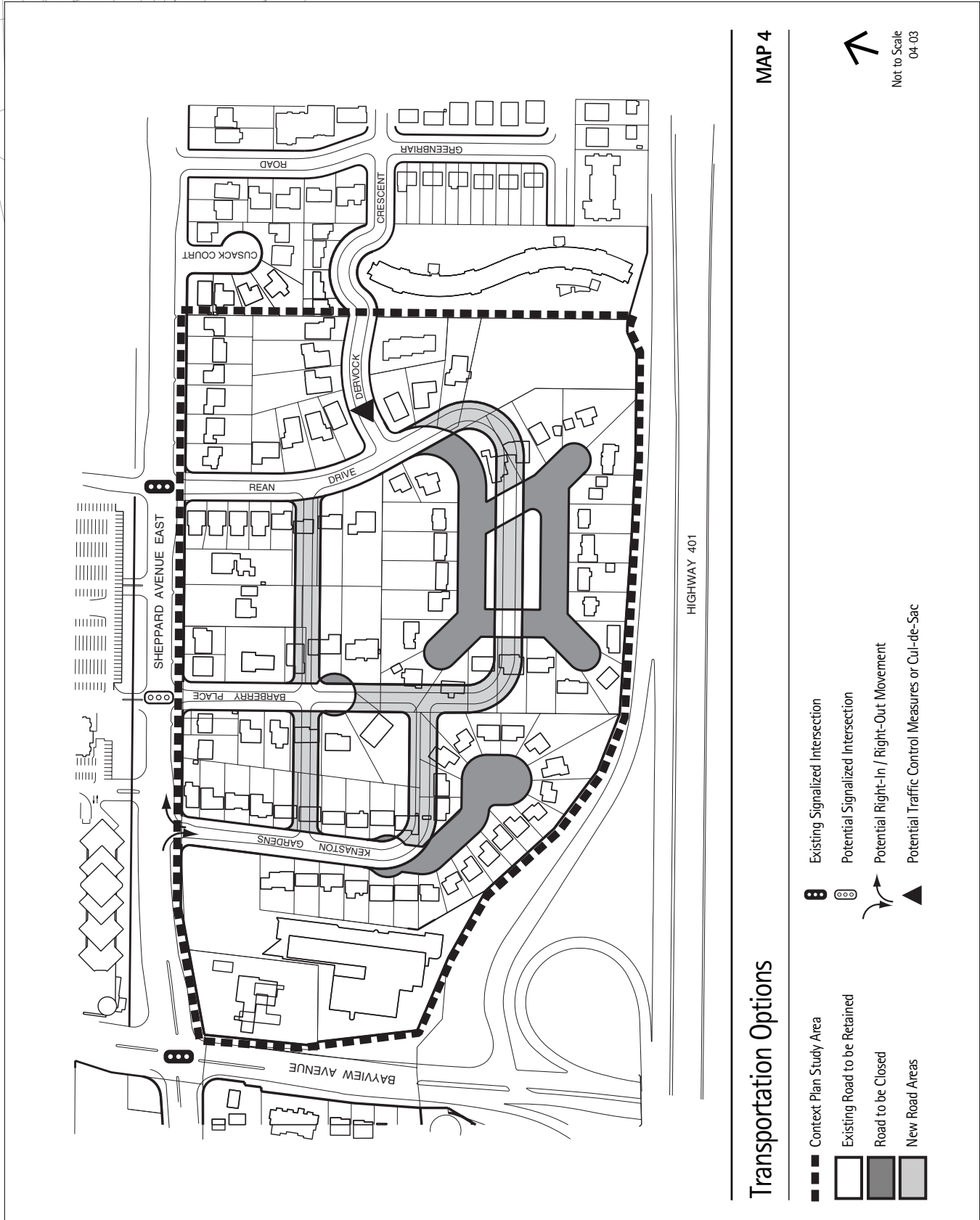
- Context Plan Study Area
- Parks and Open Space

MAP 3











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SOUTHEAST BAYVIEW NODE CONTEXT PLAN



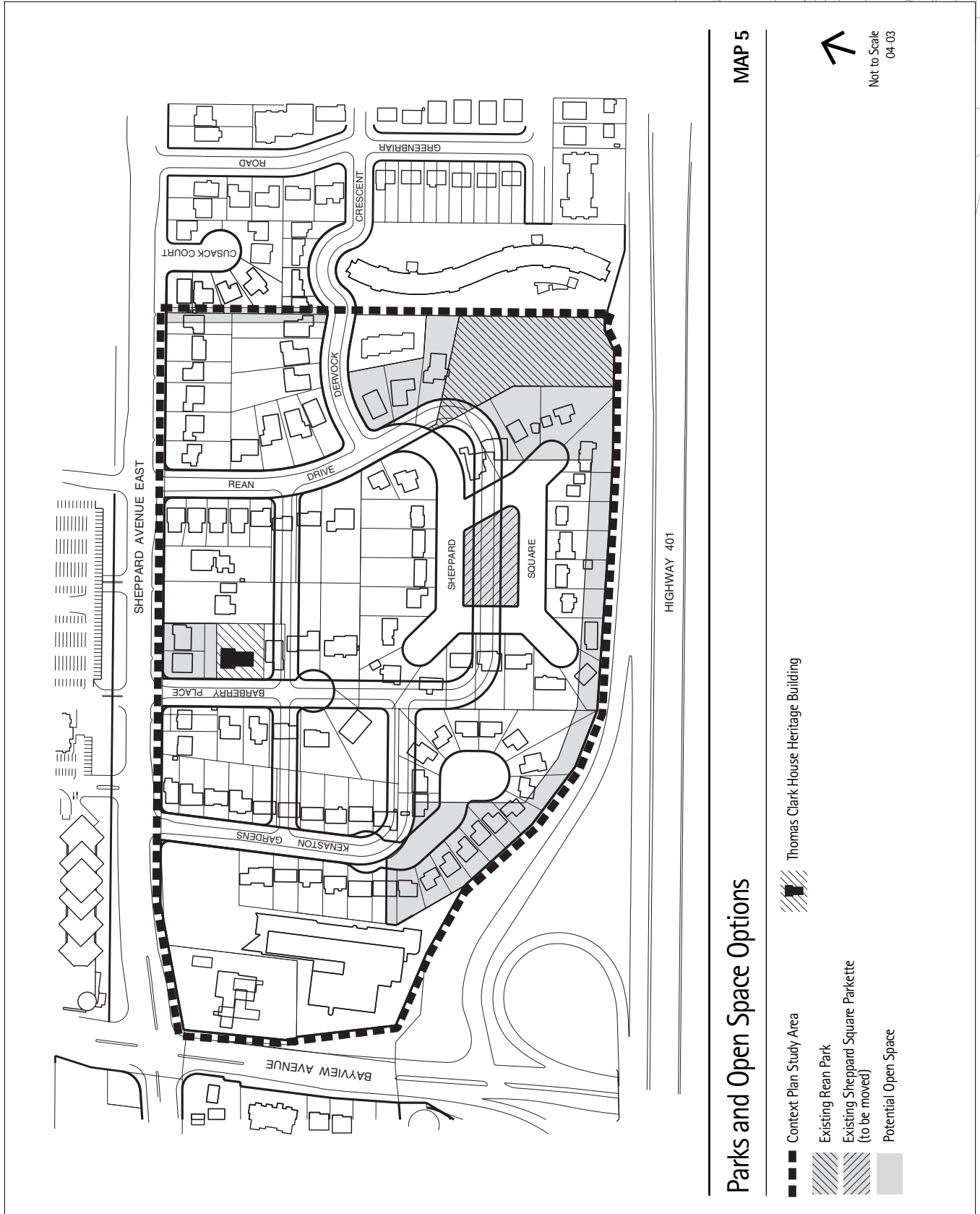
Transportation Options

-  Context Plan Study Area
-  Existing Road to be Retained
-  Road to be Closed
-  New Road Areas
-  Existing Signalized Intersection
-  Potential Signalized Intersection
-  Potential Right-In / Right-Out Movement
-  Potential Traffic Control Measures or Cul-de-Sac

MAP 4



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Parks and Open Space Options

MAP 5

- Context Plan Study Area
- ▨ Existing Rean Park
- ▨ Existing Sheppard Square Parkette (to be moved)
- Potential Open Space
- ▨ Thomas Clark House Heritage Building



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SOUTHEAST BAYVIEW NODE CONTEXT PLAN

