

Context Plan for the Southeast Bayview Node North York Centre South

(City Council on February 29, March 1 and 2, 2000, adopted this Clause, without amendment.)

The North York Community Council recommends:

- (1) **that the following joint report (February 1, 2000) from the Director, Community Planning, North District, Urban Development Services and the Director, Transportation Services, District 3, Works and Emergency Services be adopted subject to amending Recommendation No. (3) to read as follows:**

“That staff of Corporate Services (Facilities and Real Estate) be authorized to negotiate a land exchange for the closure of those portions of Sheppard Square road allowance in exchange for the new road to be constructed and negotiate the sale of the balance of the closed road to Whitleigh Development Corporation as a condition of approval of amendment application UDOZ-99-20.”

- (2) **the adoption of the following Resolution by Councillor King, Seneca Heights:**

“WHEREAS there is an existing significant demand for the west to southbound left turn at the Bayview Avenue and Sheppard Avenue East intersection;

WHEREAS the current traffic signal operations at this intersection preclude the provision of westbound dual left turns;

WHEREAS the City is evaluating significant development in the Sheppard Corridor; and

WHEREAS notwithstanding the imminent start up of operations of the Sheppard Subway, there will be an increase in vehicular traffic using the Bayview Avenue and Sheppard Avenue East intersection;

THEREFORE BE IT RESOLVED that staff be directed to ensure that future development in the Sheppard Corridor does not preclude the opportunity to implement dual westbound left turn lanes at the intersection of Bayview Avenue and Sheppard Avenue East in the future.”

- (3) **the adoption of the following Resolution by Councillor Shiner, Seneca Heights:**

“WHEREAS there is a concern about traffic infiltration into the adjacent neighbourhoods resulting from the full build out of the area; and

WHEREAS Official Plan Amendment 392 discusses potential road connections to Bayview Avenue; and

THEREFORE BE IT RESOLVED that staff be directed to meet with Ministry of Transportation officials to explore further options for connections to Bayview Avenue, and that future redevelopment of the area between Kenaston Gardens and Bayview Avenue should protect for these connections.

FURTHER, as development proceeds, staff be directed to report on traffic infiltration and any required mitigating measures to address it.”

(4) the adoption of the following Resolution by Councillor Shiner, Seneca Heights:

“WHEREAS the context plan provides a clear direction for future development in the area; and

WHEREAS there are a few refinements that we would like to add to clarify the height Map attached to the report;

The issues refined by the new map are:

- buildings with Sheppard Avenue frontage will have a 6-storey height limit with flexibility as defined by OPA 392;
- in keeping with the objective of having the tallest buildings adjacent to the 401, towers north of the new Sheppard Square Road should be no higher than 18 storeys (54 metres);
- heights listed on the revised map as attached are to the top of habitable floors, mechanical penthouses may exceed this height as per the Urban Design Principles; and

THEREFORE BE IT RESOLVED that the revised height map attached to this motion would replace Map 2 of the Context Plan.”

The North York Community Council submits the following joint report (February 1, 2000) from the Director, Community Planning, North District, Urban Development Services and the Director, Transportation Services, District 3, Works and Emergency Services:

Purpose:

This report recommends a Context Plan for the Southeast Bayview Node, and seeks further direction from Council on the processing of Amendment Application UDOZ-99-20 (Whitleigh Development Corporation).

Financial Implications and Impact Statement:

None.

Recommendations:

It is recommended that:

- (1) Council adopt the recommended Context Plan for the Southeast Bayview Node as a framework to evaluate development;
- (2) Council consent to having the City-owned lands of the Sheppard Square Parkette and the Sheppard Square road allowance included in Amendment Application UDOZ-99-20,
- (3) The relevant portions of the Sheppard Square road allowance be declared surplus, and Corporate Services (Facilities and Real Estate) staff be authorized to negotiate the sale of these lands to Whitleigh Development Corporation, as a condition of approval of Amendment Application UDOZ-99-20;
- (4) Corporate Services (Facilities and Real Estate) staff be authorized to negotiate a land exchange of the Sheppard Square Parkette for an equal area of Whitleigh Development Corporation's lands abutting Rean Park, as a condition of approval of Amendment Application UDOZ-99-20;
- (5) City Planning and Works and Emergency Services staff investigate the possibility of terminating Dervock Crescent at a point east of Rean Drive;
- (6) The appropriate City Officials be authorized and directed to take the necessary action to give effect thereto.

Background:

A preliminary report on Amendment Application UDOZ-99-20 (Kirkor Architects & Planners and McCarthy Tetrault for Whitleigh Development Corporation) for redevelopment of the lands abutting Sheppard Square was adopted by City Council at its meeting of October 26-28, 1999. That report authorized an interdepartmental staff team to develop a Context Plan for the southeast quadrant of the Bayview Node addressing options for roads, built form and parkland, working with a Steering Committee of people with interests in the local area. The Context Plan study area is shown on Appendix 1.

Comments:

Official Plan and Zoning:

The Official Plan designates the bulk of the lands within the study area as Mixed Use (MU) (see Appendix 2). The Shell Station and the Sheppard Avenue frontage of the YMCA property are designated Arterial Corridor Area (ACA). The remainder of the YMCA property is designated General Institutional (G-INS), while Rean Park and the Sheppard Square Parkette are designated Local Open Space (LOS).

Most of the properties in the area are zoned R4 (One-Family Detached Dwelling Fourth Density) (see Appendix 3). The exceptions are the Shell Station which is zoned General Commercial - C1(88), and Sheppard Square Parkette which is zoned O1 (Open Space). A number of properties east of Rean Drive, north and south of Dervock Crescent are zoned partly R4 and partly RM4 (Multiple-Family Dwellings Fourth Density), including Rean Park. The new townhouses at 7 Dervock Crescent are zoned RM4.

OPA 392:

OPA 392 (the Sheppard East Subway Corridor Secondary Plan) identified the Mixed Use and ACA lands within the Southeast Bayview Node as key development areas (see Appendix 4). The Mixed Use lands are permitted a maximum density of 3.0 FSI, while the ACA lands are subject to the density policies in Part C.10, Mixed Use of the Official Plan which generally permits a maximum density of 2.5 FSI at major intersections. When fully built out in accordance with the Secondary Plan the area would have approximately 5,100 residents as well as employment in mixed use buildings. A pedestrian friendly road pattern and more urban development will encourage use of the Sheppard Subway.

A Conceptual Parks Plan for the Sheppard Corridor is appended to OPA 392 (see Appendix 4). The plan identifies existing parkland and locations for new or expanded parkland and pedestrian greenways south of Sheppard Avenue in the Bayview, Bessarion and Leslie Nodes where there are the prime opportunities for the City to acquire parkland in the Sheppard Corridor through redevelopment.

OPA 392 allows the City to require a Context Plan for key development areas to ensure coordinated incremental development in conformity with the policies of the Secondary Plan, including the Conceptual Parks Plan, and to provide a framework to develop and implement streetscape initiatives. Specific development policy 4.2.2 (see Appendix 4) provides a number of criteria to be considered in the development of a Context Plan for the Southeast Bayview Node:

- the retention of the existing road pattern, to the extent possible.
- preservation of the Thomas Clark House heritage building.
- improved pedestrian connections to the Bayview subway station.

- the establishment of a central park or the expansion of Rean Park.
- comprehensive land assemblies to ensure that the maximum density is achieved and piecemeal development prevented.
- co-ordination of development applications and design criteria which ensure compatibility with, and the stability of the adjacent designated stable residential area, by providing for appropriate transitions in density, height and massing toward the east.
- a mainstreet approach along Sheppard Avenue.
- a distribution of density to provide for a more intense built form toward the TTC's Bayview subway station, with building heights increasing toward Highway 401.

Transportation Options:

Neighbourhood residents have expressed concerns that increased traffic resulting from the development of the area could not be accommodated because all traffic would need to use the signalized intersection of Sheppard Avenue and Rean Drive. This could result in traffic infiltration along Dervock Crescent and into the stable residential area to the east.

The potential options to connect a road directly to Bayview Avenue as identified in OPA 392 were examined because such a link would have a significant impact on the form of an internal road network concept for the quadrant.

The options for a direct connection to Bayview Avenue included connecting directly to the Highway 401 off-ramp, access to Bayview Avenue south of the North York YMCA building, or a road through or under the YMCA building, none of which were considered acceptable, technically or financially. The Ministry of Transportation is reluctant to permit a connection to the 401 ramp, and the YMCA building is relatively new and unlikely to be relocated. Dual westbound left turn lanes from Sheppard Avenue to Bayview Avenue were also explored to improve the capacity of this intersection. An additional westbound lane would be difficult to incorporate into the intersection because there is insufficient property within the Sheppard Avenue right-of-way. Further, an extra lane could increase the dangers for pedestrians on the east side of Bayview Avenue crossing to the north side of Sheppard Avenue to access the main entrance to the Bayview subway station. There would also be signal timing restrictions on other movements at the Bayview/Sheppard intersection, including the planned northbound Bayview Avenue/westbound Sheppard Avenue double left turn movements.

A range of road networks for the area were examined. A detailed transportation assessment was done recognizing the first two phases of the Class Environmental Assessment for Municipal Roads Projects (see Appendix 5).

A number of transportation options emerged from the study process, which are shown on the map attached as Appendix 6.

- use of the existing grid of local streets and connecting them together

The area should have a grid network of connecting streets based on the existing north-south road alignments. There should be a mid-block connector south of Sheppard Avenue to complete the grid in this node. This would provide alternative routes for traffic, provide multiple pedestrian routes to Sheppard Avenue to encourage use of the future Sheppard Subway entrance in front of the YMCA, and establish appropriate development blocks.

Appendix 6 indicates the road areas which would be retained, closed or created to achieve the grid network. Due to the narrow distance between the southern portion of Sheppard Square and Highway 401, it is not possible to retain the existing roadway and meet the policies of OPA 392 which permit development up to a maximum of 3.0 FSI density. Most of the existing Sheppard Square road should be closed and incorporated into the abutting development blocks, with a new public road created midway between the existing sections of the road. The end of Kenaston Gardens would also be closed.

- new traffic signal at Barberrry Place and right-in/right-out at Kenaston Gardens

Currently, Kenaston Gardens and Barberrry Place dead-end and there are no vehicular or pedestrian connections to Sheppard Square or Rean Drive. As a grid network of streets is established through development, and the community is connected, there are opportunities to address the current difficulties with left turns and pedestrian crossing at the Sheppard Avenue/Kenaston Gardens intersection. Barberrry Place will line up with a future entrance to Bayview Village Shopping Centre on the north side of Sheppard Avenue and could be signalized to provide an alternative to Sheppard Avenue/Rean Drive for left turns. With a street grid in place and a signal at Barberrry Place, there would be opportunity to make Kenaston Gardens right-in/right-out only (see Appendix 6). Currently the YMCA takes its access from Sheppard Avenue, pursuant to an agreement preventing access to Kenaston Gardens. When the existing single-family dwellings abutting Kenaston Gardens are redeveloped for more intense uses in the future, this agreement would no longer be necessary.

- prevent traffic infiltration into the low density residential area to the east

There is a concern from residents that traffic from the future development in the quadrant would use the streets in the stable residential area to the east to gain access to Sheppard Avenue, entering the area via Dervock Crescent. There are a number of potential solutions to address traffic infiltration. Traffic management techniques include prohibiting entry to Dervock Crescent from Rean Drive through signage and the passing of by-laws (with the exception of emergency vehicles). The City could also consider constructing a cul-de-sac on Dervock Crescent east of Rean Drive. It is important to note that the closing of Dervock Crescent at Rean Drive would be at significant expense. In addition, the closing would have an impact on the residents in the neighbourhood to the east as the next signalized intersection with Sheppard Avenue past Rean Drive is at Bessarion Road. If a cul-de-sac were constructed on Dervock Crescent east of Rean

Drive, an appropriate pedestrian walkway should be provided to link the two neighbourhoods, and curbs would be mountable to allow emergency vehicles to enter the neighbourhood. Any closure of Dervock Crescent would have to follow the Schedule B Class Environmental Assessment process for Municipal Road Projects.

Parks and Open Space Options:

There are a number of options to enhance the parks and open space system in the Southeast Bayview Node as development proceeds (see Appendix 7).

- enlarge and improve Rean Park

Rean Park as it exists has poor visibility from the public road, and is not well used at times because of drainage problems. A larger park with tableland would bring opportunities for an improved access and facilities on flat lands; an amenity which can be shared between this area and the neighbourhood to the east. The closure of the Sheppard Square Parkette to accommodate the proposed road network provides an opportunity to move the parkette to the west side of Rean Park. To further enhance its visibility and access, Rean Park could also be expanded on its north side. The density from these lands could be transferred to a development block at the end of Kenaston Gardens where OPA 392 encourages the greatest density and height in the quadrant, or to other suitable sites in the area.

- create a new park at the south end of Kenaston Gardens

There is an opportunity to create a second large park at the south end of Kenaston Gardens, abutting the YMCA property, where a development block can be created with sufficient land area to achieve both parkland and the development encouraged by OPA 392. This also responds to a community concern for parkland in that part of the neighbourhood.

- create a new park in front of Thomas Clark House at 9 Barberry Place

The Thomas Clark House at 9 Barberry Place is an important heritage building designated under the Ontario Heritage Act and must be protected. The house was constructed in 1855 and is currently owned as a private residence. A greenspace could be provided north of the house to restore the vista and traditional relationship to Sheppard Avenue. The density from the Sheppard frontage lands and the historic house could be transferred to a development block close to the subway station.

- create a walkway system linking streets and green spaces

The minimum 13.7 metre setback from Highway 401 required by the Ministry of Transportation creates the opportunity for a landscaped walkway linking a new park at the end of Kenaston Gardens and an expanded Rean Park. The walkway would be on private lands but be publicly accessible at all times, and appropriate lighting, landscaping and maintenance would be secured as part of development approvals. A walkway could

also be created from Sheppard Avenue to Dervock Crescent to provide an additional path to Rean Park.

Sheppard Corridor Parks Plan:

When Council adopted OPA 392 and the Conceptual Parks Plan, it also directed staff to prepare a clearly defined Parks Plan for the Corridor and a implementation framework including consideration of an alternative parkland dedication requirement, prior to development applications being considered.

The Context Plan recommended in this report identifies potential locations for parks and open space, allowing Council to make decisions concerning development applications in the Southeast Bayview Node, within the framework of existing parkland policies and requirements. Staff are currently conducting an Urban Design Study of the Bessarion and Leslie Nodes which will identify potential parkland locations, allowing Council to consider development applications in those nodes as well.

The issues of parkland standards and requirements are being reviewed jointly by staff of Urban Development Services and Economic Development, Culture and Tourism in a Parkland Adequacy Study which is part of the work on the new City-wide Official Plan. The detailed studies of the Sheppard Corridor nodes will provide input to the parkland study.

Study Process and Community Consultation:

The Context Plan interdepartmental Staff Team met first on October 26, 1999, for an initial brainstorming exercise on the objectives of OPA 392 and the various transportation, parkland and urban design issues and opportunities for the quadrant. The team included staff of Urban Development Services (City Planning Division), Economic Development, Culture and Tourism (Parks Policy & Planning and Heritage), Works and Emergency Services (Transportation Services and Technical Services), TTC, and the Ministry of Transportation. Councillor Flint's office was represented. Staff of the school boards did not attend.

Following this initial meeting the residents who had volunteered for the Steering Committee Sub-Groups met with staff on November 5, 1999 (Transportation Sub-Group), and on November 10, 1999 (Parks/Heritage/Urban Design Sub-Group). The interdepartmental staff team reconvened on November 25, 1999, for an update on the discussions of the Sub-Groups, and to review preliminary options and the next steps for finalizing the Context Plan.

The Steering Committee met on January 13, 2000, to discuss the options considered by staff and the Sub-Groups. The Committee was generally supportive, and reiterated the desire expressed at their meeting in September 1999 for equal development rights for all of Mixed Use lands in the quadrant, including lands which could become roads or parkland in the future. A community consultation meeting was held on January 17, 2000, to present alternatives for road patterns, parkland locations and development blocks to the larger community. Residents in the area bounded by Bayview Avenue, Greenbriar Road, Sheppard Avenue and Highway 401 were notified via a mail drop, and landowners who had expressed an interest in the Whitleigh

application or other properties in the area were notified by mail. Approximately 70 area residents and interested landowners attended the meeting, and were also generally supportive of the directions proposed.

Southeast Bayview Node Context Plan:

A Context Plan for the Southeast Bayview Node has been prepared integrating the transportation and parks and open space options for the area (see Appendix 8). The proposed 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 OPA 392 to intensify this neighbourhood can be achieved. These design guidelines also implement the Sheppard Avenue Streetscape 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 OPA 392 in conjunction with the Height Diagram.

Together the maps and design principles provide a framework for the co-ordinated incremental development of these lands, and for Council to review individual development applications. The Context Plan provides clear direction on the future form of development to residents and developers while maintaining flexibility since land assemblies and future lots are not yet clear.

In order to maintain its flexibility the Context Plan will not form part of the Official Plan. This provides the opportunity for future refinements, in particular for additions and adjustments resulting from the design initiative for the Bessarion/Leslie Nodes.

Conclusions:

The Context Plan provides clear direction to residents and developers for potential future development in the Southeast Bayview Node. The Context Plan demonstrates that the objectives of OPA 392 can be achieved, and provides a framework for Council to make decisions on development applications in the area.

In order for Amendment Application UDOZ-99-20 to proceed in conformity with the Context Plan, Council must now authorize the Sheppard Square Parkette and the Sheppard Square road allowance to be included in the application. The City should declare the relevant portions of the road allowance surplus and commence negotiations to sell these lands to the applicant, as shown

on Appendix 6. Negotiations should also proceed concerning a land exchange of the Sheppard Square Parkette for an equal area of the applicant's lands abutting Rean Park, as shown on Appendix 7. The proposal will require detailed technical analysis and community consultation prior to a Final Report and Statutory Public Meeting.

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(Appendix 5)

Southeast Bayview Node Context Plan Transportation Assessment

1.0 Background:

The Sheppard Corridor has been the subject of numerous transportation and land use studies since the early 1980s. The Toronto Transit Commission, the former Metro, the former City of North York, and the province have all contributed to planning the role and future of this important transportation, residential, and commercial corridor. The outcome of this work has been the construction of the Sheppard Subway (due to open in the summer of 2002) and Official Plan Amendment 392 (OPA 392), a secondary plan to guide land use and development in the area.

OPA 392, The Sheppard Subway Corridor Secondary Plan, provides a vision for the level and form of development in the corridor. This context plan will help to define the specific pattern and built form characteristics of development in the southeast quadrant of the Bayview/Sheppard intersection. As development proposals come forward, opportunities for funding and land acquisition for transportation improvements will be presented to implement this plan.

One potential transportation improvement identified in OPA 392 is a direct connection from Sheppard Avenue south and west to Bayview Avenue to provide additional access to the quadrant and to reduce demand at the Bayview/Sheppard intersection. A feasibility study was undertaken to determine how such a link could be achieved and a number of options were identified. Potential routes include an extension of Rean Drive west to intersect with Bayview through the existing YMCA property – either as a limited moves intersection on the east side of Bayview, or with a bridge over the road to connect with the west side of Bayview. A second route studied involves extending Rean Drive south and west to merge with the Highway 401 off-ramp, or with a structure to bring traffic into the centre of the off-ramp to allow left and right turns at Bayview.

The technical team involved in the development of the context plan reviewed each of the options and determined that no viable option exists at present due to the degree of engineering complexity, traffic operations difficulties, and high costs and property impacts of the options available. The main constraints in making the link are the North York YMCA building running south from Sheppard, the short distance between the 401 off-ramp and Sheppard, and the difficulty of integrating the connection with the existing 401 off-ramp. Given that a direct connection to Bayview is not viable at this time, the transportation component of the context plan concentrates on establishing an efficient internal road network for the quadrant and promoting the use of the Sheppard Subway as an alternative to driving.

The design of the internal road pattern presents the opportunity to develop local streets that are pleasant, interesting, efficient, and safe environments for walking, cycling, socializing, and driving. This will entail sidewalks and streetscape improvements, boulevards, off-street paths, vistas, and traffic management designs for the proposed local streets.

2.0 Objective and Principles:

The objective of the transportation component of the context plan is to:

“propose a conceptual transportation network that supports and facilitates the development objectives of OPA 392.”

The overarching goal of the transportation and roads component of the context plan is to promote development and linkages that support walking, cycling, and the use of public transportation. In order to encourage high non-auto trip making, the following are crucial:

- High quality pedestrian linkages to the subway, shopping areas, and community services – on street, through development blocks, though open space.
- Transportation demand management (TDM) strategies are to be used to reflect modal split objectives. For instance, lower parking provision is to be encouraged in order to attract households more likely to use transit for commute and other trips. Similarly, the operators of new commercial developments will be encouraged to implement TDM plans to reduce the amount of automobile traffic their developments generate.

A second primary aim is to ensure that any changes/improvements to the local road network discourage traffic infiltration into the stable residential areas to the east and north.

- Turning prohibitions, road closures, and other traffic management and calming measures will be examined in order to determine the best way to limit the amount of auto traffic from new developments in the quadrant from entering stable residential neighbourhoods.

The layout of development blocks must facilitate the integration of buildings into the surrounding community and their alignment toward public streets. (New) public streets need to be laid out to provide frontage for buildings, to connect them to the rest of the neighbourhood, and must be designed to provide high quality (urban design, safety, intersection performance) pedestrian, cycling, and auto environments.

Any new roads and blocks that are created need to protect for future road and access improvements. For instance, the possibility of a new YMCA access from Kenaston Gardens may arise as land consolidation and development proceeds. The proposed road pattern must be designed in such a way that construction can be completed in phases with portions of the network being established as development proceeds.

3.0 Process:

The transportation component of the context plan was developed by the technical working group and refined by the transportation issues sub-committee. Members of the public, City staff from the Planning, Parks, and Works and Emergency Services (Transportation and Technical Services) Departments, the Ministry of Transportation, and the Toronto Transit Commission all provided input into the conceptual design options. The resulting road and block concepts emerged through a collaborative process. The final product represents a consensus among the members of the working groups and is consistent with the objectives of OPA 392.

The road concept that has been proposed by this context plan is meant to guide future land consolidations and development. The proposed road network will thus help to structure how the neighbourhood develops in order to provide direction to existing and future residents, developers, and the City of Toronto. It does not, however, preclude any modifications or refinements that may be necessary to satisfy detailed engineering requirements.

The planning of the proposed conceptual road improvements and new roads has integrated the

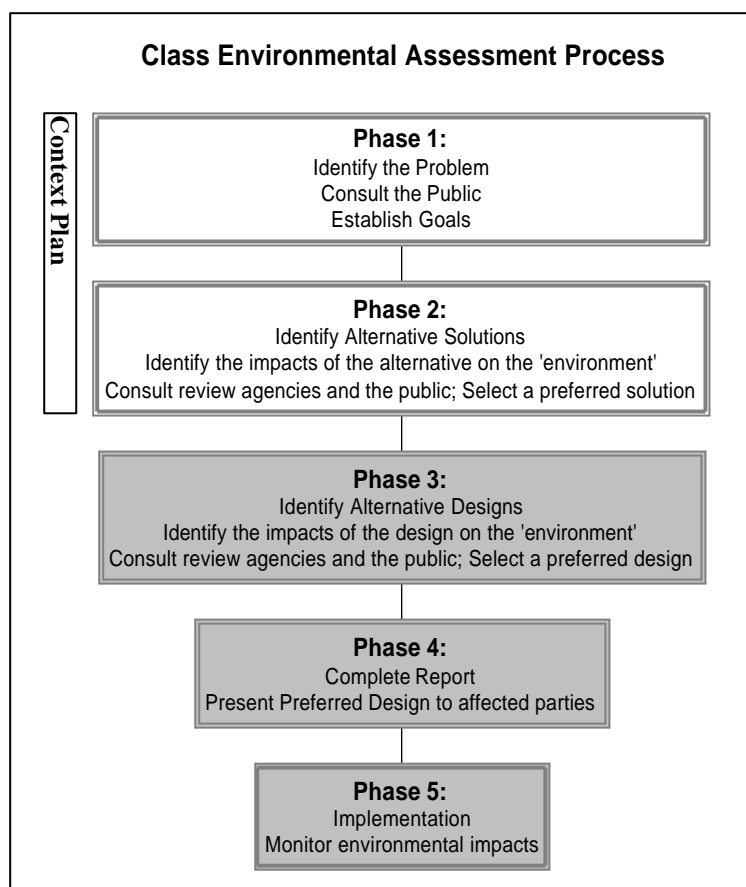


Figure 1. The Class Environmental Assessment Process for Municipal Road Projects. Source: Municipal Engineers Association, June 1993.

key principles of the first two phases of the Class Environmental Assessment for Municipal Road Projects (see Figure 1). Specifically, the process that has been followed to establish the road concept has included the following Class Environmental Assessment principles:

- Consultation with the public and affected agencies;
- Consideration of a range of alternatives;
- Evaluation of potential impacts on the broadly defined “environment”;
- Systematic and detailed evaluation of alternatives;
- Complete and detailed documentation and the traceability of decisions.

The potential closing and sale of any surplus road allowance will be dealt with in a separate process if and when it is supported by North York Community Council.

4.0 Public Participation:

Members of the public and affected agencies have been involved throughout the context plan process. This exercise was conceived as a result of issues raised by the members of the Steering Committee dealing with the Sheppard Square (Whiteleigh) development application. Several members of that committee volunteered to sit on the Transportation Technical Working Group that developed the transportation component of this Context Plan. Since the preferred conceptual road network was identified, three other public consultations have been held to present the context plan and to solicit feedback from the various stakeholders in the area:

- January 13, 2000, Meeting of the Sheppard Square Steering Committee;
- January 17, 2000, Public Meeting;
- February 15, 2000, North York Community Council.

5.0 Discussion of the Conceptual Road Network Options:

Three general road network concepts were developed, discussed, and evaluated during the context planning process. A fourth, the “do nothing” option, was also considered and used as a basis for comparison and as the baseline for the evaluation of the proposed options. It was determined that any new roads should:

- be public roads,
- be based on a 20-metre right of way,
- form a basic grid pattern,
- protect for the retention of the heritage structure at 9 Barberrry Place, and
- be designed with sidewalks and treed boulevards on both sides.

5.1 Option 1: Do Nothing

As the name suggests, this option entails leaving the road pattern intact with development occurring along the existing streets. Figure 2 shows the neighbourhood as it now exists.

5.2 Option 2: Proposed Whiteleigh Context Plan

Option 2 was proposed by the Whiteleigh Development Corporation in conjunction with their proposed Sheppard Square development (UDOZ-99-22). This option proposes to join the existing north/south roads with a new east/west road at the north end of their proposed development. The Sheppard Square parkette and surrounding road would be closed, as would the south end of Kenaston Gardens. Barberrry Place would be extended southward to join with the new east/west road. Figure 3 illustrates this option.

5.3 Option 3: Technical Working Group Context Plan “A”

The third option examined is similar to Option 2 but pushes the new east/west road southward to utilize the north leg of the Sheppard Square right of way and the top of the Kenaston Gardens cul-de-sac. Also, the intersection of Barberrry Place and Sheppard is proposed to be signaled

and a new driveway at Bayview Village Shopping Centre would form the north approach of the intersection. Figure 4 presents this context plan option.

5.4 Option 4: Technical Working Group Context Plan “B”

Option 4 is essentially a refinement of the previous option. The main changes come as a result of more detailed analyses of the block sizes and road configurations proposed above. The resulting road network adds an additional east/west road south of Sheppard Avenue and disconnects the southern east/west street to provide more manageable development blocks and a better public route through the proposed Sheppard Square development. This option also contemplates the possibilities of terminating Dervock Crescent in a cul-de-sac at a point east of its intersection with Rean Drive and possibly accommodating a future access to the YMCA on Kenaston Gardens. The intersection of Sheppard Avenue and Kenaston Gardens will likely operate with a right-in, right-out configuration in the future. As in Option 3, the Barberry Place/Sheppard Avenue intersection would be signalized. Option 4, with realistic right-of-way curve radii added, is shown in Figure 5.

6.0 Conclusions:

This section provides a brief description of the systematic evaluation of the proposed road options that has been undertaken in accordance with the Class EA for Municipal Road Projects. The factors that are used to evaluate each of the options represent a broad conception of the “environment” of the quadrant. Specifically, the factors include:

- The physical environment;
- Property impacts;
- Infrastructure cost;
- Traffic operations ;
- The resulting block pattern;
- The pedestrian environment; and
- Heritage preservation.

Each of the options has both positive and negative impacts on the environment of the quadrant. The option with the most neutral impacts and least benefits is Option 1, the “Do Nothing” alternative. It entails no financial costs or negative impacts on the physical environment, but it does not create the necessary block pattern to support development. Also, traffic operations and pedestrian routes are not improved due to the lack of east-west links in the neighbourhood.

Option 2 was also deemed not to meet the objectives and principles that are identified in Section 2. In particular, the road network would serve to create a series of very large and isolated development parcels with limited routing options for drivers and pedestrians.

Option 3, despite requiring the least amount of new road allowance area was found to have problems similar to those generated by Option 2. The main difficulties with this road network concept are the lack of public east-west pedestrian and vehicle links and the large size of the

development blocks that it creates. The large parcels that would be created by this option would be difficult to service and to provide a variety of pedestrian links through the neighbourhood.

Option 4 represents the best overall option when evaluated according to the factors outlined above. First, the road network concept proposed in this option provides a variety of pedestrian and vehicle routes by connecting the north-south roads along their existing alignments with two east-west links. Secondly, the road grid creates manageable blocks that facilitate the achievement of the densities established by OPA 392 and the urban design principles of the context plan. The benefit of the increased connectivity is that this fine-grained grid gives pedestrians easy access, along public sidewalks, to the subway, the YMCA, and the shopping centre on the north side of Sheppard Avenue. Similarly, drivers will be able to utilize one of two signalized intersections to enter and exit the neighbourhood, which will help to distribute traffic evenly and improve the operations of the intersections with Sheppard Avenue. Option 4 is therefore chosen as the preferred road network concept.

(Appendix 8)

Southeast Bayview Node Context Plan

A Context Plan for the Southeast Bayview Node has been prepared integrating the transportation and parks and open space options for the area. 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 OPA 392 to intensify this neighbourhood can be achieved. These design guidelines also implement the Sheppard Avenue Streetscape 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 OPA 392 in conjunction with the Height Diagram.

Together the maps and design principles provide a framework for the co-ordinated incremental development of these lands, and for Council to review individual development applications. The Context Plan provides clear direction on the future form of development to residents and developers while maintaining flexibility since land assemblies and future lots are not yet clear.

In order to maintain its flexibility the Context Plan will not form part of the Official Plan. This provides the opportunity for future refinements, in particular for additions and adjustments resulting from the design initiative for the Bessarion/Leslie Nodes.

The Structure Plan Ideas

1. 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.

2. A Fine Grain of Public Streets

The framework for the neighbourhood is a fine grid of existing and proposed new 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 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.

3. Preserve and Enhance the Heritage Elements

a. Natural Heritage

Rean Drive and Rean Park are remnants of Deerlick Creek. Through the 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.

b. 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 should 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.

4. 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 should be point towers rather than wall like slabs. These towers should 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 these towers and to help mitigate the traffic noise in this location.

5. 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 another proposed park adjacent to the North York YWCA 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 should 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 should 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 should 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 should 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 should have multiple access at grade as well. Access to retail uses from interior malls is discouraged.

Parking and Servicing

- Parking, automobile drop off and servicing uses should 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 should 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 should 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 should 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 should 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 should set 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 should take the form of point towers above a base building with a maximum dimension of 38 metres in either direction. A point tower should 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 should 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 should 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 should be provided in each development by:

- New development should provide a 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 should be designed to promote their safe use and the safe use of streets and open spaces adjacent the site.
- Adequate setbacks of buildings above and below grade should 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.

(Copies of appendices and maps attached to the foregoing report and the map attached to the Resolution from Councillor Shiner, are on file in the office of the City Clerk, North York Civic Centre).

The North York Community Council also reports having had before it a communication (February 10, 2000) from Mr. Vincent Ching, Secretary, Dervock Cusack Greenbriar Ratepayers Association, expressing his concerns regarding the proposed future development by Whiteleigh Development Corporation.

The following persons were in attendance in connection with the foregoing matter and their support for the Context Plan for the Southeast Bayview Node was noted by the North York Community Council:

- Ms. Ida Ellenbery
- Mr. Harvey Cracknell
- Mr. Sheldon Barris
- Ms. Eve Marks
- Pia Bruni
- Mr. Lucas Roffey

The following persons were also in attendance in connection with the foregoing matter and their opposition to the Context Plan for the Southeast Bayview Node was noted by the North York Community Council:

- Tang Wong
- Ms. Linda Groll

A recorded vote on a motion moved by Councillor Shiner, Seneca Heights, to amend Recommendation No. (3) embodied in the joint report (February 1, 2000) from the Director, Community Planning, North District, Urban Development Services and the Director, Transportation Services, District 3, Works and Emergency Services, was as follows:

FOR: Councillors Valenti, Li Preti, Moscoe, Feldman, Gardner, Minnan-Wong, Shiner

AGAINST: Councillors Flint, Filion

ABSENT: Councillors Mammoliti, Augimeri, Berger, Chong, King

Carried

(Councillor King, at the Council meeting held on February 29, March 1 and 2, 2000, declared an interest in the foregoing Clause, insofar as it pertains to Thomas Clark House at 9 Barberrry Place, in that a member of her extended family is the owner of this property.)