

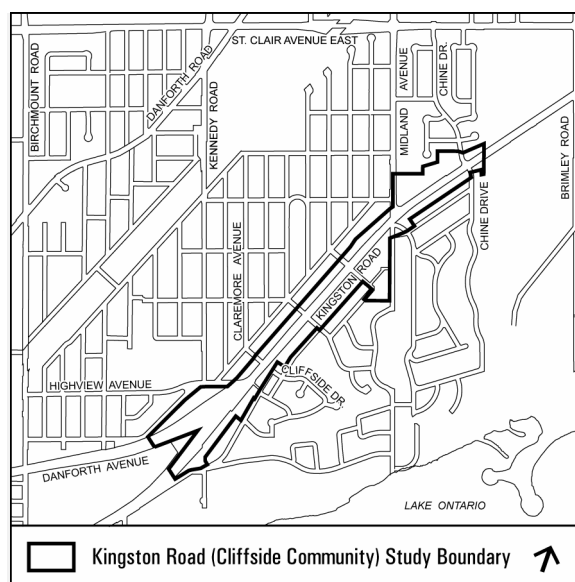
City Initiated 'Avenue' Study of Kingston Road between Danforth Avenue to east of Midland Avenue (Chine Drive) – Final Report

Date:	October 16, 2009
To:	Scarborough Community Council
From:	Director, Policy and Research, Director, Community Planning, Scarborough District
Ward:	Ward 36 – Scarborough Southwest
Reference Number:	08 165262 CPS 00 TM, Sc090035

SUMMARY

These City-initiated official plan and zoning by-law amendments are subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

This report summarizes and contains recommendations to implement the Avenue Study for the portion of Kingston Road between Danforth Avenue and Chine Drive. City staff, the Ward Councillor, the City's consultants, and members of the local community have worked together to put forward an implementation framework for new development and the improvement of the public realm on this portion of Kingston Road. To implement this Avenue Study, the report recommends approval of amendments to the Official Plan and the Zoning By-law as shown on Attachments 3 and 4. The report also recommends adoption of Urban Design Guidelines and outlines implementation strategies to achieve over time the



revitalization of Kingston Road between Danforth Avenue to east of Midland Avenue (Chine Drive).

The proposed Official Plan Amendment identifies potential locations for new streets, lanes and lane/street widenings.

The proposed Zoning By-law Amendment deletes the current Highway Commercial (HC), Neighbourhood Commercial (NC), Community Commercial (CC), and Apartment Residential (A) zoning and replaces it with a Commercial-Residential (CR) Zone which permits a mixture of commercial, residential and institutional uses. Standards regulating height, density, building setbacks, bicycle parking standards and Section 37 community benefit provisions are established in the proposed zoning by-law. Permitted heights within the Commercial-Residential Zone vary from a minimum of 3 storeys to a maximum of 8 or 11 storeys, along with the application of a 45 degree angular plane from adjacent low density residential areas to ensure an appropriate height transition from existing neighbourhoods.

RECOMMENDATIONS

The City Planning Division recommends that City Council:

1. Amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment 3.
2. Amend the Cliffside Community Zoning By-law No. 9364, as amended, substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 4.
3. Authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required.
4. Adopt the Urban Design Concept Plan and Urban Design Guidelines shown in Attachment 6.
5. Direct Parks, Forestry and Recreation and Facilities and Real Estate staff in consultation with the Ward Councillor and the Chief Planner and Executive Director, City Planning Division to investigate park improvements and acquisitions within the Study Area with a focus on developing parkland, as identified in the Recommendation Section shown on Attachment 5, Section 2.8.
6. Direct Toronto Water staff to investigate the sewer capacity within the Study Area to determine the availability of capacity and identify any infrastructure improvements which may be necessary to support the proposed intensification of this area and report back to Community Council on any capacity issues.

7. Direct Transportation Services to consider within Ward 36, Kingston Road between Danforth Avenue and Midland Avenue as a priority area for the placement of street furniture under the City's Co-ordinated Street Furniture Program.
8. Direct the Chief Planner and Executive Director, City Planning Division to report back to Scarborough Community Council upon completion of the Kingston Road/Danforth Avenue: Preliminary Planning for a Transit Project Assessment Study on possible land use options for the lands located on the northwest corner of Danforth Avenue and Kingston Road (identified as the Apex Site on Attachment 2).
9. Direct the General Manager of Transportation Services in consultation with the Chief Planner and Executive Director, City Planning Division and Toronto Parking Authority to report back to Scarborough Community Council on a parking strategy for the Kingston Road Cliffside Community.

Financial Impact

The recommendations in this report have no financial impact.

BACKGROUND

The Official Plan identifies selected corridors along major streets as 'Avenues' where transit-supportive re-urbanization can create new jobs and housing while improving local streetscapes, infrastructure and amenities. Section 2.2.3 of the Official Plan establishes the policy objectives of Avenue studies. Among these objectives the Plan directs that both a vision and implementation plan be developed to demonstrate how the streetscape and pedestrian environment can be improved; where new public open space can be created and existing parks improved; where trees and shrubs should be planted, and how the use of the road allowance can be optimized.

The framework for redevelopment of the Avenues will be established by a new zoning by-law and urban design guidelines created in consultation with the local community. These studies seek to create opportunities for growth and redevelopment supported by high quality transit services, along with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

Area Characteristics

The Study Area is approximately 2 kilometres in length and includes all of the properties fronting onto Kingston Road between Danforth Avenue to Chine Drive, as shown on Attachment 1. The majority of the properties within the Study Area are underutilized. Kingston Road is a major arterial road (36 metres in width) that carries relatively high volumes of traffic, especially during morning and evening peak periods. The Study Area is located in relatively close proximity to the Scarborough Bluffs.

The Study Area is comprised of three different sub-areas (shown on Attachment 1):

Sub-Area 1: West Residential Mixed-Use Sub-Area (located between approximately Danforth Avenue to Claremore Avenue/Cliffside Drive)

The West Residential Mixed-Use Sub-Area is located along the western stretch of the Study Area and consists primarily of the Danforth Avenue/Kingston Road interchange with interspersed green space which is part of the public right-of-way (the Scarborough War Memorial is currently located in this area). On the south side of Kingston Road there are a few commercial buildings, a senior's building and a small hotel. The majority of lots are shallow in depth ranging from approximately 32 metres to 55 metres.

Sub-Area 2: Mixed-Use Core Sub-Area (located between Claremore Avenue/Cliffside Drive and Midland Avenue)

The Mixed-Use Core Sub-Area comprises the central stretch of the Study Area between Claremore/Cliffside Avenues and Midland Avenue and consists primarily of one and two storey commercial buildings under fragmented ownership. The majority of lots on the north side of Kingston Road are comprised of shallow lots approximately 37 metres in depth with varying lot widths, some being as small as 6-7 metres in width. On the south side of Kingston Road there are generally wider and deeper lots ranging from approximately 50 metres to 100 metres in depth. Lot widths range from approximately 8 metres to in excess of 90 metres.

Sub-Area 3: East Residential Sub-Area (located between Midland Avenue and Chine Drive)

The East Residential Sub-Area represents the eastern stretch of the Study Area and consists primarily of three high-rise apartment buildings on the north side of Kingston Road and an automobile dealership at the corner of Kingston Road and Chine Drive. The south side of Kingston Road consists of stable, low-rise single-family residential dwellings. Lot depths in this sub-area are varied, with the lands on the north side ranging from approximately 87 metres to 106 metres in depth and the single-family residential lots on the south side of Kingston Road being approximately 30 metres in depth.

Recent Redevelopment Approvals and Proposals

Kingston Road has remained relatively stable over the last 20 years, with limited new development. Recently, the property on the southeast corner of Kingston Road and Ridgemoor Avenue was redeveloped with a Shoppers Drug Mart. A mixed use residential development for the lands located at 2380 Kingston Road was submitted in December, 2004 although the application is currently inactive.

Metamorphosis: New Directions for Cliffside Village

In 2001, the Cliffside Village Revitalization Committee in concert with the City of Toronto's Economic Development Office, prepared a strategic business plan entitled, "Metamorphosis: New Directions for Cliffside Village" to address a number of issues regarding the neighbourhood and commercial area in the Study Area. Key recommendations included:

- formulation of a non-profit business association to oversee the implementation of the strategic business plan (Cliffside Village Revitalization Committee);
- identification of short, medium and long term goals; and
- undertaking an Avenues Study.

Study Process and Community Consultation

Brook McIlroy Planning & Urban Design/Pace Architects (BMI) in consultation with iTRANS Consulting Inc. and Urban Marketing Collaborative (UMC) were retained by the City Planning Division in 2008 to undertake this Avenue Study.

A Local Advisory Committee (LAC) comprised of area residents and businesses was established to provide input, comments on the options and provide feedback to the consultants and staff. The LAC met on five occasions with the consultants, city staff and Ward Councillor to help develop the vision that is being presented in this report. In addition, three community meetings were held with the public to advise them of the study, to garner feedback on the study's direction and to advise them of the study's conclusions.

A web page (http://www.toronto.ca/planning/kingstonroad_cliffsidecommunity.htm) was created to enable interested parties to obtain information and learn about the Study and its progress. The web site provided links to the various presentation materials prepared by the consultants, as well as the final consultant's report. BMI, the lead consultants, worked with City Planning Staff to finalize the study.

The proposed zoning by-law and study directions including the design concepts have been generally well received by those attending the community meetings and well received by the LAC, the general public and City divisions and agencies.

Policy Statement and Provincial Plans

The Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS. The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the *Planning Act* to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The proposed recommendations for the Study Area are consistent with the PPS and conform to the policies of the Growth Plan for the Greater Golden Horseshoe.

Official Plan

As previously noted, this portion of Kingston Road is shown as an ‘Avenue’ on Map 2, Urban Structure of the Official Plan. Avenues are important corridors along major streets where re-urbanization can create new housing and jobs while improving the look of the street, shopping opportunities and transit service.

The Official Plan designates Kingston Road both on the north and south sides between Danforth Avenue and Midland Avenue and the lands on the north side of the intersection at Kingston Road and Chine Drive as *Mixed Use Areas*. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, as well as parks and open spaces. These areas are intended to absorb, over time, a portion of Toronto’s expected growth. *Mixed Use Areas* will vary in scale and intensity subject to local conditions.

The Plan contains a number of policies to guide the development of *Mixed Use Areas*, including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition toward lower scale *Neighbourhoods*; and the provision of an attractive, safe and comfortable pedestrian environment.

The lands located on the northeast corner of Kingston Road and Midland Avenue are designated *Apartment Neighbourhoods*. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities and small-scale retail, service, and office uses that serve the needs of area residents. All uses provided for in the *Neighbourhoods* designation are also permitted in the *Apartment Neighbourhoods* designation.

All of the lands within the Study Area on the south side of Kingston Road east of Midland Avenue are designated *Neighbourhoods*. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for.

Kingston Road in this portion of the Study Area is shown on the *Higher Order Transit Corridor Map* (Map 4) and as part of the City’s *Surface Transit Priority Network* (Map 5) of the Official Plan. The implementation of transit priority measures in the corridor (including a dedicated transit lane) will offer residents and employees with improved transit service along Kingston Road, and improved access to a network of transit priority routes.

The City of Toronto and the TTC are currently studying potential transit improvements within the Kingston Road 'Avenue' Study Area. The Kingston Road/Danforth Avenue: Preliminary Planning for a Transit Project Assessment Study is considering how to improve transit service along Kingston Road between Victoria Park and Eglinton Avenue East. It will also look at ways of integrating existing streetcar service along Kingston Road with other transit services in the area.

Lands north and south of the Study Area are primarily designated *Neighbourhoods* and the lands south of the Study Area are also part of the *Natural Heritage System*. The City's *Natural Heritage System* is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions.

All lands within the Study Area are identified as having archaeological potential. If development occurs on archaeological sites, or areas with archaeological potential, significant archaeological deposits should be conserved by on-site preservation. Where on-site preservation is not secured, scientific investigation and documentation will still be required to be undertaken.

Zoning

The Study Area falls within the Cliffside Community Zoning By-law No. 9364. Lands within the Study Area are zoned predominantly as Highway Commercial (HC) or Community Commercial (CC). A few properties are zoned Neighbourhood Commercial (NC), Apartment Residential (A), Single-Family Residential (S) and Highway (HWY). These zones provide for the most part, a mix of commercial and office uses, but do not provide for significant residential permissions with the exception of those properties zoned Apartment Residential.

In order to implement the vision and concept plan, amendments to the Cliffside Community Zoning By-law are required. The draft zoning by-law amendment is attached as Attachment 4.

Agency Circulation

The recommendations presented in this report have been developed in consultation with the appropriate agencies and City divisions.

COMMENTS

In order to transform the Study Area into a vibrant mixed-use Avenue, the development and adoption of a vision is required to direct the form of new development. This vision includes intensifying land uses, adding new streets, encouraging transit and streetscape improvements, and adding new mixed use zoning provisions. In addition, critical to the success of the vision are improvements to open spaces and other public amenities in the area.

The consultant's study identified a number of guiding principles that were used to develop a vision for the Study Area. These principles were further refined with

community input and are summarized as follows:

- **Development as Good Neighbour** – all new development will demonstrate ‘good fit’ with the immediate and adjacent areas, particularly the low rise residential areas and will be appropriately massed and scaled to create a high quality pedestrian environment;
- **Transformation** – promote high quality urban design that reinforces the vision and supports Cliffside Village as a mixed-use corridor;
- **Progressive Community** – promote the use of transit, cycling and walking by minimizing vehicle-related features such as surface parking and traffic lanes;
- **Safe, Secure and Accessible** – the physical environment will be designed to foster comfort and safety and a finer grain of streets and blocks will be created to improve connectivity to adjacent neighbourhoods;
- **Economic Health** – new development will create a vibrant community that encourages private sector business development;
- **Pedestrian Place** – encourage a mix of uses and built form that promotes high quality, attractive and vibrant places and reinforces the urban street wall by encouraging retail, commercial or public uses at grade;
- **Reflect Community Identity** – reflect the quality and nature of the surrounding community within the corridor by extending the beautiful, lakefront community character into the corridor; and
- **Complete ‘Green’ Community** – Cliffside Village should evolve as a sustainable community contributing to the City’s efforts to reduce its carbon footprint and the protection of natural systems will be prioritized and balanced to guide future development activities.

The following sections summarize the proposed re-urbanization strategies to facilitate achievement of the vision for the Kingston Road (Cliffside Community) ‘Avenue’ Study. These sections summarize the general themes that were developed by Brook McIlroy Pace Architects Inc., with input from the LAC and further refined by City staff, and detail the proposed official plan and zoning by-law amendments, urban design guidelines and other key implementation strategies to implement the study’s conclusions.

Proposed Zoning By-law

The proposed zoning by-law amendment shown on Attachment 4 contains detailed use permissions and regulations to guide development within the Study Area.

No changes to current zoning permissions are recommended for the lands on the north and south sides of Kingston Road between Midland Avenue to Chine Drive with the exception of those lands located at the northwest and northeast corners of Kingston Road and Chine Drive.

Land Uses

The majority of the Study Area is zoned to permit commercial-related uses, with a few parcels permitting primarily residential uses. In order to provide for mixed use

development that is consistent with the established vision and *Mixed Use Area* policies of the Official Plan, the introduction of a Commercial-Residential (CR) Zone is recommended. This zone will permit a range of commercial, institutional and residential uses, but will prohibit auto-related uses and ground related residential uses such as single detached dwellings, semi-detached dwellings and duplexes. Existing auto-related uses will now be legal non-conforming.

In order reinforce and encourage Cliffside Village between Claremore/Cliffside Avenues and Midland Avenue (the Mixed Use Core Sub-Area) as the commercial centre of the local neighbourhood, uses on the ground floor within the Mixed Use Core will be restricted to commercial and institutional type uses. Residential will only be permitted on the 2nd floor and above.

In both the West Residential Mixed Use and East Residential Sub-Areas residential uses are proposed to be permitted on the ground floor, as are commercial and institutional uses.

Townhouse dwellings will be permitted on all lands with the exception of those lands fronting on the first 20 metres of Kingston Road. In this location, it is recommended that buildings be a minimum of three (3) storeys in height. Buildings three stories and higher are considered a minimum requirement to implementing the vision of an urbanized mixed use corridor and will effectively frame the street edge by providing a continuous main wall along Kingston Road.

The existing place of worship located at the northeast corner of Midland Avenue and Kingston Road will retain its existing permissions, however, new Places of Worship will not be permitted in the CR Zone. This restriction would not prohibit the City from considering a site-specific rezoning application to permit a Place of Worship but simply prohibits such a use as of right, enabling the City to analyse the impact of a site-specific proposal on the Avenue.

In addition, the consultant's report indicates that the lands known as the Apex site (lands located on the northwest corner of Danforth Avenue and Kingston Road – as shown on Attachment 2) could redevelop with a mix of uses, including residential, retail, open space and community/cultural uses should the existing interchange at this location be re-configured to accommodate a dedicated transit lane.

The consultants suggest that through the realignment of the interchange a large continuous open space parcel of land north of Danforth Avenue will be created and could be designed with a community park in mind. The reconfiguration of this interchange will necessitate that the Scarborough War Memorial be relocated and the consultants have identified that a potential new community park could include the relocated War Memorial.

No zoning changes are proposed for the Apex lands at this time. Staff recommend that upon completion of the Kingston Road/Danforth Avenue: Preliminary Planning for a

Transit Project Assessment Study and the determination of the location of any streets proposed to be realigned, staff report to Scarborough Community Council with land use/zoning by-law recommendations that may be required to implement the Transit Project Assessment.

Numerous parcels within the Study Area are subject to site-specific exceptions. The majority of these site-specific exceptions contain restrictions/permissions, parking and setback provisions. Staff recommend deletion of these redundant site-specific exceptions, as the proposed new zoning provisions will guide development on these sites.

Building Height and Lot Depths

Commercial development sites within the Study Area consist of buildings predominantly one and two storeys in height, whereas residential properties consist of buildings ranging in height up to 17 storeys.

New buildings within the Study Area are recommended to have a minimum building height of three (3) storeys or 10.5 metres. A variety of maximum building heights are proposed depending on lot depth and location of properties relative to its surrounding context. Recommended maximum building heights range from 8 storeys to 11 storeys. Maximum heights of 8 storeys are recommended on the north side of Kingston Road and maximum heights of 11 storeys are recommended on the south side of Kingston Road.

To minimize overlook and privacy impacts on adjacent *Neighbourhoods* and to provide guidance on overall building heights, the application of a 45 degree angular plane from rear property lines which abut Single-Family Residential (S), Two-Family Residential (T) or Multiple-Family Residential (M) zones is recommended.

Where properties abut Glen Everest Road, East Haven Drive, Pell Street Lanes and Leisure Lane a 45 degree angular plane will be taken from the required building setback (3 metres) at elevation of 10.5 m in order to minimize overlook and privacy impact on adjacent *Neighbourhoods* and to provide guidance with respect to overall building heights.

Density

Where building heights are capped at 8 storeys the maximum gross floor area permitted will range from 3.5 to 4.5 times the lot area depending on the location of the parcel of land (see Attachment 4). Where building heights are capped at 11 storeys the maximum gross floor area recommended is 4.5 times the lot area.

Minimum Building Frontage – “Build- to” Line

A continuous wall of buildings defines a main-street as an urban space. The more continuous the street wall, the more complete the space becomes. Minimum “build to” standards have been proposed for lots having a lot frontage or flankage along Kingston Road. The main wall of the first three (3) storeys fronting or flanking on Kingston Road having a frontage of more than 30 metres must occupy a minimum of 70% of the frontage or flankage of lots on Kingston Road. On lots with a lot frontage or flankage of 30

metres or less on Kingston Road, the first three (3) storeys must occupy a minimum of 60% of the frontage or flankage of lots on Kingston Road. In areas with long frontages currently not interrupted by public streets, breaks in the building mass will be encouraged, through the addition of mid-block separation or the addition of new public streets and lanes.

Setbacks

Front yard and Flankage Yard Setbacks

Main-street developments have traditionally developed directly adjacent to the street line. However, given the proposed transit improvements for Kingston Road which includes a dedicated transit right-of-way, 2 traffic lanes in each direction, cycling lanes and on-street parking, staff propose to promote pedestrian movement by encouraging a larger boulevard by requiring a minimum 4.8 metre wide sidewalk zone on the north side of Kingston Road and a minimum 6 metre sidewalk zone on the south side of Kingston Road. To implement this, a minimum 2 metre and 3 metre front yard building setback will be required on the north and south sides of the Kingston Road street line. Within the required building setback only hard landscaping material will be permitted. In addition, all landowners will be encouraged to provide an easement in favour of the City to ensure that this space will be incorporated within the public sidewalk zone and will not be used for soft landscaping or outdoor patio space. To promote an active street edge along Kingston Road that encourages patios and soft landscaping property owners will be permitted to set back buildings an additional 3 metres from the street line.

Dwelling units that abut the Kingston Road street line in the West Residential Mixed-Use, East Residential Sub-Areas and dwelling units facing Glen Everest Road, East Haven Drive, Pell Street Lane and Leisure Lane must be set back a minimum of 3 metres from the street line.

Rear Yard Setbacks

A minimum 7.5 metre rear yard setback is proposed for all properties where they abut Single-Family Residential (S), Two-Family Residential (T) and Multiple-Family (M) Zones. Within this setback a minimum 1.5 metre landscape buffer strip will be required, where no public laneway exists.

Side Yard Setbacks

In order to promote a continuous street wall - no side yard setback will be required for buildings up to 6 storeys in height. For buildings 7 storeys and higher a 5.5 metre side yard setback will be required to minimize blank side walls and to allow sunlight to filter through to Kingston Road.

Minimum Ground Floor Ceiling Height

To help achieve a main-street character for those properties fronting on Kingston Road and provide an opportunity for commercial uses, a minimum ground floor-to-ceiling height of 4.5 metres is recommended for that portion of all buildings located within 20 metres of Kingston Road street line.

Section 37

Section 37 of the *Planning Act* allows for community benefits in exchange for the ability of a development to be built higher, or have a greater density, than the maximum height and density allowed in the zoning by-law. As part of this Study staff recommend that where buildings are proposed to have a height greater than 6 storeys or 20 metres, the landowner will be required to enter into a Section 37 agreement with the City prior to obtaining an increase in height and density outlined in the zoning by-law shown on Attachment 4. The provision of community benefits in conjunction with these larger developments will assist in addressing the additional demand on local community resources, maintaining the quality of life in the larger area, and implementing Official Plan objectives related to balanced and well managed growth.

Urban Design Guidelines

Beautiful, comfortable, safe and accessible streets, public open spaces and buildings are key assets of city building. These spaces draw people together, creating strong social bonds in the neighbourhood. They create interesting and inviting spaces and purposeful destinations for people to visit, live, work and shop. The Official Plan contains comprehensive policies that address the importance of Urban Design for the successful redevelopment and improvement of our City.

Arterial roads like Kingston Road are the ‘front doors’ of our neighbourhoods and establish the overall image and character for an area. The attached Urban Design Guidelines (Attachment 6) have been prepared to provide additional guidance for development within the Study Area to promote a high quality urban form, a comfortable and safe pedestrian environment and to implement the vision for the Study Area. These Guidelines should be read in conjunction with city-wide Design Guidelines and Official Plan policies.

The proposed Kingston Road Urban Design Guidelines have been divided into five sections:

- Cliffside Village Urban Design Concept Plan;
- Sustainable Development;
- Public Realm;
- Built Form; and
- Vehicular Movement (Parking and Access).

The Guidelines include specific recommendations on issues such as safety and accessibility; sidewalks and streetscaping; parks and open spaces; building orientation and height; building façade articulation; application of the 45 degree angular plane; massing for new mid-rise buildings; architectural features; site landscaping; new streets; lanes; parking and access provisions.

Parks and Open Space

Residents in and around the Study Area have access to local parks. The Study Area is generally well served with parks and open space including many areas near the lake,

including Cliffside Ravine Park, Scarborough Bluffs Park, Birchmount Park, and Highview Park as well as several small parkettes. However, there are certain locations in the surrounding neighbourhoods that fall within the lowest range of local parkland provision and have been designated as Parkland Acquisition Priority Areas.

As this portion of Kingston Road is shown as an *Avenue* in the Official Plan with potential for residential growth, properties fronting on Kingston Road are subject to the Alternative Parkland Dedication policy. A larger dedication of land (greater than 5% of land, or cash-in-lieu) for parks purposes will be required for new residential development or the residential portion of mixed use development.

No parks currently front onto Kingston Road within the Study Area. At the western end of the Study Area there is a large amount of open space that is part of the Kingston/Danforth interchange, although this open space is not considered park space as it is part of the public right-of-way. The Scarborough War Memorial is currently located within this space.

The Urban Design Concept Plan (see Attachment 6) proposes a series of new parks and green spaces. The Plan identifies four key park locations to complement the streetscape corridor. If the Kingston Transit improvements proceed, the reconfiguration of the Danforth/Kingston interchange will result in the creation two large open space blocks, which could be developed as community open space/parkland and could include the relocated Scarborough War Memorial.

The Concept Plan also identifies open space on the south side of Kingston Road adjacent to a new public street and opposite the Cliffside Public School. This centre park is proposed to be a civic gathering area. Currently, the properties involved are not owned by the City.

The Concept Pan also identifies two additional open spaces. Open space is identified on the north side of Kingston Road between Sharpe Street and Sandown Avenue and open space is identified at the southwest corner of Kingston Road and Midland Avenue. Again, these properties are not currently owned by the City.

Planning staff will continue to work with Parks, Forestry and Recreation and Facilities and Real Estate staff in consultation with the Ward Councillor to investigate park improvements and acquisitions within the Study Area.

It is recommended that as development proceeds, new publicly accessible urban spaces be created within private development blocks that are visible from and connected to the sidewalk.

Retail/Commercial Opportunities

Urban Marketing Collaborative (UMC) was hired as a sub-consultant to review the current and proposed economic health of the Study Area specifically with respect to the retail demand potential as it relates to the proposed Urban Design Concept Plan. Retail

on each side of Kingston Road is very different. The south side of Kingston Road is characterized by large plazas with expansive on-site surface parking lots, whereas the north side consists of smaller retail units in a more traditional main-street type commercial environment with little or no on-site parking. UMC indicates that there is very little connectivity between retail units. This relates, in part, to the long shopping blocks which make it difficult to sustain shopper interest.

The primary target market is local residents who live, shop and socialize in the neighbourhood. UMC notes that to promote a better commercial environment, a civic gathering space is needed and that new buildings be brought closer to the street to create a more intimate environment. This will be achieved in part by residential intensification and promoting a more active pedestrian environment.

UMC suggests that in order to implement the retail vision, emphasis on the following four (4) areas is needed:

- **Organizational Development** - zoning and regulations alone cannot implement the retail vision for the Cliffside Community. There is a need for increased management by the local retailers and a need to resurrect the local Business Improvement Association (BIA). A local BIA could establish the retail vision and communicate this vision with interested stakeholders including residents and property owners;
- **Economic Development** - there is a need to increase the residential density in the area, as more people living directly in the area will have a direct impact on higher retail sales. Long blocks within in the Study Area should be broken up and the number of access points to the surrounding neighbourhood needs to be increased. The retention of quality retailers is very important;
- **Urban Design Interventions** – beautification plans for Cliffside Village are needed including improving the cleanliness and safety in the area and providing more convenience parking; and
- **Marketing and Promotional Programs** – provide funding for a marketing campaign through a yet to be established BIA that would build on the ‘Cliffside Village’ brand, encourage sales promotion programs and retrofit existing buildings to a barrier free shopping environment in Cliffside Village. In addition, a newly formed BIA should conduct a retail business recruitment program.

The combination of these improvements will strengthen the existing businesses in the area and promote the retail vision

Potential Development Constraints

Below Grade Utilities

On the south side of Kingston Road a private storm sewer exists, setback from Kingston Road between Midland Avenue and Ridgemoor Avenue. Given that this storm sewer traverses multiple properties, development of one or more of these parcels would need to be co-ordinated so that interim or permanent modifications to the storm sewer can be made. These changes would need to be co-ordinated with Technical Services.

Servicing

Technical Services indicates that the Study Area is currently serviced by combined sewers that convey both the sanitary and storm runoff. The sewers may not have been originally designed or sized to accommodate additional flows from the redevelopment initiatives and cumulative development in the drainage area. An assessment of the downstream system should be completed by Toronto Water to confirm that adequate sewer capacity exists and identify potential improvements as a result of the rezoning.

Transportation

Kingston Road/Danforth Avenue: Preliminary Planning for a Transit Project Assessment Study

The City of Toronto and the TTC are currently in the process of completing a study that has examined potential transit improvements along the Kingston Road Corridor. The study is investigating how to best improve transit service along Kingston Road between Victoria Park and Eglinton Avenue East. The Kingston Road/Danforth Avenue: Preliminary Planning for a Transit Project Assessment Study is considering bus or light rail vehicles to be accommodated within a dedicated right-of-way centred on Kingston Road and Danforth Avenue. All proposed transit stops are proposed to be located at signalized intersections which are proposed approximately 300 metres apart. Transit stops are proposed to be located within the transit right-of-way and not on public sidewalks.

New Streets and Lanes/Walkways

The existing streets and lanes within the Study Area provide an excellent framework for redevelopment. Generally, existing north-south blocks are walkable, however the east-west blocks are long and do not encourage pedestrian movement. The Concept Plan indicates that mid-block connections should be provided every 100 to 130 metres. New mid-block streets and lanes will improve vehicle and pedestrian permeability and provide additional opportunities for commercial development on the newly created blocks. Section 3.1.3 Policy 14 of the Official Plan supports the creation of new streets to provide connections with adjacent neighbourhoods, divide larger sites into smaller development blocks and provide access and addresses for new development.

In order to facilitate the redevelopment of Kingston Road with new public streets, new public/private lanes and lane widenings at select locations within the Study Area will be required. The Official Plan Amendment (Attachment 3) identifies general locations for new streets, lanes and widenings.

New Streets and Lane Widenings on the south side of Kingston Road

New mid-block streets will be required before development proceeds on selected parcels on the south side of Kingston Road. With the addition of new mid-block streets, shorter blocks would be created and will provide an improved pedestrian environment and improve traffic circulation. Locations for new streets will be coordinated with property ownership to the greatest extent possible. The proposed zoning by-law (Attachment 4)

will require landowners where new streets are proposed to enter in an agreement to provide for the new street(s) prior to redevelopment proceeding.

New streets should:

- provide on-street parking where appropriate;
- provide large boulevards that include wide sidewalks, seating, lighting;
- be designed with right in/right out movements at Kingston Road; and
- be public.

In addition, to improve the traffic circulation in the surrounding area both Pell Street Lane and Leisure Lane should be widened and designated as public streets. These streets should be upgraded to provide traffic lanes in both directions and parallel parking on the north side of each street.

New Lanes/Walkways on the north side of Kingston Road

New mid-block lanes/walkways are encouraged in order to increase the permeability of the blocks and to improve the pedestrian movement throughout the corridor by providing access points to the existing and future parking at the rear and shopping areas at the front.

Where appropriate the new lane/walkway should be at least 7.5 metres in width to accommodate a 4.5 metre wide one-way vehicle access drive and a 3 metre wide sidewalk. In certain instances only a 4.5 metre wide walkway may be appropriate.

New Lanes should:

- provide improved pedestrian facilities such as wide sidewalks, seating, lighting;
- provide where desirable vehicle access to Sandown Lane at the rear. Vehicle access would be encouraged near the middle of a block but should be limited to one per block;
- be designed with right in movements only, at Kingston Road; and
- where appropriate, become a public lane.

Sandown Lane should be widened to 6 metres to accommodate traffic in both directions. A 1.5 metre lane widening will be required from all landowners on the north side of Kingston Road.

Parking

The findings of the study reinforce that public parking, particularly on-street parking, is essential to the revitalization of the area. Over the course of the study staff heard from the community that the on-street parking on the north side of Kingston Road should be preserved as part of the redesign of the Kingston Road cross-section. Preliminary design options for Kingston Road identifies that 20 of the approximately 63 on-street parking spaces would be lost when the dedicated transit lanes are added. To supplement the loss of these parking spaces there is a need to provide convenient parking. The Concept Plan suggests that additional surface parking spaces could be provided at the rear of the development parcels on the north side of Kingston Road by requiring a 7.5 metre rear

yard setback from Sandown Lane. There may also be opportunities for the Toronto Parking Authority to operate a surface parking lot in select locations.

Generally, new parking spaces should be provided within a structure, either below or above grade and not be visible from the public realm. On-street parking is also recommended on all new public streets including Pell Street Lane, Leisure Lane, East Haven Drive and Glen Everest Road, following their reconfiguration. As development proceeds, staff may consider, on a site by site basis, payment-in-lieu of on-site parking where it is not physically feasible or desirable to provide on-site parking and where there are no opportunities for the applicant to secure off-site parking within a reasonable distance of the development.

Staff recommend that a comprehensive Parking Strategy be developed for the Cliffside Community in consultation with Transportation Services and the Toronto Parking Authority (TPA) in order to determine further parking opportunities for on-street and dedicated TPA parking lots.

Parking Standards

Parking rates will be governed by the regulations contained in the Cliffside Community Zoning By-law.

Bicycle parking has also been proposed for the Study Area in keeping with Official Plan policies that promote bicycle use. New developments should be encouraged to provide bicycle parking facilities. Specific bicycle parking zoning standards have been recommended for residential developments.

It should be noted that the City's Zoning By-law Project is currently examining parking standards that require the minimum amount of parking for a given land use. In particular, the Zoning By-law Project has identified the need to develop specific parking requirements for Avenues which recognize their pedestrian/transit oriented development patterns. Once the Zoning By-law is adopted the parking requirements for the Study Area may be amended to reflect these new parking standards.

Bicycle Lanes

The City of Toronto Bike Plan does not identify Kingston Road as part of the City's on-street bicycle network. However, to promote reduced auto dependence and pedestrian friendly streets, on-street bicycle lanes in both directions are recommended. The Kingston Road/Danforth Avenue: Preliminary Planning for a Transit Project Assessment Study are also recommending adding bicycle lanes. Bicycle transportation is a growing activity in Toronto providing many benefits including: transportation efficiency; environmental benefits (reduction of ground level pollution), improvements to health and fitness of the cyclist and other economic and social benefits.

The Kingston Road right-of-way through the Study Area is 36 metres in width. It is staff's opinion that adding bicycle lanes to Kingston Road is appropriate as it will facilitate the increased use of bicycles in the area. As noted, new zoning standards will

require that new development provide on-site bicycle parking facilities. Efforts should also be made to design the bicycle lanes with a safe and meaningful separation from vehicle and pedestrian movement.

Pedestrian Environment

The Cliffside Community is currently dominated by vehicular traffic, both in terms of Kingston Road's arterial road function and the orientation of much of the corridor's commercial activity. To improve the pedestrian environment, both aesthetically and functionally, a number of initiatives are recommended. They include:

- increasing sidewalk widths through increased building setbacks – provide a minimum sidewalk zone of 4.8 m on the north side of Kingston Road and a minimum sidewalk zone of 6 m on the south side of Kingston Road. To ensure a wider sidewalk zone, the proposed by-law requires that hard landscaping be provided within the minimum required building setback from the Kingston Road street line. Landowners will also be encouraged to provide an easement in favour of the City for that portion of their lands that form part of the required building setback along the Kingston Road street line;
- adding new streets and lanes/walkways to break up long continuous development blocks and improve the connectivity to the surrounding neighbourhood;
- eliminating the large surface parking lots adjacent to Kingston Road on the south side, in favour of rear yard or underground/structured parking for all new development ensuring that new parking facilities are hidden from the public realm by creating a continuous street edge along Kingston Road;
- consolidate mid-block driveway entrances by getting owners to agree to share common access to more than one property;
- add new street furniture including benches, way finding signs and waste receptacles; and
- enhanced street tree planting.

Kingston Road/Midland Avenue Intersection

The Kingston Road/Midland Avenue intersection defines the eastern limit of the Mixed Use Core Sub-Area. Improvements to the intersection will achieve four (4) basic objectives:

- improve vehicle and pedestrian safety;
- normalize turning movements;
- consolidate development parcels on the south west corner of the intersection; and
- improve the aesthetics as a potential 'gateway' to Cliffside Village.

The Concept Plan identifies intersection improvements that include the removal of Kelsonia Avenue between Kingston Road and Midland Avenue. The inclusion of a new mid-block street within the 'No Frills' block further west would permit access to southbound Midland Avenue via a widened Leisure Lane. The Concept Plan also suggests the reinstatement of left turns onto northbound Midland Avenue. Some these

initiatives are being considered as part of the Kingston Road/Danforth Avenue: Preliminary Planning for a Transit Project Assessment Study.

Community Services and Facilities

Community Services and Facilities (CS&F) are vital resources that help meet the everyday needs of local residents and make the area attractive for future development. A CS&F study was undertaken by staff for the Study Area (see Attachment 7). The review focussed on schools, child care facilities, libraries and community and recreation centres, arenas, swimming pools. The programs and services provided locally by human service agencies were also examined. The purpose of the review was to identify the range of available community services and facilities and emerging priorities for additional community resources that should be considered when planning for growth within the Study Area.

The CS&F review covered a larger geographic area than the Study Area as service areas vary widely. An inventory was compiled of existing community services and facilities. The review identified that there are a few deficiencies in schools, subsidized daycare, programming space for human services, recreation facilities and programs (a gym or multi-purpose space). New development will be required to contribute monies through Development Charges and may be subject to Section 37 provisions of the *Planning Act* through which these type of facilities will be secured.

Toronto Green Development Standard

New development within the Study Area will be encouraged to incorporate sustainable features in accordance with the Toronto Green Standard adopted by Council in July 2006.

Conclusion

The recommendations contained within this report support Council's focus on investment in quality of life, the desire to link public initiatives with private investment in order to stimulate development and the need to strategically create opportunities that reflect the desired future of Kingston Road between Danforth Avenue and Chine Drive. Staff's recommendations support existing and future retail uses, encourage intensification that reflects a mid-rise built form that respects neighbouring low-rise residential development

and supports the *Avenue* policies of the Official Plan. Appropriate built form and an improved pedestrian environment with excellent facilities for transit and cycling will form the basis of an environmentally friendly, green and beautiful community identity.

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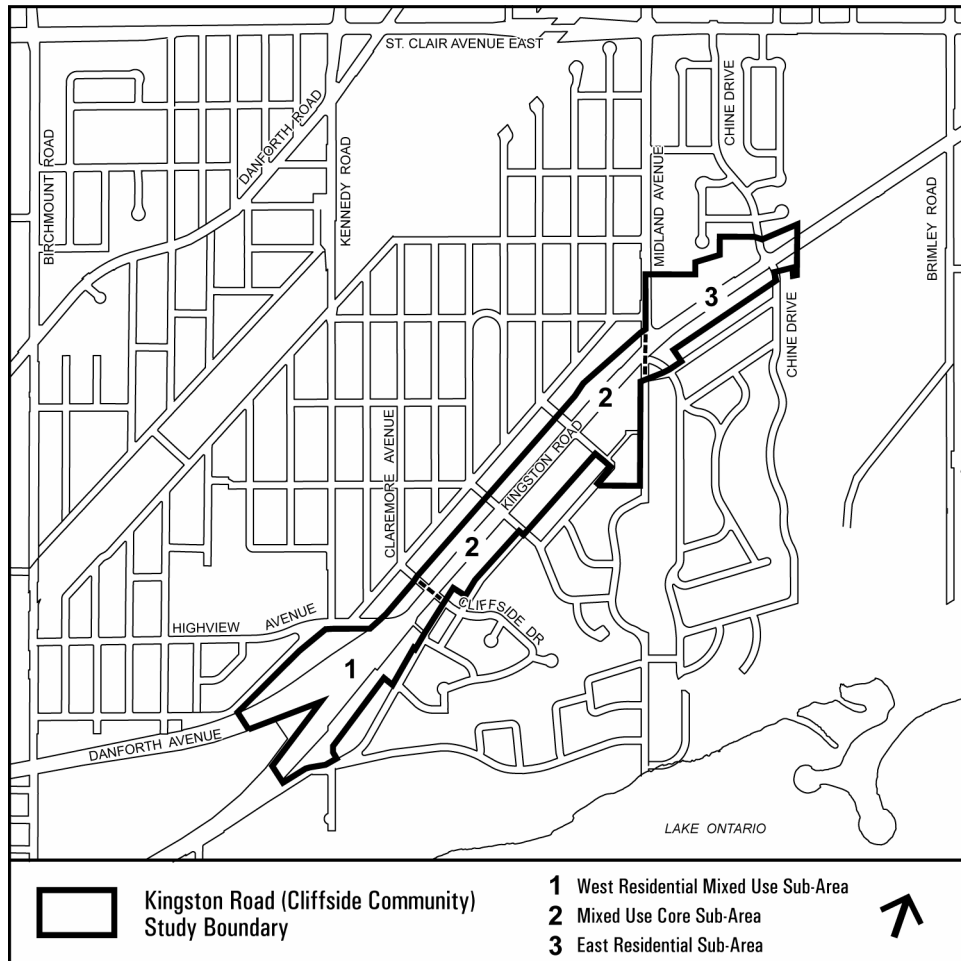
Allen Appleby, Director
Community Planning, Scarborough District
City Planning Division

ATTACHMENTS

- Attachment 1: Study Area
- Attachment 2: Proposed Urban Design Concept Plan
- Attachment 3: Draft Official Plan Amendment
- Attachment 4: Draft Cliffside Community Zoning By-law Amendment
- Attachment 5: Chapter 2 – Recommendation Section – Cliffside Village (Kingston Road Avenue Study) prepared by Brook Mcilroy Planning (BMI), dated October 2009.
- Attachment 6: Urban Design Guidelines – Cliffside Village (Kingston Road Avenue Study) prepared by Brook Mcilroy Planning (BMI), dated October 2009.
- Attachment 7: Executive Summary - Community Services and Facilities Study

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Attachment 1: Study Area



Attachment 2: Proposed Urban Design Concept Plan

see attached file: Urban Design Concept Plan.pdf

Attachment 3: Draft Official Plan Amendment

Authority: Scarborough Community Council Item ~ [or Report No.~, Clause No.~] as adopted by City Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

BY-LAW No.?

To adopt Amendment No. 79 to the Official Plan for the City of Toronto with respect to all lands fronting onto the north and south sides of Kingston Road between Highview Avenue/Cliffside Drive to Midland Avenue

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 79 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this ??th day of ??, A.D. 2009.

SANDRA BUSSIN,
Speaker

ULLI WATKISS
City Clerk

**AMENDMENT No. 79 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The following text and schedule constitute Amendment No. 79 to the Official Plan for the City of Toronto.

OFFICIAL PLAN AMENDMENT

The Official Plan of the City of Toronto is amended as follows:

1. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt roads:

Street Name	From	To
New Link A ³	Kingston Road	East Haven Drive
New Link B ³	Kingston Road	Pell Street Lane
New Link C ³	Kingston Road	Leisure Lane

³ Refer to Site and Area Specific Policy No. 324 for the general location of the Planned but Unbuilt Roads.

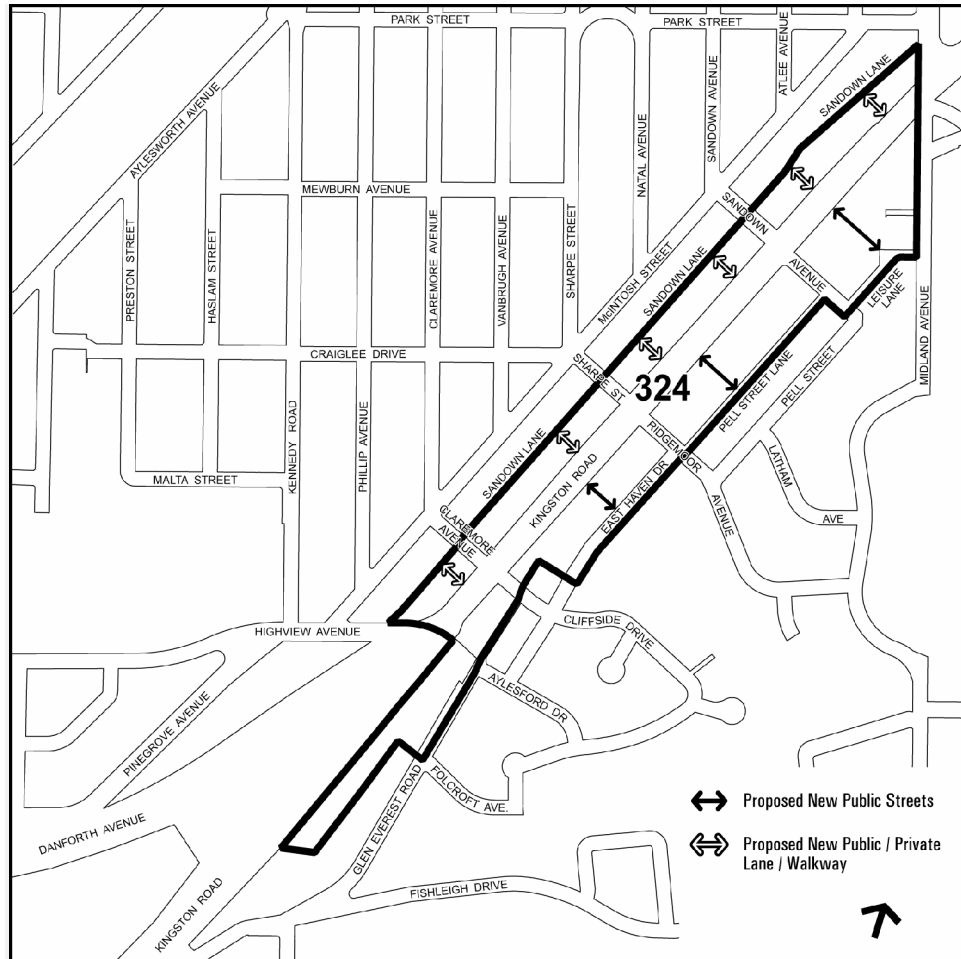
2. Chapter 7, Site and Area Specific Policies is amended by adding Site and Area Specific Policy No. 324 for all lands fronting onto the north and south sides of Kingston Road between Danforth Avenue and Midland Avenue, as follows:

324. **Kingston Road (Cliffside Community) Avenue Study**

To facilitate the orderly redevelopment of Kingston Road in select locations, new public streets, new public/private lanes and lane widenings will be required to be dedicated from property owners upon the redevelopment of the lands as follows:

- a) North Side of Kingston Road between Highview Avenue and Midland Avenue:
 - i) Create where appropriate new public/private lanes/walkways in locations generally shown on the attached map, with lands required for new public lanes/walkways to be dedicated to the City by the landowner(s).

- ii) Sandown Lane between Highview Avenue and Midland Avenue will be widened to a minimum width of 6m, with such a widening required from the landowner(s) on the south side of Sandown Lane.
- b) South Side of Kingston Road between the lands known municipally in the year 2009 as 2235 Kingston Road and Midland Avenue:
 - i) New public streets will be created in locations generally shown on the attached map having a minimum right-of-way width of 18.5 m, with lands required for these streets to be dedicated to the City by the landowner(s).
 - ii) Pell Street Lane between Ridgemoor Avenue and Sandown Avenue will be widened to a minimum of 13.3 metres and be dedicated as a public street, with such a widening required from the landowner(s) on the north side of Pell Street Lane.
 - iii) Leisure Lane between Sandown Avenue and Midland Avenue will be widened to a minimum of 14.8 metres to accommodate traffic in both directions and be dedicated as a public street, with such a widening required from the landowner(s) on the north side of Leisure Lane.
- c) Council may pass a zoning by-law that requires a portion of the lands fronting on both sides of Kingston Road (identified on the attached map) to be used for hard landscaping material only. This area will not be used for outdoor patio space.
 - i) Property owners will be encouraged to provide an easement in favour of the City for that portion of their lands required to provide hard landscaping.
- 3. Map 31 and 32, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 324 to the lands generally between Highview Avenue and Midland Avenue, as shown on the map below as Site and Area Specific Policy No. 324.



Attachment 4: Draft Zoning By-law Amendment

Authority: Scarborough Community Council, ? 2009, as adopted by City of Toronto Council on ?,
Enacted by Council: ?

CITY OF TORONTO

BY-LAW No.

To amend Cliffside Community Zoning By-law No. 9364, as amended, with respect to all lands along Kingston Road between Danforth Avenue, to east of Chine Drive (including 46 to 62 Glen Everest Road) as outlined on Schedule 1 through 6

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. **CLAUSE IV – ZONES** is amended by adding the Commercial-Residential (CR) Zone.
2. **CLAUSE V – INTERPRETATION**, is amended by adding the following definitions to sub-section (f), **Definitions**:

Amenity Space

means indoor or outdoor space on a lot that is:

- (i) ancillary to the main use, and
- (ii) communal and available for use by the occupants of a building on the lot, or the general public, or both, for recreational or social activities.

Bicycle Parking Space

means an area designed and equipped for the purpose of parking and securing a bicycle.

First Floor

means the floor of a building closest to established grade.

Landscaping

means trees, shrubs, grass, flowers, vegetables, decorative stonework, walkways, screening or other horticultural or landscape-architectural elements, or any

combination of these; but does not include driveways, loading or parking spaces, and directly associated elements such as curbs or retaining walls.

Landscaping, Soft

means the landscaping in a yard excluding hard-surfaced areas such as, but not limited to, decorative stonework, walkways, screening, or other landscape-architectural elements.

Outdoor Patio

means an outdoor patron area ancillary to a non-residential use.

Personal Service Shop

means premises used to provide personal grooming services or for the cleaning or care of apparel.

Townhouse

means a building that has three or more **dwelling units**, and no **dwelling unit** is entirely or partially above another.

45-Degree Angular Plane

means a plane extending at right angles to a line drawn at a 45 degree angle from horizontal from the mid point of a lot line abutting one or more residential properties zoned "S", "T" and/or "M". The resulting plane shall extend above the width, breadth and/or length of the lot.

3. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 8, **Games Arcades and Games Machines Incidental to Commercial Operations** is amended by:
 - (a) deleting the words “or **Clause IX**” in sub-section (i); and
 - (b) adding “Commercial-Residential (CR),” to sub-section (iii) after the words “City Centre Commercial (CCC)”.
4. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 12, **Lands Not Covered by Buildings** is amended by adding the following paragraph to the end of this Sub-Clause:

“In areas designated on Schedule ‘A’ as “CR”, the lands not covered by permitted buildings, structures and required parking spaces, shall be used only for **landscaping**, 50% of which shall be **soft landscaping**. **Outdoor patio** areas ancillary to a permitted non-residential use in the “CR” Zone shall not be considered **landscaping** and shall be permitted.”
5. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 13, **Use of Basements** is amended by adding the symbol “CR” after the symbol “CC”.

6. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 16, **Non-Accessory Signs**, Sub-Section 16.4 is amended by adding the symbol “Commercial-Residential (CR),” before the words “District Commercial (DC)”.
7. **CLAUSE VIII – ZONE PROVISIONS** is amended by adding the following:
 17. **Commercial-Residential (CR) Zone**
 - (a) **Permitted Uses**
 - **Day Nurseries**
 - **Dwelling Units**
 - Educational and Training Facility Uses
 - Financial Institutions
 - Fraternal Organizations
 - Hotels
 - Medical Centres
 - Municipally owned and operated Parking Lots
 - Nursing Homes
 - Offices
 - **Personal Service Shops**
 - **Places of Entertainment**
 - **Private Home Day Care**
 - **Recreational Uses**
 - Restaurants
 - Retail Stores
 - Retirement Homes
 - (b) **Prohibited Uses**
 - Automobile Sales, including Auto Sales Rooms
 - Automobile Service, Repair and Maintenance Uses, including auto body repair and/or painting
 - Automobile Service Stations
 - Mechanical or Automatic Car Washes
 - **Single-Family Dwellings**
 - **Two-Family Dwellings**
 - Duplexes
 - **Split Level Dwelling**
 - (c) **Supplementary Regulations**
 - i. For the lands between Claremore Avenue and Midland Avenue on the north side of Kingston Road and for the lands between Cliffside Drive and Midland Avenue on the south side of Kingston Road: **Dwelling Units**, Retirement

Homes, Nursing Homes, and **Private Home Day Care** shall only be permitted on or above the second **storey**, or where no portion of the **dwelling unit** is located within 20 m of the Kingston Road **street** line. For the purposes of this supplementary regulation, the **basement** shall not be considered a **storey**.

- ii. **Townhouses** are permitted in all locations with exception to those lands within 20 m of the Kingston Road **street** line.

8. **Schedule “A”** is amended by deleting the zoning for the lands outlined on Schedule “1” and adding the following zoning to the outlined lands on Maps (1 to 4):

CR – 190 – 193 – 194 – 195 – 197 – 199 – 200 – 202 – 203 – 205 – 206 – 207 – 208 – 209 – 210 – 211 – 212 – 213

CR – 192 – 193 – 194 – 195 – 197 – 199 – 200 – 202 – 203 – 205 – 206 – 207 – 208 – 209 – 210 – 211 – 212 – 213

CR – 191 – 193 – 194 – 196 – 197 – 199 – 200 – 202 – 203 – 204 – 205 – 206 – 207 – 208 – 209 – 210 – 211 – 212 – 213

CR – 191 – 193 – 194 – 196 – 197 – 198 – 199 – 200 – 202 – 203 – 204 – 205 – 206 – 207 – 208 – 209 – 210 – 211 – 212 – 213

CR – 191 – 193 – 194 – 196 – 197 – 199 – 200 – 202 – 203 – 204 – 205 – 206 – 207 – 208 – 209 – 210 – 211 – 212 – 213

CR – 191 – 193 – 194 – 196 – 197 – 198 – 201 – 202 – 203 – 205 – 206 – 207 – 208 – 209 – 210 – 211 – 212 – 213

CR (H) – 191 – 193 – 194 – 196 – 197 – 198 – 201 – 202 – 203 – 205 – 206 – 207 – 208 – 209 – 210 – 211 – 212 – 213

9. **Schedule “B”, PERFORMANCE STANDARD CHART**, is amended by adding the following Performance Standards:

Kingston Road (Cliffside Community) Avenue Study

190. Minimum of 10.5 m (3 **storeys**) and a maximum of 6 **storeys**, excluding **basements** and rooftop mechanical penthouses, not exceeding an overall **height** of 20 m. This maximum **height** may be increased up to 8 storeys, not exceeding an overall **height** of 27 m, provided that the owner provides one or more of the Section 37 benefits described in Performance Standard 193, in exchange for the additional height and density, and that the owner

enters into an agreement to secure such benefits satisfactory to the City of Toronto pursuant to section 37(3) of the *Planning Act*, as amended.

Maximum **Gross Floor Area** 3.5 times the area of the lot or parcel.

191. Minimum of 10.5 m (3 **storeys**) and a maximum of 6 **storeys**, excluding **basements** and rooftop mechanical penthouses, not exceeding an overall **height** of 20 m. This maximum **height** may be increased up to 11 storeys, not exceeding an overall **height** of 36 m, provided that the owner provides one or more of the Section 37 benefits described in Performance Standard 193, in exchange for the additional height and density, and that the owner enters into an agreement to secure such benefits satisfactory to the City of Toronto pursuant to section 37(3) of the *Planning Act*, as amended.

Maximum **Gross Floor Area** 4.5 times the area of the lot or parcel.

192. Minimum of 10.5 m (3 **storeys**) and a maximum of 20 m (6 **storeys**), excluding **basements** and rooftop mechanical penthouses, not exceeding an overall **height** of 20 m (6 **storeys**). This maximum **height** may be increased up to 8 **storeys**, not exceeding an overall **height** of 27 m, provided that the owner provides one or more of the Section 37 benefits described in Performance Standard 193, in exchange for the additional height and density, and that the owner enters into an agreement to secure such benefits satisfactory to the City of Toronto pursuant to section 37(3) of the *Planning Act*, as amended.

Maximum **Gross Floor Area** 4.5 times the area of the lot or parcel.

193. In addition to developing the buildings or structures in accordance with the Performance Standards provided herein, the owner of any building or structure to be constructed in excess of 20 m (6 **storeys**) in **height**, shall enter into an agreement satisfactory to the City of Toronto pursuant to Section 37 of the *Planning Act*, as amended, authorizing the increase in height and density in exchange for one or more of the following benefits:
- Fully furnished and equipped non-profit child care facilities, including start-up funding;
 - Public art;
 - Other non-profit arts, cultural, community or institutional facilities;
 - Streetscape improvements not abutting the site;
 - Purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land;
 - Parkland, and/or park improvements; and
 - Municipally owned and operated parking lots.

194. The **main wall** of the first 10.5 m (3 **storeys**) of a building(s) abutting Kingston Road shall have a minimum width of 70% of the lot at the Kingston Road **street** line for lots having frontage or flankage of more than 30 m and 60% for lots abutting Kingston Road **street** line having frontage or flankage 30 m or less.

195. Minimum building **setback** of 2 m and maximum building **setback** of 5 m on the Kingston Road and Midland Avenue **street** line for all uses permitted in the “**CR**” Zone, with the exception of **dwelling units** on the **first floor**.

Minimum building **setback** of 1 m and a maximum building setback of 3 m from all other **street** lines for all uses permitted in the “**CR**” Zone, with the exception of **dwelling units** on the **first floor**.

Only hard landscaping material shall be permitted to be used within that portion of lands fronting onto Kingston Road within the required 2 m building **setback**. This area will not be used for outdoor patio space.

196. Minimum building **setback** of 3 m and maximum building **setback** of 6 m on the Kingston Road **street** line.

Minimum building **setback** of 1 m and maximum building **setback** of 3m from Cliffside Drive, Ridgemoor Avenue, Sandown Avenue and any new streets constructed after January, 2010 between Kingston Road and Glen Everest Road, East Haven Drive, Pell Street Lane or Leisure Lane.

Only hard landscaping material shall be permitted to be used within that portion of lands fronting onto Kingston Road within the required 3 m building **setback**. This area will not be used for outdoor patio space.

197. Where **dwelling units** on the **first floor** abut Kingston Road, Chine Drive, Claremore Avenue, Midland Avenue, Ridgemoor Avenue, Sandown Avenue, Sharpe Street, Cliffside Drive and any new streets constructed after January, 2010 between Kingston Road and Glen Everest Road, East Haven Drive, Pell Street Lane or Leisure Lane a minimum 3 m building **setback** is required.

198. Minimum building **setback** of 3 m for all uses permitted in the “**CR**” Zone on Glen Everest Road, East Haven Drive, Pell Street Lane and Leisure Lane.

199. Minimum 7.5 m **rear yard setback**.

200. Buildings shall not exceed a **45 degree angular plane** from the lot line of abutting “**S**”, “**T**” and “**M**” Zones. Where a public laneway abuts the

development site, the portion of the laneway that abuts a “S”, “T” and/or “M” Zone may be included for the purposes of establishing the **45-degree angular plan**.

201. Buildings shall not exceed a 45 degree plane projected and drawn at a right angle from the minimum setback required by Performance Standard 198, starting from a point 10.5 m above the average elevation of the ground directly above such setback.
202. For that portion of a building above 20 m (6 **storeys**) buildings shall be setback a minimum of 5.5 m from a **side lot line(s)**.
203. **Street yard** setbacks that apply to the “CR” Zone shall not apply to underground structures.
204. A minimum 1.5 m strip of land immediately abutting “S”, “T”, and “M” Zone shall be used for **soft landscaping** purposes only. Where a laneway abuts a development site, the landscape strip shall not be required.
205. Buildings between 13.5 m and 22.5 m in **height** (4 **storeys** and 7 **storeys**) shall be stepped back a minimum of 1.5 m at a minimum **height** of 13.5 m (4 **storeys**) from the front **main wall** of all buildings along all **street** lines, with the exception of Glen Everest Road, East Haven Drive, Pell Street Lane, Leisure Lane and Sandown Lane.
206. Buildings above 22.5 m in **height** (8 **storeys** and higher) shall be stepped back an additional of 1.5 m at a minimum **height** of 22.5 m (8 **storeys**) from the front **main wall** of all buildings along all **street** lines, with the exception of Glen Everest Road, East Haven Drive, Pell Street Lane, Leisure Lane and Sandown Lane.
207. Balconies and unenclosed porches shall not project into the Kingston Road **street yard**.
208. No person shall erect or use a building containing 20 or more **dwelling units** unless **amenity space** is provided in accordance with the following:

Type of Amenity Space Required	Amount of Amenity Space Required
Amenity space or contiguous amenity space , at least one of which contains a kitchen and a washroom:	Minimum of 2 m ² of amenity space for each dwelling unit .
Amenity space located outdoors:	Minimum of 2 m ² of amenity space for each dwelling unit

of which at least 40 m² is to be provided in a location adjoining or directly accessible from the indoor **amenity space**.

- 209. Mechanical penthouse to be stepped back 5 m in addition to the required **setbacks** from all **street yards**. The mechanical penthouse shall cover no more than 50% of the roof area and extend no more than 5 m in **height**.
- 210. Minimum floor to ceiling **height** of the **first floor** shall be 4.5 m for that portion of a building located within 20 m of the Kingston Road **street** line.
- 211. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 5, **Landscaping Strips** and Sub-Clause 6, **Coverage**, shall not apply.
- 212. Parking spaces shall not be located or **vehicles** parked or stored in the Kingston Road **street yard** for all new buildings constructed after January, 2010.
- 213. **Bicycle parking spaces** shall be provided at a rate of:
 - (i) 0.6 long term bicycles parking spaces for each **dwelling unit**;
 - (ii) 0.15 short term bicycle parking spaces for each **dwelling unit**; and where:
 - a) Long-term **bicycle parking spaces** shall be located in a secure enclosed bicycle parking area.
 - b) Short-term **bicycle parking spaces** shall be located in bicycle parking area at grade.
 - c) A minimum of 50% of the long-term **bicycle parking spaces** in an apartment building shall not be in a vertical position

Bicycle parking space for a **dwelling unit** shall not be located:

- (i) in a **dwelling unit**; or
- (ii) on a balcony; or
- (iii) in a storage locker; or
- (iv) an area used for ancillary commercial space.

A **bicycle parking space** shall have the following dimensions:

- (i) minimum length of 1.9 m;
- (ii) minimum width of 0.6 m;
- (iii) minimum height of:
 - a) 1.2 m where the bicycle is to be parked on a horizontal surface;
 - b) 1.9 m where the bicycle is to be parked in a vertical position.

- 12. **Schedule “C”** is amended by deleting Exception Numbers 8, 13, 22 and 30.

13. **Schedule “C”** is amended by deleting Exception Number 19 as it applies to 2660 and 2670 Kingston Road.

14. **Schedule “C”** is amended by deleting Exception Number 10 and all lands it applies to and replacing it as follows:

On those lands identified on the accompanying map, the following provisions shall apply:

(a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community-Commercial (CC)** zone with the exception of Auto Sales Rooms, Automobile Service Stations, Commercial Storage and Frozen Food Storage and Space Rental which are prohibited.

(b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

CC – 76 - 84 - 196

(c) The Holding Provision (H) used in conjunction with the Commercial-Residential (CR) Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements. .

15. **Schedule “C”** is amended by deleting Exception Number 28 and all lands it applies to and replacing it as follows:

On those lands identified on the accompanying map, the following provisions shall apply:

(a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community-Commercial (CC)** zone with the exception of Auto Sales Rooms, Automobile Service Stations, Commercial Storage and Frozen Food Storage and Space Rental which are prohibited.

(b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

CC – 74 - 85 - 196

- (c) The Holding Provision (H) used in conjunction with the Commercial-Residential (CR) Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

16. **Schedule “C”** is amended by deleting Exception Number 14 and all lands it applies to and replacing it as follows:

On those lands identified on the accompanying map, the following provisions shall apply:

- (a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community-Commercial (CC)** zone with the exception of Auto Sales Rooms, Automobile Service Stations, Commercial Storage and Frozen Food Storage and Space Rental which are prohibited.
- (b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

CC – 80B - 85 - 196

- (c) Holding Provision (H) used in conjunction with the Commercial-Residential (CR) Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

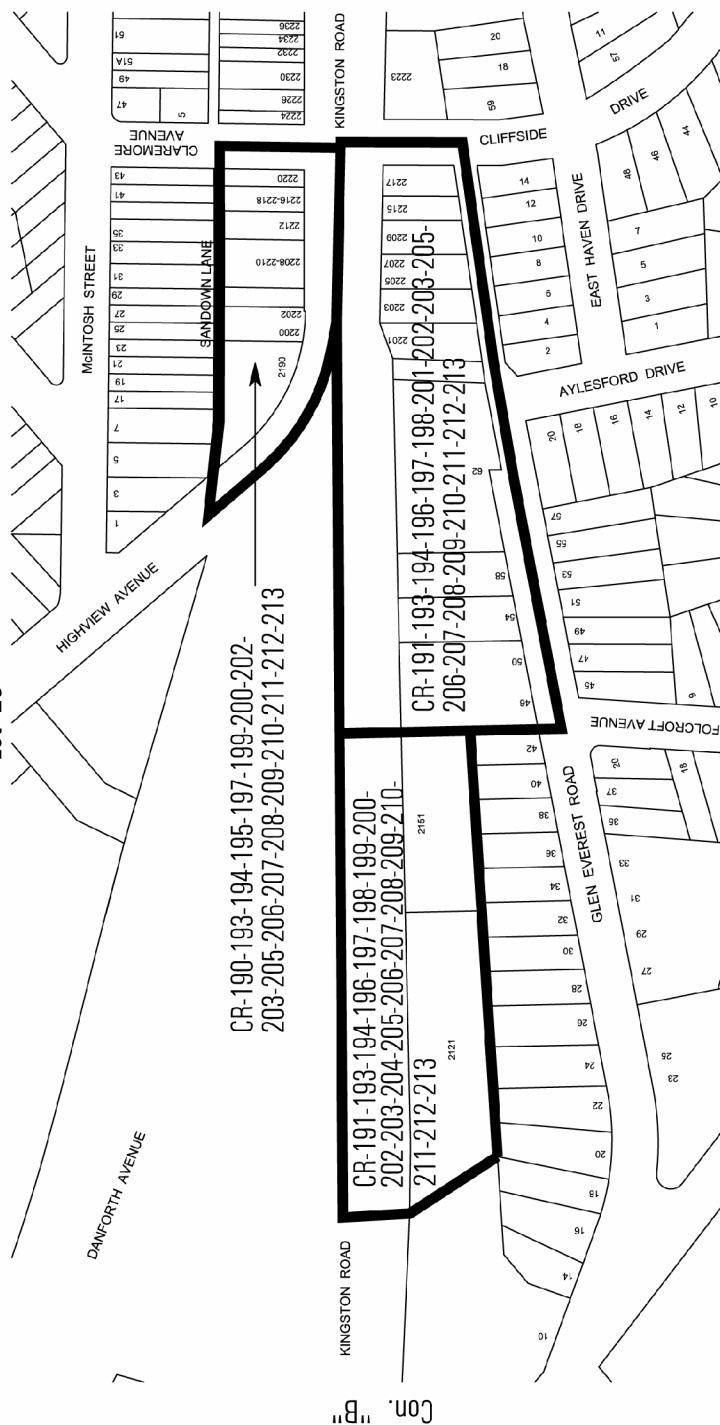
ENACTED AND PASSED this day of , A.D. 2009.

SANDRA BUSSIN,
Speaker
(Corporate
Seal)

ULLI S. WATKISS
City Clerk

Schedule '1'

Lot 28



Zoning By-Law Amendment

Kingston Road Avenue Study - Cliffside Community



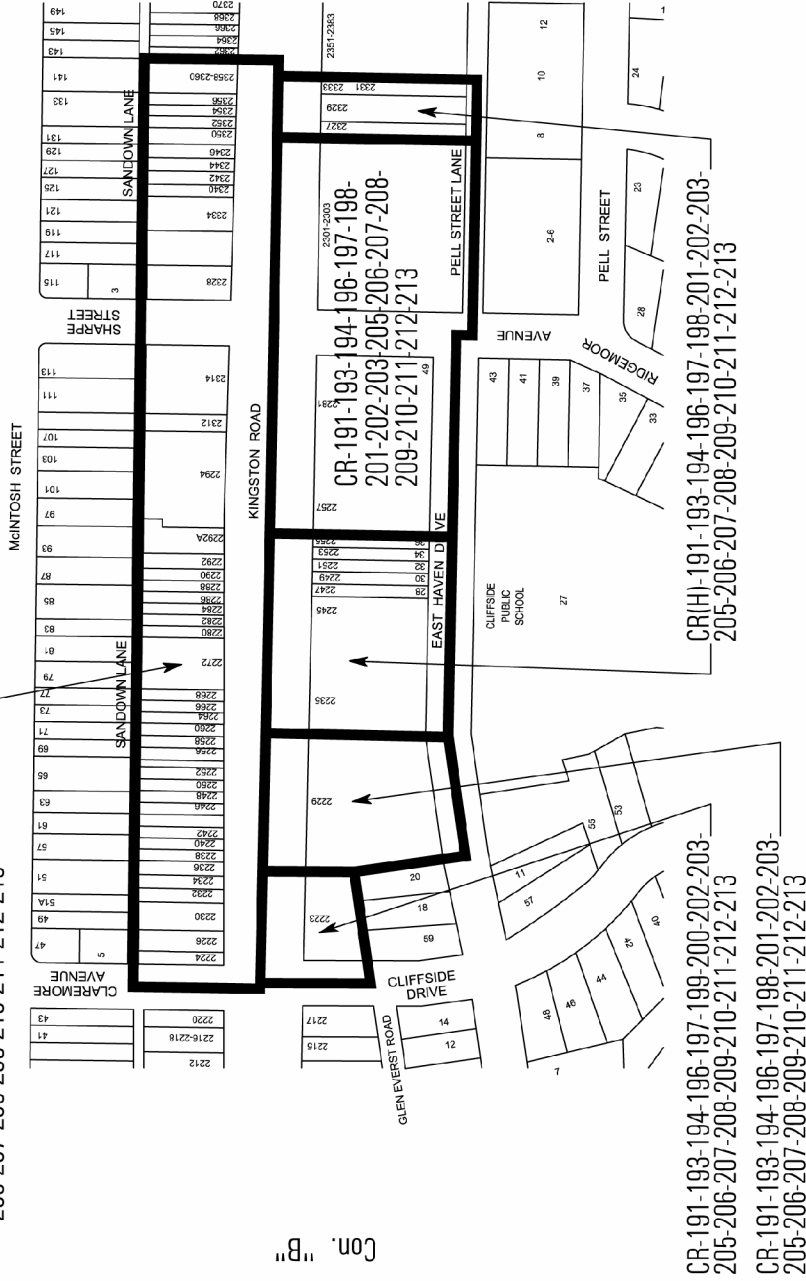
Area Affected By This By-Law

Cliffside Community By-law
Not to Scale
10/9/09
➔

Schedule '2'

Lot 28

CR-192-193-194-195-197-199-200-202-203-205-206-207-208-209-210-211-212-213



Zoning By-Law Amendment

Kingston Road Avenue Study - Cliffside Community



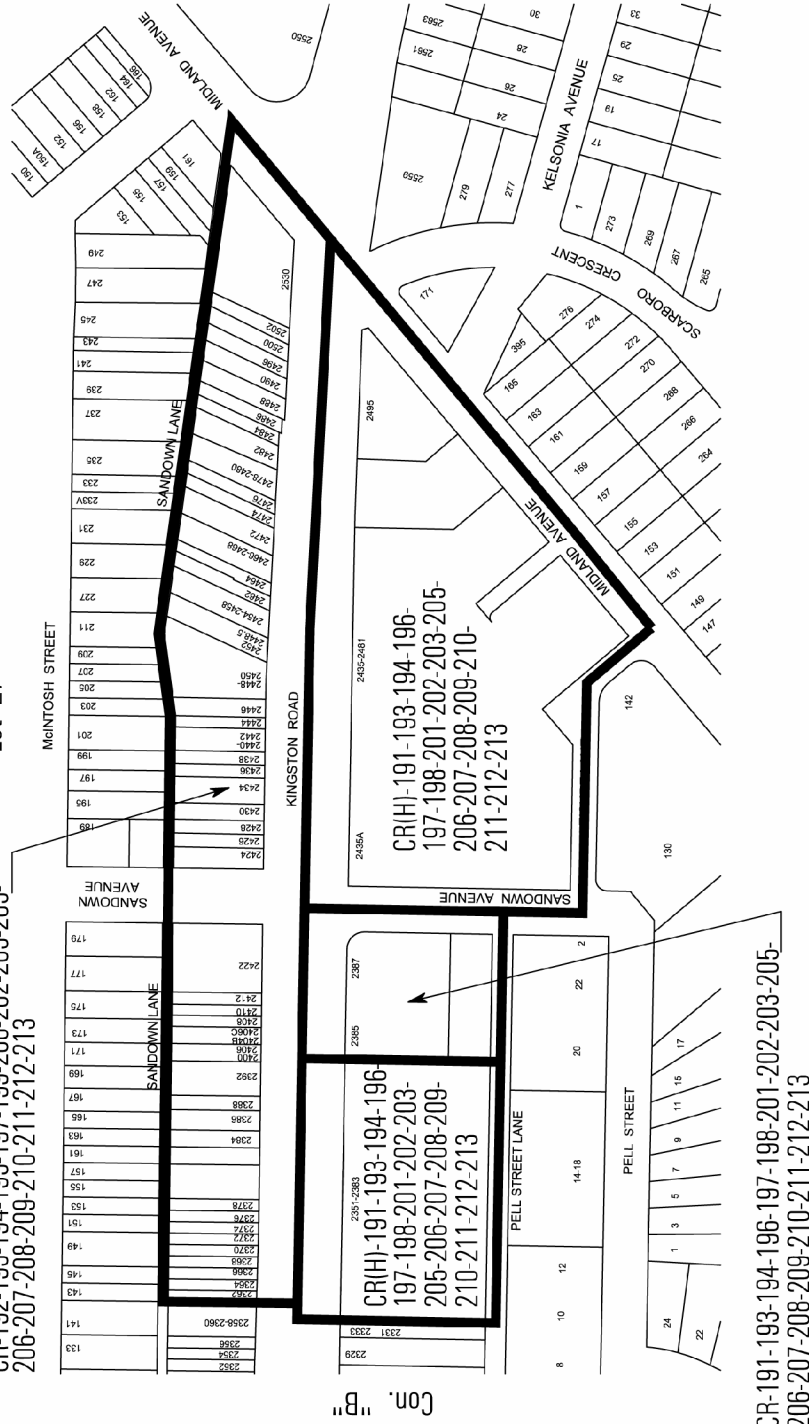
Area Affected By This By-Law

Cliffside Community By-law
Not to Scale
10/21/09

Schedule '3'

Lot 27

CR-192-193-194-195-197-199-200-202-203-205-206-207-208-209-210-211-212-213



Zoning By-Law Amendment

Kingston Road Avenue Study - Cliffside Community



Area Affected By This By-Law

Cliffside Community By-law
Not to Scale
10/9/09

Schedule '4'

Lot 26



Zoning By-Law Amendment

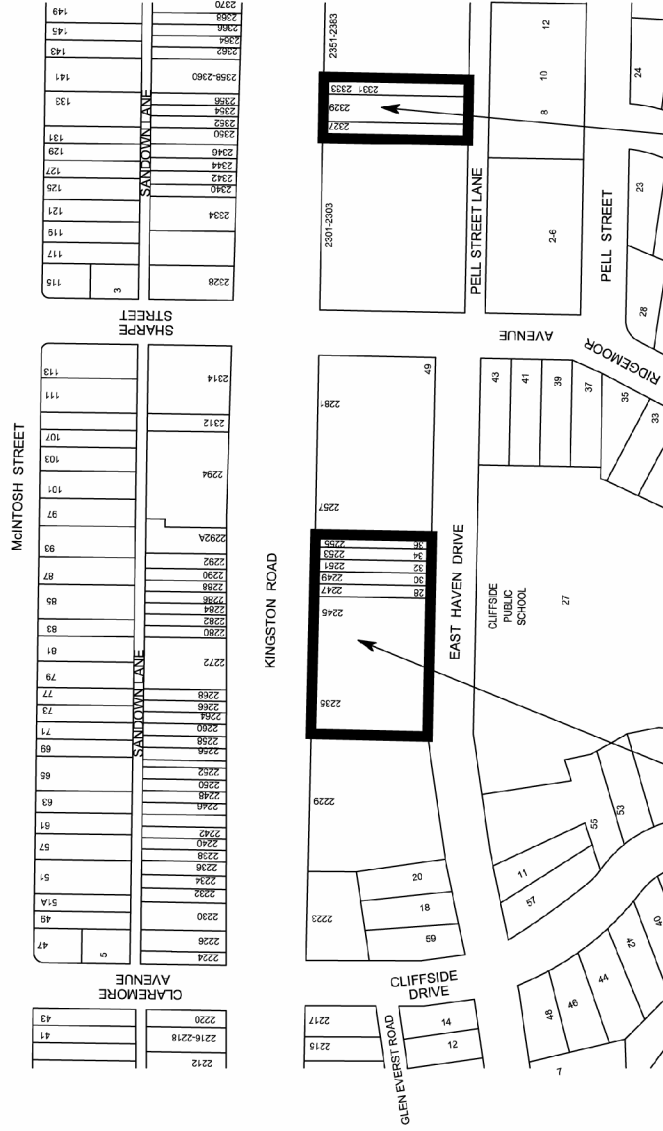
Kingston Road Avenue Study - Cliffside Community



Area Affected By This By-Law

Cliffside Community By-law
Not to Scale
9/30/09
➔

Schedule '5' Lot 28



Con. "B"

Exception No. 10

Exception No. 28



Zoning By-Law Amendment

Kingston Road Avenue Study - Cliffside Community



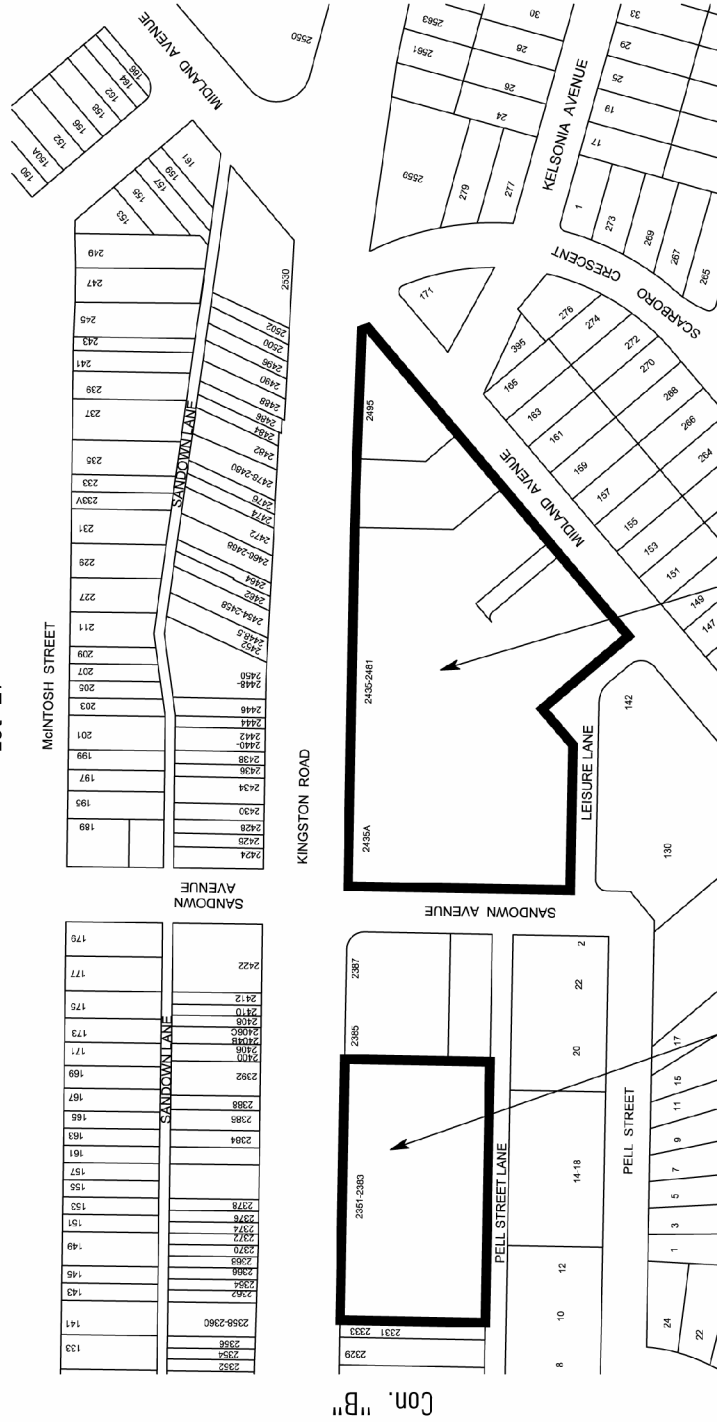
Area Affected By This By-Law

Cliffside Community By-law
Not to Scale
9/30/09



Schedule '6'

Lot 27



Exception No. 14

Exception No. 28



Zoning By-Law Amendment

Kingston Road Avenue Study - Cliffside Community



Area Affected By This By-Law

Cliffside Community By-law
Not to Scale
10/9/09

Attachment 5: Chapter 2 – Recommendation Section – Cliffside Village (Kingston Road Avenue Study) prepared by Brook Mcilroy Planning (BMI), dated October, 2009

See attached file: 02 Kingston Road Avenue Study – Section 2 (Low Res).pdf

Attachment 6: Urban Design Guidelines – Cliffside Village (Kingston Road Avenue Study) prepared by Brook Mcilroy Planning (BMI), dated October 2009

See attached file: 01 Kingston Road Avenue Study – Urban Design Guidelines (Low Res).pdf

Attachment 7: Executive Summary - Community Services and Facilities Study

COMMUNITY SERVICES AND FACILITIES REVIEW FOR THE KINGSTON ROAD (CLIFFSIDE) AVENUE STUDY

SUMMARY

This summary presents a review of community services and facilities (CS&F) available to the local population in the Kingston Road (Cliffside) *Avenue* Study Area. For a complete copy of the Community Service and Facilities Study, please go to the Kingston Road (Cliffside Community) *Avenue* Study web link:

http://www.toronto.ca/planning/kingstonroad_cliffsidecommunity.htm and review the report entitled “Community Services and Facilities Review For The Kingston Road (Cliffside) *Avenue* Study”.

The Kingston (Cliffside) *Avenue* Study Area is bounded by Danforth Avenue to the west and Chine Drive to the east (see Map A). The CS&F Study Area covered a larger area in order to identify community services and facilities that may also serve this population, as service catchment areas vary. The CS&F Study Area extended from Lake Ontario as far north as Danforth Road (and Eglinton Avenue) from just west of Warden Avenue to as far east as McCowan Road.

The purpose of the CS&F review was to identify the range of available community services and facilities which include publicly funded schools, childcare facilities, community centres, parks and open space, public libraries and human service agencies that offer support locally. The study also identifies emerging priorities for additional community resources that should be considered when planning for future growth within the Kingston (Cliffside) Study Area.

Policy 2.2.3.2 (a) (iii) in the City’s Official Plan requires that an *Avenue* Study set out investments in community improvements including community services and facilities needed to support city living and make the area attractive for residents and businesses. The CS&F review was prepared to assist planning staff for the Kingston (Cliffside) *Avenue* Study.

The review focused on available data, such as, enrollment, capacity, service deficiencies, service boundaries and types of programs, and anecdotal information derived from discussions with some community service staff. A demographic profile was prepared using 2001 and 2006 Statistics Canada Census Data.

The review of these community resources revealed the following:

Schools: Toronto District School Board (TDSB) staff reported that elementary schools are generally operating satisfactorily and that there is capacity overall in area facilities to accommodate additional students. Both

secondary schools, Birchmount Park Collegiate Institute and R.H. King Academy are operating over capacity, although it should be noted that a significant number of students reside outside each school's catchment area. Based on recent trends, staff anticipate that about 50% of new students generated by intensification along Kingston Road will elect to attend elsewhere, thereby reducing the impact on these secondary schools. TDSB staff will monitor the situation and respond as individual applications are submitted for review and comment.

Toronto Catholic District School Board (TCDSB) staff reported that elementary students residing within the Kingston Road CS&F Study Area are served mainly by St. Theresa Shrine Catholic School, a facility that is operating near capacity. Elementary students living west of Kennedy Road would attend Immaculate Heart of Mary Catholic School that currently has more capacity. At the secondary school level, the Kingston Road Avenue Study Area is served by Cardinal Newman Catholic Secondary School on Kingston Road, Neil McNeil Catholic Secondary School on Victoria Park Avenue, and Notre Dame Catholic Secondary School on Malvern Avenue. All three secondary schools are oversubscribed. Future elementary and secondary students may have to be accommodated in temporary facilities (portable classrooms) at these schools.

Child Care: Approximately 45% of children with working parents are now being served in licensed child care centres in the CS&F Study Area (assuming 70% of children age 0-9 years have a mother participating. In order to accommodate increased demand, as well as to raise the overall level of service, Children's Services staff are looking to increase the percentage of all children (0 to 9 years) who are served to 50%. Additional child care spaces are needed to achieve this standard. Given the existing deficiency, child care would be a priority to service any future growth in the area.

Community Centres: There are eleven City-owned community centres located within a 3.2 km radius of the Kingston (Cliffside) *Avenue* Study Area. Birchmount Park Community Centre is the closest facility, and the centre most used by local residents. Parks, Forestry and Recreation (PFR) Division runs a variety of very popular swimming programs there that also draw many users from beyond the area. The facility has no gym. Active programs such as dance and fitness classes are conducted in the multi-purpose rooms. Birchmount Park C.C. is home to the Birchmount Bluffs Neighbourhood Centre, a non-profit multi-service community organization that offers an extensive program of activities and services for all ages. Staff reported that their programs are almost at capacity; most users are from local neighbourhoods. Oakridge Community Recreation Centre is also nearby. It is heavily used and lacks major amenities such as a gym or pool.

According to PFR records (2006 registrations), many local area residents were prepared to travel greater distances to attend a particular program. Scarborough Village Recreation Centre and Don Montgomery Community Recreation Centre had the next highest number of registrations, after Birchmount C.C.

PFR staff identified the following facility needs: double gym, multi-purpose program and meeting space, and dedicated space for youth programs.

Parks and

Open Space: The Kingston (Cliffside) *Avenue* Study Area is generally well served with parks and open space including the many areas near the lake, and Birchmount Park, McCowan District Park and Highview Park as well as several small parkettes. Residents have access to local parkland. There are however certain locations in the surrounding neighbourhoods that fall within the lowest range of local parkland provision and have been designated as Parkland Acquisition Priority Areas.

Since this portion of Kingston Road is identified as an *Avenue* in the Official Plan with potential for residential growth, properties fronting on Kingston Road are subject to the application of the Alternative Parkland Dedication Rate. A larger dedication of land (greater than 5% of land, or cash-in-lieu) for parks purposes may be required for new higher density residential development or the residential portion of mixed use development. PFR staff noted that it is important to ensure that future development does not deplete the existing availability of per capita park space or put undue service pressures on the existing supply of community facilities.

Public

Libraries: Toronto Public Library staff have advised that library service currently meets or exceeds their service delivery standards. Kingston (Cliffside) *Avenue* residents fall within the primary service area of the Albert Campbell District Library located on Birchmount Road, north of Danforth Road. At a further distance, and just beyond the boundaries of their primary service areas, are the two neighbourhood branches: Taylor Memorial Library on Kingston Road at Warden Avenue and Cliffcrest Library in Cliffcrest Plaza. Cliffcrest Library recently (2008) relocated to a new and larger space in the plaza. Staff reported that the new facility has boosted circulation and visits.

Human Service

Providers: Human service agencies provide a broad range of services for all ages, including home support services, family resource programs, health services, family and youth counseling, employment and job training,

immigrant services, and legal clinics. Where feasible, agencies, particularly the smaller ones with limited resources, try to use local community spaces. Examples include the Ontario Early Years Saturday morning drop-in activities at Cliffcrest Library, and the Parent & Family Literacy Centre at John A. Leslie Public School on Midland Ave. Birchmount Bluffs Neighbourhood Centre is a local multi-service organization that operates in the City facility, Birchmount Park Community Centre. Staff reported that Birchmount Bluffs is a busy centre, and it is hard to find space to accommodate new programs or book special events. Staff also commented that the facility lacks a gym. Active programs now take place in one of their multi-purpose rooms.

Larger agencies are more likely to have their own dedicated space, and in this area, local residents benefit from having access to the YWCA Family Support Centre at Kingston Rd. and McCowan Rd., and Warden Woods adult day program for seniors with mild to moderate dementia at 63 Mack Ave. Variety Village, the fitness and life skills facility located on Danforth Ave. near Kingston Rd. is a valuable resource for local residents as well.

In the event that further growth occurs in this area, additional multi-purpose community space should be considered. This would help relieve the pressure on the community facilities such as Birchmount C.C. for use of their space by service agencies and community groups. Further consultation with the service agencies and the City will be required at that time to assess their particular needs and ensure that suitable space is obtained.

CONCLUSIONS

The review of community services and facilities examined key community resources and the following emerging priorities and needs were identified:

1. Child Care

Child Care based on information obtained from Children's Services Division should be a priority to service any future growth in the area. Infant and toddler spaces are in particular need.

2. Schools

Several schools that serve the Kingston (Cliffside) Avenue Study Area are currently operating at or above capacity, particularly at the secondary school level. TDSB school facilities overall can accommodate additional elementary students. TDSB staff will monitor the impact of future development on the local secondary schools and respond as individual residential applications are submitted for review and comment. TCDSB staff advised that future elementary and

secondary students may have to be accommodated in temporary facilities (portable classrooms) at these schools.

3. Parks and Open Space

Residents in the Kingston (Cliffside) *Avenue* Study Area have access to a variety of different park types and recreational opportunities. PFR staff noted, however, that it is important to ensure that future development does not deplete the existing availability of per capita park space or put undue service pressures on the existing supply. The City requires that the provisions of the Alternate Parkland Dedication Rate By-law apply to all *Avenues*, including therefore properties fronting on Kingston Road in this area. PFR staff also noted the lack of gym space and the need for dedicated space for youth programs.

4. Human Service Providers

There are also indications that additional community multi-purpose program and meeting space should be considered if the opportunity presents itself in the future. Multi-purpose space could be made available to service agencies for satellite programming. In order to determine how much space should be provided and who the key users could/should be, further follow-up through key informant meetings with community groups and human service agencies would be required.

For a complete copy of the Community Service and Facilities Study, please go to the Kingston Road (Cliffside Community) *Avenue* Study web link: http://www.toronto.ca/planning/kingstonroad_cliffsidecommunity.htm and review the report entitled “Community Services and Facilities Review For The Kingston Road (Cliffside) *Avenue* Study”.

MAP A

