

# Cliffside Village

Kingston Road Avenue Study

## Urban Design Guidelines

Brook McIlroy Planning + Urban Design PACE Architects  
iTRANS Consulting Inc.  
Urban Marketing Collaborative

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Brook Mcilroy Planning + Urban Design PACE Architects  
51 Camden Street, Suite 300  
Toronto, Ontario M5V 1V2  
tel: 416.504.5997  
[www.brookmcilroy.com](http://www.brookmcilroy.com)

iTRANS Consulting Inc.  
100 York Blvd. , Suite 300  
Richmond Hill, Ontario L4B 1J8  
tel: 905.882.4100  
[www.itransconsulting.com](http://www.itransconsulting.com)

Urban Marketing Collaborative  
17 Dundonald Street, 3rd Floor  
Toronto, Ontario M4Y 1K3  
tel: 416.921.4181  
[www.jcwg.com](http://www.jcwg.com)



The Cliffside Village  
Kingston Road corridor will  
be transformed to support  
a **vibrant, self-sustaining,  
mixed-use community**  
with **distinct character** and  
features that set it apart  
from other communities on  
Kingston Road.

Appropriate built form  
and **pedestrian priority  
environments** with  
excellent facilities for  
**transit and cycling**  
will form the basis of an  
**environment friendly,  
green and beautiful**  
community identity.

- Cliffside Village Vision Statement

## CLIFFSIDE VILLAGE URBAN DESIGN GUIDELINES

The Cliffside Village Urban Design Guidelines have been prepared as part of the Cliffside Village: Kingston Road Avenue Study. To fully understand the context of the following recommendations, it is recommended that the Urban Design Guidelines be reviewed in conjunction with the Avenue Study

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## 1.0 Urban Design Concept Plan

The urban design concept plan has been developed to address the significant redevelopment opportunities that exist in the corridor while applying the values and ideas expressed in the guiding principles. The plan represents a synthesis of concepts and ideas that evolved throughout the study process and includes input from the public, a design charrette, various City departments (urban design, transportation and transit, policy and research) and the sub-consultants (itrans and UMC).

Although the entire Cliffside Village corridor has been studied, distinct differences between the north and south sides merit a separate evaluation. In many cases, recommendations in this report have been organized into “north side” and “south side” categories. Please refer to section 3.0 Background for area character and conditions.

### The North Side

The urban design concept plan illustrates approximately one third of the developable area on the north side of Kingston Road redeveloped with the remaining fabric revitalized through adaptation of existing buildings. New development is likely to occur at locations that have existing buildings that are 1 storey in height, are currently under-utilized or vacant and located at corners. Key urban design recommendations for the north side include: new mid-rise buildings with a maximum height of eight storeys (between Highview Avenue and Midland Avenue); a widened rear lane (Sandown Lane) to provide rear lot access and parking; mid-block connections; new public park/plaza opportunities; and widened tree-lined sidewalks.

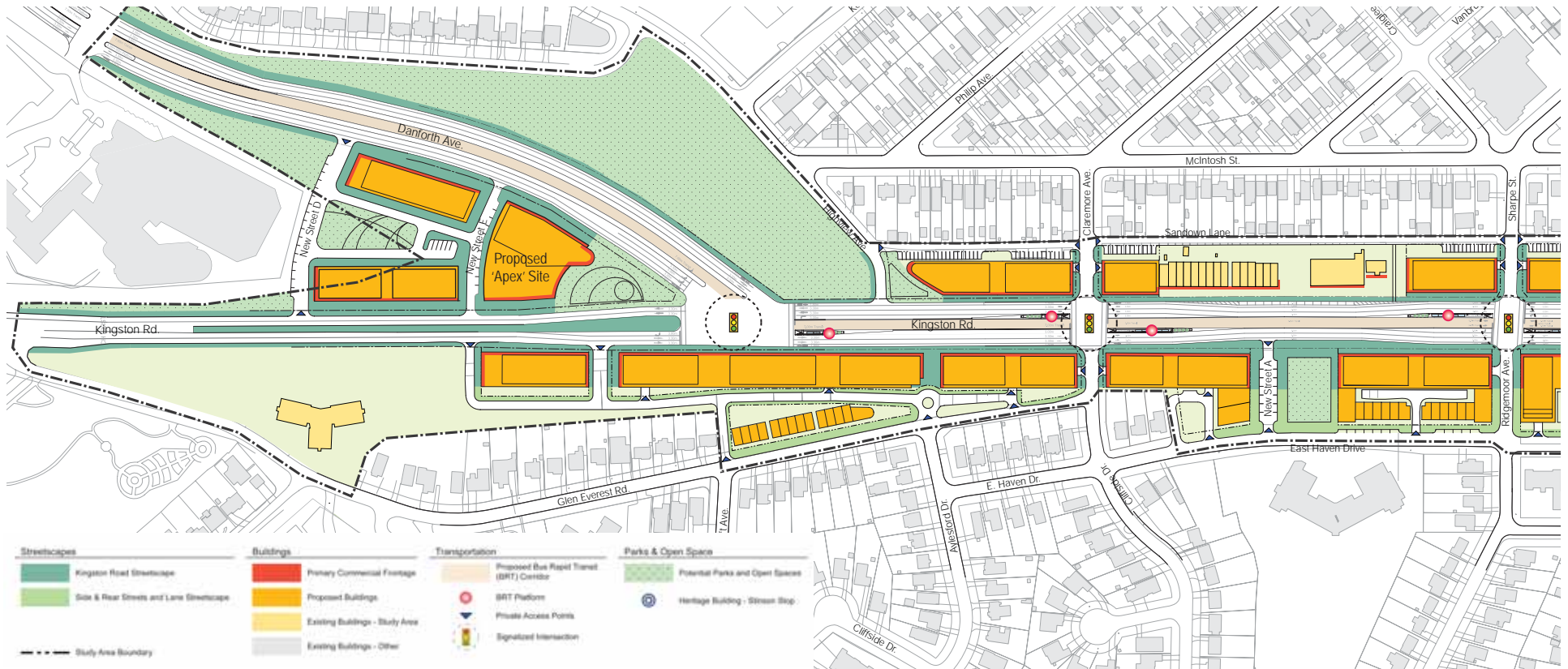


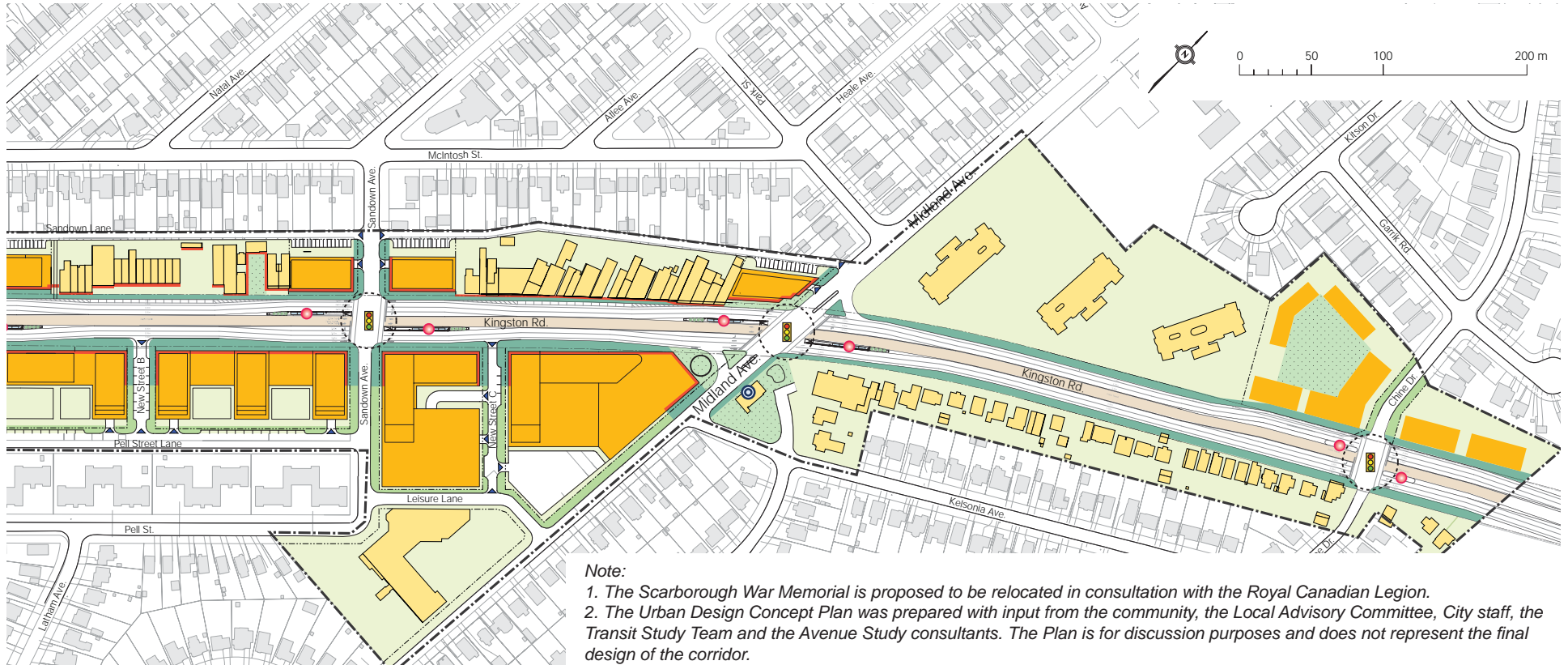
Figure 1 - Urban Design Concept Plan

## The South Side

The urban design concept plan illustrates the redevelopment of all sites on the south side of Kingston Road between Danforth Avenue and Midland Avenue. Key urban design recommendations for the south side include: new buildings with a maximum height of eleven storeys (excluding areas to the east of Midland Avenue); the conversion of rear lanes to public streets to improve access; opportunities for on-street parking, the introduction of new streets and mid-block connections; widened tree-lined sidewalks; new public park/plaza opportunities and the inclusion of a destination oriented commercial anchor at the south west corner of Kingston Road and Midland Avenue.

## Kingston Road Right-of-Way

The urban design concept plan includes the proposed alignment and configuration for the transit improvements along Kingston Road. The proposed transit improvements include a centred, dedicated transit right-of-way, tree-lined transit platforms, two lanes of through traffic in each direction, turning lanes, bicycle lanes, tree-lined sidewalks and intersection improvements at the Danforth Avenue / Kingston Road interchange and at Midland Avenue / Kingston Road.







# EAST

Midland Avenue

Kingston Road



# WEST





*Reduction of hard surfaces will facilitate sustainable management of surface storm water run-off.*



*Usable green roofs provide environmental benefits, while improving amenity space for visitors and residents.*

## 2.0 Sustainable Development

Due to the proximity of Lake Ontario and the associated natural areas and ravines, new development within Cliffside Village should demonstrate a higher level of responsibility to the environment. The public engagement process for the Avenue Study, also revealed that there is a further commitment from the Cliffside community to promote, support and encourage green development in the area.

New developments should incorporate the City of Toronto's Green Development Standards calling for the integration of environmental sustainability principles from the early design phase through to implementation. The City's recommendations included in the Green Development Standards will be mandatory to the extent that the City can legally require.

Key considerations for the design of features within the urban realm include: water quality, consumption and runoff; the preservation of natural and built features; the reduction of hard surfaces, and reductions in the building footprint to create open spaces and landscaped areas. Key considerations for achieving sustainable building designs are outlined in the City's Green Development Standards and include:

- Building orientation
- Sustainable landscape design
- Urban heat island mitigation
- Stormwater management
- Alternate transportation options
- Renewable energy
- Green roofs
- Building envelope design
- Natural ventilation
- Day light design
- Dark sky design
- Waste management
- Water use reduction and waste water technologies



## 2.1 New Building Design

- New buildings and developments should provide flexibility in the building floor plate, building envelope and building façade design to accommodate a variety of uses and users over the lifespan of the building/structure.
- The City should encourage new developments to seek LEED certification demonstrating a commitment to sustainability by meeting higher performance standards in environmental responsibility and energy efficiency.
- Vegetated or “green” roofs should be utilized to minimize water runoff and improve building insulation. Green roofs also expand the potential usable outdoor space of the site.
- Porous surfaces or landscaped areas should be used to capture roof drainage and minimize water runoff.
- Roof drainage should flow, in part or fully, into landscaped areas on site where lot size and soil conditions are adequate to absorb such runoff. Several downspouts should be provided to better distribute storm water run-off into various areas of the adjacent landscape. Rain barrels or cisterns can be designed into new buildings to accommodate grey water irrigation.
- Access to green and/or usable roof spaces should not be included in the overall building height.

## 2.2 Site Design & Landscaping

### Landscaping

- Existing significant trees, tree stands, and vegetation should be protected and incorporated into site design and landscaping.
- Landscaped areas should be maximized to increase the total amount of water runoff absorbed through infiltration. Where there is minimal available area landscaping green roofs should be employed. Landscape designs should incorporate a wide range of strategies to minimize water consumption, e.g. native species, use of mulches and compost, alternatives to grass and rainwater collection systems.
- Native plant materials should be used wherever possible and mono-cultures should always be avoided.



*Existing significant trees, tree stands, and vegetation should be protected and incorporated into site design and landscaping.*



*Parking areas should drain into vegetative or grassy swales incorporated in a project or perimeter landscaping.*



*Some existing buildings on Kingston Road may be appropriate for adaptive reuse. If a whole building is not appropriate for re-use, portions of the building, such as the facade or architectural detailing pieces, may be salvageable for new development.*

### Surface Run-off

- Impervious surface areas directly connected to the storm drain system are the greatest contributor to storm water pollution. Breaks in such areas, by means of landscaping or permeable paving material should be provided to allow water absorption into the soil minimizing discharge into the storm drain system.
- Paved areas, such as surface parking, should be minimized wherever possible in order to maximize permeable surfaces that absorb and filter pollutants.
- The surface area of streets, driveways and parking areas should be as small as possible within allowable standards.
- Parking areas should drain into vegetative or grassy swales incorporated in a project or perimeter landscaping.
- Drainage basins located in parking lots should be planted with native plant materials that thrive in wet conditions.
- Well-drained snow storage areas should be provided on each site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

## 2.3 Adaptive Re-Use & Recycling of Buildings

- An effective means of achieving environmental sustainability objectives is to reduce dependence on new materials through remodelling or adaptive reuse of existing buildings. When feasible, this is often preferred to demolition and recycling. However, energy consumption of existing buildings should be carefully considered when assessing the environmental merits of a project.
- There are a number of older buildings along Kingston Road that may be appropriate for some form of adaptive reuse.
- Materials salvaged from demolition should be used in new building design, avoiding the waste and pollution of new production.
- If there are no salvageable materials available from an existing development site, efforts should be made to purchase materials from building demolition sales, salvage contractors and used materials dealers. Materials could be reused in new buildings and in public amenity areas, for example as outdoor paving.
- Many new and established construction products made with reprocessed waste materials are available for specification on new projects. Construction materials containing post-consumer waste or recovered materials have the greatest recycling merit and should be used where feasible.





*All opportunities for 'greening' should be explored. Landscaping features will contribute to a more animated and vibrant streetscape.*

BMI / Pace

### 3.0 Public Realm

The following recommendations for the public realm are made to improve the appearance and functionality of Kingston Road through Cliffside Village and to better serve the needs of pedestrians including local residents, visitors, business owners and patrons. Improvements to the public realm for pedestrians and cyclists will also contribute to a more animated and vibrant streetscape.

Throughout the Avenue Study process, the width and character of the public realm, particularly sidewalks, was identified as being one of the key contributors to the character of the area. As Cliffside Village redevelops it will be important that the functionality and aesthetics of adjacent sidewalks allow for informal (e.g. socializing) and formal (e.g. outdoor cafe spaces, retail display areas) gathering of community residents and visitors to the area.

The public realm will communicate the character of Cliffside Village. Branding of the area should be integrated into the detailing and design of all public realm elements and include a palette of materials and design elements that can be consistently applied throughout the corridor and throughout the redevelopment process.



*Branding of Cliffside Village should be demonstrated through detail design of signage, site furnishings, banners, lighting and paving.*



*Well maintained public spaces communicate an active presence which typically discourages undesirable activities.*

### 3.1 Safety and Accessibility

#### CPTED

All publicly accessible areas, including streetscapes, parks, parkettes, mid-block connections, fore-courts and patios, should conform to the provisions recommended through CPTED (Crime Prevention Through Environment Design). The application of CPTED principles should address all three built environment strategies such as:

#### Natural Surveillance:

- Provide clear views to sidewalks and parking areas
- Take advantage of passing traffic surveillance as a deterrent for unwanted activities.
- Provide transparent vestibules at building entry points
- Provide excellent lighting that includes anti-glare, colour accurate fixtures.

#### Natural Access Control:

- Provide definition between public and private spaces.
- Clearly identify point of entry locations.
- Use prickly plant material or other obstacles to guide the flow of foot traffic.

#### Natural Territorial Reinforcement:

- Keep spaces well maintained to communicate ownership and an active presence.
- Place amenities such as seating and lighting in areas where positive activities are desired.



### Accessibility

Accessibility is paramount when reinforcing a pedestrian environment that provides excellent facilities for transit and cycling. The key to providing a high quality public realm is making accessibility universal to all people. The guidelines and requirements in the following documents will provide more detailed information on how to create and promote accessible environments:

- Ontario Building Code
- City of Toronto Accessibility Plan
- Ontarian's With Disabilities Act
- Principles of Universal Design

### Winter Access

Public realm design should address winter maintenance by addressing the following:

- Provide surfacing materials and position furnishings and other ground mounted elements in a manner that will facilitate snow and ice removal.
- Design areas for snow storage and snow melt capture.



*Sidewalks and other areas within the public realm should be designed to facilitate snow removal by accommodating snow removal equipment and identifying and providing snow storage areas.*



*Pedestrians should have high priority within the public right of way. Wide sidewalks should be promoted and incorporate areas for gathering, landscaping and street tree planting.*



*Where sidewalk widths do not permit the inclusion of landscaped areas or street tree planting, for example at intersections, other features such as decorative lighting, site furnishings and accent paving should be considered.*

## 3.2 Sidewalks & Streetscaping

### Sidewalk Zones

The minimum sidewalk width (curb to building face) in Cliffside Village should be generally be 6.0 metres on the south side (refer to Figure 4) and 4.8 metres (refer to Figure 3) on the north side. Sidewalk zones at intersections should be a minimum of 4.8 metres.

In some locations on the south side of Kingston Road, public sidewalk zones may exceed 6.0 metres. Where this occurs, a double row of street trees should be accommodated. Refer to Figure 5.

Where it is not possible to achieve the desired sidewalk zone within the public right-of-way, setbacks for new development have been recommended to achieve the desired curb to building face dimension (shown as B on Figure 2). Easements in favour of the City may be required to ensure that the space between the required setback and the right-of-way will be incorporated within the public sidewalk zone and not be used for soft landscaping or outdoor patio space. Refer to also to Section 4.0 Built Form for setback recommendations.

### Pedestrian Sidewalk / Clearway

- A minimum pedestrian clearway of 1.7m to 2.1m should be required of all sidewalks, adjacent to the buildings.
- Demarcate areas along sidewalks where pedestrians may encounter vehicles along their route (i.e. at drive aisles, crosswalks and intersections) through the use of accent paving.
- Incorporate street trees along all sidewalks and walkways facing streets and open spaces in a minimum of 1.8 metre wide tree trench.
- Construct bump-outs on north-south streets (where the width of the street permits) to minimize crossing distance and to provide opportunities for planting of street trees and landscaping.



### Furniture and Tree Planting Zone

- May contain street furniture, street trees, street lighting and other fixed objects.
- Tree pits may be covered or open pits.
- Paving material selection should be specific to a Cliffside Village streetscape palette.
- Snow storage will likely occur in this area and all elements should be designed to accommodate and withstand snow loading.

### Edge Zone

- Should be a hard surface contiguous with the Furnishing and Planting Zone.
- Located next to the curb.

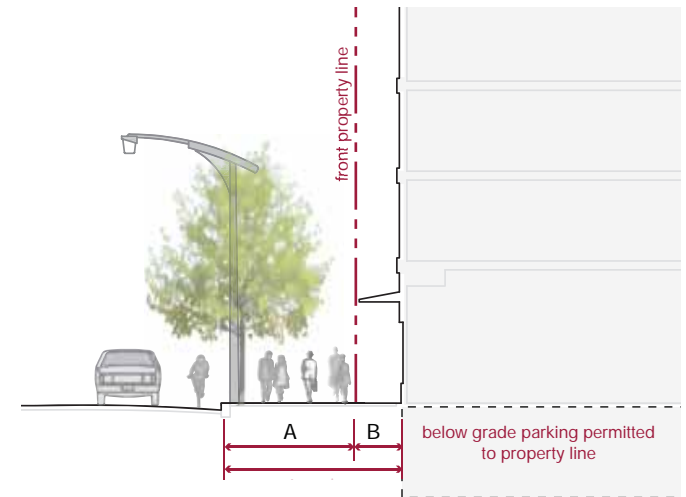


Figure 2 - Sidewalk Zone

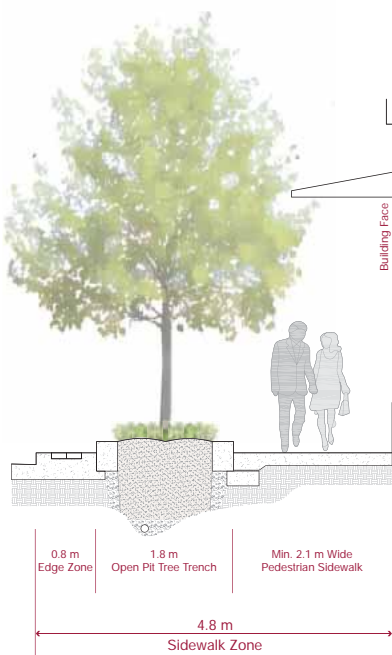


Figure 3 - 4.8 Metre Sidewalk Zone

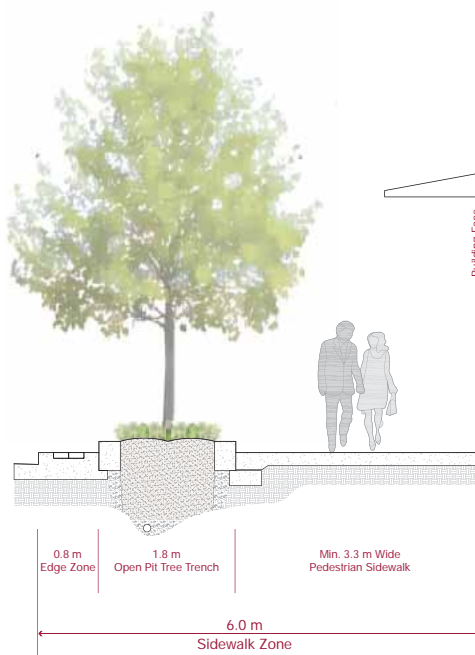


Figure 4 - 6.0 Metre Sidewalk Zone

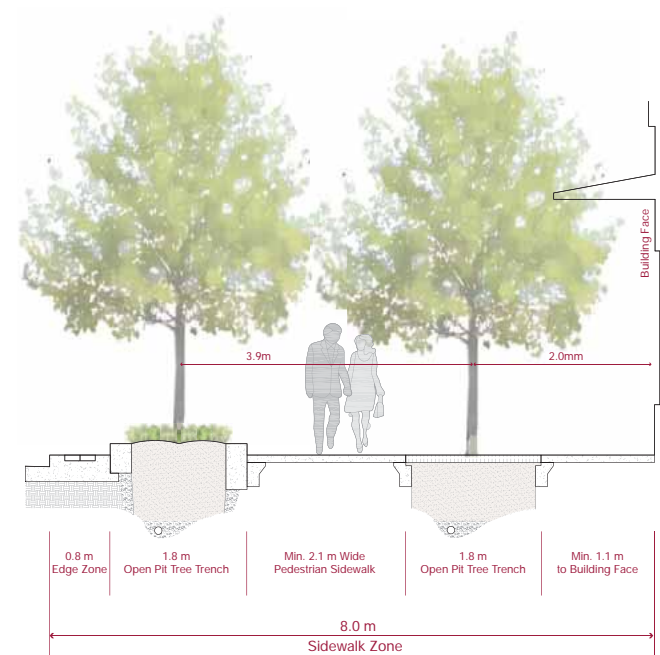


Figure 5 - 8.0 Metre Sidewalk Zone



*Bicycle parking areas should receive the same level of detailing as pedestrian spaces. Ample and regularly spaced parking should be provided to encourage non-motorized movement and the use of public transit through the corridor.*



*Closed tree pits should be considered where a large area of hard-surfacing is required to accommodate high levels of pedestrian activity.*

### 3.3 Provisions for Cycling

Cycling lanes are currently proposed on-road within the public right-of-way through Cliffside Village. The accommodation of safe and convenient bicycle parking is an essential element in support of the progressive use of cycling in the area. Bike racks should be placed in highly active pedestrian areas throughout Cliffside Village. This includes the main entrances of buildings and near transit stops. The placement of racks within the pedestrian realm should not impede pedestrian movement. Bike racks should be constructed of a good quality, single locking ring and post design.

- Bicycle racks should generally be installed at regular intervals throughout the corridor to promote non-motorized transportation.
- The post-and-ring design constructed of aluminium or galvanized steel is preferred as larger units can impede pedestrian movement and snow clearing.
- Bicycle parking that only supports the wheel should not be permitted. Only bicycle parking that allows frame support is acceptable.
- In addition to bicycle racks, bicycle lockers are strongly encouraged especially for large office developments and can be accommodated at major transit stops.
- The number and configuration of bike racks at any location should be evaluated on a case-by-case basis.
- Short-term or visitor bicycle parking should be sheltered and located near building entrances and pedestrian walkways. Ensure that these locations do not impede pedestrian circulation when bicycles are parked.
- Long term bicycle parking should be provided as part of a high-density residential development, the parking spaces must be accessible, secure and weather-protected.



### 3.4 Landscaping

#### Trees

- Where new development occurs on the north side, the recommended building setback of 2 metres should provide the additional space required for a single row of street tree planting. Where existing development is to remain, street trees should be encouraged on private property where space allows.
- Where new development occurs on the south side, the recommended building setbacks of 3 metres should also provide the additional space required for a single row of street tree planting.
- A double row of street trees could be accommodated where the curb to building wall dimension is 8.0 metres or greater.
- Ensure that street trees are planted within an area that can accommodate an appropriate soil volume in continuous tree trenches as identified by the City standard, to allow for growth and to ensure their long-term viability.
- Where compaction of planting soil is anticipated, a three dimensional structured soil should be considered.
- Use only species that are tolerant of an urban condition. Mono-cultures should be avoided and tree selection should be context specific, i.e. trees with narrow growing canopies should be selected for areas where mature canopy space may be limited.
- Tree selection should be coordinated with ground floor signage and should facilitate the movement of pedestrian and cycling traffic.
- Planting lists should be coordinated with the City of Toronto Urban Forestry division.

#### Shrubs and Groundcovers

- Shrub and ground cover planting should be utilized wherever opportunities may occur, such as in open tree pits, planters, boulevards and gardens.
- Seasonal appeal, especially in the winter months should be considered for all planting.
- All shrubs and groundcovers should be tolerant of urban conditions, should be non-invasive and be completely non-toxic, appropriate for use in public areas.



*Opportunities for landscaping within the right of way include open tree pits, planters and hanging baskets. New or relocated poles within the right of way should be retrofitted with brackets for baskets.*



Trees are visible through clear lexan roof.



*Tree and shrub planting should be incorporated within future transit platforms or medians.*

#### Other Greening Opportunities

- Free standing planters and trellises should be considered where below ground planting areas may not be feasible.
- Opportunities for hanging baskets and brackets should be integrated with the installation of relocated or new street lights.
- Although a planted continuous median is currently not proposed in the on-going Transit Assessment, opportunities should be explored to re-introduce a planted median should it become feasible in the future.
- Planting may be possible within the proposed future transit platforms. The design of the platforms will potentially be considered as part of the on-going Transit Improvements Study.



### 3.5 Furnishings

Recommendations to guide street furniture placement in Cliffside Village:

- There are strategic locations for particular pieces of street furniture that would benefit adjacent retail establishments and the public. For example, litter/recycling bins are convenient on the sidewalk near take-out restaurants and groupings of benches are welcome near coffee shops and ice-cream parlours. At each transit stop group the transit shelter with an interior bench, a multi-publication newspaper box and a litter/recycling bin.
- Wherever possible, transit shelters, litter/recycling bins and benches should be branded with the 'Cliffside Village' logo.
- Where there are wide sidewalks (in excess of 4.5 metres wide) benches can be placed facing each other perpendicular to the street, particularly between trees, as an alternative to single benches facing the street or the storefronts.
- On sidewalks where limited opportunities exist for the placement of street furniture (north side of Kingston Road) locate bicycle parking and parking ticket machines on the 'bump-outs' between parking bays. Relocating the bicycle parking and parking ticket dispenser machines to the 'bump-outs' will free up space on the narrower portions of the sidewalks for pedestrians.
- As Cliffside Village is an emerging pedestrian-oriented commercial 'Avenue', it is recommended that this area be considered as a priority area for the early installation of the City's new coordinated street furniture.



*Cliffside Village should be considered a priority area for installation of the City's new harmonized street furnishings.*



*Some areas on the south side of Kingston Road may be wide enough to accommodate seating in a perpendicular orientation. This orientation of seating is typically more inviting than seating that is parallel to the sidewalk.*



**Note:**

1. The Scarborough War Memorial is proposed to be relocated in consultation with the Royal Canadian Legion.
2. The Concept Plan was prepared with input from the community, the Local Advisory Committee, City staff, the Transit Study Team and the Avenue Study consultants. The Plan is for discussion purposes and does not represent the final design of the area.

**Figure 6 - West End Open Space Concept Design**



### 3.6 Parks & Open Space

A series of new parks and green spaces are proposed for Cliffside Village. Four key park locations have been selected to complement the linear streetscape corridor and reinforce the east end, west end and centre of Cliffside Village.

The west end open space is located within the land resulting from the re-configuration of the Danforth Avenue/Kingston Road intersection. This park area is approximately 2.5 hectares in size and should be developed as a community open space including forested areas and gardens, open lawn area, walks and trails and a playground and/or splash pad. Parking should be minimized as the large parking area provided for Highview Park may be sufficient to service both parks. The west end park could also be considered as a new location for the Scarborough War Memorial. The property is currently owned by the City. Refer to Figure 6.

The centre park on the south side of Kingston Road is proposed as a civic gathering area between Claremore Avenue and Ridgemoor Avenue and is approximately 0.2 hectares in size. The park is proposed in the centre of the block adjacent to a new mid-block street that links Kingston Road to East Haven Drive. The new park should be a large gathering area with public art, an ice skating rink and gardens. Currently the properties that may be involved are not owned by the City.

There is an opportunity to create a small park at No.2392 Kingston Road. The property currently includes a house and large, healthy, mature Norway Maple. The site is approximately 600 square metres in size. Design for the park should integrate the existing tree and include a patio / seating area, public art and a pedestrian connection to Sandown Lane.

The east end open space is proposed at the intersection of Kingston Road and Midland Avenue. This green space is envisioned as a combination of areas on both sides of Midland Avenue, south of Kingston Road. The purpose of this green space is to reinforce the east end of the commercial core of the Village and to act as a gateway feature. The space includes the Stinson Stop property (171 Midland Avenue) and a portion of land on the west side of the intersection (2495 Kingston Road). A re-configuration of the Midland Avenue intersection, Kelsonia Avenue and Scarboro Crescent would allow more space around the heritage building while also providing



*Note:*

*The Concept Plan was prepared with input from the community, the Local Advisory Committee, City staff, the Transit Study Team and the Avenue Study consultants. The Plan is for discussion purposes and does not represent the final design of the area.*

**Figure 7 - Stinson Stop Parkette Concept Design**



*The community would like to see an outdoor skating facility and gathering area incorporated into a new, central civic space.*



*The Vision for Cliffside Village includes the creation of a new civic space within the block enclosed by Kingston Road, East Haven Drive, Ridgemoor Avenue and Claremore Avenue. The new park should include gathering areas, gardens and an outdoor skating facility and should be bordered by buildings that have active ground floor uses.*

more sidewalk space at the end of Scarboro Crescent. The concept shows that access to the Parish would be maintained. Currently, the properties involved are not owned by the City. Refer to Figure 7.

Other green space recommendations include the following:

- Public fore-courts on the north west and south west corners of Kingston Road and Midland Avenue intersection.
- Publicly accessible roof gardens.
- Midblock connections between Kingston Road and Sandown Lane.
- Create and/or enhance visual and physical connections to existing or new open spaces within walking and cycling distance of Cliffside Village. This will enhance visibility and encourage the use of parks and open spaces and promote accessibility to existing community assets.



### 3.7 Mid-block Connections

Proposed mid-block connections will contribute to the open space network, linking into both new parks and open spaces and the linear network created by public sidewalks. Mid-block connections are pedestrian priority spaces that should include seating areas, public art, landscaping, lighting, upgraded paving and orientation signage. Mid-block connections will enhance the permeability of pedestrian movement throughout the corridor by providing connectivity between parking and shopping areas and by provide short-cuts between destinations.

Generally, mid-block connections should be provided every 100 to 130 metres and should be at least 4.5 metres in width. Mid-block connections that also provide vehicle access (one-way movement and / or emergency and servicing access) should be at least 7.5 metres in width.

Adjacent buildings should be designed to facilitate a comfortable and safe public realm within the mid-block connection. Building design should achieve the following:

- Provide ground floor transparency;
- Provide opportunities for internal “spill-out” lighting and external pedestrian-scale lighting;
- Incorporate pedestrian scale building articulation and detailing;
- Provide building step-backs to maximize natural light exposure and to reduce the perception of building mass; and
- Provide entrances.



*Mid-block connections can be integrated with large public amenity spaces.*



*Large scale new development should provide publicly accessible open or green spaces in close proximity to Kingston Road.*

### 3.8 Green Space in New Development

All new larger developments should provide publicly-accessible open or green spaces. These open spaces could take several forms, for example, at corner lots, buildings should be sited so as to provide a setback at the corner and/or along the side street frontage to provide areas with seating, public art or other public amenities. On internal block sites, building setbacks should include a fore-court, garden or plaza contiguous to the sidewalk and/or provide a publicly accessible, landscaped mid-block connections.



### 3.9 Public Art

Opportunities to incorporate public art include the following:

- The Mural Routes project should continue to select sites within Cliffside Village. The potential application of murals should be considered for new development proposal as well as for existing buildings in the area. The Scarborough Arts Council should be engaged to advise on opportunities within new development proposals or identify key sites for murals in the corridor.
- Cliffside Village should be considered a priority area in the City of Toronto's Public Art Master Plan.
- Public art contributions should be sought from new development that exceeds 10,000 square metres.
- Private development should be encouraged to integrate art pieces that are visible from public spaces. For example, art work within buildings that are visible from the street through transparent ground floor treatments and accent lighting.
- Larger-scaled public art installations may be appropriate within proposed civic spaces and parks. There are many possible locations for public art within Cliffside Village, particularly where new developments are able to provide new public parkettes, building fore-courts, plazas or gardens.



*Public should be place specific and be used to communicate the history and heritage of the area.*



*Murals should continue to be an expression of public art within Cliffside Village and should be integrated into new development.*



*Public art could potentially be integrated into the future transit platform design. Public art should be specific and context sensitive to reinforce the unique character of Cliffside Village.*



*Street lighting and banner selection contribute to the visible reinforcement of an area's character. Permanent features will be effective during all seasons of the year.*

### 3.10 Lighting

Transit improvements on Kingston Road may involve re-location and re-design of existing street lights. There is an opportunity to coordinate the inclusion of pedestrian scale lighting through this process. To minimize clutter in the sidewalks, it is recommended that a pedestrian scale light fixture be attached to the street light pole and be directed to illuminate the sidewalk spaces.

The objective for lighting is to ensure that the design, location, intensity and colours of night-time light sources are appropriate to the village character of the area. All streetscape lighting should be complete with 'house-side' cut-offs and other deflecting mechanisms to alleviate light pollution impacts on adjacent areas.

Fixture design should be chosen to be compatible with the village character of the area. Options for renewable energy sources for street and streetscape lighting should be explored.



### 3.11 Signage

It is essential that businesses within Cliffside Village are able to identify themselves through individually distinct and recognizable signage. At the same time, it is also important that the quality, scale and style of signage be reflective of the village character of the area. Although signage is associated mostly with private development, it is a highly visible and integrated component of the streetscape and should be encouraged to reinforce the area's village character.

To upgrade the quality of signage in Cliffside Village, the following general guidelines are recommended:

- All permanent and temporary advertising, business, directional, incidental and identification signage associated with all new and existing buildings and developments within Cliffside Village should be coordinated with the City of Toronto Sign By-law.
- 'Vintage' signs should be inventoried and protected.
- All new buildings and developments shall incorporate signage that is complementary to the building façade and not a dominant feature. Signage should be sympathetic to the character of Cliffside Village without replicating a heritage signage style.
- All signage should be considered to be an amenity of the streetscape, enhancing streetscape quality by adding colour, continuity animation and warmth. Efforts should be made to avoid 'cluttering' by prohibiting certain types of signs such as pylon signs, third party signs, inflatable signs, non-retractable, non-fabric awning, obsolete or unsafe signs, handwritten signs, digital, electronic, neon or otherwise internally illuminated signs, except for small "open for business" signs in retail windows, projected images, buildings as signs, and signs attached to street furnishings.
- Various permanent and temporary signage types shall be incorporated into all new and existing buildings and developments that will best serve specific signage needs and add to the vitality of the public realm. Signage should have regard for pedestrian activities (orientation and as non-obstacles), vehicular needs (orientation and readability), building identification (street address), enhancing the desired character (design and materials), and reducing negative impacts (lighting levels, scrolling messaging, impeding views and vistas).



*Signage should contribute to the village character of Cliffside Village. Awnings, sandwich boards and painted window signs should be encouraged.*



*New development should be encouraged to integrate village scale signage without necessarily replicating a heritage style. Externally lit signage is recommended.*



*A well integrated fabric awning will enhance the appearance of a store front and streetscape while providing protection from the elements.*

- All new buildings and developments should incorporate pedestrian-scaled directional signs and maps that indicate walkways, special features/destinations, parking and service areas. The graphic quality of directional signs should be clear, distinct and coordinated with the image of the development and/or with any existing way-finding signage program.
- Signage should add diversity and interest to retail streets but not be overwhelming. Backlit sign boxes, billboards, revolving signs and roof signs should not be permitted. For residential buildings, signage should be closely related to the principal building entrance.



*Portable signs such as the 'sandwich board' signs add interest and animation to a storefront.*



### 3.12 Branding

The public realm will communicate the character of Cliffsides Village through a visible, consistent palette of features such as street signs, public art, transit shelters, lighting, and paving and plant materials. It is recommended that a 'brand' for Cliffsides Village be integrated within the public realm features to reinforce and limits and distinctiveness of the area.



*The use of branding can be used in many ways to support the character of Cliffsides Village. Visible elements such as street signage is one way.*



*Street lighting and banner selection contribute to the visible reinforcement of an area's character. Permanent features will be effective during all seasons of the year.*



*Buildings should be built to occupy the length of the front property line, except where accommodations are made for plazas or green space.*



*Buildings should step-down to transition towards the adjacent low-rise residential neighbourhoods.*

## 4.0 Built Form

The Built form guidelines have been created to guide the design and evaluation of future development proposals. Response from the community, which included input from the Local Advisory Committee, public charrette and open houses, with regards to built form was extensive. Building height was discussed at length, however; the community did recognize that the impact of building height and mass can be mitigated by stepping building massing away from streets, adjacent homes and public spaces and by architectural design that is appropriate to the character of the area.

### 4.1 Building Orientation and Layout

The orientation of buildings and overall site layout are key considerations that, when designed correctly, will enhance the existing character of the street. This is achieved by relating buildings to the street and to pedestrian activities, integrating landscaping and green spaces, and positioning buildings to frame and preserve desirable views. The existing continuous street façade is an important characteristic of Cliffside Village and it is a feature that should be maintained and enhanced as new development occurs.

Where the street façade is not proposed to be continuous, setbacks must be carefully considered to provide special treatments such as urban or civic plazas or parkettes. These locations must consist of publicly accessible open spaces with high quality urban design and landscaping.



### All new buildings should adhere to the following general guidelines:

- All new buildings and developments shall be located along the street-facing context to frame the abutting streets and create a continuous street edge.
- Building should frame and define internal drive aisles, pedestrian walkways, parking areas and amenity spaces.
- Parking areas should never be located between the sidewalk and the building façade.
- Publicly accessible mid-block connections should be incorporated into new developments to enhance pedestrian circulation and the permeability of sites. Refer to the Urban Design Concept Plan in the Avenue Study for potential locations.
- Buildings above 5-6 storeys in height should be oriented to place the longest dimension perpendicular to the Kingston Road right of way to preserve views to the lake and to reduce the impact of long building dimensions adjacent to sidewalks.

### North Side Building Setbacks

#### Front Yard

A minimum 2.0 metre setback is recommended for all buildings adjacent to Kingston Road and side streets to provide additional space for public use, street tree planting and landscaping so that a minimum curb to building wall dimension is no less than 4.80 metres in width at both mid-block and intersection conditions. Refer to Figures 2, 9 and 10.

#### Side Yard

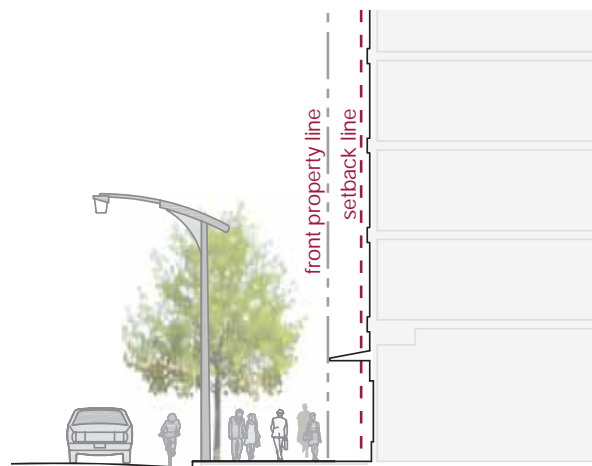
A 0 metre setback for a depth of 20 metres is recommended for new buildings to encourage the construction of a continuous streetwall along Kingston Road.

Where a mid-block pedestrian connection is desired along a property line, a minimum 4.5 metre setback is recommended to accommodate a walkway and landscaping.

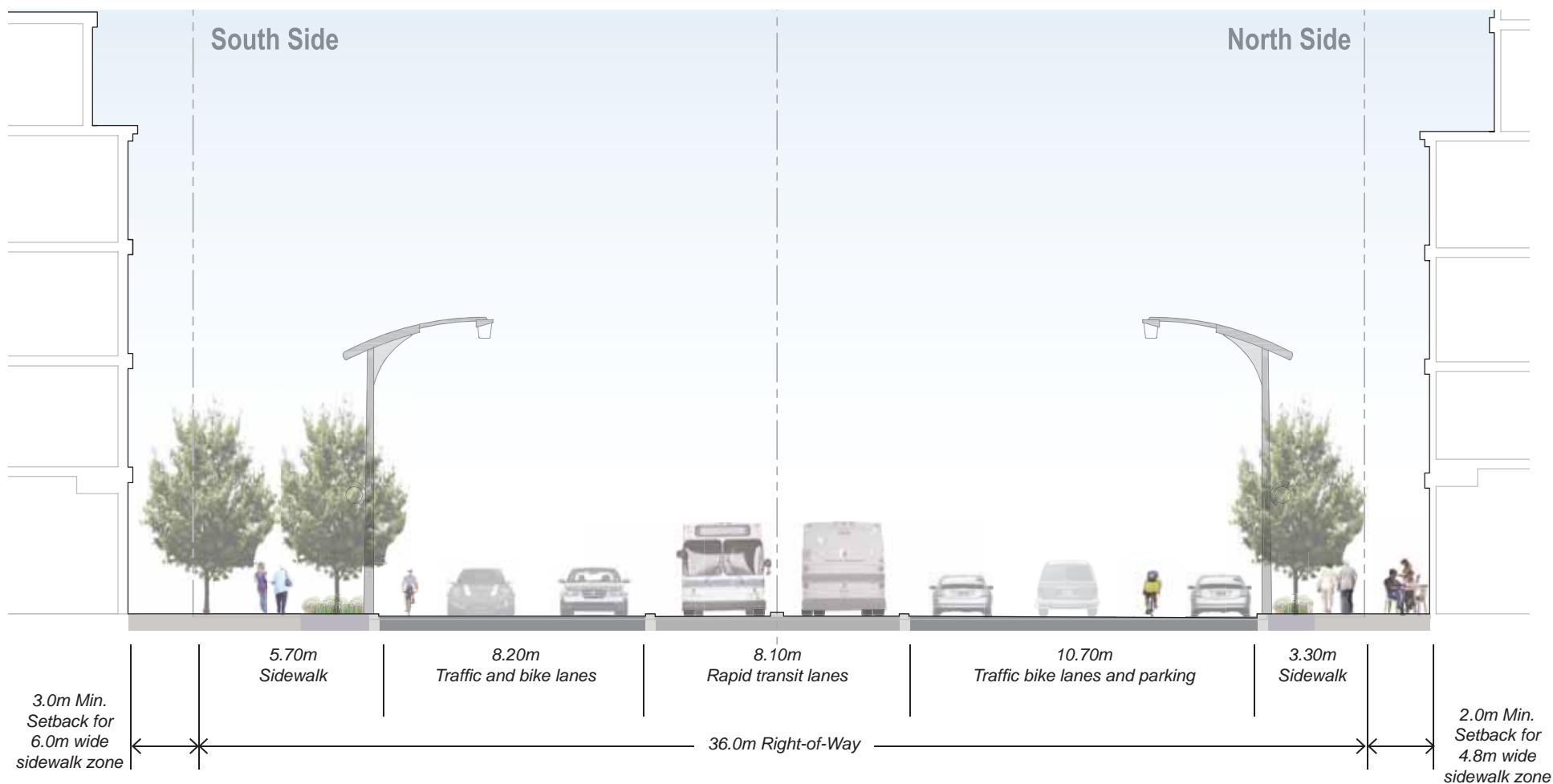
Where a mid-block connection with vehicle access is located along a property line, a minimum 7.5 metre setback is recommended to accommodate a 4.5 metre wide, one-way travel lane and a 3.0 metre sidewalk. It is intended that the mid-block connection with vehicle access would be perceived as a pedestrian priority place.



*Lake Ontario can be seen at approximately the 6 storey level. Views to the lake should be preserved and maximized by orienting the long dimension of the buildings perpendicular to Kingston Road.*



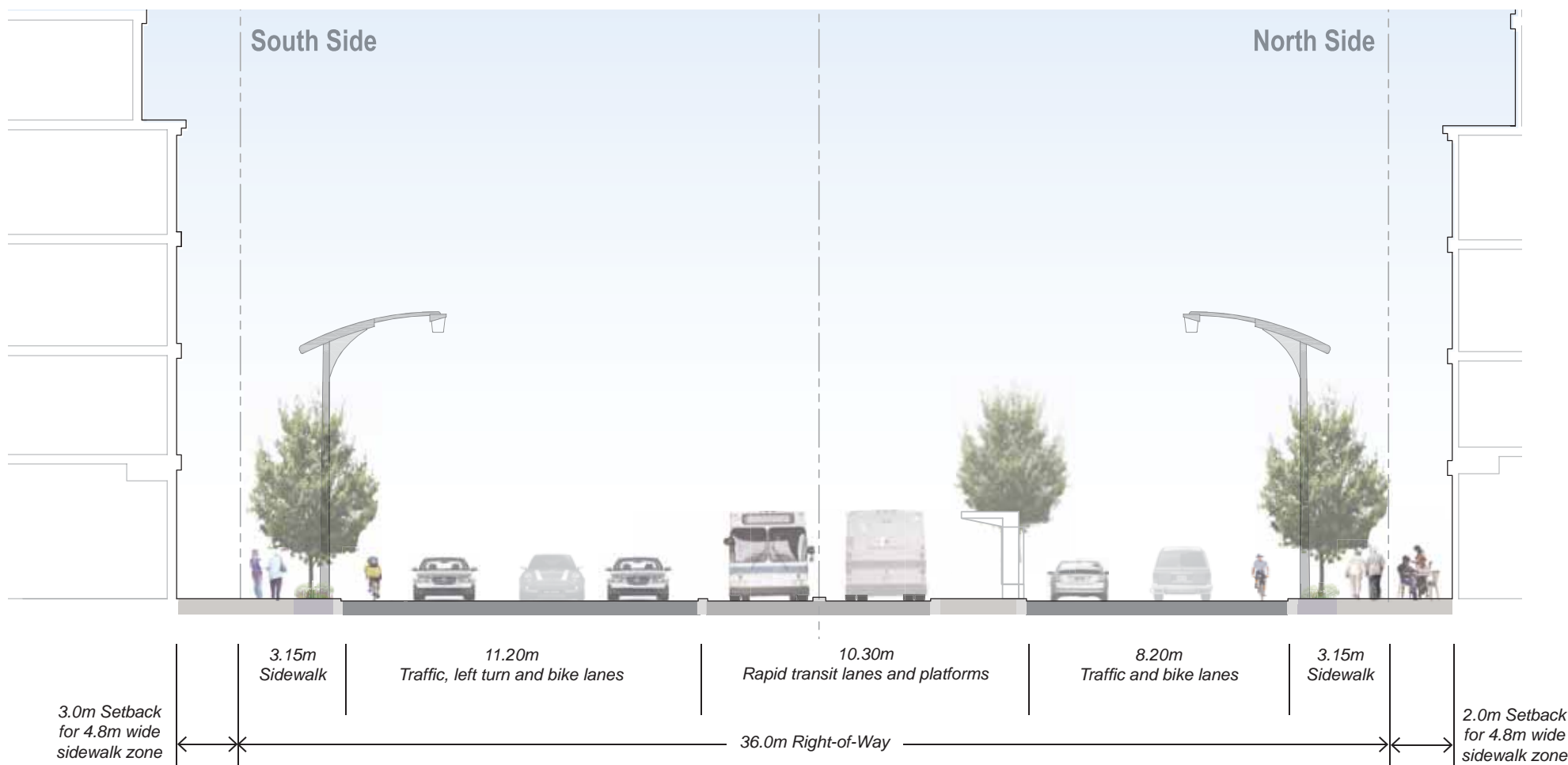
**Figure 8 - Building Front Yard Setback**



**Figure 9 - Kingston Road Typical Mid-block Section: Cliffside Village**

Sections for the future Kingston Road Right-of-way are based on the draft findings of the on-going transit assessment and may be subject to change. Refer to the transit assessment report for detailed sections and plans for Cliffside Village.





**Figure 10 - Kingston Road Typical Intersection Section: Cliffside Village**

Sections for the future Kingston Road Right-of-way are based on the draft findings of the on-going transit assessment and may be subject to change. Refer to the transit assessment report for detailed sections and plans for Cliffside Village.

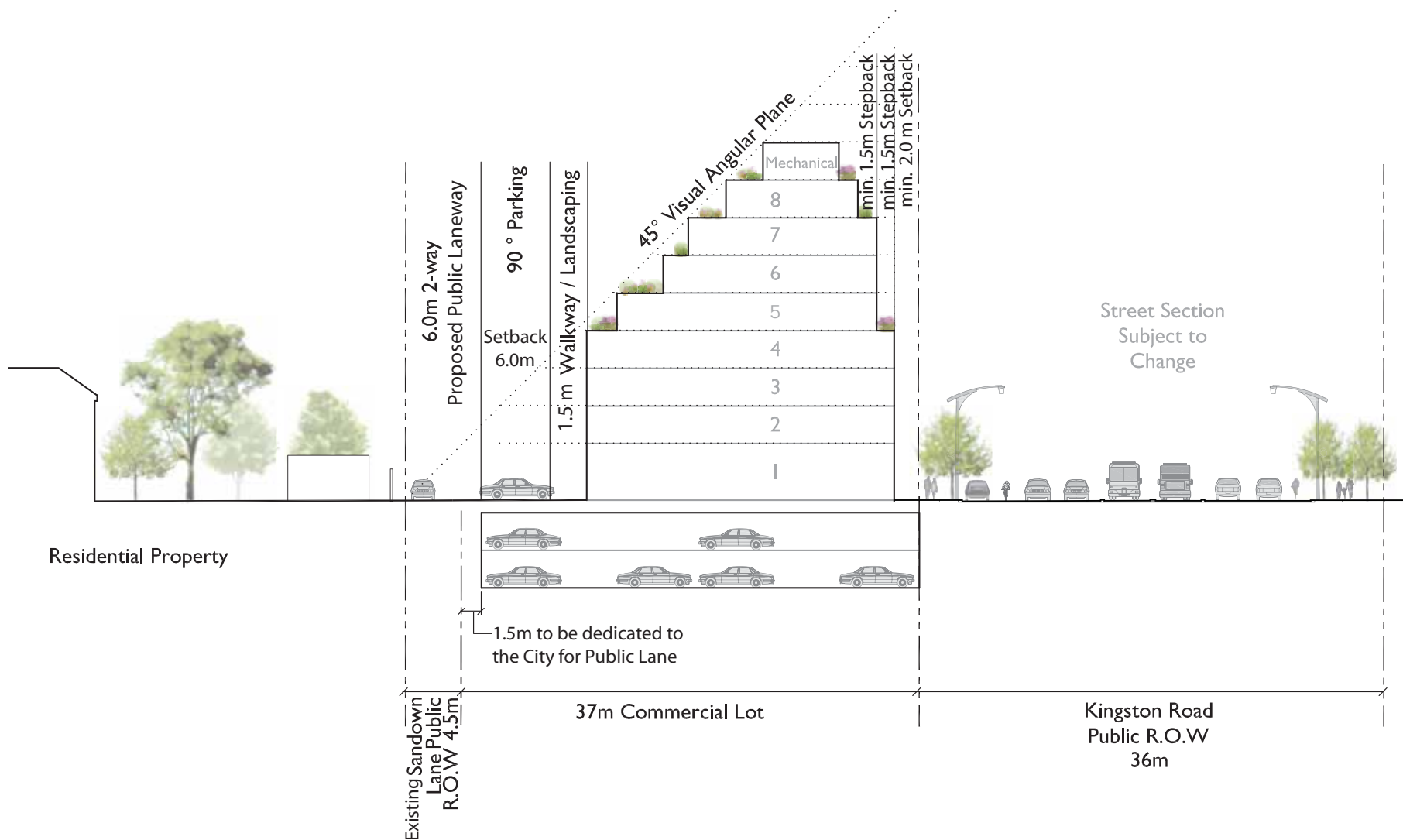


Figure 11 - Recommended Typical North Side Building Envelope (Mid-block)



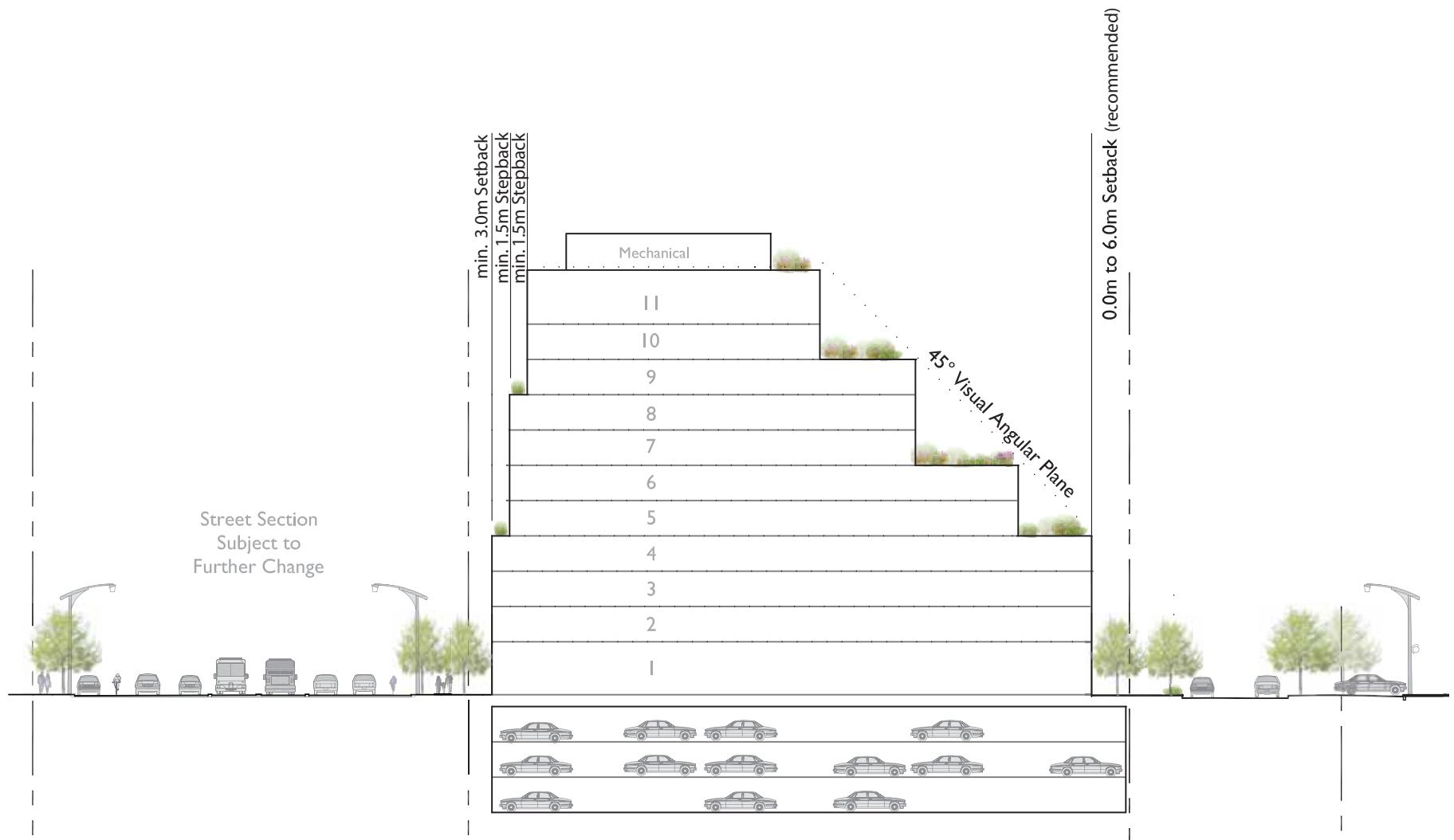


Figure 12 - Recommended Typical South Side Building Envelope (Mid-block)



Potential mid-rise built form on the south side of Kingston Road.

#### Rear Yard

A 9.0 metre setback from the south Sandown Lane property line is recommended to accommodate the 1.5 metre widening of the Lane and a 7.5 metre wide no-build zone where parking and servicing could be accommodated.

#### South Side Setbacks

##### Front Yard

A 3.0 metre setback is recommended for all buildings adjacent to Kingston Road and to provide additional space for public use, street tree planting and landscaping to accommodate a minimum curb to building wall dimension of 6.0 metres in width at mid-block and at intersection. The same setback applies to both residential and retail / commercial uses at grade. Refer to Figures 2, 9 and 10.

For new buildings facing side and rear streets, a setback of 0-3.0 metres for retail / commercial spaces is recommended. For residential uses at grade facing side or rear streets, a setback ranging from 3.0 to 6.0 metres is recommended. Refer to Residential Uses at Grade for the range of setbacks related to at grade residential uses.

##### Side Yard (Retail / commercial at grade)

A 0 metre setback is recommended for the first 20.0 metres of building depth to encourage a continuous streetwall along Kingston Road. Where a mid-block pedestrian connection is desired (generally recommended every 100 - 130 metres) a minimum setback of 4.5 metres is recommended to accommodate a walkway and landscaping. The inclusion of the of a mid-block connection will be dependant on the width of the property and/or the width of the proposed building.

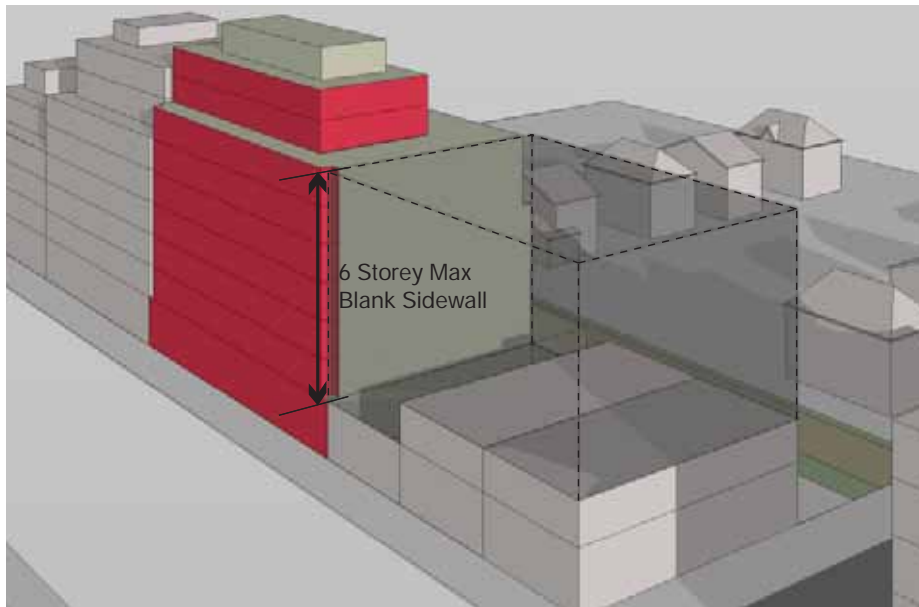


Figure 13 - Sidewalls and Side Step-Backs



## 4.2 Building Heights & Massing

A context sensitive approach to height and massing should respect existing built form and aid in the creation of a vibrant streetscape. Recommended guidelines for reducing the impact of contextually larger buildings are as follows:

- All new buildings and developments must be a minimum of 11.0m or three storeys in building height.
- All step-backs of the building wall shall be a minimum of 1.5 metres back from the building face of the storey directly below or as required by the Visual Angular Plane Analysis. Step-backs will minimize the appearance of the overall building mass and provide opportunities for usable outdoor spaces such as terraces and green roofs.
- Mechanical penthouses or other rooftop structures should not exceed the described height limit by more than 5.0 metres or penetrate any visual angular plane.

### North Side Building Shape

Building edges that face Kingston Road should have a 3-4 storey building base adjacent to the sidewalk, and should step back a minimum of 1.5 metre at the 4th or 5th floor. Refer to Figure 14. To mitigate the impacts of large blank side walls, it is recommended that the blank be permitted up to a height of 6 storeys. A 5.5 metre side wall step-back should be required at the 7th floor. On narrow properties (20 metres in width or less) the 5.5 metre step-back may not be required. Refer to Figure 13.

The north side of the buildings, or the building edge that faces the rear of the property, should be formed to minimize shadow and privacy impacts on the residential properties along McIntosh Street. A 45 degree visual angular plane applied to the sides of the property that are adjacent to low-rise residential areas should ensure that the building is constructed within an appropriate envelope. Refer to Figure 11.

### North Side Building Height

The study has determined that new built form height on the north side of Kingston Road between Danforth Avenue and Midland Avenue be limited to a maximum 26.0m or 8 storeys. A 9th level could be constructed to accommodate mechanical equipment, however, no portion of the structure should be permitted to penetrate the visual angular plane.

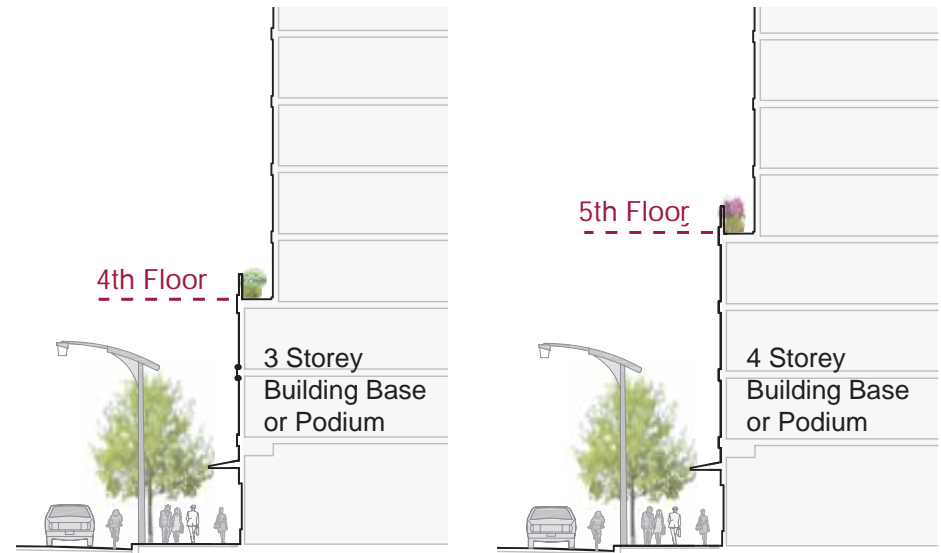


Figure 14 - Building Base Height



Potential mid-rise built form on the north side of Kingston Road.

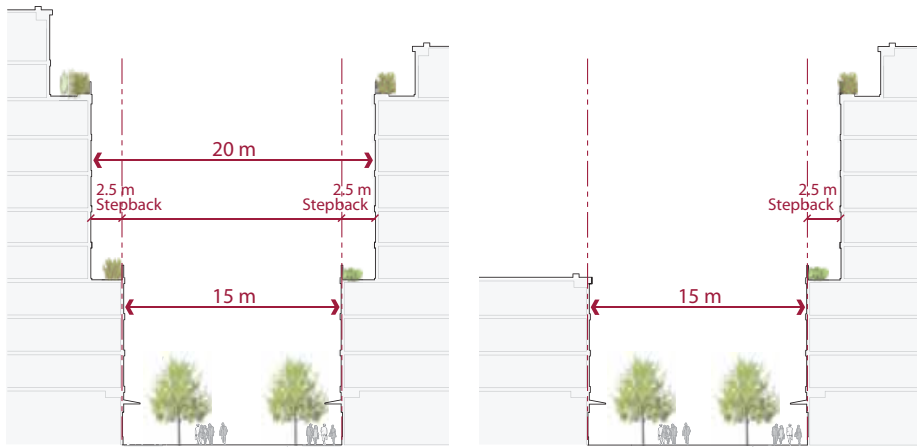


Figure 15 - Separation Distances

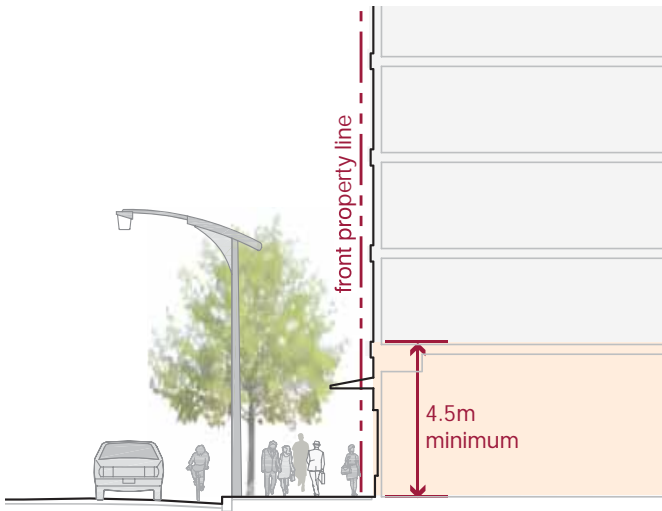


Figure 16 - Retail at Ground Floor

The minimum height for new development throughout the north side should be 11.0m.

### South Side Building Shape

Building edges that face Kingston Road should have a 3-4 storey building base adjacent to the sidewalk. The building should step-back a minimum of 1.5 metres at the 3-4 storey building base. Refer to Figure 14. Additional step-backs should be required at the top floor for buildings taller than 22.5 (7 storeys).

A 45 degree visual angular plane applied to the rear and sides of the property that are adjacent to low-rise residential areas should ensure that the building is constructed within an appropriate envelope and that shadow and privacy impacts are minimized on adjacent properties. Refer to Figure 12.

### South Side Building Height

The study has determined that buildings on the south side of Kingston Road between Glen Everest Road and Midland Avenue should be limited to 11 storeys. A 12th level could be constructed to accommodate mechanical equipment, however; no portion of the structure should penetrate the visual angular plane.

The minimum height throughout the study area should be 11.0 metres.

### Separation Distances

*Where Long Dimensions are Perpendicular to the Length of the Street*

Where the long dimension of a proposed building, or portion of a building is perpendicular to Kingston Road, the following separation distances are recommended:

- Where desirable, for buildings or portions of buildings up to 4 storeys, a 15 metre separation from adjacent buildings should be applied.
- Where desirable, for portions of buildings 5 storeys or more, a minimum 2.5 metre step-back should be applied. This step-back would ensure that a 20.0 metre separation would occur between portions of buildings that are 5 storeys in height or more. Refer to Figure 15.



#### *Where Long Dimensions are Parallel to the Length of the Street*

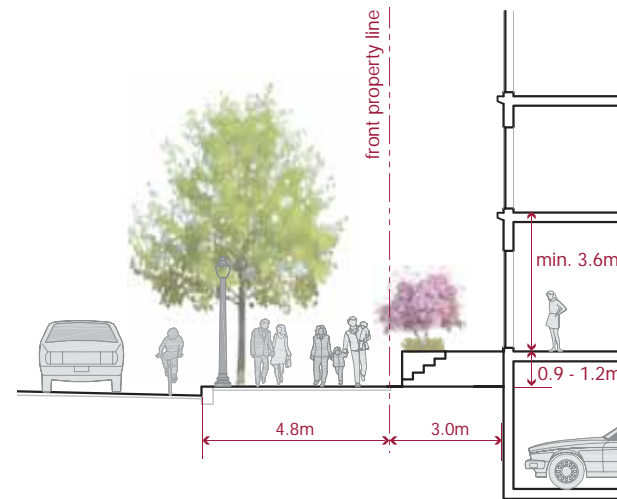
To promote a continuous street front along Kingston Road, breaks in the street wall are only recommended where mid-block connections are desired. Refer to "Mid-Block Connections", page 50. Generally, this would place breaks in the street front every 100 to 130 metres.

- Where mid-block connections are provided outside of the building envelope, a minimum of 4.5 metres (pedestrian access only) and 7.5 metres (pedestrian and vehicle access permitted) separation distance is recommended for the first 3 to 4 storeys or what is defined as the building base.
- A minimum separation distance of 11m is recommended for the portion of the building that is above the building base to allow for the provision of windows and appropriate façade articulation.
- Where the mid-block connection is provided within the building envelope, no separation distances apply.

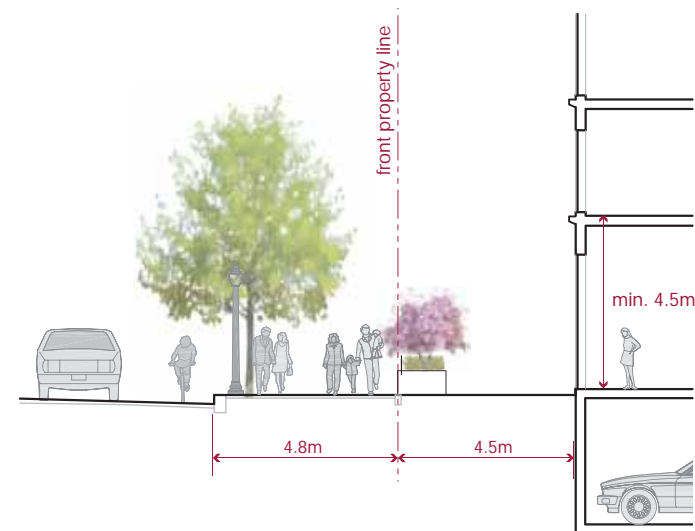
#### **Building Ground Floor - Retail / Commercial Uses**

It is recommended that the ground floor of buildings on the north side of Kingston Road be entirely non-residential. The minimum floor to floor height recommended for ground floors with commercial/retail uses is 4.5m. Refer to Figure 16.

The ground floor design for infill and new development should incorporate recessed entries, large store front display windows, an area for signage and should reference the adjacent building facade rhythm. The ground floor should be of a taller floor to ceiling height to allow for adequate space to incorporate a transom window above the entry doors and sign band strip between the transom and the intermediate cornice. These elements are important aspects of the store front facade and should form a continuous strip, interrupted only at the vertical pilasters or columns (part of the vertical banding of the building overall).

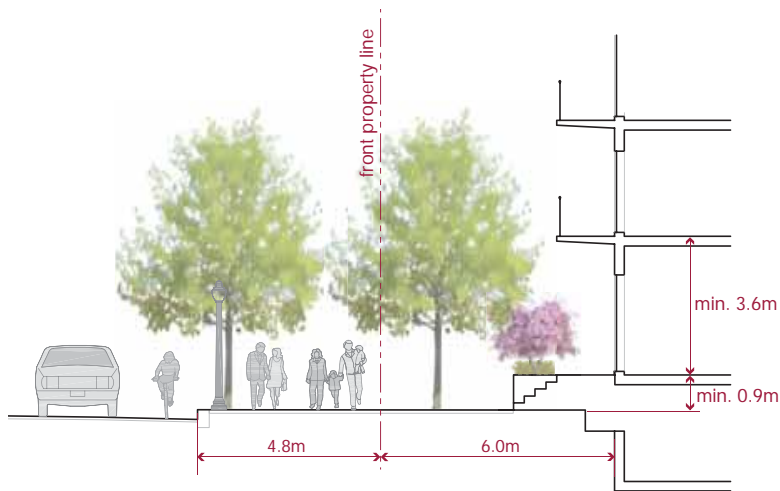


A - Grade Separated Finished Floor Level



B - Finished Floor Level With Sidewalk

**Figure 17 - Residential Facing Kingston Road**



**Figure 18 - Residential Facing Rear Streets**



*A 6.0m setback is recommended for residential uses at grade on side and rear streets and lanes to provide room for front yard landscaping and grade separation from the public sidewalk.*

### Building Ground Floor - Residential Uses

Where residential uses are recommended on the ground floor, special design standards should be applied to ensure that:

- there is a suitable transition from the public sidewalk to private residential units;
- that landscaping and other design features are used to augment this transition zone, and;
- ground floor residential uses can transition to commercial uses in the future.

Where residential at grade faces Kingston Road, building setbacks and floor to floor ground floor heights should be set to accommodate the potential conversion of the unit to retail / commercial space. A 3.0 metre setback is recommended where a grade separation occurs between the sidewalk and the finished floor of the unit. A minimum 3.6m floor to floor height and a 0.9 - 1.2 metre grade separation is recommended. Refer to Figure 17 - A. Where the ground floor unit is level with the sidewalk, a minimum 4.5 metre setback and 4.5 metre floor to floor height is recommended. Refer to Figure 17 - B.

Where residential at grade faces a rear or side street, a setback of 6.0 metres, a floor to floor height of 3.6 metres and a grade separation of 0.6 - 0.9 metres is recommended. Refer to Figure 18.



### 4.3 Building Façade Articulation

Facade articulation is a basic aspect of the pedestrian experience along a street. Utilization of facade articulation elements within new development will promote the Cliffside Village's character through the rhythm of recesses, openings, projections and horizontal and vertical demarcations. A minimum of 60% of the ground floor level should be glazed. Refer to Figures 19 and 20.

Building widths are generally narrow to maintain the pedestrian scale of the streetscape and the perceived building width should remain narrow. New buildings with long street frontages should use vertical elements and window patterns and frequent entrances to maintain the appearance of narrow storefronts.

#### Vertical Demarcation

Buildings will be typically divided vertically into a symmetrical arrangement of facade units referred to as bays. In order to maintain the characteristic proportions and bay widths of the existing buildings, new building facades should have symmetrically arranged, narrow bays. The vertical divisions between bays may be demarcated using construction elements such as masonry coursing, changes in materials and colour, projecting piers, pilasters or columns.

#### Horizontal Demarcation

Buildings will be typically divided horizontally into storeys with retail/commercial uses generally found in the ground floor, and upper storeys containing a mix of office and residential uses. Each storey may be horizontally demarcated on the building facade through the use of projecting mouldings, intermediate cornices, changes in material, and colour and masonry coursing.

#### Transparency

It is recommended that a minimum of 60% of the ground floor facade be glazed to provide transparency and animation adjacent to the sidewalks fronting onto Kingston Road.



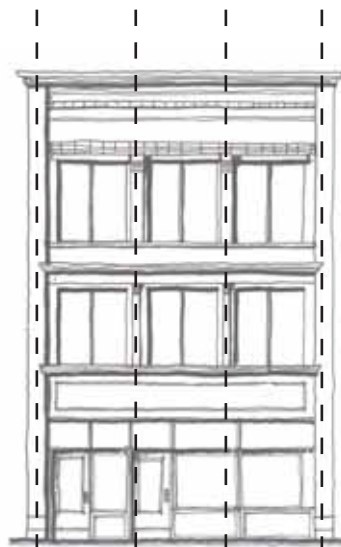
*Variations in façade in the horizontal and vertical wall plane will replicate the main street character and scale.*



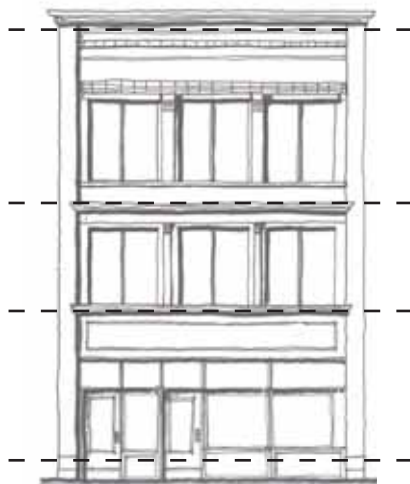
*Corner buildings should address the corner conditions through architectural expressions.*

A well designed building will add visual interest to a street and respond to streetscape conditions through architectural expression. This is particularly important for retail-oriented streets such as Kingston Road through Cliffside Village. The expression of public or active uses can be achieved through glazing and multiple entrances to add visual interest and to improve functionality and legibility of retail uses. The following recommendations should be considered for Facade Articulation:

- New buildings should ensure a continuous retail edge, with retail uses at grade, directly accessible from the public sidewalk.
- Buildings with frontages exceeding 12 metres should be strategically divided into functionally and visually smaller units through the use of façade articulation, internal courtyards, networks of connected walkways and landscaping.
- All building façades facing (or visible from) streets and public spaces shall provide façade variation in both the horizontal and vertical wall plane. Articulation of the ground floor to resemble individual storefronts with individual identities will reinforce the desired character of the area.
- Building façades and building walls should be varied in both the horizontal and vertical plane through the installation of a mix of functional building elements and architectural details (e.g. friezes, canopies, glazing details and/or overhangs), use of materials, openings in the façade, and projections and recessions.
- Storefronts and entrances should be designed to integrate with desired streetscape details and materials, ratio of glazing to solid wall, lighting, signage type and location, canopies, types of doors and width of retail units.
- Buildings should not have blank façades. Where buildings are prohibited from using windows, e.g. where future adjacent development is anticipated, the side façades should still incorporate a minimum level of articulation. This may include detailed brick work, ornaments or murals.
- All new buildings and developments that occupy a corner site should acknowledge the corner condition through architectural expression and should feature fully developed façades along both frontages and include a minimum of one display window or entrance located at the corner of the building and on each façade within proximity of the corner.
- All building façades facing streets and public spaces should incorporate vestibules, frequent building entrances, covered walkways, canopies and awnings along the first storey to provide weather protection and to add visual interest to adjacent pedestrian areas.

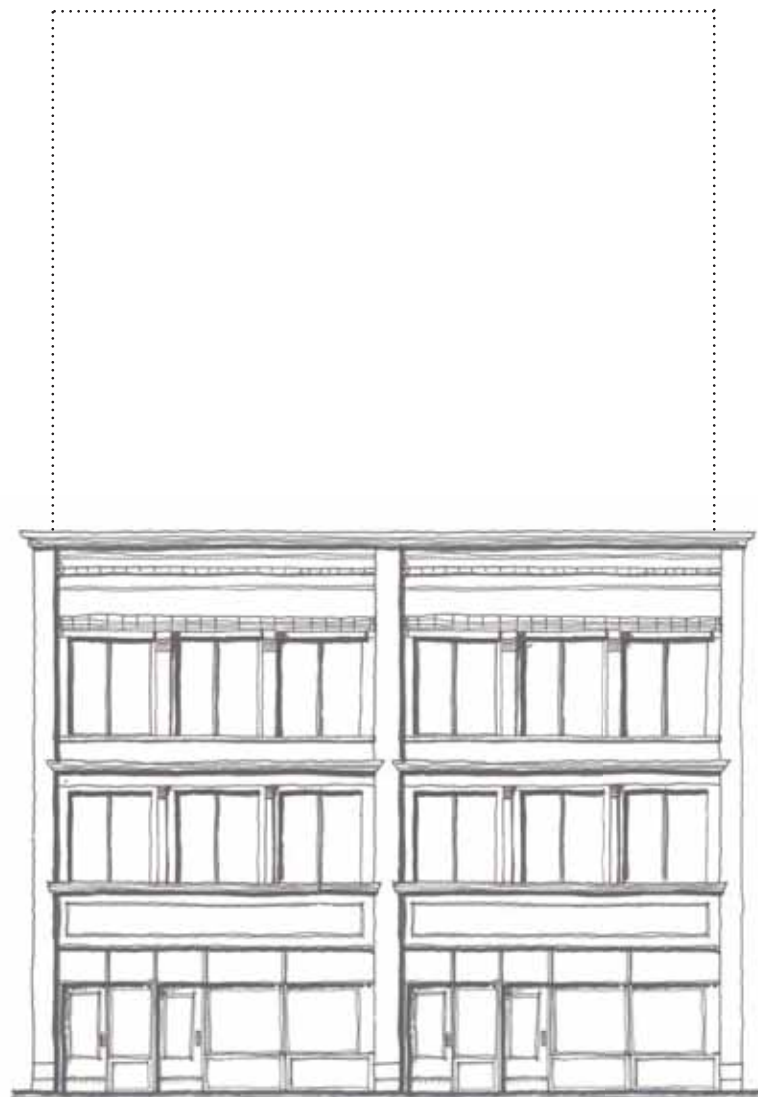


*Vertical Demarcation of Primary Building Facades*



*Horizontal Demarcation of Primary Building Facades*

**Figure 19- Building Facade Articulation**



- Upper Floors:*
- May utilize modern materials
  - Should be architecturally distinguished from the podium
  - Height restricted as recommended

- Podium or Building Base:*
- Articulated at 3 or 4 storeys
  - Incorporate pedestrian scale patterns
  - Utilize traditional building materials
  - Contain typical village main street facade elements

***New Building Composition Diagram***

*The first 3 or 4 storeys of a new building (podium) should be articulated using typical village main street patterns and appropriate materials. The upper floors should be distinguished from the podium by the use of step-backs or change in material. The purpose is to maintain the perception that the streets are composed of 3 to 4 storey buildings, without excluding the possibility of taller structures.*

**Figure 20 - New Building Composition**





*New building articulation should reflect the facade rhythm that exists along Kingston Road in Cliffside Village.*



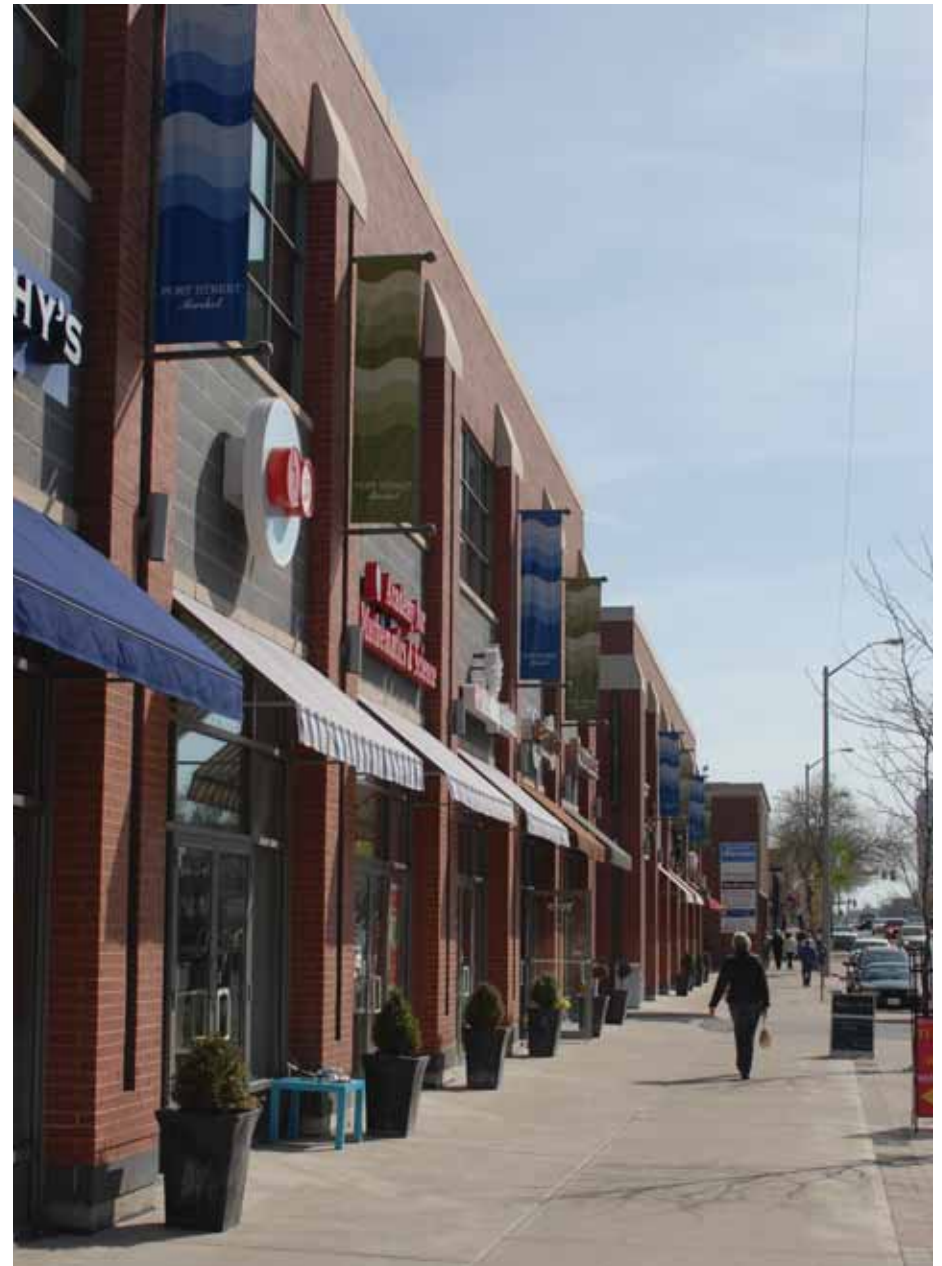
*Well articulated street fronts will reinforce a village character at the street level.*

- All new buildings and developments should integrate building elements such as vents or rainwater leaders within the wall plane or other façade features to mitigate any potential negative impacts on public and pedestrian areas.
- All new larger buildings and developments shall be designed with continuous street façades that incorporate appropriately-scaled and well-designed 'breaks' featuring opportunities for public open space, mid-block pedestrian walkways and/or private rear yard access.
- New buildings and developments should maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network and rear laneways. These connections will encourage pedestrian permeability throughout the corridor.
- All new buildings located at important corners or at T-intersections, along walkways, facing parks or open spaces should clearly mark the corner through the use of vertical and architectural elements which emphasize the visual and functional prominence of the site. Elements can include towers, bays, accentuated rooflines, projections, recesses, canopies and/or other architectural detailing.

#### 4.4 Building Materials & Details

The choice of building material is integral to the appearance of new buildings. The material selected should respond to the design and style of the proposed building. The use of high quality and durable building materials for new developments will promote the feeling of permanence and quality construction.

- All new buildings and developments should utilize building materials chosen for their functional and aesthetic qualities. All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.
- Building materials and finishes/accents on building façades facing onto or visible from streets and public spaces shall not include synthetic siding systems, mirrored/heavily tinted glass panels and unadorned concrete block.
- All new buildings and developments should have well-considered building materials at the ground floor that is of a pedestrian scale and responds to surrounding buildings.
- Detailing and signage should enhance the overall character of the area. Corporate signage should not dominate building façades. Signage scale should be oriented towards pedestrian rather than vehicles.
- Building design must consider all façades. All façades should respond to their context.
- Penthouse materials and design should be integrated into the overall building form.
- Blank walls along property lines where new taller developments are adjacent to existing parking or smaller-scaled buildings are to be avoided and designed with high-quality materials.



*Building materials should be harmonious with existing context and reflect an urban village character.*



## 4.5 Demonstration Sites

### 2328-2346 Kingston Road

#### Site Statistics

Consolidated Lot Frontage: 63m

Lot Depth: 37m

Site Area: 2331m<sup>2</sup>

Maximum Allowable Height: 8  
Storeys

Ground Floor

Commercial Retail GFA = 1588m<sup>2</sup>

2nd Floor = 1215m<sup>2</sup>

3rd Floor = 1215m<sup>2</sup>

4th Floor = 1215m<sup>2</sup>

5th Floor = 1040m<sup>2</sup>

6th Floor = 1040m<sup>2</sup>

7th Floor = 920m<sup>2</sup>

8th Floor = 605m<sup>2</sup>

Total Residential GFA = 8838m<sup>2</sup>

Underground Garage = Approx. 60  
(76 design - 20%) parking spaces  
per level.



*Conceptual rendering showing how demonstration site would integrate into the site context.*



*Conceptual model of a mixed-use, mid-rise rise building (8 storeys) with commercial / retail at grade level.*



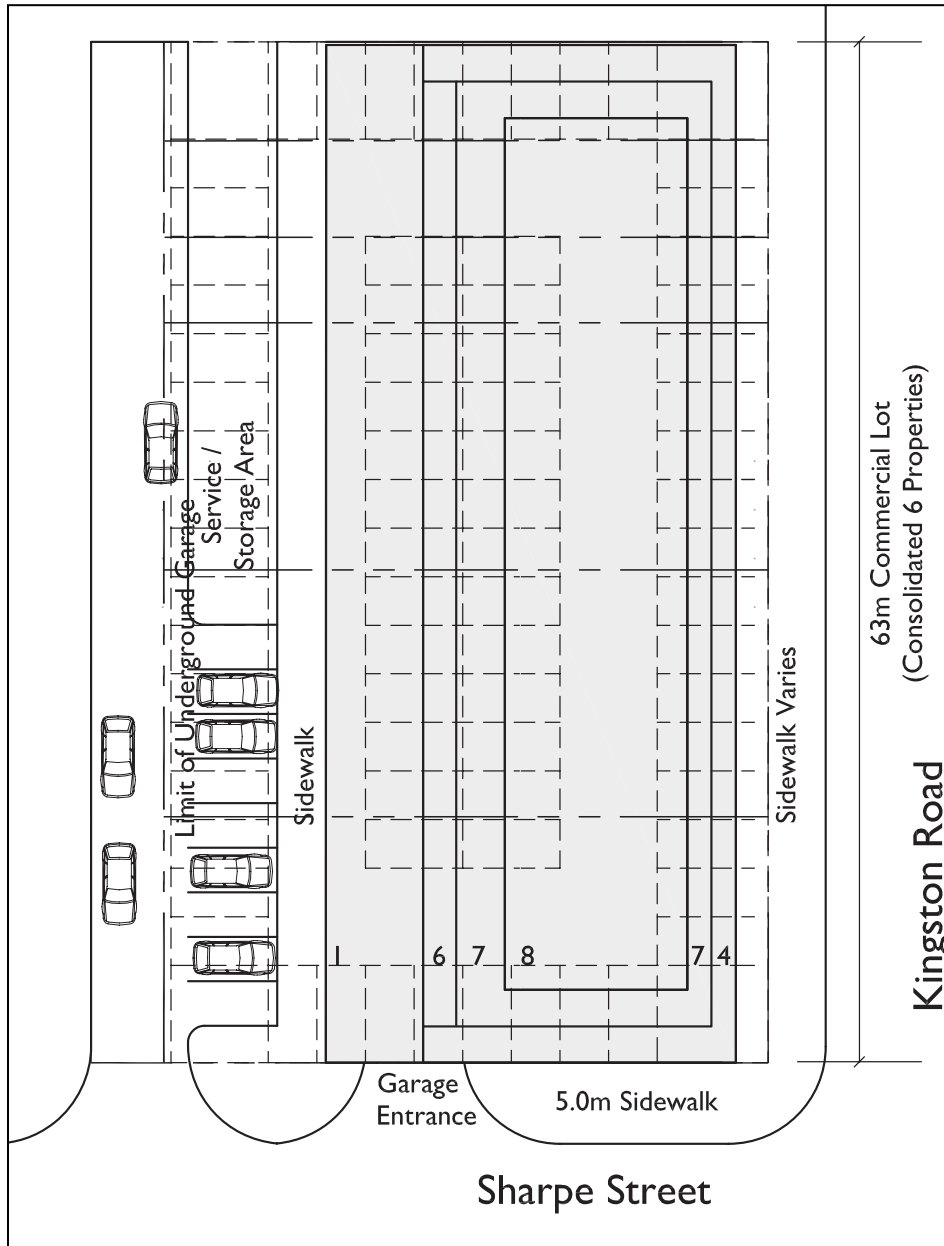


Figure 21- Plan - Not to Scale

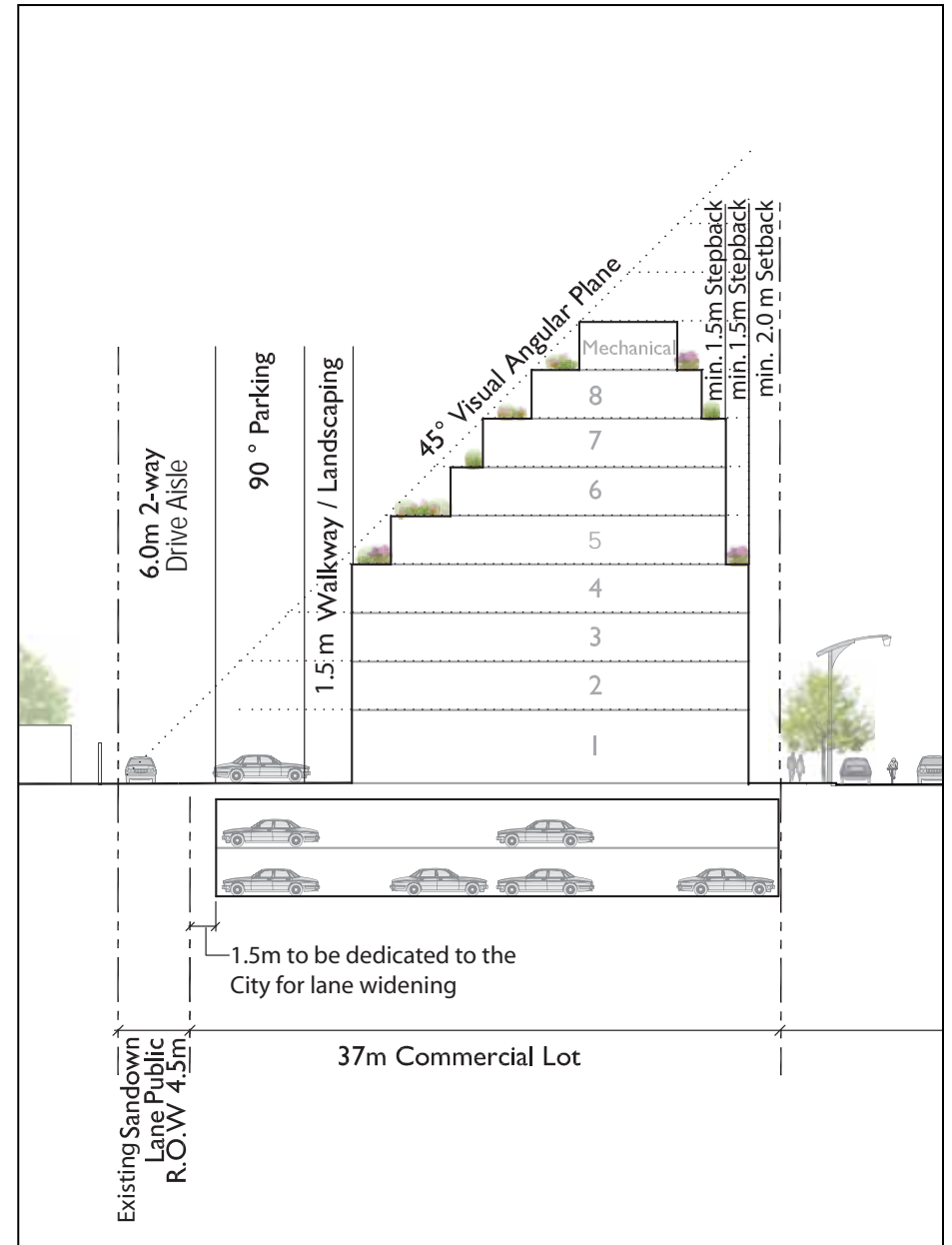


Figure 22 - Section - Not to Scale

## 2301-2303 Kingston Road

### Site Statistics

Consolidated Lot Frontage: 74m

Lot Depth: 65m

Site Area: 4810m<sup>2</sup>

Maximum Allowable Height: 11  
Storeys (36m)

### Concept Areas

Ground Floor

Commercial Retail GFA = 1325m<sup>2</sup>

Ground Floor Residential GFA =  
1325m<sup>2</sup>

2nd Floor = 2700m<sup>2</sup>

3rd Floor = 2700m<sup>2</sup>

4th Floor = 2510m<sup>2</sup>

5th Floor = 1890m<sup>2</sup>

6th Floor = 1890m<sup>2</sup>

7th Floor = 1330m<sup>2</sup>

8th Floor = 1330m<sup>2</sup>

9th Floor = 1050m<sup>2</sup>

10th Floor = 795m<sup>2</sup>

11th Floor = 795m<sup>2</sup>

Total Residential GFA = 18315m<sup>2</sup>

Underground Garage = Approx. 100  
(126 design -20%) parking spaces  
per level.



*Conceptual rendering showing how demonstration site would integrate into the site context.*



*Conceptual model of a mid-rise rise, mixed-use building (11 storeys) with commercial / retail at grade level.*

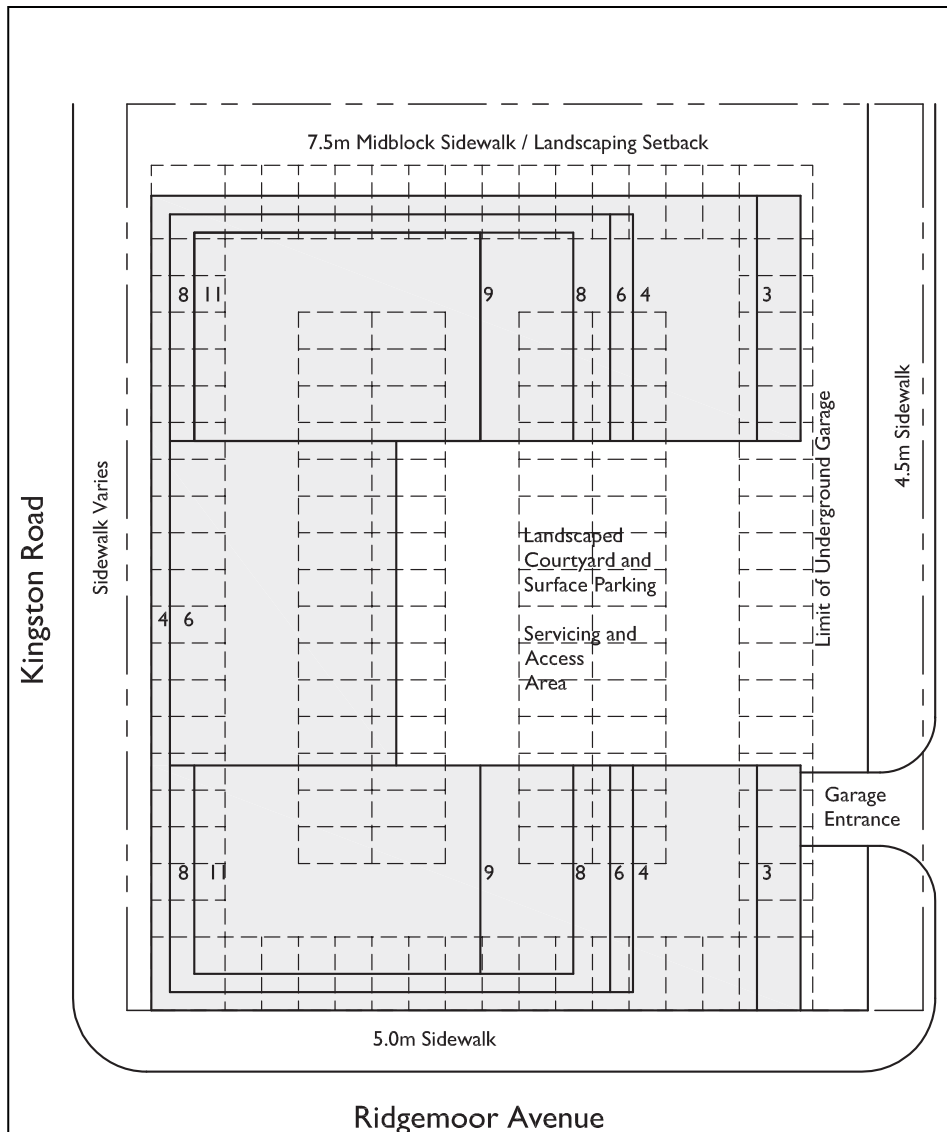


Figure 23 - Plan - Not to Scale

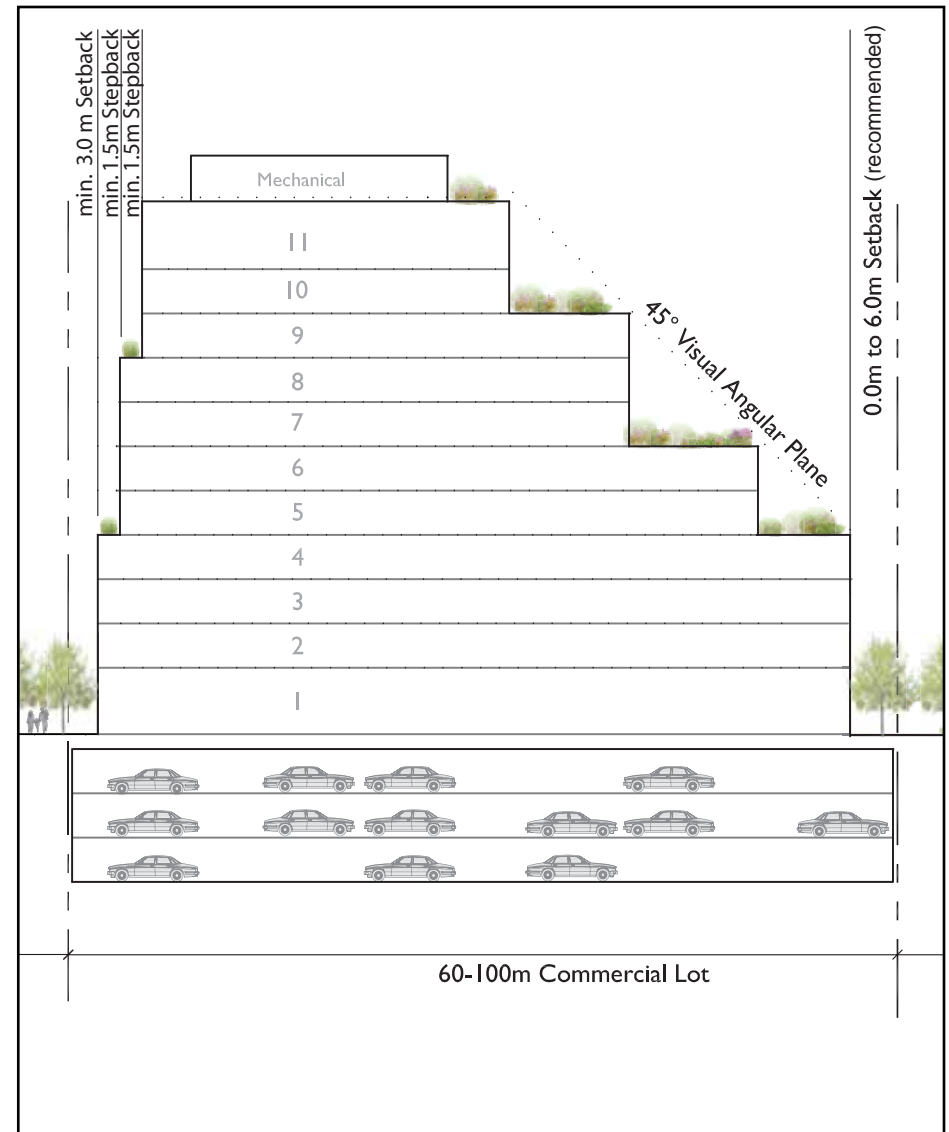


Figure 24 - Section - Not to Scale





*Structured parking should be integrated into building designs.*



*Access to below-grade parking should be located off side streets to reduce curb-cuts on Kingston Road.*

## 5.0 Vehicular Movement: Parking & Access

To maximize the quality of the public environment, parking and access areas should be integrated in way that changes the perception of the corridor as a vehicle-oriented place. Many design solutions are available to ensure the provision of adequate parking facilities without creating surface parking areas that are visible from the street other than parallel on-street parking. Depending on site-specific development opportunities, parking solutions will range from rear lane dedicated parking areas to integrated below-grade parking structures.

### 5.1 Vehicular Access

Appropriate vehicular access for new development will be especially important in Cliffside Village. Vehicular access will need to be reviewed on a site-by-site basis and should address:

- Access to parking, laneways and servicing and loading areas;
- Potential vehicle / pedestrian and cyclist conflicts;
- Numerous and unconsolidated curb cuts on Kingston Road; and
- Vehicles using local neighbourhood streets for through trips.

### 5.2 Structured Parking

Below-grade parking structures or structures integral to buildings are the recommended alternative to surface parking.

- All new below-grade structured parking should locate vehicle access points on the least busy of the surrounding streets and/or off of rear lanes, in order to minimize curb cuts and reduce conflicts with pedestrians on Kingston Road. Vehicular entrances shall not be located directly off of the Kingston Road.
- Pedestrian access to structured parking should be clearly demarcated, highly visible and incorporated into the overall design of the building.
- All new above-grade parking structures associated with new development should be completely integrated into the buildings, and form part of the overall development scheme so as to 'blend-in' with the surrounding buildings and not 'read' as a parking facility.

- Structured parking located within new developments should include some short-term public parking available for retailers and customers. This should be mandated by the Toronto Parking Authority/Green P.

### 5.3 Surface Parking

- Surface parking in front of buildings, other than on-street parallel parking, should be prohibited.
- New and existing developments should consider the provision of centralized and shared off-site parking areas to provide required parking spaces that cannot be accommodated on-site.
- All new developments should locate surface parking areas at the rear of buildings to ensure the sidewalks/pathways and building façades effectively define the street edge. In situations where it is impossible to accommodate surface parking behind buildings, small, discrete parking areas may be provided along the side(s) of buildings. In both scenarios, the parking areas should be appropriately screened from view.
- Any surface parking provided for developments at corner sites should not face onto or be visible from the street corner and/or intersection.
- Design of surface parking lots should adhere to guidelines set out in the City's "Design Guidelines for Greening Surface Parking Lots" and "Green Development Standards".



*Where surface parking is necessary, it should be designed with the same level of detail and quality of design as pedestrian areas.*



*Where surface parking is necessary, it should be screened from adjacent properties with landscaping (except where parking is shared) and pedestrian walkways should be clearly demarcated.*





Where possible, service and loading areas should be integrated into the interior of the building.



Service and loading areas should be screened by appropriately designed walls or enclosures and should be integrated into building designs.

## 5.4 Servicing & Loading

Retail-oriented streets require the provision of service and loading facilities. Currently, many smaller retailers do not have dedicated servicing and loading facilities and trucks use the parking bays for short-term parking. As sites get developed, combined servicing and loading facilities must be easily accessible to ensure organized deliveries and pick-ups. In order to ensure a safe and pedestrian-focused public realm, it is essential to identify less visible areas for their location.

- It is recommended that these functions be accommodated along new rear service lanes or from side streets.
- Service areas in new developments should not face onto or be visible from streets, public spaces, landscaped open spaces and/or amenity areas.
- In all new developments, the required service areas should be located and designed as an integral part of the building and/or site design, and not located as separate, stand-alone areas or structures.
- In all new developments, utility facilities and spaces for the storage of goods and refuse should be internal to the main building(s).
- In all new developments where servicing and loading are not contained entirely within the building, designated areas for storage, temporary truck parking, refuse collection and compaction, and loading should have a minimum separation of 10 metres from any public street, sidewalks and pedestrian walkway and a minimum separation of 10 metres from any residential properties.
- If internal/integrated service areas are not achievable within new developments, the service areas should be located to avoid visibility from public areas and/or be designed with appropriate screening measures and materials to shield all sides of the service area from public view. This includes gas and water meters, garbage and delivery areas.
- On new and existing developments where service areas require screening, the building materials used on the screening enclosure should be similar and/or complementary to those of the building's exterior materials and finishes. Low-maintenance landscaping treatments (providing year-round screening capabilities) may be considered a suitable screening device only when no other alternatives are possible. Building materials not suitable for service area screening include: unfinished wood, metal cladding and concrete block.



## 5.5 New Streets

The existing street pattern in Cliffside Village presents an excellent framework for redevelopment. The network of streets create a predictable block structure complete with rear lane access. Generally the north-south block dimensions are walkable. However; the east-west blocks are too long to encourage pedestrian movement.

New mid-block streets and lanes are proposed to improve vehicle and pedestrian permeability and to provide opportunities for potential development activities at corners. Refer to Figure 25. The shorter blocks should provide an improved pedestrian environment. Locations for new streets and lanes should to be coordinated with property ownership to facilitate consolidation or acquiring of the lands for access.

New Streets should:

- Provide parallel parking on both sides of the street;
- Be developed in conjunction with pedestrian facilities such as wide sidewalks, seating, lighting, landscaping and orientation signage; and
- Be designed with right-in / right-out access at Kingston Road.
- Be public.

New Lanes should:

- Provide pedestrian facilities as described above;
- Provide one-way vehicle access to the rear lane where warranted. Vehicle access would be warranted where the mid-block connection is located near the middle of a block but should be limited to one per block.
- Be designed as a right-in only from Kingston Road. Exiting would occur at an existing side street at a signal.
- Become City property or remain privately owned and used through access agreements or easements.

### Pell Street and Leisure Lanes

Pell Street Lane and Leisure Lane should be upgraded to City streets and be constructed to meet City standards. The recommended new width for Pell Street is 13.3 metres and Leisure Lane is 14.5 metres respectively, and should include two traffic lanes, one in each direction and parallel parking on the north side. Refer to Figures 26 and 27.



*New streets have been proposed between Kingston Road and rear streets and lanes to create a shorter pattern for development. New streets should include parallel parking, wide sidewalks and street tree planting.*

### Sandown Lane

Sandown Lane should be widened to accommodate two lanes of vehicle traffic with the purpose of providing access to potential rear lot parking. The current 4.5m wide public right-of-way would be widened to 6.0m, which would require approximately 1.5m of private property on the south side of the lane.

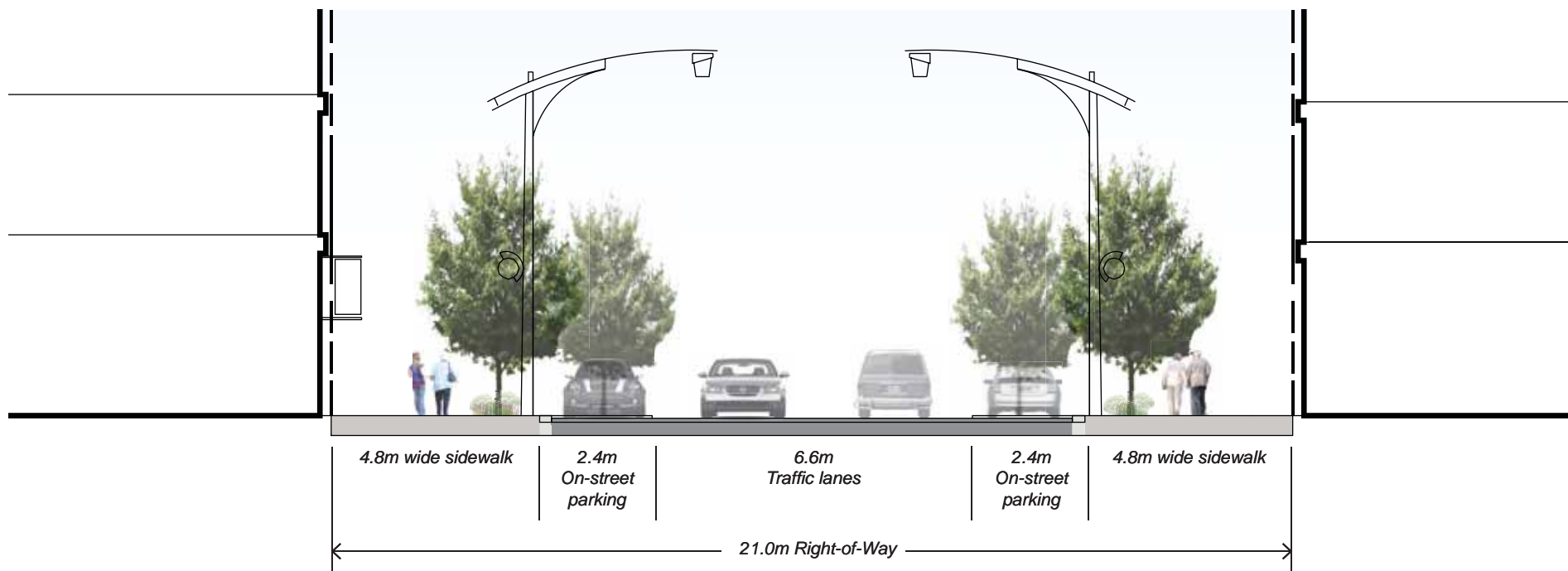


Figure 25 - New Street Typical Section

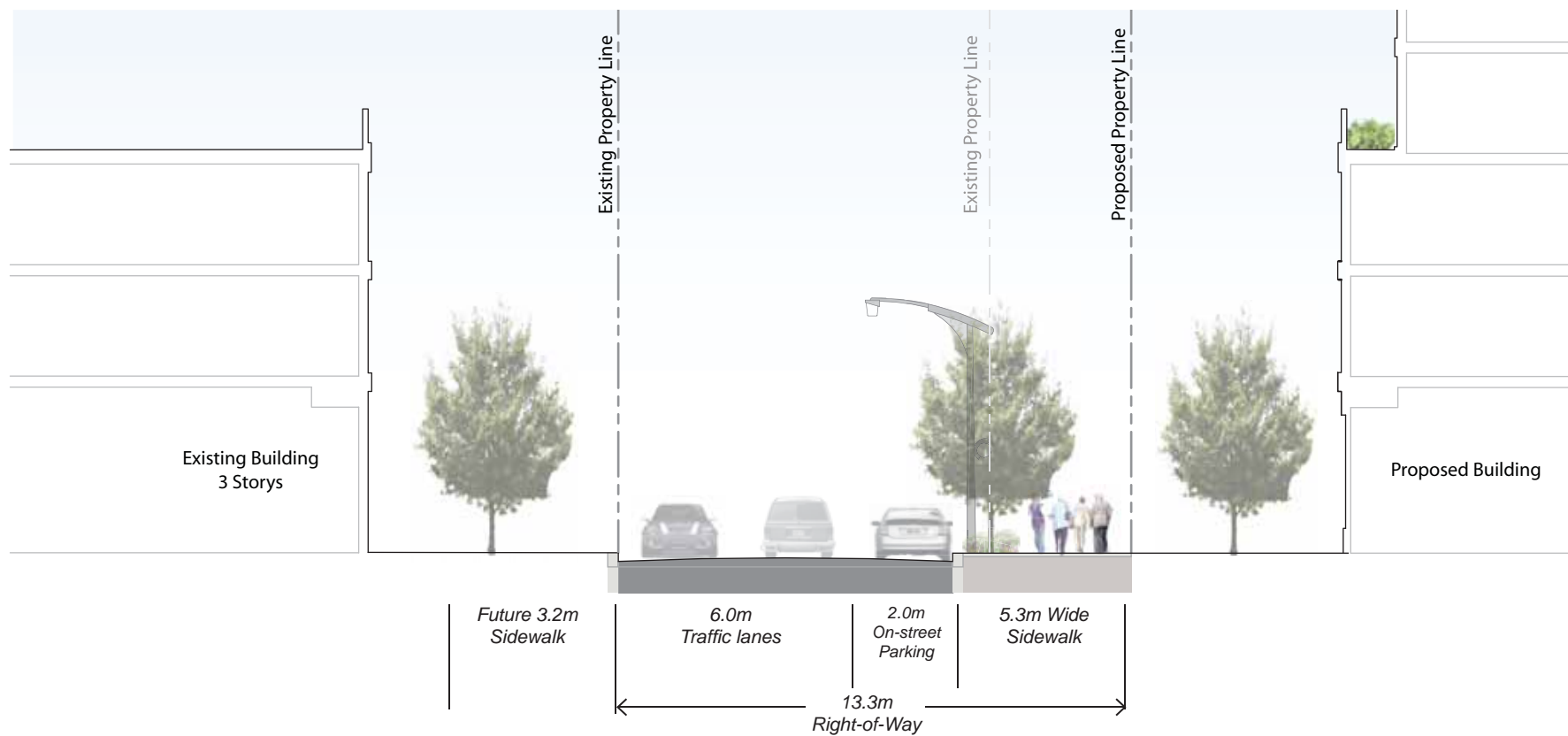


Figure 26 - Proposed Upgraded Pell Street Lane Typical Section





Figure 27 - Proposed Upgraded Leisure Lane





Brook McLeroy Planning & Urban Design / Pace Architects

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