

**Kingston Road Revitalization Study (Birch Cliff) –  
Victoria Park Avenue to east of Glen Everest Road –  
Phase 3 Report**

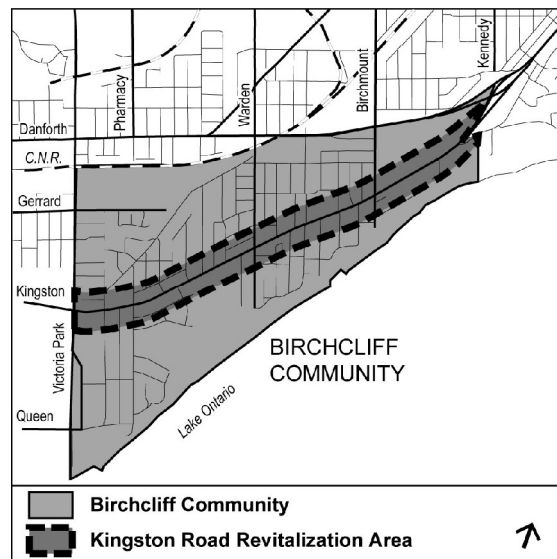
<b>Date:</b>	December 16, 2009
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Community Planning, Scarborough District
<b>Wards:</b>	Ward 36 – Scarborough Southwest
<b>Reference Number:</b>	05 106102 EPS 36 TM

**SUMMARY**

These City-initiated official plan and zoning by-law amendments are subject to the new provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, and the *City of Toronto Act*, 2006.

This report recommends amendments to the official plan (Attachment 2) and zoning by-law (Attachment 3), urban design guidelines (Attachment 6) and a draft streetscape improvement plan (Attachments 7 to 10) to implement the objective of revitalizing and enhancing the Kingston Road corridor in the Birch Cliff Community as endorsed by City Council during Phase 2 of this Study in July 2008. This will result in a vibrant, mixed-use, pedestrian-oriented main street with beautiful streetscapes, high quality architecture, compatible development and economic prosperity.

The proposed zoning by-law introduces a Commercial-Residential (CR) Zone providing for a wide range of commercial and residential uses with provisions that will regulate height, density, building setbacks, Section 37 community benefit contributions and bicycle parking standards.



Allowable heights within the Community-Residential (CR) Zone will range from a minimum of 2 storeys to a maximum of 8 storeys depending on the location and surrounding context of the properties. A 45 degree angular plane measured from adjacent low density residential neighbourhoods will be applied in order to achieve an appropriate height transition from these areas.

The proposed amendment to the Official Plan will redesignate the north-east corner of Fallingbrook Drive and Kingston Road, known municipally as 155 Fallingbrook Road and 1212 to 1238 Kingston Road from “Neighbourhoods” to “Mixed Use Areas”. The Official Plan amendment will also enable the City to secure hard landscaping where necessary to secure a wider pedestrian corridor along Kingston Road. Staff also recommend that four properties located at 211 Victoria Park Avenue, 1316, 1318 and 1320 Kingston Road be subject to site plan control.

The proposed urban design guidelines and streetscape improvement plan support Council’s direction to invest in a better quality of life within the study area by also providing a safe and attractive public realm that provides for stimulating live, work and retail environments that will increase local pride and interest in this community.

## **RECOMMENDATIONS**

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### **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 No. 2.
2. Amend the Birchcliff Zoning By-law No. 8786, as amended, substantially in accordance with the draft zoning by-law amendment attached as Attachment 3.
3. Amend the Site Plan Control By-law Number 21319 for the Birch Cliff Community substantially in accordance with the draft Site Plan Control By-law attached as Attachment 4.
4. Authorize the City Solicitor to make such stylistic and technical changes to the draft official plan amendment, draft zoning by-law amendment and draft site plan control by-law as may be required.
5. Endorse the Urban Design Guidelines shown in Attachment 6.
6. Endorse the Draft Streetscape Improvement Plan-Key Elements as shown in Attachment 7 and the typical road cross-sections as shown in Attachments 8 to 10.
7. Direct Technical Services staff and the appropriate City Divisions to implement, over time, the draft streetscape improvement plan as shown in Attachments 7 to 10, in conjunction with the reconstruction of Kingston Road within the study area.

8. Direct Transportation Services, Public Realm, Street Furniture staff to identify Kingston Road, from Victoria Park Avenue to east of Glen Everest Road as a priority area for the placement of street furniture in Ward 36, substantially in accordance with the draft streetscape improvement plan as shown in Attachment 7.
9. Direct Toronto Water staff, in consultation with Technical Services staff, to investigate the infrastructure capacities 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 Scarborough Community Council on any capacity issues.
10. Direct Economic Development staff, in consultation with the Director of Community Planning, Scarborough District to form a working group, with the Ward Councillor, that also includes local businesses and residents, as well as, representatives from Build Toronto to discuss economic development strategies for Kingston Road in the Birch Cliff Community. The working group should report back to Scarborough Community Council by the third quarter of 2010 on their findings, including the possibility of implementing a Community Improvement Plan (CIP) with associated incentive programs.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

In September 2005, Council adopted the Terms of Reference for the Kingston Road Revitalization Study. The Terms of Reference included the scope and area of the study and the framework for finalizing the study. This document can be accessed through the following link:

<http://www.toronto.ca/legdocs/2005/agendas/council/cc050928/sc7rpt/cl020.pdf>

On July 15-16, 2008, Council adopted the Phase 2 – Vision Report which established the Vision for the Kingston Road Birch Cliff corridor as a vibrant, animated, and pedestrian oriented main street, with new mid-rise, mixed use buildings, and parks, squares and open spaces that reflect the arts, cultural and heritage attributes of the Birch Cliff community.

The report included guiding principles for the redevelopment along the Kingston Road corridor with instruction for staff to report back to City Council on the implementation strategy for future developments including amendments to the zoning by-law, the official plan, urban design guidelines and a streetscape improvement plan.

The above-noted report can be accessed through the following link:

<http://www.toronto.ca/legdocs/mmis/2008/sc/bgrd/backgroundfile-14150.pdf>

Additional information on this study can be found by accessing the City's website through the attached link: <http://www.toronto.ca/planning/kingston.htm>

## **BACKGROUND**

The Phase 2 – Vision Report provides a clear framework for the revitalization of Kingston Road as an Avenue for the City and a main street for the Birch Cliff Community. Phase 3 of the study includes the development of a comprehensive strategy to achieve the Vision which includes four strategic components that together will encourage reinvestment and redevelopment along Kingston Road in Birch Cliff.

The four strategies and the manner in which they are to be implemented are as follows:

- i) Policy changes that include permissions on a wider range of land uses, provisions regulating height, density, building setbacks, bicycle parking and identifying required Section 37 community benefits will be implemented in the form of amendments to the official plan and zoning by-law;
- ii) Urban design guidelines to direct development along Kingston Road that addresses the physical requirements for site layout, buildings and sustainable development principles have been formulated for the Birch Cliff Community;
- iii) Transportation strategy as a framework for improvements for parking, transit and the pedestrian and cycling environments will be implemented through the reconstruction of Kingston Road, improving signage along bike paths, integrating future and existing bike paths with the waterfront trail system, in accordance with the draft streetscape improvement plan; and
- iv) Engaging residents, local artists and business owners to participate in the development of streetscape improvement initiatives which, if implemented, add to the character of Kingston Road and enhances the cultural resources and identity of the community through the refinement of the streetscape improvement plan for Kingston Road.

### **Study Area Characteristics**

Kingston Road in the Birch Cliff Community is similar to a traditional “main street” with clusters of low rise commercial buildings nestled close to the street, a mix of low rise apartments, and single and multiple family dwellings along its extent. Much of Kingston Road in Birch Cliff is a pedestrian scale street, four lanes wide, with on-street parking in many locations.

The physical appearance of Kingston Road in Birch Cliff is comparable in many ways to Queen Street in the ‘Beach’, or parts of Danforth Avenue. However, in Birch Cliff, Kingston Road does not exhibit the vibrancy of these more successful main streets. There are commercial vacancies, a number of stores have been converted to apartments, many buildings are in need of repair, and car repair and sales establishments occupy key sites along the street. These factors contribute to the decline that is apparent along

segments of this corridor. Many of the retail clusters have multiple ownerships with most properties being small and shallow. As a result, some of the properties may not be sufficiently large to support new development. Consolidation of properties will, in all likelihood, be required in these instances to promote revitalization.

More recently, there have been positive signs of revitalization as a result of two recent development projects on this part of Kingston Road. The northwest corner of Fallingbrook Road and Kingston Road (160 Fallingbrook Road) has been recently redeveloped into a 6 storey mixed use building with ground related retail uses. This site was formerly occupied by a laundromat establishment and an auto repair garage.

The southwest corner of Birchmount Road and Kingston Road (1725 Kingston Road) houses a 7 unit condominium (Application Number 08 222253 ESC 36 CD) townhouse project that is currently under construction.

Well-established, low density neighbourhoods are located to the north and south of Kingston Road. Many of the streets to the south of Kingston Road slope dramatically towards Lake Ontario. These neighbourhoods are undergoing change with new investment through small infill developments and with older housing stock being refurbished or replaced.

West along Kingston Road, in the former City of Toronto, is a mix of commercial and residential uses. To the east is the Cliffside Community. At its meeting on November 30 to December 1, 2009, City Council adopted recommendations contained in the final report on the City-Initiated Avenue Study in the Cliffside Community for Kingston Road. The official plan amendment related to this Avenue Study identifies potential locations for new streets, lanes and lane/road widenings and pedestrian connections. The related zoning by-law amendment deletes the current zoning and replaces it with a “Commercial-Residential (CR) Zone”, which permits a mixture of commercial, residential and institutional uses.

The web link to the final staff report for the Cliffside Avenue Study is as follows:  
<http://www.toronto.ca/legdocs/mmis/2009/sc/bgrd/backgroundfile-24625.pdf>

## **Community Consultation**

Local community support and involvement in the study was essential in formulating the Vision for Kingston Road and in preparing the implementation strategy. A local advisory committee (LAC) consisting of the local ward councillor, business owners and residents was established, were actively engaged and provided their input throughout all three phases of the study. There were a series of community meetings and open houses and a design charrette in order to identify and develop revitalization priorities for the corridor.

Community involvement was also carried through during Phase 3 of the study. The scope of the community consultation included two open houses (October 2008 and November 2009), a separate open house for local business owners/tenants and commercial/retail land owners (December 2009) and three local advisory committee meetings (June 2009, October 2009 and November 2009).

The majority of the ideas relayed by the participants to staff and the ward councillor are consistent with the Vision for Kingston Road (Birch Cliff) and included that the City:

- Encourage a mix of uses compatible with the existing fabric of the community.
- Encourage sustainable approaches to development and community building.
- Reinvest and rehabilitate existing building stock where feasible.
- Investigate means to control increased traffic and address the current lack of parking facilities.
- Improve the pedestrian environment and increase opportunities for cyclists, not just along Kingston Road, but throughout the Birch Cliff community.
- Invest in financial programs to assist owners to improve their properties that are outside the realm of a Business Improvement Area.
- Intensify residential uses through modest developments but not tall apartment buildings.
- Preserve historic buildings.
- Partner with the local arts community to create additional galleries and/or community/public art for the area.

Business owners indicated that the City should advance additional programs and initiatives to attract and encourage new businesses.

## **Provincial Policy Statement and Provincial Plans**

The *Provincial Policy Statement* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is issued under Section 3 of the Planning Act and establishes the policy foundation for regulating the use and development of land. Section 3 of the Planning Act was amended on March 1, 2005 to ensure that all municipal planning decisions are required to be consistent with the PPS. Under the PPS, the City of Toronto is a settlement area.

The PPS requires that land use patterns within settlement areas shall be based on:

- “a. densities and mix of land uses which:
  1. efficiently use land and resources;
  2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; and avoid the need for their unjustified and/or uneconomical expansion;...”
- “b. a range of uses and opportunities for intensification and redevelopment”

The amendments to the official plan and zoning by-law contained in this report will achieve these goals and are consistent with the policies contained in the PPS by providing for a greater mix of uses particularly commercial, retail and residential uses, and intensification and redevelopment opportunities and allowing for higher residential forms that are compatible with the adjacent land uses within certain areas along Kingston Road.

## **Growth Plan for the Greater Golden Horseshoe**

The Province's *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) has its basis in the *Places to Grow Act*, 2005. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe over a 25 year time frame that includes directions to municipalities for where and how growth should occur; the provision of infrastructure to support growth; the protection of natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict with, the Growth Plan.

The Growth Plan requires municipalities to:

- Revitalize downtowns to become vibrant and convenient centres
- Create complete communities that offer more options for living, working, learning, shopping and playing
- Provide housing options to meet the needs of people at any age
- Curb sprawl and protect farmland and green spaces
- Reduce traffic gridlock by improving access to a greater range of transportation options

The proposed amendments to the official plan and the zoning by-law conform to the policies contained in the Growth Plan since these amendments will help to ensure a more sustainable corridor which reduces sprawl and is developed with a mix of commercial and residential land uses and built forms.

## **Official Plan**

Kingston Road is identified as an "Avenue" on Map 2-Urban Structure in the Toronto Official Plan. Avenues are considered important corridors along major streets, where reurbanization is promoted. Avenues are also considered "Main Streets" that are the focus for local communities. The Toronto Official Plan supports the revitalization of the Avenues through an integrated approach to land use and transportation. The Official Plan recognizes that not all of the Avenues in the Official Plan are anticipated to experience the same level of growth.

For the most part, the designations in the Official Plan for the existing commercial areas along Kingston Road is Mixed Use Areas. Policies for Mixed Use Areas in the Official Plan provide for a broad range of commercial, residential, institutional and parks and open spaces uses which would enable residents to "live, work and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars and create districts along transit routes that are animated, attractive and safe..."

Most existing single family homes that front onto Kingston Road are designated Neighbourhoods. Neighbourhoods are considered physically stable areas consisting of residential uses in lower scale buildings such as single family and semi-detached dwellings, triplexes, townhouses and walkup apartments. Parks, local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in the Neighbourhoods designation.

There are currently two site and area specific policies in place within the study area as follows:

- 1) Site specific policy number 107 applies to those properties on the north side of Kingston Road between Warden Avenue and Manderley Drive. There is a holding provision on these land parcels which may be removed in whole or in part by an amendment to the Zoning By-law when Council is satisfied as to the provision of servicing facilities and transportation improvements required to accommodate any proposed redevelopment. As well, Council should be satisfied that new development reinforces and respects the existing development in the surrounding area.
- 2) Site specific policy number 260 affects the property at 1757 Kingston Road (south of Kingston Road and east of Birchmount Road) and provides for residential uses of semi-detached and townhouse dwellings.

Staff are not recommending the removal of either of these policies.

Kingston Road is also identified in the Official Plan on the Higher Order Transit Corridor - Map 4 in the Official Plan. Along these corridors, the protection of existing and planned rapid transit networks is given a priority, and new transit lines will be implemented in these corridors over the longer term as needs are identified. Environmental Assessment or Transportation studies will be completed and transit improvements implemented when funding becomes available. Kingston Road is also a part of the surface transit priority network on Map 5 of the Official Plan. The Official Plan promotes increasing transit priority within these areas to make more efficient use of the existing transportation network through signal priority for buses and streetcars, limiting on-street parking and providing exclusive transit lanes.

The Official Plan on Map 3-Right of Way Widths Associated with Existing Major Streets provides for a road width along Kingston Road of 20 metres from Victoria Park Avenue to Birchmount Road. This reflects the existing width of the road, and recognizes the built form that exists along much of this street, but the width of the right-of-way presents a challenge.



Birch Cliff is a lakeside community and much of the lands along the bluffs are designated Open Space. These lands and other areas within the community form part of the City's Natural Heritage system – Map 9 as identified in the Official Plan. The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have a high priority in City building decisions.

The City's Natural Heritage System consists of areas where restoring, enhancing and protecting the natural functions and features are a high priority for the City. Proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the City's natural heritage system. A study will be required, when appropriate, to assess a proposed development's impact on the natural environment. The study shall also propose measures to reduce negative impacts on, and where possible, improve the natural environment. The Official Plan policies provide that development will be set back by at least 10 metres, or more if warranted by the severity from the top-of-bank of valleys, ravines, bluffs and other locations where slope instability, erosion, flooding or other physical conditions present a significant risk to life or property.

## **Zoning**

The study area is subject to the Birchcliff Community Zoning By-law No. 8786, as amended. Many of the retail clusters are zoned Highway Commercial (HC) and Neighbourhood Commercial (NC) with a few larger retail and commercial establishments within the Birch Cliff Community as Community Shopping Commercial (CC). Residential uses are not permitted in these zones.

The by-law generally separates residential and commercial areas and is not reflective of the Vision of Kingston Road as a vibrant main street. The current zoning is not supportive of mixed use development, although exceptions have been granted to recognize and permit residential uses on the second floor in some retail buildings. Henley Gardens is an exception along Kingston Road, where the zoning permits both Apartments and Community Commercial Uses. The Fallingbrook condominium located at the northwest corner of Fallingbrook Road and Kingston Road is also zoned in a similar manner to permit commercial uses and apartment units.

The lower scale residential areas are zoned Single-Family Residential (S) and other residential uses such as townhouses are zoned Multiple-Family Dwellings (M) while apartments are zoned Apartment Residential (A). Properties containing places of worship and an emergency services facilities station are zoned Limited Institutional (LI).

## **Site Plan Control**

The majority of lands within the study area along the Kingston Road corridor are subject to site plan control. Exception exists for those areas zoned Single-Family Residential (S) and Two-Family Residential (T). Staff are recommending that parcels currently zoned Single-Family Residential (S) and Two-Family Residential anticipated to be rezoned to Commercial-Residential (CR) Zone be subject to site plan control (Attachment 4). Four properties proposed to be subject to site plan control include a property north of Kingston Road and Victoria Park Avenue, known municipally as 211 Victoria Park Avenue, and

properties at and near the northeast corner of Woodland Park Road and Kingston Road, known municipally as 1316, 1318 and 1320 Kingston Road.

Since the expectation is that development will occur due to the proposed changes to the policy and regulatory framework, the majority of the lands along this corridor should remain under site plan control. Having site plan control in place for the majority of the lands within the study area will enable staff, in consultation with the Ward Councillor, to continue to review development proposals in a more detailed manner through the site plan process and be able to enter into agreements with the owners to secure matters including, but not limited to landscaping, pedestrian corridors, building openings and access to sites.

### **Archaeological Potential**

All land parcels within the study area have been identified as having archaeological potential. An archaeological assessment is required for lands identified by the City as having archaeological potential in order to ascertain the absence or presence of archaeological resources. These assessments are to be completed together with any associated mitigation well in advance of any soil disturbance within the subject property.

### **Agency Circulation**

The recommendations and the draft documents attached to this report have been developed in consultation with the appropriate City Divisions, City Agencies and Commissions.

## **COMMENTS**

### **Proposed Zoning By-law Amendment**

The proposed zoning by-law amendment (Attachment 3) contains regulations and provisions on land use and directs how land is to be developed within the study area.

#### **i) Land Uses**

The proposed Zoning By-law Amendment deletes the current Highway Commercial (HC), Neighbourhood Commercial (NC), Community Shopping Commercial (CC), Apartment Residential (A), Single-Family Residential (S), Two-Family Residential (T), Street Townhouse Residential (ST), Multiple-Family Residential (M) and Limited Institutional (LI) zoning and introduces Commercial-Residential (CR) zoning. The Commercial-Residential (CR) Zone will permit a mixture of land uses consistent with the Mixed Use Area policies of the Official Plan and the Vision for Kingston Road (Birch Cliff). Uses permitted in the Commercial-Residential (CR) include: day nurseries, dwelling units, educational and training facilities, financial institutions, fraternal organizations, hotels, medical centres, municipally owned and operated parking lots, nursing homes, offices, personal service shops, place of entertainment, private home day care, recreational uses, restaurants, retail stores and retirement homes.

Staff recommend that a large portion of the study area be rezoned to permit commercial and residential uses, with some areas permitting primarily residential uses, excluding most single-family residential and two-family residential uses. There are some parcels of land within the study area that are currently subject to site-specific exceptions. Most of these site specific exceptions regulate the current built form for land parcels that include setback, parking, density by way of floor space index and the size and number of units. Staff are not recommending that these site specific exceptions be removed or deleted as part of the Zoning By-law amendment as these exceptions will not hinder future opportunities to redevelop these sites for mixed uses.

A prohibition on any new auto-related uses such as automobile sales, automobile service, repair and maintenance uses will be included in the proposed Zoning By-law. Existing auto-related uses will be legal non-conforming. Ground related residential uses such as single-family residential, two-family residential and duplex uses will not be permitted within the Commercial-Residential (CR) Zone.

New Places of Worship will not be permitted in the Commercial-Residential (CR) Zone. This does not preclude the City from considering a site specific development proposal with an accompanying application to amend the Zoning By-law to permit a Place of Worship. Through the processing of an application, the City would be able to conduct an analysis of the proposal and any resulting impacts on Kingston Road and the surrounding area. Existing places of worship will be legal non-conforming.

Staff are not recommending any amendments to the zoning by-law for lands east of Birchmount Road and the majority of those lands already zoned Single-Family Residential (S). This area represents a collection of low-density homes mainly in the form of single-family dwellings that is surrounded by a large amount of open space, parks and community amenities.

## **ii) Core Commercial Areas**

Three main “core commercial areas” (Attachment 5) have been identified within the study area as follows:

### **1. Victoria Park Core Commercial Area**

This area includes properties along the north side of Kingston Road from Victoria Park Avenue to east of Fallingbrook Road including 211 Victoria Park Avenue, 155 Fallingbrook Road and 1212 to 1238 Kingston Road and on the south side Kingston Road including 1085 Kingston Road, 1093 to 1095 Kingston Road (Henley Gardens). This core commercial area does not apply to 1117 Kingston Road (at the south-west corner of Kingston Road and Blantyre Avenue)

2. Birch Cliff Common Core Commercial Area

All properties on the north side of Kingston Road, between Cornell Avenue and Manderley Drive are in the Birch Cliff Common core commercial area as well as properties on the south side of Kingston Road, from Haig Avenue to Valhalla Boulevard (excluding 1535 Kingston Road).

3. Birchmount Core Commercial Area

This area affects only those properties on the north side of Kingston Road from Harding Boulevard to Birchmount Road.

Within the three core commercial areas, staff recommend that uses on the ground floor will be restricted to a variety of commercial and institutional uses with residential uses permitted only on the second floor and above. Requiring commercial at grade will assist in establishing commercial concentrations at key locations along Kingston Road and create a main street with continuous main floor retail animating the street. Restricting uses to solely commercial and institutional uses on the ground floor will also provide a healthy balance between residential and commercial growth within the area and will introduce additional employment opportunities.

**iii) Height and Massing**

A wide range of residential units and built form exist within the study area from single-family residential to duplexes, to walk-up apartments, and apartments. The commercial establishments are smaller developments typically one to two storeys in height with the exception of Henley Gardens.

New buildings constructed within the study area will be required to have a minimum of 2 storeys or 7.5 metres. Depending on the lot depth and location of the subject sites relative to the surrounding context, maximum building heights range from 4 storeys and/or 14 metres to 8 storeys and/or 27 metres. Modestly taller buildings at a maximum of 8 storeys will be permitted at key locations within two (Victoria Park and Birch Cliff Common) of the three core commercial areas. The majority of the built form is encouraged at 2 to 6 storeys which will create a continuous street face along the corridor by framing the street edge and eliminating the discontinuity in scale that currently exists throughout the corridor

The application of a 45 degree angular plane from rear property lines abutting Single-Family (S), Two-Family (T) and Multiple-Family (M) Zones or from the furthest edge of an adjacent laneway is recommended to provide a transition from established adjacent low-rise neighbourhoods and to minimize privacy impacts and overlook. This angular plane also provides direction and guidance on the overall building heights.

#### **iv) Density**

For those areas capped at a building height of 4 storeys or 14 metres, the maximum density allowed for the building will be 2.5 times the lot area. For areas capped at a building height of 6 storeys or 20 metres, the maximum density allowed for the building will be 3.5 times the lot area. Lastly, for areas capped at a building height of 8 storeys or 27 metres, the maximum density allowed for the building will be 4.5 times the lot area.

#### **v) Building Massing Along Kingston Road**

Requiring a consistent and constant wall face along Kingston Road will help to define this segment as a main street. Minimum building “widths” along Kingston Road are being proposed for lots having a lot frontage or flankage along Kingston Road which will assist in reducing gaps along the street edge. The main wall of the first 2 storeys fronting or flanking Kingston Road having a frontage of greater than 30 metres must occupy a minimum of 70% of the frontage or the flankage of lots on Kingston Road. On lots with a lot frontage of less than 30 metres, the first 2 storeys must occupy a minimum of 60% of the frontage or flankage of lots on Kingston Road.

#### **vi) Setbacks**

##### Front Yard Setbacks

Existing buildings have been constructed directly adjacent to the property line along portions of Kingston Road which is traditionally how main streets have been developed. Unfortunately, at some locations, the right-of-ways on Kingston Road are narrow and the public boulevard is constrained and limited. To achieve a more comprehensive streetscape, staff recommend front yard setbacks that range from 0 metres to 3 metres. Staff are proposing to standardize the right-of-ways and to secure a continuous street wall along Kingston Road.

Where there is a building setback greater than 0 metres, staff are recommending that these areas will be constructed of hard landscaping. Hard landscaping will complement the boulevard and will appear seamless in terms of the transition between the public and private realms, thereby expanding the area for a pedestrian sidewalk.

##### Rear Yard Setbacks

Where properties abut a Single-Family Residential (S), Two-Family Residential (T) and/or Multiple-Family (M) Zones, a 7.5 metre rear yard setback will be applied. Where no public laneway exists, a minimum of 1.5 metre landscape buffer strip will be required within this setback.

A 7.5 metre rear yard setback is a standard that has been typically applied not just for properties identified as being on an Avenue but for residential and commercial land uses. This rear yard setback is to complement the 45 degree angular plane. This setback may also accommodate a landscape strip of 1.5 metres and a 6 metre laneway for access purposes.

### Side Yard Setbacks

To achieve a consistent building face along Kingston Road, buildings located on this corridor will be subject to a side yard setback minimum of 0 metres. This condition will be applied to buildings up to 6 storeys in height. For buildings taller than 6 storeys, a 5.5 metre setback requirement will be applied above the sixth storey. The 5.5 metre setback provision is required in order to allow sunlight to penetrate through to Kingston Road and to minimize the extent of blank side walls on buildings.

Staff are recommending a flankage yard setback of approximately 1.5 metres for those properties flanking Blantyre Avenue, Courcellette Road, Fallingbrook Road, Woodland Park Road (on the east side), Queensbury Avenue, Audrey Avenue, Cornell Avenue, Warden Avenue, Manderley Drive, Valhalla Road, Kalmar Road, Kildonan Drive, Eastwood Avenue, Lakeside Avenue, Birchcliff Avenue, Avalon Boulevard, Harding Boulevard and Birchmount Road. This setback provides an appropriate transition to adjacent residential structures and provides opportunities for landscaping purposes.

### **vii) Minimum Ground Floor Ceiling Height**

A minimum ground floor ceiling height of 4.5 metres will assist in achieving a main street character for properties fronting onto Kingston Road. Outside of the core commercial areas, areas zoned as Commercial-Residential (CR) are not required to provide for ground related commercial/retail uses. However, requiring minimum ground floor ceiling heights of 4.5 metres outside of these core commercial areas will provide for the potential conversion of residential uses to commercial uses and establish live/work units.

### **viii) Parking Requirements**

Vehicular parking regulations contained in the Birchcliff Community Zoning By-law No. 8786 will continue to apply to the study area as the current Zoning By-law accommodates appropriate parking requirements for the anticipated scale and type of development throughout the area.

Staff recommend that bicycle parking standards be introduced to ensure that bicycle parking is provided for all new residential developments.

All new parking spaces should not be visible from the public realm and therefore should be located away from Kingston Road or within a structure that is below-grade. As development takes place, payment-in-lieu of on-site parking may be a consideration by staff. This would only be contemplated where no opportunities exist for the owner to secure off-site parking arrangements that is within a practical distance of the property and/or if on-site parking is not physically feasible and/or would result in a poor streetscape condition.

## **Proposed Official Plan Amendment**

The Official Plan currently designates one property located on the northeast corner of Fallingbrook Road and Kingston Road as Neighbourhoods. A 2 storey mixed-use building currently exists on the property at the north-east corner of Kingston Road, known municipally as 155 Fallingbrook Road and 1212 to 1238 Kingston Road. Staff are recommending, through the proposed official plan amendment (Attachment 2) that these properties be redesignated from Neighbourhoods to Mixed Use Areas in order to allow for commercial and retail opportunities along with appropriate residential units in mixed use buildings.

Due to the varying right-of-way widths of Kingston Road with some segments down to 20 metres, staff are proposing, through a Site and Area Specific Policy No. 325, to enhance the pedestrian experience along the street by having those setback areas along Kingston Road be subject to pedestrian easements over hard landscaping. These areas will appear to be a comprehensive continuation of the boulevard and will allow for greater use of active space along the corridor.

## **Urban Design Guidelines**

Urban Design Guidelines (Attachment 6) that outline and illustrate how the Official Plan urban design goals and objectives for the public realm and the built form are to be achieved have been prepared for adoption by City Council. The Urban Design Guidelines will guide future developments and promote a vibrant and sustainable main street corridor in the Birch Cliff Community. Transformation of Kingston Road throughout the study area is anticipated with enhanced street activity combined with a high quality of urban design and inviting public spaces.

The guidelines include recommendations on site planning, building massing and design, and public realm improvements. Relationships to the surrounding area north and south of Kingston Road are articulated through these guidelines.

The guidelines have been divided into three main sections as follows:

- 1) Built Form and Site Development
- 2) Public Realm
- 3) Concept Plan and Area Specific Guidelines

### **1) Built Form and Site Development**

Guidelines identified in this section require that measures promoting sustainability be implemented through the design of the buildings and site planning process. Innovative and architectural excellence is promoted by including flexibility in the building design to accommodate a variety of uses over time, the construction of green roofs and the adaptive re-use and recycling of buildings. High quality mid-rise buildings with a pedestrian friendly scale to respond to Birch Cliff's traditional main street character will be required to be compatible with the surrounding built forms. Parking, loading, servicing and storage facilities should be screened from public view. Where commercial uses at grade is required or desired, the building should be designed in a manner that the building base

and area surrounding this feature animate Kingston Road as well as on the flankage yards.

## **2) Public Realm**

The public realm guidelines will ensure that a pedestrian friendly, business and transit supportive streetscape will be created with any new development. New improvements to public places, existing parks and open spaces should be undertaken to enhance the main street character of Kingston Road. New pedestrian connections and signage are to be installed throughout the community to showcase Birch Cliff's focal points and viewing areas. Public art and/or community art can strengthen the identity of the community. Such art installations should be explored not only in conjunction with new developments but with local artists and artisans in consultation with the ward councillor, the City's Urban Design staff, Culture Division and other appropriate City Divisions.

## **3) Concept Plan and Area Specific Guidelines**

The Phase 2 Report presented a concept plan that divided Kingston Road into six sub-areas based on the character, land use patterns and location of each of these sections.

These sub-areas have been identified as follows:

- i) Victoria Park
- ii) Hunt Club West
- iii) Hunt Club
- iv) The Birch Cliff Common
- v) Birch Cliff
- vi) Birchmount Park

Since each of these sub-areas is unique, staff are recommending area specific urban design guidelines on matters such as gateway features, placement markings through signage and art installations, landscaping, built form locations, pedestrian amenity enhancements and block arrangements for larger properties.

## **Streetscape Improvement Plan**

As part of the Kingston Road Revitalization Process, the City has been engaged in a comprehensive re-design (Attachments 7 to 10) of Kingston Road between Victoria Park Avenue and Birchmount Road. A multi-divisional team was formed that incorporated all relevant City divisions for the purposes of designing the reconstructed Kingston Road. This process consisted of monthly team meetings with Planning, Technical Services, Public Realm Unit, Economic Development, Toronto Water, Urban Forestry, The Toronto Parking Authority, The Toronto Transit Commission, and other divisions as required. The meetings were used to vet and refine the design of the Streetscape, to anticipate and solve possible engineering problems and to ensure that all infrastructure reconstruction was coordinated to the same schedule. The end result is a design that addresses the complex technical requirements of Kingston Road, and beautifies the street.



Furthermore, all costs were considered ahead of time to ensure that budget was available for everything required, rather than coming up with an unrealistic design at the outset and having to scale it back. The meetings were so successful that it was felt the team approach that was taken could become the model for future reconstruction projects. As part of this process, staff also engaged with the local advisory committee (LAC) on numerous occasions to ensure that the design met with community approval. The final design was also presented to the community through the latest Open House where it was very well received.

From Victoria Park Avenue to Birchmount Road, Kingston Road has a complicated right-of-way that narrows to 20 metres in some parts expanding to as much as 26 metres in others. Further west of Birchmount Road, this is made more complicated by having some trees planted in the middle of the pedestrian clearway, where they would normally be planted near the curb. In order to ensure a high quality reconstruction, multiple cross sections had to be prepared that could deal with the varying conditions. These designs also served to inform the Zoning By-law as it was realized that multiple setbacks would be required, for construction projects going forward, in order to ensure a consistent street wall was created. The final result of these meetings is the Kingston Road Complete Street Design. A sample of the design is included in this report (Attachments 8, 9 and 10).

Kingston Road between Victoria Park Avenue and Birchmount Road will be reconstructed with construction expected to begin in 2012. The new reconstruction will incorporate, at a minimum, new road, new curb, new pavers at the curb and a new sidewalk. Where the right-of-way allows it, there will also be new tree plantings. Where there is a full 26 metre right of way, there will be new tree planting, a reorganization of the pedestrian clear way, if required, and street furniture. New street lighting is also proposed along the north side of Kingston Road, as none currently exists, but there has been no commitment from Toronto Hydro to date.

Several locations termed “places” have also been identified for special attention that could include decorative retaining walls, flower beds and public art. The new sidewalk will also include bronze inlays at key locations that could be designed with community input. There may also be some opportunity for mural painting but these do not directly hinge on the reconstruction and could be implemented at any time. It bears mentioning that the Water Main will also be replaced during this reconstruction as it was scheduled for upgrade as well.

The end result is a comprehensive design that, when constructed, will significantly improve the streetscape and public realm along Kingston Road. It will help to send a clear signal to the community that action is being taken by the City to revitalize the area, as well as serve as a catalyst to retail owners and landlords to reinvest in this community. It is a powerful, complementary and concrete partner to the policy driven initiatives contained in this report.

Staff are currently in the 'planning' phase of the project, the detail design and tender phase will take place in 2011 and the construction phases will take place between 2012 and 2013. The next step in the reconstruction process is to refine the draft streetscape improvement drawings and hand them over to Technical Services for detailed design.

The City promotes pedestrian and cycling friendly streets and reduced automobile dependence through its policy framework. For years, cyclists have operated within mixed traffic along the existing right-of-ways along Kingston Road. Staff are proposing the retention of the current lane configuration and on-street parking arrangements which means that cyclists will be required to continue the established cycling patterns along this segment of Kingston Road. While this is not necessarily the ideal solution, it at least allows the status quo to continue for the time being.

Dedicated bike lanes are difficult to accommodate in the existing Kingston Road roadway width without reducing the number of existing travel lanes from 4 lanes to 2 lanes and/or eliminating the existing on-street parking along Kingston Road. Traffic operations staff have indicated that any reduction in the number of traffic lanes to accommodate bike lanes is not viable to support the traffic demand. Staff also examined the elimination of parking on both sides of the road to provide for bike lanes and maintain the number of travel lanes. Cycling Infrastructure staff advised that a widening of approximately 1.0 metres for a total roadway width of 16 metres would be required to allow for bike lanes. Notwithstanding the elimination of some boulevard improvements to provide for the required widening, on-street parking spaces are currently utilized by patrons of the commercial/retail establishments within this corridor and elimination of these spaces will harm the already fragile small business establishments and business network of the community.

Pursuing a bikeway facility on Gerrard Street East and Clonmore Drive as identified in the Bike Plan will likely be the best alternative for providing an east-west route through the Birch Cliff area. Also, the waterfront trail crosses through the area using the street network south of Kingston Road. By integrating the Waterfront Trail system with the Bike Plan, the City will be able to showcase one of its best natural features, the Scarborough Bluffs on Lake Ontario, while also facilitating potential bicycle commutes through a busy automobile corridor. Although there are challenges to overcome relating to the future provision of cyclists on this segment of Kingston Road, integrating these routes and providing dedicated bike lanes to the north of Kingston Road, represents substantial improvements to the existing condition.

### **Commercial Revitalization**

When the Kingston Road Revitalization project was initiated at the request of Council, there was also a strong mandate to incorporate and explore creative commercial development incentives. Planning Staff have met with Economic Development staff to discuss potential incentives. There are a number of incentives available to businesses through the Business Improvement Area (BIA) program. The façade improvement grant program, as an example, is available to a BIA that has been operating for five years. These incentives and grant programs are robust and successful and have become a model

for other municipalities in the Greater Toronto Area. Businesses and property owners along Kingston Road between Victoria Park Avenue and Birchmount Road should be encouraged to form a BIA as soon as possible in order to access these incentive programs and promote the revitalization of Kingston Road.

The retail and commercial sector along this stretch of Kingston Road is suffering and in need of revitalization. Many of the ground floor retail uses have been converted illegally to residential uses, others simply lie vacant. Some retailers struggle to pay their rent and risk having to leave the area due to lack of patronage. Unfortunately, at this time, there are no incentives available to the existing retail uses, due to the fact that they are not in a Business Improvement Area.

As previously noted, Kingston Road is designated as a Mixed Use Areas and identified as an Avenue in the Official Plan. Such areas are intended to incorporate diverse uses such as retail and residential in a unified built form. They are intended to serve as growth areas and are intended to be vibrant communities where the streets are animated by the population living nearby. A strong commercial presence is absolutely vital to ensuring this happens. The Kingston Road Revitalization project contains a number of policies and plans that will enable a community transformation from a built form perspective, but new zoning, urban design guidelines and street reconstruction, on their own, are not sufficient to ensure a healthy and vibrant local retail area.

With this in mind, planning staff are recommending that a working group be formed to study the development of incentives for struggling retail strips that do not currently form a BIA. The working group should include the Ward Councillor and incorporate representation from Economic Development, City Planning and Build Toronto as well as local ratepayers, landlords and business owners. Some ideas on possible incentive programs that could be explored are, but not limited to: 1) a pilot project that allows for a short-term exemption to the required BIA status for City of Toronto Incentives; 2) the implementation of incentives to landlords and retailers that restore and rehabilitate their built form and; 3) using the powers of Build Toronto to consolidate difficult parcels of land and lease them to retailers or sell them for the purposes of redevelopment. The working group should report back on its conclusions as a timely response to this issue is required.

Any incentives developed could be done as a pilot project of no more than five years, tied to a Community Improvement Plan, with the ultimate goal being the establishment of a BIA. Creating a temporary incentive program tied to the formation of a BIA, could be an “incubator” for new Business Improvement Areas within the city while also providing a reasonable sunset clause on the incentives that is a measurable and real benchmark. If the project were successful, then it could perhaps be expanded to other struggling retail strips in the City.

## **Arts, Culture and Heritage Resources**

In 2003, City Council adopted the 'Cultural Plan for the Creative City'. Among the recommendations of the plan were that the City would promote its culture both locally and nationally and that the City would work with community groups to support local culture movements. The Arts have always been an important part of Scarborough's history in general and along Kingston Road in particular. There is a rich heritage of visual and other arts along Kingston Road, from the Mural trail, to the Guild Inn Park, to the Scarborough Arts Council located in Birchcliff. City Urban Design Staff have indicated, in the Urban Design Guidelines, a number of locations where Public Art can be displayed. Public Art is owned by the City and subject to a competitive review and tender process and generally secured through contributions made by developers (generally 1% of the projected value of the project). The overall streetscape along Kingston Road would benefit by incorporating public art installations. In addition, staff have identified opportunities for 'community art'. 'Community art' can incorporate a design that is put together by the community, ideally by a local artist. This could take the form of the bronze inlays placed in sidewalks as part of Urban Design features. Planning Staff would facilitate the creation of a working group, in consultation with the Ward Councillor, which incorporates the LAC, local retail interests and the Scarborough Arts Council that would evaluate designs brought forward by local artists.

Another important aspect of the culture along Kingston Road between Victoria Park Avenue and Birchmount Road, are the numerous heritage buildings that have the potential to be impacted by any redevelopment. Heritage staff have been working with the local Preservation Board to review and designate potential buildings with heritage potential. Planning staff have identified, through the Urban Design Guidelines, criteria under which heritage buildings could potentially be redeveloped. All redevelopment of heritage buildings, however, is subject to review and consultation with Heritage staff.

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

The City of Toronto and the TTC are conducting a study to identify possible transit improvements along the Kingston Road and Danforth Avenue corridors. The study will investigate how to best improve transit service along the Kingston Road and Danforth Avenue corridors between Victoria Park Avenue and Eglinton Avenue East and connecting to the Bloor-Danforth subway.

In April 2009, the preliminary preferred transit solution was identified, a Bus Rapid Transit (BRT) facility along the Kingston Road and Danforth Avenue route with connections to the Bloor-Danforth subway at Victoria Park Station and to the proposed Scarborough-Malvern Light Rail Transit line at Eglinton Avenue East. Along Kingston Road the BRT would be located in the middle of the road and physically separated from other traffic. Additional work is being completed to determine what is most appropriate for the Danforth Corridor. Due to the constraints posed by the existing right-of-way widths through the Birch Cliff corridor of Kingston Road and along other routes (Main Street, Victoria Park Avenue) a BRT is not recommended at this time. However, once

the BRT is implemented further east along Kingston Road, there will be improved transit options for the Birch Cliff community.

Additional information on this study can be found at the following link:  
[www.toronto.ca/involved/projects/kingston\\_road\\_ea/index.htm](http://www.toronto.ca/involved/projects/kingston_road_ea/index.htm)

## **Parking**

Throughout the study process, residents, business owners and their patrons have supported on-street parking along Kingston Road and have expressed support for retaining such parking arrangements. Staff met with representatives from the Toronto Parking Authority (TPA) to discuss the possibility of creating dedicated green parking lots to supplement on-street parking in an effort to achieve efficiencies surrounding the existing parking opportunities within and adjacent to the study area. The TPA conducted a parking study during June-July 2009 and concluded that the amount of parking spaces currently afforded is adequate to service the existing uses within the study area. The current on street parking arrangements will not be modified or eliminated. However, as revitalization and redevelopment occurs along with an increase in the demand for additional parking, the TPA has indicated that it may then consider the establishment of a dedicated Green P parking area. At that time, possible Green P parking locations within the Birch Cliff Community should be identified by the TPA in consultation with Planning, Transportation Services and Transportation Planning staff. The Phase 2 concept plan as adopted by Council will provide guidance during the review and analysis of future Green P parking sites.

## **Sustainable Community and the Toronto Green Standard**

On October 27, 2009, City Council adopted the revised Toronto Green Standard (TGS) and this decision document can be accessed at the following link:  
<http://www.toronto.ca/legdocs/mmis/2009/pg/bgrd/backgroundfile-23569.pdf>. The Toronto Green Standard addresses pressures on the City's air quality, energy use, greenhouse gas emissions, water quality/quantity, ecological protection and enhancement and solid waste (reduction and diversion).

Two tiers of performance measures are contained in the TGS. Tier 1 applies to those sustainable development elements that can be secured under the Planning Act processes. Measures such as landscaping, site level infrastructure features (e.g. automobile, pedestrian, cycling infrastructure) are considered Tier 1 measures. Tier 2 includes matters outside of what can be secured through the Planning Act and establishes higher performance targets for buildings. Elements that are deemed to be Tier 2 will be secured through an agreement with the owner through the use of a "Development Charge Refund incentive.

The TGS will come into effect for new planning applications on January 31, 2010. As such, new development projects with associated planning applications filed with staff on or after January 31, 2010 will be subject to the Toronto Green Standard.

The TGS is a means by which to meet the guiding principles of development related to fostering a sustainable community by way of its built form within this segment of Kingston Road. Sustainability through intensification is also achieved with the permission of a wider range of land uses through the proposed zoning by-law amendment which will result in greater land use efficiencies. Increasing the tree canopy with additional street trees will not only enhance the street, but will provide shade to cyclists and pedestrians and will also contribute in a positive vein to the City's air quality. As well, there will be improvements with the connections between the bike routes and the waterfront trail system which will entice and encourage people to use these routes and explore the community.

### **Parks and Open Space**

There are areas designated Parks and Other Open Space along Kingston Road (Avalon Parkette, Birchmount Park, Rosetta McLain Gardens, Hunt Club Golf Course (privately owned), in the surrounding neighbourhoods and along Lake Ontario. Parks and Open Space areas are generally intended for recreational and cultural activities and facilities. Parks and open spaces are essential elements of the City's green space system. As the City experiences growth and changes, the parks and open space system will need to expand.

Properties on the north side of Kingston Road are subject to the Alternative Parkland Dedication By-law and have also been identified as a parkland acquisition priority area (Map A-9, By-law No. 1420-2007). Land dedication greater than 5% for parks purposes or cash-in-lieu of parkland dedication will be required for that residential portion in a new mixed use building or any new residential development.

The Phase 2 Report recommended that staff work with Parks and Recreation staff to investigate where possible parkland acquisition and parkland improvements can be secured within the Birch Cliff Community and the study area. Through future residential development applications, staff will work in consultation with Parks and Recreation staff to obtain the necessary improvements and any additional parkland land required for the area.

Meeting places and areas for people to congregate are much needed in the Birch Cliff Community and along Kingston Road. Seating arrangements along the corridor and within the community alongside existing trails and parkettes are lacking. As part of the urban design guidelines and the streetscape improvement plan, staff are recommending where the creation of publicly accessible "places" and spaces should be created not only along the Kingston Road corridor but within the Birch Cliff Community.

## **Ravine and Natural Feature Protection By-law**

Properties within the study area affected by the City's Ravine and Natural Feature Protection By-law include the Rosetta McClain Gardens and Birchmount Park. This By-law provides for better management of public and private natural areas and any attempts to injury or destroy any tree; change the natural land topography, by excavation or adding soil or other materials on slopes; dump or place any type of debris including garden waste, leaves and branches; and/or construct new or replacement structures or retaining walls within these sites will require the appropriate permits from the City's Forestry Division.

## **Community Services and Facilities**

The range of community amenities in Birch Cliff was noted as a significant benefit. There are schools, churches, recreation and cultural facilities, and a library within walking distance of most residents of Birch Cliff and many are located on Kingston Road (Attachment 9). Many residents identified these facilities as the most important places along Kingston Road. That these community amenities are within walking distance for many residents is not only a benefit for the local community, but provides a solid base upon which to build and attract new residents and businesses into the area. A summary of these community services and facilities can be found in the Phase 1 Report and accessed as follows: <http://www.toronto.ca/legdocs/mmis/2007/sc/bgrd/backgroundfile-1269.pdf>

As the area continues to intensify and grow, there will be a need to reassess the community services and facilities infrastructure not only within the study area but within the Birch Cliff Community.

## **Section 37**

Section 37 authorizes a municipality with appropriate Official Plan provisions to pass Zoning By-laws involving increases in the height or density thresholds which would otherwise be provided for in the Zoning By-law in exchange for community benefits. The proposed Zoning By-law amendment (Attachment 2) contains provisions requiring that Section 37 will be applied to those new development projects containing building heights greater than 6 storeys or 27 metres and/or a floor space index of more than 3.5 times the lot area. The proposed Zoning By-law amendment recommends that one or more of the following matters (not listed in order of priority) be secured in a Section 37 agreement:

- i) non-profit arts, cultural, community or institutional facilities;
- ii) parkland, and/or park improvements;
- iii) public art;
- vi) 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;
- v) streetscape improvements not abutting the site;
- vi) municipally owned parking lots; and
- vii) non-profit child care facilities, including start-up funding.

These community benefits reflected in the proposed Zoning By-law are the result of priorities identified through the consultation process with the community, stakeholders and various City Divisions as well as the analyses during Phase 1 and Phase 2 of the study.

### **Servicing**

The City's servicing infrastructure is located in the Kingston Road right-of-way. When these services were originally constructed and installed there might not have been a calculation considerations respecting future land use intensifications and growth for residential and commercial uses within this corridor. Staff are recommending that any infrastructure improvements necessary to implement the recommended amendments to the Official Plan and the Zoning By-law be investigated by Toronto Water staff in consultation with Technical Services and Planning staff and that Toronto Water report to Scarborough Community Council on the capability deficiencies and improvements, if necessary, to the existing sewer/water/storm water infrastructure.

As such, as part of the reconstruction process, staff are recommending that the appropriate City Divisions including Toronto Water and Technical Services investigate the need for additional servicing infrastructure to support the anticipated growth along the corridor.

### **CONCLUSIONS**

The proposed amendments to the existing planning framework respecting Official Plan policies and the Zoning By-law will assist in stimulating reinvestment and redevelopment of properties along Kingston Road. The proposed zoning by-law involves broadening the scope of permitted commercial and residential land uses and will orient and site buildings in a manner that promotes a vibrant streetscape and compatibility with adjacent low rise neighbourhoods.

The recommendations contained in this report will assist the community in achieving a healthy, animated and sustainable mixed use corridor along Kingston Road that promotes revitalization by eliminating the barriers and impediments to reurbanization. The Urban Design Guidelines will ensure, through the redevelopment of properties, that a desirable and compatible built form is achieved which enhances the pedestrian experience. The Guidelines require that new buildings be of the highest quality of design and ensures that they are appropriate in scale and massing that contributes to the main street character of



Kingston Road. Much needed streetscape enhancements such as co-ordinated street furniture, sidewalk inlays, pedestrian corridors, meeting places, an increase in the tree canopy with additional street trees, and decorative edge zones as illustrated on the streetscape improvement plan will be secured through the reconstruction of Kingston Road. Approval of these documents represents an excellent opportunity to entice businesses and developers to invest in the Birch Cliff community

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## **SIGNATURE**

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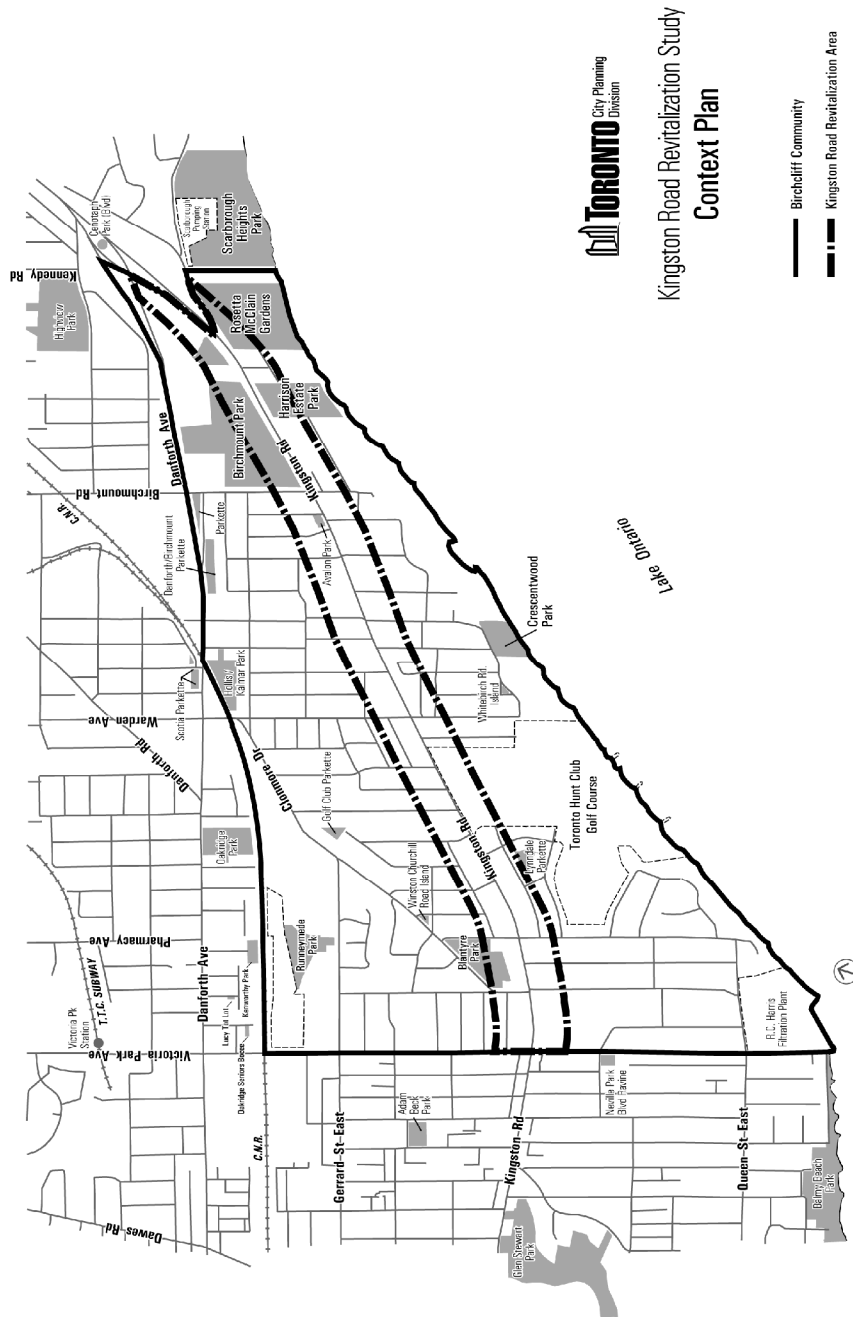
Allen Appleby, Director  
Community Planning, Scarborough District

JMN/KD/GC

## **ATTACHMENTS**

- Attachment 1: Context Plan: Study Area and Birch Cliff Community Boundaries
- Attachment 2: Draft Official Plan Amendment
- Attachment 3: Draft Zoning By-law Amendment
- Attachment 4: Draft Site Plan Control By-law
- Attachment 5: Kingston Road (Birch Cliff) Core Commercial Areas
- Attachment 6: Draft Urban Design Guidelines
- Attachment 7: Draft Streetscape Improvement Plan (Birch Cliff Community)  
Key Elements
- Attachment 8: Draft Streetscape Improvement Plan (Birch Cliff Community)  
Typical 20 metre Road Cross-Section
- Attachment 9: Draft Streetscape Improvement Plan (Birch Cliff Community)  
Typical 23 metre Road Cross-Section
- Attachment 10: Draft Streetscape Improvement Plan (Birch Cliff Community)  
T  
Typical 26 metre Road Cross-Section
- Attachment 11: Community Facilities and Services

# Attachment 1: Context Plan: Study Area and Birch Cliff Community Boundaries



**TORONTO** City Planning Division  
 Kingston Road Revitalization Study  
**Context Plan**

- Birch Cliff Community
- - - Kingston Road Revitalization Area

**Attachment 2: Draft Official Plan Amendment**

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]  
as adopted by City of Toronto Council on ~, 2010

Enacted by Council: ~, 2010

**CITY OF TORONTO**

**BY-LAW No. ~-2010**

**To adopt Amendment No. 83 to the Official Plan for the City of Toronto with respect to the various parcels of land on the north and south sides of Kingston Road between Victoria Park Avenue and Danforth Avenue, Kingston Road Revitalization Study (Birch Cliff).**

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. 83 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 ~ day of ~, A.D. 2010.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

## **AMENDMENT NO. 83 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO**

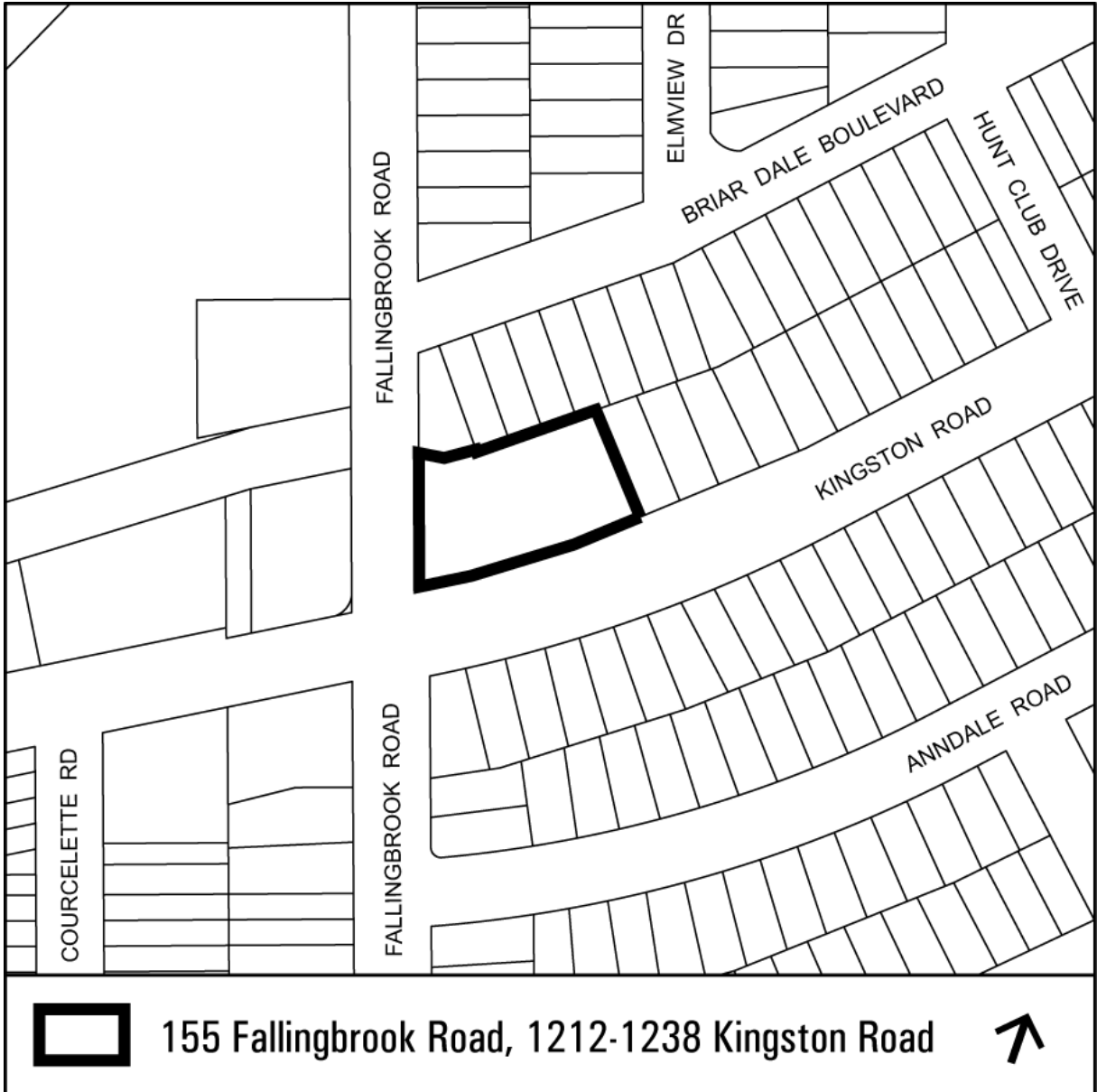
The following text and schedule constitute Amendment No. 83 to the Official Plan for the City of Toronto.

### **OFFICIAL PLAN AMENDMENT**

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

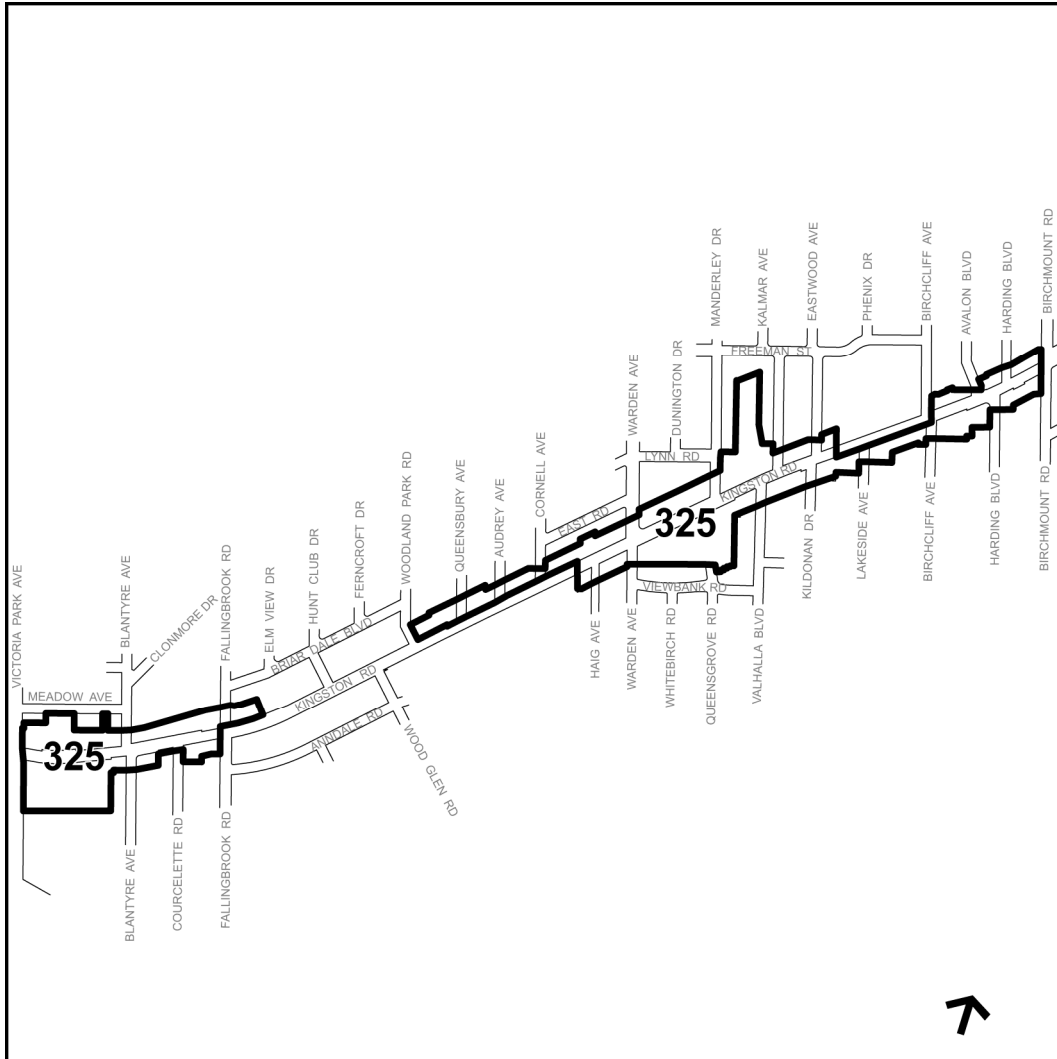
1. Chapter 4, Land Use Designations, Map 23 Land Use Plan, is amended by removing the Neighbourhoods designation for lands on the north-east corner of Fallingbrook Road and Kingston Road, municipally known as 155 Fallingbrook Road, 1212 to 1238 Kingston Road, and replacing it with Mixed Use Areas designation as shown as Attachment 1.
2. Chapter 7, Site and Area Specific Policies, is amended by adding the Site and Area Specific Policy No. 325 for most lands fronting north and south sides of Kingston Road between Victoria Park Avenue and Birchmount Road, as shown as Attachment 2, as follows:
  325. **Lands Along Kingston Road in the Birch Cliff Community**
    - (a) Publicly owned and municipally operated parking lots, provided by the Toronto Parking Authority will be encouraged in the area.
    - (b) Council may pass a zoning by-law that requires a portion of the lands fronting on both sides of Kingston Road (shown on Attachment 2) to be used for hard landscaping 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 Map 32, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 325 to the lands, shown on Attachment 2 - Site and Area Specific Policy No. 325.

Attachment 1 to Official Plan Amendment No. 83



Attachment 2 to Official Plan Amendment No. 83

Site and Area Specific Policy No. 325



**Attachment 3: Draft Zoning By-law**

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]  
as adopted by City of Toronto Council on ~, 2010

Enacted by Council: ~, 2010

**CITY OF TORONTO**

**Bill No. ~**

**To amend the Birchcliff Community Zoning By-law No. 8786, as amended, with respect to lands on the north and south sides of Kingston Road from Victoria Park Avenue to Birchmount Road, 211 Victoria Park Avenue and 198 Blantyre Avenue, as outlined on Schedules “1” to “3”**

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;

WHEREAS authority is given to Council by Section 37 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 words Commercial-Residential (CR) after the words “Highway Commercial (HC) as follows:

<u>Zone</u>	<u>Letter</u>
Commercial-Residential	CR

2. **CLAUSE V – INTERPRETATION (f) Definitions** is amended by adding the following definitions:

**Bicycle Parking Space**

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

**Dwelling Unit or Dwelling**

means a separate set of living quarters designed or intended for use or used by an individual or by one **family** only and shall include:

1. at least one room; and
2. a separate kitchen; and
3. sanitary conveniences; and
4. shall have a private entrance from outside the building or from a common hallway or staircase.

In addition, it may include a **second suite** where there is no addition to nor substantial alteration to the exterior appearance of the front or side of the **dwelling unit** facing a street as a result of the introduction of the **second suite**, such as but not limited to, a new private entrance for the **second suite** in any **main walls** facing a street yard.

**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 6, **Games Arcades and Games Machines Incidental to Commercial Operations** is amended by:
  - a) adding “Commercial-Residential (CR),” to sub-section iii) after the words “Community Commercial (CC)”.
4. **CLAUSE VI – PROVISIONS FOR ALL ZONES – Sub-Clause 10, Non-Accessory Signs**, sub-section 10.3 is amended by adding the words,



“Commercial-Residential” and the symbol “CR” after the words “Highway Commercial (HC)”.

5. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 11, **Underground Structures In “NC”, “CC” and “HC” Zones** is amended by:

- a) adding the symbol “CR” after the symbol “CC”; and
- b) adding the following words to the end of the sentence:  
“, except that setbacks that apply to the “Commercial-Residential (CR)” Zone shall not apply to underground structures.” so that the revised Sub-Clause would read as follows:

**“Underground Structures In “NC”, “CC”, “CR” and “HC” Zones**

Underground structures in “NC”, “CC”, “CR” and “HC” Zones shall be setback from streets in accordance with the main wall building setbacks applying within such Zones, except that setbacks that apply to the “Commercial-Residential (CR) Zone” shall not apply to underground structures.”

6. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 12, **Lands Not Covered by Buildings** is amended by adding 12.1 to the first paragraph and adding the following new paragraph to this Sub-Clause:

- 12.1 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 non-residential use in the “CR” Zone shall not be considered **landscaping** and shall be permitted.

7. **CLAUSE VI – PROVISIONS FOR ALL ZONES** is amended by adding a new sub-clause 19, **Use of Basements** as follows:

**19. Use of Basements**

In areas designated in Schedule “A” as “CR”, the **basement** shall be used only for storage purposes for the occupants of the building

8. **Clause VIII – Zone Provisions** is amended by adding the following:

16. **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 Home

(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 and/or Automatic Car Washes
- **Single-Family Dwellings**
- **Two-Family Dwellings**
- **Multiple-Family Dwellings**
- Duplex
- Split Level Dwelling

(c) Supplementary Regulations

- i) **Dwelling Units**, Retirement Homes, Nursing Homes and **Private Home Day Care** shall only be permitted on or above the second **storey**. For the following properties located along Kingston Road:

Properties on the North Side of Kingston Road

- i) From Victoria Park Avenue to east of Fallingbrook Road including 211 Victoria Park Avenue, 155 Fallingbrook Road and 1212 to 1238 Kingston Road
- ii) Between Cornell Avenue and Manderley Drive
- iii) Between Harding Boulevard to Birchmount Road

Properties on the South Side of Kingston Road

- i) 1085 Kingston Road, 1093 to 1095 Kingston Road
- ii) 1413 to 1415 Kingston Road
- iii) Between Haig Avenue to Valhalla Boulevard  
(excluding 1535 Kingston Road)

- ii) **Townhouses** are permitted in all locations except for the following locations:

Properties on the North Side of Kingston Road

- i) From Victoria Park Avenue to east of Fallingbrook Road including 211 Victoria Park Avenue, 155 Fallingbrook Road and 1212 to 1238 Kingston Road
- ii) Between Cornell Avenue and Manderley Drive
- iii) Between Harding Boulevard to Birchmount Road

Properties on the South Side of Kingston Road

- i) 1085 Kingston Road, 1093 to 1095 Kingston Road
- ii) 1413 to 1415 Kingston Road
- iii) Between Haig Avenue to Valhalla Boulevard  
(excluding 1535 Kingston Road)

- 9. **Schedule “A”** is amended by deleting the zoning for the lands outlined on Schedules “1” to “3” and adding the following zoning to the outlined lands on Schedules “1” to “3”.

North Side of Kingston Road

CR-203-204-205-283-288-293-294-295-296-297-298-300-301-302-303

CR-203-204-205-284-287-290-293-294-295-296-297-298-300-301-302

CR-203-204-205-283-284-288-290-294-295-296-297-298-299-300-301-302

CR-203-204-205-285-286-287-290-294-295-296-297-298-299-300-301-302

CR-203-204-205-283-287-291-294-295-296-297-298-299-300-301-302

CR-203-204-205-283-287-288-291-294-295-296-297-299-300-301-302-303

CR-203-204-205-283-285-286-287-290-294-295-296-297-298-299-300-301-302

CR-203-204-205-283-288-293-294-295-296-297-298-301-302

T-6-27-41-67-47

South Side of Kingston Road

CR-203-204-205-284-287-290-293-294-295-296-297-298-300-301-302

CR-203-204-205-283-286-287-290-294-294-295-296-297-298-299-300-301-302

CR-203-204-205-283-284-287-288-290-294-295-296-297-298-299-300-301-302

CR-203-204-205-283-284-287-288-290-294-295-296-297-298-299-300-301-302

CR-203-204-205-283-284-287-288-290-294-295-296-297-298-299-300-301-302-302

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

**Kingston Road Revitalization Study (Birch Cliff Community)**

283. Minimum of two **storeys** and a maximum of 4 **storeys**, excluding **basements** and rooftop mechanical penthouses, not exceeding an overall **height** of 14 m

Maximum **Gross Floor Area** 2.5 times the area of the lot or parcel.

284. Minimum of two **storeys** and a maximum of 6 **storeys**, excluding **basements** and rooftop mechanical penthouses, not exceeding an overall **height** of 20 m.

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

285. Minimum of two **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 286, 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.

286. 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 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:

- Public art;
- Non-profit arts, cultural, community or institutional facilities;
- 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;
- Streetscape improvements not abutting the site;
- Non-profit child care facilities, including start-up funding; and
- Municipally owned parking lots.

287. The **main wall** of the first two floors of building(s) fronting or 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 having frontage or flankage 30 m or less.
288. Minimum building setback of 0 m from the lot line along Kingston Road for all uses permitted in the “**CR**” Zone, with the exception of **dwelling units** on the first floor.
289. Minimum building setback of 1.5 m from the lot line along Kingston Road for all uses permitted in the “**CR**” Zone, with the exception of **dwelling units** on the first floor.
290. Minimum building setback of 3 m from the lot line along Kingston Road for all uses permitted in the “**CR**” Zone, with the exception of **dwelling units** on the first floor.
291. Minimum building setback of 1.5 m from the street lot line for all uses permitted in the “**CR**” Zone, with the exception of dwelling units on the first floor.
292. Minimum building setback of 3 m from the lot line along Kingston Road for **dwelling units** on the **first floor** of a building abutting Kingston Road.
293. Buildings shall not exceed a **45-degree angular plane** from the lot line of abutting Single-Family Residential (S), Two-Family Residential (T) and Multiple-Family (M) Zones.
294. Minimum 7.5 m building setback from the rear lot line abutting Single-Family Residential (S), Two-Family Residential (T) and Multiple-Family (M) Zones.

295. Setbacks that apply to the “CR” Zone shall not apply to underground structures.
296. Balconies and unenclosed porches shall not project into the Kingston Road **street yard**.
297. Balconies and unenclosed porches shall be recessed 1.5 m from the main wall of the building.
298. Buildings above four storeys or 14 m in **height** shall be stepped back a minimum of 1.5 m from the front **main wall** of all buildings along the street lot lines and 1.5 m from the side lot line above six storeys or 20 m in height.
299. A minimum 1.5 m strip of land immediately abutting Single-Family Residential (S), Two-Family Residential (T), Multiple-Family (M) Zones shall be used for soft landscaping purposes only.
300. Mechanical penthouses shall be stepped back 6 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.
301. Minimum floor to ceiling height of the **first floor** shall be 4.5 metres for buildings or structures. This provision shall not apply to buildings containing **townhouse** units on the **first floor**.
302. 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 <b>Amenity Space</b> Required	Amount of <b>Amenity Space</b> Required
<p><b>Amenity space</b> or contiguous <b>amenity space</b>, at least one of which contains a kitchen and a washroom:</p>	<p>Minimum of 2 m<sup>2</sup> of <b>amenity space</b> for each <b>dwelling unit</b>.</p>
<p><b>Amenity space</b> located outdoors:</p>	<p>Minimum of 2 m<sup>2</sup> of <b>amenity space</b> for each <b>dwelling unit</b> of which at least 40 m<sup>2</sup> is to be provided in a location adjoining or directly accessible from the indoor <b>amenity space</b>.</p>

303. Only residential units are permitted.

## **PARKING**

203. Retail, Service, Office, **Eating Establishment**, Recreational, and Places of Entertainment up to, and including, 1000 m<sup>2</sup> of the gross floor area, on one land parcel, shall be subject to a minimum parking requirement of 1 parking space per 100 m<sup>2</sup> **gross floor area**.

If the **gross floor area** of these uses exceeds 1000 m<sup>2</sup>, the reduced parking requirement shall apply to the 1000 m<sup>2</sup> of **gross floor area** of these uses having the lowest requirement in the Table of Required Parking Rates.

204. A vehicle shall not be parked or stored within the Kingston Road **street yard** and individual access to **townhouse** units from Kingston Road shall not be permitted.

205. Bicycle parking spaces shall be provided at the rate of 0.5 bicycles per **dwelling unit**, of which 80% is for occupant use, and 20% is for visitor use. Bicycle parking spaces shall not be provided within a **dwelling unit** or on a balcony associated therewith, and shall be provided as follows:

- 1) where the bicycles are to be parked in a horizontal position, the space shall have horizontal dimensions of at least 0.6 m by 1.8 m per bicycle and a vertical dimension of at least 1.9 m;
- 2) where the bicycles are to be parked in a vertical position, the space shall have horizontal dimensions of at least 0.6 m by 1.2 m per bicycle and a vertical dimension of at least 1.9 m;
- 3) resident bicycle parking spaces shall be located in a secured room or area; and
- 4) visitor bicycle parking spaces shall be located outside on the ground floor or first underground parking level in a publicly accessible area.

206. Parking requirements do not apply for outdoor patio areas of less than or equal to 50 m<sup>2</sup>.

11. **Schedule “C”** is amended by deleting Exception Numbers 26, 30, 32,

ENACTED AND PASSED this     day of                     , A.D. 2010.

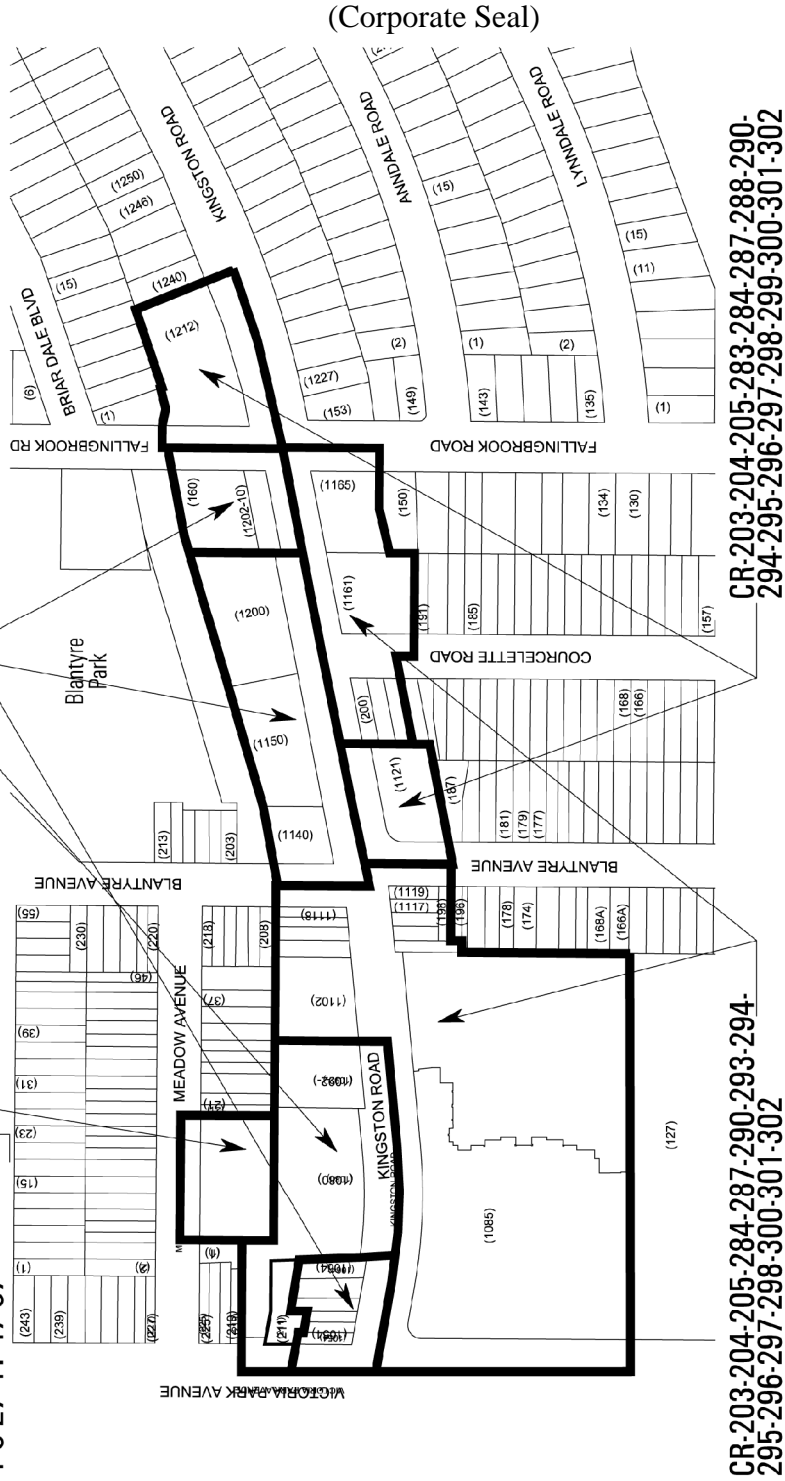
SANDRA BUSSIN,  
Speaker

ULLI S. WATKISS  
City Clerk

**Schedule 'I'**

CR-203-204-205-283-288-293-294-295-296-297-298-300-301-302-303 and T-6-27-41-47-67

CR-203-204-205-283-285-286-287-290-294-295-296-297-298-299-300-301-302  
 CR-203-204-205-285-286-287-290-294-295-296-297-298-299-300-301-302



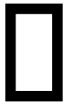
CR-203-204-205-284-287-290-293-294-295-296-297-298-300-301-302

CR-203-204-205-283-284-287-288-290-294-295-296-297-298-299-300-301-302



**Zoning By-Law Amendment**

**Kingston Road Revitalization Area - Birchcliff Community**



Area Affected By This By-Law

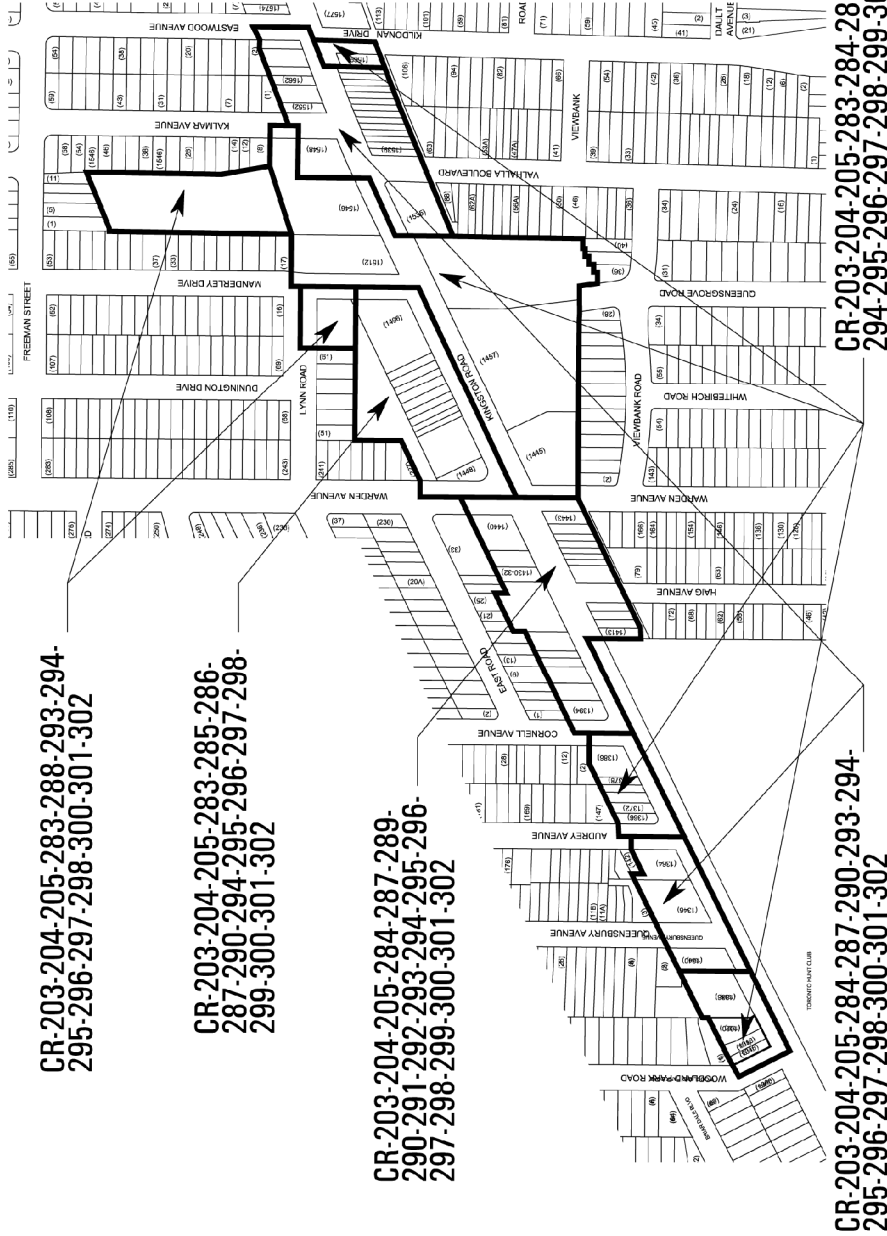
File # 05-106102 TM

Birchcliff Community By-Law  
 Not to Scale  
 12/8/05





# Schedule '2'



## City Planning Division Zoning By-Law Amendment



Area Affected By This By-Law

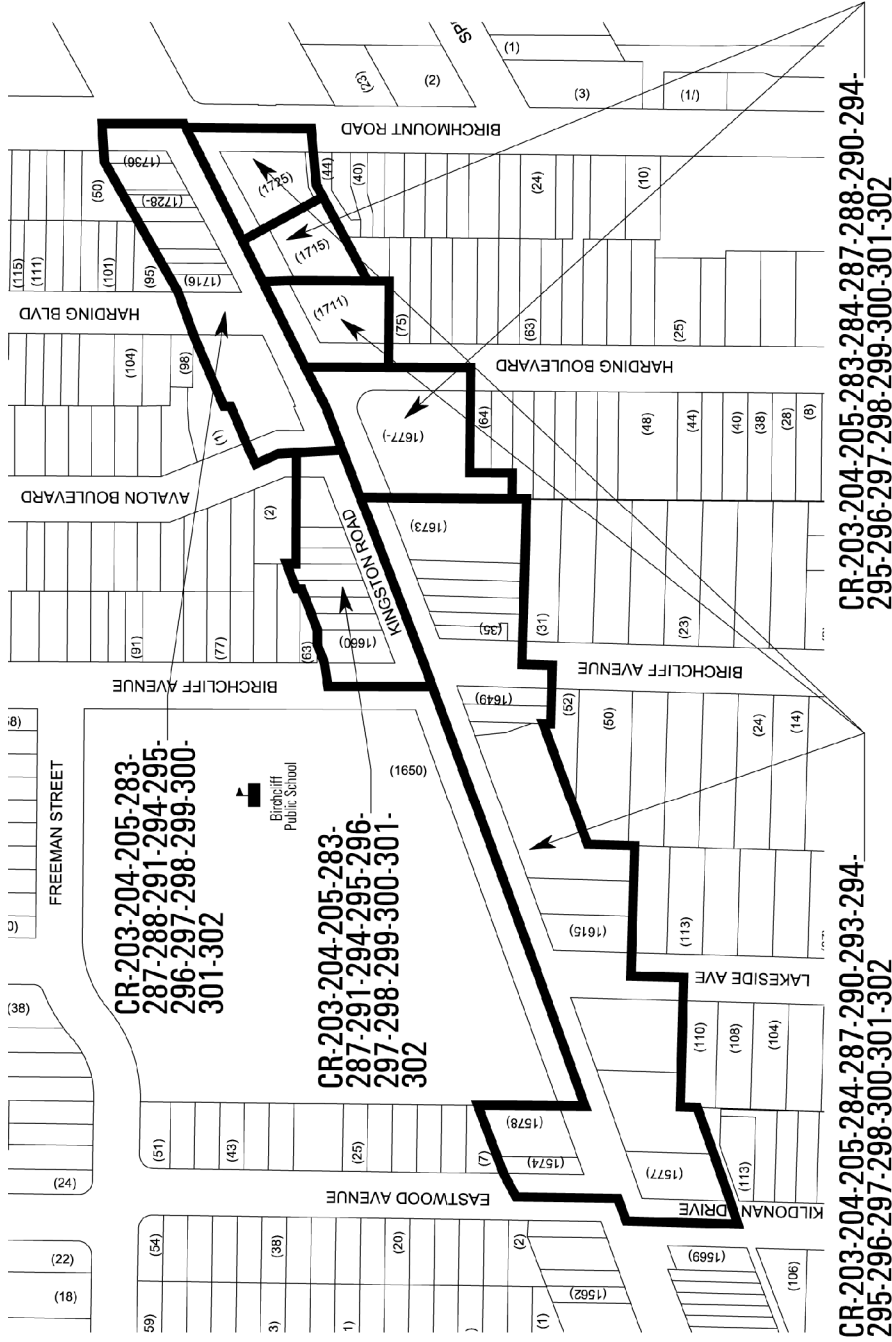
## Kingston Road Revitalization Study - Birchcliff Community

File # 05-106102 TM

Birchcliff Community By-Law  
Not to Scale  
17/10/09



Schedule '3'



**Zoning By-Law Amendment**



Area Affected By This By-Law

Kingston Road Revitalization Study - Birchcliff Community

File # 05-106102 TM

Birchcliff Community By-Law  
Not to Scale  
12/10/09



**Attachment 4: Draft Site Plan Control By-law**

Authority: Scarborough Community Council Report No. ~, Clause No. ~  
as adopted by City of Toronto Council on ~, 2010  
Enacted by Council: ~, 2010

**CITY OF TORONTO**

**BY-LAW No. ~**

**To designate a Site Plan Control Area (Birch Cliff Community)  
211 Victoria Park Avenue, 1316, 1318 and 1320 Kingston Road**

**WHEREAS authority is given to Council by Section 114 of the *City of Toronto Act*,  
2006, as amended, to designate the whole or any part of the area covered by an  
Official Plan as a Site Plan Control Area;**

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

1. By-law No. 21319 is amended by designating the land shown outlined by a heavy black line on Schedule '1' and Schedule '2' of this By-law as a Site Plan Control Area.

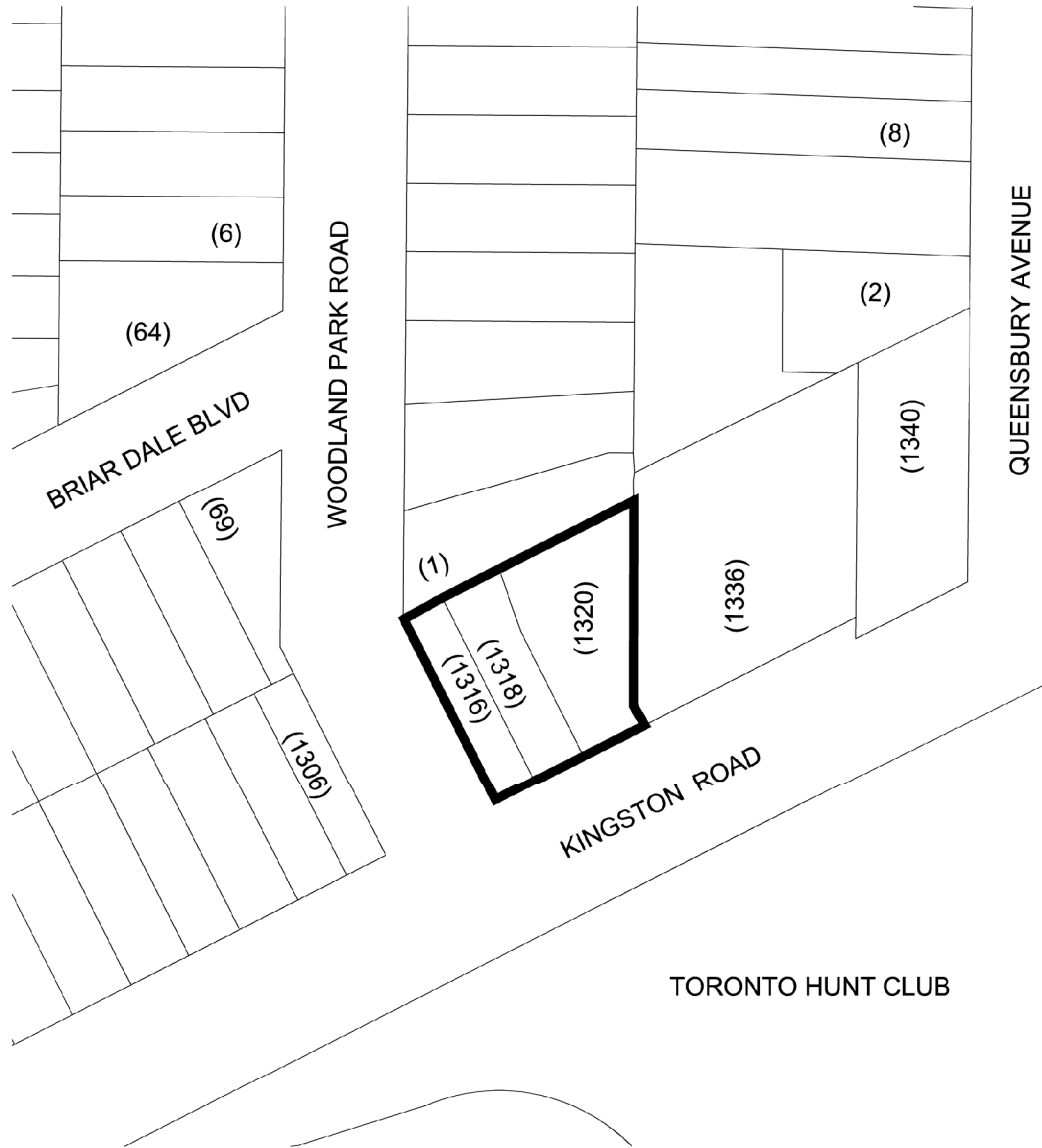
ENACTED AND PASSED this ~ day of ~, A.D. 2010.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS  
City Clerk

(Corporate Seal)

# Schedule '1'



## Site Plan Control Amendment

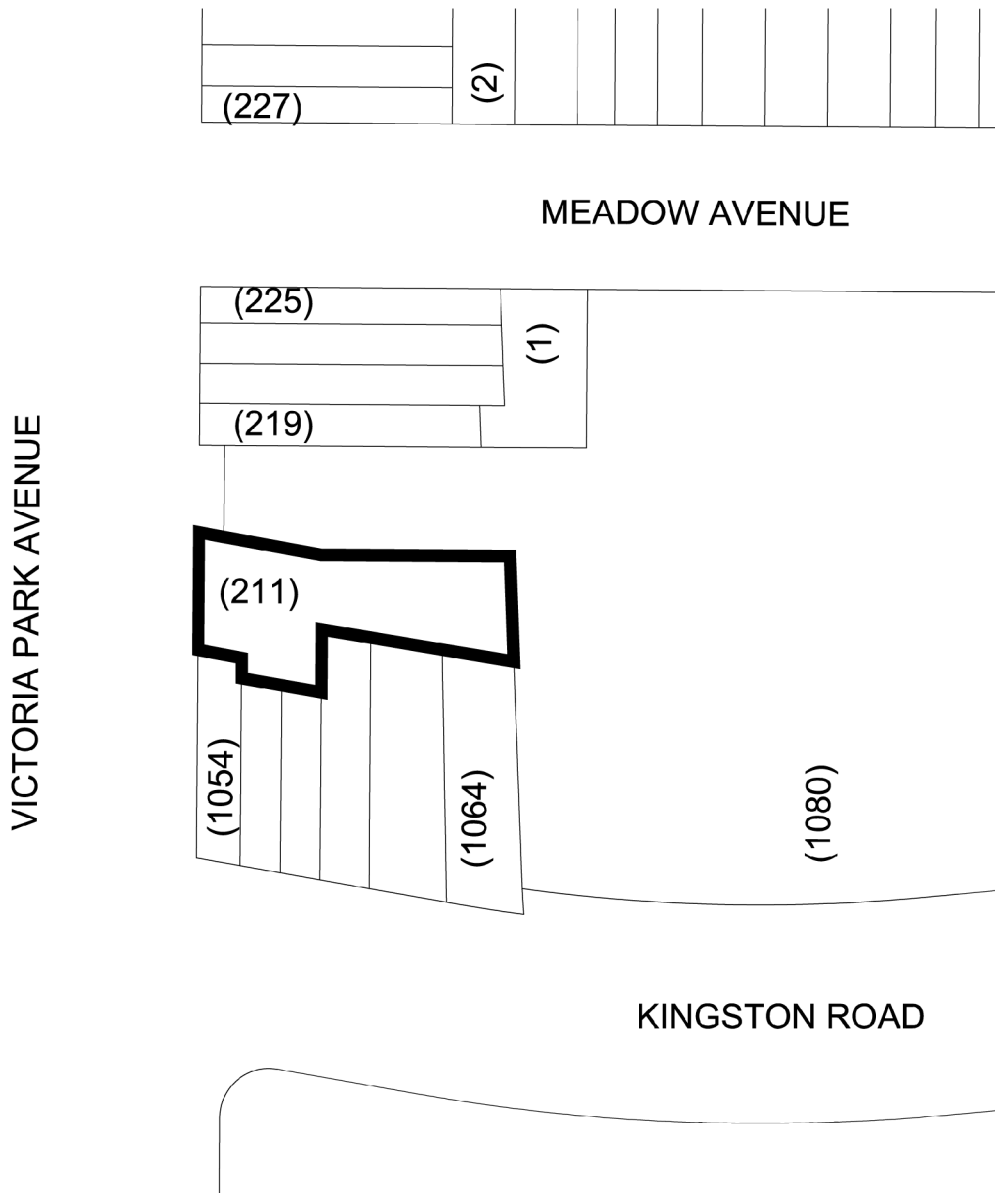
Kingston Road Revitalization Study - Birchcliff Community

File # 05-106102 TM

 Area Affected By This By-Law

Birchcliff Community By-law  
 Not to Scale  
 12/10/09

## Schedule '2'



### Site Plan Control Amendment

Kingston Road Revitalization Study - Birchcliff Community

File # 05-106102 TM

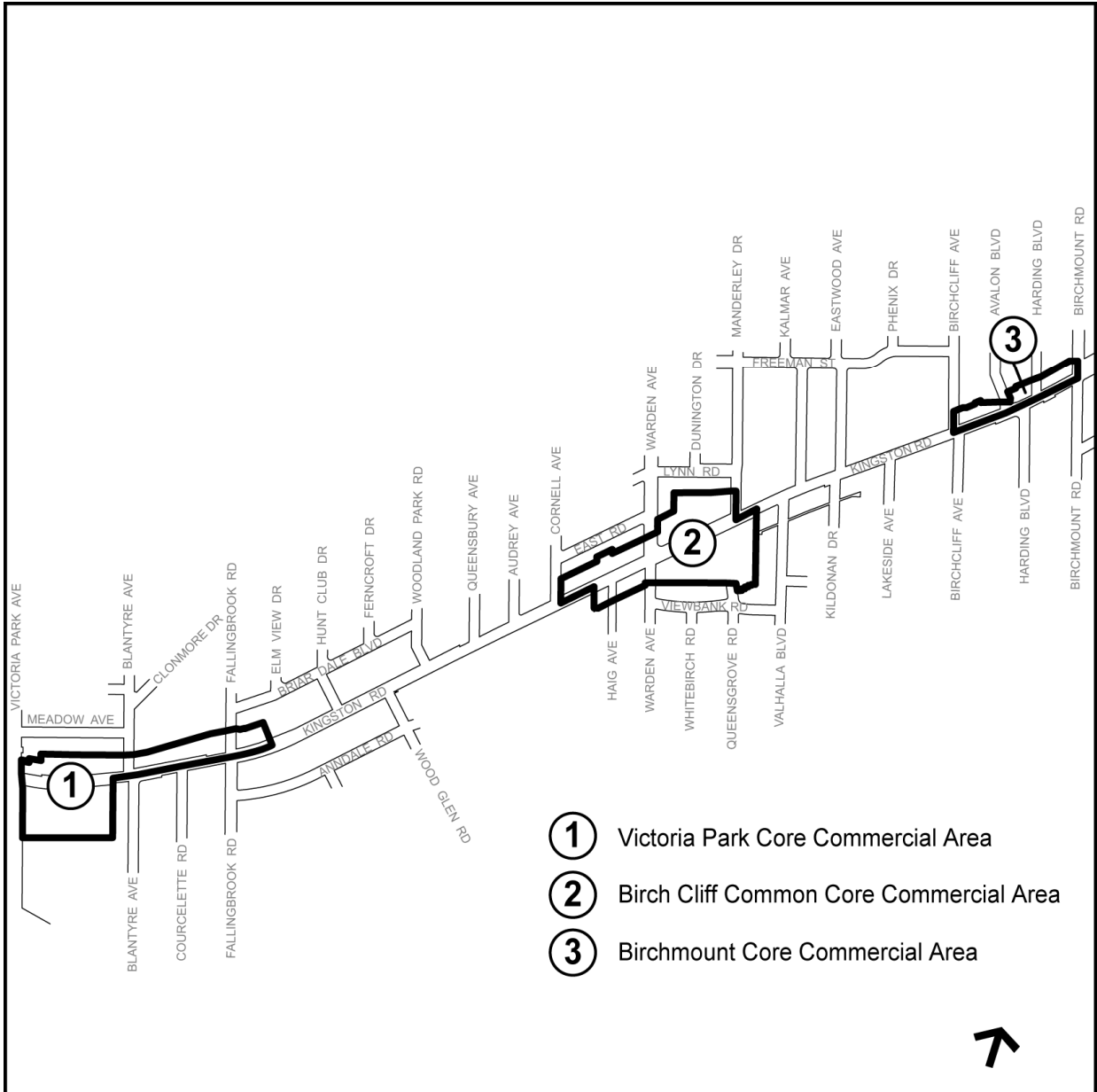


Area Affected By This By-Law

Birchcliff Community By-law  
Not to Scale  
12/10/09



## Attachment 5: Kingston Road (Birch Cliff) - Core Commercial Areas



**Attachment 6: Draft Urban Design Guidelines**

Kingston Road Birch Cliff

**Urban Design Guidelines  
and Concept Plan**

City of Toronto  
December 2009

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### **2. Built Form and Site Development 2**

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- 2.2 Compatible Mid-rise Development
- 2.3 Animated Kingston Road Frontage with Commercial Uses at Grade
- 2.4 Animated Kingston Road Frontage with Residential Uses at Grade
- 2.5 Enhancement and Additions to Pre-war Main Street Buildings
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### **3. Public Realm 10**

- 3.1 Pedestrian Friendly, Business and Transit Supportive Streetscape
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### **4. Concept Plan and Area Specific Guidelines 16**

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- 4.5 Birchcliff Area
- 4.6 Birchmount Park Area



## 1.0 Introduction

As part of the implementation strategy for the Kingston Road Birch Cliff Revitalization Study, the Kingston Road Birch Cliff Urban Design Guidelines provide guidance on the design and organization of the built environment along Kingston Road between Victoria Park Avenue and the Cenotaph Memorial east of Birchmount Road.

This section of Kingston Road is characterized by narrow and varied Right-of-Way widths, small lots, a mixture of traditional and newer buildings, and abundant arts, cultural and heritage resources. The Guidelines aim at guiding future developments to create a cohesive image of the community as a:

“...vibrant, animated, and pedestrian oriented main street, that fosters community sustainability, with mixed-use buildings that support main street living and activities, and parks and open spaces that reflect the cultural and natural heritage attributes of Birch Cliff.”  
(Excerpts from “A Vision for Kingston Road in Birch Cliff – Kingston Road Revitalization Study Phase 2 Report”)

The guidelines include recommendations on site planning, building massing and design, and public realm improvements. It is recommended that the guidelines be reviewed in conjunction with the Phase I and Phase II reports of the Study.



Concept Plan for Kingston Road in Birch Cliff (See larger plans for six main street areas starting at Page 16)

## **2. Built Form and Site Development Guidelines**

### **2.1 Sustainable Development**

**In building design and site planning, implement measures that promote sustainability.**

#### Guideline 1

##### Sustainable Design Measures

- i) Provide flexibility in building design to accommodate a variety of uses over time. Where at grade residential use is permitted, greater floor-to-ceiling height for ground floor residential units is recommended to accommodate potential future conversion to commercial uses.
- ii) Green roofs are encouraged, especially when there is limited space on site for landscaping.
- iii) Adaptive re-use and recycling of existing buildings are encouraged.
- iv) Minimize paved areas and maximize landscape areas to increase infiltration of water runoff.
- v) Naturalized planting consisting of grasses and shrubs is encouraged.
- vi) Refer to City's guidelines and policies for additional and detailed guidance:
  - "Green Development Standards"
  - "Design Guidelines for the Greening of Parking Lots"; and
  - "Bird Friendly Development Guidelines"

## 2.2 Compatible Mid-rise Development

**Design high quality mid-rise buildings with a pedestrian friendly scale to respond to Birch Cliff's traditional main street character.**

### Guideline 2

#### Building Heights

- i) 4-6 storey mixed use buildings are encouraged in most areas along the Kingston Road frontage to promote main street living, a pedestrian friendly scale and character, and comfortable sun/shadow condition on the sidewalks.
- ii) Buildings up to 8 storeys maybe considered on larger sites and at key locations. See Section 4 Concept Plan for detailed locations.

### Guideline 3

#### 45 Degree Angular Plane

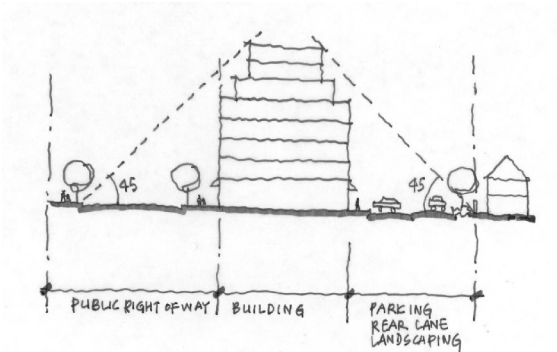
- i) Buildings on Kingston Road frontage should not exceed the 45-degree angular planes from the lot lines of abutting low rise residential properties in the rear.
- ii) Buildings along Kingston Road frontage should not exceed the 45-degree angular plane from the curb on the other side of the street.

### Guideline 4

#### Breaking Up the Horizontal Building Mass

Break up the horizontal building mass along the street frontage. Consider the following:

- i) Provide a distinctive and regular



45 degree angular planes help to create a comfortable street-building relationship and provide proper transition from buildings on main street to existing low rise residential neighbourhood in the back



Regular vertical articulations help to break up the horizontal building mass and add visual interest along the street frontage



The mass of this building is broken up vertically by providing distinct building base, middle, and top. It is also divided horizontally along the street frontage with recesses and regular vertical articulations.

pattern of vertical articulation on front facade.

- ii) On large sites, design buildings as linked series of building components.

Guideline 5  
Breaking Up the Vertical Building Mass

Consider the following measures to break up the vertical building mass:

- i) Design buildings with three distinct building elements: building base, building middle, and building top.
- ii) Provide 1.5m min. front step-backs for the upper floors of buildings taller than 4 storeys.

Guideline 6  
Side Step-Backs

Blank sidewalls should be treated with architectural details and should not extend beyond the 6<sup>th</sup> storey. A 5.5m min. side wall step-back should be provided at the 7<sup>th</sup> floor and above.

Guideline 7  
High Quality Building Materials

High quality and durable building materials, such as brick and stone, are encouraged. Vinyl siding, mirrored and coloured glass curtain walls are not recommended.

Guideline 8  
Rich Architectural Details

- i) Provide divided windows and details such as top and bottom lintels to windows to add architectural interest to the building.
- ii) The use of decorative railings at

window and balcony locations is encouraged. Opaque glass is encouraged to conceal private outdoor furniture.

### **2.3 Animated Kingston Road Frontage with Commercial Uses at Grade**

**Where commercial uses at grade is required or desired, design the building base and the surrounding area with high quality materials and features to animate Kingston Road frontage, as well as the flankage yards on the side streets.**

#### Guideline 9

##### Continuous Street Wall

- i) A continuous street wall with commercial at grade is encouraged to promote animation along the street, especially in the core commercial/retail areas such as the Victoria Park Area, the Birch Cliff Common Area, and the Birch Cliff Area (See guidelines in Section 4).
- ii) A minimum of 70% of the street frontage should be occupied by building face at the setback line.
- iii) Parking should not occur between the curb of the public street and the building face.

#### Guideline 10

##### Prominent Building Base

Design the building base as the prominent element along the street frontage. Consider the following measures:

- i) Use a different building material than that of the main building for the building base.
- ii) Provide a cornice feature at the top of



A different material than the main building emphasizes the prominence of the building base



the building base.

- iii) Design the building base flush with the upper storeys, or step back the upper storeys from the building base.
- iv) Recess the upper storey balconies into the building mass.
- v) Provide weather protection in the form of window awnings. Avoid using concrete canopies or balconies as weather protection.

Guideline 11  
Prominent Entrances

- i) Buildings along Kingston Road should have entrances fronting onto Kingston Road, with clear addresses and signage.
- ii) Buildings at the intersections of Kingston Road and side streets are encouraged to have entrances on both the Kingston Road elevation and the flankage elevation. Chamfered corner entrance is also encouraged.
- iii) For mixed use buildings with residential units above, provide clear residential entrances on the Kingston Road frontage. At corner locations, residential entrances may be located on the flankage elevations.

Guideline 12  
Patios and Landscaping

- i) Provide a 1.5 – 3.0m setback for landscaping and patio areas.
- ii) Provide landscaping, including planters and benches, and other pedestrian amenities, at entrance locations.



Residential entrance of this mixed-use building is located on the flankage elevation



A patio area is provided along the flankage street frontage

Guideline 13  
Maximum Glazing

Maximize glazing for retail window displays for the ground floor.

Guideline 14  
Multiple Units and/or Entrances at Grade

Provide multiple units and/or entrances to the ground floor to promote pedestrian activities and visual interest.

**2.4 Animated Kingston Road Frontage with Residential Uses at Grade**

**Where sole residential buildings are appropriate, design the building base and adjacent areas with pedestrian friendly features and scale to animate the Kingston Road frontage.**

Guideline 15  
Individual Residential Entrances

- i) Individual entrances to units are encouraged to promote pedestrian activities along the street.
- ii) The front yard area should be designed to function as a transition zone from the public realm to the private building, not as a private amenity space.
- iii) Refer to “Design Guidelines for Buildings with Residential Units at Grade” for details.



The front yard areas of the ground floor units are designed as a transition zone with formal foundation planting and walkways

**2.5 Enhancement and Additions to Pre-war Main Street Buildings**

**Enhancement and additions to existing pre-war main street buildings should respect the character of the buildings and the street.**

#### Guideline 16

##### 1-2 Storey Additions

- i) A maximum of 2 storeys may be added to the existing pre-war main street buildings located on the north side of Kingston Road between Birchcliff Avenue and Avalon Boulevard.
- ii) Additions should be set back 1.5m min. from the existing façade.

#### Guideline 17

##### Façade Improvements

Façade improvements are encouraged to preserve and enhance the character of the existing buildings.

#### Guideline 18

##### Corner Treatments

Many side streets in the area intersect with Kingston Road at oblique angles. The design of some of the existing older buildings addressed this condition by providing rounded windows or walls at the corners. Similar treatments are encouraged when new developments take place at these locations.

### **2.6 General Site Landscaping, Servicing, and Parking**

**Servicing, parking, loading, and storage areas should be screened from public view.**

#### Guideline 19

##### Landscape Buffer

At the interface between the mixed use property along Kingston Road and the residential properties in the rear, a 1.5m min. landscaped buffer should be provided.



### Guideline 20

#### Screening Parking, Loading and Storage

All surface parking areas should be properly screened. Loading, garbage storage and other service areas should not be visible from any public street.

### Guideline 21

#### Vehicular Access from Side Streets

Direct vehicular access onto Kingston Road is discouraged. Access to surface parking behind should be from side streets or rear laneways.

### Guideline 22

#### Rear Laneways

Consolidation, extension, and shared use of existing and future rear laneways are encouraged. Public lanes are encouraged.

### Guideline 23

#### Consolidated Parking

- i) Consolidated parking is encouraged. Parking lots should be underground, or located behind buildings. They can be either publicly owned or in association with private developments. Potential locations include:
  - The laneway and parking area from Warden Avenue to Manderley Drive
  - The laneway from Haig Avenue to Warden Avenue
  - The laneway from Valhalla Boulevard to Kildonan Drive
  - The laneway from Victoria Park Avenue to Blantyre Avenue
- ii) Improve the TPA parking lot at Fallingbrook Road and provide Green P signage on Kingston Road.



A rear laneway provides access to the parking area of a mixed-use building

Guideline 24  
Bicycle Parking

Parking facilities for bicycles should be provided for new developments.

**3.0 Public Realm**

**3.1 Pedestrian Friendly, Business and Transit Supportive Streetscape**

The right-of-way widths along this section of Kingston Road vary from 20m to 36m and above. In some areas the public boulevard (from curb face to street line) is as narrow as 2.5m, leaving no space for street trees or other pedestrian amenities. The existing poles and overhead wires from various utility providers also contribute to an unpleasant streetscape.

As an important part of the overall vision for Kingston Road in Birch Cliff, a new pedestrian friendly, business and transit supportive streetscape should be designed and implemented through the anticipated Kingston Road Reconstruction Project.

Guideline 25  
Streetscape Design

The following should be considered to enhance the new streetscape along Kingston Road:

- i) The new streetscape should be designed to meet the requirements outlined in the “Vibrant Streets – Toronto’s Coordinated Street Furniture Program Design and Policy Guidelines”, and the “Streetscape Manual”.
- ii) The public boulevard should consist of an edge zone, furniture and planting zone, and a pedestrian clearway.



A pedestrian friendly, business and transit supportive streetscape is part of the vision for Kingston Road in Birch Cliff

- iii) Opportunities to remove the existing surplus/redundant poles and other obstructions should be explored to enhance the visual quality of the street.
- iv) Opportunities to install street and/or pedestrian lighting on the north side of the street, where there is currently no street lighting, should be explored.
- v) Enhanced treatments should be provided at special “Places” at key locations identified through the Study. Treatments may include additional landscaping, special paving, medians, seating, pedestrian lighting, signage, public art installation, etc.
- vi) New street furniture should be installed throughout the corridor. Additional street furniture should be considered at key locations.
- vii) The new road pavement should accommodate bicycle traffic either in dedicated bike lanes or in mixed traffic.

### 3.2 Parks and Open Spaces

**New public or publicly accessible open spaces, and improvements to existing parks and open spaces should be provided to enhance the main street character of Kingston Road in Birch Cliff.**

#### Guideline 26

Enhancements to Existing Parks and Open Spaces

Enhance the frontages of existing parks and open spaces at the following locations:

- Birchmount Park, Rosetta McClain Gardens, and Harrison Estate Park: Provide improved streetscaping and landscaping.



Existing parks can be enhanced by improved streetscaping and landscaping

- Birch Cliff Public School: Relocate fence further from the street, and provide landscaping and seating.
- Hunt Club Golf Course: A decorative fence along the street line is encouraged to provide greater views of the golf course. Provide tree planting and other landscaping, benches, transit shelter, pedestrian lighting, and public art installations. See Guideline 38 for additional details and concept plan.
- Avalon Park: Provide lighting and public art installations.

Guideline 27  
New Open Spaces



Small parkettes like this one along the street frontage strengthen the main street character

- i) New public or publicly accessible open spaces in association with new development are encouraged. Landscaping, benches, lighting, bike racks, refuse/recycling containers, and other amenities should be provided to create comfortable and inviting places. Potential locations include the following intersections:
  - Kingston Road/Victoria Park Avenue
  - Kingston Road/Warden Avenue
  - Kingston Road/Birch Cliff Avenue
- ii) Create focal points or lookout areas by installing naturalized plantings, seating areas, and interpretative media at:
  - The south end of Warden Avenue
  - The south end of Harding Boulevard
  - Warden Avenue intersection
  - Birchcliff Avenue intersection
  - Birchmount Road intersection
  - Crescentwood Park
  - Avalon Parkette
  - Birch Cliff Public School
  - Harrison Estate Park
  - Hunt Club Golf Course frontage

### 3.3 Pedestrian Connections

**New pedestrian connections and signage, and improvements to existing connections should be provided.**

#### Guideline 28

##### New Pedestrian Crossings

Provide new signals and pedestrian crossings along Kingston Road to slow traffic and encourage pedestrian movement in the area. Potential locations include:

- Blantyre Avenue
- Hunt Club Drive
- Manderley Drive

#### Guideline 29

##### Signage

- i) Signage should be introduced at key intersections and in open spaces and parks to create linkages to the lake and enhance Birch Cliff's image as a lakeside community.
- ii) Signage should be introduced at the corners of Fallingbrook Road and Blantyre Avenue to increase the visibility of Blantyre Park.



Example of a pedestrian connection with signage

#### Guideline 30

##### New Trail along the Bluff

Explore opportunities to formalize and enhance the existing trail that extends along roads and public laneways south of Kingston Road from Warden Avenue to Rosetta McClain Gardens.

### **3.4 Bicycle Routes**

#### Guideline 31

##### Bicycle Movement on Kingston Road

The street should be designed to accommodate bicycle movement in either dedicated bicycle lanes or mixed traffic.

#### Guideline 32

##### New Bicycle Routes

Explore changes to the bike plan to introduce new bike lanes on local streets. Potential new bike routes include:

- Blantyre Avenue
- Warden Avenue
- Manderley Road
- Birchcliff Avenue
- Crescentwood Road
- Dault Road
- Kingsbury Crescent
- Harding Boulevard
- Springbank Avenue
- Lakehurst Crescent



### 3.5 Public Art

Public art has broad appeal and can strengthen a community's identity and character. Opportunities to integrate both publicly and privately owned art into new developments should be explored. Engagement and participation of local artists and art organizations in the design and selection process is encouraged.

#### Guideline 33

##### Public Art Forms

Public art may take many forms, such as

- Stand alone art installations
- Art and murals integrated into a building or painted on the walls.
- Part of a landscape treatment
- Amenities such as benches and lighting
- Special pavement markings and specially designed utility covers for sanitary and storm sewers and water valves

#### Guideline 34

##### Public Art Locations

Potential locations for public art include:

- Victoria Park Avenue intersection
- Fallingbrook Road intersection
- Hunt Club Drive intersection
- Warden Avenue intersection
- Birchcliff Avenue intersection
- Birchmount Road intersection
- Crescentwood Park
- Avalon Parkette
- Birch Cliff Public School
- Harrison Estate Park
- New look-out area at the south end of Warden Avenue
- New look-out area at the south end of Harding Avenue
- Hunt Club Golf Course frontage



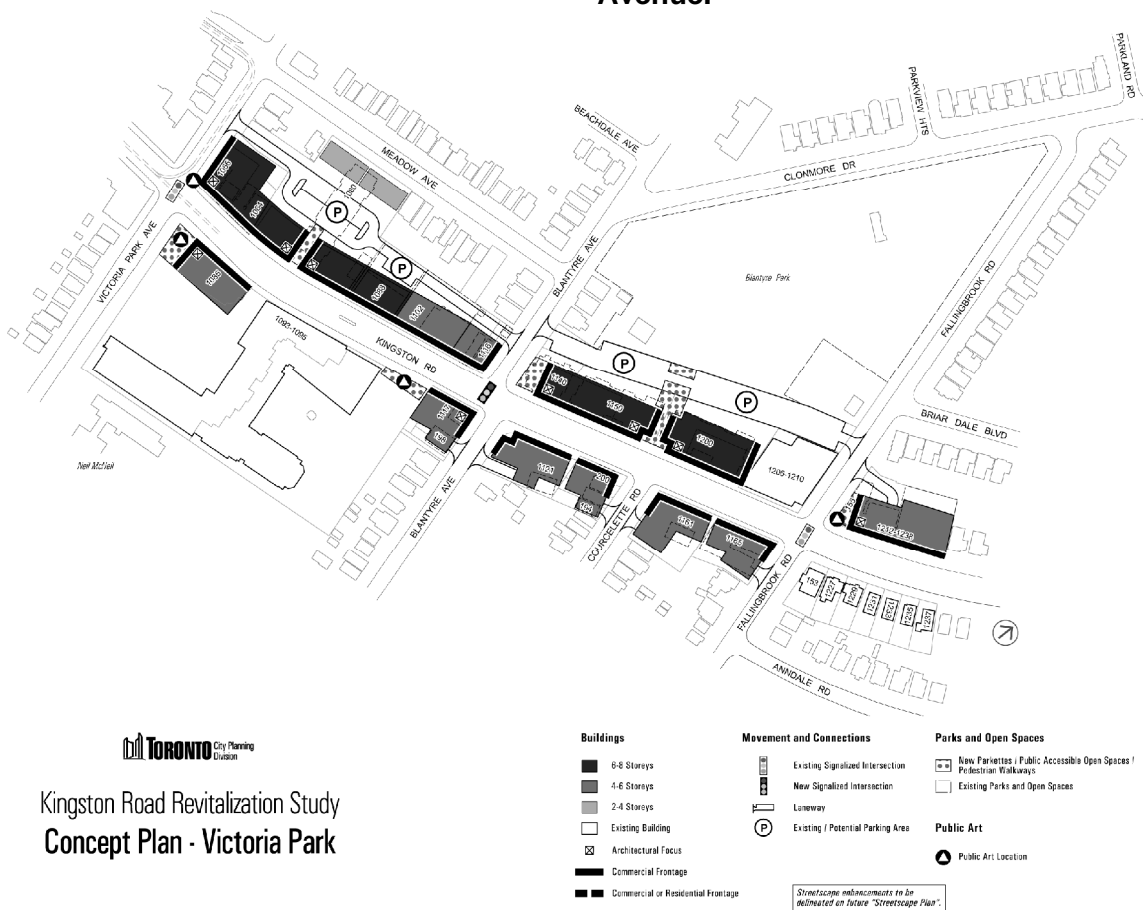
Examples of public art forms

## 4. Concept Plan and Area Specific Guidelines

The concept plan shown on the following pages illustrates key physical components of the Vision for Kingston Road in six sub-areas. Area specific guidelines are also included to provide detailed guidance.

### 4.1 Victoria Park Area

The Victoria Park Area (Victoria Park Avenue to Fallingbrook Road) is a recognized destination where Birch Cliff Community meets Upper Beach Community west of Victoria Park Avenue. It should be designed as a vibrant core commercial area, as an extension of the more developed commercial strip west of Victoria Park Avenue.



**Toronto** City Planning Division  
 Kingston Road Revitalization Study  
 Concept Plan - Victoria Park



Guideline 35

Kingston Road/Victoria Park Avenue Intersection

- i) Incorporate seating, community boards, signage, landscaping, and public art at the corner locations at the intersection.
- ii) Design the buildings at the north east corner to address the intersection with distinct architectural features.
- iii) Additional storeys on the Henley Gardens plaza may be considered to enhance the prominence of this intersection.



The building at the north-east corner of Kingston Road and Victoria Park Avenue should be designed to address the intersection

Guideline 36

North-east of Kingston Road and Blantyre Avenue

- i) Create a publicly accessible open space at the north east corner of Kingston Road and Blantyre Avenue, with pedestrian amenities such as benches and seating, decorative paving, lighting, and landscaping.
- ii) Provide clear signage on Kingston Road to the parking areas in the rear.
- iii) Provide a generous midblock break leading to the parking and the park in the rear. Pedestrian amenities should be provided. Store frontage should be considered along the passageway.
- iv) The parking lot should be improved with additional landscaping, pavement marking, and lighting.

## 4.2 Hunt Club West Area

The Hunt Club West Area extends from East of Fallingbrook Road to Woodland Park Road. The low rise residential character should be preserved and strengthened.

### Guideline 37

Hunt Club West Area Landscaping and Planting

- i) Where possible, provide additional street trees along the street and on individual properties.
- ii) Enhance the corner of Hunt Club Drive and Kingston Road with a transit shelter, new benches and lighting.



### Kingston Road Revitalization Study Concept Plan - Hunt Club West

#### Buildings

□ Existing Building

#### Parks and Open Spaces

□ Existing Parks and Open Spaces

#### Movement and Connections

■ New Signalized Intersection

Streetscape enhancements to be delineated on future "Streetscape Plan".

### 4.3 Hunt Club Area

The Hunt Club Area extends from Woodland Park Avenue to Cornell Avenue. This area should be designed to respond to and enhance the scenic character of the Golf Course.

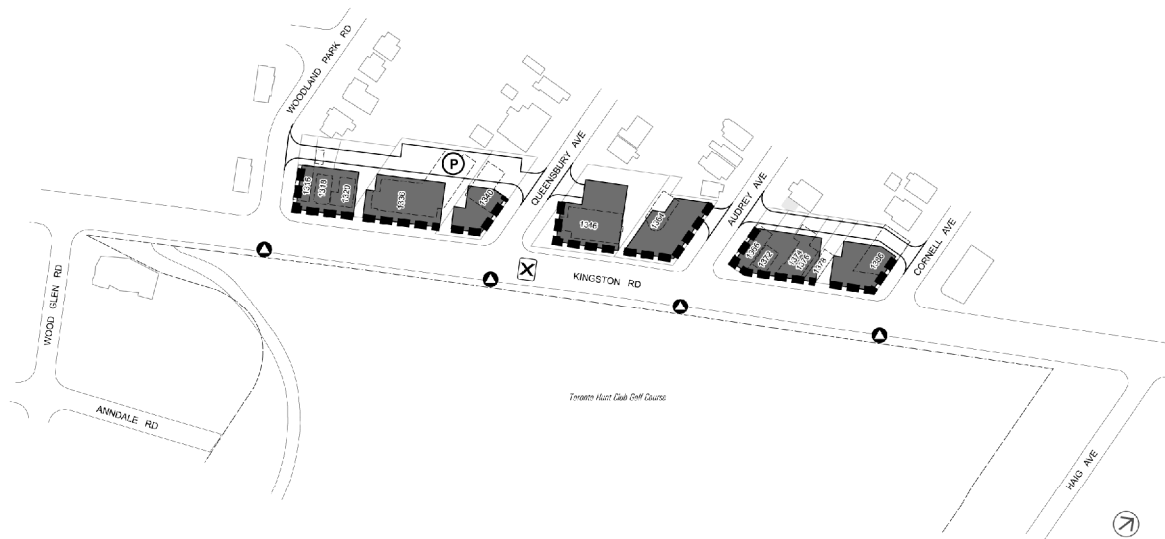
#### Guideline 38

The Hunt Club Golf Course

- i) Redesign of the existing fence to open up the view should be explored.
- ii) Introduce public art along the Golf Course frontage, at key locations where the north-south streets end.
- iii) Buildings with terraces over-looking Hunt Club Golf Course are encouraged on the north side of the street.



Buildings with terraces and balconies are encouraged on the north side of the street



### Kingston Road Revitalization Study Concept Plan - Hunt Club

<b>Buildings</b>	<b>Parks and Open Spaces</b>
■ 4-8 Storeys	□ Existing Parks and Open Spaces
■ Commercial or Residential Frontage	
<b>Movement and Connections</b>	<b>Public Art</b>
⊗ Existing Pedestrian Crosswalk	▲ Public Art Location
▭ Lane-way	
Ⓟ Existing / Potential Parking Area	

Streetscape enhancements to be delineated on future "Streetscape Plan".

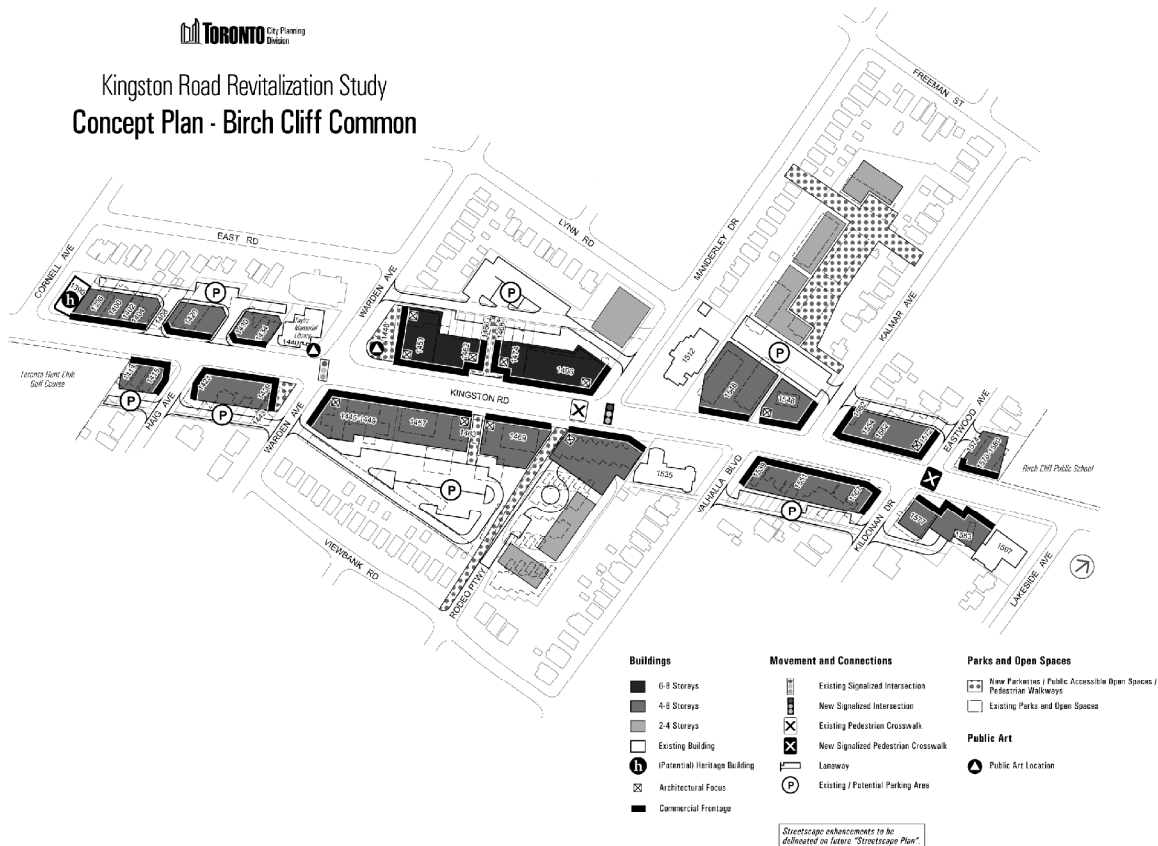
#### 4.4 The Birch Cliff Common

The Birch Cliff Common Area extends from Cornell Avenue to Birch Cliff Public School. With a library on the north-west corner of Kingston Road and Warden Avenue, and a shopping area on the north side of the street, it is recognized in the community as the centre of Birch Cliff. This area should be designed as the “Birch Cliff Common” to encourage vibrant commercial and social activities.

##### Guideline 39

##### The Manderley Block

- i) Consolidation of the properties on the north side of Kingston Road between Warden Avenue and Manderley Drive (The Manderley Block) is encouraged to create a larger redevelopment parcel.



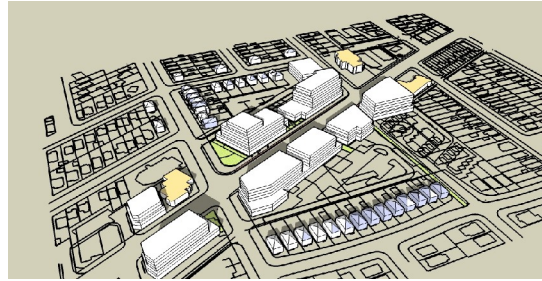
ii) Create a publicly accessible open space at the north-east corner of Kingston Road and Warden Avenue, as a gathering place for the community. A landscape feature such as a fountain or sculpture should be provided.

iii) Provide variation in height along Warden Avenue frontage. Locate greater heights up to 8 storeys near the Warden intersection.

iv) A minimum of 3m step back should be provided for the 7<sup>th</sup> floor and above along public street frontages.

v) Building(s) should be designed with step-backs on the north side of the buildings to provide transition to the low-rise residential neighbourhood.

vi) Provide a generous mid-block break leading to the parking area. Pedestrian amenities should be provided.

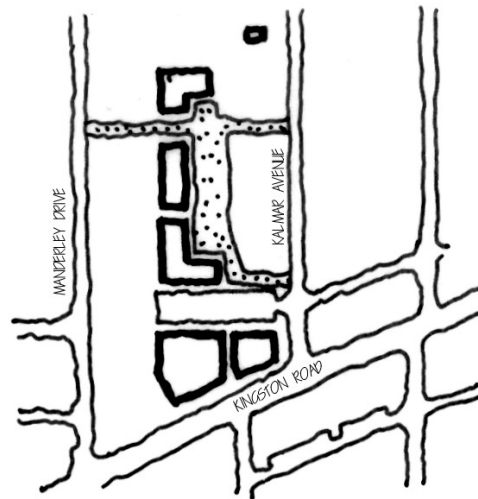


The Manderley Block: Provide variation in height along Kingston Road frontage

**Guideline 40**

**The Kalmar Property**

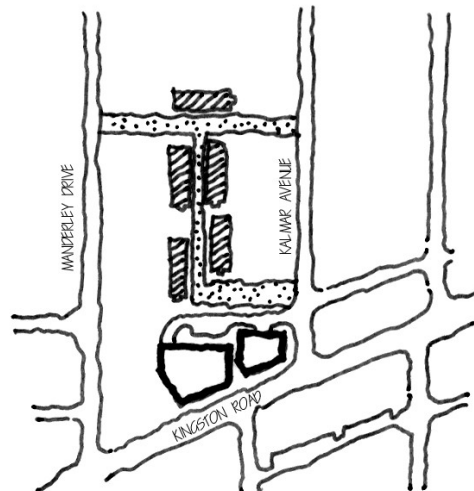
The property east of St. Nicholas Church is large and narrow, extending well into the neighbourhood north of Kingston Road. If the site is to be developed in the future, it should be integrated with the main street and the adjacent residential neighbourhood.



Sketch A

i) Sketch A envisions full redevelopment with main street buildings along Kingston Road and residential buildings behind. Linear green spaces provide pedestrian connections between local streets and to Kingston Road.

ii) Sketch B envisions a partial redevelopment focusing on new main street buildings on Kingston Road, with existing apartment buildings remaining.



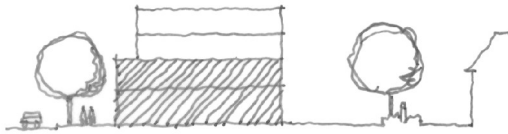
Sketch B



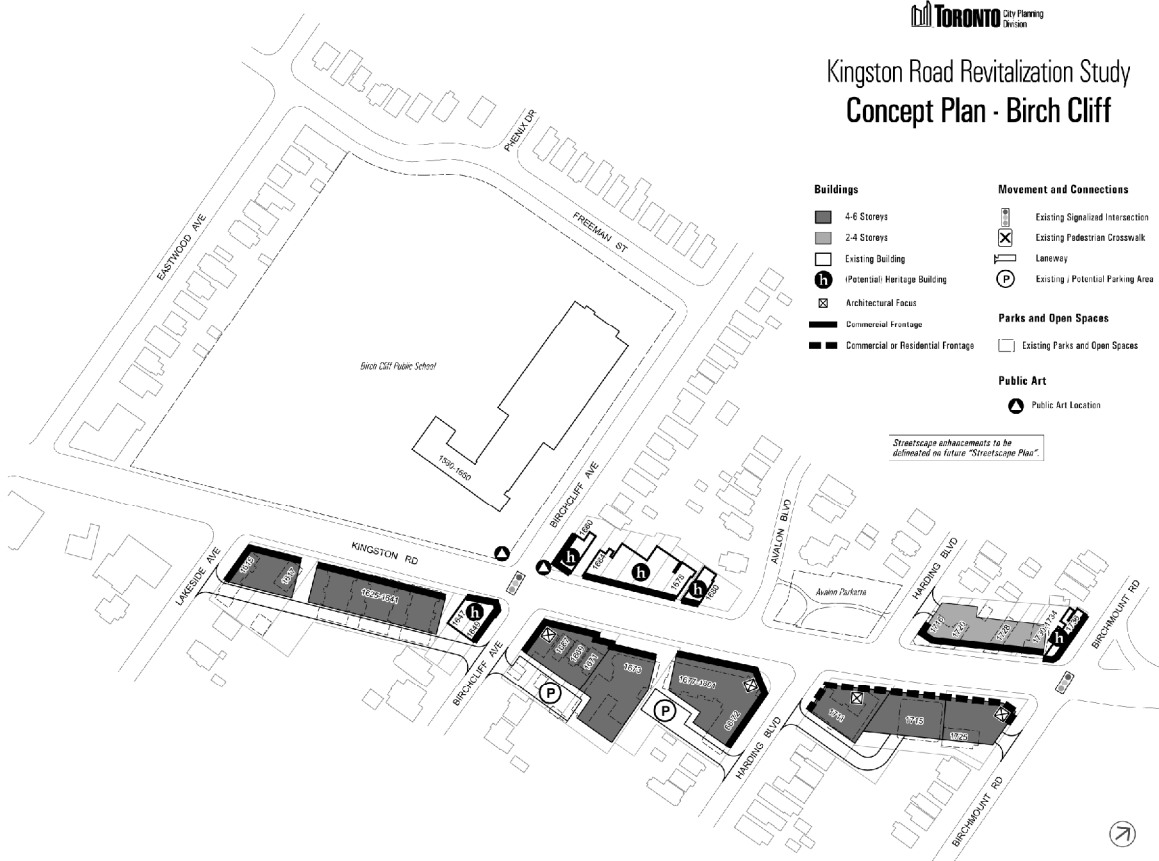
## 4.5 Birch Cliff Area



The Birch Cliff Main Street Area extends from Birch Cliff Avenue to Birchmount Road. The area is characterized by clusters of historic main street buildings including the former Bank of Commerce and Scarborough Township building, the small specialty shops, and the Birch Cliff Public School. New developments should respect and build on the heritage character of the existing buildings.



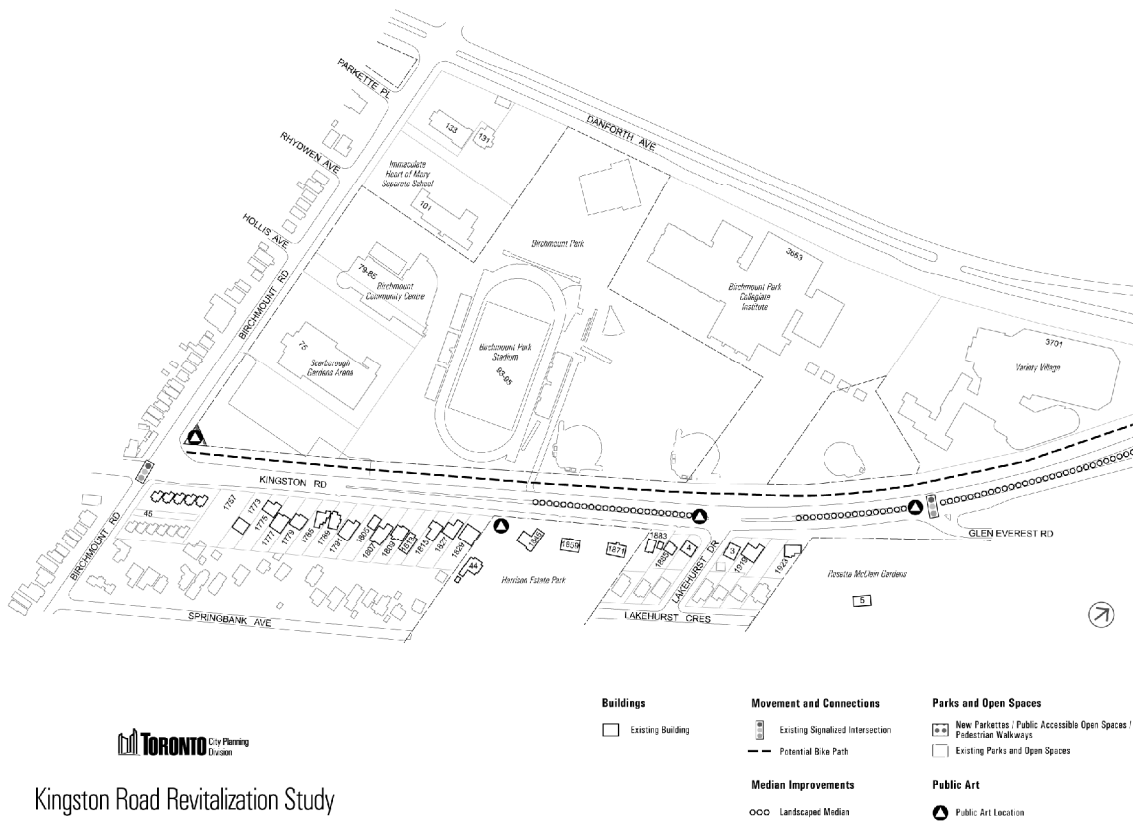
Where appropriate, rear additions or additional storeys to the existing buildings are encouraged. See Section 2.5 enhancement and Additions to Pre-war Main Street Buildings, Guideline 16 and 17.



## 4.6 Birchmount Park Area

The Birchmount Park Main Street Area extends from Birchmount Road to Glen Everest Road at the eastern edge of the Birch Cliff community. Most of the lands are in public ownership and developed with recreational facilities including Rosetta McClain Gardens, Harrison Estate Park, the Scarborough Heights Park, as well as the Cenotaph, the local landmark.

The area is characterized by a wide open road and large expanses of green open spaces and is well suited to be a gateway to Birch Cliff to highlight the heritage, arts and cultural attributes of Birch Cliff.



### Kingston Road Revitalization Study Concept Plan - Birchmount Park

Streetscape enhancements to be delineated on future "Streetscape Plan".



#### Guideline 41

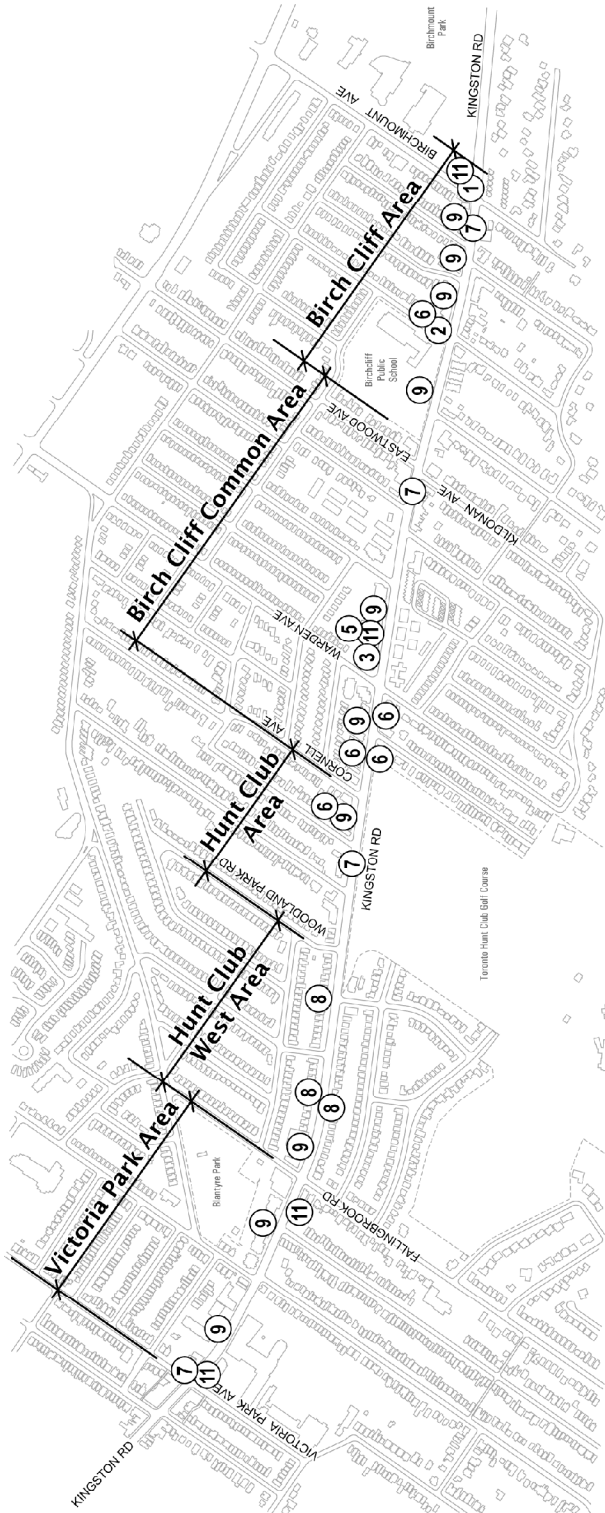
#### Creating a Gateway in Birchmount Park Area

Create an eastern gateway for Birch Cliff. The following should be considered:

- i) Streetscape improvements such as tree planting, medians, and lighting.
- ii) Formalize the intersection at Birchmount Road by removing the channelized right turn lane. Create a place at the north east corner by providing landscaping, seating, public art installations, transit shelter, and street furniture.
- iii) Public art installations at key locations such as the Bluff's Gallery, the bridge at Danforth and Kingston Road, and the intersection of Kingston Road and Birchmount Road.
- iv) Signage and markers that increase the visibility of the arts, cultural and recreational facilities, especially the facilities on the south side of the roadway.
- v) Improvements to the intersection of Birchmount Road and Kingston Road to create a pedestrian entranceway into Birchmount Park.
- vi) Special pavement treatment and signage at the intersection of Birchmount Road to reflect the status of this intersection as an arrival point to Birch Cliff.
- vii) Dedicated bike lanes from Birchmount Road to Cliffside Village for better connectivity between the Birchmount Community and the Cliffside Village Community.



# Attachment 7: Draft Streetscape Improvement Plan (Birch Cliff Community) Key Elements



## Summary of Key Improvements

- ① "Place" at N-E corner of Kingston Rd. and Birchmount Rd.  
Create a "place" at the eastern gateway. Formalize the intersection by removing the existing channelized right turn lane. Provide a seating wall, trees, pedestrian lighting, an art installation, shelter, benches and Jr bins.
- ② "Place" at N-E corner of Kingston Rd. and Birchcliff Ave.  
Create a "place" in front of the Garden Room. Provide a seating wall and rebuild the existing curb planter for the existing tree. Provide pedestrian lighting, an art installation, shelter, benches, and Jr bins.
- ③ "Place" at N-E corner of Kingston Rd. and Warden Ave.  
Create a "place" at the "Birch Cliff Common". Provide a seating wall/plantier; landscaping, pedestrian lighting, an art installation, bus shelters, benches, Jr bins, multi-publication boxes, and a community information structure.
- ④ "Place" at N-E corner of Kingston Rd. and Falingbrook Rd.  
Create a "place" at the Falingbrook intersection. Provide pedestrian amenities which may include: landscaping, lighting, an art installation, bus shelter, benches and Jr bins.
- ⑤ Boulevard improvements at ideal locations with 3.5m Blvd.  
Provide boulevard improvements including decorative paver edge zone, new street trees in continuous soil trench with raised open bed planters, and new street furniture at Warden Av. to Mandersley Dr. (N).
- ⑥ Boulevard improvements at less-than-ideal locations with 3.8m-4m Blvd.  
Provide boulevard improvements including decorative paver edge zone, new street trees in continuous soil trench with flush-b-grade tree-pit covers, and new street furniture at Audrey Av. to Warden Av. (N & S), and Birchcliff Av. to Avalon Blvd.
- ⑦ Boulevard improvements at challenging locations with 2.5m Blvd.  
Provide minimum treatment of 2 rows of decorative pavers as the edge zone. All other locations then those described in item 5 and 6.
- ⑧ Additional street trees in grass  
Provide 32 additional street trees in grass mostly in the Hunt Club West Area. To be reviewed.
- ⑨ New street / pedestrian lights along north side of the street  
Remove existing poles along the north side of the street. Provide new street / pedestrian scale lighting.
- ⑩ New coordinated street furniture  
Provide new, coordinated street furniture at appropriate locations. Details to be further discussed.
- ⑪ Public / Community Art  
Metal plaques with Birch Cliff logo in sidewalks, seatwalls with bronze letters, a potential mural west of Falingbrook Ave., and an art installation at N.E. corner of Kingston Rd. and Birchmount Rd.



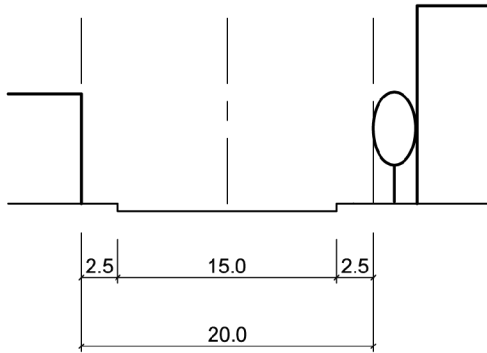
## Kingston Road Revitalization Study Streetscape Improvement Plan A Work in Progress



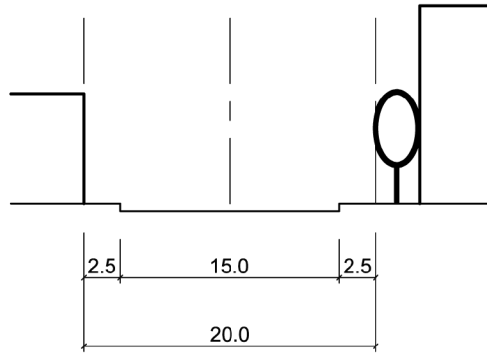
City of Toronto - City Planning  
December 2018

**Attachment 8: Draft Streetscape Improvement Plan (Birch Cliff Community)  
Typical 20 metre Road Cross-Section**

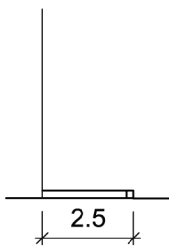
Existing Cross Section



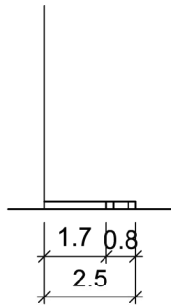
New Cross Section



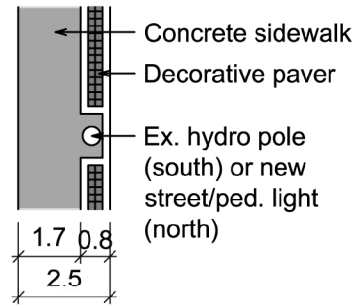
Existing Boulevard (Section)



New Boulevard (Section)



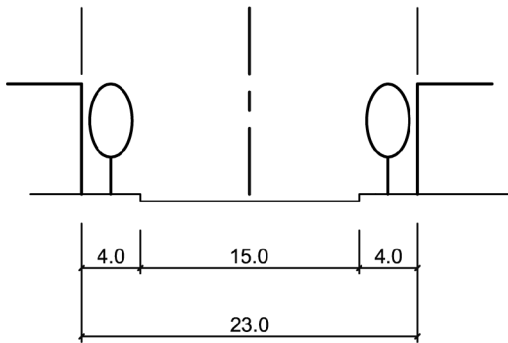
New Boulevard (Plan)



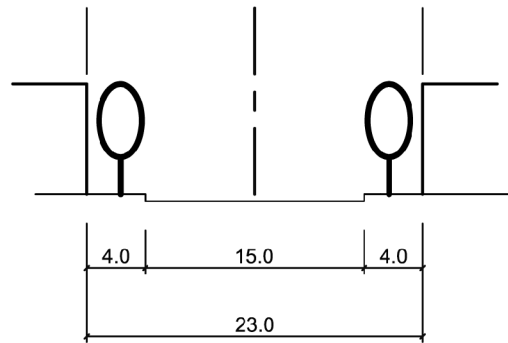
20m ROW (Example: West of Birchmount Road)

**Attachment 9: Draft Streetscape Improvement Plan (Birch Cliff Community)  
Typical 23 metre Road Cross-Section**

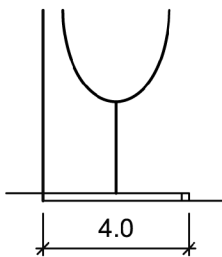
Existing Cross Section



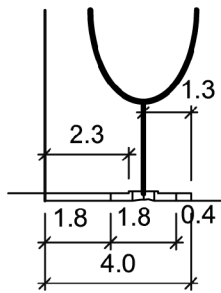
New Cross Section



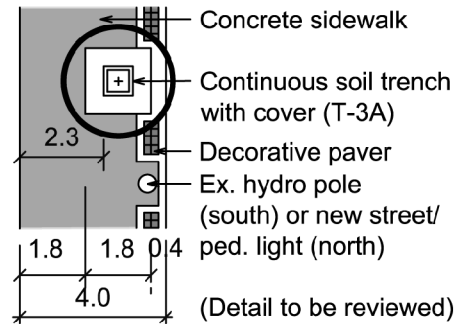
Existing Boulevard (Section)



New Boulevard (Section)

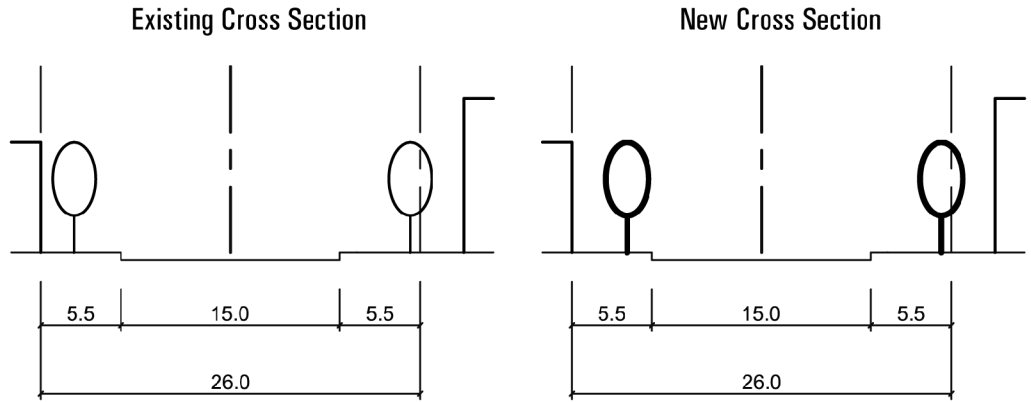


New Boulevard (Plan)

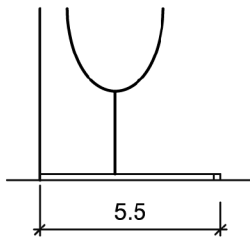


23m ROW (Example: Audrey Road to Warden Avenue)

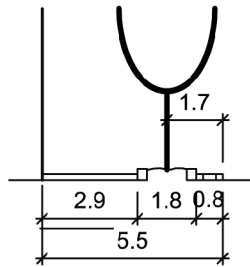
**Attachment 10: Draft Streetscape Improvement Plan (Birch Cliff Community)  
Typical 26 metre Road Cross-Section**



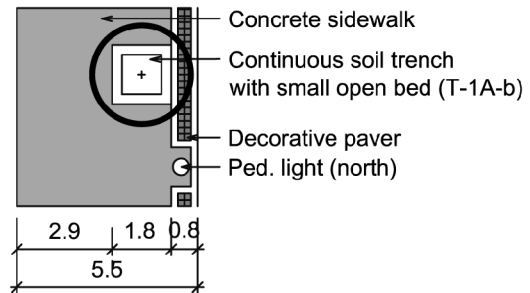
**Existing Boulevard (Section)**



**New Boulevard (Section)**



**New Boulevard (Plan)**



26m ROW (Example: Warden Avenue to Manderley Drive)

# Attachment 11: Community Services and Facilities

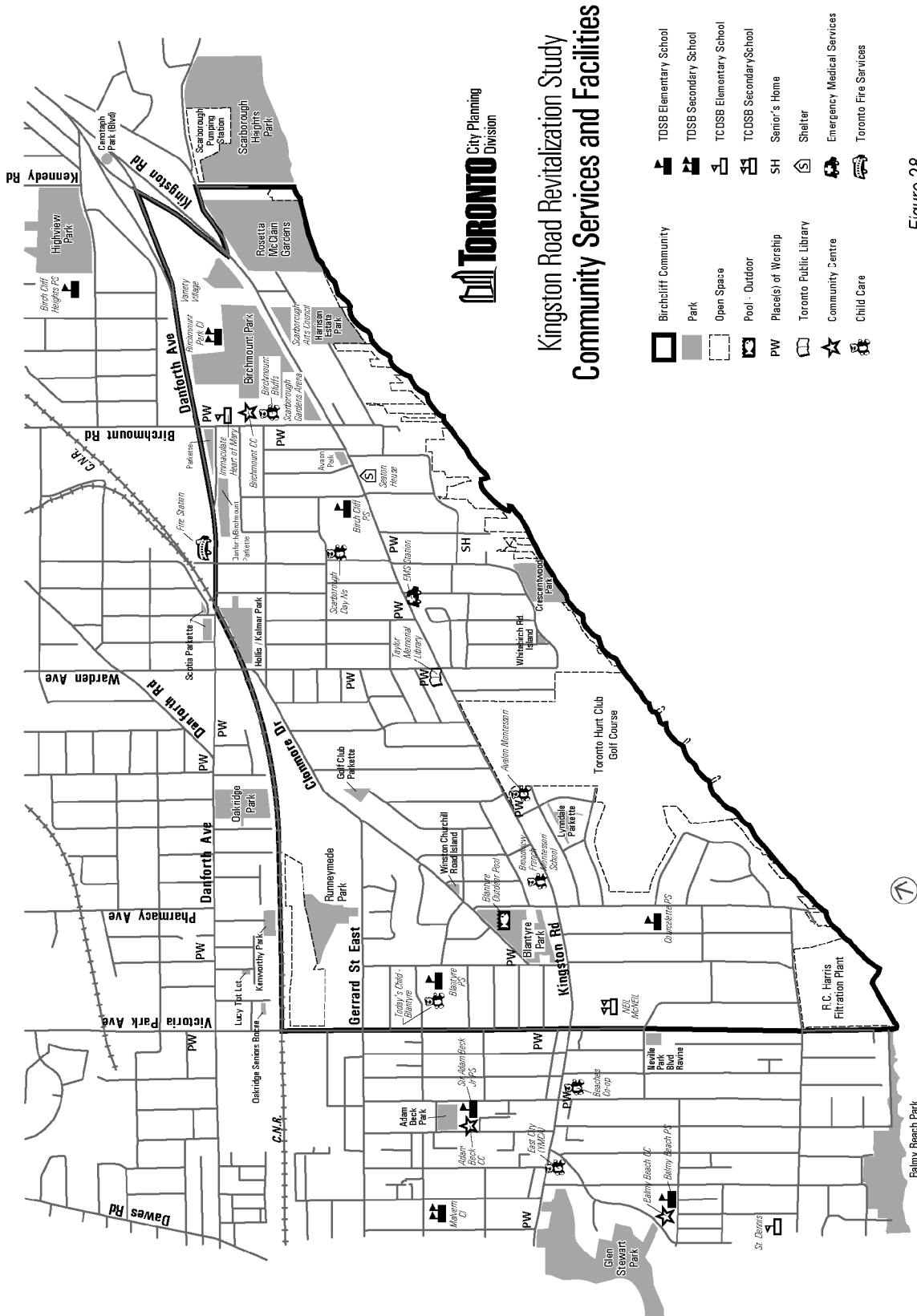


Figure 28