

Clause embodied in Report No. 5 of the Scarborough Community Council, as adopted by the Council of the City of Toronto at its meeting held on June 24, 25 and 26, 2003.

22

**Final Report  
New Official Plan - Avenues Study  
Implementation Study Report (Phase 3)  
Kingston Road between the Guildwood GO Station  
and Highland Creek  
(Ward 43 - Scarborough East)**

*(City Council on June 24, 25 and 26, 2003, adopted this Clause, without amendment.)*

The Scarborough Community Council, at its meeting held on June 10, 2003, after considering the depositions and based on the finding of fact, conclusions and recommendations contained in the report, dated May 28, 2003, from the Acting Director of Community Planning, East District, recommends that the report of the Acting Director of Community Planning, East District, be adopted, subject to amending the zoning by-law to provide a minimum 30 metre dwelling setback from the railway right-of-way, in conjunction with a 2.5 metre high earthen berm:

The Scarborough Community Council reports having held a statutory public meeting on June 10, 2003, and that notice was given in accordance with the Planning Act.

**The Scarborough Community Council submits the following report (May 28, 2003) from the Acting Director of Community Planning, East District:**

Purpose:

This report presents Phase 3, the implementation portion of the Kingston Road *Avenue* study, and recommends approval of the attached staff report, the draft official plan and zoning by-law amendments, Urban Design Guidelines and Streetscape Improvement Guidelines.

Financial Implications and Impact Statement:

As indicated on Attachment 1, there are no financial implications resulting from the adoption of this report.

However, the staff report recommends other initiatives and further works, which, if adopted by Council through further reports, may have financial implications. At that time it will be determined if these initiatives can be implemented through regular work programs and processes, or if additional funding is required.

Recommendations:

It is recommended that Council:

- (1) amend the Official Plan for the former City of Scarborough substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 2;
- (2) amend the Zoning By-law for the former City of Scarborough substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 3;
- (3) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required;
- (4) adopt, by resolution, the Urban Design Guidelines included as Attachment No. 4 to this report, as an indication of Council's support for the urban design objectives relating to the opportunities for improvement, reinvestment and growth along this section of Kingston Road. These guidelines shall remain in effect until the new Toronto Official Plan is in effect;
- (5) support in principle the Streetscape Improvements Plan included as Attachment No. 5 to this report, as an indication of Council's support for the general streetscape improvements along the Kingston Road *Avenue*;
- (6) direct the Urban Development Services Department staff to amend the Official Plan to designate the Kingston Road *Avenue* a Community Improvement Area and further, to prepare a Community Improvement Plan for the Kingston Road Avenue, in consultation with local owners;
- (7) direct the Urban Development Services Department, in consultation with other City departments and relevant agencies to prioritize future improvement projects along the Kingston Road *Avenue* and recommend and set aside funds, including through the Community Improvement Plan, for items such as streetscape improvements, bicycle lanes and pavement striping;
- (8) direct the Urban Development Services Department, in consultation with the Toronto Parking Authority, to assess feasibility and formulate an action plan to accommodate off-street parking facilities along *Avenues*; and
- (9) direct the Urban Development Services Department, in consultation with the Works & Emergency Services Department and the Toronto Parking Authority, to explore a cash-in-lieu of parking program for *Avenues*.

Comments:

On May 6, 2003, Scarborough Community Council directed that a statutory Public Meeting be held under the Planning Act at the Scarborough Community Council meeting scheduled for June 10, 2003, on the recommended draft Official Plan and Zoning By-law Amendments.

Scarborough Community Council also directed that notice of the statutory Public Meeting under the Planning Act be given by Newspaper advertising and that notice also be provided, by first class mail, to members of the public who have attended meetings and participated in the review.

Staff have received telephone inquiries from interested parties and have provided copies of the study documents to those requesting it.

Contact:

Aristotle Christou, Senior Planner, Community Planning Division, Scarborough Civic Centre  
Telephone: (416) 396-4228; Fax: (416) 396-4265; e-mail: christou@city.toronto.on.ca

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The Scarborough Community Council received written submissions from:

- (June 2, 2003) Geoff Woods, Development Review Coordinator, Canadian National Railway Properties, commenting that residential development adjacent to the railway right-of-way is not appropriate without impact mitigation measures, and specifically requesting that the zoning by-law amendment specify a minimum of 30 metre dwelling setback from the right-of-way, in conjunction with a 2.5 metre high earthen berm; and
- (May 28, 2003) Edward R. Fleury, Solicitor, on behalf of Dr. J.A. Corson and Mr. J. W. Corson, owners of premises at 4614 Kingston Road and 21 Old Kingston Road;

copies of which were provided to Members of the Community Council and a copy thereof is on file in the Office of the City Clerk, Scarborough Civic Centre.

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The following persons appeared before the Community Council in connection with the foregoing matter:

- David McKay, MacNaughton Hermsen Britton Clarkson Planning Limited, on behalf of Palmar Holdings Limited and Sun Life Assurance Company of Canada, owners of Morningside Mall; and
- Mike Bissett, Planner, Cassels Brock, who submitted a communication from Stanley Makuch, Solicitor, representing the Ontario Restaurant Hotel and Motel Association, the TDL Group Limited, McDonald's Restaurants of Canada Limited, Burger King Restaurants of Canada Inc., and Cara Operations Limited, a copy of which is on file in the Office of the City Clerk, Scarborough Civic Centre.

## Attachment 1

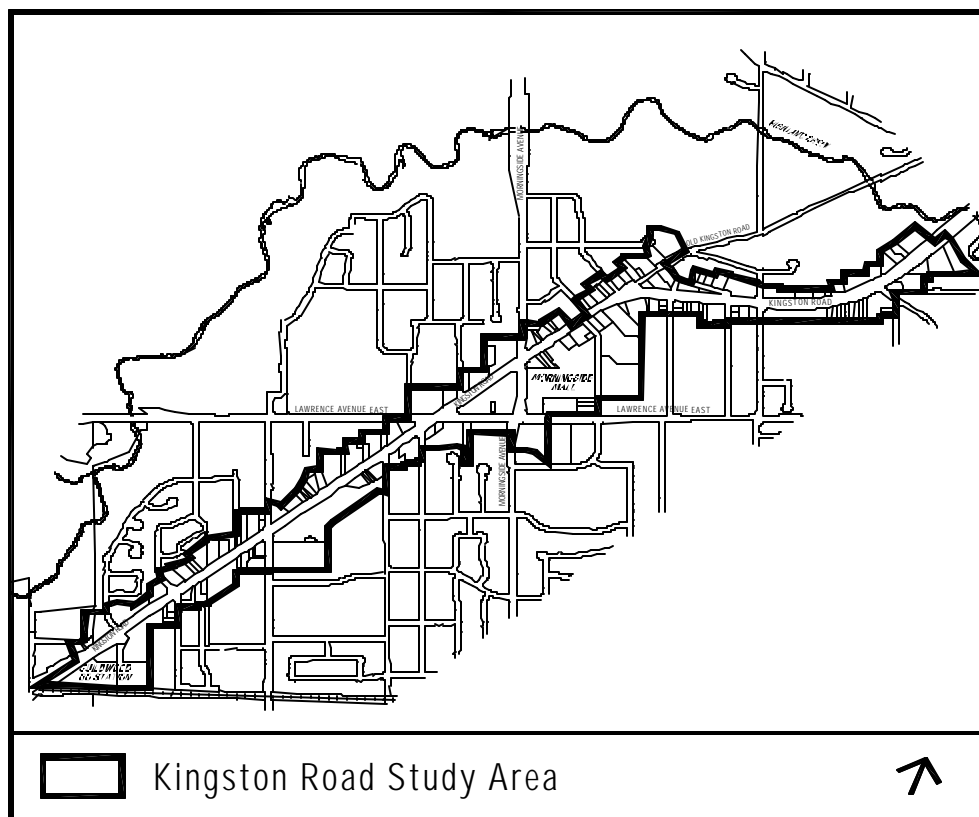
April 29, 2003

### Kingston Road Avenue Study, Phase 3 – Implementation Report

#### Purpose:

This report recommends implementation strategies to achieve, over time, the revitalization of properties along Kingston Road from the Guildwood GO Station to the Highland Creek Bridge, as an urban *Avenue*. *Avenues* are identified in the Toronto Official Plan as important corridors along major streets where reurbanization can yield positive results through the creation of housing and jobs supported by public transit. Kingston Road is one of the four pilot areas that have been studied.

The attached Official Plan Amendment to the former City of Scarborough Official Plan and Zoning By-law Amendment will implement the policy and zoning changes. Urban Design Guidelines, a Streetscape Improvement Plan and various recommended open space and community service improvements will further refine how this area will develop and improve over time.



### Financial Implications and Impact Statement :

There are no financial implications resulting from the adoption of this report.

This report recommends other initiatives and further works, which, if adopted by Council through further reports, may have financial implications. At that time it will be determined if these initiatives can be implemented through regular work programs and processes, or if additional funding is required.

### Recommendations :

It is recommended that Council:

- (1) approve the recommended draft Official Plan and Zoning By-law Amendments attached to this document as Attachments 2 and 3;
- (2) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required;
- (3) adopt, by resolution, the Urban Design Guidelines included as Attachment No. 4 to this report, as an indication of Council's support for the urban design objectives relating to the opportunities for improvement, reinvestment and growth along this section of Kingston Road. These guidelines shall remain in effect until the new Toronto Official Plan is in effect;
- (4) support in principle the Streetscape Improvements Plan included as Attachment No. 5 to this report, as an indication of Council's support for the general streetscape improvements along the Kingston Road *Avenue*;
- (5) direct the Urban Development Services Department staff to amend the Official Plan to designate the Kingston Road *Avenue* a Community Improvement Area and further, to prepare a Community Improvement Plan for the Kingston Road Avenue, in consultation with local owners;
- (6) direct the Urban Development Services Department, in consultation with other City departments and relevant agencies to prioritize future improvements projects along the Kingston Road *Avenue* and recommend and set aside funds, through the Community Improvement Plan, for items such as streetscape improvements, bicycle lanes and pavement striping;
- (7) direct the Urban Development Services Department, in consultation with the Toronto Parking Authority, to assess feasibility and formulate an action plan to accommodate off-street parking facilities along *Avenues*; and
- (8) direct the Urban Development Services Department, in consultation with the Works & Emergency Services Department and the Toronto Parking Authority, to explore a cash-in-lieu of parking program for *Avenues*.

### Summary:

Early in the year 2000, as part of the background for preparing the City's new Official Plan, the City initiated four Incremental Growth Area Studies-----*Avenue* studies. The four study areas are:

- (a) Bloor Street West between Dundas Street West and Lansdowne Avenue.
- (b) The Queensway between Mimico Creek and Kipling Avenue.
- (c) Kingston Road between the Guildwood GO Station and Highland Creek.
- (d) Finch Avenue centred at Weston Road between Signet Road and Milvan Avenue.

The new Toronto Official Plan identifies selected corridors along major streets as *Avenues*. Some of Toronto's best known *Avenues* include 'The Danforth', Bloor West Village, College Street west of Bathurst, Queen Street at Spadina, and many more successful and vibrant business areas throughout the City.

There are also many stretches of *Avenues* that have been suffering economic and business decline over the years and are in need of attention and redevelopment investment. These are areas that should be subject to study and review as part of the on-going *Avenues* program. They are areas where transit supportive reurbanization can help create new jobs and housing while improving local streetscapes and pedestrian environment, infrastructure and amenities to provide for better living and work environments. The growth, renewal and redevelopment of the *Avenues* needs to be supported by the availability of good public transit and inviting urban design that promotes a comfortable and desirable living environment with safe and attractive streets for pedestrians and cyclists. The *Avenues* (together with the Centres) are the areas the City is encouraging to capture the anticipated growth in people and business over the next 30 years. They are a very important and vital component of the City.

The four pilot areas were selected primarily because of their reurbanization potential characterized by vacant and underutilized land, large areas of surface parking, incompatible land uses and the need for private and public reinvestment.

The purpose of these studies was to establish development principles, guidelines and rules for development along selected arterial corridors. This would, in turn, assist the City along with land and business owners and residents in and around the study area, understand how to direct and manage change in these areas. An important component is to co-ordinate City public works in these areas.

The *Avenues* Studies were carried out in three phases.

Phase 1 involved the research of the current situation and identification of specific problems and opportunities in each area. The consultant (the Kirkland Partnership) carried out this Phase. There were community consultation meetings where the City's consultants and City staff, in co-ordination with the local Councillors, presented the study concepts and research findings.

Phase 2 involved an analysis of the issues and the consultant's recommendations for possible improvements. Community advisory groups consisting of residents, local business people and other stakeholders, were established to further identify issues to be addressed, and to determine what the community considered desirable development. Through the advisory group a concept plan was developed. The plan included potential mix of uses, possible building heights and development densities, desirable green space improvements and possible traffic and parking improvements. Also, the concept plan addressed possible improvements to the "look and feel" of the street, including the creation of inviting public spaces.

Phase 3, the implementation phase, was undertaken by City staff.

### The Kingston Road Avenue

#### Location and perspective

The Kingston Road Avenue is situated at the easterly end of Toronto, on the historical Kingston Road that connects Toronto to eastern Canada. The Kingston Road Avenue, extending from the Guildwood GO to the Highland Creek, is almost four kilometres long. Although Kingston Road is the direct driving 'route' to downtown Toronto and is served by several bus routes, there is no direct public transit access to downtown Toronto.

The Guildwood GO Station and vicinity.



The Avenue contains over 33 hectares (82 acres) of land, which is approximately the size of the Hunt Club Golf Course. A large portion of the land is under-utilized and presents good development potential to accommodate a substantial amount of new residential and employment growth, particularly new housing.

## Timing and Community Input

In May 2000, at the end of Phase 1 of the Study, members of the Kingston Road *Avenue* community advisory group, the local Councillors, City staff and consultants met to develop a vision for the future of the area. This vision formed the basis for the Phase 2 Report and for the implementation proposals contained in this report.

In February 2001, the Kirkland Partnership published the '*Concept Plan for the Study Area at Kingston Road: Guildwood GO to Highland Creek*' or Phase 2 report. A Community Information Meeting was held in March 2001 to present the findings. Meeting participants were generally supportive of the Study in principle and of efforts to re-urbanize the area. Since that time, City Planning staff have been working further with other departments and agencies, and consulting with stakeholders such as business owners on Kingston Road, to develop implementation initiatives that reflect the principles of the Concept Plan. The result is Phase 3, the subject of this report. It recommends the implementation of the study.

### Comments:

The following sections outline the proposed reurbanization strategies for the Kingston Road *Avenue*. Specific initiatives are grouped into five major areas: intensification strategies; urban design; civic improvements; community improvement plan and transportation.

#### 1. Intensification Strategies

The Kingston Road corridor will achieve the status of an urban *Avenue* through the intensification of vacant or underutilized sites. The community has identified the need for change: the removal of conflicting and unattractive car-oriented uses – the used car lots and “rundown” motels, the “unkempt” strip malls – and supports the City’s vision of the *Avenues*. The community would welcome mixed-use developments providing employment and housing opportunities throughout this area. Land use improvements and development intensification in the vicinity of the GO station and at Morningside/ Kingston/Lawrence would go a long way towards realizing the improvements the community is interested in and wants, and would unlock the potential of this area.

The newly adopted Toronto Official Plan designates the study area primarily as a “Mixed Use Area”. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, as well as parks and open spaces. These areas are intended to absorb, over time, a large portion of Toronto’s expected growth, and will vary in scale and intensity of development to reflect the context of their surroundings and transportation infrastructure.

The new Toronto Official Plan contains a number of proposed policies to guide the development of Mixed Use Areas, including:

- the creation of a balance of uses that reduces automobile dependence and meets the needs of the community;
- the provision of new jobs and homes on underutilized lands;



- the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition toward lower scale Neighbourhoods; and
- the provision of an attractive, safe and comfortable pedestrian environment.

The recommendations for the Kingston Road *Avenue* Study are consistent with the new Toronto Official Plan's land use policies and with the Plan's provisions for structuring and directing growth to certain areas, including *Avenues*. Generally, it is anticipated that new development or redevelopment in the Kingston Road *Avenue* would utilize existing infrastructure (i.e. transit, sewers, water, schools and community facilities).

Within this stretch of Kingston Road we have identified two main 'focus' or concentration areas for growth: the Guildwood GO station and its vicinity (about 4 hectares), and the Kingston Road – Morningside Avenue – Lawrence Avenue area (about 10 hectares). The existing Scarborough Official Plan already identifies these as important areas in which to direct both employment and residential growth. These are large underdeveloped sites that can accommodate substantial intensification and new development. On sites of this size it is important that any new development weaves into the existing urban fabric and creates a pleasant 'liveable' environment for future residents, employees and visitors. Creating such an environment could include the need for streets, parks, community space and other services and facilities. To facilitate this, staff recommends that the Kingston Road frontages at these locations be rezoned. The rest of each location should be subject to a holding provision to ensure that adequate services are available and that development incorporates adequate streets, blocks and building siting.

The Kingston Road frontage between the two 'foci' and to the east of Morningside Mall, is capable of accommodating incremental change, but in lesser intensity.

### Building Heights

The study area contains some vacant land and commercial sites. Also interspersed are several high-rise apartment buildings (up to 20 storeys) and townhouses. Abutting much of the study area is an existing lower-scale community. An appropriate transition between the existing neighbourhood and any new development along Kingston Road is important and was an underlying principle in determining building heights and setbacks.

The new zoning will introduce a 45-degree angular plane which will 'push' the height away from the residential neighbourhood and restrict higher buildings to larger sites. What this means is that for every one metre in height, new buildings must be setback an equal distance from the abutting lot line of the existing lower scale residential development. For example, if a building is 15 metres high would be stepped back so that the highest point would be setback 15m from the property line of abutting houses. Heights will range from 2 storeys to 8 storeys for buildings close to existing low scale residential properties. On larger sites in situations that are removed from existing lower scale neighbourhoods, such as the those in the two foci at Morningside Avenue and at the GO station vicinity, it is appropriate to allow taller buildings.

It is anticipated that on larger sites, buildings at the Kingston Road frontage would develop on a “podium” or “cornice” up to four storeys in height. This would provide a good building presence and frame street building activity. Floors over and above the podium could be further stepped back.

#### Dealing with Existing Auto-related uses

The Kingston Road *Avenue* contains a large number of established car dealerships and small used car lots. The larger provide some landscaping and maintain a clean and tidy environment. However, the many small used car lots spread along Kingston Road tend to have uncoordinated signage, uncontrolled parking and may encroach on the public boulevard for vehicle storage. These are of general concern to the community.

Used car lots usually occupy land that is marginal or operate as an interim use before development. The redevelopment of properties currently used for vehicle sales would be desirable to the community. Further proliferation of used car sales in the area should be discouraged. It is therefore recommended that the establishment of further automobile sales, service and maintenance be prohibited. Establishments in existence prior to the passage of the by-law would remain as legal non-conforming.

#### Policy Tools

The recommended land use standards for the Study Area will be established through Official Plan and Zoning By-law Amendments. The proposed zoning implements the new City of Toronto Official Plan. In case the new Official Plan is not in place at the time Council considers the proposed zoning, staff is recommending that the current Official Plan for the former City of Scarborough be amended. This is an interim measure until the current Official Plan is repealed. Lands in the Kingston Road Study Area are proposed to be designated for ‘Mixed Use Area’. The ‘Mixed Use Area’ designation provides for future redevelopment by encouraging a broad range of commercial, residential, institutional and open space uses in single or mixed-use buildings. The proposed draft Official Plan Amendment incorporating these standards is attached (Attachment 2).

As a strategy and statement that the City is serious in its effort to achieve results in this area, zoning that implements the policy directions of the Official Plan will also be put in place at this time. This will help encourage development and redevelopment in this area by making the development standards and the City’s expectations clear.

As part of the implementation phase, Planning staff has undertaken an extensive study based on the results of community input, in order to determine appropriate zoning regulations in this area. The outcome of this study focused on ensuring a comfortable transition in scale to the neighbouring community. Taller buildings would generally be permitted at key locations such as the GO Station and the Kingston/Morningside area. The proposed building heights would ensure that predominantly low-scale or mid-size buildings, generally respecting the existing character of the area, would be built.

As discussed earlier in this report, it is recommended that a holding zoning by-law apply to some of the lands around the GO Station and for part of the Morningside Mall lands. These are large sites which require more detailed planning and implementation. The existing zoning on these lands will remain until such time as the 'H' is lifted.

The ownership pattern on Kingston Road includes many small, long and narrow parcels of land. Achieving significant redevelopment would require land assembly of properties, to encourage future development in a comprehensive fashion.

The recommended Zoning By-law standards permit an appropriate mix of uses and also include provisions related to maximum and minimum building heights, build-to lines, setbacks and densities in order to create appropriate building envelopes with transitions to lower-scale areas. Site-specific zoning standards have been developed for key sites within the Study Area. The proposed draft Zoning By-law Amendment incorporating these general and site-specific standards is attached (Attachment 3)

## 2. Urban Design

Beautiful, comfortable, safe and accessible streets, public open spaces and buildings are key assets of city building. These assets draw people together to animate the activity on the public street and make recognizable communities and neighbourhoods. They create interesting and inviting spaces and purposeful destinations for people to visit, live, work and shop. The new Toronto Official Plan contains comprehensive policies that address the importance of Urban Design for the successful redevelopment and improvement of our City.

Arterial roads are often the 'front doors' of our neighbourhoods and establish the overall image and character of an area. The Urban Design Guidelines (Attachment 4) are intended to promote a co-ordinated approach to the development of the Kingston Road *Avenue*. They are not to be read in isolation, but as a complement to other, more general City of Toronto design guidelines and Official Plan policies. The Kingston Road *Avenue* Urban Design Guidelines are intended to be in place until the new Toronto Official Plan comes into effect and will be superseded by the Official Plan at that time.

The Guidelines have been developed to promote an urban form of high quality, and a comfortable and safe pedestrian environment, which incorporates attractive boulevards and landscaping, with well-designed buildings and public spaces. The photos below depicting a segment of the Kingston Road/Morningside Avenue intersection show what could be achieved in this area.

## The Present



## The Future



Parking lots serving low profile commercial areas can be transformed into attractive mixed-use buildings close to the street, with parking tucked at the rear and if adjacent to lower scale neighbourhoods, designed to minimize impacts. Taller buildings situated close to the street would define the *Avenue* and animate street activity.

Public art at strategic locations would enhance and soften the activity on the street and help make it more inviting to pedestrians. Also, public art can be used to reaffirm a sense of place and can reflect the social, political or historic context of a site or district. This can be expressed in such works as murals, sculpture, monuments, or memorials located within or at the edge of a specific site, street or open space. Public art may combine visual arts with building and landscape design. It may form part of a wall, façade, or pavement pattern. It is often expressed in gateways, entrances and colonnades. The inclusion of public art in the development process serves to enhance the form and fabric of the city and Kingston Road can become a rich palette for public art.

Opportunities for Public Art should:

- be integrated into the design of sites, buildings, and landscapes;
- be identified at the earliest possible stage of the development process;
- be located in publicly accessible areas of sites and buildings; and
- reinforce the urban design objectives for Kingston Road.

### 3. Civic Improvements

Residents and business owners in the community have identified a number of civic improvements along the *Kingston Avenue* which would help improve the 'feel' of Kingston Road and make it more attractive to business and to pedestrians than it is today. A Streetscape Improvement Plan (Attachment 5) will guide and co-ordinate future improvements in the area. Proposed improvements include median tree planting, public boulevard tree planting, private tree/shrub planting, sidewalk relocation and/or improvements, additional street furniture and signage, and special improvements at key gateways and connection points associated with adjacent parks, neighbourhoods, and Lake Ontario.

Works and Emergency Services advise that resurfacing of sections of Kingston Road from the Guildwood GO overpass to Morningside Avenue will begin within the next 2 months. As part of this work and in keeping with the Streetscape Improvement Plan, approximately 200 metres of median improvements, including tree planting, between Lawrence Avenue and Morningside Avenue will be incorporated into the works. This is a good start at an important focal point in the *Avenue*. However, additional centre-median planting and other possible improvements such as enhanced boulevard tree planting and special pavement treatment at pedestrian intersections will require adequate funds.

Council needs to set aside adequate funds so future improvements can be provided in conjunction with street repairs and reconstruction.

Further streetscape improvements, particularly boulevard tree planting and special pavement could be achieved as part of the site plan review process of future private developments in the *Avenue*. This will be guided by the Urban Design Guidelines and Streetscape Improvement Plan proposed in this report.

Greenvale Park and Megan Park are two city parks just removed from the *Avenue* frontage. To better connect these facilities to Kingston Road it is proposed to zone the walkways from Kingston Road to the parks as 'Park'. Also proposed is directional signage.

### 4. Community Improvement Plan

A Community Improvement Plan for the Kingston Road *Avenue* should be developed. Section 28 of the Planning Act allows for the designation of a Community Improvement Area. Such designation grants the municipality useful options related to investment, land acquisition and planning within the designated area. A Community Improvement Plan can also act as both a budgeting and an infrastructure planning tool for area improvements. It can identify and prioritize a range of infrastructure improvements necessary to help implement the goals of the *Avenue*.

Council should amend the Scarborough Official Plan to designate the Kingston Road *Avenue* a Community Improvement Plan area and direct staff to carry out the review and develop the Community Improvement Plan.

## 5. Transportation

### Traffic

Kingston Road is a very wide street with a centre raised-median, acting as a 'divided highway'. About 40,000 vehicles per day use this part of Kingston Road. Ways to slow down the speed of traffic along the length of Kingston Road within the study area have been explored. The idea of reducing the number of lanes from three to two was considered. Other options to add a bicycle lane were also considered. However, given the function of Kingston Road as a direct street connection from Highway 401 to the downtown and its current vehicle carrying capacity, a physical lane reduction would not be feasible or desirable from an operations perspective. However, it would be desirable to continue the program of redefining lanes following pavement repairs so that the curb lane is widened to better accommodate short-term on-street parking and bicycles.

### Transit

In terms of public transit, there is no surface transit that runs the length of Kingston Road. However, the area is served by TTC buses on Lawrence Avenue, Kingston Road and Morningside Avenue (Attachment 6), and by GO trains on the Lakeshore line stopping at the Guildwood station at the west-end of the study area. GO service to Toronto Union or Oshawa is approximately half-hourly during the weekday peak periods and hourly off-peak and at weekends. Trains run until late at night, with the last train eastbound from Union departing shortly after midnight.

Both the 116 Morningside route and the 86 Scarborough Route connect to Kennedy Station. Bus frequency of the Morningside route, an important north-south connection, is every 5 to 10 minutes during the weekday peak periods, every 10 to 15 minutes off-peak and weekends, and every 30 minutes late in the evenings. The frequency of the 86 Scarborough route is 10 to 15 minutes at all times except the late evenings when it extends to 15 minutes. This bus can be used to connect to the other TTC routes at intersections and to reach the Guildwood GO station and is the only bus that runs the whole length of the study area.

The 54 Lawrence East bus connects the Eglinton subway station to a loop east of Rouge Hill GO station. The weekday peak period frequency is every 5 minutes, off-peak and weekends every 20 minutes, and again every 30 minutes late in the evenings.

In summary, the area has some surface transit service, but it is a long way from the nearest subway station, which is Kennedy at the end of the Bloor-Danforth line.

### Cycling

The City of Toronto Bike Plan "Shifting Gears" identifies Kingston Road through the study area as a future bike lane facility. It would connect to the existing extensive off-road trail in the Highland Creek Valley and would provide for commuter cyclists. To further promote cycling, bicycle parking should be included at appropriate locations and secured through the development review process. Also, bicycle parking should be provided at the Guildwood GO station.

## Parking Options

Short-term curbside parking is permitted along both sides of Kingston Road. Today, however, few drivers choose to park on the street, given that there is sufficient off street parking in the area. The typical street profile has small parking lots in front of plazas. This sets the building far from the street. To create a more comfortable environment for pedestrians and to reduce the dominance of the car on the street, buildings need to be brought close to the street. With buildings closer to the street, on-street parking becomes more convenient and, in turn, provides more opportunity for redevelopment.

There are a number of design-related approaches and techniques available to provide necessary improvements on Kingston Road. These are detailed in the attached Urban Design Guidelines and the Streetscape Improvement Guidelines.

Finally, the Toronto Parking Authority develops and runs the Green “P” lots throughout the city. Off-site parking which is in close proximity to shopping and work places, allows for more “building” and less parking on development sites. This could go a long way to achieving the form of development discussed in this report. Right now there is no demand for off-site parking, but as development proceeds and Kingston Road evolves into a successful *Avenue*, there will be. Therefore, it is important to think about this now. Staff recommend further consultation with the Toronto Parking Authority to formulate an action plan to accommodate off-street parking facilities in this area.

## Parking Requirements:

As a means of encouraging renewal and recognizing the potential benefits of a mixed use built form, Zoning By-laws need to address, where appropriate, minimal on-site parking requirements. The Zoning By-law presently requires parking be provided as follows:

- 1.0 spaces per residential unit;
- 1.5 spaces per 100 square metres for Day Nurseries;
- 3 spaces per 100 square metres for office and retail uses;
- 5 spaces per 100 square metres of recreational uses;
- 7.7 spaces per 100 square metres for Places of Worship;
- 10.7 spaces per 100 square metres for restaurants and banquet halls;
- 12 spaces per 100 square metres for places of entertainment; and
- Hotels have a blended ratio of either 1 space per bedroom or one space per 2 bedrooms plus applicable parking rates for the gross floor area of accessory uses such as retail and service uses, restaurants and banquet halls, places of entertainment and recreation uses.

In buildings which have a mix of commercial and residential uses, the opportunity exists to share and complement the parking for the various uses. Recognizing this opportunity and to encourage renewal along this stretch of Kingston Road, it is appropriate to reduce the office and retail parking requirement from 3 spaces per 100 square metres to 2.5 spaces per 100 square metres of office and retail uses.

The existing parking requirement for restaurants is 10.7 spaces per 100 square metres and does not distinguish between types of restaurants, for example, a fast-food versus a sit-in restaurant. The parking needs for smaller restaurants tend to be less onerous than larger stand-alone restaurants. Also, in larger commercial developments there are greater opportunities for shared parking and the uses are often complementary.

Recognizing the different nature of the smaller restaurants and to promote an active street-frontage along Kingston Avenue, it is appropriate to reduce the restaurant parking requirements for smaller restaurants. Therefore, it is proposed that for restaurants, the first 100 square metres of gross floor area shall provide parking at a rate of 5.4 spaces per 100 square metres. Any gross floor area over and above that will provide parking in line with the general standard of 10.7 spaces per 100 square metres.

In order to promote growth along Avenues within the City, it will be important to give special consideration to the parking requirements for the various uses permitted along the *Avenues*. It is anticipated that through the comprehensive review of a Zoning By-law for the City, revised parking standards based on further research, would be developed for application to future *Avenue* studies.

Conclusions :

The Kingston Road *Avenue* provides an opportunity to implement the desires of the City, area residents and area businesses. Implementing the Kingston Road *Avenue* Study as discussed in this report will set the framework for reinvestment and improvement, while providing the opportunity for additional homes, jobs and services.

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D R A F T

Attachment 2

Authority: Scarborough Community Council Report No. ~, Clause No. ~,  
as adopted by City of Toronto Council on ~, 2003.

Enacted by Council: ~, 2003

**CITY OF TORONTO**

**BY-LAW No. ~-2003**

**To adopt Amendment No. 1106 of the Official Plan for the former  
City of Scarborough.**

WHEREAS authority is given to Council by the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and whereas Council 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. Amendment No. 1106 to the Official Plan of the former City of Scarborough, consisting of the attached text and map designated as Schedule "I" is hereby adopted.

ENACTED AND PASSED this ~ day of ~, A.D., 2003.

CASE OOTES,  
Deputy Mayor

ULLI S. WATKISS  
City Clerk

(Corporate Seal)

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**AMENDMENT NO. 1106 TO THE OFFICIAL PLAN  
OF THE FORMER CITY OF SCARBOROUGH**

**CITY INITIATED AMENDMENT  
KINGSTON ROAD "AVENUE"  
KINGSTON ROAD FROM CN OVERPASS TO HIGHLAND CREEK BRIDGE**

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The following Text and Map, designated as Schedule "I", constitute Amendment No. 1106 to the Official Plan for the former City of Scarborough (being an amendment to the provisions of the Scarborough Official Plan, for the West Hill Community Secondary Plan).

The sections headed "Purpose and Location" and "Basis" are explanatory only, and shall not constitute part of this amendment.

**PURPOSE AND LOCATION:**

Many properties along both sides of Kingston Road between the CNR overpass to the Highland Creek bridge, consist of conflicting and unattractive car-oriented uses containing used car lots, "rundown" motels and "unkempt" strip malls with parking lots in front of buildings. This environment unduly detracts from the area's viability as a good place to live, work and play. This part of Kingston Road is also one of the City's *Avenues* that has been identified in Toronto's new Official Plan as an area suitable for gradual change that would encourage redevelopment and intensification to preserve and enhance the business activity on the street.

The City has undertaken 'The Kingston Road *Avenue* (Incremental Growth Area) Study' which has identified that land use changes coupled with streetscape and other area improvements would be appropriate to encourage and attract incremental change and intensification through redevelopment. This Official Plan Amendment proposes to redesignate certain lands currently designated **Community Commercial, Neighbourhood Commercial, District Commercial, Highway Commercial**, Place of Worship, **High Density Residential, Medium Density**

**Residential, Low Density Residential, Neighbourhood Park**, “Special Use Area” and “Special Transit-Oriented Area” in the former City of Scarborough Official Plan, to **Mixed Use Area**.

The intent of this designation is to provide redevelopment options and flexibility not currently available in this area and implement the strategic growth policies of the new plan. The **Mixed Use Area** designation provides for future redevelopment by encouraging a broad range of commercial, residential, institutional uses in single or mixed-use buildings and open space uses.

The Kingston Road *Avenue* is also identified as an area in need of streetscape and other infrastructure improvements to help revitalize the declining commercial area and attract development and investment. This Official Plan amendment proposes to designate the Kingston Road *Avenue* as a “Community Improvement Area” in the former City of Scarborough Official Plan.

### **BASIS:**

Certain areas along the City’s Avenues are suitable for accommodation of new growth in people and jobs. These areas are potential candidates for mixed-use residential and commercial intensification. Redevelopment of these underdeveloped areas along the Kingston Road *Avenue* from the CNR overpass to the Highland Creek bridge would provide little or no impact on adjoining established residential areas and would improve the visual and economic quality of the area.

This amendment provides long term improvements in the development fabric, consistent with directions and policies of the Official Plan. Gradual redevelopment of properties with uses permitted in the **Mixed Use Area** designation would be utilizing available municipal services and be accessible to public transit, while maintaining compatibility with the surrounding residential neighborhood. The designation of the Kingston Road *Avenue* as a “Community Improvement Area” would further assist, through streetscape and other civic improvements, to bring forth positive change to attract business investment and redevelopment.

### **OFFICIAL PLAN AMENDMENT:**

1. The former City of Scarborough Official Plan is amended by deleting the reference “4 Kingston Road and Lawrence Avenue” from the Office Policies, Policy 2.3.5.3.
2. The former City of Scarborough Official Plan is amended by adding the West Hill Community and specifically the Kingston Road *Avenue* to the list of “Community Improvement Areas” so that the first paragraph of policy 2.6.2.3 reads as follows:
  - 2.6.2.3 The southwestern portion of Scarborough and the Kingston Road *Avenue* (from the Guildwood GO to the Highland Creek Bridge) in the West Hill Community have been identified through these criteria as “Community Improvement Area”. The Oakridge, Birchcliff, Clairlea, Cliffside, Birchmount Park and West Hill Communities, including the Kingston Road *Avenue* in the West Hill Community, and the Oakridge and Birchmount Park Employment Districts are identified as first priority. Within the first priority

area, the Oakridge Community and the Kingston Road *Avenue* in the West Hill Community are specifically identified as the highest priority.

3. The former City of Scarborough Official Plan is amended by adding the **Mixed Use Area** designation as follows:

### **3.11 MIXED USE AREA**

#### **Policies**

3.11.1 Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces in single or mixed-use buildings, to accommodate increases in jobs and population along major streets. The emphasis of this designation will be residential apartments and townhouses. Employment and shopping opportunities would also be encouraged as part of this designation, to provide for the day to day needs of the people. The benefits of providing living and employment opportunities close to each other are significant in terms of time, transportation and energy costs.

Streetscape improvements, additional pedestrian and vehicular crossings and public amenities that promote and animate pedestrian **and** commercial activity on the *Avenues* will be supported to encourage an attractive, comfortable and safe pedestrian environment.

#### **Development Criteria in Mixed Use Areas**

3.11.2 In Mixed Use Areas, development will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- provide new jobs and homes for Toronto's growing population on underutilized lands in Avenues and other lands designated **Mixed Use Areas**;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and a stepping down of heights towards lower scale Neighbourhoods;
- locate and mass new buildings to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes;

- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
  - provide an attractive, comfortable and safe pedestrian environment;
  - have access to schools, parks, community centres, libraries, and childcare;
  - take advantage of nearby transit services;
  - provide good site access and circulation and an adequate supply of parking for residents and visitors;
  - locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
  - provide indoor and outdoor recreation space for building residents.
4. The West Hill Community Secondary Plan Figure 4.31 is amended by adding the **Mixed Use Area** designation.
5. The West Hill Community Secondary Plan, Figure 4.31, is amended for the lands at the north and south sides of Kingston Road, from the CNR overpass to the Highland Creek bridge, as indicated on the attached Schedule 'I', by deleting the existing **Neighbourhood Commercial, Community Commercial, District Commercial, Highway Commercial Uses, Place of Worship, High Density Residential, Medium Density Residential, Low Density Residential, Neighbourhood Park, "Special Use Area"** and **"Special Transit-Oriented Area"** designations and replacing with the **Mixed Use Area** designation.
6. Amendments to the West Hill Community Secondary Plan, **Section 4.31:**
- 6.1 **Sub-section 4.31.2 – General Policies** is amended by deleting General Policy Number 10.
- 6.2 **Sub-section 4.31.3 – Numbered Policies** is amended by replacing the words in Numbered Policy Number 2 as follows:
2. North Side of Kingston Road, East of Old Kingston Road
- The preservation of the two historically significant houses located within this designation shall be encouraged.
- 6.3 **Sub-section 4.31.3 – Numbered Policies** is amended by deleting numbered policy numbers 3, 6 and 14, and deleting the corresponding reference on the Land Use Map (Figure 4.31).

- 6.4 **Sub-section 4.31.3 – Numbered Policies** is amended by adding numbered policy number 19 as follows and by adding the corresponding reference on the Land Use Map (Figure 4.31):

19. Both sides of Kingston Road from the CNR overpass to the Highland Creek Bridge

Along Kingston Road, this Plan encourages the development of a mixture of retail and service uses, housing, offices and community facilities in a manner that will create a pedestrian-oriented street.

Within the **Mixed Use Area** designation, as it applies to properties fronting on Kingston Road, Council may recognize in the Zoning By-law existing service stations, used car sales lots and public garages, but additional such uses shall not be permitted. Development applications for such operations shall be assessed in light of the objectives of this Plan to contribute to a pedestrian-oriented Kingston Road.

General Policies Numbers 3 and 4 do not apply within the **Mixed Use Area** designation.



D R A F T

Attachment 3

Authority: Scarborough Community Council Report No. \*\*, Clause No. \*\*, as adopted by  
City of Toronto Council on \*\*\*\*\*, 2003  
Enacted by Council: \*\*\*\*\*, 2003

**THE CITY OF TORONTO**

**BY-LAW No.**

**To amend the West Hill Community Zoning By-law No. 10327**

WHEREAS authority is given to Council by Sections 34 and 36 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and whereas Council has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

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

1. **CLAUSE IV – ZONES** is amended by adding the Commercial/Residential Zone (CR).
2. **CLAUSE V – INTERPRETATION (f) Definitions** is amended by adding the following:

**Institutional**

shall mean buildings, structures and facilities used for Public and Semi-Public uses and/or Institutional Uses such as the following:

- Fraternal Organizations
- Homes for the Aged
- Hospitals within the meaning of relative Provincial Legislation
- Nursing Homes
- Private and Public Educational Institutions
- Private and Public Recreational Uses including incidental Commercial Uses
- Retirement Homes
- Senior Citizen Apartments

**Personal Service Shop**

shall mean buildings, structures and facilities used for personal grooming and services including beauty parlours, hair styling, manicures, tailor shops, therapeutic and aroma-therapy massages, acupuncture, but does not include a **Adult Entertainment Parlour**.

### **45 degree Angular Plane**

shall mean the line originating at a lot line projecting at a 45 degree vertical angle toward the **Street** line.

3. **CLAUSE VI – PROVISIONS FOR ALL ZONES** is amended by adding the “CR” zone to the following sub-clauses between the “CC” and “HC” zone: sub-clause 5, **Landscaping Requirements**, sub-clause 13, **Underground Structures In "NC", "CC", "CR", "HC" and "OU" Zones** and sub-clause 14, **Lands Not Covered by Buildings**.
4. **CLAUSE VI – PROVISIONS FOR ALL ZONES** is amended by adding the reference of the Commercial/Residential “CR” zone to sub-section 17, **Non-Accessory Signs**, paragraph 17.1 and paragraph 17.4.
5. **CLAUSE VIII – ZONE PROVISIONS** is amended by adding the following:

#### **14. Commercial/Residential Zone (CR)**

##### **(a) Permitted Uses**

- **Day Nurseries**
- Financial Institutions
- Funeral Homes
- Hotels and Motels
- **Institutional**
- Medical Centres
- Offices
- **Personal Service Shops**
- **Places of Worship**
- **Places of Entertainment**
- **Private Home Daycare**
- Residential uses
- Restaurants
- Retail Stores
- **Recreational Uses**
- Specialized Commercial Uses

##### **(b) Prohibited Uses**

- Automobile Sales, Service and Maintenance Uses
- Auto Sales Rooms
- Single-Family Detached Dwellings
- **Semi-Detached Dwellings**
- Duplexes

6. Schedule “A” is amended by deleting the Zoning for the lands outlined on Schedule “1”



(Maps A-G), and adding the following Zoning to the outlined lands:

CR – 86 – 203 – 324 – 325 – 400 – 600 – 601 – 602 – 603 – 604  
P

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

### **LANDSCAPING**

203. A minimum 1.5 metres wide landscape strip shall be provided at the rear abutting “S”, “ST” and “M” zones.

### **PARKING**

324. Notwithstanding the provisions of **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES**, office and retail uses in residential/commercial mixed use buildings shall provide a minimum of 2.5 spaces per 100 square metres of **gross floor area** of these uses.
325. Notwithstanding the provisions of **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES**, the first 100 square metres of restaurant **gross floor area** shall provide a minimum of 5.4 parking spaces per 100 square metres of **gross floor area**.

### **MISCELLANEOUS**

600. Buildings shall not exceed a **45-degree angular plane** from the lot line of abutting “S”, “ST” and “M” zones.
601. Automobile service stations are not permitted within the Commercial/Residential (CR) Zone, except where they existed on the day of the passage of this Zoning By-law by City Council.
602. The wall of the building fronting or abutting Kingston Road shall be a minimum width of 70% of the lot at the **Street** line for lots having frontage or flankage of more than 30 metres and 60% for lots having frontage or flankage of less than 30 metres and shall be set back a minimum of 3 metres and a maximum of 5 metres from the street line.
603. Minimum two **storeys** and maximum eight **storeys**, excluding basements and rooftop mechanical penthouses.
604. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Section 6, **Coverage**, shall not apply.

8. Schedule "C" is amended by deleting Exception Numbers 1, 4, and 14 from the lands outlined on Schedule "2" (Map A, B and C).
9. Schedule "C" is amended by deleting the contents of Exceptions Number 6 and replacing with the following:

On those lands identified as Exception Number 6 on the accompanying map, the following provisions shall apply:

6. (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Highway Commercial (HC)** zone together with the following Performance Standards:

HC – 29 – 35 – 51 – 74 – 86

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

- (i) Council is satisfied as to the availability of all road improvements, infrastructure and servicing which are necessary to accommodate the proposed development;
- (ii) the owner has submitted a Site Plan Application to the satisfaction of UDS to address the Development Criteria and Urban Design Guidelines to ensure a significant building presence having multi-storey element. The proposed buildings are to be designed to complement and contribute to a desirable community character in terms of massing, pedestrian linkages to ensure a safe pedestrian environment and to establish landscaping that integrates the street, the development and neighbouring properties.

10. Schedule "C" is amended by deleting the contents of Exceptions Number 54 and replacing with the following:

54. On those lands identified as Exception Number 54 on the accompanying map, the following provisions shall apply:

- (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community Commercial (CC)** zone together with the following Performance Standards:

CC – 40 – 147 – 164

- (b) For development that existed prior to the passage of this Zoning By-law Amendment, Parking shall be provided at the following minimum rates:

If the total **gross floor area** of Commercial Uses on the site, minus the **gross floor area** of buildings or floors used for office uses, exceeds 20 000 m<sup>2</sup> :

No parking spaces for the first 4100 m<sup>2</sup> **gross floor area** of buildings or floors used for offices; and

A minimum of 2.6 **parking spaces** per 100 m<sup>2</sup> of gross floor area in excess of 4100 m<sup>2</sup> for buildings or floors used for offices; and

A minimum of 4.9 **parking spaces** per 100 m<sup>2</sup> **gross floor area**, minus the **gross floor area** of public walkways and malls and truck access, for all other Commercial Uses;

-AND -

If the total **gross floor area** of Commercial Uses, minus the **gross floor area** of buildings or floors used for office uses is not greater than 20 000 m<sup>2</sup>, the GENERAL PARKING REGULATIONS FOR ALL ZONES shall apply.

The Parking Regulations contained in **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES**, shall apply to any development on the site after the passage of this By-law.

- (b) The Holding Provision (H) used in conjunction with the **Commercial/ Residential Zone (CR)** zone shall be removed by amending By-law when:
- (i) Council is satisfied as to the availability of all road improvements, infrastructure and servicing which are necessary to accommodate the proposed development;
  - (ii) the owner has submitted a Site Plan Application to the satisfaction of UDS to address the Development Criteria and Urban Design Guidelines to ensure a significant building presence having multi-storey element. The proposed buildings are to be designed to complement and contribute to a desirable community character in terms of massing, pedestrian linkages to ensure a safe pedestrian environment and to establish landscaping that integrates the street, the development and neighbouring properties.

11. Schedule “C” is amended by adding Exception Number 64 to the lands outlined on Schedule 2 (Map C) as follows:
64. On those lands identified on the accompanying map, the following provisions shall apply:
- (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community Commercial (CC)** zone together with the following Performance Standards:  
  
CC – 40E – 75 – 169A – 200
  - (b) The Holding Provision (H) used in conjunction with the **Commercial/Residential Zone (CR)** zone shall be removed by amending By-law when:
    - (i) Council is satisfied as to the availability of all road improvements, infrastructure and servicing which are necessary to accommodate the proposed development;
    - (ii) the owner has submitted a Site Plan Application to the satisfaction of UDS to address the Development Criteria and Urban Design Guidelines to ensure a significant building presence having multi-storey element. The proposed buildings are to be designed to complement and contribute to a desirable community character in terms of massing, pedestrian linkages to ensure a safe pedestrian environment and to establish landscaping that integrates the street, the development and neighbouring properties.
12. Schedule “C” is amended by deleting the contents of Exception Number 65 and replacing with the following:
65. On those lands identified as Exception Number 65 on the accompanying map, the following provisions shall apply:
- (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community Commercial (CC)** zone together with the following Performance Standards and provisions:
    - (i) CC – 40A – 168 – 171
    - (ii) A Medical Office shall be permitted;
    - (iii) The uses in Clause VIII – ZONE PROVISIONS, Section 6, Community Commercial (CC), shall not apply;

- (iv) The provisions of Clause VI, PROVISIONS FOR ALL ZONES, Landscaping Requirements, shall not apply;
    - (v) A minimum 1.2 metres wide strip of land abutting “S” Zones to be used for no other purpose than landscaping.
  - (b) The Holding Provision (H) used in conjunction with the **Commercial/Residential Zone (CR)** zone shall be removed by amending By-law when:
    - (i) Council is satisfied as to the availability of all road improvements, infrastructure and servicing which are necessary to accommodate the proposed development;
    - (ii) the owner has submitted a Site Plan Application to the satisfaction of UDS to address the Development Criteria and Urban Design Guidelines to ensure a significant building presence having multi-storey element. The proposed buildings are to be designed to complement and contribute to a desirable community character in terms of massing, pedestrian linkages to ensure a safe pedestrian environment and to establish landscaping that integrates the street, the development and neighbouring properties.
- 13. Schedule “C” is amended by deleting the contents of Exception Number 68 and replacing with the following:
  - 68. On those lands identified as Exception Number 68 on the accompanying map, the following provisions shall apply:

Automobile Sales, Service and Maintenance Uses excluding auto body repair and or auto wrecking yards shall also be permitted.
- 14. Schedule “C” is amended by deleting the contents of Exception Number 72 and replacing with the following:
  - 72. On those lands identified as Exception Number 72 on the accompanying map the following provisions shall apply:
    - (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community Commercial (CC)** zone together with the following Performance Standards:

CC – 74 – 303 – 400 – 402

- (b) Automobile sales, service and repair; pinball machines and other electronic or manually operated games; restaurants, tea rooms, cafeterias and taverns; and establishments for the preparation of foods are prohibited.
  - (c) The Holding Provision (H) used in conjunction with the **Commercial/Residential Zone (CR)** zone shall be removed by amending By-law when:
    - (i) Council is satisfied as to the availability of all road improvements, infrastructure and servicing which are necessary to accommodate the proposed development;
    - (ii) the owner has submitted a Site Plan Application to the satisfaction of UDS to address the Development Criteria and Urban Design Guidelines to ensure a significant building presence having multi-storey element. The proposed buildings are to be designed to complement and contribute to a desirable community character in terms of massing, pedestrian linkages to ensure a safe pedestrian environment and to establish landscaping that integrates the street, the development and neighbouring properties.
- 15. Schedule “C” is amended by adding Exception Number 88 to the land outlined on Schedule 2 (Map A) as follows:
  - 88. On those lands identified as Exception Number 88 on the accompanying map, the following provisions shall apply:
    - 1. The provisions of Performance Standard 602 shall not apply.
    - 2. A minimum of 1 parking space per dwelling unit shall be provided as enclosed parking for residents and a minimum of 0.3 parking spaces per dwelling unit shall be provided for visitors.
    - 3. Maximum building coverage – 45 percent of the lot area.
    - 4. Minimum building setback of 5.6 metres abutting Two-Family Residential (T) zone.
    - 5. Minimum side yard building setback 4.5 metres.
- 16. Schedule “C” is amended by adding Exception Number 89 to the lands outlined on Schedule 2 (Map C) as follows:

89. On those lands identified as Exception Number 89 on the accompanying map, the following provisions shall apply:
- (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a **Community Commercial (CC)** zone together with the following Performance Standards:  
  
CC – 80Y – 147
  - (b) The Holding Provision (H) used in conjunction with the **Commercial/Residential Zone (CR)** zone shall be removed by amending By-law when:
    - (i) Council is satisfied as to the availability of all road improvements, infrastructure and servicing which are necessary to accommodate the proposed development;
    - (ii) the owner has submitted a Site Plan Application to the satisfaction of UDS to address the Development Criteria and Urban Design Guidelines to ensure a significant building presence having multi-storey element. The proposed buildings are to be designed to complement and contribute to a desirable community character in terms of massing, pedestrian linkages to ensure a safe pedestrian environment and to establish landscaping that integrates the street, the development and neighbouring properties.

ENACTED AND PASSED this ~ day of ~, A.D. 2003.

CASE OOTES,  
Deputy Mayor

(Corporate Seal)


ULLI S. WATKISS,  
City Clerk



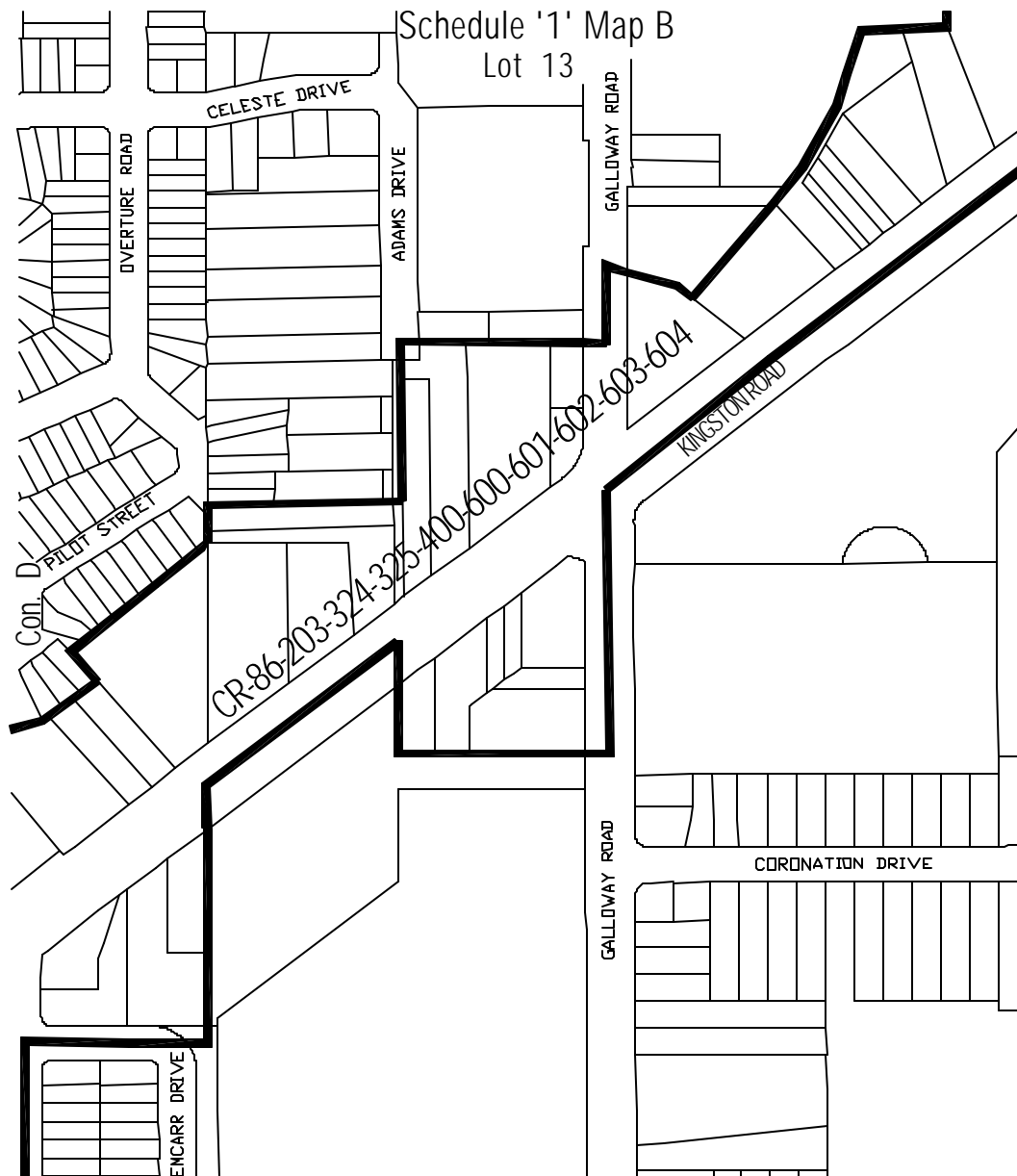
**Toronto** Urban Development Services  
Zoning By-Law Amendment

THE AVENUES  
KINGSTON ROAD

 Area Affected By This By-Law

  
Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1






**Toronto** Urban Development Services

Zoning By-Law Amendment

THE AVENUES  
KINGSTON ROAD

 Area Affected By This By-Law


  
Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1

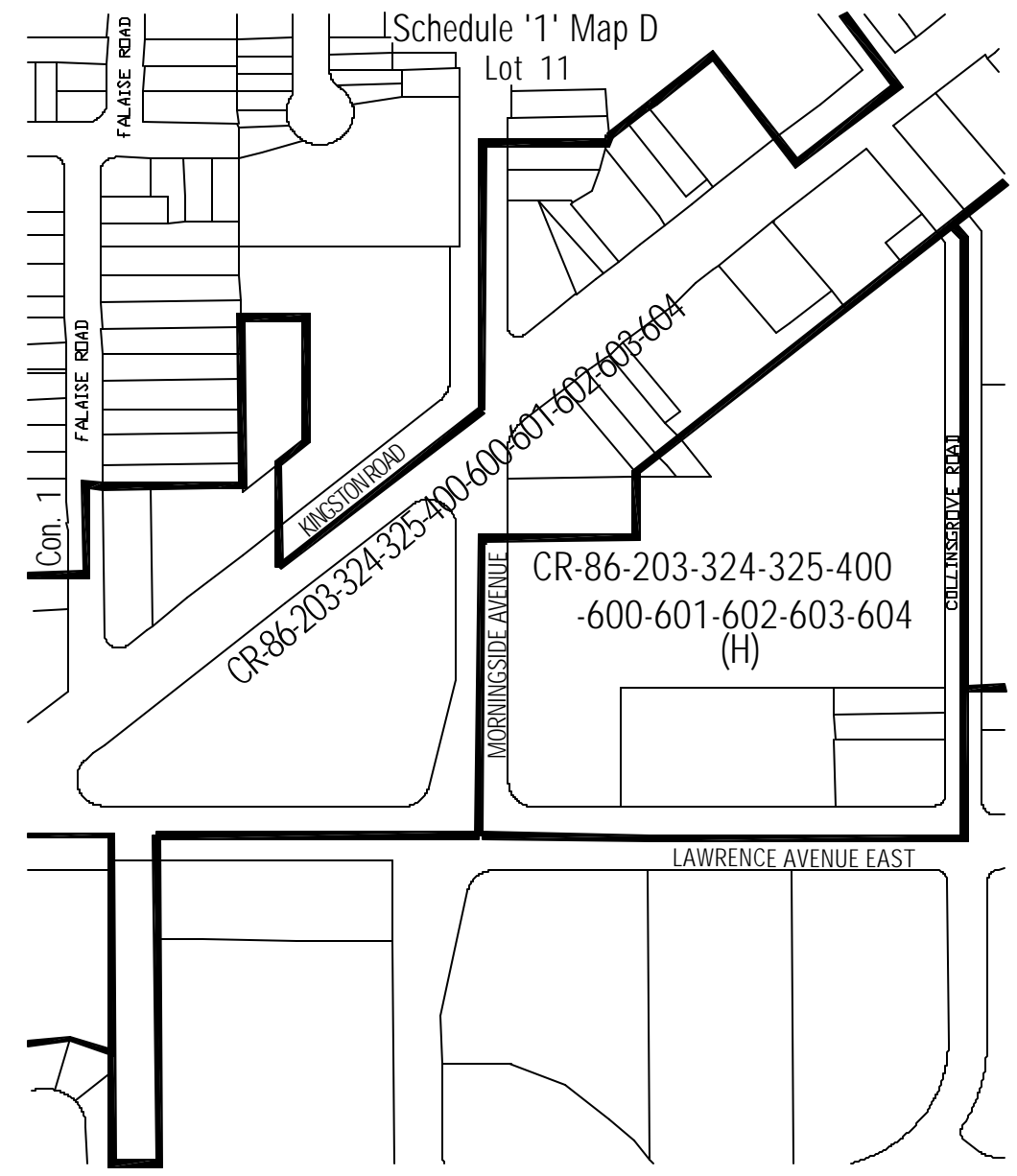


**Toronto** Urban Development Services  
Zoning By-Law Amendment

THE AVENUES  
KINGSTON ROAD

 Area Affected By This By-Law

  
Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1




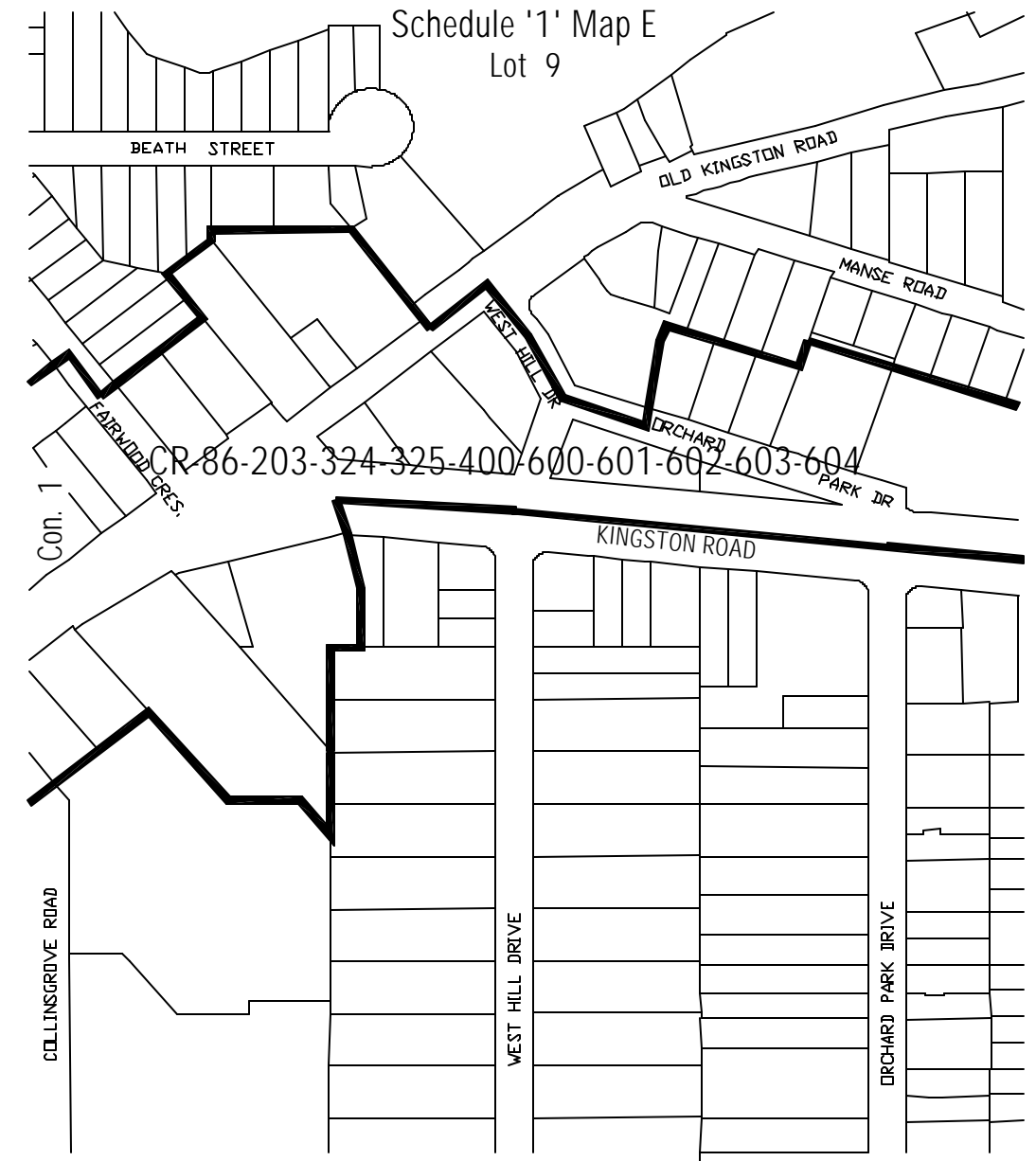
**City of Toronto** Urban Development Services

Zoning By-Law Amendment

THE AVENUES  
KINGSTON ROAD

 Area Affected By This By-Law


  
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West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1

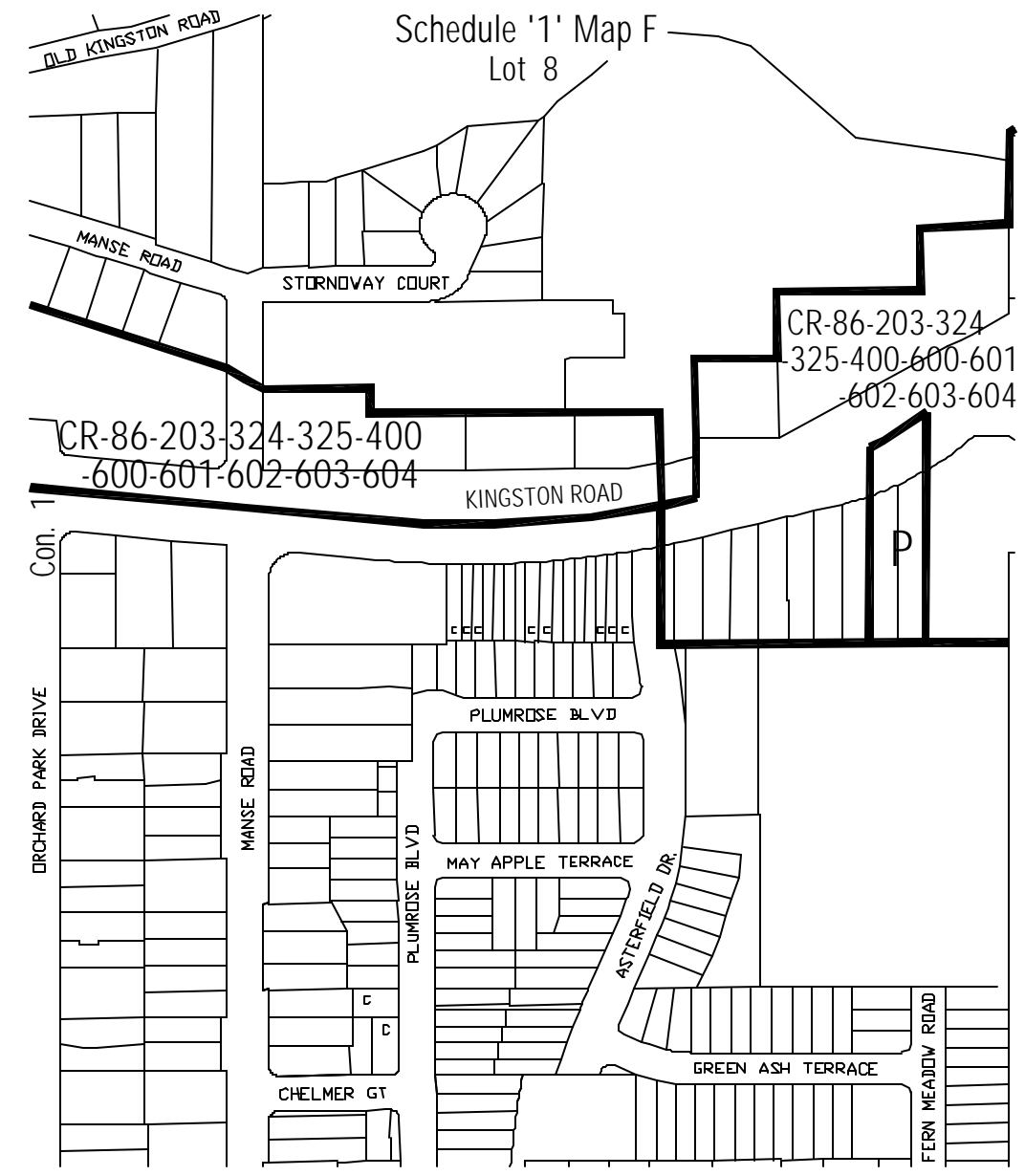


**City of Toronto** Urban Development Services  
Zoning By-Law Amendment

THE AVENUES  
KINGSTON ROAD

 Area Affected By This By-Law

  
Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1



## Zoning By-Law Amendment

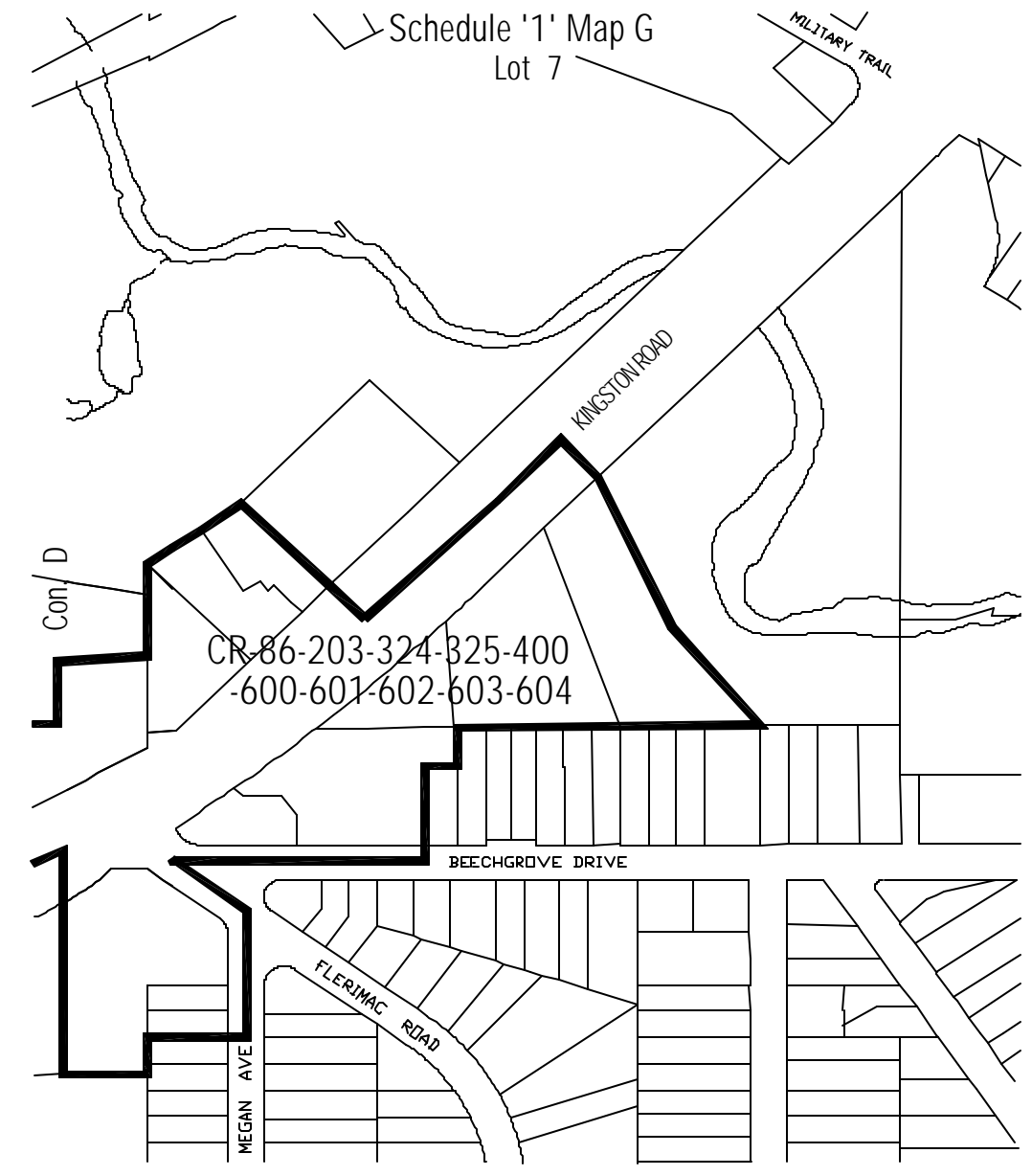
## THE AVENUES KINGSTON ROAD



Area Affected By This By-Law




Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1



**Toronto** Urban Development Services  
Zoning By-Law Amendment

THE AVENUES  
KINGSTON ROAD

 Area Affected By This By-Law

  
Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1



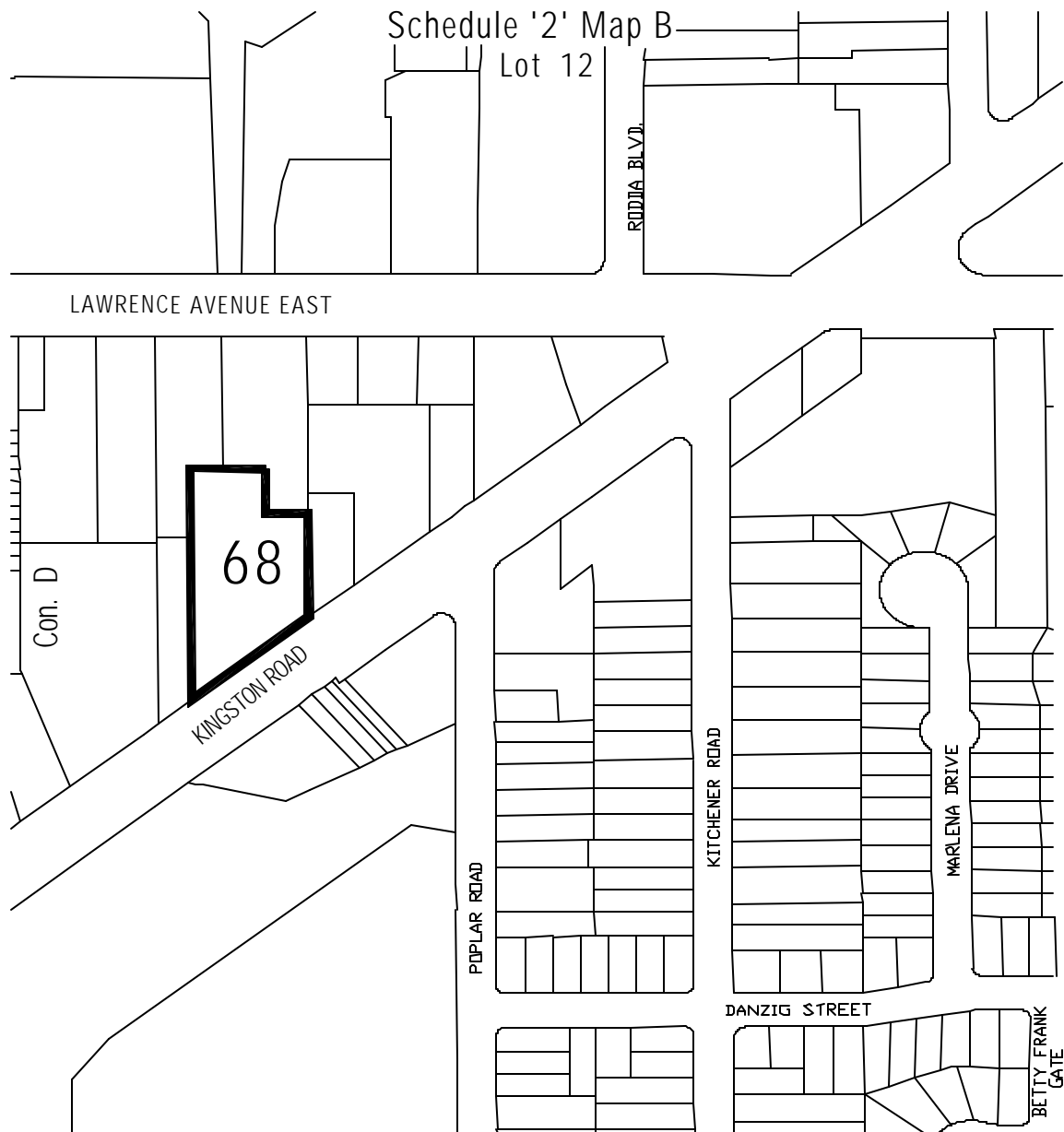
**Toronto** Urban  
Development Services

## Zoning By-Law Amendment-Exception Map

THE AVENUES  
KINGSTON ROAD

 Area Affected By This By-Law

↑  
Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Exception-1



## Zoning By-Law Amendment-Exception Map

## THE AVENUES KINGSTON ROAD

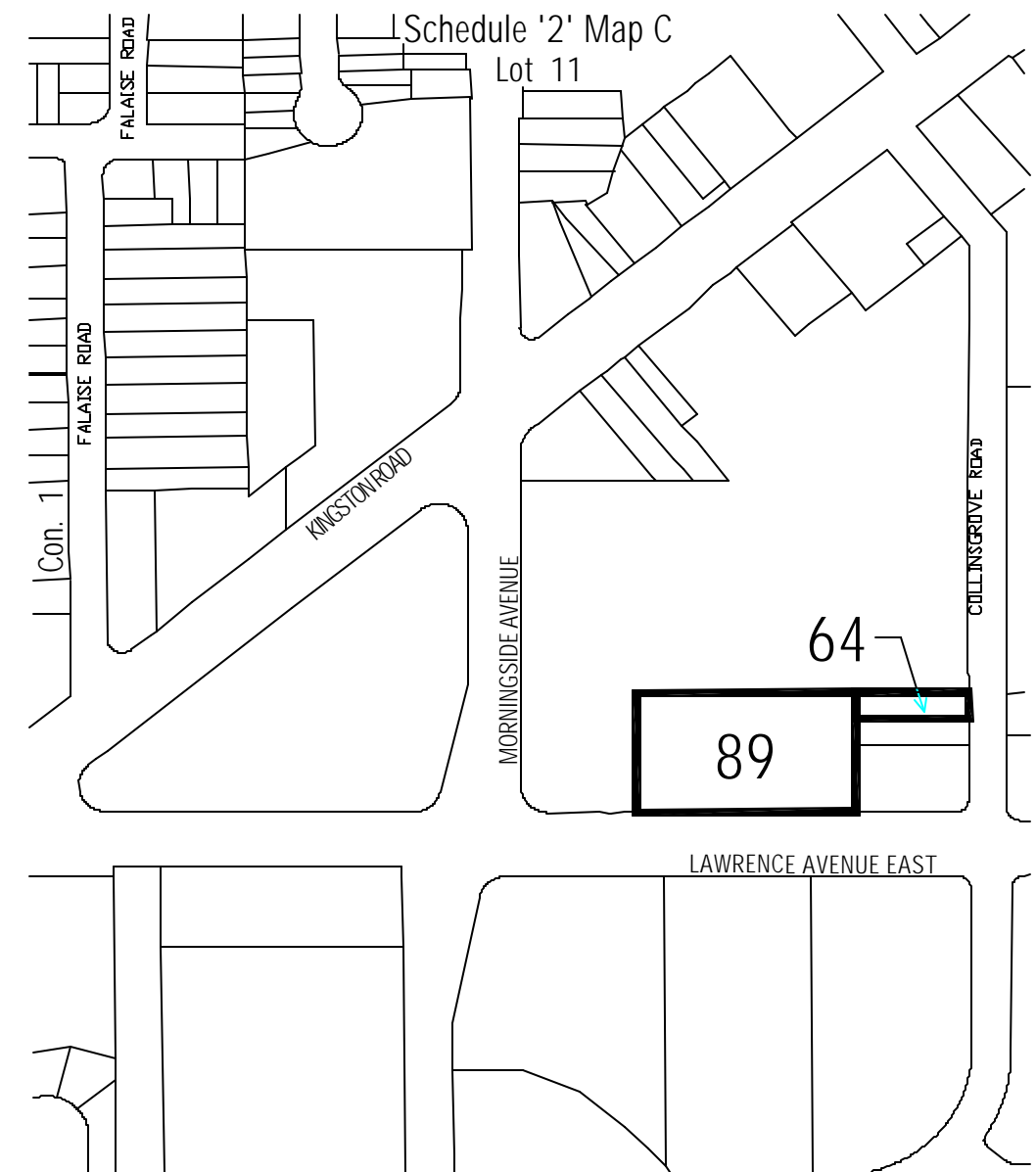


Area Affected By This By-Law



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West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Exception-2





**City of Toronto** Urban Development Services

## Zoning By-Law Amendment-Exception Map

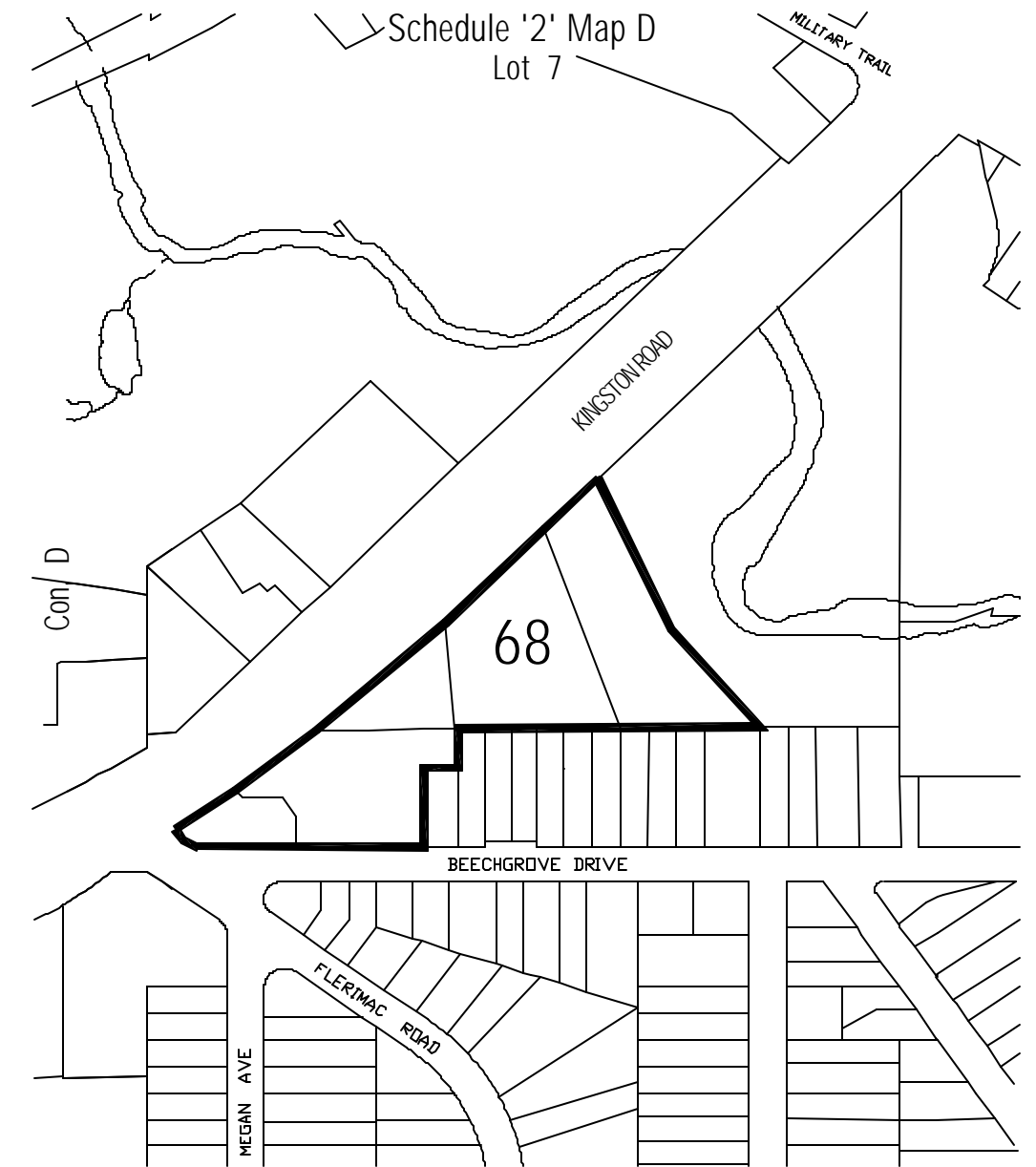
THE AVENUES  
KINGSTON ROAD



Area Affected By This By-Law



Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Kingston-Z1



**Toronto** Urban  
Development Services

## Zoning By-Law Amendment-Exception Map

THE AVENUES  
KINGSTON ROAD



Area Affected By This By-Law



Not to Scale  
West Hill Community By-law  
Extracted 4/24/03 - BP  
Job No. Exception-4

## Attachment No. 4

### Kingston Road Urban Design Guidelines

Arterial roads bear a major responsibility for establishing the overall image and character of an area. The following guidelines are intended to promote a co-ordinated, approach to the development of Kingston Road. They are not to be read in isolation, but as a complement to other, more general City of Toronto design guidelines and Official Plan policies.

#### Buildings

- Kingston Road shall be lined with development which fosters the creation of a high quality, safe urban environment, through attractive street frontages, attractive streetscapes and pedestrian friendly public and semi-public open spaces,
- built-form and massing along Kingston Road will be controlled through the creation of building envelopes, which will determine maximum building height, maximum building depth, setbacks, stepbacks, minimum building frontages and build-to lines,
- consistent street frontages will be encouraged along Kingston Road through the creation of minimum setbacks, minimum building frontages and build-to lines,
- new development along Kingston Road shall be designed to respect adjacent single family development, through extensive buffering and the concentrating of building massing along the Kingston frontage by the use of 45 degree angular planes projected from rear lot-lines.
- building designs will be encouraged which maximize the amount of building at grade,
- the lower floors of all buildings shall contribute to the creation of a continuous street edge, with occasional breaks for landscaped open spaces, which increase diversity and visual interest,
- buildings shall be designed to maximize visibility of grade level activity, from Kingston Road,
- particular attention shall be given to the illumination of public and semi-public spaces to promote public safety,
- all buildings shall be designed to promote comfortable pedestrian level micro-climates,
- all buildings shall provide weather protection using canopies, colonnades or building overhangs along their street frontages,
- buildings shall be designed so as not to create adverse shadows on adjacent public and private outdoor spaces, and to maximize sunlight penetration to sidewalks,

- all buildings shall be designed so as to promote public safety, by maximizing the amount of clear glazing at grade,
- buildings shall be oriented and designed to promote the use of public transit,

#### Streetscapes and Pedestrians

- Kingston Road should receive extensive boulevard landscaping and, through the combination of building and landscaping, act as a pedestrian oriented street,
- the design and installation of street furniture shall be coordinated , to reinforce the pedestrian focus of Kingston Road, to promote pedestrian comfort and to increase the street's attractiveness,
- the pedestrian entrances of all buildings shall open directly onto the Kingston Road boulevard,
- driveways and servicing areas, for new development shall not adversely impact the Kingston Road streetscape,
- parking lots shall be located at the rear of buildings, or underground, so as to minimize their impact on the Kingston Road streetscape
- parking lots shall be located and designed minimize impacts on adjacent lower scale developments,
- all buildings shall contain a clearly visible street address,
- all major intersections will be designed as nodes, to assist in orientation and to create a sense of welcome and entry to the area.

#### Large Sites

- large sites will be subject to urban design plans which will seek opportunities for the creation of new secondary streets, parks and other open spaces,
- the urban design plans for large sites will discourage the transfer of building mass away from the Kingston Road frontage and toward the rear of such sites.

## ATTACHMENT 5

### KINGSTON ROAD (GUILDWOOD GO TO HIGHLAND CREEK) STREETSCAPE IMPROVEMENTS PLAN



**City Of Toronto**  
**Urban Development Services**  
**April, 2003**

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## 1. INTRODUCTION



*Kingston Road*

The subject section of Kingston Rd. is a six-lane arterial road from the Guildwood GO Station in the West to Highland Creek in the East. The section is approximately 3.5 kilometres long. Right-of-way dimension varies in different sections of the Road (36.5 metres West of Collingsgrove Road, varied dimensions between Collingsgrove Road and Beechgrove Drive, and 45 metres between Beechgrove Drive and Highland Creek).

The character of the road is of a wide-open through-fare (Figure 2). The roadway is divided by concrete medians, with insufficient signalized intersections with pedestrian crosswalks and left turn lanes. Although on-street parking is allowed for certain time period of the day, it is rarely utilized due to the speed of the traffic on the road.

The pedestrian walking environment is unattractive. There are very few trees in the public right-of-way. In some instances, boulevards within the right-of-way are used for parking or vehicle display. Surface parking in front of properties is common and often accompanied by frequent and un-coordinated vehicular access to properties, and extra wide curb cuts. There is a lack of pedestrian friendly amenities such as pedestrian-scale lighting, signage, and street furnishing.

Substantial streetscape improvements are needed as Kingston Road goes through its gradual transition to a more urbanized "Avenue". As part of the overall Avenue Implementation Framework, the Streetscape Improvements Plan is created to provide guidance for future improvement initiatives and to coordinate individual projects. The goal is to create an attractive, hospitable environment along the road that will encourage street use, reduce car dependence and facilitate anticipated growth.

The Plan includes a detailed description of streetscape enhancements and open space opportunities at key locations. Proposed locations of the improvements are identified. Streetscape design guidelines and details are proposed with a flexible approach to accommodate diverse site conditions. Several priority areas are identified based on the importance of the locations and development potentials of the surrounding areas.

The implementation of the Plan will likely take place over time when public and private funds become available. Two landscaped medians totaling 200 metres at the intersections of Kingston Road/Lawrence Avenue/Morningside Avenue have been proposed for installation in 2003, as part of 'Works and Emergency Services' re-surfacing project in the area. Funding strategies for further improvements are outlined in Section 4 of the Plan.

## **2. STREETSCAPE IMPROVEMENTS PLAN**

The proposed streetscape improvements focus on three general areas: the Medians, the Boulevards, and the Intersections. In addition, several locations along Kingston Road are identified as key areas for open space initiatives such as Gateways, Green Intersections, and Connections to parks and natural features.

Detailed improvements for a specific location or project may include:

- Median tree planting;
- Public boulevard tree planting;
- Private tree/shrub planting;
- Sidewalk relocation and/or improvements;
- Special paving;
- Street furniture;
- Gateway features;
- Concrete crosswalks at signalized intersections; and
- Other landscape treatments

Potential locations for the above listed improvements are shown in Figure 1. Typical sections of the road and streetscape details are shown in Figure 2 and Figure 3A to D.

Detailed designs for specific sites are subject to site conditions. The TPUCC Capital Works Committee should be involved in the design process as early as possible. This will facilitate the co-ordination with all utility companies and other City departments that are shareholders within the road allowance.

The Toronto Streetscape Manual should be referenced for detailed streetscape design, when the Manual is finalized and becomes an official document.

In addition to the improvements listed above, enhancements to the roadway and traffic control should be considered to make the Kingston Road a more user-friendly “Avenue”. These improvements may include:

- Additional traffic signals;
- New median cuts with left turn lanes;
- Consolidated driveway accesses to adjacent properties; and
- Widened curb lanes for bicycling and on-street parking, implemented through redefining lane markings during road resurfacing and reconstruction

Detailed locations for these improvements should be determined in consultation with Works and Emergency Services, in accordance with other related City policies or guidelines.

The following should be used as a general guideline for streetscape improvements in the area.

## 2.1 Median Improvements



*Existing Median*



*Planted Median (Kingston Rd. & St. Clair Ave)*

The existing paved medians on Kingston Road should be reconstructed to accommodate planting. Planted medians can humanize the scale of the road, help reduce storm water runoff and improve air quality.

New curb planters with deciduous trees in mulch (Figure 3A) are proposed for all existing medians with sufficient width to accommodate raised planters. Among the potential projects, priorities should be given to medians in areas identified as Priority Areas in Section 3 of the Plan, or to medians in sections of the road scheduled for reconstruction or resurfacing by Works and Emergency Services in the coming years.

Two landscaped medians have been proposed for Kingston Road between Lawrence Avenue and Morningside Avenue for implementation in 2003.

## 2.2 Boulevard Improvements

The unfriendly character of the pedestrian walking environment on Kingston Road is largely due to the poor landscape treatments on the boulevards. In most areas, the sidewalk is only about 1.2 to 1.5 metres away from the vehicular traffic without any landscape buffer.

Public and private tree planting is the main focus of boulevard improvements. Other enhancements may include additional shrub planting, sidewalk improvements, consolidation of driveway access, and street furniture. New streetlights, with bracketed-on pedestrian lights at some locations, may also be installed as part of the improvements.

Three general types of Boulevard Improvements are outlined in the following sections. The locations, cross sections, and typical details for the improvements are shown in Figure 1, 2, 3B and 3C. These recommendations, locations, and details are intended to be used as general streetscape design guidelines. Detailed design for individual sites or projects will be subject to underground utility constraints and other site specific conditions.

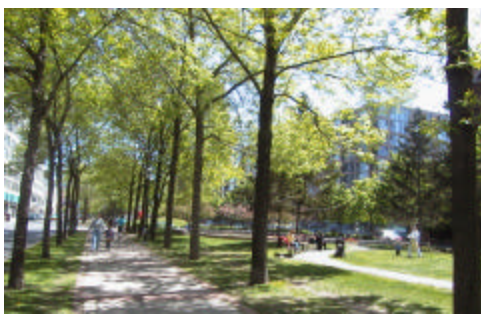




*Existing Boulevard*

### **2.2.1 Double Rows of Trees in Grass Boulevards**

Providing double rows of trees is the typical treatment for most areas along the road, as shown in Figure 1, Figure 2 - Section A, and Figure 3B. Improvements include a 1.5m wide concrete sidewalk, public street trees in grass boulevard, and private trees on the other side of the sidewalk. In some areas, relocation of the existing sidewalk is required.



*Boulevard with Double Rows of Trees  
(Esplanade at Crombie Park)*

Restricted by the width of the public allowance, the trees in the public boulevards have limited space (approximately 2.5 metres as shown in Figure 3B) for growth. Innovative engineering of the sidewalk may help roots to access growing medium on the other side of the sidewalk. Urban Forestry and Works and Emergency Services should be consulted with respect to the detailed construction methods, when a specific project is underway for implementation.



*Existing Boulevard*

The element of private tree planting in this type of treatment may become optional if higher level of pedestrian activities is anticipated in front of the proposed development. Under such circumstances, boulevard treatment with single row of trees and decorative hard surface described in Section 2.2.2 should be applied.

Where existing surface parking in front or on the side of a property needs to be screened from the sidewalk, private shrub planting with low decorative fencing should be added to provide additional buffer, as shown in Figure 3B.



*Boulevard with Single Row of Tree  
(Kingston Rd. & St. Clair)*

### **2.2.2 Single Row of Trees with Decorative Hard Surface**

In areas where there is higher concentration of commercial uses and/or higher pedestrian traffic, improvements may include one row of trees in continuous tree pits with concrete pit covers, decorative impressed concrete strips, and concrete sidewalks. Typical streetscape detail is shown in Figure 3C.

Streetscape furniture such as benches, bollards, signage, and pedestrian lighting should also be incorporated in the improvements.

### **2.2.3 Boulevards with Frequent Driveway Access**

In some areas along the road, there is frequent and un-coordinated vehicular access to properties with extra wide curb cuts. This condition can be improved by providing a consistent boulevard treatment with special paving or a combination of hard surface and trees, as shown in Figure 3D.

In some areas, consolidation, sharing or reduction of openings of driveway access to individual properties should be considered. Detailed locations should be determined in consultation with individual property owners and the City's Works and Emergency Services.

## **2.3 Intersection Improvements**

Concrete crosswalks are proposed at several intersections with traffic signals, and can be implemented under Work's and Emergency Services' road reconstruction projects.

Additional traffic signals and concrete crosswalks may be added at selected intersections. Detailed locations should be determined in consultation with Works and Emergency Services, in accordance with other City policies or guidelines related to the installation of traffic control devices.

## **2.4 Open Space Opportunities**

Kingston Road serves as a connection between communities, neighbourhoods, parks, bicycle paths, and natural features such as Lake Ontario. Open space initiatives at key locations will encourage improved linkages and help create a cohesive public realm. These open space initiatives include Gateways, Green Intersections, and Connections to parks and natural features.



*Gateway Features Can be Obelisks, Columns, Sculptures, or Murals*

### **2.4.1 Gateways**

Gateways at strategic locations will enhance community identities and reinforce existing linkages. Gateways can be created at strategic locations by providing gateway features and associated streetscape or landscape improvements. Gateway features can be vertical structures such as obelisks, columns, sculptures, or murals painted on walls of existing or proposed buildings. Three locations for gateway features are proposed at strategic locations along the road, as shown on Figure 1:

- Western Gateway: Kingston Road at Celeste Drive;
- Eastern Gateway: Kingston Road at Western end of the Highland Creek Bridge; and
- Old Kingston Road: Kingston Road at Old Kingston Road

## 2.4.2 Green Intersections

Small pedestrian friendly green spaces can be created on the corners of some intersections where there is sufficient space. They can be also created, at some locations, by utilizing portions of the right-of-way between through traffic lanes and separate right-turn lanes and/or by enlarging and landscaping existing traffic islands. Improvements may include tree/shrub planting, decorative paving, and additional street furnishing such as benches and pedestrian scale lighting.

The following locations are identified as potential Green Intersections (Figure1):

- The North-East and South-East corners of Kingston Road and Lawrence Avenue;
- The South-West corner of Kingston Road and the driveway to the Guildwood GO;
- The North-East corner of Kingston Road and Overture Road; and
- The triangular lot at the North-West corner of Orchard Park Drive and Kingston Road



*Surrounding Parks, Neighbourhoods, and Natural Features*

## 2.4.3 Connections

Three locations are identified on Kingston Road as the connection points to Lake Ontario. Improvements in these areas may include signage, special paving, enhanced landscaping and themed public art. These locations include the south side of Kingston Road at:

- Galloway Road;
- Morningside Avenue; and
- Manse Road

Other existing connection points to parks, neighbourhoods, or natural features can be enhanced by improvements such as gateway features, signage, planting, street furniture, and improved lighting. These locations include:

- Greenvale Park Connection
- Old Kingston Road Connection
- Megan Park Connection
- Highland Creek Connection (Outside study area)

## 3. PRIORITY AREAS

The implementation of the Streetscape Improvements Plan will likely take place over time. It is important to identify priority areas where improvements can act as catalysts to “kick-start” the implementation process. Four priority areas are identified based on the importance of the locations and the characters of the surrounding areas.

### **3.1 Western Gateway Area**

Kingston Road near Celeste Drive is the western end of the West Hill Community. It is also near the Greenvale Park and is the access point to the Guildwood GO Station. Streetscape initiatives in this area can improve the connections to the surrounding areas, and provide a strong community identity.

The main focus of the streetscape improvements is the gateway feature(s) to mark the western entrance to the West Hill Community. Other improvements include street tree planting, sidewalk improvements, planted centre median, and improved intersection with pedestrian crosswalks. Connection to the Greenvale Park should be improved by providing additional tree planting and street furnishing.

### **3.2 Morningside Mall Area**

Kingston Road between Lawrence Avenue and Collingsgrove Road is identified as one of the priority areas based on its central location, the significance of the intersecting arterials, and development potentials in the surrounding areas.

Proposed streetscape improvements include sidewalk improvements, street tree planting, planted centre medians, and street furniture such as benches, bike posts, and pedestrian scale street lighting.

Two landscaped medians in this area have been proposed for implementation in 2003.

### **3.3 Old Kingston Road Gateway Area**

The intersection at Kingston Road and Old Kingston Road is the western end of Old Kingston Road, which extends to Highland Creek Village in the East. Many heritage structures associated with the early West Hill Community are clustered in the triangular district between the two roads. It is important to create a positive community identity and to build a sense of place for the area.

The existing traffic island at the intersection presents itself as an excellent opportunity for a place making initiative. A gateway feature is proposed to enhance the community identity. As a prominent visual interest, it will also help reduce the speed of the westward vehicular traffic. Other proposed streetscape improvements include improved sidewalks and street tree planting.

### **3.4 Eastern Gateway Area**

Highway 401 exits directly onto Kingston Road. Westbound travellers from the 401 have their first view of the downtown core from Kingston Road. The Avenue is an important symbolic and historic gateway for visitors to Toronto from all points Eastward. The construction of a symbolic gateway feature on the West side of Highland Creek can signal the end of Hwy 401 and the arrival to Toronto and the West Hill Community.

Proposed improvements in this area include gateway feature(s) at the western end of the Highland Creek Bridge, planted centre medians, street tree planting and improved sidewalks.

#### **4. FUNDING STRATEGIES**

Depending on the specific items of the improvements, various funding options can be explored for the implementation of the Plan.

Urban Development Services' Civic Improvement Capital Budget Program can be utilized to fund some of the improvements in the public allowance. The program is an important venue for physical improvements around the City and has helped to create many beautiful streets and places in the past years. The program is especially effective when a project is carried out in conjunction with Work's and Emergency Services' reconstruction or resurfacing work. Improvements that may be implemented under the program include street tree planting, median tree planting, special paving, pedestrian lighting, and other streetscape and place making initiatives. Special funds for installation of public art may be utilized for areas where public art pieces are the central focus.

Boulevard improvements such as street tree planting and special pavement could also be achieved through the site plan review process of future private developments.

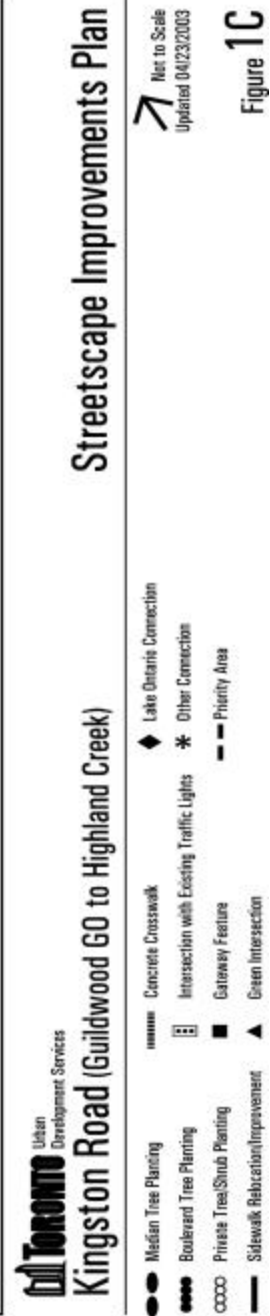
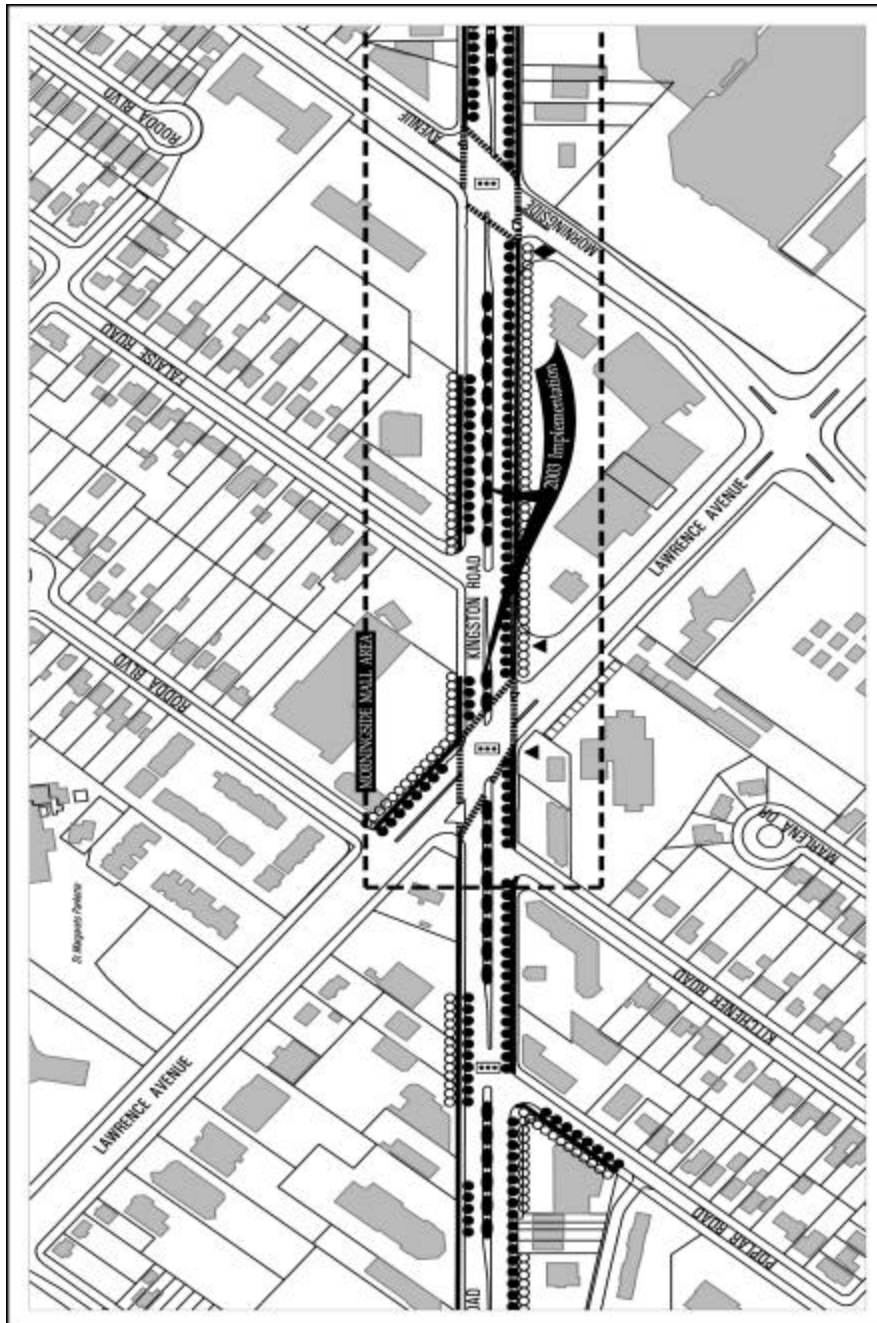
Funding for streetscape improvements can be also explored through the development of the Community Improvement Plan. The designation of a Community Improvement Area for the Kingston Road will enable the community to identify, prioritize, and budget for various types of improvements including streetscape enhancements.

As the Plan covers a large section of Kingston Road, and involves a significant amount of physical improvements, substantial funding from both public and private sources will be required. It is recommended that funding options in addition to those described above be explored to ensure the successful implementation of the Plan.

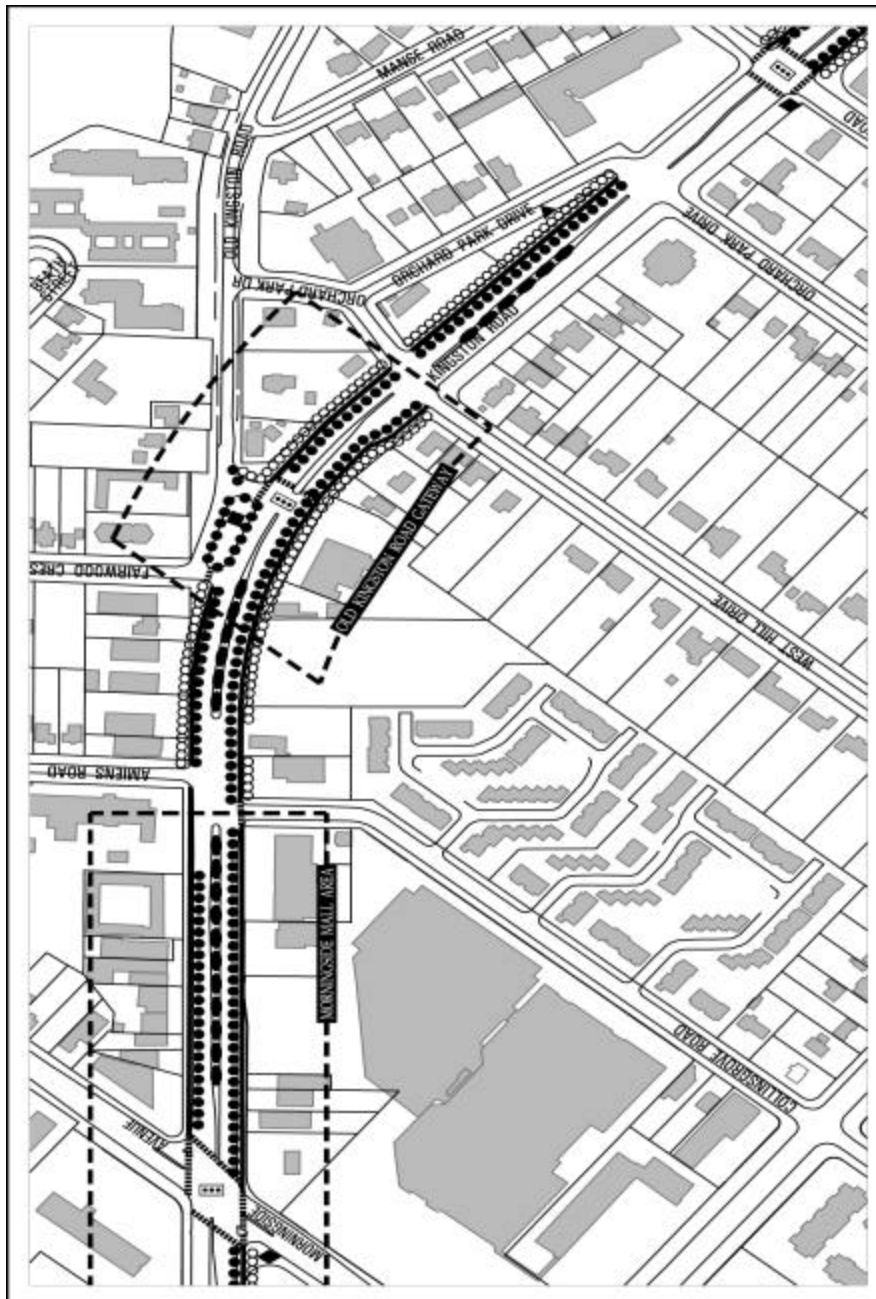






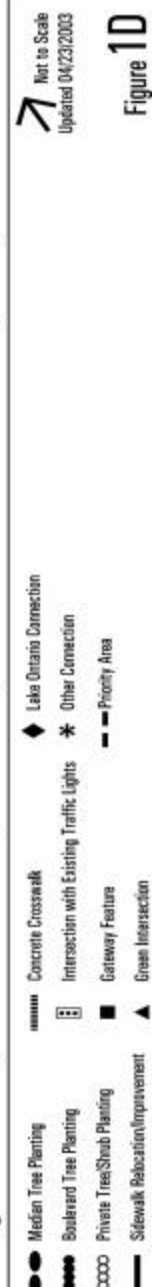


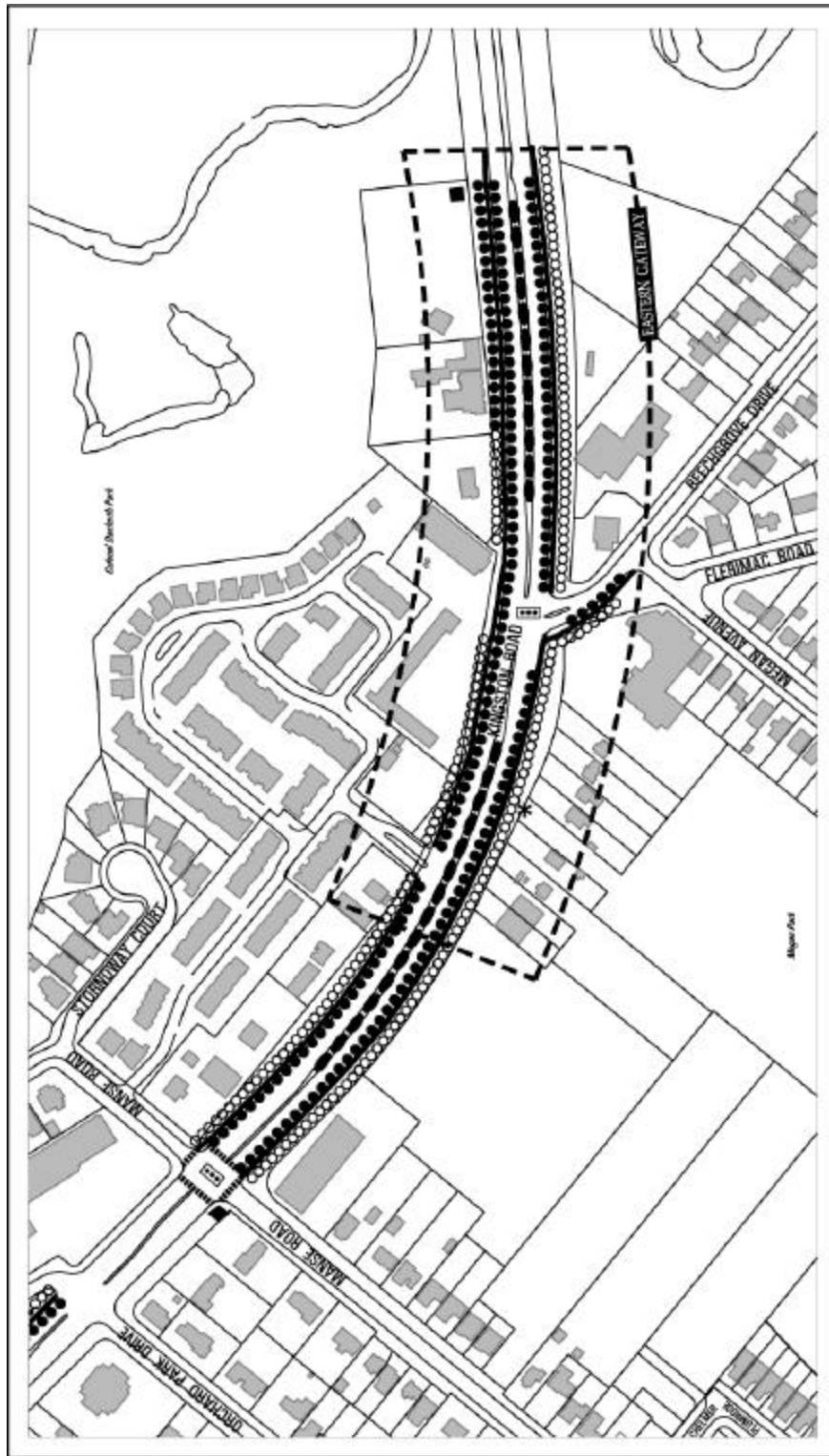




# Streetscape Improvements Plan

## Kingston Road (Guildwood GO to Highland Creek)

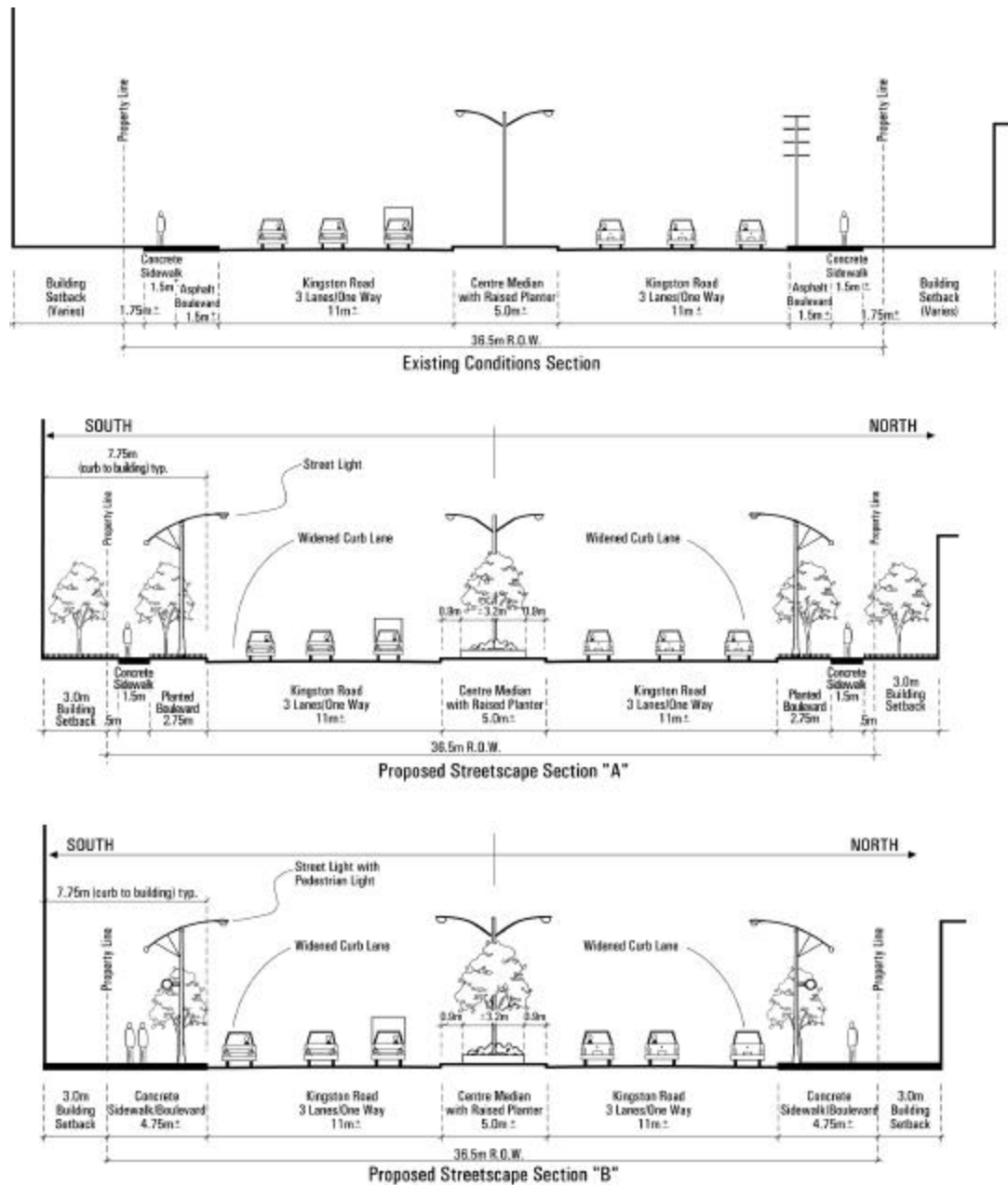




# Streetscape Improvements Plan

## Kingston Road (Guildwood GO to Highland Creek)

- Urban Development Services
- Not to Scale  
Updated 04/28/2003
- Figure 1E
- Median Tree Planting
  - Boulevard Tree Planting
  - Private Tree/Shrub Planting
  - Sidewalk Reduction/Improvement
  - Concrete Crosswalk
  - Intersection with Existing Traffic Lights
  - Getaway Feature
  - Green Intersection
  - Lake Ontario Connection
  - Other Connection
  - Priority Area

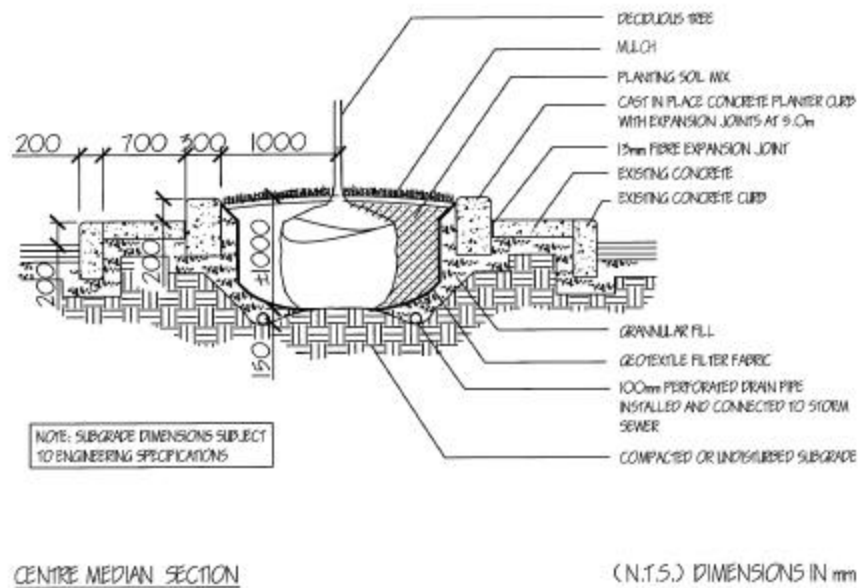
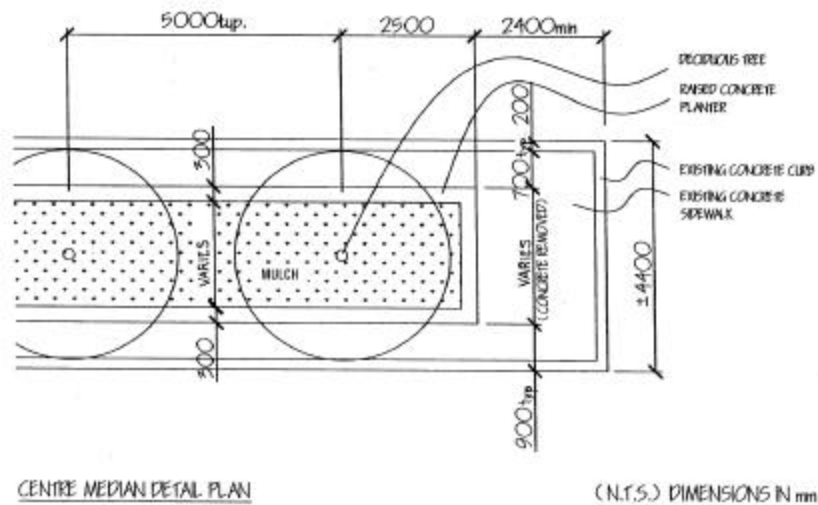


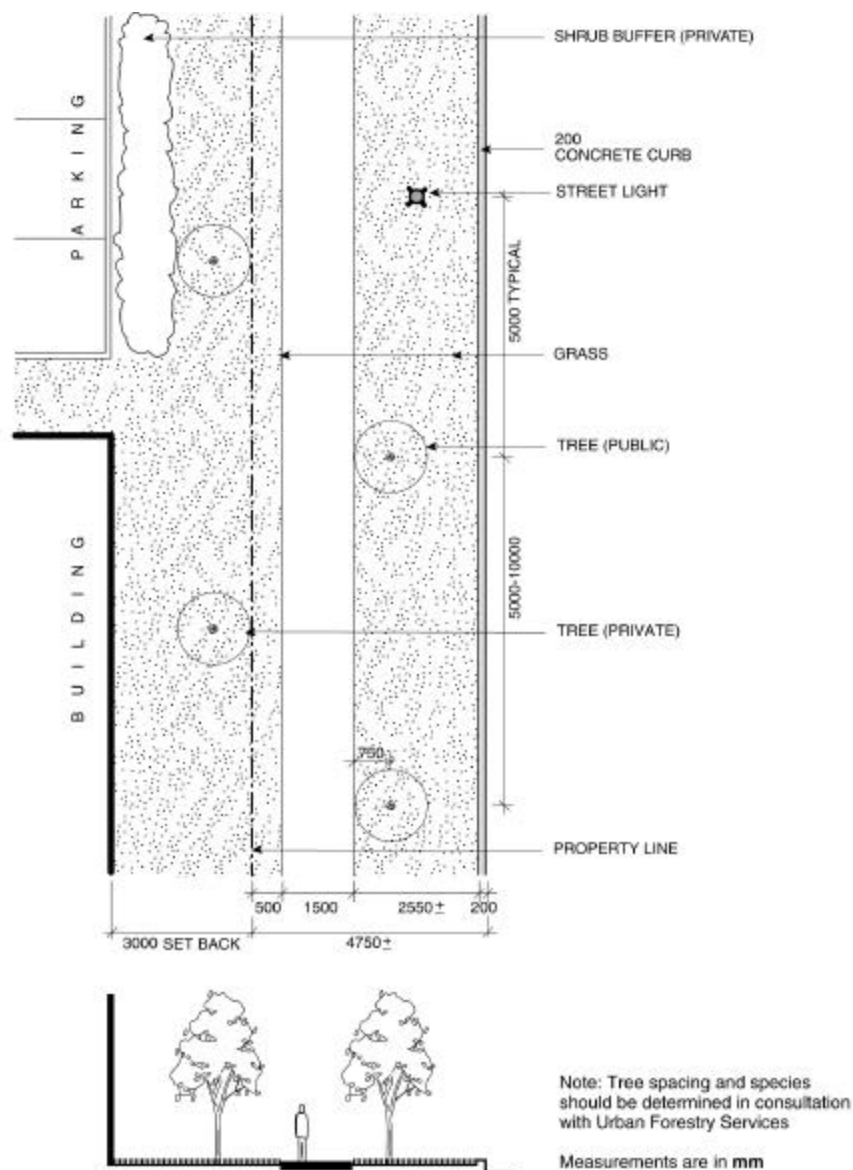
**Toronto** Urban Development Services  
**Kingston Road** (Guildwood GO to Highland Creek)

## Streetscape Improvements Plan Sections

Not to Scale  
04/23/2003  
KIPN/East/Gr&P/KingRd Study/Art Work Current/Title

Figure 2



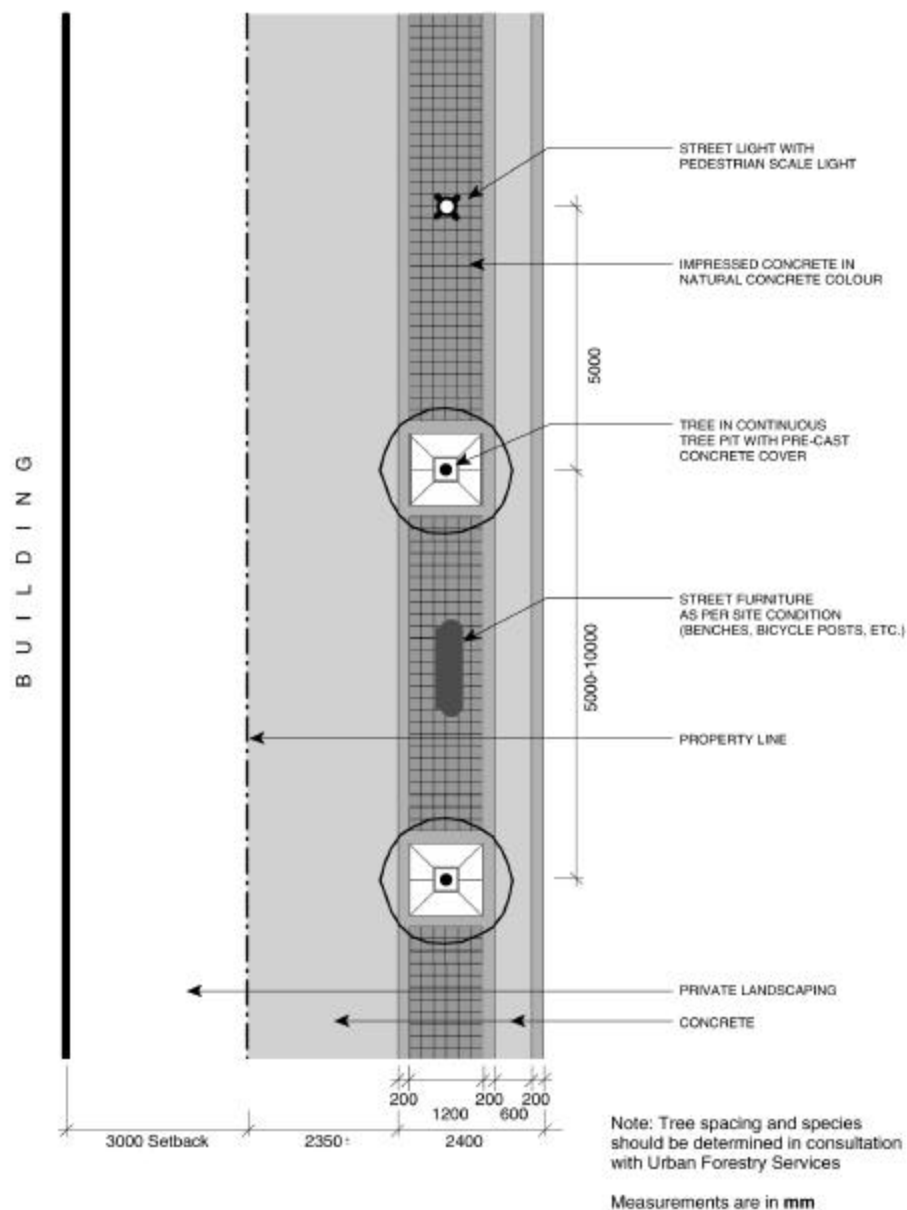


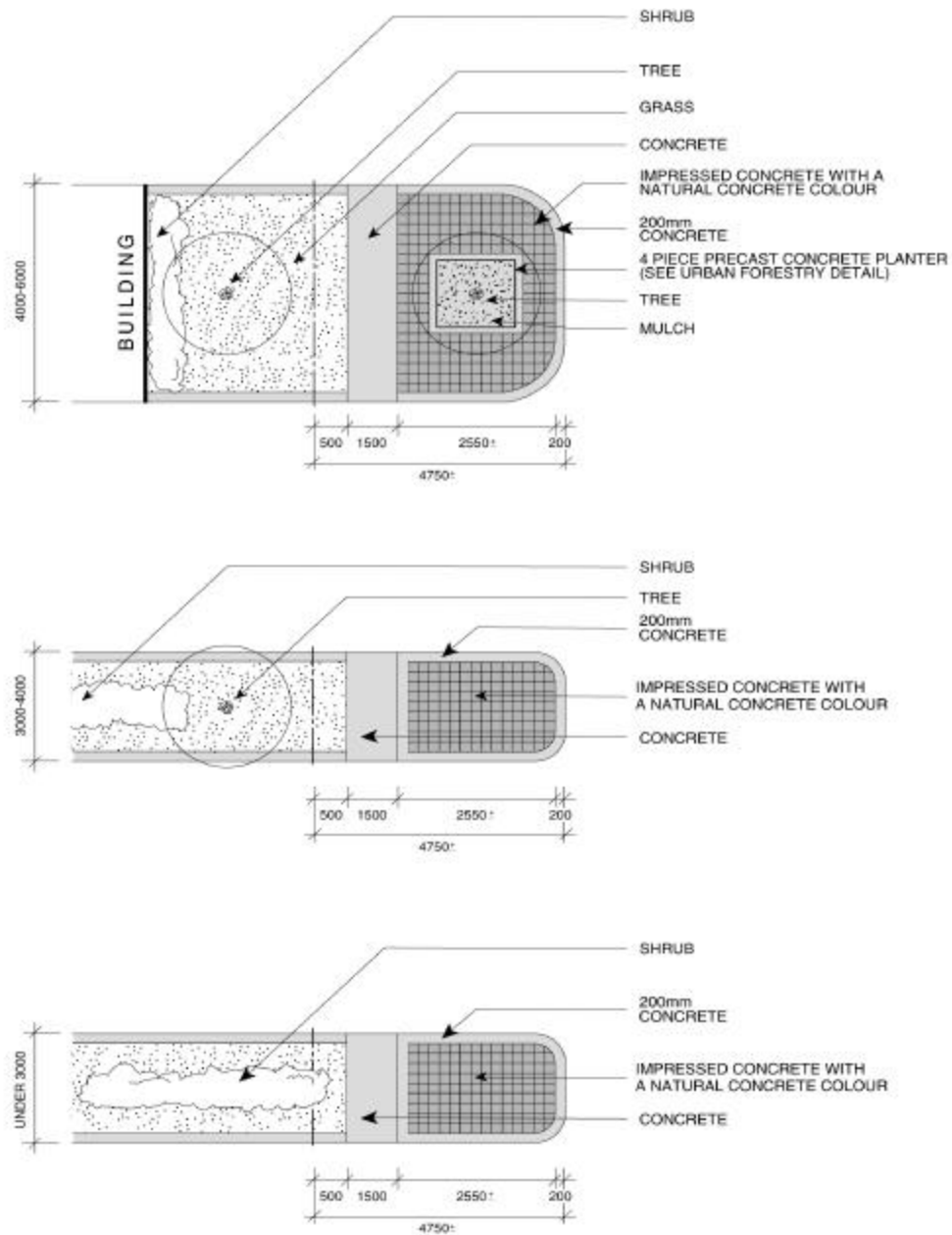
**Toronto** Urban Development Services  
**Kingston Road** (Guildwood GO to Highland Creek)

**Streetscape Improvements Plan**  
**Detail**

Not to Scale  
04/23/2003  
K:\Ph\East\Gr&Pr\KingRdStudy\Artwork\Current Title

**Figure 3B**





Measurements are in mm

Attachment 6

KINGSTON ROAD "AVENUE" STUDY  
TRANSIT ROUTES

