

**Kingston Road Revitalization Study – Phase 2 Report  
Kingston Road – Birch Cliff Community**

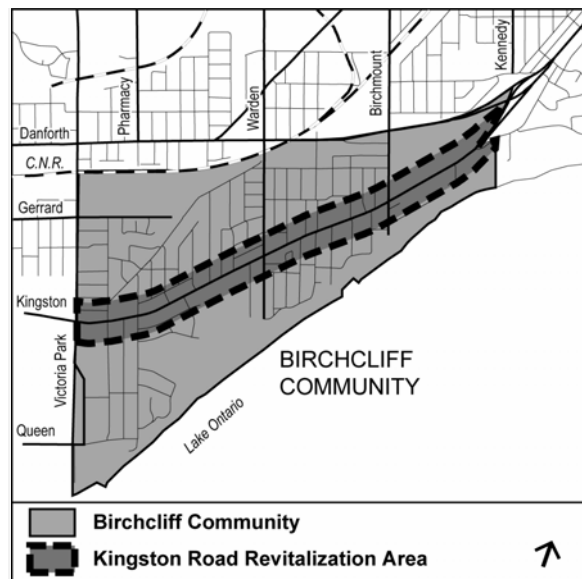
<b>Date:</b>	June 19, 2008
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Community Planning, Scarborough District
<b>Wards:</b>	Ward No. 36 – Scarborough Southwest
<b>Reference Number:</b>	File No. 05 106102 EPS 36 TM

**SUMMARY**

This report presents the Vision for the Revitalization of Kingston Road from Victoria Park Avenue to east of Birchmount Road in the Birch Cliff community and seeks direction on the implementation phase of the Study. As one of the City’s Avenues, Kingston Road is where reurbanization is anticipated and encouraged to create housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for residents. The Study is to establish a comprehensive revitalization strategy for Kingston Road to achieve these objectives.

The Vision for Kingston Road is to create a vibrant and pedestrian oriented main street that fosters community sustainability. Mixed-use buildings that support main street living and activities, and parks and open spaces that reflect the arts, cultural and natural heritage attributes of Birch Cliff are envisioned for Kingston Road.

Guiding principles, and a Concept Plan have been developed as a framework for the implementation strategy to achieve revitalization and the enhancements envisioned for Kingston Road that will be developed through the final phase of the Study.



## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council endorse the Kingston Road Revitalization Study Phase 2 Report, A Vision for Kingston Road attached as Attachment 1.
2. City Council direct Planning staff to hold an open house to present the Phase 2 Report with notice for the open house to be sent to all persons who have expressed interest in the study and to be advertised in the local paper.
3. City Council direct Planning staff to convene a meeting with owners and tenants of properties abutting Kingston Road to present the Phase 2 Report.
4. City Council direct Planning staff, in consultation with appropriate City divisions and agencies, to develop a strategy for implementing the Vision for Kingston Road to be presented for Council consideration in the fourth quarter of 2008 which includes:
  - i) official plan and zoning by-law amendments that incorporate the policy directions from the Vision report;
  - ii) urban design guidelines for the properties abutting Kingston Road;
  - iii) a streetscape plan of enhancements for Kingston Road that is coordinated with the ongoing Environmental Assessment for transit improvements along Kingston Road;
  - iv) investigating opportunities for enhancement to parks and open spaces along Kingston Road and the Scarborough bluffs;
  - vi) investigating opportunities for transportation enhancements such as new signals and pedestrian crosswalks along Kingston Road, and enhancement to the cycling environment such as new bike lanes on local streets;
  - vii) investigating opportunities for public off-street parking facilities along the corridor; and
  - viii) investigating City programs and initiatives that support and enhance the arts, cultural and heritage resources in Birch Cliff including economic development initiatives such as the Community Improvement and Business Improvement Areas programs.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

In September 2005 Council adopted the Terms of Reference for the Kingston Road Revitalization Study. The purpose of the Study is to develop a revitalization strategy for Kingston Road in Birch Cliff that promotes reinvestment along Kingston Road in the context of the policies and directions of the Official Plan and that builds on and supports local community improvement initiatives. The Study is being conducted in three phases.

The initial phase included an analysis of existing information about the area such as, land use, demographics, economic conditions, transportation patterns, and community services, as well as the perceptions and aspirations of residents, business owners and landowners. A Phase 1 Profile Report was considered by Council in February of 2007.

The current phase of the Study, initiated in March 2007, is the development of a Vision for what Kingston Road should become over the next 20 to 25 years. A Phase 2 – Vision Report is included as Attachment 1.

The final phase of the Study will be the preparation of an implementation strategy for revitalization and the enhancements envisioned for Kingston Road.

## **ISSUE BACKGROUND**

Kingston Road is one of the oldest streets in the City, historically a gateway to Toronto and one of the former City of Scarborough's main streets. Through Birch Cliff it extends about 3 kilometres from Victoria Park Avenue to the Cenotaph Memorial east of Birchmount Road. It is Birch Cliff's main street, but has experienced decline. There are commercial vacancies, stores have been converted to apartments, some buildings need repair, and there are a number of car repair and used car sales establishments along the street.

A renewed interest in Kingston Road is emerging. There is a new 6 storey mixed-use building under construction at Fallingbrook Road and a townhouse development has been approved at Birchmount Road. The BirchCliff Village Farmers Market founded two years ago by local residents and business owners has grown into a successful weekly event that supports local merchants and attracts vendors from outside the local area and the City.

As one of the City's Avenues, this area is where reurbanization is anticipated and encouraged to create housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for residents. The Study is to establish a comprehensive revitalization strategy for Kingston Road in Birch Cliff to achieve these objectives.

## **COMMENTS**

### **A Vision for Kingston Road**

The Vision for Kingston Road seeks to create a vibrant, pedestrian oriented, mixed-use main street that promotes community sustainability. The existing community, the parks and open spaces, the proximity of the lake, and the arts, cultural and natural heritage attributes of Birch Cliff provide a strong foundation to build on. Distinctive developments in mid-rise buildings designed to fit with the surrounding neighbourhoods are envisioned along Kingston Road with a prominent main street node centred at Warden Avenue as a focal point and gathering place for the community.

Guiding Principles and a Concept Plan based on the Official Plan policies and community input were developed to provide a framework for revitalization and the enhancements envisioned along Kingston Road.

## **Guiding Principles**

### **i) A Sustainable Main Street and Community**

Promoting Birch Cliff as a socially, environmentally and economically sustainable community is an overriding principle for revitalization of Kingston Road. A mix of uses, greening of the street, enhancements to parks and open spaces, and improved pedestrian and bike connections are envisioned to foster environmental sustainability. New development will also be reviewed in the context of City guidelines that promote sustainable development.

### **ii) Enhanced Arts, Culture and Heritage Opportunities**

The arts, cultural and heritage resources in Birch Cliff are significant assets. Kingston Road is a recognized waterfront heritage route and the concentration of recreation, arts and cultural facilities east of Birchmount Road creates a centre of activity for Birch Cliff, the surrounding neighbourhoods, and the City. The Vision seeks to support and enhance these resources.

### **iii) Mixed Uses with Retail at Grade**

The Vision for Kingston Road establishes preferred land uses. A successful main street needs retail and commercial uses at street level to support and strengthen the main street function and character. Residential uses are also desirable to bring new residents to support and attract business, to attend the schools and enjoy the parks, open spaces and recreation facilities in the community.

Mixed use developments with retail at grade and residential on the upper floors is the preferred development form envisioned to create a strong commercial presence along the street. While encouraging mixed use developments with retail at grade, the Study recognizes the unique characters of different areas along the street. In certain areas residential or live-work buildings are envisioned to promote revitalization.

### **iv) Mid-rise Development**

Kingston Road through Birch Cliff is narrow, less than 23 metres wide in most places, and buildings are close to the street edge. There are also neighbourhoods with single family houses adjacent to the properties that front along Kingston Road. Mid-rise buildings are envisioned for this traditional main street to reflect the character and context of the street and surrounding neighbourhoods.

The heights of mid-rise buildings will vary along the street. In most areas buildings from 4 to 6 storeys are envisioned. At Victoria Park Avenue and Warden Avenue taller buildings, up to 8 storeys, are envisioned on the north side of the street to address the importance of these locations, the proximity of the streetcar at Victoria Park Avenue and the heart of the community at Warden Avenue, as well as to provide an appropriate

building edge for the street, take advantage of lake views, and to encourage main street living in these key locations to support businesses in the area.

At Birchcliff Avenue lower heights are envisioned due to the historic character of the existing prewar buildings in this area. The former Bank of Commerce and Scarborough Township building at this intersection is a landmark building in the community and is historically significant. Rear additions or additional storeys to existing prewar buildings that respect their heritage character are envisioned.

v) Compatible Development

Maintaining compatibility with the adjacent low rise residential neighbourhoods is an important issue for new development along Kingston Road. Measures that provide a transition between main street buildings along Kingston Road and residential buildings of lower heights on the local streets such as angular plane requirements, setbacks, landscaping and terracing are envisioned to promote compatibility.

vi) Pedestrian Friendly, Business and Transit Supportive Streetscape

The streetscape along much of Kingston Road has a poor visual quality. Streetscape enhancements to create a cohesive image and a streetscape that is green, pedestrian friendly and supports business and transit are envisioned to rejuvenate Kingston Road and as a catalyst to reinvestment.

vii) Consolidated Parking

Additional parking off the street in parking lots behind buildings, underground or in laneways, either publicly owned or in association with private developments, will be promoted to support business and transit.

viii) Improved Public Transit Service through the Kingston Road EA

Efficient transit is important to the long term viability of Kingston Road as a main street. An Environmental Assessment (EA) examining options for improved transit along Kingston Road through Birch Cliff and further east is ongoing. The results of the EA will be coordinated with the Study.

ix) Parks and Open Spaces as Focal Points

Parks and open spaces play a unique and important role on main streets as gathering places for local residents, resting places for visitors, and focal points that promote activity. Well placed and designed parks and open spaces along a main street give definition to a place and are catalysts to revitalization. Enhancements to existing parks and open spaces and new open spaces are envisioned to connect destinations along the street and to create new focal points and gathering places.

x) Connecting People and Places

Initiatives that foster linkages between destinations along the street and in the community, and to strengthen the relationship between Kingston Road and the lake, such as signage, new trails and bike lanes, as well as new signals and pedestrian crossings to slow traffic and change the dynamic of the street are envisioned.

xi) **Supporting Community and Business Initiatives**

Changes along Kingston Road will take place incrementally over time, as new buildings are constructed, street improvements undertaken and transit service enhanced. The transformation of Kingston Road to the vibrant and urban main street envisioned will require the continued collaboration of the City, community and business owners.

**A Concept Plan for the Vision**

A Concept Plan that depicts the overall Vision for Kingston Road has been prepared. It illustrates key physical components of the Vision including lands uses, building envelopes and heights, parks and open spaces, parking areas and accesses, connections and potential public art locations. The Study recognizes that all areas are not the same along Kingston Road in Birch Cliff. Six main street areas have been created to further articulate the vision for Kingston Road.

The Concept Plan provides for mid-rise buildings of 4 to 6 storeys in most locations appropriate to the character of this main street and its context. Buildings up to 8 storeys are envisioned in two main street areas in key locations where the characteristics of the site and surrounding uses are appropriate for more intensive development in keeping with the Guiding Principles. It identifies where consolidated parking behind main street buildings or underground may be appropriate to support new development and promote revitalization. Access to sites and to parking is proposed from side streets wherever possible. Measures that promote connections to Kingston Road, between activity nodes along the street, and to the lake have been identified, including new traffic signals, crosswalks, trails and bicycle routes. Enhancements to parks and open spaces along Kingston Road and in the community, and locations for new parkettes or squares and public art are also identified.

**Community Consultation**

An advisory committee of community representatives, landowners, business owners and residents was established at the outset of the study. The advisory committee provided significant guidance in determining the Vision for Kingston Road. Two milestone events were also important in providing wider input from the community; an open house held in March 2007 to initiate the visioning phase of the Study, and a design charrette held in April 2007.

The design charrette was a full-day event with 50 participants. Participants were divided into five teams, to discuss and sketch ideas about how to rejuvenate Kingston Road. Each of the charrette teams prepared a master plan of their Vision for Kingston Road and more detailed plans for specific areas along the street. A summary of the work of the charrette teams is included in the Appendix to the attached Vision report.

**Implementation Strategy**

The Vision Report provides a framework for revitalizing Kingston Road as an Avenue for the City and a main street for Birch Cliff. The development of a comprehensive strategy to achieve the Vision is proposed through the final phase of the study. The

strategy includes four components that together will contribute to the revitalization of Kingston Road.

### **Policy Changes - Official Plan and Zoning By-law**

The Vision for Kingston Road provides direction on preferred land uses, sustainability, building envelopes and heights, urban design, parking, and access. The revitalization of Kingston Road will require that the planning regime be consistent with and support the Vision. Official plan and zoning by-law amendments will be considered through the implementation phase of the study to incorporate the more detailed policy directions of the Vision.

### **Urban Design Strategy**

An urban design strategy for the private and public realms will be developed as a framework to ensure that new developments are of high quality, are compatible with each other and existing buildings, and contribute to a cohesive main street that is green, pedestrian friendly and supports business and transit.

Built form guidelines will be developed with criteria to guide development along Kingston Road to address the physical requirements for buildings, site layout and sustainable development principles. A streetscape plan will be developed with a focus on the public realm and the enhancements envisioned for Kingston Road to create a beautiful main street that is inviting and comfortable for pedestrians while supporting and attracting business. The streetscape plan will be prepared in consultation with the TTC and Transportation Services and coordinated with the transit EA to ensure that transit improvements are well integrated into the overall framework of enhancements envisioned along Kingston Road in Birch Cliff.

### **Transportation Strategy**

A transportation strategy will be developed as a framework for the improvements envisioned for parking, transit and the pedestrian and cycling environments. The strategy for parking will be prepared in consultation with the Toronto Parking Authority to investigate opportunities for enhancements to the existing TPA parking lot and opportunities for new public parking lots along this corridor. Improvements that promote connections to Kingston Road and the lake, such as signage, cross-walks and signals and that enhance the cycling environment such as additional bike routes, and standards for bicycle parking, will be investigated in consultation with Transportation Services.

Transit improvements may be recommended through the Kingston Road Transit EA that could provide opportunities to improve the Kingston Road streetscape. The opportunities and impacts of the transit initiative on the right-of-way will be assessed and considered in developing the transportation strategy.

### **Strategy to Strengthen Arts, Culture and Heritage and Support Community and Business Initiatives**

The arts, cultural and heritage resources in Birch Cliff are important assets for revitalization. The advisory committee has a strong interest in promoting the arts,

cultural and heritage resources in Birch Cliff. City programs and initiatives that support and enhance these resources, including initiatives through the Community Improvement and Business Improvement Areas programs will be investigated.

### **Next Steps**

An Open House is proposed to present the Vision report to the broader community and seek further input on the directions proposed. As well, a meeting of landowners and tenants for the properties along the street is proposed to present the Vision report and provide further opportunity for participation as the Study moves to the implementation phase.

The implementation strategy will be developed in consultation with City divisions and agencies, as well as the community and the advisory committee. The implementation strategy will be presented for Council consideration in the fourth quarter of 2008.

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### **SIGNATURE**

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### **ATTACHMENTS**

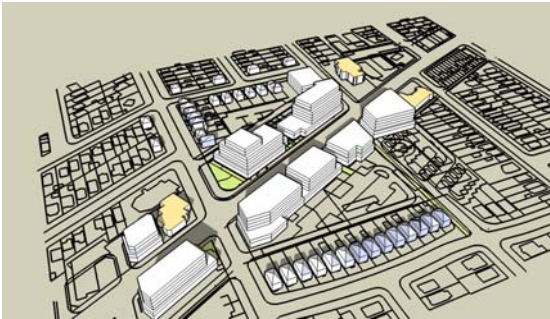
Attachment 1: Phase 2 Report: A Vision for Kingston Road



**Attachment 1: Phase 2 Report: A Vision for Kingston Road**



Kingston Road Revitalization Study Phase 2 Report



A Vision for  
**Kingston Road in Birch Cliff**

City of Toronto, City Planning  
June, 2008



# A Vision for Kingston Road in Birch Cliff

## Kingston Road Revitalization Study – Phase 2 Report



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# A Vision for Kingston Road in Birch Cliff

## 1.0 Introduction

Kingston Road is one of the oldest streets in the City, historically a gateway to Toronto and one of the former City of Scarborough's main streets. Through Birch Cliff it extends about 3 kilometres from Victoria Park Avenue to the Cenotaph Memorial east of Birchmount Road. It is Birch Cliff's main street, but has experienced decline. There are commercial vacancies, stores have been converted to apartments, some buildings need reinvestment and there are a number of car repair and used car sales establishments along the street.

A renewed interest in Kingston Road is emerging. There is a new 6 storey mixed-use building under construction at Fallingbrook Road and a townhouse development has been approved at Birchmount Road. The BirchCliff Village Farmers Market founded two years ago by local residents and business owners has grown into a successful weekly event that supports local merchants and attracts vendors from outside the local area and the City.

As one of the City's Avenues, this area is where reurbanization is anticipated and encouraged to create housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for residents. The revitalization study was initiated out of a desire by the community and the City to establish a comprehensive revitalization strategy for Kingston Road in Birch Cliff to achieve these objectives.

The Study is being undertaken through a community consultation process. Phase 1 was completed in February 2007. It included an analysis of existing information about the area such as, land use, demographics, economic conditions, transportation patterns, and community services, as well as the perceptions and aspirations of residents, business owners and landowners.



## **2.0 A Vision for Kingston Road**

The current phase of the study, “Vision for Kingston Road” has evolved through this consultation process with the broader Birch Cliff community, and an Advisory Committee of community representatives, landowners, business owners and residents. Public meetings, an open house and a design charrette were held to share information about the study area, to discuss and sketch ideas about how to rejuvenate Kingston Road. The results of the design charrette are summarized in the Appendix to this report.

The Vision for Kingston Road developed through this process reflects the goals of the community and the City.

***Built upon the existing fabric along the street, Kingston Road will be a vibrant, animated, and pedestrian oriented main street, that fosters community sustainability, with mixed-use buildings that support main street living and activities, and parks and open spaces that reflect the arts, cultural and natural heritage attributes of Birch Cliff.***

The existing community, the parks and open spaces, the proximity of the lake, and the cultural and natural heritage attributes of Birch Cliff provide a strong foundation upon which to build. Distinctive new developments in mid-rise buildings designed to fit with the surrounding neighbourhoods will establish Kingston Road as a great place to live, work and visit. Kingston Road will be interesting and lively with retail shops, services and restaurants. The heart of the community at Warden Avenue will be a focal point and gathering place for the community. Kingston Road will be a walking street with trees, generous sidewalks and street furniture. Parks and open spaces will reflect the unique arts, cultural, built and natural heritage attributes of Birch Cliff.

## **3.0 Guiding Principles**

A set of guiding principles, based on the Official Plan policies and community input were developed through this phase of the study. These principles provide a framework for achieving the vision for Kingston Road.

### **3.1 A Sustainable Main Street and Community**

Promoting a sustainable community is an overriding principle for revitalization of Kingston Road in Birch Cliff. The study will promote Birch Cliff as a socially, environmentally and economically sustainable community.

A mix of uses along Kingston Road will promote economic sustainability. Opportunities for new housing and a wider range of housing types and tenures to support transit will foster a socially and environmentally sustainable community. Attracting new residents will promote the sustainable use of existing services and community facilities. Enhancements to open spaces along the waterfront and in the community, improved pedestrian and bike connections and street tree planting are all measures that will be promoted to foster environmental sustainability.

New development will be reviewed in the context of City guidelines and policies that promote sustainable development principles. These guidelines include:

- *Green Development Standard*, that includes a set of guidelines and targets to promote better air quality, reduced greenhouse gas emissions, greater energy efficiency, improved water quality and water efficiency, less solid waste, the protection of urban forests and wildlife habitat and reduced air pollution.
- *Design Guidelines for the Greening of Parking Lots* that includes measures to reduce storm water runoff and improve water quality.
- *Bird Friendly Development Guidelines* that include measures that can be incorporated into new developments to reduce the number of deaths of migratory birds.

### **3.2 Enhanced Arts, Culture and Heritage Opportunities**

Kingston Road is one of the oldest streets in the City and Birch Cliff has a long history. The arts, cultural and heritage resources of Birch Cliff are significant assets. They strengthen local identity and help to create a sense of place. Initiatives that support and enhance these resources will be promoted.

#### ***Heritage Buildings and Birch Cliff as a Heritage Conservation District***

Birch Cliff's evolution from a seasonal resort area to a mature urban neighbourhood may lend itself to consideration as a Heritage Conservation District. In addition to the recognized heritage buildings, there are other buildings of historic interest in Birch Cliff. These buildings may have potential to be listed or designated in the City's inventory of heritage sites under the Ontario Heritage Act.

Potential heritage buildings along Kingston Road include:

- The buildings east of the historically significant former ‘Bank of Commerce’ built in the 1920’s.
- The commercial buildings on the southwest corner of Birchcliff Avenue and Kingston Road, built in the 1920’s, and on the northwest corner of Birchmount Road and Kingston Road built in about 1911.
- The vacant building on the northeast corner of Cornell Avenue and Kingston Road built in 1911 and St. Nicholas Church at Manderley Road built in 1917.



*Former Scarborough Township office and adjacent buildings at Birchcliff Avenue, today (left) and during construction in the 1920’s (right).*

### ***An Arts and Culture Hub in Birch Cliff***

The concentration of public and private recreation, arts and cultural facilities east of Birchmount Road creates a centre of activity in this community. Facilities such as the Bluff’s gallery, Mural Routes, Rosetta McClain Gardens, Harrison Estate and Birchmount Park are located here. Initiatives to strengthen the visual identity of this centre, and promote new arts and cultural facilities in Birch Cliff and link them more intimately with the rest the community will be promoted.

These may include:

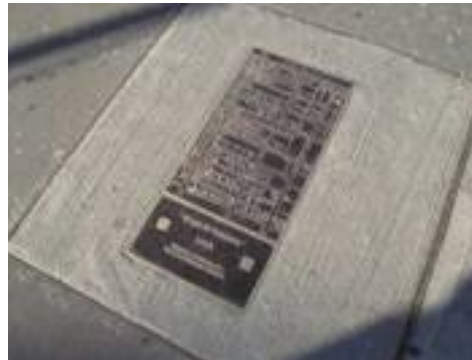
- Creating pedestrian entry points to the parks by adding landscaping, seating, public art and other amenities that reflect the heritage and cultural landscape attributes of this area, to improve the visibility of this centre.
- Extending City-wide arts and cultural events such as ‘Doors Open’, ‘Nuit Blanche’ and the ‘Festival of Storytelling’ to Birch Cliff to help establish this centre as a cultural hub for Birch Cliff.
- Attracting new arts and cultural facilities to Birch Cliff by building on the existing concentration of such facilities.

### ***Public Art and Murals on Kingston Road and in the Community***

Both publicly and privately owned art installations and murals make walking along streets, and through open spaces and parks a delight for residents and visitors. Public art has broad appeal and can strengthen the identity and character of a place by telling its story. Opportunities that integrate public art into new developments, at focal points and key intersections, into parks and open spaces throughout Birch Cliff and into the street will be promoted.



*'Scarborough Rifle Club' mural at Kildonan Ave*



*An historic map in the street*



*Art can enhance even simple structures*

Public art takes many forms and is found in many places. For example:

- Stand alone art installations on a corner, such as the sculpture at Henley Gardens, can create a gathering place.
- Art and murals can be integrated into the architecture of a building or painted on the walls. The ‘Scarborough Rifle Club’ and ‘Mitchell Store’ murals along Kingston Road are examples of this.

- Public art can form part of a landscape treatment such as the stone and gardens at Rosetta McClain Gardens.
- Public amenities such as benches, signage and lighting can be both functional and works of art.
- The area along the frontage of the Hunt Club golf course provides a unique opportunity to create a new arts destination in Birch Cliff, by opening views into the golf course, with landscaping and art installations to create an ‘art wall’.
- Public art can even be integrated into the street through special pavement markings and specially designed utility covers for sanitary and storm sewers and water valves.

Potential intersections for art installations include:

- Victoria Park Avenue
- Fallingbrook Road
- Hunt Club Drive
- Warden Avenue
- Birchcliff Avenue
- Birchmount Road

Potential parks and open spaces for art installations include:

- Crescentwood Park
- Avalon Parkette
- the Birch Cliff Public School
- Harrison Estate Park
- Birchmount Park
- New ‘look out’ areas at the south end of Warden Avenue
- New ‘look out’ area at the south end of Harding Avenue

Other areas for public art installations include:

- The frontage of the Hunt Club Golf Course
- Along the street in association with planned reconstruction



### 3.3 Mixed Uses with Retail at Grade

Retail and commercial uses act as the main economic drivers for main streets. A successful main street needs vibrant retail and commercial uses at street level to support and strengthen the main street function and character. A successful main street can also benefit from residential developments to bring new residents to support and attract business, to attend the schools and enjoy the parks, open spaces and recreation facilities in the community.

Mixed use developments with retail at grade and residential on the upper floors is the preferred development form and will be encouraged in all areas along the street frontage. In some areas commercial uses will be required at street level to create a continuous commercial presence along the street.

While encouraging mixed use developments with retail at grade, the Study recognizes the unique characters of different areas along the street. In certain areas sole residential or live-work buildings may be permitted to promote revitalization.



*Encourage mainstreet living providing retail at grade and residential above.*



*A strong retail presence at street level.*

### 3.4 Mid-rise Development

The physical appearance of Kingston Road through Birch Cliff is characteristic of a traditional main street in many ways. The street is narrow, in most places it is less than 23 metres wide. Many of the existing buildings are situated close to the street edge and most properties are developed. However, many of the retail clusters are developed with single storey buildings with multiple owners on small and shallow individual lots. There are also neighbourhoods with single family houses adjacent to the properties that front along Kingston Road.

Mid-rise buildings are most suited for the revitalization of such a traditional main street area. They will introduce main street living along the street to support businesses in the area, while reflecting the character and context of the street and surrounding neighbourhood. Well-designed mid-rise buildings will have good proportion to the width of the street, will be tall enough to give a sense of enclosure but still address qualities such as access to sunlight and sky views.

The heights of mid-rise buildings will vary along the street. In most areas buildings from 4 to 6 storeys will be encouraged. On larger sites and in key locations buildings up to 8 storeys may be considered.

The transformation of Kingston Road to a more vibrant, urban main street for Birch Cliff will take place gradually over time through restorations of existing buildings, small building additions, redevelopment of individual sites, or larger scale redevelopments through land assembly.

Urban Design Guidelines will be developed to provide a framework to ensure that as the street changes and intensifies new developments are of high quality, are compatible with each other and existing buildings, and contribute to the creation of a cohesive main street image.



*Infill development should be consistent with the scale of the existing main street fabric.*

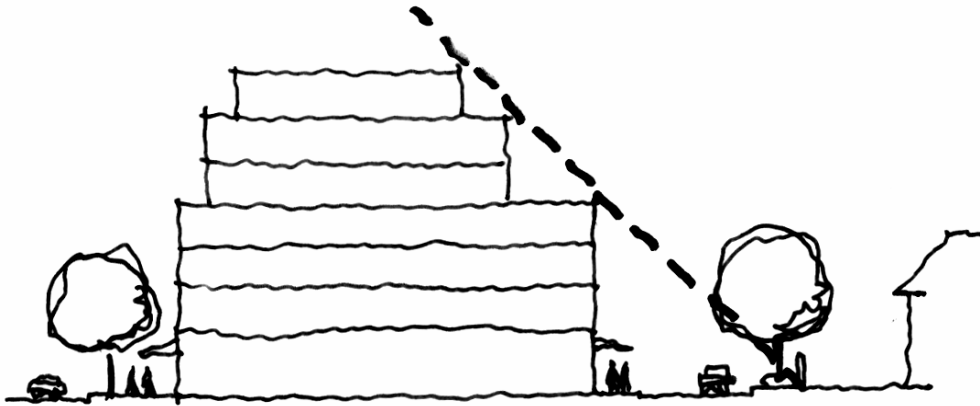
### 3.5 Compatible Development

Maintaining compatibility with the adjacent low rise residential neighbourhoods is an important issue for new development along Kingston Road. Transitions between buildings along Kingston Road and the residential buildings of lower heights on the local streets will be promoted.

Height, location and massing of buildings are all factors that affect compatibility. A combination of height limits, building setbacks, terracing and screening will be used to ensure that new development is compatible along this interface.

Angular plane requirements will be introduced to limit overall building height and mass to ensure that taller buildings have a gradation in height as they get closer to the lower height residential uses. In some areas separation between uses will be achieved through the location of buildings and parking areas, minimum setbacks or terracing. Landscaping and fencing adjacent to the existing residential uses will help to screen rear laneways and parking areas from view.

The Urban Design Guidelines will address the interface between the main street and existing residential areas through guidelines for site development, building orientation and massing.



*45 degree angular plane to promote compatibility*



*Terracing to promote compatibility*

### 3.6 Pedestrian Friendly, Business and Transit Supportive Streetscape

Successful main streets have a variety of retail shops, services and restaurants with welcoming entrances, beautiful windows, sidewalk displays and outdoor seating that make the street lively and interesting. Street furniture helps to give a sense of order to the street, and lighting adds quality and improves safety along the street. Shade trees, planters, hanging baskets, benches and transit shelters make the street inviting and comfortable for pedestrians.

The streetscape along much of Kingston Road has a poor visual quality. There are very few streetscape amenities. The transit shelters are unappealing, benches are in only a few locations, and newspaper boxes and trash containers are scattered along the street giving it an unorganized appearance. There are relatively few trees, most are planted in small pits, and many are dead or dying.

A beautiful streetscape will rejuvenate Kingston Road and be a catalyst for new development. A Streetscape Plan will provide a framework of enhancements to create a cohesive image along Kingston Road, and a streetscape that is green, pedestrian friendly and supports business and transit. Improvements may include:

- Tree planting and landscaping along the street and on private properties.
- Special landscaped treatments along the edges of large parks and open spaces along Kingston Road.
- Widened sidewalks in appropriate locations to support restaurants and cafes to enliven the street.
- Distinctive features such as pedestrian scale lighting, special pavement treatments, unique signage, and high quality public amenities such as benches, transit shelters and bike racks.
- New lighting to enhance security and improve safety
- Investigation of opportunities to place hydro service underground to enhance the visual quality of the street.



*Wider sidewalks & pedestrian friendly streetscape*

### 3.7 Consolidated Parking

The limited parking in the area is considered a disincentive for businesses to locate in Birch Cliff. There are some larger parking areas along the corridor, most located west of Warden Avenue. Additional parking off the street in parking lots behind buildings, underground or in laneways, either publicly owned or in association with private developments, will be promoted to support business and transit.

Potential locations for consolidated parking are:

- The laneway and parking area from Warden Avenue to Manderley Drive
- The laneway from Haig Avenue to Warden Avenue
- The laneway from Valhalla Boulevard to Kildonan Drive
- The laneway behind new developments extending from Victoria Park Avenue to Blantyre Avenue.

Improvements to the surface of the TPA parking lot at Fallingbrook Road are needed, and signage (Green P's) on Kingston Road to identify its location to visitors.



*Laneways separate parking and access from the pedestrian realm.*

### 3.8 Improved Public Transit Service through the Kingston Road Environmental Assessment

Efficient transit is important to the long term viability of Kingston Road as a main street. Improved transit reduces auto-dependency and can boost redevelopment potential. Transit stops provide an opportunity to add a new amenity to the streetscape with high quality transit shelters, benches, landscaping and lighting.

An Environmental Assessment (EA) examining options for improved transit along Kingston Road through Birch Cliff and further east is ongoing. The Streetscape Plan will be co-ordinated with the transit EA to ensure that transit improvements are well integrated into the overall framework of streetscape enhancements envisioned along Kingston Road in Birch Cliff.



### 3.9 Parks and Open Spaces as Focal Points

Parks and open spaces play a unique and important role on main streets. They function as gathering places for local residents, resting places for visitors, and focal points that promote activity. They connect destinations, and help to create a cohesive image for a main street.

Main street parks and open spaces come in a wide variety of shapes and sizes, from landscaped corners, parkettes and squares, to larger community parks and natural areas. Well placed and designed parks and open spaces along a main street give definition to a place and are catalysts to revitalization.

There are six parks and open spaces along Kingston Road in Birch Cliff. These spaces should be enhanced and new open spaces added to connect destinations, and to create new focal points and gathering places.



#### *Enhancing Existing Parks and Open Spaces*

Birchmount Park, Rosetta McClain Gardens and Harrison Estate Park east of Birchmount Road have over 600 metres of street frontage through this area, and two of the parks extend south to the edge of the bluffs. There are a number of arts, cultural and recreational facilities and events held in these parks. Landscape improvements along these frontages will create a more attractive and pedestrian oriented street environment needed to connect these spaces to the larger community and the main street areas west of Birchmount Road.

The Birch Cliff public school, an important destination in this community, extends about 200 metres along Kingston Road from Birchcliff Avenue almost to Eastwood Avenue. The school and play areas are well setback from Kingston Road. A wrought iron fence extends along the school yard adjacent to the street. Possibly relocating the fence further from the street, landscaping the boulevard, creating seating areas, gardens and other amenities would transform the role of this space into a gathering place for local residents, a resting spot for visitors and knit together the main street areas east and west of the school.

The Hunt Club Golf Course extends almost 400 metres along the south side of the street east of Haig Avenue to Woodland Park Road. Views into this open space are obscured by fencing and landscaping. Opening views into the golf course, tree planting and other landscaping to green the boulevard, and high quality public amenities such as benches, a new transit shelter and pedestrian lighting will enhance the appeal of this area. Transforming this frontage will help to extend the activity along the street giving residents and visitors a reason to continue to the main street areas east and west.

Avalon Park is the smallest park along the street extending about 50 metres across the small block from Avalon Boulevard to Harding Boulevard. It is well designed with benches, gardens and pathways. Amenities such as public art, lighting and community boards would enhance its role as a focal point.

### *Creating New Open Spaces*

New publicly accessible open spaces such as parkettes or squares at key intersections or in association with new development will be encouraged. Amenities such as benches, lighting, landscaping, and bike racks will be incorporated to create comfortable and inviting places.

Potential locations for new parkettes, squares or enhanced landscaping include:

- Kingston Road/Victoria Park Avenue
- Kingston Road/Hunt Club Drive intersection
- Kingston Road/Warden Avenue intersection
- Kingston Road/Birch Cliff Avenue intersection
- The corner of Birchmount Park
- Along the Birch Cliff Public School frontage
- Along the Hunt Club golf course frontage



There are publicly owned lands along the bluffs that provide opportunities to create new focal points and ‘outlook areas’ at:

- The south end of Warden Avenue
- The south end of Harding Boulevard

Naturalized plantings, seating areas and interpretative media could be introduced into these locations to tell the story of the Scarborough Bluffs.

### 3.10 Connecting People and Places

The neighbourhoods in Birch Cliff are well connected to Kingston Road through a series of closely spaced local streets which results in small blocks along most of Kingston Road. This street pattern provides opportunity to promote connections between destinations along the street and in the community, and to strengthen the relationship between Kingston Road and the lake.

The limited number of pedestrian crossings along Kingston Road makes it easy for vehicles to quickly move through the area, but difficult for pedestrians to cross the street or reach destinations. There are twenty-four intersections along Kingston Road in Birch Cliff. Six of these are controlled by traffic signals that provide for pedestrian crossing. These signals are widely spaced along the street. There are only two pedestrian crosswalks, one at Queensbury Avenue the other at Manderley Road.

Despite the proximity of the lake there is nothing that indicates that there are accessible and beautiful open spaces along the bluffs to be enjoyed. There are formal lake front trails at the edges of Birch Cliff at the Harrison Filtration Plant and along Fishleigh Avenue just east of Birch Cliff, but no formal trails through the community. Bike lanes are planned for Birch Cliff but these are designed to extend north along Gerrard Street and Clonmore Drive.



*Open space at the south end of Warden Avenue.*





Initiatives that foster linkages between the community and Kingston Road, and enhance the relationship of Kingston Road to the lake will be promoted.

***New Signals and Pedestrian Crossings***

Adding new signals and pedestrian crossings along Kingston Road would slow traffic and change the dynamic of the street making it safe and easy for pedestrians to cross and extend the pedestrian activity along the street between destinations. Potential locations for new signals that should be investigated include:

- Blantyre Avenue
- Hunt Club Drive
- Manderley Drive and
- Lakehurst Drive

Potential locations for new pedestrian crossings include:

- East Wood Avenue and
- Courcelette Road.

***Signage to the Lake and Blantrye Park***

Introducing signage at key intersections and in open spaces and parks to announce the lake and help with way-finding would create linkages for residents and visitors to the lake, and enhance Birch Cliff’s image as a lakeside community.

Blantyre Park has no frontage along Kingston Road. Park signage at the corners of Fallingbrook Road and Blantrye Avenue would increase the park’s visibility and link this important amenity to the street.

***New Trail along the Bluffs***

Introducing trails along the lake and bluffs to create strong east-west connections would attract hikers, joggers and bicyclists to enjoy the natural environment, and the recreational, arts and cultural facilities in the community and support the main street activities along Kingston Road.



There is currently an informal trail that extends along roads and public laneways south of Kingston Road from Warden Avenue to Rosetta McClain Gardens. Formalizing and enhancing this trail with signage and new outlook areas along the Bluffs would help to connect the community to the lake and create a new destination in Birch Cliff.

### ***Bike Lanes to Kingston Road and to the Lake***

Changes to the bike plan should be explored to introduce new bike lanes on local streets that direct bicyclists to the destinations along Kingston Road and to the lake. Potential new bike routes include:

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



*Bicycle rings can be art.*

### **3.11 Community and Business Initiatives**

Changes along Kingston Road will take place incrementally over time, as new buildings are constructed, street improvements undertaken and transit service enhanced. The transformation of Kingston Road to the vibrant and urban main street envisioned will require the continued collaboration of the City, community and business owners.

#### ***The City should lead in taking action***

The private sector has a major role to play in realizing the vision for Kingston Road. However, new development initiatives can only be expected in response to clear directions and a public commitment to achieving the vision. To realize the ambitions of the Official Plan for the rejuvenation of Kingston Road, the City must be a leader in taking action. These may include:

- Changes to the planning framework to update the zoning by-law and preparation of urban design guidelines for future development.

- Investment in streetscapes improvements, enhancements to parks and open spaces, adding trails and bike lanes, and improving transit service.
- Preparation of a Community Improvement Plan (CIP). The CIP is an important tool that can stimulate and leverage private and/or public investment and address deficiencies or facilitate improvements. Community Improvement Plans help to remove barriers to improvement or redevelopment. They provide direction in the allocation of public funds, in the forms of grants, such as the Façade Improvement Grant Program, loans or other finance instruments for the physical rehabilitation or improvement of private land.

### ***Supporting Business and Community Initiatives***

There are dedicated local individuals and groups who have a keen interest in the future success of Kingston Road. The City needs to recognize and support these individuals and organizations that are working to improve the community.

The BirchCliff Village Farmers Market founded by community leaders is a major revitalization initiative. The market has grown into a successful weekly event that supports local merchants and attracts vendors from outside the local area and the City. The BirchCliff Village Farmers Market is seeking a permanent home so that it can continue to grow and create a new destination in Birch Cliff. The City should support this important community revitalization initiative.



*Special events can help to define a place.*

The Kingston Road East Business Association, made up of local business owners is dedicated to supporting local business through specific initiatives. The BirchCliff Village Farmers Market, and the Native Peace Garden at Harrison Estate Park are both initiatives of this business group. Marketing, and advertising initiatives such as the Birch Cliff Village Voice newsletter and website, have helped to promote Birch Cliff as a place for business.

A successful and active business environment attracts visitors and retains local residents, who in turn support and attract new businesses. Establishing a Business Improvement Area would also help to strengthen the partnership with the City and act as a mechanism for raising funds, and for coordinating efforts and activities that support business such as; joint marketing, event planning and undertaking physical improvements.

## **4.0 A Concept Plan for the Vision**

A Concept Plan that depicts the overall vision for Kingston Road has been prepared. It illustrates key physical components of the Vision for Kingston Road including building envelopes, building heights and uses, parks, parking areas and accesses, connections and potential public art locations. The Study recognizes that all areas are not the same along Kingston Road in Birch Cliff. Six main street areas have been created to further articulate the vision for Kingston Road.

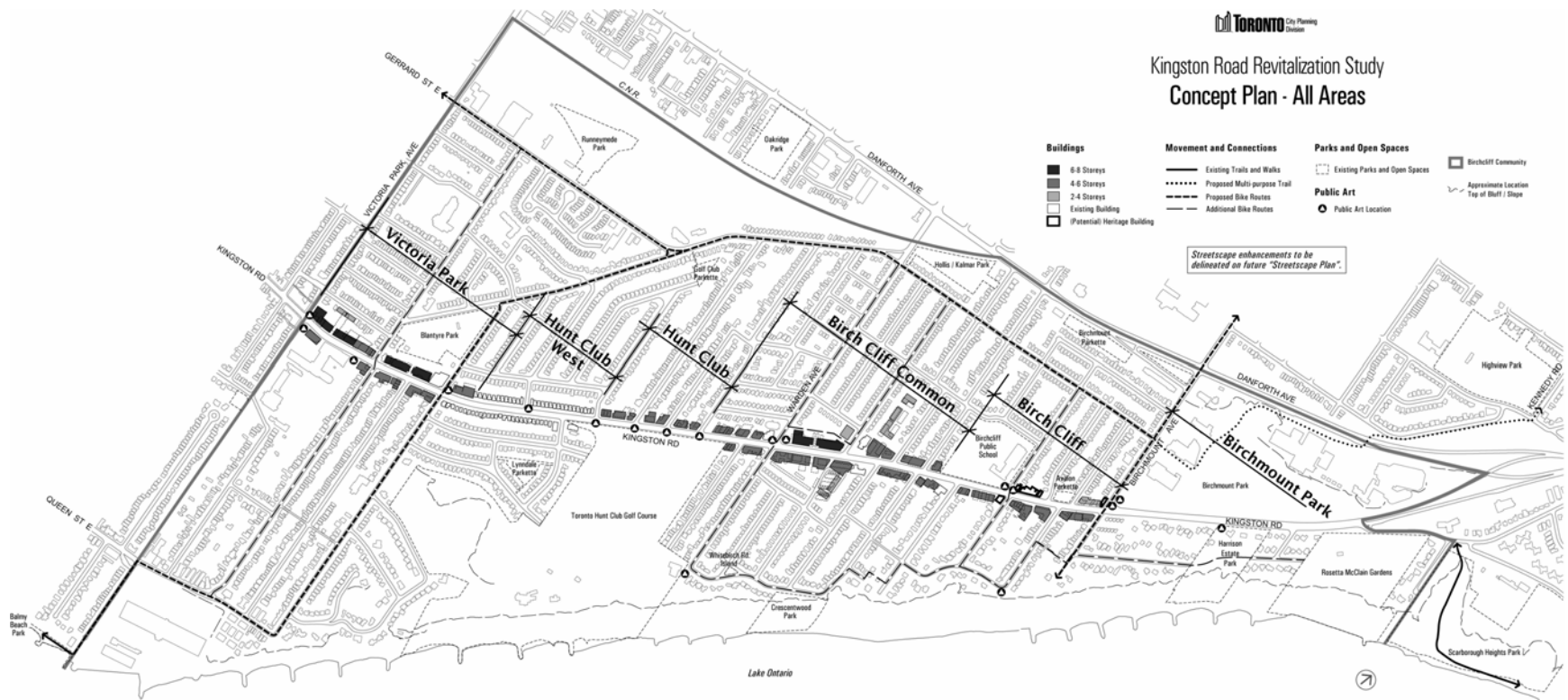
The Concept Plan provides for mid-rise buildings of 4 to 6 storeys in most locations appropriate to the character of this main street and its context. Buildings up to 8 storeys are envisioned in two main street areas in key locations where the characteristics of the site and surrounding uses are appropriate for more intensive development in keeping with the Guiding Principles. These taller buildings will be limited to the north side of the street in these areas, where compatibility with adjacent uses can be achieved due to greater lots depths, and to provide opportunities for enhanced views of the lake.

The Concept Plan identifies where consolidated parking behind main street buildings or underground would be appropriate to support new development and promote revitalization. Access to sites and to parking is proposed from side streets wherever possible.

Measures that promote connections to Kingston Road, between activity nodes along the street, and to the lake have been identified, including new traffic signals, crosswalks, trails and bicycle routes.

Enhancements to parks and open spaces along Kingston Road and in the community, and locations for new parkettes, squares and public art are also identified.

### Kingston Road Revitalization Study Concept Plan - All Areas



#### 4.1 Victoria Park Area (Concept Plan – Page 34)

The Victoria Park Main Street Area extends from Victoria Park Avenue to Fallingbrook Road. It is a recognized destination in Birch Cliff and is part of a larger main street area that extends east of Victoria Park Avenue along Kingston Road into the adjacent Upper Beach neighbourhood. This is an active main street area and has streetcar service west of Victoria Park Avenue on Kingston Road.

*The Victoria Park Main Street Area is suited to higher intensity development that recognizes its proximity to higher level transit and its role as part of a larger main street node. Buildings up to 8 storeys may be considered on larger sites on the north side of the street in this area, in keeping with the guiding principles. The success of this main street area will require that new buildings be located close to the street edge to create a continuous presence along the street, and have commercial uses at street level to extend the main street activity further east of Victoria Park Avenue to Fallingbrook Road.*

##### *Enhancing the Node at Victoria Park Avenue & Kingston Road*

The Victoria Park Avenue and Kingston Road intersection is the meeting place for two neighbourhoods. New development on the northeast corner should be designed to address the corner, contributing to the character of this intersection as a major ‘node’ of activities. Additional storeys on the Henley Gardens plaza would enhance the prominence of this corner and create a sense of enclosure for the adjacent courtyard.

To strengthen the role of this intersection as a meeting place, seating and community boards should be incorporated into new development. Pavement markers and new signage would also highlight the importance of this intersection.

##### *Taller Buildings on Larger Sites*

The apartment site and the adjacent commercial plaza on the north side of Kingston Road are both large properties where taller buildings are envisioned. Transitions between taller buildings along Kingston Road and the residential buildings of lower heights in the adjacent neighbourhood will be achieved through angular plane requirements, and terracing or stepping of buildings in these areas.

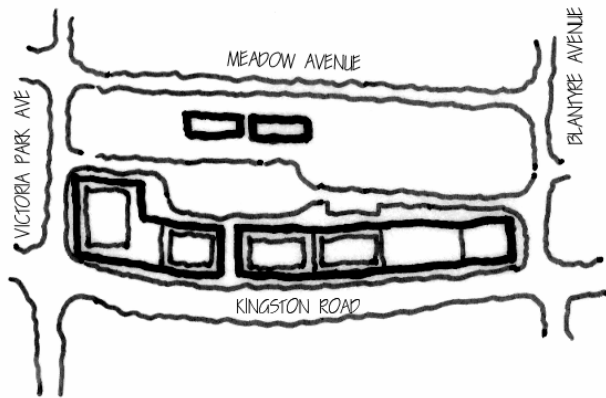


*Henley Gardens mixed-use development at Victoria Park Ave.*

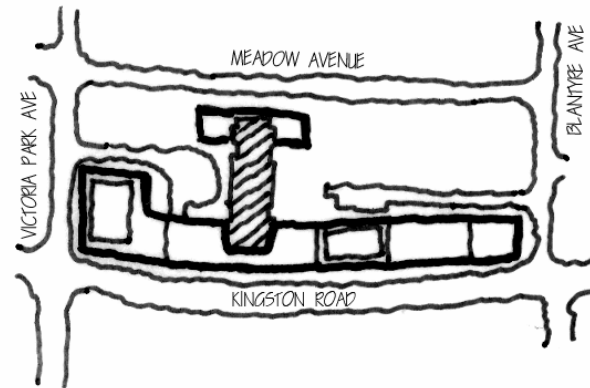
The Study recognizes that the redevelopment of the apartment site may not occur for some time. As a result, alternatives to achieve the vision for Kingston Road in this area were explored, and these are illustrated on the sketches below.

The redevelopment of the apartment site illustrated on Sketch A introduces a laneway from Victoria Park Avenue to Blantyre Avenue with access from side streets and parking behind new mixed-use buildings on Kingston Road. Lower scale residential buildings are envisioned along Meadow Avenue consistent with the neighbourhood character of this local street. Given the importance of the Victoria Park Avenue node, the parking area is also a potential location for consolidated parking to support the surrounding businesses.

On Sketch B the gaps along these streets are closed with new mixed-use buildings along Kingston Road to extend the main street activity through this area, and lower scale residential buildings along Meadow Avenue, in keeping with the existing residential uses, while maintaining the existing apartment building. Access from side streets to parking behind buildings or underground can still be achieved.



*Sketch A: Full redevelopment of apartment site*



*Sketch B: Partial redevelopment with apartment building remaining*



### ***Rejuvenating Older Apartments Sites***

The older apartment buildings east of Blantyre Avenue are adjacent to a TPA parking lot and overlook Blantyre Park. The context of these properties separated from the adjacent neighbourhood by the park and parking lot provide an opportunity for more intensive development.

### ***Mid-block Opportunities***

The commercial plaza and the adjacent Alpine Hotel on the north side of Kingston Road situated mid-block between Victoria Park Avenue and Blantyre Avenue have front yard parking areas along Kingston Road. Redevelopment on these sites in buildings located close to the street and parking located underground or behind with access from side streets will be encouraged.

### ***Opportunities at Auto Service & Corner Locations***

There are automobile services stations on the south side of Kingston Road at Blantyre Avenue and Courcellette Road. These corner properties anchor these two smaller blocks. New buildings designed to address the corners, with landscaping along both street frontages, parking behind buildings, and access from the side streets are envisioned for the redevelopment of these properties. New development on these sites must be sensitive to the adjacent residential uses.

### ***Consolidation of Smaller Sites***

There are smaller properties on the north side of Kingston Road at Victoria Park Avenue and Blantyre Avenue, and on the southeast corners of Blantyre Avenue and Courcellette Road. The consolidation of these properties will be encouraged to create larger redevelopment sites to ensure that issues of access and parking are addressed comprehensively.



*Alpine Hotel on the north side of Kingston Rd.*



*6 storey mixed-use building at Fallingbrook Rd.*



## Kingston Road Revitalization Study Concept Plan - Victoria Park

### Buildings

- 6-8 Storeys
- 4-6 Storeys
- 2-4 Storeys
- Existing Building
- Architectural Focus
- Commercial Frontage
- Commercial or Residential Frontage

### Movement and Connections

- Existing Signalized Intersection
- New Signalized Intersection
- New Pedestrian Crosswalk
- Laneway
- Existing / Potential Parking Area

### Parks and Open Spaces

- New Parkettes / Public Accessible Open Spaces / Pedestrian Walkways
- Existing Parks and Open Spaces

### Public Art

- Public Art Location

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

#### **4.2 Hunt Club West Area** *(Concept Plan – Page 36)*

The Hunt Club West Main Street Area extends from about Fallingbrook Road to Woodland Park Road. This is a residential area and most properties are occupied with single family homes, well set back from the street on lots of similar size and frontage.

***The Hunt Club West Main Street Area is suited to low-rise residential uses consistent with the lot fabric along the street and existing development. The success of this main street area will be in strengthening the low rise residential character and enhancing connections through this zone to the main street areas east and west.***

Tree planting and landscaping along the street and on individual properties will be promoted to create a lush green streetscape. This will enhance the residential character of the area, and make this longer stretch of Kingston Road appealing and comfortable for pedestrians.

The corner of Hunt Club Drive and Kingston Road provides an opportunity to create a local gathering spot and resting area to more effectively link this residential area with the higher activity main street areas to the east and west. Landscape treatments at this intersection and high quality amenities at the transit stop, such as a transit shelter, new benches and lighting will be encouraged.



# Kingston Road Revitalization Study Concept Plan - Hunt Club West

### Buildings

Existing Building

### Movement and Connections

New Signalized Intersection

### Parks and Open Spaces

New Parkettes / Public Accessible Open Spaces / Pedestrian Walkways  
 Existing Parks and Open Spaces

### Public Art

Public Art Location

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

### 4.3 Hunt Club Area *(Concept Plan – Page 38)*

The Hunt Club Main Street Area extends from Woodland Park Road to Cornell Avenue. This area lacks a cohesive image and is not currently a significant main street area for the community.

***The Hunt Club Main Street Area is well suited to new residential, live-work or mixed-use developments. While encouraging retail uses at grade and residential above, flexibility will be provided to permit residential development in this area opposite the golf course to promote revitalization. Buildings and streetscape improvements should be designed to respond to the Hunt Club Golf Course and to create a cohesive image for this area.***

#### ***The Hunt Club Golf Course***

The golf course is a significant amenity in this area. Tree planting and other landscape amenities along the golf course frontage will increase the visibility of this open space and strengthen the appeal of this area for reinvestment.



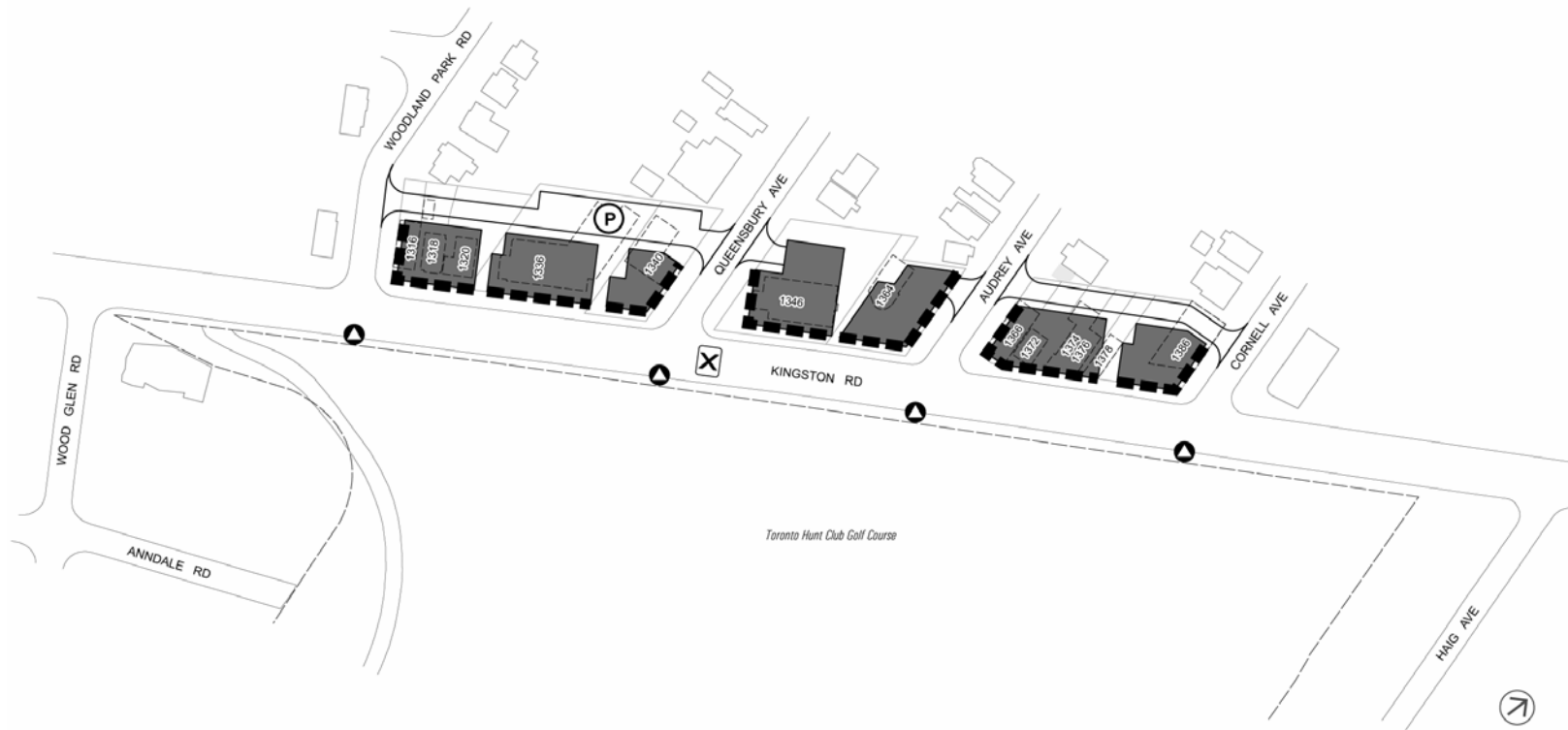
#### ***Opportunities at Auto Repair & Corner Locations***

The properties at the corners of Queensbury Avenue, Audrey Avenue and Cornell Avenue provide an opportunity for redevelopment. Mixed-use or sole residential buildings are envisioned for these sites taking advantage of their locations opposite the golf course. New development that removes surface parking areas and access from the Kingston Road frontage to parking behind buildings or underground with access from local streets will be encouraged.

#### ***Consolidation of Sites***

Consolidation of the smaller properties at Audrey Avenue and Woodland Park Avenue will be encouraged to create larger redevelopment sites and to facilitate the creation of a lane system behind new buildings for access and parking.





# Kingston Road Revitalization Study Concept Plan - Hunt Club

### Buildings

- 4-6 Storeys
- Commercial or Residential Frontage

### Movement and Connections

- X Existing Pedestrian Crosswalk
- Laneway
- P Existing / Potential Parking Area

### Parks and Open Spaces

- Existing Parks and Open Spaces

### Public Art

- ▲ Public Art Location

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



#### 4.4 The Birch Cliff Common (Concept Plan – Page 44)

The Birch Cliff Common Main Street Area extends from Cornell Avenue to Birch Cliff public school. The commercial plaza on the north side of Kingston Road that extends from Warden Avenue to Manderley Drive is the main shopping area within the community. The Taylor Memorial library at Warden Avenue and St. Nicholas Church at Manderley Drive are important community destinations.

*The Birch Cliff Common Main Street Area is suited to higher intensity development recognizing its role as the main commercial district for the community, and the opportunity for full block redevelopment between Warden Avenue and Manderley Drive on the north side of the street. Buildings up to 8 storeys are envisioned for redevelopment of this commercial block in keeping with the guiding principles. The success of this area will require a comprehensive approach to redevelopment to create a strong central node for Birch Cliff. Mixed-use developments will be encouraged and commercial uses required at grade to create a continuous commercial presence along the street. A green space at the north-east corner of Warden Avenue and Kingston Road should be created as a focal point and gathering place for the community.*

#### *Creating a Centre for Birch Cliff at Warden Avenue and Kingston Road*

Warden Avenue and Kingston Road is the key intersection in this area. The vision for Kingston Road is to create a prominent main street node for Birch Cliff centred at Warden Avenue.



On the north side of Kingston Road commercial buildings extend the full width of the block between Warden Avenue and Manderley Drive. The properties are deep and have access to a large private parking area behind the buildings that extends north along Manderley Drive to Lynn Road. There are 13 commercial properties within this block. The consolidation of these properties with the laneway and parking area will be encouraged to create a larger redevelopment parcel. Enhancements to the northeast corner of the intersection to create a gathering place such as a square or parkette with amenities, such as seating, landscaping and public art, will be encouraged to highlight the prominence of this intersection.

Taller buildings are envisioned on the north side of the street in this area to address the importance of this location as the heart of the community, to take advantage of the lake views, to provide an appropriate building edge for the street and the open space and to encourage main street living at this key location to support businesses in the area.

On the south side of Kingston Road, the apartment buildings occupy large sites with rear yard parking from a lane off Warden Avenue. A comprehensive redevelopment of these properties is envisioned in mixed-use buildings with commercial uses at grade. New buildings should be designed to address the corner and incorporate special landscape treatment to highlight the importance of this intersection.



### ***Ensuring Compatibility between the Birch Cliff Common and the Neighbourhoods***

Although the larger sites on the north and south sides of Kingston Road provide the greatest opportunity to create a strong centre for Birch Cliff at Warden Avenue, these sites extend further into the adjacent neighbourhoods than most along the street. As a result, addressing the interface between main street buildings along Kingston Road and the residential uses of lower heights in the neighbourhoods behind will be of primary importance for development in this area.

The sketches below illustrate how these larger sites could be organized to achieve the vision for this area, while maintaining compatibility with adjacent uses. On Sketch A main street buildings are located close to the street edge along Kingston Road and separated from the adjacent residential areas with a laneway and parking area. On Sketch B parking is proposed underground, with lower scale residential buildings providing the transition from the main street buildings along Kingston Road to the neighbourhoods.

Angular plane requirements, terracing of buildings, and landscaping and screening will also be required in these areas to promote compatibility with the adjacent neighbourhoods.



*Sketch A*    *Redevelopment with mixed-use buildings & surface parking behind*



*Sketch B*    *Redevelopment with mixed-use buildings, residential buildings & underground parking*

### ***Rejuvenating Older Main Street Segments***

The older commercial buildings on the south side of Warden Avenue extending east of Haig Avenue and from Valhalla Boulevard to Kildonan Drive provide opportunities for larger site redevelopment through land assembly.

These properties have access to parking from rear laneways. Initiatives to provide for parking in the laneways either publicly owned or in association with private developments will be promoted. Buildings on the southeast corner of Warden Avenue and Haig Avenue should be designed to address the corner and incorporate special landscape treatment to highlight the importance of this intersection.



### ***Filling in Gaps***

Most of the properties on the north side of Kingston Road between Cornell Avenue and Warden Avenue are developed with older commercial buildings, and some have access through rights-of-way to rear yard parking. A comprehensive approach to redevelopment on these properties will be encouraged to reduce the number of accesses from Kingston Road and provide opportunities for consolidated parking either behind buildings or underground.

The auto sales establishment between the Royal Canadian Legion and Church is served by a rear lane from Kildonan Drive. Redevelopment on this site with buildings situated close to the street edge will be encouraged while maintaining access to rear yard parking from the laneway off the side street.

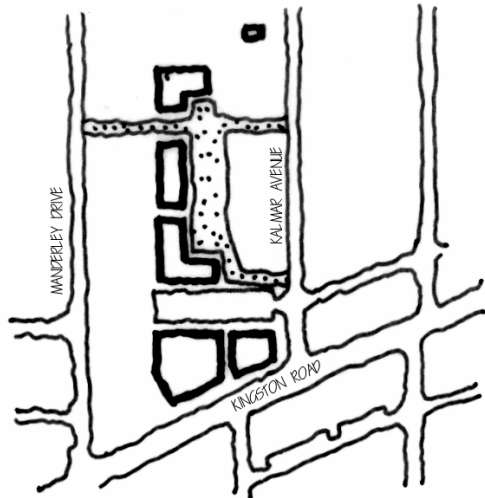
Properties on the north side of Kingston Road between Kalmar Avenue and the school are shallower than those on the south side. The consolidation of these properties will be encouraged to create a larger development site in this location. The auto repair garage on the northwest corner of Kalmar Avenue and Kingston Road is separated from the single family homes by a parking lot for the adjacent apartments. New development that removes surface parking areas and access from the Kingston Road frontage to parking behind buildings or underground with access from the side street will be encouraged in this area.

### *Integrating the Kalmar Apartment Property with the Neighbourhood and the Main Street*

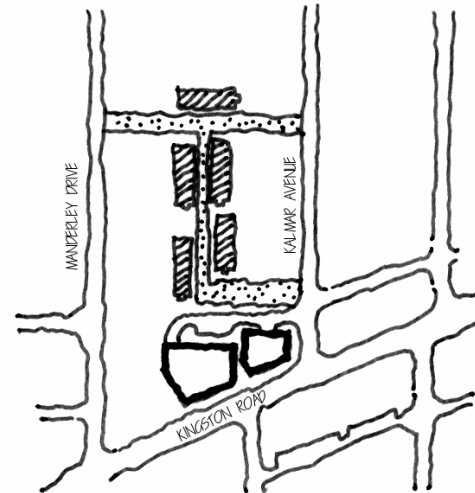
The property east of St. Nicholas Church is unique due to its context, size, configuration, and existing uses. The site is large and narrow extending well into the neighbourhood north of Kingston Road behind single family homes. It is developed with seven older low-rise apartment buildings and surface parking lots with access from side streets.

The integration of this site with the main street and the neighbourhood behind, while improving the rear yard condition in this area is envisioned. The sketches below illustrate how this can be achieved.

Sketch A envisions the full redevelopment of the property with main street buildings along Kingston Road and residential buildings behind. Parking is consolidated behind the main street buildings and provides a separation between uses. Linear green spaces on site provide pedestrian connections between local streets and to Kingston Road. Sketch B envisions a partial redevelopment of the site with the focus on new main street buildings on Kingston Road, with apartment buildings remaining behind. Consolidated parking underground would provide an opportunity to replace the driveways and parking areas within the site with green space.

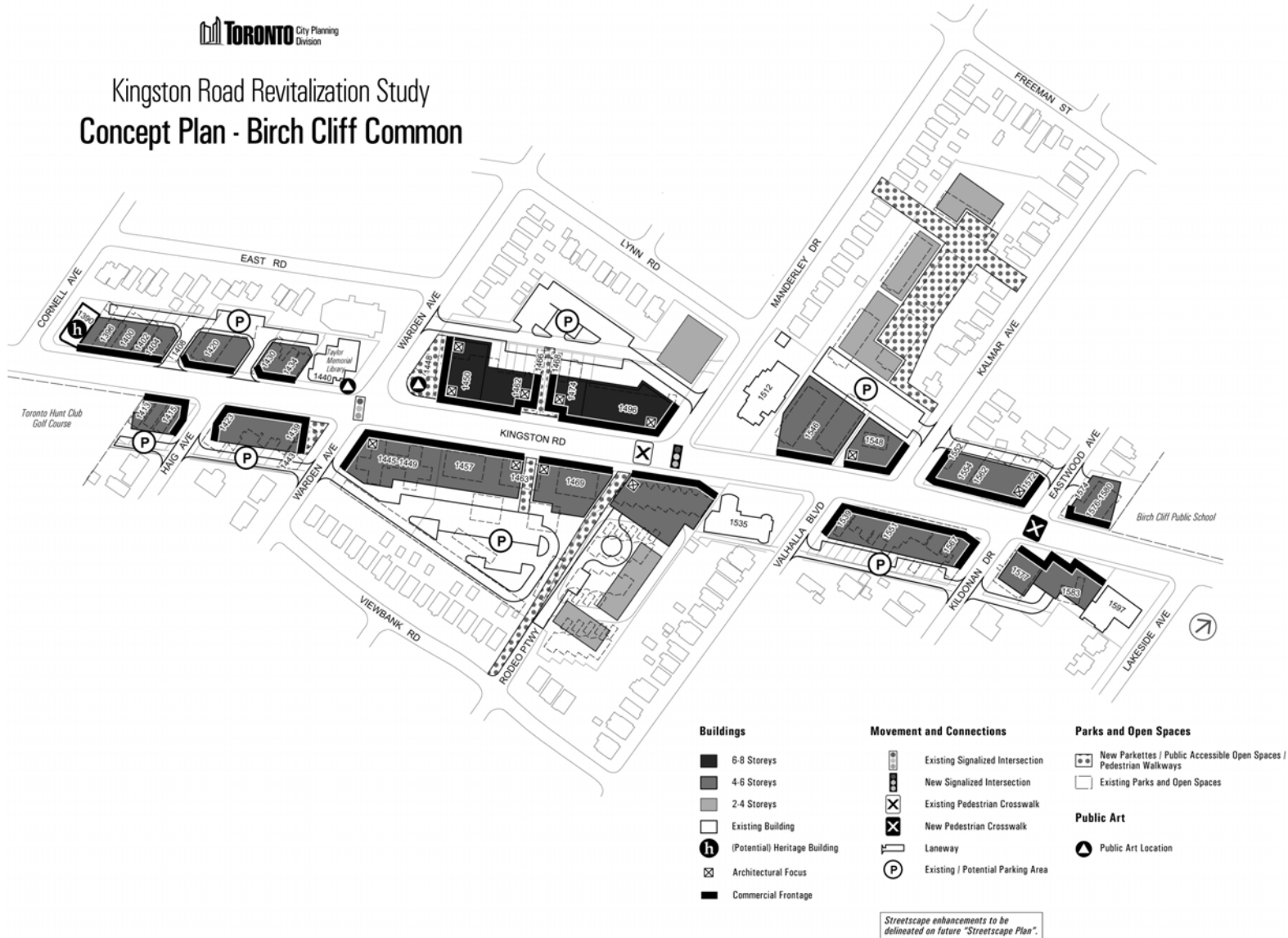


*Sketch A: Full redevelopment*



*Sketch B Partial redevelopment with focus on Kingston Road frontage*

# Kingston Road Revitalization Study Concept Plan - Birch Cliff Common



#### **4.5 Birchcliff Area** (*Concept Plan – Page 47*)

The Birchcliff Main Street Area extends from Birchcliff Avenue to Birchmount Road. This area is a recognized and important main street area for the community. There are small clusters of main street buildings with some speciality retail shops in the historic buildings on the north side of Kingston Road east of Birchcliff Avenue, including the former Bank of Commerce and Scarborough Township building on the northeast corner of the intersection. This building is a landmark in the community and is historically significant. The Birch Cliff Public school, also an historic building, is a major destination in this area.

***The Birchcliff Main Street Area is suited to new development that strengthens existing clusters of main street activity and builds on the heritage character of the area. The success of this area will require that most new development be in mixed-use buildings situated close to the street edge and commercial uses at street level. Flexibility will be provided to permit sole residential or live-work buildings on some properties to promote revitalization.***

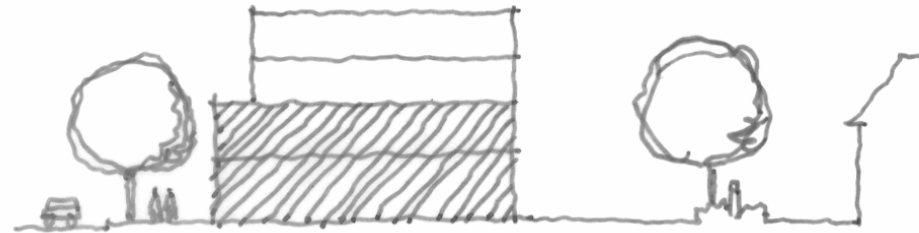
#### ***Enhancing the Historic Node at Kingston Road and Birchcliff Avenue***

The intersection of Birchcliff Avenue and Kingston Road is a key intersection in this area. Consolidation of the five properties on the southeast corner will be encouraged to create a larger development site at this important intersection. A signature building that reflects the character of the area and complements the historic buildings on the north side of this street will be encouraged. Special landscaped treatment at the corner will be promoted to highlight the importance of this intersection.

The school property is the largest in this area and extends almost 200 metres along Kingston Road. Enhancements to the streetscape along the frontage of the school property will be encouraged to extend the main street activity across this area. Amenities such as seating and special landscaped treatments on the northwest corner in front of the school will be encouraged to highlight the importance of this intersection.

### ***Preserving and Enhancing Historic Buildings***

There are older main street buildings east of Birchcliff Avenue extending almost to Avalon Boulevard. Properties within this block are shallow. All of the buildings are situated close to the street edge, and have commercial uses at street level with commercial or apartments on a second story. Rear additions or additional storeys to the existing buildings that respect their heritage character will be encouraged to preserve and enhance this unique main street segment.



*Maximum 2 storey additions to existing mainstreet buildings*

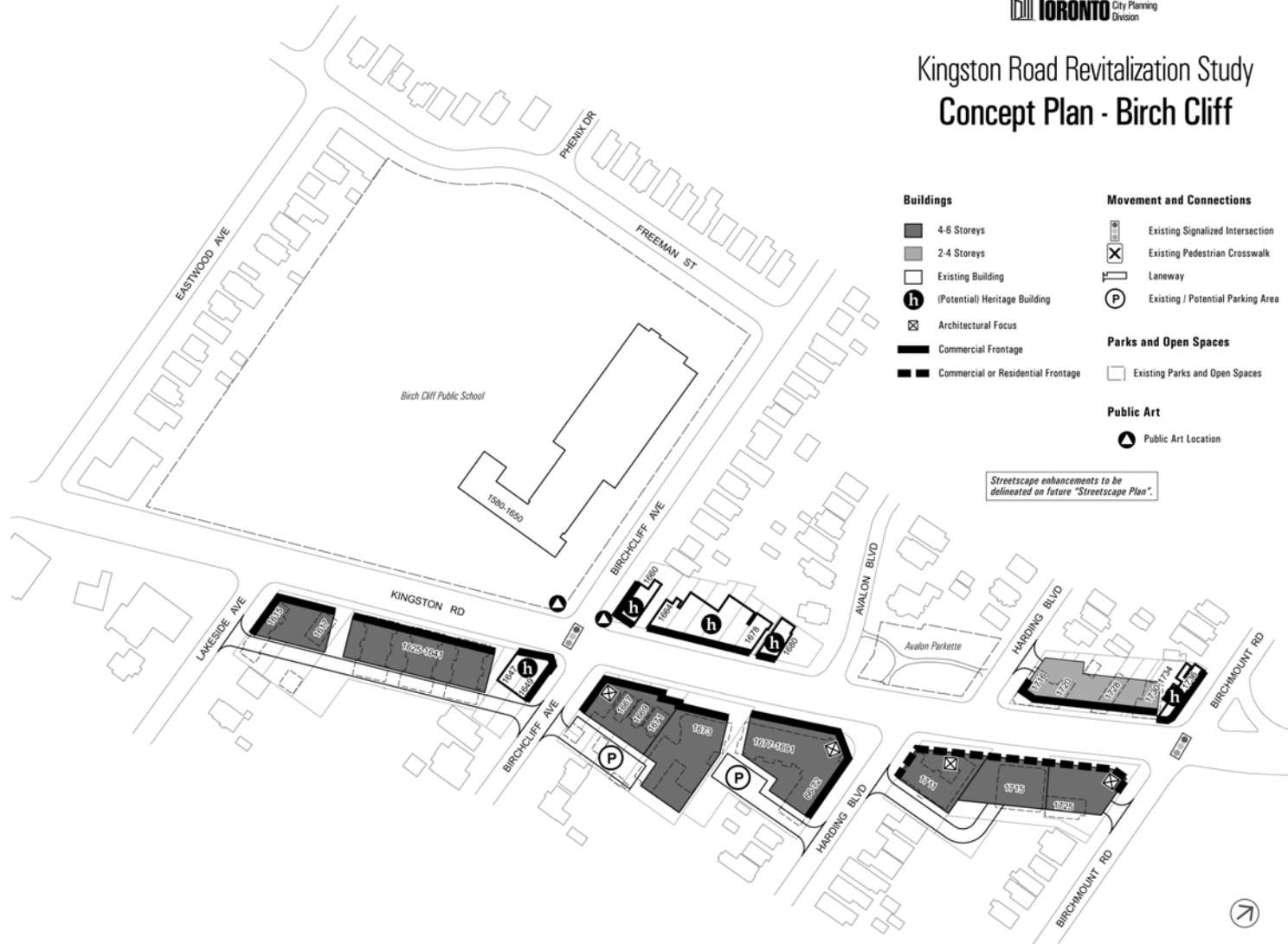
### ***Strengthening Existing Main Streets Segments***

There are older single and two storey commercial buildings on the north side of Kingston Road in the small block from Harding Avenue to Birchmount Road. Properties are shallow and there are vacant sites in the centre of the block. Land assembly will be encouraged to create larger sites for redevelopment.

### ***Encouraging Mixed Use Developments & Permitting Residential Developments***

Most of the remaining properties in this area on the south side of Kingston Road are developed with residential uses, and a townhouse development is proposed on the southwest corner of Birchmount Road and Kingston Road. While encouraging commercial uses at grade and residential above, flexibility will be provided to permit sole residential or live-work buildings in this area recognizing the residential character of this block. The consolidation of the two smaller properties on the southwest corner of Lakeside Avenue and Kingston Road will be encouraged to create a large redevelopment site at this intersection.

# Kingston Road Revitalization Study Concept Plan - Birch Cliff



- |                  |                                    |                                 |                                   |
|------------------|------------------------------------|---------------------------------|-----------------------------------|
| <b>Buildings</b> |                                    | <b>Movement and Connections</b> |                                   |
|                  | 4-6 Storeys                        |                                 | Existing Signalized Intersection  |
|                  | 2-4 Storeys                        |                                 | Existing Pedestrian Crosswalk     |
|                  | Existing Building                  |                                 | Laneway                           |
|                  | (Potential) Heritage Building      |                                 | Existing / Potential Parking Area |
|                  | Architectural Focus                | <b>Parks and Open Spaces</b>    |                                   |
|                  | Commercial Frontage                |                                 | Existing Parks and Open Spaces    |
|                  | Commercial or Residential Frontage | <b>Public Art</b>               |                                   |
|                  | Public Art Location                |                                 |                                   |

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

#### 4.6 Birchmount Park Area *(Concept Plan – Page 50)*

The Birchmount Park Main Street Area extends from Birchmount Road to Glen Everest Boulevard at the eastern edge of the Birch Cliff community. This area is not a commercial area for Birch Cliff, as most of the land is in public ownership and developed with recreational, arts and cultural facilities. Rosetta McClain Gardens and Harrison Estate Park on the south side of Kingston Road extend to the bluff's edge. There are two pockets of single family residential homes on the south side of Kingston Road separated by parks. The Scarborough Heights Park in the Cliffside Community is adjacent to the residential homes at the eastern edge of Birch Cliff on the south side of Kingston Road.

***The Birchmount Park Main Street Area is well suited to be a gateway to Birch Cliff recognizing the extent of public open space and the recreational, arts and cultural facilities within this area. The success of this area will require enhancements to the area that highlight the unique arts, cultural and heritage attributes of Birch Cliff.***

The character of the street changes substantially at Birchmount Road where Kingston Road widens from 20 metres to 36 metres. Single family homes and other buildings are well setback from the street. These features and the large expanse of open space through this area provides a unique opportunity to create a green gateway through this area that highlights the heritage, arts and cultural attributes of Birch Cliff and promotes linkages with the adjacent Cliffside community.

Features of this gateway should include:

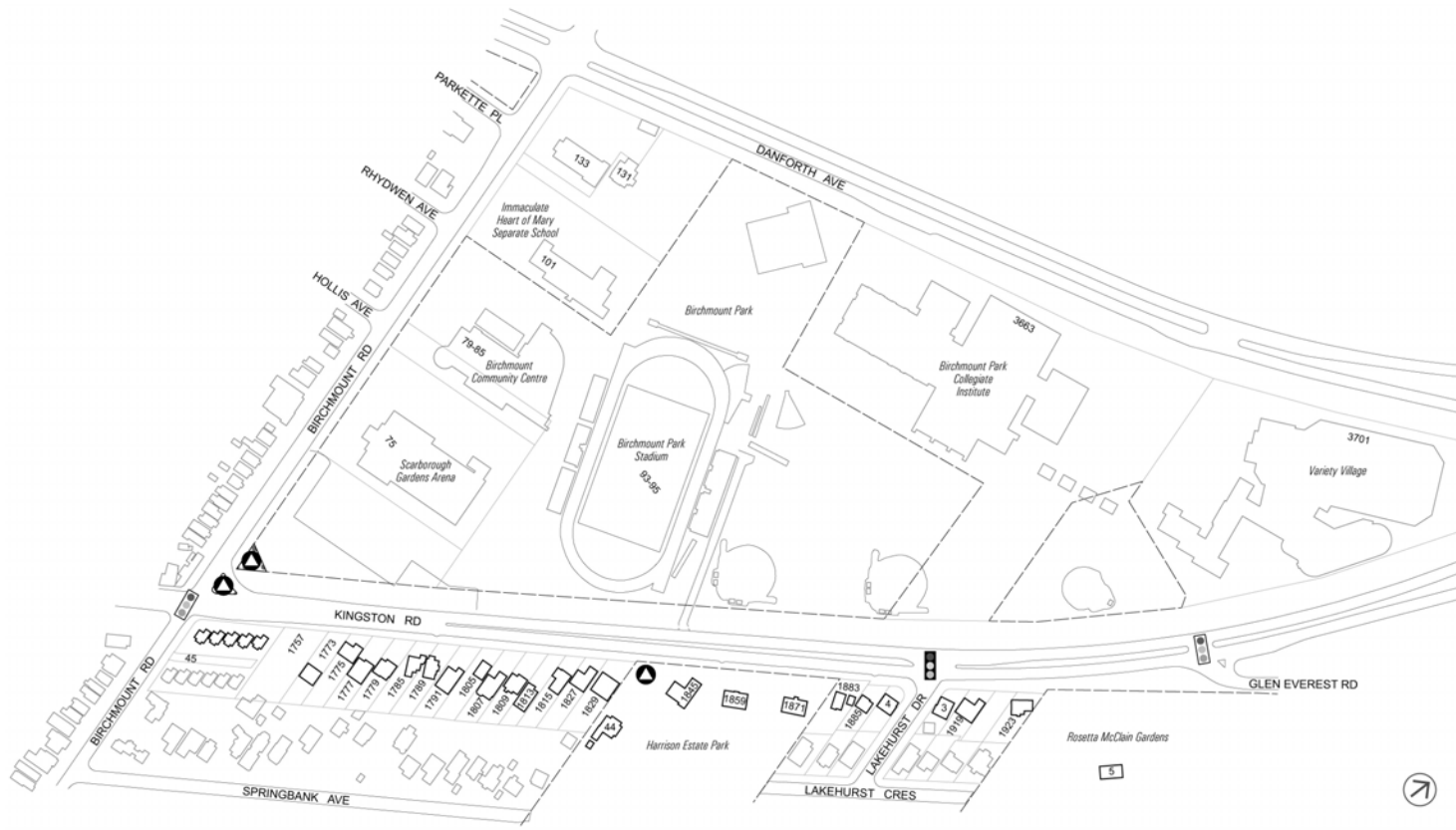
- Streetscape improvements such as tree planting, lighting and pedestrian connections across the street to enhance the pedestrian environment along Kingston Road through this area, and to foster linkages with the adjacent Cliffside community.
- Art installations to create and enhance focal points, such as the Bluff's Gallery, the bridge at Danforth and Kingston Road, and the intersection of Kingston Road and Birchmount Road.
- Signage and markers that increase the visibility of the arts, cultural and recreational facilities in this area with emphasis on increasing the exposure of the arts and cultural facilities on the south side of the roadway.



*Public art can create a welcoming entrance*



- Improvements to the intersection of Birchmount Road and Kingston Road to create a pedestrian entranceway into Birchmount Park.
- Special pavement treatment and signage at the intersection of Birchmount Road that reflects the status of this intersection as an arrival point to Birch Cliff.



# Kingston Road Revitalization Study Concept Plan - Birchmount Park

### Buildings

Existing Building

### Parks and Open Spaces

New Parkettes / Public Accessible Open Spaces / Pedestrian Walkways  
Existing Parks and Open Spaces

### Movement and Connections

Existing Signalized Intersection  
New Signalized Intersection

### Public Art

Public Art Location

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

## **5.0 Implementation Strategy**

The Vision Report provides a framework for revitalizing Kingston Road as an Avenue for the City and a main street for Birch Cliff. The development of a comprehensive strategy to achieve the Vision is proposed through the final phase of the study. The strategy includes four components that together will contribute to the revitalization of Kingston Road. The implementation strategy will be developed in consultation with City divisions and agencies, as well as the community and the Advisory Committee.

### **5.1 Policy Changes - Official Plan and Zoning By-law**

The Vision for Kingston Road provides direction on preferred land uses, sustainability, building envelopes and heights, urban design, parking, and access. The revitalization of Kingston Road will require that the planning regime be consistent with and support the Vision. Official plan and zoning by-law amendments will be considered through the implementation phase of the study to incorporate the more detailed policy directions of the Vision.

### **5.2 Urban Design Strategy**

An urban design strategy for the private and public realms will be developed as a framework to ensure that new developments are of high quality, are compatible with each other and existing buildings, and contribute to a cohesive main street that is green, pedestrian friendly and supports business and transit.

Built form guidelines will be developed with criteria to guide development along Kingston Road to address the physical requirements for buildings, site layout and sustainable development principles. A streetscape plan will be developed with a focus on the public realm and the enhancements envisioned for Kingston Road to create a beautiful main street that is inviting and comfortable for pedestrians while supporting and attracting business. The streetscape plan will be prepared in consultation with the TTC and Transportation Services and coordinated with the transit EA to ensure that transit improvements are well integrated into the overall framework of enhancements envisioned along Kingston Road in Birch Cliff.

### **5.3 Transportation Strategy**

A transportation strategy will be developed as a framework for the improvements envisioned for parking, transit and the pedestrian and cycling environments. The strategy for parking will be prepared in consultation with the Toronto Parking Authority (TPA) to investigate opportunities for enhancements to the existing TPA parking lot and opportunities for new public parking lots along this corridor. Improvements that promote connections to Kingston Road and the lake, such as signage, cross-walks and signals and that enhance the cycling environment such as additional bike routes, and standards for bicycle parking, will be investigated in consultation with Transportation Services.

Transit improvements may be recommended through the Kingston Road Transit EA that could impact the right-of-way, on-street parking, or the location of accesses, transit stops and shelters. The impacts of the transit initiative will be assessed and considered in developing the transportation strategy.

### **5.4 Strategy to Strengthen Arts, Culture and Heritage and Support Community and Business Initiatives**

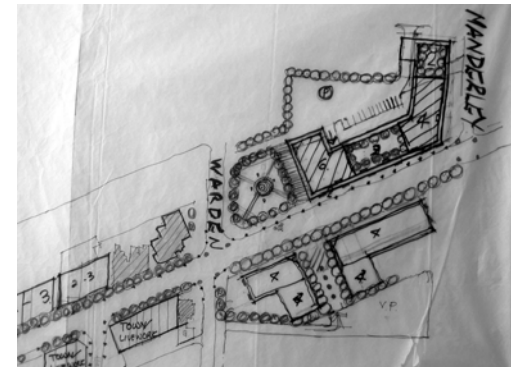
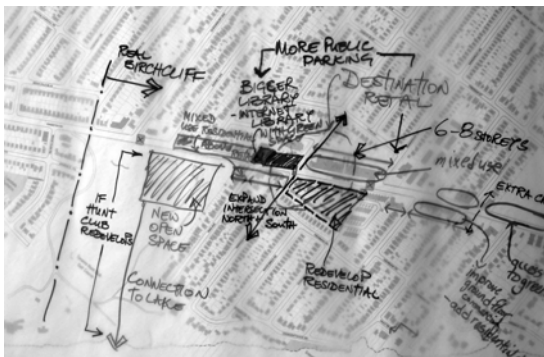
The arts, cultural and heritage resources in Birch Cliff are important assets for revitalization. The advisory committee has a strong interest in promoting the arts, cultural and heritage resources in Birch Cliff. City programs and initiatives that support and enhance these resources, including initiatives through the Community Improvement and Business Improvement Areas programs will be investigated.

# Appendix 1 – Kingston Road Revitalization Study Design Charrette – April 28, 2007

## Charrette Overview

On April 28, 2007 City staff, the advisory committee and members of the public participated in a full day Design Charrette. The charrette had 50 participants and brought together diverse interests in a focused and collaborative exercise to explore and discuss ideas on how to rejuvenate Kingston Road, and develop a vision for Kingston Road. The charrette included presentations by City staff on the policy framework for Kingston Road and the findings of the phase 1 background work and opportunities and constraints within the study area. This was followed by a presentation and discussion on urban design, and the elements of successful main streets.

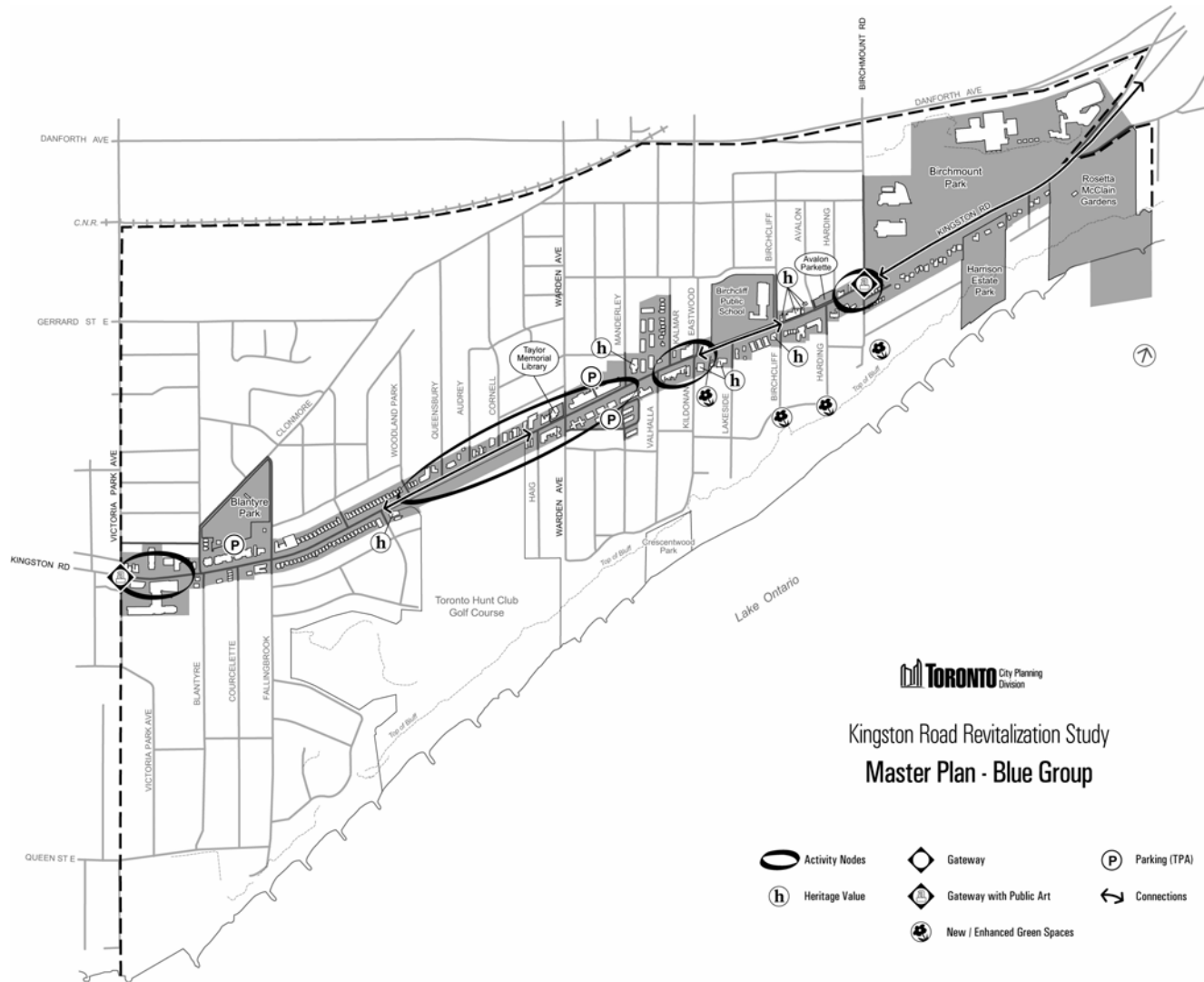
Participants were then separated into five teams. Each team was provided with two assignments. Through a series of focused questions, issues such as land use, building height, streetscape character, transit, parking, pedestrian connections and community identity were explored and discussed. Each team developed a master plan with their vision for Kingston Road and an area plan for a portion of the street. The area plans examined sites along the street in more detail, considering site design, landscaping, and building elevations. The groups focused on actions that would contribute to revitalizing Kingston Road as a main street for Birch Cliff and strengthening community identity. At the conclusion of the charrette each team presented their ideas providing an opportunity for discussions. The outcome of the charrette was incorporated into the Vision for Kingston Road. The master plans and area plans prepared by each team and the common themes that emerged from the charrette are presented below.



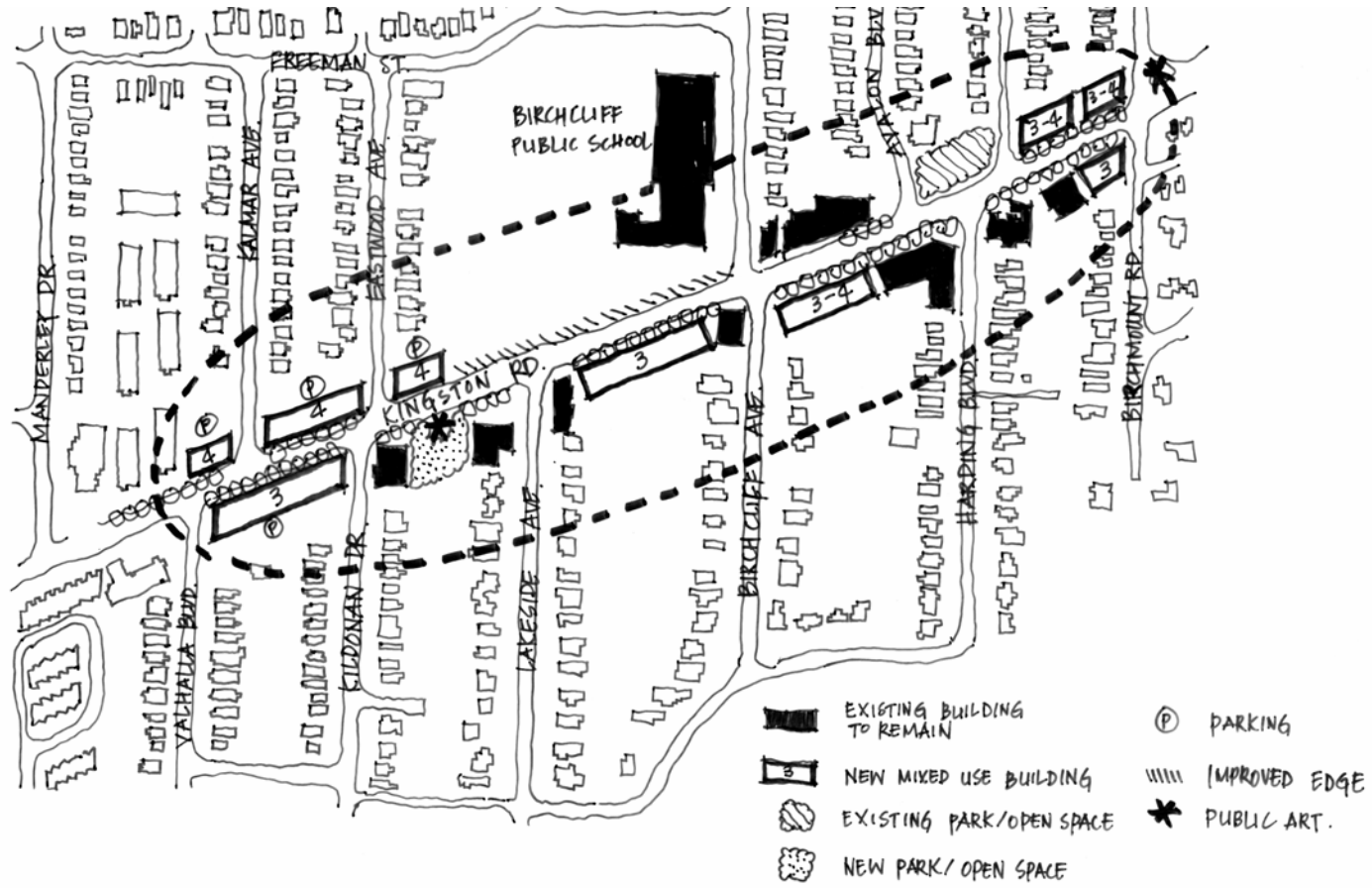
*Participants worked together to discuss ideas for the future of Kingston Road*

# Blue Team

**Vision:** *Kingston Road is a main street that is a meeting place for the community and celebrates and maintains the historic character of Birch Cliff.*

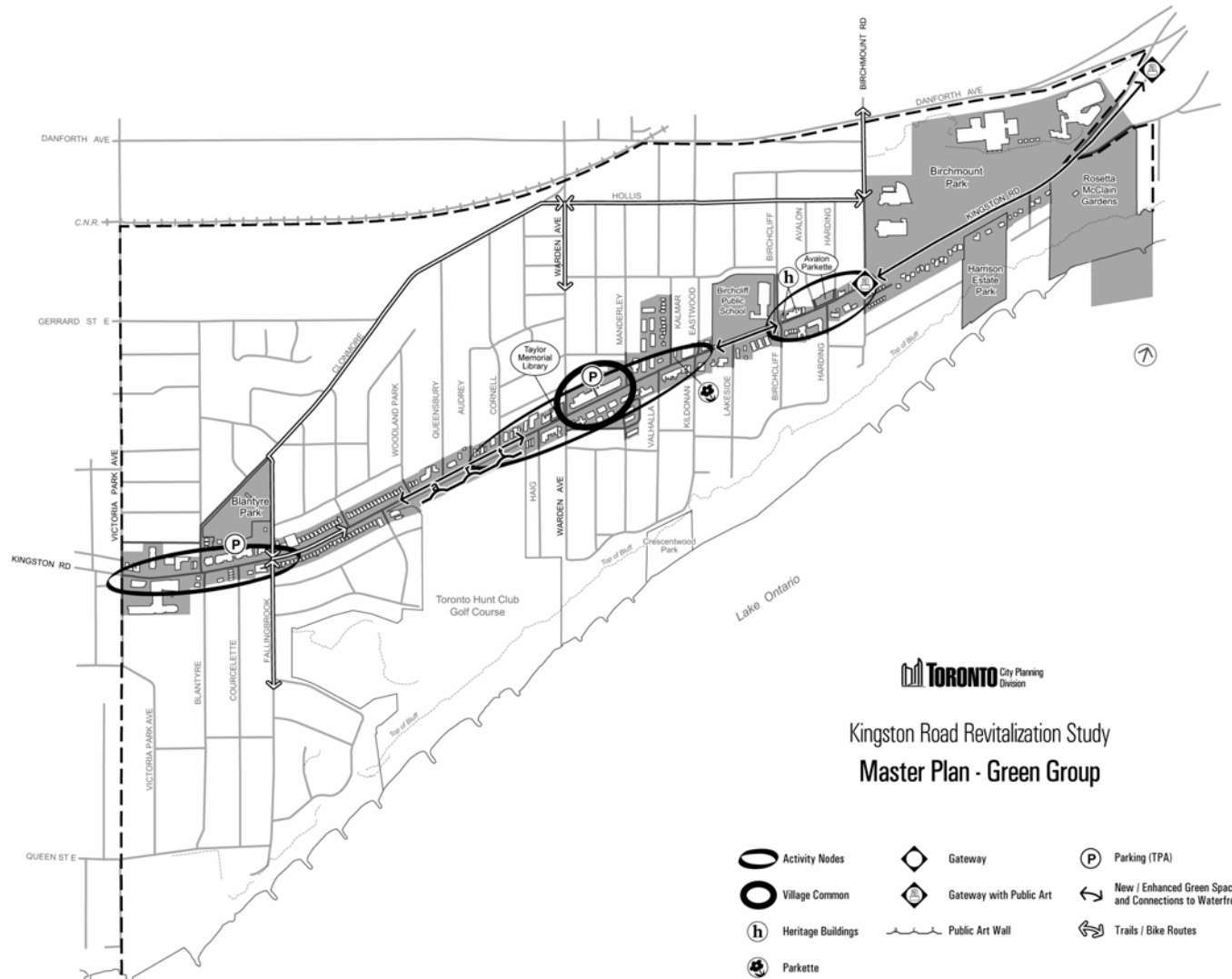


# Blue Team Area Plan – Valhalla Boulevard to Birchmount Road



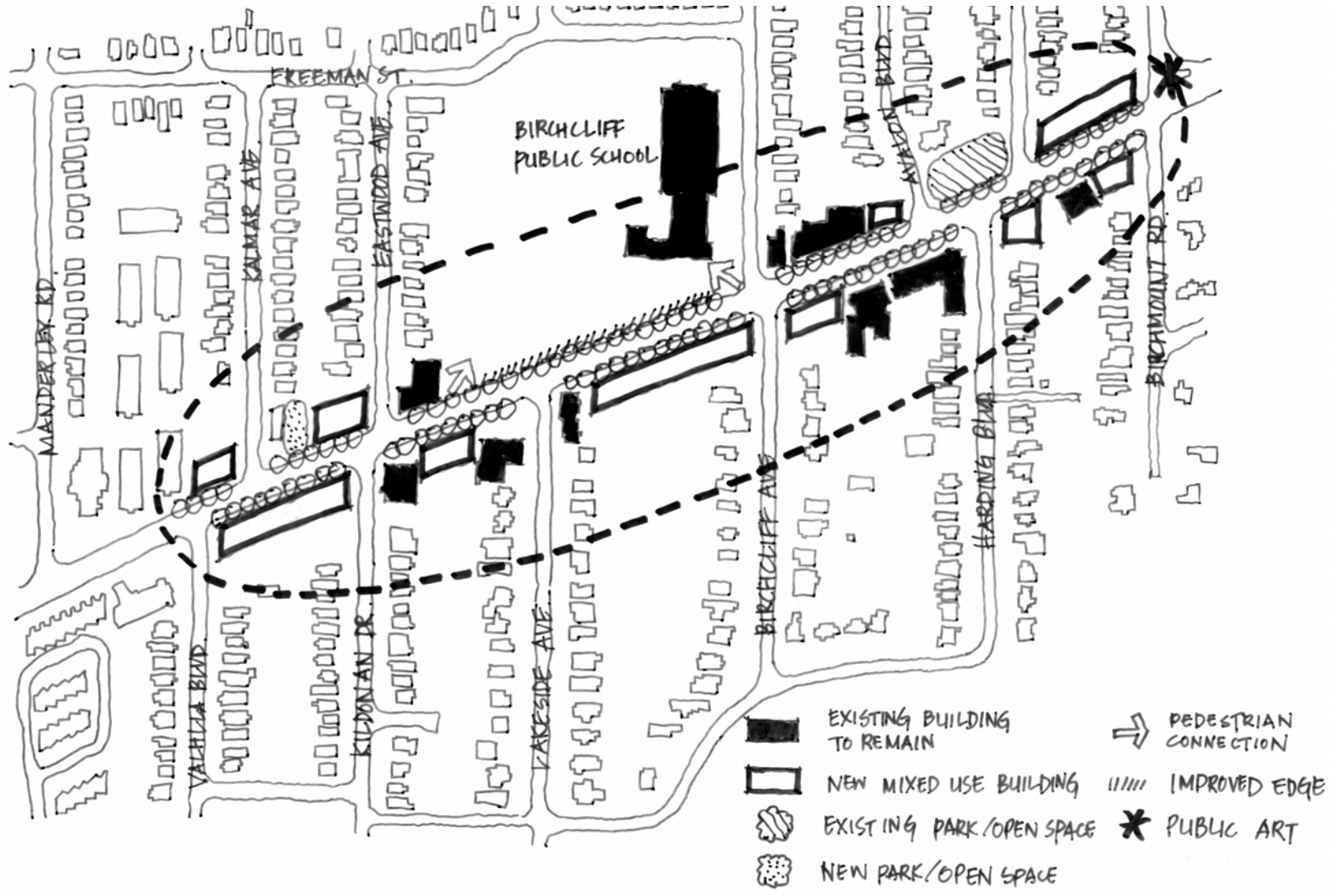
# Green Team

**Vision:** *Kingston Road is a main street that is the heart of 'Birch Cliff Village by the Bluffs'.*



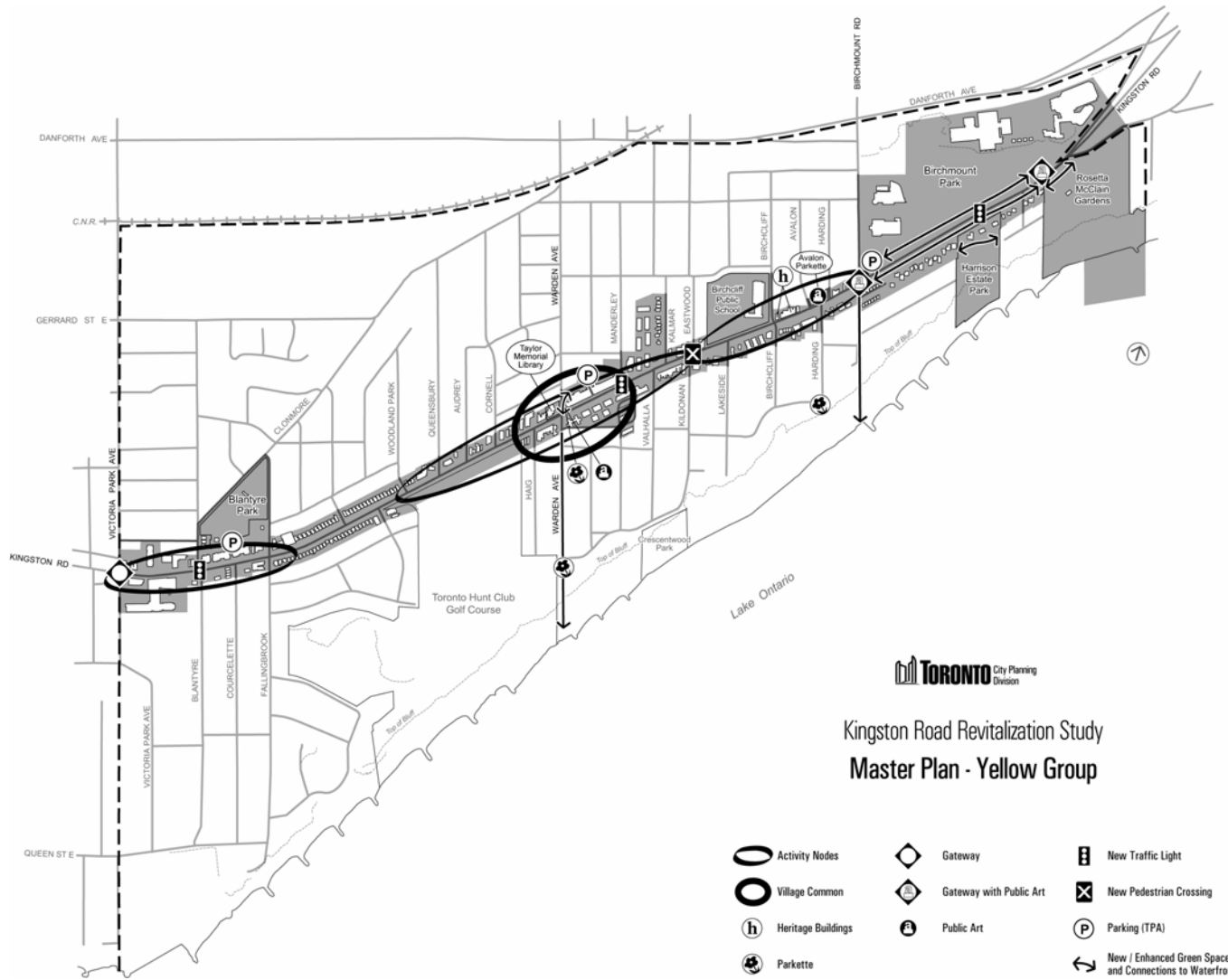


# Green Team Area Plan – Valhalla Boulevard to Birchmount Road

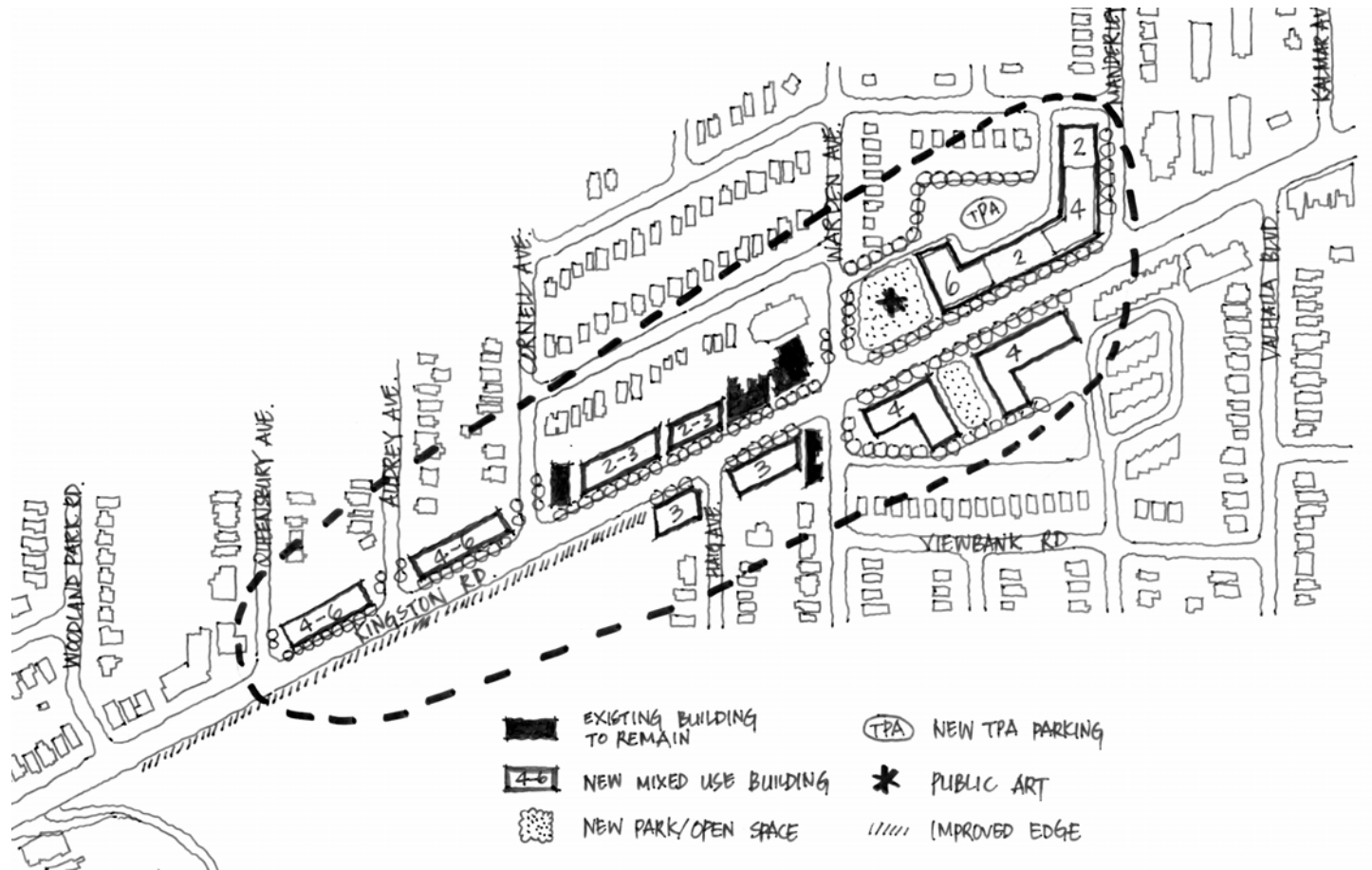


# Yellow Team

**Vision:** *Kingston Road is a main street with a village like atmosphere that reflects the local community and heritage of Birch Cliff.*



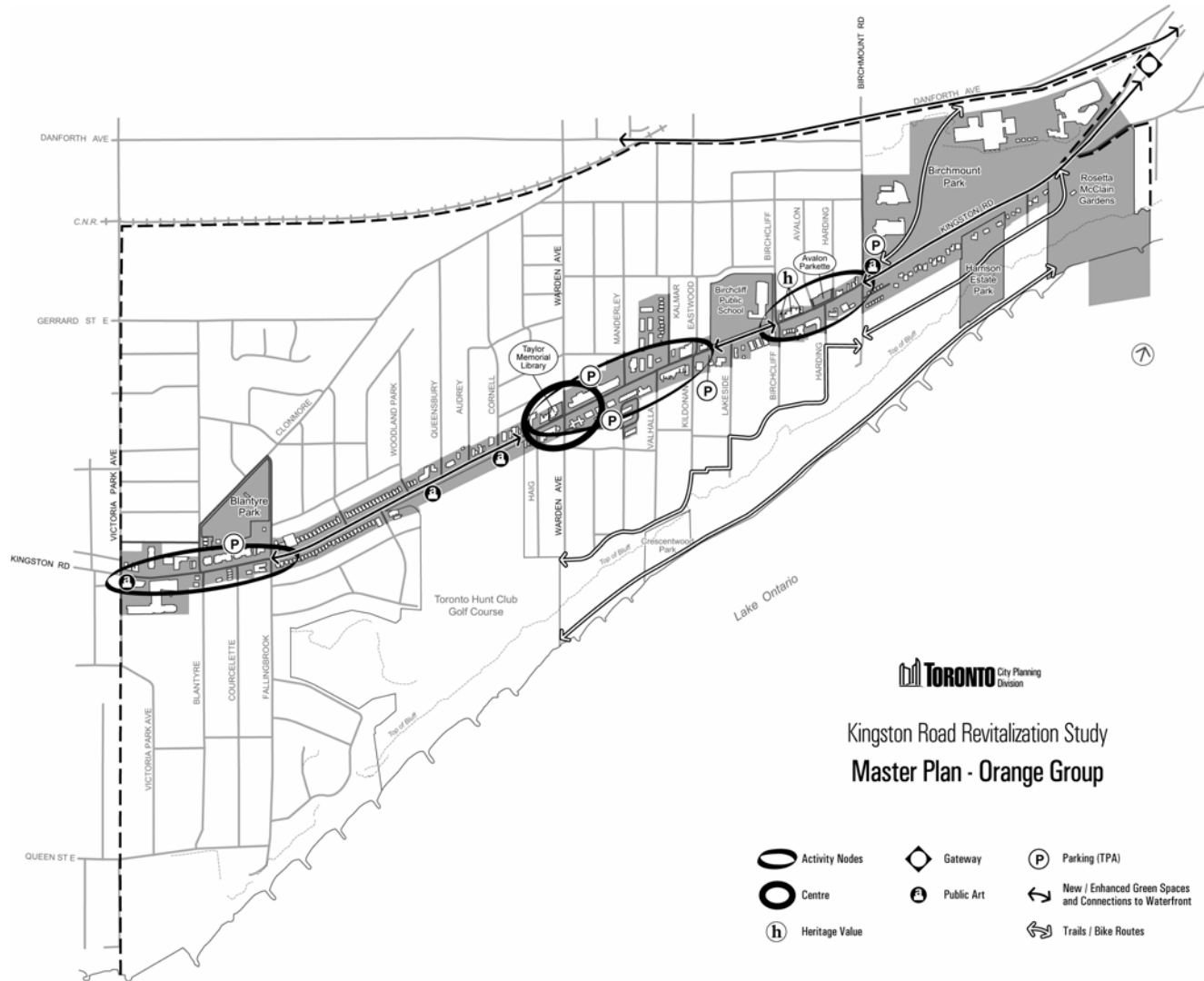
# Yellow Team Area Plan – Queensbury Avenue to Manderley Drive



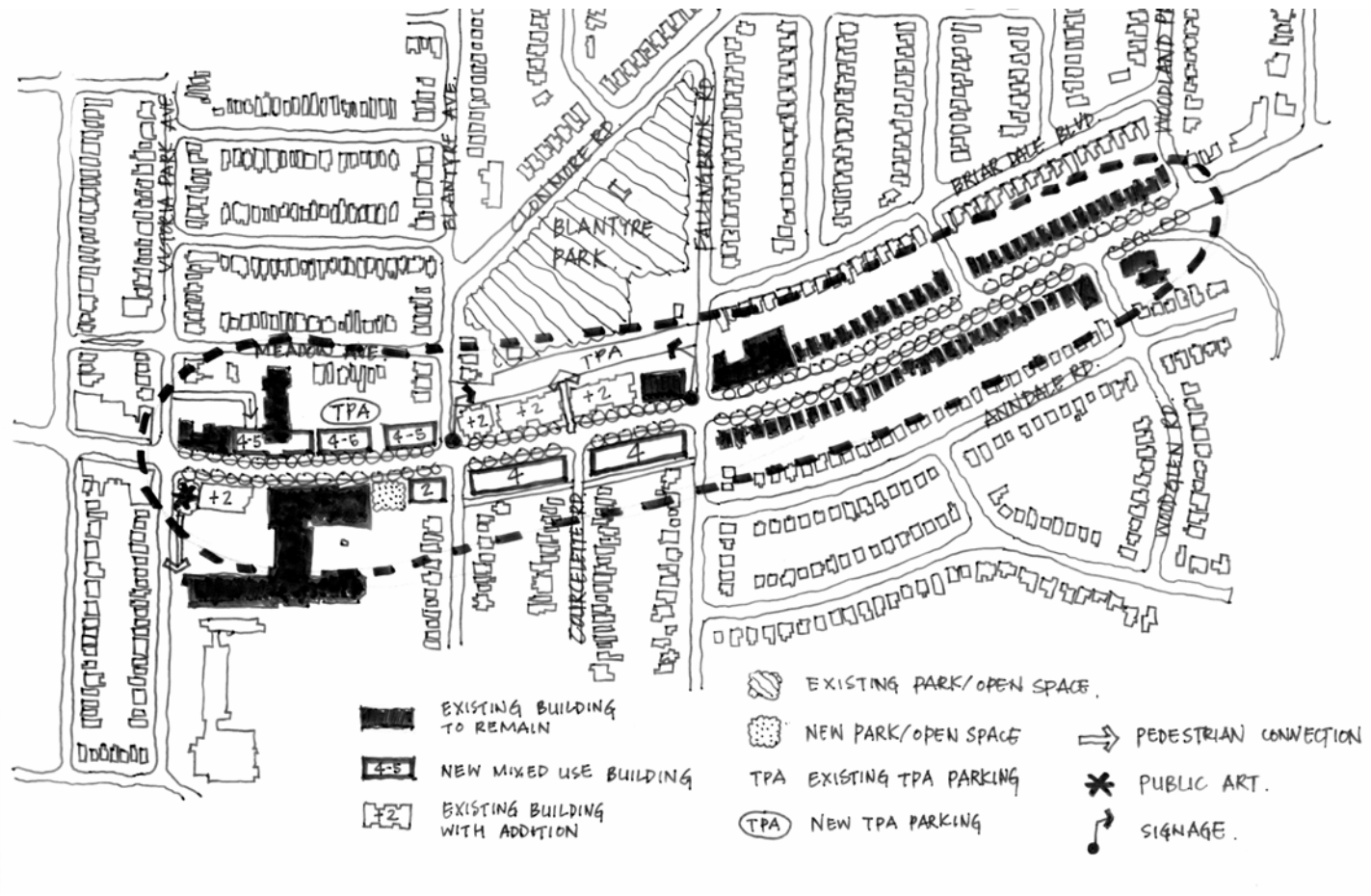
# Orange Team

**Vision:** *Kingston Road is a main street with its centre at Warden, and nodes of mixed-use activity in buildings storeys with retailing that serves the local community but also has a specialty component.*

3 to 5

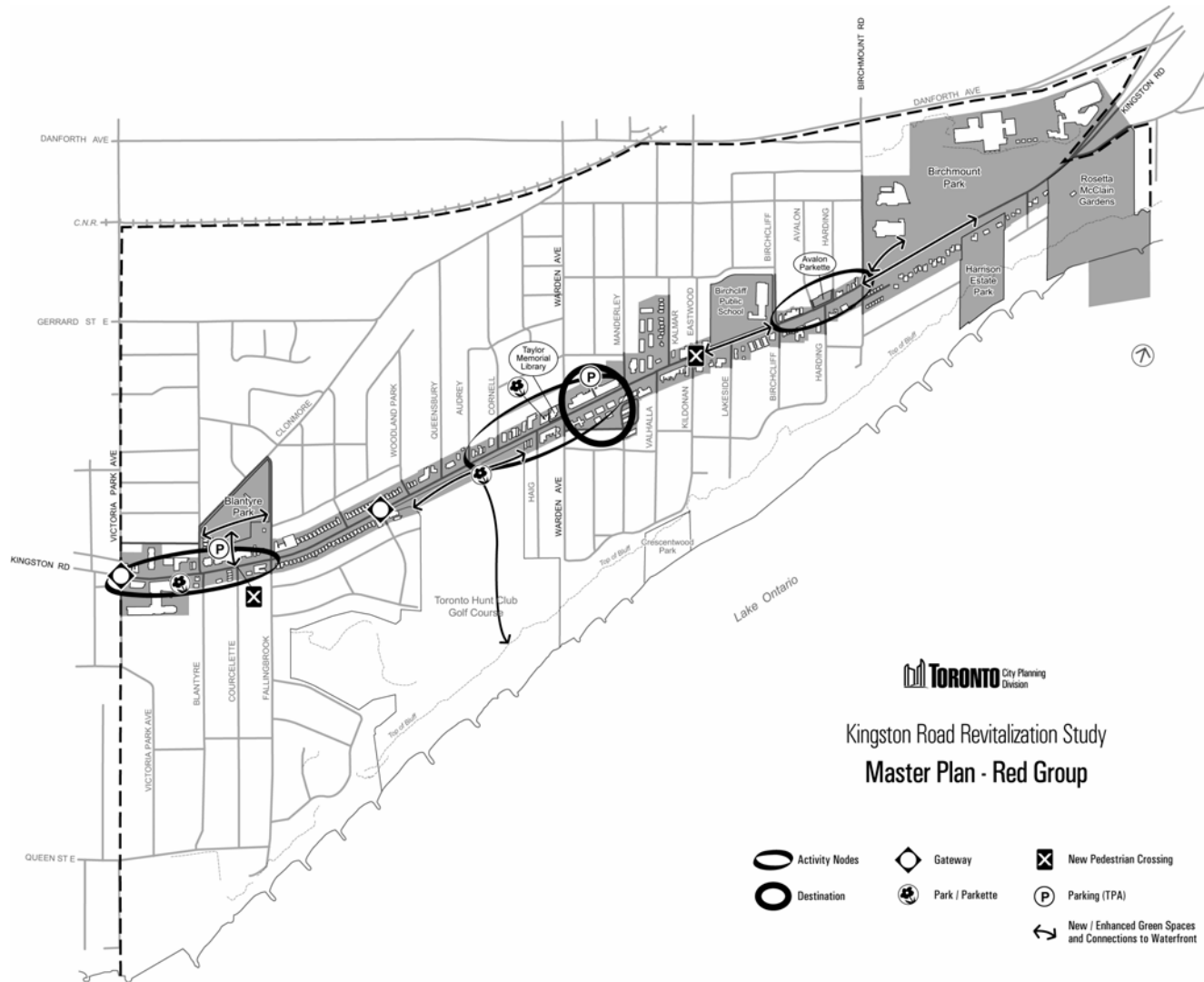


# Orange Team Area Plan – Victoria Park Avenue to Woodland Park Road

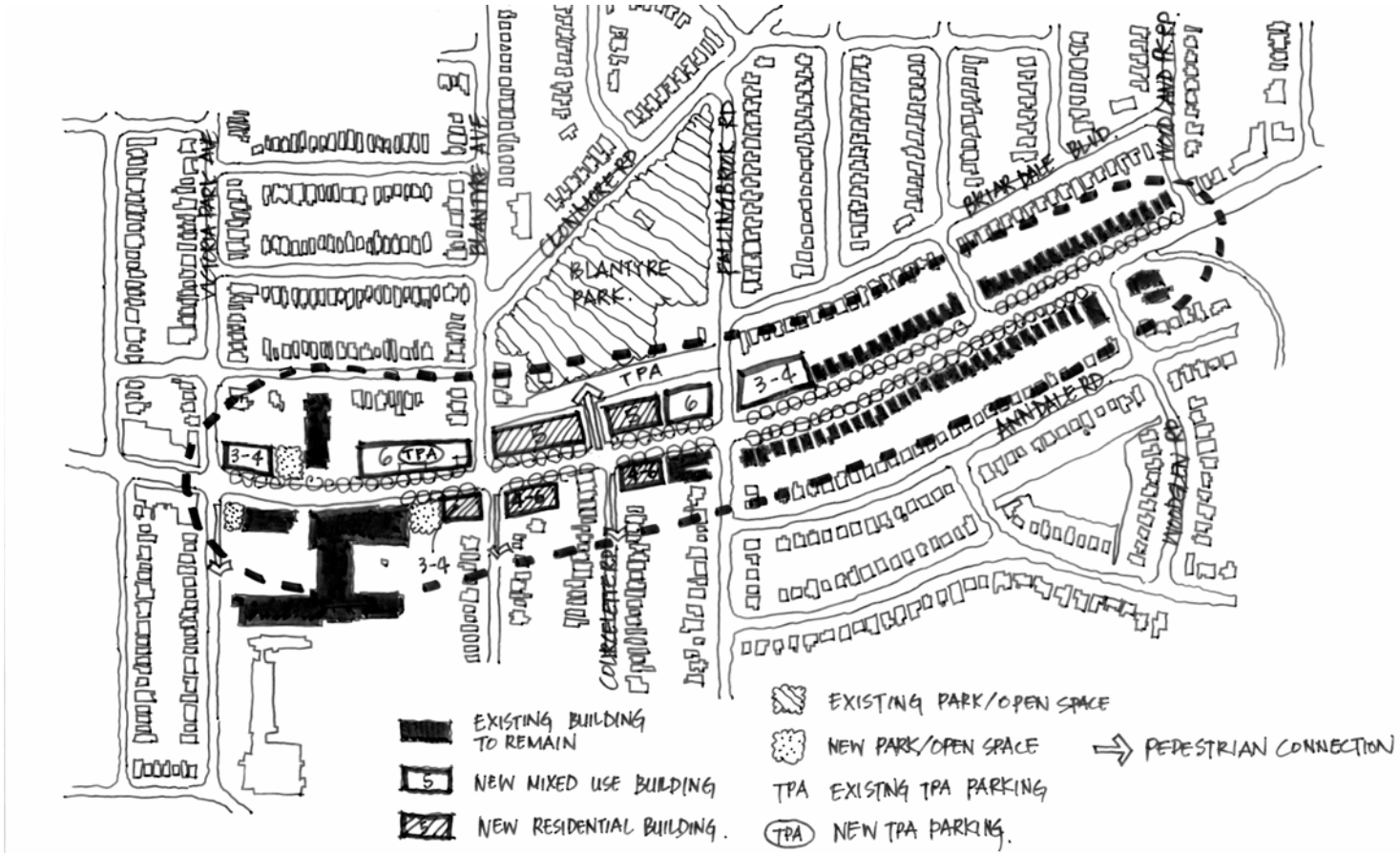


# Red Team

**Vision:** *Kingston Road is the heart of a lake-side village which is a public destination, pedestrian, automobile and business friendly, rooted in the history of the area as the original Scarborough.*



# Red Team Area Plan – Victoria Park Avenue to Woodland Park Road





## **Common Themes**

Common themes about the future of Kingston Road emerged from the work of the charrette participated and these are summarized below.

### **Centre of Birch Cliff at Warden Avenue**

Create a focal point for the Birch Cliff community centred at Warden Avenue and Kingston Road. Mixed-uses should be encouraged in this area with retail at grade. Building heights should generally be from 4 to 6 storeys with some lower scale elements and potentially taller buildings to 8 storeys with appropriate setbacks and transitions to the neighbourhood. Buildings should be located close to the street edge and public parking in lots or along laneways to the rear of buildings. Green spaces should be created at the 'Village Common' such as a new park on the northeast corner of Warden Avenue and Kingston Road opposite the library, and mid-block on the south side of Kingston Road. New buildings should be designed to face the park. Green design standards were encouraged.

### **Main Street Living & Commercial Activity**

Within the centres of activity there was general consensus that opportunities should be provided for mixed-use buildings with either retail at grade and apartments above or in live/work buildings. Between centres mixed-use or single-use buildings could be provided.

### **Built Form**

There was general consensus that the existing built form character of Birch Cliff is desirable with buildings located close to the street edge and a mix of uses. The range of building heights put forward were from 2 to 6 storeys with taller buildings at key locations and on larger sites. The potential for 8 storeys was noted at Warden Avenue. Opportunities should be provided for intensification by providing for additional storeys on lower scale buildings or commercial uses on the ground floor. Views of the lake were considered an asset to attract investment and building heights on the south side of Kingston Road should be sensitive to this. Ensuring transitions to the adjacent neighbourhood were also noted with measures such as angular planes or terracing to achieve compatibility.

### **Gateways**

Potential 'gateways' to Birch Cliff were identified by all teams. The extensive green frontage from the cenotaph to Birchmount Road was seen as an important gateway with the greatest opportunity for enhancement by plantings and public art installations. The southwest corner of Henley Gardens at Victoria Park Avenue and Kingston Road was another potential gateway for a public art installation and greening of the space.

### **Arts and Culture**

The desire to enhance and build on the existing art and cultural resources to create a cultural hub in Birch Cliff was noted by most groups. Ideas included increasing the profile of the Bluff's gallery, adding a museum, installing public art at main activity nodes, gateways, and particularly at the 'Village Common' and creating an art wall along the golf course frontage.

### **Heritage**

Most teams identified the preservation of historically significant buildings as an important element of the vision for Kingston Road. In order to promote this, encouraging façade improvements and providing for modest intensification were some ideas put forward. Adding streetscape elements with an historic flavour such as specially designed lighting and street furniture were noted.

### **Streetscape Improvements**

All teams identified streetscape improvements. Encourage a pedestrian friendly streetscape by creating wide boulevards with space for tree planting, green pockets, meeting places, and commercial activity such as cafes. Encourage activity along the street, and improve safety with new pedestrian scale lighting, and additional crossings.

### **Block Redevelopment and Infill and Intensification**

In the area plans, teams identified where block redevelopment should be encouraged, where buildings should be maintained and where infill and intensification opportunities were apparent. As a result, there was no 'one-size fits all' solution for the street. Sites and blocks should be examined on a more detailed basis and design guidelines prepared to address the unique attributes of each.

### **Transit**

There was general consensus that improvements to transit along Kingston Road are needed.

### **Parking**

All teams identified new locations for public parking and all identified the parking area between Warden & Manderley for public parking.

### **Connections**

All teams suggested ways to improve connections to Kingston Road and to the lake. New or redesigned bike routes that lead to the centre at Warden & Manderley were suggested. Formalizing lookout areas along the Bluffs with pedestrian trails at the ends of streets were noted. One team put forward the idea of developing a 'light-touch' trail along the waterfront.