

Kingston Road Revitalization Study

Phase 1 Report: Study Area Profile





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1954 Air Photo

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Executive Summary

Kingston Road in the Birch Cliff Community extends about 3 kilometres from Victoria Park Avenue in the west to east of Birchmount Road. Kingston Road exhibits characteristics of a traditional ‘main street’ but lacks the vibrancy of more successful ‘main streets’. There are commercial vacancies, a number of stores have been converted to apartments, many buildings are in need of repair, and car repair and sales establishments occupy key sites along the street. In 2005 Council initiated a revitalization study to promote reinvestment along Kingston Road in Birch Cliff.

Study Area

The focus of the study is on the properties that front along the north and south sides of Kingston Road. The larger study area includes the residential neighbourhoods to the north and south of Kingston Road that make up the Birch Cliff community.

Study Components

The study will provide a strategy for the revitalization of Kingston Road in the context of the policies and directions of the Official Plan. The study includes three phases, a study area profile, a vision for Kingston Road and an implementation strategy.

The study area profile includes the review and analysis of existing conditions on Kingston Road and in the larger study area; the existing land uses, housing, population, environment, economic conditions, roads and transit, and community services and facilities.

Community Advisory Committee

The Study is being conducted with the assistance of an Advisory Committee that includes local community representatives, residents, business owners and operators, and the ward councillor. As representatives of the larger community, the Advisory Committee assists in identifying community needs, the issues of importance for the community, opportunities and challenges for revitalization and provides overall guidance for the study.

Emerging Directions

Emerging principles have been prepared based on the community input and information from initial investigations of the study area. These principles will inform later phases of the study and include:

- **Community Identity**
Investigate ways to strengthen Birch Cliff’s identity as a lakeside community.

- **Unique Challenges**

There are areas along Kingston Road with unique challenges that require individual solutions – ‘one size does not fit all’.

- **Key Sites & Nodes**

Identify key sites & nodes where new development, infill or intensification is appropriate to strengthen the urban character.

- **Compatible Development**

New development should be compatible and fit with the neighbourhoods to the north and south of Kingston Road.

- **Heritage Preservation**

Existing heritage structures should be retained and new development should reflect the historic character where appropriate.

- **Cultural Opportunities**

Investigate ways to promote and enhance the cultural opportunities in the community.

- **Fill the Gaps**

Focus on strategic locations and sites to ‘fill in the gaps’ rather than large scale redevelopment of the street.

- **Larger Sites**

Where larger site redevelopment opportunities exist a comprehensive framework to guide change should be developed.

- **Street Edge**

Bring new buildings close to the street edge, to strengthen the main street character, but ensure there are opportunities for pedestrians and landscaping.

- **Streetscape Improvements**

Explore opportunities through streetscape improvements to develop a consistent and unifying ‘image’ along the street.

- **Sustainable Development**

Sustainable ‘green’ development principles should be promoted and reflected in new development.

- **Excellence in Design**

High quality design should be promoted on all sites.

- **Public & Private Investment**

Explore opportunities for public and private investment as a catalyst for change.

- **Connections**
Explore opportunities to enhance connections between activity centres along the street and within the community.
- **Parking**
Investigate opportunities for more parking within the area.
- **Improved Transit**
Improvements to transit service along Kingston Road are needed.

meetings will be held to ensure that the broader community has input into this Phase of the study.

Next Steps

The Study Area Profile will inform the work in later phases of the study. Phase 2 of the study process is the development of a vision for Kingston Road. Building on the Phase 1 work, the emerging principles will be further defined and expanded, key sites and areas will be identified where redevelopment or reinvestment should be promoted and approaches and actions that can be employed to promote revitalization will be identified. A design charette will be conducted where issues such as height, building mass and scale, setbacks, site layout, parking and streetscape design will be explored. Phase 2 of the study will be conducted in consultation with the Advisory Committee and community

Study Overview

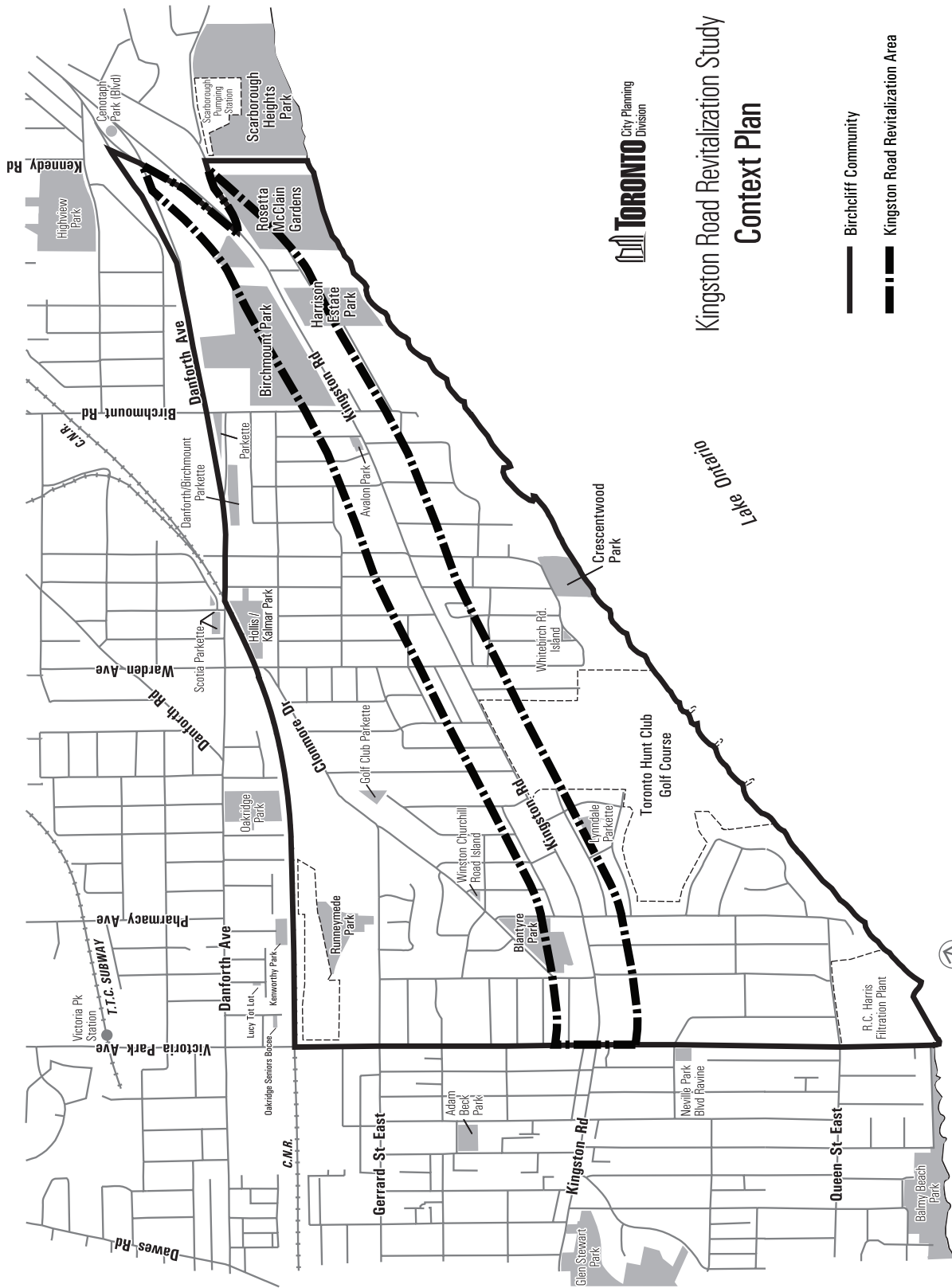
Kingston Road is one of the oldest streets in the City, historically a gateway to Toronto and one of the former City of Scarborough's main streets. This history is reflected along Kingston Road in Birch Cliff (Figure 1). Named for the stands of birch trees that grew atop the Bluffs, Birch Cliff is a lakeside community. It was developed before the second World War when automobiles were not prevalent. These factors, and the streetcar that operated along Kingston Road in the late 1800's and early 1900's, established the pattern of development that exists today. A plaque at the intersection of Kingston Road and Victoria Park Avenue details the history of this 'Radial Line' .

Kingston Road in Birch Cliff is much like a traditional small town 'main street' with clusters of low rise commercial buildings nestled close to the street, a mix of low rise apartments, and single and multiple family dwellings along its extent. Much of Kingston Road in Birch Cliff is a pedestrian scale street, four lanes wide, with on street parking in many locations. It extends about 3 kilometres from Victoria Park Avenue in the west to east of Birchmount Road. The west end is anchored with the mixed use development 'Henley Gardens', the east end with Rosetta McClain Gardens and Birchmount Park, where the Birchmount Community Centre, the Scarborough Gardens Arena and the Birchmount Stadium are located. Birchmount Park Collegiate

Institute, Immaculate Heart of Mary Separate Elementary School and Variety Village, adjoin this large park. Birch Cliff Public Elementary School, and a small parkette provide pockets of open space in between. The Hunt Club, a private golf course, extends for more than three blocks, situated midway along the south side of Kingston Road.

In many ways the physical appearance of Kingston Road in Birch Cliff is similar to Queen Street in the 'Beach', or parts of Danforth Avenue. Kingston Road in Birch Cliff however, does not exhibit the vibrancy of these more successful 'main streets'. There are commercial vacancies, a number of stores have been converted to apartments, many buildings are in need of repair, and car repair and sales establishments occupy key sites along the street. These factors contribute to the deterioration that is apparent along segments of this main street. Many of the retail clusters have multiple ownerships, the individual properties are small and the lots are shallow. As a result, consolidation of properties may be needed in these instances to promote revitalization.

There are well-established neighbourhoods to the north and south of Kingston Road. These neighbourhoods are undergoing change, with new investment through small infill developments and as the older housing stock is refurbished.



Kingston Road Revitalization Study Context Plan

- Birchcliff Community
- - - Kingston Road Revitalization Area

Figure 1

There is a mix of commercial and residential uses to the west along Kingston Road in the former City of Toronto. To the east is the Cliffside Community. The Cliffside Village Community Association in partnership with the City completed a Revitalization Strategy for Cliffside Village in 2004.

Business owners and residents in both Birch Cliff and Cliffside are involved in their communities. During the summer, a weekly farmer's market was established at Kingston Road and Manderley Drive through the efforts of local Birch Cliff business owners, and Cliffside business owners and residents are now implementing projects identified in the Revitalization Strategy for Cliffside Village.

City Council initiated the revitalization study in December 2004. In September 2005 Council approved the Terms of Reference for the Kingston Road Revitalization Study to promote reinvestment along Kingston Road in Birch Cliff.

Study Purpose and Objectives

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 upon and supports local community

improvement initiatives.

The main objectives of the study are:

- To identify issues, obstacles and opportunities for revitalization of Kingston Road in Birch Cliff.
- To identify key sites/areas where reinvestment or redevelopment would be appropriate and approaches and actions (City, local community, private property owners) that will promote revitalization of Kingston Road.
- To determine the appropriate mechanisms and establish priorities to implement the approaches and options proposed to facilitate the revitalization of Kingston Road.

Study Area

The focus of the study is the properties that front along the north and south sides of Kingston Road through Birch Cliff. The larger study area incorporates all of the Birch Cliff Community. The larger study area will give a broader understanding of the community to assist in identifying where efforts should be focused to achieve revitalization in this area.

Study Approach

The Kingston Road Revitalization Study is conducted in three Phases:

Phase 1

Study Area Profile

This phase will provide an overview and analysis of existing conditions within the study area such as: land use, housing, population, environment, infrastructure, economic, transportation, community services and facilities, and planning policies and tools that can be used to promote revitalization. Issues, obstacles and opportunities for revitalization will be identified.

Phase 2

Vision for Kingston Road

Building on the information and findings of Phase 1, principles for change, key sites/areas, approaches and actions needed to promote revitalization will be examined. Preferred options and priorities will be established.

Phase 3

Implementation Plan

The final phase of the study will include the preparation of a strategy to implement the preferred options and approaches to revitalization along Kingston Road. Both public and private actions may be identified. Flexibility in the range of mechanisms or tools and the application of these tools will be a key element of the plan. Short and long term approaches will be explored with potential cost and /or funding options required to implement the recommendations identified.

Community Consultation

Community consultation is an important component of the study. In June 2005, a community consultation meeting was held to introduce the study and obtain input into the development of the Terms of Reference. An Advisory Committee that includes local community representatives, residents, business owners and operators, and the ward councillor, was then formed and began meeting in December 2005.

As representatives of the larger community, the Advisory Committee assists in identifying community needs, the issues of importance for the community, opportunities and challenges for revitalization and provides overall guidance for the study.

The Phase 1 Profile includes an overview of the existing conditions in the study area, and emerging directions based on the work with the Advisory Committee. These directions will inform the work in the later phases of the study as a vision for Kingston Road is defined.

Study Area Profile

Toronto Official Plan

The policies of the Official Plan support the revitalization of our 'Main Streets' through an integrated approach to land use and transportation.

Avenues and Mixed Use Areas

Kingston Road is identified as an Avenue in the Official Plan. Avenues are considered important corridors along major streets, where reurbanization is promoted. They are also considered 'Main Streets' that are the focus for local communities. The designation in the new Official Plan for the existing commercial areas along Kingston Road, and the apartments and multiple family dwellings reflect these roles. These areas are within Mixed Use Areas designations (Figure 2). The policies of the Official Plan provide for a broad range of commercial, residential, institutional and parks and open spaces uses in the Mixed Use Areas.

Not all of the Avenues in the Official Plan are anticipated to experience the same level of growth. Kingston Road, in Birch Cliff, contains a number of small sites which could be termed 'sensitive infill' sites. In some locations, the existing built form reflects a 'main street' character that is desirable. Revitalization in these areas may involve broadening the allowable uses,

or intensification through the addition of residential floorspace above the existing retail stores.

Parks and Open Space Areas

There are areas designated Parks and Other Open Space along Kingston Road, in the surrounding neighbourhoods and along the lake. Parks and Open Space areas are generally intended for recreational and cultural activities and facilities. Parks and Open Spaces are essential elements of the City's green space system. As the City grows and changes, the parks and open space system will need to expand. In assessing new development, the amount of local parkland is considered in accordance with a number of factors such as; the amount of existing parkland, parkland characteristics and quality, natural features, population change, demographic and social characteristics, anticipated development and urban form. The policies stipulate that no City-owned lands in Parks and Open Space areas will be disposed of.

Neighbourhoods

Existing single family homes that front Kingston Road and in the residential areas to the north and south of Kingston Road are for the most part designated Neighbourhoods

in the Official Plan. Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as single and semi-detached dwellings, triplexes, townhouses and walkup apartments. Parks, local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in the Neighbourhoods designation. The policies of the Neighbourhoods designation are intended to reinforce the existing physical character of these areas. Changes within Neighbourhoods must be sensitive, gradual and generally fit the existing physical character.

Interface between Mixed Use Areas and Neighbourhoods

Criteria for development within the Mixed Use Areas are included in the Official Plan to address the interface between the Mixed Uses Areas such as those along the Kingston Road frontage and the Neighbourhoods to the north and south. The Official Plan provides that in Mixed Use Areas development will:

- create a balance of high quality commercial, residential, institutional and open space areas that reduce automobile dependency and meet the needs of the local community;
- provide new jobs and homes for

Toronto's growing population on underutilized lands in Downtown, the Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas and create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;

- locate and mass new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and stepping down of heights towards lower scale Neighbourhoods;
- locate and mass new buildings to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinox;
- locate and mass new buildings to frame edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- have access to schools, parks, community services, libraries and child care;

- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents.

The above criteria, in addition to the other policies of the Official Plan will provide guidance in preparing the framework for revitalization along Kingston Road in Birch Cliff.

Kingston Road as a Higher Order Transit Corridor

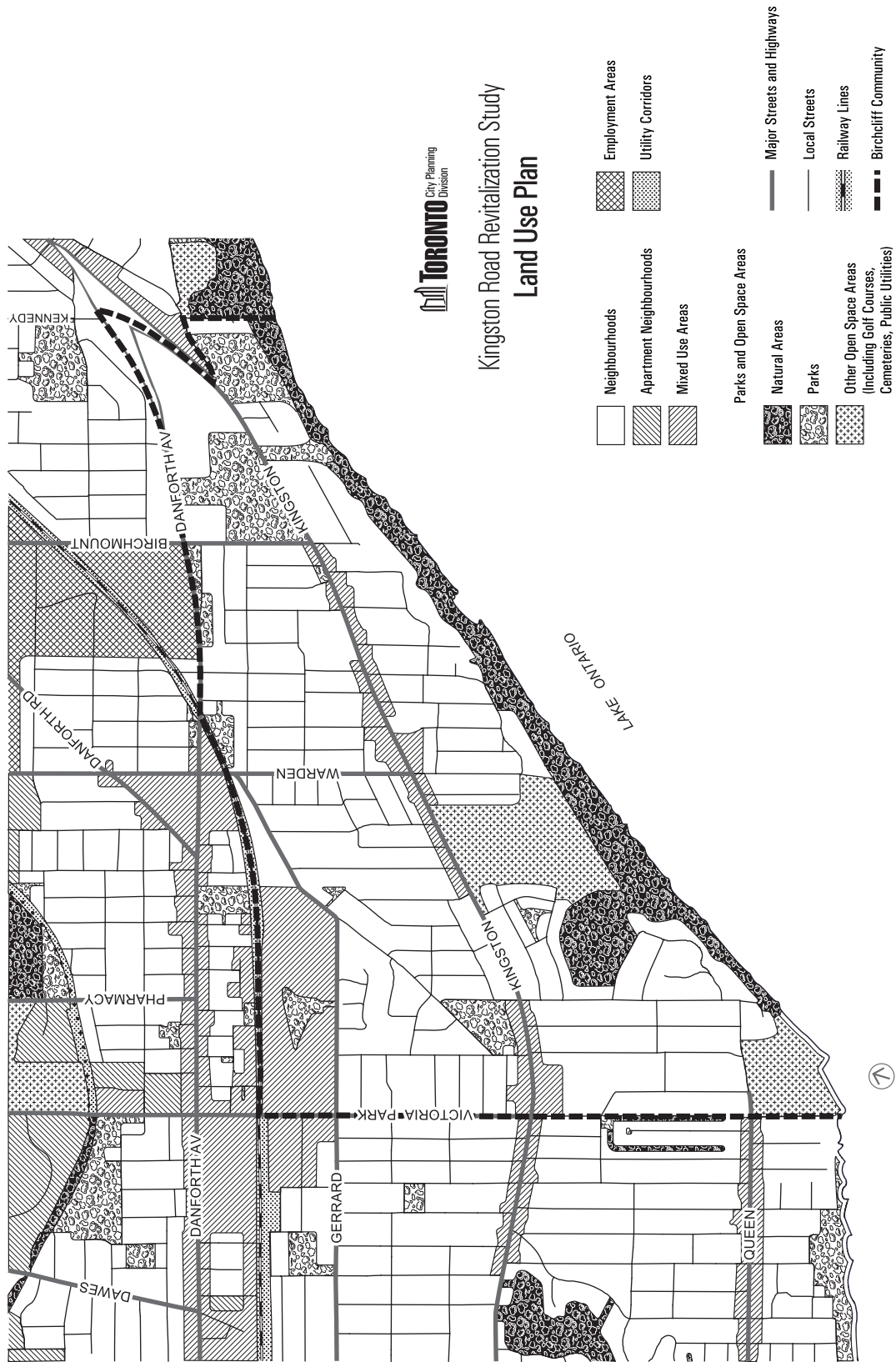
Kingston Road is also identified in the Official Plan as a Higher Order Transit Corridor. Along these corridors, the protection of existing and planned rapid transit networks is given a priority, and new transit lines will be implemented in these corridors over the longer term as needs are identified, Environmental Assessment studies completed, and funding becomes available.

Kingston Road is also a part of the surface transit priority network. The Official Plan promotes increasing transit priority within these areas to make more efficient use of the existing transportation network through signal priority for buses and streetcars, limiting on-street parking and providing exclusive transit lanes. The Official Plan provides for a road width of 20 metres from Victoria Park Avenue to Birchmount Road. This reflects the existing width of the road in many places, and recognizes the built form that exists along much of this street.

As a Higher Order Transit Corridor, however, this segment of Kingston Road is important in terms of achieving City objectives to build an effective transportation network and to link more intensive growth areas. Transit improvements along Kingston Road will contribute to revitalization in this area and in the other communities along this Higher Order Transit Corridor.

Natural Heritage System

Strong communities and a competitive economy need a healthy natural environment. Clean air, soil and water and abundant trees, parks and open spaces, underlie our health and well-being and attract people to work and invest in the City. Building the City while protecting and enhancing the natural environment is the aim of good stewardship.



Kingston Road Revitalization Study Land Use Plan

Figure 2

Birch Cliff is a lakeside community and much of the lands along the bluffs are designated Open Space. These lands and other areas within the community form part of the City's Natural Heritage System (Figure 3). The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have a high priority in City building decisions. Proposed development in or near the natural heritage system is evaluated to assess impacts on the natural heritage system. A study is required, when appropriate, for proposed development to assess impact on the natural environment, propose measures to reduce negative impacts and where possible improve the natural environment. The Official Plan policies provide that development will be set back at least 10 metres, or more if warranted, from the top-of-bank of valleys, ravines, bluffs and other locations where slope instability, erosion, flooding or other physical conditions present a significant risk to life or property.

Sustainable Development

The policies of the Official Plan promote the use of 'green' building design and construction practices in building and development. The Plan promotes growth in locations and in forms that support the use of transit to reduce energy consumption and air pollution caused by auto use. Green

design is promoted to save energy and reduce the impacts of storm water runoff. The City has prepared a Green Development Standard for Toronto. The Green Development Standard includes a set of targets, principles and practices for building design and site development that promote sustainability. This initiative will be considered in developing the revitalization strategy for Kingston Road.

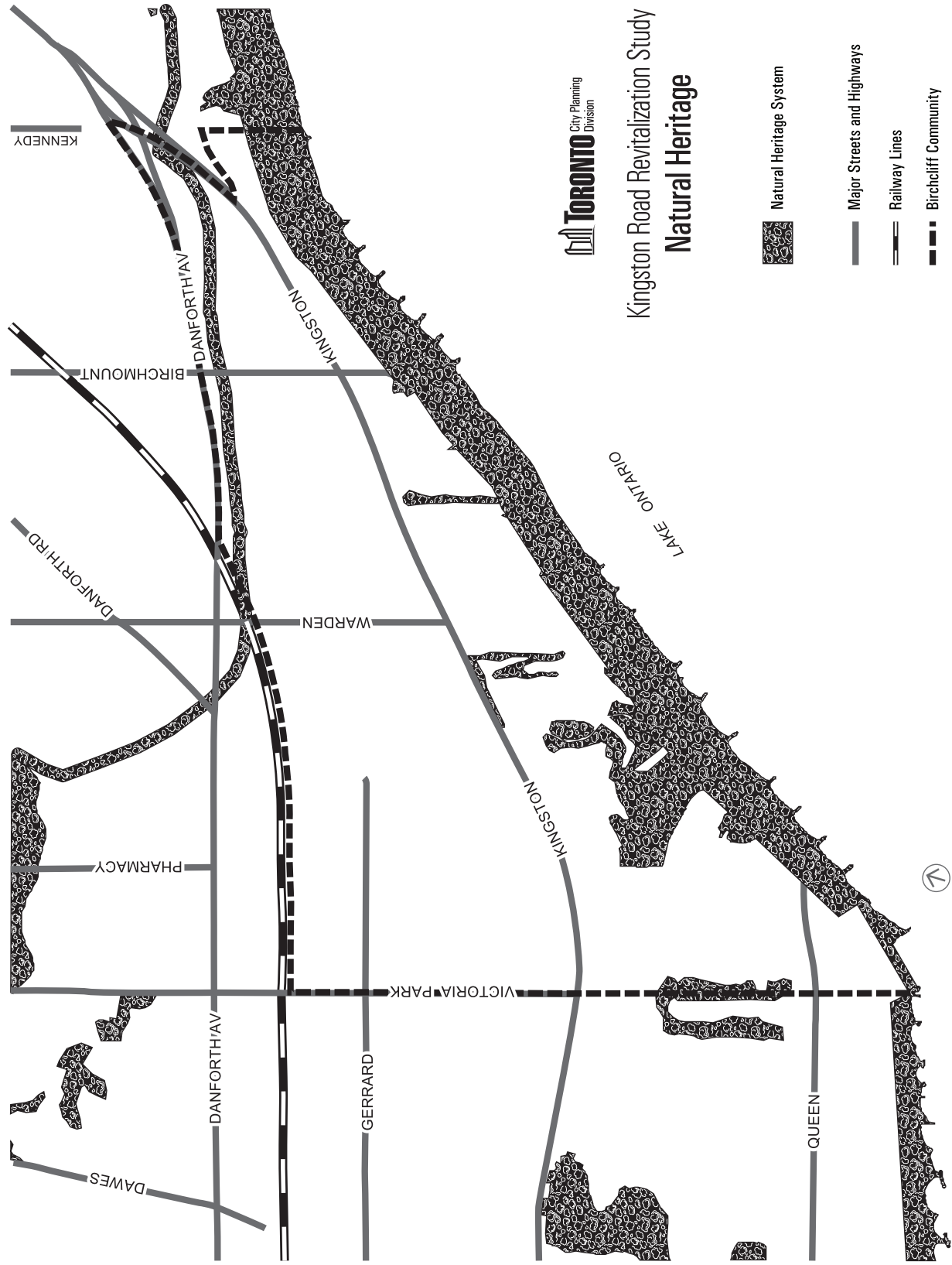
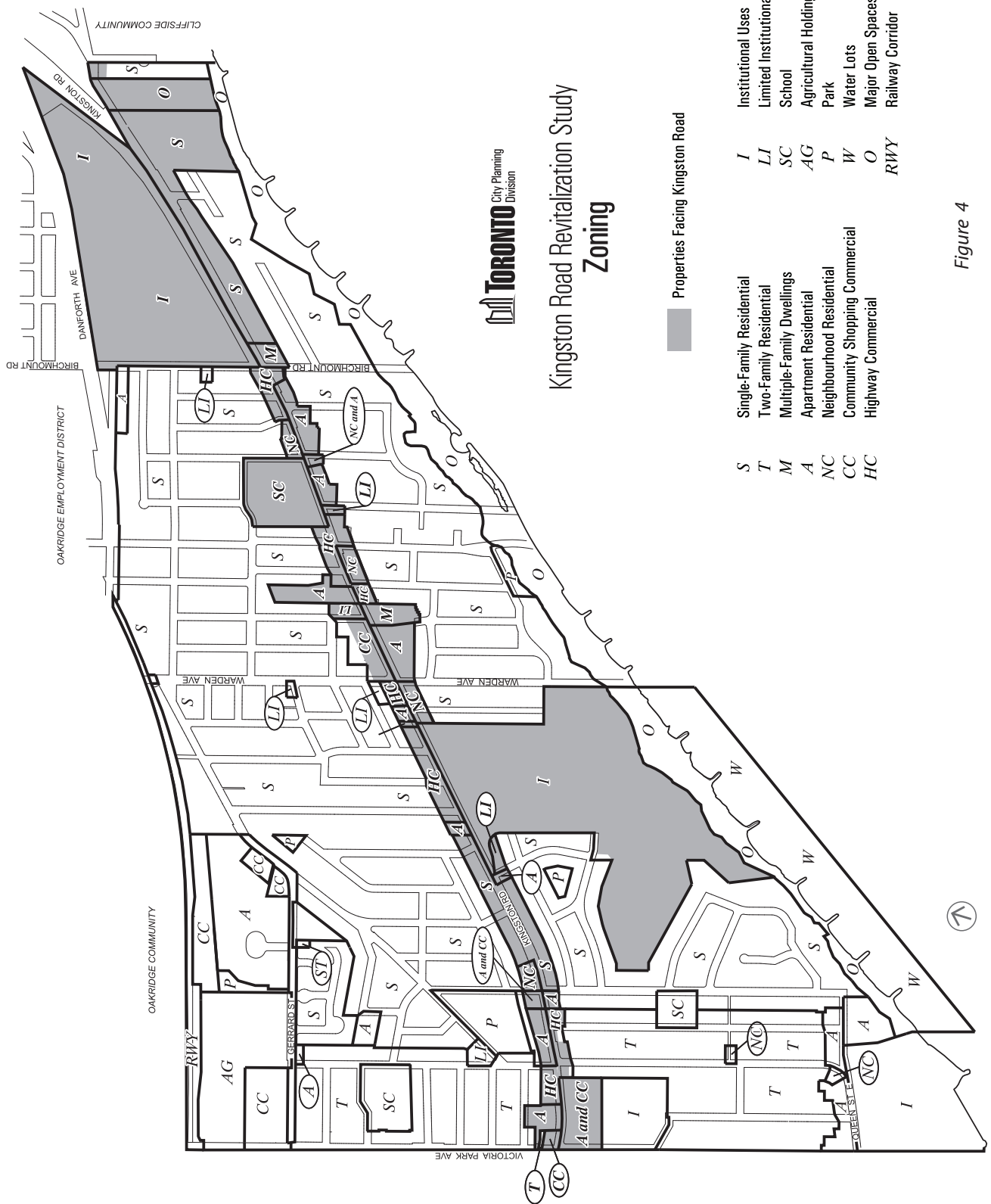


Figure 3



Kingston Road Revitalization Study Zoning

■ Properties Facing Kingston Road

S	Single-Family Residential	I	Institutional Uses
T	Two-Family Residential	LI	Limited Institutional
M	Multiple-Family Dwellings	SC	School
A	Apartment Residential	AG	Agricultural Holding
NC	Neighbourhood Residential	P	Park
CC	Community Shopping Commercial	W	Water Lots
HC	Highway Commercial	O	Major Open Spaces
		RHW	Railway Corridor

Figure 4

Birch Cliff Community Zoning By-law

The idea of Kingston Road as a ‘main street’ is not reflected in the Birch Cliff Community Zoning By-law (Figure 4). The by-law generally separates residential and commercial areas. Many of the retail clusters are zoned Highway, Neighbourhood or Community Commercial. Residential uses are not permitted in these zones. The current zoning does not generally permit mixed-use development, although exceptions have been granted to recognize and permit residential uses on the second floor in some retail buildings. Henley Gardens and the mixed-use building under construction on the northwest corner of Fallingbrook Road and Kingston Road are two exceptions along Kingston Road, where the zoning permits both Apartments and Community Commercial Uses.

Main elements of the Zoning By-law include:

- The permitted uses and the performance standards in the zoning by-law are not uniform for zone categories, but are often site specific.
- Commercial zone categories generally reflect a hierarchy of uses including;

- **Neighbourhood Commercial Uses (NC)**
commercial uses intended to serve the adjacent residential neighbourhood.
- **Community Shopping Commercial (CC)**
commercial uses intended to serve the larger community and the adjacent residential neighbourhood.
- **Highway Commercial Uses (HC)**
commercial uses that necessitate locations adjacent to major roads.

- Highway Commercial zones are the most prevalent commercial zones along Kingston Road.
- Residential uses are generally not permitted in the commercial zones except by a site specific amendment.
- Height is not specified in the zoning by-law for most of the uses.
- Zone provisions for the commercial zones generally include setbacks and maximum coverage provisions.
- For the commercial zones the

permitted gross floor area is regulated generally as follows:

- HC: 40% of the lot area
 - NC: 33% of the lot area
 - CC: 20% of the lot area
- The minimum building setbacks from the centre line of Kingston Road for residential buildings (22 metres) is generally higher than for commercial buildings (16.5 metres).
 - The higher density residential zone categories also provide for lower density residential uses. ie: single and semi-detached dwellings are generally permitted in (A) Apartment and (M) Multiple Family zones.

Demographics and Housing Profile

Statistics Canada census data is used to describe population and housing in the study area and how this compares to the City as a whole. This information is used to assist in planning for services and facilities to meet the needs of the community. Census data was gathered for all census tracts within the study area and is included in Appendix 1.

Population

- In 2001, there were 12,665 people

living in the study area.

- Between 1996 and 2001, the study area experienced a growth rate of 0.9%. This is less than the City growth rate of 4%.

Age Distribution

(Figure 5, Figure 6)

- In 2001, the age distribution in the study area reflects a similar pattern to the age distribution in the City overall.

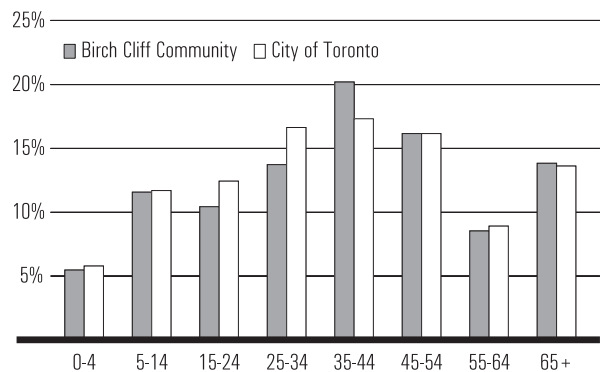


Figure 5 - Population by Age Group, 2001

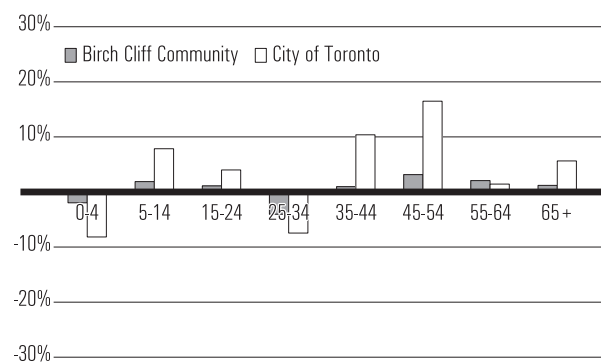


Figure 6 - Percent Change in Population by Age Group, 1996-2001

- In the study area there was a lower percentage of children (0-14) and young adults (15-34) than in the City overall, and a higher percentage of adults (35 and over).
- Between 1996 and 2001 the trends in population change in the study area and City are similar. However, in the study area there were only slight changes in the age distribution in all age categories whereas in the City overall, population changes in some categories were large.
- There was a slight decrease in the percentage of infants and preschool children (0-4) within the study area (1.3%) representing a smaller decrease than in the City overall (7%). Similarly the percentage increase in young children (5-14) was smaller in the study area (1.3%) than the percentage increase in young children in the City overall (7%).
- The City experienced a larger increase in the percentage of adults between the ages of 35 & 44 and 45 & 54 (10% and 14% respectively) than in the study area where the percentage in these age groups increased slightly (0.3% and 1.1% respectively).

Immigration

(Figure 7, Figure 8)

- The study area is different than the City overall with respect to immigrant population.

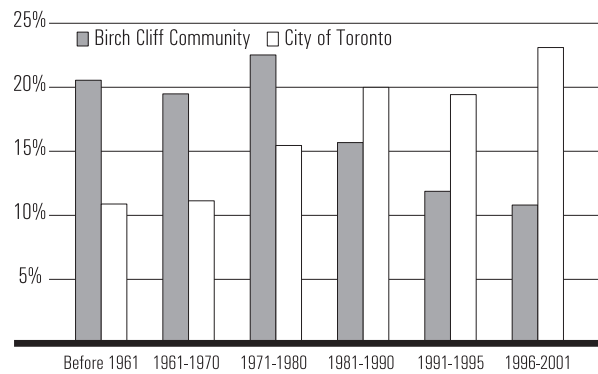


Figure 7 - Immigrants Population by Period of Immigration, 2001

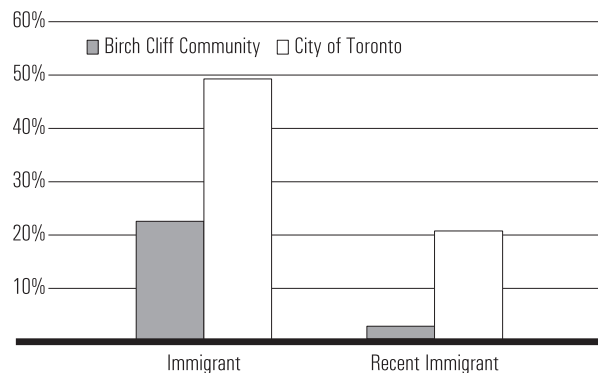


Figure 8 - Immigrants, 2001

- The immigrant population represents a smaller proportion (22.6%) of the population in the study area than it does in the City overall (49.4%).

- The majority of the immigrant population (69.2%) within the study area immigrated before 1980, while in the City overall, the majority of the immigrant population (62.5%) immigrated after 1980.
- Recent immigrants (people who immigrated in the 5 years preceding the Census) account for only about 2% of the population within the study area compared with the City where recent immigrants account for 21% of the population.

Families

(Figure 9, Figure 10)

- Families in the study area are generally similar in composition to those in the City overall, with the highest proportion of families having one child.

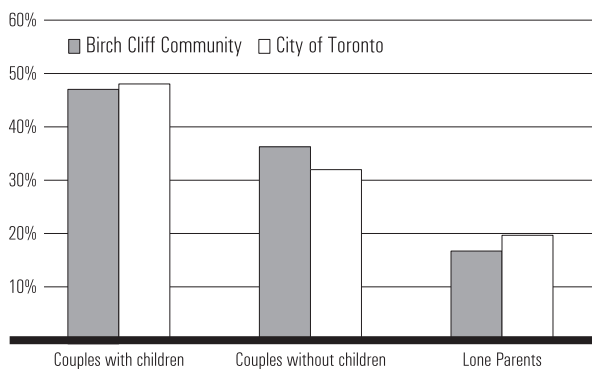


Figure 9 - Families by Type, 2001

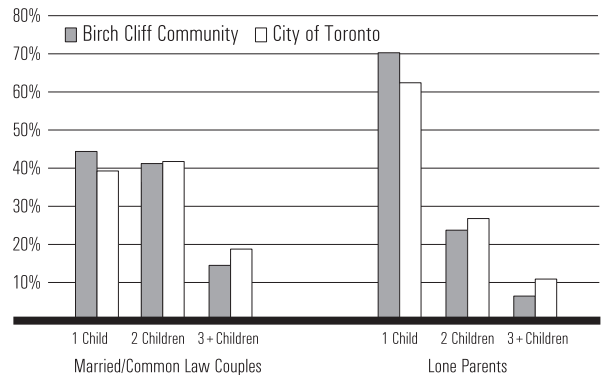


Figure 10 - Families by Number of Children, 2001

Dwelling Type and Tenure

(Figure 11, Figure 12, Figure 13)

- There were 5,740 occupied private dwellings in the study area in 2001.

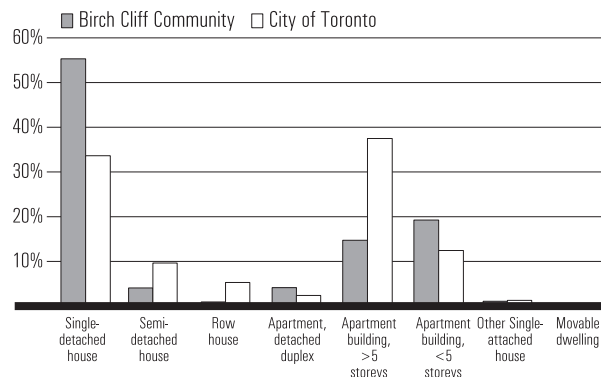


Figure 11 - Occupied Private Dwellings by Structure Type, 2001

- In 2001, about 56% of the dwelling units in the study area were single-detached houses which is higher than the proportion in the City overall which is about 32%.

- In 2001 about 15% of the dwellings units in the study area were in apartment buildings of five or more storeys compared with 37% in the City overall.
- In 2001 about 19% of the dwellings units in the study area were in apartment buildings of five or less storeys which is a higher proportion than in the City overall which is about 12%.

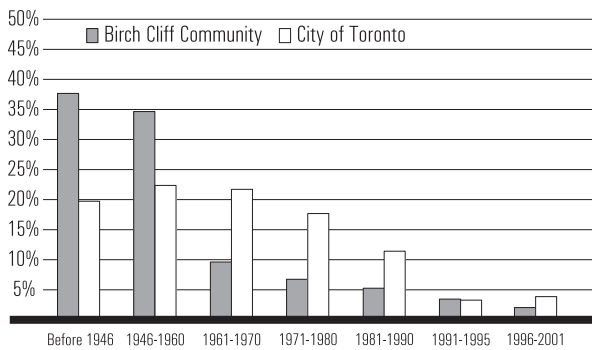


Figure 12 - Occupied Private Dwellings by Period of Construction

- Housing stock within the study area is quite old with about 38% constructed before 1946 and 73% before 1960.
- There was a higher percentage of ownership of occupied private dwellings in the study area (65.9%) than in the City (50.7%).

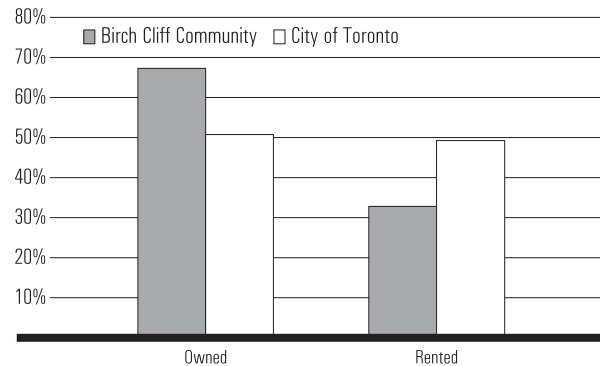


Figure 13 - Tenure Type, 2001

Households

(Figure 14, Figure 15)

- There were 5,725 households in the study area in 2001.

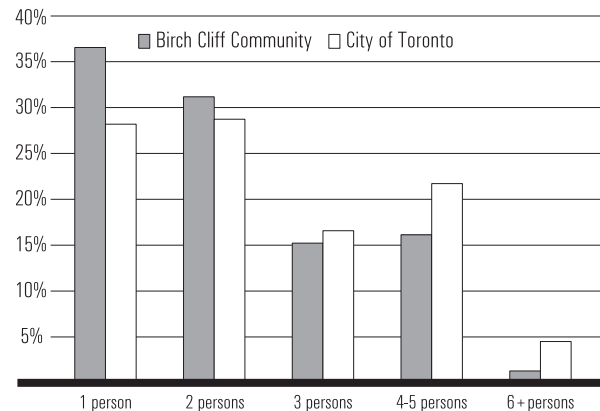


Figure 14 - Private Households by Size, 2001

- In 2001 there was a lower percentage of 1 family households and a higher proportion of non-family households in the study area compared to the City over-all.

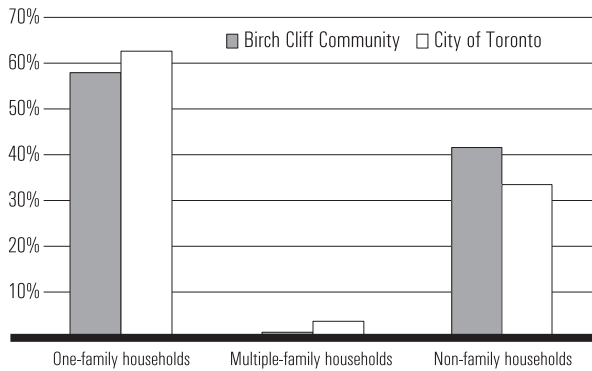


Figure 15 - Private Households by Type, 2001

Income

(Figure 16, Figure 17)

- The average family income in the study area in 2000 was \$96,086, higher than the City average of \$76,082. Average household income was also higher in the study area.

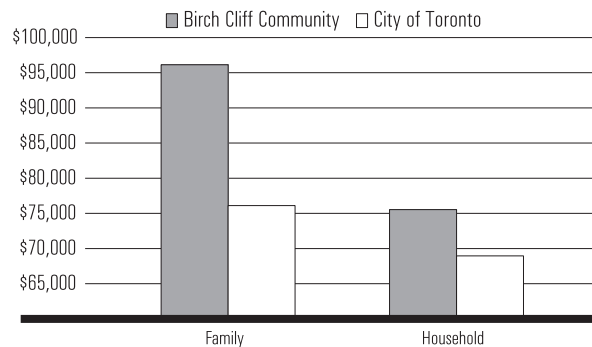


Figure 16 - Average Income, 2000

- The percentage of tenant households spending over 30% of the household income on shelter was lower in the study area (11.6%) than in the City overall (21%).

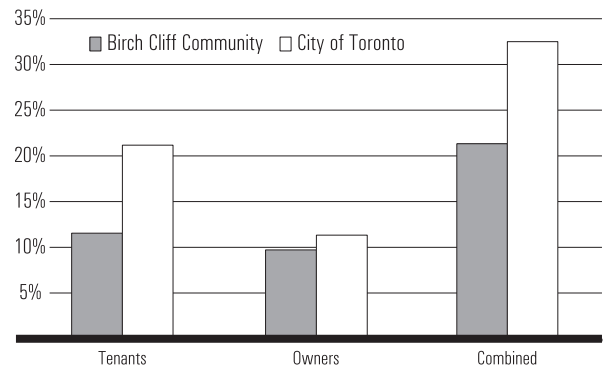


Figure 17 - Percent of All Households Spending over 30% of Household Income on Shelter Costs, 2000

Community Profile

The community profile provides a ‘snap shot’ of Birch Cliff and Kingston Road today. It includes two components. The first is an examination of existing land use in Birch Cliff and along Kingston Road. The second is a summary of observations of the community and advisory committee members about Birch Cliff and Kingston Road today. This component provides an overview of what residents, business owners, and landowners perceive as important in the community, how they use Kingston Road, the destinations and special places, and opportunities and challenges to revitalization along Kingston Road.

Existing Land Use

Kingston Road does not present one image through Birch Cliff. There are a variety of land uses along its extent. There are nodes of activity, some more vibrant than others. There is a mix of older more historic buildings, with post war suburban plaza development, an abundance of auto repair shops, and more contemporary infill developments. A more detailed examination of land use, physical characteristics, building age and condition for the properties fronting Kingston Road was undertaken to begin the process of identifying where efforts should be focussed to promote the revitalization of Kingston Road. The study area was divided into four neighbourhood sections (Figure 18):

Fallingbrook Neighbourhood

Beside the Beach

Victoria Park Avenue to Woodland Park Avenue

Warden Neighbourhood

A Mix of Everything

Woodland Park Avenue to Manderley Drive

Birch Cliff Neighbourhood

Reflecting Birch Cliff’s Heritage

Valhalla Boulevard to Birchmount Road

Birchmount Neighbourhood

Birch Cliff’s Cultural and Recreation Centre

Birchmount Road to Glen Everest Road

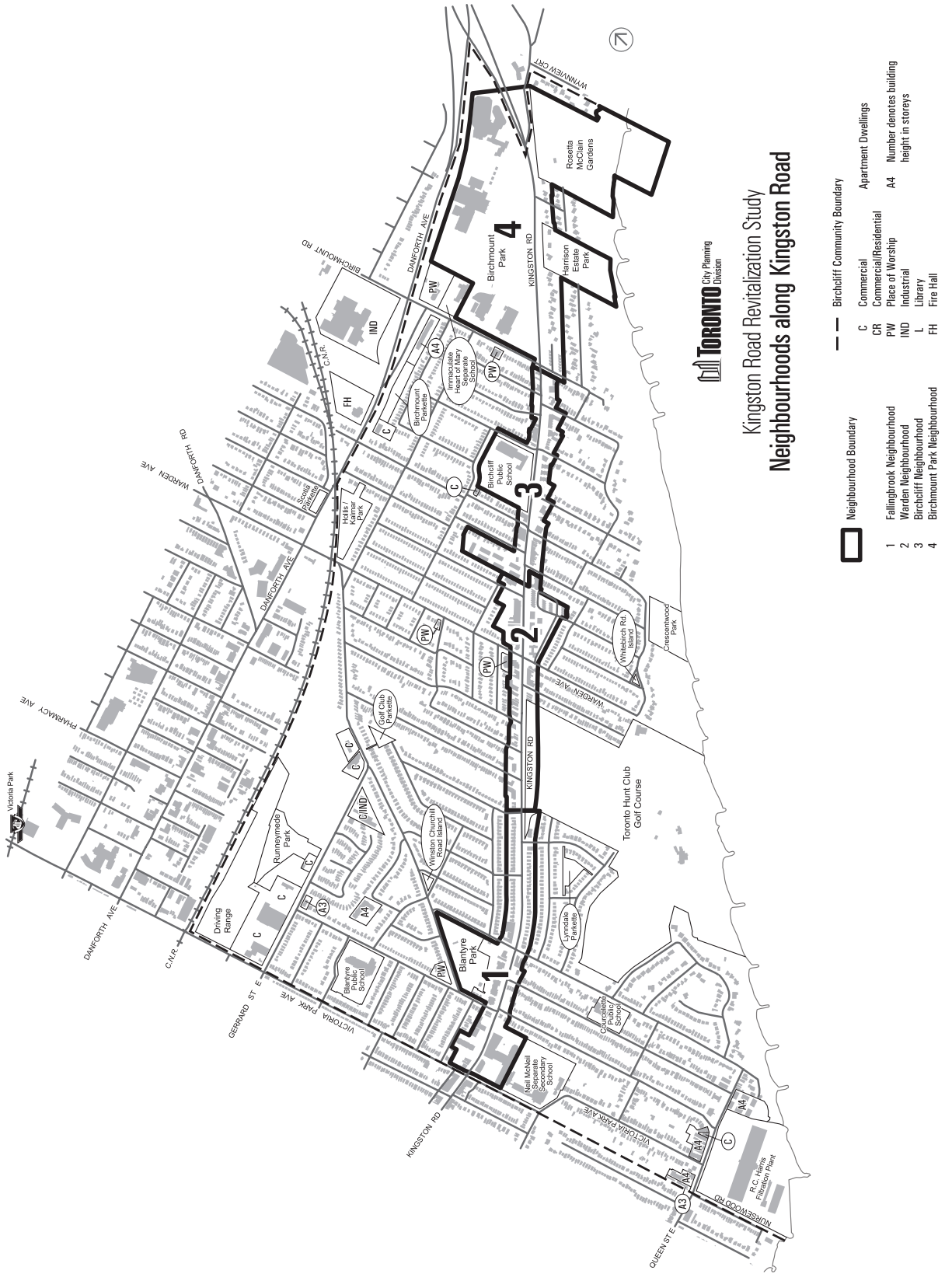


Figure 18

Fallingbrook Neighbourhood Beside the Beach

Neighbourhood Overview

The Fallingbrook neighbourhood extends from Victoria Park Avenue east to about Woodland Park Road (Figure 19). This neighbourhood is the only area in Birch Cliff where high-rise apartment buildings are located.

There are two elementary schools (Blantyre Public School and Courcelette Public School) and a secondary school (Neil McNeil Secondary School) within the area. Blantyre Park located north of Kingston Road, is the largest local park within the area (2.2 hectares). Runnymede Park, part of the Birch Cliff Quarry lands, is situated north of Gerrard Street and is not developed. The Lyndale Parkette (0.4 hectares) located on the south side of Kingston Road serves the immediate area residents.

For residents south of Kingston Road the recreational opportunities and other amenities available in the Beach neighbourhood to the west are accessible for pedestrians and cyclists via the boardwalk west of the RC Harris filtration plant or by street car on Queen Street. For residents living in the Gerrard Street and Victoria Park Avenue area, the commercial plazas on the

Quarry lands are easily accessible. Subway and street car service is close providing good access to shopping and community services and facilities in the local area and beyond. The Quarry lands (20 hectares) are situated in this neighbourhood on the east side of Victoria Park Avenue, north of Gerrard Street. A land use study for the Quarry Lands is currently underway. The progress of the Quarry Lands study will be monitored as the information from this study may be of assistance in developing the revitalization strategy for Kingston Road.

Kingston Road



Henley Gardens at Victoria Park Ave. and Kingston Rd.

Development at the Kingston Road and Victoria Park Avenue intersection is anchored with the Henley Gardens commercial and apartment residential development on the southeast corner. Henley Gardens plaza includes a number of medical offices, health

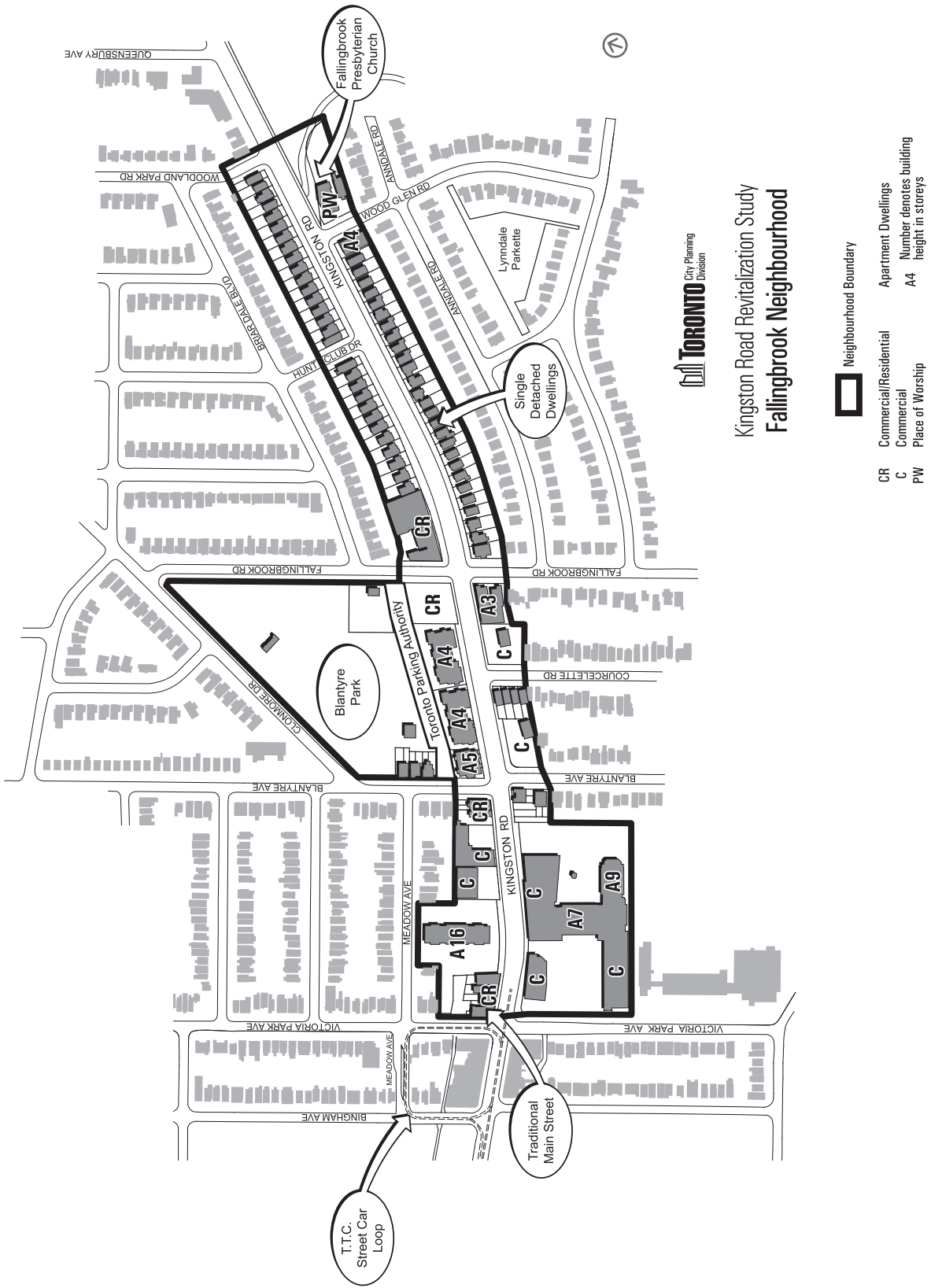


Figure 19

services and retail shops. Traditional main street mixed-use buildings anchor the other three corners of the intersection. The mixed-use developments on the east side of Victoria Park Avenue are an extension of the larger 'main street' to the west of Victoria Park Avenue along Kingston Road in the former City of Toronto.



Plaza north side of Kingston Rd. east of Victoria Park Ave.

A 16 storey highrise apartment is situated immediately east of the small commercial cluster on the northeast corner of Victoria Park Avenue and Kingston Road. This is the tallest apartment building in the study area. The commercial plaza on the north side of Kingston Road east of the apartment building is one of only a few sites along Kingston Road in Birch Cliff where there is front yard parking characteristic of more suburban commercial plazas. The Alpine Hotel, built in 1900 is situated on the north side of Kingston Road adjacent to the plaza.

Low rise apartments frame the north side of Kingston Road between Blantyre Avenue and

Fallingbrook Road. The Toronto Parking Authority operates a parking lot with 93 parking spaces in the lane behind these buildings.

The intersection of Fallingbrook Road and Kingston Road is a prominent intersection in this neighbourhood. A six-storey mixed-use building is under construction on the northwest corner replacing the laudramat and auto repair garage on the two corner properties. The northeast corner of the intersection exhibits a traditional main street character and is occupied by a two storey commercial plaza with street related retail and apartments above. A range of business and personal service shops are in this plaza, which forms the eastern boundary of the commercial area in this neighbourhood. This plaza was recently upgraded with façade improvements. These improvements and the landscaping along the wide sidewalk along Kingston Road make this plaza an attractive destination.



Plaza northeast corner Kingston Rd. & Fallingbrook Rd.

There is a distinct change in the land use along Kingston Road east of Fallingbrook Road. Single-detached dwellings occupy almost all of the properties along Kingston Road east of the commercial plaza to Woodland Park Road. The only exceptions are the properties on the southwest and southeast corners of Wood Glen Road and Kingston Road where there is a small apartment building and the Fallingbrook Presbyterian Church respectively.

Warden Neighbourhood

A Mix of Everything

Neighbourhood Overview

The Warden Neighbourhood extends from Woodland Park Avenue east to Manderley Drive (Figure 20). The neighbourhoods north and south of Kingston Road in this area are developed primarily with single-detached dwellings. New development in this area is primarily in the form of renovations and additions to these houses. The Hollis/Kalmar park is situated in the northern portion of the neighbourhood north of Hollis Avenue. Crescentwood Road that extends along the top of the bluffs provides access to Crescentwood Park and other open space areas above the lake for passive recreational opportunities and spectacular views.

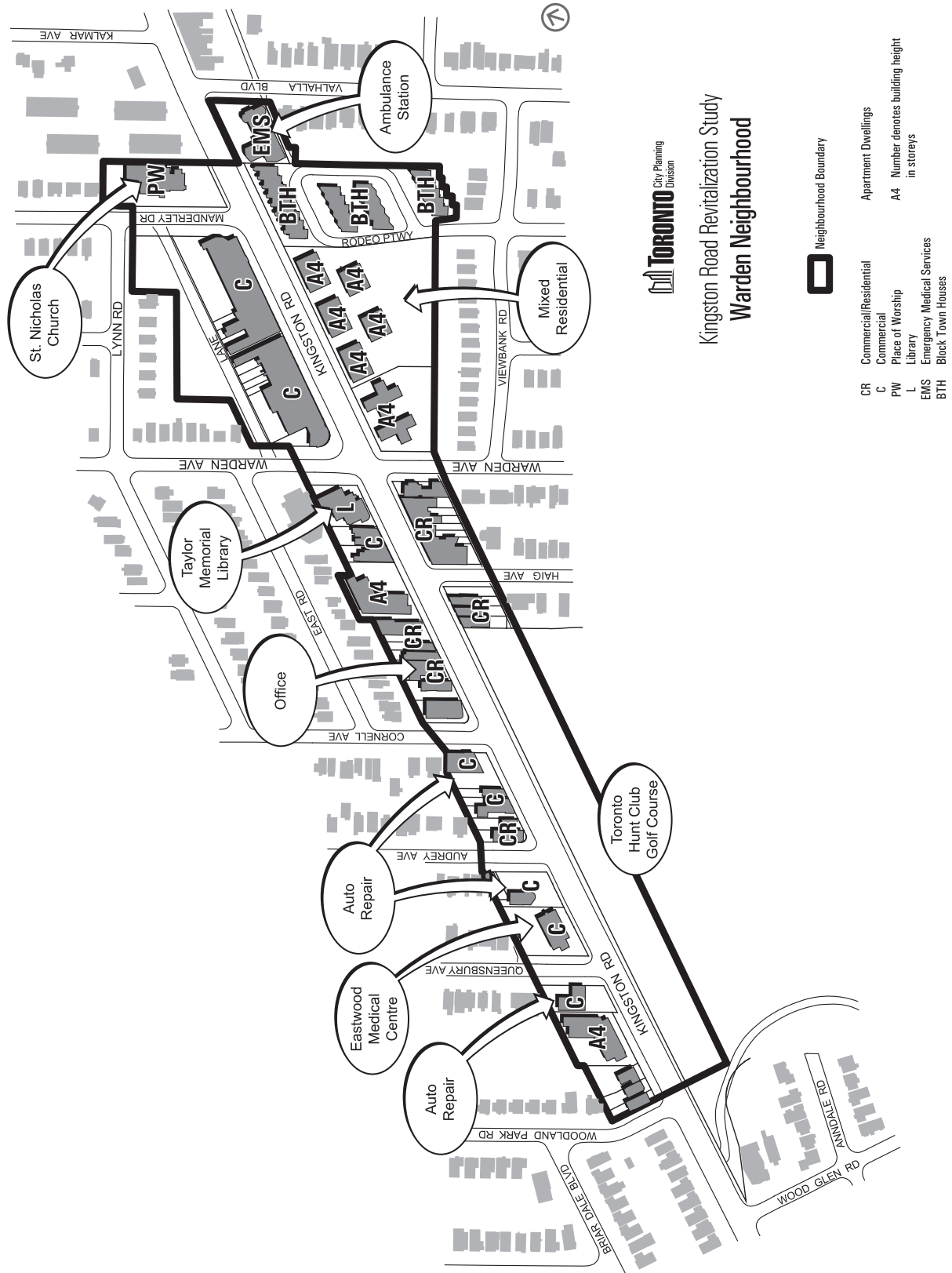
Kingston Road

Much of the development along the north side of Kingston Road in this neighbourhood exhibits a main street character. Buildings are generally located close to the street edge, however there are a number of vacant or underutilized properties as well as conversions of ground floor commercial space to residential apartments.

The Eastwood medical centre on the northeast corner of Queensbury Avenue and Kingston Road is situated close to the street edge and provides a range of medical services for the community. There are automobile service shops on either side of the medical centre set back from the street. An automobile repair shop is also located on the northwest corner of Cornell Avenue and Kingston Road. Vehicles dominate the Kingston Road street frontage of these sites.



Northeast and northwest corners of Cornell Ave. & Kingston Rd.



Kingston Road Revitalization Study
Warden Neighbourhood



Figure 20

The Toronto Hunt Club stretches almost four blocks on the south side of Kingston Road. Although this private open space is an amenity in the community the fencing and plantings along the Kingston Road frontage obscure the views into this area.



Commercial area between Haig Ave. & Warden Ave.

The main intersection in this neighbourhood is at Warden Avenue and Kingston Road. Taylor Memorial library on the northwest corner is well suited to the site, and enhances the intersection. East End Taxi is located adjacent to the library, the largest employer within the area. An EMS station is in this neighbourhood on the south side of Kingston Road at Valhalla Boulevard. Low rise apartments and townhouses occupy almost all of the properties that front on the south side of Kingston Road between Warden Avenue and Valhalla Boulevard. A continuous street edge is provided by the commercial uses that extend between Haig Avenue and Warden Avenue on the south side of Kingston Road. The cluster of commercial properties between Haig Avenue and the Hunt Club do not

promote a positive image of Kingston Road. Some of the stores in this area have been converted to apartments and buildings have not been well maintained.

The largest stretch of commercial development within this neighbourhood is the block extending from Warden Avenue to Manderley Road. This post war plaza is mostly single storey with some two storey elements. The plaza is anchored with a bank on the west end and a variety store on the east end. The plaza provides a number of retail and personal service uses for the local community and these were noted by residents as one of the reasons they use Kingston Road. A lane extends behind the plaza from Manderley Road to Warden Avenue. St. Nicholas Church situated on the east side of Manderley Road owns the lane as well as vacant lands north of the lane. A weekly farmer's market has been established by local businesses and residents in the area behind the plaza.



Commercial area between Manderley Dr. & Warden Ave.

There are also buildings within this neighbourhood that exhibit the historic character of Birch Cliff such as the vacant building on the northeast corner of Cornell Avenue and Kingston Road, built in 1911, and St. Nicholas Church on the northeast corner of Manderley Road and Kingston Road built in 1917. These buildings are attractive and relate well to their corner locations.

Birch Cliff Neighbourhood Reflecting Birch Cliff's Heritage

Neighbourhood Overview

The Birch Cliff Neighbourhood extends from Valhalla Boulevard east to Birchmount Road (Figure 21). Like the Warden neighbourhood residential development to the north and south of Kingston Road is primarily single-detached dwellings, and new development consists primarily of renovations and additions to these homes. There is one apartment building in the north of this neighbourhood near Danforth Avenue and a parkette, the Birchmount parkette that extends along the south side of Danforth Avenue. There are a number of properties owned by the TRCA and the City along the Bluffs although none are formalized parks.

A development application has been

submitted for a mixed use building on the southwest corner of Birchmount Road and Kingston Road. This application is in the preliminary review stage.

Kingston Road

There are a wide range of uses in this neighbourhood, and the development pattern varies along the street. Birch Cliff Public School, located on the north west corner of Birch Cliff Avenue and Kingston Road, is the focus of this neighbourhood. Built in 1916, this school is of historic value. The school property is the largest green space in the neighbourhood and is the boundary between two very different areas along Kingston Road.



Commercial area between Valhalla Blvd & Kildonan Dr.

The commercial area to the west of the school is in decline. There are a number of vacancies, even in the newer developments. There is little uniformity in the developments

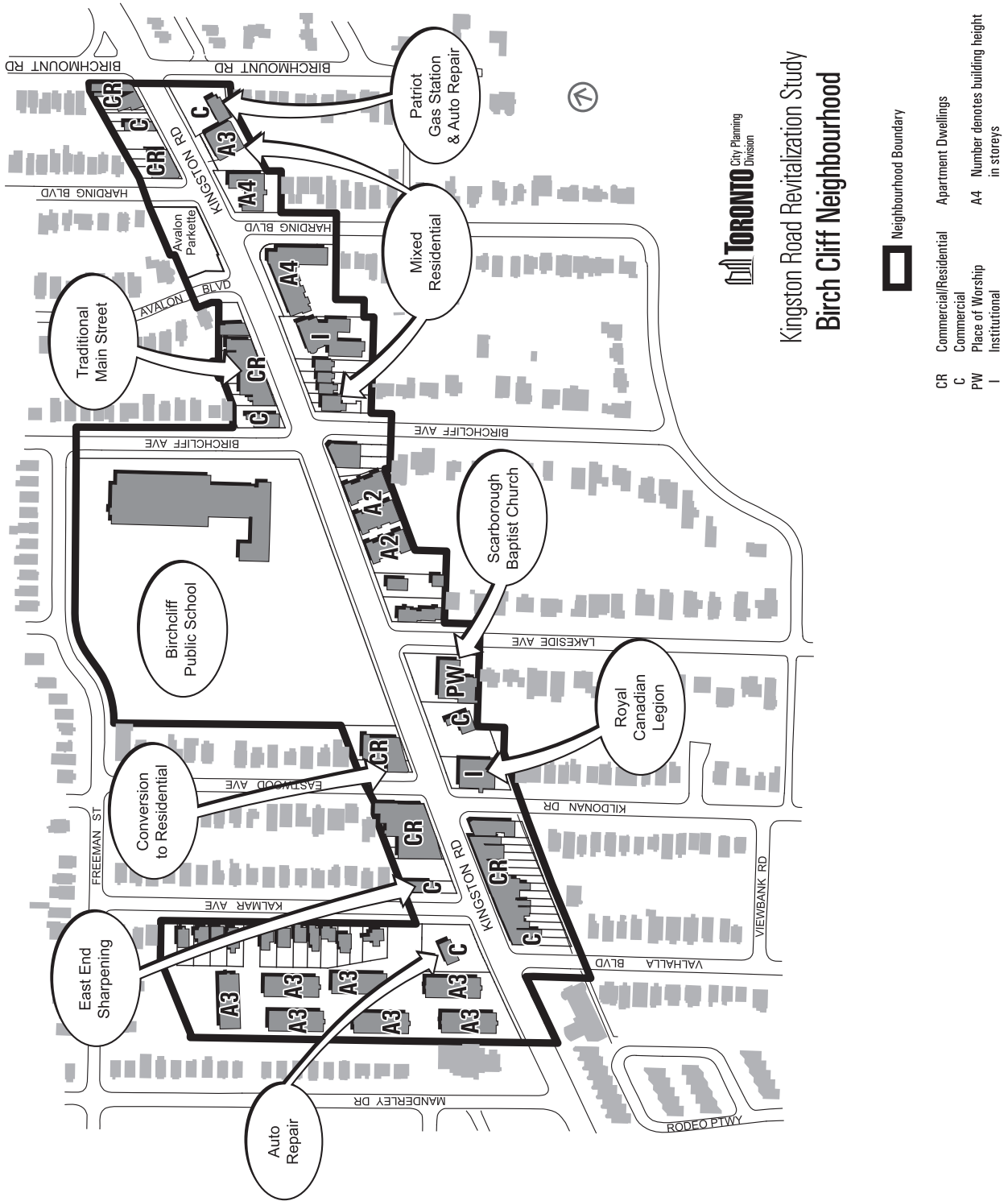


Figure 21

along Kingston Road in this area with individual properties developed over many decades, creating a 'hodge podge' appearance. This is particularly evident in the commercial establishments extending between Valhalla Boulevard and Kildonan Drive on the south side of Kingston Road. There are conversions of ground floor commercial space to apartments that contribute to the unsightly appearance of many of these properties.



Commercial area between Birchcliff Ave. & Avalon Rd.

There are two automobile sales and service establishments on the east and west sides Kalmar Street, on the north side of Kingston Road. Automobiles dominate the streetscape in this area.

The commercial area to the east of the Birch Cliff school is more vibrant than that to the west. Kingston Road in this area has a distinctive historic main street character. Opposite the school on the west side of Birch Cliff Avenue is the former Bank of Commerce building, built in 1921, that also housed the former municipal offices for Scarborough Township. Now used as a retail store this historic building is well maintained and anchors the block of commercial buildings to the east. The older commercial buildings to the east present a uniform street edge. There have been façade improvements, renovations and new businesses established in this area in recent years. The Avalon



Commercial area between Harding Blvd. & Birchmount Rd.

Parkette that extends from Avalon Boulevard to Harding Boulevard is an attractive open space along the street and contributes to the vibrancy of this area.

A variety of residential uses from single detached houses to 3 and 4 storey apartments occupy many of the properties on the south side of Kingston Road extending from Lakeside Avenue to Birchmount Road. Some of these buildings are relatively new, built in the last few decades, while others were built much earlier from the late 1920's through the 1950's.

The intersection of Kingston Road and Birchmount Road is a prominent intersection in this neighbourhood and for the larger Birch Cliff Community, as it announces one's arrival to Birch Cliff. There is a small cluster of commercial buildings on the northwest corner of Birchmount Road and Kingston Road. There is a discontinuous street edge however from Harding Boulevard to Birchmount Road on the north side of Kingston Road. An automobile service station is situated on the southwest corner of Birchmount Road and Kingston Road. New development at this intersection must be sensitive to the status of this intersection as an arrival point for the Birch Cliff Community.

Birchmount Park Neighbourhood

Cultural and Recreation Centre

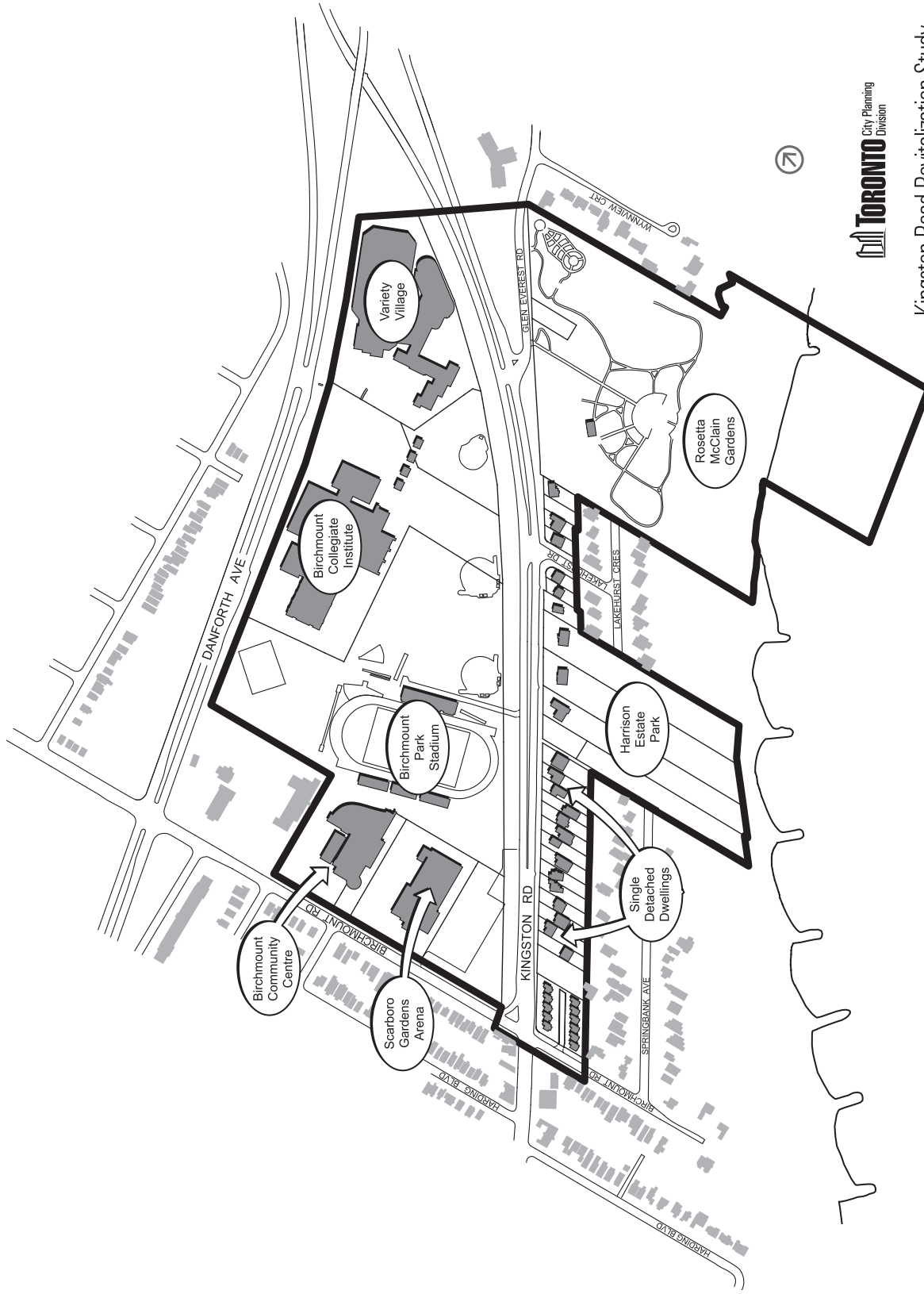
Neighbourhood Overview

This neighbourhood extends from Birchmount Road to Glen Everest Road and could be characterized as the cultural and recreational centre of the Birch Cliff Community (Figure 22). The residential neighbourhood on the south side of Kingston Road forms two pockets separated by Harrison Estate Park that extends to the bluffs. The residential area is primarily single family homes. A small infill development of seven townhouses was recently approved on the south side of Kingston Road east of Birchmount Road.

Kingston Road

Kingston Road is unique in this part of the study area as it widens from about 20 metres on the west side of Birchmount Road to 36 metres on the east side of Birchmount Road.

On the south side of Kingston Road the properties are exclusively residential, park and open space. Rosetta McClain Gardens (7.1 hectares) and the Harrison Estate Park (1.5 hectares) on the south side of Kingston Road are significant amenities for the local



Kingston Road Revitalization Study
Birchmount Park Neighbourhood

Figure 22

community and residents of the City. The Scarborough Arts Council, the Bluffs Gallery and Mural Routes operate from the house at Harrison Estate Park. Special events, exhibitions and art classes are held at this venue. There are two murals along Kingston Road in Birch Cliff that celebrate the community's history through the Mural Routes Heritage Trail initiative. One mural depicts the 'Scarborough Rifle Company' formed in 1862, the first militia company formed in York County, and this is on the Legion Hall at Kildonan Drive on the south side of Kingston Road. The second mural on the north side of Kingston Road west of Birchmount Road is the 'Mitchell General Store' mural that depicts life in the surrounding community of Birch Cliff in the early part of the 1900's.



Harrison Estate Park & Scarborough Arts Council

The quadrant on the north side of Kingston Road east of Birchmount Road, and south of Danforth Avenue is developed entirely with public and private recreational, educational

and community service facilities. This includes two schools (Birchmount Collegiate Institute and Immaculate Heart of Mary Elementary School), Birchmount Park (8.8 hectares), Birchmount Community Centre, Birchmount Stadium, Scarborough Gardens Arena, a Place of Worship and Variety Village. The track at the Birchmount stadium was reconstructed in the summer of 2006.



Birchmount Bluffs Community Centre

Community Perspectives on Birch Cliff & Kingston Road Today

Understanding the needs, issues and concerns of the community stakeholders is essential if revitalization efforts are to be successful. Residents, business owners and landowners provided information on the existing conditions in the study area through the community meetings and the work of the advisory committee. Valuable insights about the unique attributes of Birch Cliff, perceptions of Kingston Road, the events, businesses and services that attract people to Kingston Road were offered by the community. Opportunities and challenges to the revitalization of Kingston Road as a main street in Birch Cliff were also identified. The community's perspective of Birch Cliff and Kingston Road today are summarized below:

Strengthening Community Identity Birch Cliff and the Lake

The close proximity of Lake Ontario was identified as one of the most important features of Birch Cliff that makes it special. The lake contributes immensely to the community's identity. It provides opportunities for walking and places for respite. Promoting the image of Birch Cliff as a lakeside community and improving

connections to the lake were seen as important to help revitalize Kingston Road. Residents are also protective of the natural environment along the lake and bluffs. New development along Kingston Road, particularly at the east end of the community where Kingston Road is nearer to the bluffs must be sensitive to the natural environment.



Lake view from Crescentwood Park

Historic Character & Neighbourhood Fit

Birch Cliff is viewed by its residents as a community with a small town atmosphere; a transition place within Toronto not fully urban or suburban. Local streets have a small town feel and residents describe the character of Kingston Road as 'intimate' different from neighbouring communities like the Beach or Cliffside. Building upon the small town character was considered important to assist in transforming Birch Cliff into a destination within the larger City. Residents want to see

changes that maintain the character of the area and development should be compatible and fit the community.

Community Amenities

A Resource

The range of community amenities in Birch Cliff were noted as a significant benefit. There are schools, churches, recreation and cultural facilities, and a library within walking distance of most residents of Birch Cliff and many are located on Kingston Road. Many residents identified these facilities as the most important places along Kingston Road. That these community amenities are within walking distance for many residents is not only a benefit for the community, but provides a solid base upon which to build and attract new residents and businesses into the area.



Taylor Memorial Library, Warden Ave. & Kingston Rd.

Kingston Road should reflect Birch Cliff

Residents identified the dichotomy of Kingston Road in Birch Cliff. There is a great deal of investment in the neighbourhoods to the north and south of Kingston Road, but this investment is not matched along its main street. Kingston Road is seen as a commercial area in decline, although there are sections where local efforts are resulting in improvements and new investment. Residents described sections of the street as ‘dumpy’ and that Kingston Road ‘is out of touch with the community’. The types of businesses along many sections of this main street are not seen as meeting the needs of local residents.

Opportunities and Challenges

The opportunities and challenges to revitalization identified by the community speak to larger issues of importance, such as strengthening community identity to more site specific issues and concerns in the community.

Opportunities

- many public amenities and public places
- lakefront community

- there is a strong community interest in seeing positive change occur
- easy access for pedestrians
- there is a well established residential community
- there are unique neighbourhoods within the larger community
- there is a range of residential uses along Kingston Road
- many people live along Kingston Road
- Kingston Road is a pedestrian scale street
- unique sections of activity along the street
- attractive buildings along many sections of the street

- lack of connectivity between places of activity along the street
- formalize connections to the lake
- safety at night
- promoting environmentally sustainable development
- competition from larger retailers
- transit is intermittent
- lack of parking
- multiple ownerships and small sites
- Kingston Road is viewed as a thoroughfare – traffic needs to be slowed down
- landscape improvements are needed on Kingston Road

Challenges

- general image of the area is poor
- creating an identity for Kingston Road and Birch Cliff
- some existing buildings are obsolete and require significant upgrading

Economic Profile

Data from the City's employment survey in 2004 was used to compile employment information for the study area. The nature of the employment uses, their distribution across the study area, and trends in employment activity were examined. This data will assist in determining where efforts can be focussed to promote revitalization.

Employment in Birch Cliff

In 2004 there were approximately 1,600 people employed in 187 employment establishments in Birch Cliff. The largest employer of full time jobs in Birch Cliff in 2004 was East End Taxi employing 116 people. The City and Variety Village are also large employers particularly for part time jobs associated with the recreational facilities in the study area.

Nature of Employment Activity

Data from the employment survey was divided into six main sectors based on the type of employment activity including:

Institutional

This includes jobs primarily in the educational facilities in the study area.

Retail

Jobs in this sector include those in general

retail stores and restaurants.

Service

This includes employment in businesses that provide rental or repair services, cleaning establishments, and personal service shops like hair salons.

Manufacturing

Manufacturing employment is typically associated with industrial plants or factories but also includes employment at water treatment or sewage facilities.

Office

This sector includes employment in insurance, financial, real estate or government offices

Other

This sector includes jobs related to recreational or entertainment activities.

Employment in Birch Cliff by Sector

Figure 23 provides a breakdown of employment in Birch Cliff by sector.

- The smallest proportion of jobs in Birch Cliff are in the Manufacturing sector (2.1%).
- The highest percentage of employees work in the Service sector, followed by

the Institutional and Other sectors of the economy.

- The Office sector accounts for 16.7% and the Retail sector accounts for 13.4% of all employment in Birch Cliff.

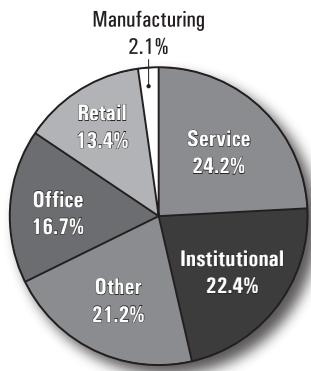


Figure 23 - Birch Cliff, Employment by Sector

Employment by Sector in Birch Cliff compared with the City

Figure 24 provides a comparison between the employment structure in Birch Cliff and in the City overall.

- With the exception of manufacturing, the proportion of jobs is more evenly distributed across the employment sectors in Birch Cliff than in the City overall.
- The percentage of employment in the Service sector (24.2%) in Birch Cliff is more than double that of the City

overall (11.3%).

- This difference is even greater in comparing the 'Other' sector which accounts for only 2.8% of the employment in the City overall compared with 21.2% of the employment in Birch Cliff.
- The proportion of employment in the Institutional sector is also higher for Birch Cliff (22.4%) than in the City overall (15.1%).
- There is a higher proportion of manufacturing jobs in the City overall (13.4%) than the proportion in Birch Cliff (2.1%).
- The proportion of employment in the Retail sector in Birch Cliff (13.4%) is similar to the City overall (11.5%).

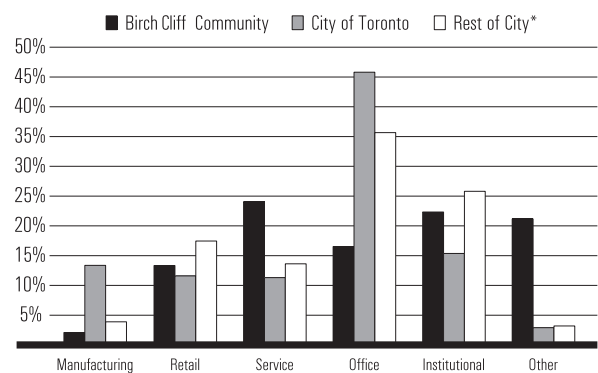


Figure 24

- Employment by Structure in Comparison, 2004

*Excludes Downtown and Employment Districts

Distribution of Employment in Birch Cliff

Business activity in Birch Cliff is clustered in four areas. Three of these clusters are located along Kingston Road and one is at Gerrard Street and Victoria Park Avenue on the Quarry Lands. These four areas are illustrated on Figure 25 as:

Area A – Gerrard Employment Area (Quarry Lands)

Area B – Victoria Park and Kingston Rd.

Area C – Woodland to Birchmount

Area D – Institutional Complex

Area A - Gerrard Street

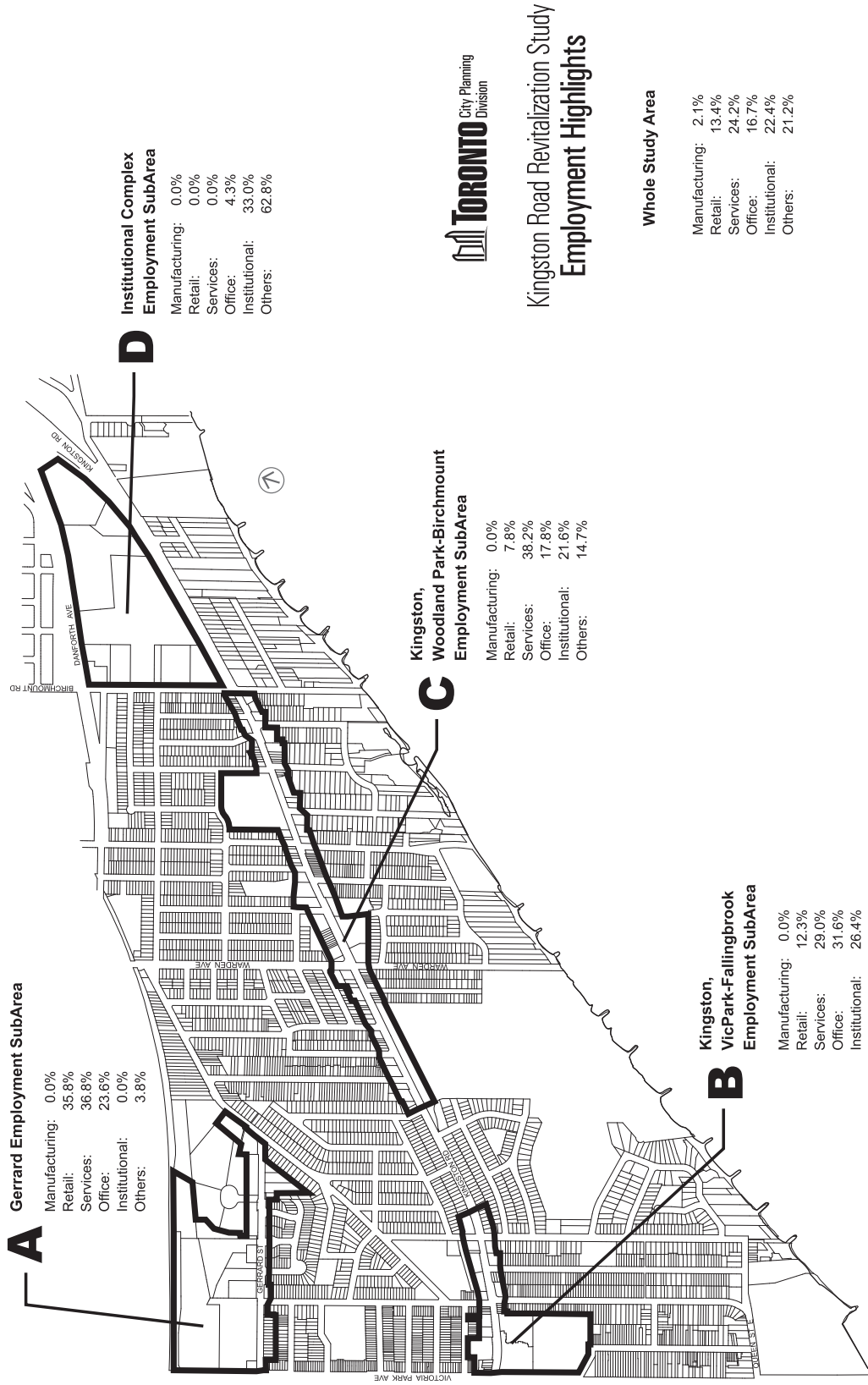
- In this area the majority of employment is in the Service sector (36.8%) and the Retail sector (35.8%).
- There is no employment within the Institutional sector (0%) and very little within the Other category (3.8%).
- About 20% of all of the employment establishments and about 20% of the jobs within the study area are located in Area A on the Quarry Lands.

Area B - Victoria Park and Kingston Road

- Mix of employment with three areas of concentration, Office (31.6%), Service (29%), and Institutional (26.4%).
- Retail accounts for 12.3% of the employment in this area similar to the study area overall.
- This area has the second most establishments (29.4%) while accounting for only 16.4% of total employees.

Area C - Woodland to Birchmount

- Mix of employment with the highest percentage in the service sector (38.2%) and lowest in Retail (7.8%).
- The 'Other' sector accounts for 14.7% of the employment in this area and is associated with the golf course.
- This area is an important employment area as it contains the most total establishments (39%) and the most employees (32.2%).



Kingston Road Revitalization Study Employment Highlights

Whole Study Area

Manufacturing:	2.1%
Retail:	13.4%
Services:	24.2%
Office:	16.7%
Institutional:	22.4%
Others:	21.2%

Figure 25

Area D - Institutional

- Employment is dominated by the 'Other' sector (62.8%) which is associated with the recreational facilities within this quadrant.
- Institutional employment (33%) also accounts for a large percentage of employment in this area associated with the public facilities such as the schools in this area.
- Employment in the Retail and Service sectors is non-existent in this sub-area.
- Only 3.7% of the employment establishments are located in this area, however, those establishments account for 24.3% of all employees.

Trends in Employment, 1986-2004

Changes in the number of employment establishments and the number of jobs within each of the employment sectors between 1986 and 2004 were examined to identify trends in these economic indicators.

Number of Employment Establishments by Sector 1986-2004 (Figure 26)

- The percentage of establishments in both the Service and Institutional sectors remained relatively stable over this period.
- There has been a steady decline in manufacturing establishments.
- The number of establishments within the Retail sector appears to be on a downward trend.
- The Office sector has seen a noticeable gain in establishments since 1986 and appears to be increasing.

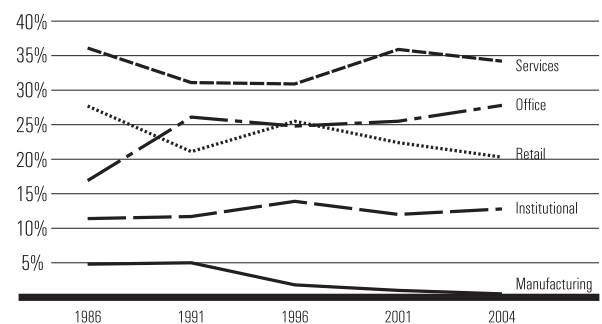


Figure 26 - Establishment by Sectors, 1986-2004

Total Employment by Sector from 1986 to 2004 (Figure 27)

The total employment by sectors within the Birch Cliff Community has also experienced visible trends between 1986 and 2004.

- The percentage of employees in the Service sector has decreased from its high in 1986 to a low in 1991. However, this sector has seen a steady increase since 1991 despite the fact that the number of establishments has remained relatively stable.
- The Institutional sector has experienced the most fluctuation since 1986. Similar to the Service sector, these fluctuations have occurred despite very little change in the percentage of institutional establishments in the area.
- Employment in the Retail sector as a percentage of all employment is on a downward trend.
- Employment in the Office sector has fluctuated as a percentage of all employment, however, it is currently on an upward trend.
- Similar to the percentage of manufacturing establishments there has been a steady decline in the

percentage of the overall employment within this area in manufacturing.

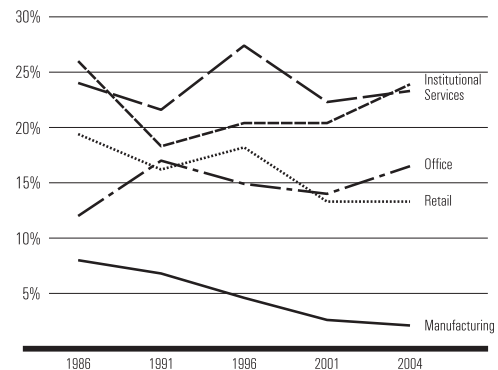


Figure 27 - Total Employment by Sectors, 1986-2004

Community Services and Facilities Profile

Community services and facilities are a vital part of neighbourhoods in the City, contributing to the quality of life and well being of residents. Schools, child care centres, community centres, libraries, emergency services and parks are all components of the social infrastructure and are as important to the future of the City as hard services such as water, roads and transit. Ensuring that there are adequate community services and facilities to meet existing community needs and for new residents in areas where growth is anticipated are fundamental considerations in planning for new development.

Community services and facilities within the study area were inventoried to identify the range of services and facilities available in the area and to begin to assess the capacity of these services and facilities. Figure 28 shows community services and facilities within the study area. More detailed information on the existing community services and facilities is provided in Appendix 2.

Public Schools

There are six schools within the study area:

- 4 elementary schools
(3 public, 1 separate)
- 2 secondary schools
(1 public, 1 separate)

Three of the elementary schools within the study area are operating below capacity, Birch Cliff Public School (90%), Blantyre Public School (77%) and Immaculate Heart of Mary Separate School (84%). Courcellette Public elementary school is operating over-capacity at 107%.

Birchmount Park Collegiate Institute is operating above capacity at 119%. Neil McNeil Secondary School (all male school separate school), is operating below capacity at 91%. Female students within the separate school system attend Notre Dame Secondary School on Malvern Avenue north of Kingston Road, outside of the study area.



Blantyre Public School

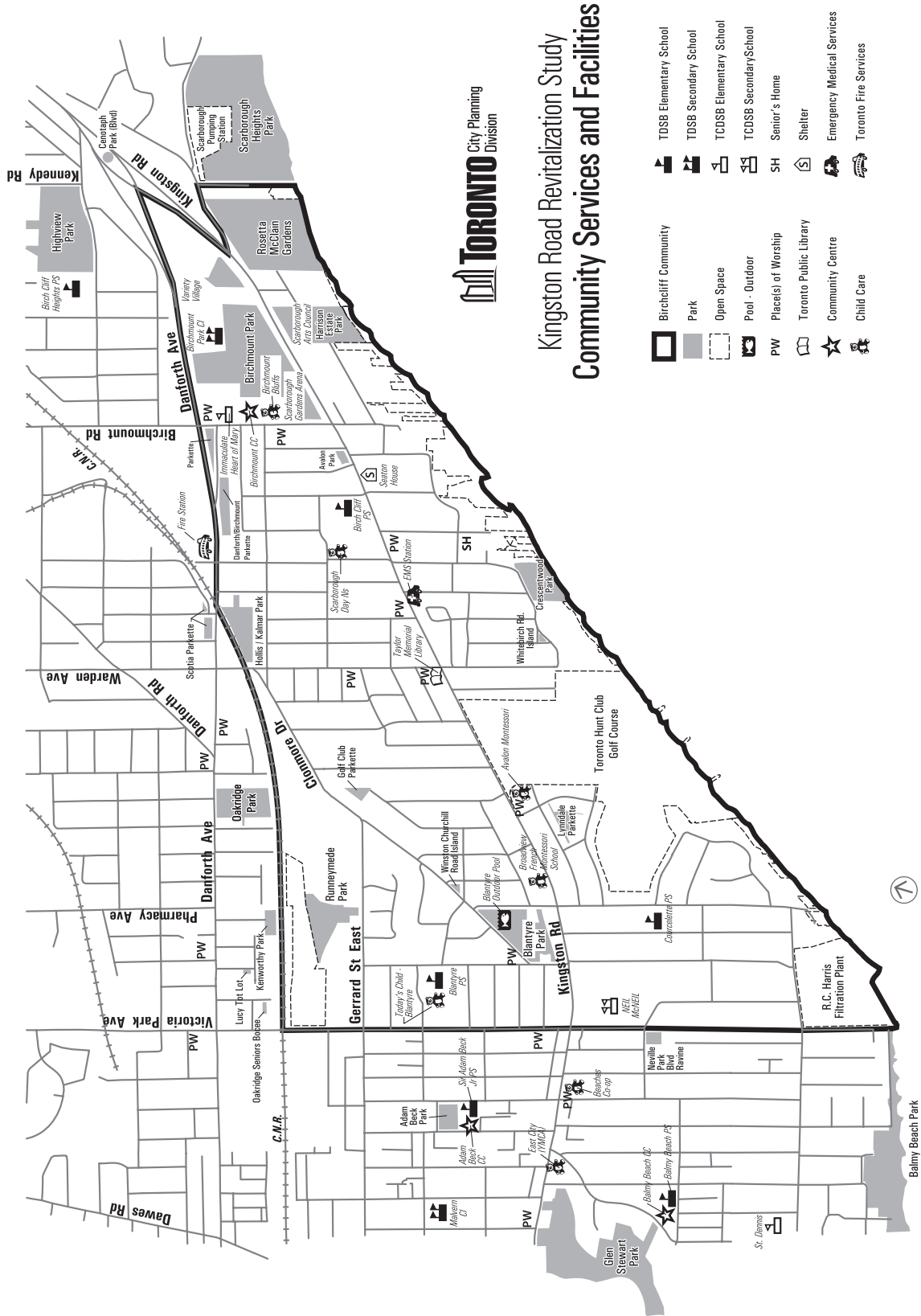


Figure 28

Child Care Facilities

There are five child care centres/nursery schools in the study area and three of these are non-profit centres. These centres are located in schools, community centres and in other buildings. In total these centres provide 172 licensed daycare spaces with a range of programs from preschool to school age children. About three quarters of these spaces are for children aged 2 ½ to 5 years old. Only two of the centres have subsidy available.

A needs assessment for child care services was not undertaken as a part of the background work in Phase 1. Also, licensed private home day care agencies and private home care providers within the study area were not inventoried during the phase 1 work. Without an assessment, it is difficult to determine whether or not this area is considered underserved with respect to child care. A needs assessment will be undertaken in the next phase of the study.

Libraries

There is one public library within the study area, Taylor Memorial Library located on the corner of Kingston Road and Warden Avenue. Taylor Memorial Library has a collection of about 30,500 materials. There is a multi-purpose room at Taylor Memorial that seats 40, and there are 7 internet stations.

The main users at this library are seniors. Taylor Memorial Library is one of four satellite branches supported by the larger Albert Campbell District Library. The library is not at capacity.

Parks and Open Space

There are thirteen public parks totaling about 25.8 hectares (64 acres) within the study area. These range from small natural areas and local playgrounds to large active community parks. The largest park in the study area is the Birchmount Park, a 8.8 hectare district park. There are a number of facilities at Birchmount Park: a community centre, stadium, sports fields and tennis courts. Rosetta McClain Gardens located at Kingston Road and Glen Everest Road is the second largest (7.1 ha). Development concepts prepared in Phase 2 of the study will be reviewed to determine impacts on existing park facilities and to assess the need for new park facilities.



Rosetta McClain Gardens

Birchmount Community Centre and Scarborough Gardens Arena

There is one City-owned and operated community centre within the study area. Birchmount Community Centre offers a variety of recreational programs and services for all age groups. The Birchmount Community Centre (BCC) and Scarborough Gardens Arena are located in Birchmount Park at the eastern edge of the study area. There is an indoor pool, community room, meeting rooms and multi-purpose rooms at BCC. The swimming programs account for the majority of the programs offered at the centre. BCC is operating at an overall capacity of about 75%, with the “all ages” programs operating at over 90% capacity.

The Birchmount Bluffs Neighbourhood Centre (BBNC), a not-for-profit social service agency, operates from the BCC. The BBNC offers a wide range of services for individuals and groups. A Family Resource Centre, Community Nursery School, Surf ‘N’ Search Job Lounge, youth and teen programs, seniors, and fitness and wellness programs are some of the services provided by the BBNC.

The Scarborough Gardens Arena has one ice pad. The Wexford minor hockey league operates their hockey program from this arena. The City provides recreational skating and shinny for 8 hours per week.

Other Community Services and Facilities

The City also operates recreation programs from the Blantyre Public Elementary School and has operated a summer camp program at the school. The swimming program at the Blantyre Outdoor Pool is at about 50% capacity.

Variety Village, a unique Sports Training and Fitness Centre and the flagship project of Variety – The Children’s Charity, is located at 3701 Danforth Avenue. The Village provides both a facility to enjoy and a place of hope and encouragement for individuals with special needs. Variety Village provides essential sport and fitness programs for approximately 3,000 children and youth.

Places of Worship

There are eight Places of Worship in the study area. Many of the Places of Worship provide community space. Music, dance, theatre, art, teen and youth, health and wellness and seniors programs, addiction services, and space for service groups such as the boy scouts and the girl guides are just some of the services provided in these important community spaces.



St. Nicholas Church – Manderley Rd. & Kingston Rd.

Community Service and Facilities and the Official Plan

The directions and policies of the Official Plan place a high level of importance on building the City's social infrastructure particularly in areas where growth is anticipated and in areas that are poorly served. The social infrastructure includes the whole system of government and community resources, programs, facilities and social networks that contribute to people's health, safety, mobility and well-being. Preserving and improving access to services and facilities is a responsibility to be shared by the City, public agencies and the development community.

The Phase 1 report includes a demographic profile of area residents and an inventory of the main community services and facilities in

the area. The inventory is not an exhaustive list. There may be other local agencies and service providers within the area. Also, the capacity of the services and facilities has not been assessed to identify gaps. Local priorities need to be identified in consultation with the community and service providers.

Heritage Properties

The historic character of Birch Cliff is evident in a number of buildings in the community. As one of the older communities in the City there are a number of buildings constructed in the late 1800's and early 1900's that remain in Birch Cliff. Ten of these properties have been identified by the City as significant and are included in the City's inventory of heritage properties as either "Listed" or "Designated" (Figure 29).

Although these terms are often used interchangeably, they are different. "Listed" means a property is included in the Inventory for architectural, cultural or historical reasons. Listing is an administrative process whereas "designation" confers a legal status on the property by a specific city by-law under the Ontario Heritage Act.

There are seven "Listed" properties in Birch Cliff and six of these are on or near Kingston Road. Two of these are privately owned homes; including the Mann Coachhouse, and Bauhaus dwelling on Warden Avenue, and two are privately owned businesses including the Toronto Hunt Club and the Bank of Commerce building on the northeast corner of Birch Cliff Avenue and Kingston Road. The others are publicly owned, including the Birch Cliff Public School, the Scarborough Gardens Arena and the Cenotaph Memorial.

There are three properties in Birch Cliff that are "designated" under the Ontario Heritage

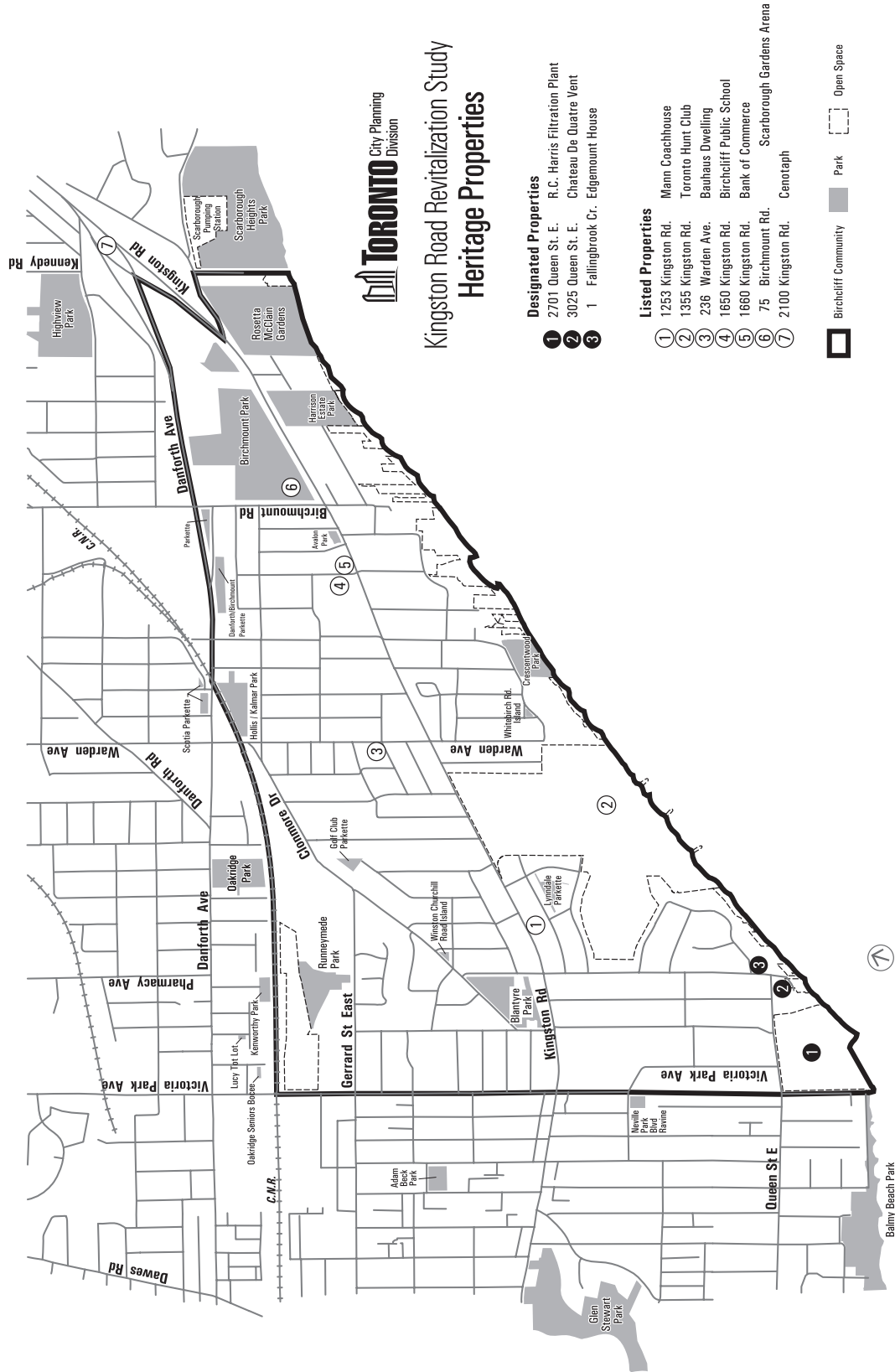
Act and these are located in the southwest corner of the community. The R.C Harris Waterworks, built in two stages over the years 1931-41 and 1955-58 was designated in 1998 due to its architectural significance. The 'Edgemount' House at 1 Fallingbrook Road is a private dwelling constructed in 1904. It was designated due to its architectural significance as an example of the Queen Anne Revival style. A second private dwelling constructed in 1891 is located to the west on Queen Street. The 'Chateau des Quatre (House of Four Winds)' was designated in 1990 due to its unique Queen Anne Cottage style.



*Bank of Commerce Building &
Former Township of Scarborough Municipal Office*

Culture Plan

As a part of the waterfront revitalization initiative, in 2003, the City's Culture division prepared the Waterfront Culture and Heritage



Kingston Road Revitalization Study Heritage Properties

- Designated Properties**
- 1 2701 Queen St. E. R.C. Harris Filtration Plant
 - 2 3025 Queen St. E. Chateau De Quatre Vent
 - 3 1 Fallingbrook Cr. Edgemount House

- Listed Properties**
- 1 1253 Kingston Rd. Mann Coachhouse
 - 2 1355 Kingston Rd. Toronto Hunt Club
 - 3 236 Warden Ave. Bauhaus Dwelling
 - 4 1650 Kingston Rd. Birchcliff Public School
 - 5 1660 Kingston Rd. Bank of Commerce
 - 6 75 Birchmount Rd. Scarborough Gardens Arena
 - 7 2100 Kingston Rd. Cenotaph

Birchcliff Community

 Park

 Open Space

Figure 29

Infrastructure Plan. This plan identified public spaces, along the Lakeshore/Kingston Road corridor across the City's waterfront, considered important cultural or heritage resources. Three public spaces along the waterfront in Birch Cliff were identified, the R.C. Harris Filtration Plant, Birchmount Park and Rosetta McClain Gardens. These public spaces were considered important as they provide a unique opportunity to build on and strengthen the cultural and heritage infrastructure of the waterfront.



'Scarborough Rifle Company' mural on Legion Hall at Kildonan Dr.

Transportation Profile

Existing information on traffic volumes, transit availability, bike routes and planned transportation improvements were examined to give an indication of existing capacities in the system and to determine where additional information is needed. This will provide background information needed to assess the impacts of future development and determine where transportation improvement may be needed.

Road Network

The road network within the study area is developed primarily on a grid pattern consisting of major and minor arterial roads and a collector and local road system. Figure 30 shows the key elements of the road network in the study area, main streets, signalized intersections and pedestrian crosswalks on main roads. Intersections that have recent traffic count data are highlighted. The detailed information about traffic counts at each of these intersections is in Appendix 3.

There are three main north/south roads within the study area including Victoria Park Avenue, Warden Avenue and Birchmount Road. All of these streets are classified as minor arterial roads, except for the section of Victoria Park Avenue, from Gerrard Street to Danforth Avenue, which is classified as a major arterial road, and the section south of Kingston Road which is classified as a

collector road.

The main east/west arterial road is Kingston Road which is classified as a major arterial road. Kingston Road is four lanes with varying widths from Victoria Park Avenue to Birchmount Road and is six lanes and 36 metres wide east of Birchmount Road. There are sidewalks on both sides of Kingston Road.

Other major east/west roads include Gerrard Street and Clonmore Drive from Gerrard Street to Warden Avenue that are classified as minor arterial roads. Collector roads within the system include Queen Street East, Blantyre Road, Fallingbrook Road, Hollis Avenue, and Clonmore Drive from Gerrard Street to Blantyre Road.

Parking

There is on-street parking permitted along sections of Kingston Road. There are restrictions on parking during the morning and afternoon rush hours and time restrictions that vary along the street during other periods of the day. The only public parking lot in the study area is a Toronto Parking Authority (TPA) parking lot that extends between Blantyre Avenue and Fallingbrook Road adjacent to the south of Blantyre Park. There are 93 parking spaces in this parking lot. There is no directional signage for this parking on the local streets or on Kingston Road.

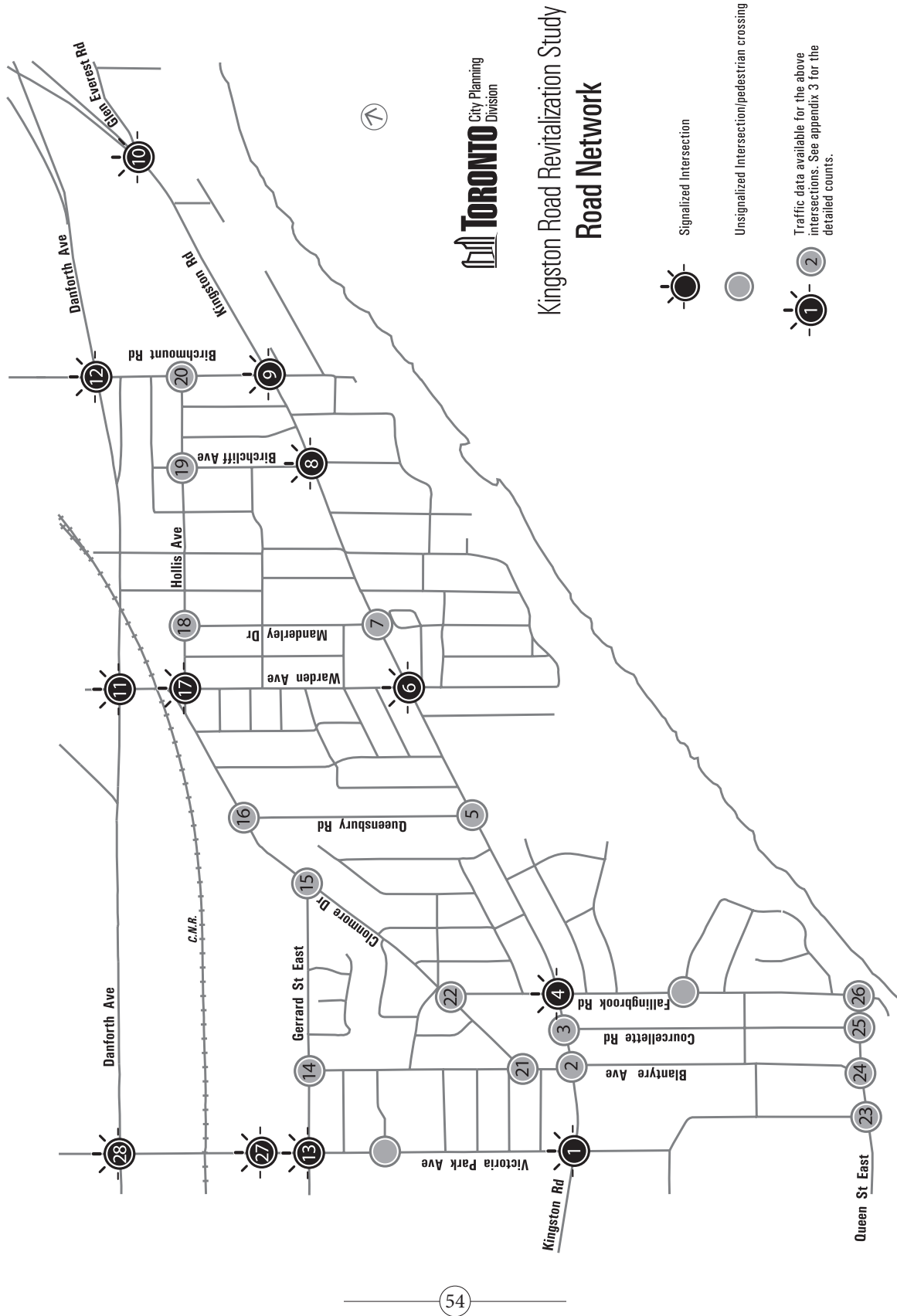


Figure 30



*Toronto Parking Authority parking lot.
Blantyre Ave. to Fallingbrook Rd.*

There is limited off-street parking on many of the properties that front Kingston Road due to the small size and shallow depths of the lots. A few parking spaces are provided in lanes behind some commercial establishments and apartments. These are accessed in some cases from common rights-of-way off of Kingston Road or the local side streets. The issue of parking will be examined in more detail during Phase 2 of the study to explore ways to improve both public and private parking opportunities.

Traffic Volumes

Arterial roads are intended to function as the main traffic arteries within the study area, carrying higher volumes of traffic than collector or local streets. The number of vehicles at main intersections within the study area in the morning and afternoon peak hours is shown in Figure 31. Traffic counts

for the study area are relatively recent with most undertaken in 2005 and 2006.

Kingston Road is one of the main arteries into the City core, and is the busiest street in the network in the study area during both am and pm peak periods. Clonmore Drive and Gerrard Street also carry high volumes of traffic. On the north/south arterial roads, Birchmount Road, Warden Avenue, and Victoria Park Avenue, the heavier traffic volumes are confined more to the northern portions of these arterial roads. This is evident on all of the north/south arterial roads, with the busiest area on Victoria Park Avenue from Gerrard Street north to Danforth Avenue, in both the am and pm peak periods.

The traffic volume data indicates that there is limited traffic infiltration through the local neighbourhoods during the am and pm peak periods. Streets such as Manderlay Drive, Queensbury Road or Birch Cliff Avenue that is signalized at Kingston Road do not appear to be used as 'short cuts' from Clonmore Drive or Hollis Avenue for drivers making their way to the downtown in the morning or home in the evening as traffic volumes are quite low at these intersections. In the a.m. and p.m. peak periods traffic is more concentrated in the northwest area. Routes along Danforth Avenue or Gerrard Street that connect to Victoria Park Avenue or Main Street appear to be favoured rather than routes

on Warden Avenue or Birchmount Road that connect to Kingston Road.

An assessment of the road and intersection capacities was not undertaken as a part of the Phase 1 work. This assessment will be undertaken as a component of the Environmental Assessment currently being conducted for transit improvements on Kingston Road, and/or other studies in the area.

Bicycle Routes and Trails

The Toronto Bike Plan “Shifting Gears” was adopted by Council in July 2001. The Bike Plan recommends the development of a 1,000 km bikeway network consisting of off-road trails and on-road bike lanes and routes throughout the City (Figure 32). There are currently no bike routes within the study area.

A combination bike lane and signed bicycle route is proposed along Gerrard Street, Clonmore Drive and Hollis Drive to connect Main Street to Birchmount Road. Signed bike routes are also proposed on Clonmore Drive south of Gerrard Street as well as along Fallingbrook Avenue to connect to Queen Street and Kew Gardens.

There are two formalized trails in the area that provide access to the waterfront. The Eastern Beaches trail terminates at the R.C. Harris Filtration Plant at the west end of

the study area, and provides cyclist and pedestrian connections to the boardwalk further west and Kew Gardens. Just east of the study area boundary there is access from Fishleigh Drive to a trail that extends south to the waterfront and east to Midland Avenue. Opportunities will be explored through Phase 2 of the study to enhance connections to parks and open spaces in the area.

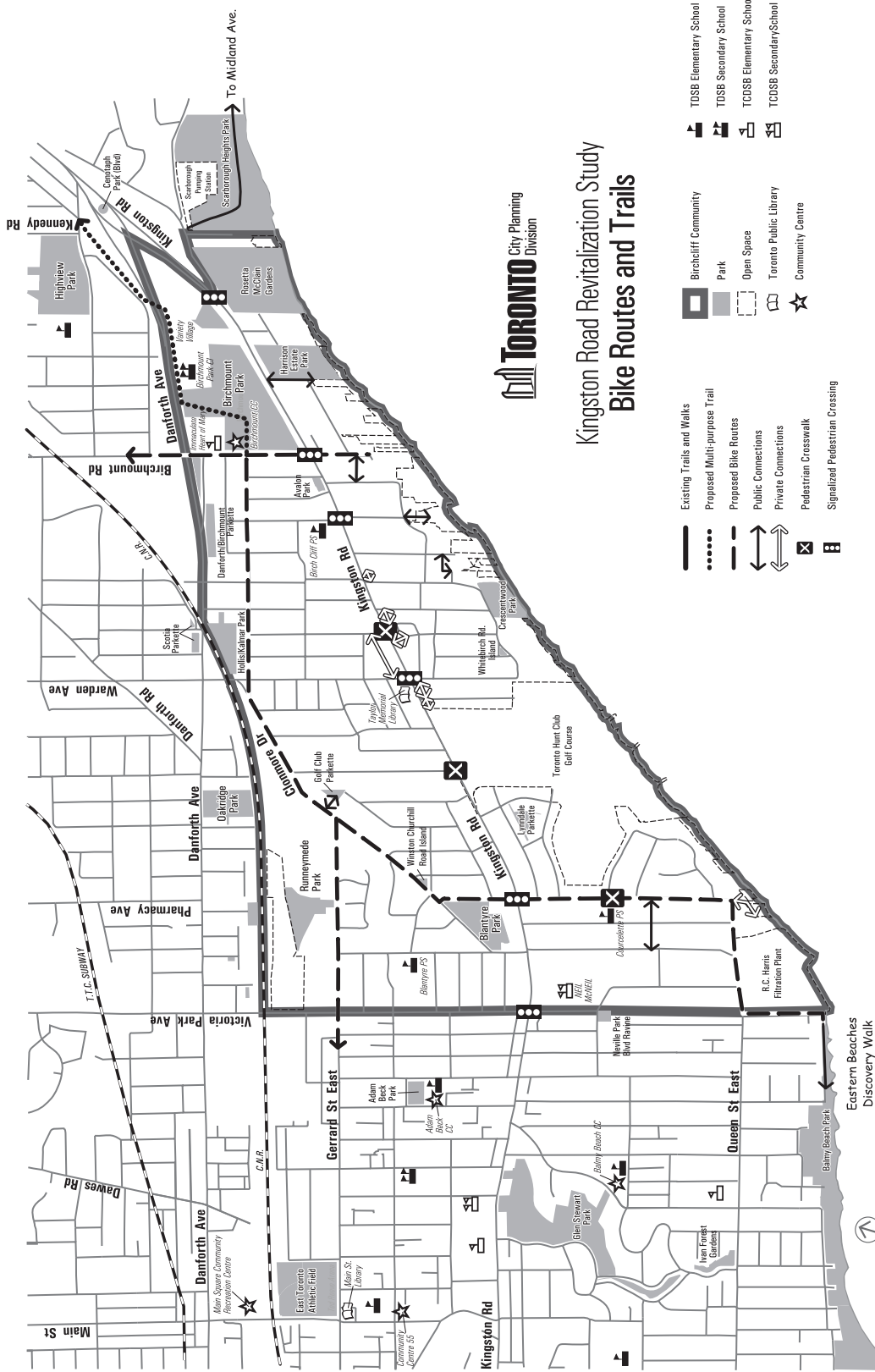


Trail at south end of Warden Avenue

Transit Network

Bus and Streetcar Routes

Transit along Kingston Road is provided by the TTC bus route 12 running from the Victoria Park subway station to the Kennedy Station (via Midland Avenue or Brimley Road, and Eglinton Avenue) (Figure 33). The bus route also connects to the 502 and 503 streetcars on Kingston Road. The area



TORONTO City Planning Division
Kingston Road Revitalization Study
Bike Routes and Trails

Figure 32

between Warden Avenue and Birchmount Road is also served by the Warden bus route 69 which terminates at the Warden subway station. The 135 bus route operates along Gerrard Street and Clonmore Drive between the Warden and Main Street subway stations and connects to the street car at Main Station. A late night bus route 324 operates along Victoria Park Avenue.



Streetcar at Victoria Park Ave. & Kingston Rd.

Bloor-Danforth Subway and GO Transit

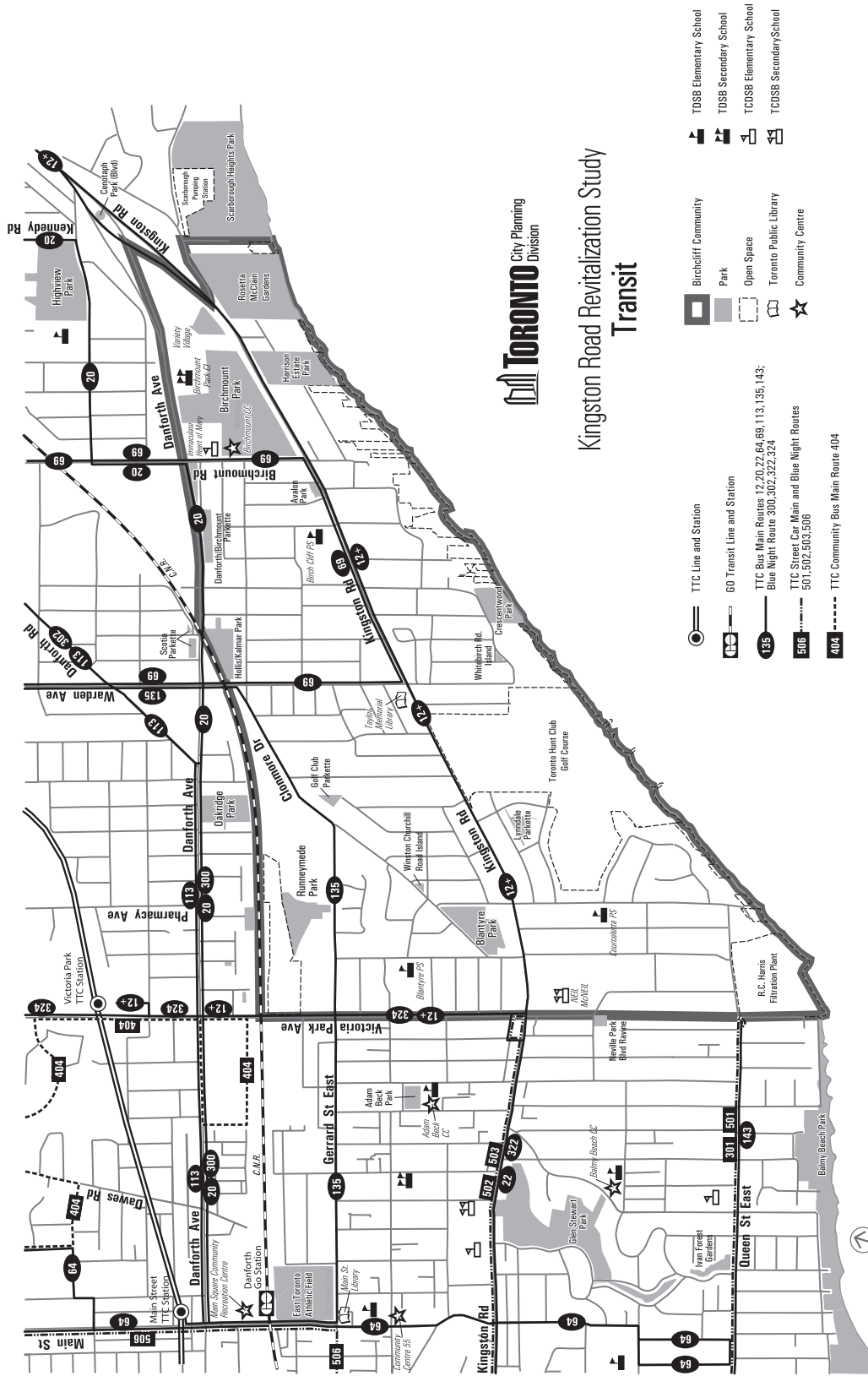
The Bloor-Danforth subway line runs just to the north of Danforth Avenue with stations at Main Street, Victoria Park Avenue and Warden Avenue, north of the study area. GO Transit operates commuter rail service on the CN rail line north of the study area. The

Danforth GO station is on Main Street south of Danforth Avenue.

Transit Improvements

In December 2005, the City initiated an Environmental Assessment (EA) to examine options for higher order transit on Kingston Road from Victoria Park Avenue to Eglinton Avenue East (bus and streetcar). The Environmental Assessment for Kingston Road provides an opportunity for public involvement in considering options for improved transit along Kingston Road. An important component of the EA is the integration of services and a direct connection to the downtown core. The EA will identify a preferred approach to providing reliable and efficient transit service along the corridor, serving the communities such as Birch Cliff, along its extent.

The intermittent transit service on Kingston Road was noted by residents as one of the constraints to the revitalization of Kingston Road in Birch Cliff. Improvements to transit are viewed as necessary to encourage new businesses to locate in the area.



TORONTO City Planning Division
Kingston Road Revitalization Study
Transit

- TTC Line and Station
- 60 Transit Line and Station
- TTC Bus Main Routes 12, 20, 22, 64, 69, 113, 135, 143;
- Blue Night Route 300, 302, 322, 324
- TTC Street Car Main and Blue Night Routes 501, 502, 503, 505
- TTC Community Bus Main Route 404
- Birchcliff Community
- Park
- Open Space
- Toronto Public Library
- Community Centre
- TDSB Elementary School
- TDSB Secondary School
- TCDSB Elementary School
- TCDSB Secondary School

Figure 33

Implementation Tool Kit

There are a number of tools and programs that can be used to promote and support revitalization. Some of the most commonly used tools and programs within the City are outlined below.

Official Plan

The official plan describes how land in the community should be used. It is a statutory document that includes policies for guiding growth and change in the City.

Zoning By-law

Zoning By-laws are one of the key mechanisms used to implement Official Plan policies. They include regulations and standards that shape the City's built form and land use.

Urban Design Guidelines

Urban Design Guidelines establish a framework to guide development and improvements to the public realm.

Urban Design Guidelines:

- Include a vision of the desired urban structure for an area;

- Identify desired relationships between buildings and the public realm such as open spaces, streets and public buildings;
- Provide guidance with respect to built form matters such as building height, massing, setbacks, step-backs as well as quality of design;
- Identify opportunities to enhance, improve or add to the public realm such as new public spaces, landmarks, streetscapes, and gateways; and
- Provide a tool that can be used to assess development proposals.

Height and/or Density Incentive

Section 37 of the Planning Act enables a municipality to pass a zoning by-law to grant a height and/or density increase for a particular project that is greater than the zoning by-law would otherwise permit in exchange for community benefits such as childcare or other community facilities, public art, or park improvements.

Community Improvement Plans

The Community Improvement provisions of the Planning Act give the City tools

to actively stimulate reinvestment and revitalization. In designated Community Improvement Project Areas, a Community Improvement Plan can be prepared providing the City with various powers some of which would be otherwise unavailable to address deficiencies or facilitate improvements. This includes incentives to stimulate or leverage private and/or public investment where they advance the community interest and objectives of the Plan.

Business Improvement Area

A Business Improvement Area (BIA) is an association of commercial property owners and tenants within a defined area who work in partnership with the City to create thriving, competitive, and safe business areas that attract shoppers, diners, tourists, and new businesses.

Commercial Façade Improvement Program

The City's Commercial Façade Improvement Program provides grants to commercial building owners whose properties are located within the Community Improvement Project Area (CIPA). The objective of the program is to enhance the visual attractiveness, architectural character and general business climate within the CIPA by encouraging

the redesign, renovation and restoration of commercial facades.

Site Plan Control

Site Plan Control is used to ensure well-designed, functional and accessible development. The City reviews plans that show the location, design and massing of buildings, the relationship of the development to adjacent streets and buildings, public access areas, the layout of parking and service areas, site landscaping and other aspects of the development. Council or delegated staff may approve plans and drawings and the owner is required to enter into an agreement to secure the construction of the projects as shown in the plans.

Community Services & Facilities Strategy

A community services and facilities strategy identifies issues related to community services and facilities in an area and the improvements needed to enhance the quality of life for residents. Community services and facilities strategies are prepared in consultation with local residents, services providers and other stakeholders.

Green Development Standard

The City's 'Green Development Standard' includes a set of targets for site and building design to address matters of sustainability. The targets are based on key environmental drivers for the City that include, better air quality, reduced greenhouse gas emission and urban heat island effect, greater energy efficiency, improved water quality and water efficiency, less solid waste, protection of the urban forest and wildlife habitat and reduced light pollution.

Payment in Lieu of Parking Policy

The City's payment-in-lieu of parking policy, allows owners of commercial and industrial properties to make cash payment to the City for required parking stalls that the applicant cannot provide on site. The payment-in-lieu of parking policy does not apply to residential properties or the residential component of mixed-use developments. Payment-in-lieu of parking is not a right. Applicants must satisfy Council that the proposal will not aggravate parking conditions in the area and justify why the parking requirements cannot be met on site. The Toronto Parking Authority uses these payments to acquire, construct, maintain and improve municipal parking facilities in the City.

Preliminary Directions

Emerging principles have been prepared based on the community input and information from initial investigations of the study area. These principles will inform later phases of the study and include:

- **Community Identity**
Investigate ways to strengthen Birchliff's identity as a lakeside community.
- **Unique Challenges**
There are areas along Kingston Road with unique challenges that require individual solutions – “one size does not fit all”.
- **Key Sites & Nodes**
Identify key sites & nodes where new development, infill or intensification is appropriate to strengthen the urban character.
- **Compatible Development**
New development should be compatible and fit with the neighbourhoods to the north and south of Kingston Road.
- **Heritage Preservation**
Existing heritage structures should be retained and new development should reflect the historic character where appropriate.

- **Cultural Opportunities**
Investigate ways to promote and enhance the cultural opportunities in the community.
- **Fill the Gaps**
Focus on strategic locations and sites to “fill in the gaps” rather than large scale redevelopment of the street.
- **Larger Sites**
Where larger site redevelopment opportunities exist, a comprehensive framework to guide change should be developed.
- **Street Edge**
Bring new buildings close to the street edge, to strengthen the main street character, but ensure there are opportunities for pedestrians and landscaping.
- **Streetscape Improvements**
Explore opportunities through streetscape improvements to develop a consistent and unifying ‘image’ along the street.
- **Sustainable Development**
Sustainable ‘green’ development principles should be promoted and reflected in new development.

- **Excellence in Design**
High quality design should be promoted on all sites.
- **Public & Private Investment**
Explore opportunities for public and private investment as a catalyst for change.
- **Connections**
Explore opportunities to enhance connections between activity centres along the street and within the community.
- **Parking**
Investigate opportunities for more parking within the area.
- **Improved Transit**
Improvements to transit service along Kingston Road are needed.

Next Steps

The Study Area Profile will inform the work in later phases of the study. It also identifies information gaps. Further assessment will be required in later phases of the study with respect to community services and facilities. The Environmental Assessment currently underway for Kingston Road will provide additional information with respect to transportation and transit within the study area.

Phase 2 of the study process is the development of a vision for Kingston Road. Building on the Phase 1 work, the emerging principles for revitalization will be further defined and expanded, key sites and areas will be identified where redevelopment or reinvestment should be promoted and approaches and actions that can be employed to promote revitalization will be identified. A design charette will be conducted where issues such as height, building mass and scale, setbacks, site layout, parking and streetscape design will be explored. Phase 2 of the study will be conducted in consultation with the Advisory Committee and community meetings will be held to ensure that the broader community has input into this Phase of the study.