

**4274 Kingston Road and 165 to 177 Galloway Road –  
Zoning Application – Final Report**

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| <b>Date:</b>             | March 12, 2007                                     |
| <b>To:</b>               | Scarborough Community Council                      |
| <b>From:</b>             | Director, Community Planning, Scarborough District |
| <b>Wards:</b>            | Ward No.43 – Scarborough East                      |
| <b>Reference Number:</b> | File No. 06 125734 ESC 43 OZ                       |

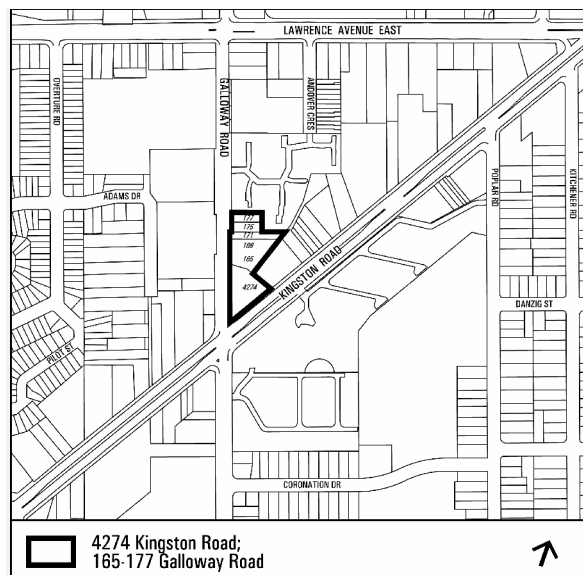
**SUMMARY**

An application has been submitted to amend the zoning by-law to permit the development of 49 townhouses consisting of 13 units fronting on Kingston Road, 23 units fronting on Galloway Road and 13 units fronting on an 8 metre (26 feet) wide private street.

The proposed townhouse development will create new housing on a former motel site and vacant underutilized lands along an ‘Avenue’ where reurbanization and reinvestment is encouraged. The proposal provides for a comprehensive plan for the northeast quadrant of Kingston and Galloway Roads.

The proposal includes 13 units fronting on a private street, which is appropriate in this case due to the unique property configuration and the ability to accommodate public garbage pick up and other City objectives. The proposal will improve the pedestrian environment along Kingston and Galloway Roads; create an attractive streetscape with buildings framing the streets; and make use of existing infrastructure such as transit and schools.

This report reviews and recommends approval of the application to amend the zoning by-law.



## **RECOMMENDATIONS**

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

1. City Council amend the zoning by-law for the West Hill Community substantially in accordance with the draft zoning by-law amendment attached as Attachment No. 6;
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft zoning by-law amendment as may be required;
3. City Council amend Scarborough Site Plan Control By-law 21319 to include 165 to 177 Galloway Road within a Site Plan Control Area, substantially in accordance with the draft site plan control by-law attached as Attachment No. 7.

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

The proposed townhouse development incorporates five properties at the northeast corner of Kingston Road and Galloway Road. Of these properties, the Montoro Motel and the vacant land to the north were included in the Kingston Road “Avenues” initiative. The Kingston Road “Avenue” was one of the four pilot studies undertaken by the City in 2000, as part of the new Official Plan. The objective is to promote redevelopment and reinvestment along the 3.5 km portion of Kingston Road between the Guildwood GO Station and the Highland Creek, through incremental change over the next 25 to 30 years. Council adopted a Mixed Use Area designation and Commercial/Residential zoning in June of 2003 for the “Avenue” including part of the subject land. The Ontario Municipal Board subsequently approved the Official Plan and zoning for the area in 2005.

## **ISSUE BACKGROUND**

### **Proposal**

During pre-consultation meetings with staff, the applicant’s land holdings included 4274 Kingston Road (Montoro Motel site) and 165-171 Galloway Road (vacant residential properties). There were two additional residential properties with detached residential dwellings to the north of 171 Galloway Road and to the south of the townhouse development at 185 Galloway Road. The applicant was requested by staff to consider including these two remaining residential properties at 175 and 177 Galloway Road as part of the development proposal, in order to provide a comprehensive development plan for the area. The applicant obtained the last two properties and a formal application was submitted in April 2006.

The initial development proposal was for a total of 53 three-storey townhouses with 14 units fronting on Kingston Road, 19 units fronting on Galloway Road and 20 units

fronting on an 8-metre wide private road. The applicant worked with staff at revising the initial development proposal in order to address issues raised in the preliminary staff report, through technical circulations and community comments. The revised proposal was submitted to the City in December 2006.

The applicant proposes to redevelop the subject lands with 49 three-storey townhouses with 13 units fronting on Kingston Road, 23 units fronting on Galloway Road and 13 units fronting on an 8-metre (26 feet) wide private street. Typical units sizes range from approximately 117 square metres (1,259 square feet) to 136 square metres (1,464 square feet) having either 3 or 4 bedrooms, with one end unit being the largest at 158 square metres (1,700 square feet). The applicant is proposing a total of 68 parking spaces, plus an additional 8 visitor parking spaces on-site. There would be 19 units with 2 parking spaces having one enclosed garage parking space and one space in front of the garage, and the remaining units would have one space either in an enclosed garage or parking pad in front of the house. The townhouses are arranged into 9 townhouse blocks with buildings ranging in height from 10 metres (33 feet) to 11 metres (36 feet) and the development includes communal green space areas. A proposed 2.4 metre (7.9 feet) pedestrian walkway providing access to Kingston Road is located between the two townhouse blocks fronting on Kingston Road. The applicant's intent is that this development will be a common element condominium.

Further project information and details are contained on the attached site plan and application data sheet (Attachments 1 & 5).

### **Site and Surrounding Area**

The site is located at the northeast corner of Kingston Road and Galloway Road with an area of approximately 0.79 hectares (1.95 acres). It has a frontage of approximately 80.8 metres (265 feet) on Kingston Road and 167.8 metres (551 feet) on Galloway Road and is irregular in shape. The development site consists of a consolidation of properties including an old motel building at 4274 Kingston Road, vacant land to the north (165-171 Galloway Road) and 175 and 177 Galloway Road, which contained two single-detached dwellings that were recently demolished. The site contains several trees.

Galloway Road has developed with a mix of apartment buildings, townhouses, and a public school. To the north there are existing 2-storey condominium townhouses. To the east there are commercial uses along Kingston Road. To the west there is an 11-storey apartment building, 3-storey buildings and a 1-storey structure. To the south on Kingston Road there are existing 2-storey townhouses and a 20-storey apartment building.

### **Official Plan**

The subject lands are designated as Mixed Use Areas in the Toronto Official Plan. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces, and utilities.

The policies of the Plan provide that development within the Mixed Use Areas will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community. New buildings are to be located and massed to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods. The Plan also requires that new buildings be located and massed to frame the edges of streets and parks; provide an attractive, comfortable, and safe pedestrian environment; take advantage of nearby transit services; have access to schools, parks, community centres, libraries, and childcare; and provide good site access and circulation and an adequate supply of parking for residents and visitors.

The portion of the development site fronting on Kingston Road is located within an Avenue. Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The Official Plan policies state that new streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets. New streets will be designed to:

- a) provide connections with adjacent neighbourhoods, and promote a connected grid of streets that offers travel options and extends sight lines;
- b) divide larger sites into smaller development blocks;
- c) provide access and addresses for new development;
- d) allow the public to freely enter without obstruction;
- e) create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance;
- f) improve the visibility, access and prominence of unique natural and human-made features, and
- g) provide access for emergency vehicles.

## **Zoning**

The south part of the site, at the corner of Kingston Road and Galloway Road, is zoned Commercial/Residential (CR). This zone implements the Avenues Study and permits all types of residential uses except for single detached and semi-detached dwellings and permits a wide variety of commercial uses. Minimum building height is 2 storeys and maximum is 8 storeys. The lands known municipally as 165-177 Galloway Road located north of the motel are zoned Single-Family Residential (S).

## **Site Plan Control**

The south portion of the site fronting on Kingston Road is located within a site plan control area. All of the properties north of the motel site do not fall within an area subject to site plan control. It is appropriate to designate these lands as a Site Plan

Control Area. A site plan control application (File No. 06 125735 ESC 43 SA) has been submitted and is currently being reviewed for the overall development.

### **Reasons for Application**

The motel property at 4274 Kingston Road is zoned Commercial/Residential (CR), which permits townhouses. The remaining parcels on Galloway Road are zoned for Single-Family Residential. An amendment to the zoning by-law is required to zone the lands on Galloway Road north of the motel to permit the proposed townhouse development and to implement the necessary zoning standards that will regulate the new development.

### **Community Consultation**

A community consultation meeting was held on Tuesday, September 19, 2006. There were 8 residents that attended the meeting along with the Ward Councillor, Planning staff and members of the applicant's team.

Neighbouring residential property owners to the north had concerns about the height of the townhouses and felt that there would be overlook and privacy issues where units interfaced with existing homes.

Residents wanted to know what types of trees would be planted in the backyards of the proposed townhouse units, if any of the existing trees would be maintained and expressed a desire for higher growing trees that would provide screening.

Details were requested regarding the communal green space areas and whether they would include landscaping, seating, lighting, play areas for children and if there were any safety issues with being located adjacent to parking areas.

Residents asked if there would be fencing along the perimeter of the development site providing a buffer between the existing residential area and the commercial plaza, if lights from the plaza would shine in the back or side yards of the proposed townhouses, and how would the plaza's garbage area impact the townhouse development.

The proposed walkway between the two blocks of townhouses on Kingston Road was mostly viewed as a positive component of the development as it would allow for safe access to Kingston Road provided it was well lit and maintained. Some felt it should be eliminated as it might invite trespassers into the development on their way to the adjacent commercial plaza or Kingston Road. There were concerns over people potentially loitering in some of the communal areas and kids jumping over fencing used to separate the commercial plaza and townhouse development.

Residents wanted to know if municipal services, such as garbage collection and snow removal would be provided on a private street, and if there would be adequate resident and visitor parking on-site. It was also asked if there was enough space in the local schools to accommodate children from this development.

Following the community meeting, a letter was received from the owner of the abutting commercial plaza at 4280-4290 Kingston Road. Concerns were raised with respect to the location of the communal green space area abutting the commercial plaza and its garbage storage area. The owner wants to ensure that there would be a sufficient buffer between the commercial plaza and residential development. Additionally, it was suggested that the proposed walkway to Kingston Road was positive because people would no longer be jumping the fence between the motel site and the plaza to gain access to Kingston Road.

Planning staff met with 2 representatives from the Coronation Community Association on November 29, 2006 to discuss development activity within the general area of Kingston and Galloway Roads. Concerns were expressed over having enough 'quality' commercial uses and that permitting only residential uses along Kingston Road was not appropriate. Similar issues were raised by the community association as those raised at the community consultation meeting by residents with respect to sufficient parking, communal green space details and local school capacity.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

## **COMMENTS**

### **Land Use**

The site is located at a prominent corner at Kingston and Galloway Roads within a Mixed Use Areas designation and partially within an Avenue. The proposed residential townhouses provide for an appropriate residential use of the lands by creating new housing along an Avenue where reurbanization is anticipated and encouraged. The subject site offers an opportunity for infill development and the reurbanization of vacant and underutilized lands near and along Kingston Road through the West Hill Community.

The inclusion of the properties along Galloway Road provide for a comprehensive development of the entire Kingston and Galloway Road corner and does not leave any remnant parcels on the east side of Galloway Road.

In addition to intensifying underutilized sites for development, the development of these lands achieves a number of other Avenue study objectives. Such objectives includes: utilizing existing infrastructure in the area (i.e. transit, sewers, water and schools); creating a comfortable and safe pedestrian environment; incorporating attractive boulevards and landscaping; and providing for an appropriate streetscape with buildings framing and drawn closer to the streets.

The adjacent commercial plaza to the east and property across Galloway Road directly to the west fronting along Kingston Road are zoned Commercial/Residential (CR) and also have the potential for mixed-use redevelopment over time as part of the Kingston Road Avenue. To the west on Galloway Road there is a mix of multiple-family residential land

uses that includes an 11-storey apartment building, a 3-storey townhouse development and a 3-storey building. The development proposal fits in well with the surrounding land uses and provides an appropriate transition between the adjacent 2-storey townhouse development to the north.

The Commercial/Residential Zone (CR) permits a variety of commercial and residential development opportunities for properties fronting on Kingston Road within the Avenue. The lands along Kingston Road have as-of-right permission for residential and commercial uses. The applicant has chosen to pursue a residential form of development in this case, which is appropriate at this location. The front portion of the site still remains in the CR Zone and any potential future development applications for commercial would be evaluated based on the merits of the application. By investing in underutilized properties along Kingston Road it provides for incremental change over time, a healthier Kingston Road corridor and provides greater opportunity for potential future commercial and residential developments.

### **Development Infrastructure Policy and Standards (DIPS)**

The Development Infrastructure Policy and Standards (DIPS) Phase 2 Report containing staff's recommendations for a set of design standards for new local residential streets and for a set of criteria to identify where a private street may be considered was adopted by City Council at its meeting of December 5-7, 2005.

On small sites where the design standards for public streets may conflict with or compromise other City goals, privately owned streets or "mews" may be considered. Private streets can be supported in cases where grade-related intensification is desirable and where large apartment types are not appropriate and adjacent land cannot be consolidated to allow for a subdivision with public streets. These short privately owned streets, typically perpendicular to an existing public street, will provide frontage and municipal address, private access and private utility connections to a small number of grade-related residential units. Individual curbside solid waste and recyclables will be provided by the City on those mews where there is a "hammerhead" turn around facility or where there is a through connection to another public street.

City staff has developed criteria to identify where a private street may be considered as an appropriate exception to the Official Plan Policy that all new streets be public. The design criteria: requires a minimum pavement width of 8 metres (26 feet) for two-way traffic with parking permitted on one side; limits the maximum number of dwelling units internal to a property to 10; limits the length of the street to a maximum of 45 metres (148 feet) from the curb of the existing public street; provides for an average of one tree per eight metres of unit frontage; requires appropriate levels of lighting to provide safe year round use of the space by cars and pedestrians; and requires adequate space for setting out waste and recyclables for City curbside collection.

Planning staff have worked with the applicant to improve the plan and meet many of these City objectives. As a result, the proposal has been reconfigured. The development proposal consists of 36 townhouse units that front on Kingston and Galloway Roads,

which comply with these DIPS standards, and the number of units on the private street has been reduced from 20 to 13. The reduction in units has resulted in wider units on the private street allowing for appropriate landscaping and tree planting. Townhouse blocks were also re-sited to have additional units fronting on Galloway Road. The development proposes an 8-metre wide private street that provides a through connection to two points on Galloway Road and incorporates a 1.7 metres sidewalk within the development.

The private road will provide access, frontage and municipal addresses for 13 units off of Galloway Road internal to the site. The private street is a through street with an entrance and exit along two separate points on Galloway Road. The intent of the 45 metre maximum private street length is to ensure for proper municipal services and access by City and emergency vehicles for a small number of grade-related residential units. The length of the private street is greater than 45 metres, however, the through street configuration would allow vehicles, including City and emergency vehicles, to pass through the site without having to reverse or back out with the aid of hammerhead turn-around facilities. The applicant is proposing one fire hydrant within the communal green space area adjacent to the commercial plaza. Technical Services has requested an additional hydrant within the communal green space area in front of the interior units, which would be more than sufficient to service this development. The private street also functions to provide access to private parking and visitor parking spaces within the development for all 49 units.

Public solid waste and recyclable collection will be picked up curbside for the 36 units fronting Galloway and Kingston Roads while collection for the 13 internal townhouse units would be accommodated via the private street. The private street is wide enough to accommodate City garbage trucks and emergency vehicles such as ambulance and fire. Snow removal would be done through a private company. Details respecting garbage and recyclables collection points will be required prior to site plan approval with the submission of a waste management plan by the applicant. Similarly, details regarding site lighting to ensure appropriate levels of lighting for safe year round use of the site by cars and pedestrians will be part of the site plan review process. Staff will also ensure that the site plan contains appropriate notations indicating that snow removal would be done through a private company and that warning clauses regarding snow removal are included as part of the condominium declaration.

The DIPS Guidelines also require an average of one tree per 8 metres of unit frontage for developments. The subject development would require a total of 28 trees to be planted along the townhouse frontages. The landscape plan currently illustrates approximately 30 trees to be planted adjacent to street frontages as part of this development, of which 9 are to be planted in close proximity to the 13 internal units. Also, there are an additional 17 trees planted internal to the site along the private drive located at the rear and side yards of units fronting on Galloway and Kingston Roads.

The applicant worked with staff and through redesign the number of units fronting along the private street was reduced from 20 to 13. The private street divides the development site into suitable development areas to utilize the land for housing opportunities along the



Kingston Road and Galloway Road frontages and towards the back portion of the property. The site is unique in that it is an irregularly shaped parcel and its configuration would preclude a public right-of-way while still providing for an efficient and appropriate form of development. A public right-of-way would result in a development consisting of more paved surface area and a less compact form of development along the Kingston Road Avenue. The proposed development with 36 units fronting on public streets and 13 units situated on a private street is appropriate for the development of the subject site.

## **Height**

A portion of the development site fronting on Kingston Road is located within the Commercial/Residential (CR) Zone which requires buildings with a minimum of 2-storeys in height to a maximum of 8-storeys in height. The townhouses are all 3-storey units ranging from 10 metres (33 feet) to 11 metres (36 feet) in height. The 13 townhouse units fronting along Kingston Road and the 13 townhouses fronting on the private street are all 11 metres in height and the townhouses fronting on Galloway Road are 10 metres in height.

The townhouse project provides for an appropriate transition from the existing 2-storey townhouses to the north, which are approximately 9 metres (30 feet) in height, and moves to 3-storey townhouse units closer to Kingston Road. The proposed building heights of the townhouse blocks fit appropriately with the surrounding area, which is a mix of multiple-family residential in the form of townhouses and apartment buildings with various heights.

## **Privacy & Separation**

The proposed units provide for adequate privacy and separation from the existing townhouse development located at 185 Galloway Road to the north and the abutting commercial plaza at 4280-4290 Kingston Road to the east. All of the townhouse blocks have either a 6 metre (20 feet) rear yard amenity area or a minimum 1.0 metre (3.3 feet) side yard separating them from the abutting residential and commercial properties. The existing townhouses to the north are all also setback a minimum of 3 metres (10 feet) from the property line. As part of the site plan approval, staff will be requiring that the applicant install a 1.8 metre high (6 feet) privacy fence abutting the existing residential townhouses and a 2.5 metre (8.2 feet) high solid fence abutting the rear of the commercial plaza. The landscaping plan currently proposes tree planting within these rear yards as they offer opportunity for replacement tree planting and landscaping. Staff will ensure through the site plan approval process that appropriate tree planting occurs in these rear yards to provide for sufficient screening and privacy.

The proposed townhouse unit at the north end of the site along Galloway Road has an appropriate side yard setback of 1.2 metres (4 feet) and abuts the rear yard of the adjacent multiple-family dwelling to the north setback approximately 4.5 metres (15 feet). This side yard to rear yard relationship provides adequate separation. Similarly, the townhouse unit abutting the existing plaza has a side yard setback of 1 metre (3.3 feet) with the commercial building setback approximately 4.3 metres (14 feet). The end unit is adequately separated from the plaza by a drive aisle and a private side yard amenity area.

The interface between the commercial plaza and townhouse development will be buffered by a 2.5 metre (8.2 feet) high solid fence that will sufficiently screen the garbage area and parking at the rear of the site. There are also two existing light poles at the rear of the commercial plaza. Site lighting is to be contained on the commercial property lands and not spill onto adjacent properties. Staff cannot impose conditions as part of this development process related to work on the adjacent commercial property, however the applicant has agreed to contact the plaza property owner and offer to rectify any site lighting issues to be resolved.

The proposed townhouse development provides sufficient separation and buffering to minimize any potential impact on the commercial plaza and existing townhouse development through rear yard and side yard setbacks, amenity areas, privacy fencing and landscaping.

### **Traffic Impact, Access & Parking**

The proposed development is not anticipated to have a significant impact on traffic within the area and provides an adequate parking supply for residents and visitors. The site will be accessed from a private 8-metre (26 feet) wide drive with access from Galloway Road at two locations. The applicant is proposing a total of 68 parking spaces on-site comprised of 30 units with one parking space and 19 units having 2 parking spaces, plus an additional 8 on-site visitor parking spaces.

The 13 units fronting on Kingston Road located within the Commercial/Residential (CR) Zone are providing 1 parking space per unit as per the as-of-right zoning already in place for this portion of the site. These units are approximately 121 square metres (1,300 square feet) in area with 3 bedrooms. The northern most townhouse block consisting of 4 units fronting on Galloway Road also provides 1 space per unit within an enclosed garage. These units are the smallest proposed at approximately 117 square metres (1,259 square feet) with 3 bedrooms.

The 13 units fronting on the private street within the interior of the subject site propose 1 parking space per unit on a pad located in front of the dwelling. Initially, 9 of these 13 units were proposed with a floor area of 146 square metres (1,571 square feet) and were 4 bedroom units. There was concern that these units were proposed with the largest floor area and greatest number of bedrooms while only providing one parking space per unit. Through discussions with staff, the applicant agreed to revise these units by reducing the unit sizes to provide a floor area of 132 square metres (1,420 square feet) and 3 bedrooms. Staff has included a provision within the zoning by-law to limit the maximum floor area for those units supplying one parking space.

There are also 19 units fronting on Galloway Road, which will provide 2 parking spaces per unit with one located within an enclosed garage and the second on the driveway in front of the garage. These units will be the largest with a floor area of approximately 136 square metres (1,463 square feet) and 4 bedrooms.

The townhouse project provides for a variety of unit sizes and good mix in parking options. Units allocated one parking space have smaller floor areas while units with the largest floor areas provide two parking spaces. The site is located within an urban Avenue setting with public transit available within the immediate area. There is a Toronto Transit Commission bus stop located immediately adjacent to the site at the northeast corner of Kingston and Galloway Roads and a stop located diagonally across the street at the southwest corner of Kingston and Galloway Roads.

As part of the development proposal, Technical Services has requested a 3.05 metre (10 feet) road widening along the entire Galloway Road frontage of the property, which has been incorporated into the design of the site plan.

### **Tree Planting & Landscaping**

There are 10 City owned boulevard trees impacted by this development. The arborist report recommends they be removed for a number of reasons such as overhead hydro conflicts and health deficiencies. Urban Forestry agrees with this assessment. The applicant's landscape plan proposes a total of 24 boulevard trees, including 15 along Galloway Road and 9 along Kingston Road. There may be further opportunity to plant more than 15 street trees along the Galloway Road frontage.

A portion of the site has remained vacant for many years and contains numerous trees. The applicant is requesting to remove 36 trees that are protected under the Private Tree By-law in order to accommodate the project. The tree replacement rate for the removal of these trees is 3-1 requiring a replacement of 108 trees. The applicant is proposing 36 replacement trees on site, in addition to boulevard tree planting, and cash-in-lieu payment for tree planting elsewhere in the community. As part of the site plan approval, staff will ensure on-site tree planting opportunities are maximized.

The site is large enough to accommodate appropriate tree planting on both the Kingston and Galloway Road public boulevards, within the private yards of townhouse units and within communal green space areas. The applicant has submitted an appropriate landscaping plan that has conceptually been endorsed by Urban Forestry staff. Prior to final site plan approval, details of tree planting locations and species will be finalized through the site plan process and the submission of a composite utility plan.

### **Communal Green Space Areas**

The communal green space areas will be sodded and predominantly used as tree planting and landscaping areas. The largest of these communal areas abutting the commercial plaza will also include benches. At the community meeting, safety issues were raised respecting this green space. The communal green space areas will not include any children's play equipment that would result in any safety issues or by having children run on to the private drive. The project will also include a lighting system to appropriately illuminate the development.

The communal green space areas will become part of the common element component of the development and will belong to the residents of the development. It will be owned,

maintained and managed by the condominium corporation. The details of these areas will be finalized through the site plan process.

### **Infill Townhouse Design Guidelines**

The Infill Townhouse Guidelines were applied when reviewing the development to maintain an appropriate scale and pattern of development within the neighbourhood. The applicant's proposal, through redesign, increased rear yard amenity area and the width of the units fronting on the private drive, provided more landscaping opportunities, and re-sited townhouse blocks to have additional units fronting on Galloway Road. The development also provides for sufficient private amenity areas in the form of private backyards, private decks and communal green space areas.

### **Urban Design**

The Kingston Road corridor will become an urbanized Avenue through the intensification of underutilized sites over time. As a corner site with frontage along both Galloway and Kingston Roads, it is important to achieve a high quality of design at this location.

Townhouse blocks have been located closer to the public roads and sited along both Kingston and Galloway Roads to provide for more building presence along the street by framing the edges of Kingston and Galloway Roads. Front entrances of 36 units are facing public streets. The townhouse blocks along Galloway Road and in particular Kingston Road provide for an urban Avenue feel.

The development provides for an appropriate pedestrian environment by including a 1.7 metre sidewalk through the site along the private street which connects to an existing sidewalk along Galloway Road. Additionally, there is a 2.4 metre pedestrian walkway between the two townhouse blocks fronting on Kingston Road that provides for pedestrian access for residents to the existing sidewalk along Kingston Road.

The southwest corner of the property at Kingston and Galloway Roads is a focal point for this development and has been identified as a communal green space area. This area is proposed to be landscaped with trees, sod, shrubs, and decorative fencing. The end unit of this townhouse block provides access to the dwelling from the flankage. Through the site plan approval process, staff will work with the applicant to ensure that the elevation of this unit is appropriately upgraded.

Staff will continue to work with the applicant through the site plan approval process to ensure a high quality of design and urban appearance for the development.

### **Tenure**

The project is being proposed as a common element condominium. The individual units, rear yards and side yards will be freehold while the 8-metre private street, sidewalk, visitor parking areas, driveways leading to parking spaces and communal green space areas will be owned by the condominium corporation.

## **School Capacity**

The Toronto District School Board commented that a significant impact on the local schools was not anticipated. At this time, there is sufficient space at the local schools to accommodate students from this development. The local schools are Galloway Road Public School and Sir Wilfrid Laurier Collegiate Institute. The Toronto Catholic District School Board was also circulated this proposal and did not provide comments.

## **Servicing**

The applicant has submitted a preliminary stormwater management report and a site servicing plan, which have been reviewed by Technical Services staff and found to be satisfactory.

## **Implementation**

The proposed development will be implemented through the draft zoning by-law and site plan approval process. Zoning performance standards have been incorporated into the draft zoning by-law (Attachment 6) that will limit the maximum dwelling units on-site, provide for appropriate setbacks from property and street lines, limit height and floor areas, ensure for appropriate parking, and ensure that the site is serviced prior to building permits being issued. The site plan approval process will allow staff to further refine the proposal and resolve design details related to building elevations and treatment, landscaping and tree planting, and utility locations.

## **Development Charges**

It is estimated that the development charges for this project will be \$406,112.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

## **CONTACT**

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## **SIGNATURE**

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Allen Appleby, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: Elevations 1

Attachment 3: Elevations 2

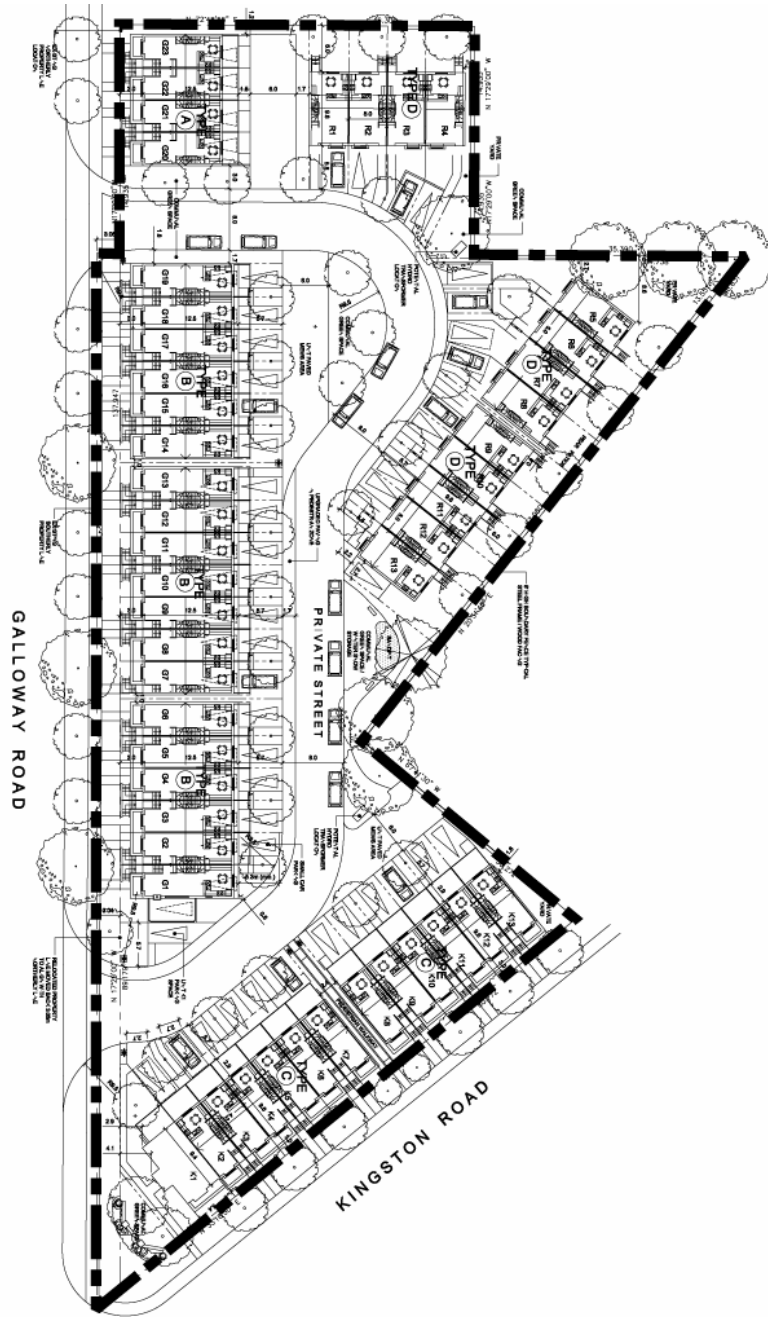
Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 6: Draft Zoning By-law Amendment

Attachment 7: Draft Site Plan Control By-law

# Attachment 1: Site Plan



## Site Plan

Applicant's Submitted Drawing

Not to Scale  
03/07/07



4274 Kingston Road;  
165-177 Galloway Road

File # 06-125734 OZ

Attachment 2: Elevations 1



4274 Kingston Road;  
165-177 Galloway Road

File # 06-125734 0Z

Elevations

Applicant's Submitted Drawing

Not to Scale  
03/16/07



Attachment 3 – Elevations 2



4274 Kingston Road;  
165-177 Galloway Road

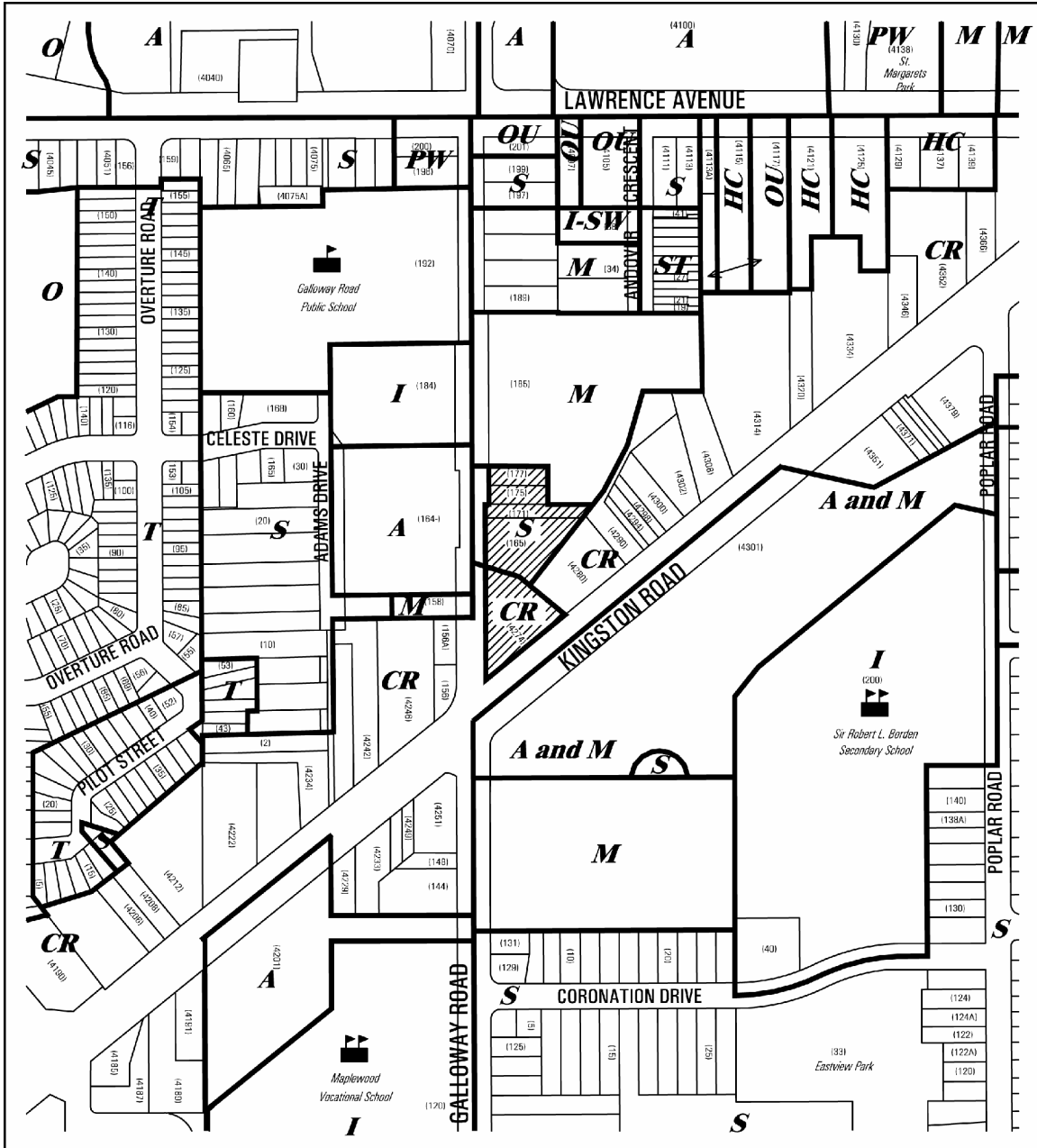
File # 06-125734 0Z

Elevations

Applicant's Submitted Drawing

Not to Scale  
03/16/07

# Attachment 4: Zoning



**Toronto** City Planning Division  
**Zoning**

4274 Kingston Rd; 165-177 Galloway Rd

File # 06-125734 0Z

- |  |                                    |  |
|--|------------------------------------|--|
| <b>S</b> Single-Family Residential     | <b>A</b> Apartment Residential     | <b>O</b> Major Open Spaces                 |
| <b>T</b> Two-Family Residential        | <b>CR</b> Commercial / Residential | <b>I</b> Institutional - Social Welfare    |
| <b>ST</b> Street Townhouse Residential | <b>HC</b> Highway Commercial       | <b>I-SW</b> Institutional - Social Welfare |
| <b>M</b> Multiple-Family Residential   | <b>OU</b> Office Uses              | <b>PW</b> Placets of Worship               |

West Hill Community Bylaw  
 Not to Scale  
 04/26/06



### Attachment 5: Application Data Sheet

Application Type: Rezoning Application Number: 06 125734 ESC 43 OZ  
 Details: Rezoning, Standard Application Date: April 12, 2006  
 Municipal Address: 4274 KINGSTON RD, and 165-177 Galloway Road, TORONTO ON M1E 2M8  
 Location Description: PL M596 PT LT5 \*\*GRID E4306  
 Project Description: To permit the development of a total of 49 townhouses

**Applicant:** VARDA JOURDAN  
**Agent:**  
**Architect:**  
**Owner:** GALLOWAY BIRCH PROPERTIES

### PLANNING CONTROLS

Official Plan Designation: Mixed Use Area, (RM) Site Specific Provision:  
 Medium Density Residential  
 Zoning: CR Historical Status:  
 (Commercial/Residential)  
 and S (Single Family Residential)  
 Height Limit (m): Site Plan Control Area: Y

### PROJECT INFORMATION

|                                    |        |         |                 |              |
|------------------------------------|--------|---------|-----------------|--------------|
| Site Area (sq. m):                 | 7489   | Height: | Storeys:        | 3            |
| Frontage (m):                      | 0      |         | Metres:         | 11           |
| Depth (m):                         | 0      |         |                 |              |
| Total Ground Floor Area (sq. m):   | 2508.9 |         |                 | <b>Total</b> |
| Total Residential GFA (sq. m):     | 6437.2 |         | Parking Spaces: | 68           |
| Total Non-Residential GFA (sq. m): | 0      |         | Loading Docks   | 0            |
| Total GFA (sq. m):                 | 6437.2 |         |                 |              |
| Lot Coverage Ratio (%):            | 33.5   |         |                 |              |
| Floor Space Index:                 | 0.86   |         |                 |              |

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

|              | Condo |                                  | Above Grade | Below Grade |
|--------------|-------|----------------------------------|-------------|-------------|
| Tenure Type: | Condo |                                  |             |             |
| Rooms:       | 0     | Residential GFA (sq. m):         | 6437.2      | 0           |
| Bachelor:    | 0     | Retail GFA (sq. m):              | 0           | 0           |
| 1 Bedroom:   | 0     | Office GFA (sq. m):              | 0           | 0           |
| 2 Bedroom:   | 0     | Industrial GFA (sq. m):          | 0           | 0           |
| 3 + Bedroom: | 49    | Institutional/Other GFA (sq. m): | 0           | 0           |
| Total Units: | 49    |                                  |             |             |

**CONTACT:** **PLANNER NAME:** John Andreevski, Planner  
**TELEPHONE:** (416) 396-5279

## Attachment 6 – Draft Zoning By-law

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 2007  
Enacted by Council: ~, 2007

### CITY OF TORONTO

Bill No. ~

### BY-LAW No. ~-2007

**To amend former City of Scarborough Zoning By-law No. 10327, as amended, with respect to the lands municipally known as, 4274 Kingston Road and 165, 171, 175 & 177 Galloway Road**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

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

1. **Schedule ‘A’** of the West Hill Community Zoning By-law is amended by deleting the current Commercial/Residential (CR) and Single-Family Residential (S) zoning, and replacing them so that the amended zoning shall read as follows as shown on Schedule ‘1’:

CR – 374 – 400 – 453 – 507 – 552 – 604 – 608 – 610 – 611 – 612 – 614

M – 374 – 400 – 454 – 508 – 604 – 609 – 611 – 612 – 613 – 614 – 615

2. **SCHEDULE “B”, PERFORMANCE STANDARD CHART**, is amended by adding Performance Standards 453, 454, 507, 508, 552, 608, 609, 610, 611, 612, 613, 614, and 615 as follows:

#### **FLOOR AREA**

453. Maximum **floor area** per **dwelling** unit 123 m<sup>2</sup>.

454. Maximum **floor area** per **dwelling** unit 133 m<sup>2</sup> for units providing only 1 parking space.

#### **INTENSITY OF USE**

507. Maximum number of **dwelling units** permitted – 13.

508. Maximum number of **dwelling units** permitted – 36.

**BUILDING SETBACK FROM LOT LINES OTHER THAN STREET LINES**

552. Minimum 1 m setback for all end units of a building to a property line.

**MISCELLANEOUS**

608. Maximum building **height** of 11 metres.

609. Maximum building **height** of 10 metres for a **dwelling** fronting on to a public street and a maximum height of 11 m for dwellings fronting on to an access lane or private street.

610. Minimum separation between buildings shall be 2.4 m.

611. All unenclosed parking spaces shall be a minimum of 2.7 m in width by 5.7 m in length.

612. The provisions of this By-law shall apply collectively to the land encompassed by the zoning boundary, notwithstanding its future division into additional parcels.

613. Notwithstanding the provisions of **CLAUSE VI – PROVISIONS FOR ALL ZONES, Section 4. Frontage on a Street**, a maximum of 13 units having a minimum **dwelling unit** width of 5 m may be permitted fronting on to an 8 m wide private street/access lane.

614. No person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

(a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

(b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

615. A garage attached to a **dwelling unit** shall have minimum inside dimensions of 3m by 6m.

3. Schedule "C", **EXCEPTIONS MAP**, is amended by adding Exception No. 100 as shown on Schedule '2'.

Schedule "C", **EXCEPTIONS LIST**, is amended by adding Exception No. 100 as follows:

100. On those lands identified as Exception No. 100 on the accompanying Schedule '2' map, the following provisions shall apply:
  - (a) Minimum of 8 visitor parking spaces shall be provided.
  - (b) A minimum of two parking spaces per **dwelling unit** shall be provided on those lands identified as Exception 100 – Part A.
  - (c) Notwithstanding the provisions of **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES, Section 1. General Parking Requirements**, Sub-Section 1.4 Location, on those lands identified as Exception 100 – Part D, a **dwelling unit** located within the end unit of a building with frontage on both Galloway Road and Kingston Road, may be permitted to have one required **parking space** to be located on another parcel of land, within Part A of Exception 100.
  - (d) Notwithstanding the Permitted Uses within the **Multiple-Family Residential (M) Zone** and **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES**, on those lands identified as Exception 100 – Part A, a **parking space** may be permitted on lands adjacent to the end unit of a building and adjacent to the southern most exception boundary of Part A, and must be setback a minimum of 3 m from a **street line**.
  - (e) Notwithstanding the Permitted Uses within the **Multiple-Family Residential (M) Zone, Street Townhouse Dwellings** shall be permitted, on those lands identified as Exception 100 – Part A and Part B.
  - (f) Notwithstanding the Permitted Uses in the **Commercial/Residential Zone (CR)**, only Residential Uses shall be permitted on those lands identified as Exception 100 – Part D.
  - (g) On those lands identified as Exception 100 – Part B, a minimum building setback of 6 m shall be provided to the northern boundary of Part B, except the end unit of a building shall be setback a minimum of 1.2 m from the northern boundary of Part B, and the end unit of a building shall be setback a minimum of 1.2 m from the eastern boundary of Part B.
  - (h) On those lands identified as Exception 100 – Part C, a minimum building setback of 6 m shall be provided to the south easterly

boundary of Part C, and a minimum building setback of 2.7 metres shall be provided to the northern boundary of Part C.

- (i) The definition of **Height** contained within **CLAUSE V - INTERPRETATION, Section (f) Definitions** shall not apply to the lands encompassed by Exception 100. Instead the following definition of Height shall apply:

**Height** - shall mean the vertical distance measured from the average grade at the front **main wall** of the **dwelling unit** to the highest point of the building excluding chimneys, skylights, vents, antennae, elevator machine rooms and parapet walls.

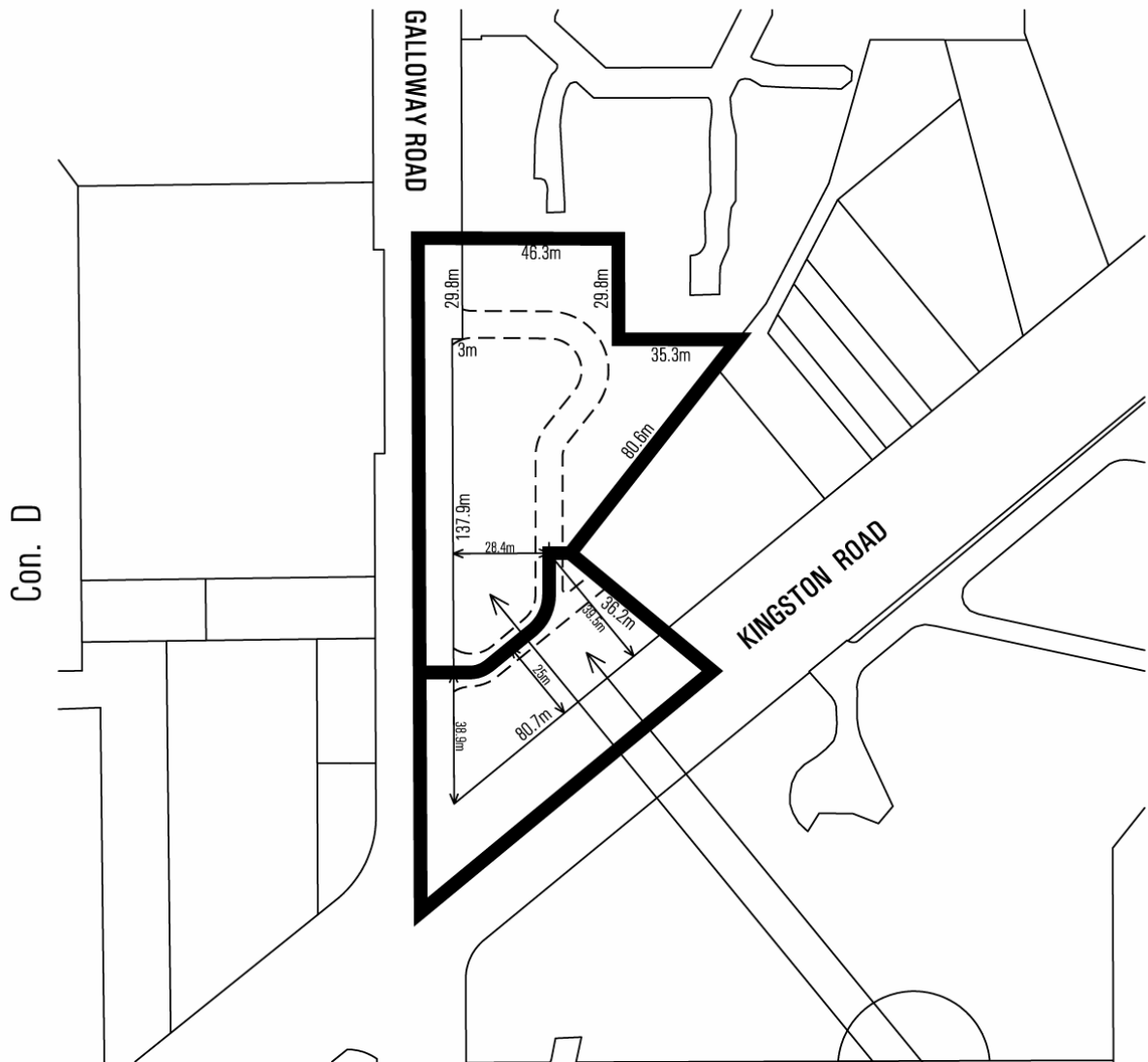
ENACTED AND PASSED this ~ day of ~, A.D. 2007.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

# Schedule '1'

Lot 12



M-374-400-454-508-604-609-611-612-613-614-615

CR-374-400-453-507-552-604-608-610-611-612-614



## Zoning By-Law Amendment

4274 Kingston Rd; 165-177 Galloway Rd

File # 06-125734 OZ

 Area Affected By This By-Law  
(Corporate Seal)

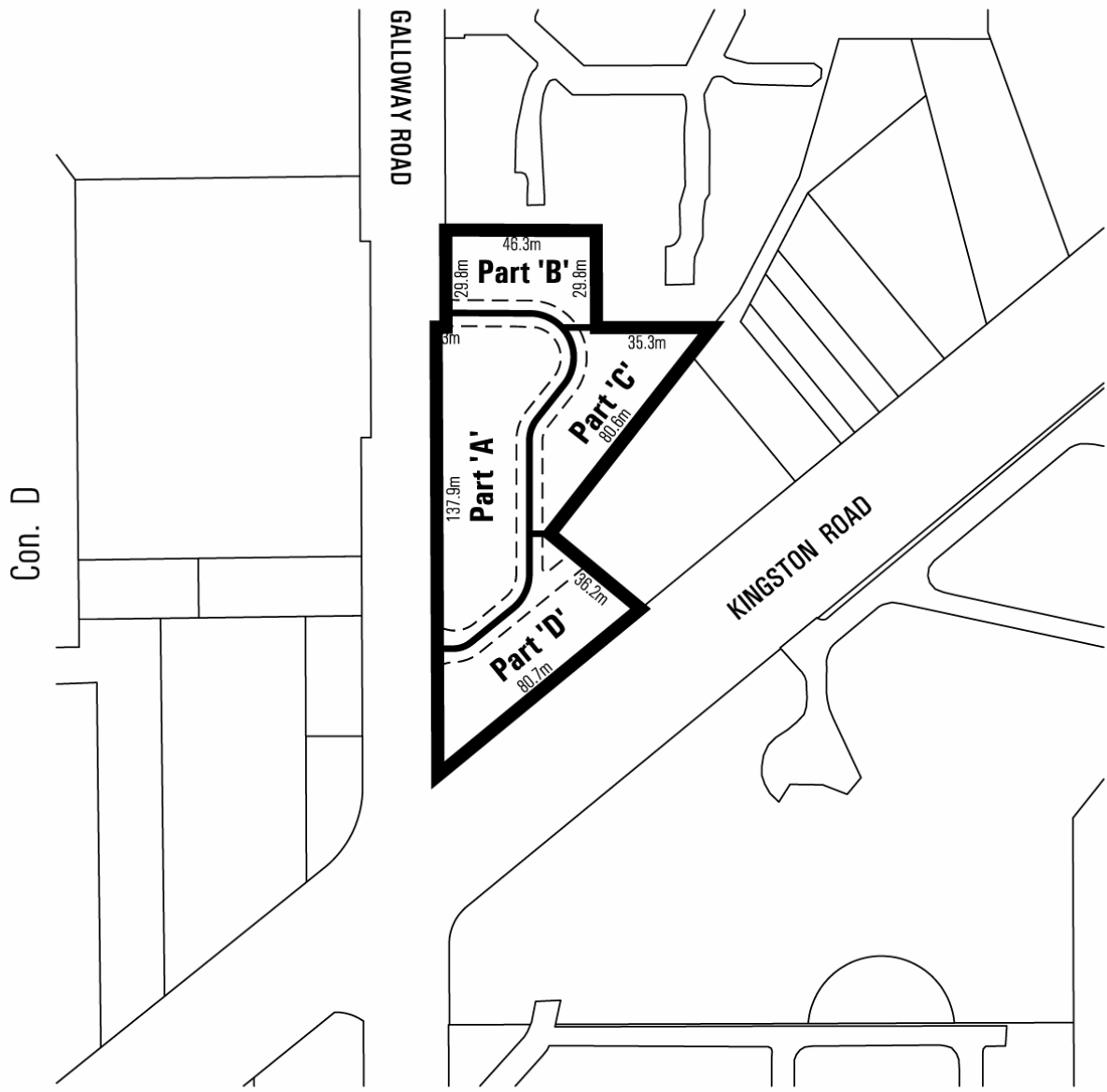
West Hill Community Bylaw  
Not to Scale  
03/13/07





# Schedule '2'

Lot 12



## Exception No.100



### Zoning By-Law Amendment

4274 Kingston Rd; 165-177 Galloway Rd

File # 06-125734 OZ



Area Affected By This By-Law

West Hill Community Bylaw  
Not to Scale  
03/12/07



**Attachment 7 – Draft Site Plan Control By-law**

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]  
as adopted by City of Toronto Council on ~, 2007  
Enacted by Council: ~, 2007

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-2007**

**To amend the former City of Scarborough By-law No. 21319, as amended, to designate a Site Plan Control Area (West Hill Community), with respect to lands municipally known as 165, 171, 175 and 177 Galloway Road.**

WHEREAS authority is given to Council by Section 41 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to designate the whole or any part of the area covered by an Official Plan as a Site Plan Control Area; and

WHEREAS Council of the City of Toronto deems it appropriate to designate the lands as being subject to Site Plan Control;

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

1. By-law No. 21319, as amended, is further amended by designating the lands outlined by a heavy black line on the attached Schedule '3' as a Site Plan Control Area within the West Hill Community.

ENACTED AND PASSED this ~ day of ~, A.D. 2006.

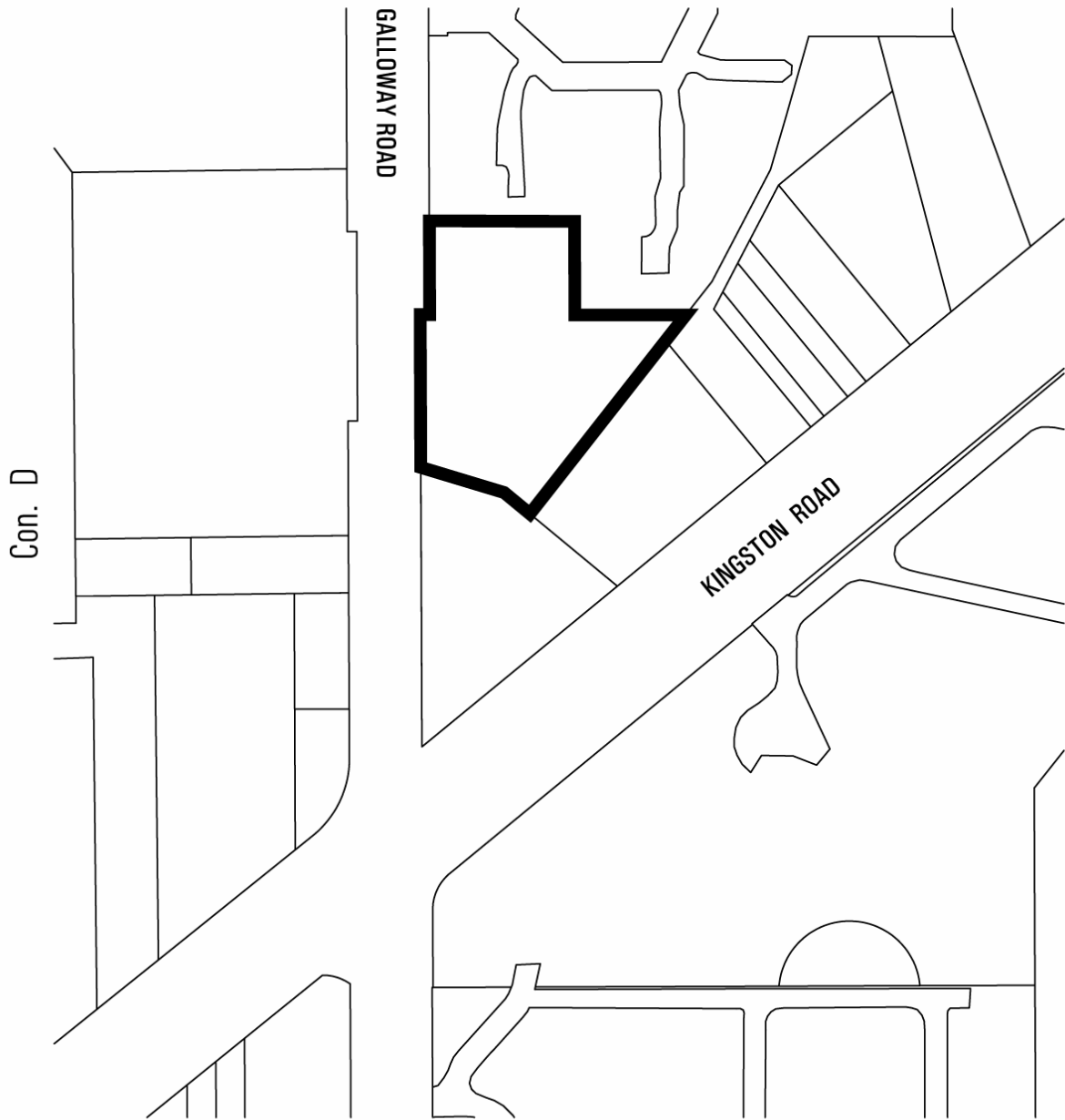
DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

# Schedule '3'

Lot 12



## Site Plan Control Amendment

4274 Kingston Rd; 165-177 Galloway Rd

File # 06-125734 OZ



Area Affected By This By-Law

West Hill Community Bylaw  
Not to Scale  
03/05/07

