



STAFF REPORT ACTION REQUIRED

85 Galloway Road Zoning Amendment Application - Preliminary Report

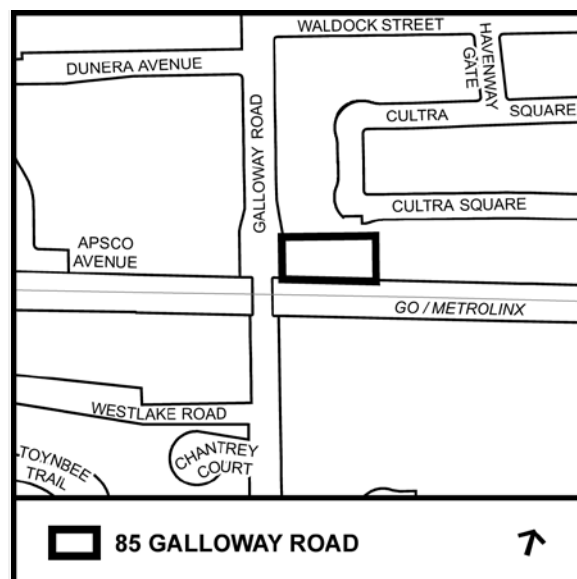
Date:	February 3, 2016
To:	Scarborough Community Council
From:	Acting Director, Community Planning, Scarborough District
Wards:	Ward 43 – Scarborough East
Reference Number:	15 250438 ESC 43 OZ

SUMMARY

This application proposes to amend the Zoning By-law to allow for the development of two semi-detached dwellings and five detached dwellings on a private driveway at 85 Galloway Road.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process.

The application should proceed through the normal planning review process including the scheduling of a community consultation meeting. A Final Report will be prepared and a public meeting will be scheduled once all identified issues have been satisfactorily resolved.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 85 Galloway Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

Financial Impact

The recommendations in this report will have no financial impact.

DECISION HISTORY

Pre-Application Consultation

Pre-application discussions with Planning staff included review of several other options for the development of the site. This includes, among others, a proposal for 12 semi-detached dwellings accessed via a private driveway, connecting both to Galloway Road, and to Cultra Square via a parcel of land under separate ownership. Staff had concerns with the proposals for various reasons, including the potential impacts of the GO/Metrolinx Regional Express Rail Program for the Lakeshore East line, including a potential grade separation at the Galloway Road-rail line crossing, as well as the proposed design of the site which would preclude the future development of adjacent lands to continue the lotting pattern established on Cultra Square, north of the subject lands. Staff were not supportive of the proposal and did not review or provide comment on the current development scheme.

ISSUE BACKGROUND

Proposal

The proposed zoning by-law amendment seeks to permit the development of seven residential dwelling units, comprised of two-semi detached dwelling units along Galloway Road, and five detached dwellings internal to the site. Future condominium tenure is envisioned, however the type of condominium has not yet been determined by the applicant. Vehicular access for all dwellings is proposed from a private driveway, approximately 90 metres in length, accessed from Galloway Road at the northern-west corner of the site. The width of the driveway is 6.0 metres for the majority of its length,

and a small segment of the driveway behind the semi-detached dwellings widens to 7.0 metres. For that portion of the driveway in front of the proposed detached dwellings, a 1.5 metre wide sidewalk is also proposed, making the driveway and sidewalk combination 7.5 metres in width. Refer to Attachment 1: Site Plan.

The total gross floor area proposed is 1,612 square metres (17,351 square feet), which results in an overall Floor Space Index (FSI) of 0.50. All proposed dwellings are proposed to be 3-storeys and 9 metres in height. The semi-detached dwellings are proposed to be 4.5 metres in width, with 3-bedrooms and approximately 151 square metres (1,625 square feet) in size. The detached dwellings are proposed to be 8 metres in width, with 3-bedrooms and approximately 247 square metres (2,660 square feet) in size. Refer to Attachment 2: Elevations.

The proposed building setbacks from adjacent property lines are as follows:

West: (Galloway Road): 6.0 m (front yards of semi-detached dwellings);
East: 6.0 m (side yard of detached dwelling);
South: 20 m (abutting the GO/Metrolinx rail line);
North: 7.5 m (forming the rear yards of the detached dwellings).

A 20 metre building setback is proposed from the south property line which abuts the rail corridor. A combination 3.5 metre tall and 10 metre wide (at its base) berm structure and 2.4 metre tall noise attenuation wall is proposed within the property adjacent to the south property line. The combined height of the combination berm/wall structure is 5.9 metres. Refer to Attachment 3: Cross Section – Berm.

Refer to Attachment 5: Application Data Sheet for additional details pertaining to the proposed development.

Site and Surrounding Area

The subject lands have approximately 37.5 metres of frontage on the east side of Galloway Road, and have a total area of approximately 0.32 hectares (0.8 acres). The lot is rectangular in shape, and is located immediately north of the GO/Metrolinx rail corridor, where Galloway Road crosses the rail line at a level crossing. The Galloway Road right-of-way has been widened in front of this property. The non-travelled portion of the right-of-way in front of the property includes a slope downward from Galloway Road (west to east). The lands adjacent to the railway tracks also slopes down from the abutting rail line (south to north) into a ditch, most of this is located on the rail property, and only partially on the subject land. The property is vacant and is relatively flat with a gentle slope towards the east. The lands are vegetated with both scrub grasses and trees, and the majority of trees are located through the central and east portion of the property. The site abuts a portion of the side and rear yard of existing detached residential dwelling at 63 Cultra Square to the east, and the side and rear yard of 87 Galloway Road, immediately north of the site. The site is located approximately 530 metres east of the Guildwood GO station.

- North: Detached and semi-detached dwellings fronting onto Galloway Road, and Cultra Square.
- East: Detached dwellings fronting onto Cultra Square
- West: Galloway Park, and to the north of the park, the Scarborough Boys and Girls Club.
- South: GO/Metrolinx Rail line, and Poplar Park south of the rail line.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies also address land use compatibility between major facilities, including rail lines, and sensitive land uses such as residences; as well as Transportation and Infrastructure Corridor policies which address new development proposed on adjacent lands to existing and planned corridors and transportation facilities, to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities; and for the protection of rail facilities to ensure that these facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject lands are designated *Neighbourhoods* within the Official Plan on Map 23 – Land Use Plan. *Neighbourhoods* are described as physically stable areas providing for a variety of lower-scale residential uses. Policies and development criteria aim to ensure that physical changes to established neighbourhoods be sensitive, gradual and generally "fit" the existing physical character.

Some of the relevant Official Plan provisions include:

Policy 5 of Section 4.1 (*Neighbourhoods*). This policy states that development in established neighbourhoods will respect and reinforce the existing physical character of the neighbourhood, including in particular:

- size and configuration of lots;
- heights, massing, scale and dwelling type of nearby residential properties;
- setbacks of buildings from the street or streets; and,
- prevailing patterns of rear and side yard setbacks and landscaped open space.

No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the physical character of the neighbourhood.

The Structuring Growth in the City: Integrating Land Use and Transportation policies of the Official Plan, contained in Section 2.2 include policies which relate to the maintenance and development of the City's transportation network to support the growth management objectives of the Official Plan. This includes supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service; and, requiring new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

The Healthy Neighbourhoods policies of the Official Plan, contained in Section 2.3.1 state that *Neighbourhoods* are considered to be physically stable areas. Development within *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals in the Official Plan to protect and enhance existing neighbourhoods and to allow limited infill on underutilised apartment sites in *Apartment Neighbourhoods*. In December 2015 the City submitted OPA 320 to the Minister of Municipal Affairs and Housing for approval. While OPA 320 is City Council's adopted policy, it is not yet in force.

The Built Form policies of the Official Plan are contained in Section 3.1.2. These policies relate to the form of the new development, and recognize that for the most part future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. Among other things, these policies stipulate that new development will:

- be located and organized to fit with its existing and/or planned context;
- development will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces;

- locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces;
- be massed and its exterior face will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties; and
- preserve existing mature trees wherever possible and incorporate them into landscaping designs.

Portions of the southern and central area of the site are located within the Natural Heritage System on Map 9 of the Official Plan which identifies the City's significant natural heritage features and functions. Natural heritage features and functions require special attention. The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in city-building decisions. Policies in Section 3.4, The Natural Environment, require, among other things that:

- an assessment of the proposed development's impact on the natural environment and measures to reduce negative impacts on and where possible, improve the natural heritage system;
- where the underlying land use designation provides for development in or near the natural heritage system, development will:
 - (a) recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and,
 - (b) minimize adverse impacts and when possible, restore and enhance the natural heritage system.
- Consents to sever land and approval of plans of subdivision will not be permitted for any parcel of land that is entirely within or part of the natural heritage system unless:
 - (c) an assessment of the impacts to the natural heritage system has been satisfactorily completed.

The Official Plan is available on the City's web site at:

http://www.toronto.ca/planning/official_plan/introduction.htm

Zoning

The subject lands are subject to both the West Hill Community Zoning By-law, No. 10372, and the City-wide Zoning By-law No. 569-2013, as amended.

The West Hill Community Zoning By-law zones the land Single-Family Residential (S) or Two-Family Residential (T) Zone.

Permitted uses within the Single-Family Residential (S) Zone include Single-family dwellings, Group Homes, and Correctional Group Homes. Ancillary Uses permitted include Domestic or Household Arts and Private Home Day Care

Permitted uses within the Two-Family Residential (T) Zone are the same as those for the (S) zone with the addition of Two-Family Dwellings. Two-Family Dwellings are buildings divided vertically into two single family dwellings.

The City-wide Zoning By-law No. 569-2013 zones the lands Residential Semi-Detached (RS). Permitted building types include both detached homes and semi-detached homes. Permitted uses include dwelling units and parks, along with a variety of other uses that may be permitted if the use complies with specific conditions as set out in the Zoning By-law. Refer to Attachment 4: Zoning. City-wide Zoning By-law 569-2013 is available on the City's web site at:

<http://www1.toronto.ca/wps/portal/contentonly?vnextoid=2a8a036318061410VgnVCM10000071d60f89RCRD>

Site Plan Control

The subject lands are subject to site plan control, however the form of development proposed is exempt. A site plan control application is not required for the development of the proposed semi-detached and single detached dwellings.

Tree Preservation

The applicant has provided an Arborist Report in support of the development application. The report includes a Tree Inventory which identifies trees within both the subject site and those immediately adjacent to the site. The report indicates that there are eight (8) private trees subject to the City's Private Tree By-law that will require removal due to the constraints of the proposed limits of construction. These 8 trees include White Willows, Crack Willows and Siberian Elms. All of these trees are in fair to poor condition.

Reasons for the Application

The application has been submitted to amend the existing Zoning By-laws to allow for the proposed development of 2 semi-detached dwellings and 5 single-detached dwellings on a private driveway, without a specific lot frontage or area requirements for individual units and with appropriate performance standards. The proposed residential uses, single detached and semi-detached dwellings, are permitted.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale
- Stage 1 and 2 Archaeological Assessment
- Natural Heritage Impact Study
- Arborist Report

- Functional Servicing and Stormwater Management Report
- Traffic Operations Review
- Noise and Vibration Feasibility Study
- Derailment Protection Plan
- Geotechnical Investigation

A Notification of Complete Application was issued on January 4, 2016.

Issues to be Resolved

- The subject lands are located directly north and parallel to the GO/Metrolinx Lakeshore East rail corridor. Metrolinx is currently embarking on a major rail service expansion under the Regional Express Rail (RER) program. Among other things, this program may require grade separation of some rail-road crossings to enhance service reliability and safety. Given that the only access to the proposed development is located just north of the rail corridor, it is important to evaluate the proposed driveway design in regard to its function relative to the Environmental Assessment currently underway for this RER program, including consideration of both access and safety. More details pertaining to this project can be found at: <http://www.metrolinx.com/en/regionalplanning/rer/guildwood-pickering.aspx>;
- Assessment of the proposed development in regard to policies of the Official Plan, including but not limited to Neighbourhoods, Natural Heritage and Transportation;
- Size and configuration of lots within the surrounding community/context;
- Whether these lands would be better considered as part of a larger, comprehensive redevelopment of vacant remnant parcels fronting onto Cultra Square immediately north, and in conjunction with lands to the north at 87 Galloway Road, to complete the lotting pattern established along Cultra Square with consideration to the Natural Heritage policies applicable to the lands;
- Future tenure of the proposed development and how maintenance of the private driveway and common elements such as the proposed berm and fencing can be secured;
- Adequacy of the proposed outdoor amenity space;
- Provision of landscaping;
- Visitor parking;
- Compliance with Development Infrastructure Policy and Standards (DIPS), which sets out the following standards for Private Streets or Mews:

Pavement	A minimum width of 8.0m for two way traffic with parking permitted on one side.
Length of Street	A maximum 45m from the curb of an existing public street.
Number of Units	A maximum 10 units (not counting units that front onto an existing public street).
Sidewalk	One 1.7m sidewalk or no sidewalk if paved with upgraded paving materials, with appropriate drainage and appropriate safe refuge areas for pedestrians provided.

Tree Planting	An average of one tree per eight metres of unit frontage for the development. Provide 15 m ³ of soil per tree and allow for “sharing” of soil between trees.
Lighting	Appropriate levels of lighting to provide safe year round use of the space by cars and pedestrians. Light fixtures can be integrated into the landscape and/or the buildings. Use of light triggered photo cells or other technologies are encouraged.
Solid Waste and Recyclables Collection	Adequate space for setting out waste and recyclables for City curbside collection with a hammerhead turning arrangement where applicable.
Setback	To achieve appropriate space for tree planting, buildings will be set back from the private street. This setback will vary but should not be less than 2 metres.
Municipal Services	No municipal services are provided for Mews (Private Streets) with the exception of City solid waste and recyclables collection.

- Proposed building setbacks and proposed protection barriers from the railway line, (City Council, at their meeting of August 25, 26, 27 and 28, 2014, directed the Chief Planner and Executive Director, City Planning, to report back to the Planning and Growth Management Committee by the third quarter of 2015 on the inclusion in Zoning By-law 569-2013 of a required 30 metre setback from any rail corridor for any sensitive or high density uses citywide); and,
- Consideration of noise and vibration impacts on the proposed development, and the evaluation of any potential mitigation measures.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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SIGNATURE

Paul Zuliani, Acting Director
 Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

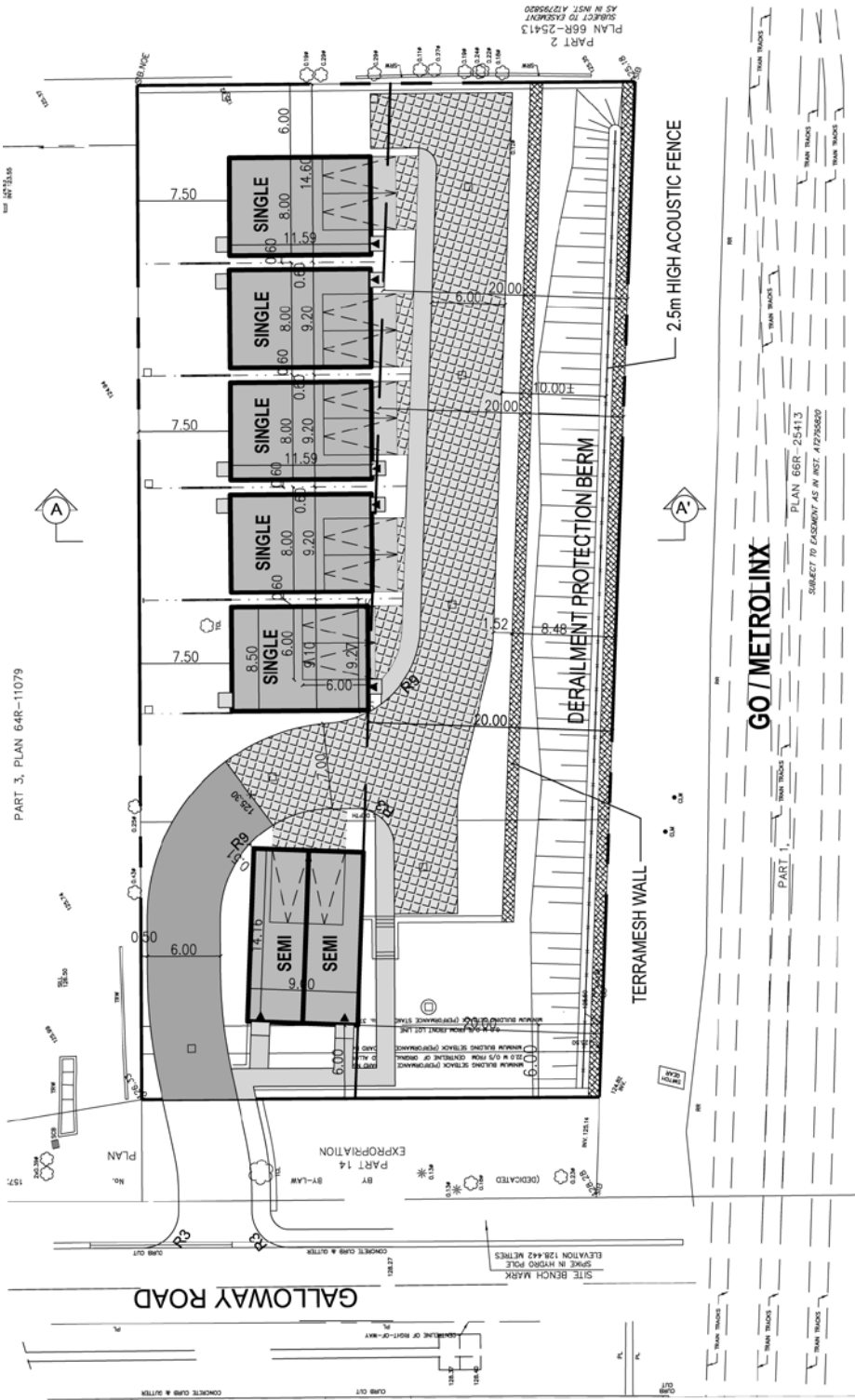
Attachment 2: Elevations

Attachment 3: Cross Section - Berm

Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
1/7/16



85 Galloway Road

File # 15 250438 ESC 43 0Z

Attachment 2: Elevations



Elevations

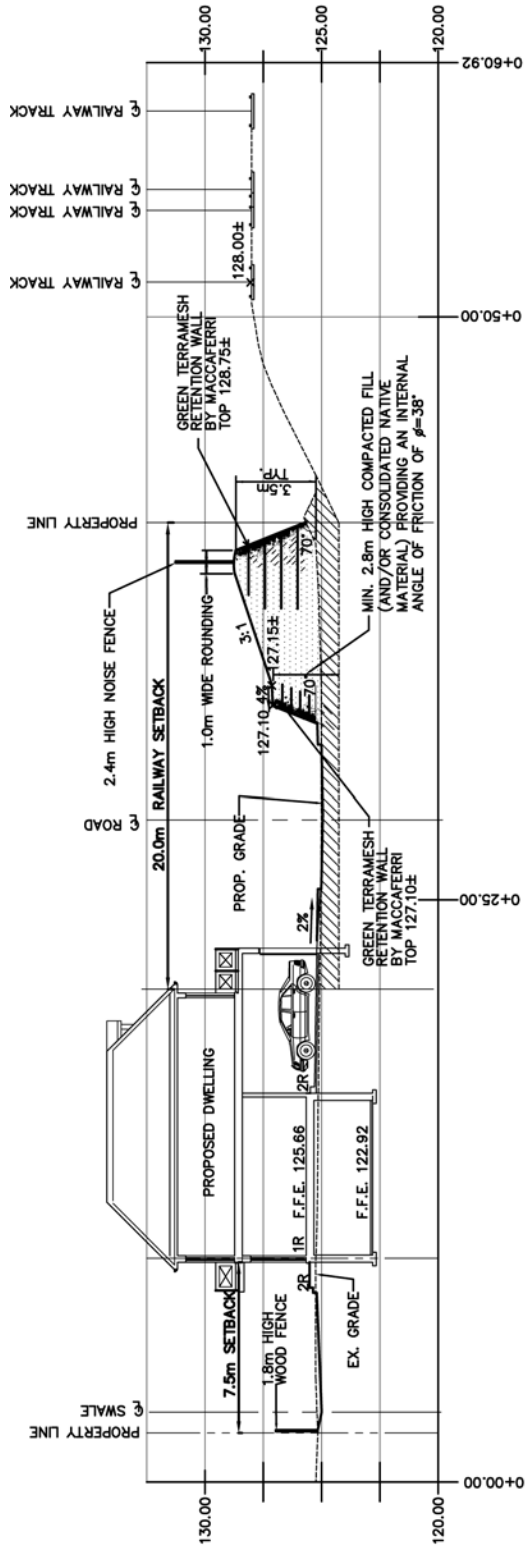
85 Galloway Road

Applicant's Submitted Drawing

Not to Scale
12/11/15

File # 15 250438 ESC 43 0Z

Attachment 3: Cross Section - Berm



85 Galloway Road

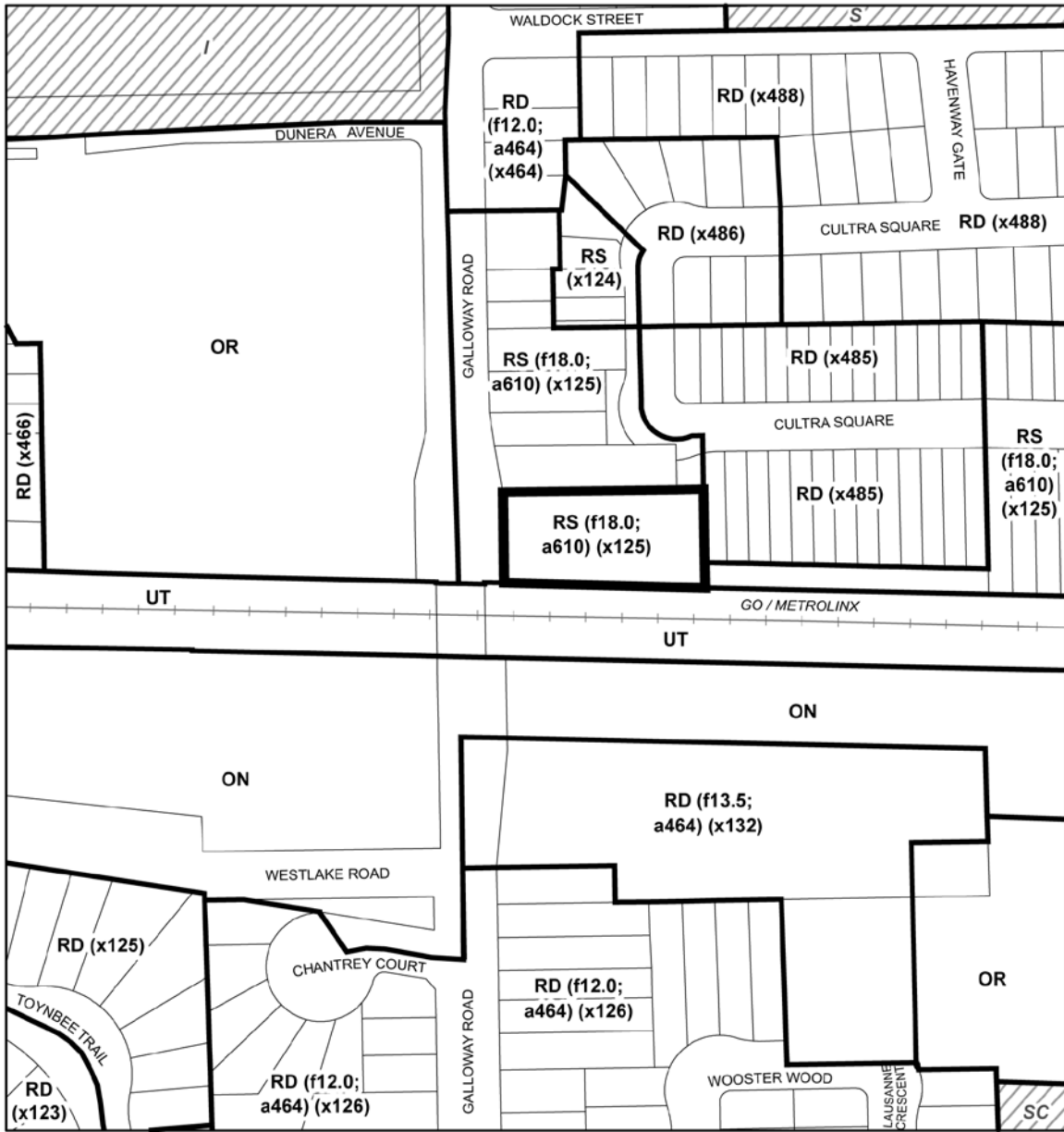
Cross Section - Berm

Applicant's Submitted Drawing

Not to Scale
12/15/15

File # 15 250438 ESC 43 0Z

Attachment 4: Zoning



Zoning By-Law No. 569-2013

85 Galloway Road

File # 15 250438 ESC 43 0Z

Location of Application



See Former City of Scarborough West Hill Community By-Law No. 10327
See Former City of Scarborough Guildwood Community By-Law No. 9676

RD Residential Detached
RS Residential Semi-Detached

ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation

S Single-Family Residential
I Institutional Uses
SC School



Not to Scale
Extracted: 12/11/2015

Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	15 250438 ESC 43 OZ
Details	Rezoning, Standard	Application Date:	November 12, 2015

Municipal Address: 85 GALLOWAY RD
 Location Description: CON D PT LOT 12 **GRID E4306
 Project Description: Proposal to construct one two family dwelling and five new single detached dwellings

Applicant:	Agent:	Architect:	Owner:
HIGHLAND CREEK LOFTS INC			HIGHLAND CREEK LOFTS INC

PLANNING CONTROLS

Official Plan Designation:	Neighbourhoods	Site Specific Provision:
Zoning:	S & T	Historical Status:
Height Limit (m):		Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq. m):	3251	Height:	Storeys:	3	
Frontage (m):	0		Metres:	9	
Depth (m):	0				
Total Ground Floor Area (sq. m):	633.28				Total
Total Residential GFA (sq. m):	1612.23		Parking Spaces:	12	
Total Non-Residential GFA (sq. m):	0		Loading Docks	0	
Total GFA (sq. m):	1612.23				
Lot Coverage Ratio (%):	19.5				
Floor Space Index:	0.50				

DWELLING UNITS

Tenure Type:	Freehold
Rooms:	0
Bachelor:	0
1 Bedroom:	0
2 Bedroom:	0
3 + Bedroom:	0
Total Units:	7

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	1494.95	117.28
Retail GFA (sq. m):	0	0
Office GFA (sq. m):	0	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

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