

DECISION AND ORDER

Decision Issue Date Monday, April 09, 2018

PROCEEDING COMMENCED UNDER Section 45(12), subsection 45(1) of the Planning Act, R.S.O. 1990, c. P.13, as amended (the "Act")

Appellant(s): GERRARD DI LEO

Applicant: MICHAEL VELICKOVIC

Property Address/Description: 9 LEE AVE

Committee of Adjustment Case File Number: 17 103661 STE 32 MV (A0027/17TEY)

TLAB Case File Number: **17 259107 S45 32 TLAB**

Hearing date: Wednesday, April 04, 2018

DECISION DELIVERED BY Ian James LORD

REGISTERED PARTIES AND PARTICIPANTS

Name	Role	Representative
Michael Velickovic	Applicant	
Nicholas Krikorian	Owner/ Party	
Gerrard Di Leo	Appellant	
Margaret Hecimovich	Participant	
Mirela Luca	Participant	
Uwe Sehmrau	Participant	
Tae Ryuck	Expert	

INTRODUCTION

This is a matter on appeal from the Toronto and East York Panel of the City of Toronto's ('City') Committee of Adjustment (the 'COA'). The COA approved two variances, one each under By-law 569-2013 under appeal (the 'new Zoning By-law') and By-law 438-86 (the 'Existing By-law'). The purpose of the requested variances is to accommodate the location of a new proposed single car garage to be constructed in the rear yard of 9 Lee Avenue (the 'subject property') as a detached accessory building.

The subject property is located on the east side of Lee Avenue at its intersection with Alfresco Lawn, north of Kew Beach, in the prestigious 'Beach' area of the City. Lake Ontario lies to the south; there are no residential parcels between the lake and the subject property. Residential properties abut on the north and east.

The subject property enjoys a significant and wide boulevard north of Alfresco Lawn, contributing and continuing the expanse of lawn and open space that exists to the west and south.

I described that I had been to the site, walked the streets and reviewed the materials filed but that the evidence rested primarily on matters called to my attention through testimony.

BACKGROUND

The subject property was the subject of a prior application to permit the redevelopment of the site to permit a gross floor area of 1.19 times the lot area pursuant to the Existing By-law. On appeal to the Ontario Municipal Board (the 'OMB') by the appellant herein, a settlement was reached and signed May 29, 2012. The OMB granted the variances sought at the time. The matters on appeal here were apparently not before the OMB, although concern was expressed throughout the filings that the matter of an accessory garage was not present in the plans of that day and could have been.

In any event, the matter on appeal comes forward independent of the prior decision. Nothing was made of the OMB decision or the settlement other than a repeated refrain that the residence, now constructed, was never a renovation and constitutes an 'over development' of the subject property, made more so by the proposed addition of an accessory garage.

MATTERS IN ISSUE

The proposal is to construct a rear yard detached garage. Variances are requested to accommodate the location.

The variances engage the new and Existing By-law and relate to the reduction of the required side yard from the public boulevard on Alfresco Lawn (new Zoning By-law) and the setback from the adjacent dwelling, to the immediate east, at 2 Alfresco Lawn (Existing By-law).

The required variances, as determined by the City Plans Examiner, are as follows:

REQUESTED VARIANCE(S) TO THE ZONING BY-LAW:

Chapter 10.10.60.20.(1) (A), By-law 569-2013

The minimum required side lot line set back is 1.0 m.
The south side lot line setback will be 0.66 m.

Section 6(3) Part II 7(II) A, By-law 438-86

An accessory structure must have a minimum set back of 4.5 m to an adjacent residential building.
In this case, the set back to the adjacent building at 2 Alfresco Lawn will be 0.62 m.

JURISDICTION

Provincial Policy – S. 3

A decision of the Toronto Local Appeal Body ('TLAB') must be consistent with the 2014 Provincial Policy Statement ('PPS') and conform to the Growth Plan of the Greater Golden Horseshoe for the subject area ('Growth Plan').

Minor Variance – S. 45(1)

In considering the applications for variances from the Zoning By-laws, the TLAB Panel must be satisfied that the applications meet all of the four tests under s. 45(1) of the Act. The tests are whether the variances:

- maintain the general intent and purpose of the Official Plan;
- maintain the general intent and purpose of the Zoning By-laws;
- are desirable for the appropriate development or use of the land; and
- are minor.

EVIDENCE

While there was no Representative of the Applicant, I qualified Mr. Tae Ryuck as a professional land use planner capable of giving expert opinion testimony on land use planning matters. His *curriculum vitae* and witness statement were filed as Exhibits 1 and 2, respectively.

Brief evidence on behalf of the Applicant was also heard from William Buxton, neighbour to the east, who was satisfied with an earlier modification to the variance to provide greater access to his rear yard (0.62 m setback). He described the project as more aesthetic than the existing storage shed and superior to a fence.

As an aside and in order to avoid trespass issues into the future, these neighbours might consider, if not already in hand, the mutual exchange of acknowledgements; namely, that if a garage is built, the lot line remains as surveyed and that no fence or other permanent encumbrance will be constructed between their respective building improvements.

Ms. Cathy Garrido, project architect, clarified: the location of the proposed garage as optimal to avoid further injury to trees; the appropriateness of the access and siting objectives of the variances; and the fact that the height of the proposed garage, at 4.0 m, while compliant with the By-law standard, also permitted space for the hanging of storage materials such as: tires; bicycles, etc.

Mr. Ryuck addressed relevant planning considerations using photographs (Exhibit 3), an area context map (Exhibit 4), and the proposed site plan and elevations (Exhibit 5). In addressing a broad study area, his generalizations on perceived density, unit types, separation distances and area character were not the subject of fine scrutiny or statistics. Despite this, his observations on the variety of garage solutions, reduced side yard setbacks from older construction standards and the distribution of lot patterns and coverage were well reflected in the images and mapping referenced.

Clearly, there was no history of detached garage construction or associated variances given the 'eclectic' and compactness of the urban fabric - both in close proximity to the subject property and in his enlarged 'study area'.

He described the subject property within the context of having to provide parking on the lot and the historical driveway location. He noted that a garage as an accessory structure is permitted 'as-of-right' under applicable zoning, and that no relief was being sought for a variety of performance standards available to regulate accessory buildings: height; length; width; coverage or landscaped open space.

In addressing the statutory tests, he was of the opinion that the proposal addressed provincial policy. It supported optimization of the use of land, encouragement of compact urban form, and redevelopment and intensification. Despite this consistency with the Provincial Policy Statements and conformity with the Growth Plan, he stated that policy at that level was not specifically relevant.

Rather, he found applicable policy direction in the City Official Plan, especially applicable to the 'Neighbourhoods' designation. In his opinion, the proposed garage structure would respect and reinforce the existing physical character of the area and in no way destabilize or not 'fit' the built form of the streetscape.

He applied the criteria listed in section 4.1.5, noting that the continuity of the streetscape is maintained without adverse impact arising from concerns that might

otherwise be measures generated by development: privacy; light; air circulation; height; shadow or other considerations.

In what he described as a 'tightly knit' urban fabric, he applied the criteria and tests as not being 'no impact', but rather appropriateness of 'fit' and no 'undue' adverse consequences. He found none.

He addressed the intent and purpose of the Official Plan and the zoning by-law(s). He saw the addition of a detached single car garage as maintaining these in an established physical pattern of reduced setbacks providing for parking, where possible, and by providing a consistent setback and building line for the streetscape. He pointed out that the proposal was adhering to zoning standards for accessory buildings related to height, massing and area.

He described the proposal as not being too large, too high or with a massing too great for the streetscape to absorb.

As to minor and desirable, he described the two variances sought, above, as being reflective of area setbacks as part of the established historical pattern of the physical neighbourhood. They did not visit impact unjustifiably on or at the expense of the neighbours or the neighbourhood. He felt the massing and distribution of space appropriate at a justifiable location and scale while attempting to maximize tree preservation that could otherwise be lost, in the provision of required on-site at-grade parking. He felt a reduction in height would be insignificant in the context of the site and that the investment in a garage facility was consistent and desirable for the neighbourhood.

He was of the opinion that the proposal met the planning tests, was meritorious and he recommended approval of the variances.

He noted the issuance of a provisional two (2) tree removal permit approved by Urban Forestry (Exhibit 7) as well as a permit to injure one tree, sought to be protected.

Mr. Gerrard Di Leo was the appellant in this matter. He presented a well prepared and articulate review of the history of the subject property including several visuals noting area characteristics and impact considerations (Exhibit 8).

He presented an area context and map more closely proportioned to the subject site, emphasizing its 'cottage' origins, the expansiveness of open space in the public realm and the openness of rear lots in the interior dwelling units on the block.

His concern centered, in part, in the historical development of the subject property, its density and the augmentation of now existing 'over building', being aggravated by the additional construction of a garage.

He presented an impact sketch –not to scale- of the perception of the garage from his rear yard, two units to the north.

He emphasized that the construction of a garage caused the removal of two high foliage/high canopy trees, a result that was inconsistent with the preservation of the

fabric and physical character of the area, in Official Plan terms. He suggested this result was inconsistent with the evaluation criteria in the City tree by-law and the publication "Trees on Private Property".

He questioned whether variances had been missed by the Plans Examiner as to: coverage of accessory structures (12% proposed v. 5% permitted); and setback of 6 m required for a side lot line on a corner lot.

In summary, Mr. Di Leo was of the opinion that there were no comparables to the detached garage structure, that removal of trees adversely impacted a 'feature' intended to be preserved and that the proposal at 4.0 m height was excessive. He said the structure, accentuated by six foot fences is not desirable, harmonious or contextually appropriate or compatible to 'respect and reinforce' the neighbourhood.

He saw no examples of other such variances being granted.

He felt the site was "currently over developed", that the proposal constituted further 'over development' and asked refusal of the variances.

Mr. Uwe Sehmrau appeared as a participant to speak on behalf of the board of directors of the Toronto East Beach Residents Association, an incorporated entity.

While acknowledging no direct issue with the specific variances sought, he stated that the Associations concern focused on the absence of a comprehensive or site specific consideration of storm water management issues. He felt the project would have some additional negative impact of potential off site generation of storm water, a matter of historical and growing concern on Lee Avenue at Alfresco Lawn.

He asked that no consent be given to the variances requested until the General Manager for Toronto Water gives an opinion as to whether the addition of the garage has reduced storm water escape in a manner satisfactory to the City.

Mr. Sehmrau demonstrated by photographs instances of annual flooding at the foot of Lee Avenue, described as the lowest point in the neighbourhood. He noted piping from the subject property to the City boulevard and suggested storm water management should occur on site. He noted that large rear yards existed to accommodate retention but not on the subject site, suggesting storm water management practices might be absent.

He noted that if greater coverage and use of impervious materials is encouraged, there is an incremental prospect of even more severe flooding creating impact, a matter not within the intent of the by-laws.

He acknowledged that neither his Association nor he had spoken to anyone from the City respecting these concerns, that they were 'late breaking' in respect of the subject appeal, were not expressed at the COA and that the requested desire was "for someone to provide an expert opinion on advisability and assurances for the neighbourhood".

In Reply, Mr. Ryuck asserted that the proposed garage was not a significant storm water contributor, that it's assessment is part of the building permit process to address building code and storm water management issues, and that coverage is both a historical built form and zoning issue. He noted that there are no related relief applications extant and that no City Staff person, in the Engineering Services Division or otherwise, have raised any concern.

On the issue of additional variances, he said he had performed his own review in addition to that of the Plans Examiner and that there were no 'missed' variances to be identified. If there are any, that is the owner's risk that an additional application to the COA would be required.

He did not or was unable to respond to whether any on-site storm water retention features existed or were proposed.

ANALYSIS, FINDINGS, REASONS

At issue here is the construction of an accessory structure: a single detached garage.

The proposal meets the zoning performance standards for use, height, length, width and area. It would not offend any coverage, gross floor area or landscaped open space standard.

On the evidence, a garage is a permitted structure in an R and a R2 zone category, under both applicable by-laws. An on-site parking space is required.

In this case, the objections to the proposed variances stem not from common objections of direct, undue adverse impact, but from measures of area character routed in perceptions of over development, loss of private tree canopy, the potential for storm water management contribution and impact.

The most immediate and proximate neighbour, to the east, views the proposed garage as an enhancement to the existing storage shed use and accepts the close proximity of placement as satisfactory and respectful of tree preservation issues.

The most proximate neighbour to the north, took no position in this hearing.

I accept that there will be some perception of impact. In the circumstance of a single car garage, I find that the height of 4.0 m exceeds the proposed width of the structure and does not respect any obvious cornice line along the Alfresco Lawn frontage.

The rationale provided for the height is the use of the void space for storage. While it is possible to design a garage door that accesses the ceiling height, nothing was said of that intention. Without it, much of the void space can be rendered less practically usable.

That said, the height is permitted in zoning, no relief is requested and Mr. Di Leo did not press the point, represent that his graphic depiction was accurate or the impact two doors north was oppressive.

The placement of the garage is not central to the view plane of rear yards to the north on Lee Avenue.

On the issue of other impacts, I accept the evidence of the witness Mr. Ryuck in his assessment that streetscape, setbacks and environmental impacts in scale, intensity and built form: that they are in keeping with the neighbourhood, large and small. In this regard, the applicable tests of the Official Plan and zoning by-law are met, both in intent and purpose.

In my view, the evidence as to the criteria in Official Plan section 4.1.5, applicable to buildings, including garages, have been appropriately addressed by Mr. Ryuck. The proposed garage is deployed to the extreme corner of the lot; a visual opening remains from rear yards towards the pavilions and the lake, albeit diminished somewhat by as-of-right fencing and an enlarged garage structure. The line of setbacks of the streetscape is protected and the structure and its purpose is common and compatible, if not consistent to accessory buildings in residential neighbourhoods.

In the circumstances of this lot, the need for outside storage to be contained in a structure offers the opportunity for these matters to be kept out of view, including the parking of one motor vehicle. I see this as a neighbourhood contribution. The lines of the proposed garage mirror and reflect the attributes of the main dwelling which has the appearance of a modern, open concept dwelling that is novel but appropriate in its setting.

The requirement to provide on-site parking and the right to have a compliant garage are important factors in weighing relief that could frustrate both.

The fact that the subject property benefits from a permanent, large, open grassed boulevard further ameliorates any impact of the small single detached garage structure. Indeed, while not intended for that purpose and not available for use by the owner applicant, the boulevard does provide an attractive space and respite for storm water management in a manner not enjoyed by all properties on Lee Avenue. This feature ameliorates impact, remains unchanged and may present an opportunity for the City's Urban Forestry Division for augmented planting.

The loss of significant canopy trees is a genuine and legitimate neighbourhood concern. Trees provide both aesthetic and environmental benefit of measurable proportions. In this circumstance, development of the garage structure causes impact and the loss of two high canopy trees. On-site parking without the construction of the garage unit perhaps could result in a similar net loss effect of private trees.

The loss of trees is regrettable. They do contribute to the physical character of the area and are a feature of it. On the evidence, these are private trees, as opposed to being located and City owned on the Boulevard. This does not lessen their value, as 'every tree counts'. They do conflict with other values of required parking and desirable

storage. Urban Forestry, however, has issued a permit for their removal and protection in one instance. Apparently that Department is satisfied that it has properly considered and secured the consequential effect of removal and protection of private trees in this instance, provided the garage and requested variances are otherwise appropriate. There was nothing to dispute that representation by Mr. Ryuck.

This permitting process continues in play and is within the jurisdiction of Urban Forestry. Urban Forestry does not oppose the application for variance approval and neither does the City Planning Department. I accept that the condition imposed by the COA approval has been met and will continue to be met with any approval of the variances.

While I can appreciate the assertion of 'over building' on this lot, I am not compelled to visit that aspect on the proposal for two reasons. First, the process of airing the 'renovation' of the main dwelling exhausted two opportunities for review: one before the COA and one on appeal to the OMB. That process resulted in approvals and a built form fully compliant with applicable law – and indeed, a settlement with affected neighbours. Second, the product of that process has yielded a detached residence that is of credit to the neighbourhood. It represents itself as a re-investment and regeneration from housing that had experienced its time. While a large residence, perhaps comparatively, it presents itself on the site as an open and transparent structure that is neither overpowering nor oppressive.

In my view, the perception of its massing and scale should not mitigate or be carried forward, in either direction, to unduly influence a proper consideration of the garage structure on its merit.

I am content that the identification of required variances lies with the City Plans Examiner. While Mr. Di Leo has assiduously identified two potential additional variances, he made no effort to test their necessity with City Staff. Mr. Ryuck made an independent assessment and found the need for no additional variances. The owner bears the risk of any inattentiveness. Hopefully, no additional applications would be required.

Mr. Sehmrau raised the issue of a storm water management concern. While justifiable on an application basis, I agree with Mr. Ryuck on two points. First, storm water management on a site is a relevant consideration in building permit issuance. Containment of storm water on site, by various measures, is a universal concern of City management. Second, it is not, generally, the prerogative of variance applications to enter into storm water management design. On consent and site plan control matters, other considerations, specific jurisdiction and powers exist.

While I respect the objective, intent and purpose of the representations made on behalf of the Toronto Beach East Residence Association, it is late and misapplied in this circumstance. No such issue was raised at the COA, no contact has been made with any City official on the subject matter and it appears no representations, study or conversation has been engaged with the local Councilor or Council on this issue, reportedly of concern since the formation of the Association.

It is not open to the TLAB to defer, delay or delegate its responsibility of decision making on appeal to a City Staff person for an opinion, as requested. It will not do so in this case.

I accept that a problem exists with storm water and its management on a regular basis in the area of Lee Avenue's terminus at Alfresco Lawn. I have no evidence to suggest that either of the variances respecting setbacks have anything to do with that concern; rather, it has the appearance of converting a matter of general concern into a rationale to prevent development that as to use, but for the setback relief requested, can occur as-of-right.

In light of the foregoing, I have considered the decision of the COA, the applicable statutory tests and the evidence of the parties, their representatives and the participant. Other identified participants did not appear to speak.

I find that the variances sought are appropriate and desirable, minor and in keeping with the intent and purpose of the City Official Plan and zoning by-laws, for the reasons reviewed.

DECISION AND ORDER

The appeal is dismissed. The variances identified below as requested are approved.

REQUESTED VARIANCE(S) TO THE ZONING BY-LAW:

Chapter 10.10.60.20.(1) (A), By-law 569-2013

The minimum required side lot line set back is 1.0 m.

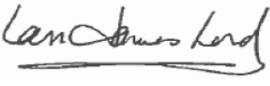
The south side lot line setback will be 0.66 m.

Section 6(3) Part II 7(11) A, By-law 438-86

An accessory structure must have a minimum set back of 4.5 m to an adjacent residential building.

In this case, the set back to the adjacent building at 2 Alfresco Lawn will be 0.62 m.

This approval is on condition that the location and construction of the proposed garage is substantially as depicted on the site plan, elevation and floor plans by Ms.Garrito and Altius Architecture Inc., printed under date of May 1, 2017, and identified as drawings ZR 101, 103, 301-3, attached hereto as Attachment 1.

X 

I. Lord

Panel Chair, Toronto Local Appeal Body

Signed by: Ian Lord

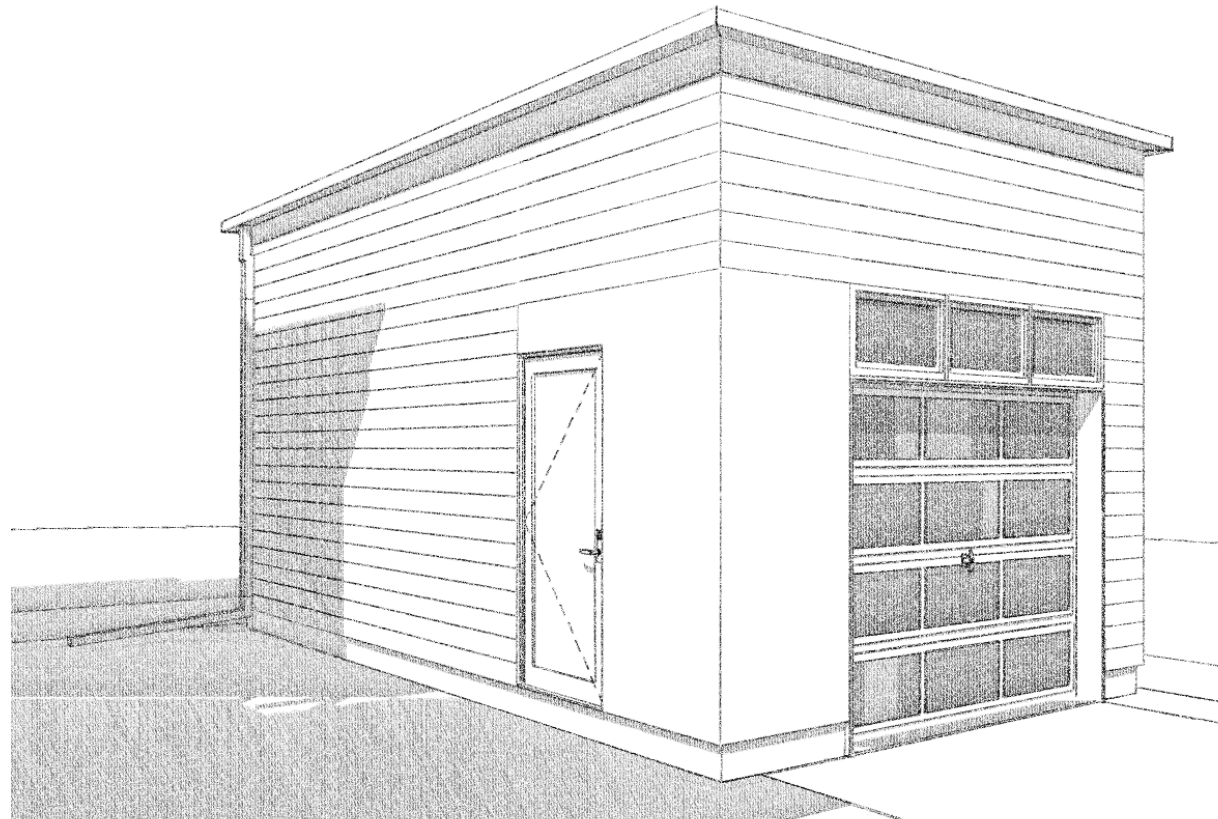
Site Data / Zoning Matrix				
Date	May 01, 2017			
Project	9 Lee Avenue, Toronto, Ontario			
Project No.	2013-48			
Total Lot Area		2,323.74 sf		215.88 m2
City of Toronto Zoned: Residential R (d0.6) (x356), Ward 32 (Beaches - East York)				
Existing Gross Floor Area Index (%)		1.19	119 % (119% max. allowable as per OMB)	
Gross Floor Area	Original		Existing	
	Imperial (sf)	Metric (m2)	Imperial	Metric
Basement	0.00	not applicable	0.00 sf	not applicable
Ground Floor	775.46	72.04 m2	1,029.28 sf	95.62 m2
Second Floor	538.21	50.00 m2	927.45 sf	86.16 m2
Third Floor	0.00	not applicable	802.91 sf	74.59 m2
Total GFA		1,313.67	122.04 m2	2,759.64 sf
Proposed Total Gross Floor Area		(< 256.87 m2 allowable)		256.37 m2
			2,759.64 sf	256.37 m2
Proposed Total Lot Coverage (incl. 27.36 m2 ancil. detached garage)			1404.16 sf	130.45 m2
Percentage Proposed Total Lot Coverage				60.43 %
Percentage Proposed Ancillary Lot Coverage			(10% of lot, max.)	12.67 %
Ancillary Setbacks		Allowable	Existing	Proposed
Front (West / Road)		1.0 m	n/a	22.52 m
Side (North / Interior)		0.30 m	n/a	0.30 m
Side (South / Road)		0.30 m	n/a	0.66 m
Rear (East / Rear)		0.30 m	n/a	0.29 m
Ancillary Height		Allowable	Existing	Proposed
Building Height		4.0 m	n/a	4.0 m
Proposed Landscaped Open Space			Imperial	Metric
Total Front Yard Area			274.17 sf	25.47 m2
Landscaped Front Yard Area			274.17 sf	25.47 m2
Landscaped Front Yard Percentage (50% min.)				100.00 %
Soft Landscaped Front Yard Area			274.17 sf	25.47 m2
Soft Landscaped Front Yard Percentage (75% min.)				100.00 %
Total Rear Yard Area			883.31 sf	82.06 m2
Landscaped Rear Yard Area			566.85 sf	52.66 m2
Landscaped Rear Yard Percentage (no min.)				64.17 %
Soft Landscaped Rear Yard Area			566.85 sf	52.66 m2
Soft Landscaped Rear Yard Percentage (50% min.)				64.17 %
Total Driveway Area			21.96 sf	2.04 m2
Total Landscaped Area			897.62 sf	83.39 m2
Total Landscaped Percentage (no min.)				38.63 %
Proposed Parking			Required	Proposed
Parking Spaces - 1 space per dwelling unit required			1 space, rear yard	1 space, rear ancil.
Proposed Ancillary Detached Private Garage			Allowable	Proposed
Floor Area			40.00 m2 (max.)	27.36 m2

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By Toronto Local Appeal Body

Ancillary Building Addition

Detached Private Garage

9 Lee Avenue, Toronto, ON M4E 2N8



Zoning Review Index	
ID	Name
ZR101	ZONING ANALYSIS
ZR102	EXISTING SURVEY
ZR103	PROPOSED SITE PLAN
ZR301	PROP FOUNDATION PLAN
ZR302	PROP GRND FLR PLAN
ZR303	PROPOSED ROOF PLAN
ZR304	PROP ROOF BELOW PLAN
ZR305	PROP SOUTH ELEVATION
ZR306	PROP EAST ELEVATION
ZR307	PROP NORTH ELEVATION
ZR308	PROP WEST ELEVATION
ZR309	PROP BUILDING SECTION

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By Committee Of Adjustment at 9:49 am, Jul 12, 2017

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#	ISSUANCE	DATE: YY/MM/DD
1	REVIEW OF SCHEMATIC DESIGN NO. 1	14/11/13
2	REVIEW OF SCHEMATIC DESIGN NO. 2	15/02/04
3	ZONING REVIEW NO. 1	16/10/20
4	ZONING REVIEW NO. 2	16/11/22
5	COMMITTEE OF ADJUSTMENT	17/01/12
6	COMMITTEE OF ADJUSTMENT AGREED REVISIONS	17/05/01

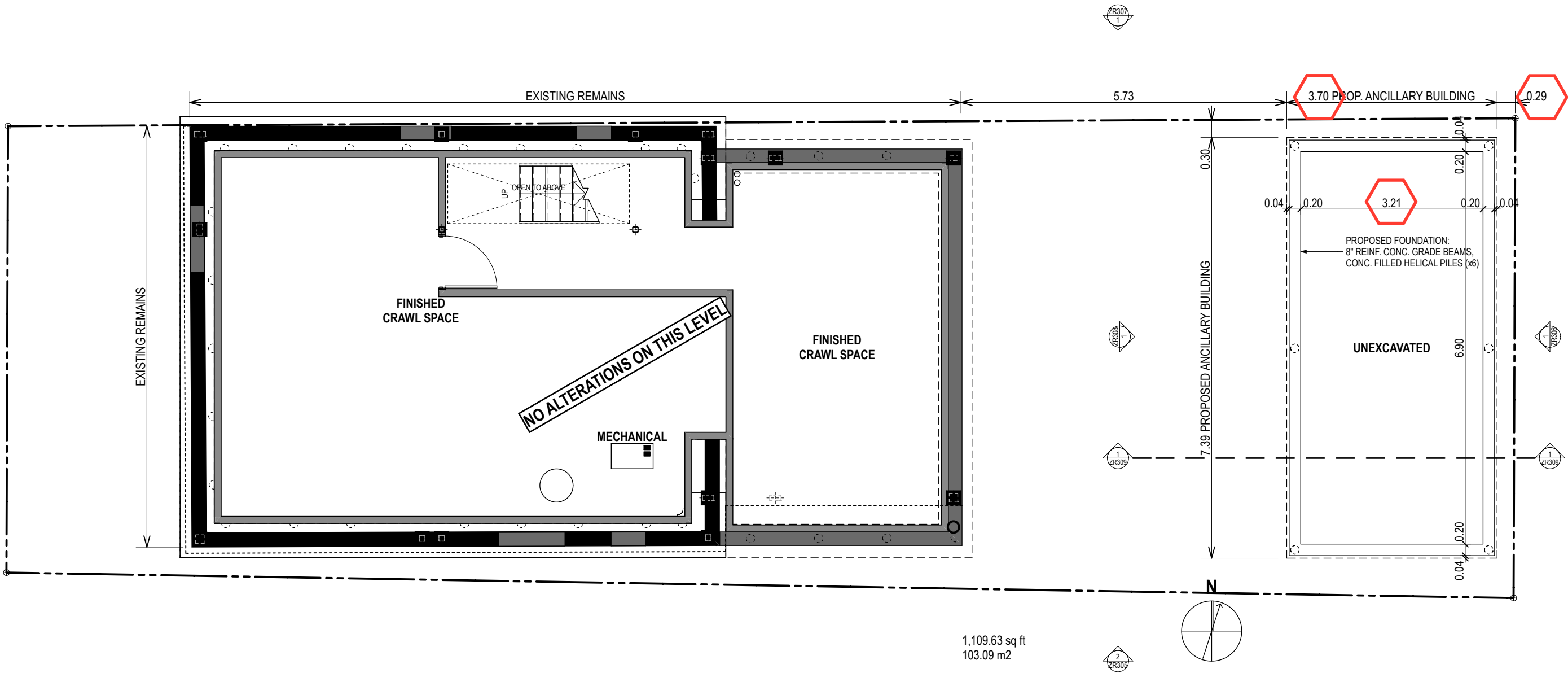


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Ancillary Building Addition
9 Lee Avenue,
Toronto, ON M4E 2N8
Canada

ZR101
ZONING ANALYSIS
Scale: As noted
Print Date: Monday, May 1, 2017



Existing Basement Floor and Proposed Ancillary Foundation Plan

SCALE: 1:75

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3	ZONING REVIEW NO. 1	16/10/20
4	ZONING REVIEW NO. 2	16/11/22
5	COMMITTEE OF ADJUSTMENT	17/01/12
6	COMMITTEE OF ADJUSTMENT AGREED REVISIONS	17/05/01

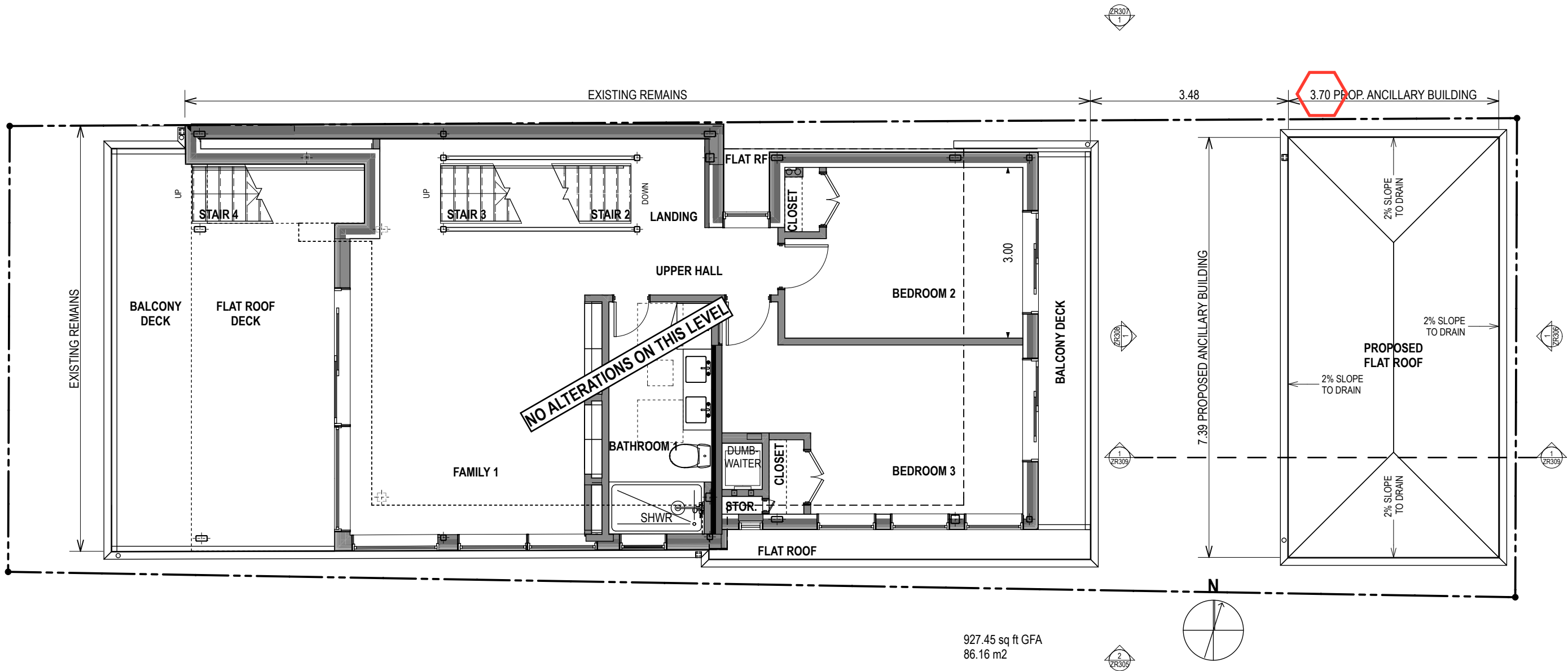


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Ancillary Building Addition
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Toronto, ON M4E 2N8
Canada

ZR301
PROP FOUNDATION PLAN
Scale: As noted
Print Date: Monday, May 1, 2017



Existing Second Floor and Proposed Ancillary Roof Plan

SCALE: 1:75

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4. Positions of exposed finished mechanical or electrical devices, fittings, and fixtures are indicated on architectural drawings. The locations shown on the architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect.

5. These drawings are not to be used for construction unless noted below as "Issuance: For Construction".

6. All work is to be carried out in conformance with the Code and Bylaws of the authorities having jurisdiction.

7. The Architect of these plans and specifications gives no warranty or representation to any party about the constructability of the building(s) represented by them. All contractors or subcontractors must satisfy themselves when bidding and at all times ensure that they can properly construct the work represented by these plans.

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#	ISSUANCE	DATE: YY/MM/DD
1	REVIEW OF SCHEMATIC DESIGN NO. 1	14/11/13
2	REVIEW OF SCHEMATIC DESIGN NO. 2	15/02/04
3	ZONING REVIEW NO. 1	16/10/20
4	ZONING REVIEW NO. 2	16/11/22
5	COMMITTEE OF ADJUSTMENT	17/01/12
6	COMMITTEE OF ADJUSTMENT AGREED REVISIONS	17/05/01



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ZR303
PROPOSED ROOF PLAN
Scale: As noted
Print Date: Monday, May 1, 2017