

# DECISION AND ORDER

**Decision Issue Date** Thursday, July 19, 2018

PROCEEDING COMMENCED UNDER section 53, subsection 53(19), section 45(12), subsection 45(1) of the Planning Act, R.S.O. 1990, c. P.13, as amended (the "Act")

Appellant(s): ROBERT TUCCI

Applicant: LEO MASTANDREA

Property Address/Description: 175 SCARBOROUGH RD

Committee of Adjustment Case File Number: 17 246897 STE 32 CO, 17 246902 STE 32 MV, 17 246906 STE 32 MV

TLAB Case File Number: **18 128214 S53 32 TLAB, 18 128227 S45 32 TLAB, 18 128229 S45 32 TLAB**

**Hearing date:** Wednesday, July 11, 2018

**DECISION DELIVERED BY L. McPherson**

## APPEARANCES

Name	Role	Representative
Leo Mastandrea	Applicant	
Camaro Carpentry Ltd.	Owner	
Robert Tucci	Appellant	Daniel Artenosi
Julius De Ruyter	Expert Witness	
Cliff Tooth	Participant	
Sandra Meddick-Ruth	Participant	
Paul Karasavidis	Participant	

## **INTRODUCTION**

This is an appeal to the Toronto Local Appeal Body (TLAB) by the owner (Applicant) of the refusal by the Committee of Adjustment for the City of Toronto (Committee) of applications for consent to sever one lot into two lots and associated minor variances to construct two single detached dwellings (the proposal).

The property is located at 175 Scarborough Road (subject lands).

The subject lands are designated Neighbourhoods in the City of Toronto Official Plan (Official Plan) and are zoned RD (f6.0; d0.6) under Zoning By-law No. 569-2013 (By-law 569-2013) and R1 0.6 (ZZC) under former City of Toronto By-law 438-86 (By-law 438-86).

There were no other Parties to the Hearing. There were a number of residents who had elected Participant status, of which three appeared at the Hearing.

## **BACKGROUND**

At the Committee Hearing of February 28, 2018, the Applicant revised the proposed variance applications to reduce the floor space index (fsi) to 0.9 and reduce the height to less than 10.0 m thereby eliminating the height variance. Revised drawings were submitted to the TLAB (dated April 10, 2018) which incorporated the revised variances requested at the Committee meeting. The reduction in fsi resulted from an increase in the external side yard setbacks for the portion of each dwelling. The minor variances being sought for each of the two new lots are as follows:

### **1. Chapter 10.20.40.40. (1)(A), By-law 569-2013**

The maximum permitted floor space index of a detached dwelling is 0.6 times the area of the lot (153.3 m<sup>2</sup>).

The new detached dwelling will have a floor space index equal to 0.90 times the area of the lot (230.06 m<sup>2</sup>).

### **2. Chapter 10.20.40.70. (3)(B), By-law 569-2013**

The minimum required side yard setback is 0.9 m.

The new detached dwelling will be located 0.61 m from the north and south side lot line.

### **1. Section 6(3) Part IV 3(II), By-law 438-86**

An integral garage in a building where the floor level of the garage is located below grade and the vehicle access to the garage is located in a wall facing the front lot line is not permitted.

The new detached dwelling will have an integral below grade garage.

### **2. Section 6(3) Part I 1, By-law 438-86**

The maximum permitted gross floor area of a new detached dwelling is 0.6 times the area of the lot (153.3 m<sup>2</sup>).

The new detached dwelling will have a gross floor area equal to 0.90 times the area of the lot (230.06 m<sup>2</sup>).

**3. Section 6(3) Part II 3.B (II), By-law 438-86**

The minimum required side lot line setback for the portion of a building not exceeding a depth of 17 m is 0.9 m.

The portion of the new detached dwelling, not exceeding a depth of 17 m, will be located 0.61 m from the north and south side lot lines.

## **MATTERS IN ISSUE**

The primary issue in this appeal is whether the creation of two lots and the resultant single detached dwellings meet the applicable tests as outlined below. The proposed lots meet the zoning requirements in terms of lot frontage and lot size.

## **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').

### **Consent – S. 53**

TLAB must be satisfied that a plan of subdivision is not necessary for the orderly development of the municipality pursuant to s. 53(1) of the Act and that the application for consent to sever meets the criteria set out in s. 51(24) of the Act. These criteria require that " regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2 of the Planning Act;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
- (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

(f) the dimensions and shapes of the proposed lots;

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

(h) conservation of natural resources and flood control;

(i) the adequacy of utilities and municipal services;

(j) the adequacy of school sites;

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

### **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**

The TLAB heard from the Applicant's professional land use planner, Mr. Julius De Ruyter, the President of Julius De Ruyter Planning and Development Services, who was qualified to give professional planning opinion evidence (Exhibits 1 and 2 – Witness Statement and Document Book). Mr. De Ruyter explained the proposal. The subject property has a lot frontage of 15.24 m, a lot depth of 33.53 m<sup>2</sup> and a lot area of 511 m<sup>2</sup>. It is currently occupied by a two-storey single detached dwelling in a state of disrepair. The property has a front yard setback of 6.95 m and side yard setbacks of 0.6 m on the north side. A detached one-car garage is located at the rear of the property abutting the south side with vehicular access from a driveway on the south side of the property.

The proposal is to demolish the existing two-storey dwelling and one- storey garage and sever the subject property into two identical lots having a lot frontage of 7.62 m and lot area of 255.5 m<sup>2</sup> each (Exhibit 2 –Tab 24 and 25). Two new three-storey dwellings with an integral garage would be constructed on each of the new lots. The driveways would be twinned at the common property line of the two lots and separated by a landscaped strip. There is a 0.75 m diameter deciduous tree located within the road allowance at the northwest corner of the subject property. As a result, the driveway serving the north lot will be jogged to the south to avoid injury to the root structure of the tree in order to preserve the tree. Mr. De Ruyter explained that the area of the site that will contain the new dwellings sits higher than the centerline of Scarborough Road by approximately 0.74 metres resulting in the garage floor of each proposed dwelling sitting slightly lower than the average grade of the property. However, the floor level of the garage will be at a height to permit a positive slope for drainage to the street.

In terms of staff comments, Mr. De Ruyter advised that there was no report from the Community Planning Department. A November 15, 2017 memo from the Manager of Development Engineering indicated that there were no objections to the applications subject to standard conditions. A letter was submitted by Urban Forestry dated February 22, 2018 recommending a condition that the owner submit a payment in lieu of planting a tree where there are no existing street trees.

For the purposes of his analysis, Mr. De Ruyter identified a relevant neighbourhood study area, generally representing a 5 minute walking radius, taking into account obvious barriers such as Kingston Road (Exhibit 2 –Tab 33). The subject property is located within the former City of Toronto in the Beach Community. He described it is a mature residential area that has experienced gradual change over the years, and remains a stable residential area. The subject property is located south of Kingston Road, north of Queen Street East, west of Victoria Park Avenue and east of Woodbine Avenue. It is located on the east side of Scarborough Road, which is a two-way local road running from Queen Street East, northerly to Kingston Road and then continues north to Gerrard Street East. In terms of transit, Kingston Road acts as a minor arterial road and includes a TTC streetcar line, which terminates at the Bingham Loop, and a bus line which ultimately connects to the Bloor-Danforth subway line. Queen Street East

is a 5 minute walk to the south which also provides a streetcar line connecting to Downtown Toronto. Along Kingston Road are mixed-use buildings including retail and service commercial uses on the ground floor and residential units above.

Mr. De Ruyter noted that most of the original housing stock, including on the subject property, was constructed in between 1909 and 1929 and homes of this age require rejuvenation. He indicated that there are many cases in this neighbourhood where homes have been demolished and replaced with newer larger homes. As well, many existing dwellings undergo additions to the rear of the dwelling and to the top of the existing dwelling.

Mr. De Ruyter described the neighbourhood as similar to other inner city neighbourhoods, consisting of a wide range of residential building types including single detached, semi-detached, duplex, triplex, row houses and low and higher rise apartment buildings with varying building heights. Lots generally have a narrow frontage. There is a diversity of housing types, housing sizes, architectural styles and building materials. He advised that the neighbourhood is stable but no static, with significant reinvestment including renovations, additions and rebuilds. As outlined on his table (Exhibit 2-Tab 35) there have been 16 consent applications approved within the past 15 years within this neighbourhood where larger single detached lots have been split into two lots. In addition, there have been 53 minor variance applications approved within this neighbourhood within the past 15 years (Exhibit 2-Tab 32). The renovations and rebuilds result in generally larger homes to meet the needs of the homeowners. To achieve the additional floorspace, buildings are becoming longer, covering more of the lot, and are becoming taller where a loft or partial third floor is provided above the second floor. Mr. De Ruyter stated that it is quite common within this neighbourhood for renovations and rebuilds to result in a three-storey dwelling.

Mr. De Ruyter advised that the lotting pattern on each side of Scarborough Road, between Kingston Road and Pine Avenue, varies from the lotting on the west side. The west side is comprised almost entirely of narrow frontage lots having lot frontages of 7.6 m and less. These lots are located within an R (d0.6) zone under By-law 569-2013 and R2 Z0.6 under By-law 438-86, both of which permit a broad range of residential uses including single detached, semi-detached, duplex, townhouse and apartment dwellings. In contrast, lots on the east side of Scarborough Road, including the subject property, are generally wider, with lot frontages similar to the 15.2 m width of the subject property. The zoning for these lots only permit single detached dwellings with a minimum lot frontage of 6.0 m. As such, the proposed new 7.62 m wide lots do not require any relief from the two Zoning By-laws with respect to lot frontage and lot area.

Mr. De Ruyter referred to 3 recent severance application approvals on the east side of Scarborough Road including:

- 209A & 209B Scarborough Road approved by the Committee of adjustment on June 26, 2001 to create two lots having dimensions of 7.61 m by 33.53 m

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- 109 Scarborough Road approved by the Committee of Adjustment on March 7, 2018 to create two lots having lot frontages of 7.315 m and 7.925 m
- 105 Scarborough Road to create two equal frontage lots approved by the Ontario Municipal Board on January 10, 2014

In addition, he noted that 119 and 121 Scarborough Road are recent new dwellings on 7.6 m frontage lots.

Mr. De Ruyter summarized the Committee decisions in the neighbourhood generally within the past 10 years (Exhibit 2 – Tab 32 and 33). Of the 53 minor variances applications, 49 requested variances for fsi. In Mr. De Ruyter's opinion, the 'base' fsi of 0.6 acts as a development control tool, requiring all applications to file through the Committee for review. He noted that 0.6 fsi is not reflective of the existing conditions in the neighbourhood or with recent approvals. The proposed dwelling size of 230.06 m<sup>2</sup> is within the average dwelling size of 224.3 m<sup>2</sup>. The approved fsi's range from 0.69 and 1.11. He noted that the proposed fsi of 0.90 fits within the range. There were 16 applications for a reduced side yard setback and 9 applications with the same variance related to the garage. He concluded that the proposed dwellings are within the range of variances previously approved in the neighbourhood.

With respect to characteristics of all properties within the neighbourhood (not just recent decisions), Mr. De Ruyter referred to a property data chart (Exhibit 2 – Tab 38). Just over 58% of the lots within his study area have a lot frontage of 7.62 m or less, with approximately 19 % having a lot of exactly 7.62 m. Just over 16 % of the lots have a lot frontage the same as or greater than the existing lot. Mr. De Ruyter advised that the study data confirms his opinion that the proposed new lots will fit well within the lots sizes of the study area.

With respect to provincial policy, Mr. De Ruyter referred to Policies 1.1.1 a), 1.1.1.b), 1.1.1 e), 1.1.2, 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.4.1, 1.4.3 d) and 1.6 of the PPS (Exhibit 2 – Tab 27). He summarized that the primary goal of the PPS is to provide for efficient land use and development that facilitates economic growth and promotes densities, land use patterns and a mix of uses that efficiently use land resources, infrastructure and public service facilities and supports alternative transportation modes and public transit. It is Mr. De Ruyter's opinion that the proposal is consistent with and does not conflict with the PPS. The applications will promote the efficient development and use of land use patterns; they will optimize the use of existing infrastructure and public service facilities by using existing municipal water and sewer services, utilize the existing road network and access existing public services such as police, fire, schools and parks; and they will promote compact form.

In terms of the Growth Plan, Mr. De Ruyter indicated that key principles include building compact, vibrant and complete communities, managing growth to support strong competitive economy, promoting valuable natural resources and optimizing the use of existing infrastructure. In his opinion, the proposal conforms to the Growth Plan and in particular Policies 1.2.1, 2.2.1, 2.2.2, 2.2.6, 5.1, and 5.2 ((Exhibit 2 – Tab 28) as it

allows an efficient compact built form, optimizes the use of existing infrastructure and public service facilities.

#### Consent Application

Mr. De Ruyter indicated that he had given consideration to matters under Section 51(24) of the Planning Act and is satisfied that all the criteria have been satisfied. In particular:

- There are no matters of provincial interest under Section 2
- The proposed consent is not premature and is in the public interest. A plan of subdivision is not necessary for the orderly development of the municipality.
- The consent conforms with the City of Toronto Official Plan
- The proposed consent conforms with the adjacent plans of subdivision
- The lands are suitable for the intended purpose
- The road network is already in place and is suitable for the proposed lots
- The dimensions and shape of the lots are consistent with the lotting fabric in this neighbourhood and particularly this street
- There are no issues with natural resources or flooding
- There are adequate utilities and public services to serve the future occupants of these new dwellings
- There are adequate schools in the neighbourhood. No concerns were expressed by any of the area school boards
- No public dedication of land required
- Subject property/proposal is not subject to site plan control or heritage considerations.

A plan of subdivision is not required as stated, as there are no external services required. Mr. De Ruyter also reviewed the proposed consent in terms of the Official Plan. Policy 4.1.5 identifies size and configuration of the lots as an evaluation criteria for new development. As noted, the proposed lots comply with both Zoning By-laws with respect to lot frontage and lot area and no related relief is required in order to create these lots. The proposed lots are the same as or similar to other recently approved applications within the neighbourhood.

In summary, it was Mr. De Ruyter's opinion that the proposed lots satisfy the criteria under Section 2 and Section 51(24) of the Planning Act, represent good planning and are in the public interest.

#### Minor Variance Applications

Mr. De Ruyter referred to the Official Plan (Exhibit 2 – Tab 29) and noted that the Neighbourhoods designation provides for a full range of low scale residential uses. The Official Plan acknowledges that some physical change will occur over time within



neighbourhoods including enhancements, additions and infill housing on individual sites. He advised that a cornerstone policy is to ensure that new development in neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhood. Policy 2.3.1 states that Neighbourhoods are considered physically stable areas and that development will be consistent with this objective and will respect and reinforce the existing physical character of the neighbourhood. Section 3.1.2 contains built form policies that require new development to locate and organize vehicular access to minimize their impact on the property and on surrounding properties, and, as noted, the driveways will be twinned.

Mr. De Ruyter referred to Policy 4.1.5 as the primary policy that applies when considering minor variance and consent applications and specifically subsections b) – size and configuration of lots, c)- heights, massing, scale and dwelling type of nearby residential properties and f) – prevailing patterns of rear and side yard setbacks and landscaped open space.

With respect to b), he referred to his lot study and concluded that the proposed lots are similar in size and configuration with a large proportion of the existing lots in the neighbourhood, including lots across the street and recent approvals on the east side of Scarborough Road, and respect and reinforce the existing physical character of the neighbourhood. With respect to c), he noted there is no longer a height variance required and 3-storeys is permitted under both By-laws. With respect to scale and massing, Mr. De Ruyter advised that the proposed fsi of 0.9 m is within the range of approvals given. In his opinion, there are very few dwellings in the neighbourhood that are at or below the maximum of 0.6 fsi. With respect to f), Mr. De Ruyter noted that this is an area of generally smaller lots where the side yard condition between buildings is narrow. The existing dwelling has a north side yard of 0.60 m. The revised drawings for both dwellings show a 0.61 setback for the length of the foyer after which the remainder of rear portion of the dwellings has a setback of 0.90 m in compliance with the By-laws. The combined side yard between the two new dwellings will be 1.2 m, which in his opinion provides sufficient space to comfortably to access the rear yard.

Mr. De Ruyter noted that Section 4.1.5 does not deal with the matter of below grade garages however the proposed garages will sit higher than the road and sidewalk and allow drainage to flow to the street.

In summary, it was Mr. De Ruyter's opinion that the proposed development conforms to and maintains the general intent and purpose of the City of Toronto Official Plan. It will result in two new moderately sized dwellings that will fit comfortably within the size and type of lots and structures nearby, representing a gentle infill within an established neighbourhood which is undergoing significant reinvestment. In his opinion, the proposed houses do not undermine the stability of the neighbourhood, as they would be similar to other new dwellings within the neighbourhood and compatible with the surrounding dwellings.

With respect to the Zoning By-law, Mr. De Ruyter noted that the proposed dwellings conform with the majority of the By-law standards including height, length, coverage,

and front and rear yard setbacks. He explained the purpose and intent of the Zoning By-law is described under Policy 4.1.8 of the Official Plan to ensure that new development will be compatible with the physical character of the neighbourhood. In Mr. De Ruyter's opinion, "compatible" does not mean the same as or similar to but means that development must be able to co-exist in harmony with the neighbouring dwellings. The variances related to fsi result in a building mass that is consistent with the mass of other dwellings in the neighbourhood and other recent decisions in the neighbourhood. In his opinion, the variances to reduce the side yard for a portion of the dwelling is common in this neighbourhood and the City as a whole. In summary, it is Mr. De Ruyter's opinion that the proposed development maintains the general intent and purpose of the Zoning By-laws.

Mr. De Ruyter described the proposed houses as an average size in comparison with other recently approved dwellings on similar sized lots. In his opinion, this form of reinvestment will respect and help reinforce the existing physical character of the neighbourhood and not set a precedent. Further, it is his opinion that the proposal is desirable for the appropriate development or use of the land.

With respect to whether the application is minor, Mr. De Ruyter advised that it is important to consider whether there is any unacceptable adverse impacts of a planning nature that will be created by the proposed development and whether the order of magnitude is appropriate in each instance. He noted that the majority of the floor space will be deployed at the rear of the dwelling and will not be seen from the street. The overall height is below what is permitted. Mr. De Ruyter has reviewed the plans and advised that he does not see any potential issues with overlook or privacy. There is a 0.75 m diameter deciduous tree on the road allowance and an arborist has identified an appropriate tree protection radius and made recommendations regarding construction around the tree to reduce impact. There is also a 0.51 m diameter deciduous tree in front of the dwelling at 171 Scarborough Road, immediately south of the subject property and an arborist has identified a tree protection zone.

In summary, Mr. De Ruyter is satisfied that there are no unacceptable adverse impacts that would be created by the proposal, that the order of magnitude is appropriate in this instance and that the variances are minor.

In conclusion, it is Mr. De Ruyter's opinion that the proposal represents good planning and is in the public interest. In his opinion the appeal should be allowed, that provisional consent should be authorized subject to the conditions previously noted and the minor variances should be authorized.

Mr. Paul Karasavidis and his wife, Margaret O'Meara (unable to attend) reside at 177 Scarborough Road, directly north of the subject site (Exhibits 3 and 4- Participant Statements). He has a concern with the proposal as a whole. While understanding that there is a precedent for the consents, he would expect that a new dwelling should be able to comply with the zoning regulations. In terms of the density, he noted that the proposal is almost a 50% increase in what is a permitted and should not be considered minor. If the lot were not severed, it would be possible to build a larger house. Similarly with the side yard

setback, Mr. Karasavidis considers that the setback requirements should be met, as there are no existing foundations or walls to deal with. He is concerned that the lowered driveway would cause drainage issues. In his view, the consent application should only be considered minor if the proposed houses comply with the By-law. His concern also relates to the loss of sunlight at and above grade, and the impact on the ability to maintain the side wall of his dwelling. He noted that the new dwelling will extend 16 ft. beyond his wall and will result in a long, intrusive dwelling that doesn't fit with the character of the area. He believes that the new dwelling adjacent to his home will be too close and will tower over it. He is further concerned with precedent and noted that the property did not go on the market but was sold directly to a builder. He is concerned that the fabric and landscape of the neighbourhood will dramatically change over the next 5 years if similar proposals are approved.

Ms. Sandra Meddick-Ruth is the owner and occupant of 2 Bracken Avenue, two dwellings to the south of the subject property (Exhibit 5 – Participant Statement). Her main concern is impact on the character of the neighbourhood of creating two houses as opposed to one house on the east side of Scarborough Road. She noted the character of the area is such that the smaller 25 ft. lots referred to are on the west side of Scarborough Road and further west, while on the east side of Scarborough Road further east for 2 blocks, the lots are predominately 50 ft. lots. The majority of the houses on the east side are 2-storey, around 100 year old homes and are not as deep as the proposed dwellings. She indicated that the proposed homes would be significantly longer than the existing houses. In addition, each house is different and the two proposed are identical. Combined, in her view, this will change the character of the area.

Ms. Meddick-Ruth is also concerned with the affect of the proposal and others like on the parking supply in the area by removing street parking because of the additional driveway created. She explained that on this block, parking is only permitted on the east side of the street. The majority of houses on west side have mutual driveways and the majority park on the east side of the street. With development continuing in the area and along Kingston Road, she is concerned that local residents will have to park continuously further away or the City may have to permit more front yard parking pads.

She noted that within the past 15 years, there have been 5 properties divided into two 25 ft. lots on the east side of Scarborough Road, of which 3 have been within the last 4 years. She is concerned that at this rate, there is the potential for up to 20 new homes on the street, which would change the character of the east side. The houses on the east side have private driveways with garages in back or at the side and not integral to home, as is being proposed, which also change the character of the neighbourhood.

In addition, Ms. Meddick-Ruth she is concerned about the health of the 2 mature trees, and noted that the addition of any new tree would be small. In her opinion, severing a lot into 2 lots is not minor. She wondered why the owner does just build a single home, as there appears to be demand for larger houses as evidenced by recent sales.

Mr. Cliff Tooth is the owner and occupant of 171 Scarborough Road, directly to the south of the subject property (Exhibit 7 – Participant Statement). He is 92 years old would like to

remain in his home and not have a large house that will shut out the sunlight to his backyard and his view of the western horizon. He feels that the proposed houses are too large, too tall and will depreciate the value of his property. In his opinion, the new dwelling adjacent to his property is too close to the property line and he will have difficulty maintaining the north side wall and windows. He is concerned about where the heating system exhaust discharge will be and the noise from the furnace. In his opinion, the proposed size, which is 50% more than what is permitted, is not a minor variance. He believes the proposed buildings will be out of character with the existing houses on the street.

## **ANALYSIS, FINDINGS, REASONS**

The TLAB has considered the evidence of the Party and the Participants. A number of genuinely held concerns were raised by the Participants related to the loss of privacy, sunlight, and enjoyment of their properties. In addition, there were concerns expressed over precedent. The TLAB appreciates that there would be change in the streetscape with the creation of 2 smaller lots from 1 large lot and the resulting taller, longer dwellings. However, the TLAB must evaluate the proposed consent application and specific variances before it in terms of the applicable criteria. In this case, a number of the concerns identified by the Participants relate to aspects of the proposal which are not subject to the proposed variances. Specifically, the evidence demonstrated that:

- No variances are required to create the 2 lots, they are not substandard based on the By-law requirements in respect of lot area, and frontage dimensions.
- There are no height variances required, both for the main wall and for the overall building height
- The By-laws permit a 3- storey dwelling
- There is no variance required for building length
- The By-laws permit an at-grade integral garage

With respect to the consent application, while it is acknowledged that the majority of the lots on the east side of Scarborough Road have a 50 ft. frontage, the applicable zoning standard provides for a minimum of 6.0 m frontage. As set out in Policy 4.1.8 of the Official Plan, Zoning by-laws will contain numerical site standards for matters such as lot depths and lot frontages, “to ensure that new development will be compatible with the physical character of established residential Neighbourhoods”. The proposed lots exceed the By-law minimum by over 1.6 m. The proposed lots comply with the By-law requirements for lot area. They are rectangular in shape and maintain their orientation to Scarborough Road. Within the broader neighbourhood study area there are a significant number of smaller lots. Had the Zoning by-law recognized the larger lots on the east side of Scarborough Road with a larger lot frontage requirement, the TLAB may have considered the issue of precedent. However the frontage and size of the lot has already been established in the current Zoning by-law provisions which permit a substantially smaller lot in this area.

The TLAB agrees with Mr. De Ruyter and is satisfied that a plan of subdivision is not required to create the lots and that the proposed lots meet the applicable criteria of Section 51(24) of the Planning Act.

In terms of the proposed variances for the two new dwellings, a number of the concerns expressed by the Participants do not directly arise from the variances. It is understood that the dwellings will be longer than the existing dwellings on either side of the subject property and in the neighbourhood in general. The proposed length is less than the permitted as-of-right in the By-law. Similarly, while the number of storeys and the absolute height of the building may exceed the homes of the neighbours, both are permitted as-of-right. As a result, issues related to overlook, privacy and loss of sunlight are a result of the existing zoning permissions in the area and not the specific variances before the TLAB. There is no discernable incremental adverse impact as a result of the proposed variances on these matters.

Similarly, while an integral garage may not be common in the neighbourhood, the evidence demonstrated that newer dwellings often contain such garages. The By-law does not restrict such garages other than to ensure that they are not below grade to ensure that there are no flooding concerns (only under By-law 438-86). The TLAB agrees with Mr. De Ruyter that the proposed variance is technical in nature and based on the definition of grade. The proposed garages will appear at grade and not below grade from the street. The intent and purpose of the provision is maintained as a positive slope to the street is maintained for drainage. It is noted that Transportation Services staff did not raise any issues with the proposal other than to recommend the standard conditions. The issue of on-street parking was not raised by staff and is a larger issue related to overall development in the area.

With respect to the setbacks, the north side yard of the proposed northern dwelling maintains the existing side yard setback for the length of the foyer and then increases the setback to 0.9 m for the rear portion of the dwelling behind the foyer, meeting the By-law standard. The same relationship is proposed for the south side yard setback for the southern dwelling. The majority of the dwelling will meet the By-law standard. The evidence indicated that there have been other side yard variances approved in the neighbourhood similar to the proposal. The side yard setback between the 2 dwellings is adequate to provide access to the rear yard. It is noted that the proposed variances do not reflect the increase in the setback for both dwellings beyond the foyer. A condition can be imposed to order to ensure that the proposed dwellings are built substantially as shown on the revised plans.

The floor space index variance is a result of the built form. The fsi is within the range of densities that exist and have been recently approved in the immediate area and the broader neighbourhood. In this case, City Planning staff did raise any concerns with the proposal.

The Official Plan encourages the existing housing stock to be retained and replenished and encourages the provision of a range and mix of housing units. The Applicant has

made revisions to the plans in an effort to reduce the number of variances and address the concerns raised by the neighbours. The TLAB is satisfied that the revised variances, together with the proposed condition, meet the criteria set out in Section 45(1) of the Planning Act. The general purpose and intent of the Official Plan and Zoning By-laws is maintained. The proposal results in an appropriate and desirable development for the subject property and the variances are considered minor in the context. The TLAB is satisfied that the variances are consistent with the Provincial Policy Statement and conform to the Growth Plan.

The TLAB accepts the planning evidence of Mr. De Ruyter that the proposed consent and resulting dwellings fit within the physical character of the neighbourhood and cause no undue negative impacts.

## **DECISION AND ORDER**

The appeals are allowed and the decision of the Committee of Adjustment is set aside.

Provisional consent is given, subject to the Conditions of Consent set out below as well as those indicated in **Attachment 1** hereto. To the extent there is any distinction or difference in requirements, the more prescriptive requirement shall govern.

- (1) Confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department.
- (2) Municipal numbers for the subject lots indicated on the applicable Registered Plan of Survey shall be assigned to the satisfaction of Survey and Mapping Services, Technical Services.
- (3) The applicant shall satisfy all conditions concerning City owned trees, to the satisfaction of the Director, Parks, Forestry & Recreation, Urban Forestry Services.
- (4) Where no street trees exist, the owner shall provide payment in an amount to cover the cost of planting a street tree abutting each new lot created, to the satisfaction of the General Manager, Parks, Forestry and Recreation.
- (5) Two copies of the registered reference plan of survey integrated with the Ontario Coordinate System and listing the Parts and their respective areas, shall be filed with City Surveyor, Survey & Mapping, and Technical Services.
- (6) Three copies of the registered reference plan of survey satisfying the requirements of the City Surveyor, shall be filed with the Committee of Adjustment.
- (7) Within ONE YEAR of the date of the giving of this notice of decision, the applicant shall comply with the above-noted conditions and prepare for electronic

submission to the Deputy Secretary-Treasurer, the Certificate of Official, Form 2 or 4, O. Reg. 197/96, referencing either subsection 50(3) or (5) or subsection 53(42) of the Planning Act, as it pertains to the conveyed land and/or consent transaction.

The following variances are approved subject to the conditions listed below:

**1. Chapter 10.20.40.40. (1)(A), By-law 569-2013**

The maximum permitted floor space index of a detached dwelling is 0.6 times the area of the lot (153.3 m<sup>2</sup>).

The new detached dwelling will have a floor space index equal to 0.90 times the area of the lot (230.06 m<sup>2</sup>).

**2. Chapter 10.20.40.70. (3)(B), By-law 569-2013**

The minimum required side yard setback is 0.9 m.

The new detached dwelling will be located 0.61 m from the north and south side lot line.

**1. Section 6(3) Part IV 3(II), By-law 438-86**

An integral garage in a building where the floor level of the garage is located below grade and the vehicle access to the garage is located in a wall facing the front lot line is not permitted.

The new detached dwelling will have an integral below grade garage.

**2. Section 6(3) Part I 1, By-law 438-86**

The maximum permitted gross floor area of a new detached dwelling is 0.6 times the area of the lot (153.3 m<sup>2</sup>).

The new detached dwelling will have a gross floor area equal to 0.90 times the area of the lot (230.06 m<sup>2</sup>).


**3. Section 6(3) Part II 3.B (II), By-law 438-86**

The minimum required side lot line setback for the portion of a building not exceeding a depth of 17 m is 0.9 m.

The portion of the new detached dwelling, not exceeding a depth of 17 m will be located 0.61 m from the north and south side lot lines.

**Condition to Approval for Minor Variances**

1. The proposal be developed substantially in accordance with the proposed Site Plan and Elevation drawings prepared by Lemcad Consultants dated April 10, 2018 in **Attachment 2** hereto.

X 

---

Laurie McPherson  
Panel Chair, Toronto Local Appeal Body



# Attachment 1

## Conditions to Consent

1. A revised draft Reference Plan to include the coordinate values to be shown on the face of the plan at the main corners, for review and approval to depositing it in the Land Registry Office.
2. An application for revised municipal numbering. The Owner should contact John House, Supervisor, Land and Property Surveys, at (416) 392-8338 for further information in this regard.
3. The owner shall provide to Urban Forestry a payment in the amount of \$583.00 in the form of a certified cheque, bank draft or money order as cash in lieu to cover Urban Forestry's costs of planting one new street tree either on the street allowance adjacent to the site or elsewhere in the community.

Attachment 2



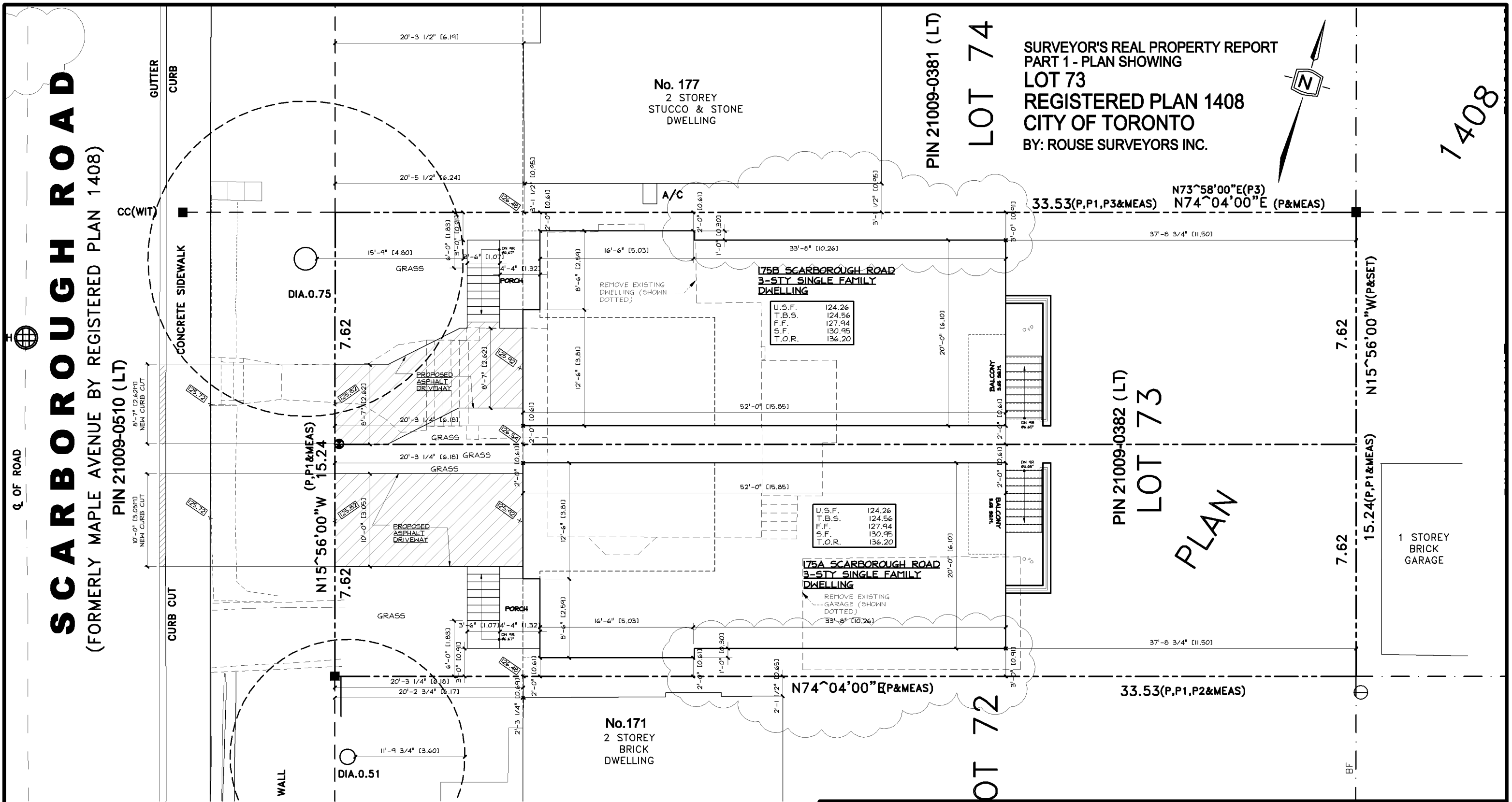
**175A SCARBOROUGH ROAD, SCARBOROUGH**  
**PROPOSED NEW 3 STORY DWELLING**

**LIST OF DRAWINGS**

RE-ISSUED FOR ZONING CERTIFICATE-APRIL 10, 2018

- A1 SITE PLAN
- A1a SITE STATISTICS
- A1b LANDSCAPE PLANS
- A2 PROPOSED BASEMENT
- A3 PROPOSED GROUND FLOOR PLAN
- A4 PROPOSED SECOND FLOOR PLAN
- A5 PROPOSED THIRD FLOOR PLAN
- A5A PROPOSED ROOF PLAN

- A6 PROPOSED FRONT (WEST) ELEVATION
- A7 PROPOSED FRONT (EAST) ELEVATION
- A8 PROPOSED SIDE (NORTH) ELEVATION
- A9 PROPOSED SIDE (SOUTH) ELEVATION



1  
A1 PROPOSED SITE PLAN  
SCALE: 1"=10'-0"

## LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

A1

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

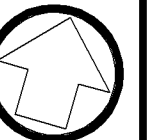
APP. BY:

DATE: APR. 10, 2018

JOB NO.:

DWG. NO.: A1 OF 9

CADD-NAME: 170719



ORIENTATION

ADDITIONAL SITE STATISTICS  
175A SCARBOROUGH ROAD, TORONTO- NEW DWELLING

		PROVIDED	REQUIRED
TOTAL FRONT YARD AREA	= 488.86 SQFT (45.42 SQ.M.)		
AREA #1 DRIVEWAY	= 202.60 SQFT (18.82 SQ.M.)		
PROPOSED FRONT YARD LANDSCAPING	= 286.26 SQFT (26.59 SQ.M.)	58.56%	50%
AREA #2 PROPOSED HARD LANDSCAPING	= 42.65 SQFT (3.96 SQ.M.)		
AREA #3 + #4 PROPOSED SOFT LANDSCAPING	= 243.61 SQFT (22.63 SQ.M.)	85.00%	75%
TOTAL REAR YARD AREA	= 943.23 SQFT (87.63 SQ.M.)		
AREA #5 PROPOSED HARD LANDSCAPING	= 67.83 SQFT (6.30 SQ.M.)		
AREA #6 PROPOSED SOFT LANDSCAPING	= 875.40 SQFT (81.33 SQ.M.)	92.80%	50%
		PROVIDED	MAXIMUM
FLOOR AREA		0.89 225.25sq.m.	0.6 153.30sq.m.
MAX. BUILDING HEIGHT		10.00M	10.00M
BUILDING LENGHT		15.85M	17.00M
GROUND FLOOR HEIGHT		1.07M	1.2M
MAIN WALL HEIGHT (FRONT & BACK)		6.79M	7.0M
		PROVIDED	MINIMUM
LOT FRONTAGE		7.62M	6.0M
LOT AREA		230.22sq.m.	153.30sq.m.
MIN. FRONT YARD SETBACK		6.18M	6.18M
MIN REAR YARD		11.50M	8.18M
SIDE YARD SETBACK (NORTH)		0.61M	0.90M
SIDE YARD SETBACK (SOUTH)		0.61M	0.9M

SITE DATA

LOT AREA = 2750.18 SQFT (255.50 SQ.M.)

GFA PROPOSED

GROUND 1003.51 SQFT  
(93.23 SQ.M.)

SECOND 1042.84 SQFT  
(96.88 SQ.M.)

THIRD 378.24 SQFT  
(35.14 SQ.M.)

TOTAL 2424.59 SQFT  
(225.25 SQ.M.)  
OR 89.0%

LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

AIA

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

APP. BY:

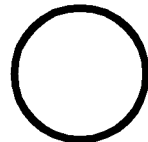
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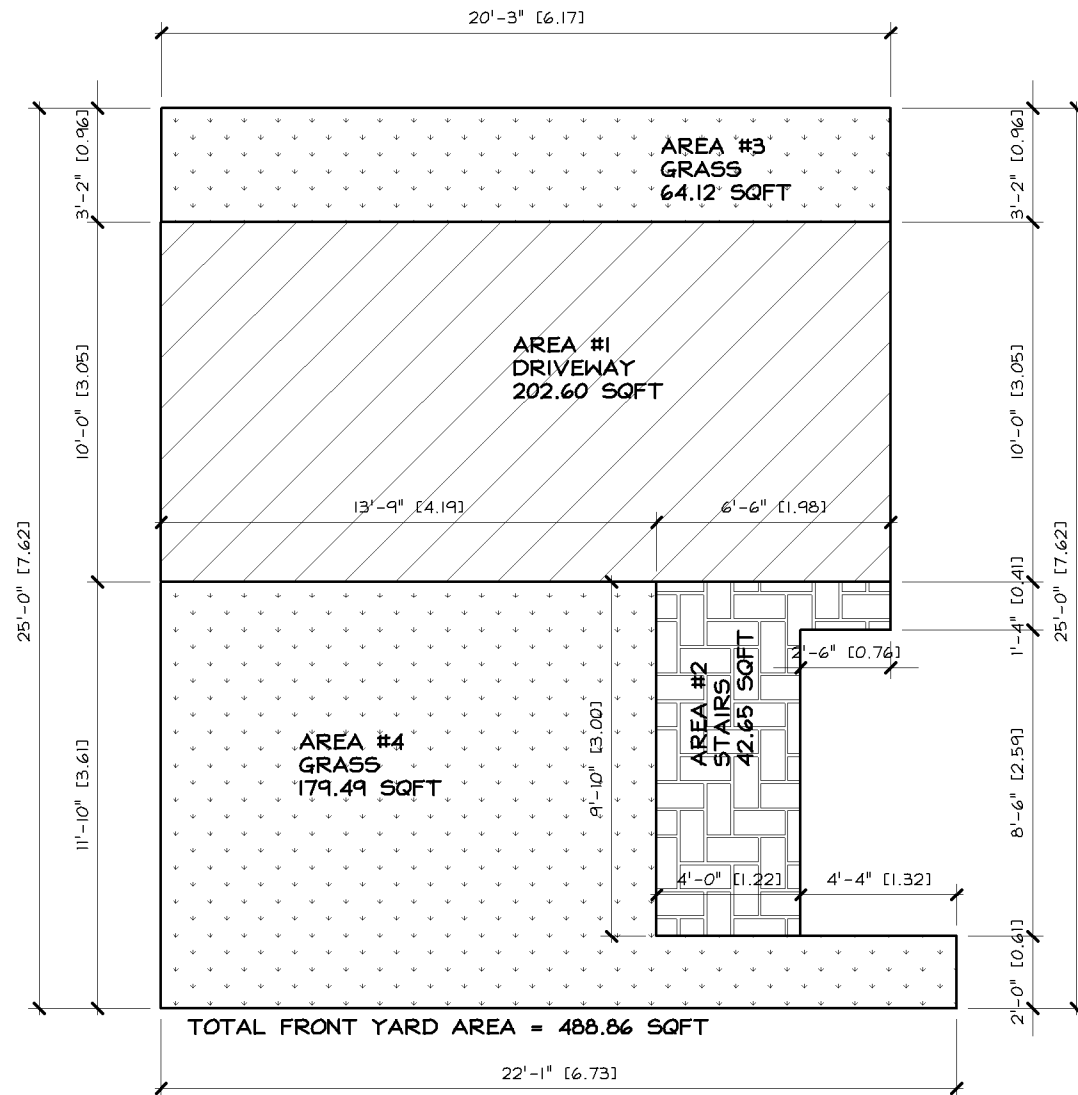
JOB NO.:

DWG. NO.: A1A OF 9

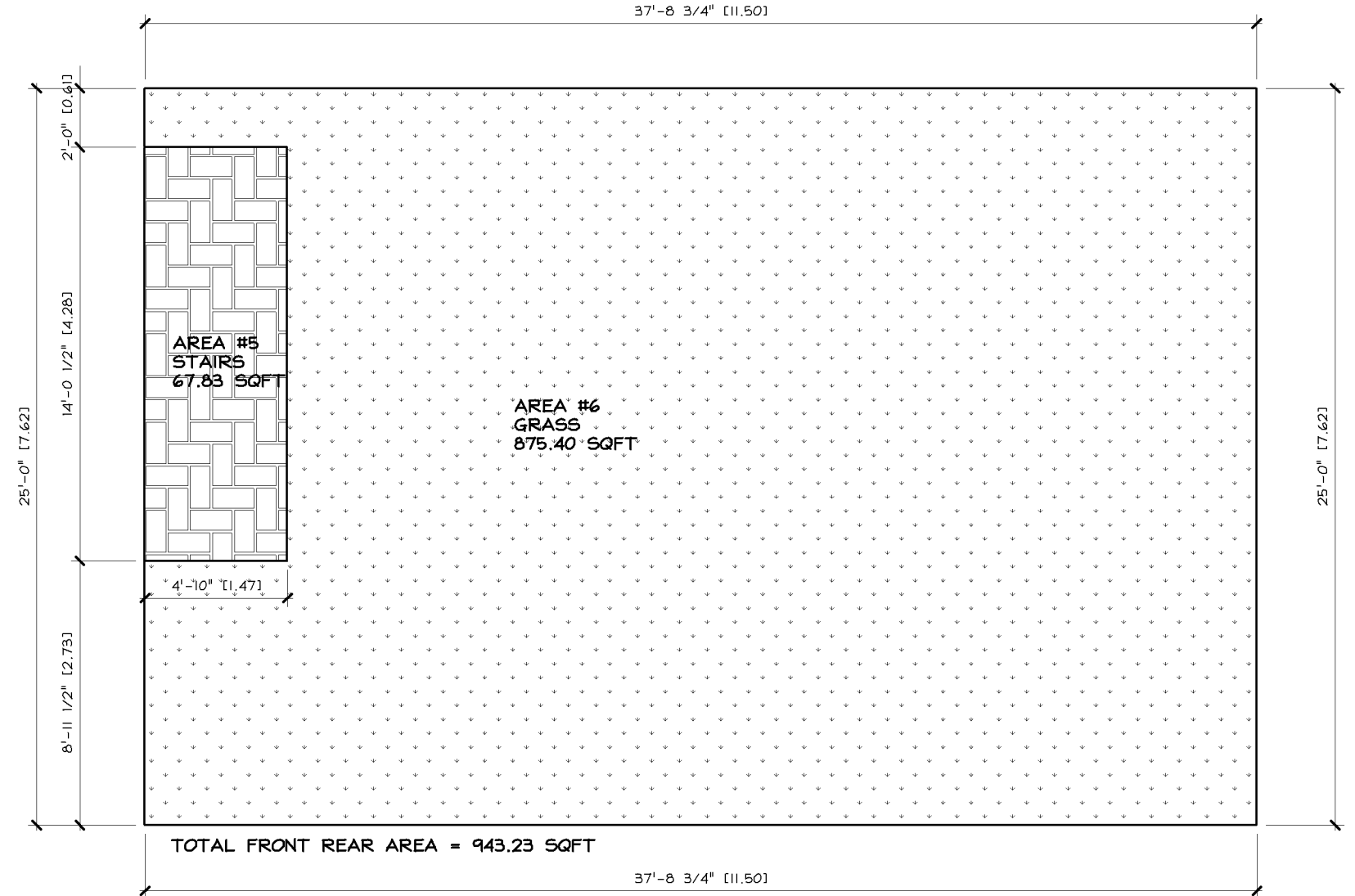
CADD-NAME: 170719

ORIENTATION





**1**  
**A1B** FRONT YARD LANDSCAPE PLAN  
SCALE: 3/16"=1'-0"



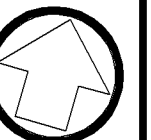
**2**  
**A1B** REAR YARD LANDSCAPE PLAN  
SCALE: 3/16"=1'-0"

# LEMCAD CONSULTANTS

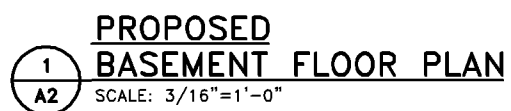
817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

AIB

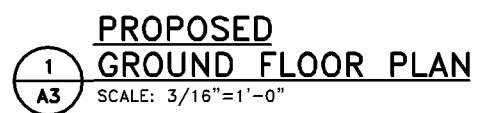
PROJECT: PROPOSED NEW 3-STY DWELLING			
LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH			
DWG. BY: LM	CK'D BY: LM	APP. BY:	DATE: APR. 10, 2018
JOB NO.:	DWG. NO.: A1B OF 9	CADD-NAME: 170719	



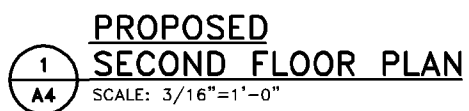
ORIENTATION



## ORIENTATION

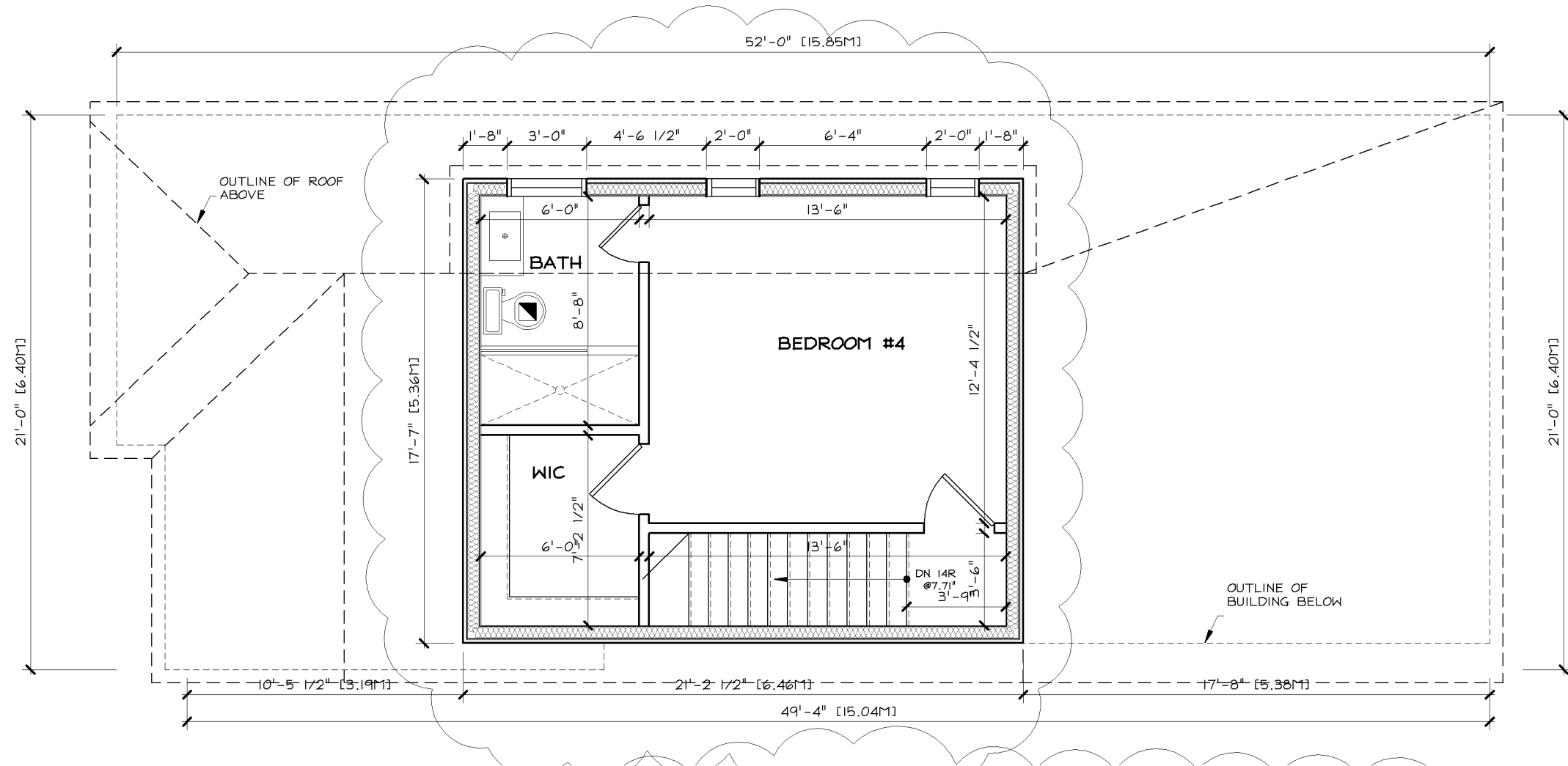


## ORIENTATION



## ORIENTATION





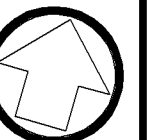
**PROPOSED**  
**THIRD FLOOR PLAN**  
 1  
 A5 SCALE: 3/16"=1'-0"

# LEMCAD CONSULTANTS

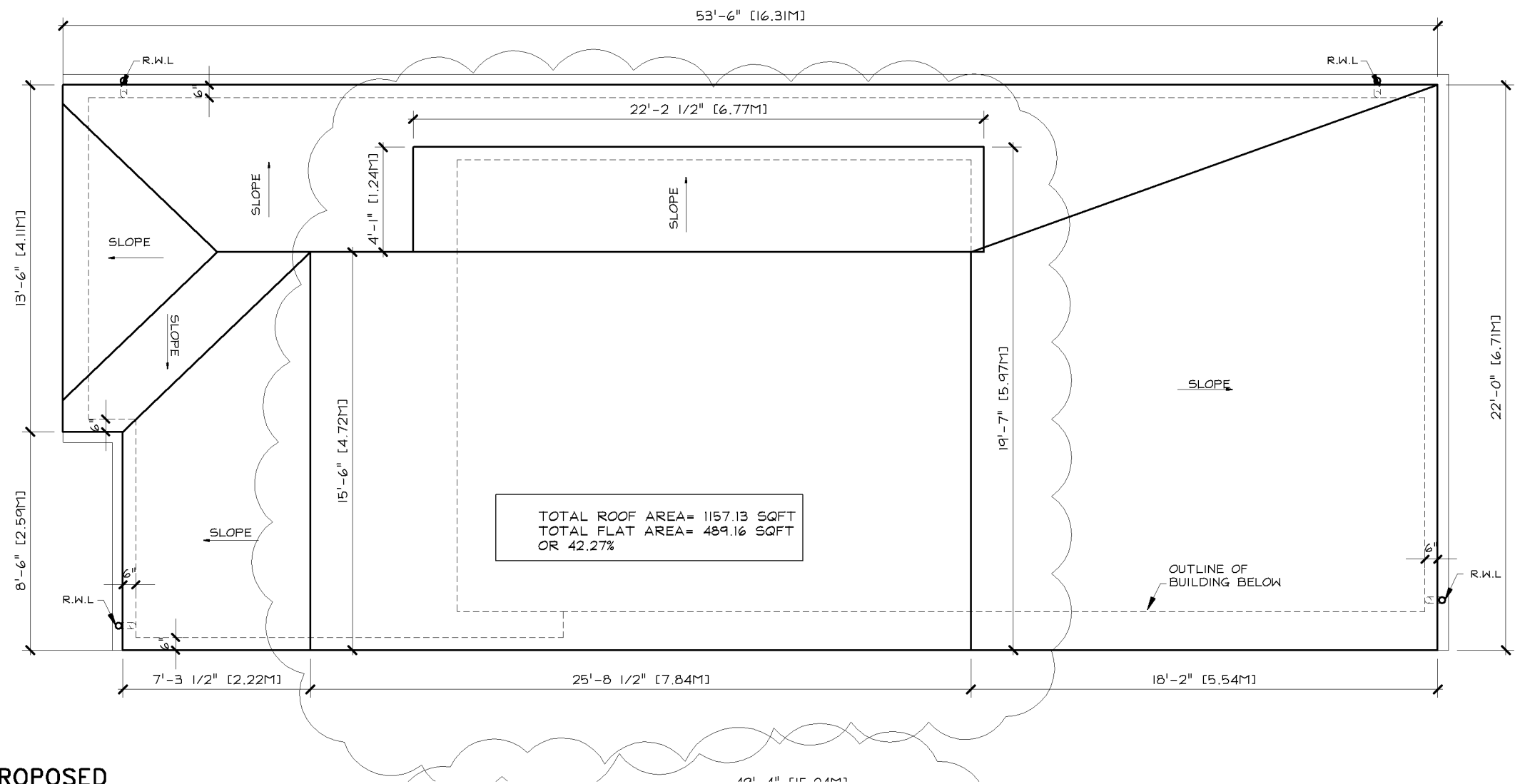
817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
 PHONE: (416) 405-8164 FAX: (416) 405-9601

A5

PROJECT: PROPOSED NEW 3-STY DWELLING			
LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH			
DWG. BY: LM	CK'D BY: LM	APP. BY:	DATE: APR. 10, 2018
JOB NO.:	DWG. NO.: A5 OF 9	CADD-NAME: 170719	



ORIENTATION



**1**  
**ASA** **PROPOSED ROOF PLAN**  
SCALE: 3/16"=1'-0"

## LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

**A5A**

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

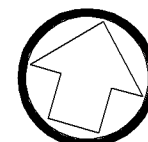
APP. BY:

DATE: APR. 10, 2018

JOB NO.:

DWG. NO.: A5A OF 9

CADD-NAME: 170719



ORIENTATION

1  
A6

**PROPOSED  
FRONT (WEST) ELEVATION**

SCALE: 3/16"=1'-0"



# LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

A6

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

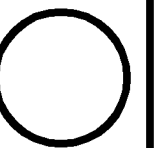
APP. BY:

DATE: APR. 11, 2018

JOB NO.:

DWG. NO.: A6 OF 9

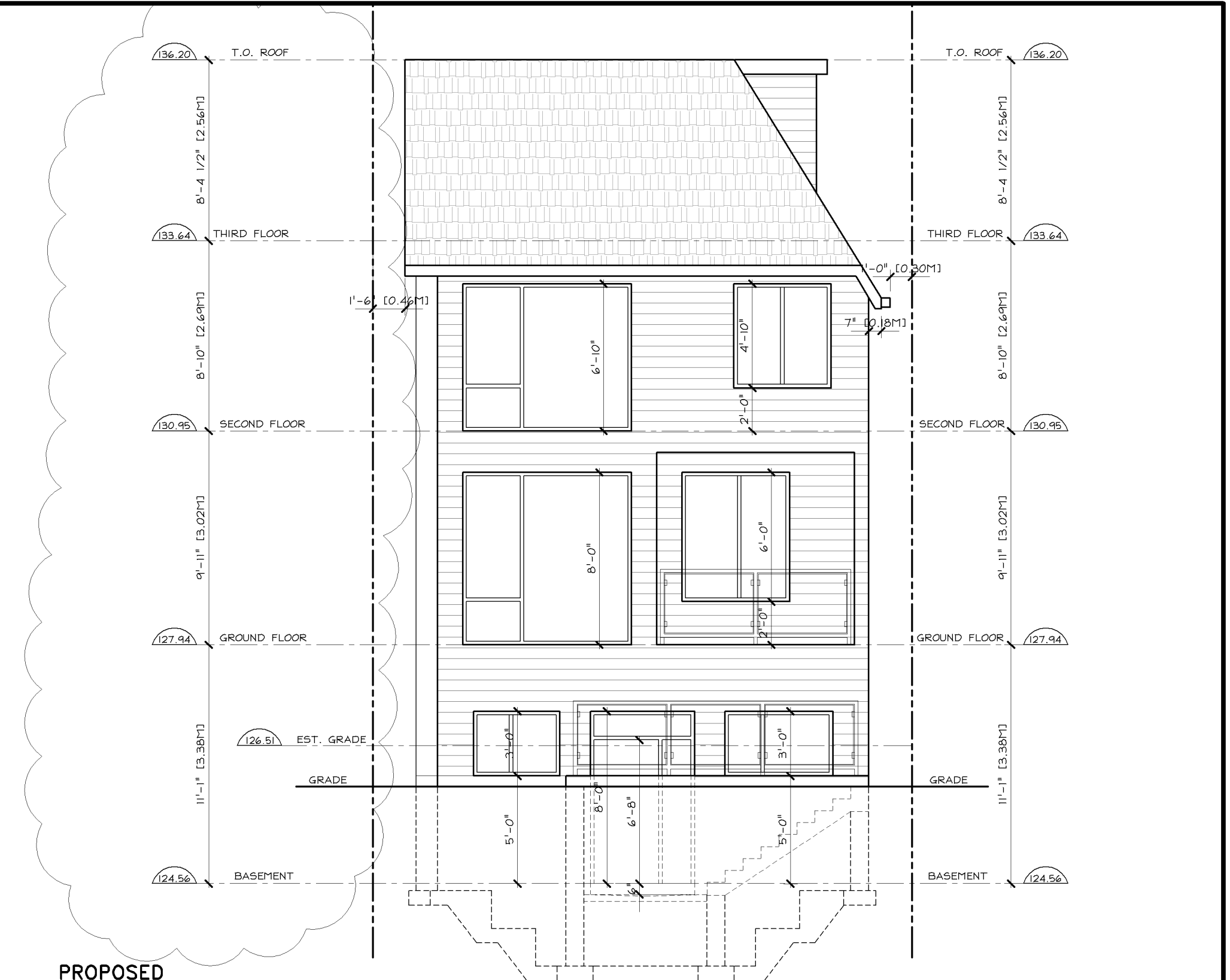
CADD-NAME: 170719



ORIENTATION

**PROPOSED  
REAR (EAST) ELEVATION**  
SCALE: 3/16"=1'-0"

2  
A7



# **LEMCAD CONSULTANTS**

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

**A7**

PROJECT: **PROPOSED NEW 3-STY DWELLING**

LOCATION: **175A SCARBOROUGH ROAD, SCARBOROUGH**

DWG. BY: **LM**

CK'D BY: **LM**

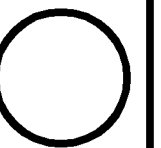
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DATE: **APR. 10, 2018**

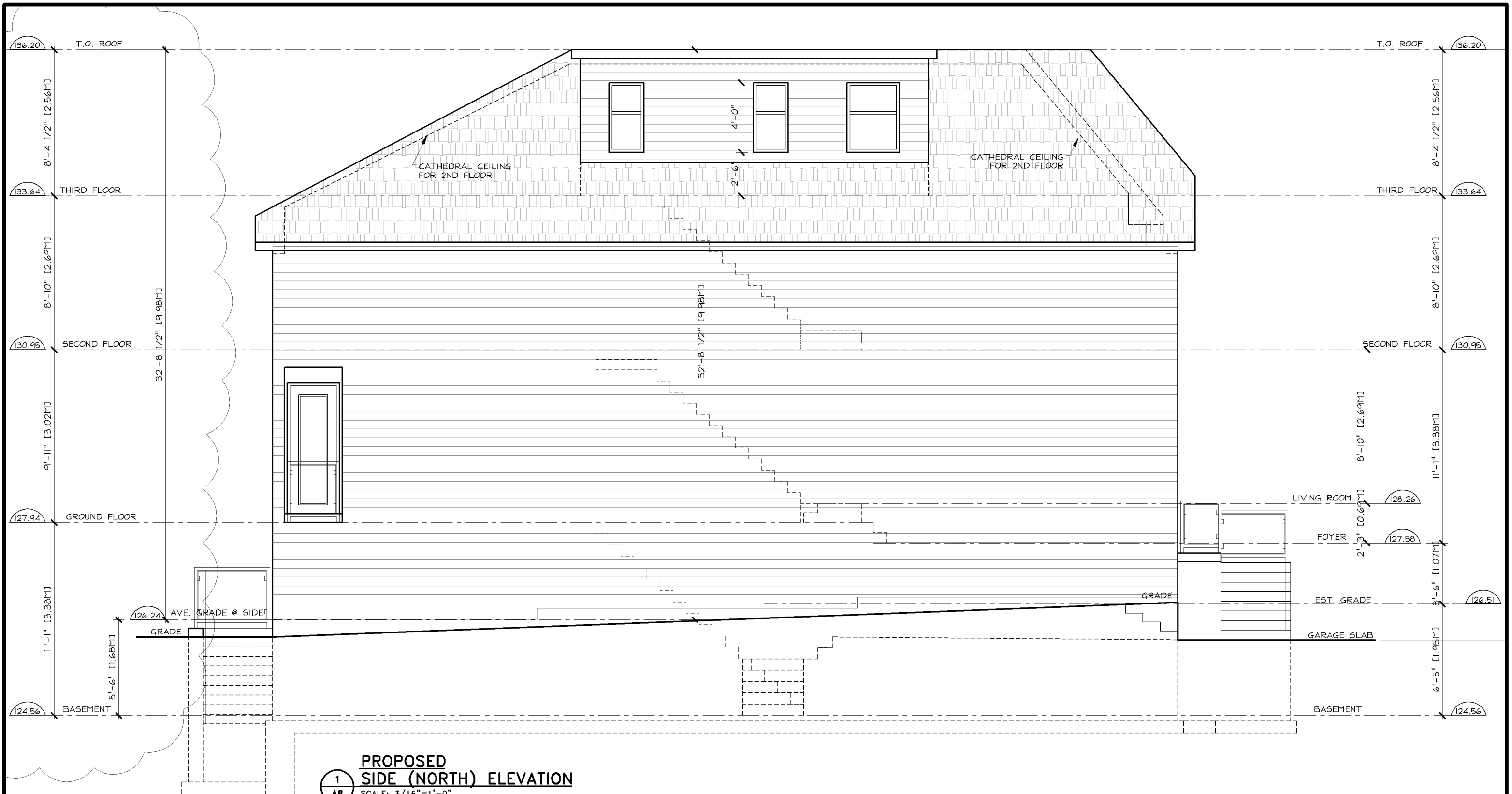
JOB NO.:

DWG. NO.: **A7 OF 9**

CADD-NAME: **170719**



ORIENTATION



# LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

A8

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

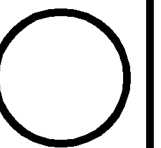
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DATE: APR. 10, 2018

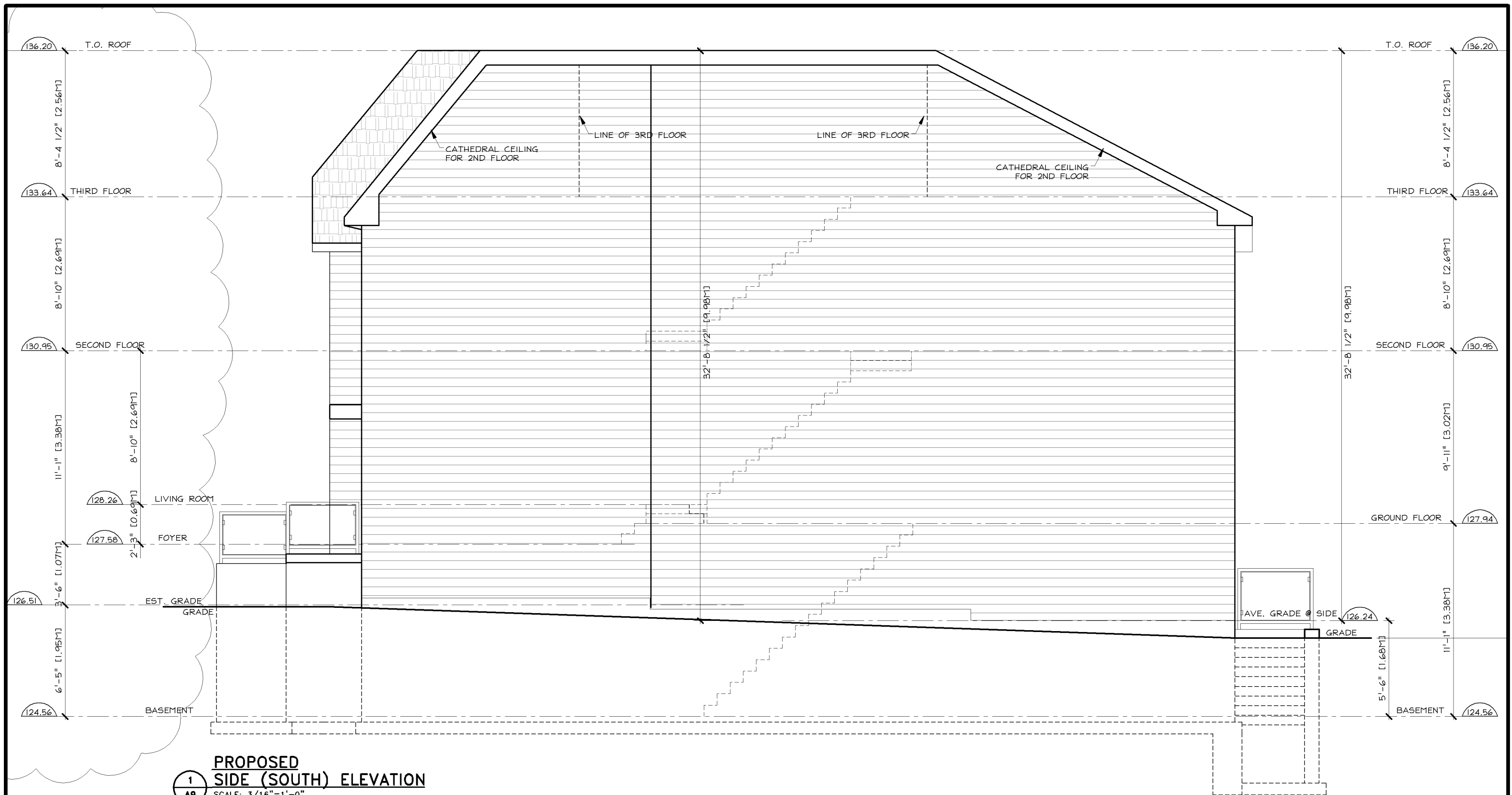
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DWG. NO.: A8 OF 9

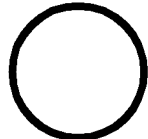
CADD-NAME: 170719



ORIENTATION



**1**  
**A9** **PROPOSED**  
**SCALE: 3/16"=1'-0"**  
**SIDE (SOUTH) ELEVATION**

<b>LEMCAD CONSULTANTS</b>			
817 COSBURN AVENUE, Toronto, Ontario M4C 2V9 PHONE: (416) 405-8164 FAX: (416) 405-9601			
<b>A9</b>	PROJECT: PROPOSED NEW 3-STY DWELLING		
	LOCATION: 175A SCARBOROUGH ROAD, SCARBOROUGH		
	DWG. BY: LM	CK'D BY: LM	APP. BY:
	DATE: APR. 10, 2018		
JOB NO.:		DWG. NO.: A9 OF 9	CADD-NAME: 170719
			 ORIENTATION



**RECEIVED** April 12 2018  
*By Toronto Local Appeal Body*

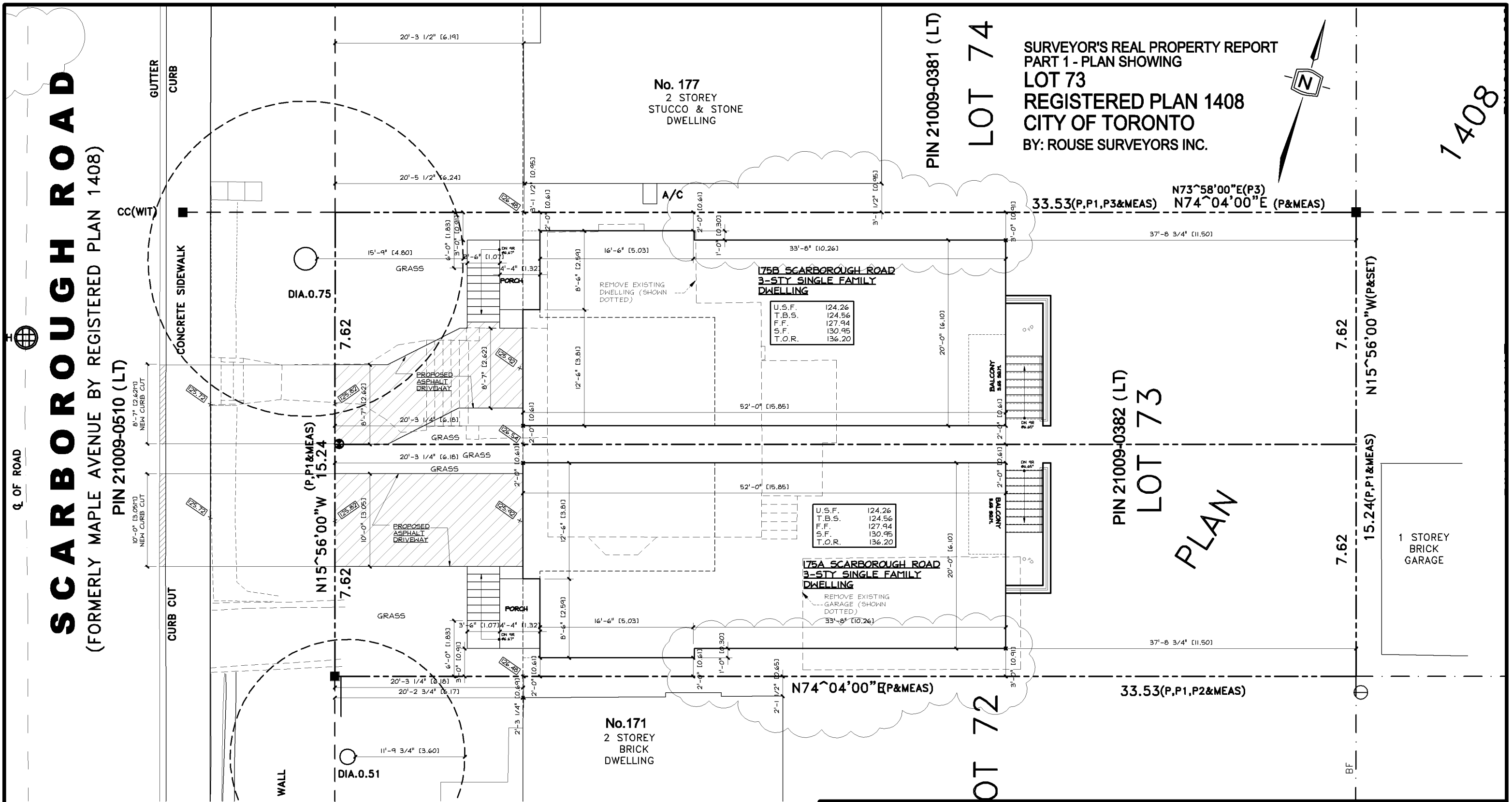
**175B SCARBOROUGH ROAD, SCARBOROUGH**  
**PROPOSED NEW 3 STORY DWELLING**

**LIST OF DRAWINGS**

RE-ISSUED FOR ZONING CERTIFICATE-APRIL 10, 2018

- A1 SITE PLAN
- A1a SITE STATISTICS
- A1b LANDSCAPE PLANS
- A2 PROPOSED BASEMENT
- A3 PROPOSED GROUND FLOOR PLAN
- A4 PROPOSED SECOND FLOOR PLAN
- A5 PROPOSED THIRD FLOOR PLAN
- A5A PROPOSED ROOF PLAN

- A6 PROPOSED FRONT (WEST) ELEVATION
- A7 PROPOSED FRONT (EAST) ELEVATION
- A8 PROPOSED SIDE (NORTH) ELEVATION
- A9 PROPOSED SIDE (SOUTH) ELEVATION



1  
A1 PROPOSED SITE PLAN  
SCALE: 1"=10'-0"

<b>LEMCAD CONSULTANTS</b> 817 COSBURN AVENUE, Toronto, Ontario M4C 2V9 PHONE: (416) 405-8164 FAX: (416) 405-9601			
<b>A1</b>	PROJECT: PROPOSED NEW 3-STY DWELLING		
	LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH		
	DWG. BY: LM	CK'D BY: LM	APP. BY: DATE: APR. 10, 2018
JOB NO.:		DWG. NO.: A1 OF 9	CADD-NAME: 170719
			 ORIENTATION



ADDITIONAL SITE STATISTICS  
175B SCARBOROUGH ROAD, TORONTO- NEW DWELLING

		PROVIDED	REQUIRED
TOTAL FRONT YARD AREA	= 489.11 SQFT (45.44 SQ.M.)		
AREA #1 DRIVEWAY	= 172.92 SQFT (16.06 SQ.M.)		
PROPOSED FRONT YARD LANDSCAPING	= 316.19 SQFT (29.38 SQ.M.)	64.64%	50%
AREA #2 PROPOSED HARD LANDSCAPING	= 46.99 SQFT (4.37 SQ.M.)		
AREA #3 + #4 PROPOSED SOFT LANDSCAPING	= 269.20 SQFT (25.01 SQ.M.)	85.13%	75%
TOTAL REAR YARD AREA	= 943.23 SQFT (87.63 SQ.M.)		
AREA #5 PROPOSED HARD LANDSCAPING	= 67.83 SQFT (6.30 SQ.M.)		
AREA #6 PROPOSED SOFT LANDSCAPING	= 875.40 SQFT (81.33 SQ.M.)	92.80%	50%
		PROVIDED	MAXIMUM
FLOOR AREA		0.89 225.25sq.m.	0.6 153.30sq.m.
MAX. BUILDING HEIGHT		10.00M	10.00M
BUILDING LENGHT		15.85M	17.00M
GROUND FLOOR HEIGHT		1.07M	1.2M
MAIN WALL HEIGHT (FRONT & BACK)		6.79M	7.0M
		PROVIDED	MINIMUM
LOT FRONTAGE		7.62M	6.0M
LOT AREA		230.22sq.m.	153.30sq.m.
MIN. FRONT YARD SETBACK		6.18M	6.18M
MIN REAR YARD		11.50M	8.18M
SIDE YARD SETBACK (NORTH)		0.61M	0.90M
SIDE YARD SETBACK (SOUTH)		0.61M	0.9M

SITE DATA

LOT AREA = 2750.18 SQFT (255.50 SQ.M.)

GFA PROPOSED

GROUND 1003.51 SQFT  
(93.23 SQ.M.)

SECOND 1042.84 SQFT  
(96.88 SQ.M.)

THIRD 378.24 SQFT  
(35.14 SQ.M.)

TOTAL 2424.59 SQFT  
(225.25 SQ.M.)  
OR 89.0%

LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

AIA

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

APP. BY:

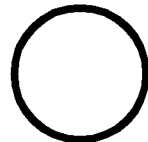
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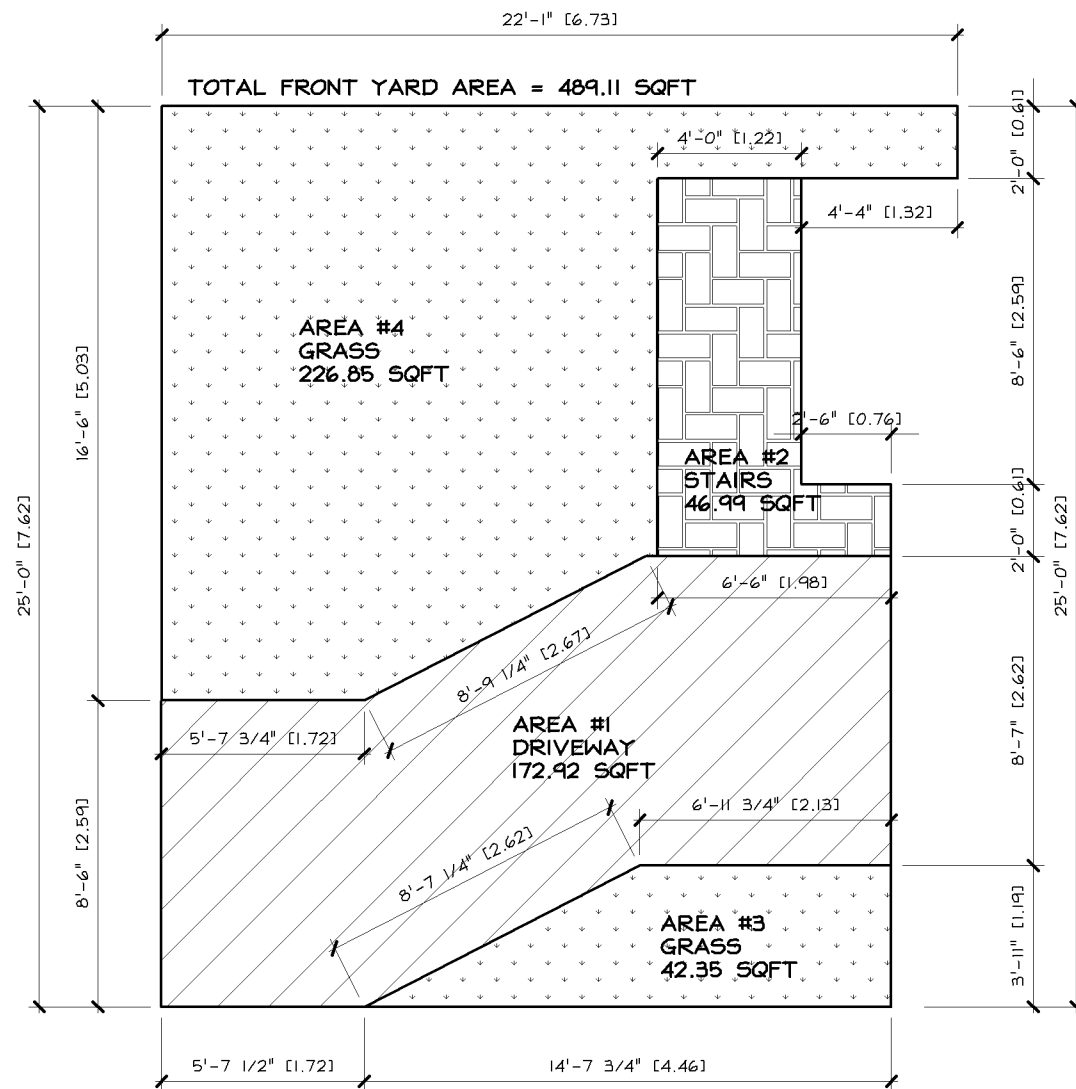
JOB NO.:

DWG. NO.: A1A OF 9

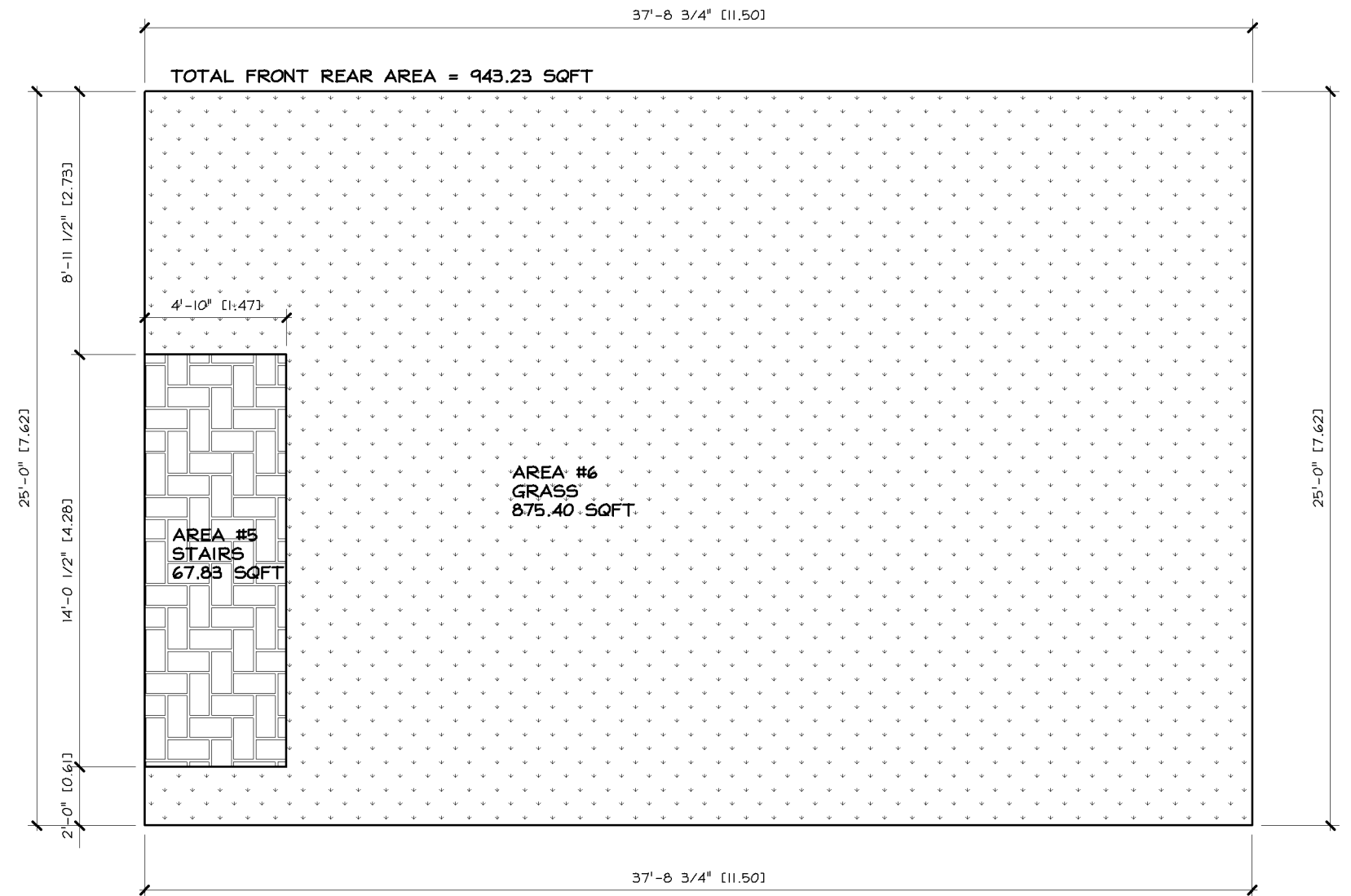
CADD-NAME: 170719

ORIENTATION





**1 FRONT YARD LANDSCAPE PLAN**  
A1B SCALE: 3/16"=1'-0"



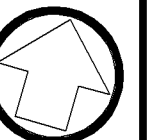
**2 REAR YARD LANDSCAPE PLAN**  
A1B SCALE: 3/16"=1'-0"

# LEMCAD CONSULTANTS

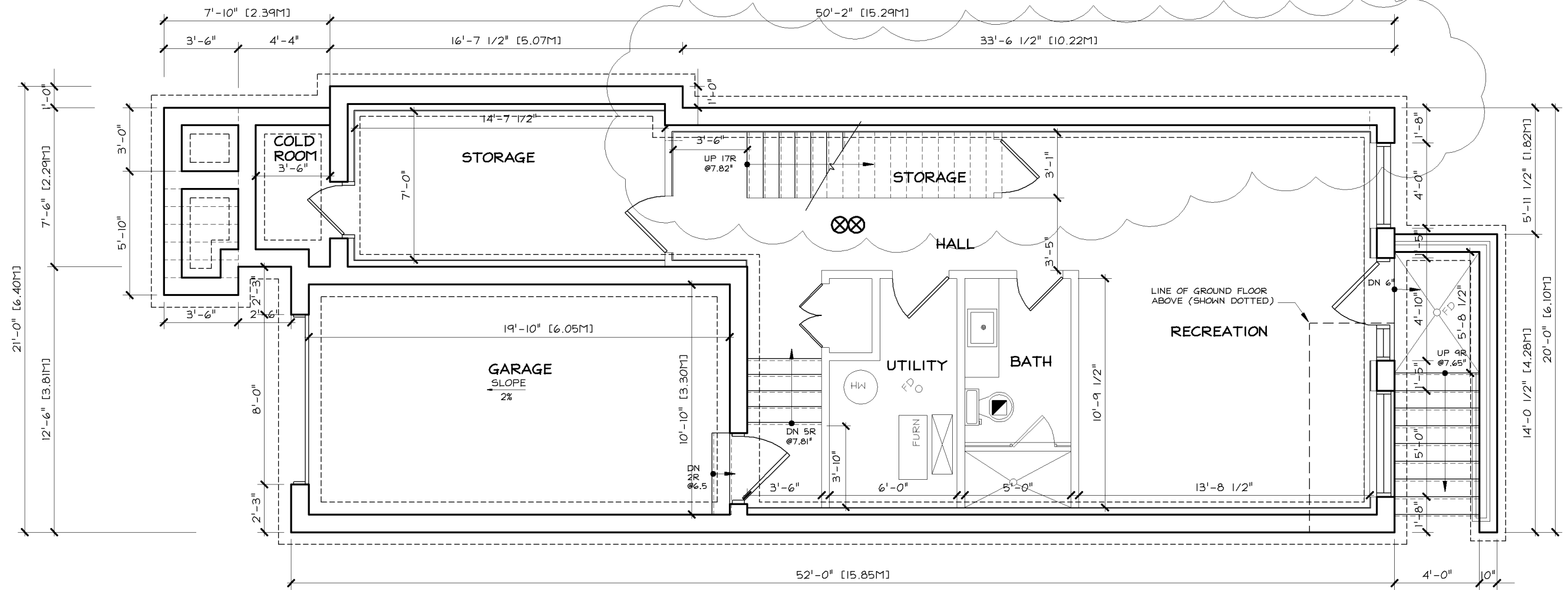
817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

A1B

PROJECT: PROPOSED NEW 3-STY DWELLING			
LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH			
DWG. BY: LM	CK'D BY: LM	APP. BY:	DATE: APR. 10, 2018
JOB NO.:	DWG. NO.: A1B OF 9	CADD-NAME: 170719	



ORIENTATION



**1**  
**A2** **PROPOSED BASEMENT FLOOR PLAN**  
SCALE: 3/16"=1'-0"

## LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

A2

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

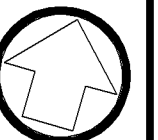
APP. BY:

DATE: APR. 10, 2018

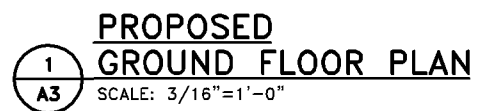
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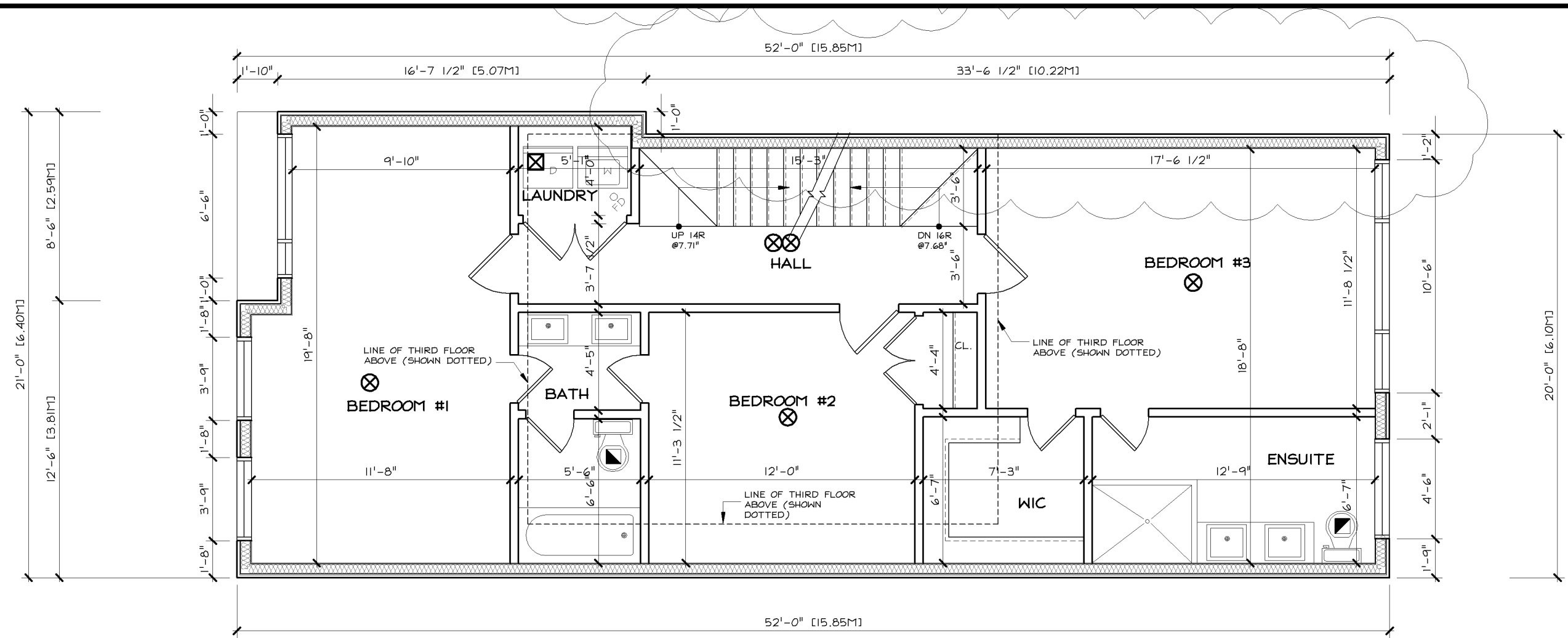
CADD-NAME: 170719



ORIENTATION



## ORIENTATION



**PROPOSED  
SECOND FLOOR PLAN**  
SCALE: 3/16"=1'-0"

## LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

A4

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

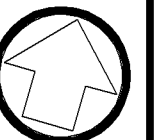
APP. BY:

DATE: APR. 10, 2018

JOB NO.:

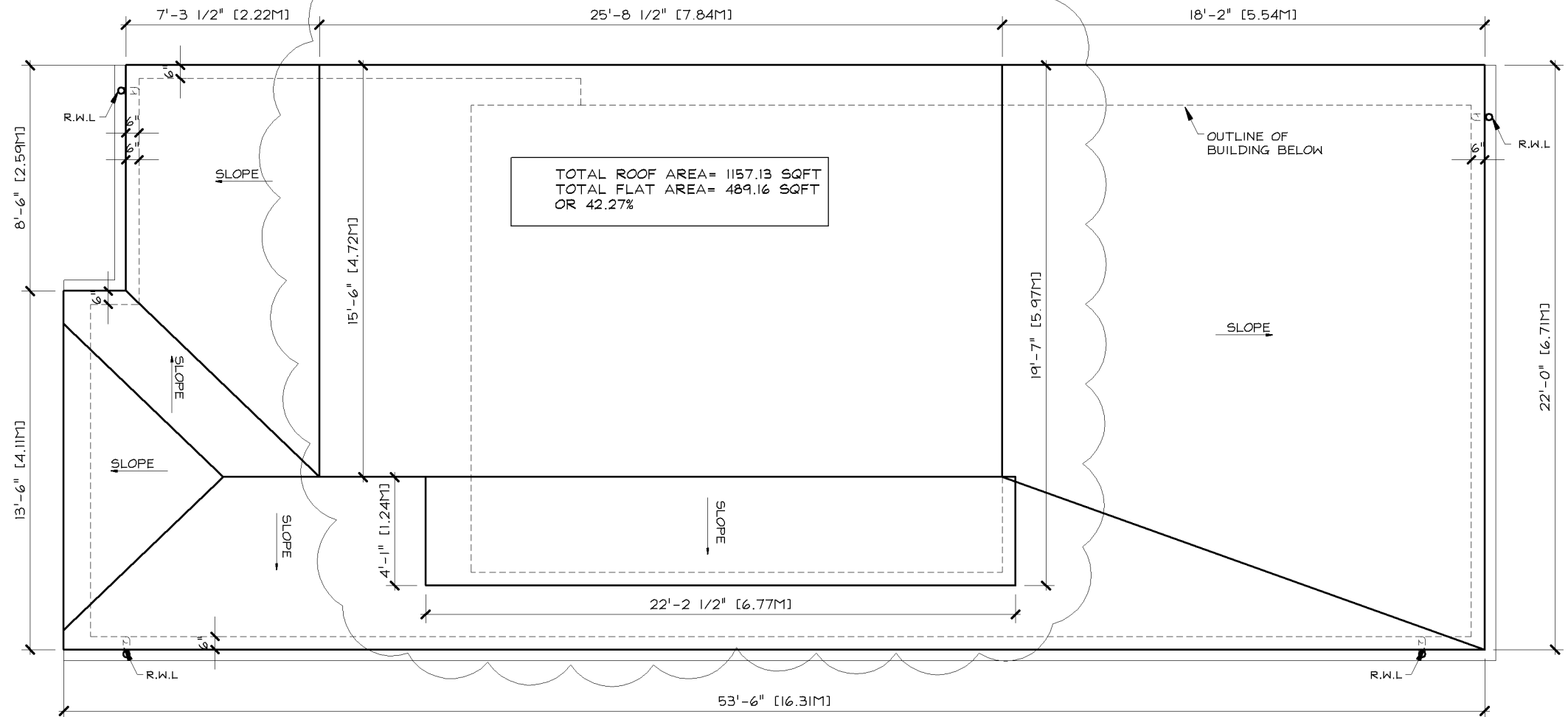
DWG. NO.: A4 OF 9

CADD-NAME: 170719



ORIENTATION





**1**  
**ASA** **PROPOSED ROOF PLAN**  
SCALE: 3/16"=1'-0"

**LEMCAD CONSULTANTS**

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

**A5A**

PROJECT: **PROPOSED NEW 3-STY DWELLING**

LOCATION: **175B SCARBOROUGH ROAD, SCARBOROUGH**

DWG. BY: **LM**

CK'D BY: **LM**

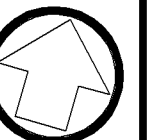
APP. BY:

DATE: **APR. 10, 2018**

JOB NO.:

DWG. NO.: **A5A OF 9**

CADD-NAME: **170719**



ORIENTATION



# LEMCAD CONSULTANTS

817 COSBURN AVENUE, Toronto, Ontario M4C 2V9  
PHONE: (416) 405-8164 FAX: (416) 405-9601

A6

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

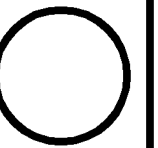
APP. BY:

DATE: APR. 11, 2018

JOB NO.:

DWG. NO.: A6 OF 9

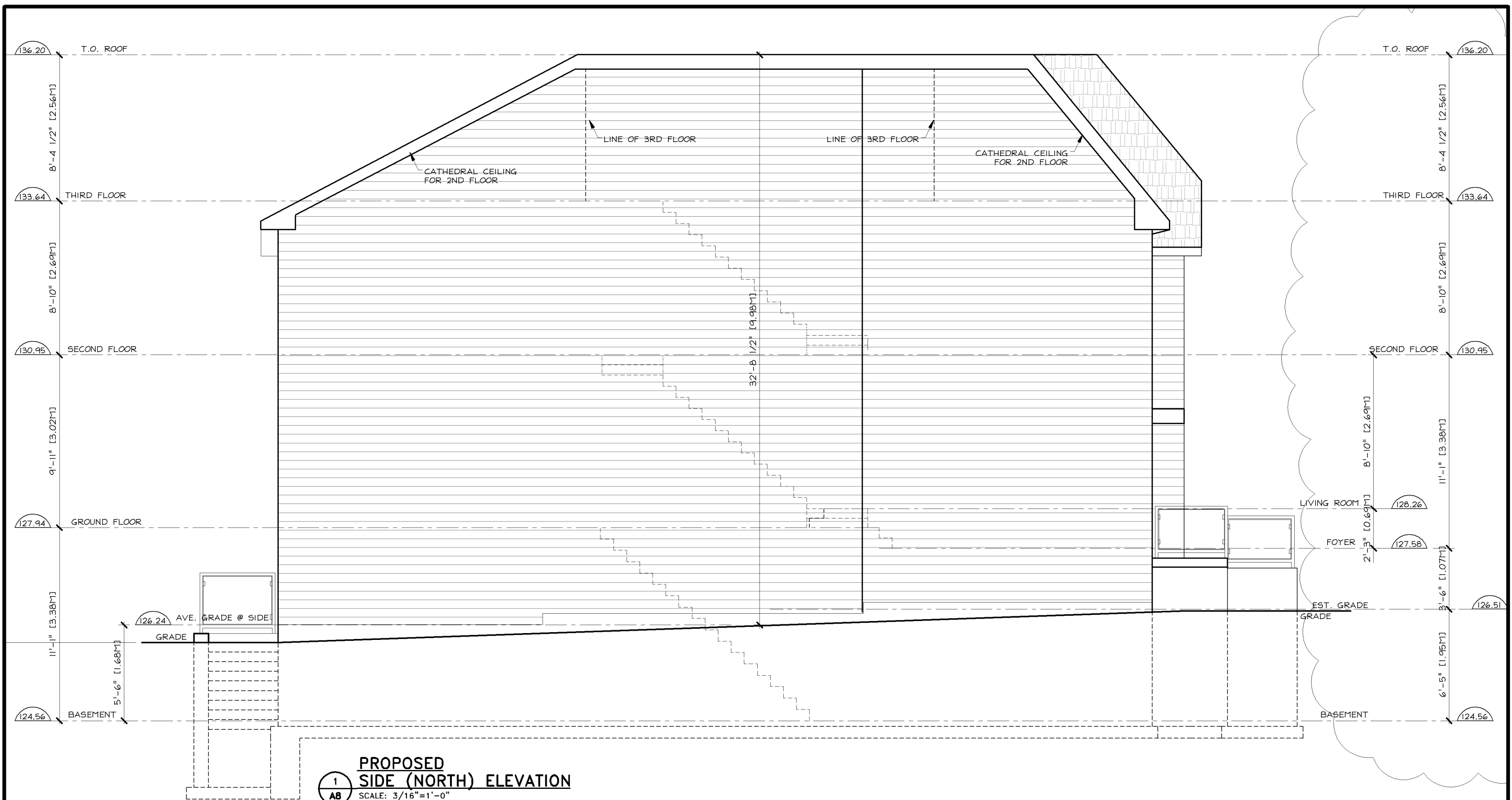
CADD-NAME: 170719

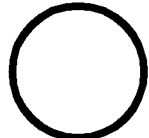


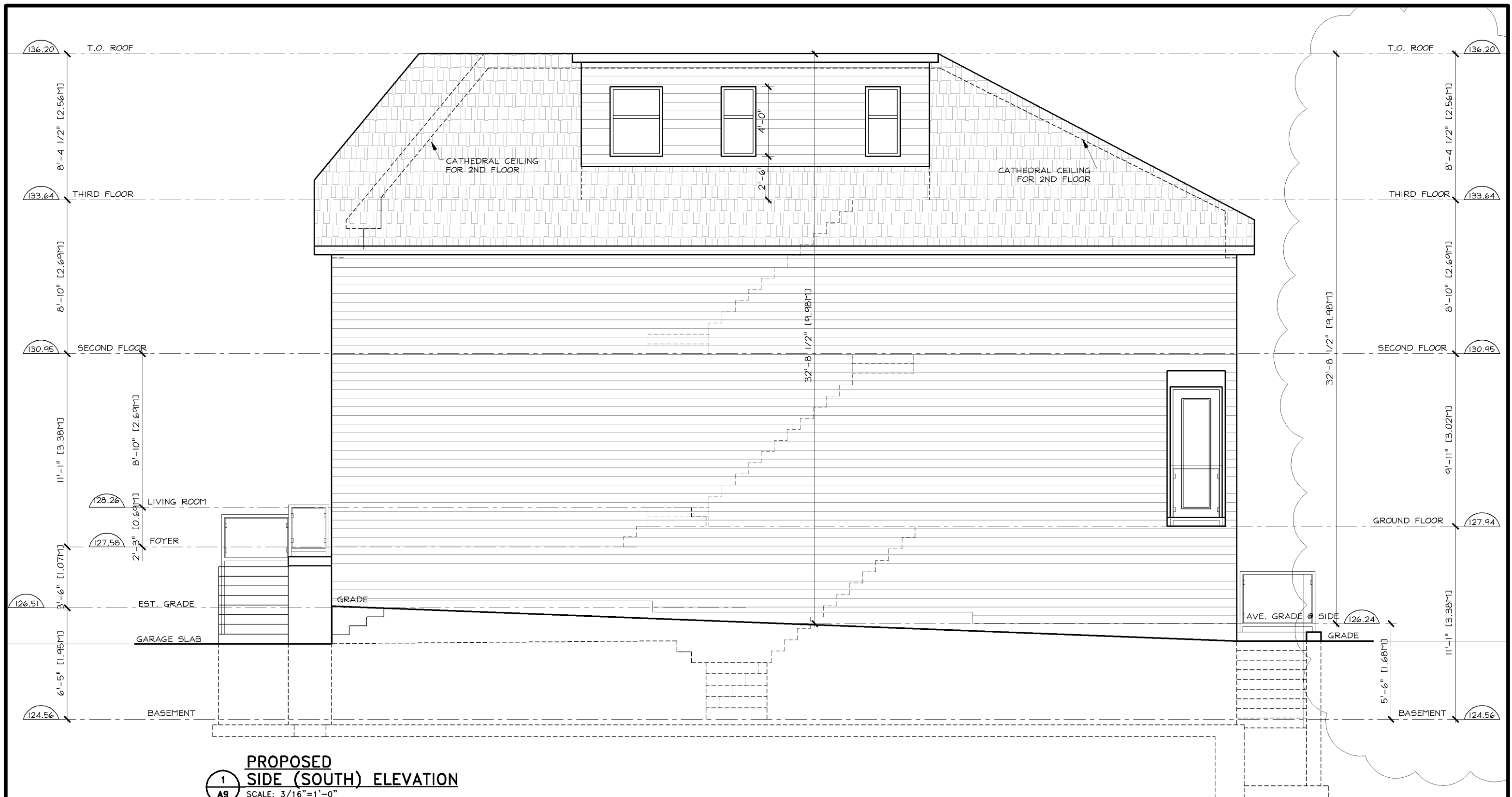
ORIENTATION







<b>LEMCAD CONSULTANTS</b>			
817 COSBURN AVENUE, Toronto, Ontario M4C 2V9 PHONE: (416) 405-8164 FAX: (416) 405-9601			
<b>A8</b>	PROJECT: PROPOSED NEW 3-STY DWELLING		
	LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH		
	DWG. BY: LM	CK'D BY: LM	APP. BY:
	JOB NO.:		DWG. NO.: A8 OF 9
		DATE: APR. 10, 2018	 ORIENTATION
		CADD-NAME: 170719	



**PROPOSED  
SIDE (SOUTH) ELEVATION**  
SCALE: 3/16"=1'-0"

## LEMCAD CONSULTANTS

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PHONE: (416) 405-8164 FAX: (416) 405-9601

A9

PROJECT: PROPOSED NEW 3-STY DWELLING

LOCATION: 175B SCARBOROUGH ROAD, SCARBOROUGH

DWG. BY: LM

CK'D BY: LM

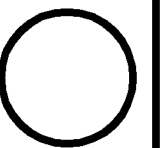
APP. BY:

DATE: APR. 10, 2018

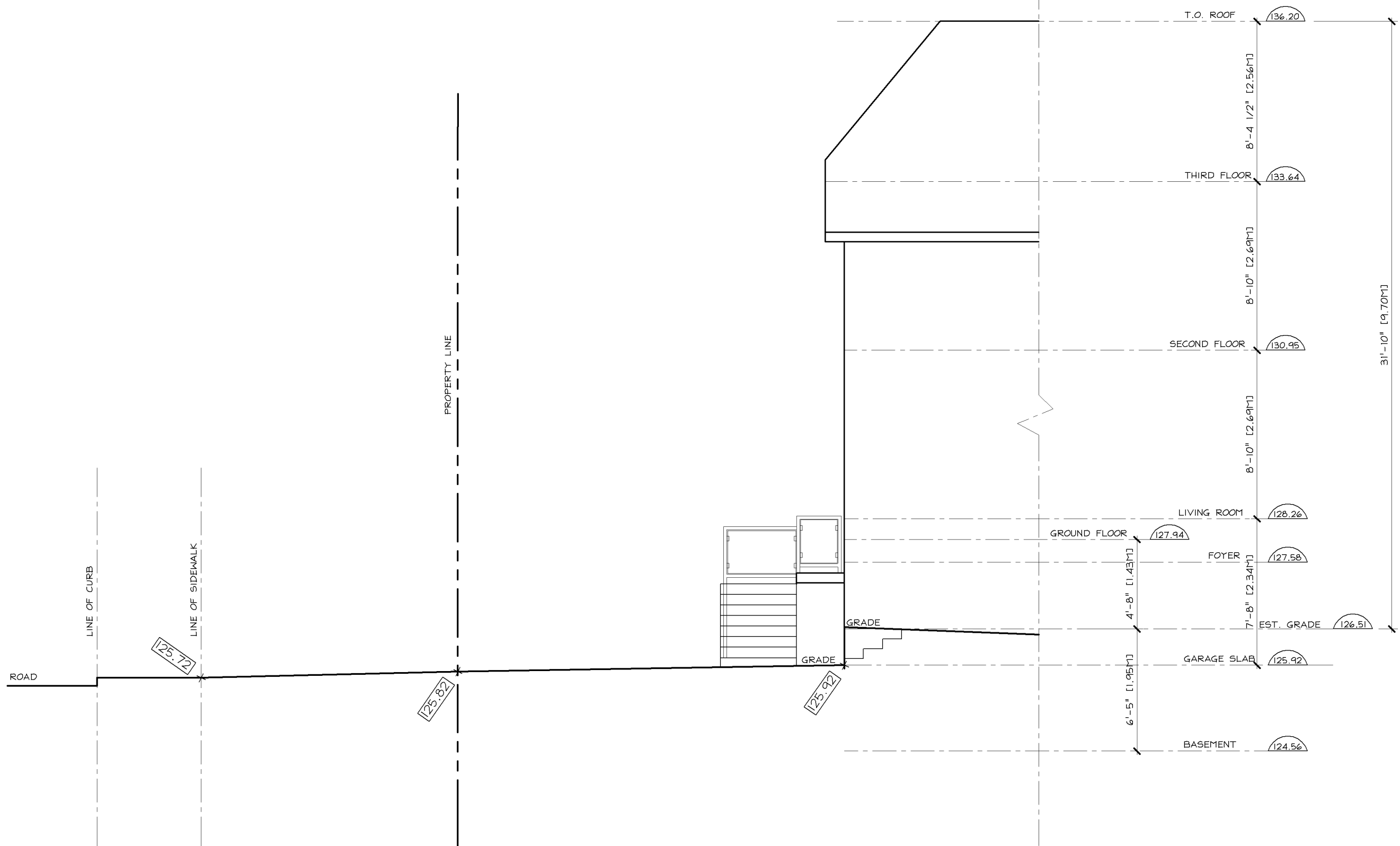
JOB NO.:

DWG. NO.: A9 OF 9

CADD-NAME: 170719



ORIENTATION



**1**  
**A9A** **PROPOSED DRIVEWAY SECTION**  
**SHOWING POSITIVE SLOPE**  
SCALE: 3/16"=1'-0"

<b>LEMCAD CONSULTANTS</b>			
817 COSBURN AVENUE, Toronto, Ontario M4C 2V9 PHONE: (416) 405-8164 FAX: (416) 405-9601			
<b>A9A</b>	PROJECT: <b>PROPOSED NEW 3-STY DWELLING</b>		
	LOCATION: <b>175B SCARBOROUGH ROAD, SCARBOROUGH</b>		
	DWG. BY: <b>LM</b>	CK'D BY: <b>LM</b>	APP. BY: <b></b>
	DATE: <b>APR. 10, 2018</b>		
JOB NO.: <b></b>		DWG. NO.: <b>A9A OF 9</b>	CADD-NAME: <b>170719</b>
			 <b>ORIENTATION</b>