

DECISION AND ORDER

Decision Issue Date Wednesday, October 16, 2019

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): KYLE KHADRA

Applicant: 2482888 ONTARIO LTD

Property Address/Description: 64 Overton Crescent

Committee of Adjustment Case File: 19 113500 NNY 16 MV (A0090/19NY)

TLAB Case File Number: 19 143514 S45 16 TLAB

Hearing date: Friday, September 27, 2019

DECISION DELIVERED BY JUSTIN LEUNG

APPEARANCES

NAME	ROLE	REPRESENTATIVE
Kyle Khadra	Appellant	Martin Mazierski
2482888 Ontario Ltd	Owner	
Lina Liscio	Party	
John Liscio	Party	
TJ Cieciura	Expert Witness	

INTRODUCTION

This is an appeal from a decision of the North York Committee of Adjustment (COA) pertaining to a request to permit a series of 3 variances for 64 Overton Crescent (subject property).

The variances, if allowed by the Toronto Local Appeal Body (TLAB), would permit an additional dwelling unit in the basement of the building on the subject site. This would result in the number of dwelling units being increased from 5 to 6 units. This property is located in the Banbury-Don mills neighbourhood in the North York district of the City of Toronto (City) which is situated south of York Mills Road and bounded by Leslie Street to the west and Don Mills Road to the east. The property is located on Overton Crescent, south of York Mills road and north of The Donway West.

At the beginning of the hearing, I informed all parties in attendance that I had performed a site visit of this subject property and the immediate neighbourhood and had reviewed all materials related to this appeal.

BACKGROUND

The variances that had been requested are outlined as follows:

1. Chapter 10.5.80.10.(2), By-law 569-2013

For an apartment, other than required visitor parking spaces, a minimum of 50 % of the required parking spaces must be in a building or underground structure (3.5 spaces). The proposed number of parking spaces, other than required visitor parking spaces, not in a building or underground structure is 100 % (5 spaces).

2. Chapter 200.5.10.1.(1), By-law 569-2013

The minimum required number of parking space(s) for the building is 8 spaces. The proposal will have 5 spaces.

3. Section 6A(2)a, By-law 7625

The minimum required number of parking spaces is 9 spaces. The proposed number of parking spaces is 5 spaces.

These variances were heard and refused at the April 4, 2019 North York COA meeting. Subsequently, an appeal was filed on April 23, 2019 by the property-owners of 64 Overton Crescent within the 20 day appeal period as outlined by the *Planning Act*. The TLAB received the appeal and scheduled a hearing on September 27, 2019 for all relevant parties to attend.

MATTERS IN ISSUE

The current parking configuration of the subject property contains a defined parking area with a shared driveway with the adjacent property of 72 Overton Crescent. The vehicle maneuvering space is limited. This arrangement is historical in nature and was not formally registered with the Land Registry Office (LRO). The opposing parties to this appeal contend that approval of this variance would act to exasperate an already difficult parking situation. The tribunal would need to consider if allowing a reduction in parking requirement (as it relates to the increase in dwelling units) is appropriate for the

current neighbourhood context and if potential mitigation could be achieved if approval of this variance were granted.

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 *Planning 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

At the commencement of the proceedings, the parties Lina Liscio and John Liscio of 72 Overton Crescent stated that they were concerned that the original Notice of Public Hearing that was sent out relating to this variance application had not properly identified the variance requests. They contend that the subject property has four dwelling units and not five units as identified on the requisite Notice. Both parties stated that they had raised this issue on several occasions with municipal staff but did not receive a comprehensive explanation from them. They contend that this is germane to the issue at hand as the potential development impact would be more significant if, as the parties argue, the proposal was for two units as opposed to the one as presented to the TLAB.

The appellant's legal representative, Martin Mazierski, responded that the City's Building Department interpreted that the basement unit, which has not been rented out, as a fifth unit. The owner of the property had sworn an affidavit which affirms this as well. In addition, Mr. Mazierski states that the variances being considered pertain to parking standards for the site and do not relate to the number of dwelling units as the requisite Zoning allows for up to six units to occur for this subject property. He goes on to comment that the prevailing trend within the City is to permit reduction in parking requirements for new development proposals.

Mr. John Liscio responds that with the parking reduction request, there is a concern with the increased number of people who will be traversing in and out of this

subject property. They are unable to ascertain how many more people would be moving in as a result of a potential approval of this proposal. The introduction of greater traffic of people could contribute to overall vehicular traffic for the immediate neighbourhood. In addition, he contends that a precedent could be set for similar alterations to occur with other properties in the area.

The other party Lina Liscio indicated that, due to vehicle and parking issues, she had agreed to construct a shared driveway with the previous owner of 64 Overton Crescent.

TJ Cieciura, of Design Plan Services, expert witness for the appellant, was called up to present evidence in relation to this matter. The presiding TLAB member indicated that he had reviewed the curriculum vitae and other related materials as provided by the witness and was willing to qualify him in providing evidence in the field of land use planning. In reference to previous comments on potential error in identifying the number of dwelling units of this subject property, Mr. Cieciura reiterates that the tribunal, like himself, must rely on the information as provided by the Building Department with respect to the property characteristics. Furthermore, this issue would not be relevant as the Zone classification for this area allows for up to six dwelling units for a single building. As shown on the requisite COA Notice of Public Hearing, it outlines that the variance requests pertain only to parking standards and not for the number of units being sought, further reinforcing the contention that dwelling units are in compliance with the Zoning By-law.

In assessing the site plan for the property, there are four legal parking spaces in existence. A fifth parking space can be placed in this parking area as well. In furtherance to the information as provided by the parties of 72 Overton Crescent, Mr. Cieciura indicates that as part of his preparation and research for this matter, he had not found any legal documents which demonstrate that an access easement had been registered for the existing driveway between the subject property and 72 Overton Crescent. However, he argues that as the driveway has been in existence for a prolonged period of time, it could be described as a historical or 'grandfathered' type driveway, or a prescriptive easement, and can continue to function in its current configuration without the benefit of a legal easement being registered on the land title of both properties.

With regards to the parking space configuration and turning radius for vehicles, Mr. Cieciura cites a memo from the Transportation Services Department which does not raise concerns on the current parking layout at the site. Major transit and road thoroughfares are adjacent to this subject property which lends credence to support an increase in dwelling units here, in his view. In terms of the number of people living in a dwelling, the Zoning By-law does not stipulate how many people can reside in a single building. Living arrangements are shifting due to evolving socio-economic needs whereby the traditional nuclear family is no longer the prevailing societal norm.

The Official Plan designates this area as 'Neighbourhoods'. Immediately to the south of this is an area with an apartment designation. The subject property was originally constructed with four dwelling units in the 1970s. The adjacent four properties

along Overton Crescent also have the same Residential Multiple Dwelling (RM) zoning and are also constructed to contain multiple units similar in nature to the subject property. Planning staff did not provide a report in relation to this proposal's original COA application. While the zoning outlines that 50% of the parking be either enclosed or underground, this subject property and the other four adjacent properties do not have provision for this; they have surface parking only. These properties, in his opinion, could be interpreted to have a legal non-conforming status as it relates to this zoning requirement.

In relation to parking standards for the City, Mr. Cieciora cites recent changes to provisions relating to secondary suites. As such, a property-owner who intends to add a secondary suite will no longer need to allocate one additional parking space for the suite. Furthermore, for laneway suites this new parking requirement is also applicable. There is no immediate rapid transit service but the nearby bus service as provided by Toronto Transit Commission (TTC) on Don Mills Road is offered as a frequent service.

In response to the opposing parties' contention of potential overcrowding of the neighbourhood with increasing people being permitted to move in, Mr. Cieciora opines that the City of Toronto has a substantial number of people moving in annually. These people will need to be accommodated in a variety of residential forms, such as the one being considered in these proceedings. Greenfield development, whereby to build out beyond the existing urban boundaries, is accepted by several Planning experts as being unsustainable. In-fill development, to build within existing urban areas such as this one, is the alternative development pattern which must be explored so as to decrease the strain on extending municipal infrastructure and services.

The presiding TLAB member inquired as to the redevelopment of the nearby Shops of Don Mills lifestyle centre, which is an alternative shopping centre format, and the impetus for this. Mr. Cieciora responded that the shopping centre was redeveloped to recognize the changing demographics of the area and projections indicating a greater number of people would be moving into this area in the near future.

In outlining the four tests for a minor variance as it relates to this proposal, Mr. Cieciora describes how the Official Plan policies contemplates that there will be changes to neighbourhoods such as this over time while also looking to reinforce the built form for the area. The proposal here is for a basement unit with which the built form will remain unaffected. The overall pattern and style of neighbourhood will be preserved. Again, provisions such as height and massing are being complied with in this instance. The variances only address parking deficiencies on the site. The Official Plan does not correlate development specifically with parking requirements.

With respect to the Zoning By-law, two variances relate to the recently passed By-law 569-2013 and the one variance for the older By-law 7625. The parking rate for the site has been reduced as part of the new By-law. The site currently can accommodate five parking spaces and if this proposal were permitted, parking space striping would occur. Due to adjacent bus lines and nearby rapid transit access, this additional unit, in his view, could exist without benefit of additional parking allocation.

To address the comment of precedence setting, an approval of this proposal would not immediately result in similar proposals beginning to appear in the area. If there were other proposals to be brought forward, they would have to undergo an extensive Planning approval process with public engagement required.

Mr. Liscio provided evidence to the TLAB. He contends that work for the sixth dwelling unit had commenced prior to issuance of a building permit. The presiding TLAB member did reiterate that the proceedings are to assess the variance proposal. Issues relating to the Building Department or *Ontario Building Code* compliance should be dealt with separately with the respective municipal staff. The member then inquired about the shared driveway arrangement and whether it was legally registered. He also questioned if the driveway is able to accommodate maneuvering and movement of vehicles and if each dwelling unit would need multiple vehicles for the tenants.

Mr. Cieciora responded that he has not found records to indicate the driveway was legally registered. However, due to the prolonged period of existence, this driveway may, in his view, be considered legal non-conforming in nature. The Building Department had not identified any Zoning non-compliance with respect to vehicle movement so presumably this would not be an issue at this site. In terms of vehicle use, as previously described, with the changing familial needs vehicle use patterns are now shifting and it would be difficult to ascertain if a tenant were to have multiple vehicles or possibly refrain from vehicle use. While the sixth dwelling unit will not have parking provisioned for it, it would be served by transit service nearby and is consistent with overall reduction in parking requirements as found in several Greater Toronto Area (GTA) municipalities Zoning By-laws.

With cross examination of Mr. Cieciora concluded, Mr. Liscio provided evidence in relation to this proposal. He contended that the maneuvering space between his property and 64 Overton Crescent is already challenging and the inclusion of a fifth parking space would act to place further pressure on the parking area. As the new owner of this subject property will not be residing at the property, any parking issues could not be immediately rectified as they would have to wait for response from the owner. The proposal is not appropriate as the building and parking area cannot accommodate the additional unit. Mr. Liscio referenced a petition which he circulated to neighbouring residents to inform them of the impending TLAB appeal and to support Mr. Liscio opposition in granting the appeal: 10 residents affixed their signatures. He commented that some of the residents who had signed face similar parking issues with their properties to demonstrate the broader parking/vehicle concerns of the neighbourhood. With this proposal, it should also be considered that with the tenants, there could also be visitor and delivery vehicles visiting which could further strain the parking situation at the site. In addition, there are concerns of additional subletting of the units increasing the number of tenants in the process.

The presiding TLAB member inquired if legalizing the shared driveway had been contemplated by him. Mr. Liscio responded that they had previously considered placing a fence between their property and the subject property so that vehicles would not traverse onto their property and to minimize damage to their vehicles due to movement of vehicles from the subject property. Finally, there is a unique character of the area which should be retained.

In response, Mr. Cieciura clarified that the Zoning provision to allow six units has been in existence since 1952. As such, while the 5 buildings along Overton Crescent have had four units, this does not preclude them from having up to six units if they elected to do this. Visitor parking is permitted along the street for up to three hours. In terms of subletting, if the property-owner complies with Zoning and other requisite City requirements, this can occur and is not regulated.

It is noted that the owner James Koo of 2482888 Ontario Ltd. was not in attendance at the hearing.

ANALYSIS, FINDINGS, REASONS

With regards to the assertions made by the party Mr. Liscio regarding errors in identifying the number of dwelling units for the subject property in question, it is noted on several documents submitted as part of this appeal, including the COA Public Notice, COA Decision Notice and Transportation Services Report, that they identify there are five dwelling units in existence at 64 Overton Crescent. As these are municipally generated documents, the TLAB would normally rely on the information as provided by the City as part of its assessment of this appeal matter. Moreover, Mr. Liscio has also cited potential *Ontario Building Code* violations as they relate to building related work which has occurred at the subject property. Again, the TLAB is empowered by legislation such as the *Planning Act* to hear appeals of Minor Variance and Consent applications. Matters pertaining to building and construction could not be addressed by this tribunal as it does not have the authority to do so. The party is advised that they should contact either the Building Department, their Ward Councillor or possibly the provincial *Building Code Commission (BCC)* if they wanted further clarification on building-related issues.

In assessing the merits of this proposal, it is pertinent to review the City's Official Plan and analyze the land use designation of the subject property and the surrounding area. The figure as attached below is 'Map 20: Land Use Plan (February 2019)' which shows land use designations for this quadrant of the City:

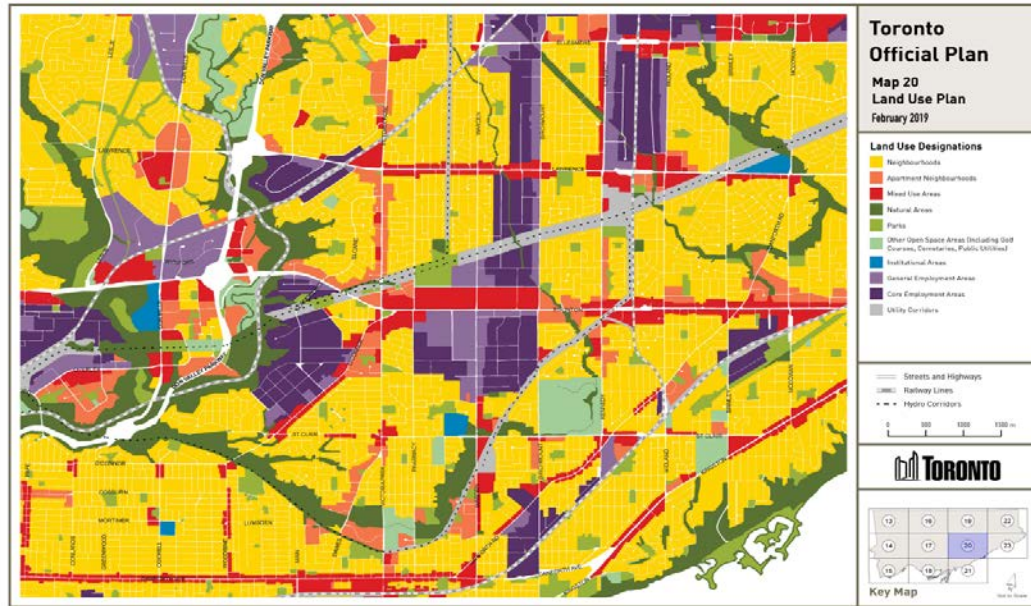


Figure 1: Toronto Official Plan Map 20: Land Use Plan (February 2019) (source: https://www.toronto.ca/wp-content/uploads/2017/11/9070-cp-official-plan-Map-20_LandUse_AODA.pdf)

The subject property is within the 'Neighbourhoods' designation. To the south of the subject property, is 'Apartment Neighbourhoods' and 'Mixed Use Areas'. To the east are areas designated as 'Natural Area's and 'Other Open Space Areas'. To the north is a 'General Employment Area'. This is noteworthy as it demonstrates that the area in which 64 Overton Crescent is situated contains a diverse grouping of land use planning designations. To the immediate south of the subject property is the Shops at Don Mills lifestyle centre which the City is contemplating will have higher density, mixed use due to this location's close proximity to the Don Valley Parkway and to three rapid transit lines, which are the Sheppard subway line, under construction Eglinton Crosstown line and the proposed Ontario Line. This Planning context is significant as it demonstrates that the subject property is located within an area which the Planning Department and City Council has envisioned to accommodate a greater number of residents to address the continued population growth of the City. Furthermore, and evident through a site visit of the area, the diverse range of land use designations also define the unique variety of housing types which proliferate this area. The Don Mills area is a distinct community within Toronto as it offers the possibility of 'age in place' options for residents as they may move from one housing type into another while remaining in the community. This is indicative of the intention of the planners who originally conceived this master planned community.

This area also has a Secondary Plan in force and effect, titled 'Central Don Mills Secondary Plan'. This Plan contains more specific policies and objectives for a defined geographic area. The Secondary Plan can be interpreted as a subordinate but equally relevant document to the Official Plan. Here, the Plan, while outlining the desire to retain

and preserve the housing stock and built form which dominates the Don Mills area, also states that:

- “i) to preserve and, where possible, enhance the rental housing stock;
- j) to encourage the provision of new affordable housing in appropriate locations in a form compatible with surrounding development;”¹

The items as outlined above show that while Planning staff recognize the character of the prevailing, stable neighbourhood of the Don Mills area, it further envisions that the area should also accommodate for increased number of residents who would be moving here by acting to increase the overall rental capacity of the area when possible. The Secondary Plan provides clear delineation for this policy planning directive. While the preservation of the existing physical built form is important, the Secondary Plan also provides a flexibility to planners in allowing other housing arrangements to be considered and permitted in this area to ensure the needs of the City’s growing population are accounted for.

Throughout the proceedings, parking and issues relating to it were discussed at length by all the parties in attendance. The opposing parties contend that a reduction in parking requirements is not suitable as it would act to increase the strain on an already difficult parking situation in the neighbourhood. The appellant responds that the prevailing trend within the GTA is to reduce parking standards as part of their Zoning By-laws to recognize changing patterns in societal norms to shift from an auto-dependent model to a more transit-oriented one.

The Don Mills area and the requisite parking standards which have been adopted for it in the recent Zoning By-law 569-2013 are indicative of other GTA municipalities which have acted to amend their parking standards to reflect evolving planning and development patterns. GTA municipalities are now focusing on facilitating for transit oriented development (TOD) and to allow for an urban and streetscape design which is more accommodating for non-vehicle users such as pedestrians, transit riders and cyclists.

Furthermore, in outlining GTA municipalities Zoning By-laws, it is noted that in general they do not provision for the maximum number of persons who may inhabit within a building. Such elements would generally be addressed through other means such as Building or Fire Department requirements for structures which are inhabited and related life safety measures which must be addressed.

With the evidence as presented to the TLAB, the tribunal prefers the position as articulated by the appellant in arguing for the approval of these variances. The relevant Planning documents clearly demonstrate that the proposal being considered is consistent with the Official Plan and Central Don Mills Secondary Plan. The area is identified as a ‘node’ for further intensification and development. The allowance of rental

¹ City of Toronto (2006, June). Central Don Mills Secondary Plan. Retrieved from <https://www.toronto.ca/wp-content/uploads/2017/11/902f-cp-official-plan-SP-24-Central-Don-Mills.pdf>

units such as this one allows for an increase in a diverse range of housing options for new residents to the area. The proposal will also not act to alter the physical character of the immediate neighbourhood as the proposed unit will be located within the basement of the existing building with no exterior addition being sought. In terms of potential precedence setting, each minor variance application is assessed on its own individual merits. If other similar proposals were brought forward in future, they would also need to undergo an extensive Planning application process that would include public consultation.

The TLAB does recognize that there is a historical shared driveway/parking arrangement between 64 and 72 Overton Crescent which is not the most preferable due to tight maneuvering space for vehicles. While so, and as evident through a site visit by the presiding TLAB member, vehicle movements can be achieved. This would require cooperation between the vehicle users of both adjoining properties to accomplish. In addition, as the Building Department had not identified vehicle maneuvering space deficiencies as part of its Zoning review as outlined in the Zoning Notice, dated January 28, 2019. As such, it is presumed that the turning radius and maneuvering space for vehicles in this parking area is compliant with Zoning requirements. While the TLAB recognizes this information, it would be prudent to undertake a practical approach to the parking issues which have been raised. During the proceedings, it was expressed that the shared driveway was a historical condition which does not appear to have a registered easement in place.

While the appellant alluded to potential prescriptive easement, there was no definitive evidence provided to determine that this is a legal easement. To address and alleviate parking concerns which were discussed in detail by the parties involved, the TLAB finds it appropriate to recommend that the subject property's owner and the owners of 72 Overton Crescent jointly apply for a Consent for easement right-of-way application to legalize the shared driveway. This would need to be brought to a requisite COA meeting. During this process, issues relating to parking at this site could be more thoroughly addressed within a formal Planning application process.

DECISION AND ORDER

The appeal is allowed, and the variances in Appendix 1 are approved subject to the conditions therein and subject to the condition that the building must be constructed substantially in accordance with the Plans in Appendix 2.

X 

Justin Leung
Panel Chair, Toronto Local Appeal Body
Signed by: Leung, Justin

Appendix 1

List of proposed variances

1. Chapter 10.5.80.10.(2), By-law 569-2013

For an apartment, other than required visitor parking spaces, a minimum of 50 % of the required parking spaces must be in a building or underground structure (3.5 spaces). The proposed number of parking spaces, other than required visitor parking spaces, not in a building or underground structure is 100 % (5 spaces).

2. Chapter 200.5.10.1.(1), By-law 569-2013

The minimum required number of parking space(s) for the building is 8 spaces. The proposal will have 5 spaces.

3. Section 6A(2)a, By-law 7625

The minimum required number of parking spaces is 9 spaces. The proposed number of parking spaces is 5 spaces.

List of proposed conditions

- 1) It is recommended that the property-owners of 64 and 72 Overton Crescent jointly apply for a Consent application for easement to legalize the shared driveway arrangement for the two adjoining properties and to address therein a site plan and related improvements for parking spaces and vehicle maneuvering space as part of this application process. This recommendation is not an express condition of approval of this appeal as the public interest and the rights of property ownership both factor into the mutual desires and benefits applicable to the long term interests of the two properties.

64 OVERTON CRESCENT

NORTH YORK, ON

KBK STUDIOS
T: (647) -867-3210 | 800-203-7010
INFO@KBKSTUDIOS.CA

SCOPE

CONVERTING 2 STOREY (5PLEX) INTO (6PLEX)


GENERAL NOTES

1. CONTRACTOR MUST VISIT SITE TO FAMILIARIZE WITH EXISTING CONDITIONS BEFORE QUOTING FOR THE JOB.
2. VERIFY ALL EXISTING MEMBER SIZES, ELEVATIONS, AND DIMENSIONS ON SITE PRIOR TO COMMENCING ANY WORKS.
3. REPORT ANY DISCREPANCIES TO ENGINEER IMMEDIATELY FOR ADVISE.
4. REFER TO NOTES AND SCHEDULES FOR SPECIFICATIONS & GENERAL NOTES.
5. DIMENSIONS MARKED ON STRUCTURAL DRAWINGS ARE FOR DESIGN ONLY. CONTRACTOR IS REQUIRED TO FOLLOW MEASURE ALL DIMENSIONS, LEVELS & CONDITIONS ON SITE.
6. THESE NOTES AND ALL NOTES ARE PART OF THE WHOLE APPLICATION. CONTRACTOR(S) MUST GO THOUGHT NOTES AND TREAT ALL DRAWINGS AS PART OF ONE APPLICATION.
7. DISCREPANCY BETWEEN STRUCTURAL & ON SITE CONDITIONS MUST BE BROUGHT TO THE ATTENTION OF ENGINEER & OWNER PRIOR TO COMMENCING ANY CONSTRUCTION AND FABRICATION.
8. PRIOR TO THE REMOVAL OF ANY INTERIOR WALLS, VERIFY THE CONSTRUCTION AND SUPPORT REQUIREMENTS OF THE CEILING JOISTS OR BOTTOM CHORDS OF ROOF TRUSSES (ABOVE). IF CEILING JOISTS BEAR ON INTERIOR WALLS, METHOD AND DESIGN OF SUPPORT FOR THE CEILING AREA TO BE PROVIDED TO INSPECTOR ON SITE FOR APPROVAL.

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

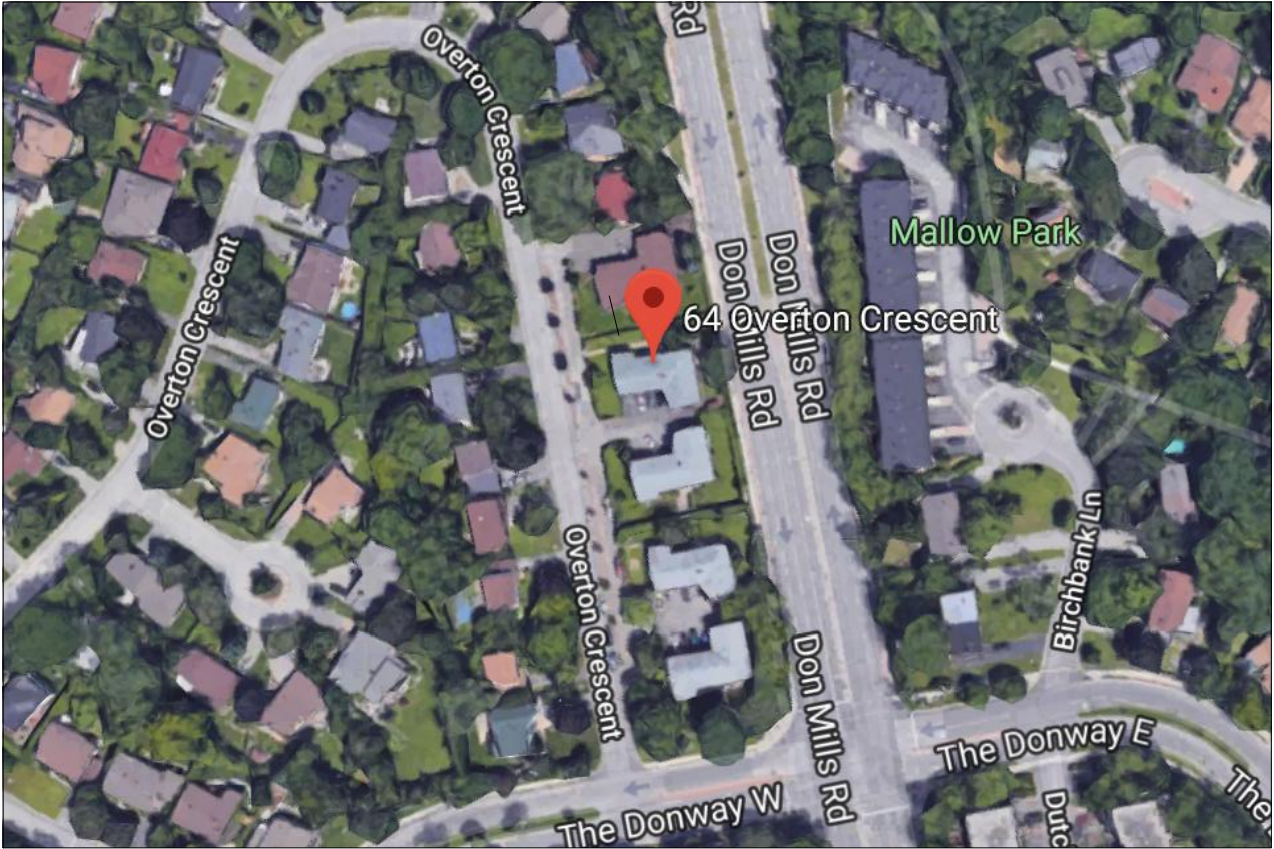
JAKE LOCKE
DESIGNER
KBK STUDIOS INC.
FIRM


SIGNATURE

44494
BCIN
104022
BCIN

Parking	
No. of Unit	6
No. of Bedroom	3 (each unit)
Min. parking (6x1.2)	7.2
Min. guest parking	1
Min. total Parking	9
Parking provided	5

Landscaped Area		
	Area (sq.m)	Percentage
Lot area	947.01	
Front Yard Area	198.98	100%
Driveway	23.59	11.86%
Landscaped Area	175.39	88.14%
Steps & Walkway	9.34	5.33%
Soft Landscape	166.05	94.67%
		% of Total landscape
		83.45%



KEY PLAN

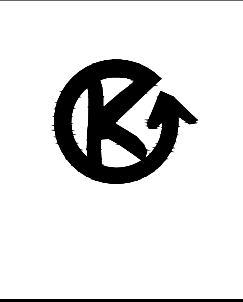
1.	DECLARATION PROVIDED	JUN 27, 2018
2.	REVISED DECK HEIGHT TO 1M	
TO	ISSUED	DATE

GENERAL NOTES

ALL DRAWINGS ARE THE PROPERTY OF KBK STUDIOS AND THEY ARE NOT TO BE REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT FROM KBK STUDIOS

CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS BEFORE COMMENCING WORK AND TO REPORT ANY DISCREPANCIES TO THE ENGINEER OR KBK STUDIOS

ALL CONSTRUCTION TO BE ACCORDING TO BEST COMMON PRACTICE AND CONFORM TO THE ONTARIO BUILDING CODE.



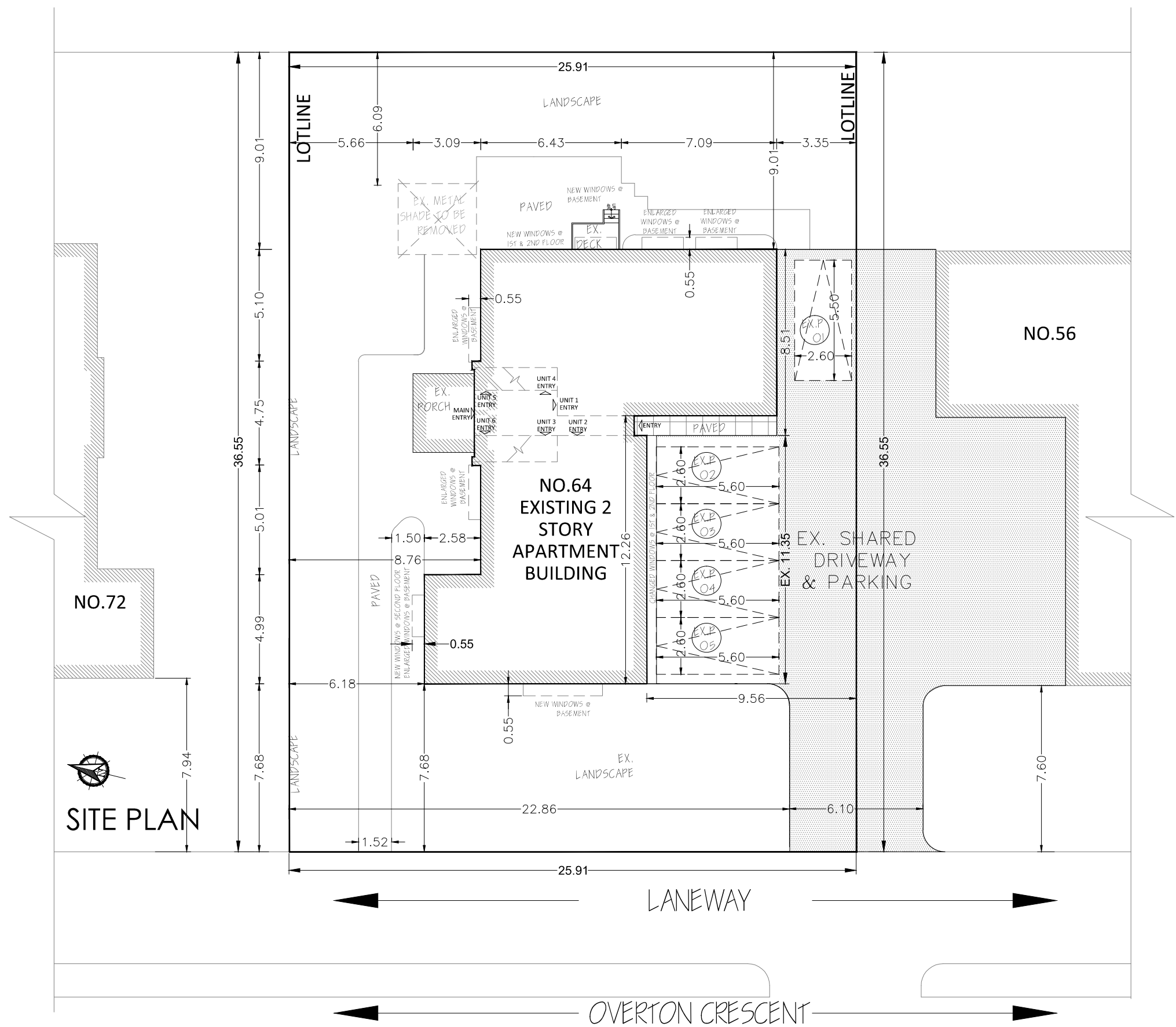
ENGINEERING DESIGN AND PLANNING:

KBK Studios Inc.
Engineering and Design
T: (647)-67-3210, 800-203-7010
www.kbkstudios.ca
info@kbkstudios.ca

PROJECT


64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING SITE PLAN	
DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO A0.1
SCALE 1:200@11"x17"	
CHECKED KBK	



The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

JAKE LOCKE		44494
DESIGNER	SIGNATURE	BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN

1.	DECLARATION PROVIDED	JUN 27, 2018
2.	REVISED DECK HEIGHT TO 1M	
TO	ISSUED	DATE

GENERAL NOTES

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CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS BEFORE COMMENCING WORK AND TO REPORT ANY DISCREPANCIES TO THE ENGINEER OR KBK STUDIOS

ALL CONSTRUCTION TO BE ACCORDING TO BEST COMMON PRACTICE AND CONFORM TO THE ONTARIO BUILDING CODE.



ENGINEERING DESIGN AND PLANNING:

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www.kbkstudios.ca
info@kbkstudios.ca

PROJECT

64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING
SITE PLAN


DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO A0.2
SCALE 1:150@11"x17"	
CHECKED KBK	

DONMILLS ROAD

OVERTON CRESCENT

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

JAKE LOCKE		44494
DESIGNER	SIGNATURE	BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN

LEGEND

PE

EXISTING 2"x4" STUD WALL @ 16" O/C WITH 1/2" GWB ON BOTH SIDES

WE3

EXISTING 8" CONC. BLOCK FOUNDATION WALL WITH TWO LAYER BRICK ON TOP UP TO CEILING

LOCATION OF AIR REGISTER

LOCATION OF AIR RETURN

EXISTING EXTERIOR WALLS

EXISTING INTERIOR

EXISTING WALLS TO DEMOLISH

FA

FIRE ALARM

SA

SMOKE ALARM

NEW EXHAUST FAN

D01

32" DOOR, 7' HEIGHT

D02

28" DOOR, 7' HEIGHT

D03

36" DOOR, 7' HEIGHT

D04

24" DOOR, 7' HEIGHT

D05

30" DOOR, 7' HEIGHT

The plan shows a basement layout with several rooms: Bedroom 03, Dining Unit 01, Kitchen, Bath, Bedroom 04, Bedroom 05, Powder, and three Unfinished areas. It includes structural details like existing windows (WE1, WE3), doors (D01-D05), and walls (PE, WE3). Dimensions are provided in feet and inches, with metric equivalents in brackets. A north arrow is located in the bottom left corner.

EXISTING BASEMENT PLAN
AREA : 209.51 sqm

TOISSUEDDATE

GENERAL NOTES

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CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS BEFORE COMMENCING WORK AND TO REPORT ANY DISCREPANCIES TO THE ENGINEER OR KBK STUDIOS

ALL CONSTRUCTION TO BE ACCORDING TO BEST COMMON PRACTICE AND CONFORM TO THE ONTARIO BUILDING CODE.

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info@kbkstudios.ca

PROJECT

64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING
EXISTING BASEMENT
FLOOR PLAN

DRAWN
MOINUL

PROJECT NO
2012-07

PLOTTED DATE
OCT 22, 2018

DRAWING NO
A1.1

SCALE
1:75@11"x17"

CHECKED
KBK

DONMILLS ROAD

OVERTON CRESCENT



LEGEND

(PE) EXISTING 2"x4" STUD WALL @ 16" O/C WITH 1/2" GWB ON BOTH SIDES

(WE2) EXISTING 8" WALL WITH BRICK VENEER

LOCATION OF AIR REGISTER

LOCATION OF AIR RETURN

EXISTING EXTERIOR WALLS

EXISTING INTERIOR

EXISTING WALLS TO DEMOLISH

(FA) FIRE ALARM

(SA) SMOKE ALARM

(FP) FIRE PULL

NEW EXHAUST FAN

(D01) 32" DOOR, 7' HEIGHT

(D02) 28" DOOR, 7' HEIGHT

(D03) 36" DOOR, 7' HEIGHT

(D04) 24" DOOR, 7' HEIGHT

(D05) 30" DOOR, 7' HEIGHT

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

JAKE LOCKE		44494
DESIGNER		BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN

GENERAL NOTES

ALL DRAWINGS ARE THE PROPERTY OF KBK STUDIOS AND THEY ARE NOT TO BE REPRODUCED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT FROM KBK STUDIOS

CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS BEFORE COMMENCING WORK AND TO REPORT ANY DISCREPANCIES TO THE ENGINEER OR KBK STUDIOS

ALL CONSTRUCTION TO BE ACCORDING TO BEST COMMON PRACTICE AND CONFORM TO THE ONTARIO BUILDING CODE.



ENGINEERING DESIGN AND PLANNING:

KBK Studios Inc.
Engineering and Design
T: (647)-67-3210, 800-203-7010
www.kbkstudios.ca
info@kbkstudios.ca

PROJECT

64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING EXISTING FIRST FLOOR PLAN	
DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO
SCALE 1:75@11"x17"	A1.2
CHECKED KBK	

EXISTING FIRST FLOOR PLAN
AREA : 209.51 sqm

DONMILLS ROAD



EXISTING SECOND FLOOR PLAN
AREA : 209.51 sqm

LEGEND

- (PE) EXISTING 2"x4" STUD WALL @ 16" O/C WITH 1/2" GWB ON BOTH SIDES
- (WE2) EXISTING 8" WALL WITH BRICK VENEER
- LOCATION OF AIR REGISTER
- LOCATION OF AIR RETURN
- EXISTING EXTERIOR WALLS
- EXISTING INTERIOR
- EXISTING WALLS TO DEMOLISH
- (FA) FIRE ALARM
- (SA) SMOKE ALARM

- NEW EXHAUST FAN
- (D01) 32" DOOR, 7' HEIGHT
- (D02) 28" DOOR, 7' HEIGHT
- (D03) 36" DOOR, 7' HEIGHT
- (D04) 24" DOOR, 7' HEIGHT
- (D05) 30" DOOR, 7' HEIGHT

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JAKE LOCKE	44494
DESIGNER	BCIN
KBK STUDIOS INC.	104022
FIRM	BCIN

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PROJECT


64 OVERTON CRESCENT
NORTH YORK, ON

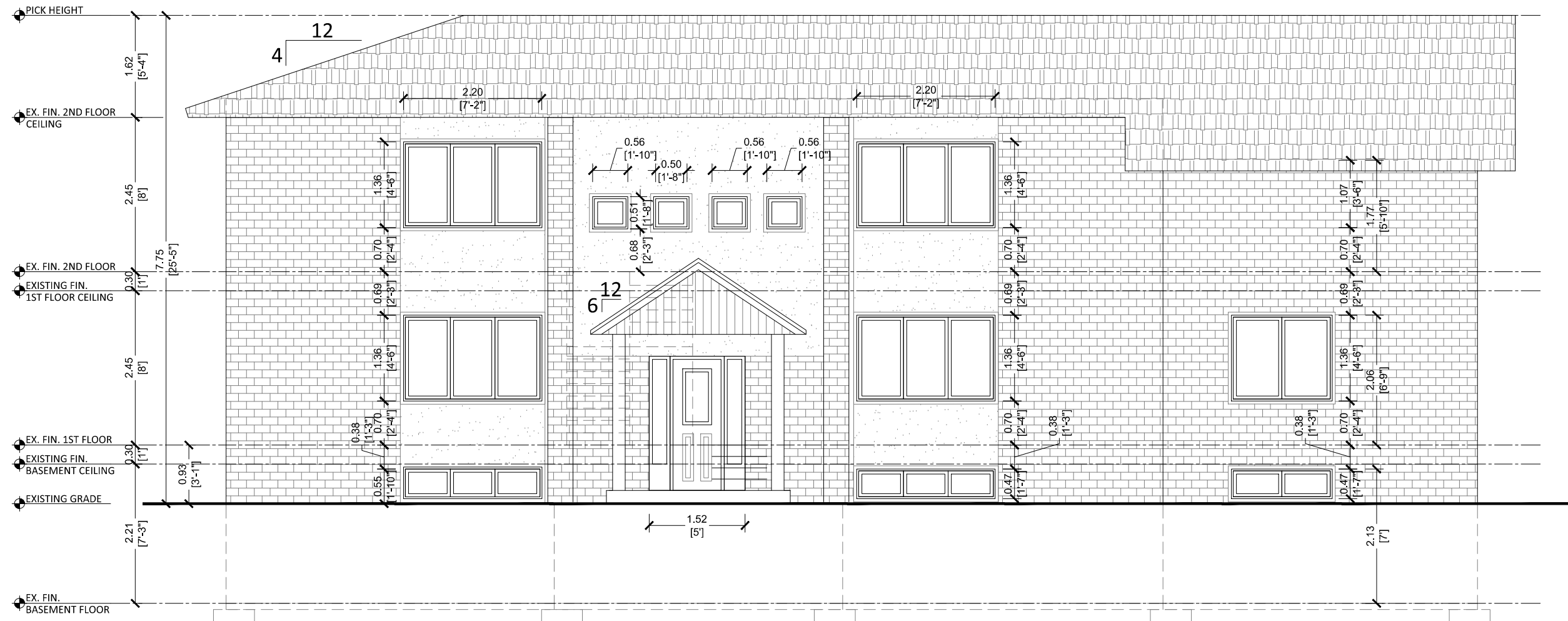
DRAWING
EXISTING SECOND FLOOR PLAN

DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO A1.3
SCALE 1:75@11"x17"	
CHECKED KBK	

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

JAKE LOCKE		44494
DESIGNER		BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN



EXISTING NORTH ELEVATION
(PORCH SIDE)

TO	ISSUED	DATE
----	--------	------

GENERAL NOTES

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PROJECT


64 OVERTON CRESCENT
NORTH YORK, ON

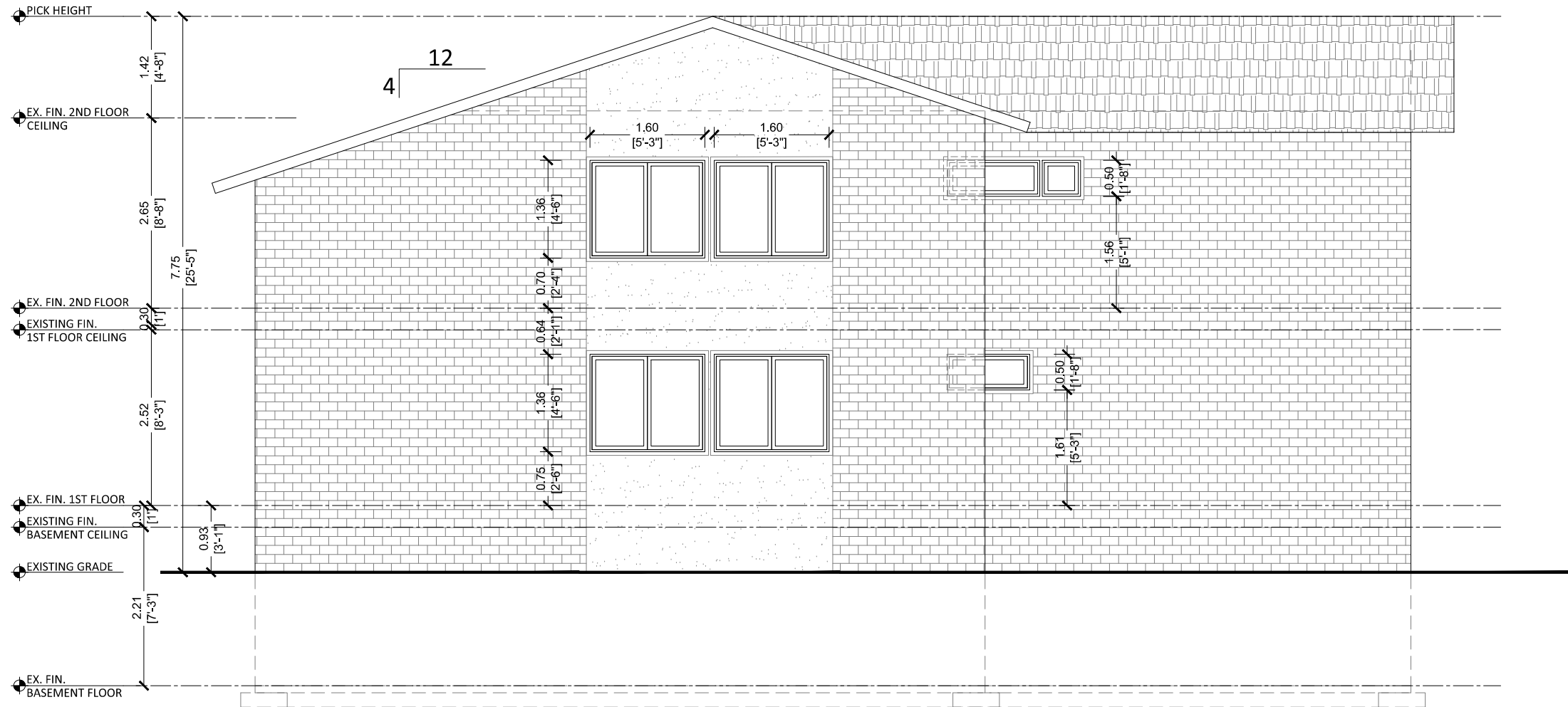
DRAWING
EXISTING ELEVATION

DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO A1.4
SCALE 1:75@11"x17"	
CHECKED KBK	

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

JAKE LOCKE		44494
DESIGNER		BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN



EXISTING WEST ELEVATION
(FRONT)

TO	ISSUED	DATE
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GENERAL NOTES

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PROJECT

64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING
EXISTING ELEVATION

DRAWN MOINUL	PROJECT NO 2012-07	DRAWING NO A1.5
PLOTTED DATE OCT 22, 2018		
SCALE 1:75@11"x17"		
CHECKED KBK		

<p align="center">QUALIFICATION INFORMATION</p> <p>Required unless designer is exempt under 2.17.5.1 of the building code</p>	
--	--


SIGNATURE



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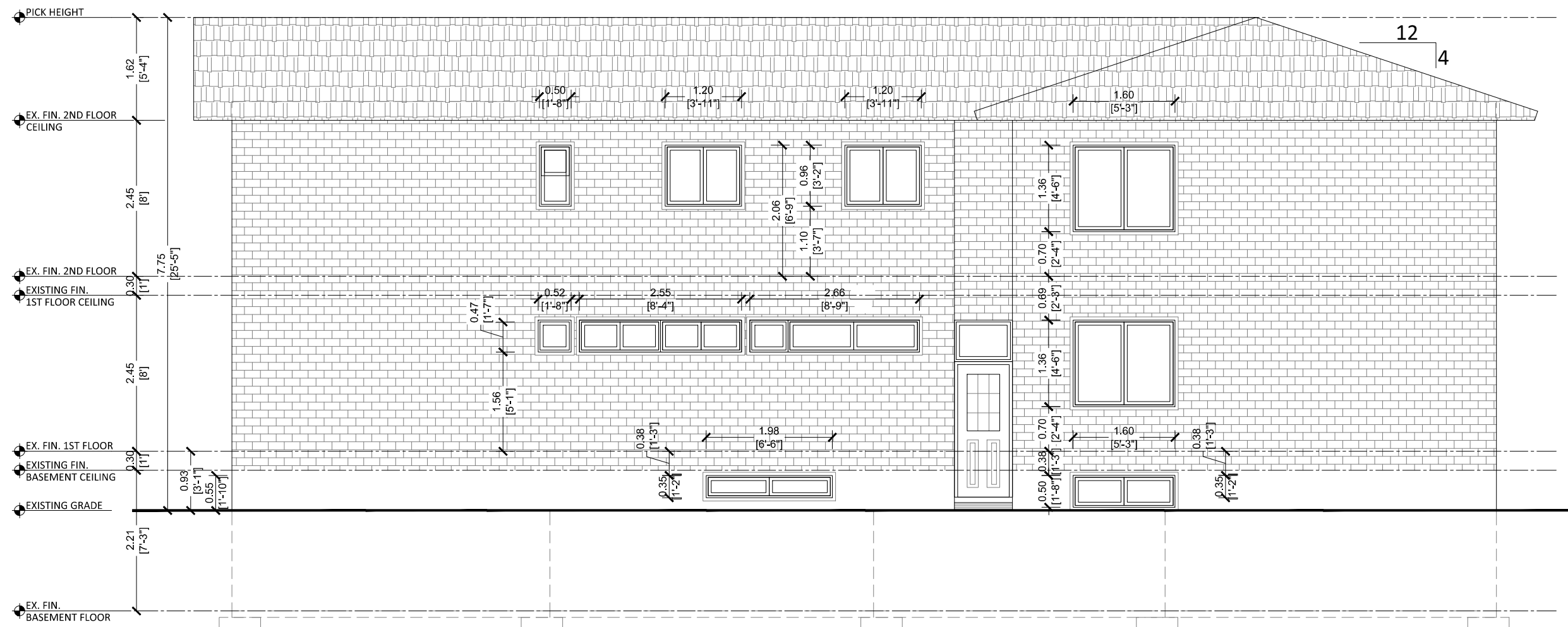
64 OVERTON CRESCENT
NORTH YORK, ON

DRAWN MOINUL	PROJECT NO 2012-07	
PLOTTED DATE OCT 22, 2018		DRAWING NO
SCALE 1:75@11"x17"		A1.6
CHECKED KWK		

A1.6

QUALIFICATION INFORMATION Required unless designer is exempt under 2.17.5.1 of the building code		
JAKE LOCKE		44494
DESIGNER	SIGNATURE	BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN

JAKE LOCKE		44494
DESIGNER	SIGNATURE	BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN



EXISTING SOUTH ELEVATION (PARKING SIDE)

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CONSENT FROM KBK STUDIOS

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AND TO REPORT ANY
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ENGINEER OR KBK STUDIOS

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THE ONTARIO BUILDING CODE.

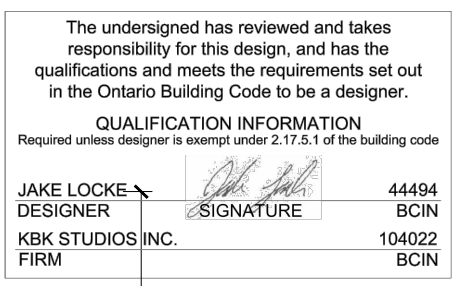


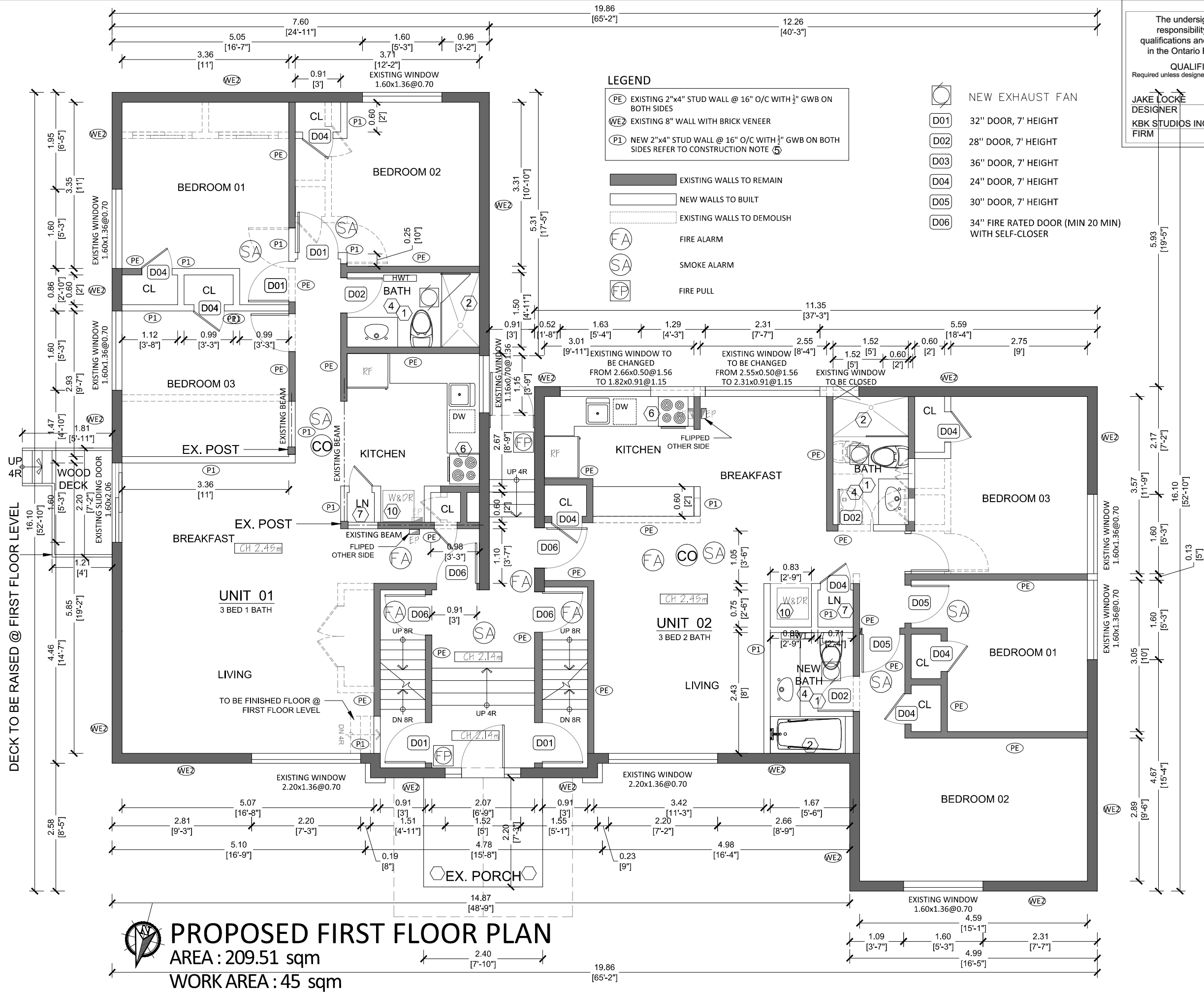
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64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING
EXISTING ELEVATION

RAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO A1.7
SCALE 1/8"=1'-0"	
CHECKED BY	

[illegible]



PROPOSED FIRST FLOOR PLAN
AREA : 209.51 sqm
WORK AREA : 45 sqm

- LEGEND**
- (PE) EXISTING 2"x4" STUD WALL @ 16" O/C WITH 1/2" GWB ON BOTH SIDES
 - (WE2) EXISTING 8" WALL WITH BRICK VENEER
 - (P1) NEW 2"x4" STUD WALL @ 16" O/C WITH 1/2" GWB ON BOTH SIDES REFER TO CONSTRUCTION NOTE (5)

- EXISTING WALLS TO REMAIN
- NEW WALLS TO BUILD
- EXISTING WALLS TO DEMOLISH
- (FA) FIRE ALARM
- (SA) SMOKE ALARM
- (FP) FIRE PULL

- NEW EXHAUST FAN
- (D01) 32" DOOR, 7' HEIGHT
- (D02) 28" DOOR, 7' HEIGHT
- (D03) 36" DOOR, 7' HEIGHT
- (D04) 24" DOOR, 7' HEIGHT
- (D05) 30" DOOR, 7' HEIGHT
- (D06) 34" FIRE RATED DOOR (MIN 20 MIN) WITH SELF-CLOSER

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

JAKE LOCKE	SIGNATURE	44494
DESIGNER		BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN

1.	DECLARATION PROVIDED	JUN 27, 2018
2.	REVISED DECK HEIGHT TO 1M	
TO	ISSUED	DATE

GENERAL NOTES

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ENGINEERING DESIGN AND PLANNING:

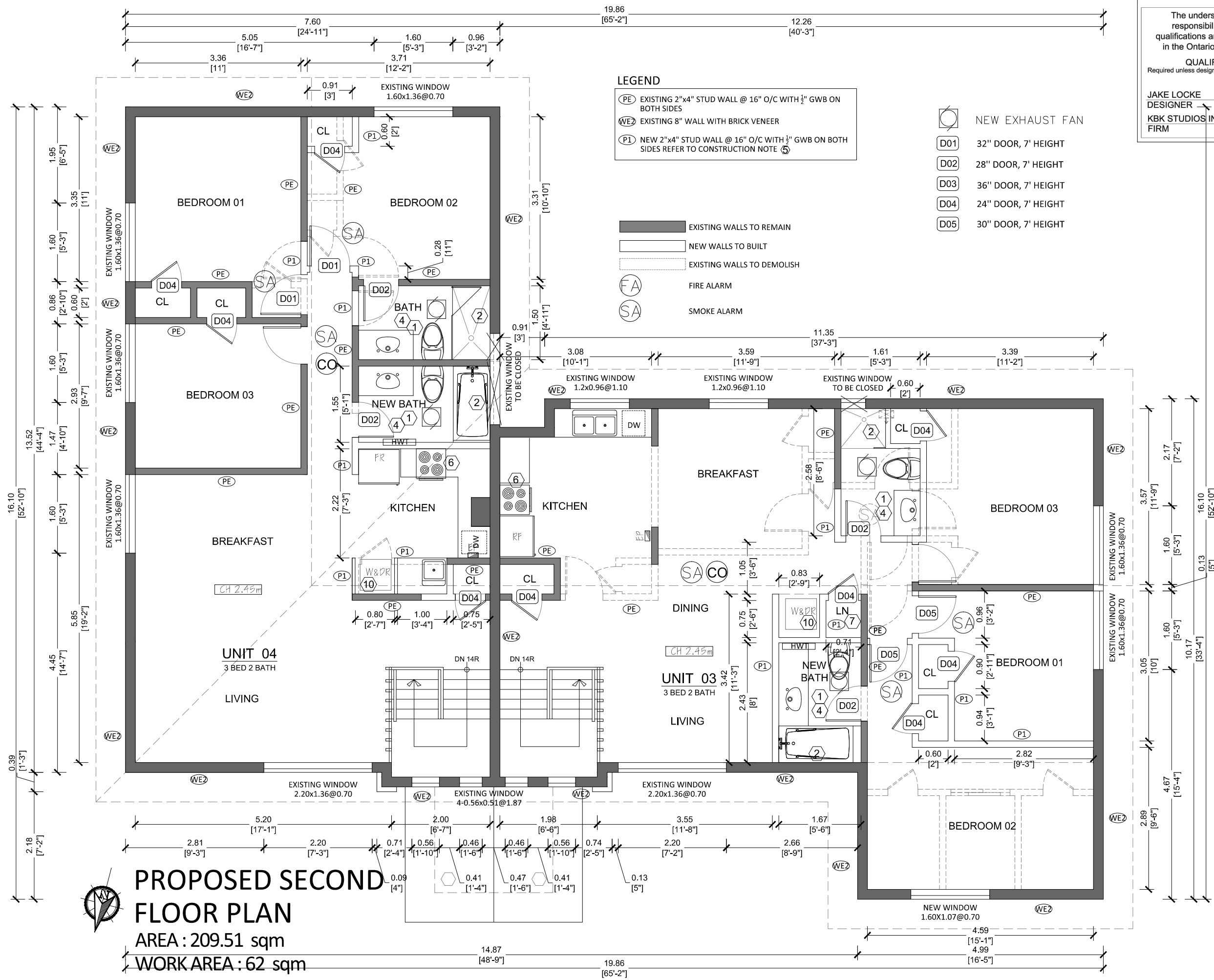
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PROJECT

64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING
PROPOSED FIRST FLOOR PLAN

DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO A2.2
SCALE 1:75@11"x17"	
CHECKED KBK	



PROPOSED SECOND FLOOR PLAN
AREA : 209.51 sqm
WORK AREA : 62 sqm

- LEGEND**
- (PE) EXISTING 2"x4" STUD WALL @ 16" O/C WITH 1/2" GWB ON BOTH SIDES
 - (WE2) EXISTING 8" WALL WITH BRICK VENEER
 - (P1) NEW 2"x4" STUD WALL @ 16" O/C WITH 1/2" GWB ON BOTH SIDES REFER TO CONSTRUCTION NOTE 5

- EXISTING WALLS TO REMAIN
- NEW WALLS TO BUILT
- EXISTING WALLS TO DEMOLISH
- (FA) FIRE ALARM
- (SA) SMOKE ALARM

- NEW EXHAUST FAN
- (D01) 32" DOOR, 7' HEIGHT
- (D02) 28" DOOR, 7' HEIGHT
- (D03) 36" DOOR, 7' HEIGHT
- (D04) 24" DOOR, 7' HEIGHT
- (D05) 30" DOOR, 7' HEIGHT

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JAKE LOCKE	SIGNATURE	44494
DESIGNER		BCIN
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FIRM		BCIN

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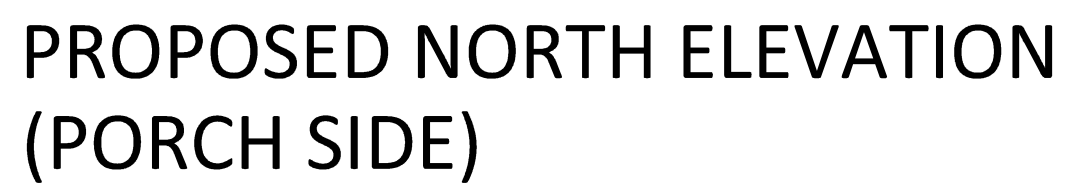
64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING
PROPOSED SECOND FLOOR PLAN

DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO
SCALE 1:75@11"x17"	A2.3
CHECKED KBK	

<p align="center">QUALIFICATION INFORMATION</p> <p>Required unless designer is exempt under 2.17.5.1 of the building code</p>	
--	--


SIGNATURE



ALL CONSTRUCTION TO BE
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THE ONTARIO BUILDING CODE.



info@kbkstudios.ca

64 OVERTON CRESCENT
NORTH YORK, ON

CHECKED KBK	7/12/1
----------------	--------

A2.4

<p align="center">QUALIFICATION INFORMATION</p> <p>Required unless designer is exempt under 2.17.5.1 of the building code</p>	
--	--


SIGNATURE



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info@kbkstudios.ca

64 OVERTON CRESCENT
NORTH YORK, ON

CHECKED KBK	7/2/0
----------------	-------

A2.5

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code


SIGNATURE

[illegible]

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64 OVERTON CRESCENT
NORTH YORK, ON

DRAWN MOINUL	PROJECT NO 2012-07
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PLOTTED DATE OCT 22, 2018	DRAWING NO
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SCALE
1:75@11"x17"

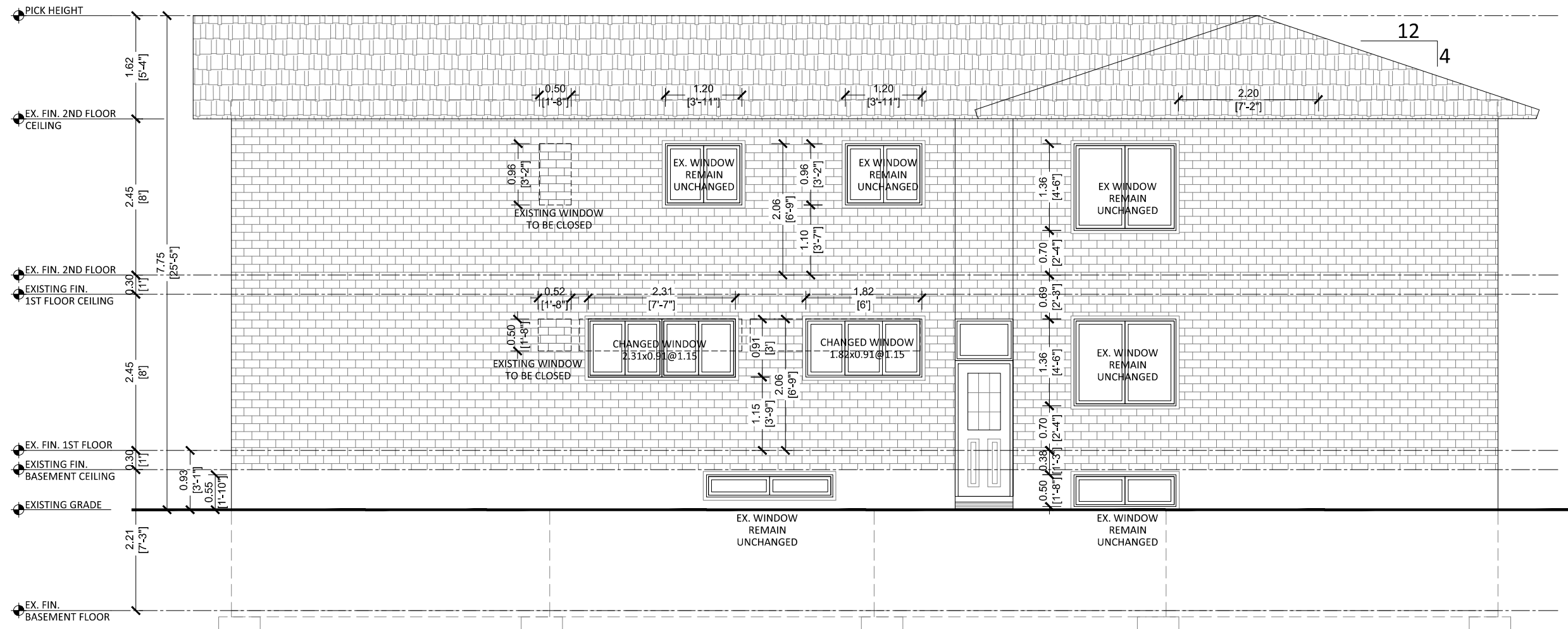
CHECKED KBK	7/2/00
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A2.6

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

QUALIFICATION INFORMATION
Required unless designer is exempt under 2.17.5.1 of the building code

JAKE LOCKE		44494
DESIGNER		BCIN
KBK STUDIOS INC.		104022
FIRM		BCIN



PROPOSED SOUTH ELEVATION (PARKING SIDE)

TO	ISSUED	DATE
----	--------	------

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PROJECT

64 OVERTON CRESCENT
NORTH YORK, ON

DRAWING PROPOSED ELEVATION

DRAWN MOINUL	PROJECT NO 2012-07
PLOTTED DATE OCT 22, 2018	DRAWING NO A2.7
SCALE 1:75@11"x17"	
CHECKED KBK	