

# DECISION AND ORDER

**Decision Issue Date** Wednesday, May 27, 2020

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): Judy Adler

Applicant: Lia Maston

Property Address/Description: 49 Glenholme Ave

Committee of Adjustment Case File: 19 141812 STE 09 MV (A0578/19TEY)

**TLAB Case File Number: 19 247154 S45 09 TLAB**

**Hearing date:** March 06, 2020

## DECISION DELIVERED BY S. KARMALI

## REGISTERED PARTIES AND PARTICIPANTS

Applicant	Lia Maston	
Appellant/Owner	Judy Adler	
City of Toronto	Summonsed Party Expert Witness	Cecilia Wong
City of Toronto	Legal Representative	Jason Davidson

## INTRODUCTION

[1] Ms. Judy Adler is the Owner of 49 Glenholme Avenue (subject property or Site). She proposed an ancillary dwelling unit in the rear yard of the subject property, which is a through lot with frontage on both Glenholme Avenue and Springmount Avenue.<sup>1</sup> Her existing lot situation is observable in Figures 1, 2 and 3 below.

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<sup>1</sup> The proposed dwelling unit is not considered a laneway suite because the suite has access from Springmount Avenue, which is a fully-serviced public local road, not a lane.



Figure 1: Snippet of City of Toronto Location Map | Exhibit 6



Figure 2: Existing - Rear of Main Dwelling | Exhibit 1



Figure 3: Existing Garage - Springmount Ave | Exhibit 1

[2] On October 23, 2019, the Toronto and East York Panel of the City of Toronto (City) Committee of Adjustment (COA) refused the requested variances in respect of the Proposal for the subject property. Ms. Adler has brought an appeal from this decision. It should be noted that the COA did not provide substantive reasons for its decision.

[3] On November 26, 2019, Toronto City Council authorized the City Solicitor, along with “appropriate City staff,” to attend the Toronto Local Appeal Body (TLAB) *to support* the requested variances. On November 27, 2019, Mr. Davidson, a licensed lawyer, completed and filed a Notice of Intention to be a Party at the TLAB.

[4] On January 21, 2020, a summons was issued for Ms. Cecilia Wong, who is an Assistant Planner with the City's Community Planning division. The summons was served on Ms. Wong on February 5, 2020, and the Affidavit of Service Upon Witness was completed by Ms. Adler and commissioned by Mr. Davidson. Mr. Davidson indicated that his client is Toronto City Council. Ms. Wong is, therefore, not Mr. Davidson's direct call for this matter to be precise. Rather, she could be considered as a joint call.

[5] There was more than one member of the public who was present to show support for Ms. Adler's Proposal. These individuals did not provide evidence in the Proceeding. Furthermore, there was no person present who was adverse in interest in respect of the Proposal.

[6] I had informed those in attendance that I visited the Site and walked around the neighbourhood to familiarize myself with the area contexts.

## **BACKGROUND**

[7] The subject property is located south of St. Clair Avenue West and west of Oakwood Avenue. The property is zoned R(d0.6)(x730) under City-wide By-Law 569-2013, as amended, and R2 Z0.6 under the Former Municipality of Toronto By-Law 438-86, as amended.

[8] On July 21, 2019, a City Zoning Examiner issued a Zoning By-Law Notice for the Proposal (Original Zoning Notice), which was reviewed as a second detached house on the lot. The performance standards and requested variances from this notice are reproduced in Table 1, Column 1 and Column 2 below.

[9] On July 25, 2019, the City's Engineering and Construction Services (ECS) provided a Memorandum to the administration of the COA. The Memo indicates that while ECS had no concerns with the COA approving the variance application, the Owner would have to satisfy a list of conditions including the submission of revised site plan drawings.

[10] On October 16, 2019, the City's Urban Forestry provided a Memorandum to the administration of the COA. The Memo indicates a condition that the Owner is to submit a complete application for a permit to injure or remove a privately owned tree(s) as per the City's Municipal Code Chapter 813, Trees Article III Private Tree Protection. The Memo also includes Advisory comments.

[11] Also dated October 16, 2019, the City's Community Planning provided a Staff Report, prepared by Ms. Wong. The Report recommends a condition that the Proposal, if approved, should be constructed substantially in accordance with the plans submitted dated July 20, 2019. Ms. Wong indicated in the Report that while there is no proposal to sever the property, should that kind of application be submitted in the future, Community Planning *would not* support it.

[12] On October 17, 2019, the City's Transportation Services provided a Staff Report to the administration of the COA in respect of the transportation-related variances of zero parking spaces on the lot. The Report makes a few requests: that the Owner restore the obsolete driveway within the City boulevard (at both the rear of the property and the front property) with soft landscaping, and restore the curb cut to full face curb at no cost to the City. The Report also notes that should the applicant revise site plan to indicate a standard sized parking space at the front of the private property of the Site, the request for paving and curb cut at the front of the property shall be withdrawn.

[13] On October 22, 2019, one day before the Committee meeting, the Zoning Examiner who issued the Original Zoning Notice provided a revised Zoning By-Law Notice (Revised Zoning Notice) as a result of new drawings submitted by the Applicant. The Applicant, I am told, offered new drawings because she reacted to the information contained in the Staff Report from the City's Transportation Services. The performance standards and requested variances of the Amended Proposal have been indicated in Table 1, within Column 1 and Column 3 below, as well as in **Attachment A** of this Decision and Order. ECS and Transportation Services were either not privy or not able to provide interested direction concerning the Revised Zoning Notice/Amended Proposal.

[14] On October 23, 2019, the COA refused the Amended Proposal. Ms. Adler pointed out that the COA's Notice of Decision listed the requested variances of the Original Proposal, not of the Amended Proposal.

**TABLE 1:**

<b>COLUMN 1</b>		<b>COLUMN 2</b>	<b>COLUMN 3</b>
<b>PERFORMANCE STANDARD</b>	<b>#</b>	<b>ORIGINAL ZONING NOTICE</b>	<b>REVISED ZONING NOTICE</b>
<b>City-wide Zoning By-Law No. 569-2013</b>		<b>Requested Variances</b>	
A minimum of 50% (8.3 m <sup>2</sup> ) of the rear yard is required to be maintained as soft landscaping. Chapter 10.5.50.10.(3)(A)	1	4% (8.3 m <sup>2</sup> )	<b>REMOVED</b>
The maximum permitted number of residential buildings on a lot in a Residential (R) Zone is one (1). Chapter 10.10.40.1.(2)	2	Two (2)	Two (2)
The maximum permitted building depth for a detached house is 17.0 metres (m). Chapter 10.10.40.30.(1)(A)	3	31.7 m	31.7 m

**Decision of Toronto Local Appeal Body Panel Member: S. Karmali**  
**TLAB Case File Number: 19 247154 S45 09 TLAB**

The minimum required rear yard setback is 7.5 m.  Chapter 10.10.40.70.(2)	4	0.4 m	0.4 m
A minimum of two (2) parking spaces for the dwelling units are required to be provided on the lot.  Chapter 200.5.10.1.(1)	5	0 spaces	<b>UPDATED</b>  1 space
A parking space may not be located in a front yard or a side yard abutting a street.  Chapter 10.5.80.10.(3)	6	[Performance Standard and Requested Variance Not identified by City Zoning Examiner in Original Zoning Notice]	<b>ADDED</b>  The proposed parking spot is located in the front yard (abutting Glenholme Avenue)
The required parking space must have a minimum width of 2.9 m where there is a fixed obstruction within 0.3 m of one side.  Chapter 200.5.1.10.(2)	7	[Performance Standard and Requested Variance Not identified by City Zoning Examiner in Original Zoning Notice]	<b>ADDED</b>  2.5 m in width.
<b>Former Municipality of Toronto Zoning By-Law No. 438-86</b>			
The required minimum number of parking spaces for the dwelling units is two (2) spaces.  4(4) – Parking Spaces	1	0 spaces	<b>REMOVED</b>
The by-law prohibits the parking of motor vehicles on the portion of the lot between the front lot line and the front wall of the building.  6(3) Part IV 1(E) – Parking Beyond Front Wall	2	[Performance Standard and Requested Variance Not identified by City Zoning Examiner in Original Zoning Notice]	<b>ADDED</b>  The proposed parking space is partially located on the portion of the lot between the front lot line and the front wall (abutting Glenholme Avenue).

## **MATTERS IN ISSUE**

[15] Does the Amended Proposal require further notice to persons and public bodies who received notice of the Original Proposal under 45(18.1) of the *Planning Act*?

[16] Are the variances contained in the Amended Proposal supported by the jurisdictional tests the TLAB must apply?

## **JURISDICTION**

### **Provincial Policy – S. 3**

[17] 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 for the Greater Golden Horseshoe for the subject area ('Growth Plan').

### **Variance – S. 45(1)**

[18] 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**

[19] I had accepted the following tendered items as Exhibits, and had marked them accordingly:

1	Ms. Adler's Presentation	8	8A: Expert Witness Duty Form 8B: Expert Witness Curriculum Vitae
2	Pre-filed at COA: Letter from City Councillor (October 23, 2019)	9	9A: Pre-filed at COA: ECS Memorandum (July 25, 2019) 9B: Pre-filed at COA: Transportation Services Staff Report (October 17, 2019)
3	Pre-filed at COA: City Planning Staff Report (October 16, 2019)		
4	Plans for Amended Proposal	10	10A: City of Toronto City Planning Final Report on Second Units – Official Plan Amendment – Final Recommendation Report (June 12, 2018)
5	Zoning By-Law Notice (October 22, 2019)		
6	Pre-filed at COA: City of Toronto Location Map		

		10B: City of Toronto Community Planning: Changing Lanes – Review of Laneway Suites - Final Report (April 16, 2018)
		10C: City of Toronto City Planning: Changing Lanes – City-wide Expansion – Final Report (June 5, 2019)
7	Letters of Support	

[20] Throughout the Proceeding, Mr. Davidson had assisted Ms. Adler with some technological and procedural aspects, which I allowed. He indicated that he had discussed the conditions contained in the memoranda and reports from City divisions with Ms. Adler and that Ms. Adler has agreed to them. Mr. Davidson also indicated that the Proposal, as amended, is “essentially a laneway suite.”

[21] Ms. Adler was affirmed. She relied primarily on Exhibit 1 to provide her testimony. She said she has lived at the subject property for more than twenty years. She would like to convert the rear yard garage into a residential dwelling, which she said could be used for family members or as a rental property. She indicated that the garden suite would be a “very tiny bungalow” under a thick green canopy.

[22] She stated that the second dwelling would have a small bedroom, bathroom, dining room and living room. She testified that there is garbage pick up on Springmount Avenue, which is also accessible to emergency vehicles.

[23] From a rear façade point of view, she indicated that the garage door will become a window and the roof style would change to ensure light and privacy for the (second) dwelling. She indicated that there would be no impacts to views of her neighbours. She further indicated she went door-to-door in her neighbourhood to obtain many letters of support (Exhibit 7). She stated she has received support from her “immediate neighbours.”

[24] Ms. Wong was jointly called as a witness. She was affirmed. Ms Wong has a Bachelor’s degree in Urban and Regional Planning from Ryerson University. She is a member of the Ontario Professional Planners Institute and a member of the Canadian Institute of Planners. She is a Registered Professional Planner. Ms. Wong has been an Assistant Planner with the City since October 2015 (Exhibit 8A). She has held other roles related to urban planning at the City and in the former Town of Richmond Hill. She is aware of her obligations owed to the TLAB (Exhibit 8B).

[25] I qualified Ms. Wong to provide expert opinion evidence in land use planning for this Proceeding. She filed an Acknowledgement of Expert’s Duty Form (Form 6) alongside her Curriculum Vitae. She did not produce an Expert’s Witness Statement (Form 14), which is used if one “hires” an expert witness to give evidence about technical questions at a hearing.

[26] She communicated that she reviewed the Amended Proposal as an ancillary dwelling unit on a lot. She did not consider this Proposal as a laneway suite or garden suite.

[27] She opined that the City's Zoning By-laws do not currently regulate garden suites or 'coach houses'. She further opined that a garden suite, by definition, backs onto another residential property.

[28] Ms. Wong said the performance standards for laneway suites would not apply in this case because, by definition, there is no laneway.

[29] However, she indicated that if the Amended Proposal was to be considered a laneway suite, it would comply with the minimum requirements for rear yard soft landscaping of 85 per cent and for a separation distance of 7.5 metres between the two-storey main house and the proposed laneway suite. As well, she said that the performance standard of maximum number of residential buildings on a lot would not necessarily apply.

[30] Ms. Wong discussed the requested variance for depth, which has been measured from the front yard setback to the rear wall of the ancillary dwelling. She stated that the main house is approximately 12 metres in length – from the front wall to rear wall - and the ancillary unit is about 10 metres, measured the same. She opined that if the Amended Proposal were considered a laneway suite situation, it would comply with a maximum length of 10 metres. I should mention that depth and length, while similar, are technically different.

[31] She testified that usually, the rear yard setback calculation is from the rear wall of main dwelling to the rear lot line. The setback was calculated from the rear wall of the ancillary unit to the rear lot line in the context of an ancillary building on the lot. She called this 'unusual'. She said that if the Amended Proposal was reviewed as a laneway suite, the minimum required rear yard setback would have been 1.5 metres, which would be the minimum safety and landscaping buffer between the laneway suite and the laneway itself.

[32] She stated that the Amended Proposal offers one parking space, which is a marked improvement from the Original Proposal. She opined that if the Amended Proposal was considered in the context of a laneway suite, the laneway suites by-law does not engage a parking space performance standard (Exhibit 10B).

[33] Ms. Wong testified that the Amended Proposal is consistent with the 2014 Provincial Policy Statement. She confirmed that Policy 1.1.1(b) is applicable. This Policy states that communities are sustained by accommodating an appropriate range and mix of residential uses, including second units, to meet long-term needs. She testified that the Amended Proposal also conforms to the 2019 Growth Plan. She confirmed that Policy 2.2.1.4(c) is applicable. This Policy states, among the other policy items, that complete communities are achieved by providing a diverse range and mix of housing options, including second units and affordable housing to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. She opined that the Amended Proposal would satisfy the provision of a mix of housing options.



[34] Ms. Wong further testified that she had considered the 2019 Official Plan policies, including related 4.1.5 Development Criteria, in forming her opinion. She reviewed and considered the policies of Official Plan Amendment (OPA) 418 (Second Suites), OPA 460 (Laneway Suites), and OPA 320 (Neighbourhoods Policies) on account of the Amended Proposal.

[35] OPA 418 states that second units may be provided within a building that is ancillary to a detached house where it can be demonstrated it will respect and reinforce the existing physical character of the neighbourhood. Ms. Wong said that OPA 418 has now been fully incorporated into the Official Plan under Section 3.2.1. This Section states that second units within ancillary buildings will have regard for such matters as ensuring compatible height, massing and scale, maintaining adequate privacy, sunlight and sky views, and providing direct and safe access to meet fire and emergency service requirements.

[36] Ms. Wong testified that the Amended Proposal does have regard for these matters and, overall, does respect and reinforce the physical character of the neighbourhood.

[37] She referred to OPA 460 (on Laneway Suites). She commented that if the Amended Proposal was to be viewed in the context of a laneway suite, it would satisfy a number of the variances that have been requested in the context of an ancillary building on a lot, as discussed above.

[38] Ms. Wong opined that the requested variances of the Amended Proposal both individually and cumulatively meet the general intent and purpose of the Official Plan because *inter alia* it is compatible with the character of the street (Springmount Avenue), and will respect and reinforce the existing physical character of the immediate and broader neighbourhood: low-scale, one-storey, massed appropriately and faces other residential dwellings.

[39] Ms. Wong testified that the requested variances of the Amended Proposal both individually and cumulatively meet the general intent and purpose of the City-wide Zoning By-Law 569-2013 and the former Toronto By-Law 438-86. She said the performance standards for a laneway suite are intended to guide the location, form and scale of ancillary units in a rear yard. She said it is important that the ancillary unit is subordinate to the main unit. She also said that the proposed ancillary unit would be primarily accessed from the rear of the property by the public right-of-way of Springmount Avenue.

[40] Ms. Wong stated that the Amended Proposal could be considered to be minor. The proposed unit will have an adequate size and is not expected to have any impacts on adjacent properties. She confirmed that while there is a 'minor change' to the property footprint, with the extension to the south, there are no additions to the number of storeys. She stated that the variances individually and cumulatively are minor.

[41] Ms. Wong testified that the Amended Proposal is desirable for the appropriate development of the land. She said having a dwelling unit on a public street, instead of a garage, for example, represents 'good planning' and would serve to maintain the residential character of the street. Concerning emergency access, she said that there are

two points of access to the ancillary unit: from the front to the rear - from the one metre clear unencumbered access at the front - and from Springmount Avenue. Mr. Davidson asked Ms. Wong a series of questions on account of this test. Ms Wong confirmed that the proposed unit would support a range of second units, exist in harmony without causing adverse planning impacts, be of gentle and modest intensification, and represent an example of investing in housing stock.

[42] Ms. Wong concluded that the Amended Proposal meets the four tests under the *Planning Act*. She advised that Community Planning does not object and that she is not aware of any person who has opposed either the Original Proposal or Amended Proposal.

[43] Mr. Davidson asked Ms. Wong if she would agree that the rear portion of the subject property with the Amended Proposal did not materially change in the revised plans (as contained in Exhibit 4) in that it uniquely reflected the change in parking in the front yard. Ms. Wong agreed.

[44] Mr. Davidson offered to provide a list of conditions should the Appeal be allowed. ECS and Transportation Services had not fully revisited the Amended Proposal. Mr. Davidson said that, as a result, conditions could include the requirement that remaining issues be resolved to the satisfaction of ECS and Transportation Services. I accepted this gesture, received the list on March 06, 2020, and marked this item as Exhibit 11.

## **ANALYSIS, FINDINGS, REASONS**

[45] A second unit is connected to the primary dwelling in some way. Urban planning theory and practice directs that a second unit is subordinate to the main unit, primary dwelling. It is concomitant. A second unit includes a laneway suite. Other references of a second unit include a secondary suite, garden suite, basement apartment and, in more contemporary language, a 'coach house'.

[46] A laneway suite is accessed via a laneway. A garden suite is accessed from the front of the main unit. A 'suite' of the mentioned types are reflective, to some degree, of the (smaller) scale and rental nature of the intended second unit vis-à-vis the main unit.

[47] The through lot is a rare occurrence in the City. The Owner does not seek a consent for severance for her through lot. In fact, a second unit does not appear to carry the intention of being a severable unit.

[48] Moving forward, it would appear that neither the Official Plan nor the Zoning By-Laws contemplates the proposed through-lot development.

[49] The Owner's architect identified this project as a 'laneway suite', which can be seen on the site plan. The Owner herself identified this project as a 'secondary garden suite', which can be seen on her letter of support template. The Zoning Examiner also seemed to have experienced issues identifying the project. On the one hand, he stipulated a requirement for soft landscaping in the Original Zoning Notice. On the other hand, he removed the requirement for soft landscaping in the Revised Zoning Notice. In

the first instance, he defined the rear yard from the rear walls of the building to the rear lot line, which is already an unreasonably small surface area when compared to how a rear yard is routinely measured. In the second instance, he seemed to have been influenced by a laneway typology. This is not his shortcoming to be clear. The through lot could be considered *sui generis*, from a planning perspective.

[50] Ms. Wong indicated, as part of her testimony, that efforts are underway at the City to study the situation of a second unit in the context of a through lot. I appreciate that a 'planning framework' for suites within ancillary buildings without laneways behind them is being contemplated by the City. With this in mind, considerations regarding privacy, separation distances, severances and access should be carefully contemplated for at least one municipal planning instrument in which to lessen forms of indeterminacy such as vagueness and ambiguity.

[51] At this time and until amendments and policies are developed and in force, I find a second unit on a through lot, particularly in the scenario at hand, as more closely related to a laneway suite than a garden suite<sup>2</sup>.

[52] The primary objective of laneway suites is to add to the City's supply of market rental housing, affordable or not, and to provide living space for extended family members (Exhibit 10C). Ms. Adler discussed this very objective in her testimony. She said that she would like her mother or son to reside in this type of second unit. If that does not happen, she said she would market the unit as rental housing to another person.

[53] The Amended Proposal is consonant with a laneway suite. I agree with Ms. Wong that the development Ms. Adler proposes is low-scale, one-storey and does not affect the streetscape.

[54] Figure 4 below illustrates an existing south-facing streetscape along Springmount Avenue. Figure 5 illustrates a rendering of the second unit facing Springmount Avenue. I am satisfied the proposed development is compatible with the character of Springmount Avenue and would respect and reinforce the physical character of the area.



Figure 4



Figure 5

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<sup>2</sup> A garden suite is also not regulated under the City-wide Zoning By-Law at this time.

[55] The requested variances have been identified for consideration and adjudication. I accept the expert opinion evidence provided by Ms. Wong. She successfully discharged the onus of proof (on Ms. Adler) to demonstrate that the Amended Proposal meets the four tests of the *Planning Act* and applicable Provincial Policy.

[56] I find that the general intent and purpose of the Official Plan and Zoning By-Laws are maintained. The Amended Proposal fits within the physical character of the immediate and broader context. It also results in an appropriate and desirable development for the subject property. The variances are considered minor in the context.

[57] I further find that the Amended Proposal represents a minor amendment from the Original Proposal under Section 45(18.1.1) of the *Planning Act*. It is, therefore, excepted from the requirement to give further notice.

## **DECISION AND ORDER**

1. The Appeal is allowed. The decision of the Committee of Adjustment dated October 23, 2019 is set aside.
2. The requested variances, which are contained in Exhibit 5, and identified in **Attachment A** of this Decision and Order are authorized, subject to the following conditions:
  - a. The Owner shall construct the Amended Proposal substantially in accordance with the Amended Plans, which are contained in Exhibit 4 and identified in **Attachment B** of this Decision and Order.
  - b. The Owner shall restore the driveway at the rear of the property to the satisfaction of the City of Toronto's Transportation Services division.
  - c. The Owner shall provide necessary documentation and assurance with respect to municipal servicing to the satisfaction of the City of Toronto's Engineering and Construction Services division.
  - d. The Owner shall ensure that all points along the perimeter of the building face required to face a street be no farther than 90 metres away from a fire hydrant(s).
  - e. The Owner shall either submit a complete application for a permit to injure or remove a privately owned tree(s), as per City of Toronto Municipal Code Chapter 813, Trees Article III Private Tree Protection or provide necessary documentation and assurance with respect to tree protection to the satisfaction of the City of Toronto's Urban Forestry division.
3. No other variances are authorized in this Decision and Order.

X 

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S. Karmali  
Panel Chair, Toronto Local Appeal Body

## **ATTACHMENT A**

### **VARIANCES FOR 49 GLENHOLME AVENUE**

#### **Zoning By-law 569-2013**

1. A parking space may not be located in a front yard or a side yard abutting a street.  
The proposed parking spot is located in the front yard (abutting Glenholme Ave).  
[10.5.80.10.(3) Street Yard Parking Space]

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2. The permitted maximum number of residential buildings on a lot in an R zone is one (1).  
The proposed number of residential buildings on the lot is two (2).  
[10.10.40.1.(2) Number of Residential Buildings on a Lot]

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3. The permitted maximum building depth for a detached house is 17.0 metres.  
The proposed building depth is 31.7 metres.  
[10.10.40.30.(1) Maximum Building Depth]

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4. The required minimum rear yard setback is 7.5 metres.  
The proposed rear yard setback is 0.4 metres.  
[10.10.40.70.(2) Minimum Rear Yard Setback]

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5. The required parking space must have a minimum width of 2.9 metres where there is a fixed obstruction within 0.3 metres of one side.  
The proposed parking space will have a width of 2.5 metres in width.  
[200.5.1.10.(2)(A)(i) Parking Space Dimensions - Minimum]

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6. The required minimum number of parking space(s) for the dwelling units is 2 spaces.  
The proposal will have 1 space.  
[200.5.10.1.(1) Parking Space Rates]

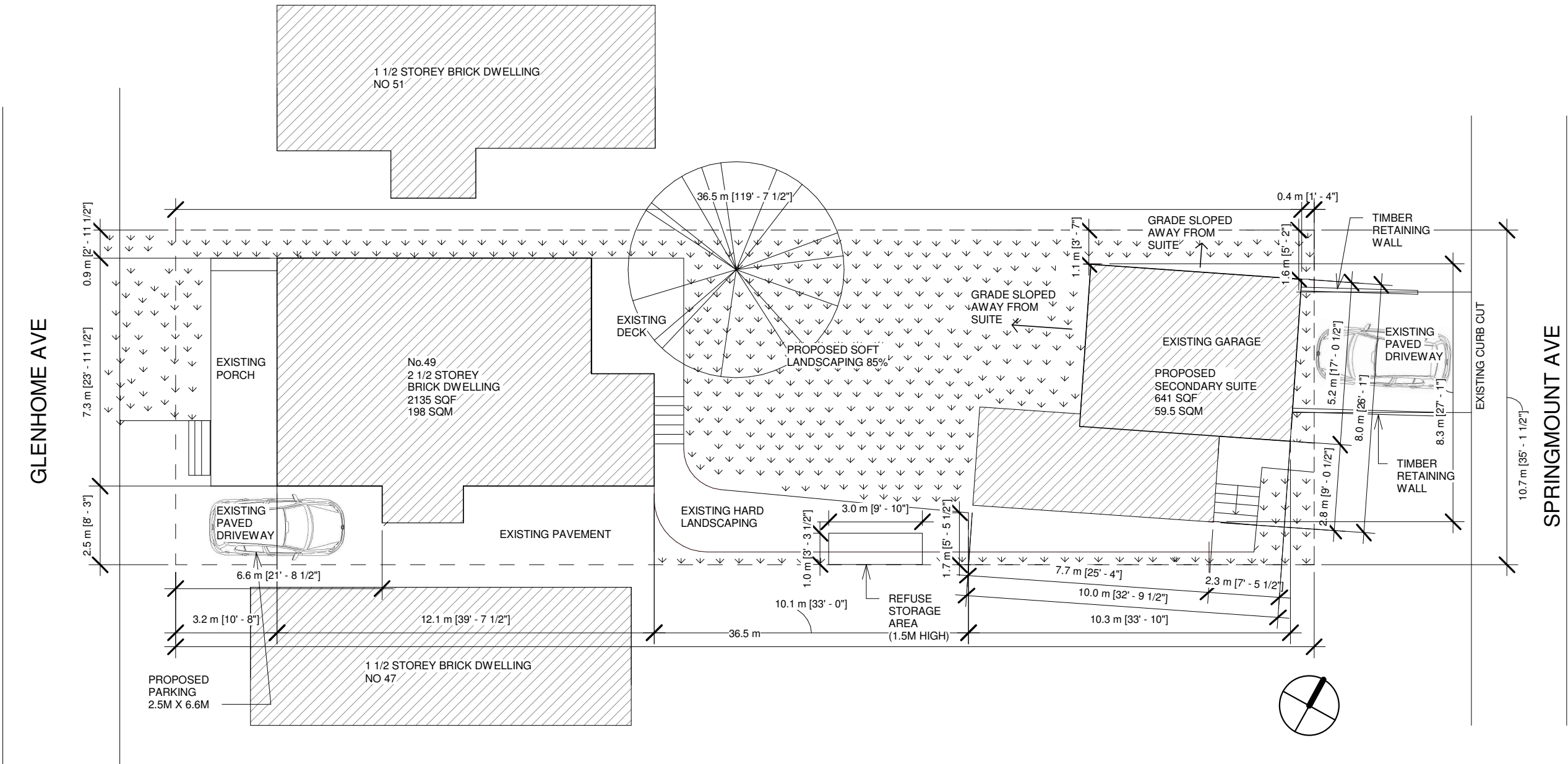
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#### **Zoning By-law No. 438-86**

7. The by-law prohibits the parking of motor vehicles on the portion of the lot between the front lot line and the front wall of the building.  
  
The proposed parking space is partially located on the portion of the lot between the front lot line and the front wall (abutting Glenholme Ave)  
  
[6(3) Part IV 1(E) - Parking Beyond Front Wall]

**ATTACHMENT B**

**AMENDED PLANS FOR 49 GLENHOLME AVENUE**



SITE AREA: 389.4 SQM

PROPOSED LANEWAY BUILDING AREA: 59.55 SQM/ 641 SFT

PROPOSED LOT COVERAGE: 99.33SQM/ 1068 SQF (25%)

PROPOSED REAR SOFT LANDSCAPING: 85%

PROPOSED LANEWAY SUITE HEIGHT: 5.3M/ 57 SQF

BUILDING WIDTH: 8M (PROJECT NORTH ORIENTATION)

BUILDING LENGTH: 10M (PROJECT NORTH ORIENTATION)

BUILDING WIDTH: 8.3 (PROPERTY LINE ORIENTED)

BUILDING LENGTH: 10.3 (PROPERTY LINE ORIENTED)

THE PROPOSAL LANEWAY SUITE IS BUILT USING THE EXISTING STRUCTURE OF THE EXISTING GARAGE.

ALTHOUGH THE SITE BORDERS A STREET AT THE REAR, RATHER THAN A LANEWAY, WE HAVE USED THE GUIDE OF THE NEW LANEWAY SUITES BY-LAY TO DESIGN THIS PROJECT.

Client:  
Judy Adler

Address:  
49 Glenholme Ave  
Toronto,ON

Project No:  
1818

Consultants:

Architect:  
Lia Maston



**FIRMA**  
**ARCHITECTURE**

firmaarchitecture.com  
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Toronto, Ontario  
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416.897.8083  
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Date:  
2019.03.13

Issue:  
For Zoning Review

Sheet Title and scale:

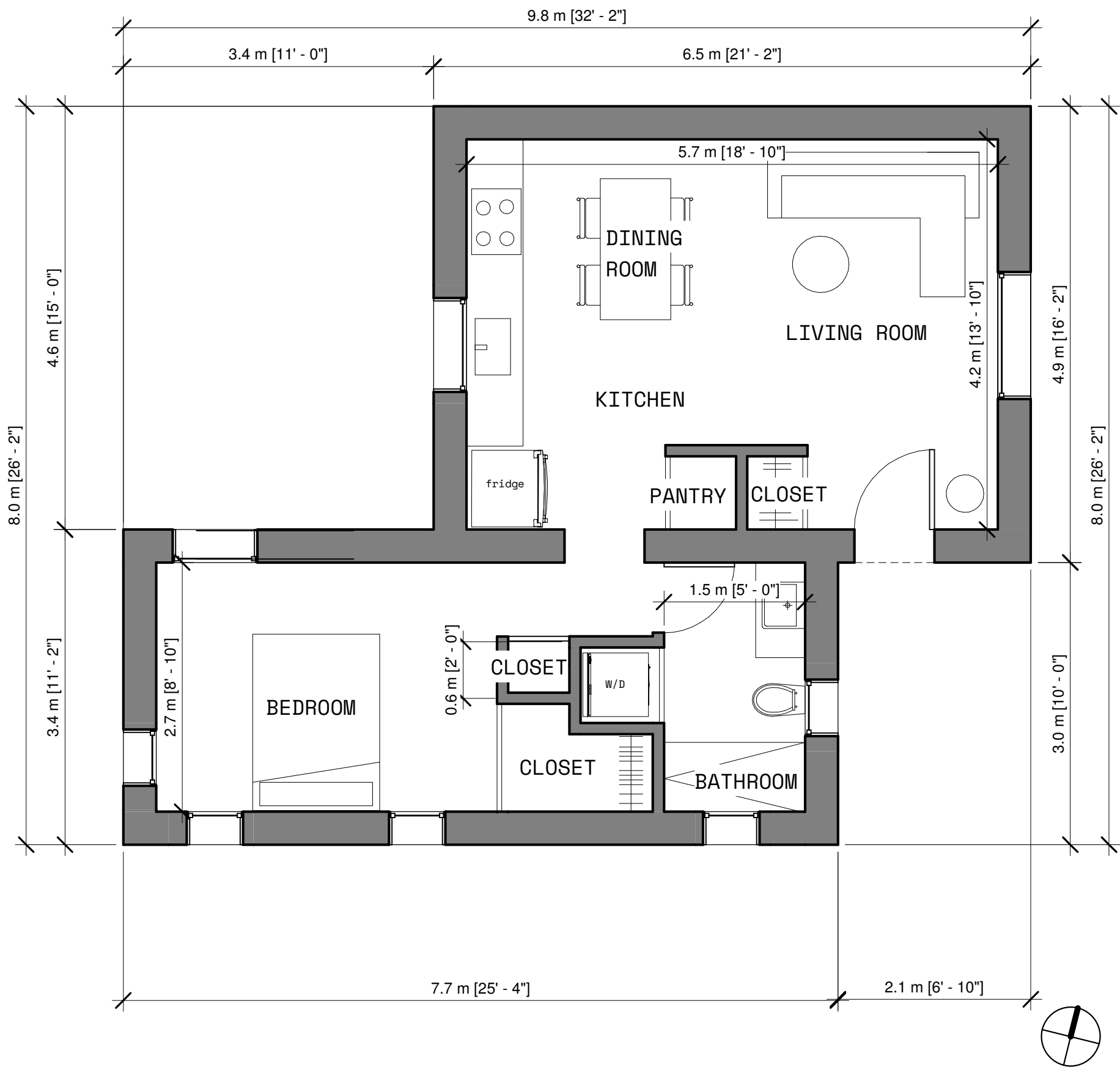
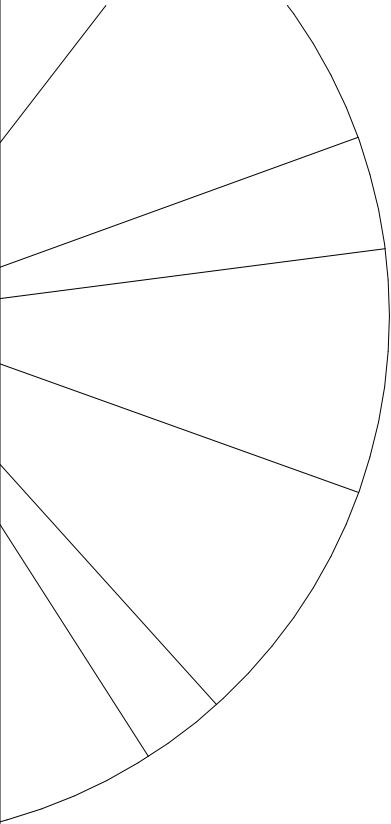
**SITE PLAN**

**1 : 150**

Sheet No:

**A - 05**





Client:  
Judy Adler

Address:  
49 Glenholme Ave  
Toronto, ON

Project No:  
1818

Consultants:

Architect:  
Lia Maston



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Date:  
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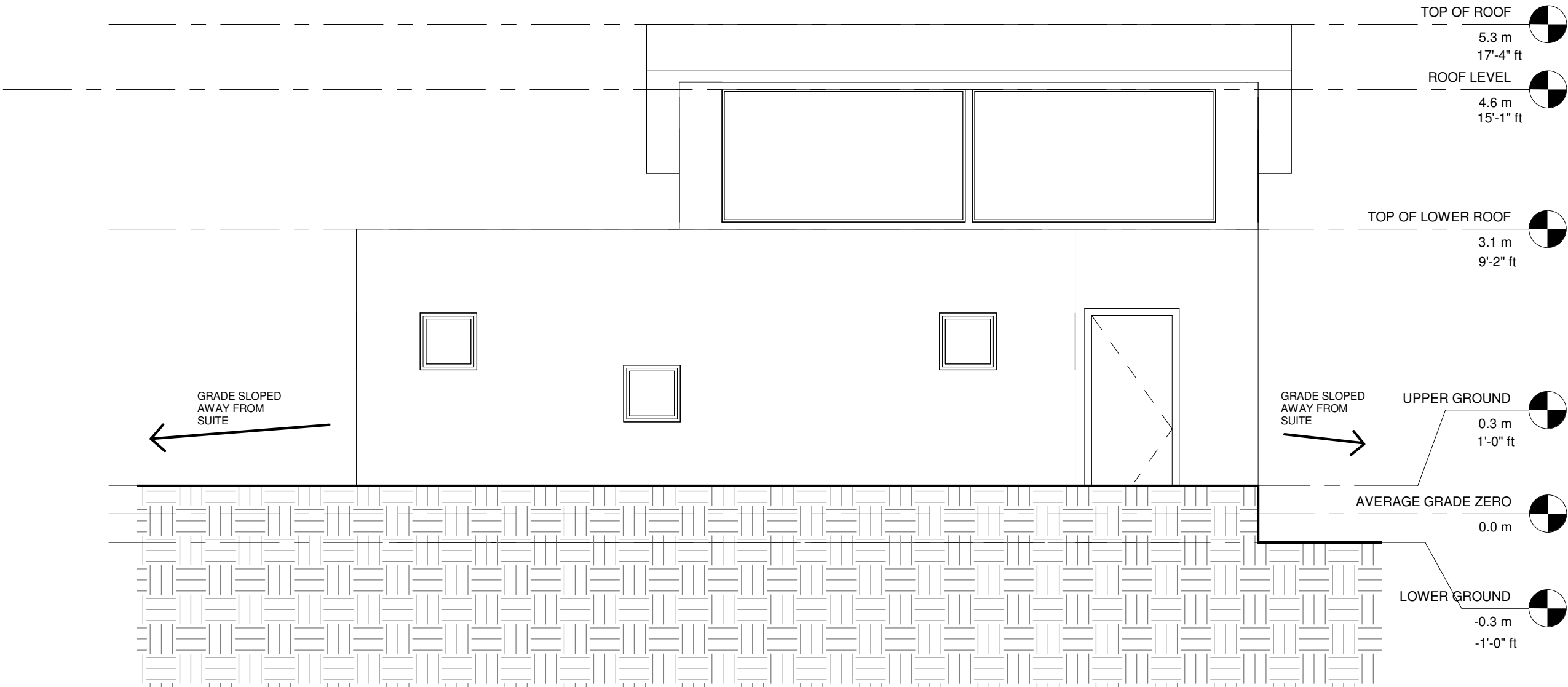
Sheet Title and scale:

**PROPOSED**  
**FLOOR PLAN**

**1 : 50**

Sheet No:

**A-10**



Client:  
Judy Adler

Address:  
49 Glenholme Ave  
Toronto, ON

Project No:  
1818

Consultants:

Architect:  
Lia Maston



**FIRMA**  
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Date:  
2019.03.13

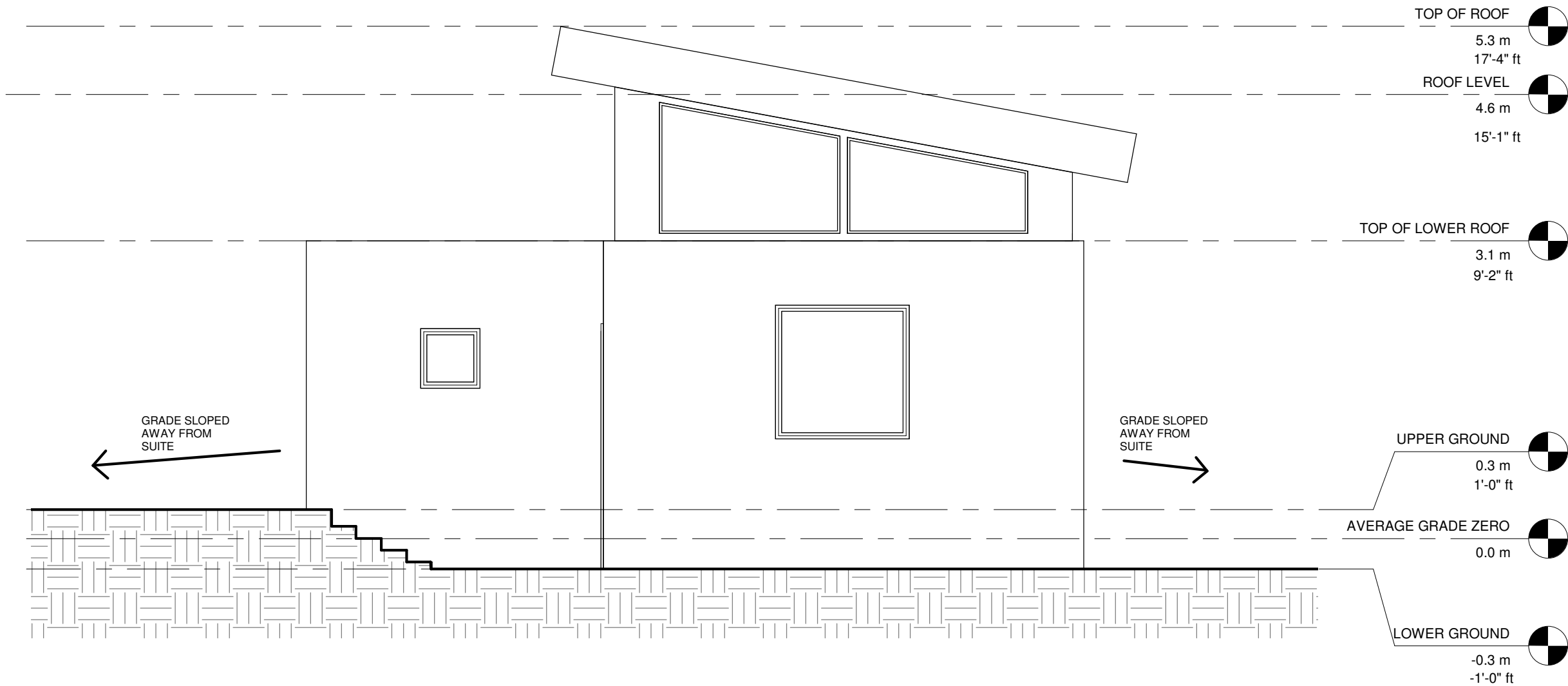
Issue:  
For Zoning Review

Sheet Title and scale:

**PROPOSED**  
**SOUTH**  
**ELEVATION**  
**1 : 50**

Sheet No:

**A - 20**



Client:  
Judy Adler

Address:  
49 Glenholme Ave  
Toronto, ON

Project No:  
1818

Consultants:

Architect:  
Lia Maston



**FIRMA**  
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firmaarchitecture.com  
60 Beverley Street,  
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hello@firmaarchitecture.com

Date:  
2019.03.13

Issue:  
For Zoning Review

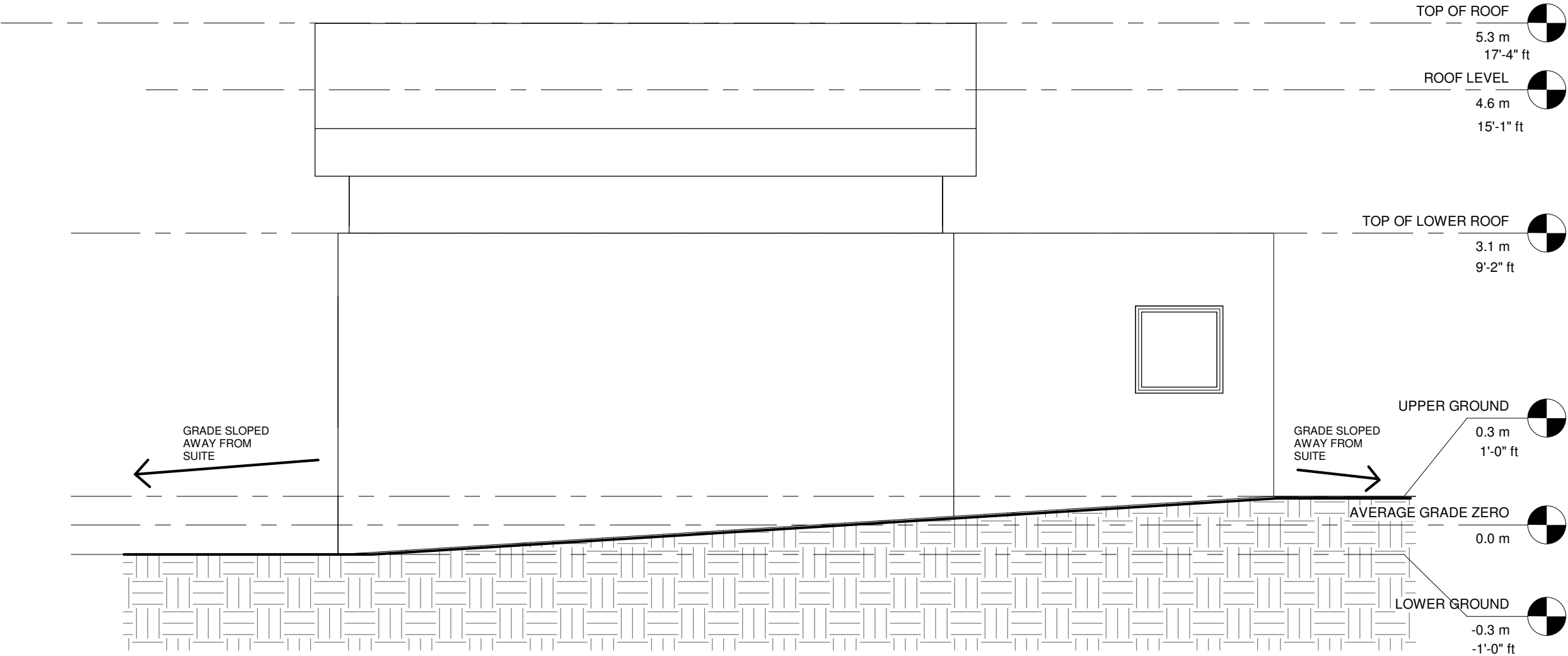
Sheet Title and scale:

**PROPOSED EAST  
ELEVATION**

**1 : 50**

Sheet No:

**A-21**



Client:  
Judy Adler

Address:  
49 Glenholme Ave  
Toronto, ON

Project No:  
1818

Consultants:

Architect:  
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Date:  
2019.03.13

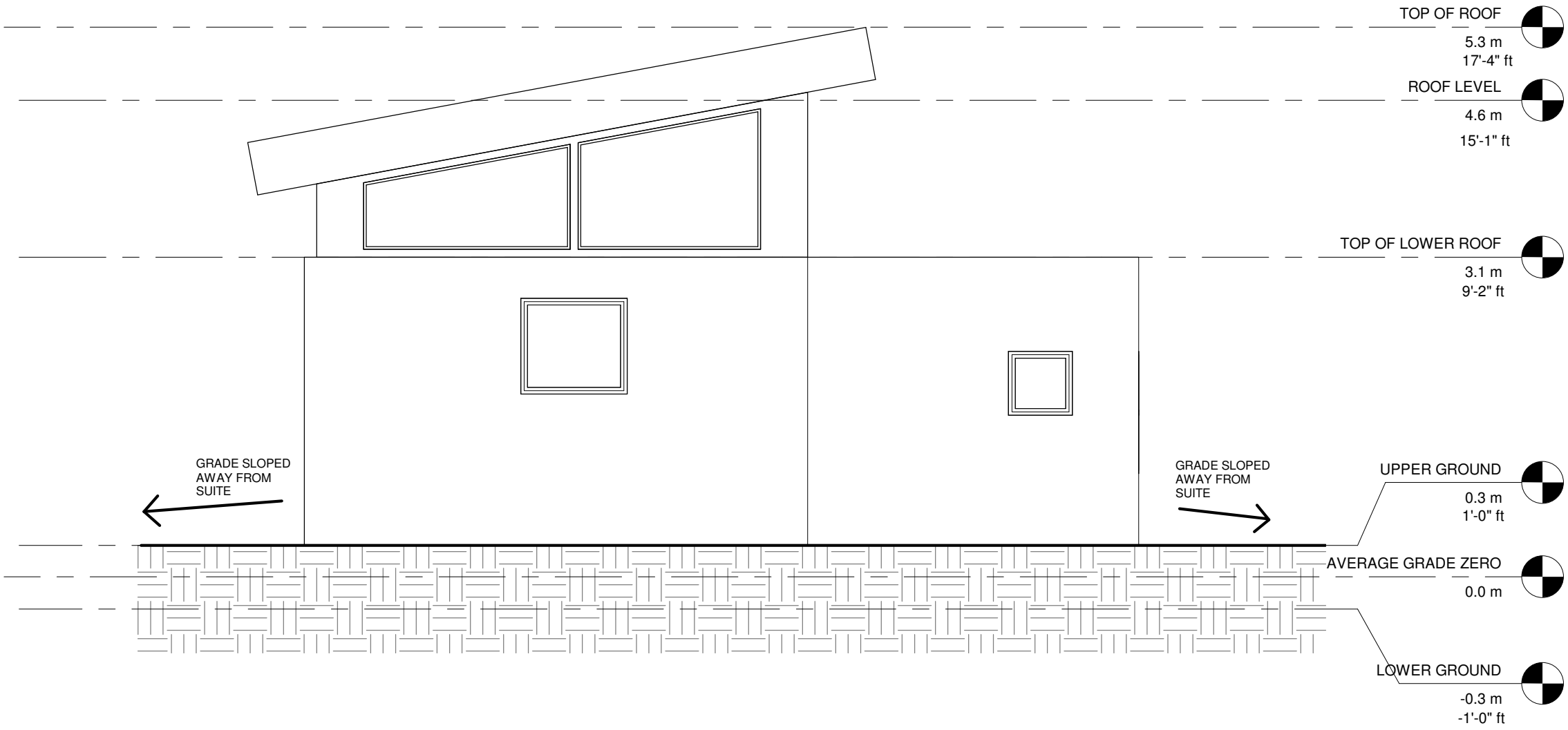
Issue:  
For Zoning Review

Sheet Title and scale:

**PROPOSED**  
**NORTH**  
**ELEVATION**  
**1 : 50**

Sheet No:

**A-22**



Client:  
Judy Adler

Address:  
49 Glenholme Ave  
Toronto, ON

Project No:  
1818

Consultants:

Architect:  
Lia Maston



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Date:  
2019.03.13

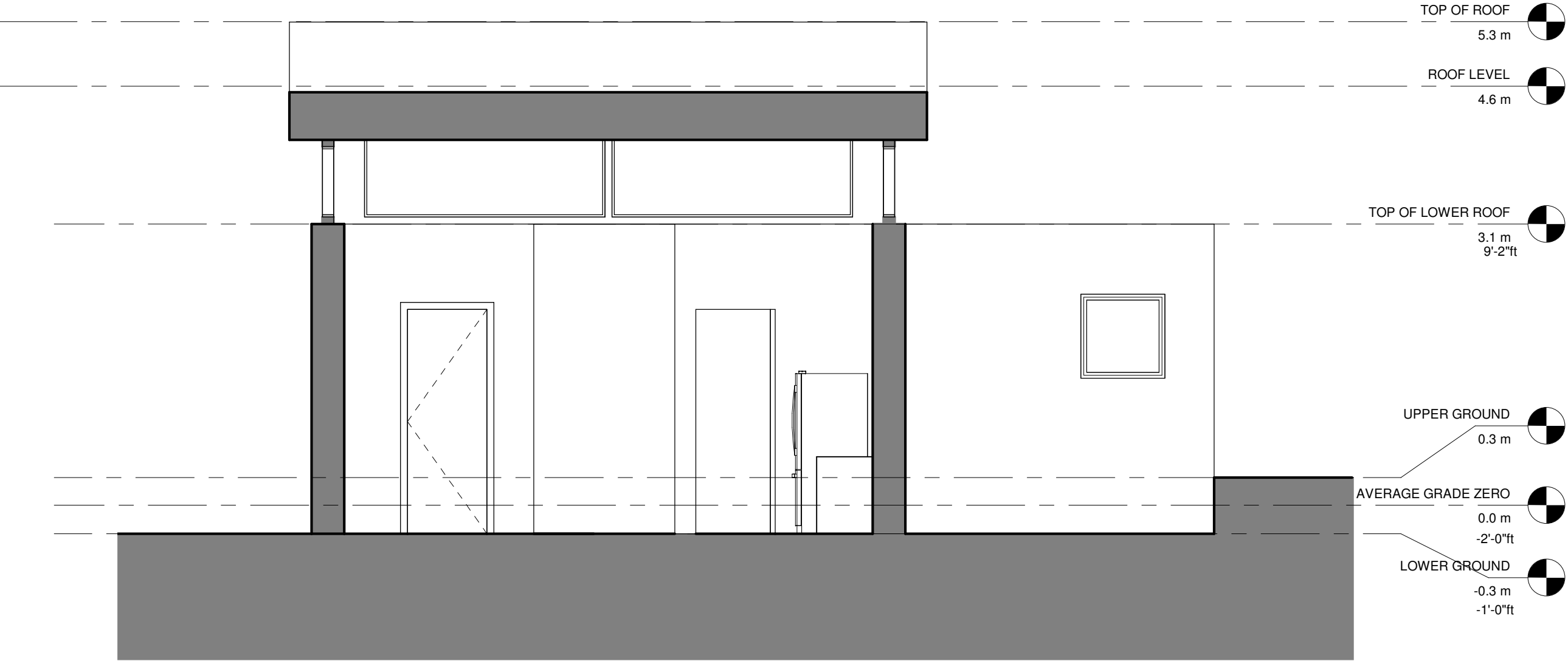
Issue:  
For Zoning Review

Sheet Title and scale:  
**PROPOSED WEST  
ELEVATION**

**1 : 50**

Sheet No:

**A-23**



Client:  
Judy Adler

Address:  
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Project No:  
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Consultants:

Architect:  
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Date:  
2019.03.13

Issue:  
For Zoning Review

Sheet Title and scale:

**PROPOSED  
SECTION**

**1 : 50**

Sheet No:

**A - 40**