

# DECISION AND ORDER

**Decision Issue Date** Thursday, May 14, 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): TEUTA GUCI

Applicant: SAM SPAGNUOLO

Property Address/Description: 111 Gough Avenue

Committee of Adjustment Case File: 18 107807 STE 29 MV (A0082/18TEY)

**TLAB Case File Number: 19 147891 S45 14 TLAB**

**Hearing dates:** Monday, September 16, 2019, Tuesday, January 21, 2020 and Thursday, March 12, 2020

## DECISION DELIVERED BY JUSTIN LEUNG

## APPEARANCES

NAME	ROLE	REPRESENTATIVE
SAM SPAGNUOLO	Applicant	
TEUTA GUCI	Appellant/Owner	AMBER STEWART
FRANCO ROMANO	Expert Witness	
CATHERINE HARSHAW	Party (TLAB)	
TED HANLAN	Party (TLAB)	
CITY OF TORONTO	Party (TLAB)	MARC HARDIEJOWSKI
STEPHANIE HONG	Expert Witness	
JULIE MORETON	Participant	

PATRICK PAK CHI WONG            Participant

HEATHER DE VEBER                Participant

## **INTRODUCTION**

This is an appeal from a decision of the Toronto-East York District Panel of the City of Toronto (City) Committee of Adjustment (COA) pertaining to refuse a request to permit 6 variances for 111 Gough Avenue (subject property).

The variances, if allowed by the Toronto Local Appeal Body (TLAB), would permit the construction of a new detached dwelling with a front facing integral garage and rear facing first floor deck.

This property is located in the Playter Estates-Danforth neighbourhood bounded by Carlaw Avenue to the west and Pape Avenue to the east. The property is located on Gough Avenue, south of Browning Avenue and north of Danforth Avenue.

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 the pre-filed materials related to this appeal.

## **BACKGROUND**

The variances that have been requested are outlined as follows:

### **1. Chapter 10.10.40.40.(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 (180.86 m<sup>2</sup>) The new two-storey dwelling will have a floor space index equal to 0.81 times the area of the lot (242.8 m<sup>2</sup>).

### **2. Chapter 10.10.40.10 (1)(A), By-law 569-2013**

The maximum permitted building height is 10 m. The new two-storey dwelling will have a height of 10.14 m.

### **3. Chapter 10.10.40.10.(2)(A)(i) & (ii), By-law 569-2013**

The maximum permitted height of all front and rear exterior main walls is 7.5 m. The front and rear exterior main walls of the two-storey dwelling will be 8.85 m in height.

### **4. Chapter 10.10.40.10 (2)(B)(ii), By-law 569-2013**

The maximum permitted height of all side exterior main walls facing a side lot line is 7.5 m. The side exterior main walls, of the two-storey dwelling, that face a side lot line will be 8.85 m in height.

**5. Chapter 10.5.80.40.(3)(A), By-law 569-2013**

Vehicle access to a parking space on a lot that abuts a lane must be from the lane. In this case, vehicle access to the integral front integral garage will be from a street.

**6. Chapter 10.10.40.30.(1)(A), By-law 569-2013**

The maximum permitted building depth of a detached dwelling is 17 m. The new two-storey detached dwelling will have building depth of 19.29 m.

These variances were heard and refused at the April 17, 2019 COA meeting. Subsequently, an appeal was filed by the property-owners of 100 Gough Avenue within the 20-day appeal period as outlined by the *Planning Act*. The TLAB received the appeal and scheduled a series of 3 days for hearings on September 16, 2019, January 21, 2020 and March 12, 2020. It is noted that at this requisite COA meeting, variance #2 had been withdrawn by the applicant. With this appeal, the applicant/appellant further upholds that this variance will no longer be requested.

## **MATTERS IN ISSUE**

The opposing parties contend that the integral garage design is not appropriate as the subject property abuts a laneway and that a laneway garage should be proposed here. They further opine that the design proposal does not complement the prevailing character of this neighbourhood. The appellant contends that the opposing parties means of defining the 'immediate context' that this property would be subject to has been improperly applied. Namely that the proposal will not act to disrupt the neighbourhood rhythm. The property's relative proximity to the Pape Toronto Transit Commission (TTC) station and to the Danforth Avenue main thoroughfare provides it unique characteristics when assessing the planning and development merits of this proposal. The TLAB would need to determine if this proposal is appropriate for this area and would be consistent with City policies pertaining to stable neighbourhoods.

## **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 for the Greater Golden Horseshoe for the subject area ('Growth Plan').

### **Minor Variance – S. 45(1)**

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

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

## **EVIDENCE**

On the first day of hearings, Ms. Stewart indicated that a revised set of drawings had been recently submitted to the TLAB. These drawings are to reflect a final iteration of the proposal to be presented to the tribunal. The variance requests remain unchanged. This proposal was revised to allow the use of the existing property driveway. These revisions have been presented due to a series of discussions which they had with relevant neighbourhood residents so as to prevent an additional curb cut having to be done. This is now being presented at the tribunal and attempts to alleviate opposing parties concerns with the proposal.

It is noted that the hearing had initially been adjourned from a previous date as I felt that the changes which the appellant was proposing be provided sufficient time to be circulated to the other parties of the matter for their review. With that, it was agreed upon by the parties that when we did re-convene for this matter that the City would initially call forward their Planner to provide expert testimony. In continuance of this, Mr. Romano had initially been called by Ms. Stewart as her expert witness as it pertains to land use planning. I assented to this request and indicated that I recognize Mr. Romano's expertise in the field of land use planning and would, for the record, dictate that he can be called to the stand in subsequent hearing dates to be scheduled.

City solicitor Mr. Hardiejowski requested the City's disclosure documents and the expert witness statement of City planner Stephanie Hong be marked as exhibits. Mr. Hariejowski then requested that Ms. Hong take the stand to provide evidence to the TLAB. I acknowledged and accepted this request and further acceded that in review of Ms. Hong's curriculum vitae, I would be able to qualify her in the field of land use planning.

Ms. Hong referenced her initial planning report where she recommended refusal of the application based on the proposal which had been presented to her. The COA then proceeded to refuse the application as well with the owner then electing to appeal this COA decision to the TLAB. She indicated that as part of her planning assessment, she found that just over 40 dwellings along Gough Avenue have access onto the adjacent laneway. Her position in not supporting the integral garage design is to also ensure that pedestrian-automobile conflicts can be diminished. Provincial policies were afforded proper consideration relating to this proposal as well. She opines that the prevailing character of the area is front porches with front facing windows.

Opposing party, Mr. Hanlan, inquired if the lot width determines whether an integral garage is permissible on a lot. Ms. Hong responded that in this instance, with the property abutting the lane, City policies require that the parking be located by access off the rear lane.

Ms. Stewart inquired as to why Official Plans can have more prescriptive policies relating to certain elements such as building height, but that such policies are not applied for this neighbourhood. Ms. Hong acknowledged agreed with this comment. Ms. Stewart asked her if she believed that the 'Clergy Principle' applicable here. Mr. Hardiejowski interjected by stating that as Ms. Hong is not of a legal background, it may not be pertinent for her to comment on this. I indicated that it may be inappropriate for a planner to comment on legal issues.

Ms. Stewart then asked if Official Plan Amendment (OPA) 320 provides criteria to assess the appropriateness of a proposal for in its geographic and immediate context. Ms. Hong acknowledged that it does. Ms. Stewart then inquired about front facing integral garage and policies relating to this. Ms. Hong responded that a garage is permissible here, but that it would need to be rear facing onto the laneway.

On the second day of hearings, opposing party Mr. Hanlan commenced by making opening statements on the proposal. He believes the floor space index (FSI) request would represent an increase of 34% from the zoning requirements which he contends is significant. The building depth, which he believes is due to the integral garage design for this dwelling, would be excessive as well. He goes on to outline that the adjacent laneway to this subject property is in a good state of repair and is used by a majority of residents to park their vehicles. He further states that it appears there are 'Airbnb' units in operation in the area which has resulted in more out of province vehicles parking along the street.

Ms. Stewart asked about Mr. Hanlan's assertions that gable roof design is prevailing in the neighbourhood. Mr. Hanlan expressed that he was indicating a roof design which occurs in the area, however, he agreed that it does not preclude the proposal at hand which does not have a similar roof design.

On the third day of hearings, Mr. Romano was called back to the stand by Ms. Stewart. Regarding potential parking of commercial vehicles on the lot for business related uses, Mr. Romano opined that such parking of vehicles is prohibited in such an area. However, if the TLAB wanted, a condition to restrict such parking could be imposed.

I inquired if integral garages are prohibited in this area. Ms. Stewart responded that any lot with a frontage of 7.6 metres or greater can have an integral garage, and this subject property would qualify as such. She further commented that the tribunal can make revisions to a proposal if they elect to do so. Her comments are in reference to previous assertions made by the opposing parties that an integral garage was not appropriate for this neighbourhood context.

The owner, Ms. Gucci further explained that she would be receptive to slight revisions to her proposal, if the TLAB so deemed necessary. She further explained that the reason

why she was proposing a front facing integral garage was due to safety concerns in constructing a rear facing garage onto a laneway as she is a single mother.

In closing statements, Ms. Stewart reiterated that her client was seeking to construct a home which can be used by her family. In terms of comments by Mr. Hardiejowski that the City had not been initially consulted on this proposal, she contends that City Transportation Department did not have concerns with this. However, Planning Department subsequently raised concerns. As such, she argues that the City has not formulated a unified response to this proposal. Moreover, she comments that, in her opinion, the entirety of Gough Avenue should be assessed as part of the immediate context analysis as per OPA 320. She argues that the planned context here is different as while it abuts a rear laneway, there is an existing front facing driveway. With regards to precedent, she states that each proposal as brought before the TLAB is assessed on its individual merits. In addition, if other proposals were presented and did not have an existing front facing driveway, a different criterion would have to be applied in assessing it as such.

Mr. Hanlan, in his closing submissions, described that the front parking as proposed would not be legal as per City policies and regulations. He believes that the appellant has not provided all pertinent information which the tribunal should be aware of when analyzing this proposal in further detail after the hearings end. If he had expanded his study area to additional houses along Gough Avenue, he argues that his assessment would not be significantly affected and would still demonstrate the front facing parking situation is not typical of the area. He described the TLAB members decision for 46 Banff Road, as delivered by me and the use of 60 metre circulation radius, as stipulated by the *Planning Act* requirements, in determining what the immediate impacted area of a proposal could be defined as for investigation.

Mr. Hardiejowski concludes that the four tests for a variance have not been sufficiently met here. He alludes to the extensive analysis which the City planner Ms. Hong undertook for this proposal, including site visits of the area, to determine the prevailing character which this proposal would not be compatible with. The landscape feature of the laneway should be maintained. He further opines that front yard permitted parking in the minority of instances in this area.

## **ANALYSIS, FINDINGS, REASONS**

The above referenced material which was outlined in detail over the series of hearing days provided a synopsis of the extensive discussion and work which had been committed to this proposal by the property-owner and all other relevant parties. The proposal, from initial submission to COA and to its current presentation to the TLAB, witnesses that a two-year period has elapsed. Discussions which have occurred with City staff and neighbouring residents has focused principally on the integral garage design and whether it is appropriate for the area context.

Upon cursory review of the City's Application Information Centre (AIC) website, it is noted that there had been another variance which had been brought before the TLAB

for 14 Gough Avenue, which was presided over by TLAB Chair Lord. This involved a potential settlement which had been reached with all the parties involved. What is of note is that although that proposal does not entail a front facing integral garage, other elements such as a rear facing deck/balcony are evident here. Moreover, 14 Gough Avenue is for a three storey dwelling while 111 Gough Avenue is for a two storey dwelling. It is of note that OPA 320 was not in force and effect at the time in which the decision for 14 Gough Avenue was delivered (April 25, 2018). While Even so, Toronto Zoning By-law 569-2013 was in force and effect and that proposal had to be achieved in conformance of this municipal legislation.

In assessing 14 Gough Avenue, it provides a relevant point of reference in analyzing the proposal which is before us. Most notably, with the 5 variances which were requested and approved by the TLAB, it included a request for an increase of floor space index (FSI) from 0.6 to 1.05 times. Within a quantitative analysis, this could be described as an increase in 75% as per zoning requirements. However, this demonstrates that any assessment of variances must contain both quantitative and qualitative analysis to sufficiently determine if the proposal is appropriate and in keeping with the four tests for a variance as stipulated by the *Planning Act*. The proposal for 14 Gough Avenue also contained other variance requests for property setbacks which are of a similar nature to that of 111 Gough Avenue. However, it is noted that building depth and height variances were not requested with 14 Gough Avenue. The third storey deck is, in overall in size and dimension, for 14 Gough Avenue is larger than that of 111 Gough Avenue. These comparisons are applied to demonstrate that there has been similar in-fill development which has begun to occur along this street. As this street is not within a heritage designated area as per the *Ontario Heritage Act*, design related discussions do not raise to that of a mandated exercise. Within this dynamic, 14 Gough Avenue demonstrates that unique in-fill houses have been constructed in this area and, with regard to this specific proposal, was achieved with a settlement reached with all relevant parties. The dense urban fabric of this area has resulted in other proposals having to obtain COA approval in order to achieve a house design which meets the needs of its future inhabitants while also recognizing the evolving urban development occurring in this neighbourhood.

With regards to the arguments which had been presented by the parties as it pertains to the *Clergy Principle*, there were contending perspectives on whether this should be applied for the proposal at hand. Both the appellant and opposing parties presented case law to support or detract the legitimacy of the *Clergy Principle*. In assessing this, my previously issued decision for 46 Banff Road provided a similar analysis where I accepted and applied 'bottom up' approach in assessing each proposal which is brought before the tribunal. Moreover, the *Clergy Principle* as espoused was reviewed by me more comprehensively in that respective decision as follows:

“The cumulative effect of these materials as provided to the tribunal provide a cursory reference point that the Principle has not attained, as of now, a status as established or applicable law. As such, its merits must be considered on a case-by-case basis by adjudicators who have been provided such issues. These

issues must also be weighed according to the specific matter being adjudicated upon to ensure the public interest is secured in that particular instance.”<sup>1</sup>

In this context, the policy which was of contention was OPA 320 and whether it is applicable for this proposal. It is noted that even if OPA 320 were not afforded consideration here, one of the tests for a variance does specifically outline that a proposal meets a criterion of:

“The variance must be desirable, in the opinion of the Committee of Adjustment, for the appropriate development or use of land, building or structure.”<sup>2</sup>

It can be surmised by the statement above that variances should take into account the predominant neighbourhood characteristics which should be assessed when looking at an in-fill development proposal. With these criteria in hand, the concept of a detached dwelling with a front facing integral garage has been engaged in comprehensive discussion by all parties involved.

Although the subject property does abut a rear facing laneway, this does not directly imply, through any requisite policies or legislation, that this property must have a rear facing garage. Although such policies exist, it is noted that they are not devised to prohibit alternative driveway or related garage design for this area. Within this context, it can be surmised that relief can be sought to these requirements of the Zoning By-law through potential variance application.

The property-owner contends that their proposal for an integral garage is partly due to safety concerns for their family. It is noted that through the disclosure documents which had been provided to the tribunal, although integral garages would not be identified as a common design feature of the area, it is evident they are seen on nearby streets of Cruikshank Avenue and Gertrude Place rear lanes. These examples illustrate that integral garage designed homes have been constructed and can act to co-exist with the existing neighbourhood fabric. The 6 variance requests, in terms of numerical calculation, are only a slight increase from what is permitted by zoning regulations. The City’s Official Plan (OP) allocates further provisions for the regeneration of housing stock within existing neighbourhoods to occur. This proposal would be consistent with such policies and has been shown to be meeting the needs of a new family residing in the city. As such, the four tests for variance are achieved in a balanced manner here.

In reviewing the evidence which had been presented to the tribunal, the contention as presented by the appellant that a front facing garage is permitted on this subject property due to it meeting prescribed lot frontage requirements demonstrates that, while there is a rear laneway which a garage could be located, the Zoning By-law does not

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<sup>1</sup> TLAB Decision and Order: 46 Banff Road (2020, January 17) Retrieved from [https://www.toronto.ca/wp-content/uploads/2020/01/8e9e-TLAB-18-180855-S45-22-TLAB\\_46-Banff\\_Final-Decision\\_JLeung.pdf](https://www.toronto.ca/wp-content/uploads/2020/01/8e9e-TLAB-18-180855-S45-22-TLAB_46-Banff_Final-Decision_JLeung.pdf)

<sup>2</sup> City of Markham Committee of Adjustment report: 123 Lawrence Pilkington Avenue (2020, March 18) Retrieved from [https://www.markham.ca/wps/wcm/connect/markham/b26032ab-3a47-425f-986c-c26da02ca1bf/A.015.20+-+123+Lawrence+Pilkington+Ave+report.pdf?MOD=AJPERES&CONVERT\\_TO=url&CACHEID=ROOTWORKSPACE.Z18\\_2QD4H901OGV160QC8BLCRJ1001-b26032ab-3a47-425f-986c-c26da02ca1bf-n3kTrvh](https://www.markham.ca/wps/wcm/connect/markham/b26032ab-3a47-425f-986c-c26da02ca1bf/A.015.20+-+123+Lawrence+Pilkington+Ave+report.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=ROOTWORKSPACE.Z18_2QD4H901OGV160QC8BLCRJ1001-b26032ab-3a47-425f-986c-c26da02ca1bf-n3kTrvh)



implicitly restrict a front facing garage from being proposed here. The cursory review of the existing built form of the area as contained in the disclosure documents further illustrates that front facing garages do exist in this area. It is most notably seen with newer constructed homes beginning to occur here. Although the appellant indicated that they were receptive to further changes to the proposal, I stated that the tribunal is only able to assess what has been presented to it. As such, further changes would not be accepted at this juncture. It is further noted that extensive discussions have already unfolded, from the COA process to now, amongst the interested parties and has not acted to alter opinions and concerns of the opposing parties. Within this dynamic, the tribunal would conclude that it now needs to reach an adjudicated settlement of this matter.

In terms of the existing streetscape, as there is already a driveway access for this property, an additional curb cut will not need to be sought from the City. With this, the tribunal would surmise that there would not be additional constraints on the existing street parking allocation. The existing driveway would also not act to introduce a new ingress/egress to Gough Avenue. As such, contentions that the traffic situation in this area would be negatively impacted do not appear to have merit. The possible introduction of two vehicles (one parked in the garage and the other on the driveway) are not assessed to substantially alter the traffic patterns for this area. This local street should be able to absorb these changes with minimal intrusion.

This assessment also takes into account the other 5 variance requests pertaining to floor space index (FSI), building height, height of exterior & main walls, and building depth which form the totality of this appeal. The tribunal notes that these 5 variance requests represent minor increases, from a quantitative perspective, from what has been established in the requisite Zoning By-law. The tribunal does recognize the FSI request is of a greater request in relation to the other variances. However, such a request is not atypical as has been demonstrated as part of the variance research as contained in the disclosure documents. This acts to depict that this proposal is consistent with other recent neighbourhood in-fill development.

With the evidence as provided to me, the tribunal prefers the arguments as presented to it by the appellants representatives. They have demonstrated that they have attempted, through several iterations of this proposal over a two-year timeframe, to refine it to be more appropriate and in keeping with the neighbourhood context. While there continued to be some local opposition, this proposal is not a radical departure from other similar in-fill houses which have been recently constructed in this area and would not, in the tribunal's opinion, act to substantively disrupt the neighbourhood rhythm. This proposed dwelling will be consistent with the prevailing development pattern of the area. The neighbourhood should be able to adapt to these changes as this community begins to assimilate to changes in its demographics as new residents begin to move here. Furthermore, while resident concerns are considered by the TLAB, it is one of several elements which the tribunal must assess to determine the veracity of a proposal. The overall planning and development dichotomy as outlined here is rational and compatible with progressive change that urban neighbourhoods such as this one will undergo.


**Decision of Toronto Local Appeal Body Panel Member: J. Leung  
TLAB Case File Number: 19 147891 S45 14 TLAB**

Its approval does not represent the tribunals *carte blanche* support of this design to be a new normative standard of the area; the analysis here was critiquing the subject property and its immediate context in determining the appropriateness of the proposal. Institutions such as the TLAB will continue to play a critical role in assessing each proposal individually to determine their merit and viability in promoting urban development and stability in keeping with the City government's overall development objectives.

## DECISION AND ORDER

The appeal is allowed, and the variances in Appendix 1 are approved subject to the conditions therein and subject to the conditions as contained in Appendix 2 and that the building must be constructed substantially in accordance with plans contained in Appendix 3.

X



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Justin Leung  
Panel Chair, Toronto Local Appeal Body

## Appendix 1

### *List of proposed variances*

#### **By-law No. 569-2013:**

##### **1. Chapter 10.10.40.40.(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 (180.86 m<sup>2</sup>) The new two-storey dwelling will have a floor space index equal to 0.81 times the area of the lot (242.8 m<sup>2</sup>).

##### **2. Chapter 10.10.40.10.(2)(A)(i) & (ii), By-law 569-2013**

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##### **3. Chapter 10.10.40.10 (2)(B)(ii), By-law 569-2013**

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Vehicle access to a parking space on a lot that abuts a lane must be from the lane. In this case, vehicle access to the integral front integral garage will be from a street.

##### **5. Chapter 10.10.40.30.(1)(A), By-law 569-2013**

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## Appendix 2

### *List of proposed conditions*

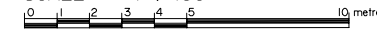
1. The proposed dwelling shall be constructed substantially in accordance with the Site Plan dated November 2017 and Elevations dated August 2017, filed as Exhibit 3 at the hearing.
2. The owner shall satisfy the requirements of the City's Urban Forestry Department for City owned and Privately-owned trees, pursuant to Chapter 813, Articles II and III, of the Municipal Code.
3. There shall be no parking of commercial vehicles in the front driveway.

RECEIVED

By Toronto Local Appeal Body at 9:38 am, Sep 16, 2019

Appendix 3

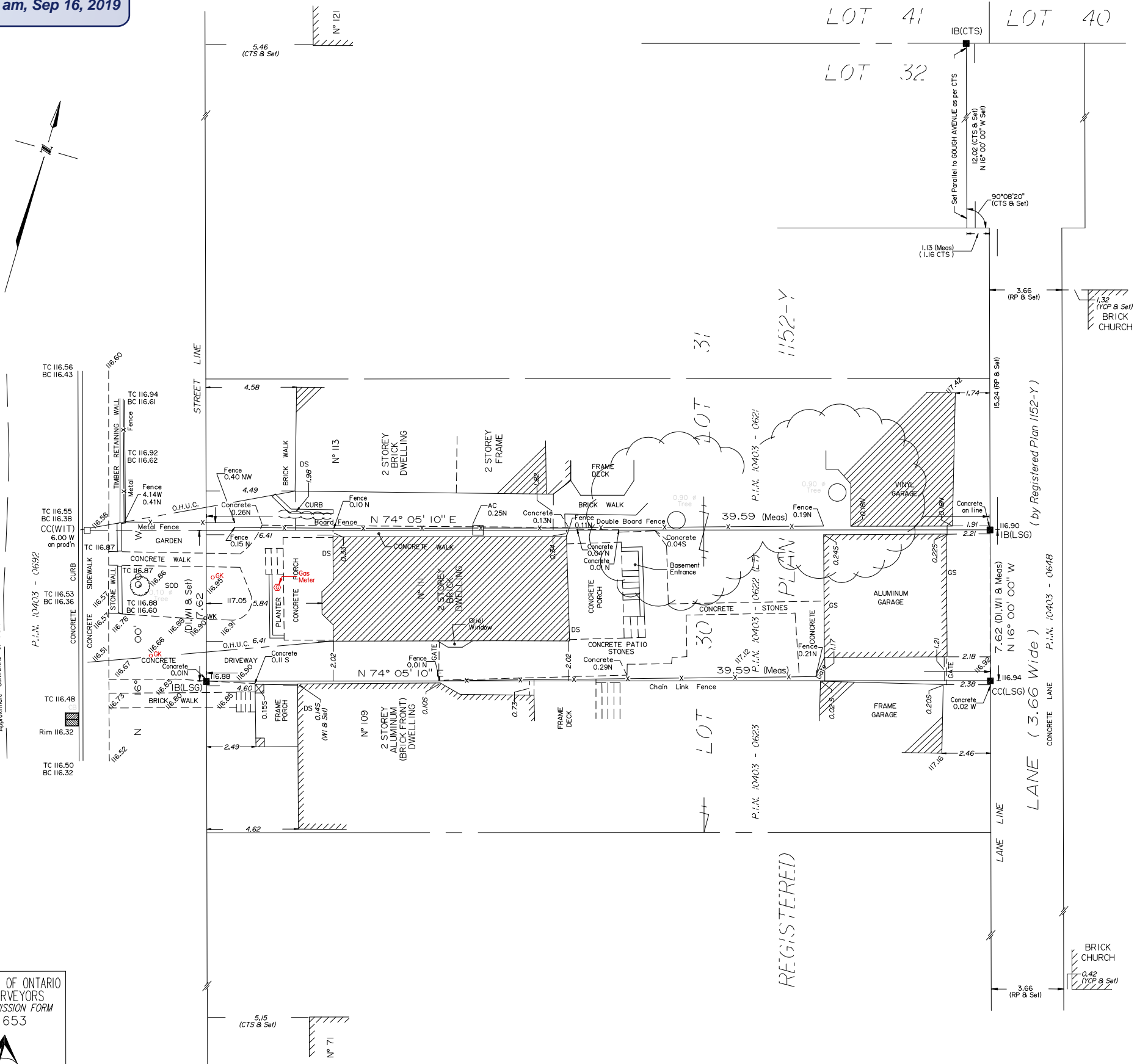
SURVEYOR'S REAL PROPERTY REPORT  
PLAN OF  
PART OF LOT 30  
REGISTERED PLAN 1152-Y  
CITY OF TORONTO  
(FORMERLY BOROUGH OF EAST YORK)  
SCALE = 1 : 150



GOUGH AVENUE  
(Formerly MOSCOW AVENUE, by Registered Plan 1152-Y)

ASSOCIATION OF ONTARIO  
LAND SURVEYORS  
PLAN SUBMISSION FORM  
2011653

THIS PLAN IS NOT VALID  
UNLESS IT IS AN EMBOSSED  
ORIGINAL COPY  
ISSUED BY THE SURVEYOR  
In accordance with  
Regulation 1026, Section 29(3)



METRIC  
DISTANCES SHOWN HEREON ARE IN METRES  
AND CAN BE CONVERTED TO FEET BY  
DIVIDING BY 0.3048

ELEVATION NOTE  
ELEVATIONS SHOWN HEREON ARE GEODETIC AND IN  
METRES AND ARE RELATED TO CITY OF TORONTO  
BENCH MARK N° CT-977 HAVING A PUBLISHED ELEVATION OF  
117.656 METRES (CGVD-1928:PRE-1978).

BEARING NOTE  
BEARINGS ARE ASTRONOMIC AND ARE REFERRED  
TO THE EASTERLY LIMIT OF GOUGH AVENUE  
HAVING A BEARING OF N 16° 00' 00" W  
AS SHOWN ON REGISTERED PLAN 1152-Y

LEGEND

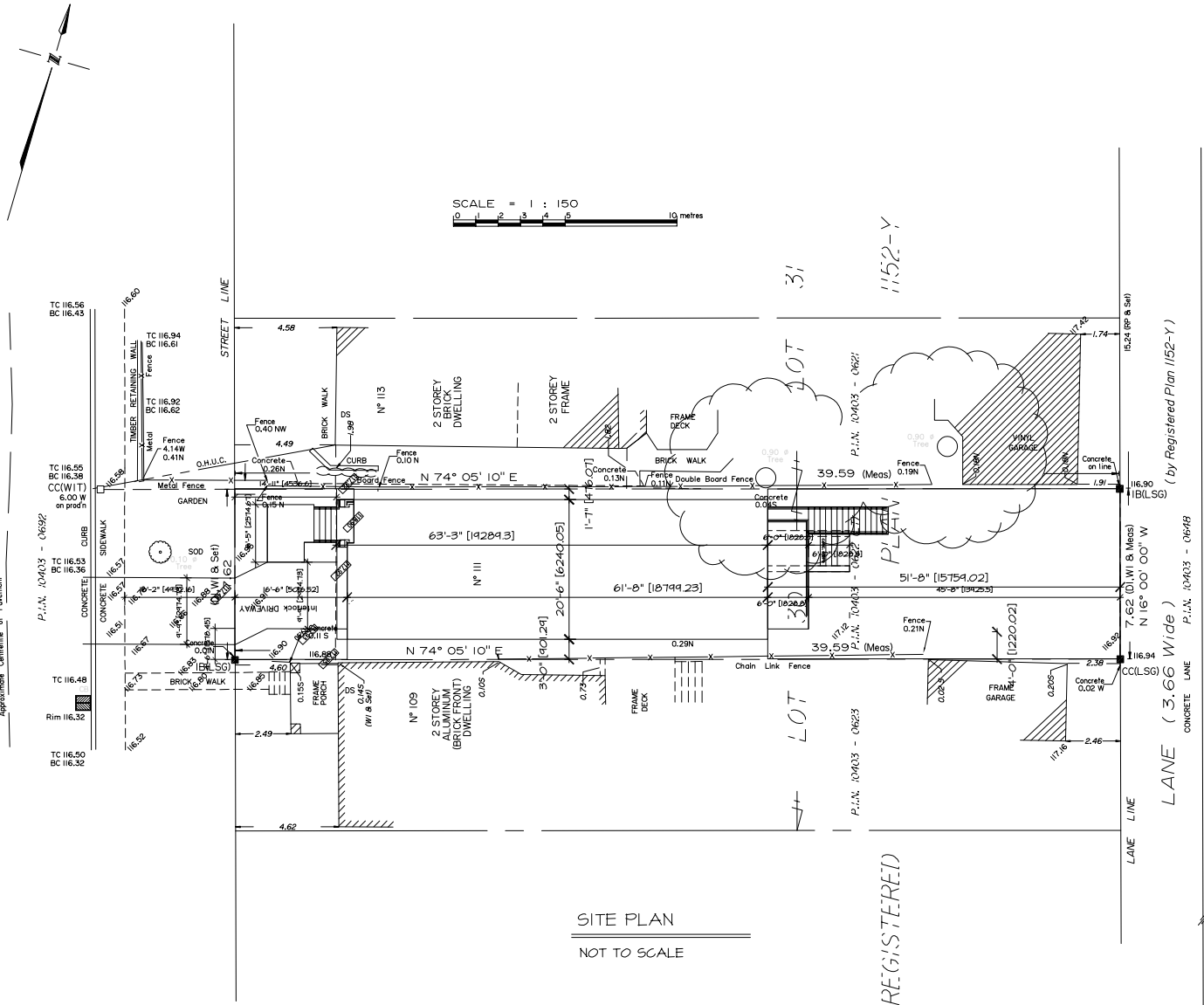
□	DENOTES	MONUMENT PLANTED
■	DENOTES	MONUMENT FOUND
WIT	---	WITNESS
CC	---	CUT CROSS
IB	---	IRON BAR
RP	---	REGISTERED PLAN 1152-Y
YCP	---	YORK CONDOMINIUM PLAN N° 147
WI	---	PLAN OF SURVEY BY WINTERS & IRESON, O.L.S., DATED OCTOBER 12, 1921
CTS	---	FIELD NOTES BY CITY OF TORONTO SURVEYS DATED DECEMBER 12TH, 1986
LSG	---	LAND SURVEY GROUP INC. O.L.S.
O.H.U.C.	---	OVER HEAD UTILITY CABLES
AC	---	AIR CONDITIONING UNIT
P.I.N.	---	PROPERTY IDENTIFIER
DI	---	INST. N° CT388942
TC	---	TOP OF CURB
BC	---	BOTTOM OF CURB
CB	---	CATCH BASIN
WK	---	WATER KEY
GK	---	GAS KEY
∅	---	DIAMETER
DS	---	DOORSILL ELEVATION
GS	---	GARAGE SILL ELEVATION

LAND SURVEY GROUP  
ONTARIO LAND SURVEYORS

777 THE QUEENSWAY, UNIT 1, TORONTO, ONTARIO, M8Z 1N4  
Tel: 416-252-2511 416-467-8023 Fax: 416-252-1500 www.landsurveygroup.com

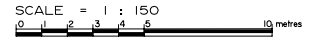
DRAWN : CHECKED BY : PLAN N°: LSG-0612-2

GOUGH AVENUE  
(Formerly MOSCOW AVENUE, by Registered Plan 1152-Y)



SITE PLAN  
NOT TO SCALE

REGISTERED



- 1/ TERMITE PRE-TREATED REQUIRED AS PER BY-LAW 104-T3 AND ONTARIO BUILDING CODE; REFER TO ATTACHED SPECIFICATIONS
- 2/ MINIMUM SOIL BEARING CAPACITY 75 KPA  
SOIL IS NOT PEAT, FILL OR SENSITIVE CLAY  
THE DISTANCE BETWEEN THE BOTTOM OF FOOTINGS AND THE WATER TABLE IS EQUAL TO OR GREATER THAN THE WIDTH OF THE FOOTINGS.
- 3/ SMOKE ALARMS SHALL BE INSTALLED ON EACH STOREY OF A DWELLING UNIT, INCLUDING BASEMENTS AS PER CITY OF TORONTO BY-LAW 1444-0580 AND 9.10.18 O.B.C
- 4/ ALL DESIGN DETAILS, HANDLING AND INSTALLATION OF PROPRIETARY WOOD PRODUCTS SHALL BE IN STRICT COMPLIANCE WITH MANUFACTURERS' SPECIFICATIONS AND INSTRUCTIONS.
- 5/ NO WORK TO ENCRUGH ONTO ADJOINING PROPERTIES.
- 6/ GAS APPLIANCES  
GAS APPLIANCES AND THEIR VENTS AND CHIMNEYS SHALL BE CERTIFIED AND LABELLED BY A CERTIFICATION AND TESTING ORGANIZATION ACCREDITED BY THE STANDARD COUNCIL OF CANADA. GAS APPLIANCE TO BE VENTED AND INSTALLED IN ACCORDANCE WITH THE ENERGY ACT, THE GAS UTILIZATION CODE THE MANUFACTURERS' SPECIFICATIONS INSTALLATION OF GAS APPLIANCE AND ITS VENTING SYSTEM IS NOT INCLUDED IN THIS PERMIT. PLEASE CONTACT CONSUMERS GAS COMPANY FOR APPROVAL.
- 7/ STAIR DIMENSIONS WITHIN DWELLING UNITS  
MAX. RISE OF 7 7/8" ( 200 mm )  
MIN. RUN OF 8 1/4" ( 210 mm )  
MIN. TREAD OF 4 1/4" ( 235 mm )  
MIN. NOSING OF 1" ( 25 mm ) WHEN STAIR RUN LESS THAN 4 7/8"  
MIN. WIDTH 2'-10" ( 860 mm ) BETWEEN WALL FACES  
MIN. HEADROOM 6'-5" ( 2.05 m )  
MIN. HANDRAIL HEIGHT 2'-7" ( 800 mm )  
MAX. HANDRAIL HEIGHT 3'-0" ( 920 mm )
- 8/ COVERED SUMP PUMP  
A COVERED SUMP WITH AN AUTOMATIC PUMP SHALL BE INSTALLED TO DISCHARGE WATER FROM FOUNDATION DRAINS, OVERLAND TO CATCH BASIN CONNECTED TO A STORM SEWER LOCATED WITHIN A PUBLIC THROUGHFARE OR TO A DRAINAGE DITCH OR DRYWELL AS PER ARTICLE 9.14.5.2-3 O.B.C. DISCHARGE OF WATER ON GRADE NOT TO ACCUMULATE AT OR NEAR THE BUILDING AND NOT TO ADVERSELY AFFECT ADJACENT PROPERTIES, AS PER ARTICLE 9.14.6.1 O.B.C.
- 9/ UNDERPINNING NOTES  
- WHERE THE FOUNDATIONS OF A BUILDING ARE TO BE CONSTRUCTED BELOW THE LEVEL OF THE FOOTINGS OF AN ADJACENT BUILDING AND WITHIN THE ANGLE OF REPOSE OF THE SOIL OR THE UNDERPINNING EXCEEDS 4 FEET OF LATERALLY UNSUPPORTED HEIGHT, THE UNDERPINNING AND ALL RELATED CONSTRUCTION SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER.  
- MINIMUM CONCRETE STRENGTH SHALL BE 15MPA ( 2200 PSI ) @ 28 DAYS  
- CONCRETE SHALL BE CURED MINIMUM 48 HOURS BEFORE GROUTING THE SPACE BETWEEN THE TOP OF CONCRETE AND THE UNDERSIDE OF CONSTRUCTION ABOVE.  
- SHORE AND BRACE WHERE NECESSARY TO ENSURE THE SAFETY AND STABILITY OF THE EXISTING STRUCTURE DURING UNDERPINNING
- 10/ REFER TO ATTACHED SPECIFICATION:  
ADDITIONAL NOTES

SITE STATISTICS

ZONING	R	
LOT AREA	= 3244.68 SQ.FT (301.44 SQ.M.)	
TOTAL G.F.A.		
BASEMENT FLOOR	= 453.54 SQ.FT.	
FIRST FLOOR	= 1258 SQ.FT.	
SECOND FLOOR	= 1264 SQ.FT.	
TOTAL	= 2613.47 SQ.FT. (242.80 sq.m.)	
COVERAGE	= 0.81 % GFA	
COVERAGE	= 1310.54 SQ.FT. ( 40.39 % )	
OPEN SPACE	= 1934.14 SQ.FT. [ 179.68 SQ.M.]( 59.61 % )	
FRONT YARD AREA	= 420.092 SQ. FT.	39.02 SQ.M.
DRIVEWAY AREA	= 160.676 SQ. FT.	14.927 SQ.M. ( 38.25 % )
HARD SURFACE AREA	= 87.83 SQ. FT.	8.16 SQ.M. ( 33.86 % )
SOFT LANDSCAPE AREA	= 171.526 SQ. FT.	15.935 SQ.M. (66.135 %)
REAR YARD AREA	= 1290.027 SQ. FT.	119.847 SQ.M.
HARD SURFACE AREA	= 187.102 SQ. FT.	17.38 SQ.M.
SOFT LANDSCAPE AREA	= 1102.925 SQ. FT.	102.467 SQ.M.

SITE PLAN

THIS SITE PLAN IS BASED ON PLAN OF SURVEY OF PART OF LOT 30, REGISTERED PLAN 1152 Y CITY OF TORONTO MUNICIPALITY OF METROPOLITAN TORONTO

SCALE : 3/32" = 1'-0"  
PREPARED BY: LAND SURVEY GROUP  
O.L.S.  
DATED: JUNE, 2017

PROJECT:  
PROPOSED:  
PRIVATE  
THREE STOREY SF DWELLING  
FOR:  
TEUTA GUCI  
AT:  
111 GOUGH AVENUE

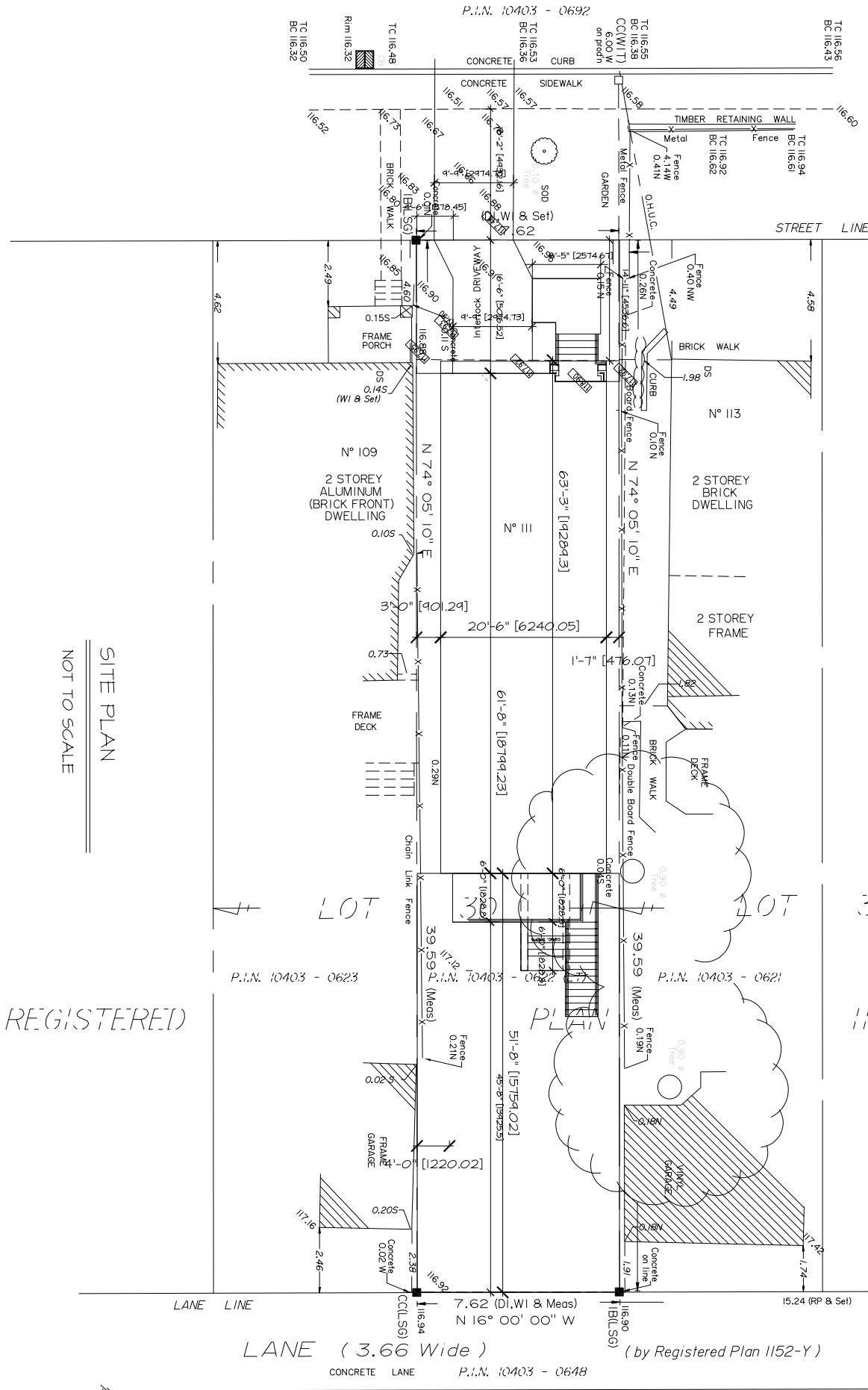
DRAWING TITLE:  
SITE PLAN

SCALE 3/16" = 1'-0"	PROJECT No. 17016
DATE: NOV. 2017	
DRAWN BY:	PAGE No. 1
CHECKED BY:	

# GOUGH AVENUE

(Formerly MOSCOW AVENUE, by Registered Plan 1152-Y)

Approximate Centreline of Pavement



SCALE = 1 : 150  
10 metres

SITE PLAN  
NOT TO SCALE

REGISTERED

LANE (3.66 Wide)

(by Registered Plan 1152-Y)

CONCRETE LANE P.I.N. 10403 - 0648

P.I.N. 10403 - 0623

P.I.N. 10403 - 0622

P.I.N. 10403 - 0621

1152-Y

LANE LINE

7.62 (D.I.WI & Meas)  
N 16° 00' 00" W

15.24 (RP & Set)

CONCRETE on line

116.90

116.90

CONCRETE

P.I.N. 10403 - 0648

TC 116.50  
BC 116.32

P.I.N. 10403 - 0692

TC 116.55  
BC 116.38  
CC(W/T)  
6.00 W  
on prop

TC 116.56  
BC 116.43

CONCRETE CURB

116.57

116.57

TIMBER RETAINING WALL

Metal Fence

TC 116.94  
BC 116.61

TC 116.92  
BC 116.62

4.14 W  
0.41 N

0.111 C.

4.49

Concrete

0.26 N

0.13 N

0.13 N

0.13 N

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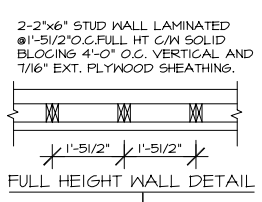
SCALE = 1 : 150



- 3.0 STRUCTURAL STEEL MEMBERS AND INSERTS SHALL BE CSA G.40.21-M300W AND EMBEDDED PLATES SHALL BE GENERAL PURPOSE STEEL.
- 4.0 BACKFILL SHALL BE PLACED AND COMPACTED EQUALLY ON BOTH SIDES OF FOUNDATION WALLS TO AVOID LATERAL LOADING.
- 5.0 ALL INTERIOR DOOR AND OPENING LINTELS NOT SHOWN TO BE A MIN OF 2 - 2" x 6" NUMBER 1 SPF.
- 6.0 ALL 4" & 6" PARTITIONS SHOWN (UNLESS OTHERWISE NOTED) TO BE 2" x 4" OR 6" @ 12" O.C. FOR LOAD BEARING WALLS & 2" x 4" OR 6" @ 16" O.C. FOR NON LOAD BEARING WALLS

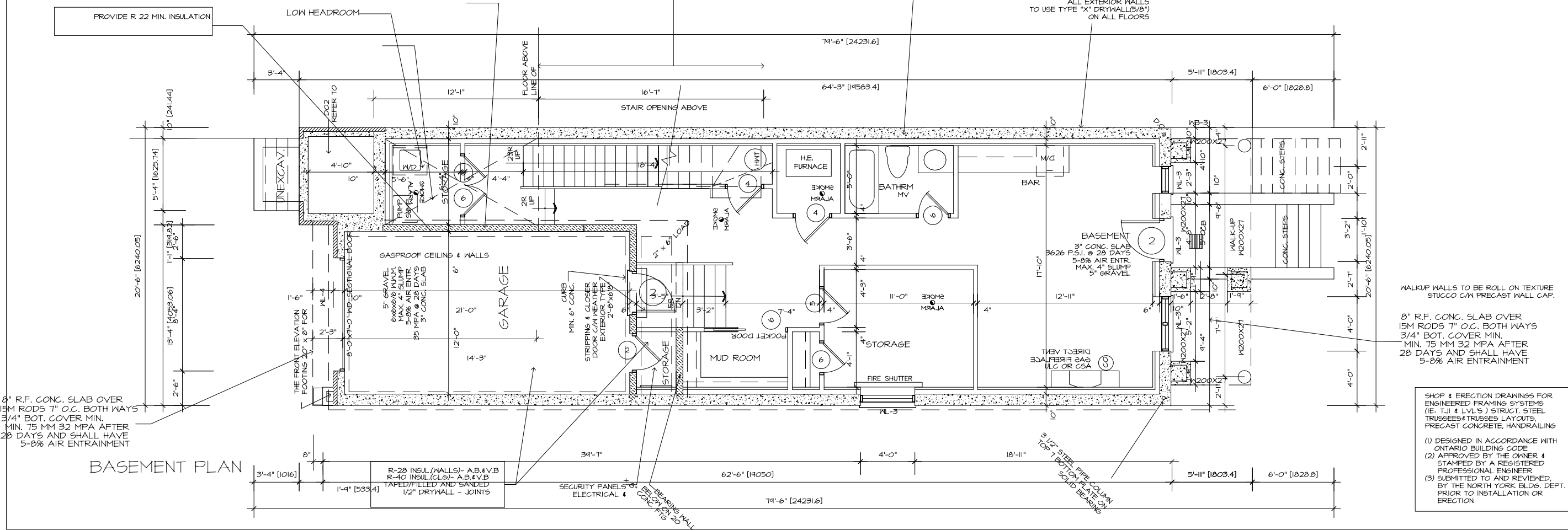
**BASEMENT PLAN NOTES:**

- 1.0 ALL CONCRETE FOOTINGS SHALL REST ON UNDISTURBED SOIL WITH ALLOWABLE BEARING CAPACITY OF 200 KPA. (4000 PSF). AND BE FOUNDED A MIN. OF 4'-0" BELOW FINISHED GRADE. (Obtain soil engineer's approval on soil bearing capacity before placing concrete)
- 2.0 CONCRETE FOOTINGS AND FOUNDATION WALLS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 20 MPA (3000 PSI) AFTER 28 DAYS.



15M BARS @ 14\"/>

ALL EXTERIOR WALLS TO USE TYPE "X" DRYWALL(5/8") ON ALL FLOORS



WALKUP WALLS TO BE ROLL ON TEXTURE STUCCO C/M PRECAST WALL CAP.

8" R.F. CONG. SLAB OVER 15M RODS 7" O.C. BOTH WAYS 3/4" BOT. COVER MIN. MIN. 75 MM 32 MPA AFTER 28 DAYS AND SHALL HAVE 5-8% AIR ENTRAINMENT

SHOP & ERECTION DRAWINGS FOR ENGINEERED FRAMING SYSTEMS (IE: TJI & LVL'S) STRUCT. STEEL TRUSSES & TRUSSES LAYOUTS, PRECAST CONCRETE, HANDRAILING

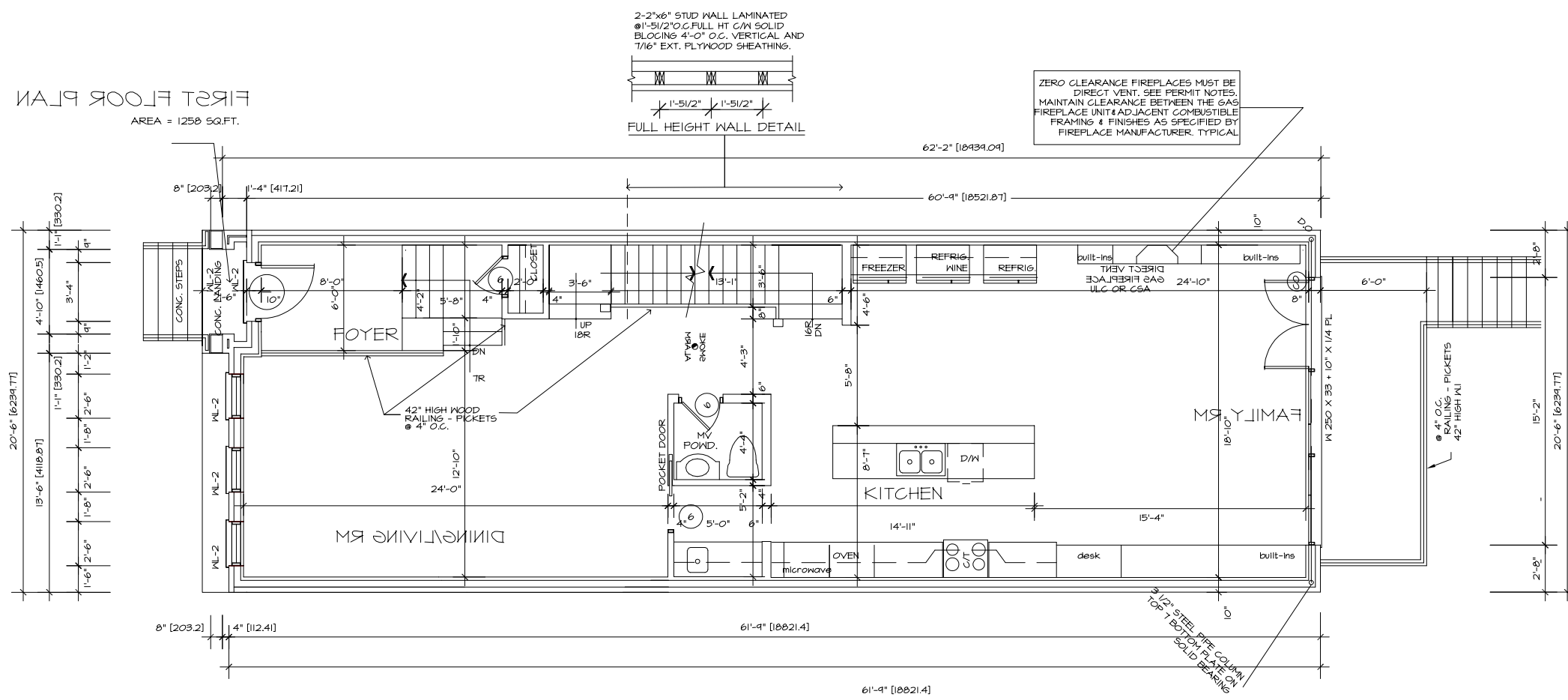
- (1) DESIGNED IN ACCORDANCE WITH ONTARIO BUILDING CODE
- (2) APPROVED BY THE OWNER & STAMPED BY A REGISTERED PROFESSIONAL ENGINEER
- (3) SUBMITTED TO AND REVIEWED BY THE NORTH YORK BLDG. DEPT. PRIOR TO INSTALLATION OR ERECTION

BASEMENT PLAN

PROJECT: PROPOSED: PRIVATE THREE STOREY SF DWELLING	
FOR: AT:	
DRAWING TITLE: FLOOR PLANS	
SCALE: 3/16" = 1'-0"	PROJECT No. 17016
DATE: Aug. 2017	PAGE No. 2
DRAWN BY:	CHECKED BY:



FIRST FLOOR PLAN  
AREA = 1258 SQ.FT.



DOOR SCHEDULE

1	40" x 96" x 1 3/4" SOLID WD. DOOR
2	36" x 82" x 1 5/8" METAL INSUL. DOOR
3	38" x 82" x 1 5/8" METAL INSUL. DOOR
4	34" x 82" x 1 5/8" SOLID WD. DOOR
5	32" x 96" x 1 3/8" SOLID WD. DOOR
6	26" x 96" x 1 3/8" SOLID WD. DOOR
7	20" x 96" x 1 3/8" SOLID WD. DOOR

BEAM SCHEDULE

WB1	= 2 - 2" X 8" SPR.#1
WB2	= 3 - 2" X 8" SPR.#1
WB3	= 2 - 2" X 10" SPR.#1
WB4	= 3 - 2" X 10" SPR.#1
WB5	= 2 - 2" X 12" SPR.#1
WB6	= 3 - 2" X 12" SPR.#1

LINTEL SCHEDULE

PROVIDE 6" MIN. BEARING AT EACH END FOR ALL STEEL LINTELS ON A MIN. OF 8" SOLID MASONRY.

L1	= 3 1/2" x 3 1/2" x 1/4" (90x90x6)
L2	= 4" x 3 1/2" x 5/16" (100x90x8)
L3	= 5" x 3 1/2" x 5/16" (125x90x8)
L4	= 6" x 3 1/2" x 3/8" (150x90x10)
L5	= 6" x 4" x 3/8" (150x100x10)

CAM. = CAMBERED STEEL TO MATCH PRECAST ARCH  
-OPTIONAL IF PRECAST STRUCTURAL

PROJECT PROPOSED:  
PRIVATE  
THREE STOREY SF DWELLING

FOR:

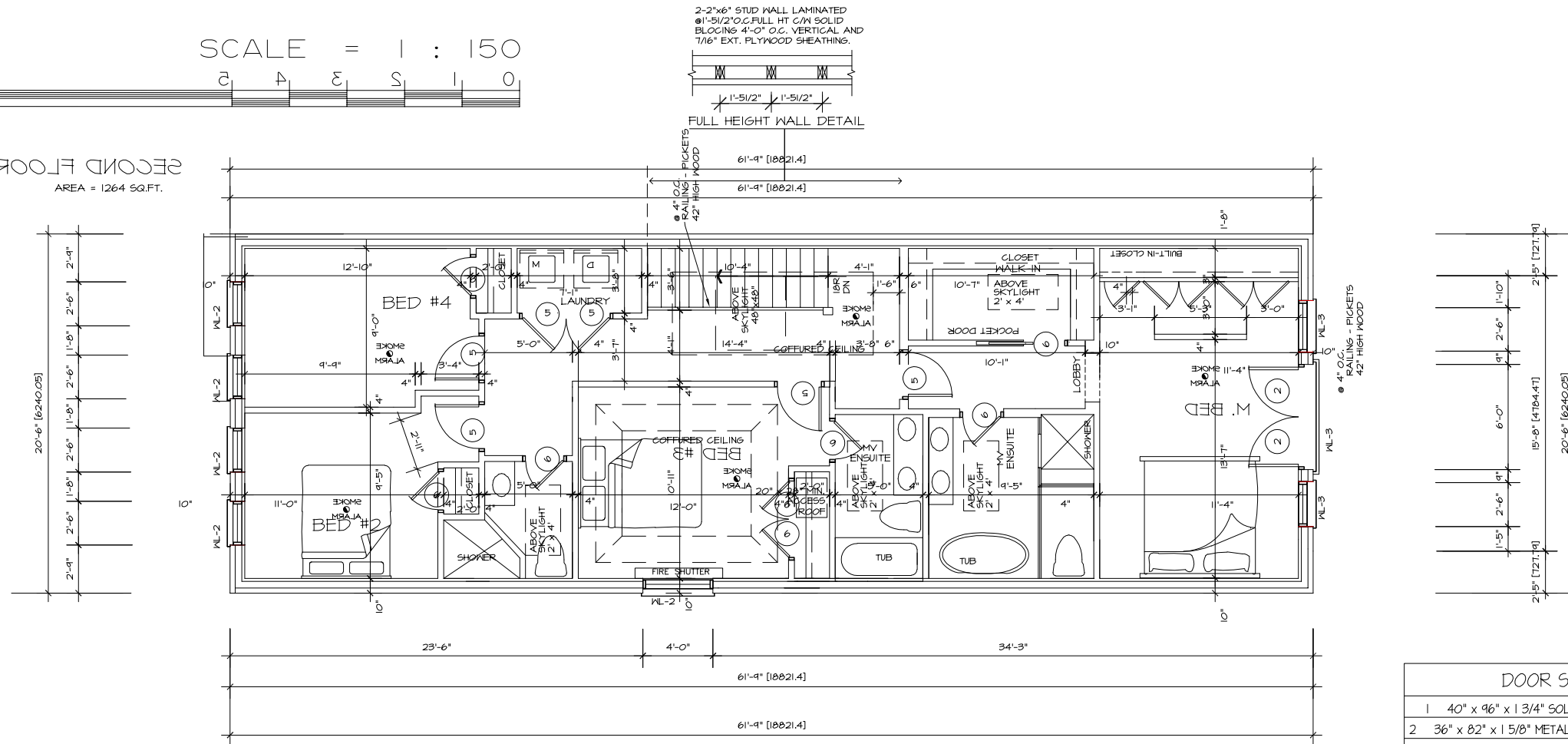
AT:

DRAWING TITLE:  
FLOOR PLANS

SCALE	3/16" = 1'-0"	PROJECT No.	17016
DATE	Aug. 2017	PAGE No.	2
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SECOND FLOOR PLAN  
AREA = 1264 SQ.FT.



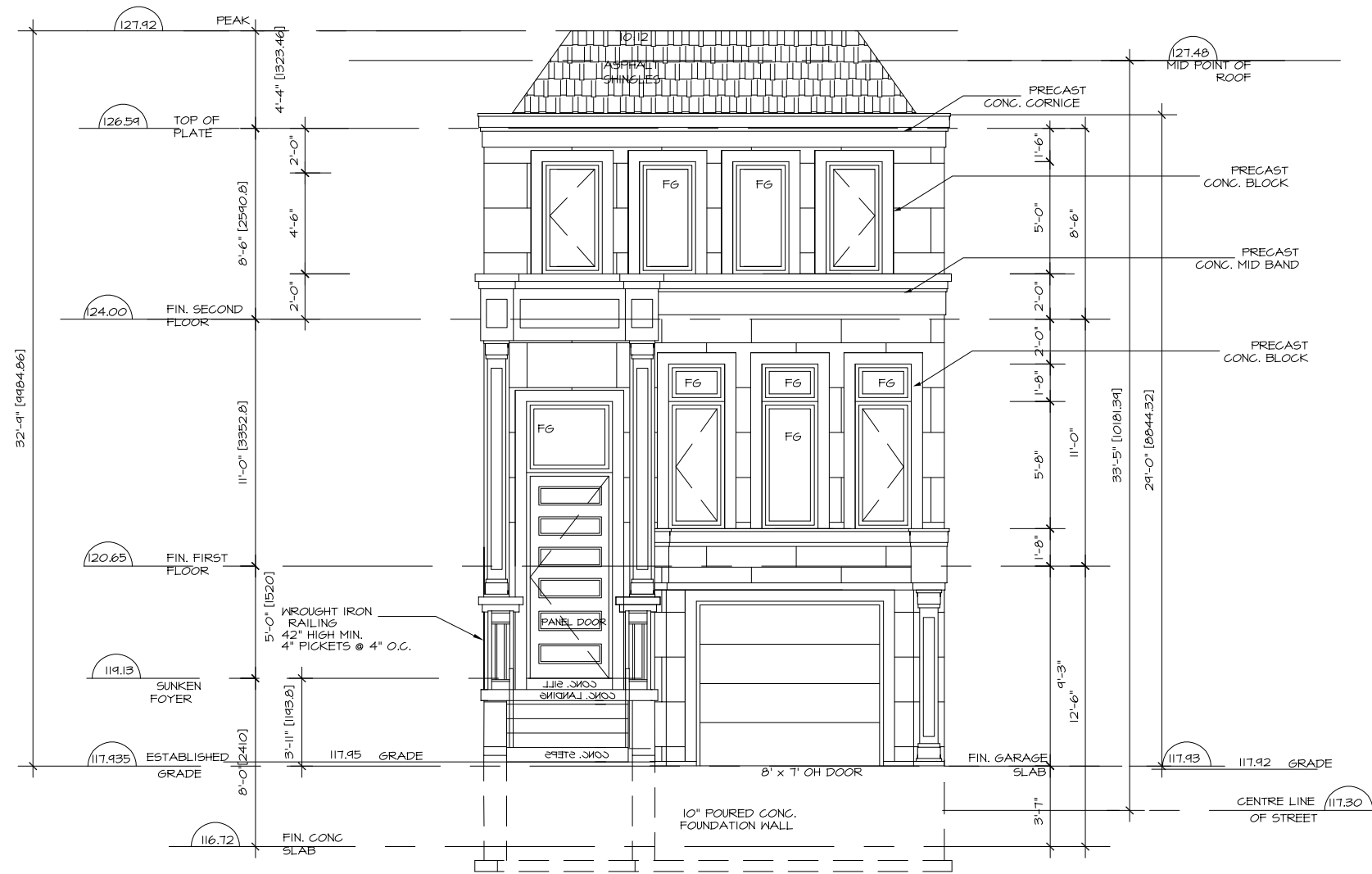
PROVIDE AN ATTIC ACCESS HATCH THAT MAY BE REDUCED TO 0.32 M2 IN AREAS WITH NO DIMENSION LESS THAN 548MM, OR 500MM BY 700MM

THE NUMBER STUDS IN WALL DIRECTLY BELOW GIRDER TRUSS OR WOOD BEAM SHALL CONFORM TO OBC PART 4 TABLE A 34 TO 37 AND 4.23.10.1

DOOR SCHEDULE	
1	40" x 96" x 1 3/4" SOLID WD. DOOR
2	36" x 82" x 1 5/8" METAL INSUL. DOOR
3	38" x 82" x 1 5/8" METAL INSUL. DOOR
4	34" x 82" x 1 5/8" SOLID WD. DOOR
5	32" x 96" x 1 3/8" SOLID WD. DOOR
6	26" x 96" x 1 3/8" SOLID WD. DOOR
7	20" x 96" x 1 3/8" SOLID WD. DOOR

PROJECT PROPOSED: PRIVATE THREE STOREY SF DWELLING FOR:	
AT:	
DRAWING TITLE:  FLOOR PLANS	
SCALE 3/16" = 1'-0"	PROJECT No. 17016
DATE: AUG. 2017	PAGE No. 3
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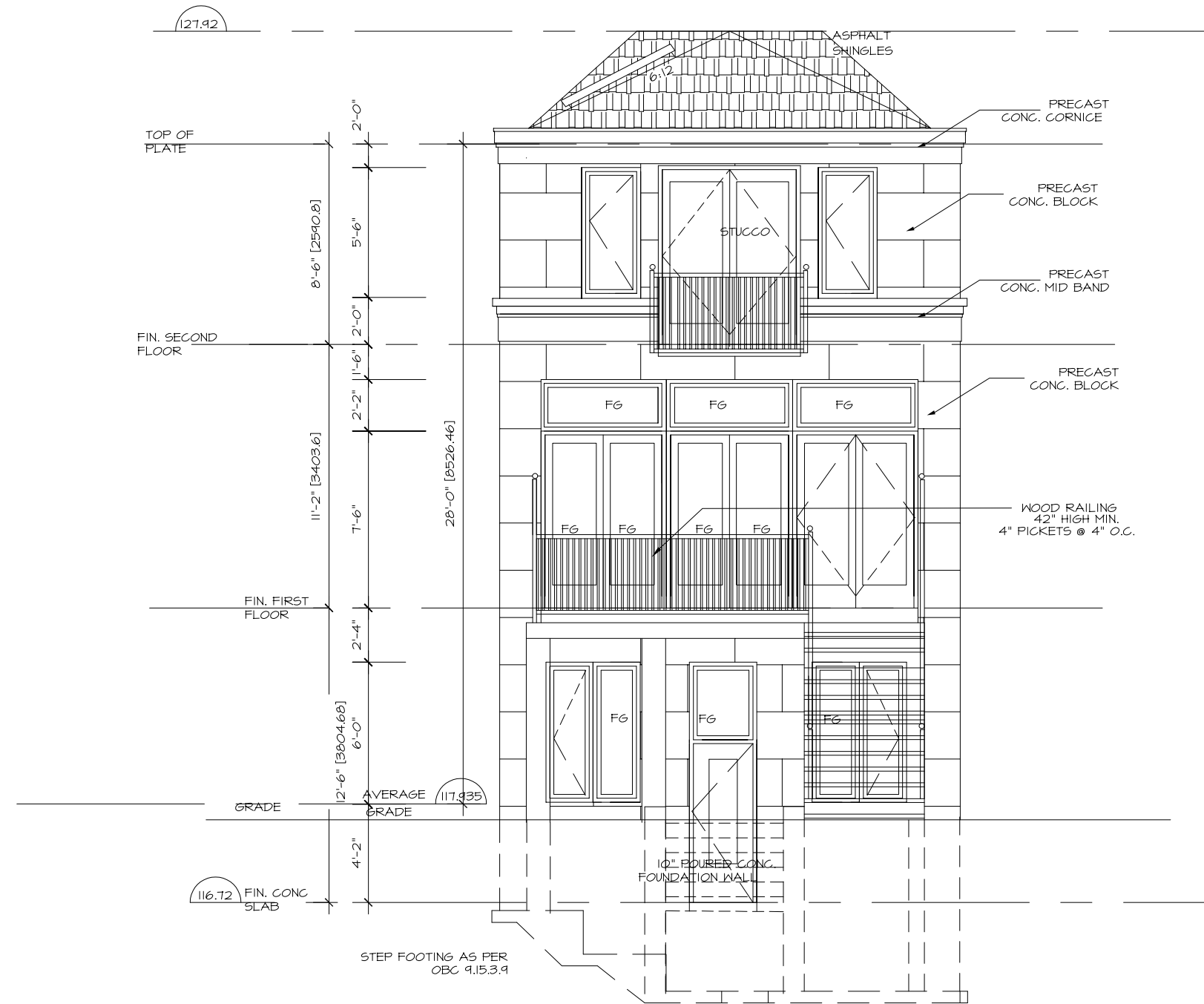


PROJECT:  
PROPOSED:  
PRIVATE  
THREE STOREY SF DWELLING  
FOR:  
  
AT:

DRAWING TITLE:  
  
ELEVATIONS

SCALE: 3/16" = 1'-0"	PROJECT No. 17016
DATE: AUG. 2017	
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SCALE = 1 : 150

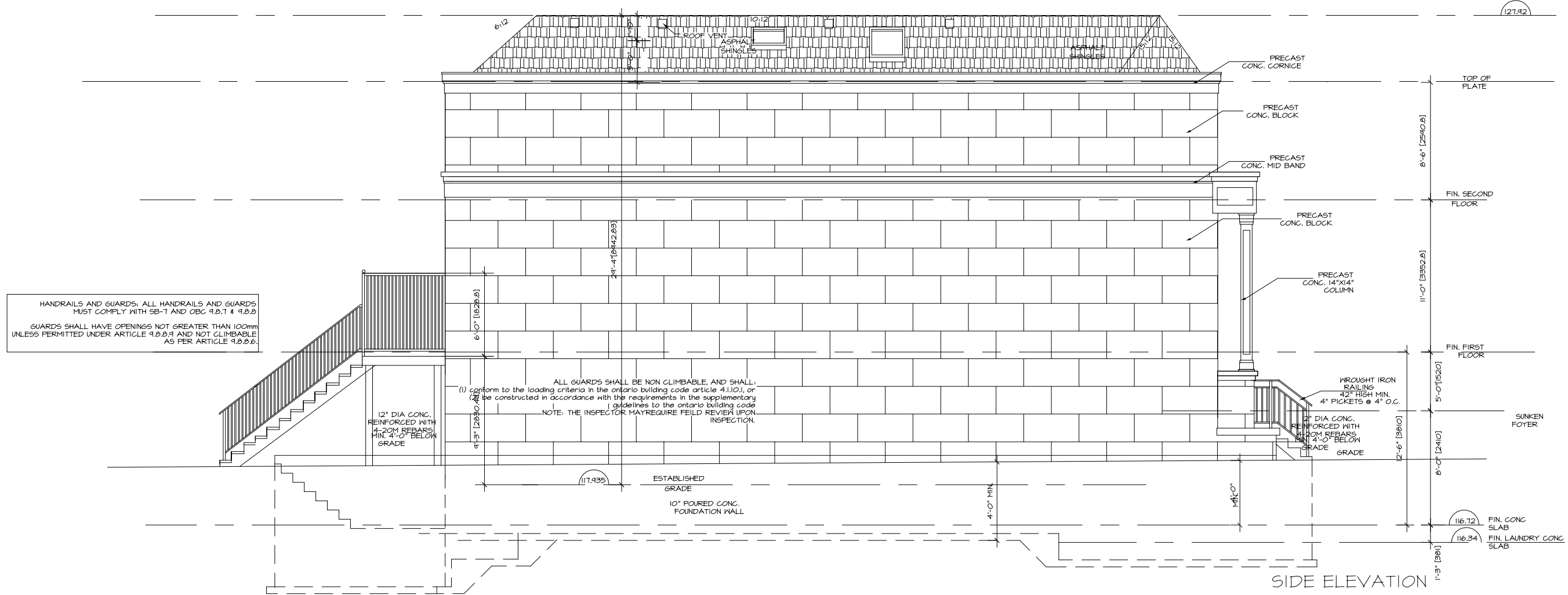


PROJECT:  
PROPOSED:  
PRIVATE  
THREE STOREY SF DWELLING  
FOR:  
AT:

DRAWING TITLE:  
ELEVATIONS

SCALE 3/16" = 1'-0"	PROJECT No. 17016
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SCALE = 1 : 150



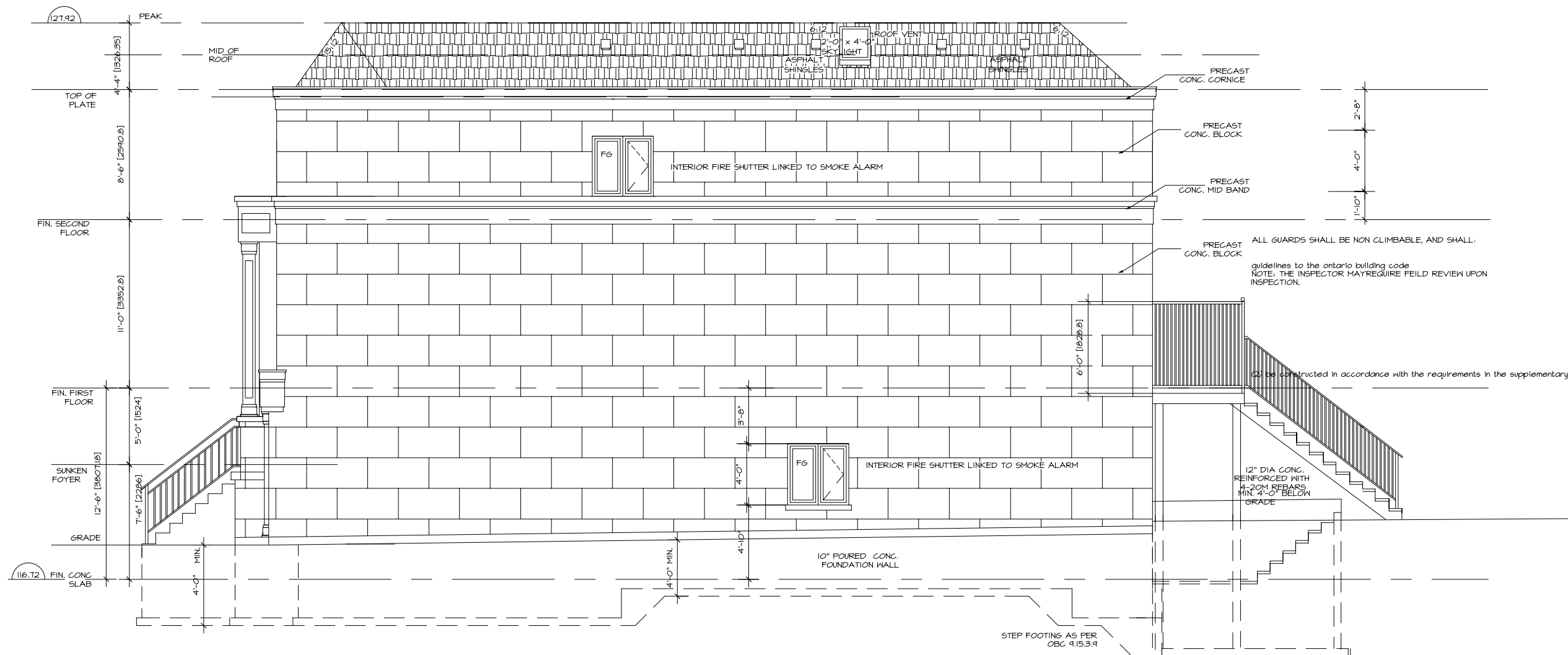
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PROPOSED:  
PRIVATE  
THREE STOREY SF DWELLING  
FOR:  
  
AT:

DRAWING TITLE:  
  
ELEVATIONS

SCALE  
3/16" = 1'-0"  
DATE:  
AUG. 2017  
DRAWN BY:  
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5

SCALE = 1 : 150



SIDE ELEVATION

PROJECT:  
PROPOSED:  
PRIVATE  
THREE STOREY SF DWELLING  
FOR:  
  
AT:

DRAWING TITLE:  
  
ELEVATIONS

SCALE 3/16" = 1'-0"	PROJECT No. 17016
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