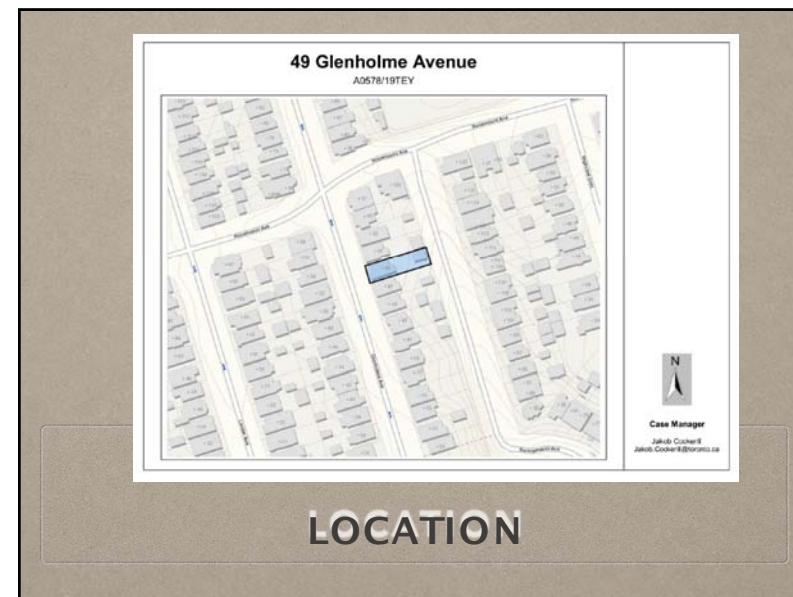
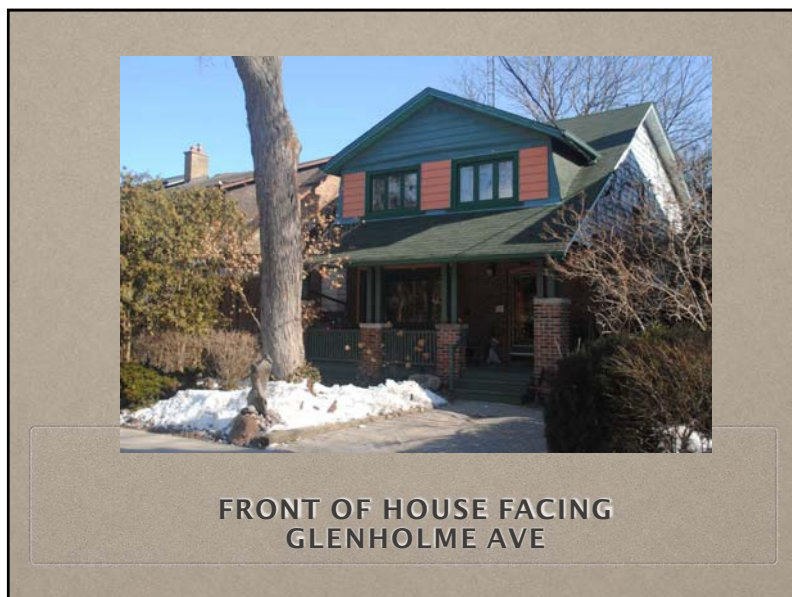


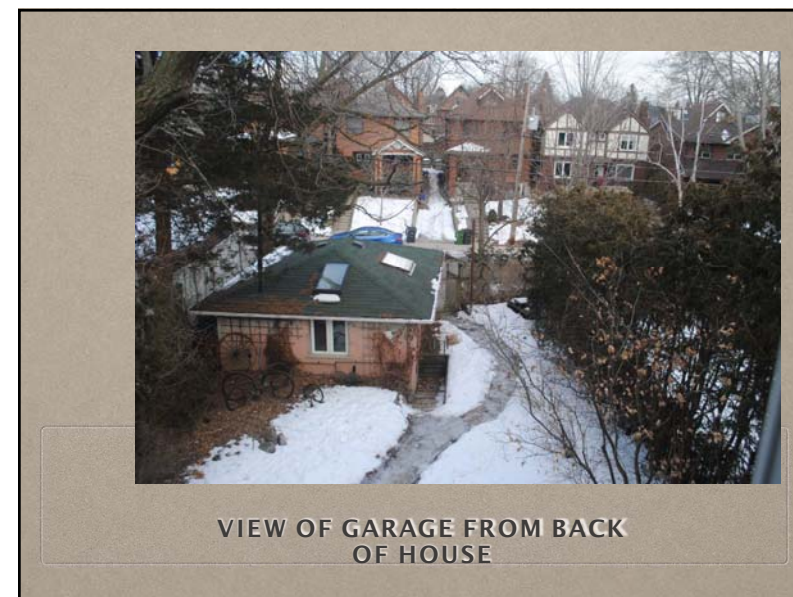
1



2



3



4



**VIEW OF GARAGE FROM
SPRINGMOUNT RD**

5



**VIEW OF SPRINGMOUNT FROM
GARAGE**

6



**VIEW LOOKING SOUTH DOWN
SPRINGMOUNT RD AT GARAGES**

7



**VIEW LOOKING SOUTH DOWN
SPRINGMOUNT RD AT HOMES**

8



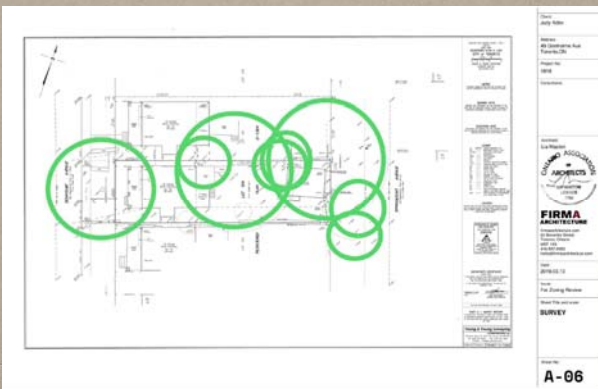
VIEW LOOKING SOUTH DOWN
SPRINGMOUNT

9



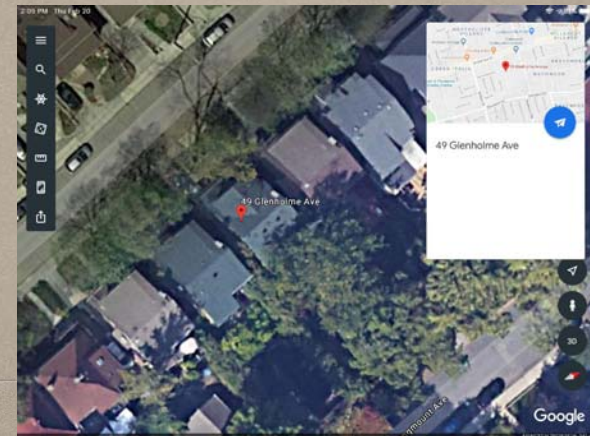
NEIGHBOURING GARAGES ON
SPRINGMOUNT RD

10



SITE PLAN VIEW OF TREE CANOPY AT
49 GLENHOLME AVE

11



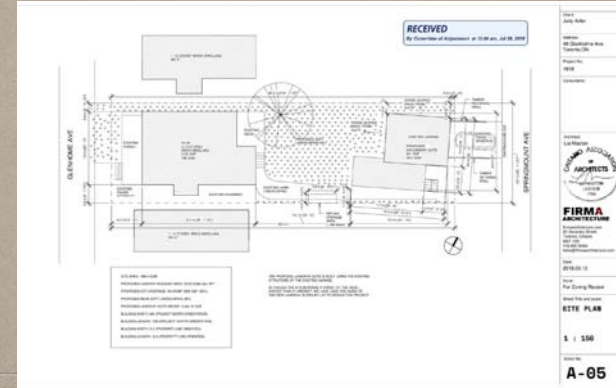
SATELLITE VIEW OF TREE COVER
AT 49 GLENHOLME AVE

12



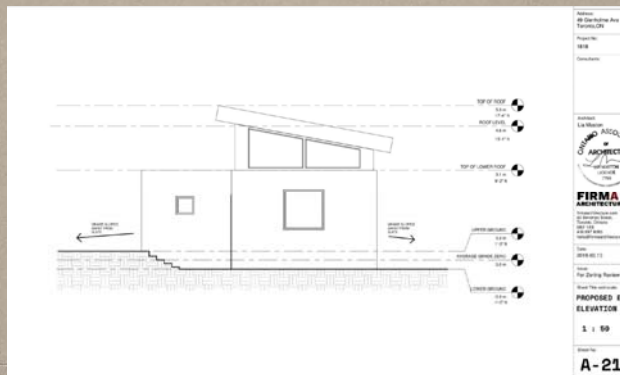
SUMMER SCREENING

13



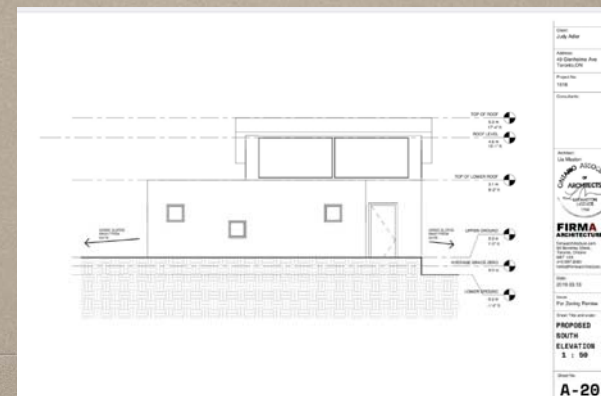
TOP VIEW OF PROPOSED DWELLING

14



STREETSIDE VIEW OF PROPOSED DWELLING

15



SOUTHSIDE VIEW OF PROPOSED DWELLING

16



INTERIOR OF PROPOSED DWELLING

17



SOUTHSIDE AND STREETSIDE VIEW

18



119 Springmount



109/111 Springmount Rd



49 Springmount



14 Springmount



9 Glenholme



52 Glenholme Ave

ARCHITECTURAL STYLES IN NEIGHBOURHOOD

19

COMMENTS

The subject property is located south of St. Clair Avenue West and west of Oakwood Avenue. The site is zoned R (50.4)(1730) under By-law 569-2013 and R2 23.6 under By-law 428-89. The property is occupied by a two-story detached dwelling and a detached garage in the rear yard.

This property is a through lot with frontage on both Glenholme Avenue and Springmount Avenue. The proposed ancillary dwelling unit in the rear yard is not a laneway suite as it is not located on a laneway.

Community Planning generally objects to applications for detached ancillary dwelling units in the rear yard, commonly referred to as garden suites and coach houses, that are not located on a laneway. However, in this case the proposed detached ancillary dwelling unit in the rear yard is located on a through lot and will front onto a public street. The proposal is located along a portion of Springmount Avenue where there are rear yard garages facing the west side of the street and detached dwellings facing the east side of the street.

Community Planning notes that there is currently no proposal to sever the property. However, should an application for consent to sever the property be submitted, Community Planning would not support the application.

The existing detached garage in the rear yard will be altered with a one-storey addition on the south side. Although not a laneway suite, the proposed ancillary dwelling unit is generally designed to be in keeping with the Laneway Suites By-law in terms of height, separation distances and setbacks. The requested variances for landscaping and building depth are due to the proposal being reviewed under the Zoning By-law as two residential buildings on the lot.

The requested variance for building depth of 31.7 m is measured from the front yard setback to the rear wall of the ancillary dwelling unit (Variance No. 3). Community Planning notes that the existing detached dwelling fronting onto Glenholme Avenue is approximately 12 m in length, measured from front wall to rear wall. The proposed ancillary dwelling unit is approximately 10 m in length, measured from front wall to rear wall.


Community Planning recommends, should the Committee approve the application, that the decision be tied to the plans to ensure the proposed ancillary dwelling unit is built substantially in accordance with submitted drawings.


CONTACT

Cecilia Wong, Assistant Planner, Community Planning, Toronto and East York District, 416-392-5650, cecilia.wong@toronto.ca

COMMUNITY PLANNING REPORT

20

 **anabailao**
TORONTO DAVENPORT
CITY COUNCILLOR




In a recent discussion with the applicant, I was informed that a new set of drawings have been submitted to Toronto Building for review. It is my understanding that the new drawings eliminate the landscaping variance and add a front yard parking space.

As you are aware, the proposal before you is not considered a laneway suite, but rather a garden suite. At the present time, the City has guidelines in place for laneway suites, but not for garden suites. As the City's housing advocate and was one of the main driving forces behind the introduction of guidelines governing laneway suites. I can confirm that City staff will begin looking at creating guidelines for garden suites. Given the City's housing pressures, I am of the view that this proposal is an example of how gentle intensification can be achieved in a residential neighbourhood.

In view of the above, I believe that the variances being requested for this Minor Variance application are indeed minor and that the general intent and purpose of the City's Zoning By-law and Official Plan are being maintained. I therefore support this application, subject to the Community Planning and Urban Forestry conditions on file.

Thank you in advance for your time and support.

Sincerely,



**SUPPORTING LETTER FROM
COUNCILLOR ANA BAILAO**


21

Dear Toronto Committee of Adjustment Members,
Re: 43 Glenholme Ave, Secondary Garden Suite Application

We have had a chance to look at the drawings of the secondary garden suite application at 43 Glenholme Ave.

We have no objections to this secondary garden suite construction.

Sincerely,



We live at: 47 Glenholme Ave

Date: Aug 25/19

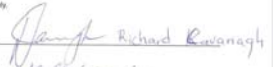
Contact Information: 416-722-3016

Dear Toronto Committee of Adjustment Members,
Re: 43 Glenholme Ave, Secondary Garden Suite Application

We have had a chance to look at the drawings of the secondary garden suite application at 43 Glenholme Ave.

We have no objections to this secondary garden suite construction.

Sincerely,



We live at: 45 Glenholme Ave

Date: 29 Aug 2019

Contact Information: 416 655 6838

**SUPPORTING LETTERS FROM
NEIGHBOURS**

22