



August 12, 2026

This letter will confirm that the property located at 25 Batavia Avenue in Toronto qualifies for a laneway house build in the rear portion of the lot, under Toronto's "Changing Lanes" program.

I visited the property on August 12, 2026 and confirmed zoning, siting, emergency access and other appropriate qualifications to certify its eligibility.

The maximum size of a permitted as of right build appears to be approximately 787 square feet (over two floors - main and upper), with the ability to include an optional car garage on the main floor, with vehicle entry off the laneway.

A basement is also possible here, adding to the square footage above, but in most cases the floor plate of the basement will be significantly smaller than the ground floor and upper floors, the space cannot usually contain bedrooms or a bathroom or a kitchen, and the cost of basement construction can be significant.



2-storey laneway house from [Suite Additions](https://www.suiteadditions.com).

Because of the very deep lot here, and a favourable positioning of the existing house on the lot, this property is somewhat rare in that it can support a laneway house at the maximum allowable build here as indicated above, while still allowing for some car parking *outside* the laneway house. With this configuration, the proponent could choose to build the laneway house with interior parking, or no interior parking (all living space), while still maintaining some parking on the property, outside the laneway house, at the laneway.

An alternate configuration is also possible here, where the laneway house is sunk into the grade approximately 6.56 feet, where it attains a square footage the same as above, 787 square feet. In this configuration a level entry is not possible, nor is *interior* car parking (the interior would be all living space). However, this style can be placed closer to the existing main house than the style at-grade described above, leaving even more room for parking, or more rear yard space between the laneway house and the laneway.

In order to build a laneway house here, the proponent requires a 0.9m (35.5”) wide clear emergency access path from front yard to back, down the side of the existing house. The owner of 25 Batavia Avenue will likely need to enter into a Limiting Distance Agreement (LDA) with the owner of 27 Batavia Avenue, in order to build the laneway house. If that is the case, a “positive reciprocity principle” is in effect here, as the owner of 27 Batavia Avenue would also need this LDA, in order to build a laneway house on *their* property.

The relatively new (2018) Changing Lanes program from the City of Toronto allows qualifying property owners to construct a laneway house “as of right” on their property, with simple building permit application and no political approval or committee of adjustment approval required. No variances are required and no appeals or “neighbour vetoes” are permitted. The city also waives development cost charges.

Should you have any questions about 25 Batavia Avenue in particular, or the Changing Lanes program in general, please feel free to contact me any time, or visit our website.

Martin Steele

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