

South Side Greenbrae Circuit (West of 700 Markham Road) - Zoning Application – Final Report

Date:	August 24, 2007
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward No 38 - Scarborough Centre
Reference Number:	File No. 06 143883 ESC 38 OZ

SUMMARY

This application proposes to amend the zoning by-law to permit the development of 13 street townhouses (freehold) on Greenbrae Circuit (west of 700 Markham Road).

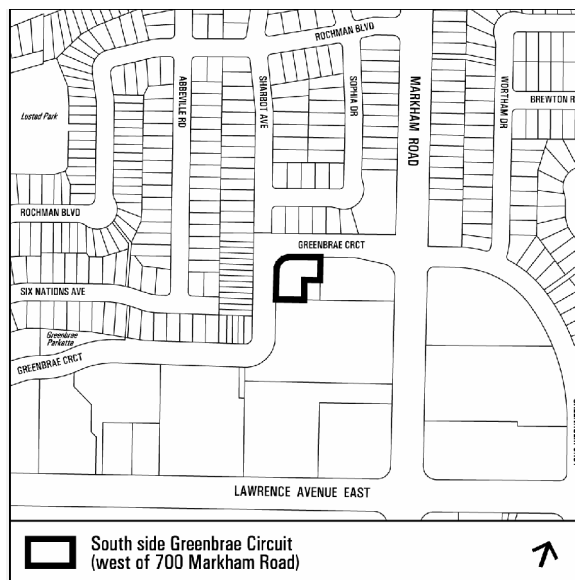
The proposed townhouse development will create new housing on a vacant corner lot, formerly part of a larger, commercially zoned site at 700 Markham Road. The proposal includes five units fronting onto the east side of Greenbrae Circuit and eight units fronting onto the south side of Greenbrae Circuit.

This report reviews and recommends approval of the application to amend the zoning by-law.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the zoning by-law for the Woburn Community substantially in accordance with the draft zoning by-law amendment attached as Attachment No. 6.
2. Prior to the introduction of the Bills to Council, the owner shall:



- i. provide for the review and acceptance of the Executive Director, Technical Services, an addendum to the Site Servicing Report that determines the storm water run-off, sanitary flow and water supply demand resulting from the development and which demonstrates how the site is to be serviced, adequacy of the existing infrastructure to service this development and what improvements/upgrades to municipal infrastructure are required to accommodate this development; and
 - ii. if determined necessary by the Executive Director, Technical Services, enter into a Development Agreement, to his satisfaction, that includes financial provisions/securities for the construction of any external improvements/upgrade to the municipal infrastructure within the City's right-of-way required to accommodate the proposed development.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft zoning by-law amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In December 2005, approval was granted to sever the property at 700 Markham Road into two parcels. The parcel west of 700 Markham Road, now proposed for townhouses, was granted an easement for right-of-way access over the parcel containing the commercial building at 700 Markham Road. The consent and easements were finalized in August 2006.

ISSUE BACKGROUND

Proposal

The proposal is to develop a vacant parcel of land with 13 street townhouses fronting onto Greenbrae Circuit. The site is currently zoned for commercial use.

The townhouses are proposed to be 11.8 metres (38.7 feet) in height. Each townhouse would front onto Greenbrae Circuit and each entrance would be directly accessible from new sidewalks to be constructed on Greenbrae Circuit. All units have enclosed parking spaces located at the rear of the townhouses. Typical unit sizes range from 166 m² (1,791 ft²) to 221.6 m² (2,385 ft²) and have either 3 or 4 bedrooms. The owner intends to develop this site as a freehold townhouse development incorporating a common element (landscaped open space, children's play area, pedestrian walkways, rear driveway and a visitor parking area).

Vehicle parking for residents and visitors is proposed at the rear of the townhouses by way of a driveway which accesses Greenbrae Circuit. The dwelling units would have a

minimum of one parking space per unit. All resident parking spaces would be located within enclosed garages. Seven visitor (surface) parking spaces are proposed at the rear of the townhouses, in the area adjacent to the 700 Markham Road property.

The townhouses are arranged into two townhouse blocks. Five of the street townhouses are located on the east side of Greenbrae Circuit and eight units are located on the south side of Greenbrae Circuit. The townhouse blocks are separated (at the street corner) by a landscaped open space area that includes a children's play area, benches and walkways that provide pedestrian access into the townhouse development.

The owner's proposed development is shown on Attachments Nos.1 to 3. Additional project information is provided in the Application Data Sheet (Attachment No. 5).

Site and Surrounding Area

The site has an area of approximately 1 949 m² (20,979 ft²). It is a vacant corner lot which fronts onto Greenbrae Circuit as it curves southwest. The site has frontage of approximately 252 metres (826 feet) along Greenbrae Circuit.

Surrounding land uses:

East: The site is located immediately west of a commercially developed property at the corner of Greenbrae Circuit and Markham Road, containing a variety of retail/service uses including a grocery store, coin laundry, finance office, animal clinic and Tim Horton's coffee shop.

North: The rear yards of residential dwellings (that front onto Sophia Drive to the north) are located on the north side of Greenbrae Circuit. To the north, there is a Place of Worship which fronts onto Markham Road.

West: Narrow lot, detached two-storey residential dwellings are located to the west (across Greenbrae Circuit).

South: To the south of the site, there is a parking lot that serves a Toronto-Dominion (TD) Bank located at 680 Markham Road.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required

by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The development is a minor intensification of the site that makes efficient use of existing infrastructure. The proposal is consistent with the PPS and conforms with, and does not conflict with, the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Toronto Official Plan designates the subject site as “Mixed Use Areas”, which permits a broad range of residential, commercial, institutional, recreational, cultural, park and open space uses. The policies of the Plan provide that development within the ‘Mixed Use Areas’ will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community. New buildings are to be located and massed to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale neighbourhoods. The Plan also requires that new buildings be located and massed to frame the edges of streets and parks; provide an attractive, comfortable, and safe pedestrian environment; and take advantage of nearby transit services. Development in ‘Mixed Use Areas’ is to have access to schools, parks, community centres, libraries, and childcare; take advantage of nearby transit services; provide good site access and circulation and an adequate supply of parking for residents and visitors; provide indoor and outdoor recreation space for building residents while locating and screening service areas to minimize the impact on adjacent streets and residences.

The built form policies of the Plan (Section 3.1.2) encourage new development to be located and organized to fit within the planned context. New developments should also be massed to fit harmoniously into their surroundings, while respecting and improving the local scale and character.

Zoning

The subject property is zoned Community Commercial (CC) which permits commercial uses.

Site Plan Control

A site plan control application (File No. 06 143893 ESC 38 SA) has also been submitted for the overall development and is currently being reviewed.

Reasons for Application

An amendment to the Woburn Community Zoning By-law No. 9510 is necessary to re-zone the site to permit the proposed townhouse development and to establish the necessary zoning standards that will regulate the new development.

Community Consultation

A community consultation meeting was held on January 29, 2007. There were 13 residents that attended the meeting along with the Ward Councillor, Planning staff and members of the applicant's team.

Comments from the community related to the height of the townhouses, density (number of townhouses), shadow impacts upon neighbouring dwellings; adequacy of parking on-site; and a preference for single-detached or semi-detached dwellings rather than townhouses. Neighbouring residential property owners on Greenbrae Circuit (to the west) and the properties on Sophia Drive (the backyards of which back onto Greenbrae Circuit) had concerns about the height of the proposed townhouses in relation to existing residential dwellings. Two property owners on Sophia Drive were concerned about privacy issues (overlook) of the proposed units facing into their rear yards. Two residents expressed concerns that the townhouse proposal lacked a play area for children. Other residents noted that the proposed development did not have a walkway leading to the street (Greenbrae Circuit west side) while others noted that there should not be a walkway and that a fence should be incorporated around the perimeter of the site to prevent people from "cutting through" the property, as a short-cut to the existing retail development at Markham Road and Greenbrae Circuit.

As assessed further in this report, the applicant has made several substantial changes to the townhouse proposal to address the residents' concerns. These changes include:

- Reduction in overall height of the townhouses from 14.18 metres (46.5 feet) to 11.8 metres (38.7 feet);
- Reduction in the number of townhouse units from 14 units to 13 units;
- Redesign of the roof of the townhouses. All townhouses are proposed to have a mansard roof to reduce the perceived height of the townhouses;
- Modification of the townhouse layouts so that all front door landings are no more than one metre above grade (at the public sidewalk) and elimination of a set of exterior steps, all of which provide a better relationship between the building and pedestrians at street level;
- An increase in the overall landscaped area of the development;
- Proposed play area at the south-west corner of the site; and
- A proposed walkway from the public sidewalk at the south-west corner of the site.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

COMMENTS

Land Use

The proposed residential development is an appropriate use of lands, designated for mixed use, where reurbanization is anticipated and encouraged. The ground-related townhouses would create an appropriate transition between the residential lands to the west and north and the commercial development to the east. The proposed development is compatible with the surrounding neighbourhood. In addition to redeveloping a vacant and underutilized site, the proposed development achieves a number of City objectives including: providing new housing, adding to the mix of housing types, utilizing existing infrastructure and enhancing the streetscape by providing landscaping and buildings which frame the street.

Urban Design/ Infill Townhouse Design Guidelines

The built form policies of the Official Plan (Section 3.1.2) encourage new development to be located and organized to fit within the planned context. New development is to frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces. New development should also be massed to fit harmoniously into its surroundings, while respecting and improving the local scale and character.

Staff have reviewed the development in the context of the built form policies of the Official Plan and the City's Infill Townhouse Guidelines. The townhouse guidelines were developed to provide specific development criteria that must be addressed when evaluating proposed infill developments. In general, new infill development should respect the character of the surrounding area and provide a pleasant living environment for new residents. Some of the specific guidelines that would be applicable to this proposed development include: frontage requirements for townhouses; building height and the relationship of dwellings, particularly the front door of the units, to grade.

The guidelines call for publicly accessible pedestrian walkway networks as part of a townhouse development so that pedestrians can comfortably access their neighbourhood services and amenities.

The proposed townhouse project is consistent with the built form policies of the Official Plan and is in keeping with the infill townhouse guidelines. This project implements the essential elements identified in both the built form policies of the Plan and the townhouse guidelines with respect to: internal visitor parking; locating buildings parallel to the street; suitable grade and street relationships; visible entrances at the street; adequate landscaped open space; providing views into the street and open space areas; adequate light and privacy; appropriate setbacks from the street; sufficient private amenity areas; and creating and/or extending existing sidewalks to establish pedestrian links.

Height, Massing & Built Form

In response to community input and staff review of the proposed development of the site, the applicant made several changes to the original proposal. The townhouses are now proposed to be three (full) storeys above an initial level containing a rear garage, furnace/storage area and family room (several of the first levels of the townhouse units are slightly below grade). Total height (all levels) of the townhouses would be 11.8 metres (38.7 feet) which is consistent with recent approvals for townhouse development in the Scarborough District and City of Toronto where approved townhouses have heights ranging from 11 to 13 metres (36 – 42.6 feet). A mansard roof has been incorporated into the design of the townhouses to reduce the perceived height of the units. Other changes made to the original proposal include:

	Original Proposal	Revised Proposal
Height	14.18m (46.5 ft)	11.8m (38.7 ft)
Number of Units	14	13
Building Coverage	49.3% (of lot area)	44.7% (of lot area)
Front Door Landings	2.3m (7.5 ft) (above grade)	1.0m (3.2 ft) (above grade)
Roof	above 3 rd Floor	Mansard Roof (4 th Floor)
Landscaped Area	404m ² (4,349 ft ²)	578.5m ² (6,227 ft ²)
Paved Area	585m ² (6,297 ft ²)	500m ² (5,382 ft ²)

The subject site is designated ‘Mixed Use Areas’ and is adjacent to lands designated ‘Neighbourhoods’ (to the north and west). The mixed use policies require that new buildings be located and massed to “provide a transition between areas of different development intensity and scale ... through means such as appropriate setbacks, and/or a stepping down of heights, particularly towards lower scale “Neighbourhoods”. At the height proposed, the townhouses would provide an appropriate transition from the existing 2-storey dwellings to the west, where current zoning permissions permit a height of 9 metres. An appropriate transition is also created to the north of the site where the dwellings are typically one storey in height. These dwellings are oriented to the north, fronting onto Sophia Drive. The rear yards are approximately 7 to 8 metres (23 to 26 feet) in depth and together with the existing public road width and the proposed front yard setback (2.9 metres) (9.8 feet) of the townhouse block, an appropriate transition between the front wall of the townhouses and the dwellings to the north is provided.

Lands to the east of the site are also designated ‘Mixed Use Areas’, zoned for commercial use and front onto Markham Road. The proposed townhouses offer an appropriate relationship with the existing, single storey commercial use.

The proposed townhouses would be constructed using brick facing which is in keeping with the brick, stucco and wood facings of the surrounding dwellings. The fourth levels of all townhouses have been designed as mansard roofs to enhance the residential scale of the buildings and to blend well with the scale of the surrounding two-storey, single-detached, and one-storey detached dwellings to the west and north, respectively. Any

exterior lighting located within the townhouse site would be oriented downward to minimize glare from the lights to the rest of the neighbourhood.

Staff are satisfied that the height and built form of the applicant's proposal are appropriate for the redevelopment of this site. Staff are further satisfied that redevelopment of this vacant parcel at the height and built form proposed would not generate negative impacts upon abutting properties.

Streetscape

The proposed development will result in an improvement to the existing streetscape on Greenbrae Circuit by redeveloping the vacant parcel with townhouses that frame the street. Each townhouse would front onto Greenbrae Circuit and each entrance would be directly accessible from a new (public) sidewalk on Greenbrae Circuit. The front-door stoop of all townhouses is accessed by 4 or 5 steps above the grade of the sidewalk (0.7 metres to 0.9 metres (2.3 to 3 feet) above grade). The height of the front door stoops is consistent with the City's Infill Townhouse Guidelines which recommend that the top of the front door stoop should not be higher than 0.9 metres (3 feet) above grade.

Each townhouse block would be setback a minimum of 2.9 metres (9.8 feet) from the front property lines on Greenbrae Circuit, providing an area for soft landscaping and trees. The applicant proposes to plant one deciduous tree in the setback area, in front of each townhouse. In addition, the applicant proposes to plant eight trees within the public right-of-way.

There is no front-yard vehicle parking associated with this development. Rather vehicle parking for residents and visitors is at the rear of the townhouses, accessed by a driveway on the south side of Greenbrae Circuit. The single access point (driveway) for vehicles eliminates the need for multiple curb cuts and driveways. As a result, a safe and comfortable pedestrian environment is provided and a better streetscape is created that incorporates a continuous sidewalk, lined with trees, gardens and porches.

Landscaping improvements to the public right-of-way and the private townhouse site will be further reviewed and secured through the site plan approval process.

Light, View, Privacy & Separation

The City's Infill Townhouse Guidelines establish setback requirements for space between buildings in order to maintain standards of light, view and privacy. These three conditions are influenced by the orientation, spatial characteristics and distances between the building walls, balconies and windows of adjacent buildings. The townhouse development is oriented to the west and north parallel to Greenbrae Circuit, with all decks facing the rear of the site.

The rear wall of the townhouse block facing north (above the garage) is separated a distance of 10.26 metres (33.6 feet) from the side wall of the townhouse block that faces west. This exceeds the Infill Townhouse Guidelines recommended separation of 7.5

metres (25 feet) between the back of a townhouse and the side of another townhouse, designed to ensure adequate light, view and privacy.

Each townhouse unit will have a private terrace located above the attached garage. All terraces are located to the rear of the townhouses. There are no decks, terraces, or patios located at the front of the townhouse units, nor are roof-top terraces proposed, limiting “overlook” into dwellings located on the north and west side of Greenbrae Circuit.

The proposal provides for adequate privacy and separation from the abutting commercial development located at 700 Markham Road. The side wall of the north facing townhouse block would be situated approx. 9.5 metres (32 feet) from the adjacent commercial plaza at 700 Markham Road. The west facing townhouse block is located approximate 15.7 metres (52 feet) from the west property line of 700 Markham Road.

The interface between the commercial development to the east and south and the townhouse development will be buffered by a 1.8 metres (6 foot) high solid fence that will sufficiently screen the commercial parking area of 700 Markham Road and the parking area associated with the TD Bank at 680 Markham Road. As part of the site plan approval, staff will be requiring that the applicant install this privacy fence.

Landscaping

The proposed landscaping will assist in creating a pleasing townhouse development and streetscape. Exterior lighting for the driveway and walkways would be designed to reduce glare onto the residential townhouse units.

The proposed landscape plan includes the planting of trees on the public right-of-way and on private lands, landscaping of the 2.9 metre ((9.8 foot) setback between the property line and the front walls of the townhouses, and soft landscaping of side yards and interior site areas. In addition, substantial landscaping will be provided at the north-west corner of the site, adjacent to Greenbrae Circuit. This area is intended to incorporate a children’s play area (sand-box and/or equipment), together with benches, walkways and landscaping. As part of the site plan approval, staff will be requiring that the applicant install a wrought-iron (or similar) fence and gate within this area. Landscaping elements will be further reviewed and secured through the site plan approval process.

Traffic Impact, Access & Parking

The proposed development is not anticipated to have a significant impact on traffic in the area and provides an adequate parking supply for residents and visitors. A transportation impact study was not required.

The applicant is proposing a total of 20 parking spaces on-site comprised of 13 resident parking spaces and seven visitor parking spaces. Vehicle parking spaces for residents will be within attached garages that accommodate one parking space and located at the rear of each townhouse unit. Visitor parking spaces will be located to the rear of the townhouse blocks, at the south-east boundary of the site, adjacent to the commercial property at 700 Markham Road. The proposed parking results in a visitor parking supply

rate of 0.54 spaces per unit and a resident parking supply rate of 1.0 space per unit. Access to all parking spaces would be from an internal 6-metre (20 foot) wide driveway with access from Greenbrae Circuit. Access onto Greenbrae Circuit is over a right-of-way easement, created in favour of the subject site, at the time when this property and the commercial property at 700 Markham Road were severed into two parcels.

Servicing

The applicant has submitted a Site Servicing Report with the application. Technical Services staff have reviewed the information provided and have requested further details. Staff are recommending that a Site Servicing Report be submitted and accepted by the Executive Director, Technical Services and that (if determined to be necessary) a financial security be posted by the applicant, prior to the introduction of Bills to Council.

Public solid waste and recyclable collection will be picked up curb-side by the City for the 13 units. Snow removal would be done through a private company. An on-site, snow storage area has been provided. Details regarding site lighting to ensure appropriate levels of lighting for safe year round use of the site by cars and pedestrians will be part of the site plan review process.

Tenure

The owner intends to develop this site as a freehold townhouse development incorporating a common element that would include landscaped open space areas, a children's play area, pedestrian walkways, rear driveway and a visitor parking area.

Toronto Green Development Standard

Council has adopted the Toronto Green Development Standard and staff will pursue the implementation of the standard through the site plan approval application.

Archaeological Clearances

It has been determined that there was prior soil disturbance on the property. The probability of archaeological deposits being found intact is extremely low, and therefore an archaeological assessment is not required. However, standard archaeological conditions related to construction activities on the site are recommended, and will be included in the site plan agreement.

Conclusion

This application has been considered on the basis of compatibility with the surrounding neighbourhood and compliance with the official plan and zoning by-law. The proposal represents appropriate infill development on a vacant commercial parcel of land that is situated within a neighbourhood, west of commercial lands on Markham Road. The proposed development would result in 13 new townhouse units. This redevelopment is consistent with municipal planning policy and with the character of the surrounding neighbourhood.

Development Charges

It is estimated that the development charges for this project will be \$107,744.00. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

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Email: rcrooks@toronto.ca

SIGNATURE

Allen Appleby, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: Elevations (South Side of Greenbrae Circuit)

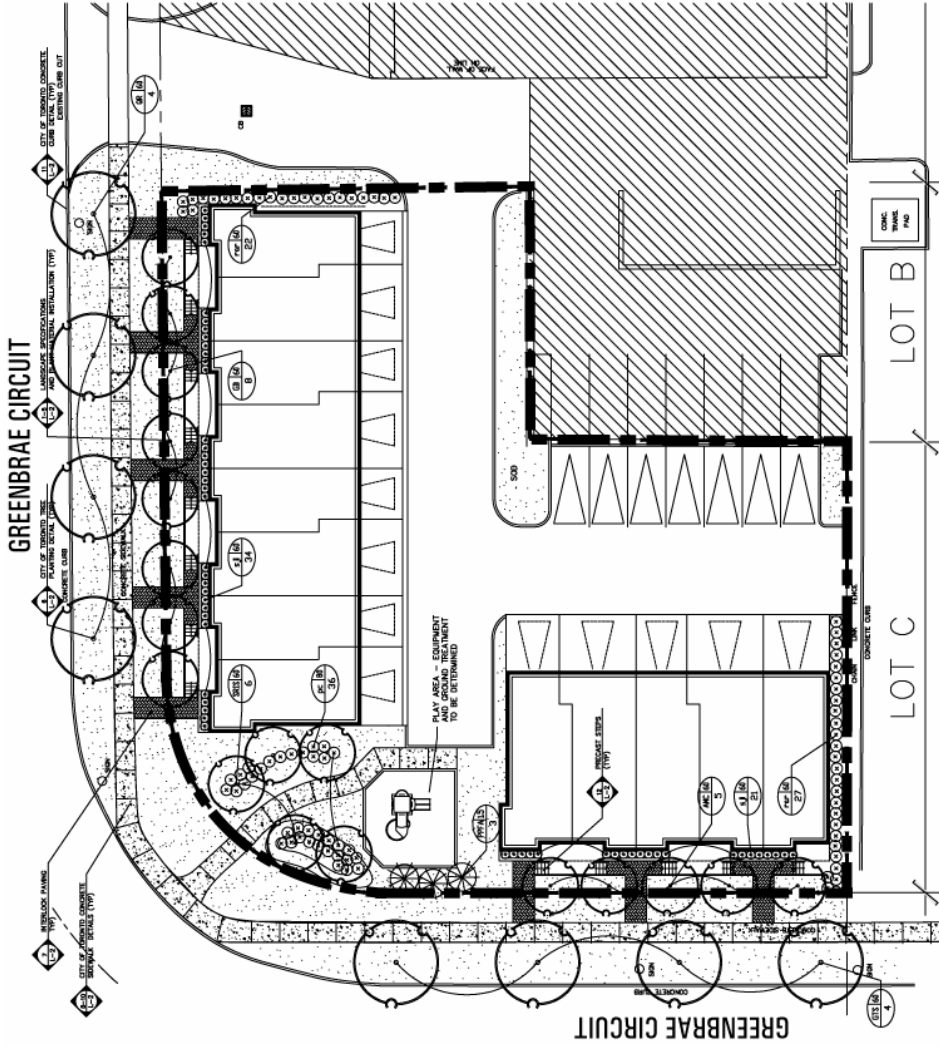
Attachment 3: Elevations (East Side of Greenbrae Circuit)

Attachment 4: Zoning

Attachment 5: Application Data Sheet

Attachment 6: Draft Zoning By-law Amendment

Attachment 1: Site Plan



South side Greenbrae Circuit
(west of 700 Markham Road)

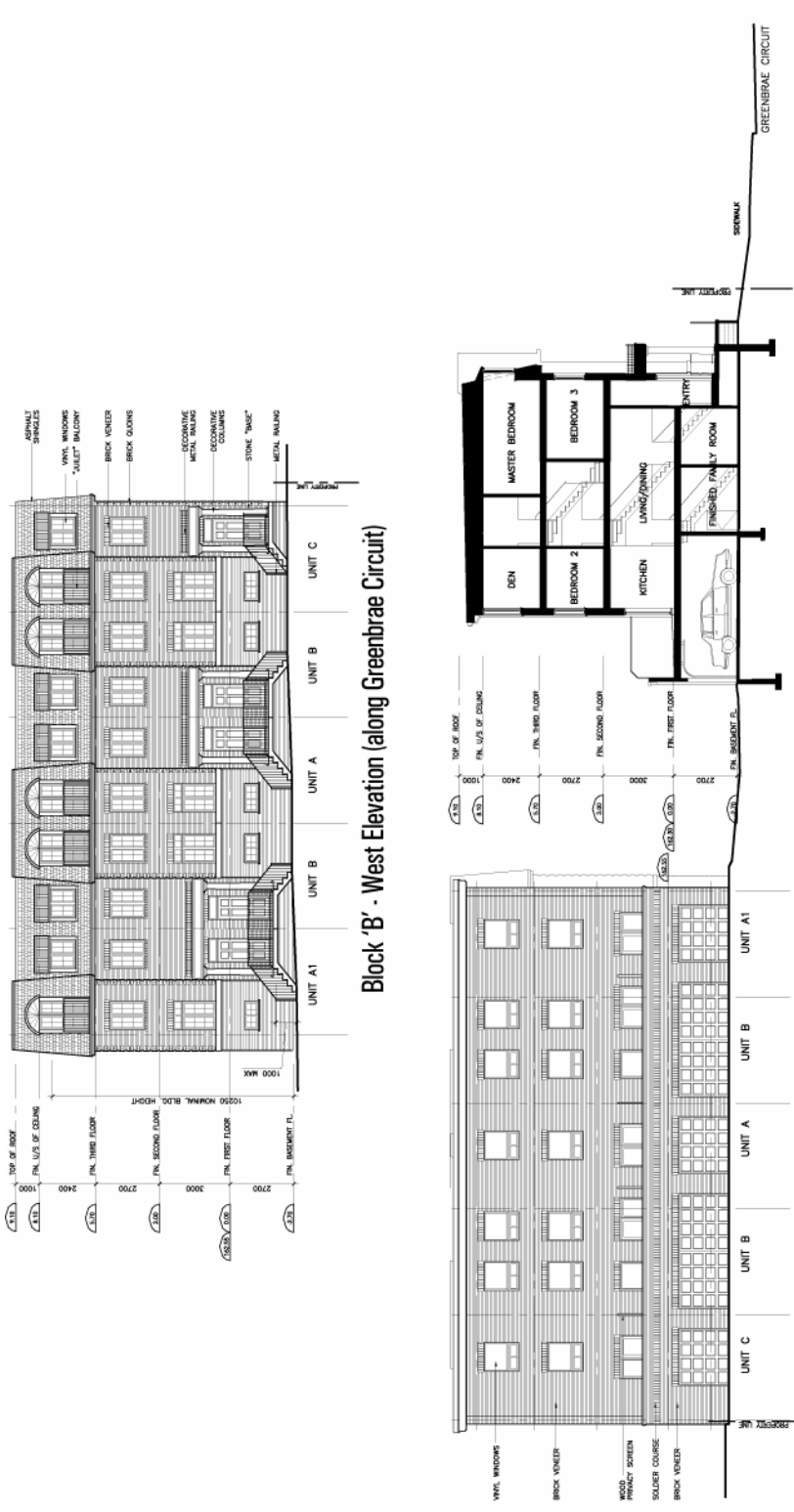
File # 06-143883 0Z

Landscape Plan

Applicant's Submitted Drawing

Not to Scale
08/22/07

Attachment 3: Elevations (East Side of Greenbrae Circuit)



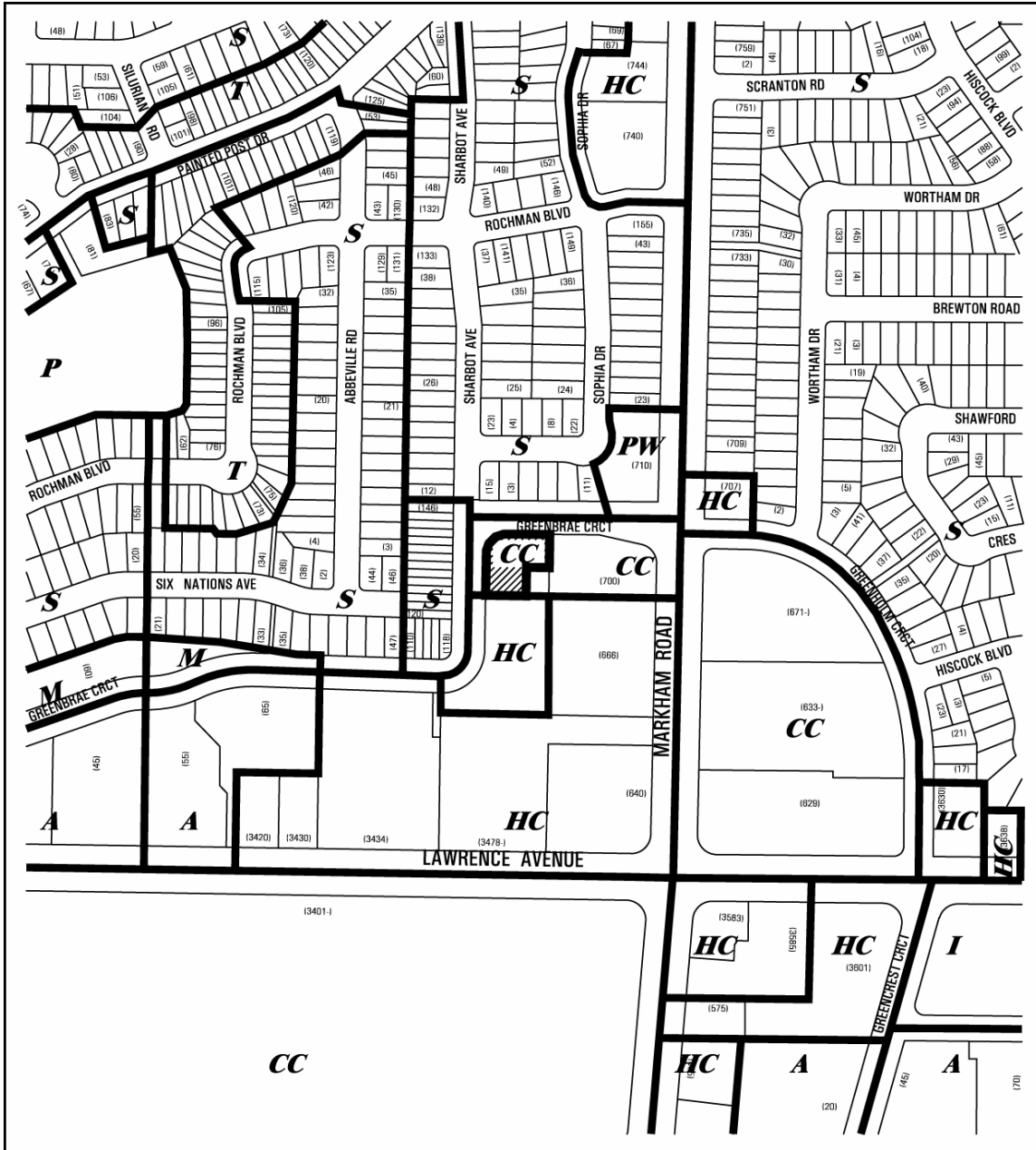
**South side Greenbrae Circuit
(west of 700 Markham Road)**

Elevations - Block B
Applicant's Submitted Drawing

File # 06-143883 OZ

Not to Scale
08/22/07

Attachment 4: Zoning



Toronto City Planning
Division
Zoning

South side Greenbrae Circuit (west of 700 Markham Road)

File # 06-143883 OZ

- | | | |
|--------------------------------------|--------------------------------|-----------------------------|
| S Single-Family Residential | A Apartment Residential | I Institutional |
| T Two-Family Residential | CC Community Commercial | PW Places of Worship |
| M Multiple-Family Residential | HC Highway Commercial | P Park |

Woburn Community Bylaw
Not to Scale
08/22/07



Attachment 5: Application Data Sheet

Application Type	Rezoning	Application Number:	06 143883 ESC 38 OZ
Details	Rezoning, Standard	Application Date:	June 7, 2006

Municipal Address: South –side of GREENBRAE CIRCUIT
 Location Description: CON 1 PT LT19 **GRID E3806
 Project Description: 13 freehold townhouse development

Applicant:	Agent:	Architect:	Owner:
KOHN ARCHITECTS INC HARRY KOHN			SHARON TRUSTEE GOLVIN

PLANNING CONTROLS

Official Plan Designation:	MUA	Site Specific Provision:	
Zoning:	CC-Community Commercial	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	1949	Height:	Storeys:	4
Frontage (m):	91.11		Metres:	11.8
Depth (m):	31.8			
Total Ground Floor Area (sq. m):	870.5			Total
Total Residential GFA (sq. m):	2 511.9		Parking Spaces:	20
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	2511.9			
Lot Coverage Ratio (%):	0.45			
Floor Space Index:	1.29			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

	Freehold		Above Grade	Below Grade
Tenure Type:	Freehold			
Rooms:	0	Residential GFA (sq. m):	2511.9	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	13	Institutional/Other GFA (sq. m):	0	0
Total Units:	13			

CONTACT:	PLANNER NAME:	Russell Crooks, Senior Planner
	TELEPHONE:	(416) 396-7040

Attachment 6: Draft Zoning By-law Amendment

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 2007
Enacted by Council: ~, 2007

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2007

**To amend City of Scarborough Zoning By-law No. 9510, as amended,
With respect to the lands located on the south and east side of Greenbrae Circuit
(west of lands known municipally as 700 Markham Road)**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedule 'A' of the Woburn Community Zoning By-law No.9510 is amended by deleting the current Community Commercial (CC) zoning, and replacing it with Street Townhouse Residential (ST) zoning, so that the amended zoning shall read as follows as shown on Schedule '1'.

ST – 173-174-175-176-177-178-216-217-309-310-311-504

2. Schedule 'B', **PERFORMANCE STANDARD CHART**, is amended by adding the Performance Standards as follows:

MISCELLANEOUS

- 173 Minimum separation between a side wall and a **rear wall** of opposing **dwelling** units shall be 7.5 metres.
- 174 Maximum building **height** of 12 metres.
- 175 An unenclosed outdoor amenity space shall be provided above the attached garage for each townhouse **dwelling** unit and shall have a minimum area of 9.0 square metres.

- 176 Building setbacks from lot lines other than street lines are as follows:
- i) minimum side yard setback of 1.0 metres from the most southerly lot line;
 - ii) minimum rear yard setback of 0.8 metres;
 - iii) minimum setback of 8.0 metres from all other side lot lines.
- 177 The provisions of this By-law shall apply collectively to the land encompassed by the zoning boundary, notwithstanding any future division into more than one parcel.
- 178 Within the lands subject to this by-law (as shown on Schedule "1" attached to this By-law), no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

INTENSITY OF USE

- 216 Maximum number of **dwelling** units shall be 13.
- 217 Maximum coverage of all **dwelling** units shall not exceed 48 percent of the area of the parcel.

PARKING

- 309 A minimum of 1 **parking space** per **dwelling unit** shall be provided in an enclosed garage attached to the **rear wall** of the townhouse **dwelling unit**, with access to the required **parking space** provided by a **driveway** having a minimum drive aisle width of 6 metres.
- 310 A minimum of 0.5 **parking space** per **dwelling unit** shall be provided for visitor parking.
- 311 Minimum internal garage space dimensions, free of obstructions:
single car garage: 3.2 metres by 5.6 metres

BUILDING SETBACKS FROM STREET LINES

504 Minimum building **setback** of 2.9 metres from a **street** line, except where a 15.0 metre radius corner rounding applies, the **setback** shall be reduced and no portion of the **main wall** shall be less than 2.3 metres from the **street** line arc.

3. Schedule 'C', **EXCEPTIONS MAP**, is amended by adding Exception No. 71 for the lands subject to this by-law as shown on Schedule '2'

71. On lands identified as Exception 71, the following shall apply:

1. Notwithstanding **CLAUSE V, INTERPRETATION**, Section (f), the definition of **height** shall not apply. Instead the following definition of **height** shall apply:

Height - shall mean the vertical distance measured from the average grade at the **front wall** of the **dwelling unit** to the highest point of the buildings excluding chimneys, skylights, vents, antennae, elevator machine rooms, and parapet walls;

2. The provisions of **CLAUSE VI, PROVISIONS FOR ALL ZONES**, Section 16, **Regulations for Single Family, Duplex, Two Family Dwellings and Street Townhouses** shall not apply;
3. Notwithstanding **CLAUSE VIII, ZONE PROVISIONS**, Section 3, **Street Townhouse Residential (ST) Zone, (a), Permitted Uses, Multiple-Family Dwellings** shall be permitted on the lands encompassed by Exception 71 and shall mean a building, containing 3 or more dwelling units, divided vertically; and
4. The lands encompassed by Exception 71 shall be deemed to be a corner lot.

ENACTED AND PASSED this ~ day of ~, A.D. 2007.

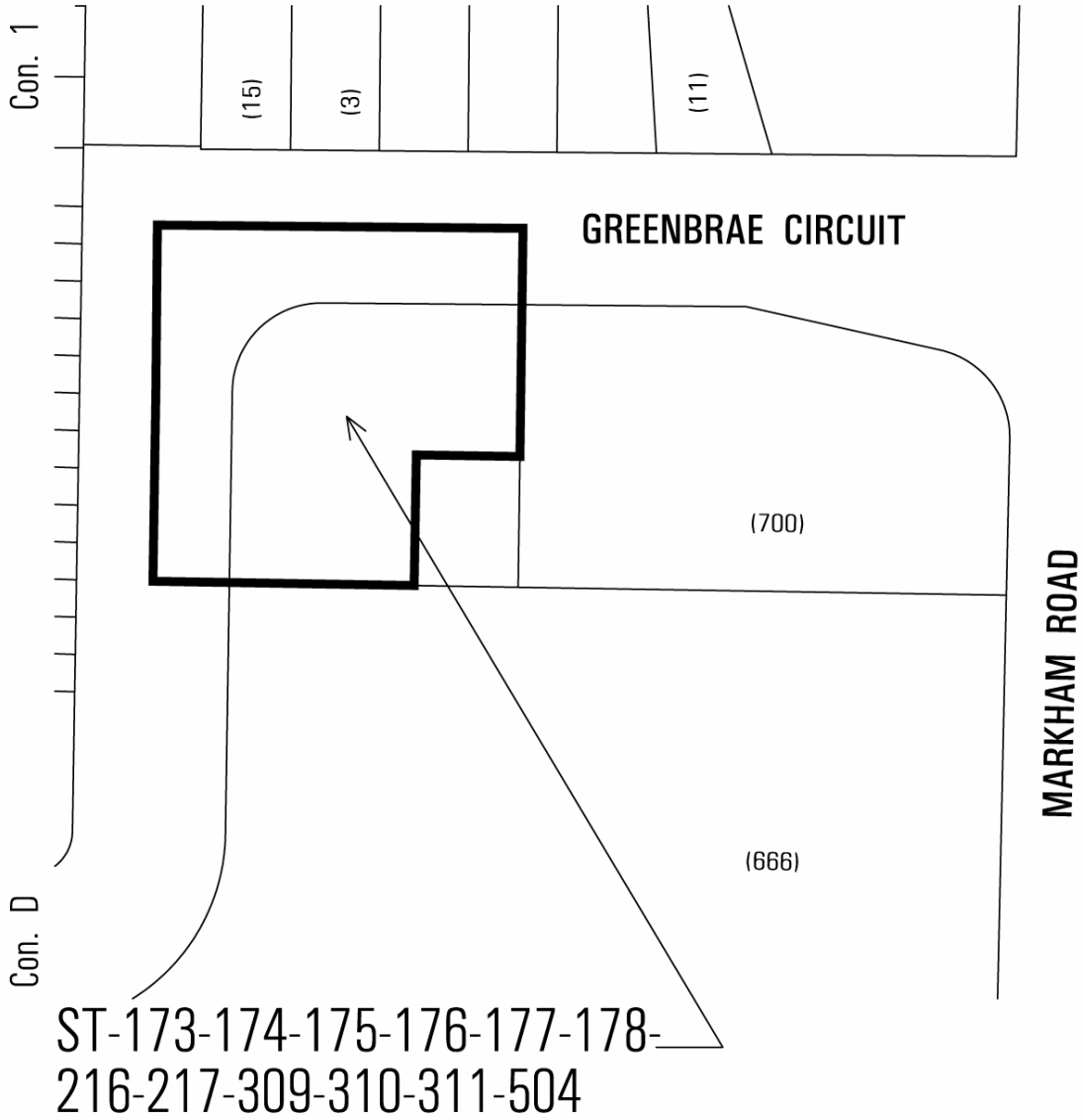
DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule '1'

Lot 19



Zoning By-Law Amendment

South side Greenbrae Circuit (west of 700 Markham Road)

File # 06-143883 OZ



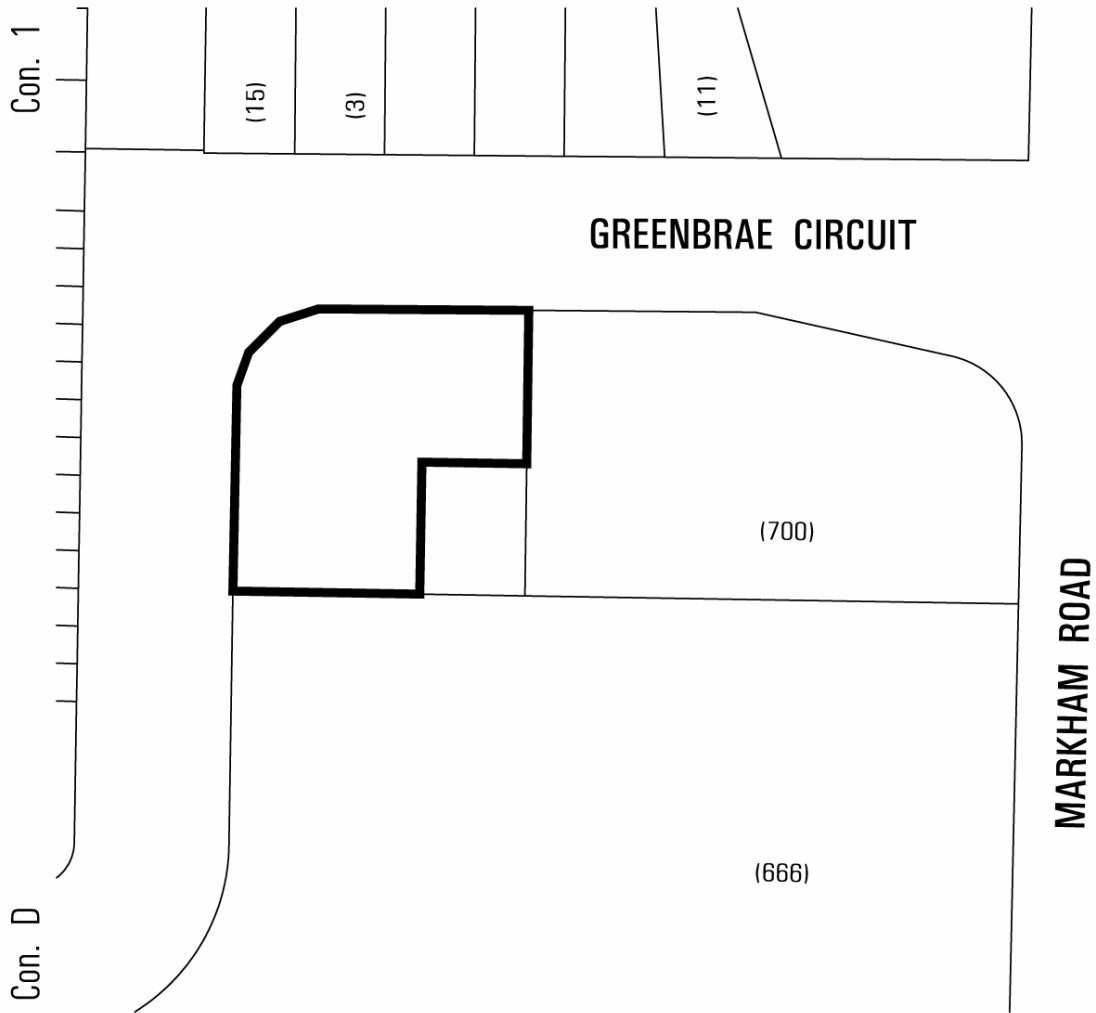
Area Affected By This By-Law

Woburn Community Bylaw
Not to Scale
08/22/07



Schedule '2'

Lot 19



Exception No.71



Zoning By-Law Amendment

South side Greenbrae Circuit (west of 700 Markham Road)

File # 06-143883 OZ



Area Affected By This By-Law

Woburn Community Bylaw
Not to Scale
08/22/07

