

## **Final Report - 448 to 454 Markham Road – Zoning By-law Amendment Application**

Date: June 14, 2022

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Ward: 20 - Scarborough-Guildwood

**Planning Application Number:** 20 196539 ESC 24 OZ and 20 196545 ESC 24 SA

### **SUMMARY**

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This application proposes to demolish the existing 4 single-detached dwellings on the subject property at 448 to 454 Markham Road and replace them with 4 blocks of 3-storey townhouses containing 42 residential units.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Staff have considered the application within the context of applicable Official Plan policies and Townhouse and Low-Rise Apartment Guidelines.

The proposal responds to the distinct well-treed and sloping character of the site situated on a major street, by deploying the proposed density in appropriate building types compatible with adjacent and nearby land uses and implementing measures for tree retention and replacement. This report reviews and recommends approval of the application to amend the Zoning By-law.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013, as amended, for the lands at 448 to 454 Markham Road, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the June 14, 2022 report from the Director, Community Planning, Scarborough District.
2. City Council amend Woburn Community Zoning By-law No. 9511, as amended, for the lands at 448 to 454 Markham Road, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to the June 14, 2022 report from the Director, Community Planning, Scarborough District.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

4. City Council direct that before introducing the necessary Bills to City Council for enactment, the applicant be required to submit a revised Functional Servicing and Stormwater Management Stage 1 Report and Site Servicing Plan to address Development Engineering comments dated May 26, 2022 to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

## **FINANCIAL IMPACT**

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The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## **DECISION HISTORY**

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A number of pre-application meetings were held with the applicant, most recently on April 22, 2020 to review application requirements. The subject Zoning By-law Amendment application was submitted (jointly with Site Plan Control application 20196545 ESC 24 SA) on September 21, 2020 and deemed complete January 22, 2021.

A Preliminary Report on the application was adopted by Scarborough Community Council January 6, 2021 authorizing staff to conduct a community consultation meeting with expanded notification paid for by the applicant. The Preliminary Report and Community Council decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.SC21.5>

A virtual community consultation meeting was conducted by Community Planning staff on February 8, 2021.

## **PROPOSAL**

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The subject application to amend the applicable Zoning By-laws proposes to demolish the existing four single-detached dwellings on the subject property and replace them with 42 townhouse residential units, consisting of four (4) blocks. Block 1 would be occupied by 22 back-to-back residential townhouses over one underground parking level. Block 2 would be occupied by 5 townhouse units. Blocks 3 and 4 would each be occupied by 7 and 8 townhouse units respectively. A 6-metre wide one-way private driveway is proposed through the site connecting with Markham Road at two points. The applicant has advised that the project would function as a standard condominium corporation.

The previous application contemplated 48 townhouse units (consisting of 34 back-to-back and 14 standard townhouse units). The current application contemplates 42 townhouse residential units (one block of 22 back-to-back townhouse units and three

blocks with 20 standard townhouse units overall, and proposes approximately 8,988 square metres of residential gross floor area with a lot coverage ratio of 38% and a Floor Space Index of 1.21 times the approximately 7,458 square metre site area.

A total of 51 parking spaces are provided, including 20 spaces within integral garages of the standard townhouse units, 4 at-grade visitor lay-by parking spaces, and 27 parking spaces in the underground parking garage (including 3 additional visitor parking spaces), plus one loading space for garbage collection purposes. An additional 20 parking spaces would also be available on individual driveways leading to 20 standard townhouse unit garages, effectively providing 2 parking spaces each for these units. A total of 18 bicycle parking spaces are also proposed.

Please refer to Attachment 1: Application Data Sheet and Attachment 7 - Site Plan for additional information. See Attachments 8 to 12 for visual representations of the proposed building elevations and a perspective view of the development. Detailed project information is also found on the City's Application Information Centre at: <http://app.toronto.ca/AIC/index.do?folderRsn=9G1TrkwMQcYjcxq9zUtBAA%3D%3D>

## **Site and Surrounding Area**

The subject lands, containing four single-detached parcels, comprise approximately 7,458 square metres having a combined lot frontage of approximately 111 metres on the west side of Markham Road. The site is located approximately 900 metres south of Lawrence Avenue East (see Attachment 2 - Location Map).

Surrounding land uses are as follows:

**North:** Single-detached dwellings on lots along Banmoor Boulevard, which terminates as a cul-de-sac with a public walkway out to Markham Road just north of the subject site. Beyond is the West Highland Creek valley, the Cedarbrae Lodge (retirement residence), Cedarbrae Collegiate and Cedarbrae Mall further to the north.

**East:** Opposite the subject site across Markham Road are three-storey townhouses (Cedarbrook Park Co-operative) backing onto Scarborough Golf and Country Club, with three 12-storey apartment buildings extending south to the Lakeshore East GO rail corridor.

**South:** Single-detached dwellings on lots along Blakemanor Boulevard which connects with Markham Road at a signalized intersection just south of the subject site (which also provides all-way traffic movement for the above townhouses and apartment buildings on the east side).

**West:** Single-detached dwellings on lots along Strandhill Road.

## **Reasons for Application**

The application to amend both City of Toronto Zoning By-law No. 569-2013, as amended, and Woburn Community Zoning By-law 9511, as amended, is required to permit the residential townhouse building form and density being proposed, and to

establish appropriate associated zoning performance standards to reflect the development as illustrated on Attachment 7 - Site Plan.

## **Application Submission Requirements**

The following reports/studies were submitted in support of the application:

- Draft Zoning By-law Amendments;
- Context plan, perspective plan and site plan;
- Architectural Plans (including, underground garage plan, floor and roof plans, building elevations and sections);
- Computer-generated building mass model;
- Landscape and Lighting Plans;
- Site grading and public utilities plans;
- Functional Servicing and Stormwater Management Report;
- Geotechnical Study;
- Traffic Impact and Parking Study;
- Noise Impact Study;
- Stage 1 & 2 Archaeological Assessment;
- Tree Preservation Plan and Arborist Report;
- Energy Efficiency Report;
- Toronto Green Standards Checklist; and
- Accessibility Design Standards Checklist;

The above-noted reports/studies are available at the Application Information Centre (AIC):

<http://app.toronto.ca/AIC/index.do?folderRsn=9G1TrkwMQcYjcxq9zUtBAA%3D%3D>

## **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

## **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the Scarborough Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the

Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

### **Provincial Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act*.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

Staff have reviewed the proposed development for consistency with the PPS (2020) and for conformity with the Growth Plan (2020). The outcome of staff analysis and review are summarized in the Comments section of the Report.

## **Toronto Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan, which can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

The subject site is designated *Neighbourhoods* as shown on Map 23 of the Official Plan. *Neighbourhoods* are made up of a broad range of low-scale uses such as detached houses, semi-detached houses, duplexes, triplexes, and townhouses as well as walk up apartments no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also permitted.

## **Chapter 2 - Shaping the City**

Policy 2.3.1.1 of the Official Plan states that *Neighbourhoods* and *Apartment Neighbourhoods* are considered physically stable areas. Development within *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

## **Chapter 3 - Building a Successful City**

### *Section 3.1.1: The Public Realm*

Public realm policies promote quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm. The policies also recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

### *Section 3.1.2: Built Form*

The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area.

New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street with a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the street. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Multi-unit residential developments are also to provide indoor and outdoor amenity spaces of high quality for the use of residents of all ages and abilities over time and throughout the year.

### *Section 3.1.3: Built Form – Building Types*

Townhouse and low-rise apartment buildings provide desirable, grade-related housing in a form that is more intensive than single and semi-detached houses. They assist in providing a mix of housing options, defining and supporting streets, parks and open spaces, at a lower scale – generally no taller than four storeys in height – and can be designed to be compatible with and provide transition to existing streetscapes of lowerscaled areas.

The housing policies of the Official Plan support a full range of housing in terms of form, tenure and affordability, across the City and within *Neighbourhoods*. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

## **Chapter 4 - Land Use Designations**

The subject lands are designated *Neighbourhoods* in the Official Plan as illustrated in Attachment 3. According to Policy 4.1.5 of the *Neighbourhoods* designation, development in established *Neighbourhoods* will respect and enforce the existing physical character of each geographic neighbourhood, defined by:

- Patterns of streets, blocks and lanes, parks and public building sites;
- Prevailing size and configuration of lots;
- Prevailing heights, massing, scale, density and dwelling type of nearby residential properties;
- Prevailing building type(s);
- Prevailing location, design and elevations relative to the grade of driveways and garages;
- Prevailing setbacks of buildings from the street or streets;
- Prevailing patterns of rear and side yard setbacks and landscaped open space;
- Continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
- Conservation of heritage buildings, structures and landscapes

The following factors may be taken into account in the consideration of a more intense form of development on such lots:

- Different lot configuration;
- Better access to public transit;
- Adjacency to developments with varying heights, massing and scale; or
- Direct exposure to greater volumes of traffic on adjacent and nearby streets.

Policy 4.1.7 of the *Neighbourhoods* section states that proposals for intensification of land on major streets in *Neighbourhoods* are not encouraged by the policies of this Plan. However, where a more intense form of residential development than that permitted by existing zoning on a major street in a *Neighbourhood* is proposed, the application will be reviewed in accordance with Policy 5, having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*.



Policy 4.1.9 of the *Neighbourhoods* section sets out additional development criteria for infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation, including that development should:

- Have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties, while taking into account the existing form of development on the infill property;
- Have setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties, while taking into account the existing form of development on the infill property;
- Provide adequate privacy, sunlight and sky views for occupants of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- Front onto existing or newly created public streets wherever possible, with no gates limiting public access;
- Provide safe, accessible pedestrian walkways from public streets; and
- Locate, screen and wherever possible enclose service areas and garbage storage and parking, including access to any underground parking, so as to minimize the impact on existing and new streets and on residences.

## **Chapter 5 – Implementation**

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies of the Plan. The community benefit to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have an appropriate geographic relationship with the proposed development.

### **Official Plan Amendment 320**

In December 2015, the City of Toronto City Council adopted Official Plan Amendment No. 320 ("OPA 320"), which strengthens and refines the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods. In July of 2016, the Minister of Municipal Affairs and Housing approved OPA 320 and the decision was subsequently appealed.

The Local Planning Appeal Tribunal ("LPAT") issued an order to approve OPA 320 on December 7, 2018 bringing the policies in force for all lands except for properties that remain subject to site-specific appeals. The subject applications were submitted after OPA 320 being brought into force and are therefore subject to these new policies. The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of the Report.

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## **Zoning**

The property is subject to the City of Toronto Zoning By-law No. 569-2013, as amended and the Woburn Community Zoning By-law No. 9511, as amended. See Attachment 6: Zoning By-law Map.

The City of Toronto Zoning By-law No. 569-2013, as amended, zones the subject lands as Residential Detached RD (f15.0; a696) (x423). The zoning calls for a minimum lot frontage of 15 metres, an area of 696 square metres, a maximum height of 9 metres and a maximum lot coverage of 33%. Exception 423 regulates lot frontage and area, the building setback from Markham Road, building setback from a side lot line, and the elevation of the basement floor, which must be a minimum of 3.6 metres higher than the invert of a watercourse.

The Woburn Community Zoning By-law No. 9511, as amended, zones the subject site as Single-Family Residential (S) and is subject to the following performance standards 2-26-33-42-48-67-82-83. These performance standards maintain the same zoning standards in Zoning By-law 569-2013, as noted above.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

## **Townhouse and Low-rise Apartment Design Guidelines**

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>.

## **Site Plan Control**

The lands are subject to Site Plan Control approval. An application for Site Plan Control approval under file number 20 196545 ESC 24 SA was submitted concurrently with the subject rezoning application, and remains under review by City divisions and regular commenting agencies.

## **Draft Plan of Condominium**

The applicant has advised that the project will function as a standard condominium corporation, however an application for condominium approval has not yet been submitted.

## COMMENTS

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### Planning Act

It is staff's opinion the current application has regard to relevant matters of provincial interest in Section 2 of the Planning Act. These include:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- (r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The proposal enables the orderly development of the subject lands for additional residential intensification. The development is an appropriate location for residential intensification, supportive of current and future transit, represents an appropriate built form that provides a range and mix of housing including family-sized units, encourages a sense of place and promotes a vibrant public realm. These provincial interests are further articulated through the PPS (2020) and the Growth Plan (2020).

### Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020).

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

The proposal is consistent with Policy 1.1.3.2 of the PPS (2020) which directs that land use patterns be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use infrastructure which are planned or available; are transit supportive and support active transportation.

The proposed townhouse development is consistent with Policy 1.1.3.3 as this level of intensification can be accommodated on the site given the surrounding context and suitable existing or planned infrastructure and public services facilities are available to accommodate projected needs.

The proposed townhouse development intensifies the site in a compact built form that uses land efficiently and optimizes available infrastructure, and is thus consistent with Policy 1.6.6.1 of the PPS.

The proposal conforms to the Growth Plan (2020) by directing growth to an appropriate site within a settlement area, by making efficient use of land, existing services and infrastructure, and by intensifying in proximity to public transit and active transportation route. It advances a high quality site design and built form.

As directed by the Growth Plan (2020), the proposal supports the achievement of complete community through a more compact built form, with dwellings units that are high quality, attractive and contribute to the vitality and character of the neighbourhood.

The City has advanced these objectives through the implementing policies of the Official Plan, including Public Realm policies in Section 3.1.1 and Built Form policies in Section 3.1.2.

## **Land Use**

This application has been reviewed against the Official Plan policies described in the Policy Considerations section of this Report as well as the policies of the Official Plan as a whole.

The subject lands are designated *Neighbourhoods*. However, they are distinguishable from the lots located in the interior of the neighbourhood to the west as they have frontage onto Markham Road, a major street as shown on Map 3 of the Official Plan. The subject lands are characterized by a different lot configuration with better access to transit and direct exposure to greater volumes of traffic along Markham Road. As such and pursuant to the *Neighbourhoods* policies, Council may consider additional levels of intensification for the subject lands.

Furthermore, there is a mix of building types in the surrounding context, including a substantial townhouse complex on the east side of Markham Road directly opposite the subject site. As such, the built form of standard and back-to-back townhouses can be supported as it represents an appropriate intensification of the site and a land use that is compatible with the existing and planned context.

## **Density, Height, Massing**

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Considerations section of this Report. The height of the three-storey townhouse development ranges from approximately 12.9 to 14.8 metres with adequate separation distances that conform with the applicable urban design guidelines.

At a proposed density of 1.21 times the site area, the development would be compatible with the surrounding area and represents a modest intensification of the subject lands.

The development proposes minimum front yard building setbacks of 3 metres along Markham Road. Rear and side yard building setbacks for the southerly portions of the development would range from 9.4 up to just under 10 metres from the rear yards of the adjacent single-detached residential properties. A minimum 8.1-metre rear yard building

setback would also be achieved from the single-detached residential properties to the west.

The front portion of Block 1 of the development would have a north side yard building setback of approximately 13.75 meters, while the rear Block 4 would have a north side yard building setback exceeding 16.6 metres (except for the northwest corner of the building having a setback of 7.1 metres due to the angled property line on this portion of the site).

Residential building entrances for all units are safely accessible at grade with access directly to the adjacent public sidewalks. The garbage and recycling storage areas are located inside a separate building. The overall development arrangement will minimize impact on the adjacent public realm as provided for by the Official Plan. Given the existing and planned context of the site, the proposed density, height and massing of the proposed buildings are appropriate and compatible with the low-rise character of the surrounding area.

While it is appropriate for the proposed rezoning application to be considered on its planning and technical merits at this time, Planning staff have clearly advised the applicant that the following outstanding matters still need to be further addressed and resolved through the continuing site plan review process:

- Adequacy of tree protection and soil preservation measures during site preparation, grading, excavation, servicing and construction;
- Maximizing Markham Road street tree planting (public trees) with enhanced understory and shrub planting while resolving utility conflicts;
- Introduction of additional mid-sized trees adjacent to the surface lay-by visitors parking through use of permeable pavers and soil cells for optimum growing conditions;
- Placement and screening through soft landscaping where possible of the site transformer, above-grade utility boxes, air conditioning units, building utilities and metering boxes when visible from public spaces;
- Exterior design materials for the new buildings and garbage enclosure.

### **Transportation, Access, Parking**

The applicant has submitted a Traffic Impact and Parking Study which, based on the analysis results, shows that the generated site traffic would be accommodated through the road network without any improvements/modifications required as a result of the site traffic. Transportation Services staff have not raised any concerns with these findings, provided that parking is provided at a rate of one (1) space per each dwelling unit plus 0.15 space per unit for visitors, that all parking spaces and dimensions otherwise comply with the requirements of the Zoning By-law 569-2013, and that a minimum loading area of 24.6 metres in length is provided so that all garbage bins can be set out for collection with appropriate spacing.

City staff will continue discussing additional Transportation Demand Management ("TDM") measures for this development with the applicant which can be secured through the site plan process.

## **Road Widening**

A road widening dedication will not be required in order to satisfy the requirement for a 36-metre right-of-way for this segment of Markham Road as indicated on Map 3 of the Official Plan.

## **Streetscape**

The subject site is somewhat unusual, due to sloping grade conditions downward from south to north, resulting in the shared walkway across the front entrances of the Block 1 townhouse units facing Markham Road being elevated above the street boulevard behind a maximum 0.56-metre high retaining wall. The upper walkway would be accessed from the public sidewalk by a single mid-point walkway with 3 riser steps, as well as from the private internal driveway at either end.

The remaining public boulevard is proposed to contain a widened new 2.1-metre wide public sidewalk, with an additional 10 new street trees introduced down the west side of the new the sidewalk.

## **Servicing**

Engineering and Construction Services staff have not identified any capacity constraints in existing municipal infrastructure as a concern for servicing the proposed development. A number of technical details in the most current plans and related engineering submissions, however, have been identified as still requiring further details, clarification or correction. Staff will continue working with the applicant on these matters through the continuing site plan review process.

## **Open Space/Parkland**

Public parks and open spaces perform a variety of critical functions that improve and maintain community and environmental health. They offer recreational opportunities which support active lifestyles, host spaces for social events and organization, and accommodate natural infrastructure which provide vital ecosystem services and help mitigate the effects of climate change. In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike.

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.8 to 1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of current provision of parkland. The site is not in a parkland priority area, as per [Chapter 415, Article III of the Toronto Municipal Code](#).

This proposal is to allow for the construction of 42 townhouse units within a site area of 7,458 square metres. In accordance with [Chapter 415, Article III of the Toronto Municipal Code](#), the applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a 5% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. The appraisal will be conducted upon the submission of an application for the first above ground building permit and is valid for six months. Payment will be required prior to the issuance of said permit.

### **Archaeological Assessment**

The applicant conducted an archaeological resource assessment conducted which identified no significant archaeological resources on the subject site. City Planning Archaeology staff have identified no concerns with this report. The Ministry of Tourism, Culture and Sport has also reviewed the results presented and accepted this report into the Ontario Public Register of Archaeological Reports.

### **Tree Preservation**

As proposed, this project would require the removal of thirty-seven (37) by-law protected-privately owned trees, located on the subject site; the injury of eleven (11) privately-owned trees located on the subject site; and the injury of one (1) boundary/neighbour tree, the removal of one(1) City street tree, the injury of one (1) shared City/Private tree and the injury of one (1) City street tree, located on the road allowance adjacent to Markham Road.

The thirty-seven (37) by-law protected private trees proposed for removal include:

- three (3) silver maple trees, ranging from 65-120 centimetres in diameter;
- two (2) white birch trees, ranging from 41-42 centimetres in diameter;
- one (1) sugar maple tree of 33 centimetres in diameter;
- three (3) Austrian pine trees, ranging from 31-48 centimetres in diameter;
- one (1) white cedar tree of 45 centimetres in diameter;
- one (1) Scots pine tree of 37 centimetres in diameter;
- eight (8) Norway maple trees, ranging from 34-70 centimetres in diameter;
- nine (9) Norway spruce trees, ranging from 32-69 centimetres in diameter;
- two (2) blue spruce trees of 35 and 49 centimetres in diameter;
- one (1) white spruce tree of 48 centimetres in diameter each;
- two (2) pear trees of 43 centimetres in diameter;
- one (1) apple tree of 31 centimetres in diameter;
- two (2) cherry trees of 31 and 51 centimetres in diameter; and
- one (1) honey locust tree of 63 centimetres in diameter.

The proposed building footprints, excavation, road and grading will require the removal of these trees noted above. The planting of three replacement trees (or otherwise cash-in-lieu of planting payment) for each by-law protected private tree removed would be a condition of Urban Forestry's permit issuance, if an application to remove the subject trees is approved.

The one (1) City street tree to be removed is a blue spruce tree of 12 centimetres in diameter. The sidewalk widening will necessitate its removal.

The application is also required to comply with the tree planting elements of the Toronto Green Standard (TGS) Version 3, which based on the development site area of 7,458 square metres, requires 1,356 cubic metres of soil volume. The submitted landscape plans specify soil volumes totalling 1,435 cubic metres, including a combined total of forty-three (43) proposed new trees on the private and public portions of the site. The provision of fully detailed tree planting plans, satisfactory to Urban Forestry, will be a requirement of the Site Plan Control application.

Working with the applicant to establish appropriate building siting and driveway location, Planning staff have determined that two clusters of 10 existing trees each can be retained along the southern edge of the property and along the north side of the south driveway leg. A total of 33 trees would be planted on the site in addition to 10 new street trees.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured through the Site Plan Approval process.

### **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to the *Neighbourhoods* policies of Chapter 4.



Staff worked with the applicant to address and satisfactorily resolve the following key concerns: the proposed building heights and massing within the existing and planned context for the area, the proposed density/floor space index, the number of townhouse units, how the development defines the edges of adjacent streets, the location and organization of vehicular parking, vehicular access, service areas and utilities, to minimize their impacts on surrounding properties and to improve the safety and attractiveness of adjacent streets. Planning staff also note the proposal would provide much needed ground-related family-size dwelling units compatible with the surrounding context. Staff recommend that Council support approval of the application.

## **CONTACT**

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Rod Hines, Principal Planner, Community Planning, Scarborough District, Tel. No. (416) 396-7020, Email: Rod.Hines@toronto.ca

## **SIGNATURE**

---

Paul Zuliani, MBA, RPP, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment (By-law No. 569-2013)

Attachment 6: Draft Zoning By-law Amendment (Woburn By-law No. 9511)

### **Applicant Submitted Drawings**

Attachment 7: Site Plan

Attachment 8: Block 1 - Front and Rear Elevations

Attachment 9: Block 1 - North and South Side Elevations

Attachment 10: Remaining Blocks - Typical Front and Rear Elevations

Attachment 11: Remaining Blocks - Typical Side (End) Elevations

Attachment 12: Perspective Drawing (View from Markham Road toward southwest)

## Attachment 1: Application Data Sheet

Municipal Address: 448 MARKHAM RD Date Received: September 21, 2020

Application Number: 20 196539 ESC 24 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: The application proposes to demolish the existing dwellings on the subject property and replace them with 48 townhouse units. The application proposes approximately 8,988 square metres of residential gross floor area and a Floor Space Index of 1.21 times the site area. 51 vehicular parking spaces and an outdoor amenity area are also proposed. A 6-metre wide private driveway is proposed with two access points on Markham Road. This zoning amendment application is associated with Site Plan Application No. 20 196545 ESC 24 SA.

Applicant  
JOSH  
DENNILL

Agent

Architect

Owner  
INSOHO  
PROPERTIES INC

### EXISTING PLANNING CONTROLS

Official Plan Designation: *Neighbourhoods* Site Specific Provision:

Zoning: S or RD (f15;  
a696) (x423) Heritage Designation:

Height Limit (m): 9 Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 7,458 Frontage (m): 111 Depth (m): 68

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	590		2,854	2,854
Residential GFA (sq m):	1,296		8,988	8,988
Non-Residential GFA (sq m):				
Total GFA (sq m):	1,296		8,988	8,988
Height - Storeys:	2		3	3
Height - Metres:			15	15

Lot Coverage Ratio  
(%): 38

Floor Space Index: 1.21

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	8,988	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:	4			
Condominium:			42	42
Other:				
Total Units:	4		42	42

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					42
Total Units:					42

#### Parking and Loading

Parking Spaces:	51	Bicycle Parking Spaces: 18	Loading Spaces: 1
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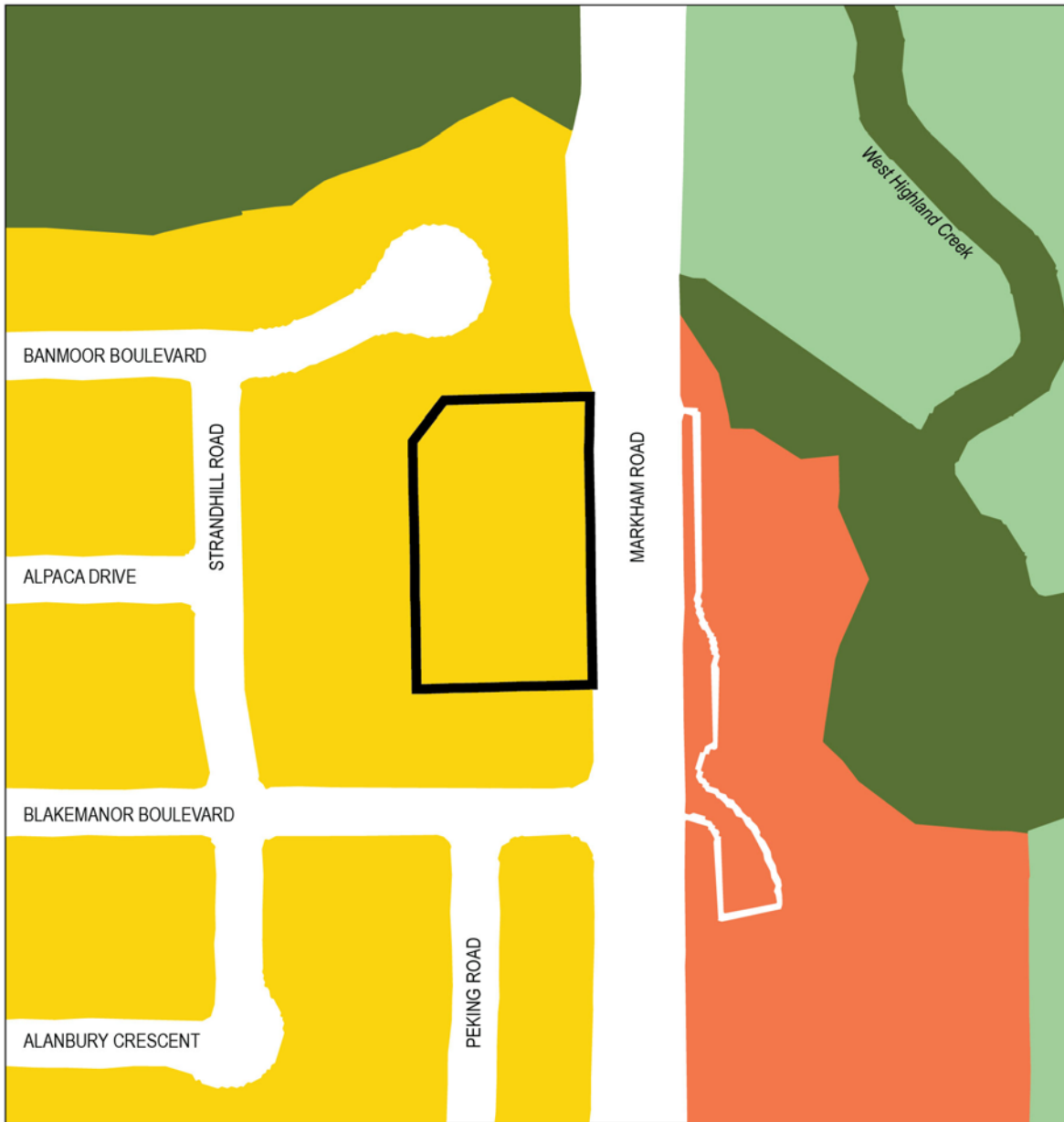
#### CONTACT:

Rod Hines, Principal Planner  
416-396-7020  
Rod.Hines@toronto.ca

## Attachment 2: Location Map



## Attachment 3: Official Plan Land Use Map



### Official Plan Land Use Map #23

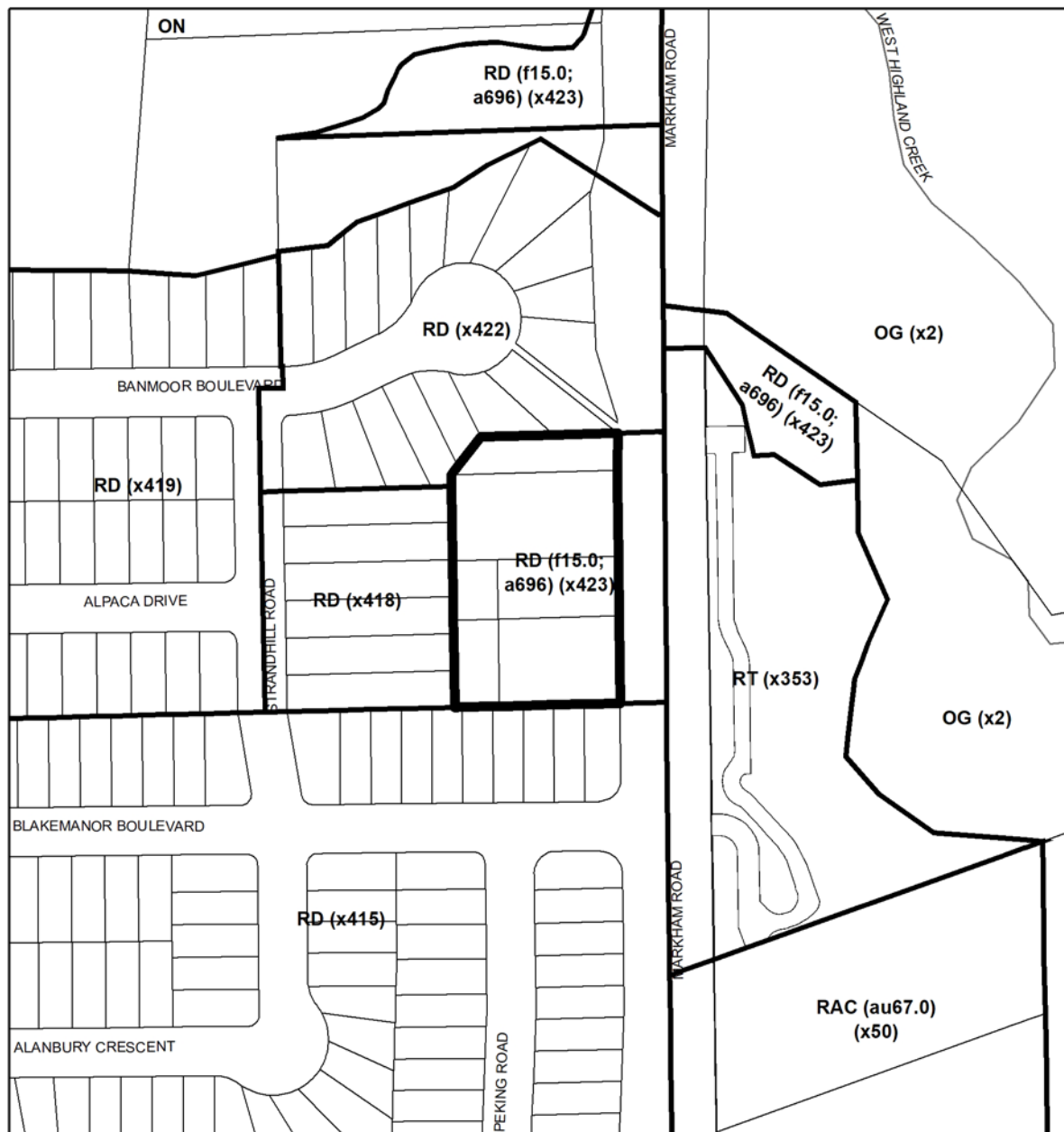
448-454 Markham Road

File # 20 196539 ESC 24 0Z



  
 Not to Scale  
 11/24/2020

## Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

448-454 Markham Road

File # 20 196539 ESC 24 02



Location of Application

RD  
RT

Residential Detached  
Residential Townhouse

RAC  
ON  
OG

Residential Apartment Commercial  
Open Space Natural  
Open Space Golf Course



Not to Scale  
Extracted: 11/24/2020

## Attachment 5: Draft Zoning By-law Amendment (By-law No. 569-2013)

Authority: Scarborough Community Council Item [##], as adopted by City of Toronto Council on ~, 2022

### CITY OF TORONTO

#### BY-LAW No. ###-2022

#### To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2021 as 448 to 454 Markham Road

Whereas Council of the City of Toronto has the authority to pursuant to 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*; and

Whereas pursuant to Section 39 of the *Planning Act*, as amended, the council of a municipality may, in a by-law passed under Section 34 of the *Planning Act*, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined in the heavy black lines from a zone label of RD (f15.0; a696) (x423) to a zone label of RT (u42) (x361) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.5.10 Exception Number 361 so that it reads:

#### **(361) Exception RT 361**

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) On 448 to 454 Markham Road, if the requirements of By-law **[Clerks to insert By-law ##]** are complied with, a **building** or **structure** may be constructed, used or enlarged in compliance with Regulations (B) to (T) below;

- (B) Despite Regulation 10.5.40.10(1), the height of a **building** is the distance between the Canadian Geodetic Datum of 148.59 metres and the elevation of the highest point of the **building or structure**;
- (C) In addition to the items listed in Regulation 10.5.40.40, the **gross floor area** of a **residential building** is also reduced by:
- (i) Areas used to store waste;
  - (ii) The total area used for the purpose of parking, including drive aisles, columns, bicycle parking, tractor storage, mechanical, electrical and garbage rooms, exhausts and intakes and exit stairs.
- (D) Regulation 10.5.40.50 and 10.5.40.60 with respect to decks, balconies, porches, platforms and similar **structures** does not apply;
- (E) Despite Regulation 10.5.50.10, a minimum of 39% of the **lot** will consist of **landscaping**;
- (F) Regulation 10.5.80.40(2) with respect to elevation of a **vehicle** entrance does not apply;
- (G) Despite Regulation 10.60.20.40(1), only **dwelling units** located in a **townhouse** are permitted on the lot;
- (H) Despite Regulation 10.60.30.10, the minimum required **lot area** is 7,400 square metres;
- (I) Despite Regulation 10.60.30.20, the minimum required **lot frontage** is 110 metres;
- (J) Despite Clause 10.60.30.40, the permitted maximum **lot coverage**, as a percentage of the lot area, is 40 percent;
- (K) Regulation 10.60.40.1(3) with respect to minimum width of a **dwelling unit** in a **townhouse** does not apply;
- (L) Despite Regulations 10.5.60.40 and 10.60.40.10(1) and (2), the permitted maximum height of a **building** or **structure** is the number in metres following the letters "HT" as shown on Diagram 3 of By-law **[Clerks to insert By-law ##]**;
- (M) Despite Regulation 10.60.40.10(2), the permitted maximum number of storeys in a **building** is the number following the letters "ST" as shown on Diagram 3# of By-law **[Clerks to insert By-law ##]**. For the purposes of this provision, floor levels which include **parking spaces** or roof access enclosures do not constitute a **storey**;
- (N) Despite Regulation 10.60.40.10(1), the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 3 of By-law **[Clerks to insert By-law ##]**:



- (i) equipment used for the functional operation of the building including electrical, utility, mechanical and ventilation equipment, enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by a maximum of 3 metres;
  - (ii) **structures** that enclose, screen or cover the equipment, structures and parts of a **building** listed in (i) above, inclusive of a mechanical penthouse, by a maximum of 3.5 metres; and
  - (iii) architectural features, parapets, and elements and structures associated with a **green roof**, by a maximum of 3.5 metres;
- (O) Despite Regulation 10.60.40.40(1), the maximum permitted **gross floor area** is 9,600 square metres;
- (P) Despite Regulation 10.60.40.70(1)(2) or (3), the required minimum **building setbacks** are as shown in metres on Diagram 3 of By-law **[Clerks to insert By-law ##]**;
- (Q) Despite Regulation 10.60.40.80(1) or (2), the required separation of **main walls** are as shown in metres on Diagram 3 of By-law **[Clerks to insert By-law ##]**;
- (R) Despite Regulation 10.5.40.60 (1) to (8), and (P) and (Q) above, the following elements may encroach into the required minimum **building setbacks** and **main wall** separation distances as follows:
- (i) Architectural features, window wells, roofing, roof drainage including gutters and leaders, vents, awnings, canopies, porches, front entry stairs, architectural features, pipes and utility equipment including equipment related to natural gas, hydro and water, air conditioning units, fire walls, and access stairs for parking garage to a maximum of 3.5 metres;
  - (ii) A platform above the first **storey** to a maximum of 1.5 metres;
  - (iii) A deck including associated stairs to a maximum of 4.0 metres;
  - (iv) Retaining Walls; and
  - (v) Bay window, box window or other window projection from a **main wall** which increases floor area or enclosed space to a maximum of 1.5 metres.
- (S) Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, parking spaces must be provided in accordance with the following:
- (i) a minimum of 1 residential occupant **parking space** for each **dwelling unit**; and
  - (ii) a minimum of 0.15 residential visitor **parking space** for each **dwelling unit**.
- (T) Despite Section 800.50(435) **lot coverage** excludes projections permitted by (Q) above;

Prevailing By-laws and Prevailing Sections: (None Apply)

**6.** Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

7. Temporary Use

(A) None of the provisions of By-law 569-2013, as amended, apply to prevent the erection and use of a temporary sales presentation centre in a **building** on the lands outlined in the heavy black lines as shown on Diagram 2 attached to By-law **[Clerks to insert by-law ##]** for the purpose of marketing and sale of the **dwelling units** permitted on these lands, and no other provisions of this By-law apply to prevent the temporary sales presentation centre.

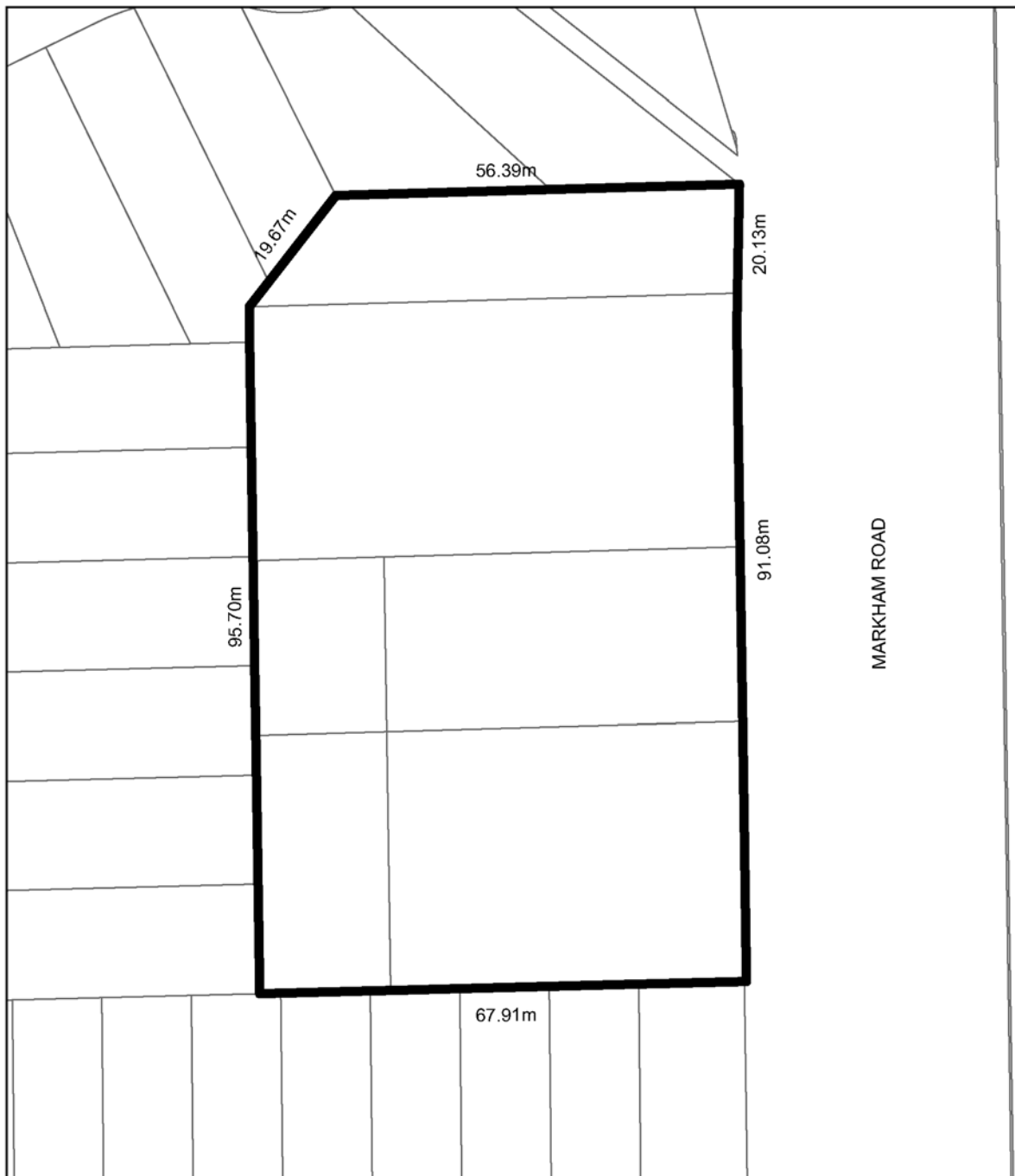
Enacted and passed on **[month day, year]**.

Frances Nunziata,  
Speaker

John D. Elvidge,  
City Clerk

(Seal of the City)

## Diagram 1



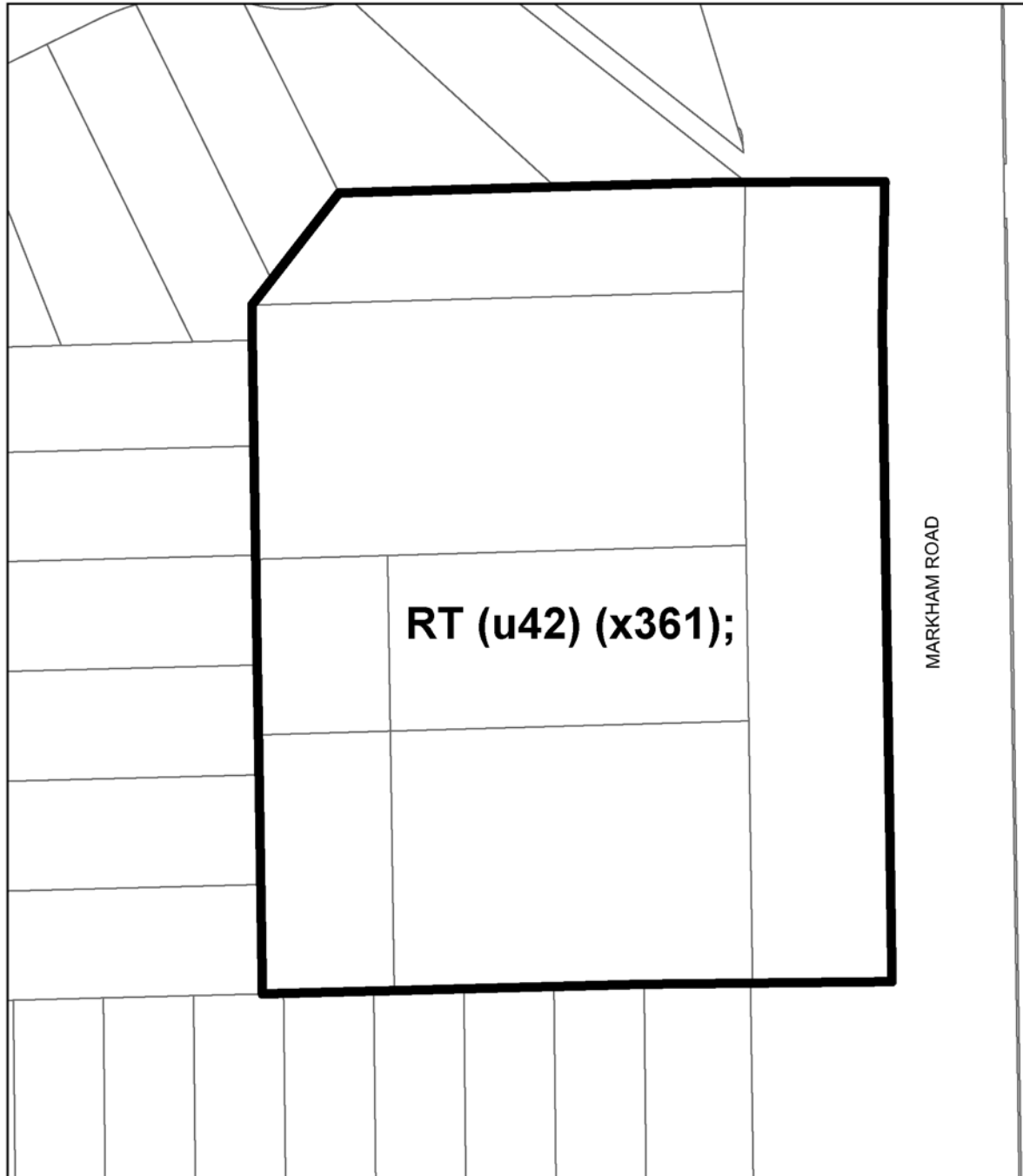
 **TORONTO**  
Diagram 1

448-454 Markham Road

File # 20 196539 ESC 24 0Z

  
City of Toronto By-law 569-2013  
Not to Scale  
06/08/2022


Diagram 2



 **TORONTO**  
Diagram 2

448-454 Markham Road

File # 20 196539 ESC 24 0Z

  
City of Toronto By-law 569-2013  
Not to Scale  
06/08/2022

The diagram is a site plan for a property located at 448-454 Markham Road. It shows four distinct blocks within a larger rectangular boundary. Block 1 is a large rectangular structure on the right side, labeled 'BLOCK 1 HT 13.75 ST 3'. Block 2 is a smaller rectangular structure located below Block 1, labeled 'BLOCK 2 HT 14.90 ST 3'. Block 3 is a rectangular structure on the left side, labeled 'BLOCK 3 HT 15.50 ST 3'. Block 4 is a rectangular structure located between Block 3 and Block 1, labeled 'BLOCK 4 HT 13.85 ST 3'. A 'GARBAGE HT 4.50m' structure is located near Block 4. The plan includes various dimensions for the blocks and the overall property, as well as lot numbers (105, 107, 109, 111, 113, 108, 106, 104, 102, 100, 98, 96) and street names (Markham Road). The plan is oriented with Markham Road running vertically along the right side.

**Toronto**  
Diagram 3

448-454 Markham Road

File # 20 196539 ESC 24 02

## Attachment 6: Draft Zoning By-law Amendment (Woburn By-law No. 9511)

Authority: Scarborough Community Council Item ##, as adopted by City of Toronto Council on ~, 2022

### CITY OF TORONTO

#### BY-LAW No. XXXX 2022

**To amend former City of Scarborough Woburn Community Zoning By-law No. 9511, as amended, as amended, with respect to the lands municipally known in the year 2021 as 448 to 454 Markham Road**

Whereas Council of the City of Toronto has the authority to pursuant to 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*; and

Whereas pursuant to Section 39 of the *Planning Act*, as amended, the council of a municipality may, in a by-law passed under Section 34 of the *Planning Act*, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law;

The Council of the City of Toronto enacts:

1. **SCHEDULE 'A'** of the Woburn Community Zoning By-law 9511, as amended, is further amended for the lands outlined in the attached Schedule '1' by deleting the existing zoning and replacing it with the **Multiple-Family Residential (M) Zone** and the performance standards shown on Schedule '1', so that the amended zoning shall read as follows:

M-177-178-559-560-561-562-563-564-565-566-567-568-569-570-571

2. **PERFORMANCE STANDARDS CHART – SCHEDULE 'B'**, Woburn Community Zoning By-law 9511, as amended, is further amended by adding the following Performance Standards:

#### MISCELLANEOUS

559. Maximum 42 **Multiple-Family dwelling units**.

560. Maximum **Gross Floor Area** 9,600 square metres.

561. **Gross Floor Area** shall mean the **gross floor area** of a residential building which may be reduced by:

- (i) The floor area of the **basement**;

- (ii) The area of a void in a floor if there is a vertical clearance of more than 4.5 metres between the top of the floor below the void and the ceiling directly above it, to a maximum of 10% of the permitted maximum gross floor area for the building;
- (iii) Areas used to store waste; and
- (iv) The total area used for the purpose of parking, (including drive aisles, columns, bicycle parking, tractor storage), mechanical, electrical and garbage rooms, exhausts and intakes and exit stairs.

562. Maximum **coverage** for all buildings and structures: 40% of the area of the lot or parcel.

563. The minimum **setbacks** from the lot line(s) to the **main wall(s)** of any building(s) and minimum separation distances between buildings shall be the minimum distance in metres specified by the numbers on Schedule '2' attached to By-law **[Clerks to insert by-law ##]**.

564. No portion of a building or structure above finished ground level shall be located other than wholly within the building envelopes delineated by heavy lines on Schedule '2' attached to By-law **[Clerks to insert by-law ##]**, with the exception of the following:

- (i) Architectural features, window wells, roofing, roof drainage including gutters and leaders, vents, awnings, canopies, porches, front entry stairs, architectural features, pipes and utility equipment including equipment related to natural gas, hydro and water, air conditioning units, fire walls, and access stairs for parking garage to a maximum of 3.5 metres;
- (ii) A platform above the first **storey** to a maximum of 1.5 metres;
- (iii) A deck including associated stairs to a maximum of 4.0 metres;
- (iv) Retaining Walls; and
- (v) Bay window, box window or other window projection from a **main wall** which increases floor area or enclosed space to a maximum of 1.5 metres.

565. The height of a building or structure is measured as the vertical distance between the Canadian Geodetic Datum elevation of 148.59 metres, and the highest point of the building or structure.

566. No portion of a building or structure erected on the lands may exceed the height in metres specified by the numbers following "HT" on Schedule '2' attached to By-law **[Clerks to insert by-law ##]**.

567. The permitted maximum number of **storeys** in a building is the number following the letters "ST" on Schedule '2' attached to By-law **[Clerks to insert by-law ##]**. For the purposes of this provision, floor levels which include **parking spaces** or roof access enclosures do not constitute a **storey**;

568. **CLAUSE VII – GENERAL PARKING REGULATIONS FOR ALL ZONES** shall not apply.

569. The required minimum number of **parking spaces** is:

- (i) 1 **parking space** per **dwelling unit** for residents; and
- (ii) 0.15 **parking spaces** per **dwelling unit** for visitors

570. An accessible **parking space** must have the following minimum dimensions:

- (i) length of 5.6 metres;
- (ii) width of 3.4 metres; and
- (iii) vertical clearance of 2.1 metres.
- (iv) A 1.5-metre-wide accessible barrier-free aisle or path is required along the entire length of one side of an accessible **parking space**, and such aisle or path may be shared by 2 accessible **parking spaces**.

571. Bicycle parking spaces must be provided as follows:

- (i) A minimum of 0.68 bicycle parking spaces for each **dwelling unit**, allocated as “long-term” bicycle parking spaces; and
- (ii) A minimum of 0.07 bicycle parking spaces for each **dwelling unit** allocated as “short-term” bicycle parking spaces.

3. **SCHEDULE "C", EXCEPTIONS MAP** and **EXCEPTIONS LIST** are amended by adding the following Exception No. 79:

79. On those lands identified as Exception No. 79 on Schedule '3' of By-law **[Clerks to insert by-law ##]**, the following provisions shall apply:

- (a) Notwithstanding **CLAUSE V – INTERPRETATION – Definitions** and **CLAUSE VIII - ZONE PROVISIONS**, within the **Multiple-Family Residential (M) Zone** permitted **Multiple-Family Dwellings** may include townhouses comprising three or more attached **dwelling units** separated vertically in both back-to-back and side-by-side built forms.
- (b) A temporary sales presentation centre is permitted for the purpose of marketing and sale of the **dwelling units** permitted on the subject lands, and no other provisions of this By-law apply to prevent the temporary sales presentation centre.

Enacted and passed on [month day, year].

Frances Nunziata,  
Speaker

John D. Elvidge,  
City Clerk

(Seal of the City)



## Schedule '1'



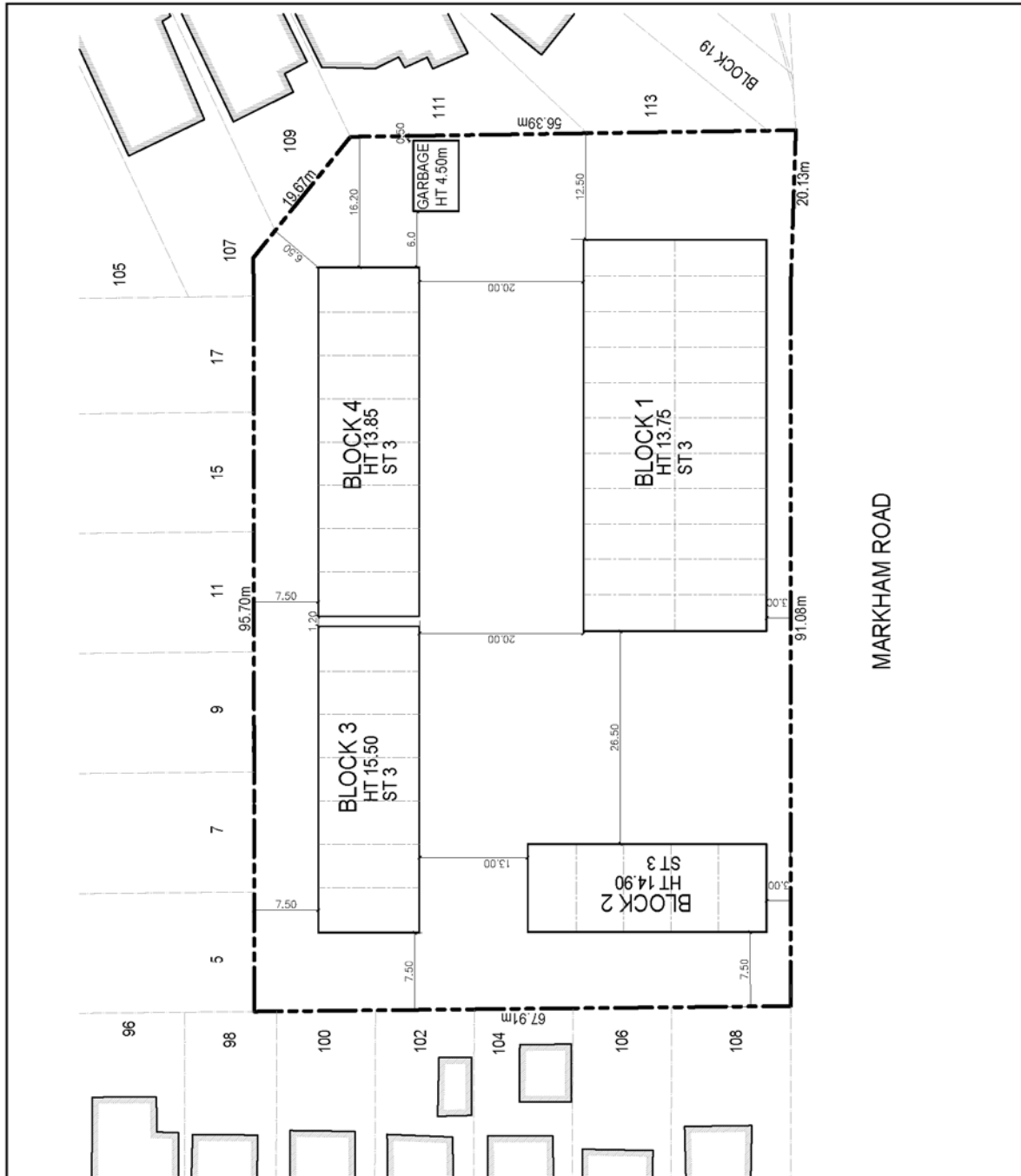
 **TORONTO**  
Schedule 1

**448-454 Markham Road**

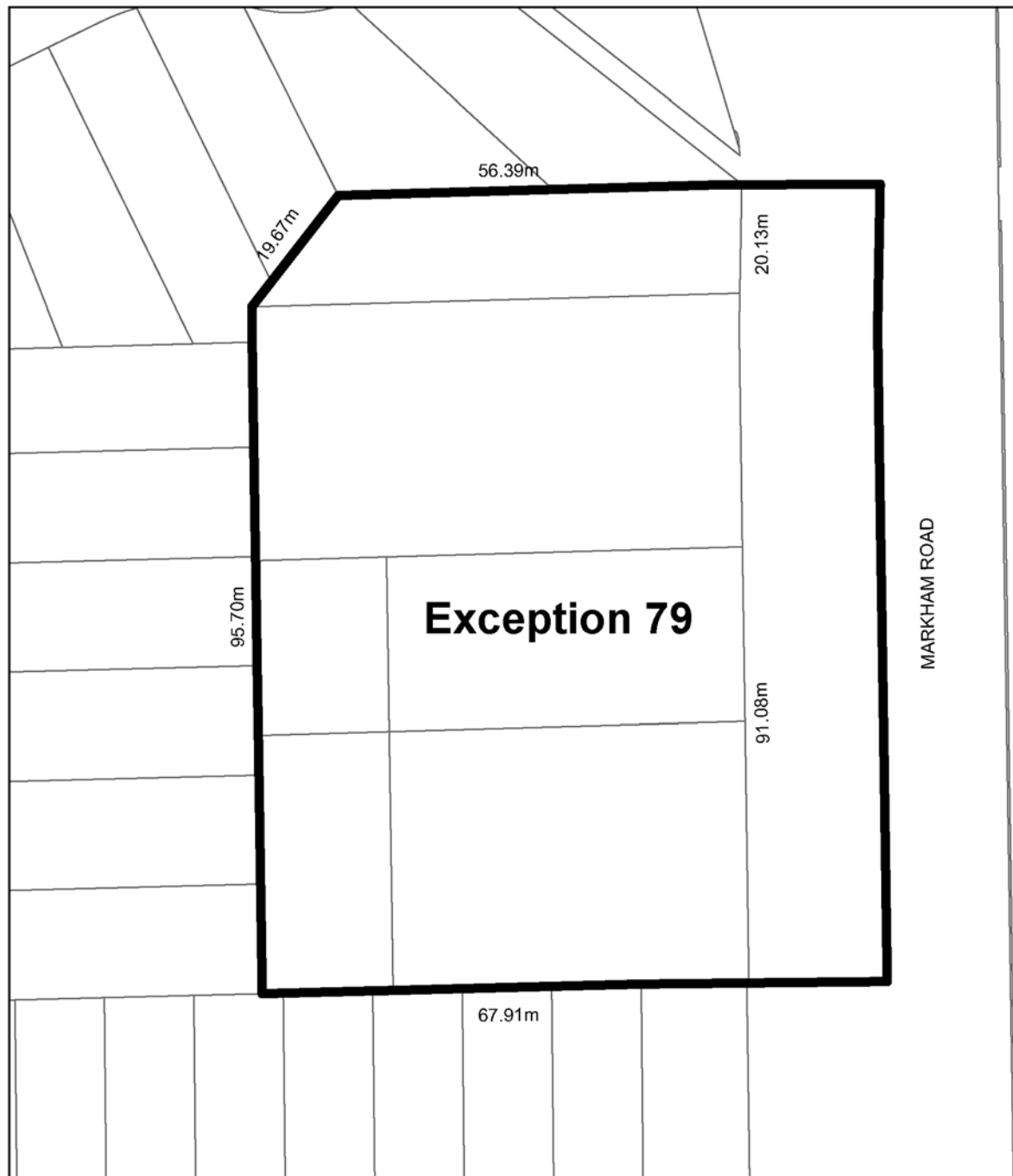
File # 20 196539 ESC 24 0Z

  
Woburn Community by-law Amendment  
Not to Scale  
06/08/2022

## Schedule '2'



## Schedule '3'



 **Toronto**  
Schedule 3

**448-454 Markham Road**

File # 20 196539 ESC 24 02

  
Woburn Community by-law Amendment  
Not to Scale  
06/08/2022

**BLOCK 3 - REGULAR TOWNS**  
7 UNITS  
3 STOREYS

**BLOCK 4 - REGULAR TOWNS**  
8 UNITS  
3 STOREYS

**BLOCK 2 RT**  
5 UNITS  
3 STOREYS

**BLOCK 1 - BACK TO BACK TOWNS**  
22 UNITS  
3 STOREYS

ENTRANCE  
EXIT  
SIDEWALK  
WALKWAY  
GARBAGE ROOM  
COMMUNITY MAILBOXES  
ENTRANCE TO UG

MARKHAM ROAD

N →

**ICON ARCHITECTS**

448-454 MARKHAM ROAD,  
SCARBOROUGH, ON

**BACK TO BACK AND REGULAR TOWNHOUSES**

SIMPLIFIED SITE PLAN

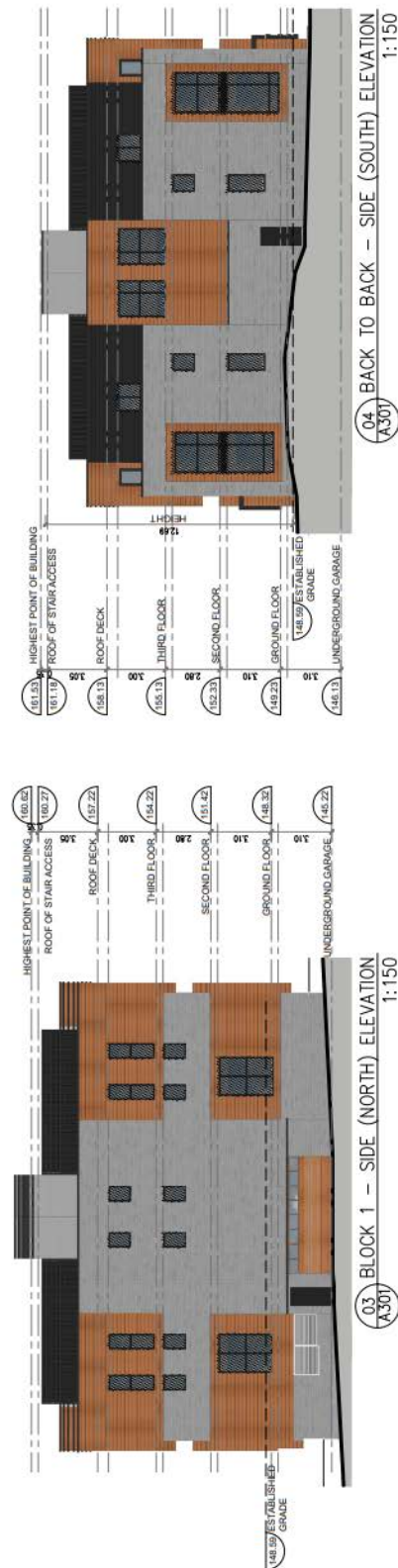
N.T.S.

PLOT DATE May 18, 2022

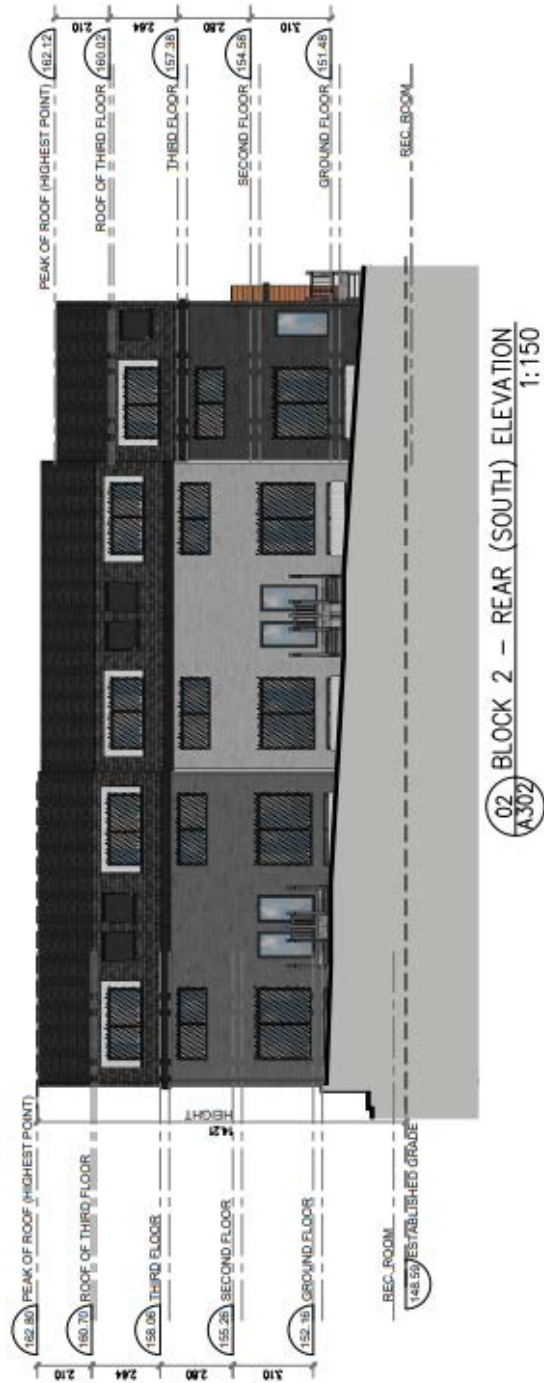
## Attachment 8: Block 1 - Front and Rear Elevations



## Attachment 9: Block 1 - North and South Side Elevations

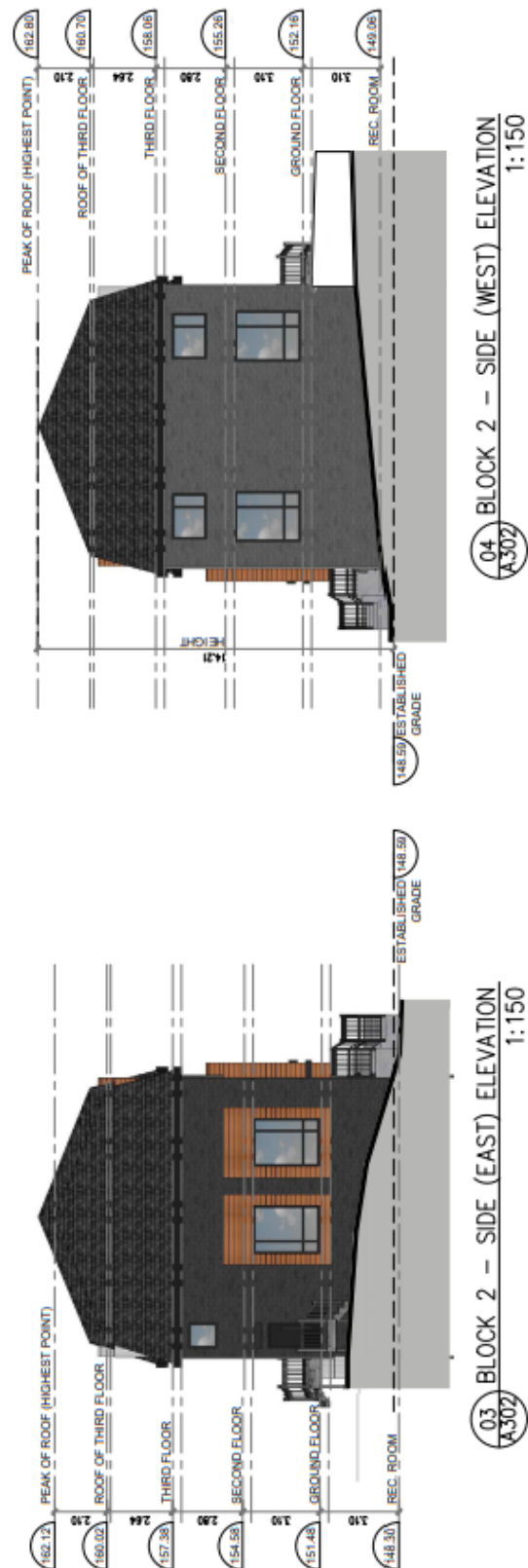


## Attachment 10: Remaining Blocks - Typical Front and Rear Elevations





## Attachment 11: Remaining Blocks - Typical Side (End) Elevations





**Attachment 12: Perspective Drawing (View from Markham Road toward southwest)**

