



# Development Services Committee Meeting Agenda

**Meeting No. 26 | December 10, 2024 | 9:30 AM | Live streamed**

Members of the public have the option to attend either remotely via Zoom or in-person  
in the Council Chamber at the Civic Centre

## Members of the public can participate by:

### 1. VIEWING THE ONLINE LIVESTREAM:

Council meetings are video and audio streamed at: <https://pub-markham.escribemeetings.com/>

### 2. EMAILING A WRITTEN SUBMISSION:

Members of the public may submit written deputations by email to [clerkspublic@markham.ca](mailto:clerkspublic@markham.ca).

**Written submissions must be received by 5:00 p.m. the day prior to the meeting.**

If the deadline for written submission has passed, you may:

Email your written submission directly to [Members of Council](#); or

Make a deputation at the meeting by completing and submitting an online [Request to Speak Form](#)

If the deadline for written submission has passed **and** Council has finished debate on the item at the meeting, you may email your written submission directly to [Members of Council](#).

### 3. REQUEST TO SPEAK / DEPUTATION:

Members of the public who wish to make a deputation, please register prior to the start of the meeting by:

Completing an online [Request to Speak Form](#), or,

E-mail [clerkspublic@markham.ca](mailto:clerkspublic@markham.ca) providing full name, contact information and item they wish to speak on.

If you do not have access to email, contact the Clerk's office at **905-479-7760** on the day of the meeting.

\*If Council or Committee has finished debate at the meeting on the item, you may email your written submission directly to [Members of Council](#).

The list of [Members of Council is available online at this link](#).

Alternate formats for this document are available upon request.

Closed captioning during the video stream may be turned on by clicking the [cc] icon located at the lower right corner of the video screen.

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**Note: As per Section 7.1(h) of the Council Procedural By-Law,  
Council will take a ten minute recess after two hours have passed since the last break.**

## Information Page

**Development Services Committee Members:** All Members of Council

**Planning - Development and Policy Matters**

Chair: Regional Councillor Jim Jones

Vice Chair: Regional Councillor Joe Li

(Development Services Committee Public Statutory Meetings - Chair: Regional Councillor Joe Li)

**Engineering - Transportation & Infrastructure Matters**

Chair: Councillor Karen Rea

Vice Chair: Councillor Reid McAlpine

**Culture & Economic Development Matters**

Chair: Regional Councillor Alan Ho

Vice Chair: Councillor Amanda Collucci

Development Services meetings are live video and audio streamed on the City's website.

Alternate formats for this document are available upon request.

**Consent Items:** All matters listed under the consent agenda are considered to be routine and are recommended for approval by the department. They may be enacted on one motion, or any item may be discussed if a member so requests.

**Please Note:** The times listed on this agenda are approximate and may vary; Council may, at its discretion, alter the order of the agenda items.

**Development Services Committee is scheduled to recess for lunch from  
approximately 12:00 PM to 1:00 PM**

**Note: As per the Council Procedural By-Law, Section 7.1 (h)  
Development Services Committee will take a 10 minute recess after two hours  
have passed since the last break.**



# Development Services Committee Meeting Agenda

Meeting Number: 26  
December 10, 2024, 9:30 AM - 3:00 PM  
Live streamed

Please bring this Development Services Committee Agenda to the Council meeting on December 18, 2024.

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Pages

1. **CALL TO ORDER**

**INDIGENOUS LAND ACKNOWLEDGEMENT**

We begin today by acknowledging the traditional territories of Indigenous peoples and their commitment to stewardship of the land. We acknowledge the communities in circle. The North, West, South and Eastern directions, and Haudenosaunee, Huron-Wendat, Anishnabeg, Seneca, Chippewa, and the Mississaugas of the Credit peoples. We share the responsibility with the caretakers of this land to ensure the dish is never empty and to restore relationships that are based on peace, friendship, and trust. We are committed to reconciliation, partnership and enhanced understanding.

2. **DISCLOSURE OF PECUNIARY INTEREST**

3. **APPROVAL OF PREVIOUS MINUTES**

3.1 **DEVELOPMENT SERVICES COMMITTEE MINUTES - NOVEMBER 26, 2024 (10.0)**

**Note: Attachment to be provided once available.**

1. That the minutes of the Development Services Committee meeting held on November 26, 2024, be confirmed.

4. **DEPUTATIONS**

5. **COMMUNICATIONS**

6. **PETITIONS**

7. **PRESENTATIONS**

## 7.1 2024 BILD BENCHMARKING STUDY (10.0)

Alex Beheshti and Victoria Mortelliti from BILD will deliver a presentation to Development Services Committee.

Note: Presentation to be attached when available.

1. That the presentation titled "2024 BILD Benchmarking Study" from BILD, be received for information.

## 8. CONSENT REPORTS - DEVELOPMENT AND POLICY MATTERS

### 8.1 RECOMMENDATION REPORT, OBJECTION TO NOTICE OF INTENTION TO DESIGNATE – PHASE XIII AND XIV PROPERTIES (16.11.3)

5

E. Manning, ext. 2296

1. That the Staff report, dated December 10, 2024, titled "RECOMMENDATION REPORT, Objection to Notice of Intention to Designate – Phase XIII and XIV Properties", be received; and,
2. That the written objection to designation under the Ontario Heritage Act as submitted on behalf of the property owner of 7530 Ninth Line (Ward 7), be received as information; and,
3. That Council affirm its intention to designate 7530 Ninth Line (Ward 7) under Part IV, Section 29 of the Ontario Heritage Act in recognition of its cultural heritage significance; and,
4. That the Clerk's Department be authorized to place a designation by-law before Council for adoption; and,
5. That the Clerk's Department be authorized to publish and serve notice of Council's adoption of the designation by-law as per the requirements of the Ontario Heritage Act; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

### 8.2 2025 DEVELOPMENT FEE AND MUNICIPAL FEE BY-LAWS UPDATE (10.0)

26

J. Yeh, ext. 7922

1. That the December 10, 2024, report titled, "2025 Development Fee and Municipal Fee By-laws Update", be received; and,
2. That the amendment to By-law 211-83, as amended, "A By-law to prescribe a Tariff for the Processing of Planning Applications," substantially in the form attached as Appendix 'B', be enacted; and,



3. That the amendment to By-law 2002-276, as amended "To impose fees or charges for services or activities provided or done by the City of Markham" substantially in the form attached as Appendix 'C', be enacted'; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

## 9. REGULAR REPORTS - DEVELOPMENT AND POLICY MATTERS

### 9.1 RECOMMENDATION REPORT, 648321 ONTARIO INC. (C/O GATZIOS PLANNING CONSULTANTS), APPLICATIONS FOR OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT TO PERMIT A 13-STOREY MIXED-USE BUILDING AT 5871 HIGHWAY 7 (WARD 4) FILE PLAN 22 244910 (10.3, 10.5)

41

**B. Manoharan, ext. 2190**

**Note: This item was deferred to this Development Services Committee meeting at the November 26, 2024 Development Services Committee meeting.**

1. That the report dated July 16, 2024, titled, "RECOMMENDATION REPORT, 648321 Ontario Inc. (c/o Gatzios Planning Consultants), Applications for Official Plan and Zoning By-law Amendment Applications to permit a 13-storey mixed-use building at 5871 Highway 7 (Ward 4) File PLAN 22 244910", be received; and,
2. That the Official Plan Amendment application (PLAN 22 244910) be approved and that the draft Official Plan Amendment, attached hereto as Appendix 'A', be finalized and brought to a future Council meeting for adoption without further notice; and,
3. That the Zoning By-law Amendment application (PLAN 22 244910) be approved and the draft site-specific implementing Zoning By-law, attached hereto as Appendix 'B' be finalized and brought to a future Council meeting for enactment without further notice; and,
4. That servicing allocation for 137 residential units be assigned to the proposed 13-storey development; and,
5. That the City reserves the right to revoke or reallocate the servicing allocation should the development not proceed within a period of three (3) years from the date that Council assigned servicing allocation; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

## 10. MOTIONS

11. NOTICES OF MOTION

12. NEW/OTHER BUSINESS

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

13. ANNOUNCEMENTS

14. ADJOURNMENT



Report to: Development Services Committee

December 10, 2024

**SUBJECT:** RECOMMENDATION REPORT  
Objection to Notice of Intention to Designate – Phase XIII and XIV Properties

**PREPARED BY:** Evan Manning, Senior Heritage Planner, ext. 2296

**REVIEWED BY:** Regan Hutcheson, Manager of Heritage Planning, ext. 2080  
Stephen Lue, Senior Development Manager, ext. 2520

**RECOMMENDATION:**

- 1) THAT the Staff report, dated December 10, 2024, titled "RECOMMENDATION REPORT, Objection to Notice of Intention to Designate – Phase XIII and XIV Properties", be received;
- 2) THAT the written objection to designation under the *Ontario Heritage Act* as submitted on behalf of the property owner of 7530 Ninth Line (Ward 7), be received as information;
- 3) THAT Council affirm its intention to designate 7530 Ninth Line (Ward 7) under Part IV, Section 29 of the *Ontario Heritage Act* in recognition of its cultural heritage significance;
- 4) THAT the Clerk's Department be authorized to place a designation by-law before Council for adoption;
- 5) THAT the Clerk's Department be authorized to publish and serve notice of Council's adoption of the designation by-law as per the requirements of the *Ontario Heritage Act*;
- 6) AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

This report provides information on an objection submitted for one property for which Council has stated its intention to designate under Part IV, Section 29 of the *Ontario Heritage Act* (the "Act"), in accordance with the Staff recommendations adopted by Council on September 25, 2024, and noted in the recommendations of this report.

**BACKGROUND:*****Notice of Council's Intention to Designate has been provided to the Property Owner***

On September 25, 2024, Council stated its intention to designate four properties under Part IV, Section 29 of the Act as part of Phase XIII and XIV of the Priority Designation Project. A Notice of Intention to Designate ("NOID") was provided to the affected property owners and the Ontario Heritage Trust. The NOID for each property was also posted on the City's website in accordance with the Act. The statutory objection period ended on November 6, 2024.

The City Clerk received a notice of objection for 7530 Ninth Line ("Abram and Margaret Raymer House" or the "Property") within the timeframe set out in the Act. Refer to Appendix 'A' for an image of the Property.

The Act requires that Council consider and make a decision on an objection. Council may decide to withdraw, amend, or affirm its intention to designate. If Council decides not to withdraw the NOID, Council may pass a by-law designating the property or properties. Council has 120 days from the date of publication of the NOID to pass a designation by-law (notice occurred on October 7, 2024).

Should Council not act within these timeframes, the NOID is deemed to be withdrawn. The 120-day deadline for the Phase XIII and XIV properties ends on February 4, 2025 (this is the date by which Council must adopt a by-law should it wish designate the Property under the Act).

***Properties are to be assessed using Provincial Designation Criteria***

Ontario Regulation 9/06, as amended, (“O.Reg. 9/06”) prescribes criteria for determining a property’s cultural heritage value or interest for the purpose of designation. The regulation provides an objective base for the determination and evaluation of resources of cultural heritage value, and ensures the comprehensive, and consistent assessment of value by all Ontario municipalities. Municipal councils are permitted to designate a property to be of cultural heritage value or interest if the property meets two or more of the prescribed criteria (excerpted from O.Reg. 9/06):

1. *The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.*
2. *The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.*
3. *The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.*
4. *The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.*
5. *The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.*
6. *The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*
7. *The property has contextual value because it is important in defining, maintaining or supporting the character of an area.*
8. *The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.*
9. *The property has contextual value because it is a landmark.*

**OPTIONS/ DISCUSSION:**

***Heritage Section Staff (“Staff”) considered the property owner’s reasons for objection to the Notice of Intention to Designate for 7530 Ninth Line***

Staff received a letter via email from an agent of the Property owner outlining their objection to designation (refer to Appendix ‘C’). It is the position of the agent that the Property does not meet the required O.Reg 9/06 criteria to merit designation under Part IV of the Act. Specifically, the agent contests the design/physical value of the Property and finds that the Property lacks historical/associative and contextual significance.

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Staff reviewed the reasoning provided by the agent in the appended letter and remain of the opinion that the Abram and Margaret Raymer House is a significant heritage resource that warrants designation under the Act. Below is a response to the agent's assessment organized by three groupings of O.Reg 9/06 criteria:

#### Design/Physical Value

The agent states that the defining architectural elements of the building (i.e., those that are classifiable as vernacular Gothic Revival and High Victorian Queen Anne Revival) were not constructed at the same time. As such, the agent contends that the dwelling lacks design significance because of a lack of "intentional eclecticism". It is the opinion of Staff that the gradual evolution of the dwelling, as described by the agent, does not diminish its design significance as it reads as a cohesive composition. Whether the eclectic architectural character of the dwelling existed at the time of construction or whether it emerged over time does not mean that the work was not intentional, nor does it mean that an evolved dwelling, of which many heritage buildings are, lacks design significance.

The agent also states there have been unsympathetic alterations and additions to the dwelling that diminish its design value. These include the creation of new window openings on the side elevations and the construction of additions. These alterations can be reversed relatively easily and do not adversely affect the dwelling's primary (street facing) elevation. Staff also note that the Statement of Significance ("SOS") provided to the Property owner specifically identifies those elements of the dwelling that do not contribute to heritage significance (refer to Appendix 'B' for a copy of the full SOS). These include the following:

- Wooden railing on the front veranda;
- Modern principal door with sidelight on the south wall of vestibule;
- French doors on second floor of the south gable end;
- Frame rear addition;
- Accessory buildings.

As such, there has been no oversight on the part of Staff in correctly identifying which elements of the dwelling contribute to its design significance (and should be retained) and those elements that are not complementary and can be removed at a future date without negatively impacting its heritage value.

#### Historical/Associative Value

The agent contends that the Property lacks historical/associative value as Abraham Raymer does not have a significant connection to the dwelling. When evaluating the historical significance of the Property, Staff consider a broader familial connection that includes both Abraham Raymer, who acquired the land on which the existing dwelling was constructed, and his son, Abram Raymer, who resided in the dwelling. Staff also take a broader interpretation of "community" to include not just Box Grove, but Markham Township more broadly as there were linkages, commercially and socially, between its constituent communities. As described in the appended Research Report, it is the opinion of Staff that the Property has historical value for its association with the early cultural and religious diversity of Markham Township, namely Markham's Pennsylvania German Mennonite community (of which the Raymers were members), and more specifically for its association with Abram Raymer whose family was considered the founders of Mount Joy. In this way, the Property meets the fourth O.Reg 9/06 criterion as it has "*direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community*".

### Contextual Value

The agent finds that the Property lacks contextual significance. Specifically, the agent states that the distance between the Property and the intersection of 14<sup>th</sup> Avenue and 9<sup>th</sup> Line (approximately 0.7km) diminishes its contextual value as does the construction of contemporary dwellings on nearby lots. Staff contend that the distance from the crossroads of 14<sup>th</sup> Avenue and 9<sup>th</sup> Line, the centre of activity within the historic hamlet of Box Grove, does not diminish the Property's contextual value as hamlets were often diffuse in character. Further, Staff are of the opinion that a critical mass of nineteenth and early twentieth century dwellings need to be retained for the historic hamlet of Box Grove to remain legible. The presence of new construction of nearby lots only magnifies the contextual value of the Property.

### ***The protection and preservation of heritage resources is consistent with City policies***

Markham's Official Plan 2014 contains cultural heritage policies related to the protection and conservation of heritage resources that are often a fragile gift from past generations. They are a non-renewable resource, and once lost, are gone forever. Markham understands the importance of safeguarding its cultural heritage resources and uses a number of mechanisms to protect them. Council's policy recognizes their significance by designating individual properties under the Act to ensure that the cultural heritage values and heritage attributes are addressed and protected.

### ***Provincial planning policies support designation***

The new Provincial Planning Statement (PPS) issued under Section 3 of the *Planning Act* came into effect October 20, 2024, and replaces the Provincial Policy Statement, 2020. The PPS (2024) includes cultural heritage policies that indicate protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved. Designation provides a mechanism to achieve the necessary protection.

### ***Designation acknowledges the importance of a cultural heritage resource***

Designation signifies to an owner and the broader community that a property contains a significant resource that is important to the community. Designation does not restrict the use of the property or compel restoration. However, it does require an owner to seek approval for property alterations that are likely to affect the heritage attributes described in the designation by-law. Council can also prevent, rather than just delay, the demolition of a resource on a designated heritage property.

### ***The Process and Procedures for Designation under Part IV of the Act are summarized below***

- Staff undertake research and evaluate the property under O.Reg. 9/06 to determine whether it should be considered a significant cultural heritage resource worthy of Part IV designation;
- Council is advised by its municipal heritage committee with respect to the cultural heritage value of the property;
- Council may state its Intention to Designate the property under Part IV of the Act and is to include a statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property;
- Should Council wish to pursue designation, notice must be provided to the owner and the Ontario Heritage Trust that includes a description of the cultural heritage value of the property. A notice, either published in a local newspaper or posted digitally in a readily accessed location, must be provided with the same details (i.e. the City's website);

- **Following the publication of the notice, interested parties can object to the designation within a 30-day window. If an objection notice is received, Council is required to consider the objection and make a decision whether or not to withdraw the notice of intention to designate;**
- Should Council proceed with designation, it must pass a by-law to that effect within 120 days of the date in which the notice was published. There are notice requirements and a 30-day appeal period following Council adoption of the by-law in which interested parties can serve notice to the municipality and the Ontario Land Tribunal (“OLT”) of their objection to the designation by-law. Should no appeal be received within the 30-day time period, the designation by-law comes into force. Should an objection be received, an OLT hearing date is set to examine the merits of the objection and provide a final decision.

#### **FINANCIAL CONSIDERATIONS:**

There has been a significant increase in the number of designation by-laws adopted by Council in response to amendments to the Act through Bills 23 and 200. As a result, there may be an increase in the number of OLT appeals relative to previous years, along with the potential need to secure additional funds from Council to support Staff preparation and attendance at the OLT. Should existing funding sources be found inadequate, staff will advise Council through a future Staff report.

#### **HUMAN RESOURCES CONSIDERATIONS:**

Not Applicable

#### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

The protection and preservation of cultural heritage resources is part of the City’s Growth Management strategy.

#### **BUSINESS UNITS CONSULTED AND AFFECTED:**

Heritage Markham, Council’s advisory committee on heritage matter, was consulted on the designation proposals. Clerks and Planning and Urban Design Department (Heritage Section) will be responsible for future notice provisions. An appeal to the OLT would involve staff from the Planning and Urban Design (Heritage Section), Legal Services, and Clerks Department.

#### **RECOMMENDED BY:**

\_\_\_\_\_  
Giulio Cescato, RPP, MCIP  
Director of Planning and Urban Design

\_\_\_\_\_  
Arvin Prasad, MPA, RPP, MCIP  
Commissioner of Development Services

#### **APPENDICES:**

Appendix ‘A’: Location and Image of the Property  
Appendix ‘B’: Statement of Significance  
Appendix ‘C’: Letter of Objection  
Appendix ‘D’: Research Report

## APPENDIX 'A' Location and Image of the Property

### 7530 Ninth Line (Ward 7): "Abram and Margaret Raymer House"

*Primary Elevation and Property Map*





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## APPENDIX 'B': Statement of Significance

### STATEMENT OF SIGNIFICANCE

#### Abram and Margaret Raymer House

7530 Ninth Line  
c.1889

The Abram and Margaret Raymer House is recommended for designation under Part IV, Section 29 of the Ontario Heritage Act as a property of cultural heritage value or interest, as described in the following Statement of Significance.

#### **Description of Property**

The Abram and Margaret Raymer House is a one-and-a-half storey brick dwelling located on the west side of Ninth Line, south of the historic crossroads hamlet of Box Grove. The house faces east.

#### **Design Value and Physical Value**

The Abram and Margaret Raymer House has design and physical value as a good representative example of a brick dwelling rendered in the vernacular Queen Anne Revival style. The Queen Anne Revival style was popular in late nineteenth century Markham, particularly in the eastern portion of the former Township for frame and brick houses in both villages and in rural areas. It was the most eclectic style of domestic architecture in the nineteenth century. The American version of Queen Anne Revival influenced domestic architecture in Canada. This example combines the L-shaped form and steep centre gable typical of vernacular Gothic Revival with elements of the High Victorian Queen Anne Revival style in the treatment of the front projecting gable with its two-storey canted bay window and fretwork ornamentation. The front veranda with its distinctive decorative detailing and enclosed vestibule is an extant element dating from the building's late 1880s period of construction.

#### **Historical Value and Associative Value**

The Abram and Margaret Raymer House has historical value for its association with the early cultural and religious diversity of Markham Township, namely Markham's Pennsylvania German Mennonite community, and more specifically for its association with Abram Raymer. He was a member of a locally important early Pennsylvania German Mennonite family that are considered the founders of Mount Joy which is located immediately north of Markham Village. This ornate brick dwelling was constructed c.1889 on a 25-acre parcel of Markham Township Lot 3, Concession 8 that was purchased by Abraham Raymer in two parts (1854 and 1868). Abraham Raymer lived on an adjacent property to the north where he farmed and owned a sawmill. This property was the home of his son Abram Raymer and his wife, Margaret (Legeer) Raymer, who married in 1889. In addition to farming, Abram Raymer contributed to a religious revival in the Box Grove community by leading Bible study groups and prayer meetings at the old Stone Jug hotel after the business closed. The property remained in the ownership of the Raymer family until 1939.

**Contextual Value**

The Abram and Margaret Raymer House is of contextual value as one of several nineteenth century dwellings that remain in the vicinity of the historic crossroads community of Box Grove, and because it is physically, functionally, visually and historically linked to the site where it has stood since c.1889.

**Heritage Attributes**

Character-defining attributes that embody the cultural heritage value of the Abram and Margaret Raymer House are organized by their respective Ontario Regulation 9/06 criteria, as amended, below:

*Heritage attributes that convey the property's design and physical value as a good representative example of a brick dwelling rendered in the vernacular Queen Anne Revival style:*

- L-shaped plan of brick dwelling;
- One-and-a-half storey height;
- Fieldstone foundation;
- Buff brick walls with projecting plinth and radiating arches over door and window openings;
- External fireplace chimney on the north elevation;
- Medium-pitched gable roof with projecting, open eaves and steep gable-roofed wall dormer;
- Decorative fretwork on the primary (east) elevation gable;
- Flat-headed 1/1 single hung wood windows with projecting lugsills;
- Two-storey canted bay windows with large, fixed plate glass windows topped with leaded glass transom lights;
- Shed-roofed front veranda supported on chamfered wood posts and decorated with fretwork brackets and brick-patterned woodwork on the south gable end;
- Frame front vestibule sided in narrow tongue- and groove wood with diamond-shaped four-paned window.

*Heritage attributes that convey the property's historical value for its association with the early cultural and religious diversity of Markham Township, namely Markham's Pennsylvania German Mennonite community, and more specifically for its association with Abram Raymer:*

- The dwelling is a tangible reminder of Abram Raymer, a member of a locally prominent Pennsylvania German Mennonite family considered to be the founders of Mount Joy, north of Markham Village.

*Heritage attributes that convey the property's contextual value because it is physically, functionally, visually or historically linked to its surroundings:*

- The location of the building on its original site, facing east, south of the historic crossroads hamlet of Box Grove where it has stood since c.1889.

*Attributes of the property that are not considered to be of cultural heritage value, or are otherwise not included in the Statement of Significance:*

- Wooden railing on the front veranda;
- Modern principal door with sidelight on the south wall of vestibule;
- French doors on second floor of the south gable end;
- Frame rear addition;

- Accessory buildings.

**APPENDIX 'C': Letter of Objection**

*Provided under separate cover*

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## APPENDIX 'D': Research Report

### RESEARCH REPORT



### **Abram and Margaret Raymer House** **Northeast Quarter Lot 3, Concession 8** **7530 Ninth Line, Box Grove** **c.1889**

**Heritage Section**  
**City of Markham Planning & Urban Design, 2024**

#### **History**

This house was constructed c.1889 on the northeast corner of Lot 3, Concession 8 as the home of Abram Raymer (1859-1939), a farmer, and his wife Margaret Amelia (Lageer) Raymer (1866-1912). Abram Raymer was a son of Abraham Raymer (1814-1891) and Elizabeth (Byer) Raymer (1823-1903) who farmed and owned a sawmill on Lot 4, Concession 8 to the northwest of this property. An archival photograph of the farmhouse of Abraham and Elizabeth Raymer appears on page 51 of *Markham 1793-1900*. The Raymer (or Ramer) family were Pennsylvania German Mennonites who came to Markham from Dauphin County, Pennsylvania in 1809. They were a prominent local family that are considered to be the founders of the Mount Joy community, now part of Markham Village.

The eastern 100 acres of Lot 3, Concession 8 were granted by the Crown to Peter Milne Jr. in 1846. Peter Milne Jr. (1803-1878) was the son of Alexander Milne and Jane Gibson, and the nephew of Peter Milne Sr., owner of Markham Mills south of Markham Village. Peter Milne Jr. was a store-keeper, sawmill owner, and first postmaster of the hamlet of Milnesville (Highway 48 north of Major Mackenzie Drive). He did not reside in the Box Grove area but lived on Lot 26, Concession 7, in the community that bears his name.

The acquisition of the property on the eastern half of Lot 3, Concession 8 enlarged Peter Milne Jr's already substantial land holdings on Lots 1 and 2, Concession 8, directly to the south. In 1852, Milne sold a 25-acre parcel at the northeast corner of Lot 3, Concession 8 to Peter Whitney. Two years later, Whitney sold 20 acres to Abraham Raymer, the adjacent property owner on Lot 4, Concession 8. Raymer acquired the remaining 5 acres of the 25 acre parcel in 1868. In 1894, the 25-acre property on Lot 3, Concession 8 was willed to Elizabeth Raymer, his wife.

A map of Markham Township dated 1878 in the *Historical Atlas of the County of York, Ontario*, shows that there was a house on the 25-acre property at that time. From a review of the 1851 and 1861 census returns,, this was Peter Whitney's one-storey log dwelling built in 1846. The log house was likely constructed by Peter Milne Jr. as a requirement of obtaining the Crown patent in 1846. Whitney was 69 years of age at the time of the 1851 census. He was born in the United States and appears to have been retired. He lived on the property with his wife Mary and their three children. In 1861, William Glen, a Scottish-born labourer, lived in the log house.

In the late 1880s, the old log dwelling on the Raymer property on Lot 3, Concession 8 was replaced by the existing brick dwelling at 7530 Ninth Line as a new home for Abraham and Elizabeth Raymer's son, Abram Raymer, and his wife, Margaret Amelia (Legeer) Raymer, who married in 1889. They raised a family of four daughters and a son. Abram's widowed mother, Elizabeth, lived in the same household after the death of Abraham Raymer in 1891. According to the 1891 census, the Raymers lived in a two-storey brick house containing ten rooms. Ownership of the property passed to Abram Raymer after the death of his mother in 1903.

Abram Raymer and his family were of the Mennonite faith according to census records. In a history of Box Grove written by Paul Burkholder, it is stated that Abram Raymer conducted Bible study groups and prayer meetings in the old Stone Jug Hotel in Box Grove after the business closed and this local landmark became a private residence. This led to a religious revival in the community.

Margaret Raymer died in 1912. Abram Raymer's second wife was Phoebe Anne (Moyer) Raymer (1876-1961). They married in 1919. Abram Raymer died in 1939 and his executors sold the property out of the family. It has had a succession of owners since that time.

### **Architecture**

The Abram and Margaret Raymer House is a one-and-a-half storey brick dwelling with an L-shaped plan that was later enlarged with a two-storey rear addition. There is a full-width veranda in the street-facing ell. The building rests on a raised coursed fieldstone foundation that provides a basement. The walls are clad in buff-coloured brick veneer laid in running bond with ornamentation limited to a five-course brick

plinth and radiating brick arches over door and window openings. This type of brick, historically referred to as “white brick,” came into use in Markham Township as early as the 1870s but became more common in the 1890s. In previous decades, most brick was locally produced and had a pink-orange variegated colour that was sometimes dyed a dark red to create a more consistent appearance. More research is required to determine the source of the buff brick and greyish-buff brick used in Markham in the late nineteenth century. Was it brought in from another area or was there a local clay deposit that produced a brick that differed from the pink-orange Markham standard?

The cross-gable roof has a medium pitch with projecting, open eaves. No historic chimneys remain. An external fireplace chimney, a later addition, is located on the north side of the building. The brick used on this feature differs slightly in colour from the brick used on the walls.

The street-facing gable is a dominant feature of this late Victorian dwelling, ornamented with fretwork in a rising sun pattern. This pattern was used in at least two other local houses of a similar architectural style, the Wilson House at 144 Main Street North, Markham Village (1888) and the Calvert House at 258 Main Street North in Mount Joy (c.1891). Originally the gable would have also had brackets on either side of the centre bay, but now only the triangular upper portions remain in place, decorated with fretwork in a stylized floral pattern. The appearance of the gable ornamentation prior to the removal of the brackets can be understood by looking at the two aforementioned examples where the details remain intact.



East and North Sides of 7530 Ninth Line.

The street-facing (east) elevation also features a steep centre gable on the front slope of the recessed southern volume. This gable lacks ornamentation but given the amount of detailing on the street-facing gable and veranda, there may have once been fretwork in this smaller gable as well.

The principal entrance is sheltered within an enclosed portion of the front veranda. The shed-roofed veranda is supported on chamfered wood posts and has a base composed of an open southern half and a fieldstone northern half. The veranda railing and deck have recently been replaced. Previously, there was a low wood railing with turned balusters. Below this railing was a fretwork base, a very unusual feature not seen elsewhere in Markham. Fretwork brackets and a brick-like pattern in wood associated with the Anglo-Japanese Aesthetic Movement decorate the south gable end of the veranda where the wooden steps are located. The steps have a balustrade with turned balusters that are in a lighter design than the veranda railing. The enclosed portion of the veranda has narrow tongue and groove V-groove siding and a distinctive diamond-shaped four-paned window. This is another unique feature of the house not seen elsewhere in Markham.

Within the front veranda is a single one-over-one window. A single-leaf nine-paneled door with a single sidelight is located on the south wall of the enclosed portion of the veranda. This doorcase is modern in design. It may have replaced a set of double glazed and paneled doors typical of the period of construction. The gable-fronted projecting gable end has a two-storey canted bay window. The large centre windows have fixed plate glass windows with rectangular transom lights with coloured leaded glass. Flanking these feature windows are narrower one-over-one paned windows. All window openings are flat-headed and have projecting lugsills.



South side view of 7530 Ninth Line showing veranda detailing, south bay window and rear addition.

The south gable end has a wide box bay window with large multi-paned fixed glass windows on the ground floor. This bay window appears to be a later addition, but it has a fieldstone foundation, suggesting it is an old alteration. Above the bay window is a pair of twentieth century style French doors. These doors may have once opened onto a shallow balcony over top of the bay window.



There is a single one-over-one window on the north wall located to the left of the external fireplace chimney. On the rear gable end wall are two one-over-one windows on the ground floor, and a single one-over-one window above.

The rear addition is a modern-era extension of the original building. It is a full two-storey structure sided in wood board and batten. It has a low-pitched gable roof. There is a cantilevered second storey sunroom on the south wall and a bracketed rear porch. Both features have decorative brackets that visually support them, but the actual structural support is from cantilevered beams.

The Abram and Margaret Raymer House is a good representative example of a brick dwelling rendered in the vernacular Queen Anne Revival style. The Queen Anne Revival style was popular in late nineteenth century Markham, particularly in the eastern portion of the former township for frame and brick houses in villages and in rural areas. It was the most eclectic style of domestic architecture in the nineteenth century, originating in England and adopted by American architects who created their own interpretation suited to American tastes. The American version of the Queen Anne Revival style influenced domestic architecture in Canada. Designs were offered in pattern books that featured spacious dwellings with picturesque irregular massing, tall roofs with dormers and multiple gables, projecting bays, deep verandas, and multiple textures in cladding materials. The main design principle was balance rather than symmetry. This example combines the L-shaped form and steep centre gable of the vernacular Gothic Revival style with elements of the High Victorian Queen Anne Revival style in the treatment of the front projecting gable with its two-storey canted bay window and fretwork ornamentation. The front veranda is a rare survivor from the late 1880s period of construction with its distinctive decorative detailing and enclosed vestibule.

### **Context**

The Abram and Margaret Raymer House is one of several nineteenth century dwellings still standing in the vicinity of the historic crossroads hamlet of Box Grove. The property, now a small portion of the original acreage, was once part of the agricultural community that surrounded the hamlet.

### **Sources**

Abstract Index of Deeds for Lots 1, 2, 3 and 4, Concession 8, Markham Township.

Canada Census 1851, 1861, 1871, 1881, 1891, 1901, 1911 and 1921.

Maps of Markham Township: McPhillips (1853-54), Tremaine (1860), Historical Atlas of the County of York, Ontario (1878) and 1919 map.

Property File for 7530 Ninth Line, Heritage Section, City of Markham Planning & Urban Design.

Raymer Family File, Heritage Section, City of Markham Planning & Urban Design.

Elmwood Cemetery Information from Lorne Smith, Markham Official Historian.

Burkholder, Paul. "Box Grove." *Pioneer Hamlets of York*. Kitchener: Pennsylvania German Folklore Society of Ontario, 1977. Page 94.

Champion, Isabel (ed.). *Markham 1793-1900*. Markham: Markham Historical Society, Second Edition, Revised, 1989. Pages 50-52, 75-76, 277.

**Compliance with Ontario Regulation 9/06, as amended – Criteria for Determining Cultural Heritage Value or Interest**

*The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.*

**The Abram and Margaret Raymer House has design value and physical value as a good representative example of the vernacular Queen Anne Revival style in brick.**

*The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.*

**The Abram and Margaret Raymer House has historical value for its association with the early cultural and religious diversity of Markham Township, namely Markham's Pennsylvania German Mennonite community, and more specifically for its association with Abram Raymer. He was a member of a locally important early Pennsylvania German Mennonite family that are considered the founders of Mount Joy, located immediately north of Markham Village.**

*The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.*

**The Abram and Margaret Raymer House has contextual value as one of several nineteenth century dwellings that remain in vicinity of the historic crossroads community of Box Grove and help make legible its former agricultural roots and because it is physically, functionally, visually and historically linked to the site where it has stood since c.1889.**

## **APPENDIX 'C': Letter of Objection**



October 31, 2024

Evan Manning  
Senior Heritage Planner  
Planning and Urban Design Department  
City of Markham

**Re: 7530 Ninth Line, Markham**

Dear Evan,

NOTICE OF OBJECTION TO NOTICE OF INTENTION TO DESIGNATE (NOID) 7530 NINTH LINE,  
MARKHAM, ON (ABRAM AND MARGARET RAYMER HOUSE) UNDER PART IV, SECTION 29 OF  
THE ONTARIO HERITAGE ACT

7530 Ninth Line, Markham (the “Subject Property”) is owned by Mr. William Bassels. On September 25, 2024 Markham Council adopted a resolution “to state its intention to designate 7530 Ninth Line under Part IV, Section 29 of the *Ontario Heritage Act* (the “Act”) in recognition of its cultural significance”. On October 1, 2004 Mr. Bassels was served with this Notice and it was published on the City website on October 7, 2004. The Act allows Mr. Bassels thirty days following this publication to serve notice of his intention to appeal this decision to the Ontario Lands Tribunal (the “OLT”). This letter is this notice.

Rick Mateljan (the “Consultant”) was retained by Mr. Bassels on September 12, 2024, to assist him with issues regarding the proposed Designation of the Subject Property.

The City has indicated in their Recommendation Report that they believe the Subject Property to have Design Value & Physical Value for the following reasons:

The Abram and Margaret Raymer House has design and physical value as a good representative example of a brick dwelling rendered in the vernacular Queen Anne Revival style. The Queen Anne Revival style was popular in late nineteenth century Markham, particularly in the eastern portion of the former Township for frame and brick houses in both villages and in rural areas. It was the most eclectic style of domestic architecture in the nineteenth century. The American version of Queen Anne Revival influenced domestic architecture in Canada. This example combines the L-shaped form and steep centre gable typical of vernacular Gothic Revival with elements of the High Victorian Queen Anne Revival style in the treatment of the front projecting gable with its two-storey canted bay window and fretwork ornamentation. The front veranda with its distinctive decorative detailing and enclosed vestibule is an extant element dating from the building’s late 1880s period of construction.

Mr. Bassels objects to these characterizations of Design Value & Physical Value for the following reasons:

Examination of the Subject Property reveals that the building was virtually certainly built at two different times (and with many later additions and alterations). This is visible through examination of the building foundation and main floor framing, both of which are markedly different when the southern and northern parts of the building are compared. The Recommendation Report refers to “steep centre gable typical of vernacular Gothic Revival” and the “elements of the High Victorian Queen Anne Revival style in the treatment of the front projecting gable” as parts of an “eclectic style” but in fact they are most likely evidence not of intentional eclecticism but of differing construction periods and materials. The description in the Recommendation Report of “elements” of the Queen Anne Revival style in the building is itself an admission that the building is not a notable example of this style. Further, the “enclosed vestibule” that is part of the front veranda is not an “extant element dating from the building’s late 1880’s period of construction” but an obviously more recent addition and the “distinct decorative detailing” of the front verandah appears not to exist. The verandah has obviously been rebuilt at some time in the recent past and any detailing that was once extant has been removed. The Report also does not note the various many new windows, additions and other elements that are extant on the sides and rear of the building that are obviously not part of the original construction and are only minimally sympathetic to it.

Mr. Bassels therefore believes that the extent to which the building exhibits Design Value & Physical Value is minimal and does not meet the standards for Part IV designation under the Act.

The City has indicated in their Recommendation Report that they believe the Subject Property to have Historical Value & Associative Value for the following reasons:

The Abram and Margaret Raymer House has historical value for its association with the early cultural and religious diversity of Markham Township, namely Markham’s Pennsylvania German Mennonite community, and more specifically for its association with Abram Raymer. He was a member of a locally important early Pennsylvania German Mennonite family that are considered the founders of Mount Joy which is located immediately north of Markham Village. This ornate brick dwelling was constructed c.1889 on a 25-acre parcel of Markham Township Lot 3, Concession 8 that was purchased by Abraham Raymer in two parts (1854 and 1868). Abraham Raymer lived on an adjacent property to the north where he farmed and owned a sawmill. This property was the home of his son Abram Raymer and his wife, Margaret (Legeer) Raymer, who married in 1889. In addition to farming, Abram Raymer contributed to a religious revival in the Box Grove community by leading Bible study groups and prayer meetings at the old Stone Jug hotel after the business closed. The property remained in the ownership of the Raymer family until 1939.

Mr. Bassels objects to these characterizations of Historical Value & Associative Value for the following reasons:

The Recommendation Report commingles two individuals, Abraham Raymer (the father) and Abram Raymer (the son and owner of the Subject Property) and two early communities (Mount

Joy and Box Grove) and infers a connection between them that does not really exist. Abraham Raymer was an individual who appears to have some importance both as a founder of Mount Joy and as an early religious evangelist, however the only connection that he has to the Subject Property is that one of his children lived here (Abraham Raymer had six children). Abraham Raymer is known to have lived in Mount Joy his entire life and died in 1891, two years after the purported construction date of the Subject Property<sup>1</sup>. The assertion that he lived on a property just north of the Subject Property is therefore questionable, but even if true his death date makes his association with his son's house only minimally significant. The Recommendation Report indicates that Abram Raymer led "Bible study groups and prayer meetings" but this would represent much less important Historical Value or Associative Value than the father's contribution. Religious observation was very popular in Canada at this time and virtually everyone participated in some capacity. Notably, the Recommendation Report does not consider any of Abraham Raymer's other five children and consider whether their homes are surviving or worthy of designation under the *Act*.

Mr. Bassels believes that the Recommendation Report does not establish a Historical Value or Associative Value for Abram Raymer beyond what would be typically expected for an early community settler and this does not meet the standard for Part IV designation under the *Act*.

The City has indicated in their Recommendation Report that they believe the Subject Property to have Contextual Value for the following reasons:

The Abram and Margaret Raymer House is of contextual value as one of several nineteenth century dwellings that remain in the vicinity of the historic crossroads community of Box Grove, and because it is physically, functionally, visually and historically linked to the site where it has stood since c.1889.

Mr. Bassels objects to these characterizations of Contextual Value for the following reasons:

The City of Markham has actively tried to retain the memory of the community of Box Grove through various naming initiatives of new buildings, etc. and the report is correct that several nineteenth century dwellings remain in the "vicinity of the historic crossroads", by which they refer to Ninth Line and 14th Avenue. The subject property is located 0.7km south of the "historic crossroads", a distance which corresponds to a moderate ten-minute walk. The intervening distance has been the subject of much new residential development featuring very large single family homes and a large residential subdivision development on the east side of Ninth Line. The lands surrounding the Subject Property have changed completely in the past several decades and none of these changes has given any consideration to any purported heritage value of the Subject Property. The extent to which the Subject Property can be considered to be within the context of the "historic crossroads" is highly questionable. There is also the fact that Ninth Line, formerly a significant north-south artery, now dead ends south of

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<sup>1</sup> [Abraham Ramer \(1814-1891\) | WikiTree FREE Family Tree](#)

the Subject Property so the nature of this as a “crossroads” community is itself called into question.

Mr. Bassels believes that for all of these reasons the idea that the Subject Property is “physically, functionally, visually and historically linked to the site where it has stood since c.1889” is not proven and as such the Recommendation Report does not establish a Contextual Value sufficient to meet the standard for Part IV designation under the *Act*.

Part IV, Section 29 of the Act requires that the Subject Property meet two of the above noted criteria to be eligible for Designation. Mr. Bassels believes that none of the required criteria are met and intends to argue this before the Ontario Lands Tribunal.

Regards,

A handwritten signature in black ink, appearing to read 'Rick Mateljan', with a horizontal line underneath the name.

Rick Mateljan B.A. CAHP

Copy:

City of Markham Clerk  
Ontario Heritage Trust



Report to: Development Services Committee Meeting Date: December 10, 2024

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**SUBJECT:** 2025 Development Fee and Municipal Fee By-laws Update

**PREPARED BY:** John Yeh, MCIP, RPP, Manager Strategy & Innovation and Acting Senior Manager Policy & Research, Zoning & Special Projects, Ext. 7922

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**RECOMMENDATION:**

1. THAT the December 10, 2024, report titled, "2025 Development Fee and Municipal Fee By-laws Update", be received;
2. THAT the amendment to By-law 211-83, as amended, "A By-law to prescribe a Tariff for the Processing of Planning Applications," substantially in the form attached as Appendix 'B', be enacted;
3. THAT the amendment to By-law 2002-276, as amended "To impose fees or charges for services or activities provided or done by the City of Markham" substantially in the form attached as Appendix 'C', be enacted';
4. AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

This report provides an overview of proposed amendments to development application and related fees contained in the Development Fee and Municipal Fee By-laws that offset the costs associated with staff review and processing.

**BACKGROUND:**

The Development Fee By-law and Municipal Fee By-law are reviewed and adjusted annually as needed to recover the anticipated reasonable costs associated with the administration of Planning Act applications. A fee model was established in 2005 to calculate the annual adjustments necessary to ensure the City's Planning and Urban Design and Engineering Departments remain adequately funded by development fees, as required by the Planning Act.

A broad review of the City's development application fees was completed in 2023 with Council's approval on December 13, 2023, to implement amendments to the Development Fee By-law and Municipal Fee By-law on January 1, 2024. The review addressed changes in staffing and application review processes from the following:



- 
- Bill 108, More Homes More Choice Act (2019)
  - Bill 109, More Homes for Everyone Act (2022)
  - Bill 23, More Homes Built Faster Act (2022)
  - Anticipated changes to the complexity of applications from the increasing range and mix of housing types and form (e.g. intensification and built form)
  - New greenfield areas in the northern part of Markham
  - Increasing complexity of engineering reviews

The 2023 Council approval of the current Development Fee By-law included a yearly increase of development application fees by the Consumer Price Index (“CPI”), Ontario All Items, published each year in September, to a maximum increase of 5% each year. The published September 2024 CPI value is 1.94% and fees will be adjusted and in effect on January 1, 2025. The City will continue to monitor fee revenues and service costs and determine when to conduct another broad development application fee review.

In parallel with reviewing the Development Fee By-law and monitoring fee revenues and costs, the City is facilitating growth and development and working collaboratively with the development industry to facilitate continuous improvements to the development review process. The City is committed to facilitating development in our high growth areas permissive and as of right. Recent initiatives include the preparation of multiple secondary plans for areas throughout the City that are identified to accommodate growth through transit supportive development, many of which align with the City’s 22 Protected Major Transit Station Areas (“PMTSAs”), including the adoption of two new secondary plans (i.e., Markham Road – Mount Joy and Milliken Centre) and the release of a draft secondary plan for Markham Centre in Summer 2024. Secondary plan studies are also underway for the Yonge North Corridor, which will be serviced by the Yonge North Subway Extension, Markville, and the update for Cornell Centre. Implementing zoning by-laws will follow in every growth area making sure that compliant high density development will only require site plan approval and building permits to proceed and as needed municipal service and parks and open space agreements.

There have been many improved development processes implemented in the past five years, as highlighted below (**Appendix A** includes additional examples):

- Streamlined site plan, zoning by-law amendment, and official plan amendment processes in response to Bills 109 and 23 - Since July 2023 implementation, the City has not missed a single Planning Act timeline for these application types
- New Municipal Services Agreement and Parks and Open Space Agreement processes resulting from the update to the site plan process
- Implementation of Council approved Lean review identifying 18 recommendation areas for improvement
- Upgraded ePLAN (Project Dox) development review software

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- Implemented updated ePLAN website application submission process
  - Developed a mobile app for building permit inspections
  - Developed electronic 3D modelling software to support application review
  - Prepared MappiT online public development applications viewer
  - New Development Fee By-law (see below on changes to the by-law)
  - Completed Comprehensive Zoning By-law
  - Telecommunication facilities process update

The following are in progress development process improvements:

- Comprehensive guidance on Urban Design Guidelines
- Checklists and guides on Age Friendly Design Implementation
- Various guidelines and processes related to Streetscape Guidelines/Manual and Tree Permits
- Subdivision application process review
- Heritage permit workflow in ePLAN
- Electronic 3D model as part of development application complete submission
- Site plan update opportunities from Bill 185
- Development application submission standards for drawing templates
- Minister's Zoning Order process
- Standard operating procedures for development applications
- Customized ePLAN workflows by development application type
- Development application file closure protocol

As a result of the improvements to the City's development application process in the past five years, a recent [BILD Benchmarking Study](https://www.bildgta.ca/wp-content/uploads/2024/09/2024-GTA-Municipal-Benchmarking-Study-Our-number-7147-Final.pdf) with 16 participating municipalities noted the City of Markham ranked 5th out of 16 municipalities in three combined categories of 1) development application approval timelines, 2) municipal fees (DCs), and 3) planning features (e.g. ePLAN, etc.): <https://www.bildgta.ca/wp-content/uploads/2024/09/2024-GTA-Municipal-Benchmarking-Study-Our-number-7147-Final.pdf>. This has improved significantly from 2020 when Markham ranked 18th out of 18 municipalities and in 2022, 13th out of 16 municipalities. Continuous improvement in the City's development review process is an ongoing priority while ensuring excellence in the built environment. Completion of the City's next phase of development process improvements noted is expected to further achieve improved timelines, improved customer experiences, and further efficiencies.

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**DISCUSSION:****Proposed Development Fee By-law Changes****1. To amend Schedule A of the Development Fee By-law in the following manner (see Appendix B):**

- a) To amend section 3.1 to clarify and permit additional conditions beyond changes in construction cost for fee payment adjustment at each payment stage to include gross floor area, estimated cost of works, consultant's review fees, etc.
- b) To introduce new section 3.2 to clarify and address when fees have not been paid at submission or an incorrect payment amount, to require payment upon approval of the development application or execution of any required agreement.
- c) To delete notation <sup>(3)</sup> as a cleanup exercise at the end of the subtitle "Revision of Draft Approved Plan and/or Draft Plan Conditions Requested by Applicant" in Table 4 as the previously associated footnote from the 2023 By-law was "At the request of the owner" which was moved to the subtitle as noted above.
- d) To amend footnote (2) in Table 4 to note that where a subdivision phasing plan has been submitted with an application for draft approval of a plan of subdivision, the Engineering fees shall be calculated and paid at each phase of the first engineering technical file or drawing submission.
- e) To amend Table 7, section 7.2.3 and add new footnote (11) to clarify the Consent land area fee applies to all Consents to create new lots other than new residential lots.
- f) To amend "Construction Cost" in the "Engineering" section of Definitions to enable internal and external works with the Plan of Subdivision, plus a 10% contingency to be verified on or before Acceptance for Maintenance and not just on or before execution of the Subdivision Agreement.
- g) To delete section 9.4 Telecommunication Tower and the \$29,460 fee from Table 9 as a streamlined process to review has been established and a revised fee will be added to the Municipal Fee By-law.

**2. To amend Schedule A of the Municipal Fee By-law in the following manner (See Appendix C):**

- a) To introduce a new Development Services section on Telecommunication Facilities review fee of \$1,800.

**Telecommunications Facilities Process Update**

The Radiocommunication Act appoints Innovation, Science and Economic Development Canada ("ISED") as the approval authority for the location and operation of Telecommunication Facilities across Canada. Though Provincial legislation, such as the Planning Act, including zoning by-laws and site plan controls are not applicable, ISED recognizes the importance of municipal consultation and encourages proponents to consult with the local municipality for comments.

With the City's limited jurisdiction around the regulation of telecommunication facilities, staff updated the review process of these facilities to reflect the municipality's legislative role that includes:

- Communication to proponents of location and aesthetic preferences, and relevant planning priorities and characteristics to a proposed system
- Advising the proponent on the public consultation requirements

If a facility is exempt from municipal review, the process would conclude with Staff's issuance of a Letter of Concurrence. If an application is required, Staff would determine if public consultation is needed, and if it is, the proponent must organize a community meeting and provide a memo to the City on the comments received and how they have been addressed. The Director of Planning and Urban Design would be authorized to provide a Letter of Concurrence or Non-Concurrence (subject to conditions, if required) to conclude the review process.

Applications would not generally be required for maintenance of existing facilities, addition or modification to facilities, installation for a limited duration of facilities, co-location of an existing telecommunication tower, and amateur radio towers.

### **FINANCIAL CONSIDERATIONS**

This report has no immediate financial impact on the Operating Budget or Life Cycle Reserve. The Planning and Urban Design Department and Finance Department have been collaborating to ensure appropriate direct and indirect cost recovery and to incorporate the results into any future operating budget.

### **HUMAN RESOURCES CONSIDERATIONS**

Not applicable

### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

Goal 1 - Exceptional Services by Exceptional People, Goal 3 – Safe, Sustainable and Complete, Community Goal 4- Stewardship of Money and Resources

### **BUSINESS UNITS CONSULTED AND AFFECTED:**

Planning and Urban Design, Engineering, Legal Services, Finance

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**RECOMMENDED BY:**

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Giulio Cescato, MCIP, RPP  
Director Planning and Urban Design

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Frank Clarizio  
Director Engineering

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Arvin Prasad, MCIP, RPP  
Commissioner Development Services

**ATTACHMENTS:**

Appendix A – List of Recent Development Process Improvements

Appendix B – Draft of By-law to amend Development Fee By-law 211-83

Appendix C – Draft of By-law to amend Municipal Fee By-law 2002-276

## Recent Notable City of Markham Development Review Process Improvements

- **Implemented streamlined site plan (SPC), zoning by-law amendment (ZBA), and official plan amendment (OPA) processes**

The streamlined site plan, zoning by-law amendment, and official plan amendment processes involves quickly circulating the application for review while concurrently deeming the application complete or incomplete, reducing the number of review cycles to 1, and commenting and marking up drawings in ePLAN Project Dox. The changes were a result of the City undertaking a Lean Review to examine further opportunities for efficiencies in the development process and in response to Bill 109 and 23 fee refunds if provincially prescribed timelines were not met (60 days SPC, 90 days ZBA, 120 days OPA/ZBA). As a result of Bill 185 the fee refund provisions have been removed but staff continue to implement the process changes to meet the timelines.

- **Implemented new municipal services (MSA) and parks and open space agreement processes as a result of the updated site plan process**

These two individual processes are required prior to issuance of a building permit and new processes within and outside of ePLAN were prepared. All developments requiring Site Plan approval, within the City of Markham (City), must execute a MSA before a Building Permit can be issued. Municipal Services include, but not limited to, infrastructure upgrades, entrance(s), lighting, water, sanitary sewer and / or storm sewer system connections, tree planting or other related works external to the site.

Development or redevelopment of lands within Markham are subject to the parkland conveyance and/or payment in lieu of parkland and Community Benefits Charges, with some exceptions, according to the Planning Act and Markham's plans, strategies and bylaws.

The Parks and Open Space Agreement process facilitates the conveyance of parkland according to the Parkland Dedication By-law-2022-102 and s.42 of the Planning Act

- **Council approved Lean review identifying 18 recommendation areas for improvement**

The Lean approach includes 18 recommendation areas and more specific recommendations within to help Markham scale operations to match the increasing complexity and volume of development it is experiencing. As a result of process improvements undertaken some Lean recommendations have been superseded or completed (e.g. development fee by-law update, application intake workflow) while staff are implementing certain recommendations including

submission standards templates and internal standard operating procedures for development applications.

- **Upgraded ePLAN (Project Dox) development review software**

ePLAN Project Dox has been the City's electronic development application and building permit review and commenting software tool since 2018. This software eliminates the need for investing multiple tools, resulting in cost savings and increased efficiencies. The ePLAN Project Dox 9.2 Upgrade project involved the migration and deployment of the Production and Test Environments from the City's on-premise environment to cloud followed by the ePLAN Project Dox Upgrade from version 9.1 to 9.2. The major upgrade of the ePLAN Project Dox software to version 9.2 enabled additional features that have improved both the applicant and reviewer experience.

The additional features included the following upgrades to the applicant's experience:

- Providing easier drawing upload tools,
- Consolidating corrections,
- Accessing and distributing corrections to multiple consultants,
- Automatic filing of versions and identification of duplicate files,
- Notifying the user when new files are uploaded and identifying the versions,
- Providing project status emails to multiple project members (applicants); and
- Providing a simpler City comments response form

It also includes the following reviewer's experience upgrades for Staff:

- Packaging drawings and providing a single window for review /comment,
- Providing a read/unread feature for drawings and ability to select drawings that are acceptable,
- Simplifying the file version and global file compare options,
- Providing a tool similar to a shopping cart for overall corrections added; and
- Simplifying the quick review initiation process with outside agencies and other departments.

Additional upgrades have since occurred and is now up to Project Dox 9.3 and soon to be 9.4.

- **Implemented updated ePLAN website application submission process**

The ePLAN Web Portal Update and Mobile Inspection App project involved updating the current ePLAN Web Portal to allow for easy navigation and implementing changes to improve the applicant's web portal for a better user interface.

- **Developed a mobile app for building permit inspections**

The Mobile Inspection App project involved the creation of a mobile app to be used for building inspections. The app is intended to improve the inspectors' process by allowing them to easily access inspection requests, approval documents, and property history in the field.
- **Developed electronic 3D modelling software to support application review**

The City retained WSP Canada Inc. to prepare an electronic 3D model for Markham Centre and Markham Road/ Mount Joy Secondary Plan areas in ArcGIS CityEngine. The purpose of this model is to improve and add productivity and efficiency in the functions of the development application review process including the following:

  - Enable Staff to calculate development site statistics and compare alternative site statistics quickly
  - Assist Staff to analyze proposed developments and provide recommendations
  - Enable Staff to review the impact of the development application on the surrounding context; and
  - Inform policy initiatives such as Secondary Plans, Official Plan reviews.
- **Prepared MappiT online public development applications viewer**

MappiT is the City's GIS Interface project for development applications. The intent of this project is to help increase transparency in the development application process. MappiT also supports the private sector and consultants by allowing technical studies identified or already completed to be leveraged to support future applications and technical requirements. This project showcases all development applications by type and year and includes supporting documentation related to each application.
- **New Development Fee By-law Implementation**

Supporting the development application process is the Development Fee by-law, which contains fees associated to process and review of development applications. The new By-law was approved by Council in December 2023 and is being implemented to ensure full cost recovery and reasonable charges.
- **Comprehensive Zoning By-law (CZBL)**

In early 2024, the City approved the CZBL, which is currently in effect, that modernized the City's approach to zoning review following the consolidation of 46 different parent zoning by-laws applied to different geographic areas of the City from 1954 to 2004. The CZBL will ensure predictability and consistent review of development applications.



- **Telecommunications facilities process update**

With the City's limited jurisdiction around the regulation of telecommunication facilities, staff updated the review process of these facilities to reflect the municipality's legislative role that includes:

- Communication to proponents of location and aesthetic preferences, and relevant planning priorities and characteristics to a proposed system
- Advising the proponent on the public consultation requirements

- **Terms of References prepared that support updated Pre-Application Consultation process responding to Bill 109**

- Community Infrastructure Impact Statement
- Natural Heritage Compensation Plan
- Natural Heritage Constraints Map
- Delineation of the Rouge Natural Watershed Protection Area
- Comprehensive Block Plan
- Angular Plane Study
- Arborist Report and Tree Inventory and Preservation Plan
- Transportation Impact Assessment Study
- Community Design Plan
- Sun and Shadow Study
- Urban Design Brief
- Wind Study
- Arborist Report
- 12 different Engineering Reports and Submission Outlines ranging from Functional Servicing report to transportation Impact Study

- **City-wide Urban Design Guidelines**

Staff are developing comprehensive design guidance to provide direction on a variety of building typologies that supports housing delivery and complete communities, resulting in a more efficient review process with greater certainty in development outcomes.

- **Age Friendly Design Implementation**

Staff are developing checklists, guides and training sessions to help streamline application of the guidelines through development review

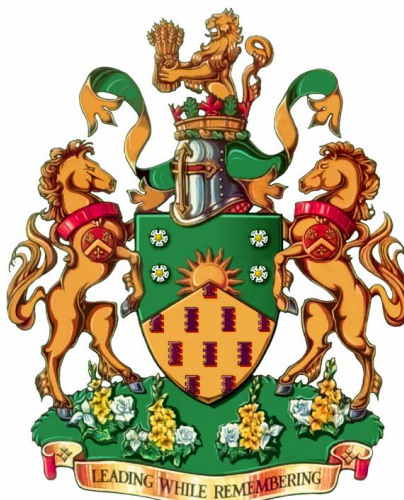
- **Streetscape Guidelines/Manual and Tree Permits**

In delivering complete communities, staff are developing / updating various guidelines to streamline reviews and expedite development approvals, including

a one-window approach for tree preservation and removals through development review

- Urban Design is streamlining other processes, e.g. removal of **Townhouse Siting Approval** process/integration with TEC Application and Architectural Design Control (Plan of Subdivision)
- **Development Engineering related improvements**
  - Engaging with developers and set up Bi-weekly meetings to discuss and resolve any issues, resulting in quick decision making
  - Creating various Checklists (such as Pre-Servicing Agreement Checklist, TEC Checklist, PAC Checklist etc.) for better and clear communication with the developers
  - Creating Deviation Forms to assist developers to communicate with the City and get approvals, if for any reason, they are unable to meet the City's Standards
  - Retained external consultant to work on streamlining the review and approval process for underground SWM facilities and developing policies, design criteria, and engineering specifications
  - Working with other departments to streamline process for MECP (CLI-ECA). This will result in quicker approval for ECA, as it will be delegated to the City
  - Continuously working for improving and streamlining the process by preparing process documents
- **Building Standards related improvements**
  - Fully implement Zoning Preliminary Review service that allows the public to obtain confirmation of zoning compliance at the design stage prior to building permit submission
  - Streamlined internal circulation notice to planning and engineering to facilitate conditional permit clearances
  - ePLAN Owner Notification - Process enhancement for owner notification on ePLAN file activity
  - Streamline infill housing demolition applications with the associated new housing permit
  - Working group developed strategy to improve infield use of technology, streamline processes and eliminate manual paper based processes
  - Introduction of Pre Permit Consultation service to allow developers to receive Building Code comments in advance of development approvals and permit applications. This allows the design team to address any significant Code compliance issues during the design stage and reduces the amount of time spent during permit application review.
  - Ongoing development and publication of Builder Tips to assist designers and contractors on Building Code compliance for challenging or new Building Code requirements.

# **CITY OF MARKHAM ONTARIO**



## **BY-LAW 2024-XX**

### **A BY-LAW TO AMEND BY-LAW 211-83, being a by-law to prescribe a tariff of fees for the processing Planning Applications in the City of Markham**

THE COUNCIL OF THE CORPORATION OF THE TOWN OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. That By-law 211-83, as amended, is hereby further amended as follows:  
2(a) or as otherwise indicated in Schedule A

a. Schedule "A" of By-law 211-83, as amended, is hereby amended as follows:

i. by amending clause 3.1 so that it reads:

"3.1. Fees payable shall be adjusted at each payment stage as set out in the Tables below, to reflect changes in the basis for the fee, including but not limited to changes in the number of Units, Lots and Parcels and changes to GFA, Land Area, Estimated Cost of Works, Consultant's Review Fees, Construction Cost, etc." and again:

3.1.1. immediately prior to approval of the development application, including but not limited to Site Plan Approval and Draft Plan of Subdivision Approval; and

3.1.2 at execution of any required agreement, including but not limited to Site Plan Agreements, Subdivision Agreements, Municipal Services Agreements, Development or Consent Agreements.

based on the fee rate in effect on the date the additional payment is required.

ii. By amending Clause 3.0 to add the following:

"3.2. Fees not paid when required pursuant to the provisions of this by-law in effect at the time the payment was required, or where the amount paid was incorrect, shall be paid at the times set out in Clauses 3.1.1 or 3.1.2, whichever is earlier, at the rate in effect on the date that the payment should have been paid or was paid incorrectly."

- iii. by deleting the notation “(3)” at the end of the subtitle “**Revision of Draft Approved Plan and/or Draft Plan Conditions Requested by Applicant**” in Table 4.
- iv. by amending footnote “(2)” below Table 4 so that it reads:
 

“2. Where a subdivision phasing plan has been submitted with the application for draft approval of a plan of subdivision, the Calculated Fee in section 4.2.1 to 4.2.4, both inclusive, shall be calculated based on each phase separately, not cumulatively. Payment for each phase will be collected at the time of the first engineering technical file or drawing submission.”
- v. by amending footnote “(6)” below Table 7, so that it reads:
 

“6. Applies only to consents creating new residential lots for single detached, semi-detached and freehold townhouses.”
- vi. by amending Table 7, to add the following footnote:
 

“11. Notwithstanding footnote 6, this applies to all consents for the creation of lots and blocks, including, but not limited to residential blocks, ICI lots, blocks within a draft or registered plan of subdivision, or open space blocks.”
- vii. by amending Table 7, section 7.2.3, so that it reads:

7.2.3	Land Area Fee <sup>(7)</sup> ( <sup>11</sup> )	\$21,183	Per Hectare
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- viii. by amending the definition of “Construction Cost” in the “ENGINEERING” section of DEFINITIONS in the By-law, so that it reads as follows:
 

“Construction Cost: the estimated cost of all internal and external works associated with the Plan of Subdivision, plus a 10% contingency prepared by the applicant’s Consulting Engineer and verified on or before execution of the Subdivision Agreement and again, on or before Acceptance for Maintenance.”
- ix. by deleting 9.4 from Table 9 and renumbering the sections that follow accordingly.

2. This by-law shall come into effect on January 1, 2024.

READ A FIRST AND SECOND TIME THIS     day of December, 2024  
READ A THIRD TIME AND PASSED THIS    day of December, 2024

\_\_\_\_\_  
KIMBERLEY KITTERINGHAM  
CLERK

\_\_\_\_\_  
FRANK SCARPITTI  
MAYOR

# CITY OF MARKHAM ONTARIO



## By-law 2024-xx

A By-law to amend By-law 2002-276, as amended

A by-law to impose fees or charges for services or activities provided or done by the  
City of Markham

The Council of The Corporation of the City of Markham hereby enacts as follows:

That By-law 2002-276, being a by-law to impose fees or charges for services or activities provided or done by the City of Markham, be amended as follows:

1. THAT Schedule A to By-law 2002-276, as amended, be further amended by adding the following fee:

<b>DEVELOPMENT SERVICES</b>	<b>Fee</b>	<b>Fee Basis</b>
Telecommunication Facilities review	\$1,800.00	Per Application

2. This by-law comes into force and takes effect on upon enactment.

Appendix C

READ A FIRST, SECOND, AND THIRD TIME AND PASSED ON      day of December,  
2024.

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Kimberley Kitteringham  
City Clerk

Frank Scarpitti  
Mayor



Report to: Development Services Committee

Meeting Date: July 16, 2024

**SUBJECT:** RECOMMENDATION REPORT  
 648321 Ontario Inc. (c/o Gatzios Planning Consultants)  
 Applications for Official Plan and Zoning By-law Amendment to permit a 13-storey mixed-use building at 5871 Highway 7 (Ward 4)  
 File PLAN 22 244910

**PREPARED BY:** Brashanthe Manoharan, BES, Planner II, East District, Ext. 2190

**REVIEWED BY:** Stacia Muradali, MCIP, RPP, Development Manager, East District, Ext. 2008  
 Stephen Lue, MCIP, RPP, Senior Development Manager, Ext. 2520

**RECOMMENDATION:**

1. THAT the report dated July 16, 2024, titled, “RECOMMENDATION REPORT, 648321 Ontario Inc. (c/o Gatzios Planning Consultants), Applications for Official Plan and Zoning By-law Amendment Applications to permit a 13-storey mixed-use building at 5871 Highway 7 (Ward 4) File PLAN 22 244910”, be received;
2. THAT the Official Plan Amendment application (PLAN 22 244910) be approved and that the draft Official Plan Amendment, attached hereto as Appendix ‘A’, be finalized and brought to a future Council meeting for adoption without further notice;
3. THAT the Zoning By-law Amendment application (PLAN 22 244910) be approved and the draft site-specific implementing Zoning By-law, attached hereto as Appendix ‘B’ be finalized and brought to a future Council meeting for enactment without further notice;
4. THAT servicing allocation for 137 residential units be assigned to the proposed 13-storey development;
5. THAT the City reserves the right to revoke or reallocate the servicing allocation should the development not proceed within a period of three (3) years from the date that Council assigned servicing allocation;
6. AND THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

**EXECUTIVE SUMMARY:**

This report recommends approval of the Official Plan and Zoning By-law Amendment applications (the “Application”) submitted by 648321 Ontario Inc. (the “Owner”) to permit a 13-storey mixed use building consisting of 137 residential units, 165 m<sup>2</sup> (1,776.05 ft<sup>2</sup>) ground floor non-residential uses, and 174 parking spaces (the “Proposed Development”) at 5871 Highway 7 (the “Subject Lands”). Since application submission, the Owner revised the Proposed Development to reduce the rear-step down from eight to five storeys, move the building closer to Highway 7, reduce the residential units from 146 to 137,

---

and increase the proposed parking from 150 to 174 spaces. The Proposed Development also provides 403.3 m<sup>2</sup> (4,341.09 ft<sup>2</sup>) or 2.9 m<sup>2</sup> (31.22 ft<sup>2</sup>)/unit mix of indoor and outdoor amenity areas, which are located on the ground floor and sixth floor.

The proposed Official Plan Amendment would redesignate the Subject Lands with site-specific provisions to permit the increased height and density on the Subject Lands. The proposed Zoning By-law Amendment would rezone the Lands to Community Area 2\* XXX (CA2\*XXX) Zone under By-law 177-96, as amended, which would permit the apartment building, and site-specific development standards for the proposed height, density, built form, and parking.

The Proposed Development provides intensification and a mix of uses to make efficient use of land and infrastructure while supporting existing transit routes, existing community amenities, and retail services. Staff opine that the Proposed Development is compatible and provides an appropriate interface to the existing residential neighbourhood that supports an active frontage along Highway 7.

### **PURPOSE:**

This report recommends approval of the Applications submitted by the Owner to permit the Proposed Development on the Subject Lands.

### **Process to Date:**

- Staff deemed the Applications complete on June 15, 2022
- A Community Information Meeting (“CIM”) was held on January 24, 2023
- The Development Services Committee (“DSC”) received the Public Meeting Information Report on February 17, 2023
- The statutory Public Meeting was held on February 27, 2023

The 120-day period set out in the *Planning Act* before the Owner can appeal the Applications to the Ontario Land Tribunal (the “OLT”) for a non-decision ended on October 13, 2022. Accordingly, the Owner is able to appeal the Application to the OLT.

### **If the DSC supports the Applications, the planning process will include the following steps:**

- Approval of the Official Plan and Zoning By-law Amendments at a future Council meeting
- Submission and approval of a future Site Plan application
- Submission of a Draft Plan of Condominium application, if required

### **BACKGROUND:**

#### **Location and Area Context**

Figures 1 and 2 show the 0.29 ha (0.73 ac) Subject Lands adjacent to an unopened road allowance owned by York Region along the Highway 7 frontage that results in a significant front yard setback from Highway 7. The Subject Lands are currently developed with three commercial buildings accessed by a full movement driveway off Highway 7 and from Wignall Crescent at the east side of the Subject Lands. Figure 3 shows the surrounding land uses.

*The Owner proposes to demolish the three existing commercial buildings to facilitate the construction of the Proposed Development, as conceptually shown in Figures 4 and 5, and summarized in Table 1. Figures 4 and 5 show the proposed conceptual site and elevation plans, respectively.*



<b>Table 1: Proposed Development</b>	
Total Gross Floor Area:	13,100 m <sup>2</sup> (141,007.22 ft <sup>2</sup> )
Non-Residential GFA:	165 m <sup>2</sup> (1,776.05 ft <sup>2</sup> )
Floor Space Index (FSI):	4.46
Maximum Building Height:	13 storeys
Dwelling Units:	137 units
Parking Spaces:	174 (including 16 residential visitor and 5 commercial spaces)
Access:	Vehicle and pedestrian access to both Highway 7 and Wignall Crescent

***The Proposed Development is consistent with the Provincial Policy Statement, 2020 (the “2020 PPS”) and conforms to the Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”)***

The 2020 PPS provides direction on matters of Provincial interest related to land use planning and development. These matters, in part, include building strong healthy communities with an emphasis on efficient development and land use patterns, the wise use and management of resources, and protecting public health and safety. The Subject Lands are located within a defined Settlement Area. The Proposed Development promotes the efficient use of land, resources, and infrastructure, supports alternative modes of transportation including active transportation and transit. The Proposed Development further contributes to the mix of residential and employment needs to meet long-term needs.

The Growth Plan provides a framework for implementing the Province’s vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2051. The premise of the Growth Plan is building compact, vibrant, and complete communities and prioritizing intensification and higher densities to make efficient use of land and infrastructure to support transit viability and a range of housing options. The Subject Lands are located within a delineated ‘Built-Up Area’. Staff opine that the Proposed Development contributes to a range of housing types and non-residential uses, supports transit options, and provides convenient access to public parks.

***The Proposed Development conforms to the 2022 York Region Official Plan (“ROP”)***

The ROP designates the Subject Lands “Urban Area”, which permits a wide range of residential, commercial, industrial, and institutional uses. The lands are also identified within a “Regional Corridor”, and Highway 7 is recognized as a “Regional Rapid Transit Corridor”. Regional corridors are planned to function as main streets that have mixed-use transit supportive developments. Staff note that the proposed development will assist in building complete communities and will help ensure that a minimum of 40% of all residential development in York Region occurs within the built-up areas as defined by the Province’s Built Boundary in the Growth Plan. Staff opine that the Proposed Development generally conforms to the ROP, is compact, street-oriented, and transit supportive.

In March 2023, the Council made a Housing Pledge to the Province with a goal of achieving 44,000 homes by 2031. The Proposed Development, when constructed, will contribute 137 units towards Markham’s Housing Pledge.

***The Proposed Official Plan Amendment (“OPA”) would redesignate the Subject Lands in the 2014 Markham Official Plan (“2014 Official Plan”) to permit the Proposed Development***

The 2014 Official Plan designates the Subject Lands “Mixed use Mid Rise”, which permits mid-rise intensification opportunities adjacent to public transit routes with a maximum building height of 8-storeys and density of 2 FSI, while ensuring a mix of uses that address the community needs. Further, the designation provides for apartment buildings, multi-storey non-residential or mixed-use buildings, and stacked and back-to-back townhouses. The Subject Lands are located along the “Highway 7 Regional Rapid Transit Corridor” on Map 1- Markham Structure and Map 2 – Centres and Corridors and Transit.

The proposed OPA would redesignate the Subject Lands from “Mixed-Use Mid Rise” to “Residential High Rise” with site specific policies to permit a maximum building height of 13-storeys and density of 4.6 FSI (see Appendix ‘A’).

***The proposed Zoning By-law Amendment (“ZBLA”) would rezone the Subject Lands to permit the Proposed Development***

Zoning By-law 1229, as amended, zones the Subject Lands “C3 – Service Commercial” (see Figure 2), which permits a range of commercial uses. The ZBLA proposes to rezone the Subject Lands to Community Area 2\* XXX (CA2\*XXX) Zone, under By-law 177-96, as amended, to permit the Proposed Development and include site-specific exceptions to development standards including, but not limited to height, setbacks, density, and reduced parking (see Appendix ‘B’).

**DISCUSSION:**

This section identifies how the matters raised through the review process for the Proposed Development, including those raised at the statutory Public Meeting and CIM, have been resolved and considered.

***The Local Ward Councillor held a CIM on January 24, 2023, and the statutory Public Meeting was held on February 27, 2023***

The City received 3 written submissions and 7 deputations at the statutory Public Meeting. The following is a summary of the key concerns raised at both meetings:

- Concern with the proposed height and density and potential impacts on the existing area
- Potential traffic infiltration and congestion into surrounding residential area and at Markham Road/Highway 7 intersection and concern with the reduced visitor parking rate
- Concern with only residential units and absence of commercial opportunities

a) Height and Massing Impacts

In response to concerns raised by the DSC and the public, the Owner reduced the rear step down from 8 to 5-storeys, thereby reducing the visual prominence while providing a gradual downwards transition to alleviate impacts to the existing residents to the south. The intent of the built form in the revised concept is to shift the height and massing away from the residential neighbourhood to the south, and re-orient the building closer to Highway 7. The 45-degree angular plane is generally met when measured from Wignall Crescent, with minor protrusions of design elements (i.e., balconies) that would not impact the existing residents. Additionally, the design eliminates balconies on the east building elevation to minimize privacy concerns to the residential area on the east. Furthermore, the building orientation and placement is restricted to the northwest area of the Subject Lands to shift the building massing away from the existing residential areas.

The Owner submitted revised Shadow Studies that demonstrate that the Proposed Development would have minimal impacts on the surrounding areas.

The DSC and public expressed concerns regarding the appropriateness of the proposed density. Staff opine that the proposed density introduces appropriate intensification and sustainable growth in a built-up area to support existing transit services, retail and service uses, and community amenities.

b) Inclusion of Non-Residential Uses

Members of public had expressed that the absence of non-residential uses in the Proposed Development takes away from a resident's ability to have convenient access to retail services. The Owner responded by providing 165 m<sup>2</sup> (1,776.05 ft<sup>2</sup>) of ground floor non-residential space. This has the potential to provide a range of uses including, but not limited to, retail, personal services, and office uses to service the residents in the area. Staff also note that Subject lands are within vicinity of existing commercial and service amenities to the northwest, across Highway 7 East.

c) Traffic Congestion and Infiltration into existing residential areas

Concerns related to increased traffic flow and congestion resulting from the Proposed Development were expressed at the Public Meeting and the CIM. Transportation Staff noted that the Proposed Development is not expected to significantly affect the existing traffic pattern in the area, given the minimal net increase in traffic from the proposal. There is no indication of capacity issues at the proposed site driveways that will result in site traffic using alternative routes.

d) Parking Reductions

Concerns related to the proposed parking reduction were expressed at the meetings. The following table provides a breakdown of the required and proposed parking rates:

Use	By-law Rate	Required Parking	Proposed Rate	Proposed Parking
Residential	1.25 spaces/unit	171	1.01 spaces/unit	138*
Visitor	0.25 spaces/unit	34	0.15 spaces/unit	21
Non-Residential	1 space per 30m <sup>2</sup>	5	shared with visitor parking	
<b>TOTAL</b>		<b>210</b>		159

\*Four (4) residential spaces are proposed to have substandard dimensions

The Owner increased the residential parking rates from 0.99 space/unit to 1.01 spaces/unit, and revised the visitor parking rate from 0.04 spaces/unit to 0.15 spaces/unit, thereby increasing the total proposed parking spaces from 150 to 159. Transportation Staff reviewed the Transportation Impact Study, prepared by LEA Consulting, and support the proposed residential parking rate of 1.01 spaces/unit subject to the implementation of an enhanced Transportation Demand Management ("TDM") program. Transportation Staff have also accepted the visitor parking requirement from 0.25 spaces/unit to 0.15 spaces/unit.

As part of the TDM program to support the parking reduction, the City requested long and short-term bicycle parking at 0.50 spaces/unit and 0.10 spaces/unit, respectively, e-bike vouchers and pre-loaded Presto cards in the amount of \$200 to be available to all units, post development parking surveys, and TDM cost summary. Consequently, to ensure that the TDM measures are appropriately provided, a Holding Provision is included draft Zoning By-law (Appendix 'A').

e) Provision of Affordable Housing

In July 2021, Council approved 'Housing Choices: Markham's Affordable and Rental Housing Strategy'. At this time, the Owner has not committed to providing any affordable and/or rental housing.

***The future Site Plan Application would address the following matters:***

- **Parkland Obligations:** Cash-in-lieu of Parkland will be required at a rate calculated prior to the issuance of any Building Permit.
  - **Community Benefit Charges ("CBC"):** The Proposed Development is subject to CBC, pursuant to the City's CBC By-law, prior to the issuance of a Building Permit.
  - **Age-Friendly Features:** Age-friendly features for building, site, and unit design to meet the needs of a variety of residents for all ages overtime.
  - **Sustainability Measures:** The Proposed Development is required to achieve a minimum Bronze performance level with the City's Sustainability Metrics program.

**CONCLUSION:**

Staff reviewed the Applications in accordance with the provisions of the Provincial, Regional, City's policies and are satisfied that the proposed OPA and ZBLA are appropriate and represent good planning with respect to the proposed increase in height and density. Therefore, Staff recommend that the proposed OPA and ZBLA (see Appendices 'A' and 'B') be approved and brought forward to a future Council meeting for adoption and enactment.

**FINANCIAL CONSIDERATIONS:**

Not applicable.

**HUMAN RESOURCES CONSIDERATIONS:**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The Applications align with the City's strategic priorities in the context of growth management and municipal services to ensure safe and sustainable communities.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

This Applications were circulated to various departments and external agencies and their requirements are reflected in the implementing draft OPA and ZBA (see Appendices 'A' and 'B').

**RECOMMENDED BY:**


---

Darryl Lyons, MCIP, RPP  
Deputy Director, Planning and Urban  
Design

---

Giulio Cescato, MCIP, RPP Director,  
Planning and Urban Design

**ATTACHMENTS AND APPENDICES:**

Figure 1: Location Map

Arvin Prasad, MCIP, RPP  
Commissioner of Development Services

Figure 2: Area Context and Zoning

Figure 3: Aerial Photo (2020)

Figure 4: Conceptual Site Plan

Figure 5: Conceptual Rendering

Appendix 'A': Draft Official Plan Amendment

Appendix 'B': Draft Zoning By-law Amendment

**APPLICANT:**

Gatzios Planning + Development Consultants Inc.  
7270 Woodbine Avenue, Markham ON, L3R 4B9



Jonquill Cres

Windridge Dr

Hawkridge Ave

Hwy 7E

Old Wellington St

Erlane Ave

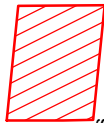
McPhillips Ave

Wignall Cres

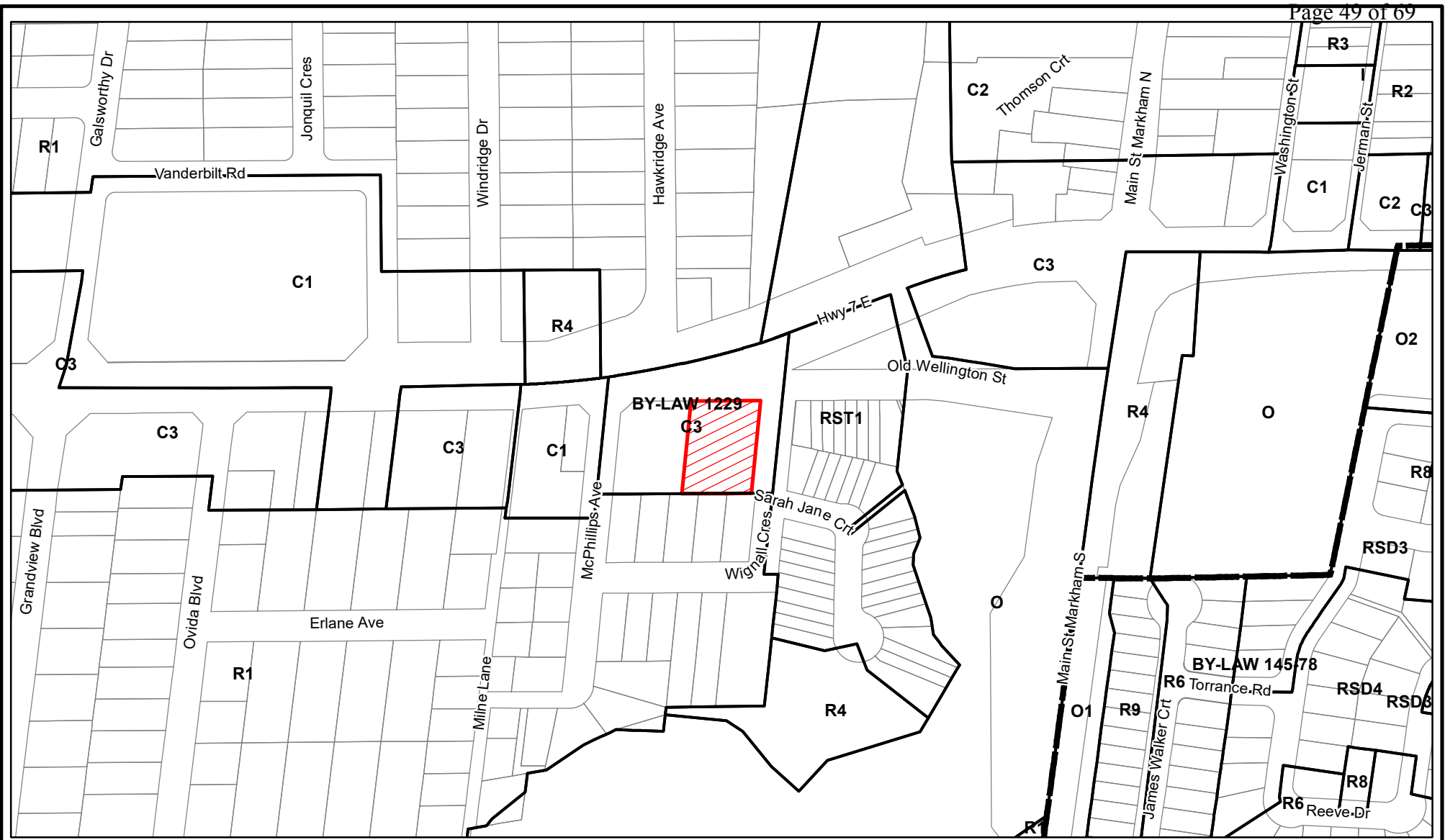
Main St Markham S

Milne Lane

James Walker Crt



**SUBJECT LANDS**



# AREA CONTEXT / ZONING

APPLICANT: 648321 Ontario Inc. (Matthew Stein)  
5871 Highway 7 East

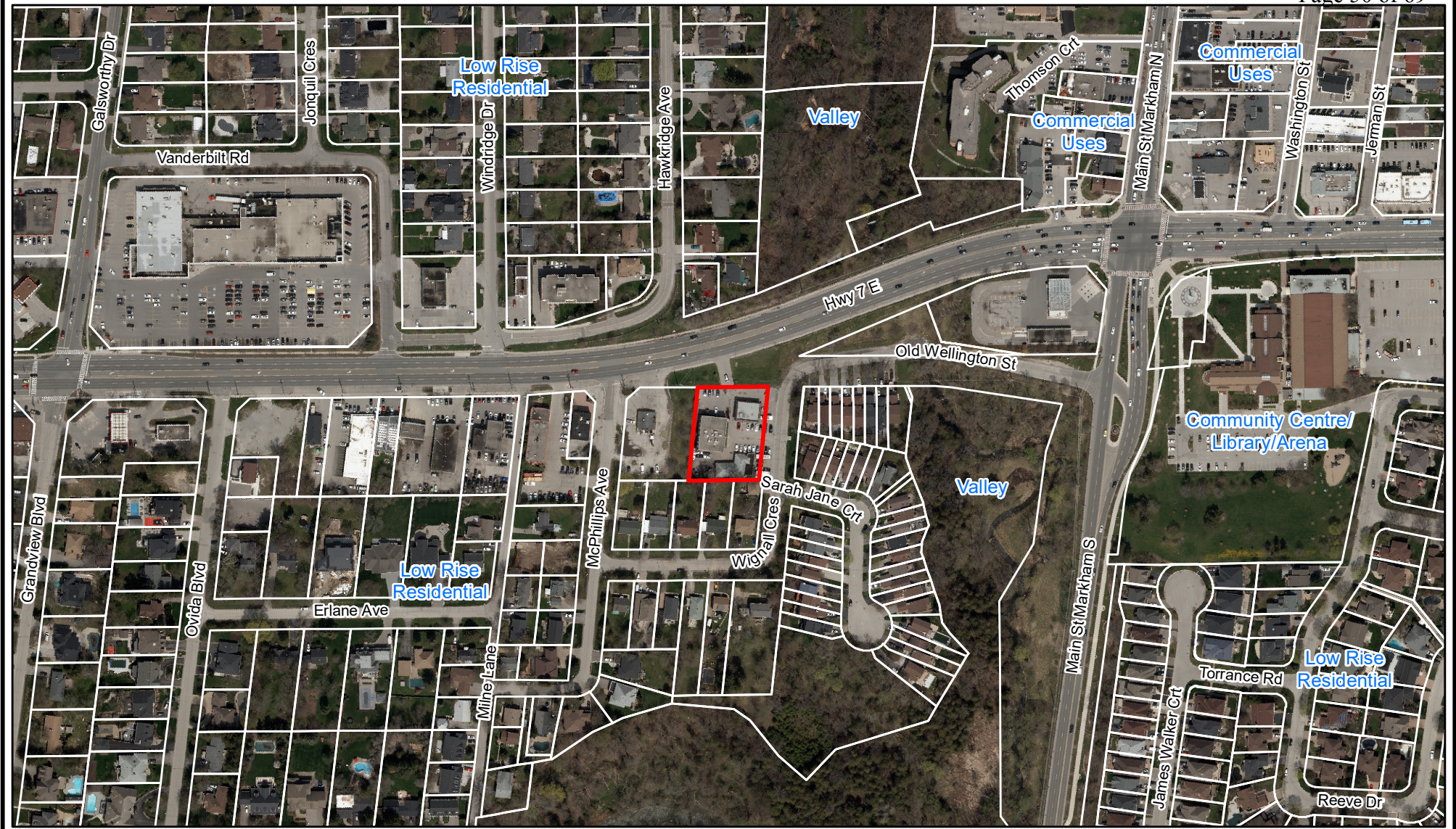
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 SUBJECT LANDS



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# AERIAL PHOTO (2022)

APPLICANT: 648321 Ontario Inc. (Matthew Stein)  
5871 Highway 7 East

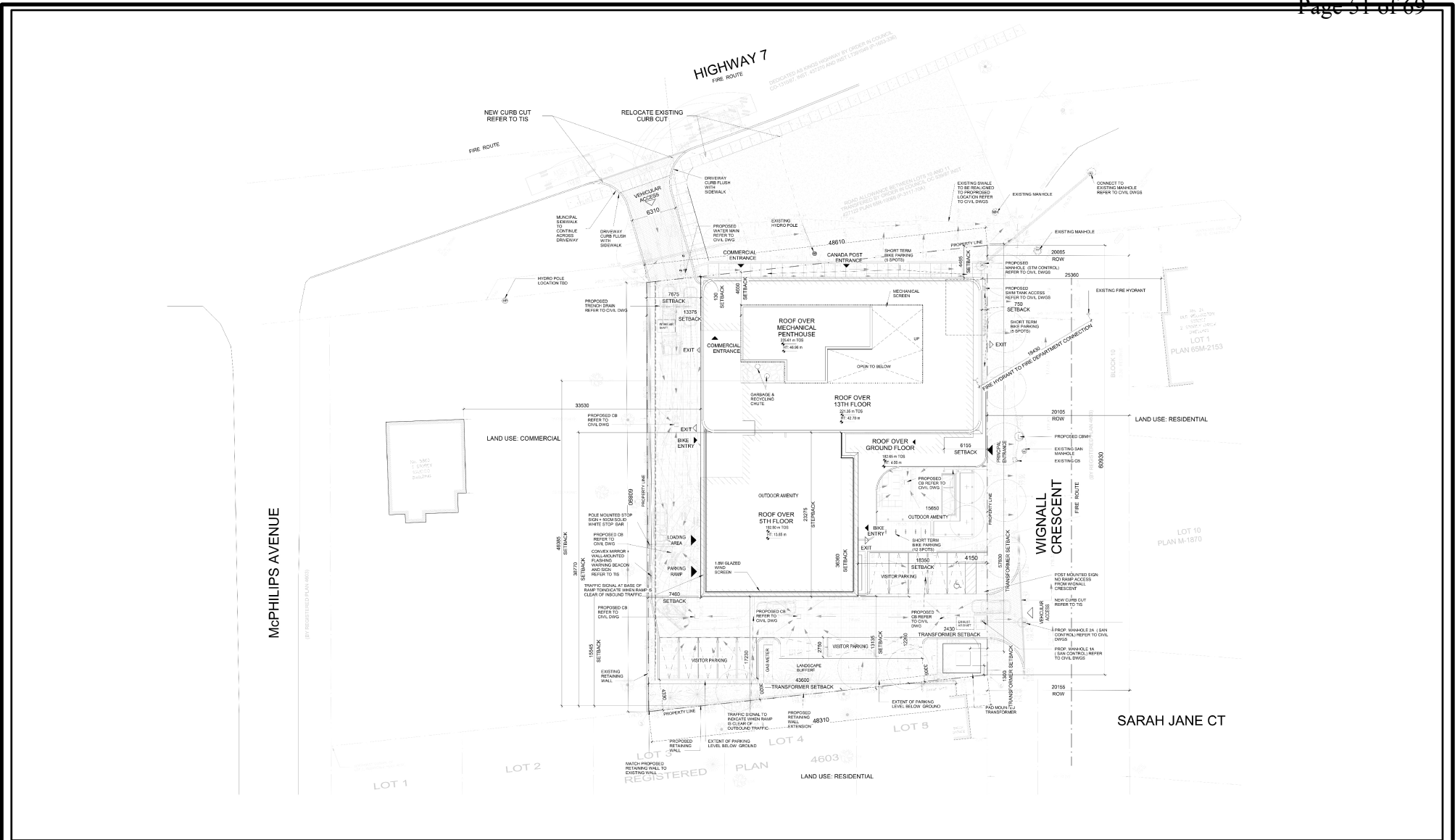
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SUBJECT LANDS







# CONCEPTUAL SITE PLAN

APPLICANT: 648321 Ontario Inc. (Matthew Stein) c/o Gatzios Planning  
5871 Highway 7 East

FILE No. PLAN 22 244910

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PERSPECTIVE VIEW LOOKING NORTHWEST INTO OUTDOOR AMENITY SPACE



PERSPECTIVE VIEW LOOKING SOUTH-WEST



AERIAL VIEW LOOKING SOUTH-EAST



PERSPECTIVE VIEW LOOKING NORTH-WEST

# CONCEPTUAL RENDERINGS

APPLICANT: 648321 Ontario Inc. (Matthew Stein) c/o Gatzios Planning  
5871 Highway 7 East

FILE No. PLAN 22 244910

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**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended.

***(648321 Ontario Inc., 5871 highway 7 East)***

DRAFT

**July, 2024**

**CITY OF MARKHAM**

**OFFICIAL PLAN AMENDMENT NO. XXX**

To amend the City of Markham Official Plan 2014, as amended.

This Official Plan Amendment was adopted by the Corporation of the City of Markham, By-law No. 20XX-XX in accordance with the *Planning Act*, R.S.O., 1990 c. P.13, as amended, on the XX day of Month Year.

---

Kimberley Kitteringham  
City Clerk  
(Signed)

---

Frank Scarpitti  
Mayor



## By-law 2024-XX

Being a by-law to adopt Amendment No. XXX  
to the City of Markham Official Plan 2014, as amended

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THE COUNCIL OF THE CORPORATION OF THE CITY OF MARKHAM, IN ACCORDANCE WITH THE PROVISIONS OF THE *PLANNING ACT*, R.S.O., 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. XXX to the City of Markham Official Plan 2014, as amended, attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS XX DAY OF MONTH YEAR.

---

Kimberley Kitteringham  
City Clerk  
(Signed)

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Frank Scarpitti  
Mayor

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    3.0 SCHEDULE "A"

DRAFT

DRAFT

**PART I – INTRODUCTION**

(This is not an operative part of the Official Plan Amendment No. XXX)

## **PART I – INTRODUCTION**

### **1.0 GENERAL**

- 1.1. PART I – INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.
- 1.2. PART II – THE OFFICIAL PLAN AMENDMENT, constitutes Official Plan Amendment No. XXX to the City of Markham Official Plan, 2014, as amended. Part II is an operative part of this Official Plan Amendment.

### **2.0 LOCATION**

This Amendment applies to a 0.294 hectare (0.725 acres) parcel of land municipally known as 5871 Highway 7, located south of Highway 7 and west of Markham Road (Highway 48) (the “Subject Lands”).

### **3.0 PURPOSE**

The purpose of this Amendment is to redesignate the Subject Lands from 'Mixed Use Mid Rise' to 'Mixed Use High Rise', and to add a site specific policy to permit a mixed use development with a maximum height of 13-storeys and a maximum density of 4.6 FSI.

### **4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT**

The City of Markham Official Plan, 2014, as amended, designates the Subject Lands 'Mixed Use Mid Rise'. This designation provides for midrise intensification opportunities adjacent to public transit routes with a maximum building height of 8-storeys and a maximum density of 2.0 FSI.

This Amendment will facilitate the development of the Subject Lands with a 13-storey mixed use building (the “Proposed Development”) by redesignating the Subject Lands from 'Mixed-Use Mid Rise' to 'Mixed-Use High Rise' and adding a site specific policy to permit the Proposed Development's height and density.

The Proposed Development is consistent with the policies of the Provincial Policy Statement, 2020 (the “PPS”) as the Subject Lands are located within a defined Settlement Area and the Proposed Development would promote the efficient use of land and infrastructure, support alternative modes of transportation including active transportation and transit, and would further contribute to the mix of residential and employment needs to meet long-term needs.



The Proposed Development conforms to the Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”) as it contributes to a range of housing types and non-residential uses, supports transit options, and provides convenient access to public parks.

The Proposed Development also conforms to the York Region Official Plan, 2022 (the “YROP”). The Subject Lands are designated “Urban Area”, which provides for a wide range of residential, commercial, industrial, and institutional uses. The Proposed Development also conforms with the YROP’s intensification policies as it is compact, street-oriented, and transit supportive.

The Proposed Development also represents good planning as it provides for appropriate intensification and a mix of uses to make efficient use of land and infrastructure while supporting existing transit routes, existing community amenities, and retail services. The Proposed Development is compatible and provides an appropriate interface to the existing residential neighbourhood that supports an active frontage along Highway 7.

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**PART II – THE OFFICIAL PLAN AMENDMENT**  
(This is an operative part of Official Plan Amendment No. XXX)

**PART II – THE OFFICIAL PLAN AMENDMENT**

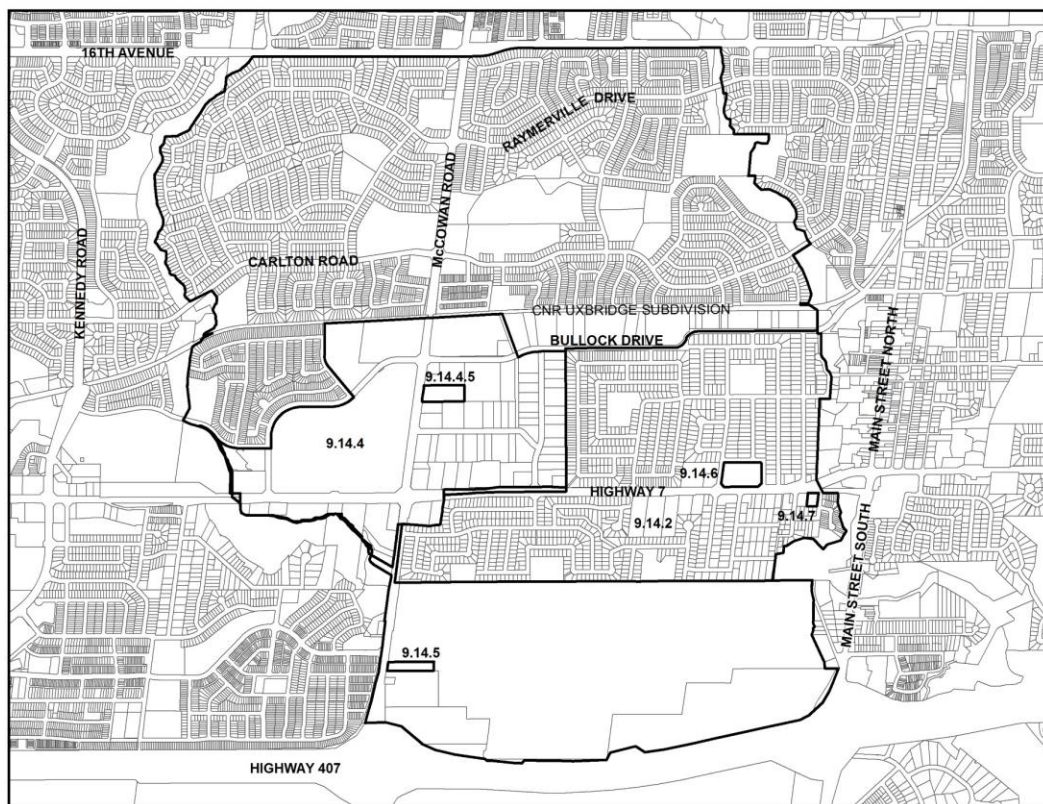
**1.0 THE OFFICIAL PLAN AMENDMENT**

**1.1** The following map of Part I of the City of Markham Official Plan, 2014, as amended, is hereby amended as follows:

- a) Map 3 – Land Use is amended by redesignating the Subject Lands from 'Mixed Use Mid Rise' to 'Mixed Use High Rise' as shown on Schedule "A" attached hereto.

**1.2** Section 9.14 of Part I of the City of Markham Official Plan, 2014, as amended, is hereby amended by:

- a) Amending Section 9.14.1 to add a reference in Figure 9.14.1 to a new Section 9.14.7 as follows:



- b) Adding a new subsection 9.14.7 and a new Figure 9.14.7 as follows:

“9.14.7 . 5871 Highway 7 East

The following height and density provisions shall apply to the 'Mixed Use High Rise' lands located at 5871 Highway 7 East as shown in Figure 9.14.7:

- a) The maximum building height shall be 13 storeys; and
- b) The maximum floor space index is 4.6.



Figure 9.14.7"

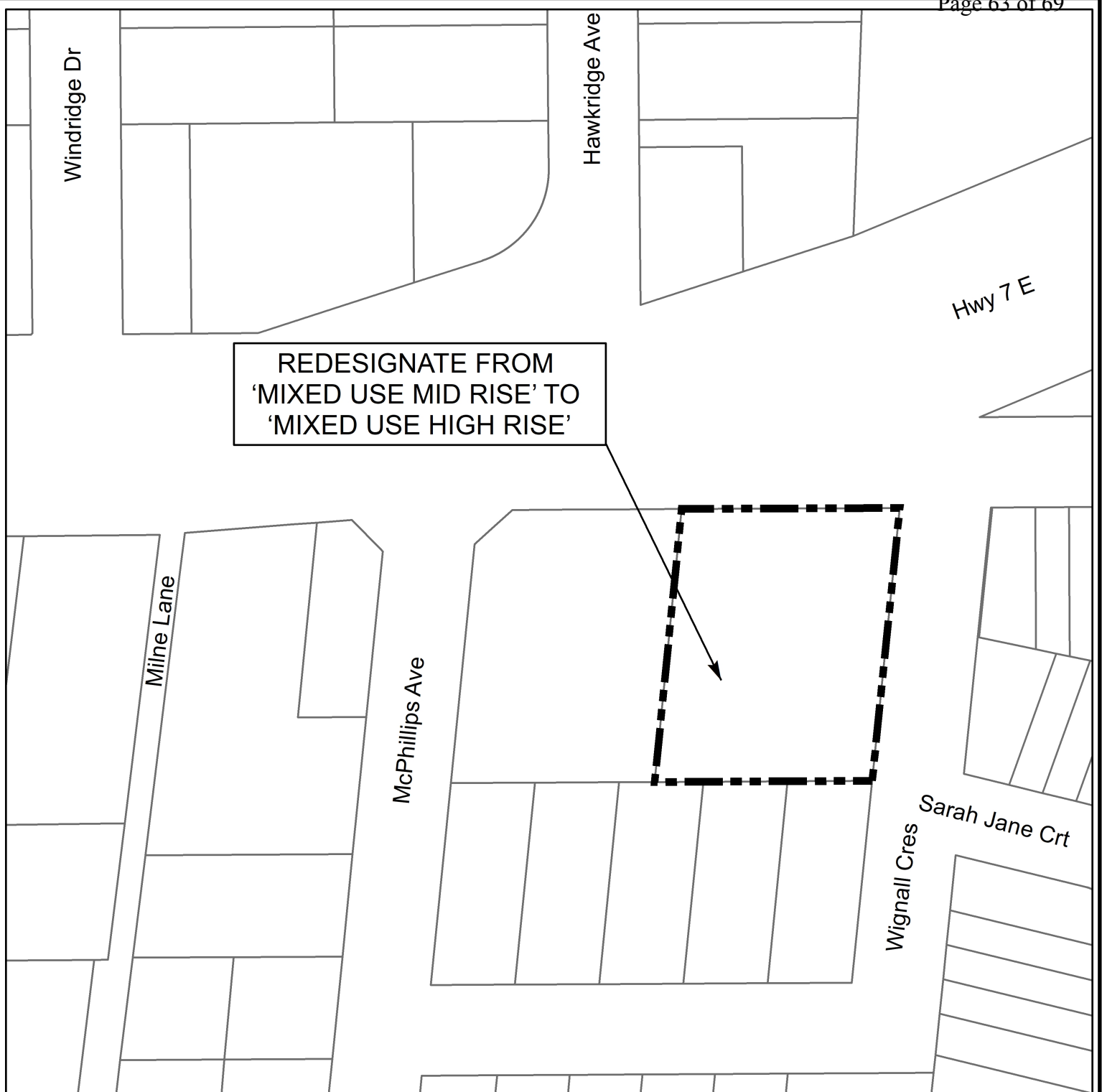
## 2.0 IMPLEMENTATION AND INTERPRETATION

The provisions of the City of Markham 2014 Official Plan, as amended, regarding the implementation and interpretation of the Plan, shall apply in regard to this Amendment, except as specifically provided for in this Amendment.

This Amendment shall be implemented by an amendment to the Zoning By-law and Site Plan approval and other Planning Act approvals, in conformity with the provisions of this Amendment.

Following adoption of the Amendment, notice of Council's decision will be given in accordance with the Planning Act, and the decision of Council is final, if a notice of appeal is not received before or on the last day for filing an appeal.

Prior to Council's decision becoming final, this Amendment may be modified to incorporate technical amendments to the text and associated figure(s) and schedule(s). Technical amendments are those minor changes that do not affect the policy or intent of the Amendment. The notice provisions of Section 10.7.5 of the 2014 Markham Official Plan, as amended, shall apply.



## AMENDMENT TO MAP 3 – LAND USE CITY OF MARKHAM OFFICIAL PLAN 2014, AS AMENDED

BOUNDARY OF AREA COVERED BY THIS AMENDMENT



## BY-LAW 2024-\_\_\_\_\_

**A By-law to amend By-law \_\_\_\_\_, as amended**  
*(to delete lands from the designated areas of By-laws \_\_\_\_\_)*  
**and to amend By-law 177-96, as amended**  
*(to incorporate lands into the designated area of By-law 177-96)*

The Council of The Corporation of the City of Markham hereby enacts as follows:

1. That By-law 1229, as amended, are hereby further amended by deleting the lands shown on Schedule 'A' attached hereto, from the designated areas of By-law 1229, as amended.
  
2. That By-law 177-96, as amended, is hereby further amended as follows:
  - 2.1 By expanding the designated area of By-law 177-96, as amended, to include additional lands as shown on Schedule 'A' attached hereto.
  
  - 2.2 By zoning the lands outlined on Schedule 'A' attached hereto:
 

from:  
**Service Commercial Zone (C3) under By-law 1229**

to:  
**Community Amenity Area Two Hold\* 772 (CA2\*772) (H) Zone under By-law 177-96**
  
3. By adding the following subsections to Section 7 – EXCEPTIONS:

Exception <b>7.772</b>	Name of Applicant Address of property subject to zoning by-law amendment	Parent Zone <b>CA2</b>
File PLAN 22.244910		Amending By-law 2024-____
Notwithstanding any other provisions of this By-law, the following provisions shall apply to the land denoted by the symbol *772 on the schedules to this By-law. All other provisions, unless specifically modified/amended by this section, continue to apply to the lands subject to this section.		
<b>7.772.1 Additional Permitted Uses</b>		
The following additional use are permitted:		
a)	<i>Recreational Establishment</i>	
b)	<i>Veterinary Clinic</i>	
<b>7.000.2 Special Zone Standards</b>		
The following special zone standards shall apply:		
a)	The provisions of Table B7 shall not apply	
b)	For the purposes of this By-law the following definitions apply:  Bicycle Parking Space means an area that is provided and maintained for the purpose of temporary storage of a bicycle or motor assisted bicycle as defined under the Highway Traffic Act.  Bicycle Parking Space, Long-term means a bicycle parking space within a building or structure designed for the storage of bicycles equipped with a rack or stand designed to lock the wheel and frame of a bicycle, or within a locked room for the exclusive use of parking bicycles.  Bicycle Parking Space, Short-term means a bicycle parking space that is equipped with a rack or stand designed to lock the wheel and frame of a bicycle, that is available for use by the general public.	

	Indoor Amenity Space means an indoor space on a lot that is designed for and available for use by the occupants of a building on the lot for recreational or social activities.
c)	For the purposes of this By-law, the lot line abutting Highway 7 shall be deemed to be the front lot line.
d)	Minimum setbacks to a <i>main building</i> : i) <i>Front yard</i> – 0.3 metres ii) <i>Exterior side yard</i> – 0.3 metres iii) <i>Interior side yard</i> – 7.0 metres iv) <i>Rear yard</i> – 12.0 metres
e)	Maximum <i>height</i> – 44.5 metres
f)	For the purposes of measuring the maximum <i>height</i> of a <i>building</i> , <i>established grade</i> is 178.65 metres.
g)	Notwithstanding special provision d), the above, the maximum <i>height</i> of a <i>building</i> within 35 metres of the <i>rear lot line</i> is 20.0 metres.
h)	Mechanical features, such as structures containing the equipment necessary to control an elevator, equipment used for the functional operation of a <i>building</i> , such as electrical, utility, and ventilation equipment are permitted to project a maximum of 6.0 metres above the highest point of the roof surface, regardless of the <i>height</i> of a <i>building</i> .
i)	Minimum non-residential <i>gross floor area</i> - 200 square metres
j)	Minimum <i>landscaped open space</i> – 22 percent
k)	Minimum width of <i>landscaping</i> adjacent to the <i>rear lot line</i> – 3.0 metres
l)	Minimum required <i>indoor amenity space</i> – 380 square metres.
m)	Minimum required <i>outdoor amenity space</i> – 500 square metres.
n)	The area of a <i>balcony</i> associated with a <i>dwelling unit</i> may be used in calculating required <i>outdoor amenity space</i> .
o)	Maximum <i>gross floor area</i> of all <i>buildings</i> – 13,100 square metres.
p)	Minimum setback for a <i>parking garage</i> located completely below <i>established grade</i> , including ventilation shafts and housings, stairways, portions of the <i>parking garage</i> projecting above <i>established grade</i> and access ramps or <i>driveways</i> leading to an underground <i>parking garage</i> : 0.1 metres
q)	Notwithstanding special provision d), architectural features, including terraces, cornices, sills, canopies, awnings, stair enclosures, guardrails, green roof elements, wind mitigation, windowsills, building maintenance equipment, <i>porches</i> , <i>decks</i> , <i>patios</i> , architectural wing walls, <i>balconies</i> , underground cellars, stairs and landings shall be set back a minimum of 0.15 metres from any <i>lot line</i> .
r)	Minimum parking space requirements for apartment dwellings - 1.01 space per <i>dwelling unit</i> plus 0.15 spaces per <i>dwelling unit</i> for visitors.
s)	Required visitor <i>parking spaces</i> for residential uses shall be shared with non-residential uses.
t)	Minimum <i>bicycle parking space</i> requirements: a. Residential Uses: i) A minimum of 0.50 spaces per <i>dwelling unit</i> identified as designated <i>long-term bicycle parking spaces</i> . ii) A minimum of 0.10 spaces per <i>dwelling unit</i> identified as designated <i>short-term bicycle parking spaces</i> . b. Non-Residential Uses: i) <i>Gross floor area</i> less than 1,200 square metres: 0.0 spaces identified as designated <i>long-term bicycle parking spaces</i> . ii) <i>Gross floor area</i> greater than or equal to 1,200 square metres: 0.08 spaces per 100 square metres identified as designated <i>long-term bicycle parking spaces</i> . A minimum of 0.10 spaces per 100 square metres of <i>gross floor area</i> or 3 spaces identified as designated <i>short-term bicycle parking spaces</i> , whichever is greater.
u)	The minimum dimensions of a horizontal <i>bicycle parking space</i> shall be: i) Minimum length of 1.8 metres; ii) Minimum width of 0.6 metres; and, iii) Minimum vertical clearance of 1.2 metres
v)	The minimum dimensions of a vertical bicycle parking space shall be: i) Minimum vertical clearance of 1.8 metres; ii) Minimum width of 0.6 metres; and; iii) Minimum horizontal clearance from the wall of 1.2 metres.

w)	Stacked <i>bicycle parking spaces</i> may be provided in accordance with the minimum dimensions of u) and v) for each <i>bicycle parking space</i> .
x)	Minimum required accessible <i>parking spaces</i> : 3 percent of the required number of <i>parking spaces</i> plus 1 space.
y)	Special provision z), is subject to the following standards: i) 50 percent of the required accessible <i>parking spaces</i> shall be comprised of Type A <i>parking spaces</i> having a width of not less than 3.4 metres and a length of not less than 5.8 metres; and, ii) 50 percent of the required <i>parking spaces</i> shall be comprised of Type B <i>parking spaces</i> having a width of not less than 2.4 metres and a length of not less than 5.8 metres.
z)	Type A and Type B accessible <i>parking space</i> shall have a 1.5-metre-wide access aisle adjacent to the accessible <i>parking space</i> . The 1.5-metre-wide access aisle adjacent to an accessible <i>parking space</i> may be shared between two adjacent accessible <i>parking spaces</i> .
aa)	Where the minimum number of required accessible <i>parking spaces</i> identified in special provision z), results in an odd number of accessible <i>parking spaces</i> being required, the additional space may be a Type B accessible <i>parking space</i> .
bb)	A care-share <i>parking space</i> is permitted to occupy a require <i>parking space</i> , but is not permitted to occupy an <i>accessible parking space</i>

4. HOLDING PROVISION

4.1 For the purpose of this By-law, a Holding (H) provision is hereby established on lands zoned CA2\*772 as identified on Schedule 'A' attached hereto by the letter (H) in parenthesis following the zoning symbols.

4.2 No person shall hereafter erect or alter any building or structure on lands subject to the Holding (H) provision for the purpose permitted under this By-law until amendment(s) to this By-law to remove the letter (H) have come into effect pursuant to the provisions of Section 36 of the Planning Act.

4.3 A Zoning By-law Amendment to remove the Holding (H) symbol from the lands shown on Schedule "A" shall not be passed until the following conditions have been met:

a) Transportation Demand Management

That the Owner shall execute an agreement with the City to submit and implement a Transportation Demand Management Plan, to the satisfaction of the City, to provide the following:

- i) Unbundled parking;
- ii) A minimum of 1 bike repair stations;
- iii) Post development parking surveys;
- iv) Pre and post occupancy travel surveys;
- v) Work with York Region to deliver the Transit Incentive Program and New Resident Information Packages for all residential unit purchasers, such as through a minimum of 2 information sessions;
- vi) PRESTO transit cards with a minimum pre-loaded amount of \$200 per unit;
- viii) Car share programs with a minimum of 1 car share space, a minimum of 3-year car share membership for each unit, and provision of unmet revenue guarantee to car share service provider for a minimum of 3 years; and
- ix) E-bike vouchers in the amount of \$300 per unit.

Read and first, second and third time and passed on \_\_\_\_\_, 2024.

\_\_\_\_\_  
Kimberley Kitteringham  
City Clerk

\_\_\_\_\_  
Frank Scarpitti  
Mayor



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## EXPLANATORY NOTE

### BY-LAW 2024-XX

A By-law to amend By-law 177-96, as amended

**648321 Ontario Inc.  
5871 Highway 7  
PLAN 22 244910**

#### **Lands Affected**

The proposed by-law amendment applies to a parcel of land with an approximate area of 0.294 hectares (0.725 acres) of land on the south side of Highway 7, east of Markham Road, municipally known as 5871 Highway 7.

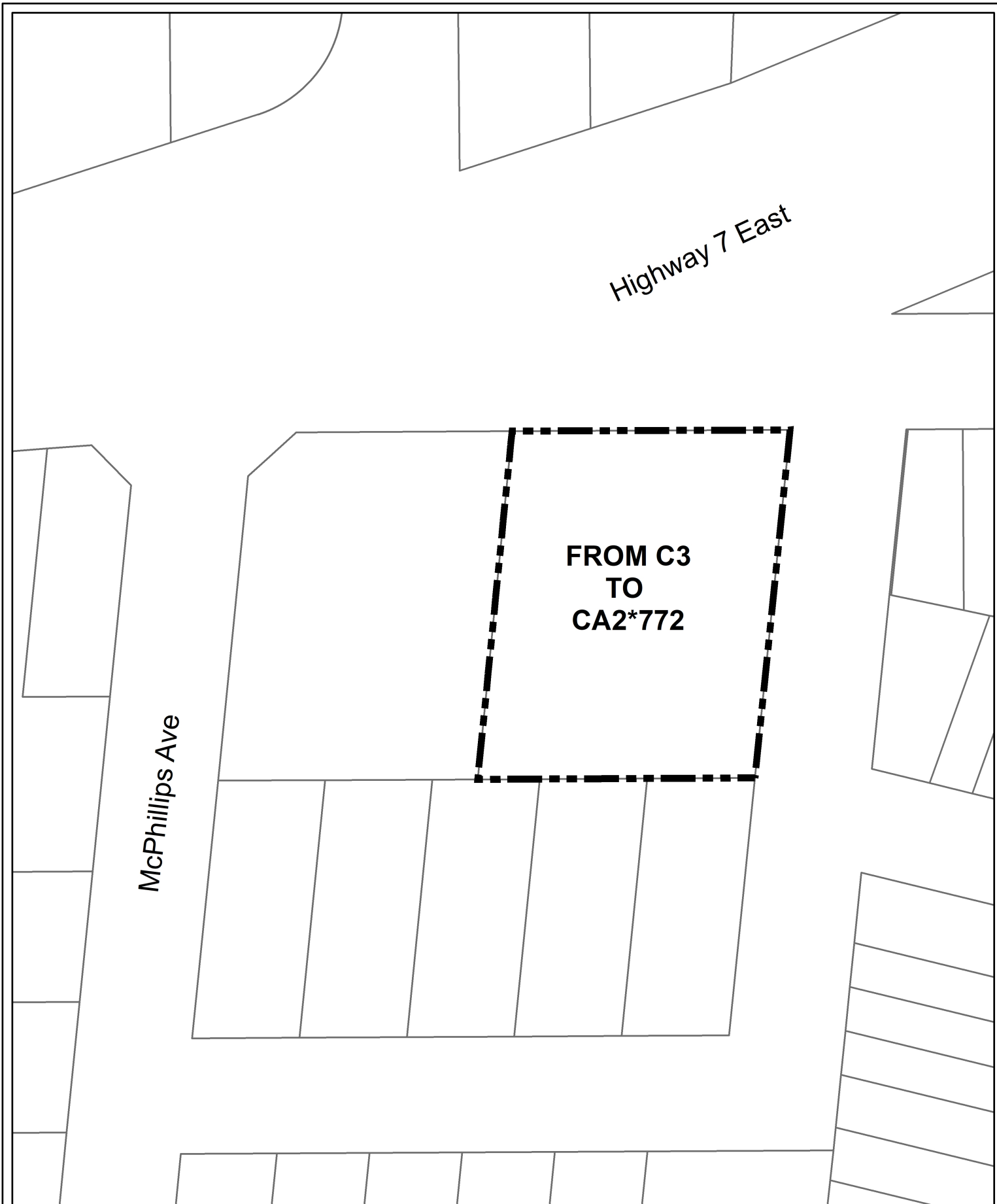
#### **Existing Zoning**

The subject lands are zoned Service/Highway Commercial Zone (C3) under By-law 1229, as amended.

#### **Purpose and Effect**


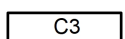
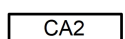
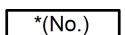
The purpose and effect of this By-law is to delete the property from the designated area of By-law 1229, as amended, and zone them Community Amenity Area Two\*772(H) (CA2\*772(H)) under By-law 177-96, as amended, to permit the redevelopment of subject lands for a 13-storey mixed use building.

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# SCHEDULE 'A' TO BY-LAW 2022-XX

## AMENDING BY-LAWS 1229 AND 177-96

-  BOUNDARY OF AREA COVERED BY THIS SCHEDULE
-  C3 SERVICE/HIGHWAY COMMERCIAL
-  CA2 COMMUNITY AMENITY AREA TWO
-  \*(No.) EXCEPTION NUMBER



THIS IS NOT A PLAN OF SURVEY. Zoning information presented in this Schedule is a representation sourced from Geographic Information Systems. In the event of a discrepancy between the zoning information contained on this Schedule and the text of zoning by-law, the information contained in the text of the zoning by-law of the municipality shall be deemed accurate.

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NOTE: This Schedule should be read in conjunction with the signed original By-Law filed with the City of Markham Clerk's Office