



## MEMORANDUM

**TO:** Heritage Markham Committee

**FROM:** Peter Wokral, Senior Heritage Planner

**DATE:** November 9, 2022

**SUBJECT:** Official Plan/Zoning Amendment and Draft Plan of Subdivision Applications  
347 Main Street North, Markham Village  
Revised Townhouse Proposal  
PLAN 19 123553 & PLAN 21 140439

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**Property/Building Description:** 1-storey commercial building constructed circa 1970

**Use:** Automotive Dealership

**Heritage Status:** Designated under Part V of the Ontario Heritage Act and identified as a Type 'C' building or buildings that do not contribute to the heritage character of the District.

### **Application/Proposal**

- The owner of 347 Main Street North (the “subject property”) has submitted a revised development proposal based on feedback obtained from the review of the Official Plan and Zoning By-law Amendment applications by City departments, external agencies, Heritage Markham and from Community Information and Statutory Public Meetings held in early 2022;
- The Official Plan and Zoning By-law amendment applications submitted in support of the proposed development contemplate removal and replacement of the existing automotive dealership with a three storey, fourteen unit, townhouse development; (See Appendix E & F for the proposed site plan and elevations);
- The revised development proposal now proposes two blocks each comprised of seven townhouses, one block fronting Main Street North, and the other fronting an internal condo road accessed from Deer Park Lane with consolidated visitor parking and improved landscaping. Second storey balconies are also proposed above the garages of the townhouses of Block A that serve as private amenity spaces. The architectural design of the proposed townhouses now attempts to reflect the Second Empire architectural style.

## **Background**

- **Official Plan**

- The subject property is designated as “Residential Low Rise” in the 2014 Official Plan which permits the following building types: detached and semi-detached dwelling, townhouse (excluding back to back townhouse) and a small multiplex building containing 3 to 6 units, all with direct frontage on a public street. A Zoning By-law amendment application to permit the above building types without direct frontage on a public street may also be considered, at appropriate locations, where a development block has frontage on an arterial road or a major collector road;
- The applicant proposes to build one of the two blocks of townhouse units without direct frontage onto a public street, and neither Main Street North or Deer Park Lane are arterial or major collector roads (Main Street North between Hwy 7 E. and 16<sup>th</sup> Avenue is designated as a **minor** collector road);
- There are also development criteria for infill development (which is noted as being “small scale development within existing residential areas intended to respect and reflect the existing pattern and character of adjacent development”. These criteria are attached as Appendix H
- The 2014 Official Plan also contains more specific policies which pertain to the **Markham Village Heritage Centre** (which is the Markham Village Heritage Conservation District):
  - Land use objectives include the desire to provide a variety of residential housing forms, tenures and densities.
  - Land use objectives also recognize the distinct character of heritage buildings, historic sites and landscapes of the Markham Village Heritage Conservation District and strive to ensure that compatible infill development and redevelopment shall have regard for the protection and preservation of heritage buildings, **building design, building materials and treatments**, signage and lighting, **landscaping and tree preservation** to enhance the District’s heritage character and **complement the area’s village-like, human scale of development..**
  - Preserving and enhancing the predominantly residential area north of the *Mixed Use Heritage Main Street* lands by **providing for infill development and redevelopment only in a new house form building which is compatible with the historic features and character of the surrounding heritage area.**
  - For this specific portion of Main Street, a maximum building height of **2.5 stories.**
  - For townhouses – restricted vehicular access points to public streets, adequate off-site parking and the number of linked townhouse units shall not exceed 8, except where permitted by Council in consideration of special or significant design features.

- Zoning By-law
  - The zoning designation of the subject property is C3 Commercial - By-law 1229, as amended, which permits a wide range of retail and commercial uses. A Zoning By-law amendment is required to permit residential townhouses, as well as site specific development standards related to the proposed townhouse dwellings;
- Heritage Markham
  - The Committee reviewed a previous 3 storey, 15 unit proposal in March of 2022, which reflected a blend of the Second Empire and Gothic Revival architectural styles;
  - The Committee provided the following feedback regarding the proposal:
    - THAT Heritage Markham has no objection from a heritage perspective to the proposed demolition of the existing car dealership and the Zoning By-law Amendment to permit residential uses in this location, including townhouses;
    - THAT Heritage Markham recommends that the architectural style of the townhouses be reflective of authentic Markham examples of either the Second Empire or Gothic Revival style;
    - THAT Heritage Markham has no objection from a heritage perspective to the proposed Official Plan Amendment to permit 3 storey townhouses in either a Second Empire or Gothic Revival architectural style;
    - THAT Heritage Markham does not support the associated Draft Plan of Subdivision application;
    - THAT based on the current proposal, Heritage Markham does not support the proposed Official Plan Amendment to permit townhouses not having direct frontage to a public street given the existing heritage character of the area, and recommends the area behind the proposed townhouses fronting onto Main Street North be used for backyard amenity space, visitor parking, snow storage and vehicular circulation;
    - That Heritage Markham recommends a 50% reduction in the number of units to be more consistent with the Heritage District and to address urban design concerns related to snow removal, appropriate visitor parking spaces, rear yards and tree preservation.

### **Staff Comment**

- The revised development proposal adopts some of the revisions recommended by Heritage Markham in March of 2022, and makes improvements recommended by the City's Urban Design section regarding consolidation of visitor parking, and the provision of more and improved amenity space for residents of the development;
- The applicant has chosen to proceed with the proposal for the second row of townhouses where Heritage Markham had suggested that this area be used for rear yard amenity space and garages to be more consistent with the size and configuration of existing lots on both sides of the street, including front and rear yard setbacks;

- The net site density of the project is 53 dwelling units per hectare (22 dwelling units per acre) whereas the former Secondary Plan for this area permitted townhouse dwellings at a net site density of generally not exceeding 31 dwelling units per hectare (12.5 dwelling units per acre). The new Official Plan does not include net site density limits for Residential Low Rise with new development to be reviewed as to its compatibility with the area in which it is being proposed.
- Based on discussions with the City's Senior Planning Staff, and a review of the current proposal which appears to address major site plan issues, Heritage Section staff accepts the proposed rear block of townhouses not having direct frontage on a public street. This is based, in part, on the following reasons:
  - the existence of similar developments found in the Markham Village Heritage Conservation District at 120 Robinson Street, and at 73 Main Street South which was recently approved by the Local Planning Appeal Tribunal (LPAT) and now under construction;
  - The uniqueness of the site – a large corner lot with extensive depth;
  - The as of right current zoning on the property which would permit the introduction of commercial uses and associated parking whereas a residential use is seen as more appropriate for the area;
  - The fact that the second row of townhouses will have minimal visibility from Main Street North.
- Therefore, Staff recommend that Heritage Markham have no objection to the proposed Official Plan, and Zoning By-law amendments applications and the proposed Draft Plan of Subdivision application from a heritage perspective, as they apply to the current development proposal;
- However, Staff does not support the proposed elevations of the townhouse blocks because they do not reflect authentic Second Empire style detailing of Markham but acknowledge that those details can be resolved in a future Site Plan application.

### **Suggested Recommendation for Heritage Markham**

THAT Heritage Markham has no objection from a heritage perspective to the Official Plan and Zoning By-law Amendment applications submitted in support of the current development proposal for 347 Main St. N., or the associated Draft Plan of Subdivision application;

AND THAT the Heritage Markham does not support the conceptual townhouse elevations from a heritage perspective, and recommends that the applicant work with Heritage Section staff to develop elevations reflective of the historic Second Empire architectural style buildings of Markham to be reviewed by the Committee through the future Site Plan Control application.

### **Attachments:**

APPENDIX A- Location Map

APPENDIX B- Photograph of the Existing Used Car Dealership

APPENDIX C- Previous Site Plan reviewed by Heritage Markham in March 2022

APPENDIX D- Heritage Markham Extract from March 2022

APPENDIX E- Currently Proposed Site Plan

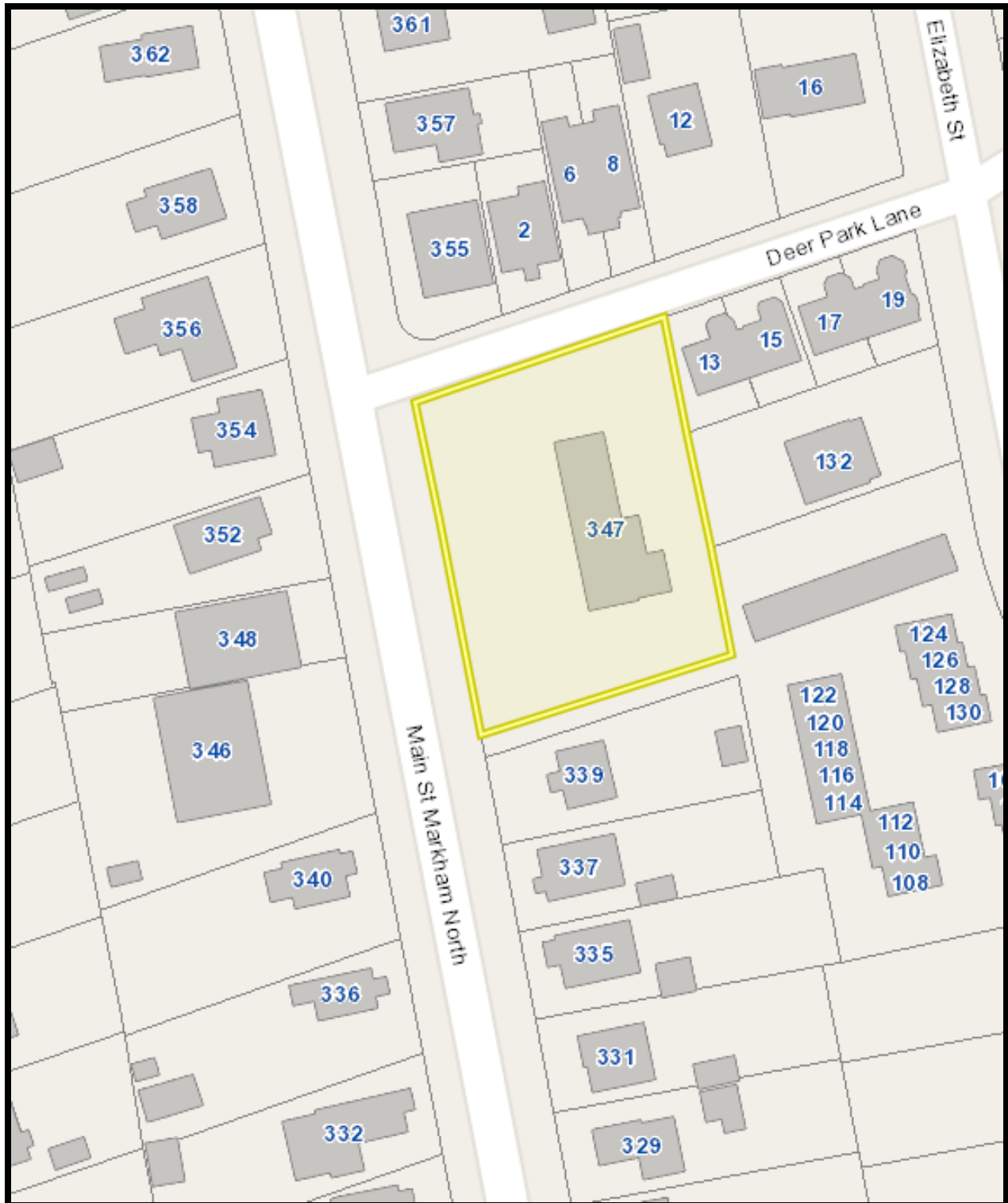
APPENDIX F- Currently Proposed Townhouse Elevations

APPENDIX G – Development Criteria – Infill Development (Residential Low Rise)

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## APPENDIX A- LOCATION MAP

### 347 Main Street North, Markham Village Heritage Conservation District

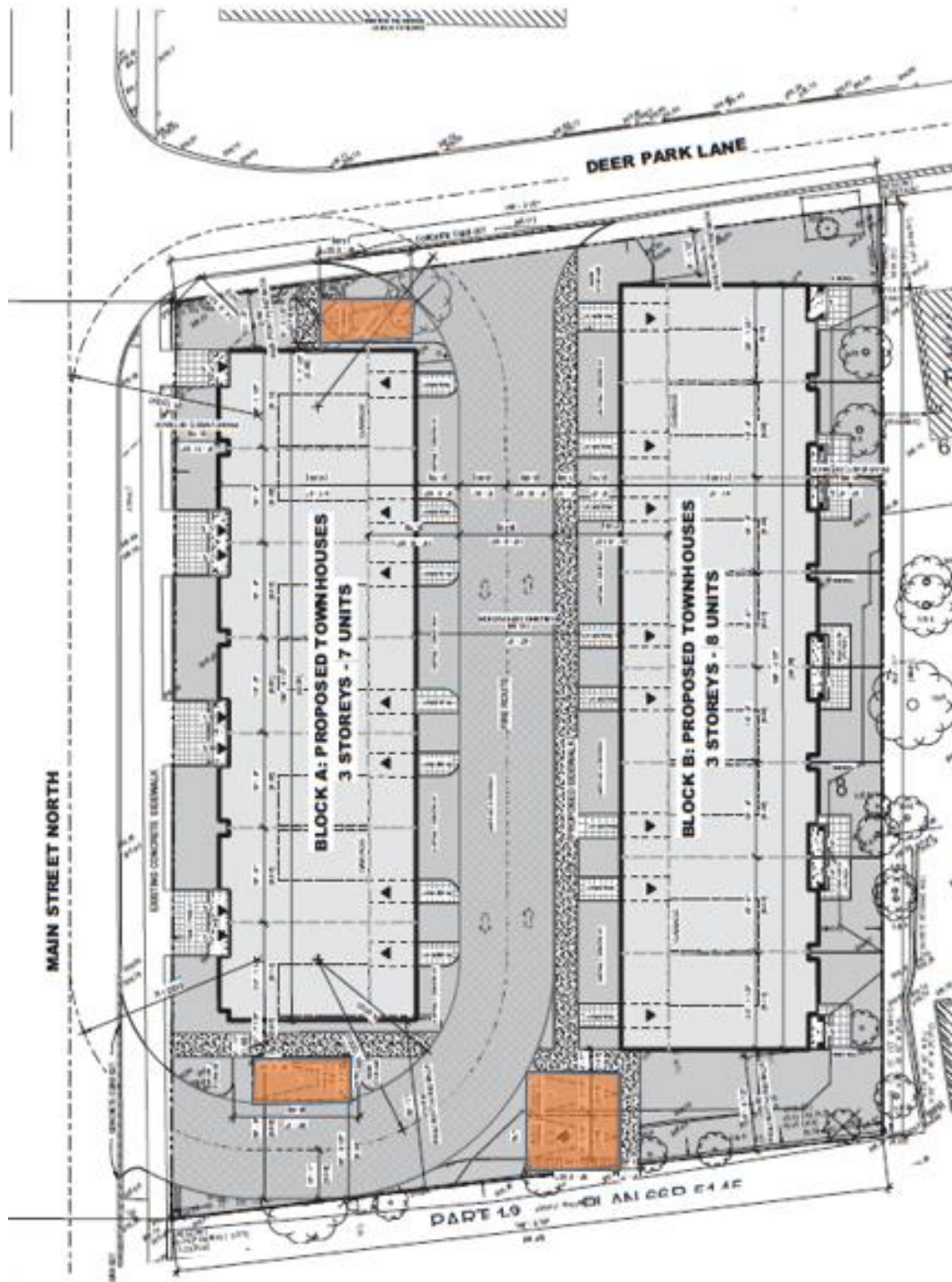


## APPENDIX B- Photograph of the Existing Used Car Dealership





APPENDIX C- Propsoed Site Plan Reviewed by Heritage Markham in  
March 2022 (15 townhouse version)



Visitor Parking highlighted in orange



## APPENDIX D- Heritage Markham Extract of March 2022

### HERITAGE MARKHAM EXTRACT

Date: March 9, 2022

To: R. Hutcheson, Manager, Heritage Planning  
P. Wokral, Senior Heritage Planner

EXTRACT CONTAINING ITEM # 6.3 OF THE THIRD HERITAGE MARKHAM  
COMMITTEE MEETING HELD ON MARCH 9, 2022

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#### 6.3 ZONING BY-LAW AMENDMENT

##### PROPOSED TOWNHOUSE DEVELOPMENT 347 MAIN STREET NORTH (16.11)

FILE NUMBERS:  
PLAN 19 123553  
PLAN 21 140439

Victor Huang declared an interest with respect to Item 6.3 (347 Main Street North), by nature of being part of the development team and owner of the property and did not take part in the discussion of or vote on the question of the approval of this matter.

Peter Wokral, Senior Heritage Planner addressed the Committee and reviewed the application for a revised development proposal based on feedback provided from the review of the Official Plan and Zoning By-law Amendment applications submitted in 2019. The revised application is for the proposed demolition of the existing building, which is currently used as an automotive dealership, and to replace it with a three storey, 15-unit, townhouse development comprised of a block of seven units fronting Main Street North, and a block of eight units fronting an internal condo road accessed from Deer Park Lane. The architectural design of the proposed townhouses reflects a blend of the Second Empire and Gothic Revival architectural styles.

The subject property is designated as "Residential Low Rise" in the 2014 Official Plan which permits single and semi-detached dwelling and townhouses, excluding back-to-back townhouses, and small multiplex buildings containing 3 to 6 units all with direct frontage on to a public street. A Zoning By-law amendment to permit the above building types without direct frontage on a public street may also be considered, at appropriate locations, where a development block has frontage on an arterial road or a major collector road. The applicant proposes to build one of the two blocks of townhouse units without direct frontage to a public street, and neither Main Street North or Deer Park Lane are arterial or major collector roads, (Main Street North between Hwy 7 E. and 16th Avenue is designated as a minor collector road). Heritage Markham reviewed the original 19 townhouse unit proposal submitted by the previous owner in November of 2019 which

adopted a three-storey interpretation of the Second Empire style. Heritage Markham did not support the proposed Official Plan Amendment to permit townhouses not having direct frontage to a public street given the existing heritage character of the area, and recommended the area behind the proposed townhouses fronting onto Main Street North be used for backyard amenity space, visitor parking, snow storage and vehicular circulation. The revised development proposal adopts some of the revisions recommended by city staff.

The Official Plan 2014 provides direction as to where the city may consider amendments to permit townhouses not fronting a public street (i.e., at appropriate locations and where the block has frontage on an arterial road or a major collector). This particular site does not support this type of development concept. Staff has suggested that given the local context, the townhouses should ideally front only on to Main Street North (and possibly Deer Park Lane) with the remainder of the parcel used for an appropriate amenity space, visitor parking, snow storage and vehicular circulation. Staff has no objection to the demolition of the existing building, and the proposed Zoning By-law amendment to convert the subject property from commercial uses to residential uses including townhouses, but may have issues with site-specific development standards in support of the application concept.

Jack Wong, Land Use Planner from Malone Given Parsons presented to the Committee on behalf of the applicant and provided a quick overview of the development proposal. He presented a few images of the current used car dealership building. He advised that the site is designated for residential low rise in the Markham Official Plan that provides for ground related housing that includes houses normally up to 3 storeys in height. He reiterated that the maximum building height permitted on this lot is up to 2½ storeys, and hence the reason for the official plan amendment application with site-specific provisions. The applicant has proposed to rezone the property in order to facilitate the townhouse development up to 3 storeys high. Mr. Wong also presented architectural renderings of the proposed townhouse development.

Heritage Markham Committee provided the following feedback:

- More green space should be provided, to permit for the planting of street trees and to preserve existing trees located on the property boundaries which act as buffers;
- The proposed townhouse development is seeking a density of approximately 30 units per acre which is roughly double to what has been permitted in the townhouse development recently approved at 73 Main St. S and more than other townhouse developments in the heritage conservation district;
- There is no amenity space for the townhouses that front onto Main Street.
- Lack of sufficient visitor parking on site and limited options on nearby streets such as Deer Park Lane;
- Lack of space for snow removal.

- There are no basements, so the garage has to be large enough to provide for storage of snow tires, green and blue bins, bicycles, etc.
- Concerns about traffic;
- Tree preservation – a number of significant trees on the south side of the property that act as a buffer to the single detached dwelling to the south that should be preserved.
- The property in front of the townhouses fronting Main Street needs to be appropriately maintained by the Condo Corporation.
- Should not support the draft plan of subdivision application for the townhouses if the concept is not supported by the Committee.
- An appropriate residential development can be supported in place of the existing automotive dealership.

Recommendations:

THAT the deputation and presentation by Jack Wong, Malone Given Parsons, on behalf of the applicant, be received;

THAT Heritage Markham has no objection from a heritage perspective to the proposed demolition of the existing car dealership and the Zoning By-law Amendment to permit residential uses in this location, including townhouses;

THAT Heritage Markham recommends that the architectural style of the townhouses be reflective of authentic Markham examples of either the Second Empire or Gothic Revival style;

THAT Heritage Markham has no objection from a heritage perspective to the proposed Official Plan Amendment to permit 3 storey townhouses in either a Second Empire or Gothic Revival architectural style;

THAT Heritage Markham does not support the associated Draft Plan of Subdivision application;

THAT based on the current proposal, Heritage Markham does not support the proposed Official Plan Amendment to permit townhouses not having direct frontage to a public street, given the existing heritage character of the area and recommends the area behind the proposed townhouses fronting onto Main Street North be used for backyard amenity space, visitor parking, snow storage and vehicular circulation;

THAT Heritage Markham recommends a 50% reduction in the number of units to be more consistent with the Heritage District and to address urban design concerns related to snow removal, appropriate visitor parking spaces, rear yards and tree preservation.

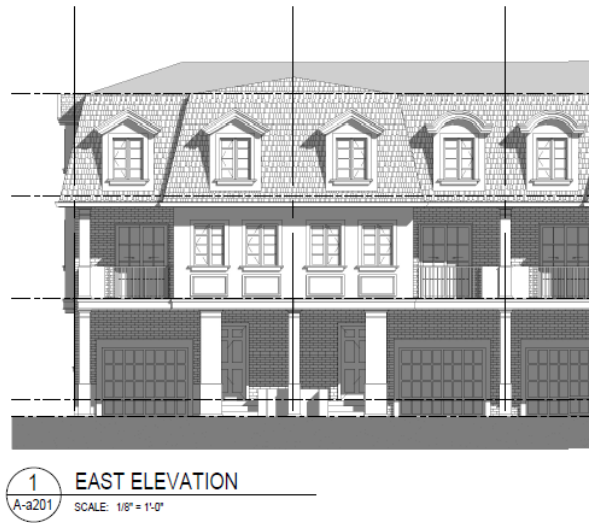
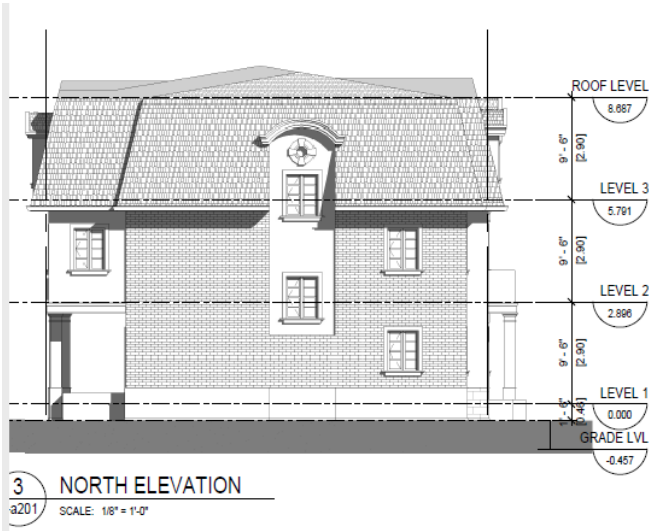
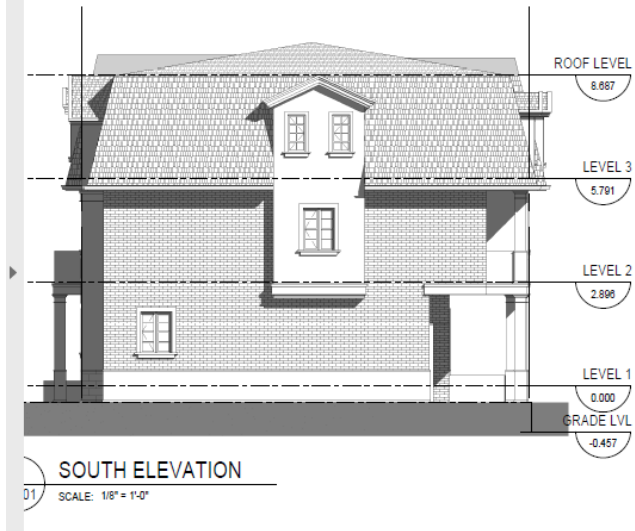
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## APPENDIX F- Currently Proposed Townhouse Elevations

Block A (fronting Main Street North)



Block B (Internal Block fronting private road)





## **APPENDIX G – Development Criteria – Infill Development (Residential Low Rise)**

### **Development Criteria – Infill Development**

8.2.3.5 In considering an application for development approval on lands designated ‘Residential Low Rise’, Council shall ensure infill development respects and reflects the existing pattern and character of adjacent development, by adhering to the development criteria outlined below, in addition to the criteria in Section 8.2.1.3 and the area and site specific policies of Sections 9.3.3, 9.13.2, 9.14.2, 9.18.5, 9.19.2, unless otherwise specified in a heritage conservation district plan:

- a) the lot frontage(s) and lot area(s) of the proposed new lot(s) shall be consistent with the sizes of existing lots on both sides of the street on which the property is located;
- b) the proposed new building(s) shall have heights, massing and scale appropriate for the site and generally consistent with that permitted by the zoning for adjacent properties and properties on the same street;
- c) front and rear yard setbacks for the new building(s) shall be consistent with the front and rear yards that exist on the same side of the street;
- d) the setback between new building(s) and the interior side lot line shall increase as the lot frontage increases;
- e) the new building(s) shall have a complementary relationship with existing buildings, while accommodating a diversity of building styles, materials and colours;
- f) existing trees and vegetation shall be retained and enhanced through new street tree planting and additional on-site landscaping;
- g) the width of the garage(s) and driveway(s) at the front of new building(s) shall be limited to ensure that the streetscape is not dominated by garages and driveways;
- h) new driveways and service connections shall be sited to minimize tree loss;
- i) impacts on adjacent properties shall be minimized in relation to grading, drainage, access and circulation, privacy and microclimatic conditions such as shadowing;
- j) the orientation and sizing of new lots shall not have a negative impact on significant public views and vistas that help define a residential

neighbourhood;

k) proposals to extend the public street network should be designed to improve neighbourhood connectivity, improve local traffic circulation and enhance conditions for pedestrians and cyclists; and

l) road and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.