

**Ontario Land Tribunal**  
Tribunal ontarien de l'aménagement  
du territoire



**ISSUE DATE:** August 14, 2023

**CASE NO(S):**

OLT-22-003930

**PROCEEDING COMMENCED UNDER** subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant/Appellant: Glen Rouge Homes (Kennedy) Inc.  
Subject: Application to amend the Zoning By-law – Neglect to make a decision  
Description: To demolish the existing detached dwelling and construct a townhouse development of 31 freehold units with rear access onto a private driveway and 6 blocks consisting of 5 to 6 townhouses in each block  
Reference Number: PLAN 20 136196  
Property Address: 7647 Kennedy Road, City of Markham  
Municipality/UT: City of Markham/ Regional Municipality of York  
OLT Case No.: OLT-22-003930  
OLT Lead Case No.: OLT-22-003930  
OLT Case Name: Glen Rouge Homes (Kennedy) Inc. v. Markham (City)

**PROCEEDING COMMENCED UNDER** subsection 41(12) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Referred by: Glen Rouge Homes (Kennedy) Inc.  
Subject: Site Plan  
Description: To demolish the existing detached dwelling and construct a townhouse development of 31 freehold units with rear access onto a private driveway and 6 blocks consisting of 5 to 6 townhouses in each block  
Reference Number: SPC 20 136196  
Property Address: 7647 Kennedy Road, City of Markham  
Municipality/UT: City of Markham/ Regional Municipality of York  
OLT Case No.: OLT-22-003931  
OLT Lead Case No.: OLT-22-003930

**Heard:** April 27, 2023 by video hearing

**APPEARANCES:**

<b><u>Parties</u></b>	<b><u>Counsel</u></b>
Glen Rouge Homes (Kennedy) Inc.	R. Cheesemen S. Fleming
City of Markham	M. Cheung-Madar

**MEMORANDUM OF ORAL DECISION DELIVERED BY CARMINE TUCCI ON APRIL 27, 2023 AND ORDER OF THE TRIBUNAL**

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[Link to Final Order](#)

[1] The matter before the Tribunal is an appeal by Glen Rouge Homes (Kennedy) Inc. with respect to the City of Markham's lack of decision pertaining to multiple development approval applications for the subject lands located at 7647 Kennedy Road ("subject lands"). These applications include a Zoning By-law Amendment ("ZBLA") and the approval of a Site Plan.

[2] The Tribunal was informed that the Parties confirmed that a settlement had been reached and the settlement was presented for the consideration of the Tribunal.

[3] An Affidavit of Service sworn by Nick Wood was marked as Exhibit 1.

[4] Mr. Wood was affirmed and qualified to provide for the Tribunal uncontested opinion evidence in areas of land use planning. Mr. Wood delivered extensive oral, written and visual evidence as contained in his affidavit.

## **SITE LOCATION AND PROPOSAL DESCRIPTION**

[5] The subject lands are located at 7647 Kennedy Road, south east of Lee Avenue and Kennedy Road in Markham, Ontario. The subject lands are approximately 0.59 hectares ("ha") (1.46 acres) in area. The lot dimensions are approximately 75 metres ("m") of frontage and a lot depth of approximately 84 m.

[6] Surrounding land uses include local commercial uses including the Bombay Bazaar and AlRehmat Halal Meat and Lee Avenue to the north, Kennedy Road, Milliken Community Centre and Milliken Mills Park to the west, residential uses and Highglen Avenue to the south and residential uses and Kevlin Road to the east.

[7] The subject lands are located approximately 800 m south of the Kennedy Road and Highway 407 interchange. The subject lands are also located north of the Milliken GO Station.

## **PROPOSED DEVELOPMENT**

[8] Mr. Wood testified that the proposed development applications consist of a ZBLA and site plan approval applications which have been submitted seeking the approval of six townhouse blocks, consisting of five to six units each, with a total of 31 townhome units. This development will provide a mix of three storey rear accessed townhouses with floor areas of approximately 162.58 square metres ("sq. m.") (1,750 square feet ["sq. ft."]) and approximately 155.61 sq. m (1,675 sq. ft.). The proposed density is 52.5 units per hectare.

[9] A landscaped amenity space is proposed between townhouse blocks 3 & 4 and 5 & 6 and follows a circular north/south pattern. The proposed amenity space is proposed with plantings, seating and walkways. The walkways are also proposed between all townhouse blocks to a width of 1.5 m. The walkways between blocks 3 & 4 and 5 & 6

will have staircases between and a ramp/staircase feature is proposed to the north of the landscaped amenity space.

[10] Each of the units will be provided with a private amenity space over the garage, which will contain two indoor tandem parking spaces. Eight visitor parking spaces, of which one will be an accessible parking space, are also proposed to be shared by all residents. Seven of these visitor parking spaces are proposed to be located on the south side of the private driveway and the accessible space is proposed to be located north of the landscaped amenity space.

[11] Mr. Wood further testified that the development has been designed as a common elements condominium. The townhouses are proposed to be freehold (building and front yard) whereas the private driveway, shared landscaping features (i.e., armour stone), central landscaped amenity space, sidewalks, ramps and stairs will be common elements.

[12] Mr. Wood stated to the Tribunal that on January 19, 2023, the City of Markham advised that they would not oppose the zoning bylaw appeal. The City of Markham advised that they would request the OLT to impose conditions, should the site plan appeal be allowed. The conditions consisted of entering into a site plan agreement, the submission of final drawings, addressing all outstanding comments and that, prior to receiving site plan endorsement, the Owner satisfies the requirements of various city departments.

## **PLANNING ACT APPLICATIONS**

[13] Mr. Wood testified that a ZBLA application, in support of the proposed development, is required to rezone the subject lands from Suburban Residential Second Density (SUR2), under by-law 19381, as amended, to Residential Three with site-specific exception 712 (R3\*712), under By-law 177-96.



[14] The City of Markham is subject to multiple zoning by-laws across its boundaries which are in the process of being updated. The City of Markham is updating the zoning by-laws to consolidate them into a single by-law. The proposed ZBLA was required to replace the existing zoning by-law (193-81) with the City of Markham's new zoning by-law (177-96).

[15] Mr. Wood provided that site-specific development standards were also necessary to implement the proposed development. Proposed standards include reductions in minimum width of a townhouse dwelling unit, minimum front yard setback, minimum side yard setback, minimum rear yard setback, minimum distance between buildings containing townhouse dwellings, maximum number of units and maximum building height.

[16] A site plan application was submitted alongside the ZBLA and is currently under review by the City of Markham.

## **LAND USE PLANNING ANALYSIS**

### **Planning Act**

[17] Mr. Wood provided that in Section 2, the *Planning Act* identifies matters of provincial interest. The following matters are of importance to this file in which approval authorities shall have regard for:

- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (n) the resolution of planning conflicts involving public private interests;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
  - i. is well-designed;
  - ii. encourages a sense of place, and
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

[18] Mr. Wood opined that the proposed development has regard for many of the Planning Act's matters of provincial interest.

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

[19] Mr. Wood testified that The Provincial Policy Statement (2020) ("PPS") provides direction with respect to matters of provincial interest related to land use planning and development. Direction is also provided on appropriate development, the protection of resources, public health and safety and the quality of the natural and built environment.

[20] Mr. Wood further provided that the proposed development achieves the policies of the PPS as it will intensify an underutilized parcel in a manner which efficiently utilizes existing infrastructure and which provides an appropriate density mix in close proximity to transit and public service facilities. The subject lands are located within the settlement area of the City of Markham and will therefore not result in any unnecessary expansion. The proposed development will result in a new housing form which is compatible to the surrounding residential environment while still offering flexibility for different households to live in the area. The proposed development will contribute to a healthy, livable and safe community.

[21] Mr. Wood opined that the proposed development is consistent with the PPS.

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

[22] Mr. Wood stated that Schedule 2 of the A Place to Grow – Growth Plan for the Greater Golden Horseshoe (2020) ("Growth Plan") depicts the subject lands as located within the Built-Up Area – Conceptual.

[23] The Growth Plan directs that the vast majority of growth is to be directed to settlement areas, with specific focus directed to delineated built-up areas, strategic

growth areas, locations within existing or planned transit and areas with existing or planned public service facilities (Section 2.2.1.2).

[24] The Growth Plan sets out a minimum intensification target for the City of Markham of 50 percent of all residential development is to be achieved within the Delineated Built-Up Area (Section 2.2.2.1).

[25] The Growth Plan looks to support housing choice by encouraging a diverse range and mix of housing options and densities, including additional residential units and affordable housing units (2.2.6.1.a). Specifically, municipalities are to achieve complete communities, which are to include multi-unit residential developments which can incorporate a mix of unit sizes and accommodate a diverse range of household sizes and incomes (Sec. 2.2.6.3).

[26] Mr. Wood further provided that the proposed development conforms with the policy directions set out in the Growth Plan. The proposed development will result in a development which intensifies an underutilized parcel of land which has access to existing transit and is in close proximity to existing public service infrastructure. The proposed development will see the construction of a multi-unit development which adds a new residential type to a primarily single-detached dwelling neighbourhood. The proposal can accommodate a diverse range of household sizes and incomes. The proposed development will utilize existing infrastructure and will result in minimal disruption to the existing transportation network.

[27] Mr. Wood opined that the proposed development conforms to the Growth Plan.

### **York Region Official Plan (2010)**

[28] Mr. Wood stated that the York Region Official Plan 2010 ("YROP") identifies the subject lands as within the built-up area. The YROP applies growth management targets including that a minimum of 40 percent of residential intensification is to occur

on lands within these built-up areas. As well, the YROP directs that intensification is to be directed to strategic locations within the built-up area, including those located in regional centres and within regional corridors. Local municipalities are to provide further direction on the role, area, appropriate density range and housing range and mix for these areas of intensification (Sec. 5.3).

[29] The YROP also directs that all new buildings are to front onto major streets and that reverse lotting is not permitted. Further, new development is to be oriented to the street, with main entrances facing public streets, which creates a pedestrian friendly urban form (Sec. 5.4.9).

[30] Mr. Wood further provided that the proposed development conforms to the YROP as it seeks to intensify an underutilized site, with uses which are permitted within the 'Urban Area' designation. The proposal would result in a development which assists in the achievement of the Region's intensification targets, avoids developing in the greenlands system and can support and operate on the existing transportation and transit network. Further, the proposed development can be readily serviced using existing infrastructure and will result in a compact residential form.

[31] Mr. Wood opined that the proposed development conforms to the YROP.

### **City of Markham 1987 Official Plan**

[32] Mr. Wood stated, as some elements of the Markham 2014 Official plan are under appeal, the Markham 1987 Official Plan has been examined.

[33] In the 1987 Official Plan the subject lands are designated 'Urban Residential'. This designation is to be used primarily for housing and complementary uses which serve basic residential uses. This designation permits low density housing and medium density residential dwelling types. As the subject lands are located near shopping venues, community and recreation services and arterial roads, the medium density

designation applies, which permits multiple dwelling types such as townhouses at a density between 32 and 62 units per hectare.

[34] The Official Plan provides direction on the existing and planned transportation network. On Schedule 'C' of the Official Plan, the abutting stretch of Kennedy Road is identified as a "Region of York Arterial Road".

[35] Mr. Wood opined that the proposed development conforms to the Markham 1987 Official Plan.

### **City of Markham 2014 Official Plan**

[36] Mr. Wood stated that the 2014 Official Plan provides direction for land use planning in Markham to the year 2031. It is anticipated that by 2031 the Markham population will be 421,600 and employment will be 240,400. The Official Plan sets out an intensification strategy which targets 60 percent or greater of all residential development to be within the built-up area. This intensification will be accommodated through mixed-use, pedestrian-oriented and transit served development. Additionally, small scale infill development will be a component of the intensification strategy (Sec. 2.4).

[37] Mr. Wood provided:

- Map 1 – Markham Structure, the subject lands are identified alongside a 'Local Corridor'. These corridors are to provide a range of housing with appropriate forms and scale that complement the surrounding community (Sec. 2.5.3.1). The subject lands are also identified within the 'Neighbourhood Area' which are to be developed with primarily ground related housing forms.

[38] Mr. Wood stated that the Official Plan looks to achieve a diversity of housing types and tenures which contribute to the livability of neighbourhoods. This includes enabling the City of Markham to evolve to meet the needs of future residents through shifts in housing stock composition to include forms such as apartments, stacked townhouse and townhouse dwellings (Sec.4.1).

- Map 3 – Land use, the Official Plan designates the subject lands ‘Residential - Low Rise’. This designation applies to most of the existing residential neighbourhoods in Markham and largely consists of lower scale residential buildings. This designation will allow some infill development which respects and reflects the physical character of established neighbourhoods (Sec. 8.2.3.1). This designation permits detached dwellings, semi-detached dwellings and townhouses containing three to six units with direct frontage on a public street. A ZBLA may be required to permit the above residential forms without direct frontage on a public street (Sec. 8.2.3.3). Permitted residential housing forms are permitted to a maximum of three storeys (Sec. 8.2.3.4).

[39] Mr. Wood stated that the proposed development is seeking lotting standards which are reflective of current market conditions for townhouses and are indicative of the common-elements tenure. Although the proposed townhouses are different than the predominant single-detached dwellings, the building materials, location and design have been specifically selected to achieve a level of consistency and compatibility.

[40] Mr. Wood provided that the proposed development has been designed in a manner which is compatible with the existing single-detached dwellings to the east while still utilizing the site for a more intensified residential form. The proposed townhouses have been designed to achieve the height requirements of the Official Plan which permits heights to a maximum of three storeys. Further, the proposed development has been setback from the east and south property lines by more than 7.5 m.

[41] Mr. Wood further provided that the proposed development has been specifically designed to minimize impacts and to ensure all necessary servicing facilities and utilities are located on site. This includes all water, wastewater, telecommunications, gas and others. These necessary servicing facilities will be appropriately sited and will not impact the facilities of abutting properties. As a single entrance is proposed to access the site, limited disruption will occur on the abutting properties. Further, the proposed development has been designed with rear-access townhouse dwellings, which ensures an improved pedestrian experience along Kennedy Road.

[42] Mr. Wood stated that the proposed development complies with the 'Residential Low Rise' designation as it is proposing the introduction of townhouses which respect the physical character of established neighbourhoods. The proposed development will result in townhouses which are three storeys in height and contain six or less units per block. As some of the units do not provide direct frontage onto a street, a ZBLA application has been submitted.

[43] Mr. Wood opined that the proposed development conforms to the Markham 2014 Official Plan.

### **City of Markham Zoning By-law No. 193-81**

[44] Mr. Wood provided that under Zoning By-law No.193-81, the subject lands are zoned Suburban Residential Density (SUR2) which permits single-detached dwellings and home occupations.

[45] The SUR2 zone permits the following standards:

- Minimum Lot Frontage – 30 m
- Minimum Lot Area (ha) – 0.2
- Minimum Front Yard Setback – 8 m
- Minimum Side Yard Setback – 3 m

- Minimum Rear Yard – 8 m
- Minimum Flankage Yard – 4.5 m
- Maximum Lot Coverage – 25%
- Maximum Building Height – 11 m
- One dwelling per lot

[46] Mr. Wood stated that the proposed development requires a ZBLA to be compliant with the required zoning provisions. However, given the outdated nature of Zoning By-law No.193-81 and the City of Markham's efforts to modernize and consolidate all properties under Zoning By-law 177-96, city staff require the amendment to bring the subject lands under the purview of Zoning By-law No.177-96.

#### **City of Markham Zoning By-law No. 177-96**

[47] The Tribunal heard that Zoning By-law 177-96 has been adopted for much of the City of Markham, however portions, like the subject lands, still remain subject to other by-laws.

[48] The proposed development is to amend the existing zoning by-law and zone to bring the subject lands under the enforcement of Zoning By-law 177-96. The ZBLA is also to apply the zone category of Residential Three (R3).

[49] Mr. Wood provided that the R3 zone permits the following standards:

- Minimum Lot Frontage
  - 5.5m per unit on an interior lot, 6.7 m per end unit on an interior lot and 7.9 m per end unit on a corner lot (on a lot accessed by a lane)
  - Not permitted (on a lot not accessed by a lane)
- Minimum Front Yard
  - 0.6 m (on a lot accessed by a lane)
  - Not permitted (on a lot not accessed by a lane)



- Maximum garage width on a lot that is not access by a lane – Not permitted
- Minimum required exterior side yard – 2.4 m
- Minimum required interior side yard
  - 0.0 m for interior unit and 1.2 m for end unit (on a lot that has a lot frontage of less than or greater than 11.6 m)
- Minimum required rear yard
  - 14.8 m (on a lot access by a lane)
  - n/a (on a lot not accessed by a lane)
- Maximum height – 12.0 m

[50] Mr. Wood stated that a ZBLA is required to rezone the subject lands to R3 and implement the following standards:

- Permit additional uses including townhouse dwelling, accessory dwelling unit, home occupation and home child care;
- Establish that the subject lands be deemed to be one lot for the purposes of the by-law;
- Minimum width of townhouse dwelling unit – 4.2 m
- Minimum front yard setback – 3.0 m
- Minimum side yard setback – 1.2 m
- Minimum rear yard setback – 7.5 m
- Minimum distance between buildings containing townhouse dwellings – 3.0 m
- Maximum number of units – 31
- Maximum building height – 13.5 m
- Maximum building height for units within 56 m of rear lot line – 12.2 m to the highest point of the roof
- Minimum setback of architectural features (porches, eaves, balconies etc.) – 0.6 m

[51] Mr. Wood provided that the proposed ZBLA is seeking generally minor modifications to the required development standards to establish a building footprint which is reflective of surrounding existing conditions and is representative of current market standards.

[52] Modifications to maximum heights are necessary, however the proposal limits the greatest height only to the townhouses which front onto Kennedy Road (13.5 m), whereas the dwellings which are closest to the east property limits are proposed with a height of 12.2 m. This will ensure a transition of height from the proposed dwellings to the existing single-detached dwellings to the east of the subject lands. Further, the requested increase in height is seeking an increase of only 0.2 m above what is currently allowed.

[53] Mr. Wood further stated that modifications to the minimum unit width is proposed to accommodate the envisioned townhouse blocks. The proposed development will consist of two townhouse types: 4.27 m (14 ft) and 5.15 m (16.9 ft) in width. Despite the two types of dwelling widths, three bedrooms are proposed in all dwellings. The 4.27 m dwellings will feature two bedrooms on the second floor and a third bedroom on the top floor which will be provided in loft format. For these dwellings, each bedroom will have a room width of approximately 13 ft and will take advantage of the entirety of the dwelling unit width. Therefore, the units will ensure the construction of functional bedrooms which exceed minimum Ontario Building Code requirements and sizes which are greater than bedrooms found in single detached dwellings.

[54] Mr. Wood opined that the proposed setbacks are representative of good planning as they are cognizant of adjacent uses, create a street edge by bringing the dwellings up to the road and ensure a sufficient separation from the existing residential buildings to the east and south.

[55] Mr. Wood further opined that the remaining proposed zoning standards are necessary to accommodate specific architectural features of the development as well as

restrict the proposal to that which is currently before the Tribunal (i.e., number of units and distance between townhouses) and thus the proposed ZBLA generally conforms to the official plan and represents appropriate and good planning.

## **SUMMARY AND OPINION**

[56] Mr. Wood provided to the Tribunal, salient reasoning supporting the approval of the ZBLA.

[57] The proposed ZBLA:

- Will result in a proposed development that fits with the character of the existing community. The proposal has incorporated a high level of urban design which is reflective of both the architectural features in the surrounding neighbourhood as well as enhances the pedestrian experience for future pedestrians walking along Kennedy Road. The proposed development will result in a considerable improvement to the streetscape from the existing street along Kennedy Road.
- Seeks the permission of an appropriate residential dwelling type. The proposed townhouse dwellings are compatible with development along Kennedy Road, including properties to the north and south of the subject lands which include townhouse dwelling types with heights of four storeys.
- Will result in a density which is consistent and which conforms with provincial policy and is suitable, given its proximity to community facilities, commercial uses and access to transportation modes (i.e., Highway 407, bicycle lanes and GO Station). Further, intensification is appropriate along major streets as regional and local policy directs that intensification is to occur on arterial roads such as Kennedy Road. As such, the density of the proposed development is appropriate.

- Will result in a development which is safe and does not negatively impact the surrounding pedestrian network. The proposed development consists of one access onto Kennedy Road which is proposed to be full-turns movement until a median is installed following planned improvements. The Region of York is undergoing an environmental assessment for Kennedy Road which is proposed to include enhanced pedestrian and active transportation facilities along the adjacent stretch of the road to the subject property. The immediate conditions will be improved from a safety perspective through the defined and improved pedestrian infrastructure as well as by adding “eyes on the street” through the siting of the dwelling’s front facing wall within steps of the public sidewalk.

[58] Mr. Wood further provided regarding the ZBLA:

- Conformance and consistency with Provincial Plans is achieved as the subject lands are located within a defined settlement area, the proposed development promotes infill intensification, efficiently uses lands, resources and infrastructure and supports alternative modes of transportation. The proposed development will contribute to the mix of housing types in the area. Further, as the proposed development is compact and will assist in the realization of complete communities.
- Conformance with Regional Official Plan is achieved as the subject lands are located within the ‘Urban Lands’ which permit a wide range of residential uses. Further, the Regional Official Plan requires a minimum 40% of all residential development to occur within the built-up area. The proposed development is infill and will support the use of existing infrastructure, including waste water and water infrastructure, the abutting arterial road and abutting existing transit.

- Conformance with the Markham Official Plan is achieved as the proposed ZBLA will facilitate a development which achieves provincial intensification targets, avoids the need to develop outside the built-boundary, utilizes existing infrastructure, intensifies an underutilized property with a missing middle form of housing and assists in responding to the current housing attainability crisis by delivering a form which appeals to a range of household types and sizes.

[59] Mr. Wood apprised the Tribunal that minor modifications are required to establish zoning standards which are appropriate and conform to the Markham 2014 Official Plan. Modifications relating to height, massing, unit widths and density are proposed to achieve a development which is considerate of the surrounding existing conditions and which result in a form which is responsive to the need for additional forms of housing beyond what is commonly found in low density neighbourhoods. Through the advancement of the applications, the Owner has revised the design to adjust architectural features and building materials to increase the level of compatibility and reduce heights. Unit widths have been specifically incorporated to achieve both functional and livable spaces while maximizing housing delivery.

[60] Mr. Wood offered, to the Tribunal, supporting details for the approval of the Site Plan.

[61] The Site Plan Approval application has been processed concurrently to the Zoning By-law and has been substantially advanced through the review of two submissions. Considerable technical improvements have been incorporated within the proposal.

[62] In accordance with policy of the City of Markham, Staff have provided conditions of approval should the site plan be accepted. The conditions include entering into a site plan agreement with the City of Markham, provision of applicable fees, satisfying City of

Markham and agency requirements, submission of final drawings, resolution of all outstanding comments and satisfy all necessary City of Markham departments.

[63] Mr. Wood's concluding opinion provided:

- The proposal has regard for matters of provincial interest under the *Planning Act*.
- The proposal is consistent with the policies of the Provincial Policy Statement.
- The proposal does conform to the policies of the Growth Plan.
- The proposal conforms to the policies of the York Region Official Plan.
- The proposal conforms to the policies of the Markham Official Plan.
- The proposal results in only minor modifications to the Zoning By-Law.
- The proposal is appropriate and represents good planning.

## **FINDINGS**

[64] The Tribunal accepts the uncontroverted testimony and evidence of Mr. Wood.

[65] The Tribunal finds that the Settlement Proposal will fit harmoniously with the existing and planned built form context and will enhance the area by intensifying an underutilized site which is well served with municipal infrastructure.

[66] The Settlement Proposal will be an efficient use of the land and will support the achievement of the PPS and Growth Plan policy directions promoting intensification within a built-up urban area. The Settlement Proposal will result in a desirable mixed-use intensification project having convenient access to transit, while incorporating the preservation of the Heritage Building and providing a range of housing types in terms of unit size and number of bedrooms.

[67] The Tribunal accepts the submission of Mr. Wood that the Settlement Proposal will not create unacceptable built form impacts on nearby properties or the public realm. Further, the Tribunal is satisfied that the Settlement Proposed will create a high-quality addition to the area.

[68] In contemplation of the submissions of Mr. Wood and the revisions to the proposal resulting in the Settlement Proposal, the Tribunal is satisfied that the ZBLA and Site Plan have sufficient and proper regard for those matters of provincial interest as set out in s. 2 of the *Planning Act*. The Tribunal finds that the ZBLA and Site Plan are consistent with the PPS, conform to the policies of the Growth Plan and are appropriate and desirable from a land use planning perspective and represent good land use planning.

[69] The Tribunal approves the ZBLA and Site Plan in principle, subject to the conditions as recommended by Ms. Cheug-Madar, being approval of the final form of the ZBLA and Site Plan instruments to the satisfaction of the City of Markham.

## **ORDER**

[70] **REGARDING THIS MATTER** having come before the Tribunal for a settlement hearing upon receiving the affirmed affidavit evidence of Mr. Wood and being advised of the settlement having been agreed upon as between the Applicant and the City of Markham, **THE TRIBUNAL ORDERS**, having reviewed the Draft Zoning By-law, Draft Site Plan and the Conditions of Draft Approval, that the appeal is allowed in part, and:

- a. The Tribunal directs the City of Markham to amend Zoning By-law 193-81 and 177-96 in accordance with the draft By-law marked hereto as Exhibit "A" to this Order. The Tribunal authorizes the municipal clerk of the City of Markham to assign a number to this by-law for record keeping purposes.

- b. The draft Site Plan, prepared by Hunt Design Associates Inc. dated June 2020, is approved and marked as Exhibit “B” to this Order and is subject to the conditions of draft site plan approval attached as Exhibit “C” to this Order.
- c. The Tribunal may be spoken to in the event that there are any issues arising from the implementation of this Order.

“Carmine Tucci”

CARMINE TUCCI  
MEMBER

**Ontario Land Tribunal**

Website: [www.olt.gov.on.ca](http://www.olt.gov.on.ca) Telephone: 416-212-6349 Toll Free: 1-866-448-2248  
The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal (“Tribunal”). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.



**Exhibit "A"**



#### EXPLANATORY NOTE

**BY-LAW 2022-\_\_\_\_\_**

**A By-law to amend By-law 193-81 and By-law 177-96, as amended**

**7647 Kennedy Rd  
PL 2440 PT LTS 40 42 & 43  
PLAN 20 136196**

#### **Lands Affected**

The proposed by-law amendment applies to a 0.59 hectares (1.46 acres) parcel of land located on the east side of Kennedy Road, south of Lee Avenue, and municipally known as 7647 Kennedy Road.

#### **Existing Zoning**

By-law 193-81, as amended, currently zones the subject lands as "Suburban Residential Second Density" (SUR2).

#### **Purpose and Effect**

The purpose and effect of this By-law is to delete the subject lands from the designated area of By-law 193-81, incorporate them into the designated area of By-law 177-96, rezone the subject lands as follows:

from:

**Suburban Residential Second Density (SUR2)  
under By-law 193-81, as amended**

to:

**Residential Three\*712 (R3\*712)  
under By-law 177-96**

and incorporate site specific development standards in order to permit a residential townhouse development on the lands.



## BY-LAW 2022-\_\_\_\_

**A By-law to amend By-law 193-81, as amended**  
*(to delete lands from the designated areas of By-laws 193-81)*  
**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 193-81, as amended, are hereby further amended by deleting the lands shown on Schedule 'A' attached hereto, from the designated areas of By-law 193-81, 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:

**Suburban Residential Second Density (SUR2) Zone**

to:

**Residential Three\*712 (R3\*712) Zone**
3. By adding the following subsections to Section 7 – EXCEPTIONS:

Exception 7.712	Glen Rouge Homes (Kennedy) Inc. 7647 Kennedy Road	Parent Zone R3
File PLAN 20 136196		Amending By-law 2022-_____
Notwithstanding any other provisions of this By-law, the following provisions shall apply to the land denoted by the symbol *712 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>7.712.1 Only Permitted Uses</b>		
The following are the only permitted uses:		
a)	Townhouse Dwellings	
b)	Home Occupation	
c)	Home Child Care	
<b>7.712.2 Special Zone Standards</b>		
The following special zone standards shall apply:		
a)	Notwithstanding any further division or partition of any of the lands subject to this Section, all lands zoned *712 shall be deemed to be one lot for the purposes of this By-law.	
b)	The provisions of Table B5 shall not apply	
c)	Minimum width of a townhouse dwelling unit – 4.2m	
d)	Minimum front yard setback – 3.0 m	
e)	Minimum side yard setback – 1.2m	

By-law 2022-\_\_\_\_  
Page 2

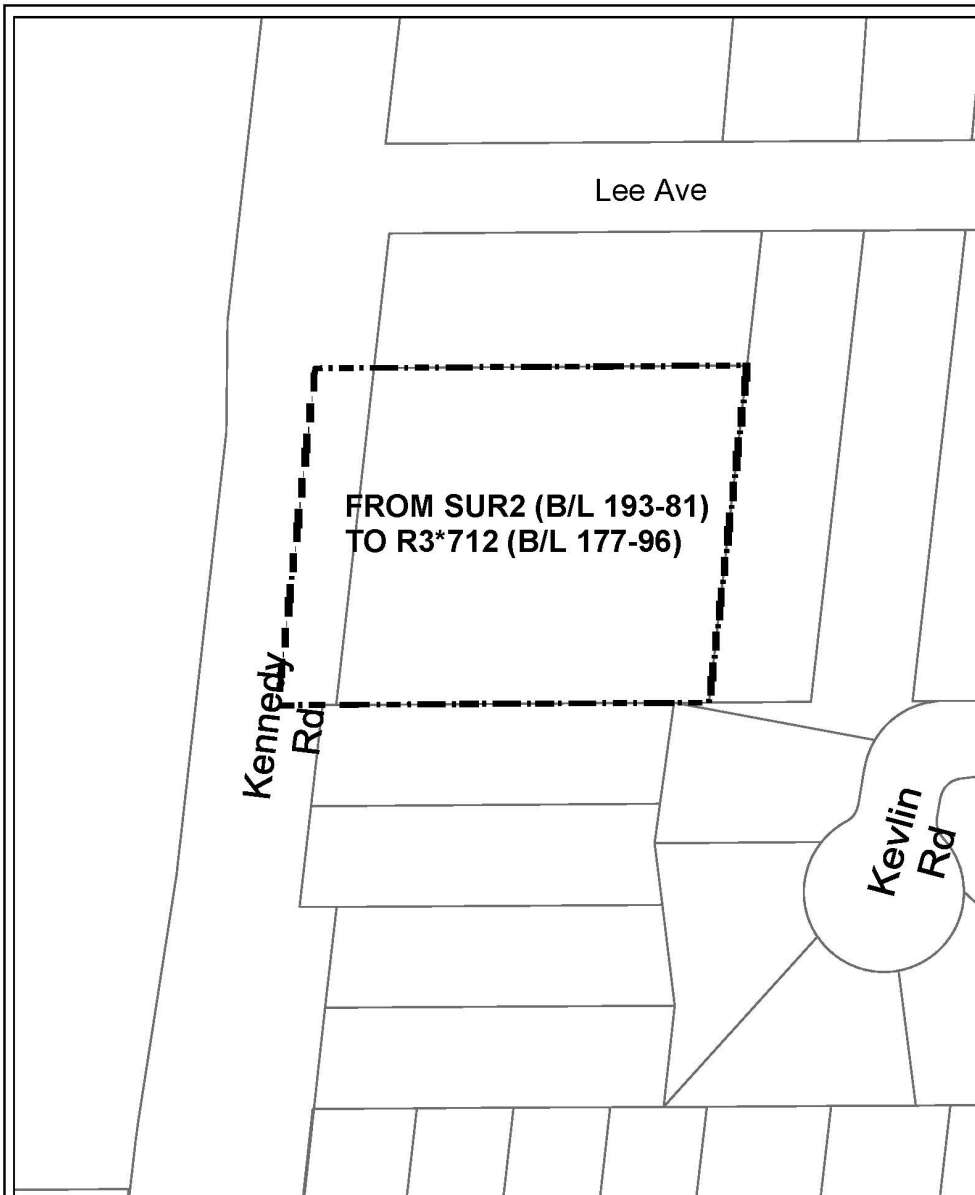
f)	Minimum <i>rear yard</i> setback – 7.5m
g)	Minimum distance between <i>buildings</i> containing <i>townhouse dwellings</i> – 3.0 metres
h)	Maximum number of <i>townhouse dwelling units</i> – 31
i)	Maximum <i>building height</i> – 13.5 m
j)	Notwithstanding i) above, the maximum height for buildings within 56 metres of the rear lot line shall be 12.2 metres to the highest point of the roof.
k)	Minimum setback of porches and architectural features such as sills, belt courses, cornices, eaves, chimney breasts, pilasters, roof overhangs, balconies, window bays and window wells to any <i>lot line</i> – 0.6m

Read a first, second and third time and passed on \_\_\_\_\_,  
2022.

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

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

AMANDA File No.: PLAN 20 136196



## SCHEDULE "A" TO BY-LAW

### AMENDING BY-LAWS 193-81 AND 177-96 DATED

3

 BOUNDARY OF AREA COVERED BY THIS SCHEDULE  
TO BE DELETED FROM BY-LAW 193-81 AND ADDED TO BY-LAW 177-96

 SUBURBAN RESIDENTIAL SECOND DENSITY

 RESIDENTIAL THREE

 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.

Q:\Geomatics\New Operation\By-Laws\PLAN\PLAN20\_136196\Schedule A.mxd

 MARKHAM DEVELOPMENT SERVICES COMMISSION

10 5 0 10  
Meters

Drawn By: RT

Checked By: ML

DATE: 28/02/2022

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

**Exhibit "B"**

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-GRANADA	POLAR WHITE
ROOF	KG (MARATHON)	DRIFTWOOD
VINYL SHAKES	KAY-GAN (PERFECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVAL REDGE
ALUMINUM	MOOSEHORN ANGLO	NECKR
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	GIOTSCAPE (P218-62)
METAL GARAGE DOOR	ALTHOOD	SANDSTONE
RAILINGS	TBD	BLACK
WINDOWS	MASON	BLACK

0052



BLOCK 1, FRONT ELEVATION A

BLOCK AREA:  
391.80 SM



**GLEN ROUGE HOMES - 220007**  
KENNEDY ROAD, MARKHAM ONT

89962 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.5133 ■ F 905.737.7326 ■ JUNE 2020 ■ KC ■ 0052 220007DT-TYPE B

**A2.17 - TYPE B - BLOCK 1 - FRONT ELEVATION**

0052 22000ZDT:TYPE B

0053



REV NOV 13, 2020  
 UNIT 5  
 BLOCK 1, LEFT SIDE ELEVATION A  
 TYPE B (16'-5" [5.0m] REAR LANE)

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-GRANADA	POLAR WHITE
ROOF	RD MARATHON	DRIFTWOOD
VINYL SHAKES	KAYCAN (PERFECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVY BLUE
ALUMINUM	MODERN/ANGOLA	HICKORY
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (PG18-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	CITYSCAPE (P524-62)
METAL GARAGE DOOR	ALUMINUM	SANDSTONE
RAILINGS	TSD	BLACK
WINDOWS	MASON	BLACK

0054



UNIT 5  
 BLOCK 1, LEFT SIDE ELEVATION A  
 TYPE B (16'-5" [5.0m] REAR LANE)

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**GLEN ROUGE HOMES - 220007**  
 KENNEDY ROAD, MARKHAM ONT

**A2.19 - TYPE B - BLOCK 1 - LEFT SIDE ELEVATION**

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REV NOV 13, 2020  
 UNIT 1  
 BLOCK 1, RIGHT SIDE ELEVATION A  
 TYPE B (16'-5" [5.0m] REAR LANE)

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON GRANADA	POLAR WHITE
ROOF	KO (MARATHON)	DRIFTWOOD
VINYL SHAKES	KAYCAN (PERFECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVAJO BEIGE
ALUMINUM	MODERN/ANGOLA	WICKER
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	CITYSCAPE (P524-62)
METAL GARAGE DOOR	ALUMINUM	SANDSTONE
RAILINGS	TBO	BLACK
WINDOWS	MAGN	BLACK

0055



UNIT 1  
 BLOCK 1, RIGHT SIDE ELEVATION A  
 TYPE B (16'-5" [5.0m] REAR LANE)

**HUNT**  
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**GLEN ROUGE HOMES - 220007**  
 KENNEDY ROAD, MARKHAM ONT

**A2.20 - TYPE B - BLOCK 1 - RIGHT SIDE ELEVATION**

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COLOUR PACKAGE #1		
BRICK	BRAMPTON BRICK	GRIMSON
STONE	BRAMPTON-GRANADA	SUNRISE
ROOF	100 (MARATHON)	DUAL BLACK
VINYL SHAKES	KAYCAN (PERFECTION)	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERN-ANGLO	BLACK
TREY PAINT	PARA	GRY/SLR HALL WHITE PIG-10
FRONT DOOR/OTHER DOORS PAINT	PARA	MALKIN IN THE RAIN (PSC-64)
METAL GARAGE DOOR	ALTHOOD	SILVER
RAILINGS	TSD	BLACK
ALUMINUM	MASON	BLACK

0056



**BLOCK 2, FRONT ELEVATION A**

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[www.hunt-design.com](http://www.hunt-design.com)

**GLEN ROUGE HOMES - 220007**  
KENNEDY ROAD, MARKHAM ONT

**A2.21 - TYPE B - BLOCK 2 - FRONT ELEVATION**

89966 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.5133 ■ F 905.737.7326 ■ JUNE 2020 ■ KC ■ 0056 220007-DT-TYPE B

REAR ELEVATION A  
 16'-5" [5.0m] REAR LANE

COLOUR PACKAGE #		
BRICK	BRAMPTON BRICK	CRIMSON
STONE	BRAMPTON-GRANADA	SUNRISE
ROOF	KO (MARATHON)	DUAL BLACK
VINYL SHAKES	KAYCAN PERFECTION	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERN/CIANGOLA	BLACK
TRIM (PAINT)	FARA	CHRYSLER HALL WHITE (P210-00)
FRONT DOOR/OTHER DOORS (PAINT)	FARA	WALKIN' IN THE RAIN (P204-05)
METAL GARAGE DOOR	ALTHOOD	SILVER
RAILINGS	TED	BLACK
WINDOWS	MASON	BLACK

0057



**BLOCK 2, REAR ELEVATION A**  
**TYPE B (16'-5" [5.0m] REAR LANE)**

**HUNT**  
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 www.hunt-design.ca

**GLEN ROUGE HOMES - 220007**  
 KENNEDY ROAD, MARKHAM ONT

**A2.22 - TYPE B - BLOCK 2 - REAR ELEVATION**

8008 Woodbine Ave., Markham, ON L3R 0J7 ■ T 905.737.5133 ■ F 905.737.7326 ■ JUNE 2020 ■ KC ■ 0057 220007/01-TYPE B

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0058

**UNIT II**

**BLOCK 2, LEFT SIDE ELEVATION A**

**TYPE B (16'-5" [5.0m] REAR LANE)**

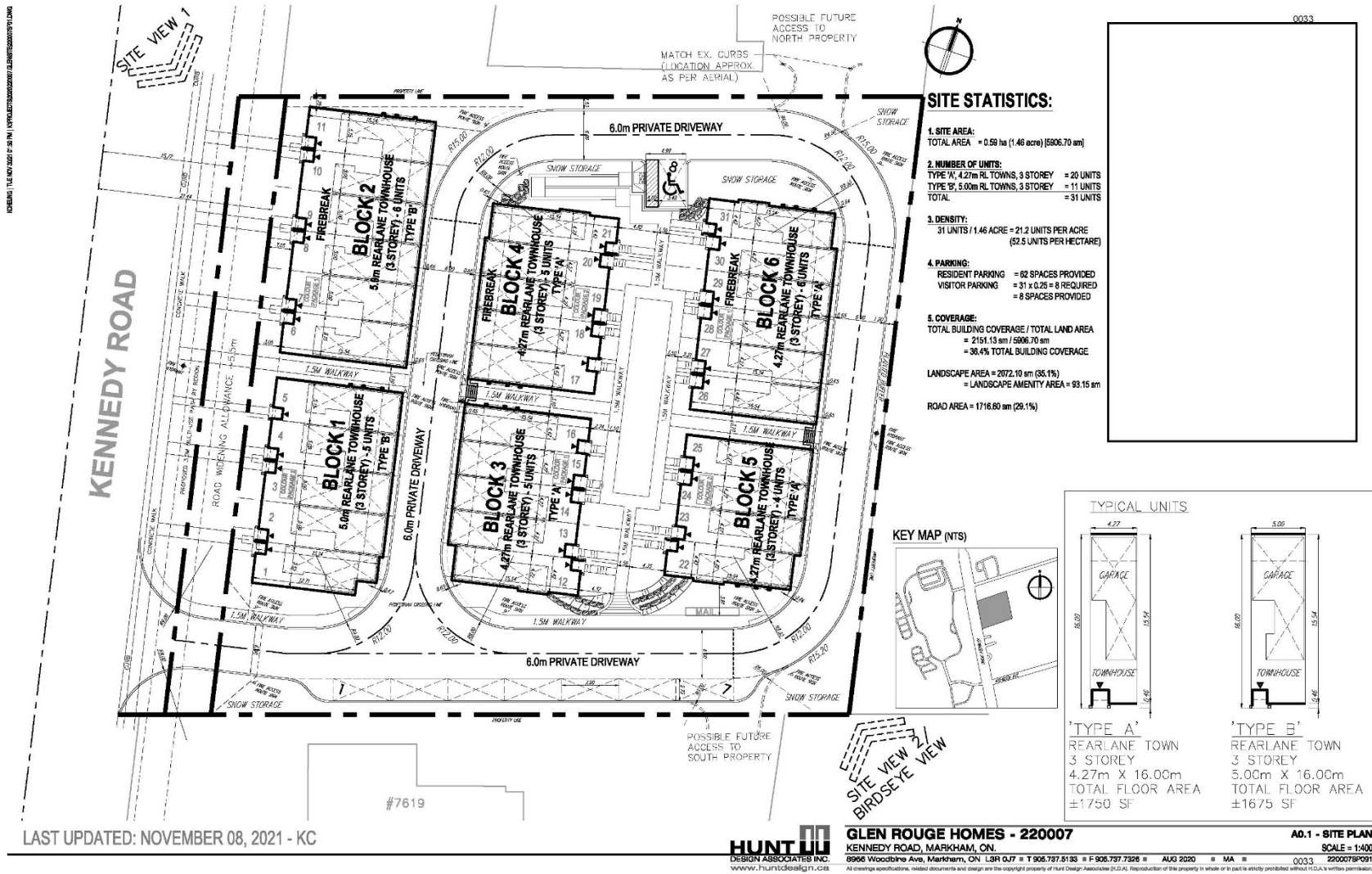
COLOUR PACKAGE #1		
BRICK	BRAMPTON BRICK	GRIMSON
STONE	BRAMPTON GRANADA	SUNRISE
ROOF	160 MARATHON	DUAL BLACK
VINYL SHAKES	KAYCAN (PERFECTION)	HERITAGE GREY
HARDE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERNIS/ANGOLA	BLACK
TRIM (PAINT)	PARA	GRYSLER HALL WHITE #P218
FRONT DOOR/OTHER DOORS (PAINT)	PARA	KALKIN IN THE RAIN #P504
METAL GARAGE DOOR	A-THOOD	SILVER
RAILINGS	TSD	BLACK
WINDING	MASON	BLACK

0059



UNIT 6  
BLOCK 2, RIGHT SIDE ELEVATION A  
TYPE B (16'-5" [5.0m] REAR LANE)







REV NOV 15, 2020/NA  
REV NOV 22, 2020/NA  
REV NOV 22, 2020/NA

COLOUR PACKAGE #:		
BRICK	BRAMPTON BRICK	CRIMSON
STONE	BRAMPTON-GRANADA	SUNRISE
ROOF	KD MARATHON	DUAL BLACK
VINYL SIDINGS	KATYCAN PERFECTION	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERN/VIANGOLA	BLACK
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-02)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	WALKIN IN THE RAIN (P3204-66)
METAL GARAGE DOOR	ALUMINUM	SILVER
RAILINGS	TED	BLACK
WINDOWS	MASON	BLACK

0035



**BLOCK 3, FRONT ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

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**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

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**A2.1 - BLOCK 3 - FRONT ELEVATION**

REVISED: 2022-06-01  
 REVISED: 2022-06-01  
 REVISED: 2022-06-01

COLOUR PACKAGE #1		
BRICK	BRAMPTON BRICK	CRIMSON
STONE	BRAMPTON-GRANADA	SUNRISE
ROOF	KD (MARATHON)	DUAL BLACK
VINYL SHAKES	KAYGAN (PROTECTION)	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERNUS/ANGOLA	BLACK
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	WALKIN' IN THE RAIN (P5204-B5)
METAL GARAGE DOOR	ALTHOOD	SILVER
RAILINGS	TSD	BLACK
WINDOWS	MASON	BLACK

0036



**BLOCK 3, REAR ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

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**GLEN ROUGE HOMES - 220007**  
 KENNEDY, ON

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REV NOV 13, 2020/NA  
REV NOV 23, 2020/NA  
REV NOV 23, 2020/NA

COLOUR PACKAGE #1		
BRICK	BRAMPTON BRICK	CRIMSON
STONE	BRAMPTON-GRANADA	SUNRISE
ROOF	KD MARATHON	DUAL BLACK
VINYL SHAKES	KAYGAN (PERFECTION)	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERNIS ANCOLA	BLACK
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	MALKIN' IN THE RAIN (P5204-00)
METAL GARAGE DOOR	ALTHOOD	SILVER
RAILINGS	TSD	BLACK
WINDOWS	MASON	BLACK

0037



**BLOCK 3, LEFT SIDE ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

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**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

**A2.3 - BLOCK 3 - LEFT SIDE ELEVATION**

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COLOR PACKAGE #1		
BRICK	BRAMPTON BRICK	CRIMSON
STONE	BRAMPTON GRANADA	SUNRISE
ROOF	IKO (MARIATION)	DUAL BLACK
VINYL SHAKES	KATYCAN PERFECTION	HEN "AGE GREY"
HARDIE BOARD	JAMES HARDE	BLACK
ALUMINUM	WEGGONS ANGLO	BLACK
TRIM (PAINT)	PARA	CHRYSLER LAH WHITE #P218
FRONT DOOR/OTHER DOORS (PAINT)	PARA	WALKIN IN THE RAIN (#P204A)
METAL GARAGE DOOR	ALUMINO	SILVER
RAILINGS	TBD	BLACK
WINDING	MASON	BLACK

0038



BLOCK 3, RIGHT SIDE ELEVATION A  
TYPE A (14'-0" [4.27m] REAR LANE)

REV NOV 15, 2020/04  
REV NOV 23, 2020/04  
REV NOV 23, 2020/04

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-GRANADA	POLAR WHITE
ROOF	KD (MARATHON)	DRITTINGOOD
VINYL SHAKES	KAYCAN (PERFECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVALO BEIGE
ALUMINUM	MODERN/ANGOLA	WICKER
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P2115-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	CITYSCAPE (P5214-62)
METAL GARAGE DOOR	ALTADO	SANDSTONE
RAILINGS	TSD	BLACK
KNOBS	MASON	BLACK

0039



**BLOCK 4, FRONT ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

**HUNT**  
DESIGN ASSOCIATES INC.  
www.hunt-design.ca

**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

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**A2.5 - BLOCK 4 - FRONT ELEVATION**

REV NOV 15, 2020/NA  
REV NOV 23, 2020/NA  
DESIGN ASSOCIATES INC. (HUNT) 2200007/DT-SAMPLE

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-SRANADA	POLAR WHITE
ROOF	KC (MARATHON)	DRIFTWOOD
VINYL SHAKES	KAYCAN (PROTECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVALO BEIGE
ALUMINUM	MODERN/SLANGOLA	HECKER
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	CITYSCAPE (P5204-62)
METAL GARAGE DOOR	ALWOOD	SANDSTONE
RAILINGS	TSD	BLACK
WINDOWS	MASON	BLACK

0040



**BLOCK 4, REAR ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

**HUNT**  
DESIGN ASSOCIATES INC.  
www.hunt-design.ca

**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

8696 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.6133 ■ F 905.737.7326 ■ JUNE 2020 ■ KC ■ 0040 220007/DT-SAMPLE

**A2.6 - BLOCK 4 - REAR ELEVATION**

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REV NOV 15, 2020/NA  
REV NOV 23, 2020/NA  
REV NOV 23, 2020/NA

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-GRANADA	POLAR WHITE
ROOF	KD MARATHON	DRIFTWOOD
VINY. SHAKES	KAYAN (PERFECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVAJO BEIGE
ALUMINUM	MODERNIS ANGOLA	HICKORY
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	GLITSCH (P52 R-62)
METAL GARAGE DOOR	ALWOOD	SANDSTONE
RAILINGS	TSD	BLACK
WINDOWS	MASON	BLACK

0041



BLOCK 4, LEFT SIDE ELEVATION A  
TYPE A (14'-0" [4.27m] REAR LANE)

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**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

**A2.7 - BLOCK 4 - LEFT SIDE ELEVATION**

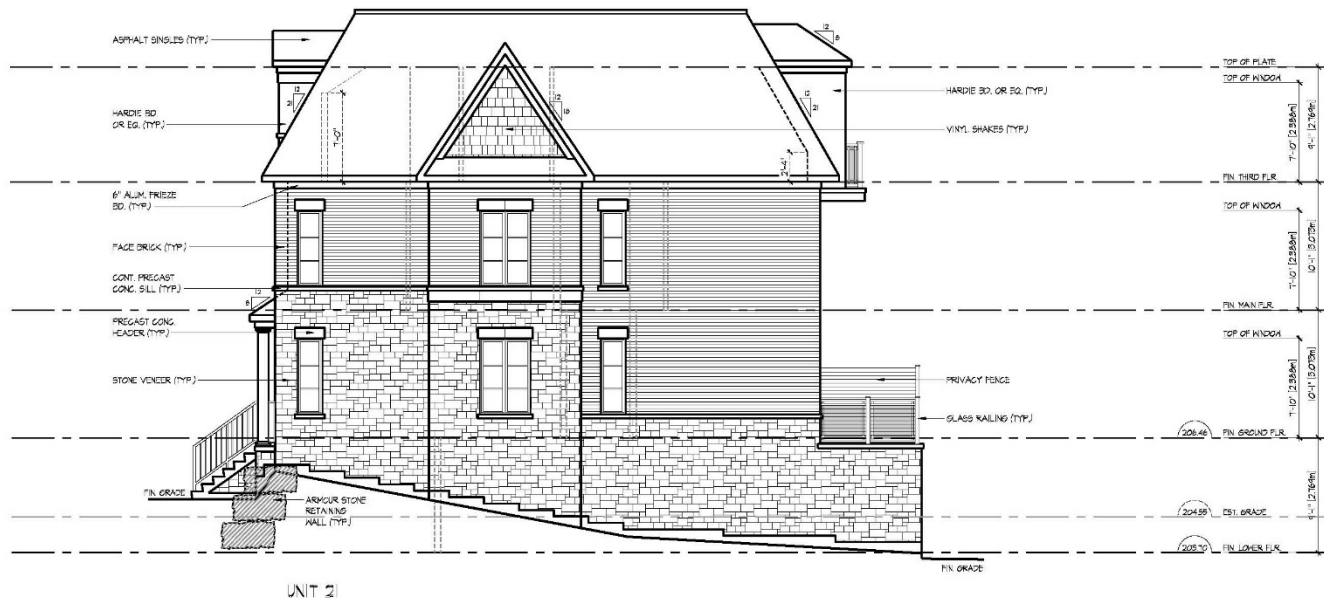
8096 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.6133 ■ F 905.737.7326 ■ JUNE 2020 ■ KC ■ 0041 220007/DT-SAMPLE

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REV NOV 13, 2020/NA  
REV NOV 23, 2020/NA  
REV NOV 23, 2020/NA

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON GRANADA	POLAR WHITE
ROOF	KG MARATHON	DRIFTWOOD
VINYL SHAKES	KAYSAN PERFECTION	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVAL BEIGE
ALUMINUM	MODERN/ANGLO	MEKKER
TRIM (PAINT)	FARA	CHRYSLER HALL WHITE (#218-00)
FRONT DOOR/OTHER DOORS (PAINT)	FARA	CITYSCAPE (#521F-62)
METAL GARAGE DOOR	ALTIMOOD	SANDSTONE
RAILINGS	TBD	BLACK
WINDOWS	MASON	BLACK

0042



BLOCK 4, RIGHT SIDE ELEVATION A  
TYPE A (14'-0" [4.27m] REAR LANE)

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**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

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REV NOV 13, 2020/04  
REV NOV 23, 2020/04  
HUNT DESIGN ASSOCIATES INC.

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-GRANADA	POLAR WHITE
ROOF	KD (MARATHON)	DRIFTWOOD
VINYL SIDING	KATCAN (PERFECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVAL/JE BEIGE
ALUMINUM	MODERN/SLANGOLA	WICKER
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	CITYSCAPE (P52H-62)
METAL GARAGE DOOR	ALUMINUM	SANDSTONE
RAILINGS	TED	BLACK
WINDOWS	MASON	BLACK

0043



**BLOCK 5, FRONT ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

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**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

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**A2.9 - BLOCK 5 - FRONT ELEVATION**

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REV NOV 13, 2020/NA  
REV NOV 23, 2020/NA  
00444

COLOUR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-GRANADA	POLAR WHITE
ROOF	KD MARATHON	DRIFTWOOD
VINYL SHAKES	KAYCAN (PROTECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVALJ DEISE
ALUMINUM	WOODBRIDGE/ANGOLA	NICKER
TRIM (PAINT)	PARA	CARYSLER HALL WHITE (P218-02)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	CITYSCAPE (P5214-02)
METAL GARAGE DOOR	ALUMWOOD	SANDSTONE
RAILINGS	TBD	BLACK
WINDOWS	MASON	BLACK

0044



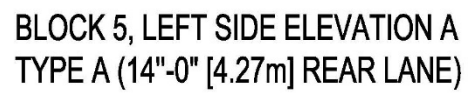
**BLOCK 5, REAR ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

**HUNT**  
DESIGN ASSOCIATES INC.  
www.hunt-design.ca

**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

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0045

REV NOV 10, 2020/NA  
REV NOV 23, 2020/NA  
REV NOV 23, 2020/NA

COLOR PACKAGE #2		
BRICK	BRAMPTON BRICK	CANYON
STONE	BRAMPTON-GRANADA	POLAR WHITE
ROOF	KD MARATHON	DRIFTWOOD
VINYL SHAKES	KAYCAN (PERFECTION)	SANDALWOOD
HARDIE BOARD	JAMES HARDIE	NAVAJO BEIGE
ALUMINUM	MODERNIS/ANCOLA	NECATOR
TRIM (PAINT)	PARA	CHARISER HALL WHITE (#218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	CITYSCAPE (#52-4-62)
METAL GARAGE DOOR	ALTADOD	SANDSTONE
RAILINGS	TED	BLACK
WINDOWS	MASON	BLACK

0046



BLOCK 5, RIGHT SIDE ELEVATION A  
TYPE A (14'-0" [4.27m] REAR LANE)

**HUNT**  
DESIGN ASSOCIATES INC.  
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**GLEN ROUGE HOMES - 220007**  
KENNEDY, ON

8696 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.6133 ■ F 905.737.7326 ■ JUNE 2020 ■ KC ■ 0046 220007/DT-SAMPLE

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REV NOV 13, 2020/04  
REV NOV 23, 2020/04  
REVISIONS: 001 - 004

COLOUR PACKAGE #1		
BRICK	BRAMPTON-BRICK	GRIMSON
STONE	BRAMPTON-BRANADA	SUNRISE
ROOF	KD (MARATHON)	DUAL BLACK
VINT. SHAKES	KAYCAN (PERFECTION)	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERNIS/ANGLO-A	BLACK
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P218-00)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	WALKIN' IN THE RAIN (P5204-05)
METAL GARAGE DOOR	ALTAGOD	SILVER
RAILINGS	TSD	BLACK
KINDING	MASON	BLACK

0047



**BLOCK 6, FRONT ELEVATION A**  
**TYPE A (14'-0" [4.27m] REAR LANE)**

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**A2.13 - BLOCK 6 - FRONT ELEVATION**

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COLOUR PACKAGE #1		
BRICK	BRAMPTON BRICK	GRIMSON
STONE	BRAMPTON-GRANADA	SUNRISE
ROOF	KG (MARATHON)	DUAL BLACK
VINYL SHAKES	KAYCAN (PERFECTION)	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	WOODBRIDGE/ANGOLA	BLACK
TRIM (PANT)	PARA	CHRISTLER WHITE (P218)
FRONT DOOR/OTHER DOORS (PANT)	PARA	WALKIN' IN THE RAIN (P204A)
METAL GARAGE DOOR	ALWOOD	SILVER
RAILINGS	TBD	BLACK
WINDOWS	WAGON	BLACK

0048



BLOCK 6, REAR ELEVATION A  
TYPE A (14'-0" [4.27m] REAR LANE)

COLOUR PACKAGE #1		
BRICK	BRAMFON BRICK	GRIMMON
STONE	BRAMFON+GRANADA	SUNRISE
ROOF	KO (MARATHON)	DUAL BLACK
VINYL SHAKES	KAYSAN (PERFECT'ON)	HERITAGE GREY"
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERN/ANGLO	BLACK
TRIM (PAINT)	PARA	GREYSLER HALL WHITE PS218
FRONT DOOR/OTHER DOORS (PAINT)		WALKER IN THE RAIN (PS204)
METAL GARAGE DOOR	ALTHOOD	SILVER
RAILINGS	TBD	BLACK
WINDOWS	MASON	BLACK

0049

RECEIVED: NOV 10 2020 10:44 AM | ACCEPTED: NOV 20 2020 11:14 AM | REVISED: NOV 13 2020 11:14 AM | REVISED: NOV 13 2020 11:14 AM

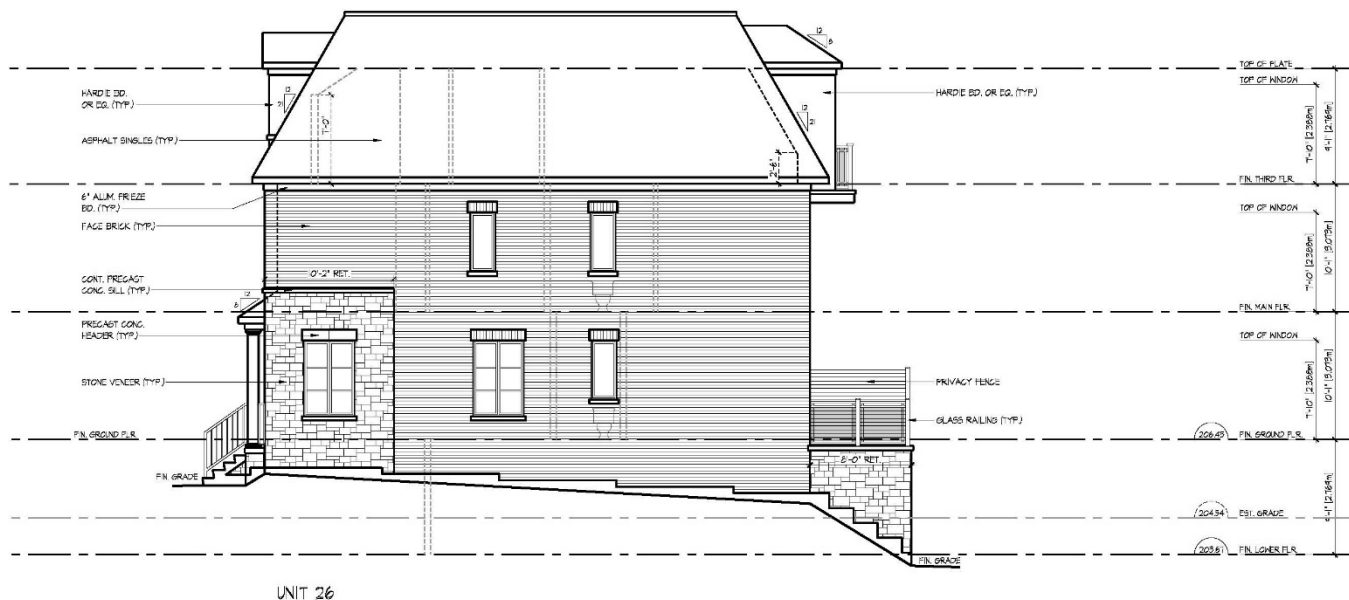


BLOCK 6, LEFT SIDE ELEVATION A  
TYPE A (14'-0" [4.27m] REAR LANE)

REV NOV 19, 2020/NA  
REV NOV 23, 2020/NA  
REV NOV 23, 2020/NA

COLOUR PACKAGE F		
BRICK	BRAMPTON BRICK	CRIMSON
STONE	BRAMPTON-BRAVADA	SUNRISE
ROOF	KO MARATHON	DUAL BLACK
VINYL SHAKES	KAYCAN (PERFECTION)	HERITAGE GREY
HARDIE BOARD	JAMES HARDIE	BLACK
ALUMINUM	MODERN/ANGOLA	BLACK
TRIM (PAINT)	PARA	CHRYSLER HALL WHITE (P21B-02)
FRONT DOOR/OTHER DOORS (PAINT)	PARA	WALKIN IN THE RAIN (P5204-85)
METAL GARAGE DOOR	ALTADOD	SILVER
RAILINGS	TBD	BLACK
WINDOWS	YASON	BLACK

0050



BLOCK 6, RIGHT SIDE ELEVATION A  
TYPE A (14'-0" [4.27m] REAR LANE)

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**Exhibit "C"**

## Site Plan Conditions

1. That prior to the issuance of Site Plan Approval, the Owner enter into a Site Plan Agreement with the City, to the satisfaction of the City Solicitor, containing all standard and special provisions and requirements of the City and other public agencies, including, but not limited to the following:
  - a. Provision for the payment by the Owner of all applicable fees, recoveries, development charges, cash-in-lieu of parkland, and any other financial obligations and securities;
  - b. Provisions for satisfying all requirements of City Departments and authorized public agencies including, but not limited to, York Region.
2. And that prior to execution of the Site Plan Agreement, the Owner shall satisfy the following, to the satisfaction of the Commissioner of Development Services:
  - a. Submit final drawings including, but not limited to, site plan, elevation drawings, floor plans, grading, servicing and engineering drawings, lighting plans and landscape plans, which shall demonstrate compliance with all applicable Zoning By-laws; and,
  - b. Address all outstanding comments and comply with all requirements of the City, York Region, and authorized public agencies.
3. That prior to the issuance of Site Plan endorsement:
  - a. the Owner shall satisfy all outstanding comments and technical requirements, and make necessary revisions, with respect to the following City departments:
    - i. Fire Services, to the satisfaction of the Chief Fire Official or the designate;
    - ii. Urban Design, to the satisfaction of the Director of Planning and Urban Design of the designate;
    - iii. Transportation Engineering, Development Engineering, Streetlight Review, and Brownfield Review, to the satisfaction of the Director of Engineering or the designate;
    - iv. Operations, to the satisfaction of the Director of Operations or the designate;
    - v. System Engineer, to the satisfaction of the Director of Environmental Services;
  - b. The Owner shall submit a clearance letter from York Region indicating that the Region's requirements and comments have been addressed to their satisfaction; and,
  - c. That the Owner acknowledges that the resubmission of all required studies and plans must be submitted and reviewed, and that all applicable processing fees shall apply.