

Memorandum to the City of Markham Committee of Adjustment

November 18, 2025

File: A/057/25
Address: 4611 Highway 7 East, Markham
Agent/Applicant: Glen Schnarr & Associates Inc.
Hearing Date: Wednesday, November 26, 2025

The following comments are provided on behalf of the Central Team:

The Applicant is requesting relief from the “Mixed Use – Future Development (MU-FD)” zone under By-law 2024-19, as amended, as it relates to renovations to a motor vehicle sales establishment facility with surface parking area. The requested variances are to permit:

- a) **By-law 2024-19, Section 4.9.6(a):** a minimum landscape strip of 0 metres abutting a front lot line, whereas the by-law requires a minimum landscape strip of 3.0 metres abutting a front lot line;
- b) **By-law 2024-19, Section 4.9.6(b):** a minimum landscape strip of 0.8 metres abutting a (west) interior side lot line, a landscape strip of 1.3 metres abutting a (east) interior side lot line, a landscape strip of 1.4 metres abutting a rear lot line and a landscape strip of 2.8 metres abutting a rear lot line, whereas the by-law requires a minimum landscape strip of 6.0 metres abutting the interior side lot line and rear lot line;
- c) **By-law 2024-19, Section 5.2.6(c):** a maximum of 18 dead end parking spaces on a parking aisle, whereas the by-law permits a maximum of 6 dead end parking spaces on a parking aisle;
- d) **By-law 2024-19, Section 5.2.8(b):** a minimum drive aisle projection of 0 metres beyond the adjacent parking spaces where the parking spaces are located adjacent to the terminus of a parking aisle, whereas the by-law requires the full width of the drive aisle to project a minimum of 1.2 metres beyond the adjacent parking spaces where the parking spaces are located adjacent to the terminus of a parking aisle;
- e) **By-law 2024-19, Section 7.2.1.2(f)(i):** a minimum (west) interior side yard setback of 0.89 metres, whereas the by-law requires a minimum interior side yard setback of 3.0 metres;
- f) **By-law 2024-19, Section 5.2.5(a):** a minimum width of 2.6 metres for parallel EV parking space, whereas the by-law requires a minimum width of 2.75 metres for parallel EV parking spaces;
- g) **By-law 2024-19, Section 5.7.1:** a minimum of five (5) Level 2 electric vehicle charging ready parking spaces and three (3) Level 2 electric vehicle charging stations, whereas the by-law requires a minimum of five (5) Level 2 electric

vehicle ready parking space and five (5) Level 2 electric vehicle charging stations; and,

- h) **By-law 2024-19, Section 5.2.4:** parking spaces to be obstructed by a loading space, whereas the by-law requires parking spaces to be unobstructed and available for parking purposes.

This Application is also related to a Site Plan Control application (SPC 24 197757) which is being reviewed concurrently.

BACKGROUND

Property Description

The 4,776.57 m² (51,414.57 ft²) subject lands are located on the south side of Highway 7 East, generally west of Kennedy Road (the “Subject Lands”) (refer to Appendix “A” – Aerial Photo). The Subject Lands are located within an established industrial area.

There is an existing vacant building on the property, which according to assessment records was constructed in the 1970’s as an automobile dealership.

The Subject Lands are located partially within TRCA’s Regulated Area as the north portion of the site is within their flood lines.

Proposal

The Applicant is proposing to restore and expand the existing building to construct a 1,366.06 m² (14,704.15 ft²) two-storey automobile dealership (the “Proposed Development”) (refer to Appendix “B” – Plans).

Official Plan and Zoning

Official Plan 2014 (partially approved on November 24, 2017, and updated on July 17, 2024

The Official Plan designates the Subject Lands “Mixed Use Mid Rise”, which provides for community colleges, or universities, commercial parking garages, hotels, motor vehicle sales facility wholly contained within a building, motor vehicle service station, entertainment, and shared housing. Planning Staff have had regard for the requirements of the Official Plan in the preparation of the comments provided below.

Zoning By-Law 2024-19

The Subject Lands are currently zoned “Mixed Use - Future Development (MU-FD)” under By-law 2024-19, as amended, which does not permit automotive sales. However, this use has been deemed to legally exist on the property on the date that By-law 2024-19 was enacted and is therefore permitted.

Zoning Preliminary Review (ZPR) Undertaken

The Applicant has completed a Zoning Preliminary Review (ZPR) to confirm the initial variances required for the Proposed Development. The Applicant submitted revised drawings on November 18, 2025. The Applicant has not conducted a ZPR for the revised drawings. Consequently, it is the Applicant’s responsibility to ensure that the

application has accurately identified all the variances to the Zoning By-law required for the proposed development. If the variance request in this application contains errors, or if the need for additional variances is identified during the Site Plan application (which will require another ZPR review) or Building Permit review process, further variance application(s) may be required to address the non-compliance.

COMMENTS

The Planning Act states that four tests must be met in order for a variance to be granted by the Committee of Adjustment:

- 1) The variance must be minor in nature;
- 2) The variance must be desirable, in the opinion of the Committee of Adjustment, for the appropriate development or use of land, building or structure;
- 3) The general intent and purpose of the Zoning By-law must be maintained;
- 4) The general intent and purpose of the Official Plan must be maintained.

Variances a) and b): Reduced Minimum Landscape Strip Width

The Applicant is requesting to permit a reduced minimum landscape strip width of 0 m (0 ft) abutting a front lot line, whereas the By-law requires a minimum landscape strip of 3.0m (9.84 ft). This represents a reduction of 3.0 m (9.84 ft).

The Applicant is also requesting to permit a reduced minimum landscape strip width of 0.8 m (2.62 ft) abutting the west interior side lot line, a landscape strip of 1.3 m (4.27 ft) abutting the east interior side lot line, and a landscape strip of 2.8 m (9.19 ft) abutting the rear lot line, whereas the By-law requires a minimum landscape strip of 6.0 m (19.69 ft) abutting the interior side and rear lot lines.

The proposed reduced landscape strip abutting the front lot line will facilitate the conveyance of land to accommodate a future road widening along Highway 7. The requested variances for the west, east, and rear lot line is to permit the existing landscape condition of the Subject Lands.

Staff are of the opinion that the requested variance to reduce the minimum landscape strips are generally consistent with the existing conditions of the surrounding properties.

Variance c): Increased Maximum Dead End Parking Spaces

The Applicant is requesting to permit a maximum of 18 dead end parking spaces on a parking aisle, whereas the By-law permits a maximum of 6 dead end parking spaces on a parking aisle.

A dead end parking space means a parking space which is abutting a parking aisle that has only one point of access. The intent of this provision of the By-law is to avoid potential manouvering conflicts in parking lots.

Transportation Engineering has reviewed the application and have no issue with the proposed variance. Planning Staff note that this is an existing condition on the lot and have no comment on the requested variance.

Variance d): Minimum Drive Aisle Width Projection

The Applicant is requesting to permit a minimum drive aisle projection of 0 m (0 ft) beyond the adjacent parking spaces where the parking spaces are located adjacent to the terminus of a parking aisle, whereas the by-law requires the full width of the drive aisle to project a minimum of 1.2 m (3.94 ft) beyond the adjacent parking spaces where the parking spaces are located adjacent to the terminus of a parking aisle. This represents a decrease of 1.2 m (3.94 ft)

Staff note that requested variance is an existing condition to the parking layout that is currently on the Subject Lands. Transportation Engineering has reviewed the application and have no objection to the proposed variance, provided the Applicant remove parking spaces near the terminus of the parking aisle to improve maneuverability. The Applicant has accommodated the request in their updated plan which will be reviewed in more detail as part of the Site Plan review process.

Variance e): Reduced Side Yard Setback

The Applicant is requesting a minimum west interior side yard setback of 0.89 m (2.92 ft), whereas the By-law requires a minimum interior side yard setback of 3.0 m (9.84 ft). This represents a reduction of 2.11 m (6.92 ft).

Given that the Proposed Development will be utilizing the footprint of the existing building and that the requested variance is an existing condition to the site, Staff are of the opinion that the requested variance for a reduced interior side yard setback will not negatively impact the surrounding area.

Variances f) and g): EV Parking Spaces

The Applicant is requesting a minimum width of 2.6 m (8.53 ft) for a parallel EV parking space, whereas the By-law requires a minimum width of 2.75 m (9.02 ft) for parallel EV parking spaces. This represent a reduction of 0.15 m (0.49 ft).

The Applicant is also requesting to permit a minimum of five electric vehicle parking spaces with three associated charging stations, whereas the By-law requires a minimum of five parking spaces with five charging stations (one for each parking space).

Transportation Engineering has reviewed the proposed variances requested by the Applicant and have no concerns. Therefore, Planning Staff have no objections to the requested variances.

Variance h): Parking Space Obstruction

The Applicant is requesting to permit parking spaces to be obstructed by a loading space, whereas the by-law requires parking spaces to be unobstructed and available for

parking purposes. This variance is related to the proposed loading space located on the southeast corner of the Subject Lands.

Transportation Engineering has reviewed the supporting documents and have no issue with the proposed variance as the Applicant has demonstrated that the loading space can function within the site. The Applicant has also noted that the loading space is intended for waste collection and short-term deliveries outside of dealership operating hours. As such, Staff are satisfied that the location of the proposed loading space will not substantially impact the parking needs or function on the Subject Lands.

EXTERNAL AGENCIES

TRCA Comments

The Subject Lands are located within Toronto Region and Conservation Authority (TRCA)'s Regulated Area. The TRCA provided comments on October 6, 2025 (Appendix "C"), indicating that they have no concerns subject to conditions outlined in their letter.

PUBLIC INPUT SUMMARY

No written submissions were received as of November 21, 2025. It is noted that additional information may be received after the writing of the report, and the Secretary-Treasurer will provide information on this at the meeting.

CONCLUSION

Planning Staff have reviewed the application with respect to Section 45(1) of the Planning Act, R.S.O. 1990, c. P.13, as amended, and are of the opinion that the variance request meets the four tests of the Planning Act and have no objection. Staff recommend that the Committee consider public input in reaching a decision.

The onus is ultimately on the Applicant to demonstrate why they should be granted relief from the requirements of the zoning by-law, and how they satisfy the tests of the Planning Act required for the granting of minor variances.

Please refer to Appendix "D" for conditions to be attached to any approval of this application.

PREPARED BY:



Brendan Chiu, Planner I, Central District

REVIEWED BY:



Melissa Leung, RPP MCIP, Senior Planner, Central District

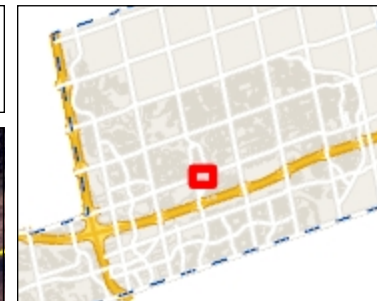
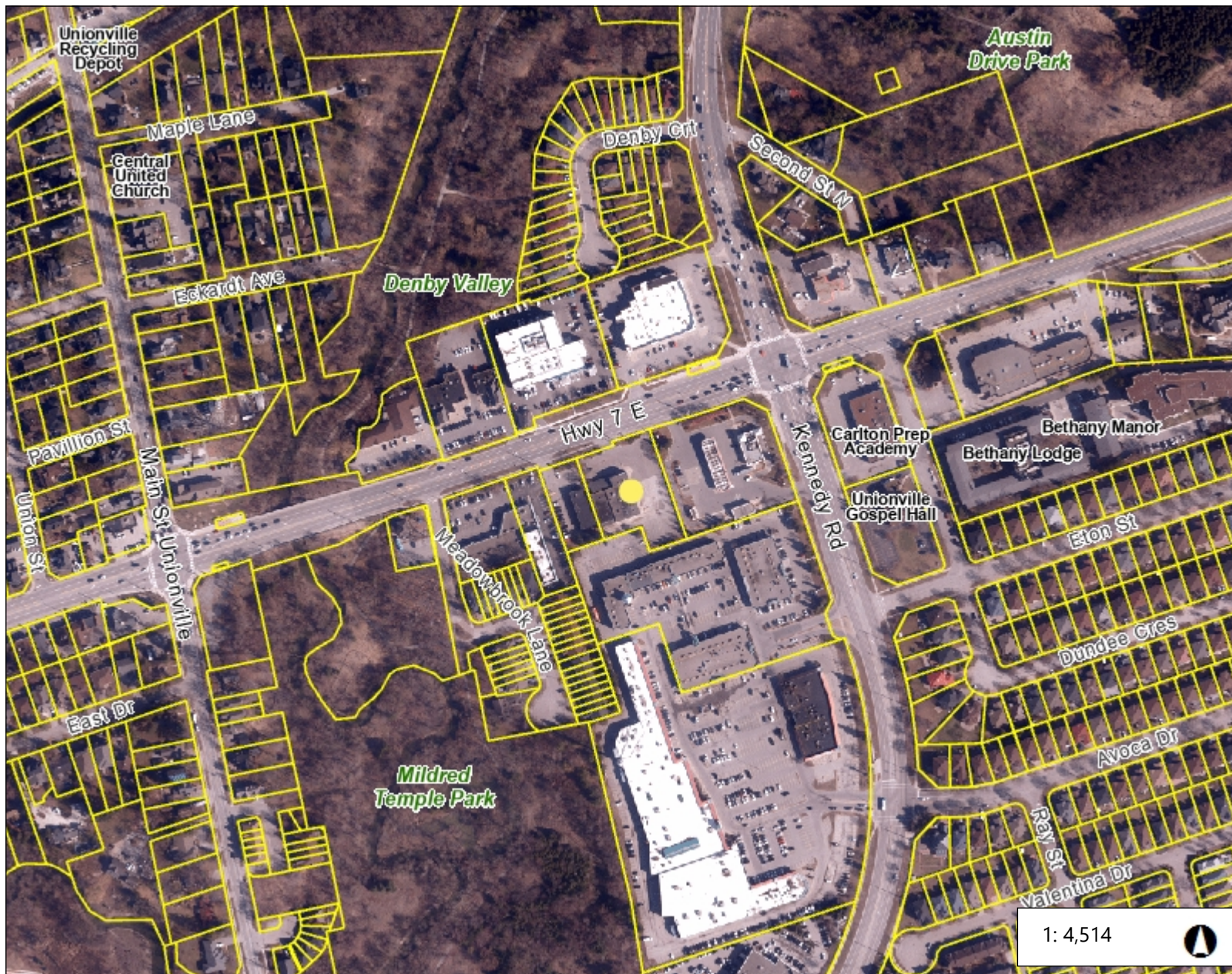
APPENDICES

Appendix "A" – Aerial Photo

Appendix "B" – Plans

Appendix "C" – TRCA Memo

Appendix "D" – A/057/25 Conditions



Legend

- Subject Lands
4611 Highway 7 East

1: 4,514

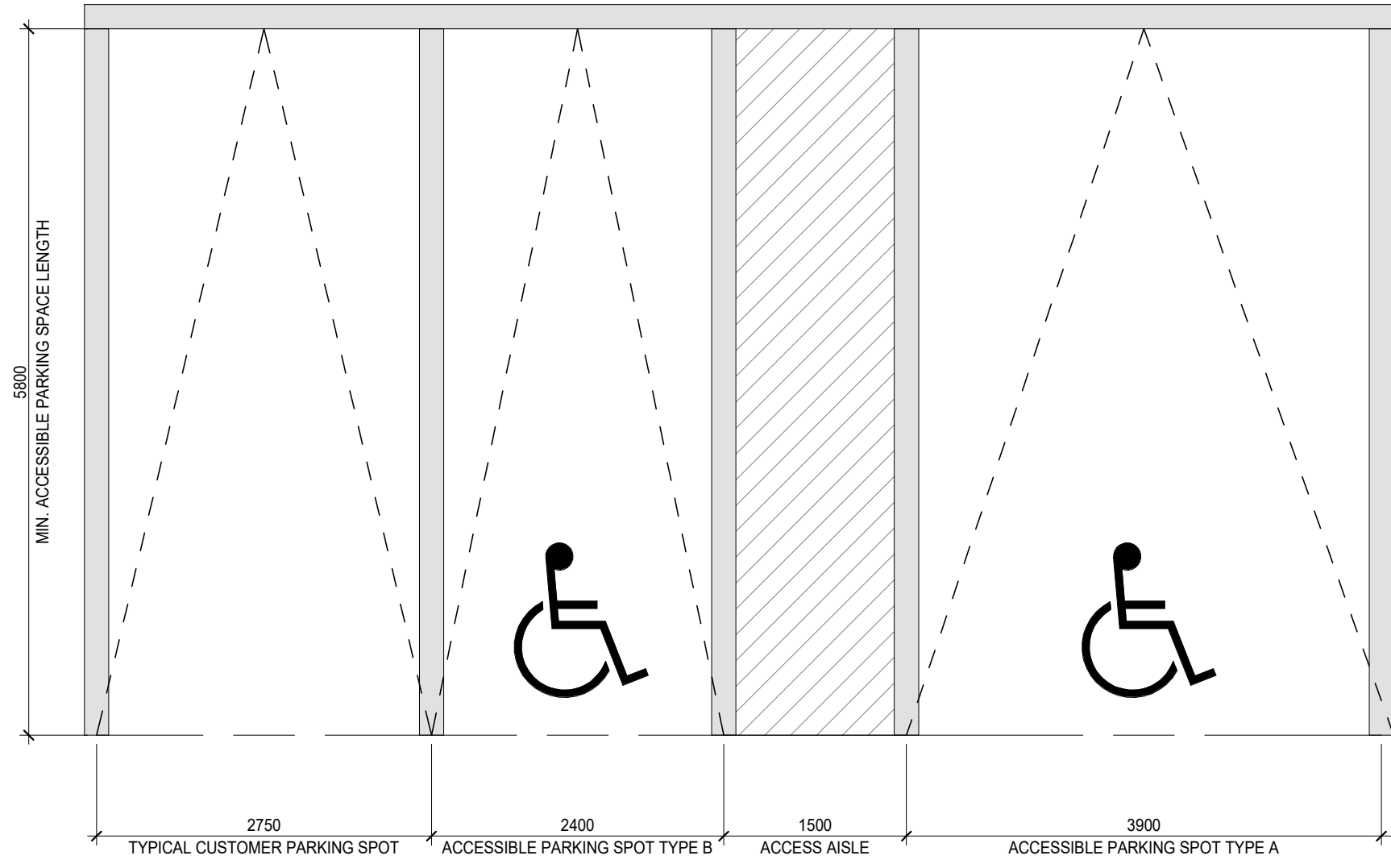


229.3 0 114.66 229.3 Meters

NAD_1983_UTM_Zone_17N
© City of Markham

DISCLAIMER: The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments. If you have questions or comments regarding the data displayed on this map, please email cgis@markham.ca and you will be directed to the appropriate department.

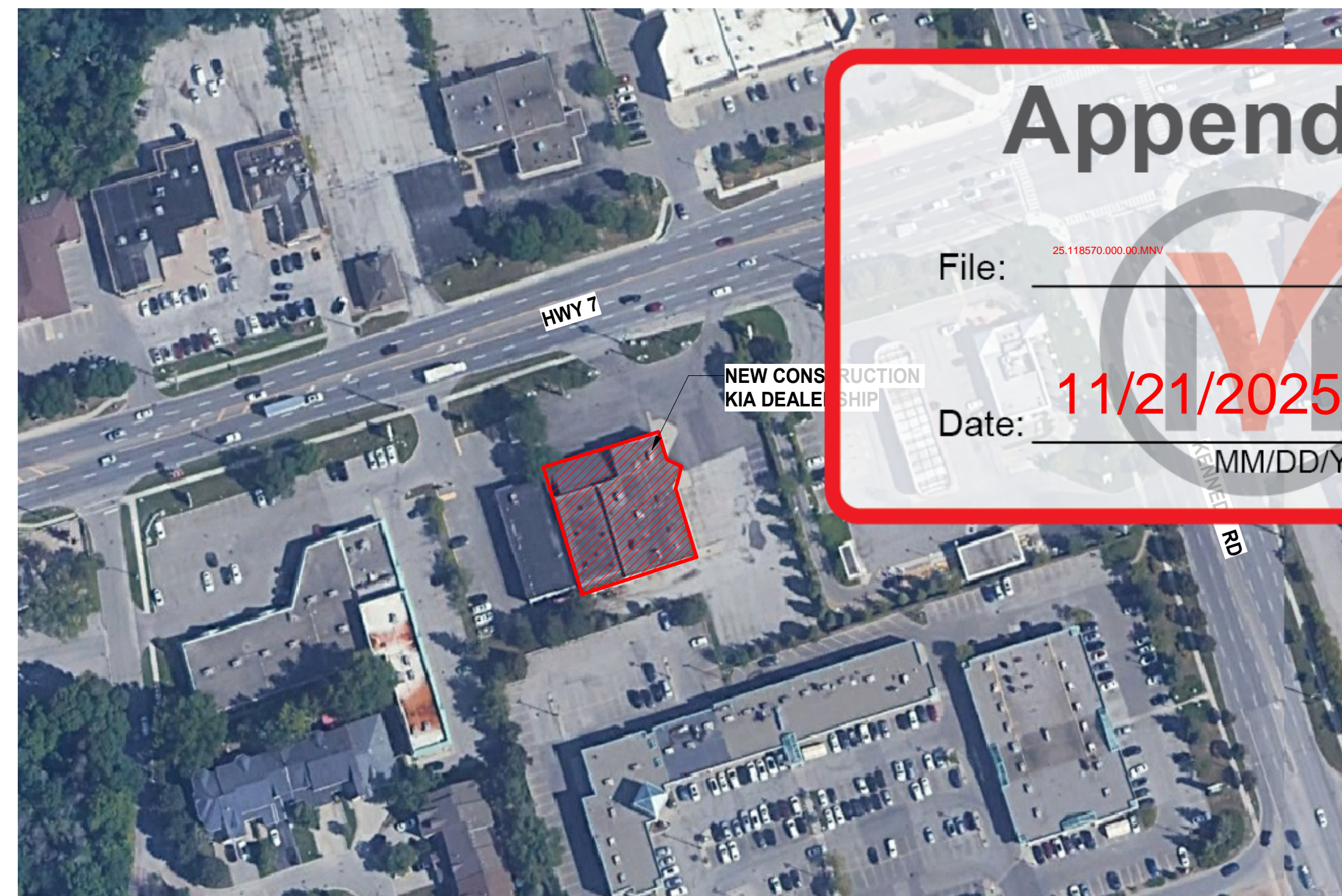
Notes



3 Parking Spot Painted Lines Typ.
SCALE: 1:50

PROJECT SITE STATISTICS

LEGAL DESCRIPTION	PART OF LOT 10, CONCESSION 6			GROSS FLOOR AREA	NET FLOOR AREA
MUNICIPAL ADDRESS	4611 HWY 7 UNIONVILLE, ON L3R 1M6			SECOND FLOOR	
	MOTOR VEHICLE SALES ESTABLISHMENT (SALES AREA, MERCANTILE USE - E)			162.7 m ²	31.2 m ²
ZONING	NEW KIA DEALERSHIP			MOTOR VEHICLE SALES ESTABLISHMENT (SERVICE SHOP, MEDIUM HAZARD INDUSTRIAL OCCUPANCIES USE - F2)	N/A
BY-LAW 2024-19				SECOND FLOOR TOTAL	N/A
LOT FRONTAGE	60.83 m	SALES AREA TOTAL		162.7 m ²	31.2 m ²
LOT AREA	4777.15 m ²	SERVICE SHOP TOTAL		891.1 m ²	911.9 m ²
TOTAL GROSS FLOOR AREA - PER THE CITY OF MARKHAM BY-LAW 001-2021	1582.8 m ²	GROSS FLOOR AREA TOTAL / NET FLOOR AREA TOTAL		830.9 m ²	803.0m ²
BUILDING SETBACKS		NUMBER OF UNITS		1	1314.6 m ²
		AREA OF LANDSCAPE STRIPS		106.39 m ²	
		PERCENTAGE OF LOT AREA		14.7%	
	REQUIRED	PROVIDED	PARKING REQUIREMENT FOR THE SITE		
NORTH	3.0 m	22.6 m	TOTAL GFA		
SOUTH	6.9 m	6.5 m	1582.8 m ²		
EAST	15.9 m	15.9 m	TOTAL PARKING SPACES REQUIRED		
WEST	3.0 m	0.9 m	46		
BUILDING AREA	1366.06 m ²	PARKING SPACES PROVIDED			49 INCLUDES BARRIER FREE PARKING
LOT COVERAGE (%)	29%	PARKING SPACES PROVIDED BELOW GRADE			N/A
MAX. ALLOWED BUILDING HEIGHT	4.6 m	BARRIER FREE PARKING SPACES REQUIRED			2
BUILDING HEIGHT	7.2 m	BARRIER FREE PARKING SPACES PROVIDED			2
NUMBER OF STORIES	2	BICYCLE RACK SPACES			N/A
		LOADING SPACES PROVIDED			1
		ADJACENT PROPERTY ZONES AND USES			ZONES: EM1, EM2, U
					USES: PRESTIGE EMPLOYMENT ZONE, GENERAL EMPLOYMENT ZONE, UTILITY ZONE
			GROSS FLOOR AREA	NET FLOOR AREA	
GROUND FLOOR					
			MOTOR VEHICLE SALES ESTABLISHMENT (SALES AREA, MERCANTILE USE - E)	828.4 m ²	479.8 m ²
			MOTOR VEHICLE SALES ESTABLISHMENT (SERVICE SHOP, MEDIUM HAZARD INDUSTRIAL OCCUPANCIES USE - F2)	803.9 m ²	803.0 m ²
			GROUND FLOOR TOTAL	1593.3 m ²	1282.8 m ²



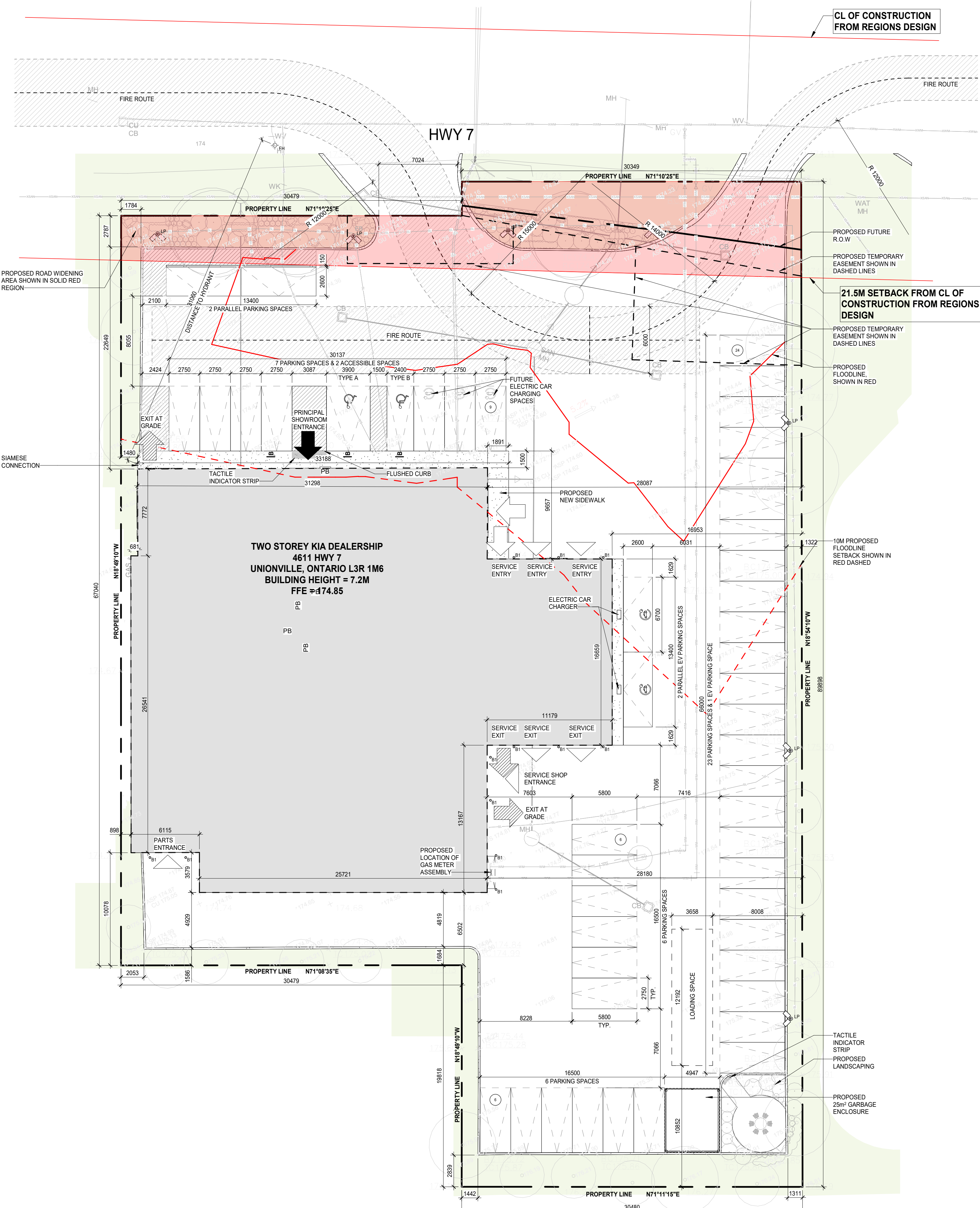
2 Context Plan
SCALE: 1:500

Appendix B

File: 25.11010.000.00000
Date: 11/21/2025
MM/DD/YYYY

SITE PLAN LEGEND

- PROPERTY LINE
- LINE OF UNDERGROUND GARAGE BELOW
- DEMOLITION LINE
- MAIN BUILDING ENTRANCE
- RETAIL ENTRANCE
- EXIT
- VEHICLE / LOADING ENTRANCE / EXIT
- FIRE HYDRANT
- SIAMSESE CONNECTION
- MANHOLE COVER
- AREA DRAIN
- CATCH BASIN
- FLOOR DRAIN (PARKING SLAB)
- FLOOR DRAIN (INTERIOR)
- EXISTING LIGHT
- BOLLARD
- TACTILE INDICATOR
- BP PARKING SIGNAGE
- LIGHT POLE
- TYPICAL PARKING SPACE
- TYPICAL B.F. PARKING SPACE
- FINISH FLOOR ELEVATION
- EXISTING ELEVATION
- PROPOSED ELEVATION
- TOP OF ROOF
- BUILDING ENVELOPE
- FIRE ACCESS ROUTE HEAVY DUTY PAVING. ASSEMBLY TO BE DESIGNED TO MEET THE LOADS IMPOSED BY FIRE FIGHTING EQUIPMENT.



1 SITE PLAN
SCALE: 1:200

Accessibility Checklist – OBC & DOPS Compliance Minimum Requirements:

1.0 Site Plan		
1.1 Passenger Loading Zone (2400 mm x 7400 mm), overhead clearance min. 3600 mm AFF	OBC 3.8.2.2 (3)	
1.2 Exterior walks - permanent, firm and slip-resistant surface	OBC 3.8.3.2 (1)(b)	
1.3 Exterior walks min. 1100 mm wide	OBC 3.8.3.2 (1)(e)	
1.4 Exterior walks - overhead clearance min. 1980 mm AFF	OBC 3.8.3.2 (1)(f)	
1.5 Tactile attention indicators indicating entry into a vehicular route	OBC 3.8.3.2 (1)(h)	
1.6 Curb ramps min. 1500 mm wide + flared sides, tactile attention indicators (TAI)	OBC 3.8.3.2 (3)(b)	
1.7 Sidewalks min. 1500 mm wide	DOPS 80.23(1)	
1.8 Ramps with appropriate slope, handrails and landings	DOPS 80.24(1)	
1.9 Stairs with appropriate rise and run, handrails, landings, nosings, and tactile attention indicators	DOPS 80.25	
1.10. Parking according to DOPS (Check by-law requirements), Type A - min. 3400 mm, Type B - min. 2400 mm, and Access aisle - min. 1500 mm	DOPS 80.34-36	
2.0 Parking Area		
2.1 Served by a passenger elevator	OBC 3.8.2.2 (1)(b)	
2.2 Overhead clearance from parking entrance to accessible parking min. 2100 mm AFF	OBC 3.8.2.2 (2)	
2.3 Access aisles	OBC 3.8.2.2 (3)(a)	
2.4 Curb ramps where level change max. 200 mm or less	OBC 3.8.2.2 (3)(b)	
2.5 Signage at accessible parking spaces, incorporating the International Symbol of Access (ISA)	OBC 3.8.3.1 (2)	
2.6 Vestibule min. 1500 mm (doors in series), min. 1500mm turning circle (un-aligned doors) (2500 mm recommended)	OBC 3.8.3.3 (11)	
2.7 Accessible parking spaces	DOPS 80.34-36	
2.8 Accessible entrance into building	DOPS 80.36(3)	
3.0 Building Entrance		
3.1 Barrier-free entrances to satisfy the OBC	OBC 3.8.1.2	
3.2 Min. 1100 mm path of travel (Recommended 1800 mm)	OBC 3.8.1.3 (1)	
3.3 Accessible door threshold (max. 13 mm)	OBC 3.8.1.12 (1)(d)	
3.4 Signage incorporating the International Symbol of Access (ISA)	OBC 3.8.3.1 (2)	
3.5 Door clear width min. 860 mm	OBC 3.8.3.3 (1)	
3.6 Accessible door hardware (lever style handles, D or U-shaped handles)	OBC 3.8.3.3 (3-5)	
3.7 Vestibule min. 1500 mm (doors in series), min. 1500mm turning circle (un-aligned doors) (2400 mm recommended)	OBC 3.8.3.3 (11)	
3.8 Designated barrier-free leaf (where multiple doors)	OBC 3.8.3.3 (12)	
3.9 Power door operator (min. 900 mm - max. 1100 mm AFF); min. 600 mm - max. 1500 mm from door swing where door swings towards control / Proximity scanning devices	OBC 3.8.3.3 (4) OBC 3.8.3.3 (17-18)	
4.0 Amenity Spaces		
4.1 Operating controls at an accessible height	OBC 3.8.1.5	
4.2 Universal washroom	OBC 3.8.2.3 (2)	
4.3 Washrooms required to be barrier-free (universal washroom or barrier-free water closet stall or enclosure)	OBC 3.8.2.3 (3)(b)	
4.4 Power door operator (min. 900 mm - max. 1100 mm AFF), min. 600 mm - max. 1500 mm from door swing where door opens towards control	OBC 3.8.3.3 (4)	
5.0 General Requirements for All Spaces and Common Corridors		
5.1 Stairs with appropriate rise and run, handrails, landings, nosings, and tactile attention indicators	OBC 3.4.6.1	
5.2 Min. 1100 mm path of travel (rec. 1800 mm)	OBC 3.8.1.3 (1)	
5.3 If the width is less than 1600 mm, than min. 1800 mm x 1800 mm unobstructed space required every 30 m (recommend 1650 mm)	OBC 3.8.1.3 (4)	
5.4 Wall reinforcement in main bathrooms in all suites	OBC 3.8.2.1 (6)(d)	
5.5 Door clear width min. 860 mm	OBC 3.8.3.3 (1)	
5.6 Doors within a non-8F suite	OBC 3.8.3.3 (2)	
5.7 Latch side clearance (LSC) min. 600 mm (pull side), min. 300 mm (push side)	OBC 3.8.3.3 (10)	
5.8 Power door operator where latch-side clearance is not met	OBC 3.8.3.3 (10)	
5.9 All suite entry doors must have a min. 300 mm push side latch side clearance on the corridor side. Barrier-Free suites must also have a min. 600 mm pull side latch side clearance on the suite side.	OBC 3.8.3.3 (10)	
5.10 Vestibule min. 1500 mm (doors in series), min. 1500 mm clear turning space (un-aligned doors) (2400 mm recommended)	OBC 3.8.3.3 (11)	
5.11 Level floor area at door (Door width + LSC) x (1100 to 1500 mm)	OBC 3.8.3.3 (13)	
5.12 Ramp max. slope 1 in 12 (8.3%), 1670 mm x 1670 mm landings, demarcation of edge	OBC 3.8.3.4 (1)	
5.13 Tactile attention indicators (TAI) at the top of all stairs and landings served by a door	OBC 9.8.9.6 (4)	
5.14 Accessible service counter, reception desk	DOPS 80.41	
5.15 Finishes with no glare, min. 70% tonal contrast between wall and door	Better Practice	

CATEGORY	PERFORMANCE INDICATOR	SCORE
BUILT ENVIRONMENT	BE-1	3
	BE-2	
	BE-3	
	BE-4	
	BE-5	
	BE-6	1
	BE-7	2
	BE-8	
	BE-9	
	BE-10	
MOBILITY	MB-1	
	MB-2	
	MB-3	
	MB-4	
	MB-5	1
	MB-6	2
	MB-7	
	MB-8	
	MB-9	2
	MB-10	
NATURAL ENVIRONMENT	NE-1	3
	NE-2	2
	NE-3	2
	NE-4	
	NE-5	
	NE-6	2
	NE-7	
	NE-8	
	NE-9	
	NE-10	1
	NE-11	6
	NE-12	
INFRASTRUCTURE & BUILDINGS	IB-1	
	IB-2	
	IB-3	2
	IB-4	
	IB-5	1
	IB-6	
	IB-7	2
	IB-8	2
	IB-9	
	IB-10	3
	IB-11	
	IB-12	
	IB-13	
	IB-14	1
	IB-15	
	IB-16	
	IB-17	1
	IB-18	2
	IB-19	
INNOVATION	IN-1	
Grand Total Score		
PERFORMANCE LEVEL	BRONZE	42
	SILVER	
	GOLD	
Performance Levels <u>Minimum</u> Score Threshold:		
	Draft Plans of Subdivision	Site Plans
		Site plans (for medium and high density residential & mixed-use)
Bronze	27-40	41-61
Silver	41-49	62-75
Gold	50+	75+
		55-81
		82-101
		102+

Date	No.	Description
09/13/24	Issued for SPA	

REVISION RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

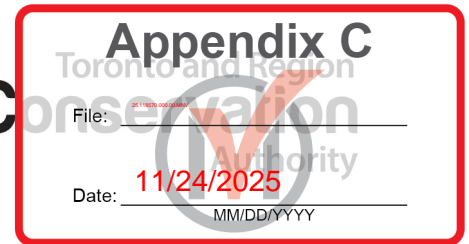
Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------

ISSUE RECORD

Date	No.	Description
------	-----	-------------



October 6, 2025

TRCA File No. PAR-DPP-2025-00964
Ex Ref: PAR-DPP-2025-00527 (Site Plan)

VIA E-Plan

Brendan Chiu
Planner I, Central District
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

Dear Brendan Chiu

Re: Minor Variance Application – A/057/25
4611 Highway 7 East
Concession 6, Part Lot 10
Nearest Intersection: Highway 7 and Kennedy Road
Applicant: Glen Schnarr & Associates Inc. c/o Patrick Pearson
Owner: 597605 Ontario Inc. c/o David Boots

Toronto and Region Conservation Authority (TRCA) staff reviewed the above noted application, received on September 10, 2025. The following comments are provided in accordance with TRCA's commenting role under the Planning Act and regulatory permitting role under the Conservation Authorities Act (CA Act). For additional information, please see [Ontario Regulation 686/21: Mandatory Programs and Services](#).

Purpose of the Applications

TRCA staff understand that the purpose of this minor variance application is to request relief from the requirements of By-law 2024-19, as amended, to permit the following:

- a) **By-law 2024-19, Section 4.9.6(a)**: a minimum landscape strip of 0 metres abutting a front lot line, whereas the by-law requires a minimum landscape strip of 3.0 metres abutting a front lot line;
- b) **By-law 2024-19, Section 4.9.6(b)**: a minimum landscape strip of 0.8 metres abutting a (west) interior side lot line, a landscape strip of 1.3 metres abutting a (east) interior side lot line, a landscape strip of 1.4 metres abutting a rear lot line and a landscape strip of 2.8 metres abutting a rear lot line, whereas the by-law requires a minimum landscape strip of 6.0 metres abutting the interior side lot line and rear lot line;
- c) **By-law 2024-19, Section 5.2.6(c)**: a maximum of 18 dead end parking spaces on a parking aisle, whereas the by-law permits a maximum of 6 dead end parking spaces on a parking aisle;
- d) **By-law 2024-19, Section 5.2.8(b)**: a minimum of 6.0 metres drive aisle width, whereas the by-law requires a full width of the drive aisle to project a minimum of 1.2 metres

beyond the adjacent parking spaces;

- e) **By-law 2024-19, Section 7.2.1.2(f)(i)**: a minimum (west) interior side yard of 0.9 metres, whereas the by-law requires a minimum of 3.0 metres;
- f) **By-law 2024-19, Section 5.2.5(a)**: a minimum width of 2.6 metres for parallel EV parking space, whereas the by-law requires a minimum width of 2.75 for parallel EV parking space;
- g) **By-law 2024-19, Section 5.7.1**: a minimum of five (5) Level 2 electric vehicle charging ready parking spaces and three (3) Level 2 electric vehicle charging stations, whereas the by-law requires a minimum of five (5) Level 2 electric vehicle ready parking space and five (5) Level 2 electric vehicle charging stations;
- h) **By-law 2024-19, Section 5.2.5(b)(iii)**: a minimum of 0.0 metres access aisle adjacent to a Type A accessible parking space, whereas the by-law requires a minimum of 1.5 metres access aisle adjacent to a Type A accessible parking space; and
- i) **By-law 2024-19, Section 5.2.4**: parking spaces to be obstructed by a loading space, whereas the by-law requires parking spaces to be unobstructed and available for parking purposes.

TRCA staff understand that this application relates to proposed renovations to a motor vehicle sales establishment facility with a surface parking area.

Background

In January 2025, TRCA received a circulation for a Site Plan Control application (Municipal File No. SPC 24 197757, TRCA File No. PAR-DPP-2025-00527). A completeness review was conducted, with comments being provided to municipal staff on January 20th, 2025. On January 23rd, 2025, the application was deemed incomplete by the Municipality.

On February 24th, 2025, TRCA staff received supplementary materials from the applicant's engineers. Updated completeness review comments were provided to municipal staff on February 28th, 2025, which are to be addressed as part of the Site Plan Control application.

TRCA Permit Requirements

The subject lands are located within a TRCA Regulated Area of the Rouge River Watershed, due to the presence of Regulatory Flood Plain on the subject property.

A TRCA permit is required prior to any development activity or site alteration within the regulated portion of the property pursuant to the CA Act and Ontario Regulation 41/24: Prohibited Activities, Exemptions and Permits.

TRCA Plan Review Fee

By copy of this letter, the applicant is advised that this application is subject to a TRCA Planning Review fee in the amount of \$1,250 (Minor Variance - Commercial). The applicant is responsible for fee payment. Please contact the Planner noted below for an electronic invoice to facilitate payment. For your reference, please see [TRCA Administrative Fee Schedule for Development Planning Services \(November 2022\)](#).

Recommendation

Based on the comments provided, TRCA staff have **no objection** to the approval of Minor Variance Application A/057/25, subject to the conditions identified in Appendix 'A' of this letter.

Please note that TRCA's conditional approval does not include any clearance and/or approvals for the associated Site Plan Control application or a future TRCA permit application.

Should you have any questions or comments, please contact the undersigned.

Regards,

A handwritten signature in blue ink that reads "Rameez Sadafal". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

Rameez Sadafal, M.Sc.PI
Planner – York East Review Area
Development Planning and Permits | Development and Engineering Services
Telephone: (437) 880-2163
Email: rameez.sadafal@trca.ca

Attached: Appendix A: Detailed Comments

Appendix A: Detailed Comments

#	TRCA Comments
1	Although TRCA staff have no concerns with the proposed variances, staff ask that the future electric car charging spaces be relocated outside of the Regulatory Flood Plain and its associated 10-metre setback.
2	The applicant submits the TRCA plan review fee of \$1,250 within 60 days of the committee hearing date.
3	The applicant seeks and is issued a permit by TRCA pursuant to the <u>Conservation Authorities Act</u> .

APPENDIX “D”

CONDITIONS TO BE ATTACHED TO ANY APPROVAL OF FILE A/057/25

1. The variances apply only to the Proposed Development as long as it remains;
2. That the variances apply only to the Proposed Development, in substantial conformity with the plan(s) attached as ‘Appendix B’ to this Staff Report, or further revised by any site plan ‘approved’ drawings, and that the Secretary-Treasurer receive written confirmation from the Supervisor of the Committee of Adjustment or designate that this condition has been fulfilled to their satisfaction;
3. That the Owner satisfies the requirements of the TRCA, financial or otherwise, as indicated in their letter to the Secretary-Treasurer attached as Appendix “C” to this Staff Report, to the satisfaction of the TRCA, and that the Secretary-Treasurer receive written confirmation that this condition has been fulfilled to the satisfaction of the TRCA.

CONDITIONS PREPARED BY:



Brendan Chiu, Planner I, Central District