



# Notice of Rescheduled Hearing

## COMMITTEE OF ADJUSTMENT

November 27, 2025

To Whom It May Concern:

**Re: 4611 Highway 7 East, Markham  
Committee of Adjustment File: A/057/25**

As requested by the applicant, the above-noted Minor Variance application was deferred at the November 26<sup>th</sup>, 2025 Committee of Adjustment (COA) meeting.

The applicant has requested that the application be brought back to the December 10<sup>th</sup>, 2025, COA meeting. You may contact COA staff at [coa@markham.ca](mailto:coa@markham.ca) if you require more information on how to participate in this virtual COA meeting or if you would like further information regarding this application.

### Variance Requests:

- 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 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;

*The variances, as previously submitted remain unchanged.*

If you have any further questions or comments contact the undersigned at [coa@markham.ca](mailto:coa@markham.ca) or 905.475.4721.

Yours truly,

Shawna Houser, Secretary-Treasurer, Committee of Adjustment  
City of Markham, 101 Town Centre Boulevard, Markham, Ontario L3R 9W3