

## **COMMITTEE OF THE WHOLE APRIL 20, 2009**

### **ZONING BY-LAW AMENDMENT FILE Z.09.005 SITE DEVELOPMENT FILE DA.09.013 7 MARLI LIMITED WARD 2**

#### **Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-Law Amendment File Z.09.005 (7Marli Limited) BE APPROVED, specifically to amend Exception 9(778) of By-law 1-88, to permit a drive-through facility associated with a permitted financial institution (bank) use as an additional permitted use in a C2 General Commercial Zone and require a minimum 3.05m wide stacking lane for a minimum of 5 cars; whereas the By-law does not permit a drive-through facility on the subject lands shown on Attachment #1.
2. That Site Development File DA.08.010 (7 Marli Limited) BE APPROVED.

#### **Economic Impact**

There are no requirements for new funding associated with this report.

#### **Communications Plan**

On March 6, 2009, a Notice of a Public Meeting for the Zoning Amendment Application was circulated to all property owners within 150m of the subject lands and to the West Woodbridge Homeowners Association. As of April 9, 2009, no responses respecting the applications were received by the Development Planning Department, and there were no concerns expressed by the public at the Public Meeting.

#### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachment #1:

1. A Zoning By-law Amendment Application (File Z.09.005), specifically to amend Exception 9(778) of By-law 1-88, to permit a drive-through associated with a permitted financial institution (bank) use in an existing free standing building shown as Building "C" on Attachment #2, with the following zoning exceptions:
  - i) permit a minimum 3.05m wide and 5 car drive-through stacking lane, whereas the By-law does not provide any stacking lane requirements for a drive-through associated with a bank use.
2. A Site Development Application (File DA.09.013) to amend the existing Site Plan Agreement to retrofit the existing Building "C" including revised elevations to facilitate the proposed bank and accessory drive-through, and minor elevation changes to Building "A" as shown on Attachments #4 and #5, respectively.

#### **Background - Analysis and Options**

The subject lands shown on Attachment #1 are located on the south side of Regional Road 7, west of Martin Grove Road, being part of Lot 5, Concession 8, municipally known as 5731 Regional Road 7, City of Vaughan. The 3.33 ha. parcel is currently developed with a commercial plaza, including a supermarket, a single unit free-standing building and 2 multi-unit buildings as shown on Attachment #2. The property is accessed from Regional Road 7. The surrounding land uses are shown on Attachment #1.

### Official Plan

The subject lands are designated "General Commercial" by OPA #240 (Woodbridge Community Plan). The proposed drive-through facility that would be accessory to a permitted bank use conforms to the Official Plan.

### Zoning

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(778), which does not permit the proposed drive-through use. By-law 1-88 permits a drive-through facility accessory to a Convenience Eating Establishment only. The Owner has submitted a Zoning By-law Amendment Application (File Z.09.005), specifically to amend Exception 9(788) of By-law 1-88 to permit a drive-through facility accessory to a permitted financial institution (bank) use on the subject lands within Building "C" as shown on Attachment #2, with the following exceptions:

- i) permit a minimum 3.05m wide and 5 car drive-through stacking lane, whereas the by-law does not provide any stacking lane requirements for a drive-through associated with a bank use.

By-law 1-88 does not include specific standards for a drive-through facility associated with a bank, therefore the application of site-specific standards are required to facilitate the use. However, By-law 1-88 includes standards for a drive-through associated with a Convenience Eating Establishment. The following chart compares the standards proposed for the drive-through shown on Attachment #2 with the requirements for a drive-through associated with a Convenience Eating Establishment use in By-law 1-88:

	<b>By-Law 1-88 Drive-Through Standards For a Convenience Eating Establishment</b>	<b>Proposed Drive-Through Standards Accessory to a Bank</b>
a.	The stacking lane shall be separated from the parking area by a curbed island or other such barrier.	The stacking lane is separated from the parking area by a curbed island.
b.	The stacking lane leading to the pick-up window shall accommodate a minimum of eight cars, and shall have a minimum width of 3.5 m.	The stacking Lane accommodates 5 cars with a minimum stacking lane width of 3.05m.
c.	The stacking lane shall be clearly identified.	The stacking lane has appropriate directional signage posted and is clearly identified around the lane as shown on Attachment #2.
d.	The access points to the stacking lane shall be properly located so as to minimize the impact of the stacking lane on the internal traffic circulation.	The access point to the drive-through is isolated from the internal plaza circulation, and therefore does not impact the movement of vehicles at the main site access point or on internal traffic circulation.
e.	A drive-through facility is permitted only with a convenience eating establishment.	The proposed drive-through facility is to accessory to a bank use.

### Site Plan and Drive-Through Design

The overall site is irregular in shape and is comprised of a supermarket, two multi-unit buildings and one free standing building. The bank and drive-through facility are proposed for Building "C", a free standing building which is located on the north east portion of the site adjacent to Regional Road 7, as shown on Attachment #2. At this location, the drive-through facility is removed from the main activity on the remainder of the site with respect to vehicle movement and does not impact delivery or emergency vehicle movement. The proposed drive-through is located on the side of the building, not between the building and Regional Road 7, which is the preferred design solution for drive-through facilities when provided. Accordingly, the Development Planning Department can support the proposed drive-through facility.

### Elevations

The applicant is proposing extensive renovations to the existing Building "C", including a total refacing of the building with new wall cladding. The main building and wall cladding material consist of a combination of brick, stucco and limestone in red/buff colour scheme, which complements other existing buildings on the site.

The proposed north and south elevations shown on Attachment #4 are similar in design. The north elevation faces Regional Road 7 and includes the main entrance to the bank. This elevation is highlighted by a tower structure with the bank logo at the west end of the building. The drive-through facility is proposed along the east elevation. A typical sign banner incorporating the company name and logos is also located on each of these elevations. The east and west elevations are similar in appearance utilizing the same building materials, color scheme and overall building design.

Minor cosmetic revisions are also proposed to the façade of Building "A" as shown on Attachments #2 and #5 (Corner Elevation), which include:

- i) a new canopy;
- ii) new aluminum doors; and,
- iii) new face brick.

### Technical and Planning Considerations

The Engineering Department has indicated that 3.5m wide stacking lane is supportable and has no concern with the location, design or the proposed number of cars accommodated by the proposed drive-through.

### Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan and Manage Growth".

### Regional Implications

N/A

### Conclusion Clean-up Conclusion

The Development Planning Department has reviewed the Zoning By-law Amendment and Site Development Applications in the context of the requirements of By-law 1-88, the land use context and existing site design. The Development Planning Department is satisfied that the proposed drive-through use accessory to a bank on the subject lands is appropriate and compatible with the existing development. The Development Planning Department is also satisfied that the proposed drive-through design and location is acceptable as it does not impact the operational and safety functions of the site. Furthermore, the proposed elevations for Buildings "A" and "C" are considered to be acceptable. On this basis, the Development Planning Department can support the applications.

**Attachments**

1. Location Map
2. Overall Site Plan
3. Proposed Drive-Through
4. Elevations – Building "C" (Bank)
5. Partial Building "A" Elevations

**Report prepared by:**

Eugene Fera, Planner, ext. 8064

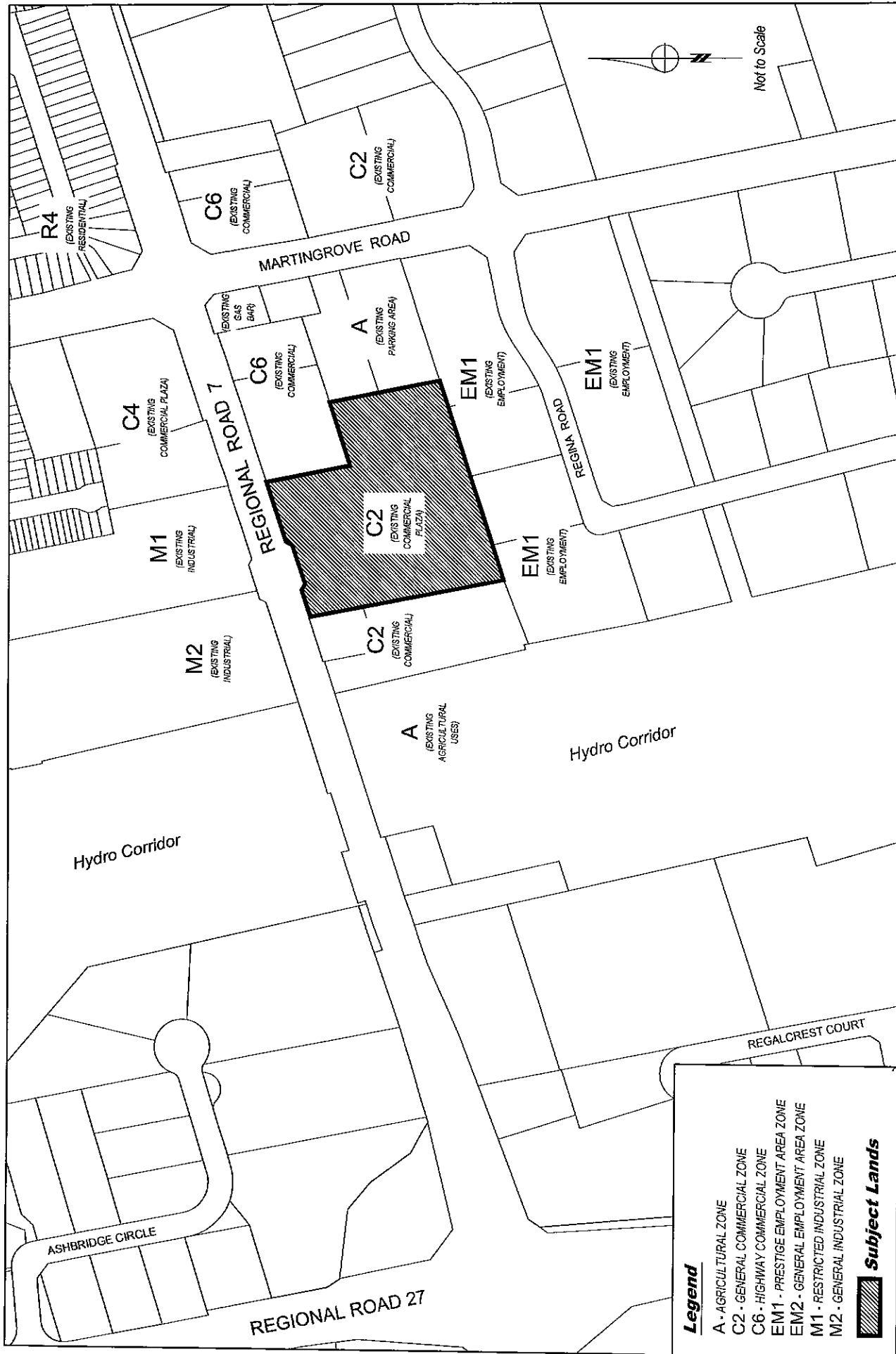
Mauro Peverini, Manager of Development Planning, ext. 8635

Respectfully submitted,

JOHN ZIPAY  
Commissioner of Planning

GRANT UYHEYAMA  
Director of Development Planning

/CM



#### Legend

- A • AGRICULTURAL ZONE
- C2 • GENERAL COMMERCIAL ZONE
- C6 • HIGHWAY COMMERCIAL ZONE
- EM1 • PRESTIGE EMPLOYMENT AREA ZONE
- EM2 • GENERAL EMPLOYMENT AREA ZONE
- M1 • RESTRICTED INDUSTRIAL ZONE
- M2 • GENERAL INDUSTRIAL ZONE



**Subject Lands**

## Location Map

Part of Lot 5,  
Concession 8

APPLICANT:  
7 MARLI LIMITED

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*The City Above Toronto*

Development Planning Department

## Attachment

**1**  
FILE No.: Z.09.005  
RELATED FILE: DA.09.013  
April 3, 2009

EXISTING  
MULTI-UNIT  
BUILDING 'B'

REGIONAL ROAD NO. 7  
ROAD ALLOWANCE BETWEEN LOTS 5 AND 6, CONCESSION 8  
PIN 03211-1539

EXISTING  
BUILDING 'C'  
(PROPOSED  
BANK)  
FOR DETAILS,  
SEE  
ATTACHMENT 3

- i) to permit a drive-through accessory to a bank, whereas a drive-through is only permitted with a convenience eating establishment;
- ii) permit a 3.05m wide stacking lane, whereas a minimum of 3.5m is required;
- iii) permit a 5 car stacking lane, whereas there is no general By-Law standard for a drive-through accessory to a bank.

MARTIN GROVE ROAD

CHANGES  
PROPOSED TO THE  
EXISTING ELEVATION,  
SEE ATTACHMENT #5  
CORNER ELEVATION

Not to Scale

## Overall Site Plan

Part of Lot 5,  
Concession 8

APPLICANT:  
7 MARLI LIMITED

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City of  
**Vaughan**

The City Above Toronto

Development Planning Department

## Attachment

FILE No.:  
Z.09.005  
RELATED FILE:  
DA.09.013

April 3, 2009

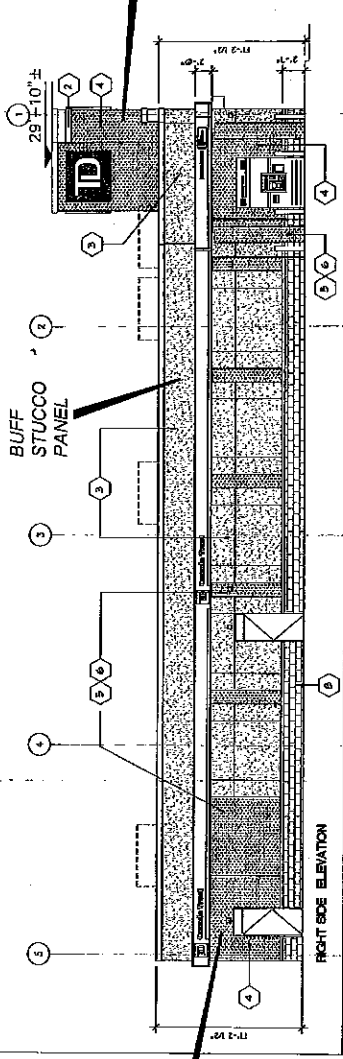
# 2



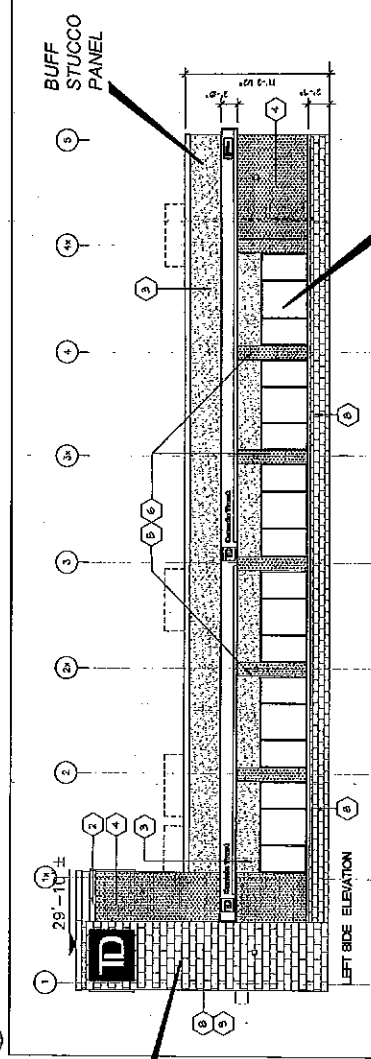
BUFF - BRICK  
HANSON SIERRA

RED BRICK  
HANSON  
WILLIAMSBURG

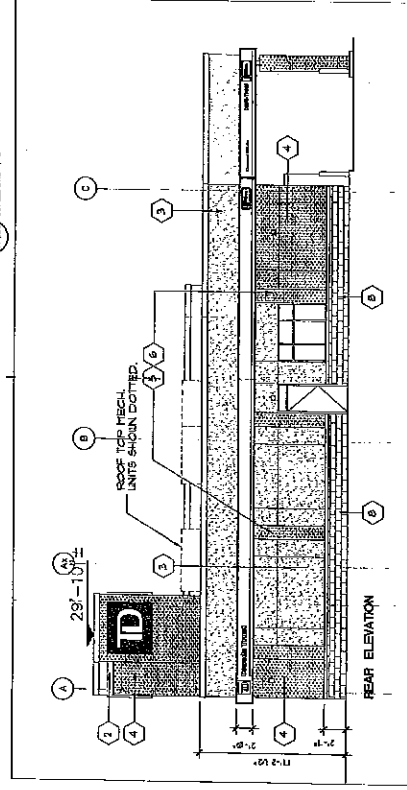
TOWER STRUCTURE  
BUFF - LIMESTONE  
TYNDALL STONE



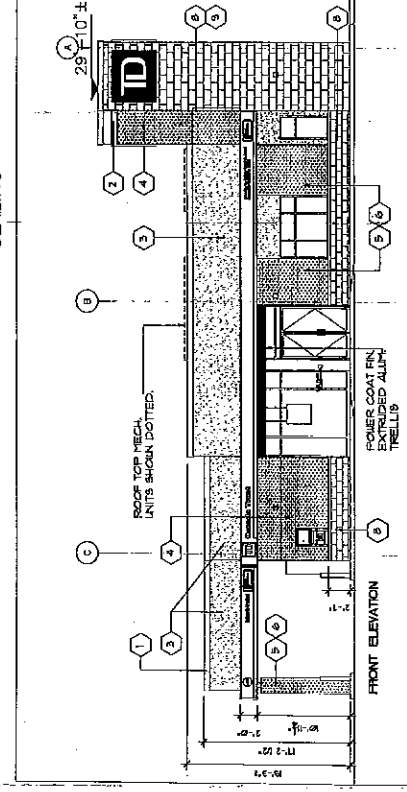
4 EAST ELEVATION  
SCALE 3/8"=1'-0"



3 WEST ELEVATION  
SCALE 3/8"=1'-0"



2 SOUTH ELEVATION  
SCALE 3/8"=1'-0"



1 NORTH ELEVATION  
SCALE 3/8"=1'-0"

Not to Scale

# Proposed Elevations - Building 'C'

APPLICANT:  
7 MARLI LIMITED

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**CITY OF**  
**Vaughan**

*The City Above Toronto*

Development Planning Department

## Attachment

FILE No.:  
Z.09.005  
RELATED FILE:  
DA.09.013  
April 3, 2009

# 4



# Partial 'Building A' Elevations

APPLICANT:  
7 MARLI LIMITED

Part of Lot 5,  
Concession 8

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# Attachment

# 5

FILE No.:  
Z-09.005  
RELATED FILE:  
DA.09.013

April 3, 2009

Not to Scale

