

**3.    ZONING BY-LAW AMENDMENT FILE Z.04.008  
ANTORISA INVESTMENTS LTD.  
PRELIMINARY REPORT**

**P.2004.59**

**Recommendation**

The Commissioner of Planning recommends:

THAT the Public Hearing for File Z.04.008 (Antorisa Investments Ltd.) BE RECEIVED, and that any issues identified be addressed by Staff in a comprehensive report to the Committee of the Whole.

**Purpose**

On March 5, 2004, the Owner submitted an application to amend the Zoning By-law to permit the following exceptions to the C1 Zone standards on the subject lands:

- a minimum lot depth of 30m, rather than 60m
- a minimum front yard of 3.7m, rather than 9m
- a minimum rear yard of 1.2m, rather than 15m
- a minimum landscape strip width of 3.7m abutting a street (at one point), rather than 6m
- a minimum of 19 parking spaces, rather than 22 spaces

The above-noted exceptions would facilitate the related Site Development Application (DA.03.056) for a 1-storey, 360m<sup>2</sup> automotive retail store (Active Green + Ross), including 9 automotive service bays with a reception/waiting room, on the 0.16ha site.

**Background - Analysis and Options**

The subject lands are located on the south side of Crestwood Road, west of Yonge Street (19 Crestwood Road), being Part of Lots 82 and 83 on Plan 3205, in Lot 26, Concession 1, City of Vaughan.

The subject lands are designated "General Commercial" by OPA 210 (Thornhill-Vaughan Community Plan) and zoned C1 Restricted Commercial Zone by By-law 1-88. The surrounding land uses are:

- North - Crestwood Road; automotive dealership campus (C2 Zone)
- South - car dealership parking lot and car dealership (C1 Zone)
- East - gas bar (C6 Zone)
- West - residential (R2 Zone)

On March 26, 2004, a notice of public hearing was circulated to all property owners within 120m of the subject lands, and to the Crestwood Springfarm Yorkhill Residents' Association. To date, no responses have been received. The local Councillor held a community meeting on February 11, 2004 with staff, the applicant and area residents to discuss the related site development application. The following is a summary of the comments received at that meeting:

- traffic is of concern on Crestwood Road, and trying to make a left-turn onto Yonge Street is extremely bad now; how much additional traffic would be generated?
- environmental noise (i.e. fumes and air guns) is a concern to the residents immediately west of the site (shared lot line)
- what time of day/night will the garbage pick-up take place?

- is there warrant for a signalized intersection at Yonge Street and Crestwood Road?
- the use seems more industrial in nature than commercial
- would prefer a business or professional office
- what size of truck will be delivering the new tires?
- can the delivery trucks get on and off the site or will they be unloading on Crestwood Road?

These and any additional comments received will be addressed in the technical review and included in a comprehensive report to a future Committee of the Whole meeting.

### **Preliminary Review**

Following a preliminary review of the proposed application, Staff has identified the following matters to be reviewed in greater detail:

- the “General Commercial” designation permits retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks, and business and professional offices; the proposed automotive retail store use conforms to the Official Plan;
- the Official Plan policies further state that new general commercial uses must be compatible with the proposed site, in terms of building design and coverage, parking, landscaping and buffering, and with adjacent land uses; the zoning amendment application will be reviewed together with the related Site Development application to ensure conformity with the policies of the Official Plan, and will further consider appropriate setbacks for height, noise, lighting, access and traffic;
- the lands are zoned C1 Restricted Commercial Zone by By-law 1-88, which permits a wide range of commercial, office, and retail uses, including the proposed automotive retail store for the retail sale and installation of tires only; a public garage (i.e. oil changes and other automobile maintenance and repair services), as defined in By-law 1-88, is not a permitted use;
- a Zoning By-law Amendment application is required to permit the following exceptions to the C1 Zone standards to accommodate the proposed development on the subject lands:
  - a minimum lot depth of 30m, rather than 60m
  - a minimum front yard of 3.7m, rather than 9m
  - a minimum rear yard of 1.2m, rather than 15m
  - a minimum landscape strip width of 3.7m abutting a street (at one point), rather than 6m
  - a minimum of 19 parking spaces, rather than 22 spaces
- the appropriateness of the development on the property with the proposed exceptions will be reviewed for compatibility with existing uses in the surrounding area;
- a Noise Study was submitted in support of the related site development application, which was reviewed to the satisfaction of the Engineering Department, with no noise control measures being required; and
- a Traffic Impact and Parking Supply Assessment, including traffic and parking supply patterns of other similar Active Green + Ross operations, is required to be submitted in support of the applications; the report is to also review and ensure that all vehicle and truck deliveries are fully accommodated on site.

### **Relationship to Vaughan Vision 2007**

The applicability of this application to the Vaughan Vision will be determined when the technical report is completed.

### **Conclusion**

The above-noted issues, but not limited to, will be considered in the technical review of the applications, together with comments expressed at the public hearing, or in writing, and will be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the appropriateness of the development with the required exceptions will be reviewed for compatibility with existing uses in the surrounding area, together with appropriate setbacks and buffers, height, noise, lighting, access/parking, and traffic. A Traffic Impact and Parking Supply Assessment, including traffic and parking supply patterns of other similar Active Green + Ross operations, will be required in support of the proposed development.

### **Attachments**

1. Location Map
2. Proposed Site Plan

### **Report prepared by:**

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Respectfully submitted,

JOHN ZIPAY  
Commissioner of Planning

MARCO RAMUNNO  
Manager of Development Planning

/LG



Not to Scale

TOWN OF  
MARKHAM

YONGE STREET

STEELES AVENUE WEST

POWELL ROAD

PINEWOOD DRIVE

CRESTWOOD ROAD

SUBJECT LANDS



**Location Map**

Part of Lot 26,  
Concession 1

APPLICANT:  
ANTORISA INVESTMENTS  
LIMITED



Community Planning Department

**Attachment**



FILE No.:  
Z.04.008  
RELATED FILE:  
DA.03.056  
March 19, 2004



Not to Scale

RECEPTION/  
WAITING ROOM

EXISTING  
PETRO CANADA

3 AUTOMOTIVE  
SERVICE BAYS

SUBJECT LANDS  
— — —

STORAGE AREA

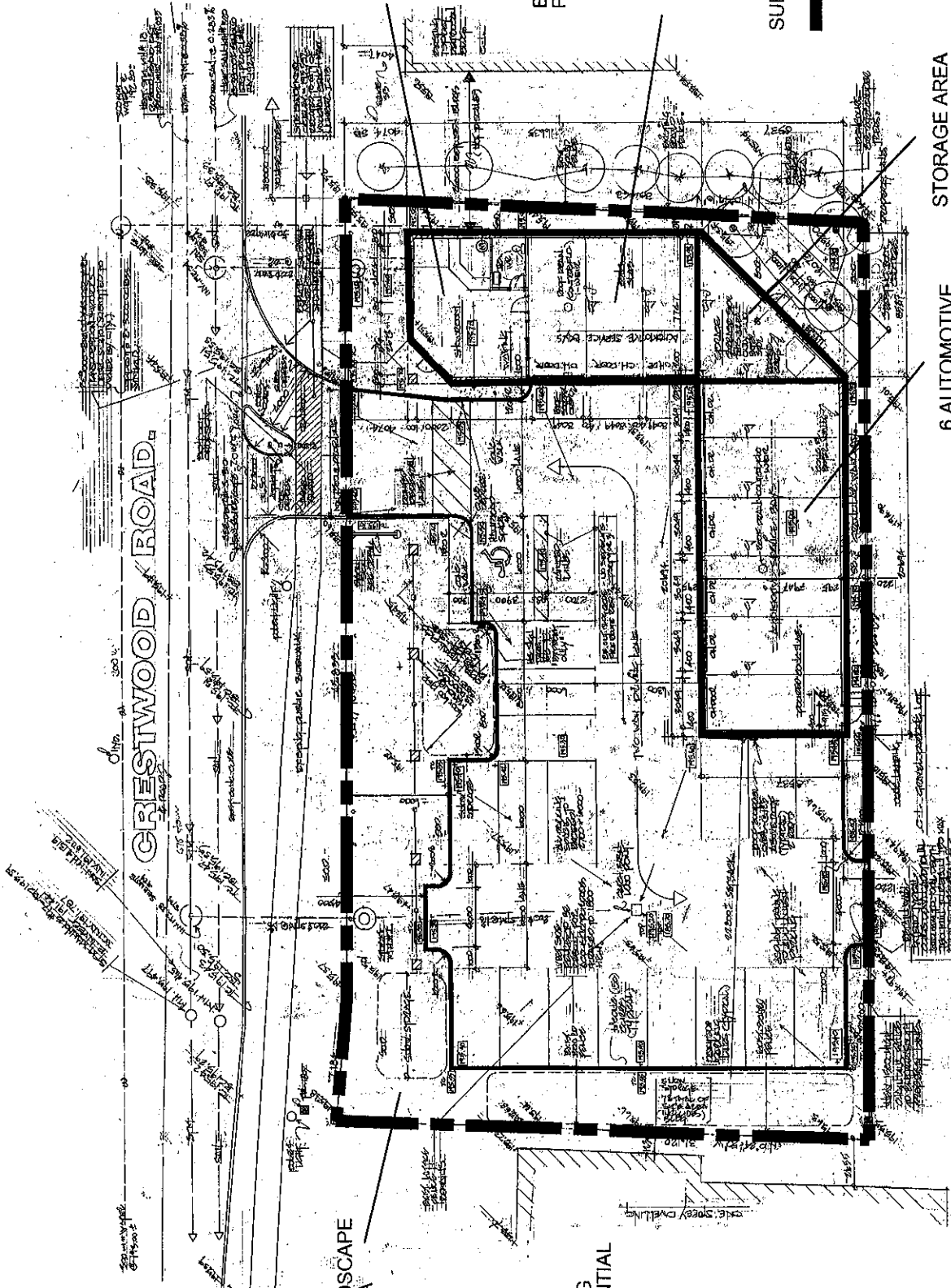
6 AUTOMOTIVE  
SERVICE BAYS

PROPOSED AUTOMOTIVE  
DEALERSHIP PARKING

LANDSCAPE  
AREA

EXISTING  
RESIDENTIAL

CRESTWOOD ROAD



# Proposed Site Plan

Part of Lot 26,  
Concession 1

APPLICANT:  
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LIMITED



Community Planning Department

# Attachment

# 2

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