



Automotive Commercial Zoning By-law Technical Paper

Final Study

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1.0 Introduction

In July 2010, Council adopted the Richmond Hill Official Plan, July 2010, (the OP) which was partially approved by the former Ontario Municipal Board (now the Ontario Lands Tribunal). The Official Plan sets out a “new kind of urban” policy direction for the City. Accordingly, the City is presently undertaking a comprehensive City-wide zoning by-law review (zoning review) with the intent of developing one comprehensive modern zoning by-law to implement the Official Plan, and repealing the multiple parent by-laws that were enacted from various periods in the City’s history that presently apply throughout the City. In support of the zoning review, a number of technical discussion papers (papers) on specific topical matters will be prepared.

This paper is prepared in support of the Comprehensive Zoning By-law Review to address land use planning issues regarding automotive commercial uses.

This study will inform (1) any necessary changes to the Official Plan policies related to automotive commercial uses; (2) where within the City of Richmond Hill, these uses should be permitted in the new comprehensive zoning by-law; and (3) appropriate performance standards for automotive commercial uses (e.g. size, setback, landscaping, parking and loading).

These uses are important to providing services for maintaining automobiles and supporting commercial businesses throughout the City. The City plans for these uses through zoning by-laws and other planning tools, to reduce conflict but also to ensure convenient access for the public and to support local businesses.

This report groups automotive service commercial and related fleet transportation supportive uses into one of seven types of uses which are defined in zoning by-laws to compare the inconsistent usage of these terms across zoning by-laws and between the official plan and zoning by-law. The following are used in this paper:

- **Fuel Station** refers to gas/fuel station.
- **Automotive Body Shop** refers to a place where work on the auto body, paint, upholstery, etc., takes place. (May be subject to D-6 Guidelines—see section 3.22 below.)
- **Repair Shop** refers to a place where mechanical repairs occur. (May be subject to D-6 Guidelines—see section 3.22 below.)
- **Washing Establishment** refers to a car wash that may be automatic or self-serve
- **Dealership** refers to a place where vehicles are sold.
- **Rental Agency** refers to a place where vehicles are rented.
- **Storage Facility** refers to a place where vehicles are stored.

The research that was conducted to prepare this paper looks at the existing policy framework and reviews current zoning bylaws in Richmond Hill and other municipalities.

The policy and regulatory frameworks address the fossil fuel-based automobile industry as it exists today and has existed for many years. We are, however, experiencing a period of profound transition in the auto industry with the inexorable shift to electric vehicles. All indications are that this trend will accelerate significantly over the coming years, with increased urgency to address climate change in the near future.

At this time there is no clarity on what this future will look like, but it is clear that some changes will affect the recommendations contained in this report and may result in some redundant and perhaps some new uses over time. For example, early indications are that charging stations for electric vehicles will be dispersed to people's residences, places of work, parking lots and locations where on street parking is permitted. With the potential evolution of batteries to accommodate long distance trips, fuel stations, as we know them, may become obsolete. On the other hand, repair shops, car washing facilities and auto body shops may still be required and it will be important for Richmond Hill to identify convenient location for these uses.

Similarly, auto dealerships are already decoupling their show rooms from the storage of vehicles for sale or rent. Dealerships are searching for places to store vehicles separately from showrooms, sometimes in remote industrial locations.

Over the longer term, the advent of autonomous vehicles, with the potential to affect auto ownership patterns, will require thinking about where to store these vehicles in convenient locations so they can be easily accessed by users.

In many municipalities car share vehicles are ubiquitous and used by an increasing number of people who choose not to own a car. These vehicles are located in dispersed local parking lots and on street parking spaces. They can be accessed via the internet and thus do not need rental locations. Thus, car rental agencies may become a thing of the past.

It is difficult to speculate where we will end up in the future, particularly with respect to technological change. The research and recommendations contained in this report should be viewed as interim and transitional. As the changes related to the automotive industry continue to evolve, it will be necessary to monitor these changes and adjust zoning regulations in response.

Methodology

The work for this paper has been structured in four (4) phases outlined below:

1. Kick-off and Planning with City of Richmond Hill Staff
2. Information Gathering
 - Research and review of existing by-laws
 - Community and stakeholder consultation
 - Reporting of Consultation Findings
3. Draft Study Development

- Draft study report
 - Public open house
 - Meeting with City staff
4. Final Study Development
- Final study
 - Council meeting

This report is prepared further to Phase 3, draft study development and will be open to review and comment by the public prior to the preparation of a final study report with recommendations.

2.0 Planning Policy

A hierarchy of legislation and policy documents constitute the framework for planning decisions in the province of Ontario.

Provincial Policy Statement (2020)

The Provincial Policy Statement (the 'PPS') came into effect on May 1, 2020 and provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS.

The PPS generally directs growth to achieve the efficient use of land and resources and to minimize negative impacts to air quality and climate change. Through the PPS, planning authorities are directed to identify appropriate development standards for development which can facilitate redevelopment and intensification in a compact form and avoid or mitigate risks to public health and safety.

Policy 1.2.6 of the PPS promotes the compatibility of land uses, directing authorities to plan to avoid adverse impacts to noise, odour, and other contaminants between major facilities and sensitive land uses including residential uses. Where a land use conflict cannot be avoided, planning authorities are directed to ensure that development adjacent to sensitive land uses are only permitted where there is a need for a facility and where adverse effects to sensitive land uses or impacts to the facility are minimized and mitigated.

The PPS also promotes opportunities for economic development and community investment to support long-term economic prosperity across the province. Employment areas may be identified through Official Plans where land uses and major facilities may be separated from sensitive land uses.

Through policy 4.6, the PPS identifies a municipal official plan as the most important vehicle for the implementation of the policies of the PPS. Official Plans are required to

identify provincial interests and to set forth appropriate land use designations and policies.

Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') came into effect on May 16, 2019 replacing the previous version. The Growth Plan guides growth in the Greater Golden Horseshoe region to support complete communities, prioritize intensification and higher densities within key growth areas, support a range and mix of housing options, integrate land use planning with investment in infrastructure and public services, and provide for different approaches to manage growth.

York Region Official Plan (2010)

York Region Council adopted the in-force York Region Official Plan (YROP) in 2009; the Minister of Municipal Affairs and Housing approved the Plan in 2010. The YROP was subject to a number of appeals and has a 2019 office consolidation. The policies of the YROP guide new planning and development in York Region. The Region has released a revised draft Official Plan for public discussion in November 2021.

Richmond Hill Official Plan (2010)

The Richmond Hill Official Plan was adopted by the Richmond Hill Council on July 12, 2010. It was endorsed, with modifications, by the Regional Municipality of York on May 19, 2011. There were numerous OMB appeals. On April 5, 2012 the Ontario Municipal Board (OMB) partially approved the OP and subsequently issued a number of amending Orders.

The policies of the OP will guide decisions to manage growth and development to implement the vision of the City over the planning period to 2031. The OP advances a vision of "building a new kind of urban" (Section 2.1). The Richmond Hill Official Plan provides limited guidance for automotive uses. Automotive uses may generally be considered as Automotive Service Commercial, Commercial or Employment Uses. The City is undertaking a review and update of its Official Plan in order to comply with the Regional Official Plan update. It will provide a policy framework to 2041. The findings of the present technical paper on automotive commercial uses may serve to inform the Official Plan update.

Official Plan Definitions

Automotive Service Commercial - A range of automotive uses are defined by the Richmond Hill Official Plan as Automotive Service Commercial uses. This definition includes the sale of petroleum products, the sale of automobile accessories, car wash establishments or minor repair shops. Motor vehicle sales, auto body repair, public garage and stand-alone car washes are not included in this definition.

Commercial Uses - A variety of automotive uses are considered as commercial uses and are not specifically considered under any other definitions in the Richmond Hill Official Plan. Commercial uses include the use of land, building or structures for the purpose of buying or selling commodities and supplying services and include a range of activities. New and used car dealers, passenger car rental and leasing, light truck, trailer and RV leasing are all considered as commercial uses.

Industrial Uses – Automotive repair and service uses including auto body repair shops and public garages are permitted within employment areas with some specific conditions on their location. Automotive service commercial uses are also considered in employment areas subject to specific conditions.

The Official Plan considers the location of automotive uses through both land use designations and key location policies for specific auto-related uses.

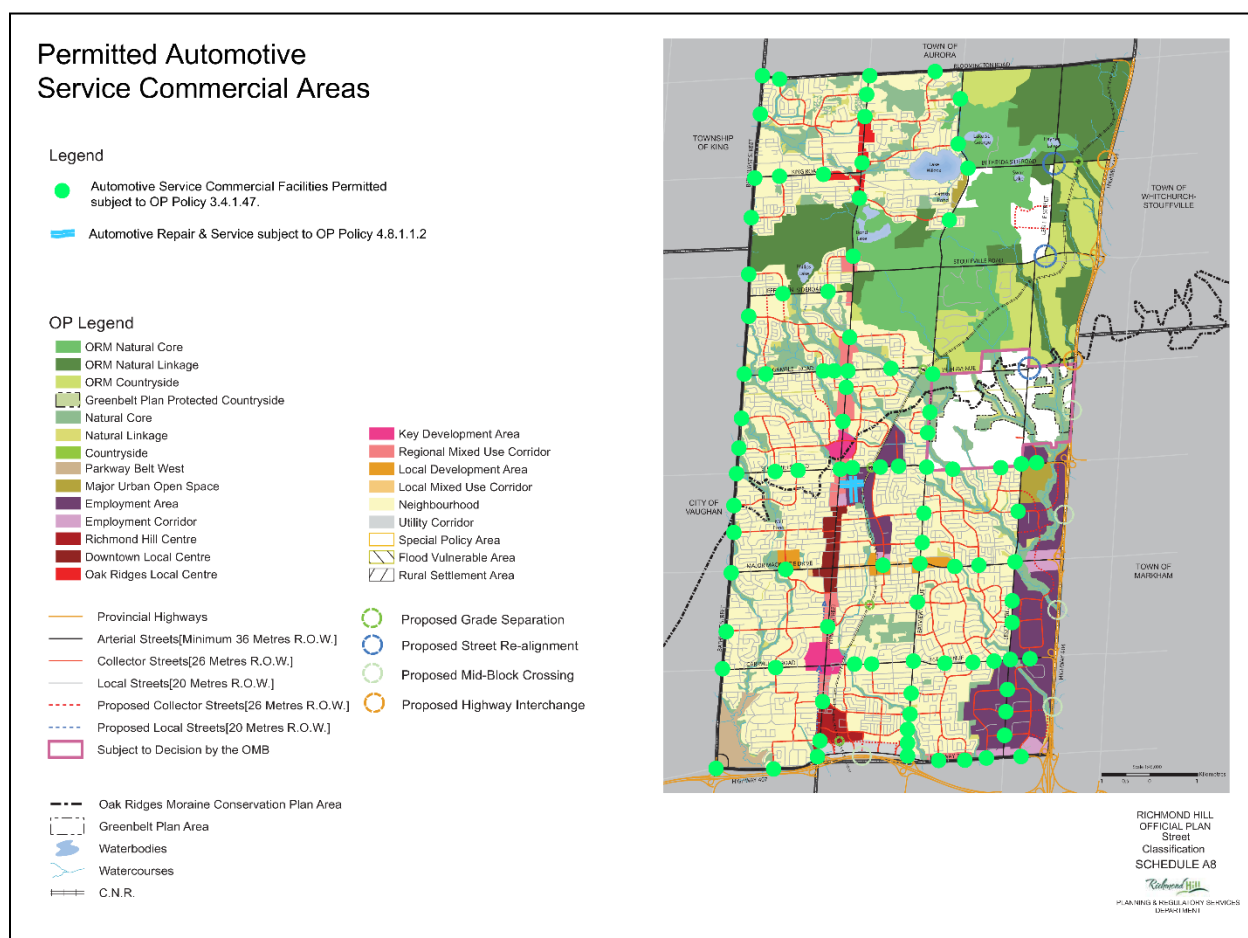


Figure 1 – Location of Permitted Automotive Service Commercial Uses, City of Richmond Hill

Table 1 below identifies the land use designation and policies by particular use.

Table 1 - Official Plan Land Use Designations and Automotive Uses

Land Use Designation	Motor Vehicle Related Use and Permissions
Richmond Hill Centre	<ul style="list-style-type: none"> Commercial uses are contemplated within this designation.
Downtown Local Centre (on lands fronting Yonge Street)	<ul style="list-style-type: none"> Commercial uses are contemplated within this designation.
Oak Ridges Local Centre	<ul style="list-style-type: none"> Commercial uses are contemplated within this designation. Automotive Service Commercial uses that conform to the location policies of the Official Plan are contemplated.
Key Development Areas	<ul style="list-style-type: none"> Commercial uses are contemplated within this designation.
Local Development Areas	<ul style="list-style-type: none"> Commercial uses are contemplated within this designation.
Regional Mixed-Use Corridors	<ul style="list-style-type: none"> Commercial uses are contemplated within this designation. Automotive Service Commercial uses that conform to the location policies of the Official Plan are contemplated.
Local Mixed-use Corridor	<ul style="list-style-type: none"> Motor vehicle related uses are not considered. Small-scale commercial uses that complement the residential character of the area are contemplated.
Employment Area	<ul style="list-style-type: none"> Warehousing and enclosed storage is contemplated. Automotive Service Commercial uses that conform to the location policies of the Official Plan are contemplated. Automotive repair and service type uses that conform to the locational policies of the Official Plan are contemplated.
Employment Corridor	<ul style="list-style-type: none"> Automotive Service Commercial uses that conform to the location policies of the Official Plan are contemplated.

Urban Design Policies

The Official Plan provides policies to guide the location of particular automotive uses including Automotive Service Commercial facilities and Automotive repair and service uses within employment areas.

Policy 3.4.1.47 applies to all Automotive Service Commercial facilities within Richmond Hill and restricts the location of these facilities to major intersections and provides that no more than two such facilities be located at any one intersection.

3.4.1.47 Automotive service commercial facilities shall be subject to the following design criteria:

- a) The location of automotive service commercial facilities shall be restricted to the intersection of two arterial streets or the intersection of an arterial street and a collector street;**
- b) No more than two automotive service commercial facilities shall be permitted at any intersection; and**
- c) Automotive service commercial sites and structures shall be encouraged to integrate with other commercial or retail developments.**

Automotive repair and service uses within the **Employment Area** designation are also subject to these location considerations. Subject to policy 4.8.1.1.2.h, automotive repair and service uses are limited to Enford Road, and Industrial Road within the Newkirk Business Park west of the Canadian National Railway.

Section 3.4.1 of the Official Plan also provides policies regarding urban design which are applicable to all uses. In addition, each land use designation includes additional policies regarding context specific design considerations. Developments must provide a transition to neighbourhoods consistent with policy 3.4.1.55 across the City and policies 4.8.2.2.6, 4.8.1.2.5, 4.6.1.12, 4.5.1.10, 4.4.1.10, 4.3.2.2.6, 4.3.1.2.10, 4.2.2.11 in **Employment Corridors, Employment Areas, Regional Mixed Use Corridors, Local Development Areas, Key Development Areas, the Oak Ridges Local Centre, Downtown Local Centre, and Richmond Hill Centre** respectively.

In addition, screening should be provided between the public realm and loading or outdoor storage operations in accordance with policy 3.4.1.45.

3.4.1.45 Development shall be designed to provide screening of loading areas, rooftop mechanical equipment, and outdoor storage areas where permitted.

City of Richmond Hill Secondary Plans

A number of secondary plans have been prepared for particular areas of the City of Richmond Hill. Secondary plans are prepared as an amendment to an official plan and provide more detailed policies for a geographic area and may provide detailed land use, parks, urban design and implementation policies.

Some secondary plans in the City of Richmond Hill provide further land use guidance regarding automotive uses. The table below provides land use designations governing automotive uses in the North Leslie and West Gormley Secondary Plans.

Table 2 - Secondary Plan Designations and Automotive Uses

LAND USE DESIGNATION	MOTOR VEHICLE RELATED USE AND PERMISSIONS
NORTH LESLIE SECONDARY PLAN	
Neighbourhood Commercial	<p>9.6.3.3 Automobile Service Commercial and Car Wash Establishments are permitted subject to applications for Zoning By-law Amendment and Site Plan Control to ensure that:</p> <ul style="list-style-type: none"> a) development only occur at the intersection of two arterial roads or the intersection of an arterial and collector road and that no more than two automotive service commercial developments occur at one intersection and that they be located diagonally across the intersection from one another; b) development of these facilities not exceed 0.4 hectares in area; c) development adheres to the City's urban design guidelines for Automotive Service developments.
Employment Corridor	<p>9.6.4.2.a.viii Automotive service stations may locate within the designated Employment Corridor subject to applications for Zoning By-law Amendment and Site Plan Control to ensure that:</p> <ul style="list-style-type: none"> a) development only occur at the intersection of two arterial roads or the intersection of an arterial and collector road and that no more than two automotive service commercial developments occur at one intersection and that they be located diagonally across the intersection from one another; b) development of these facilities not exceed 0.4 hectares in area; development adheres to the City's urban design guidelines for Automotive Service developments.
Mixed-Use Commercial/Residential	<p>9.6.3.2.f Automotive service stations are excluded from the Mixed-use Commercial/Residential Area designation.</p> <p>Motor vehicle sales are not considered in this designation. The designation is intended to permit population serving office and small</p>

LAND USE DESIGNATION	MOTOR VEHICLE RELATED USE AND PERMISSIONS
	service commercial uses. The designation limits stand-alone single user developments in excess of 10,000 square feet.
West Gormley Secondary Plan	
Neighbourhood Commercial	8.6.3.d Service stations are not permitted within the Neighbourhood Commercial designation except through an amendment to the Secondary Plan demonstrating demand for such uses and conformity to the provisions of the Gas Bar/Convenience Retail Study.
Neighbourhood Commercial	8.6.3.h The official plan precludes the open storage of goods, machinery or equipment from consideration in the Neighbourhood Commercial designation.

Draft OPA 18.1

Refinements to the Official Plan were considered by Council as part of the staff report on draft Official Plan Amendment 18.1 in June of 2020. Council deferred making a decision on this matter at that time.

The intent of OPA 18.1 was to permit automotive sales, repair and service uses on lands designated Employment, Employment Corridor and Office on sites along arterial streets or 400-series highways, which have high visibility and easy access from surrounding areas. Stand-alone retail of automobiles would not be permitted by this OPA. Instead, OPA 18.1 proposes that a repair/service component must accompany the retail component of a dealership. However, a stand-alone repair/service facility would continue to only be permitted within a portion of the Newkirk Business Park to maintain this area as a cluster for such businesses, and to ensure that the balance of employment areas are preserved for high-performance industrial uses, warehousing, and offices.

Other than within parts of the Newkirk Business Park, OPA 18.1 contains policies to encourage vehicles for sale to be displayed and stored indoors and/or in a compact format wherever possible, but outdoor inventory and display vehicles would still be permitted provided that such inventory is located in non-prominent visual locations and that adequate screening is provided.

3.0 Other Relevant Studies

Richmond Hill Urban Design Guidelines

The Richmond Hill Urban Design Guidelines also provide key contextual consideration for the development of a range of uses throughout the City. The City-wide guidelines also provide key building design considerations for Large-Format Retail and Automotive Service Commercial uses and Gas Stations.

Place Making

3.5 Transition in Scale – The Richmond Hill Official Plan reiterates policies promoting appropriate transitions in built form through policies 3.4.1.55 and urban design policies provided for each land use designation. Generally, buildings should fit with adjacent low-rise dwellings. This can include an angular view plane. Development should also maintain a continuous rear access system to ensure compatibility between uses for development in centres and corridors.

Site Design

5.3 Interface Condition Between Different Uses – buffers and setbacks are intended as an interface between different uses. The urban design guidelines provide for the use of laneways, walkways or substantial landscaping as an appropriate interface. Where employment areas are located near residential areas, Ministry separation distances should be maintained. Planted buffers, fencing, berms or low walls may also be used.

5.4 Site Circulation and parking – Vehicular access should be provided to minimize conflicts with other modes and continuous walkways should be provided through driveways. Where vehicular access can only be gained via arterial streets such as in the case of Automotive Service Commercial Uses, specific conditions are provided including a comprehensive transportation review to the satisfaction of the Town. Parking should not be located between the street and main building and surface parking should be minimized.

Building Design

6.7.4 Automotive Service Commercial and Gas Stations – These uses should be oriented so that entrances are clearly visible to the streetscape and the principal building should be located at the street line. These uses should be sensitive to their existing context, and canopy heights and building elements should be related to the design of adjacent buildings. The guidelines also provide specific site design considerations for these uses including a minimum 6.0 metre driving distance between a carwash exist and public street, clear signage for queuing lanes and on-site circulation and design that facilitates the unobstructed forward movement of tanker vehicles.

D-6 Compatibility Guidelines

The Ontario Ministry of Environment Conservation and Parks sets forth compatibility criteria between industrial facilities and sensitive land uses including residential uses in the MECP Guideline D-6. The Guideline is intended to prevent or minimize future land use problems which arise from the encroachment of sensitive land uses and industrial land uses on one another. The D-6 guideline provides minimum separation distances to establish buffers between land uses. The D-6 guideline applies when a change of use is proposed.

Sensitive land uses may include residential buildings, residential amenity areas, hospitals, places of worship, recreational uses, or any building or amenity area which is not directly associated with an industrial use that may be impacted by the emissions generated by a nearby industrial facility.

For the purpose of the D-6 guideline, industry may refer to a facility or activity relating to the assemblage and/or storage of substances/goods/raw materials; their processing and/or manufacturing; and/or the packaging and shipping of finished products. Industrial land uses include all types of industrial land uses which have the potential to produce emissions (including noise, vibration, odour, and dust among others) or those uses which may produce ground borne vibration.

Industrial facilities are categorized into three classes according to the nature of their emissions, their size/scale, volume of production or the intensity of use and scheduling as these factors may result in adverse effects upon sensitive land uses. The D-6 guideline provides minimum separation distances and potential areas of influence for each class of industrial land uses. The measurement of separation distance for the purpose of this assessment is taken from the closest point of the property line between the subject site and the industrial facility.

Some automotive commercial uses including repair and body shop uses may be associated with environmental emissions including noise and odour and may involve the movement of vehicles in the early morning and evening. These uses would be subject to the current D-6 Guideline.

On May 4, 2021, the Ministry of the Environment, Conservation and Parks (MECP) released the draft Land Use Compatibility Guidelines which seeks to replace a number of existing D-Series Guidelines: D1 (General), D-2 (Sewage Treatment), D-4 (Landfills and Dumps), and D-6 (Compatibility between Industrial Facilities).

The draft guidelines were open to public comment to August 6, 2021. However, on October 13, 2021, the Province announced that it will not be proceeding with these draft guidelines.

4.0 Current Zoning Approach

A number of by-laws currently regulate automotive commercial uses in the City of Richmond Hill including parent and amending by-laws which may apply to a specific property, group of properties or neighbourhood in the City. These include the by-laws listed below:

By-law 1703

By-law 313-96

By-law 2523

By-law 42-02

By-law 2325-68

Draft Yonge and Carrville/16th KDA

By-law 66-71

Zoning By-law 30-18

By-law 190-87

These by-laws were developed between 1968 and 2018 and provide various approaches to the regulation of Automotive Commercial uses within the City of Richmond Hill. The by-laws do not provide development standards directly relating to specific automotive commercial uses.

A number of terms and definitions are included in the above by-laws and provide an array of use permissions applicable in particular zones across the City of Richmond Hill.

Table 3 below includes a review of automotive related definitions in common usage by select zoning by-laws in Richmond Hill.

Table 3 - Zoning By-law Definitions

TERM	DEFINITION
By-law 66-71	
Automobile Service Station	Means a building or place where gasoline, oil, grease, anti-freeze, tires, tubes, tire accessories, electric light bulbs, spark plugs and batteries for motor vehicles are stored or kept for sale, or where motor vehicles may be oiled, greased or washed, or have their ignition adjusted, tires inflated or batteries charged or where only minor running repairs essential to the actual operation of motor vehicles are executed or performed but shall not include an automobile washing establishment and shall include a business specializing in muffler and tire installation and service and self-serve gasoline outlet.
Automobile Washing Establishment	Means a building or part thereof used for the operation of automobile washing equipment with a capacity to wash more than ten (10) cars per hour.
Public Garage	Means a building other than a private garage which is used for the servicing and minor repairing or equipping essential to the actual operation of motor vehicles or where such vehicles are parked or stored for remuneration, hire or sale, but not including the manufacturing or repairing of motor vehicle bodies.
Motor Vehicle Sales Area	Means a building or place where new or new and used motor vehicles, as defined by the Highway Traffic Act, are kept for display or sale by an agent or dealer authorized by a motor vehicle manufacturer to sell such new motor vehicles, and shall include a lot used solely in connection therewith provided that such lot is not used exclusively for the sale and display of used motor vehicles.
By-law 2325-68	
Automobile Body Repair Shop	Automobile Body Repair Shops are considered as an industrial use (Section

TERM	DEFINITION
	8.2). Although this is a permitted use in a R.IND zone, there are no properties zoned R.IND in the City.
Service Station	Means a building or place where motor vehicles are serviced and where items such as gasoline, oil, grease are kept for sale and where minor or running repairs of motor vehicles are executed, but shall not include a car sales lot or car washing establishment.
By-law 2523	
Service or Repair Shop	Means a building or part of a building, not otherwise classified or defined in this by-law and whether conducted in conjunction with a retail shop or not for the servicing or repairing of articles, goods, or materials and includes an ... auto and tire supply...
Automobile Service Station	Means a building or place where gasoline, oil, grease, anti-freeze, tires, tubes, tire accessories, electric light bulbs, spark plugs and batteries for motor vehicles are stored or kept for sale, or where motor vehicles may be oiled, greased or washed, or have their ignition adjusted, tires inflated or batteries charged or where only minor running repairs essential to the actual operation of motor vehicles are performed.
Public Garage	Means a building which is used for the care, repair or equipping of motor vehicles, or where such vehicles are parked or stored for remuneration, hire or sale.
By-law 1703	
Automobile Service Station	See definition under By-law 2523 above.
Public Garage	Means a parking station or parking lot or a building or place where motor vehicles are hired or kept or used for hire or where such vehicles or gasoline or oils are stored or kept for sale, and a building or place used as a motor vehicle repair shop or for washing or cleaning motor vehicles.
By-law 313-96	

TERM	DEFINITION
Automobile Service Station	Means a building or structure or parts thereof, including lands appurtenant thereto, used for the sale of petroleum products and automobile accessories and for the maintenance essential to the actual operation of motor vehicles but excluding a motor vehicle sales establishment, an auto body repair shop or public garage.
Gas Bar	Means a building or structure or parts thereof, including lands appurtenant thereto, used for the sale of petroleum products and automobile accessories, but shall not include the performance of minor running repairs essential to the actual operation of motor vehicles, a motor vehicle sales establishment, an auto body repair shop, or automobile service station.
Gas Bar Convenience Retail Store	Means a retail store established or existing only in conjunction with a gas bar, having a variety of convenience goods to serve the traveling public such as milk and dairy products, pre-packaged groceries, patent medicines, carbonated beverages, sundries, tobacco, stationary, magazines and newspapers but not include fresh meats and produce. An automatic banking machine may also be included.
Motor Vehicle/Lubrication Establishment	Means a building or part thereof used to provide on-going regular maintenance essential to the actual operation of motor vehicles but shall not include a motor vehicle sales establishment, an auto body repair shop, public garage or automobile service station.
Motor Vehicle Washing Establishment	Means a building or part thereof used for the automatic and/or coin operated washing of motor vehicles.
By-law 190-87	
Automobile Service Station	Means a building or structure or parts thereof, including lands appurtenant thereto, used for the sale of petroleum products and automobile accessories and

TERM	DEFINITION
	for the performance of services and repairs to motor vehicles.
Gas Bar	Means a building or structure or parts thereof, including lands appurtenant thereto, used for the sale of petroleum products and automobile accessories but shall not be used for performance of repairs to motor vehicles.
Public Garage	Means a building other than a private garage used for the repair of motor vehicles but shall not include an automatic car washing establishment, a motor vehicle sales lot or an automobile service station.
Service Shop	Means a building or part thereof used primarily for the repair of household articles and shall include radio, television and appliance repair shops, but shall not include shops for the repair of internal combustion engines, motorized vehicles or other similar obnoxious uses.
By-law 42-02	
Automobile Service Station	Means a building or structure or parts thereof, including lands appurtenant thereto, used for the sale of petroleum products and automobile accessories and for the maintenance essential to the actual operation of motor vehicles but excluding a motor vehicle sales establishment, an auto body repair shop or public garage.
Gas Bar	Means a building or structure or parts thereof, including lands appurtenant thereto, used for the sale of petroleum products and automobile accessories, but shall not include the performance of minor running repairs essential to the actual operation of motor vehicles, a motor vehicle sales establishment, an auto body repair shop, or automobile service station.
Gas Bar Convenience Retail Store	Means a retail store established or existing only in conjunction with a gas bar, having a variety of convenience goods to serve the traveling public such

TERM	DEFINITION
	as milk and dairy products, pre-packaged groceries, patent medicines, carbonated beverages, sundries, tobacco, stationary, magazines and newspapers but not include fresh meats and produce. An automatic banking machine may also be included.
Motor Vehicle/Lubrication Establishment	Means a building or part thereof used to provide on-going regular maintenance essential to the actual operation of motor vehicles but shall not include a motor vehicle sales establishment, an auto body repair shop, public garage or automobile service station.
Motor Vehicle Washing Establishment	Means a building or part thereof used for the automatic and/or coin operated washing of motor vehicles.
Draft Yonge and Carrville/16th KDA Zoning By-law 30-18	
Automobile Service Station	<p>Means a building or structure or parts thereof, used for the sale of petroleum products and automobile accessories and for the maintenance essential to the actual operation of motor vehicles but excluding a motor vehicle sales establishment, an auto body repair shop or public garage. The following associated uses shall also be permitted:</p> <ul style="list-style-type: none"> a) a Gas Bar Convenience Retail Store; b) a Gas Bar; c) a Motor Vehicle/Lubrication Establishment; and d) a Motor Vehicle Washing Establishment.
Commercial	... Commercial uses shall exclude automobile service station, gas bar convenience retail store, gas bar, Motor Vehicle/Lubrication Establishment, Motor Vehicle Washing Establishment, auto body repair shop, repair shops for internal combustion engines, motorized vehicles or similar uses, or public garage.
Gas Bar	Means a building or structure including lands appurtenant thereto, used for the

TERM	DEFINITION
	sale of petroleum products and automobile accessories, but shall not include the performance of minor running repairs essential to the actual operation of motor vehicles, a motor vehicle sales establishment, an auto body repair shop, or automobile service station.
Motor Vehicle/Lubrication Establishment	Means a building or part thereof used to provide on-going regular maintenance essential to the actual operation of motor vehicles but shall not include a motor vehicle sales establishment, an auto body repair shop, public garage or automobile service station.
Motor Vehicle Washing Establishment	Means a building or part thereof used for the automatic and/or coin operated washing of motor vehicles.

Comparison to other Jurisdictions

Our review considers the draft and in-force zoning by-laws of Aurora, Cambridge, Milton, Oakville, Ottawa, Toronto and Vaughan.

The municipalities of Cambridge and Vaughan are currently undergoing City-wide zoning by-law reviews to create forward looking and contemporary zoning by-laws to implement the policies of their Official Plans. These draft by-laws represent recent trends and present a contemporary treatment of uses and standards.

Aurora, Milton and Oakville implemented updates to their zoning by-laws within the past 6 years. Toronto and Ottawa's by-laws are the oldest, dating back to 2013 and 2008 respectively.

This report reviews the automotive commercial uses allowed within each by-law and presents the zones where each use is permitted.

Some by-laws establish automotive commercial zones as specialty zones intended primarily for auto-related uses. Others allow automotive uses within a combination of other uses, permitting uses such as gas stations, dealerships and automotive repair within mixed-use and commercial areas while auto-body and vehicle storage are generally restricted to employment areas.

Generally, each municipality establishes regulations for the seven types of automotive commercial uses defined in this report. However, these uses are defined differently between municipalities. For example, Toronto and Cambridge combine dealerships and rental agencies allowing for all dealership locations to also operate as motor vehicle

rental agencies. Other municipalities provide clear distinction between each of these Uses.

Aurora

Comprehensive Zoning By-law 6000-17 was approved by Aurora Council on June 27, 2017 and was brought into force with OMB approval on January 29, 2018. It applies across the Town of Aurora and regulates both urban and rural lands.

There are eight defined automotive uses and five zones that allow automotive uses.

Defined in the Zoning By-law

- Motor Vehicle Washing Establishment / Car Washing Establishment
- Motor Vehicle Repair Garage / Public Garage / Autobody Garage
- Motor Vehicle Body Shop
- Motor Vehicle Service Station / Gasoline Bar
- Motor Vehicle Rental Establishment
- Motor Vehicle Rental Establishment (Business Park)
- Motor Vehicle Sales Establishment
- Transportation Terminal

Zones that Permit Automotive Uses

- Service Commercial (C3)
- Community Commercial (C4)
- Service Employment (E1)
- General Employment (E2)
- Business Park (E-BP)

The following table shows the zones that permit each of the defined automotive uses. The table also summarizes the corresponding official plan designation within which each zone is located to the greatest extent possible. The table uses generic terms to classify permitted auto-related uses to aid in comparison amongst the various municipalities included in this analysis.

Table 4 – Aurora: Automotive uses by Permitted Zone and Official Plan Designation

Zone	OP Designation Within which the Zone is Located	Permitted Auto-Related Uses						
		FS	ABS	RS	WE	D	RA	SF
C3	No directly comparable land use designation. Found in Existing Commercial, The Aurora Promenade, Community Commercial and Existing Employment – General Industrial designations.	•		•	•	•	•	

C4	No directly comparable land use designation. Found in Existing Commercial, The Aurora Promenade and Community Commercial designations.	•		•	•			
E1	No directly comparable land use designation. Found in Existing Employment – General Industrial Area, Existing Employment – Light Industrial/Service and The Aurora Promenade.						•	•
E2	No directly comparable land use designation. Found in Existing Employment – General Industrial Area, Existing Employment – Light Industrial/Service and The Aurora Promenade.		•	•			•	
E-BP	<p>Business Park: is intended to provide opportunities for a mix of high quality employment uses and a variety of supporting commercial and community facilities geared generally to satisfying the needs of residents, businesses and employees in the Town of Aurora and the Region.</p> <p>Business Park 1: is intended to provide for traditional employment land uses within the business park area, preventing the erosion of employment lands. Ancillary and some retail uses are permitted however, the designation allows for smaller building footprints to address sloping conditions in specific areas (subject to s. 43 Review before the Local Planning Appeals Tribunal)</p>						•	
Fuel Station (FS); Automotive Body Shop (ABS); Repair Shop (RS); Washing Establishment (WE); Dealership (D); Rental Agency (RA); Storage Facility (SF)								

Summary

- Of the zones that permit automotive uses, 2 are commercial (C3 and C4) and 3 are employment industrial areas (E1, E2 and E-BP). The E-BP zone allows for some commercial, employment mixed-use.
- The commercial zones (C3 and C4) permit a variety of automotive related uses. The C3 zone excluded only automotive body shops and storage facilities. The C4

zone excludes the same uses as the C3 zone well as Dealerships and Rental Agencies.

Cambridge

The Draft City of Cambridge Zoning By-law was released on May 10, 2019 and presents the current approach to the new comprehensive zoning by-law for the City of Cambridge. The draft by-law contemplates zoning for all lands across the City of Cambridge.

There are seven defined automotive uses and seven zones that allow automotive uses.

Defined in the Zoning By-law

- Gas Bar
- Motor Vehicle Body Shop
- Motor Vehicle Repair Garage
- Motor Vehicle Sales and Rental Establishment
- Motor Vehicle Rental Establishment
- Motor Vehicle Washing Establishment
- Transport Terminal

Zones that Permit Automotive Uses

- Community Commercial 1 (CC1)
- Community Commercial 2 (CC2)
- Automotive Commercial (AC)
- Convenience Commercial 1 (CV1)
- Convenience Commercial 2 (CV2)
- Employment Business Industrial (M3)
- Employment Industrial (M4)

Table 5 – Cambridge: Automotive uses by Permitted Zone and Official Plan Designation

Zone	OP Designation Within which the Zone is Located	Permitted Auto-Related Uses						
		FS	ABS	RS	WE	D	RA	SF
CC1	Community Commercial: this designation provides a range of retail, specialty shopping, and service uses that serve the daily and weekly needs of residents living in the Cambridge market area. Lands designated Community Commercial are generally anchored by a supermarket and/or drug store or a discount department store.	•			•			
CC2	Community Commercial: this designation provides a range of retail, specialty shopping, and service uses that serve the daily and weekly needs of residents living in the Cambridge market area. Lands designated Community Commercial are generally anchored by a supermarket and/or drug store or a discount department store.	•			•			

	Low / Medium Density Residential: This designation is intended for existing and new residential community areas.							
AC	No directly comparable land use designation. Found in Low / Medium Density Residential, Employment Corridor and Hespeler Mixed-Use Corridor			•		•	•	•
CV1	No directly comparable land use designation. Found in Low / Medium Density Residential, Business Industrial,	•			•			
CV2	No directly comparable land use designation. Found in Low / Medium Density Residential, Business Industrial,	•			•			
M3	Business Industrial: this designation is intended for traditional industrial parks which allow for a range of industrial and office uses			•		•	•	•
M4	Industrial: this designation allows for a full range of industrial uses including heavy industrial operations.		•	•		•	•	•
Fuel Station (FS); Automotive Body Shop (ABS); Repair Shop (RS); Washing Establishment (WE); Dealership (D); Rental Agency (RA); Storage Facility (SF)								

Summary

- Of the zones that permit automotive uses, five are commercial (CC1, CC2, AC, CV1 and CV2) and two are employment zones (M3, M4).
- The zoning by-law proposes establishing a zone intended for automotive commercial uses (Automotive Commercial - AC).
- Automotive Body Shop uses are permitted only with a heavy industrial zone (Employment Industrial - M4) which fall within a similar Official Plan designation.
- Washing establishments and fuel stations are permitted together.

Milton

Comprehensive Zoning By-law 016-2014 provides zoning for urban areas across Milton. The by-law was passed by Milton Council on February 24, 2014 and approved in part by the Ontario Municipal Board on October 16, 2014. The urban areas are expected to support the majority of growth within the Town of Milton.

There are ten defined automotive uses and five zones that allow automotive uses.

Defined in the Zoning By-law

- Motor Vehicle Body Shop
- Motor Vehicle Dealership
- Motor Vehicle Gas Bar
- Motor Vehicle Rental Agency
- Motor Vehicle Service Station
- Motor Vehicle Repair Garage
- Motor Vehicle Washing Establishment
- Towing Yard
- Transportation Terminal
- Commercial Storage Facility

Zones that Permit Automotive Uses

- Secondary Mixed Use Area Commercial (C2)
- Auto Commercial (C5)
- Business Commercial (C6)
- Business Park (M1)
- General Industrial (M2)

Table 6 – Milton: Automotive uses by Permitted Zone and Official Plan Designation

Zone	OP Designation Within which the Zone is Located	Permitted Auto-Related Uses						
		FS	ABS	RS	WE	D	RA	SF
C2	Secondary Mixed Use Node: Commercial node with density residential uses designed to serve nearby residents. Subject to a Secondary Plan being approved.	•			•		•	
C5	No directly comparable land use designation. Found Employment Areas, Business Park Areas and Secondary Mixed Use Nodes on the OP Schedule B.	•		•	•	•	•	
C6	No direct comparable land use designation. Two locations identified. One in an Employment Area and the other in a Business Park Area.	•			•	•	•	
M1	Business Park Area: Light industrial area premised on high quality design.						•	
M2	Industrial Area: Light and general industrial uses area permitted.		•	•	•	•	•	•
Fuel Station (FS); Automotive Body Shop (ABS); Repair Shop (RS); Washing Establishment (WE); Dealership (D); Rental Agency (RA); Storage Facility (SF)								

Summary

- Of the five zones that permit automotive uses, 3 are commercial (C2, C5 and C6) and two are employment industrial areas (M1 and M2).
- Automotive Commercial (C5) is exclusively dedicated to automotive uses and permits several automotive commercial uses.

- The General Industrial zone (M2) is most permissive of a range of automotive uses.

Oakville

By-law 2014-013 is the current Town of Oakville Zoning By-law and was passed on February 25, 2014. It was partially brought into force by the Ontario Municipal Board on February 23, 2015. The Zoning By-law was developed through the inZone project to implement the Oakville Official Plan.

The inZone project is particularly noteworthy. Through its technical documentation, the review intends to fill the gaps between the Oakville Official Plan and automotive uses existing at the time. Generally, the following recommendations were made:

- Clarifying definitions, including “motor vehicle” in front of specific auto related uses and providing a definition for each term;
- Using the same definitions between the official plan and zoning by-law;
- Refining permissions for specific automotive uses to improve compatibility where applicable;
- Creating special provisions for geographic areas which permit automotive uses;
- Creating a special zone category for fuel stations;
- Providing a special provision to permit additional automotive uses in addition to the underlying zone, corresponding with the Official Plan; and
- Allowing body shops to be located in commercial and industrial zones but to not abut a residential zone or a highway corridor unless in conjunction with a vehicle dealership.

There are seven defined automotive uses and six zones that allow automotive uses.

Defined in the Zoning By-law

- Motor Vehicle Body Shop
- Motor Vehicle Dealership
- Motor Vehicle Service Station
- Motor Vehicle Rental Facility
- Motor Vehicle Repair Facility
- Motor Vehicle Washing Facility
- Motor Vehicle Storage Compound

Zones that Permit Automotive Uses

- Core Commercial (C3)
- Service Station (C4)
- Urban Centre (MU3)
- Urban Core (MU4)
- Industrial (E3)
- Business Commercial (E4)

Table 7 – Oakville: Automotive uses by Permitted Zone and Official Plan Designation

Zone	OP Designation Within which the Zone is Located	Permitted Auto-Related Uses						
		FS	ABS	RS	WE	D	RA	SF
C3	Core Commercial: This designation is intended for major concentrations of	•		•	•			

	commercial facilities that serve the broader region							
C4	No OP equivalent. Only applies to service station sites in commercial areas	•			•			
MU3	Urban Centre: Pedestrian oriented mixed use area						•	
MU4	Urban Core: The designation is intended for mixed use urban areas with a focus on commercial, office and residential with the built form oriented to the street to support a strong pedestrian and transit supportive environment						•	
E3	Industrial: Allows for heavy industrial uses in highly accessible areas that are well screened							•
E4	Business Commercial: Provides service commercial and commercial retail to surrounding employment areas and traveling public	•	•	•	•	•	•	
Fuel Station (FS); Automotive Body Shop (ABS); Repair Shop (RS); Washing Establishment (WE); Dealership (D); Rental Agency (RA); Storage Facility (SF)								

Summary

- The Official Plan designations and zones are closely aligned and share names for all but one zone, Service Station (C4).
- The C4 zone identifies specific sites where service stations are permitted. They are usually located at the intersections of major roads.
- Automotive body shops are permitted only within the Business commercial zone.
- Rental agencies are permitted within mixed use zones in the urban centre and urban core.

Ottawa

Zoning By-law 2008-250 was approved on June 25, 2008 by Ottawa City Council.

By-law 2008-250 is structured into “parent zones” and “subzones”. Parent zones provide regulations which apply across their subzones. For instance, the Local Commercial zone (LC) does not permit automotive uses, however subzone LC6 allows for fuel stations.

Automotive uses are permitted generously across subzones and may apply only to a limited number of properties. For this reason, this review focuses on parent zones with the exception is the General Mixed Use zone (GM) which has 29 subzones where automotive uses are found throughout.

There are eight defined automotive uses and eight zones that allow automotive uses.

Defined in the Zoning By-law

- Automobile Body Shop
- Automobile Dealership
- Gas Bar
- Automobile Rental Establishment
- Automobile Service Shop
- Car Wash
- Car-sharing service

Zones that Permit Automotive Uses

- Arterial Mainstreet (AM)
- General Mixed Use (GM)
- Mixed Use Centre Zone (MC7)
- Business Park Industrial (IP)
- General Industrial (IG)
- Heavy Industrial (IH)
- Light Industrial (IL)
- Local Commercial (LC6)

Table 8 – Ottawa: Automotive uses by Permitted Zone and Official Plan Designation

Zone	OP Designation Within which the Zone is Located	Permitted Auto-Related Uses						
		FS	ABS	RS	WE	D	RA	SF
AM	Arterial Mainstreet: An urban fabric with larger lots, varied setbacks, lower densities and more automobile dependent. Generally four or more lanes with no on street parking.	•		•		•	•	
GM	General Urban Areas: Range of housing needs supported by a wide variety of amenities. Central Area character areas Upper Town, Lowertown and Sandy Hill West: Cultural and economic heart of the city, supporting government, residential and commercial uses.	•	•	•	•	•	•	
MC7	Mixed		•					
MD	Central Area				•			
IP	Enterprise Area: Allow for the integration of residential uses provided that are remains focused on employment. Employment Area: Allow for noxious uses that are incompatible with other uses or prestige employment uses. General Urban Area					•	•	
IG	Permit a wide range low and moderate impact light industrial uses that are	•	•	•	•	•	•	

	located within the Employment Area and General Urban Area designations.							
IH	Permit a wide range low noxious uses industrial uses that are located within the Employment Area and General Urban Area designations.		•	•	•			
IL	Permit a wide range low noxious uses industrial uses that are located within the Employment Area and General Urban Area designations.			•	•	•	•	
LC6	allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan	•						
Fuel Station (FS); Automotive Body Shop (ABS); Repair Shop (RS); Washing Establishment (WE); Dealership (D); Rental Agency (RA); Storage Facility (SF)								

Summary

- Automotive Body Shops and dealerships are also permitted within Rural General Industrial (RG) and Rural Heavy Industrial (RH) subzones.
- Fuel stations are also permitted within Air Transportation Facility (T1), Rural Commercial, Rural General Industrial (RG), Rural Heavy Industrial (RH), and Village Mixed-use (VM) subzones.
- Rental Agencies are also permitted across Air Transportation Facility (T1), Group Transportation Facility (T2), Rural Commercial (RC) and Village Mixed-Use (VM) subzones.
- Repair Shops are also permitted across Air Transportation Facility (T1), Rural Commercial (RC), Rural General Industrial (RG), Rural Heavy Industrial (RH) and Village Mixed-Use (VM) subzones.
- Arterial Mainstreet (AM) allows for fuel stations, repair shops, dealerships and rental agencies. These uses are provided along major routes and address varied setbacks which easily accommodate such uses.
- The General Mixed-Use (GM) zone does not permit automotive uses within its parent zone but each automotive use defined by the by-law is permitted in at least one sub-zone.

Toronto

Zoning By-law 569-2013 was approved on May 9, 2013. The by-law has gradually been brought into force, resolving outstanding appeals before the Ontario Municipal Board. The by-law provides some special use regulations to address ancillary uses and

development standards for some automotive uses. Special use regulations apply for fuel stations, dealerships, body shops and washing establishments.

There are six defined automotive uses and five zones that generally permit these uses.

Defined in the Zoning By-law

- Vehicle Service Shop
- Vehicle Dealership
- Vehicle Fuel Station
- Vehicle Repair Shop
- Vehicle Washing Establishment
- Vehicle Depot

Zones that Permit Automotive Uses

- Commercial Local (CL)
- Commercial Residential (CR)
- Commercial Residential Employment (CRE)
- Employment Industrial €
- Employment Heavy Industrial (EH)
- Employment Industrial Office (EO)
- Utility and Transportation (UT)

Table 9 – Toronto: Automotive uses by Permitted Zone and Official Plan Designation

Zone	OP Designation Within which the Zone is Located	Permitted Auto-Related Uses						
		FS	ABS	RS	WE	D	RA	SF
CL	Neighbourhoods and Apartment Neighbourhoods: Considered physically stable areas in which intensification is to be controlled to protect from negative impacts	•		•				
CR	Mixed Use: Most supportive of a broad range of uses that vary in intensity and mix from area to area.	•		•	•	•	•	
CRE	Regeneration Area: Special dedicated areas open to a wide array of uses designed to attract investment and encourage new construction. Subject to a secondary plan prior to new development.	•		•	•	•	•	
E	General Employment Area: Employment lands designation intended for prime areas for employment, including uses intended to meet the needs of workers. Core Employment Area: Can include lands intended for heavy employment uses	•	•	•	•			•
EH	Core Employment Area: Employment lands designation intended to support traditional industrial and employment		•					•

	uses including manufacturing and heavy industry.							
EO	General Employment Area Core Employment Area	•						
UT	Utility Corridors: Intended for the movement of and transmission of energy, people and goods.							•
Fuel Station (FS); Automotive Body Shop (ABS); Repair Shop (RS); Washing Establishment (WE); Dealership (D); Rental Agency (RA); Storage Facility (SF)								

Summary

- Automotive uses are generally permitted across many mixed-use, commercial and employment zones.
- The Commercial Residential (CR) zone permits a range of uses but many of these uses are subject to special use regulations.
- Automotive Body Shops are permitted only within the Core Employment Designation and Employment Heavy Industrial zone (EH).

Vaughan

The City of Vaughan has proposed an update to its zoning by-law as part of its Comprehensive Zoning By-law Review. The most recent version of the proposed Zoning By-law for the City of Vaughan was examined as part of this review. Three zones permit automotive uses in the City of Vaughan. Several zones provide land use permissions for automotive commercial uses that were existing at the time of the passing of the zoning by-law, allowing these uses to continue in their locations, and providing a framework for future applications or expansion over these lands.

There are eight defined automotive uses and three zones that generally permit these uses. Seven other zones provide permissions for uses which are lawfully existing at the time of the by-law's passing.

Defined in the Zoning By-law

- Automobile Body Repair
- Automobile Rental
- Automobile Repair
- Automobile Sales
- Car Wash
- Gas Station
- Transportation Terminal

Zones that Permit Automotive Uses

- General Employment (EM2)
- General Commercial (GC)
- Service Commercial (SC)

- Taxi Stand

Table 10 – Vaughan: Automotive uses by Permitted Zone and Official Plan Designation

Zone	OP Designation Within which the Zone is Located	Permitted Auto-Related Uses						
		FS	ABS	RS	WE	D	RA	SF
EM2	General Employment: within the City's employment area, this designation is predominantly industrial areas characterized by low scale buildings with a variety of lot sizes to provide flexibility for attracting and accommodating a wide range of industrial and associated employment uses.		•	•				•
GC	No directly comparable land use designation. Found in Prestige Employment, Low-Rise Mixed-Use and High-Rise Mixed-Use designations.			•		•	•	•
SC	No directly comparable land use designation. Found in Prestige Employment, Employment Commercial Mixed-Use and Low-Rise Mixed Use designations	•		•	•	•	•	•
Fuel Station (FS); Automotive Body Shop (ABS); Repair Shop (RS); Washing Establishment (WE); Dealership (D); Rental Agency (RA); Storage Facility (SF)								

Summary

- Automotive-related uses are permitted within three zones including two commercial zones (GC, SC) and one employment zone (EM2).
- The service commercial zone (SC) is most permissive of automotive-related uses, allowing all uses with the exception of auto body shops.
- The zones which permit automotive-related uses generally do not align with the land use designations of the Vaughan Official Plan. The EM2 zone aligns with the General Employment designation, however it is the only zone permitting auto body shop uses.
- A form of storage facility is permitted in each of the three zones. Commercial zones (GC, SC) permit Taxi Stands which are premises used for the parking, cleaning and minor maintenance of fleet vehicle services. Transportation terminals, which provide similar services for buses, trucks, tractors and trailers are permitted within the EM2 zone.

Recent Trends in Zoning: Definitions and Regulations

Zoning by-laws within the City of Richmond Hill have uses across a range of definitions. These definitions have differed between by-laws which have been brought into force over the years.

Definitions and regulations that apply to key automotive uses across the 7 municipal jurisdictions are reviewed and presented in this report.

Automotive Body Shop

Automotive Body Shops are generally the most restricted automotive use because of the noise, emission and outdoor storage typically associated with their operation. The definition of these uses is similar across jurisdictions.

Aurora

- **Motor Vehicle Body Shop**: means a Premises used for the repair and/or painting of the interior and/or exterior and/or the undercarriage of Motor Vehicle bodies.

Cambridge

- **Motor Vehicle Body Shop**: an establishment used for the painting and/or repairing of the exterior and/or the undercarriage of motor vehicle bodies.

Milton

- **Motor Vehicle Body Shop**: Means a premises used for the painting or repairing of motor vehicle bodies, exterior and undercarriage, and in conjunction with which there may be a towing service.

Oakville

- **Motor Vehicle Body Shop**: means a premises where painting, structural changes, or repairs are made to motor vehicle bodies, including exteriors and undercarriages, and includes the temporary parking of motor vehicles in the process of repair.

Ottawa

- **Automobile Body Shop**: means a place where motor vehicles are repainted and major or structural repairs made (atelier de carrosserie).

Toronto

- **Vehicle Repair Shop**: means premises used for vehicle service, repair or customizing, such as spray painting, repairing body or fender components.

Vaughan

- **Automobile Body Repair**: Means premises used for major repair of motor vehicles including body work and paint work.

Permitted Zones

- Auto body shops are the most restricted use. They are only permitted within employment areas. The City of Ottawa allows for some exceptions within their subzones.
- Oakville and the City of Toronto set particular restrictions on the location of these uses, Automotive Body Shops cannot locate adjacent to residential zones in the Town of Oakville and must be at least 100 metres away from a residential zone within the City of Toronto.

Regulations

Minimum Lot Frontage

- Minimum lot frontages requirements range from 0 to 100 metres across various zones. The Automotive Commercial (C5) zone in Milton represents the extreme end of this range at 100 metres. The majority of zoning by-laws require a minimum frontage of 30 metres or require no minimum.

Lot Area

- Lot areas within this zone also range significantly between no minimum and 6 hectares, varying by zone.
- Lot areas typically range between 1,000 square metres and 4,000 square metres.
- Several zones in Ottawa do not establish a minimum lot area.
- Minimum lot areas in Cambridge are proposed to remain as legally existing on the effective date of the zoning by-law.

Lot Coverage

- The minimum lot coverage of reviewed zoning by-laws average approximately 40 percent of lot areas.
- The municipalities of Cambridge and Oakville do not establish minimum lot coverage.

Setbacks

Front Yard

- Front yard setbacks vary where required. Typical front yard setbacks range between 3 metres and 6 metres.
- Front yard setbacks within commercial zones in the Town of Aurora range between 10 metres to 12 metres.

Side Yard

- Where side yard setbacks are required, they are typically 3 metres. Side yard setbacks of 3 metres are required in Cambridge, Oakville and Ottawa. Zones in Milton and Ottawa can require minimum side yard setbacks in excess of 6 metres.

Rear Yard

- Where rear yard setbacks are required, they range from 3 metres to 15 metres.
- Additional rear yard setbacks are required in Aurora, Cambridge, Oakville and Vaughan on lands abutting residential lands.

Landscaping

- The municipalities of Vaughan and Milton require minimum landscaping areas of 10 percent and 15 percent of lot areas.

Dealerships

Motor vehicle dealerships are typically defined as premises for the sale and or rental of new or used vehicles. Several such definitions also consider the repair of vehicles, but not bodywork, within the same premises.

Aurora

- **Motor Vehicle Sales Establishment**: means a Premises where new and/or used Motor Vehicles are kept for display, lease or sale, and may include an associated Motor Vehicle Repair Garage.

Cambridge

- **Motor Vehicle Sales and Rental Establishment**: an establishment used for both the sale and rental of motor vehicles.

Milton

- **Motor Vehicle Dealership**: means a premises where new or used motor vehicles are displayed and/or offered for sale or lease and which may operate in conjunction with a motor vehicle repair garage.

Oakville

- **Motor Vehicle Dealership**: means a premises used for selling or leasing of motor vehicles, including the outside display and sales of inventory motor vehicles on the same lot.

Ottawa

- **Automobile Dealership**: means a place where new or used motor vehicles other than heavy vehicles are displayed and sold at retail, rented or leased. (concessionnaire automobile)

Toronto

- **Vehicle Dealership**: means premises used for the sale, rental or lease of vehicles displayed or stored on site, excluding construction or agricultural vehicles.

Vaughan

- **Automobile Sales**: Means premises where motor vehicles are displayed, sold and leased.

Permitted Zones

- Motor Vehicle Dealerships are widely permitted across commercial and employment zones.
- The Town of Oakville permits Motor Vehicle Dealerships only within the Business Commercial (E4) zone.
- The City of Toronto permits dealerships within their mixed use zones including Commercial Residential (CR) and Commercial Residential Employment (CRE).
- The Town of Aurora and City of Vaughan permit dealerships only within commercial zones.

Regulations

Minimum Lot Frontage

- Oakville's Business Commercial (E4) zone requires a 30 metre frontage.
- Milton's Auto Commercial (C5) zone requires 100 metre frontages.

Lot Area

- Milton's minimum lot area for Auto Commercial (C5) requires 0.4 hectare.
- Ottawa's zones have no minimum and there is no mention of a minimum in Toronto's special regulations.

Fuel Station

Definitions of fuel stations vary between municipalities. Definitions vary in their terminology and their levels of specificity. Definitions may consider some light repairs or convenience retail uses.

Aurora

- **Motor Vehicle Service Station / Gasoline Bar**: A building or part of a building used for the retail sale of lubricating oils and gasoline and may include the sale of automobile accessories, and the servicing and minor repairing essential to the actual operation of Motor Vehicles. The use may include an accessory Retail Store, or Motor Vehicle Washing Establishment. All sales and storage of

accessories or repairing and servicing shall be conducted within a wholly enclosed building.

Cambridge

- **Gas Bar**: an establishment used only for the sale of motor vehicle fuels and motor vehicle accessories, and may also include accessory retail sales of convenience foods and beverages and car washes, but does not include the performance of repairs to a motor vehicle.

Milton

- **Motor Vehicle Service Station**: Means one or more pump islands, each consisting of one or more gasoline pumps, and a kiosk used for the retail sale of convenience food items, and/or liquids and small accessories required for the operation of a motor vehicle.

Oakville

- **Motor Vehicle Service Station**: Not defined in the Oakville Zoning By-law for the urban area.

Ottawa

- **Gas Bar**: means a place that retails automotive fuel along with small amounts of other automotive related products such as pre-packaged motor oil or windshield washer anti-freeze, and may include the accessory sale of convenience items or food (poste d'essence).

Toronto

- **Vehicle Fuel Station**: means premises where vehicle fuels are sold to the public.

Vaughan

- **Gas Station**: Means premises where fuel for motor vehicles is dispensed and may include accessory thereto, an accessory retail store, restaurant and car wash.

Permitted Zones

- Motor Vehicle Service stations within the Town of Aurora allow for some minor repairs in addition to the sale of gasoline and lubricating oils. This use is permitted exclusively within commercial zones including the Service Commercial (C3) and Community Commercial (C4) zone.
- Gas Bars, as they are defined in the City of Cambridge are permitted only within commercial zones including Community Commercial 1 (CC1), Community

Commercial 2 (CC2), Automotive Commercial (AC), Convenience Commercial 1 (CV1) and Convenience Commercial 2 (CV2).

- Fuel stations are typically permitted within commercial zones however, Oakville, Toronto and Ottawa allow for these uses within mixed-use, commercial and employment zones.
- Ottawa, Toronto and Cambridge use a type of local commercial zone that allows fuel stations and other amenities to be located near but not within residential zones.

Regulations

Many municipalities incorporate provisions regarding lot frontages, setbacks and lot coverage into the requirements for all uses, including fuel stations, within the zone in which the use is located. Some, such as Vaughan, have specific provisions regarding pump locations from a street (4.5 metres) and the width of ramps adjacent to a street (9 metres). Toronto has specific provisions for vehicular fuel stations, as outlined below.

Minimum Lot Frontage

- The City of Toronto identified a minimum lot frontage of 30 metres for vehicle fuel stations and provides an exemption for lawfully existing uses.

Minimum Lot Depth

- Toronto provides a minimum lot depth of 45 metres for a vehicle fuels station and provides an exemption for lawfully existing uses.

Building Setbacks

- In Toronto, the minimum side yard setback for a vehicle fuel station building is the greater of 3.0 metres; 4.5 metres from a side lot line abutting a residential zone; 7.5 metres from a side lot line that abuts a street or the minimum side yard setback for the zone.
- In Toronto the rear yard setback is similar and is the greater of 3.0 metres; 7.5 metres from a rear lot line that abuts a street or the minimum rear yard setback for the zone.

Lot Coverage

- In Toronto, the area of a vehicle fuel station canopy above the fuel pumps is not included within the lot coverage calculation.

Vehicle Access

- Access to a lot containing this use in Toronto must be at least 7.5 metres from any vehicle access on the lot and 3 metres from any side lot line. For corner lots, the access must be 7.5 metres from the point of intersection of a front lot line and a side lot line.

General Use Requirements

- Toronto sets the maximum interior floor area for a retail store and personal service shop in combination with a vehicle fuel station on a lot that abuts a lot in the Residential Zone category or Residential Apartment Zone. These stores may not exceed 140 square metres.
- Other municipalities do not have specific provision for a retail store associated with fuel stations. Retail uses are identified separately within each zone.

Rental Agency

Rental agencies are largely permitted together with Vehicle Dealerships. Some zoning by-laws including the Town of Aurora, the City of Cambridge, City of Ottawa and City of Toronto allow for specific rental agency uses in additional zones, sometimes, as in the Business Park Zone in (E-BP) Aurora, requiring that a rental use not include the on-site storage of motor vehicles.

Aurora

- **Motor Vehicle Rental Establishment**: means a Premises used for the rental or hire of Motor Vehicles.
- **Motor Vehicle Rental Establishment (Business Park)**: means a Premises located within the Business Park used as an office for the purpose of renting or hire Motor Vehicles and excludes the on-site storage of Motor Vehicles.

Cambridge

- **Motor Vehicle Rental Establishment**: An establishment used for the rental of motor vehicles

Milton

- **Motor Vehicle Rental Agency**: an establishment used for the rental of motor vehicles.

Oakville

- **Motor Vehicle Rental Facility**: means a premises where motor vehicles are kept for rent or hire.

Ottawa

- **Automobile Rental Establishment**: means a place where new or used motor vehicles other than heavy vehicles are rented (agence de location d'automobiles).
- **Car-sharing service**: means a service that provides motor vehicles solely for the shared use of members of that service, and does not include an automobile rental establishment or automobile dealership (service d'autopartage).

Toronto

- **Vehicle Dealership**: means premises used for the sale, rental or lease of vehicles displayed or stored on site, excluding construction or agricultural vehicles.

Vaughan

- **Automobile Rental**: Means premises where motor vehicles are kept for short-term rent or hire under a contract for compensation, and may include an office use for administrative purposes, or accessory facilities for the regular cleaning or incidental maintenance of such services, but shall not include an automobile body repair or automobile repair use.

Permitted Zones

- Motor vehicle rental uses are permitted in mixed-use, commercial and employment zones.
- The City of Ottawa includes an additional definition for Car-sharing service. This use is permitted in similar zones and subzones but is notably not permitted in rural, village or transportation facility zones.
- The City of Vaughan permits this use in only commercial zones including General Commercial (GC) and Service Commercial (SC).

Regulations

Minimum Lot Frontage

- The minimum lot frontage by zone ranges from no minimum up to 100 metres. Milton's Auto Commercial (C5) zone represents the top end.

Lot Coverage

- Milton identifies a maximum lot coverage of between 20 and 65 percent depending on the zone. Ottawa includes a maximum for some of the industrial zones, but not the mixed use zones that allow for fuel stations.
- Oakville has no maximum lot coverage.

Repair Shop

In most municipalities Repair Shops are largely permitted in zones that are convenient and accessible to residents and may be permitted in various local commercial, mixed-use, commercial or employment zones.

Aurora

- **Motor Vehicle Repair Garage / Public Garage / Autobody Garage**: means a Premises used for the repair, maintenance and/or cleaning of Motor Vehicles, and may include, Accessory Uses, a Motor Vehicle inspection station and the sale of tires and Motor Vehicle accessories, but does not include the sale of gasoline or a Motor Vehicle Body Shop.

- **Motor Vehicle Service Station / Gasoline Bar**: A building or part of a building used for the retail sale of lubricating oils and gasoline and may include the sale of automobile accessories, and the servicing and minor repairing essential to the actual operation of Motor Vehicles. The use may include an accessory Retail Store, or Motor Vehicle Washing Establishment. All sales and storage of accessories or repairing and servicing shall be conducted within a wholly enclosed building.

Cambridge

- **Motor Vehicle Repair Garage**: an establishment where services performed or executed on motor vehicles for compensation and may include the installation of exhaust systems, repair of the electrical systems, transmission repair, brake repair, radiator repair, tire repair and installation, rustproofing, motor vehicle diagnostic centre, major and minor mechanical repairs or similar use, but does not include a motor vehicle body shop.

Milton

- **Motor Vehicle Repair Garage**: Means a premises used to conduct major and minor mechanical repairs of motor vehicles and includes such businesses as alignment, muffler, rust proofing, oil, lube and filter, auto glass, tire and radiator shops and in conjunction with which there may be such accessory uses as a towing service, and motor vehicle rentals.

Oakville

- **Motor Vehicle Repair Facility**: means a premises equipped with facilities for the service, maintenance and repair of motor vehicles, and includes the temporary parking of motor vehicles in the process of repair, but does not include a motor vehicle body shop.

Ottawa

- **Automobile Service Station**: means a place that: (a) has one or more service bays or facilities for a mechanic to service and repair motor vehicles other than heavy vehicles, which may also retail fuel and other automotive products; or (b) has one or more service bays which provide one or more single or specialized service product installation for motor vehicles other than heavy vehicles such as mufflers or oil changes; and (c) may include sales of motor vehicles other than heavy vehicles in association with the automobile service station (station-service).

Toronto

- **Vehicle Service Shop**: means premises used for vehicle service or customizing, such as mechanical, electrical, glass or upholstery service or installation of parts or accessories, but excluding: (a) spray painting or repairing body or fender

components; and (b) the service or customizing of construction or agriculture vehicles.

Vaughan

- **Automobile Repair**: Means premises used for the maintenance and mechanical repair of motor vehicles but shall not include an automobile body repair use.

Permitted Zones

- Repair shops are located in locations that are convenient and accessible to residents and may be permitted in various local commercial, mixed-use, commercial or employment zones.
- All jurisdictions in this review included repair shops in both their commercial and employment zones.
- The Town of Oakville does not allow repair shops to be located within their Service Station (C4) zone, however they are permitted within other commercial zones.
- The City of Toronto provided additional criteria for the location of repair shops within the Commercial Local (CL) and Commercial Residential (CR) zones.

Regulations

Minimum Lot Frontage

- Where required, minimum lot frontages vary by zone between 30 metres and 100 metres.

Lot Area

- Minimum lot areas, when required, vary by zone between 450 square metres to 6 hectares.
- Several zones in Ottawa do not require minimum lot areas for zones which permit repair shops.

Lot Coverage

- Where maximum lot coverages are determined, minimum coverage ranges between 20 percent and 55 percent.
- The municipalities of Cambridge and Oakville do not provide maximum lot coverages.
- Toronto's special use regulations for repair shops do not identify a maximum lot coverage.

Storage Facility

Storage Facilities typically refer to locations used for the storage of fleet vehicle and can include buses, trucks or trailers. Some jurisdictions include within their definitions, facilities for washing and repairing vehicles as well. Definitions regarding repair may exclude major repair or body work.

Aurora

- **Transportation Terminal**: means a Premises used for, or in combination with, the storage of trucks, buses, or trailers and which may include the storage of goods within a fully enclosed building, loading and unloading, and the servicing and repair of the stored vehicles.

Cambridge

- **Transport Terminal**: an establishment where land is used for the purpose of storing, servicing, washing, repairing, dispatching or loading of trucks and/or transport trailers with materials or goods that are not manufactured, assembled, or processed on the same lot, and which may include a warehouse.

Milton

- **Towing Yard**: Means a premises used for the impounding and/or storage of recovered motor vehicles which are damaged, disabled, wrecked or abandoned and may include an office for administration and dispatch centre, but does not include a Transportation Terminal, Salvage Yard, Motor Vehicle Body Shop, Motor Vehicle Repair Garage, or Motor Vehicle Service Station.
- **Transportation Terminal**: Means a building, structure or part thereof, where trucks, trailers, or transports are dispatched for hire as common carriers or where freight handling facilities, such as pick-up, delivery and transitory storage of goods incidental to motor freight shipment, is provided, and may include an office building accessory to the transportation terminal use and facilities for the service and repair and washing of the trucks, trailers or transports.

Oakville

- **Commercial Storage Facility**: means a premises equipped with facilities for the service, maintenance and repair of motor vehicles, and includes the temporary parking of motor vehicles in the process of repair, but does not include a motor vehicle body shop.

Toronto

- **Vehicle Depot**: means premises used for the non-public storing of vehicles, excluding construction or agricultural vehicles. A vehicle depot may include dispatching, maintenance, service and fuelling areas for the stored vehicles that are ancillary to the vehicle depot.

Vaughan

- **Taxi Stand**: Means premises used for the parking, cleaning, and minor maintenance of a taxi or vehicle sharing service fleet, and which may include a taxi dispatch office as an accessory use.
- **Transportation Terminal**: Means premises for storing, parking or dispatching of buses, trucks, tractors, or trailers, including servicing or repair within an enclosed building.

Permitted Zones

- Storage facilities are typically directed towards heavy industrial zones.
- The City of Vaughan permits Taxi Stands, which includes the storage and some minor maintenance of taxi or fleet vehicles within General Commercial (GC) and Service Commercial (SC) zones.
- The City of Ottawa does zone for vehicle storage facilities.

Washing Establishment

Motor vehicle washing establishment are generally permitted in zones that also permit fuel stations. The Town of Aurora and the City of Vaughan do not permit washing establishments within employment zones. Some municipalities, such as the City of Cambridge include washing establishments within the definition for fuel stations.

Aurora

- **Motor Vehicle Washing Establishment / Car Washing Establishment:** means a building or part thereof used for the operation of automobile washing equipment which is automatic, semiautomatic, manually and/or coin operated.

Cambridge

- **Motor Vehicle Washing Establishment:** an establishment in which the mechanical or hand washing of motor vehicles is carried out.
- **Gas Bar:** an establishment used only for the sale of motor vehicle fuels and motor vehicle accessories, and may also include accessory retail sales of convenience foods and beverages and car washes, but does not include the performance of repairs to a motor vehicle.

Oakville

- **Motor Vehicle Washing Facility:** means a premises for the mechanical or hand washing of motor vehicles.

Ottawa

- **Car Wash:** includes a conveyor-type car wash, a drive-through automatic car wash and a manual car wash. (lave-auto)

Toronto

- **Vehicle Washing Establishment:** means premises used for washing or cleaning vehicles.

Vaughan

- **Car Wash:** Means a building or part thereof used for washing motor vehicles by automatic or semi-automatic equipment, or manually by coin or similar operation.

Permitted Zones

- The Town of Aurora and the City of Vaughan do not permit washing establishments within employment zones
- The City of Cambridge includes washing establishments within the definition for fuel stations.
- Zones that permit washing establishments also commonly permit fuel stations.
- The Service Station (C4) zone does not permit stand alone washing establishments. Additionally, washing establishments cannot abut a residential zone.
- Washing establishments within the City of Toronto (CL, CR, CRE, and E zones) are subject to special use regulations provided the internal floor space is greater than 38 square metres.

Regulations

Stacking Lane Requirements

- Milton requires stacking lanes to accommodate 10 vehicles and 2 egress lanes at washing establishments.
- Oakville requires stacking lanes for 8 vehicles and 2 at the exit.
- Toronto requires stacking lanes for 10 vehicles that measure 3 metres wide by 6.5 metres long at entrance. The exit must be 12 metre away from the building.

Minimum Lot Frontage and Site Access

- Where minimum lot frontages are required, requirements typically range between 30 metres to 60 metres, most frequently ranging between 30 metres and 40 metres.
- Toronto special use regulations require a 26 metre front lot frontage.
- Toronto also requires that vehicle access:
 - Be a minimum width of 6 metres and maximum of 11 metres;
 - Be at least 3 metres away from any lot line and 7.5 metres away from any other vehicle access; and
 - Be at least 7.5 metres away from the point of an intersection.

5.0 Consultation Findings

The public was consulted for this project to inform an appropriate land use and zoning approach. Public response to this item was limited through the community survey. Respondents were asked to indicate their preferences regarding the location of Automotive Uses within the City, the potential clustering of these uses and \ the design of these facilities.

Since very few responses were received, it would be inappropriate to attach much weight to the survey results, but with this caveat in mind, there were some views that are worth noting. Respondents were generally satisfied with existing locations of automotive uses within the City and note some preference regarding the locations

where each of these uses are permitted through the City including some interest in the clustering of automotive uses. Respondents also indicated support for access throughout Richmond Hill to car-share facilities and vehicle charging stations.

A virtual Public Information Centre was held on November 26, 2021. Opportunities for public input included poll questions, a question and answer period, and comments submitted via the chat function. There was no discussion by the public of commercial automotive uses. In response to poll questions, a small majority of those present agreed that service stations and car washes should be located on arterial roads while auto body shops and fleet storage should be located in employment areas. Major concerns in both instances were minimizing the impact of noise and pollution and ensuring adequate distances from residential uses.

It is noted that industry representatives were invited to provide input into the study; however, there was no response from these representatives.

6.0 Recommended Policy and Zoning Framework for Automotive Commercial Uses

Harmonize By-law Terminology

Automotive commercial uses in the City are currently regulated by a number of zoning by-laws implemented over the past 60+ years, eight of which are reviewed in this report. A variety of terms are used within these by-laws to refer to various automotive uses and similar terminology may have different meanings between by-laws.

We recommend the harmonization of by-law terminology and the simplification of definitions used to refer to these types of automotive and transportation uses.

By-law definitions recommended for the following uses:

- **Fuel Station:** a place where fuel, oil, lubricants and other products used in the operation of vehicles, electric charging of vehicles or automobile accessories are sold and may include convenience retail as an accessory use, but does not include any repairs;
- **Automotive Body Shop:** a place used for the major repair of automobiles and motor vehicles including body work and painting;
- **Repair Shop:** a place used for the repair of automobiles and motor vehicles. A repair shop shall not include an automotive body shop use;
- **Car Wash:** a building, part of a building or commercial premises used for the washing of automobiles by automatic equipment, semi-automatic equipment or manually;
- **Automotive Dealership:** a place where new or used motor vehicles are sold, displayed or leased;

- **Rental Agency:** a commercial establishment or a part of a premises where vehicles are rented;
- **Towing Yard:** a place used for the impounding and/or storage of recovered motor vehicles which are damaged, disabled or abandoned and may include an office for administration and dispatch centre, but does not include a **Transportation Terminal**;
- **Transportation Terminal:** premises for storing, parking or dispatching of buses, trucks, tractors, or trailers, including servicing or repair within an enclosed building;
- **Vehicle Storage Facility:** a place for storing, parking, cleaning, dispatch or minor repair of fleet vehicles including taxi, car services or vehicle sharing fleet; a dispatch office or administrative office may be included as an accessory use, but does not include a **Transportation Terminal**.

Provide Supportive Automotive Commercial Uses in Proximity to Primary Corridors and Major Arterials

A number of automotive commercial uses benefit from a location along primary thoroughfares and major routes throughout York Region. Uses which support current and planned transportation infrastructure and vehicle movement corridors should continue to be accessible from the Regional Corridor and Major Arterials in the City of Richmond Hill where other land use conflicts may be avoided.

Fuel stations should continue to be permitted and accessible to these corridors and major arterials. Fuel stations should be provided in locations where they do not impair vehicle movements on public roads and where stacking in lanes may be avoided. In the foreseeable future, the location of these facilities at intersections provides accessibility to fuel stations while avoiding impacts to the surrounding road system.

The projected shift towards significantly greater numbers of electric vehicles in the future, as a proportion of automotive vehicles, suggests that new locations for traditional fuel stations may not be required, so limiting these to locations in which they currently exist makes sense. Whether charging stations will require the same facilities or have the same impact as fuel stations will need to be monitored. Early indications are that charging of vehicles is likely to occur much more on individual properties (where residents have access to electrical power), in parking lots and on streets, where on street parking is provided, thus potentially limiting the need for the types of facilities currently associated with gas fueling stations.

Vehicle repair uses which are linked to other automotive uses (i.e. not stand alone) are currently provided in employment areas and employment corridors in Richmond Hill. Stand alone vehicle repair and service uses are presently limited to Enford Road.

These facilities will still presumably be required in the future, even with the shift to electric vehicles. As part of the staff review for the new comprehensive zoning by-law, it would be appropriate to consider that, as the shift to electric vehicles evolves, the need

for repair establishments will still be required, but they may need to be decoupled from fuel stations, if these are no longer required. They will need to be located somewhere.

Vehicle repair uses are entirely appropriate, as of right, in employment zones and in some locations along arterial roads with deep frontages which are currently locations for commercial activities and where there would be no impact on adjacent sensitive uses. In drafting the new comprehensive zoning by-law, the City should take these considerations into account. In addition to criteria identified in section 3.4.1.47 of the Official Plan, other criteria for determining where such facilities may appropriately locate include an assessment of noise impacts, compliance with air quality compatibility guidelines, opportunities for providing screening from adjacent sensitive uses, buffering, separation distances and availability of space to temporarily store vehicles.

For similar reasons, the City should consider identifying locations where stand alone **car wash establishments** could be located and permitted as of right to serve the needs of its population in the future.

Auto Body repair shops are currently only permitted in the RIND zone in By-law 278-96 (at 115 and 125 16th Avenue), and through site specific zoning amendments at a number of other locations in the City. Automotive body shops which provide for major repairs and painting will be required in the future, particularly as the population grows. The City should consider where this use could be appropriately located, particularly where heavier industrial uses are currently permitted.

It is likely that the decoupling of **auto dealer showrooms and car rental offices** from the storage and servicing of vehicles, which is already taking place in many cities in North America, will continue in the future. As work on the new comprehensive zoning by-law continues, the City may wish to consider allowing automotive dealer showrooms and rental offices along traditional retail strips, but not the storage and servicing of vehicles, which could be situated in locations that are better separated from adjacent residential areas or other sensitive uses. This appears to be the intent behind draft OPA 18.1, at least in part, and could be explored further.

Car share and cellular application enabled vehicle rental stalls also help to augment the existing multi-modal transit system and should be provided in some capacity in areas accessible to public transportation, mixed-use and commercial nodes.

Vehicle storage facility, as defined in this paper, covers a range of functions and should be accommodated as of right in appropriate locations. One type of vehicle storage which may gain significance in the future, particularly with the anticipated introduction of autonomous vehicles, which may not be individually owned, should be considered where similar uses are located, and perhaps in areas adjacent to rapid transit stations, depending how demand evolves.

Automotive Hub

A number of vehicle dealerships and automotive uses are located in proximity to Yonge Street and Elgin Mills Road. Automotive uses and facilities, such as dealerships, automotive rental services and automotive repair facilities are often clustered together as means of providing convenient and accessible sales and service to customers and businesses. The development of additional automotive hubs and/or auto malls may provide support to various automotive uses in Richmond Hill. An automotive hub could also support heavy automotive uses including automotive body repair and vehicle storage facilities which would benefit from co-location in an area free from potential conflict with sensitive land uses. In addition to the Newkirk Business Park, there may be additional locations for this type of clustering of auto related uses, which should be explored in the next stages of the development comprehensive zoning by-law process.

Ensure Appropriate Transition Standards between Automotive and Sensitive Land Uses

The comprehensive By-law should ensure that zoning by-law standards require sufficient setbacks between all parking and loading facilities to ensure compatibility between automotive commercial, residential and other sensitive issues.

Lot frontage and minimum lot area requirements can provide sufficient areas for onsite operations. These standards can also serve to limit the location of vehicle repair, body shop and storage uses which are not compatible in most intensification or mixed-use areas.

Significant rear and side yard setbacks to residential uses help to maintain an appropriate relationship between fuel stations, dealership and repair uses and residential uses. Minimum landscape requirements and buffers also may help to achieve the City's urban design guidelines regarding site circulation, pedestrian pathways and the design of parking areas.

7.0 Conclusion

This study recommends the harmonization of the City's regulatory framework and considers appropriate permissions for the location of various automotive commercial uses as well as applicable by-law standards to ensure land use compatibility, good urban design and public safety. Generally, the City of Richmond Hill should maintain a similar approach to land use control which seeks to avoid the location of incompatible land uses in proximity to sensitive residential areas, ensure a high degree of accessibility to these commercial uses, avoid transportation conflicts and reduce outside traffic incursions within existing employment lands.

We recommend a simplified regulatory framework that is generally aligned with the existing land use and urban design objectives of the Official Plan which are supportive of good planning throughout the City. We note that wider access to cellular application-

supported car rental and car share will support greater transportation options throughout the City and wider region.