

Attn: Kelly Patzer, Zoning Inspector III, Senior Bylaw
Planning and Building Services

Committee of Adjustment

City of Guelph

Planning Services Division

1 Carden Street, 3rd Floor

Guelph, ON

N1H 3A1

RE: 595 Elmira Road N, Guelph, Cowie Capital Partners Inc.; Minor Variance Application
Site Plan File No. SP22-098

Armstrong Planning & Project Management is acting as agent on behalf of Cowie Capital Partners Inc. in support of the redevelopment of lands known municipally as 595 Elmira Road North, Guelph (the Site). The site is legally described as: Part Lot 1, Concession 6, Division D, City of Guelph (formerly Township of Guelph, County of Wellington). It has approximately 86 m of frontage on Elmira Road North. The third Site Plan Application was (re)submitted on June 23rd, 2023 and as per the comments a minor variance application is required in support of certain variances required to allow the proposed addition; these variances are related to parking, height, bicycle parking and electric vehicle parking..

The subject site is located on the east side of Elmira Road North, north of Woodlawn Road West (Figure 1). Land uses and built form characteristics in the surrounding area include (see Figure 1, Site Context):

- North: Industrial/storage 1-2 storey building.
- South: Commercial buildings, Parking Lot.
- East: Commercial buildings, Parking Lot.
- West: Elmira Road North, commercial buildings, Parking Lot.

The site was initially purchased by the current owner, Cowie Capital Partners Inc., on July 1st, 1996, and has been operating as a self-storage site since 1987. The site is currently developed as a self-storage facility and comprises twelve (12) one-story buildings (see Figure 2, Existing Site Plan). Visitor parking is located adjacent to Elmira Road North, and the main office is situated to the west of the site adjacent to the additional visitors parking to the west of the site. Additional parking for tenants and facility users is provided within the site premises. Currently, the Site is the subject of a Site Plan Amendment application (City of Guelph Site Plan File SP22-098). If approved, this application will entail the demolition of three existing single-storey buildings, and their replacement by a new four-storey

building in the southwest corner of the site. The proposed addition will incorporate a landscaping buffer along Elmira Road North and the southern border of the site, adjacent to the parking lot in the south. Additionally, it will provide spaces for visitor parking along the Elmira Road North frontage (see proposed Site Plan, Figure 3)

On April 18, 2023, the City of Guelph Council approved the new Zoning By-law (2023)-20790. This Zoning Bylaw is currently under appeal, which means that any application made during the appeal period must comply with both Zoning By-laws: (1995)-14864 and (2023)-20790. Therefore, to support the proposed minor variance application, the City of Guelph has identified five variances that address proposed parking, height and bicycle parking as provided on site. Prior to and in support of our ultimate site plan approval, we are requesting the following minor variances (refer to Figures 3 and 4):

CITY OF GUELPH BY-LAW (1995)-14864

1. The minimum required parking space for Storage Facility is 1 per 50 m² G.F.A.
(96 spaces are required on site including 84 for the proposed addition)

- 50 Parking Spaces are proposed on site.

[By-Law (1995)-14864– Section 4.13.4.2]

CITY OF GUELPH BY-LAW (2023)-20790

2. The minimum required parking space for Storage Facility is 1 per 100 m² G.F.A.
(54 spaces are required on site including 42 for proposed addition)

- 50 Parking Spaces are proposed on site.

[By-Law (2023)-20790– Table 5.3]

3. The maximum building height is 3 Storeys.

- The proposed building height is 4 Storeys.

[By-Law (2023)-20790– Table 8.7]

4. A minimum of 25% of bicycle parking, short-term must be weather protected.

- None of the short term bicycle parking is weather protected.

[[by-law (2023)-2079 – Section 5.8.1(b)(ii)]

5. For any non-residential use, a minimum of 10% of required parking spaces shall be provided as electric vehicle parking spaces and a minimum of 20% of required parking spaces shall be provided as designated electric vehicle parking spaces.

- The proposed electric vehicle parking provided on site is zero percent (0%) and zero designated electric vehicle parking spaces have been provided.

[By-law (2023)-20790 – Section 5.9(c)]

Generally, these five (5) variances fall within 3 categories discussed in more detail below:

1. Parking;
2. Building Height; and
3. Bicycle Parking.

1. Parking (3 Variances; By-law (1995)-14864 & (2023)-20790)

The proposed infill development requires three variances related to on site parking including (1) to allow a reduced parking supply on site and (2) to allow for the provision of no electric vehicle parking or designated electric vehicle spaces on site. Specifically, the minimum number of parking spaces required for a Storage Facility under ZBL 1995-14864, is 84 parking spaces and the minimum number of parking spaces required for a Storage Facility under ZBL 2023-20790 is 54 parking spaces. Fifty (50) parking spaces are proposed. In addition, 5 electric vehicle parking spaces and 10 designated electric vehicle parking spaces are required on site and zero are provided.

Parking requirements are calculated as follows:

1. Proposed GFA 10,287.0 sqm
Parking Required as per **1995-14864**:
Existing GFA: 12 Spaces (for 6,089.1sqm; as per By-law 1980-10353)
New GFA: 84 Spaces (for 4,197.9sqm of New GFA)
TOTAL PARKING REQUIRED: 96 Spaces
2. Parking Required as per **2023-20790**:
Existing GFA: 12 Spaces (for 6,089.1sqm; as per By-law 1980-10353)
New GFA: 42 Spaces (for 4,197.9sqm of New GFA)
TOTAL PARKING REQUIRED: 54 Spaces
3. Electric Vehicle Parking
10% of all parking provided as electric vehicle parking spaces: 5 spaces
20% of all parking provided as designated electric vehicle parking spaces: 10 spaces

A parking study was conducted by Paradigm Transportation Solutions Limited for this site (dated June 21, 2022), was meant to confirm parking demand and to evaluate the sufficiency of the proposed parking supply for this storage facility. Paradigm determined that:

“The weekly average parking demand is noted to be 0.10 spaces per 1,000 sqft GFA and 85th percentile parking of 0.25 space per 1,000 sqft GFA. Applying the published data to the 110,994 sqft GFA for the subject site results in a potential demand of 11 to 28 spaces, 27 to 44 spaces less than the 55 spaces proposed on-site.”

Since this report was completed in June 2022, and as the project team progressed through the site plan approval process, total GFA within the building has decreased by +/-265sqft (+/-25sqm) and the total parking proposed on site has decreased to 50 spaces. This reduction in the proposed parking on site continues to far exceed the required parking as determined by Paradigm (which is 11-28 spaces).

Based on Paradigm's study, the site meets and exceeds the minimum required parking for the Self Storage use existing and proposed on site. This report, entitled "Self-Storage Facility, 595 Elmira Road North, Guelph - Parking Study" is included in this submission for your consideration. Paradigm's conclusion states:

"The proposed parking supply is higher than the maximum parking demand observed at the existing facility, parking requirements based on Guelph Zoning By-law 1980-10353, ITE parking rates for self-storage facilities, and parking requirements in the other Ontario municipalities. Based on these considerations, it is reasonable to conclude that the proposed parking supply for the subject facility would be sufficient to meet the actual parking demand."

NOTE to Reader: 1980-10353 is a site-specific by-law that requires a minimum of 12 parking spaces for the existing Self Storage use on site. This is equivalent to a rate of 1 parking space per 507sqm. Extending this rate to the addition would require a minimum of 20 parking spaces on site whereas 50 are proposed.

The Paradigm report suggest that the entire site can operate successfully with the provision of 11-28 parking spaces; the owner has provided 50 parking spaces which far exceeds expected demand and as a result, no impacts from the reduced parking rate are expected within the site (likewise, no impacts are expected off site on adjacent City streets).

Finally, Self Storage facilities have a specific user that comes and goes in quick succession; often times pulling up directly in front of their storage unit, or into the loading bay. On site parking, in designated parking spaces, is rarely used. The provision of electric vehicle infrastructure and designated electric vehicle parking spaces is not likely to be used as there will be no demand on site from users who don't generally stay on-site long enough to charge an electric vehicle.

It is our professional opinion that the three variances discussed above represent good planning, meet the intent of the Official Plan and Zoning By-law, are desirable and are minor in nature.

2. Height (1 Variance; By-law (2023)-20790)

The proposed redevelopment requires one variance related to building height. A zoning review completed for the proposed development stated that the maximum permitted building height (according to the 2023 CZBL; table 8.7:SC zone: building regulations) is 3-

storeys, while the proposed building height is 4-storeys and +/-16.7 m (+/- 55 feet).

The proposed height represents the client's desire to maximize use of the site to meet client demand for self-storage space. The 4-storeys, as requested, has been contemplated since the first formal application was made on July 11, 2022; since then and because the site plan was not finalized before the comprehensive by-law was adopted by Council (although appealed) we now need to request a variance to allow the 4-storey height as originally contemplated. The proposed addition has been designed to mitigate impact on adjacent properties by incorporating a +/- 17m setback from the front property line (west) and 3 m setback to the south property line.

The new building is appropriate to the context of the area and does not negatively impact the existing neighborhood. The proposed redevelopment represents appropriate infill in relation to the height, massing and scale of nearby properties.

It is our professional opinion that the proposed variance represents good planning, meets the intent of the official plan and zoning by-law, is desirable and is minor in nature.

3. Bicycle Parking (1 Variance; By-law (2023)-20790)

The proposed addition requires one variance that relates to the provision of bicycle parking on site. Specifically, the by-law requires that 25% of short term bicycle parking spaces have weather protection. The proposed addition requires 2 short term bicycle parking spaces one of which would require weather protection ($2 \times .25 = 0.5$, rounded up to 1). Due to the nature of the proposed use it is not practical for users of the self storage facility to access their unit with a bike. The typical self-storage user will be bringing large objects to and from the site and it is not usually ideal (or safe) to transport such items on a bike. If, however, a user does bring a bike to the site and is carrying a load that will be deposited within their unit, it is not likely that the bike will be parked in a visitor bike parking space. It is more likely for the user to drive their bike to their unit and offload/reload directly from their unit. Although 5 visitor bicycle parking spaces are being provided (to meet the requirements of by-law 1995-14864) it is expected that demand for these spaces will be very low.

It is our professional opinion that the proposed variance represents good planning, meets the intent of the official plan and zoning by-law, is desirable and is minor in nature.

The proposed infill development has been thoughtfully designed to maximize use of the existing site, does not negatively impact its neighbors and represents good planning.

It is our professional opinion that these five (5) minor variances being requested through this application meet the four tests outlined in Section 45 of the Planning Act. Individually and cumulatively the variances meet the intent of the Official Plan and Zoning by-law, are desirable for the development of the neighborhood, are minor and should be approved.

In support of this application for Minor Variance please find the following materials and reports enclosed:

- Complete Application Form (Online);
- Complete Application Checklist;
- Staff Zoning Review Comments by City of Guelph dated July 26, 2023;
- Existing Site Plan (including site statistics by Kevin Manuel Architects dated Dec 15, 2021; fifth revision June 10, 2023);
- Building Information by REINDERS + LAW Ltd. Architects dated November 16, 2022;
- Self-Storage Facility Parking Study, by Paradigm Transportation Solutions Limited dated June 21, 2022;

Should you have any questions or comments on this minor variance application or on the enclosed materials please do not hesitate to contact the undersigned.

Regards,



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Cc: Matthew Midgley, Cowie Capital