

# 8261 Highway 50 Minor Variance Application

**File No. MV 160/22**

**April 4, 2024**

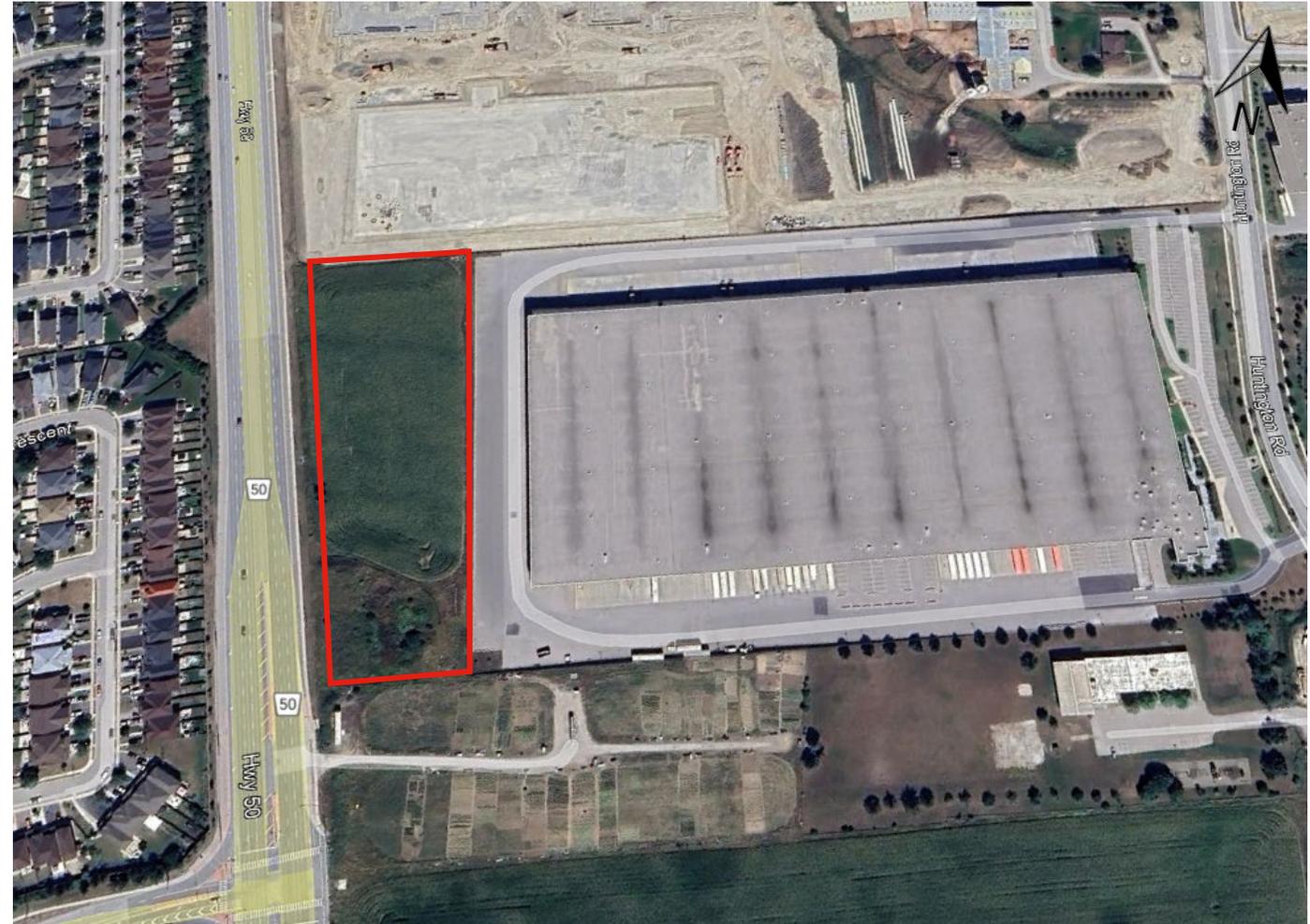
# Agenda

- 1 **Site Location**
- 2 **Subject Site Zoning**
- 3 **Proposed Self-Storage Facility**
- 4 **Requested Variances – Zoning By-Law 001-2021**
- 5 **Requested Variances – Zoning By-Law 1-88**
- 6 **Justification of the Requested Variances**
- 7 **Conclusion**

# Subject Site

## 8261 Highway 50

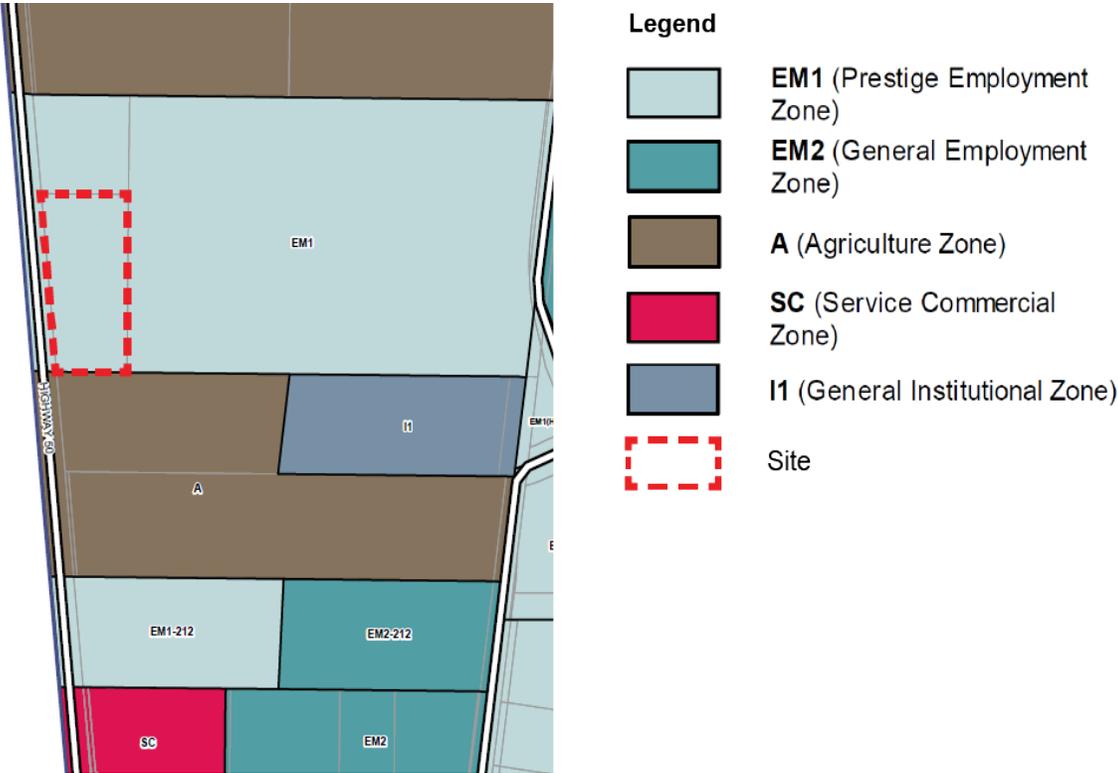
- Vacant 1.2 hectare (2.98 acres)\*  
\* After conveyance of ~0.4 hectares to Region for road widening
- Located south of Langstaff Road and north of Ebenezer Road
- Designated 'Prestige Employment'



# Current Zoning

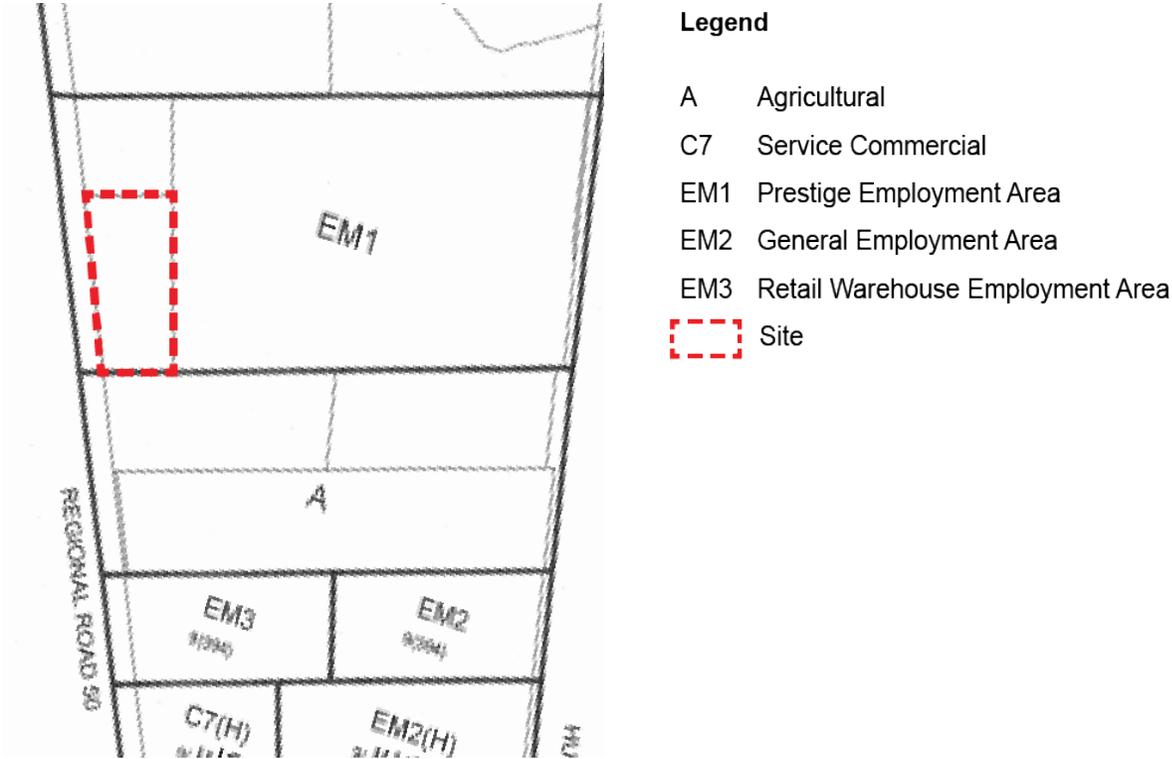
## Zoning By-Law 001-2021

- Prestige Employment Area (EM1)



## Zoning By-Law 1-88

- Prestige Employment Area (EM1)



# Proposed Vaultra Self-Storage Facility

- 8261 Highway 50 Limited (c/o Vaultra Asset Management) is proposing to develop a prestige self-storage facility on the site.
- Vaultra is an experienced Canadian-owned developer and operator of premium self-storage facilities.
- Self storage facilities provide an important service to:
  - **Households:** short-term storage of seasonal or personal items (including students) and longer-term storage of collections or belongings.
  - **Businesses and Institutions:** short and longer-term storage of goods, merchandise, business records, tools, equipment, furniture/fixtures, seasonal inventory, etc.
    - Supports the growing work from home sector; and
    - Supports continued growth of e-commerce businesses requiring storage, as a result of COVID-19 and other industry trends.



Vaultra Self-Storage Facilities - Serving Businesses, Institutions and Households

# Proposed Self-Storage Facility

## Gross Floor Area: 12,832.51 m<sup>2</sup>

- Building A - Main: 11,159.50 m<sup>2</sup>
- Building B & C: 475.26 m<sup>2</sup>
- Building D: 393.79 m<sup>2</sup>
- Building E: 328.70 m<sup>2</sup>

## Building Heights:

- Building A - Main: 4 storeys
- Buildings B to E: 1 storey

## Car Parking Spaces: 26 spaces

- Standard: 24 spaces (2 inside main building)
- Barrier Free: 2 spaces

## Loading Spaces:

- 1 Type B (inside main building)

## Bicycle Parking Spaces:

- 6 spaces



HIGHWAY 50 STORAGE - EXTERIOR DESIGN CONCEPT  
HIGHWAY 50, VAUGHAN, ONTARIO  
FEBRUARY 25, 2022



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# Required Variances

Minor relief from provisions within Zoning By-laws 001-2021 and 1-88 is required:

- Parking Spaces (number and size);
- Loading Space (number, size and location);
- Setback to Bicycle Parking;
- Location of Waste Storage;
- Rear and Interior Yard Setbacks;
- Width of landscape strip fronting Highway 50; and
- Retaining Wall Setbacks.

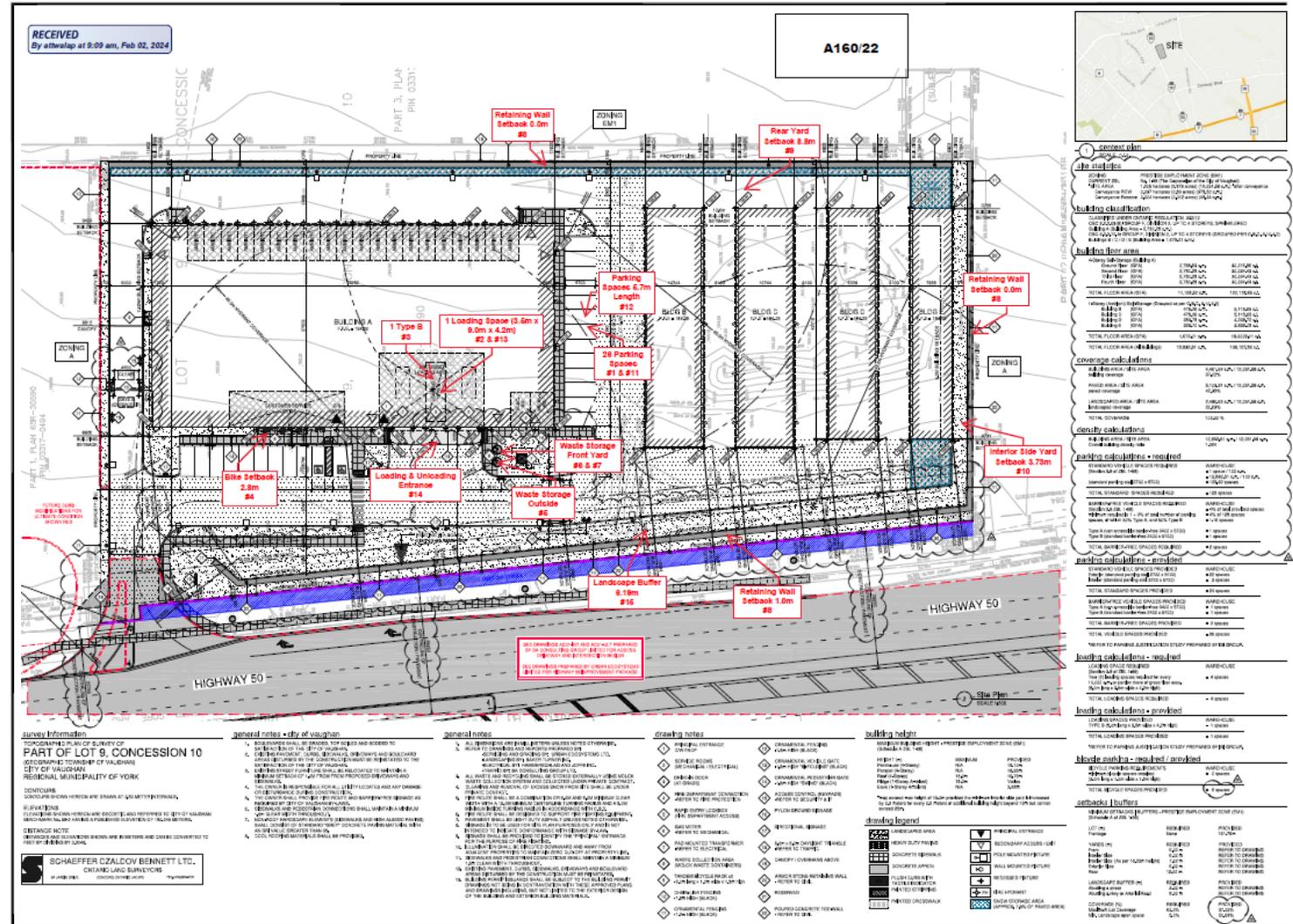


PHOTO McCANN ARCHITECTS

VAUGHAN ASSOCIATES

Vault Storage

Site Plan

20056

A1.0

# Requested Variances – Zoning By-Law 001-2021

|         | Variance Description                                 | Required  | Proposed   |
|---------|--|---|--|
| 1       | Required Parking Spaces                              | 68 parking spaces   | 26 parking spaces  |
| 2, 3    | Loading Space  | 1 Type A loading spaces<br>(3.5 m x 17 m x 4.4 m)<br><br>3 Type B loading spaces<br>(3.5m x 9 m x 4.2 m)  | 1 Type B loading space   |
| 4       | Short-Term Bicycle Parking Setback from Parking Area | 3.0 m   | 2.8 m  |
| 5, 6, 7 | Waste Storage  | Located within a building or waste storage enclosure<br><br>No waste storage enclosures in front yard and exterior side yard<br><br>Waste storage enclosure defined | Located outside of the building in the front yard  |
| 8       | Retaining Wall Setback from the Property Line        | 1.0 m for every 1.0 m of height of wall   | Retaining wall of various heights between 1.0 m and 2.4 m to be setback 0.0 m from interior and rear lot lines and 1.0 m from front lot line |

# Requested Variances – Zoning By-Law 1-88

|    | Variance Description   | Required  | Proposed  |
|----|--|---|---|
| 9  | Rear Yard Setback (minimum)  | 12.0 m  | 8.8 m   |
| 10 | Interior Side Yard Setback (minimum)   | 6.0 m   | 3.73 m  |
| 11 | Parking Spaces   | 132 parking spaces                              | 26 parking spaces   |
| 12 | Parking Space Length (standard and accessible)                                   | 6.0 m   | 5.7 m   |
| 13 | Loading Spaces   | 4 loading spaces                                | 1 loading space   |
| 14 | Loading and Unloading Location   | Not to be located between a building and street | Doors to an enclosed loading and unloading area is proposed between the building and Highway 50 |
| 15 | Strip of Land Along a Lot Line Abutting a Provincial Highway or an Arterial Road | 9 m   | 6.19 m  |

# Relief from Parking Standards

1. ZBL 001-2021 requires a minimum of 68 parking spaces, whereas 26 parking spaces are proposed.
11. ZBL 1-88 requires a minimum of 132 parking spaces, whereas 26 parking spaces are proposed.
  - Typically, a Vaultra self-storage facility will have less than 15 customer visits per day – spread throughout the day.
  - The facility typically has only one (1) staff member on site at a time.
  - Based on Vaultra's vast development and operating experience, the parking justification study and proxy surveys, the proposed 26 parking spaces will more than adequately meet self-storage customer and employee demands.
12. ZBL 1-88 requires a minimum parking space length and minimum accessible parking space length of 6.0 m, whereas a length of 5.7 m is proposed.
  - The proposed parking spot length is adequate to meet the needs of users/drivers
  - Complies with the requirements of the new ZBL 001-2021

# Relief from Loading Standards

2. ZBL 001-2021 requires a minimum of 1 Type A loading space dimensioned at 3.5 m wide by 17 m long by 4.4 m high and 3 Type B loading spaces dimensioned at 3.5 m wide by 11 m long by 4.0 m high, whereas 1 loading space dimensioned at 3.5 m wide by 9 m long by 4.2 m high is proposed.
3. ZBL 001-2001 requires a minimum of 1 Type A and 3 Type B loading spaces, whereas 1 Type B loading space is proposed.
13. ZBL 1-88 requires a minimum of 4 loading spaces whereas 1 loading space is proposed.
14. ZBL 1-88 requires loading and unloading to not be located between a building and street, whereas doors to an enclosed loading and unloading area is proposed between the building and Highway 50.
  - Majority of customers will utilize the three interior parking spaces or the standard parking spaces provided in the surface lots for loading/unloading purposes
  - The one (1) proposed loading space dimensioned 3.5 m wide x 9.0 m long and x 4.2 m high is appropriate for the needs of Vultra's customers
  - The proposed overhead doors will be an attractive mix of glazing and metal that will compliment the other proposed building materials and will be closed, except for very short periods throughout the day, and read as part of the building wall/façade
  - The operational security requirements of Vultra which require gated access to the one-storey buildings and therefore it is not possible to move the Building A access doors to the sides of the building.

# Relief of Setback for Short-Term Bicycle Parking

4. ZBL 001-2021 requires a short-term bicycle parking space to have a minimum setback of 3.0 m from a parking area, whereas a short-term bicycle parking space is proposed to have a minimum setback of 2.8 m from the parking area.

- The bicycle parking is proposed to be accommodated at the main entrance of Building A within a 3.5 m wide entrance area that is defined with pavers.
- The tandem bicycle racks are aligned parallel with the building, with the outer edge located approximately 2.8 m from the curb to the parking area
- This width provides for a safe distance to separate bike parking activities and people parking their cars.

# Location of Waste Storage

5. ZBL 001-2021 requires waste storage to be wholly located within a building within a waste storage enclosure or within a private garage, whereas waste storage is proposed to be located outside of the building in the front yard.
6. ZBL 001-2021 prohibits waste storage enclosures in any part of a front yard and exterior side yard, whereas a waste storage enclosure is proposed to be located in the front yard.
7. ZBL 001-2021 waste storage area does not meet the definition of waste storage enclosure, whereas waste storage is proposed to be located in the front yard.
  - A small, discrete Mulock waste storage system and collection area is proposed directly outside of the main the building, near the doors to the enclosed loading area.
  - It is within the front yard but will be largely screened from view from Highway 50 with the retaining wall and landscaping.
  - The Mulock containers must be located in a publicly accessible area, and therefore cannot be located in the building or at the rear within the gated/secure area.



Example of Mulock Waste Bins

# Relief from Setbacks

## Rear Yard Setback

9. ZBL 1-88 requires a minimum rear yard of 12.0 metres, whereas a minimum rear yard of 8.8 m is proposed.
- The proposed minimum rear yard setback of 10.8 m exceeds the requirements of the new ZBL 001-2021, which requires a minimum rear yard setback of 7.5m within the 'EM1' zone.
  - Provides adequate separation between the industrial lands to the east.

## Interior Side Yard Setback

10. ZBL 1-88 requires a minimum interior side yard of 6.0 metres, whereas a minimum interior side yard of 3.73 m is proposed.
- The proposed minimum interior (south) yard setback 3.73 m exceeds the requirements of the new ZBL 001-2021, which requires a minimum interior side yard setback of 3.0 m within the 'EM1' zone
  - Provides adequate separation between the industrial lands to the south

## Front Landscaping Strip

15. ZBL 1-88 requires a strip of land not less than 9 m be provided along a lot line abutting a provincial highway or an arterial road, whereas a strip of land not less than 6.19 m is proposed along Highway 50.
- Required due to land conveyance (and meets new ZBL requirements).

# Relief from Landscape Strip and Retaining Wall Setbacks

8. ZBL 001-2021 requires retaining walls to be set back 1.0 m from a property line for every 1.0 m of height of wall, whereas the proposed retaining wall will abut the rear (east) and south (side) property lines with 0.0 m setback and reach heights of up to 1.5 m and it will be set back a minimum of 1.5 m from the front (west) property line and reach heights of 2.4 m.

- The proposed retaining walls will not encroach onto neighbouring properties.
- Reduced setbacks required given site topography and drainage requirements – and land conveyance for road widening along the west abutting Highway 50.



Example of Armour Stone Retaining Wall and Landscaping

# Conclusion

The requested reliefs to the Zoning By-Law will facilitate:

- The efficient use and development of the site
- The approval of the SPA application (pending conditions of approval)

The proposed development and requested minor variance satisfies the four (4) tests prescribed by Section 45(1) of the Planning Act as it is:

- Minor in nature
- Desirable for the appropriate development and use of the land
- Maintains the general intent and purpose of the Zoning By-law
- Maintains the general intent and purpose of the Official Plan.

We respectfully seek approval of File MV 160/22 to grant relief from Zoning By-Law 001-2021 and 1-88.

**Thank you.**