



STAFF REPORT

FUNCTION: Committee of Adjustment

CHAIR: Cindy Tremblay

DATE: May 30, 2019

REPORT NO.: **PL-2019-43**
Minor Variance Application A.10/2019
1000 William Street

RECOMMENDATION:

The Planning and Building Services Department supports the request for Minor Variance Application A.10/2019 respecting the property at 1000 William Street for the following Variances:

- To decrease the number of parking spaces required from 86 spaces to 64 spaces
- To decrease the required interior yard setback from 6.0 metres to 4.5 metres

In order to permit the development of a new self storage facility, subject to the following Condition:

1. That the Applicant obtains Site Plan Approval within one (1) year of the date of Committee decision.

BACKGROUND:

The Town received an application for a Minor Variance on April 30, 2019 for the property located at 1000 William Street. The property is legally described as Part Lot 100, Concession 2 (former Tay), more particularly described as Part 1, Reference Plan 51R-6958 located in the Town of Midland. The property is located on the west side of William Street, approximately midway between Whitfield Crescent and Albert Street. See Attachment #1 for the Location Map.

The property is a through lot with a frontage of 60.96 metres on both William Street and Whitfield Crescent, a depth of 149.35 metres and an approximate area of 0.91 hectares. The Applicant has applied for Site Plan Approval with respect to the subject property for the development of a self-storage facility with eight (8) 1-storey buildings and an associated gravel parking area. The Applicant has requested the Minor Variance herein to obtain Site Plan Approval and address the Zoning By-law deficiencies contained in the Site Plan.

Surrounding Land Uses:

North: Industrial
South: Industrial
East: Industrial
West: Industrial

The subject Application requests approval to construct a self-storage facility with eight (8) 1-storey buildings and an associated gravel parking area (Attachment #2). The site is proposed to be accessed through an entrance on William Street and an entrance on Whitfield Crescent. The Applicant is requesting a reduction in the required number of parking spaces for the development from 86 spaces to 64 spaces. The Applicant is also proposing an interior yard setback of 4.5 metres on the south side whereas 6.0 metres is required, a Variance of 1.5 metres.

Provincial Policy Statement, 2014

Section 3 of the *Planning Act* states that all planning applications must be consistent with the Provincial Policy Statement. The Provincial Policy Statement states that settlement areas are to be the focus of growth and development. Intensification is encouraged and infilling is a form of intensification. Section 1.6.8 requires that planning authorities, like the Town of Midland, plan and protect corridors and rights-of-ways for transportation systems to meet current and projected needs and that major goods movement facilities and corridors be protected for the long term.

Growth Plan for the Greater Golden Horseshoe

Section 14(1) of the *Places to Grow Act, 2005* requires that all decisions under the Planning Act shall conform to the Growth Plan for the Greater Golden Horseshoe. A new Growth Plan came into full force and effect on May 16, 2019. Generally, the Growth Plan directs growth to built-up areas within communities that have the capacities to accommodate the growth and development and requires intensification of development and greater densities within communities to create more compact, vibrant and complete communities. Section 3.2.2 of the Growth Plan provides policy direction for the integration of land use and transportation system planning, adopting a complete streets design approach, and planning for the proper management of the system to move both people and goods in an efficient manner.

County of Simcoe Official Plan

The Town of Midland is designated as a “SETTLEMENT AREA” in the County’s Official Plan. The County Official Plan generally indicates that settlements should be the focus of growth and that compact form that provides efficient use of land on full services should be promoted.

Town of Midland Official Plan

The subject property is designated **EMPLOYMENT AREAS** on Schedule “A”. William Street south of Highway 12 and Whitfield Crescent are both designated as a “Local Road” on Schedule “C” to the Town’s Official Plan. The Employment Area designation identifies a range of areas within the Town for business and commercial uses, industry and compatible community and institutional uses. Local roads are intended to accommodate low volumes of traffic and typically serve only abutting properties.

Section 3.1.5 a) of the Official Plan encourages building design, location and treatment that is complimentary to surrounding uses and that buildings are to present a best face forward design approach including landscaping to heighten the aesthetic appeal of the location and commercial area. Section 3.1.5 b) states that adequate parking and loading facilities are to be provided on site and shared access and parking for adjacent developments is encouraged including shared internal driveways to reduce the need and use of local streets.

Zoning By-law 2004-90, as amended

The property is zoned **Industrial – M1** in Zoning By-law 2004-90. The “M1” zone permits a range of industrial uses including Self-Storage Units. The development will comply with all provisions of the “M1” zone except for the interior yard setback, where 6.0 metres is required, and 4.5 metres is proposed, a Variance of 1.5 metres, and is proposing 64 parking spaces where 86 spaces are required, a Variance of 22 spaces.

In Section 4 of the By-law, Table 4.1 sets out the parking and loading standards for new development in the Town. Self Storage Units are not a specified use listed in Table 4.1 and as such fall under ‘Industrial use not specifically listed in this Section’ which requires 1 parking space for every 40 square metres of Gross Floor Area (GFA). Based on the proposed GFA, the subject development will require 86 parking spaces, whereas 64 parking spaces are proposed at a ratio of 1 parking space for every 54 square metres of GFA.

Departmental and Agency Comments

June 6, 2019 - Director of Engineering, Water and Wastewater

1. No comment.

June 7, 2019 - Director of Operations, Parks and Facilities

1. No issues.

ANALYSIS:

The Application requests a Variance to decrease the number of parking spaces required from 86 spaces to 64 spaces to permit the proposed self storage development. This reduction of spaces represents a standard of 1 space for every 54 square metres for the overall site. The Application is also requesting a reduction in the interior yard setback for the south side of the site from 6.0 metres to 4.5 metres.

The *Planning Act* sets out four tests that must be met by Minor Variances. The four tests are set out below along with the Staff analysis and opinion regarding the subject application request.

Is the Variance Minor?

When determining if a Variance is minor or not, it is not a simple numerical calculation. Staff are of the opinion that the Town’s parking standards, which have not been significantly reviewed or updated since 1979, are outdated and do not represent current standards in Ontario and generally do not represent best practices for managing parking. Furthermore, self storage units are not a defined use within the By-law’s required parking table and the

‘industrial use not otherwise specified’ ratio that has been applied to the site does not reflect the reality of parking requirements for self storage units.

According to the Institute of *Transportation Engineer’s Parking Generation (4th edition)*, a self storage facility on a weekly 85th percentile would generate only 1.8 parking spaces per 1000 square metres. Applying this ratio to the proposed development, the proposed development would only generate a demand of approximately 7 spaces. The proposed 64 parking spaces is a significant oversupply.

Staff have also completed a brief survey of Zoning By-laws in Ontario that have specified parking requirements for self storage units in Table 1 below.

Table 1 Self Storage Zoning Review

Municipality	By-law Requirement	Applied to the Subject Development
Innisfil	1 per 650 square metres	5 spaces
Barrie	1 per 500 square metres	7 spaces
Collingwood	2 spaces per 100 m2 GFA for the accessory office space	1 space
Clearview	1 per 500 square metres	7 spaces

From reviewing the data from a traffic generation perspective and Zoning By-law standards of other municipalities, the proposed 64 parking spaces is a significant oversupply in both respects. Given the above, the requested Variance for parking is minor in the context of the site and its use and more than enough parking is provided adequately on-site.

The requested Variance for interior yard setback from 6.0 metres to 4.5 metres is a reduction of 1.5 metres which represents 25% of the By-law requirement. The southern side of the site, where the Variance is required, will be adjacent to the parking lot of industrial properties. A reduction in the interior yard setback in this location will not have an impact on the adjacent land use. The impact will be further mitigated with the proposed bioswale buffer and the proposed fencing. For these reasons, it is the opinion of Staff that the Variances are minor in nature.

Is the Variance desirable for the appropriate development of the land?

The proposed Variance will permit the development of the subject property for its planned and zoned use. The proposed site plan will provide a reasonable development plan that suits the site and the context and is compatible with surrounding uses. The requested Variance will permit an efficient building layout of the site and assist in solving the grade challenges of the site. Therefore, it is the opinion of Staff that the Variance is desirable for the appropriate development of the land.

Maintains the general intent and purpose of the Zoning By-law?

The primary objective of the parking ratio standards of the Zoning By-law is to ensure that sufficient area and spaces are provided such that the parking demand generated on site can be met. It is Staff’s opinion that the parking spaces proposed will ensure that all parking generated can be accommodated on-site and will not generate on street parking. The requested Variance for setback also meets the intent of the Zoning By-law which is to ensure

appropriate separation distance between buildings. Therefore, it is Staff's conclusion that the general intent and purpose of the Zoning By-law will be maintained.

Maintains the general intent and purpose of the Official Plan?

The Official Plan identifies the subject property as a location for new employment uses in the Town. The Employment Area development policies require that adequate parking facilities be provided on site. Staff is of the opinion that proposed development provides adequate parking for its intended use. The requested setback reduction also maintains the intent of the Employment Area which is to ensure building design, location, and treatment are complementary to surrounding uses. It is the opinion of Staff that the application maintains the intent and purpose of the OP.

CONCLUSIONS:

Based on a review of the Variance request, it is the opinion of Planning and Building Services that the Application maintains the intent and purpose of the Official Plan and Zoning By-law, is a desirable and appropriate for the use and development of the site , and the Variance is minor in nature. Therefore, Planning and Building Services are supportive of the Application, subject to the following condition:

1. That the Applicant obtains Site Plan Approval within one (1) year of the date of Committee decision.

FINANCIAL IMPACT:

There is no direct financial impact of this report.

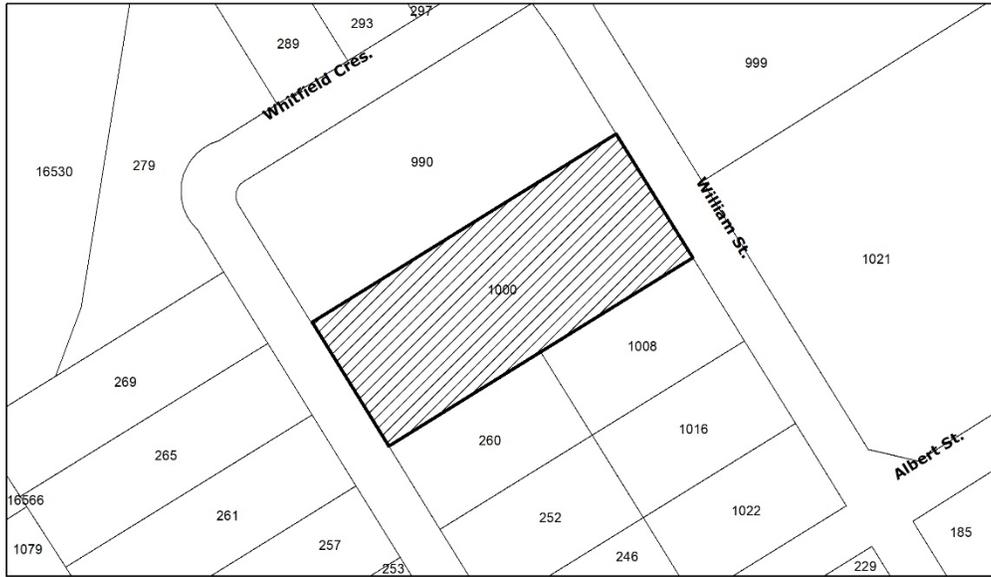
Prepared by: Angela Zhao, Planner

Attachments

#1: Location Map

#2: Proposed Site Plan

Attachment #1: Location Map



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1000 William Street



