

Self-Storage Facilities Policy Review Report

July
2023

City of Hamilton

Date:

July 11, 2023

Prepared for:

The City of Hamilton

Prepared by:

MacNaughton Hermsen Britton
Clarkson Planning Limited
442 Brant Street, Suite 204
Burlington ON L7R 2G4
T: 905 639 8686
F: 905 761 5589

Our file: 0727AW

CONTENTS

1 Overview of the Project 1

2 Evolution and Demand of Self-Storage Facilities 1

3 Self-Storage in the Hamilton Context 3

 3.1 Policy Framework 3

 3.2 Existing Self-Storage Facilities and Development Patterns 8

 3.3 Local Case Studies 10

 3.3.1 Ancaster Self Storage – 1147 Garner Road West..... 10

 3.3.2 Green Storage Hamilton – 200 Glendale Avenue North 11

 3.3.3 Bluebird Self Storage – 24 Sanford Avenue North 12

 3.3.4 Dymon Storage – 1019 Wilson Street West 14

4 Case Studies: Contemporary Storage Facilities 17

 4.1 Dymon Storage Five Point Shopping Centre – 285 Taunton Road East, Oshawa 17

 4.2 Vaultra Storage Ajax – 20 Pugsley Court, Ajax..... 21

 4.3 Dymon Storage - 3621 Dufferin Street, North York..... 24

 4.4 SmartStop Self Storage – 50 Cityview Boulevard, Vaughan 29

 4.5 Dymon Self Storage – 17615 Yonge Street, Newmarket 34

5 Zone Regulations for Consideration 37

 5.1 Self-Storage Term and Definition: 37

 5.2 Zoning for Self-Storage Facilities 38

 5.2.1 Review of Zoning Provisions 38

 5.2.2 Summary Recommendations of Zoning Provisions 54

6 Recommendations and Considerations..... 56

 6.1 Addressing Self-Storage in Official Plan 57

 6.2 Addition of Self-Storage as a Permitted Use in Various Zones 57

 6.3 Dedicated Self-Storage Use Definition 58

 6.4 Existing Zones Permitting Warehouse Use 58

 6.5 Parking 58

 6.6 Ground Floor Uses 59

 6.7 Percentage of Building Dedicated to Self-Storage Use 59

 6.8 Permissions to Incorporate Self-Storage into Mixed-Use Development 59

 6.9 Understanding City-Wide Opportunities 60

 6.10 Urban Design Guidelines 61

7 Summary 61

1 Overview of the Project

The City of Hamilton is undertaking an assessment of the self-storage use and is looking to understand how new self-storage facilities could be integrated into more urban zones and areas of the City in an appropriate manner. MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") was retained by the City of Hamilton to assist with their review of self-storage facilities.

The following report will discuss the evolution of self-storage facilities as their format, built form and design has advanced in recent years; review a variety of case studies within Hamilton and other municipalities to understand how these facilities are evaluated and regulated in various locational contexts and policy frameworks, while accommodating a variety of business models; and lastly provide recommendations for the City regarding appropriate locations, zone regulations and potential amendments.

This report provides the following:

- An overview on the evolution of self-storage facilities;
- A review of Hamilton's current policy framework surrounding the use;
- A high level review of growth and development within the City;
- A locational review of the current self-storage facilities with some local case studies;
- Case studies of contemporary self-storage facilities to understand how other municipalities are assessing and incorporating evolving styles and built form;
- A review of the zoning regulations and recommended amendments for the City's consideration; and,
- Recommendations and considerations for the City in terms of accommodating alternative forms of self-storage facilities.

2 Evolution and Demand of Self-Storage Facilities

Traditionally, self-storage facilities were designed in a manner that was easily accessible for patrons to drive directly up to their unit, park in front and load/unload their belongings. These facilities are typically located in areas designed for industrial or commercial development, away from urban areas and residential uses. Their built form is predominantly rows of one-storey linear structures with access from one or both side of the building through large overhead doors, divided by drive aisles. The entirety of the premises secured by fencing with access through a secured gate. The facilities are generally designed with an office/administrative building where small accessories such as moving supplies could be purchased. Moving truck rentals are also often seen as a subsidiary use, with trucks stored on site. These facilities often employ minimal staff and generally require limited servicing while taking up larger tracts of land.

While the traditional self-storage facilities are still commonly found, there has been an increased demand and shift in the built form and overall business model for self-storage facilities and companies. From a demand perspective, the self-storage market in North America is comprised of approximately 54,500 facilities, totalling over 3.2 billion square feet. Within Canada, it is

estimated that the current market has over 60 million square feet. As a result of the ongoing urbanization and intensification of major cities, along with the lack of available space in residential units and moving needs, the demand and use of self-storage is on the rise. According to Dymon Storage & Canadian Self Storage Association, approximately 1 in 20 Canadians use self-storage facilities, with approximately 63% utilizing it for residential uses. With Canada's population anticipated to grow by 18% over the next 20 years, the demand for self-storage is expected to surpass the current level of national supply of 2.5 square feet per capita to approximately 4.0 square feet per capita in the future.

A number of factors contribute to the rise in demand for self-storage facilities including more people working from home, an increase in downsizing, family deaths that require a place to store contents of an estate, change in family circumstances (i.e. divorce), an increase in the number of high density developments with smaller unit sizes, and an increased use by small businesses or non-profits who may not have storefront locations or are home-based businesses. As a result of the changing demands, more self-storage companies are offering modern designs and amenities contained in multi-storey buildings while providing additional accessory services. Newer self-storage facilities continue to provide varying sizes of self-storage units, and many newly built or repurposed facilities have integrated enhancements and ancillary uses such as the following:

- Interior drive-in bays for loading/unloading away from the elements;
- 24-hour secure access;
- Video security cameras;
- Fire and smoke alarm systems;
- Temperature and humidity controlled facilities;
- Boardrooms and private offices available for renting (including third party office space rentals/co-working spaces);
- Parcel receiving services;
- Moving services including transport services;
- Document shredding services;
- Mailboxes and safe deposit boxes;
- Document storage and records management services;
- Retail stores (both enhanced storage/organizational item sales as well as third party retail and service commercial uses).

Unlike traditional self-storage facilities, contemporary facilities are being integrated into more urban settings across Canada and the United States due to their enhanced design and built form. The facilities now require connection to full municipal servicing and their increased services and amenities serve a broader range of tenants and user groups. Some recent examples of contemporary self-storage facilities now indicate an opportunity to integrate the use of self-storage facilities within mixed-use buildings with other uses including retail, office and residential.

As a result of the rapid evolution of this use, its built form and ancillary uses and services offered, current zoning permissions across municipalities are often found to be outdated and require Zoning Amendments to permit the use or built form. Traditionally, self-storage facilities were identified along with warehouse or industrial uses, which is the case in the City of Hamilton. The

following sections will highlight some case studies within Hamilton and other municipalities and will examine the policy framework to assist in understanding how other municipalities have adapted or modified their zoning to accommodate. Given the relative newness of this evolving use, it has been observed that best practices have yet to be established within other municipalities across Ontario.

3 Self-Storage in the Hamilton Context

The City of Hamilton's offers a unique landscape with many different contexts with a heavy industrial presence balanced out by a desirable waterfront, naturalized areas and the escarpment. Six former communities, each with varying characteristics were amalgamated to form Hamilton as it exists today. There are rural areas to the west and south, well-established historical communities offering the small-town feel dating back to the mid-1800s such as Ancaster, Dundas and Waterdown, suburban areas south of the escarpment known as the Mountain and on the eastern end Stoney Creek, lastly, the lower city with a high concentration of established historical neighbourhoods, high density built form and the industrial area at the northern end. The City of Hamilton is a single-tier, self-sufficient and self-sustaining municipality where people live, work and play, which differentiates it from many GTA communities that are considered bedroom communities.

In a recent decision by the Province, the City's Urban Boundary was recently expanded which added approximately 2,200 hectares over six "Urban Expansion Areas". This decision, along with ongoing provincial policy changes, the demand for additional housing and development pressures are changing the City's landscape rapidly and as a result, increasing the demand and logical locations for self-storage facilities. As a result of the City's unique context and historical makeup, additional attention must be paid towards understanding the demand, appropriate locations and policy framework to ensure that contemporary self-storage facilities can be integrated into the more urban areas of the City.

3.1 Policy Framework

Official Plan:

The City's policy framework includes two Official Plans – the Rural Hamilton Official Plan ("RHOP") and the Urban Hamilton Official Plan ("UHOP"):

- The RHOP applies to land outside of the Urban Boundary and includes designations such as: agriculture, specialty crop, rural, mineral aggregate resource extraction areas, open space and utility. Uses within these designations are limited to those associated with agricultural practices, harvesting, greenhouses, resource-based commercial, and other sensitive land uses.
- The UHOP applies to land within the Urban Boundary, including the former communities of Dundas, Ancaster, Waterdown, Binbrook, and Stoney Creek. Designations in the UHOP include various residential, commercial and mixed use,

and employment areas, as well as urban nodes, urban corridors, major transit station areas and major activity centres.

- The glossary of terms does not have a particular definition that is inclusive of self-storage facilities, however, the Arterial Commercial designation permits enclosed storage including mini warehousing;
- Warehousing uses, while not defined in the Official Plan but are what facilitate self-storage facilities as defined in the Zoning By-law, are only permitted within the Employment Area and the Arterial Commercial designations.

Zoning By-law:

As a result of the amalgamation, there are still a number of Zoning By-laws from the Former Communities that apply depending on the location and type of the property. The zoning for commercial, mixed-use, transit-oriented, institutional, industrial, parks, open space uses, as well as Downtown Hamilton is regulated by the City's Comprehensive Zoning By-law No. 05-200, which came into effect on May 25, 2005. For the purposes of this report, the policy review and recommendations are based on potential future amendments to Zoning By-law No. 05-200 and not each Former Community Zoning By-law.

Upon reviewing Zoning By-law No. 05-200, self-storage facilities are not specifically defined, rather they are classified under the *warehouse* use definition which states:

"the use of building or structure, or part thereof, for the bulk storage or distribution of goods to industrial, commercial or institutional business users or other wholesalers, but shall not include the retailing of goods to the general public. A Warehouse may include a Mini Storage Facility but shall not include a Waste Management Facility, Salvage Yard or Towing Establishment. (By-law No. 10-128, May 26, 2010) (By-law No. 14-238, September 10, 2014) (By-law No. 18-219, August 17, 2018)"

Existing Zone Locations:

Currently, warehouses are permitted in several Industrial zones and the Arterial Commercial zone (M1, M2, M3, M4, M5, M6, M7, M10, M11, M13, M14, C7) and the regulations for warehouse uses in each zone would apply. Parking requirements for the warehouse use are 1 parking space per 30 m² of gross floor area that accommodates the office component of the use, there are no minimum parking requirements for the remainder of the building. Understanding that the City's direction is to maintain the existing zoning permissions for self-storage facilities in the Industrial zones, this review has not assessed the zoning provisions in the above noted zones. These areas could still permit the traditional form of mini-storage facilities or those that are more industrial in nature. In the C7 zone, while self-storage facilities are permitted through the warehouse use, this report will assess the existing provisions and permitted uses to determine if that should be updated or revised to ensure compatibility and appropriateness.

City Contemplated Zone Locations:

Through initial discussions with City staff, it is understood that the City is looking to understand how self-storage facilities could be integrated into more urban areas in an appropriate manner, whether through design or incorporated into mixed-use buildings. City Staff identified four zones within Zoning By-law No. 05-200 as potential locations to accommodate contemporary self-storage facilities as follows: three Commercial zones - Mixed Use Medium Density (C5), District Commercial (C6), Arterial Commercial (C7) and the Transit Oriented Corridor– Mixed Use (TOC1) zones. The C7 Zone currently permits self-storage facilities through the warehouse use definition.

The following is an overview of each of these zones from Zoning By-law No. 05-200:

- *Mixed Use Medium Density (C5) Zone:*
 - Located along collector and arterial roads;
 - Built form encourages active transit supportive, pedestrian environment, anchored by single or mixed-use buildings oriented towards the pedestrian realm;
 - Permits a range of retail, service, commercial, entertainment, and residential uses serving the surrounding community;
 - Examples of permitted uses includes: Commercial School, Day Nursery, Dwelling Unit(s), Medical Clinic, Microbrewery, Retail, and Restaurant; and,
 - Predominantly commercial.
- *District Commercial (C6) Zone:*
 - Could be clustered in a plaza, brought closer to the street to enhance street presence along collector and arterial roads;
 - Permits retail and service commercial uses catering to weekly and daily shopping needs of residents in the immediate and surrounding neighbourhoods;
 - Examples of permitted uses includes: Commercial Entertainment, Conference or Convention Centre, Dwelling Unit Mixed Use, Gas Bar, Motor Vehicle Rental Establishment, Retail, Office; and,
 - Predominantly commercial.
- *Arterial Commercial (C7) Zone:*
 - Permits large-format commercial uses catering to the travelling public;
 - Examples of permitted uses includes: Building and Lumber Supply Establishment, Garden Centre, Gas Bar, Hotel, Funeral Home, Motor Vehicle Rental Establishment, Warehouse; and,
 - Built form is typically large buildings and the uses are land intensive which may require outdoor storage and sales areas.
- *Transit Oriented Corridor Mixed Use Medium Density (TOC1) Zone:*
 - Located along collector and arterial roads that function as higher order transit corridors;

- Provides for a mixture of service commercial, retail and residential uses in stand-alone or mixed use buildings;
- Examples of permitted uses includes: Artist Studio, Financial Establishment, Multiple Dwelling, Place of Worship, Retirement Home; and,
- Intention to create complete streets that are transit supportive and provide for active, pedestrian oriented streets.

Additional Contemplated Zone Locations:

Upon reviewing the remainder of the zones in Zoning By-law No. 05-200, some additional zones are identified as potential locations for the inclusion of self-storage facility permissions in various forms provided they comply with zoning provisions to ensure adequate compatibility with the surrounding land uses. The following is an overview of the additional zones that have been reviewed and considered for accommodating this use:

- *Community Commercial (C3) Zone:*
 - Primarily located along collector or arterial roads and within close proximity to residential neighbourhoods;
 - Permits local commercial uses intended to serve residents within surrounding neighborhoods;
 - Examples of permitted uses includes: Artist Studio, Day Nursery, Medical Clinic, Microbrewery, Office, Restaurant, Retail, Mixed Use Dwelling Unit; and,
 - Built form generally consists of larger commercial plazas to a maximum of 10,000 m².
- *Mixed Use High Density (C4) Zone:*
 - Includes large format shopping centres, characterized by commercial uses serving regional market;
 - Permits a blend of uses including retail, personal service, institutional, office and residential uses;
 - Examples of permitted uses includes: Artist Studio, Commercial School, Multiple Dwelling, Retail, Office, Place of Assembly; and,
 - Built form provides comfortable vibrant pedestrian environment that is compact and transit supportive.
- *Transit Oriented Corridor Local Commercial (TOC2) Zone:*
 - Located along collector and arterial roads that function as higher order transit corridors;
 - Maintain areas of the corridor for uses that provide the daily and weekly services required for the local residents and surrounding community;
 - Permits a mix of commercial and residential uses;

- Examples of permitted uses includes: Commercial School, Day Nursery, Mixed Use Dwelling Unit, Laboratory, Medical Clinic, Office, Personal Services, Tradesperson's Shop; and,
- Priority is to maintain and provide service commercial and retail uses to meet the needs of local community.

- *Transit Oriented Corridor Multiple Residential (TOC3) Zone:*
 - Located along collector and arterial roads that function as higher order transit corridors;
 - Built form requirements allow for medium-density development while recognizing existing built form;
 - Examples of permitted uses includes: Community Garden, Emergency Shelter, Multiple Dwelling, Residential Care Facility, Retirement Home, Street Townhouse Dwelling; and,
 - Recognizes the residential nature of the corridor and the need to maintain these areas for residential purposes in the future.

- *Transit Oriented Corridor Mixed Use High Density (TOC4) Zone:*
 - Applies within the Centennial Sub-Regional Service Node, along the major arterial road that function as a higher order transit corridor;
 - Provides for a mixture of service commercial, retail and high density residential uses;
 - Examples of permitted uses includes: Commercial School, Mixed Use Dwelling Unit, Medical Office, Office, Repair Service, Restaurant, Retail; and,
 - Intent of built form is to create a people place through design and physical arrangement of buildings to facilitate the function of the area as a major transit hub.

- *Downtown Central Business District (D1) Zone:*
 - Represents the cultural, institutional, residential and commercial make-up of the Downtown;
 - Permit a wide variety of uses in stand-alone or mixed-use buildings;
 - Examples of permitted uses includes: Beverage Making Establishment, Commercial Entertainment, Exhibition Facility, Hotel, Motor Vehicle Rental Establishment, Multiple Dwelling, Office, Retail; and,
 - Intent to create a complete, vibrant, transit-oriented area for people to live, work and plan.

- *Downtown Mixed Use (D3) Zone:*
 - Permit a wide variety of commercial, retail and residential uses;
 - Examples of permitted uses includes: Commercial Parking Facility, Studio, Medical Clinic, Motor Vehicle Rental Establishment, Multiple Dwelling, Office, Retail; and,
 - Intent to provide range of uses and built form that creates create a complete, vibrant, transit-oriented area for people to live, work and plan.

3.2 Existing Self-Storage Facilities and Development Patterns

A review of existing self-storage facilities within the City, as well as development patterns and locational zoning, was conducted in effort to understand the City's context. According to 2022 data released by MPAC, Hamilton had the fourth highest amount of self-storage square footage in Ontario with 1,049,608 ft² of gross floor area, only behind Toronto, Ottawa and Mississauga. The demand for self-storage facilities is anticipated to rise along with the increase in high-density residential construction that is currently approved, under construction or proposed across the City.

The aerial of Hamilton below, taken from Google, shows the locations of existing self-storage facilities across the City. These facilities vary in size, form and age but concentrations of facilities can be seen within industrial areas, close to major transit thoroughfares, and at the edges of communities as illustrated in **Figure 1** below:

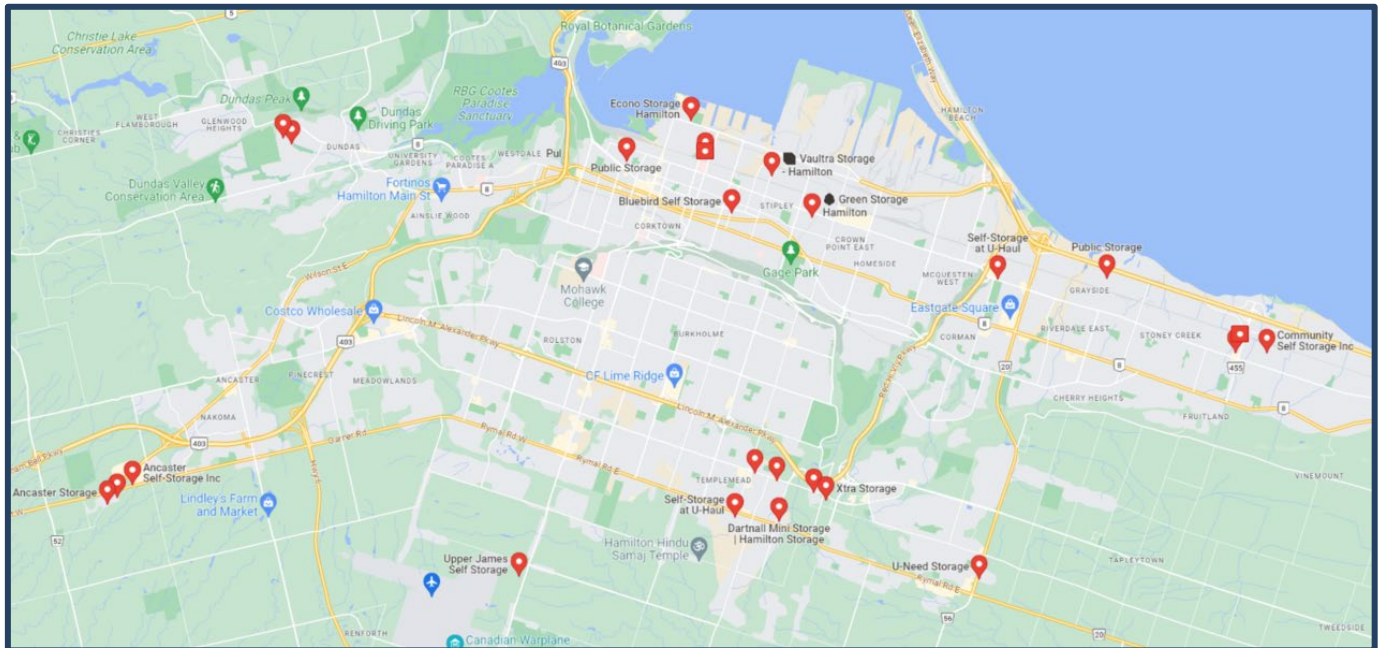


Figure 1: Existing self-storage facilities in Hamilton (Source: Google)

Upon reviewing the existing stock, there is a noticeable amount of traditional forms of self-storage facilities, many of which are occupying large parcels of land and not compatible with more urban areas of the City. There are a few facilities that have adaptively reused existing industrial buildings which will be outlined in the local case study section. Understanding where existing facilities are located, where growth is occurring, and understanding the future direction of self-storage facility design is crucial in determining appropriate zone locations, permissions and standards.

According to the Growing Hamilton – Planning for New Communities webpage, Hamilton's population is expected to grow from 584,000 to at least 820,000 by 2051. There is also a significant amount of growth occurring upwards in

the Downtown core, as well as along major arterial roads within the more suburban areas of the City including on the Mountain and into Stoney Creek. **Figure 2** below, taken from the City's Development Applications mapping system illustrates the various applications submitted to the City over the past five years. The initial mapping shows all types of development applications including: Site Plan Control, Part Lot Control, Zoning By-law Amendments, Official Plan Amendments, Draft Plans of Subdivision, and Draft Plans of Condominium, yellow lines have been added to emphasize the patterns and concentrations of applications.

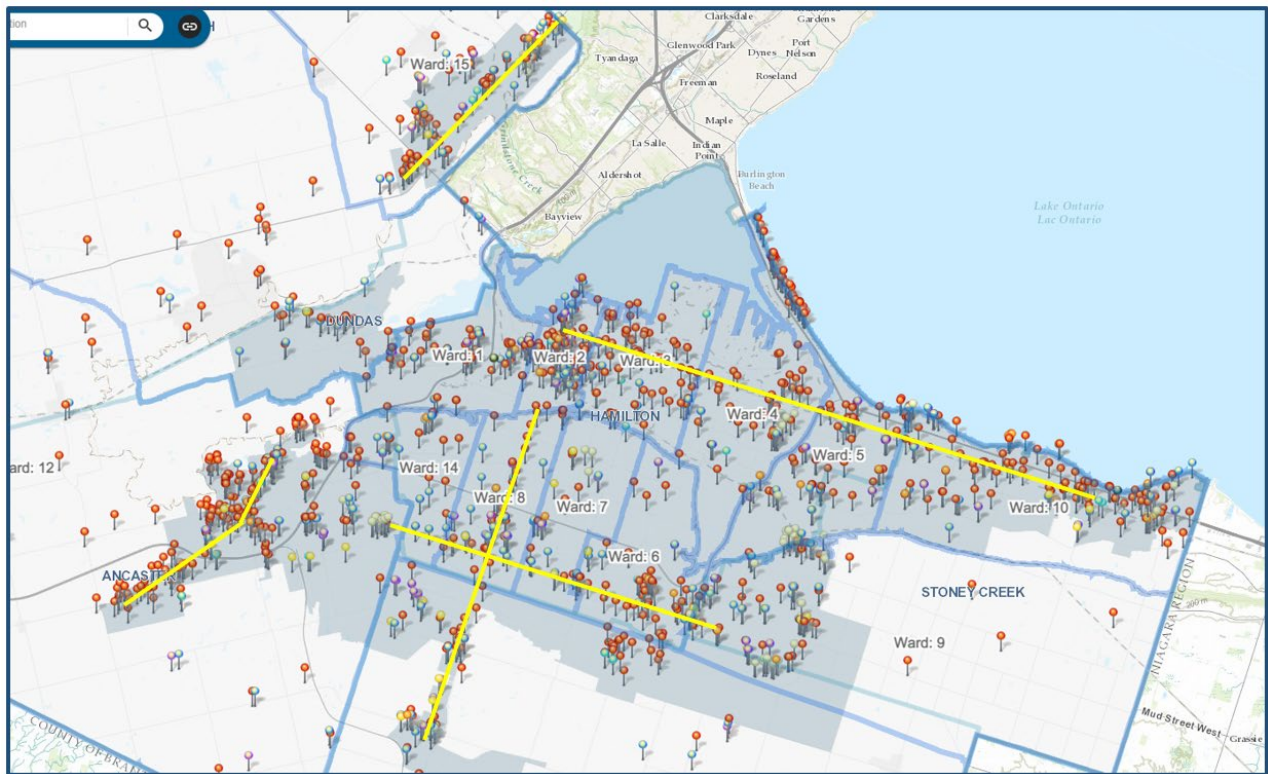


Figure 2: Development Applications in the City of Hamilton for past 5 years (Source: City of Hamilton)

Another major factor when considering future growth and development in the City is the recent approval of the Light Rail Transit system along Main Street, King Street and Queenston Road from McMaster on the west to Eastgate on the east (**Figure 3**). It is anticipated that this will create an influx of opportunities for transit supportive uses including higher density mixed-use developments with a substantial increase in population and employment opportunities in these areas.



Figure 3: Hamilton Light Rail Transit Route (Source: Metrolinx)

3.3 Local Case Studies

The following is a high level overview of four existing or recently approved self-storage facilities in Hamilton:

3.3.1 Ancaster Self Storage – 1147 Garner Road West

Ancaster Self-Storage is located at the northwest corner of Garner Road West and McClure Road near the Trinity Wilson Common and SmartCentres Ancaster Shopping Centres, close to the edge of the City’s existing Built Boundary. This traditional self-storage facility, constructed prior to 2006, contains a main two-storey building situated at the corner which houses the administrative and retail component of the business, while the remainder of the site is comprised of six single-storey storage buildings with overhead doors, accessed by a series of paved drive aisles. The entire site is surrounded by a metal fence with a secure access gate as shown in **Figures 4 & 5**.



Figures 4 & 5: Ancaster Self-Storage – 1147 Garner Road West (Source: VuMap and Google Street View)

The site is within the Arterial Commercial (C7, 650) Zone which permits the self-storage facility use as of right through the existing warehouse use definition as shown in **Figure 6**.

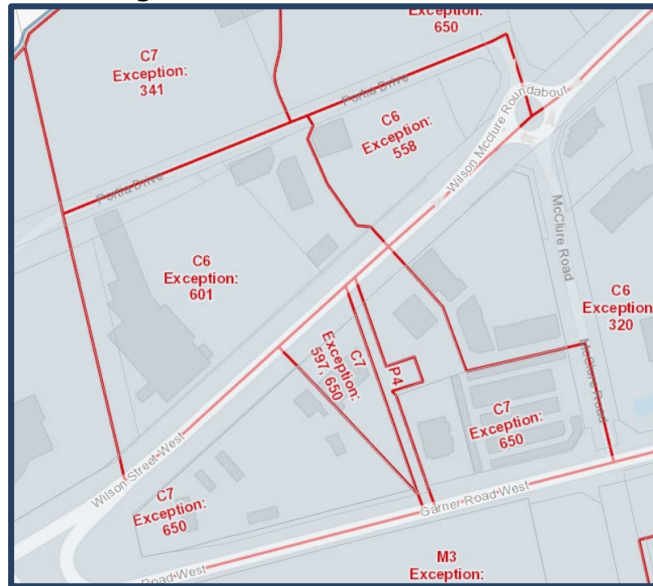


Figure 6: Zoning for 1147 Garner Road West, Ancaster (Source: City of Hamilton)

The surrounding area to the north and west of the site has evolved as a shopping destination for local residents and contains a number of big box style plazas. The land to the south is a mix of industrial and agricultural land, all zoned for industrial and employment uses.

3.3.2 Green Storage Hamilton – 200 Glendale Avenue North

Green Storage Hamilton is located in the Crown Point West neighbourhood with easy access from Barton Street and the abutting commercial and residential properties. This building represents an example of the adaptive reuse of a former warehouse building converted to accommodate a contemporary self-storage facility with key amenities such as internal loading/unloading bays and an ancillary retail store. The conversion also maintained some original industrial features of the building such as exposed brick, lumber, sliding fire doors and elevators making the facility a desirable and attractive facility for patrons. The storage units are all internal to the building and the site has secure access points and parking (**Figures 7 & 8**).



Figures 7 & 8: Green Storage Hamilton – 200 Glendale Avenue North (Source: VuMap and Google Street View)

The site is within the Community Commercial (C3) Zone and situated within an established low density neighbourhood. The warehouse/self-storage use is a legal, non-conforming use as the C3 Zone does not permit the use. The abutting land to the north along Barton Street East is anticipated to see growth and intensification and zoned for "Mixed Use Medium Density (C5)" (**Figure 9**).

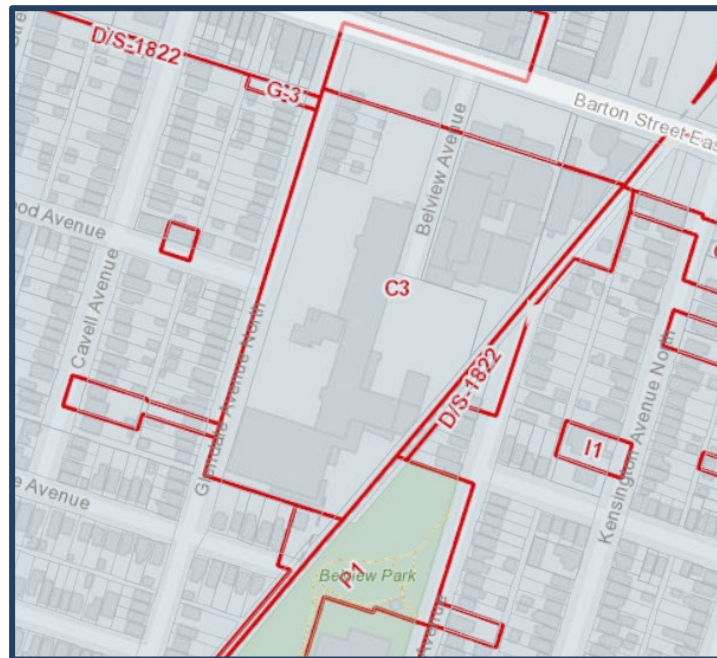


Figure 9: Zoning for 200 Glendale Avenue West (Source: City of Hamilton)

This building is an excellent example of an adaptive reuse of a large former industrial warehouse building that incorporates a contemporary self-storage facility with drive-in loading bays, internal storage units and ancillary retail space. The property has an expansive frontage abutting low density residential dwellings and through this conversion to a self-storage facility, the building exterior façade has been enhanced to include new windows, updated metal paneling, while the overall site has been improved to create a more desirable presence and viable use within this residential neighbourhood. Throughout Hamilton, there are numerous former industrial buildings in proximity to intensification corridors and with easy access from major arterial roads that could be adaptively reused to accommodate this use. This example illustrates the potential opportunity and benefit of utilizing these existing buildings as they are often equipped with the necessary components to accommodate the use, such as expansive floor space, large elevators, loading bays with overhead doors, adequate parking and are located in locations that are convenient for area residents. Furthermore, adaptive reuse of buildings has many environmental and potential heritage benefits.

3.3.3 Bluebird Self Storage – 24 Sanford Avenue North

The Bluebird Self Storage facility at 24 Sanford Avenue North is located slightly northeast of the King Street East and Sanford Avenue North intersection (**Figures 10 & 11**). This facility is an example of a combination of a traditional and contemporary self-storage facility as it provides a

small number of storage units with access directly from the exterior but the majority of the storage units are contained within the interior of this adaptively reused building.



Figures 10 & 11: Bluebird Self Storage – 24 Sanford Avenue North (Source: VuMap and Google Street View)

The site is within the Community Commercial (C3, 575) Zone which permits a warehouse as an additional use, inclusive of a self-storage facility use (**Figure 12**).

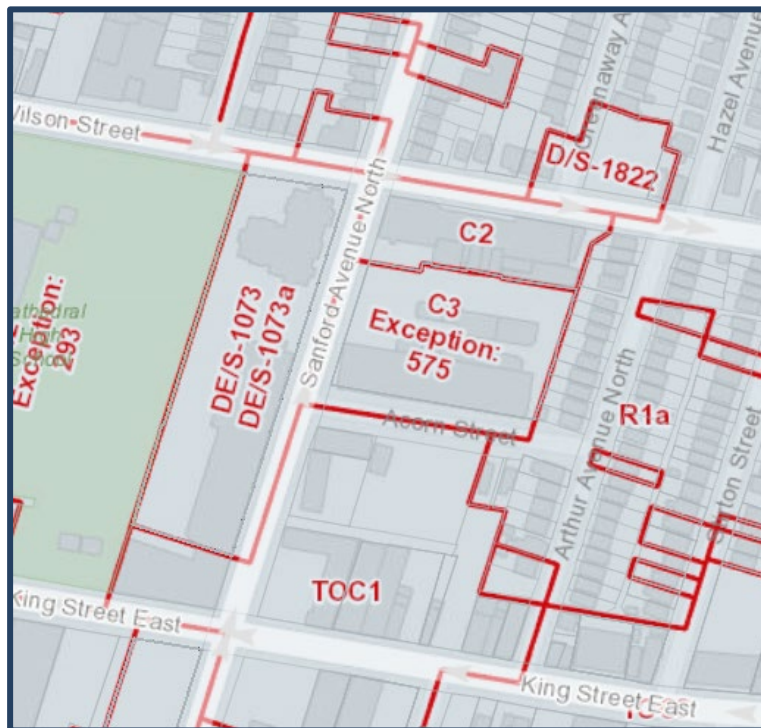


Figure 12: Zoning for 24 Sanford Avenue North (Source: City of Hamilton)

This property is a good example of the adaptive reuse of an existing industrial building that abuts low density residential units to the east, medium density residential to the west, and a new 60-unit affordable housing project is nearing completion immediately south of the site on Acorn Street. The site is also in proximity to the future Light Rail Transit corridor, with parcels to the south zoned TOC1. An amendment to the By-law was required to permit this use which could be

seen as a deterrent as a result of the time and money that may be associated with it. Including permissions to permit self-storage facilities as a permitted use within adaptively reused buildings in specific zones may incentivize proponents and result in the overall improvement of industrial sites, creating a positive impact on the surrounding land uses.

3.3.4 Dymon Storage – 1019 Wilson Street West

This recent OLT approved Dymon Storage facility at 1019 Wilson Street West is located at the northwest corner of the Wilson Road West and Shaver Road round-about (**Figures 13 & 14**). The parcel fabric is a unique U shape, abutting a small hydro station. Due to this unique shape, the facility has been designed to fully utilize the site and the building will consist of two segments, a three-storey portion with ground floor commercial units closest to the round-about, progressing to a five-storey portion further west on the site where the majority of the self-storage facility and its accessory uses will be located. The building has a total gross floor area of 14,637 m², approximately 445 m² of that is dedicated to ground floor commercial uses not associated with the self-storage facility.



Figures 13 & 14: Recently Approved Dymon Storage facility – 1019 Wilson Street West (Source: VuMap and Dymon Storage)

The site is within the Arterial Commercial (C7, 650, 707) Zone. The recently approved Zoning By-law Amendment added a second site specific exception 707 (**Figure 15**). This added the permission for a self-storage facility, which was defined as “the use of a building, or part thereof, for the storage of items that are enclosed in individual storage units for a fee.” The Zoning By-law Amendment also approved the following:

- a minimum of 34 parking spaces were required for the entirety of the development, 4 of which could be located internal to the building, whereas 1 space per 17 m² was required for retail, and 1 space per 30 m² was required for self-storage, equating to over 450 spaces;
- 3 barrier free spaces, including 1 which may be internal to the building;

- Accessory retail to the self-storage facility was permitted in the five-storey portion of the building and not permitted to exceed 5% of the total gross floor of the building;
- Minimum setbacks to a street line – 16 m along Wilson Street West, 3.5 m along Shaver Road, 4.5 m from the hypotenuse of the daylight triangle, whereas 18 m is typically required in the C7 Zone;
- Building height – minimum 14 m, maximum 24 m, whereas the maximum permitted in the C7 Zone is 14 m.



Figure 15: Zoning for 1019 Wilson Street West (Source: City of Hamilton)

This property is a local example of a contemporary self-storage facility with accessory and secondary commercial units. While the C7 zoning permitted the self-storage facility through the warehouse use, the proponent opted to add a specific self-storage use. The number of parking spaces approved for this site was a flat number (34), rather than a ratio but this was supported by the Ontario Land Tribunal based on the total gross floor area of both the self-storage facility and the retail components. The approved parking also recognized and permitted four parking spaces within the internal loading/unloading bays.

While this site is located at the edge of the built-boundary, it is within an area with comparable zoning to those being requested to be reviewed and within proximity to future developable lands, mainly consisting of employment uses. This facility is located along an arterial road, with easy access to the 403 and could serve the nearby residential developments. The building provides a unique built form that illustrates potential options for transitions to more sensitive land uses or abutting roadways.

From a design perspective and in comparison to other examples, this proposal does not utilize much glazing and the secondary facades have not been significantly enhanced (**Figure 16**). The rear façade of both building components, with heights of 24 m, is clad with vertical metal siding.

While this property backs on to Conservation/Hazard Lands, a hydro corridor and heavier vegetation which blocks the abutting dwelling, more consideration to enhancement of all facades should be considered in more urban settings in order to minimize any potential negative impact on adjacent sensitive uses and consideration on heights depending on the site's location and surrounding context is important.



Figure 16: Approved Elevation for 1019 Wilson Street West (Source: City of Hamilton)

During the Zoning By-law Amendment process, a number of local residents expressed concerns over the proposed “warehouse” development. Concerns were expressed on a variety of issues including, but not limited to: appropriateness of the industrial/warehouse use located in a residential area despite a business park being located 0.5 km away, height of built form/loss of views, impacts on traffic and safety at roundabout and along adjacent streets, size and massing of building, setbacks from street, impacts on wildlife/loss of trees, noise and light pollution and impact on home value. Many of these concerns, such as noise and light pollution, and impacts on vegetation/wildlife and traffic, would be substantiated through required studies and reports as part of the development application. Other concerns would be required to be assessed for appropriateness by the City’s Planning staff and deciding body, whether Council or the Ontario Land Tribunal. In this situation, concerns surrounding the warehouse use are understandable, however, unfounded as the use is permitted as of right in the C7 Zone. A revised definition, design guidelines specific to self-storage facilities and permissions to encourage these facilities in mixed-use developments (with residential uses) could assist in ensuring compatibility and potentially reduce overall negative impacts on the surrounding community.

In 2019, following the initial submission of this application, the City brought forward a report to Planning Committee regarding City initiated modifications and updates to Zoning By-law No. 05-200. The changes to the applicable C7 Zone were clerical in nature and no changes to the list of permitted uses within the C7 Zone or to the Subject Lands were proposed at that time. The Ward Councillor at that time raised concerns with self-storage facilities being permitted on main streets, specifically referencing this application. As a result, staff were directed to prepare an amendment to the lands zoned C7 in the areas west of Mason Drive to Shaver Road and north and south of Wilson Street West to require a minimum setback of 250 m from a street line for a warehouse or self-storage facility. As a result, By-law No. 19-039 was passed, implementing Special Exception

Nos. 341 and 650 which would require that minimum setback for a warehouse use. No staff report or other analysis was undertaken in support of the requested amendment. This setback would not only eliminate the possibility of permitting warehouse uses on this site, but also every other property with a C7 Zone with exceptions 341 and 650. The nearby Ancaster Self Storage facility that is located within the C7 Exception 650 zone would be considered a legal non-conforming self-use as it existed prior to this amendment. Ultimately, the application was appealed due to non-decision and the OLT approved the reduced setback.

4 Case Studies: Contemporary Storage Facilities

The following is an overview of five case studies of contemporary self-storage facilities across various Ontario municipalities:

4.1 Dymon Storage Five Point Shopping Centre – 285 Taunton Road East, Oshawa

Development Proposal & Facility Amenities:

An application was made to amend Zoning By-law No. 60-94 to permit a self-serve storage facility as an additional permitted use for lands on the east side of Ritson Road North, between Taunton Road East and Beatrice Street East, generally known as the Five Points Mall (**Figures 17 & 18**). The application also proposed site specific zoning provisions to implement the proposed site design.

A formerly vacant retail building (previously a Target retail store) was approved to be redeveloped to accommodate a self-serve storage use. The self-serve storage facility with all loading/unloading operations would be fully contained within a two-storey building. The proposal also included 3,587 m² of main floor commercial gross floor area, separate from the self-serve storage use. The uniqueness of the internal operations of the self-serve storage facility use and the ground floor commercial floor space was deemed to be compatible with the existing commercial uses on the property and the neighbouring commercial and residential uses.

Dymon describes this facility as a state-of-the-art upscale facility having an easy drive from Highway 401 which not only has innovative storage solutions, but also cutting-edge technology with cloud-based enabled doors, 24/7 access and interior drive-in bays, all-indoor, temperature and humidity-controlled storage facility.

Some features offered at the facility include: keyless entry; 24 hour access; monitored security; parcel acceptance; wifi; boardroom rentals; guest workstations; shredding services; safety deposit boxes; home organization products; moving supplies; mailboxes; document storage and records management; moving services; custom closet solutions; full temperature and humidity control.



Figure 17 & 18: Dymon Self Storage – 285 Taunton Road North, Oshawa (Source: VuMap and Google Street View)

Surrounding Context:

The site’s surrounding context is comprised of the following uses:

- **North:** Commercial plaza on the north side of Taunton Road East and semi-detached dwellings fronting onto Naples Street;
- **South:** Block townhouses on the south side of Beatrice Street East;
- **East:** Single detached dwellings, semi-detached dwellings and a block townhouse development fronting onto Trowbridge Drive;
- **West:** The Northview Branch of the Oshawa Public Library, Northview Park, apartment buildings, vacant land and two commercial plazas on the west side of Ritson Road North.

Official Plan:

The City of Oshawa Official Plan designates the site as Planned Commercial Centre within a Sub-Central Area (**Figure 19**).

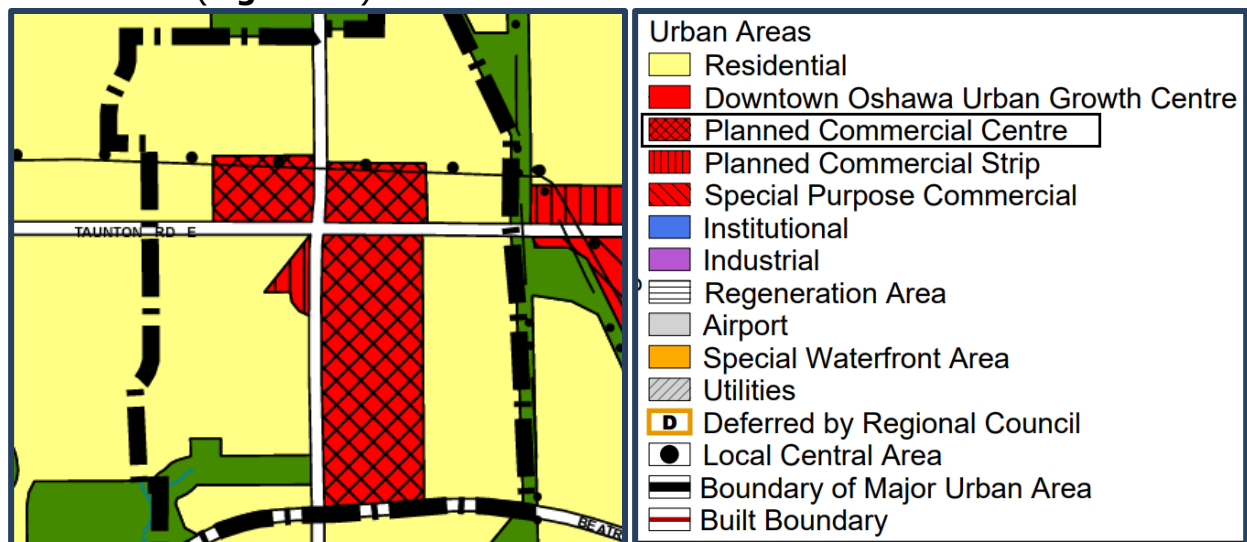


Figure 19: Official Plan Designation for 285 Taunton Road North Oshawa (Source: City of Oshawa)

Zoning By-law No. 60-94:

Within the City of Oshawa Zoning By-law No. 60-94, the following applies:

- Former Zoning: PCC-B(1) (Planned Commercial Centre).
- Proposed Zoning: PCC-B(1) (Planned Commercial Centre) with an addition of self-serve storage as a permitted use, requires minimum two-storeys for self-storage facility with all loading and unloading activities in fully enclosed building (**Figure 20**).

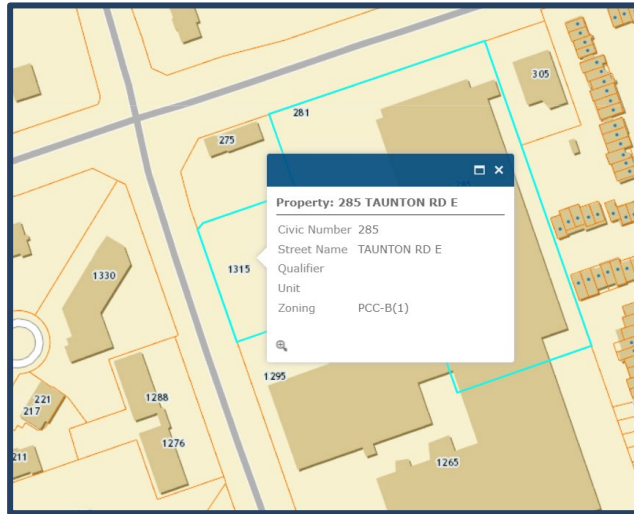


Figure 20: Zoning for 285 Taunton Road North, Oshawa (Source: City of Oshawa)

Definition: The Zoning By-law defines ‘Self-Serve Storage Building’ as a building or part of a building in which individual storage spaces are available to the public and where the public are permitted to access the building only to place or remove their property, and may also include a secure document storage building or area in a building.

Zoning Regulations/Site Statistics:

The following site statistics were proposed and approved for the development, as per the staff report dated August 17, 2017:

Site Statistics	Provided
Lot Frontage: <ul style="list-style-type: none"> • Taunton Road East • Ritson Road North • Beatrice Street East 	±225 m ±445 m ±185 m
Gross Lot Area for Five Points Mall	±10.5 ha
Gross Lot Area of lands to be conveyed to the Dymon Group of Companies	2.56 ha
Building Height	Site specific zoning requires that self-storage building

Site Statistics	Provided
	must be a minimum of two storeys
Gross Floor Area of Self-Serve Storage Facility	±22,049 m ²
Parking Spaces <ul style="list-style-type: none"> • Required (3.4 spaces per 100 m² of GFA) • Provided (existing shopping centre) 	1,136 1,620

Key Takeaways for Consideration:

This case study in Oshawa is an example of a redevelopment of an existing shopping centre to provide a contemporary self-storage facility with additional amenities and commercial floor space to service the nearby community which mainly consists of low and medium density residential and commercial uses. It is important to note that the parking rate for this site includes the entirety of the existing shopping centre and is not an accurate representation of an appropriate rate to accommodate this use. Additionally, this development reduced the total amount of gross floor area on site and cleared a large portion of land along the Ritson Road North frontage which may see higher density intensification in the future. The built form is respectful and compatible with the remainder of the site and the surrounding neighbourhood, however, while the Zoning By-law requires a 10 m setback abutting residential zones, the self-storage facility is located approximately 8 m from the abutting residential land uses with a large, two-storey blank wall which could be enhanced through improved design. This consideration is not specific to self-storage facilities and as such, would not warrant specialized zoning standards.

According to the staff report DS-17-144, which recommended approval of the Zoning By-law Amendment, no issues were raised by the public during the public meeting and no department or agency that provided comments had any objections. The item went before the Development Services Committee and Council on August 22, 2017, no discussion took place and the item was approved.

This site is located in north Oshawa which is undergoing significant growth and intensification with new low and medium density residential developments and is located on major roadways with multiple bus routes and in proximity to Highway 407, making this an easily accessible location for existing and future residents, as well as business owners. This development, along with the site's context, is comparable to various locations within the City of Hamilton, primarily along arterial roads on the Mountain and within Stoney Creek. Many of these areas currently contain large retail centres and are located towards the limit of the existing built up area where there is an increase in new development including low to medium density residential subdivisions to the south and medium density proposals along the arterial roadways. This example provides for a variety of uses integrated into the site, including the maintenance of some commercial floor space, while maintaining site area for potential future redevelopment closer to the roadway.

4.2 Vaultra Storage Ajax – 20 Pugsley Court, Ajax

Development Proposal & Facility Amenities:

This newly constructed self-storage facility contains a 4-storey building with a gross floor area of 7,440 m² with an accessory retail store for the sale of moving and packing supplies, as well as rentable flex office/boardroom space by LAUFT. In addition to that building, there are 11 one-storey self-storage buildings with drive-up doors to the rear and side of the main building with a gross floor area of 2,960 m² (**Figures 21 & 22**). This development offers a unique blend of the traditional and contemporary self-storage facilities and amenities.

No Official Plan or Zoning By-law Amendments were required as the use was permitted as-of-right as it is located within an area intended for employment uses. Since no amendments were required, formal plans were not readily available, however, based on Google Earth imaging, it appears that 32 parking spaces are provided including 2 barrier-free spaces. 26 spaces are located in the front parking lot, while 6 additional parallel spots are located along the rear of the building, near the single-storey units. The facility also includes three interior loading/unloading facilities.

Vaultra describes this facility as a state of the art storage and LAUFT workspace, featuring climate controlled units, drive up units, covered loading bays, flexible workspaces and free parking. The facility has IP cameras with motion sensors for added safety, secure 24/7 electronic gate access, and U-Haul truck rental.



Figures 21 & 22: Vaultra Storage – 20 Pugsley Court, Ajax (Source: Google Earth and LAUFT)

Surrounding Context

The site's surrounding context is comprised of the following uses:

- **North:** The lot immediately north is currently vacant, with a warehouse use slightly northwest. Beyond that is the Town of Ajax's Operations & Environmental Services facility

and the Fire Department Headquarters at the corner of Rossland Road East and Salem Road.

- **South:** The land south of the subject site is a segment of the forest, next to another stormwater management pond and currently vacant land for future employment/prestige employment business park lands and logistic/warehouse uses that are newly built. Further south is a big box shopping centre and Casino Ajax.
- **West:** Immediately west is a stormwater management pond (Pugsley Pond), opposite Salem Road is a newly built Amazon Fulfilment Centre, with more environmentally protected lands and low density residential further west.
- **East:** Immediately east is a forest and environmentally protected land, beyond that are recently built employment warehouse type land uses and low density residential developments.

Official Plan

The Town of Ajax's Official Plan designates the site as General Employment which permits public storage facilities (**Figure 23**).

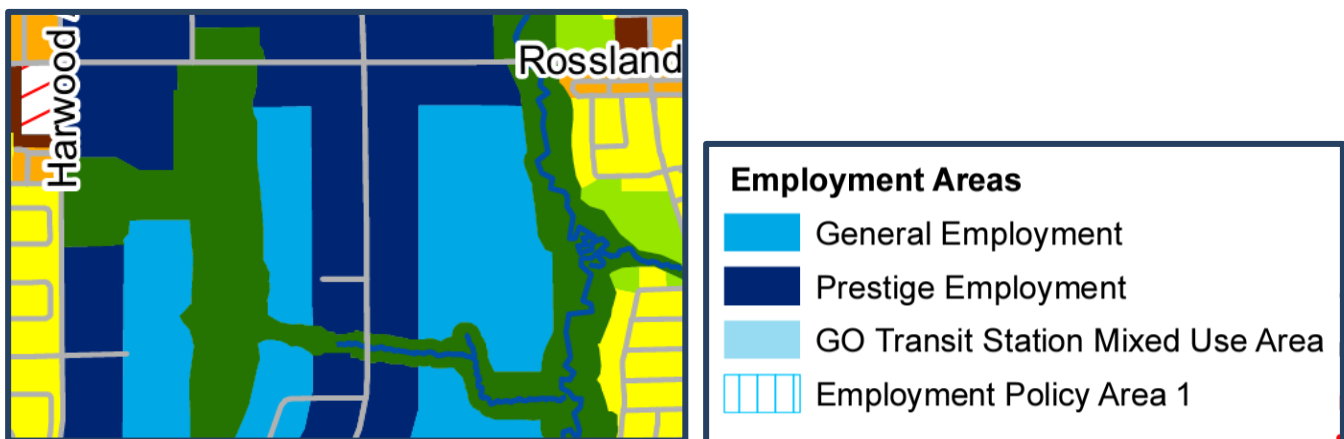


Figure 23: Official Plan Designation for 20 Pugsley Court, Ajax (Source: Town of Ajax)

Zoning By-law No. 95-2003:

The Town of Ajax Zoning By-law No. 95-2003 zones the parcel as "Prestige Employment (PE)" with a general area specific exception 66 (**Figure 24**). The PE zone permits public storage facilities. Based on our research, it does not appear that a Zoning By-law Amendment was required to facilitate this development.

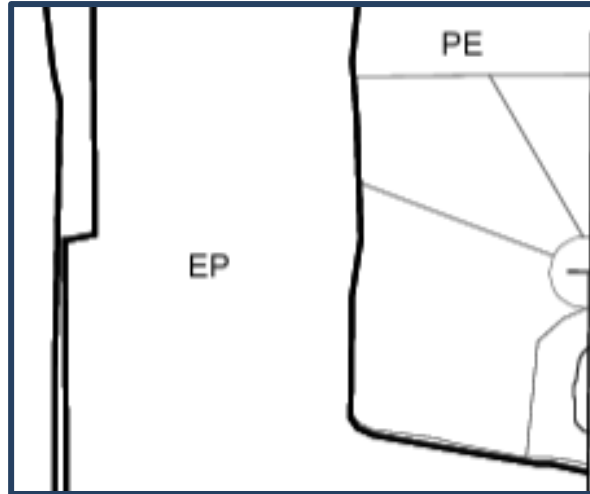


Figure 24: Zoning for 20 Pugsley Court, Ajax (Source: Town of Ajax)

Definition:

The Zoning By-law No. 95-2003 defines Public Storage Facility as “a premises used for the temporary storage of household items and seasonal, recreational or commercial vehicles, boats and trailers in storage areas or lockers within enclosed buildings, which are generally accessible by means of individual loading doors.”

Zoning Regulations:

The following zone regulations apply to the Prestige Employment zone and do not appear to have been amended to accommodate the development:

Site Statistics	Provided
Minimum Lot Area	0.2 ha*
Minimum Front Yard Setback	9 m
Minimum Interior Side Yard Setback	3.5 m*
Minimum Rear Yard Setback	3 m
Parking Spaces Provided	32 (rate of 0.3 spacer/100 m ²)

Key Takeaways for Consideration:

While the location and context of this site is different than that of the areas of interest through this request due to its location within Employment lands, however, it has been included as it offers a unique hybrid option that has been well-designed that could be incorporated into various areas of Hamilton.

The integration of the traditional style units along the perimeter of the site, in conjunction with a contemporary built form creates an intriguing hybrid facility that offers different types of storage

options, catering to a wider variety of patrons. This type of hybrid model could be integrated in the zones that currently permit warehouse/self-storage facilities (various Industrial and the C7 Zones), however, from a compatibility perspective, it would be recommended that they should be restricted from the remaining zones (**Figure 25**).

The building's placement at the end of a court, abutting environmentally protected area reduces the need to fully enhance all building facades. The overall design esthetic has incorporated an enhanced design using glazing and various complimentary materials on the sides visible from the street, while the ground floor has been designed to be a wall of windows. Clear glazed overhead doors to the loading/unloading is not only visually appealing but also provides for additional natural light into the facility.

From a use perspective, Vultra's partnership with LAUFT to create a flexible workspace within the storage facility is an excellent example to bring additional traffic to the site and serve the surrounding community.



Figure 25: Traditional style storage facilities at rear of main building (Source: Google Images)

4.3 Dymon Storage - 3621 Dufferin Street, North York

Development Proposal & Facility Amenities:

The Zoning By-law Amendment application was obtained to amend the former City of North York Zoning By-law No. 7625 to permit a 10-storey (40 metre, with a 13 metre tall marquee feature) mixed-use development incorporating 153 residential units; retail uses, office and self-storage uses, and 334 vehicular and 161 bicycle parking spaces in a three-storey below grade garage at 3621 Dufferin Street (**Figures 26 & 27**).

The building, which was approved and is currently under construction, will have a gross floor area of 46,437 m² and a Floor Space Index (FSI) of 2.74. A new 23-m wide north-south public street running along the eastern boundary of the site from Billy Bishop Way north to Wilson Avenue was also approved. A new 1,523 m² public park would be located to the north of the development block within the subject site along the west side of the future public street.



Figures 26 & 27: Dymon Storage – 3621 Dufferin Street, North York (Source: VuMap and TACT Architecture Inc.)

Surrounding Context

The site's surrounding context is comprised of the following uses:

- **North:** Immediately adjacent to the north is situated a 5-storey office building; an automobile service station is located at the southeast corner of Dufferin Street and Wilson Avenue (3639 Dufferin Street).
- **South:** Immediately across Billy Bishop Way is located a temporary surface parking lot used for storage of automobiles; to the south-east a three-storey automobile dealership. The driveway for the automotive dealership would line up with the future north-south public street. Further south and immediately following the Dufferin Street/Highway 401 interchange is located Yorkdale Shopping Centre.
- **East:** Immediately east of the subject lands and adjacent to the future north-south road is located a retail centre known as the Downsview Power Centre, which includes large box retailers Costco, Best Buy and Home Depot, followed by smaller retail and restaurant uses in a commercial strip located at 75 Billy Bishop Way, which is immediately adjacent to the south entrance for the Wilson Avenue Subway Station.
- **West:** Semi-detached residential buildings and commercial uses fronting Dufferin Street; to the south-west along Dufferin Street is located a six-storey office building (3500 Dufferin Street), further west are located single family dwellings within a Neighbourhoods designation, and along Wilson Avenue a mix of three-storey residential apartments, a five-storey office building, and two-storey mixed use commercial strip plazas.

Official Plan Designation:

Official Plan Amendment 362 designates this site as Mixed Use area. Site Specific policies permit the self-storage use to be located within a mixed use building, up to 50% of the total gross floor area of the building as per **Figure 28**. This permission applies to this site as the application for this development was already being processed at the time of passing of OPA 362.

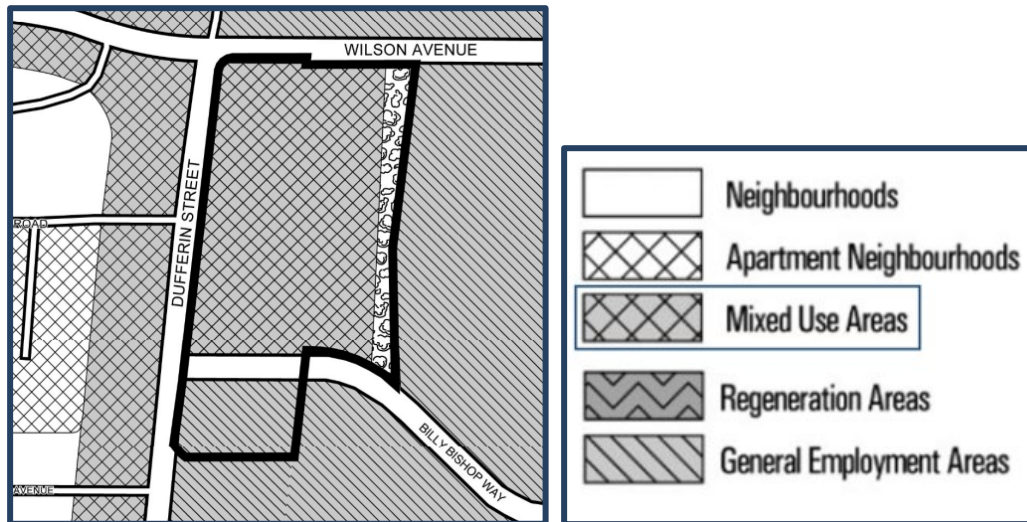


Figure 28: Official Plan Designation for 3621 Dufferin Street, North York (Source: City of Toronto)

Zoning:

The City of Toronto Zoning By-law No. 569-2013 zones the parcel as "Commercial Residential with site specific exception 519 (CR(x519))" following approval of a Zoning By-law Amendment application to permit the proposed development (**Figure 29**). As it relates to the self-storage use, this site specific exception modified the zoning to:

- Add self-storage warehouse as a permitted use;
- Cap the self-storage warehouse use to 50% of the total gross floor area up to a maximum of 23,300 m², whichever is the lesser;
- Require that 4 at-grade parking spaces be located in the yard adjacent to Dufferin Street dedicated to the self-storage use;
- Require that the accesses and lobbies for the residential, offices and self-storage uses be kept separate;
- Require a rate of 0.11 parking spaces per 100 m² of self-storage gross floor area.

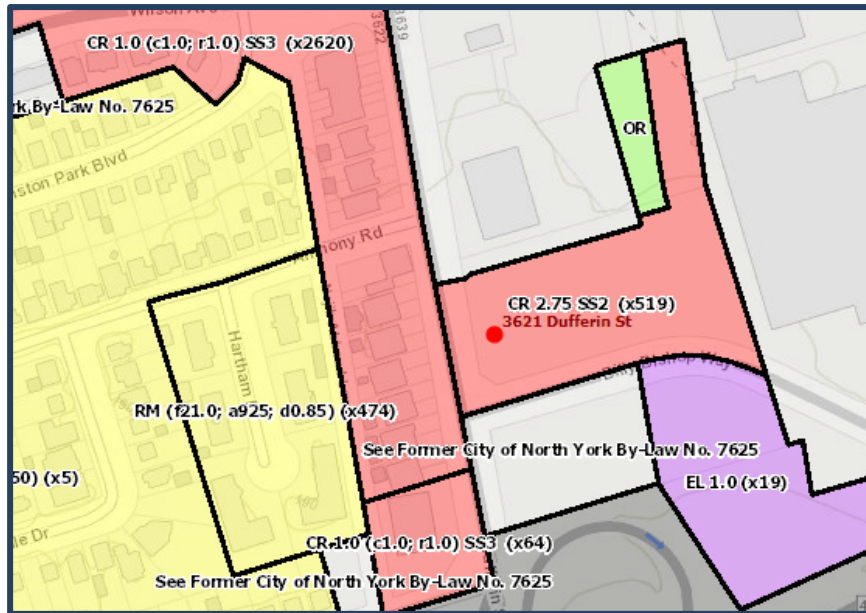


Figure 29: Zoning for 3621 Dufferin Street, North York (Source: City of Toronto)

Definition:

The Zoning By-law defines 'Self-Storage Warehouse' as "premises where individual enclosed areas are made available to the public for keeping or storing goods or commodities."

Zoning Regulations/Site Statistics

The following site statistics were proposed and approved for the development, per the staff report dated March 31, 2022:

Site Statistics	Provided	
Site Area	16,995.4 m ² (7,600 m ² net site area after conveyances)	
Floor Space Index	2.74	
Lot Coverage	36.79%	
Height (+ marquee)	40 m (+13 m)	
Mechanical Penthouse	5 m	
Gross Floor Area	46,437 m ²	
Residential GFA	16,252 m ²	
Retail GFA	2,843 m ²	
Office GFA	5,602 m ²	
Storage GFA	21,740 m ²	
Setbacks	At Grade	Above Grade
• West (Dufferin Street)	5.5 m	4.8 m
• South (Billy Bishop Way)	1.6 m	1.6 m
• East (future public road)	3.6 m	2.5 m
• North	0 m	0 m
Residential Units	5 (3%)	
• Studio		

Site Statistics	Provided
<ul style="list-style-type: none"> • 1-bedroom • 2-bedroom • 3-bedroom • Total 	84 (55%) 47 (31%) 17 (11%) 153
Loading Spaces	4
Amenity Space <ul style="list-style-type: none"> • Indoor • Outdoor • Total 	306 m ² 306 m ² 612 m ²
Vehicular Parking Total <ul style="list-style-type: none"> • Residential Parking • Office Parking • Retail Parking • Self-Storage 	334 206 77 25 (4 at-grade) 26
Bicycle Parking Total <ul style="list-style-type: none"> • Resident Parking • Resident Visitor • Retail Employee • Retail Customer • Office Employee 	161 108 12 6 11 24

Key Takeaways for Consideration:

This development is an example of an innovative medium density mixed-use development that incorporates storage, residential, office and retail uses in one, well-designed building with modern amenities. In addition to this building providing a significant amount of self-storage facilities in an area experiencing residential intensification, it also provides additional uses which provide employment opportunities and services to cater to the local community. This type of structure could be incorporated into medium-density zones in Hamilton where the focus is for a range of uses through mixed-use building.

In reviewing the zoning provisions approved for this development, understanding its context is critical. The site is located within walking distance to both the Wilson and Yorkdale TTC Stations, as well as several medium to high-density developments. The approved Zoning By-law Amendments for this site illustrate some of the types of permissions that could be incorporated into various zones within Hamilton where self-storage facilities use would be encouraged to be integrated into mixed-use developments as follows:

- Add self-storage warehouse as a permitted use:
 - Generating an appropriate self-storage definition and adding it as a permitted use to appropriate zones may simplify the process and potentially encourage the incorporation into new developments.
- Cap the self-storage warehouse use to 50% of the total gross floor area up to a maximum of 23,300 m², whichever is the lesser:
 - Allotting a maximum percentage or gross floor area cap for the use in mixed-use developments may assist in ensuring that adequate intensification and/or range of

uses is maintained while allowing for integration of the use. It is recommended that a variation in the percentage permitted for self-storage facilities be dependent on the zone's overall intention.

- Require that 4 at-grade parking spaces be located in the yard adjacent to Dufferin Street dedicated to the self-storage use:
 - This provision is insightful and would assist in ensuring close and convenient access for patrons. While many contemporary self-storage facilities have internal loading bays/areas, these spaces would be beneficial for those patrons who do not require the internal loading areas and that may be utilizing other services available through the self-storage facility.
 - It is recommended that this be better dealt with on a site-by-site basis through incorporation into development agreements or other binding agreements as this is difficult to regulate through zoning.
- Require that the accesses and lobbies for the residential, offices and self-storage uses be kept separate:
 - This provision may assist in ensuring easy and secure access to each use, while also potentially encouraging enhanced animation of various facades of a proposed development.
 - It is recommended that this be dealt with on a site-by-site basis or through Urban Design Guidelines.
- Require a rate of 0.11 parking spaces per 100 m² of self-storage gross floor area:
 - Providing a reduced parking ratio that is appropriate for the self-storage facility use would assist in ensuring that an adequate number of spaces are provided while not requiring an excessive amount given the nature of the use and recognizing other components that will reduce/limit the need for external parking spaces such as the internal loading/unloading areas.

As a whole, this development is an example of a built form and use breakdown that would be beneficial in various parts of Hamilton including those that are contemplated for intensification through medium density built form, along major arterial roads or transit routes, and abutting existing neighbourhoods as it is physically and functionally respectful and compatible and also provides employment opportunities.

4.4 SmartStop Self Storage – 50 Cityview Boulevard, Vaughan

Development Proposal & Facility Amenities:

An Official Plan Amendment and Zoning By-law Amendment were required in order to permit this 4-storey, 10,984 m² self-storage facility with 24 parking spaces and one loading space (**Figures 34 & 35**). This facility is located in a commercial shopping centre in Vaughan, surrounded by low density residential and future development lands, along a major arterial road (Major Mackenzie) and in proximity to Highway 400. The following amendments were approved to facilitate the development:

1. Official Plan Amendment File OP.18.010 to amend the following policies of Vaughan Official Plan 2010 ("VOP 2010"), Volume 2:
 - a. Section 12.6.4.2, Volume 2, within the "Commercial District" to permit a Self-Storage Facility, whereas VOP 2010 does not permit this use on the Subject Lands; and,
 - b. Section 12.6.4.4, Volume 2, to increase the Gross Floor Area ("GFA") devoted to non-residential development on the lands located east of Vellore Park Avenue from 5,500 m² to 33,500 m².
2. Zoning By-law Amendment File Z.18.017 to amend Zoning By-law No. 1-88, specifically the "Community Commercial (C5)" zone, subject to Exception 9(1327) to permit a Self-Storage Facility as an additional use on the Subject Lands, together with the site-specific zoning exceptions.

Some of the features offered at this SmartStop Self Storage facility include: climate control; drive-up access; fenced/lighted; ground level units; video surveillance; wide driveways; moving carts available for use; all-weather loading bay; computerized keypad access.



Figures 34 & 35: SmartStop Self Storage Facility – 60 Cityview Boulevard, Vaughan (Source: VuMap and SmartStop Self Storage)

Surrounding Context:

The site's surrounding context is comprised of the following uses:

- **North:** North of the site are occupied by semi-detached dwellings, with a park (Westwind Park) to the northeast of the site.
- **South:** South of the site is the parking associated with SmartCentres, and commercial uses, with single-detached dwellings to the further south.
- **East:** Home improvement store, and commercial uses to the east, Cityview Pond to the northeast.
- **West:** Vacant and agricultural lots to the west, with semi-detached dwellings to the northwest.

Official Plan:

The City of Vaughan Official Plan 2010 (2022 Office Consolidation) designates the site as Mid-Rise Mixed-Use with a Commercial District overlay (**Figure 36**). The development was considered an employment use which was not permitted and therefore, an amendment to permit a self-storage facility within the Commercial District overlay was required and subsequently approved.

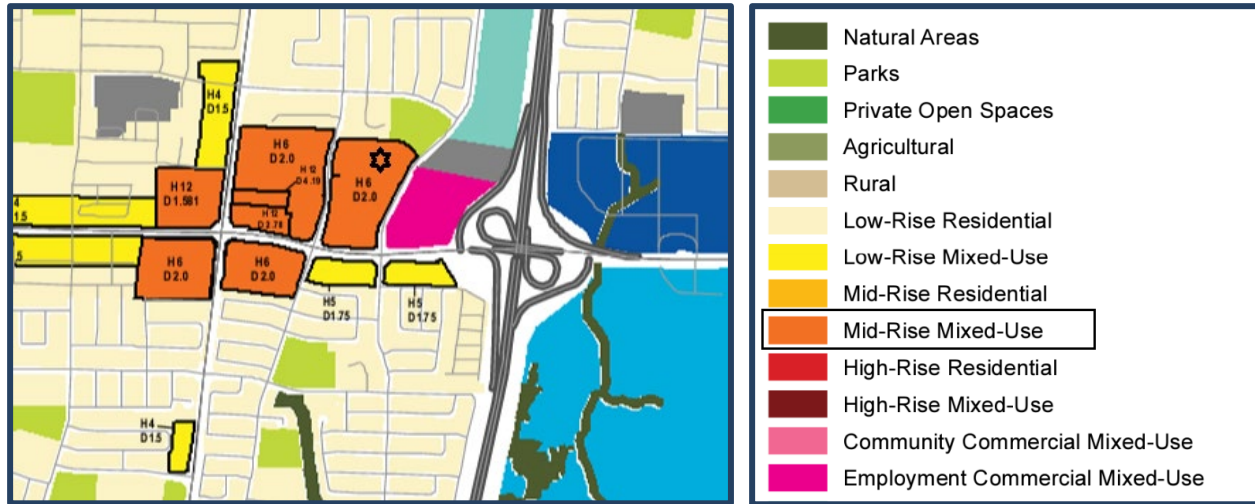


Figure 36: Official Plan Designation for 60 Cityview Boulevard, Vaughan (Source: City of Vaughan)

Zoning By-law:

The City's recently approved Comprehensive Zoning Bylaw 001-2021, which came into effect on October 20, 2021, zones the site as "General Mixed Use (GMU)" with site specific exception 963 (**Figure 37**). This exception permits one self-storage facility to a maximum of 16.5 m (4 storeys) in height, with a maximum gross floor area of 11,000 m², a parking ratio of 0.21 spaces per 100 m² of gross floor area and one loading space for the use.

At the time of the Zoning By-law Amendment application, the City's former Zoning By-law No. 1-88 was in force and effect. The Zoning By-law Amendment amended the "Commercial Community (C5) with site-specific exception 9(1327)" zone to add self-storage facility as a permitted use.

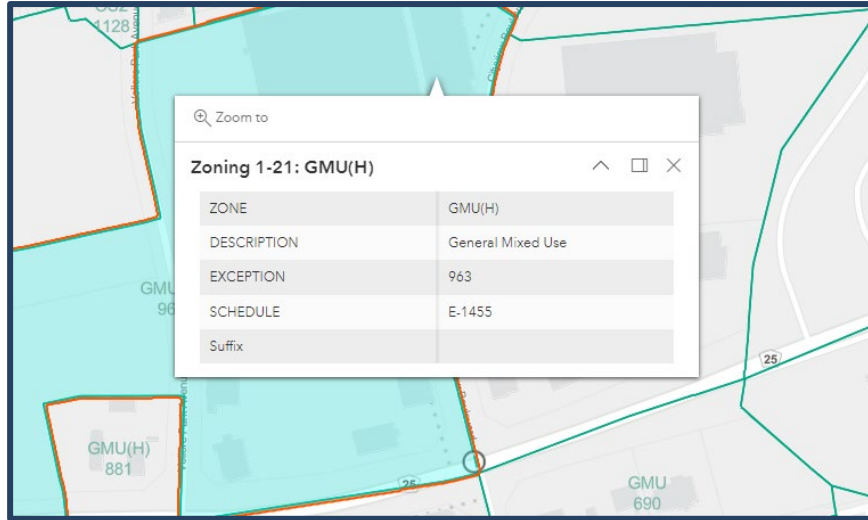


Figure 37: Zoning for 60 Cityview Boulevard, Vaughan (Source: City of Vaughan)

Definition:

The site-specific definition that was permitted through the Zoning By-law Amendment defined "Self-Storage Facility" as *"a building where individual enclosed areas are made available to the public for keeping or storing goods or commodities. Goods or commodities may include personal belongs to any individual and items or materials used for the function of a business but stored for logistical purposes"*.

The site specific exception within the new Zoning By-law defines Self-Storage Facility as *"a building consisting of individual, small, self-contained units that are leased or owned for the storage of goods and materials and not for the purposes of distribution associated with an employment use."*

Zoning Regulations/Site Statistics:

The following zoning standards and statistics were proposed and approved for the development, as per the staff report dated September 17, 2018:

Site Statistics	Provided
Minimum Number of Required Parking Spaces	10,984 m ² @ 0.21 spaces/100 m ² of GFA =24 parking spaces
Maximum Building Height	4-storeys (16.5 m)
Minimum Number of Loading Spaces	1
Minimum Front Yard Setback	3 m
Maximum Gross Floor Area for Self-Storage Facility	11,000 m ²
Maximum Gross Floor Area (Lands East and West of Vellore Park Avenue)	62,000 m ²

Site Statistics	Provided
Maximum Gross Floor Area (Lands East of Vellore Park Avenue – Including the Department Store)	33,500 m ²
Maximum Gross Floor Area for (Lands East of Vellore Park Avenue - Excluding Department Store)	19,996.11 m ²

Key Takeaways for Consideration:

This self-storage facility is an example of a mid-sized stand-alone contemporary self-storage facility with an accessory office and retail component providing moving supplies. Its location in an area surrounded by low density residential and within a commercial shopping plaza could make it another example for precedence for facilities located along major arterial roads within Hamilton, particularly on the Mountain.

From a land use perspective, the City determined self-storage facilities were interpreted as an employment use. Given this site was subject to a Commercial District overlay, an Official Plan Amendment was required to permit the employment use. This is something that the City should consider, particularly as a number of Secondary Plans are currently in process.

This building met all of the minimum required zoning provisions associated with setbacks, but required an increase in the maximum permitted height from 11 m to 16.5 m, a reduction in parking from 4 spaces per 100 m² and a reduction in the minimum number of loading spaces from 3 to 1 as a result of the various designated loading areas provided on site.

From a design perspective, this contemporary building differs from the other case studies as it provides another alternative to loading/unloading which is external to the building, under covered canopies at the side and the front. All three visible sides of the building have been enhanced with windows and architectural features to ensure no blank facades abutting the park or residences to the north (**Figure 38**). Further the parking area, located along the north property line is heavily landscaped from the abutting park which reduces its overall visual impact.



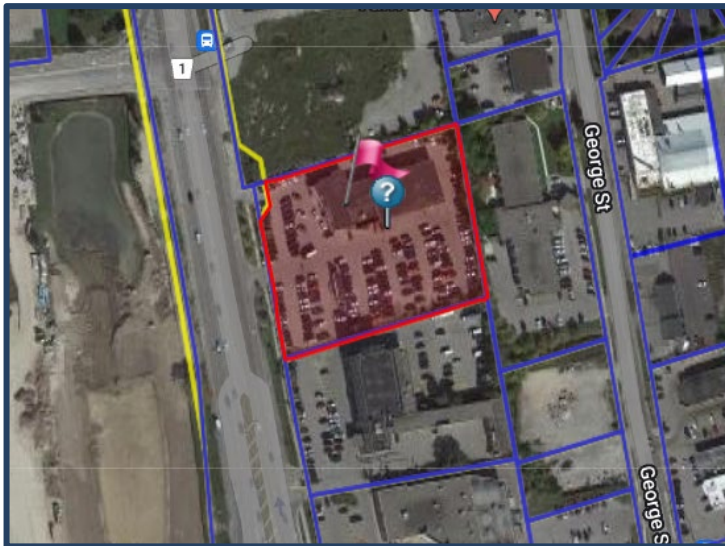
Figure 38: Enhanced secondary façade of 60 Cityview Boulevard, Vaughan (Source: SmartStop Self Storage)

4.5 Dymon Self Storage – 17615 Yonge Street, Newmarket

Development Proposal & Facility Amenities:

This recently submitted proposal for a 20-storey mixed-use development on the subject lands will have approximately 48,900 m² of gross floor area and an FSI of 4.87. The proposed building will contain a mix of 213 residential units (22,362 m²), retail space (777 m²), office space (9,458 m²), and storage space (16,313 m²). The residential units will include 32 units that represent affordable housing. The office space will also include co-working space for the community. The proposal is seeking an Official Plan and Zoning By-law Amendment for the proposed 20-storey mixed-use development (**Figures 30 & 31**).

A total of five loading spaces are proposed for the entirety of the site. One internal loading space will be provided internally on the east end of the building, and four loading spaces provided internally at the southern end of the building. Surface parking spaces will be provided along the northern and western façades of the building for retail, office and storage use. An internal loading/unloading bay for the self-storage use is proposed on the ground floor with separate access from the other uses. A total of 355 parking spaces are provided, located in two levels of underground parking and surface parking areas. A drop-off/pick-up area for the office, retail and residential uses will also be provided along the northern edge of the site.



Figures 30 & 31: Dymon Storage Proposal – 17615 Yonge Street, Newmarket (Source: VuMap and TACT Architecture Inc.)

Surrounding Context:

The site's surrounding context is comprised of the following uses:

- **North:** Directly to the north of the Subject Lands will be the proposed east-west public roadway. To the north of the proposed roadway is a vacant lot, which is proposed to be

developed with a mixed-use building consisting of 17, 19 and 21 storey towers. Further north is a one-storey retail strip mall.

- **South:** Directly to the south of the Subject Lands is a 4-storey mixed-use hotel and retail building. Further south is a one-storey retail strip mall and surface parking lot.
- **East:** Directly to the east of the Subject Lands is a one-storey long-term care facility. Further east are automotive uses, and a low-density residential neighbourhood.
- **West:** Directly west of the Subject Lands is Yonge Street. On the opposite side of this street is Upper Canada Mall and its associated surface parking lot.

Official Plan:

The subject lands are located within the "Newmarket Urban Centres Secondary Plan Area" and within an "Urban Centres & Corridors" and fall within the "Yonge and Davis Character Area". The lands are designated as "Mixed Use" and within a "Priority Commercial Area" (**Figure 32**).

An Official Plan Amendment is proposed to allow a public storage facility as a permitted use within Mixed Use designation.

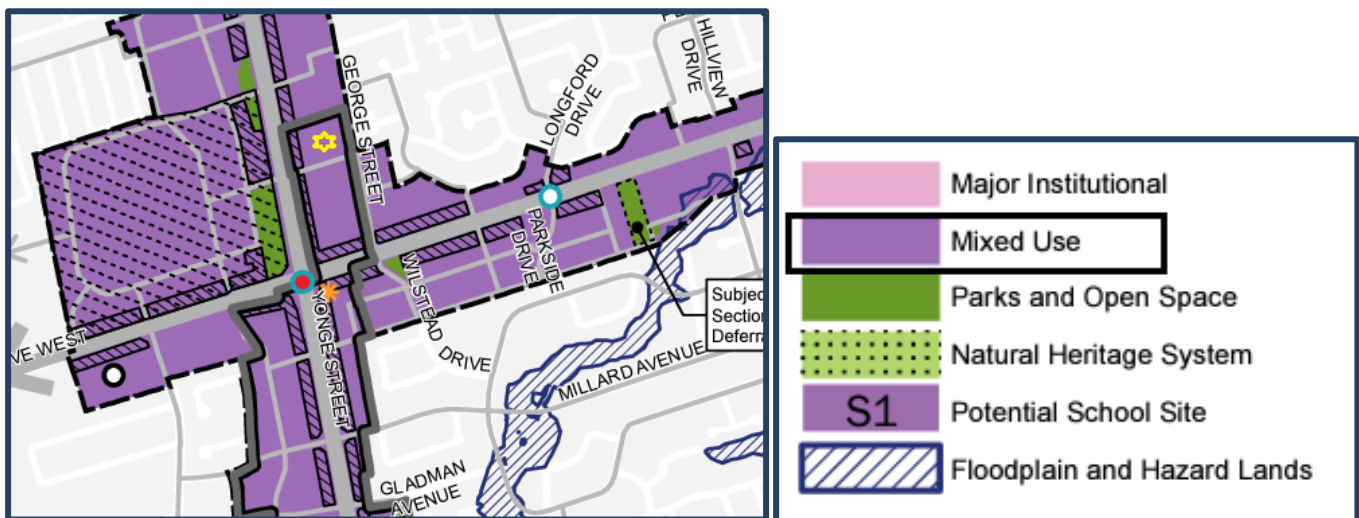


Figure 32: Official Plan designation for 17615 Yonge Street, Newmarket (Source: Town of Newmarket)

Zoning By-law No. 2019-06:

The Town of Newmarket Urban Centres Zoning By-law No. 2019-06 zone the lands as "Mixed Use 3 (MU-3)" as shown in **Figure 33**.

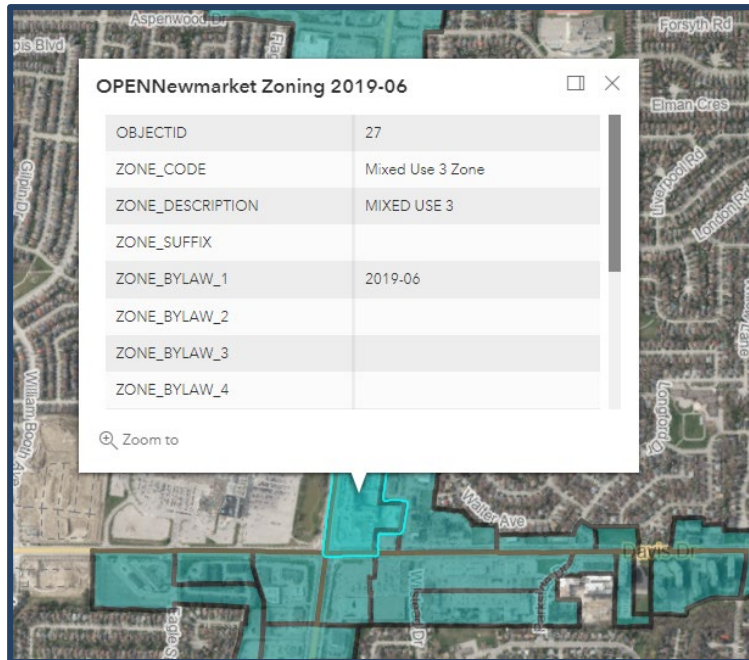


Figure 33: Zoning for 17615 Yonge Street, Newmarket (Source: Town of Newmarket)

Definition:

The Zoning By-law defines 'Public Storage Facility' as a "premises used for the temporary storage of household items and seasonal, recreational or commercial vehicles, boats and trailers in storage areas or lockers within enclosed buildings, which are generally accessible by means of individual loading doors."

Zoning Regulations/Site Statistics:

The Official Plan and Zoning By-law Amendment applications were only recently submitted. As a result, no specific zoning provisions or site statistics have been approved at this time.

Key Takeaways for Consideration:

Given the applications for this proposed development were only recently submitted to the Town, it is difficult to assess the zoning standards as none have been approved. However, this case study provides an excellent example of the ability to incorporate self-storage facilities into a higher density mixed-use development in an area that is undergoing significant change and intensification along a major thoroughfare, adjacent to a commercial shopping centre (Upper Canada Mall) and low density residential uses. This 20-storey mixed-use building will contain residential, retail, office and storage space including some affordable housing units and co-working spaces for community use. The initial design incorporates increased landscape design and enhanced street frontages to create a welcoming public realm with three site accesses – one off of Yonge Street at the southern limit of the site, while two others are proposed off of a new proposed local street at the north end of the site. Access to the interior self-storage loading area is separate from the access points for the other uses.

The site is located within areas intended for growth and intensification as it is identified as within the Urban Growth Centre, as well as along a rapid transit corridor and within a Protected Major Transit Station Area with a density target of 250 people and jobs per net hectare. This proposal provides an opportunity to incorporate over 16,000 m² of gross floor area dedicated to self-storage space, while providing over 30,000 m² of additional uses to serve the local community and accommodate the growing population.

The site immediately north is subject to an approved Zoning By-law Amendment and an ongoing Site Plan Control application to permit three high-density buildings ranging from 17 to 21-storeys. While the Town of Newmarket is contextually less dense than the City of Hamilton, this proposed development that incorporates a well-balanced mix of uses to serve the community is a prime example of a contemporary self-storage facility and could be utilized as a precedence for areas located within the TOC and various mixed-use zones within Hamilton. It would be beneficial for City staff to follow this development as it progresses through the Planning Approvals processes.

5 Zone Regulations for Consideration

5.1 Self-Storage Term and Definition:

A new self-storage term is recommended to be added to Zoning By-law No. 05-200 that is specific to self-storage facilities which is inclusive of the use on its own or as an integrated part of a mixed-use development. Currently, self-storage facilities are permitted in specific Industrial zones and the Arterial Commercial (C7) Zone but fall under the warehouse use definition. The term for self-storage facility uses is not consistent across municipalities and some titles may lead to confusion through interpretation, such as "Commercial Self-Storage" or "Mini-Storage Warehouse" or "Storage Warehouse". A simplified term is recommended such as "Self-Storage Facility".

Self-storage facilities can take shape in a variety of forms ranging from traditional layouts with many smaller, single-storey buildings to stand-alone facilities two to three storeys in height to being incorporated into a medium to high-density mixed-use development. In addition, most self-storage companies are now integrating additional ancillary uses as part of their business model. It is recommended that the City implements a definition that provides flexibility for the built form and its ancillary uses while ensuring clarity in its interpretation.

The following definition is recommended for the City's consideration:

"Self-Storage Facility" shall mean the use of a building or structure, or part thereof, or a group of buildings consisting of individual, self-contained units available to the public for keeping or storing of goods and commodities that are leased for the internal storage of business, household, seasonal, or recreational goods. Access to individual units may be through internal hallways or external doorways. A Self-Storage Facility may include ancillary uses including but not limited to retail and office uses but not include outdoor storage.

The City could maintain the existing inclusion of self-storage uses within the Warehouse definition in the Industrial zones, which could accommodate more of the traditional facility forms.

Drive-Through Facility:

For the purposes of clarity, please note that the definition for drive-through facility in Zoning By-law No. 05-200 has been interpreted to not apply to the internal loading/unloading bays that are found in contemporary self-storage facilities as drivers will not remain in their vehicles during the loading/unloading process. As such, that component of contemporary facilities is being treated as an integral part of the use and is interpreted as not requiring additional permissions.

5.2 Zoning for Self-Storage Facilities

Traditionally, the layouts of self-storage facilities were unique given the various buildings, overall configuration of the buildings, as well as the external overhead access doors and larger size of the units, making the compatibility with adjacent land uses more challenging. However, as the use has evolved over time, self-storage facilities are being integrated into more urban environments through their contemporary designs and internal operational configurations. This holds true for stand-alone facilities, as well as those that form a component of a mixed-use development.

Upon reviewing the various zoning provisions in Zoning By-law No. 05-200, along with a range of case studies, it has been demonstrated that self-storage facilities can be incorporated into a variety of built forms and within standard zoning parameters. Like any use or development proposal, site-specific accommodations may be required and can be dealt with through Zoning By-law Amendments or Minor Variances. Hamilton's Zoning By-law has very few instances where there are separate provisions to accommodate a specific use. This allows for ease of interpretation and understanding, and also ensures that regardless of the zone or use, that the overall built form and massing is maintained and consistent.

The City of Hamilton has carefully set out zoning provisions that are intended to provide direction to designing built form with many of the specific zones being updated within the past five years. The zoning provisions outline parameters such as building height, minimum and maximum setbacks, maximum gross floor areas per use etc. which dictate the overall intention for the built form and character of an area. It would be recommended that the bulk of the zoning provisions remain as is with a few minor modifications identified for consideration. This would assist in ensuring that the self-storage facility use is held to the same requirements as other uses within the zone and that a built form, regardless of its use, is designed in a compatible manner to its surrounding land uses. Zoning By-law Amendments could be applied for as necessary which would ensure that a thorough review of the site's context and proposal are conducted.

5.2.1 Review of Zoning Provisions

Parking:

The following is a review and recommendation for the parking provisions:

Through reviewing various self-storage parking ratios and industry standards, it's been illustrated that these facilities require a minimal number of parking spaces given the nature of the use which will assist in reducing or eliminating the need for expansive parking lots. Many contemporary self-storage facilities include a few parking spaces within the building's internal loading/unloading bays, further reducing the required number of parking spaces external to the building.

Currently, self-storage facilities in Hamilton fall under the warehouse parking rate and require 1 space for each 30 m² of the building which accommodates the office component of the use. It is recommended that a reduced rate of 0.12 spaces per 100 m² be provided for the self-storage facilities use, inclusive of those contained within the internal loading/unloading bays. Barrier free parking spaces would remain as currently required in Section 5.5 of Zoning By-law No. 05-200.

Based on a Transportation/Traffic Impact Study, prepared for Dymon Group of Companies, by CGH Transportation, dated November 2022 and submitted with the application for the proposed development at 17615 Yonge Street in Newmarket, proxy site survey data was collected from four contemporary Dymon self-storage facilities to understand parking supply versus demand. The following data was collected:

Site	GFA Storage & Retail (m ²)	Parking Supply (Exterior)	Parking Supply (Interior)	Parking Supply (Total)	Parking Demand	Parking Supply Rate	Parking Demand Rate
323 Coventry	12,351	14	7	21	11	0.17/100 m ²	0.09/100 m ²
300 Greenbank	9,195	9	5	14	11	0.15/100 m ²	0.12/100 m ²
1460 The Queensway	28,799	233	59	292	48	1.01/100 m ²	0.17/100 m ²
5 Nevets	13,012	34	7	41	13	0.32/100 m ²	0.15/100 m ²
Average	----	----	----	----	----	0.41/100 m ²	0.12/100 m ²

From a design perspective, a consideration for the City would be to encourage a few spaces located in proximity to the entry doors in mixed-use buildings specifically designated for use by the self-storage facility patrons. This was a specific zoning provision that was added to the North York case study above, however, it is recommended that this be considered through alternative measures such as design guidelines or development agreements given the challenge with site specific contexts.

In terms of bicycle parking spaces, it is recommended that Section 5.7c)ii) be amended to add self-storage facilities and a requirement for three spaces to accommodate the variety of ancillary uses such as office rental and mailboxes. For self-storage facilities located within mixed-use buildings, the bicycle parking spaces would be determined by each use, above and beyond those required for the self-storage component. Hamilton has an active cycling community, including a successful bike share program so this would assist in encouraging and supporting ridership while recognizing that the majority and typical patrons utilizing the facility will be accessing the site via private vehicle.

Contemplated Zone Categories:

The following is a high level review and recommendation for each of the applicable provisions in the contemplated zones:

Community Commercial (C3)

Section 10.3.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 10.3.1.1 - Restricted Uses:

Similar to provision 10.3.1.1ii) which places limitations on residential uses within a mixed-use building, it is recommended that this be done in a similar manner for self-storage facilities. This would assist in ensuring ample gross floor area is still available in the C3 lands to accommodate local community uses to serve the residents in the surrounding neighbourhoods.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendment* as follows:
 - 10.3.1.1 iv) Self-Storage Facilities
Notwithstanding Section 10.3.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building.

Section 10.3.3 - Regulations:

- Building Setbacks from Street Line:
 - Minimum 1.5 m
 - Maximum 4.5 m
 - Access driveway to a garage 6 m
- Rear Yard Setback
 - Minimum 6 m
 - Minimum 7.5 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Interior Side Yard Setback
 - Minimum 1.5 m
 - Minimum 3 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Building Height
 - *Maximum 14 m*

- *This may be a provision that may need to be amended, however, it would be recommended that this be done on a site-by-site basis rather than specific to this use.*
- Lot Area
 - Maximum 10,000 m²
- Total Gross Floor Area for Commercial Uses
 - 10,000 m²

Conclusion: Upon reviewing the permitted uses and zone standards within the C3 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building or through adaptive reuse of existing built form be permitted within the C3 zone as a restricted use.

Mixed Use High Density (C4)

Section 10.4.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 10.4.1.1 - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the C4 lands to accommodate other uses that serve a regional market and provide ample residential floor space that is transit supportive as these land redevelop.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendment* as follows:
 - 10.4.1.1 iii) Self-Storage Facilities
Notwithstanding Section 10.4.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building.

Section 10.4.3 - Regulations:

- Building Setbacks from Street Line:
 - Maximum 4.5 m
 - Access driveway to a garage 6 m
- Rear Yard Setback
 - Minimum 7.5 m

- Interior Side Yard Setback
 - Minimum 1.5 m
 - Minimum 3 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Building Height
 - Minimum 11 m façade along street
 - Maximum 40 m
 - Building height may be increased as the yard increases when abutting a Residential or Institutional zone and provide a maximum 20 m setback to any yard

Conclusion: Upon reviewing the permitted uses and zone standards within the C4 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building or through adaptive reuse be permitted within the C4 zone as a restricted use.

Mixed Use Medium Density (C5)

Section 10.5.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 10.5.1.1 - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the C5 lands to accommodate other uses that serve a regional market and provide ample residential floor space that is transit supportive as these land redevelop.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendment* as follows:
 - 10.5.1.1 iv) Self-Storage Facilities
Notwithstanding Section 10.5.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building.

Section 10.5.3 – Regulations:

- Building Setbacks from Street Line:
 - Minimum 3 m

- Maximum 4.5 m
- Access driveway to a garage 6 m
- Rear Yard Setback
 - Minimum 7.5 m
- Interior Side Yard Setback
 - Minimum 7.5 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Building Height
 - Minimum 7.5 m for any portion along a street line
 - Maximum 22 m
 - Building heights above 11 m may be increased as the yard increases when abutting a Residential or Institutional zone to a maximum of 22 m

Conclusion: Upon reviewing the permitted uses and zone standards within the C5 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building or through adaptive reuse of existing building form be permitted within the C5 zone.

District Commercial (C6)

Section 10.6.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as a stand-alone building, part of a mixed-use building or through adaptive reuse.

Section 10.6.1.1ii) Self-Storage Facilities

Notwithstanding Section 10.6.1, stand-alone Self-Storage Facilities shall be required to be two-storeys in height or greater.

Section 10.6.3 - Regulations:

- Building Setbacks from Street Line:
 - Minimum 1.5 m
 - Maximum 4.5 m
 - Access driveway to a garage 6 m
- Rear Yard Setback
 - Minimum 6 m
 - Minimum 7.5 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Interior Side Yard Setback
 - Minimum 1.5 m
 - Minimum 4.5 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Building Height
 - *Maximum 14 m*

- *This is be a provision that may need to be amended, however, it would be recommended that this be done on a site-by-site basis rather than specific to this use.*

Conclusion: Upon reviewing the permitted uses and zone standards within the C6 zone, along with its locations across the City, it would be recommended that self-storage facilities as either stand-alone buildings, as part of a mixed-use building, or through adaptive reuse be permitted within the C6 Zone. A minimum building height of two-storeys for stand-alone self-storage facilities is recommended to ensure a more compatible and contemporary built form.

Arterial Commercial (C7).

Section 10.7.1 - Permitted Uses:

This zone currently permits self-storage under the Warehouse use definition. It would be recommended that the By-law be amended to have a consistent use/definition specific to self-storage facility use for all commercial zones.

- *Recommended Amendment:* Add Self-Storage Facility as a permitted use, as a stand-alone building or as part of a mixed-use building

Section 10.7.1.1i) Self-Storage Facilities

Notwithstanding Section 10.7.1, stand-alone Self-Storage Facilities shall be required to be two-storeys in height or greater.

Section 10.7.3 – Regulations:

- Building Setbacks from Street Line:
 - *Minimum 18 m*
 - *This may be a provision that may need to be amended, however, it would be recommended that this be done on a site-by-site basis rather than specific to this use. Alternatively, this could be reviewed by the City in its entirety to understand its overall intent and purpose within this zone.*
- Rear Yard Setback
 - Minimum 6 m
 - Minimum 7.5 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Interior Side Yard Setback
 - Minimum 1.5 m
 - Minimum 4.5 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Building Height
 - *Maximum 14 m*

- *This may be a provision that may need to be amended, however, it would be recommended that this be done on a site-by-site basis rather than specific to this use.*
- Outdoor Storage
 - Permitted within this zone

Conclusion: Self-storage facilities are already permitted as of right through the “warehouse” use definition. Based on the review of the other permitted uses, zone standards and locations within the City, self-storage would be an appropriate use in the form of stand-alone buildings, as part of a mixed-use building, or through adaptive reuse be permitted within the C7 zone. It would be recommended that the C7 section of the Zoning By-law be amended to include a new definition to distinguish this from the Industrial zones and to be consistent across the Commercial zones. In addition, a minimum building height of two-storeys for stand-alone self-storage facilities is recommended to ensure a more compatible and contemporary built form.

Transit Oriented Corridor Mixed Use (TOC1)

Section 11.1.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 11.1.1.1 - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the TOC1 lands to accommodate other uses that provide ample residential and commercial floor space that is transit supportive as these land redevelop over time. Further, in an effort to ensure more active uses along public streets, it is recommended that the self-storage component of mixed-use buildings on the street facing ground floor be limited in size. This would assist in encouraging a variety of uses and units to contribute to an engaged streetscape.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendment* as follows:
 - 11.1.1.1 v) Self-Storage Facilities
 - A. Notwithstanding Section 11.1.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building; and,
 - B. In the case of mixed-use buildings, the retail component of self-storage facilities, shall occupy no more than 33% of the street facing facades.

Section 11.1.2 - Prohibited Uses:

This section restricts Motor Vehicle Rental Establishments, even as an accessory use. A component of many self-storage facilities is the availability to rent moving vehicles. This prohibition is limited to a minimum number of zones that are located in areas where there is a focus on transit supportive development. Understanding that, it is an important ancillary use to some self-storage facilities business operations, as such, it is recommended that this provision be amended as follows:

- *Recommended amendments as follows:*
 - 11.1.2i) remove Motor Vehicle Rental Establishment from list of prohibited uses;
 - 11.1.2ii) Notwithstanding 11.1.1 above, the following use is prohibited, except if considered an accessory use to a self-storage facility with all operations and rental vehicle stock located internal to the building:

Motor Vehicle Rental Establishment

Section 11.1.3 – Regulations:

- Building Setbacks from Street Line:
 - Minimum 3 m for a building with residential units on the ground floor facing a street
 - Maximum 4.5 m
 - Access driveway to a garage 6 m
- Rear Yard Setback
 - Minimum 7.5 m
- Interior Side Yard Setback
 - Minimum 7.5 m when abutting a Residential or Institutional Zone or lot containing a residential use
- Building Height
 - Minimum 11 m for any portion along a street line
 - Maximum 22 m
 - Building heights above 11 m may be increased as the yard increases when abutting a Residential or Institutional zone to a maximum of 22 m
- Built Form for New Development
 - v) Notwithstanding ii) and iii) above, a maximum of one driveway with a maximum width of 6.0 m shall be permitted for ingress and egress.

- *Recommended Amendment as follows:*

This provision may make it challenging to accommodate a contemporary self-storage facility as they generally incorporate internal loading/unloading bays with overhead drive-in doors. It is recommended that for new mixed-use development that contains a self-storage component this be revised as follows:

11.1.3f)v) Notwithstanding ii) and iii) above, a maximum of one driveway with a maximum width of 6.0 m shall be permitted for ingress and egress, except in the case of a mixed-use development containing a self-storage facility component where two driveways with a maximum width of 6.0 m shall be permitted.

Conclusion: Upon reviewing the permitted uses and zone standards within the TOC1 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building or through adaptive reuse of existing built form be permitted within the TOC1 zone as a restricted use. A limitation on the amount of ground floor area of street facing facades dedicated to the self-storage facility use will assist in ensuring more active and engaged public frontages while also addressing the retail/accessory needs of the self-storage business.

Transit Oriented Corridor Local Commercial (TOC2)

Section 11.2.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 11.2.1.1 - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the TOC2 lands to accommodate other uses that provide ample residential and commercial floor space that is transit supportive as these land redevelop over time. Further, in an effort to ensure more active uses along public streets, it is recommended that the self-storage component of mixed-use buildings on the street facing ground floor be limited in size. This would assist in encouraging a variety of uses and units to contribute to an engaged streetscape.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendment* as follows:
 - 11.2.1.1 v) Self-Storage Facilities
 - A. Notwithstanding Section 11.2.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building; and,
 - B. In the case of mixed-use buildings, the retail component of self-storage facilities, shall occupy no more than 33% of the street facing facades.

Section 11.2.2 - Prohibited Uses:

This section restricts Motor Vehicle Rental Establishments, even as an accessory use. A component of many self-storage facilities is the availability to rent moving vehicles. This prohibition is limited to a minimum number of zones that are located in areas where there is a focus on transit supportive development. Understanding that, it is an important ancillary use to some self-storage facilities business operations, as such, it is recommended that this provision be amended as follows:

- *Recommended amendments* as follows:
 - 11.2.2i) remove Motor Vehicle Rental Establishment from list of prohibited uses;
 - 11.2.2ii) Notwithstanding 11.2.1 above, the following use is prohibited, except if considered an accessory use to a self-storage facility with all operations and rental vehicle stock located internal to the building:

Motor Vehicle Rental Establishment

Section 11.2.3 – Regulations:

- Building Setbacks from Street Line:
 - Minimum 1.5
- Rear Yard Setback
 - Minimum 7.5 m
- Interior Side Yard Setback
 - Minimum 1.5 m
 - Minimum 3 m when abutting a Single Detached Dwelling, Semi-Detached Dwelling, and Street Townhouse.
- Building Height
 - Maximum 11 m
- Maximum Total Gross Floor Area for Commercial Uses Per Lot
 - 10,000 m²

Conclusion: Upon reviewing the permitted uses and zone standards within the TOC2 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building or through adaptive reuse of existing built form, be permitted within the TOC2 zone as a restricted use. A limitation on the amount of ground floor area of street facing facades dedicated to the self-storage facility use will assist in ensuring more active and engaged public frontages while also addressing the retail/accessory needs of the self-storage business.

Transit Oriented Corridor Multiple Residential (TOC3)

Section 11.3.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 11.3.1.1 - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the TOC3 lands to accommodate other uses that provide ample residential floor space that is transit supportive as these land redevelop over time.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendments* as follows:
 - 11.3.1.1 ii) Restriction of Existing Commercial Uses
 1. Add Self-Storage Facility to list
 - 11.3.1.1v) Self-Storage Facilities
Notwithstanding Section 11.3.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building.

Section 11.3.2 – Regulations:

- Building Setbacks from Street Line:
 - Minimum 3 m for a building with residential units on the ground floor facing a street
 - Maximum 4.5 m
 - Access driveway to a garage 6 m
- Rear Yard Setback
 - Minimum 7.5 m
- Interior Side Yard Setback
 - Minimum 7.5 m when abutting a Single Detached Dwelling, Semi-Detached Dwelling, and Street Townhouse.
- Minimum Lot Area
 - 360 m²
- Building Height
 - Minimum 11 m for any portion along a street line
 - Maximum 22 m
 - Building heights above 11 m may be increased as the yard increases when abutting a Residential or Institutional zone to a maximum of 22 m
- Built Form for New Development
 - v) Notwithstanding ii) and iii) above, maximum of one 6.0 m shall be permitted for ingress and egress.
 - *Recommended Amendment:* This provision may make it challenging to accommodate a contemporary self-storage facility as they generally incorporate

internal loading/unloading bays with overhead drive-in doors. It is recommended that for new mixed-use development that contains a self-storage component this be revised as follows:

- 11.3.2f)v) Notwithstanding ii) and iii) above, a maximum of one driveway with a maximum width of 6.0 m shall be permitted for ingress and egress, except in the case of a mixed-use development containing a self-storage facility component where two driveways with a maximum width of 6.0 m shall be permitted.

Conclusion: Upon reviewing the permitted uses and zone standards within the TOC3 zone, along with its locations across the City, it would be recommended that self-storage facilities, only as part of a mixed-use building (with residential uses) or through adaptive reuse of existing built form, be permitted within the TOC3 zone as a restricted use. Additional provisions regarding maximum gross floor area permissions would be suggested to ensure primary focus remains on residential uses.

Transit Oriented Corridor Mixed Use High Density (TOC4)

Section 11.4.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 11.4.1.1 - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the TOC4 lands to accommodate other uses that provide ample residential and commercial floor space that is transit supportive as these land redevelop over time. Further, in an effort to ensure more active uses along public streets, it is recommended that the self-storage component of mixed-use buildings on the street facing ground floor be limited in size. This would assist in encouraging a variety of uses and units to contribute to an engaged streetscape.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendment* as follows:
 - 11.4.1.1 ii) Self-Storage Facilities
 - A. Notwithstanding Section 11.4.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building; and,

- B. In the case of mixed-use buildings, the retail component of self-storage facilities, shall occupy no more than 33% of the street facing facades.

Section 11.4.2 - Prohibited Uses:

This section restricts Motor Vehicle Rental Establishments, even as an accessory use. A component of many self-storage facilities is the availability to rent moving vehicles. This prohibition is limited to a minimum number of zones that are located in areas where there is a focus on transit supportive development. Understanding that, it is an important ancillary use to some self-storage facilities business operations, as such, it is recommended that this provision be amended as follows:

- *Recommended amendments* as follows:
 - 11.4.2i) remove Motor Vehicle Rental Establishment from list of prohibited uses;
 - 11.4.2iii) Notwithstanding 11.4.1 above, the following use is prohibited, except if considered an accessory use to a self-storage facility with all operations and rental vehicle stock located internal to the building:

Motor Vehicle Rental Establishment

Section 11.4.3 – Regulations:

- Building Setbacks from Street Line:
 - Maximum 3 m
- Rear Yard Setback
 - Minimum 7.5 m
- Interior Side Yard Setback
 - Minimum 7.5 m when abutting a Residential Zone or Institutional Zone
- Building Height
 - Minimum 11 m for any portion along a street line
 - Maximum 40 m
 - Building heights noted above are subject to additional height permissions as the setback increases.
 - A minimum setback of 29.5 m is required from rear and interior side lot lines when the building is between 22 m and 40 m to reduce impact on adjacent properties

Conclusion: Upon reviewing the permitted uses and zone standards within the TOC4 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building, be permitted within the TOC4 zone as a restricted use. The addition of this use would assist with providing adequate self-storage facilities in areas intended for high-density intensification and development within a major transit hub. A limitation on the amount of ground floor area of street facing facades dedicated to the self-storage facility use will assist in ensuring

more active and engaged public frontages while also addressing the retail/accessory needs of the self-storage business.

Downtown Central Business District (D1)

Section 6.1.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

Section 6.1.1.1 - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the D1 lands to accommodate other uses that provide ample residential and commercial floor space that is transit supportive as these land redevelop over time. Further, in an effort to ensure more active uses along public streets, it is recommended that the self-storage component of mixed-use buildings on the street facing ground floor be limited in size. This would assist in encouraging a variety of uses and units to contribute to an engaged streetscape.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendments* as follows:
 - 6.1.1.1i)5) Self-Storage Facilities
 - A. Notwithstanding Section 6.1.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building; and,
 - B. In the case of mixed-use buildings, the retail component of self-storage facilities, shall occupy no more than 33% of the street facing facades.

Section 6.1.3 – Regulations:

- Building Setbacks from Street Line:
 - Maximum 4.5 m for portion of building less than 11 m in height
 - Access driveway to a garage 6 m
- Building Height
 - Minimum 7.5 m
 - Maximum in accordance with Figure 1 of Schedule "F" Special Figures of the Zoning By-law
- Maximum Lot Coverage
 - 85%

Conclusion: Upon reviewing the permitted uses and zone standards within the D1 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building or through adaptive reuse of existing built form be permitted within the D1 zone as a restricted use. The addition of this use would assist with providing adequate self-storage facilities in an area experiencing increased high density growth, as well as existing office buildings that may experience increased vacancy rates or opportunities to repurpose existing structures. A limitation on the amount of ground floor area of street facing facades dedicated to the self-storage facility use will assist in ensuring more active and engaged public frontages while also addressing the retail/accessory needs of the self-storage business.

Downtown Mixed Use (D3)

Section 6.3.1 - Permitted Uses:

- *Recommended Amendment:* Add Self-Storage Facility as a restricted use, as part of a mixed-use building or through adaptive reuse.

New Section - Restricted Uses:

It is recommended that self-storage facilities be added as a restricted use within mixed-use buildings in order to ensure an adequate amount of gross floor area dedicated to a variety of uses. This would assist in ensuring ample gross floor area is made available in the D3 lands to accommodate other uses that provide ample residential and commercial floor space that is transit supportive as these land redevelop over time. Further, in an effort to ensure more active uses along public streets, it is recommended that the self-storage component of mixed-use buildings on the street facing ground floor be limited in size. This would assist in encouraging a variety of uses and units to contribute to an engaged streetscape.

It would also be recommended that self-storage facilities be permitted to occupy 100% of the total gross floor area of an adaptively reused building as an incentive for conversion.

- *Recommended amendments* as follows:
 - Add new Section between Prohibited Uses and Regulations:
Section 6.X.X Self-Storage Facilities
 - A. Notwithstanding Section 6.3.1, a Self-Storage Facility shall be permitted to occupy 100% of an adaptively reused building, but shall not occupy more than 50% of the total gross floor area of a mixed use building; and,
 - B. In the case of mixed-use buildings, the retail component of self-storage facilities, shall occupy no more than 33% of the street facing facades.

Section 6.3.3 – Regulations:

- Building Setbacks from Street Line:

- First storey 2.0 m
- Second and third storeys 0.5 m
- Access driveway to a garage 6 m
- Building Height
 - Minimum 7.5 m for portion along a street line
 - Maximum in accordance with Figure 1 of Schedule "F" Special Figures of the Zoning By-law

Conclusion: Upon reviewing the permitted uses and zone standards within the D3 zone, along with its locations across the City, it would be recommended that self-storage facilities, as part of a mixed-use building or through adaptive reuse of existing built form be permitted within the D3 zone as a restricted use. The addition of this use would assist with providing adequate self-storage facilities in an area experiencing increased high density growth, as well as existing office buildings that may experience increased vacancy rates or opportunities to repurpose existing structures. A limitation on the amount of ground floor area of street facing facades dedicated to the self-storage facility use will assist in ensuring more active and engaged public frontages while also addressing the retail/accessory needs of the self-storage business.

5.2.2 Summary Recommendations of Zoning Provisions

Based on a review of various case studies, the evolution and built form of contemporary self-storage facilities, the opportunities that are available in terms of adaptively reusing existing buildings whether former industrial, office buildings or otherwise, and the ability to integrate the use into mixed-use buildings, only a few specific zoning amendments are recommended for consideration.

Zoning By-law No. 05-200 only has a few uses that are subject to specific requirements, these include Urban Farms, Community Gardens and Urban Farmers Markets. While this is a potential option, it is not recommended as the self-storage use has evolved drastically over the past number of years and it has been demonstrated in various municipalities that it can be accommodated within a variety of contexts and zoning parameters. Self-storage facilities no longer resemble that of a warehouse or require large parcels of land or specific regulations. This use, like all other uses within each zone, should be assessed with consistent zoning provisions and requirements as it relates to setbacks, height, landscape buffers etc. as its built form can be designed in many configurations and any site specific deviations can be addressed through a Zoning By-law Amendment or Minor Variance.

The following is a high level summary of some of the key zoning provisions:

Building Height

Zoning By-law No. 05-200 limits the height in some of the contemplated zones to 14 m which may be challenging for some more intensive self-storage facility proposals. On the other hand, it may be difficult to restrict single-storey traditional self-storage facilities where no minimum

building heights are regulated, as such, where recommendations are made to permit stand-alone self-storage facilities, a restriction on the use requiring a minimum of two-storeys has been incorporated. Building height can make a significant impact on surrounding properties and as such, amendments to the Zoning By-law to increase height should be approved on a site by site basis. In these instances, it should be expected that any application greater than three-storeys, regardless of use, require an amendment or variance to the provision.

Other zones permit increases in height subject to increases in setbacks or step backs in built form, this is an appropriate requirement for this use as it protects against the potential impact of the built form and massing.

Setbacks

Upon reviewing the setbacks for each contemplated zone, as well as other permitted uses within each, case studies have illustrated that it is no longer necessary to significantly deviate from the built form of other commercial uses simply to accommodate a self-storage facility. Similar to building height, reductions in setbacks can have varying impacts on the subject land as well as surrounding properties, regardless of the use. The use is not generally obnoxious in nature and the vast majority of on-site activity is conducted fully within the building, so impact on adjacent properties is not a concern. Setbacks will simply assist in ensuring adequate transition.

Whether it be a stand-alone self-storage facility or within a mixed-use development, contemporary facilities are now designed with active ground floors, often containing the ancillary retail or commercial uses. Additional zoning provisions contained in many of the zones provide direction for the built form of new development. These provisions will assist in maintaining the consistency of built form.

Parking and Loading

Parking:

Self-storage facilities do not require a substantial number of parking spaces given the nature of its function. A reduced rate of 0.12 spaces per 100 m² of gross floor area of the self-storage facility and accessory uses is recommended. This reduction could be applied to either stand-alone or mixed-use buildings and may assist in reducing the need for expansive parking lots and allow for larger built form or increased landscaping. The City should anticipate that permissions for interior parking spaces will likely be sought with applications for self-storage facilities as the contemporary design often includes approximately four inside, depending on the size of the facility.

Loading:

Similar to parking, self-storage facilities do not have the same requirements as other industrial, warehouse or commercial uses in terms of heavy truck traffic and loading spaces. The majority of patrons visiting the site will do so in a passenger vehicle or small utility vans. Some contemporary facilities offer office spaces which would not generate the need for a loading space.

The accessory retail uses may require limited truck loading/unloading. Hamilton's Zoning By-law does not provide requirements for loading spaces. As such, the number of loading spaces for each proposal should be determined by any supporting Traffic Impact Studies and dealt with on a site by site basis.

Access

The majority of contemporary self-storage facilities now provide interior loading/unloading bays which are accessed via overhead doors. These areas are typically single direction and require through access on the ground floor of the building that is separate from additional uses. This may require additional design attention depending on the site as some locations, particularly in the more urban zones (i.e Downtown and Transit Oriented Corridor zones), however, self-storage companies are generally experienced in various site contexts, including more dense and urban locations. Alternative options for reconfiguring a site's layout and internal operations can be determined by a proponent's project team.

Additionally, due to the nature of the use, larger vehicles including cargo or cube vans access the facilities on a regular basis. Driveway widths and turning radii that can accommodate these vehicles should be required. Some of the Transit Oriented Corridor zones include restrictions on the number and width of driveways which may prove challenging. Potential amendments have been noted as it applies in each zone.

Percentage of Building

The City's Zoning By-law outlines restricted and prohibited uses, as well as caps on particular uses in each zone. In areas that are intended to accommodate a mix of uses, intensification or transit supportive uses, recommendations have been included to place a maximum percentage of the gross floor area in a mixed-use building to be utilized for a self-storage facility. The example from the Dymon facility in North York indicates a 50% maximum and 23,000 m² cap. This same percentage rate of 50% has been included as a recommendation in numerous zones for Hamilton, in the more urban zones or transit supportive zones or those intended for higher residential intensification as to not take away from the intended use and capacity of those areas.

In an effort to encourage the adaptive reuse of buildings within Hamilton, a recommendation has been included to permit self-storage facilities to occupy 100% of the total gross floor area, this is inclusive of all the zones, including those in the most urban areas. The example of Green Storage Hamilton illustrates the ability to preserve and enhance an industrial building in a prime location to serve the surrounding community. This incentive could also apply to vacant commercial or office buildings.

6 Recommendations and Considerations

The following section contains recommendations and considerations for City staff as it relates to incorporating self-storage facilities throughout a number of additional zones within the City's Zoning By-law:

6.1 Addressing Self-Storage in Official Plan

It would be recommended that the City determine what type of classification self-storage facilities would qualify as to ensure that there are adequate as-of-right permissions within the Official Plan, as well as consistency within the various levels of policy. Given the current permission of self-storage facilities as a warehouse use within Zoning By-law No. 05-200, an amendment may be required to the Official Plan to ensure self-storage facilities are permitted in areas with more sensitive land uses such as residential and commercial.

It is further recommended that the City decides on how the use will be interpreted, whether as an employment and/or commercial use as it is being more commonly considered within both types of land uses given the diversity of accessory uses within contemporary facilities. This may be important as the City proceeds forward with any Secondary Plans that limit areas to either a particular use which was the case in the Vaughan example, ultimately requiring an Official Plan Amendment to permit the employment use within an area designated for commercial uses where employment uses were restricted.

6.2 Addition of Self-Storage as a Permitted Use in Various Zones

Based on the analysis provided in Section 3.1, it would be recommended that the self-storage use be added as a permitted use in several zones within Zoning By-law No. 05-200 as follows:

Full Use Permission Zones:

- District Commercial (C6); and,
- Arterial Commercial (C7) – Currently permitted with the Warehouse use definition but would be recommended to amend to have a consistent use/definition.

Restricted Use Permission Zones:

- Community Commercial (C3);
- Mixed Use High Density (C4);
- Mixed Use Medium Density (C5);
- Transit Oriented Corridor Mixed Use (TOC1);
- Transit Oriented Corridor Local Commercial (TOC2);
- Transit Oriented Corridor Multiple Residential (TOC3);
- Transit Oriented Corridor Mixed Use High Density (TOC4);
- Downtown Central Business District (D1); and,
- Downtown Mixed Use (D3).

Restrict Use from Specific Zones:

- *Mixed-Use Medium Density – Pedestrian Focus (C5a) Zone and the Downtown Mixed Use – Pedestrian Focus (D2) Zone:*

- These uses are generally dependent on access via patrons without vehicles. It is recommended that self-storage facilities should not be permitted in the zones intended to focus on pedestrian access with high pedestrian traffic, as found within the C5a and D2 zones.
- *Downtown Residential (D5) Zone and Downtown Multiple Residential (D6) Zone:*
 - The focus of these areas is to allow for a range of housing forms and create opportunities for integration of retail and commercial uses to meet the daily needs of local residents. The zones applies to the stable residential areas which is crucial in ensuring a balance of dwelling types, as well as protecting stable neighbourhoods, many of which are identified as Established Historical Neighbourhoods. These areas assist in contributing to the character and history of the Downtown and the City as a whole.

6.3 Dedicated Self-Storage Use Definition

Currently self-storage uses are permitted through the existing Warehouse use definition which primarily applies to the Industrial zones and the Arterial Commercial zone. In order to ensure a consistent definition and interpretation, it is recommended that the Zoning By-law be amended to include one standardized self-storage use definition.

When determining a definition, it should provide for flexibility for the use as part of a building or as a stand-alone facility by incorporating wording such as "a building or part of a building..." and should be all encompassing to capture the various ancillary uses are included in standard contemporary self-storage facilities.

6.4 Existing Zones Permitting Warehouse Use

Currently, self-storage facilities are permitted within a number of Industrial zones and the Arterial Commercial zone through the warehouse use definition and requirements. It is recommended that the:

- existing Industrial zones permissions be maintained which would allow for the traditional forms of self-storage facilities;
- list of permitted uses in the Arterial Commercial zone be amended to add the specific self-storage facility use to ensure consistency of uses throughout all Commercial zones.

6.5 Parking

It is recommended that a reduced parking ratio for the self-storage use be incorporated into the Zoning By-law, this would include any uses ancillary to the self-storage use but not others that are part of a mixed-use development, if applicable. Additionally, the use of additional measures through various development agreements to ensure that adequate parking spaces are located in

proximity to the entrance of the self-storage component of a mixed-use building, such as the site specific exception for the North York Dymon case study could be contemplated.

While the self-storage use typically requires a large amount of gross floor area, the nature of the business and the activity of the patrons does not require an excessive number of parking spaces. Furthermore, most contemporary self-storage facilities incorporate other components such as internal loading/unloading areas that further alleviate the need for excessive parking. A rate of 0.12 spaces per 100 m² of gross floor area is recommended for consideration, inclusive of any spaces internally located within the loading/unloading bays. Barrier-free spaces should meet the current requirement but should be permitted to be located internally.

6.6 Ground Floor Uses

Through reviewing several of the existing zones in Zoning By-law No. 05-200, particularly those that permit mixed-use developments or multiple dwellings, it was noted that many contain restrictions on the use of the ground floor, whether that's permitting or limiting them. It is recommended that where self-storage facilities are permitted, that there are no restrictions to them utilizing the ground floor or street facing facades. Aside from the interior loading bay areas, many contemporary self-storage facilities provide active street frontages as many of their ancillary uses and services are not related to their dedicated storage facilities themselves. These uses include retail shop for moving materials, mailboxes, delivery services, community working spaces and shredding services for example.

6.7 Percentage of Building Dedicated to Self-Storage Use

As demonstrated through the North York example, the lesser of a maximum percentage or maximum gross floor area cap was put in place through the site specific zoning provisions. This is recommended for zones in Hamilton where the intent is to permit self-storage facilities as part of a mixed-use development or those along the Transit Oriented Corridor where the primary focus is intensification and uses that require or support the local transit. This would encourage integration of self-storage facilities in areas where growth may be occurring but is not to substantially take away from the intended direction or opportunity for growth. Self-storage facilities would be considered as supplementary uses in those areas.

6.8 Permissions to Incorporate Self-Storage into Mixed-Use Development

Traditional self-storage facilities were typically dedicated, stand-alone facilities with smaller ancillary uses such as moving truck rentals or small retail shops that sold moving supplies. Integration of these uses was rare but is being seen more and more as the demand for facilities in more urban areas is increasing. While not many have been fully constructed or received approval, based on the growing trends and demands, permissions to allow for the integration of self-storage facilities as a smaller component of a larger, mixed-use development should be encouraged.

This could be done in various manners including the lower floors, or as a result of the self-storage uses not requiring windows, could be incorporated within a central core of a building or in the portion of buildings abutting adjacent developments as they typically have blank facades as a result of minimal setbacks or shared walls. In an effort to ensure more active public facing facades and to encourage a diversity of uses, particularly within pedestrian oriented zones, a restriction to limit the percentage of the ground floor area along those frontages dedicated to the self-storage facility has been recommended. Permitting the retail component on the ground floor will address the retail business and customer interaction needs and requirements of self-storage companies, while locating the internal loading/unloading component on the ground floor or below grade is most practical due to access.

In the case of Hamilton's zones, opportunities for this could be as follows:

- **Within Transit-Oriented Corridor Zones:** Permit the self-storage use within the Transit-Oriented Corridor zones as part of a mixed-use development (regardless of uses) to ensure sufficient ridership but to allow for access to storage for increased residential units. This would be recommended for the "Mixed Use (TOC1)", "Local Commercial (TOC2)" and "Mixed Use High Density (TOC4)" zones. In reviewing the "Transit Oriented Corridor Multiple Residential (TOC3)" zoning, it would be recommended that residential uses are maintained as the focus for these areas.
- **Within Downtown Zones:** Permit self-storage facilities within some of the Downtown zones as part of a mixed-use development and limit the percentage of gross floor area within the building dedicated to self-storage to a determined percentage to ensure it does not detract from intensification or the primary use of downtown core. This could allow for the potential incorporation/conversion of underutilized office buildings.

6.9 Understanding City-Wide Opportunities

It is recommended that the City's Policy staff engage and collaborate with various other departments and external groups to fully understand the needs and opportunities available to accommodate self-storage facilities. A few recommendations include:

- **Adaptive Reuse Incentives:** Understand opportunities to promote adaptive reuse of buildings, including former industrial buildings or offices where vacancy rates have increased. This could involve collaboration with Economic Development to understand existing and potential grant programs, Heritage & Urban Design to understand any requirements with potentially significant buildings, and Climate Change Initiatives as the adaptive reuse of existing buildings is a sustainable practice that may assist the City in reaching its climate change objectives.
- **Engage with Local Businesses:** Collaborate with the Hamilton Business Centre to connect with local BIAs and businesses to understand the demand and needs within the local community as there has been an increase in usage of self-storage facilities by businesses.

6.10 Urban Design Guidelines

In an effort to ensure appropriate and considerate architectural design, the City may wish to consider preparing Urban Design Guidelines specific to self-storage facilities. These guidelines could address matters such as enhancement of all facades, glazing, materials, landscaping, access points to internal loading areas, amongst others. The existing Tall Building Urban Design Guidelines, as well as the Downtown Hamilton Secondary, have direction that speaks to the enhancement of facades. Should the City undertake additional guidelines for the areas within the Transit Oriented Corridor, it is recommended that similar design direction be included to address this, rather than including additional restrictive zoning provisions that are specific to self-storage facilities.

7 Summary

It is our recommendation that City staff consider a few amendments to Zoning By-law No. 05-200 to allow for incorporating self-storage facilities in additional areas and zones within the City. As a result of the changing trends in the overall design and built-form of self-storage facilities, they can be incorporated into many traditional zones. While traditional self-storage facilities still exist, more and more municipalities are seeing the introduction of contemporary facilities, with enhanced designed and function to be compatible with a variety of uses including sensitive land uses such as residential. Existing zone provisions that dictate important requirements such as height, setbacks, massing etc. have been set out to ensure compatibility and overall character of an area, and the addition of self-storage facilities as a permitted use should not require specific zoning provisions.

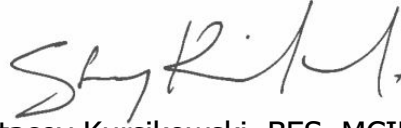
In an effort to encourage a mix of uses and utilization of existing build stock, additional recommended provisions have been included while being respectful of the overall intended purpose of each zone. The permission to include the use within adaptively reused buildings has been proven successful within Hamilton already. Adaptive reuse of existing buildings, whether industrial, office or otherwise, has great environmental benefits, allows for the revitalization of sites that are generally located within established areas and easily accessible.

Overall, as the City of Hamilton continues to grow upwards, the demand for self-storage facilities will only continue to increase. Permitting these facilities within more zones in more urban areas of the City will ensure that these services are available and easily accessible to all current and future residents, business owners and patrons. Integration within new mixed-use developments is not only convenient but may assist in utilizing dead spaces within a building as the individual units vary in sizes and do not require natural light. Best practices for accommodating this new format of this use have not been established, however, the consideration by Hamilton at this time is valuable as the City's intensification and demand is only on the rise.

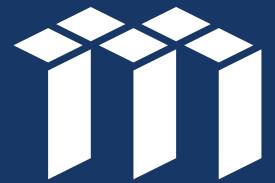
Respectfully submitted,
MHBC

A handwritten signature in black ink, appearing to read 'Oz Kemal', written in a cursive style.

Oz Kemal, BES, MCIP, RPP
Partner

A handwritten signature in black ink, appearing to read 'Stacey Kursikowski', written in a cursive style.

Stacey Kursikowski, BES, MCIP, RPP
Senior Planner



MHBC
P L A N N I N G
U R B A N D E S I G N
& L A N D S C A P E
A R C H I T E C T U R E

**MacNaughton Hermsen Britton Clarkson
Planning Limited**

442 Brant Street, Suite 204
Burlington ON L7R 2G4
T: 905 639 8686

MHBCPLAN.COM