



The City of Saint John

Date: September 12, 2024
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: September 17, 2024

SUBJECT

Applicant: Amerco Real Estate Company
Landowner: 756080 NB INC.

Location:

Civic Address	PID	Existing Zoning	Proposed Zoning
665 Loch Lomond Road	55102917	Business Park Commercial (CBP)	Corridor Commercial (CC)
669 Loch Lomond Road	55102925	Business Park Commercial (CBP)	Corridor Commercial (CC)
0 Commerce Drive	00313155	Business Park Commercial (CBP)	Corridor Commercial (CC)

Plan Designation: Regional Retail Centre
Application Type: Rezoning and Section 59 Amendment
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Zoning By-Law and Section 59 conditions. Common Council will consider the Committee’s recommendation at a public hearing on **Tuesday, October 1, 2024.**

EXECUTIVE SUMMARY

This application is to rezone properties located at 665-669 Loch Lomond Road and 0 Commerce Drive from Business Park Commercial (CBP) to Corridor Commercial (CC) to construct a self-storage facility and associated vehicle rental. The rescinding of Section 59 Conditions imposed on 669 Loch Lomond Road and 0 Commerce Drive is also required.

Staff recommends approving the proposed rezoning and the rescission of the existing Section 59 conditions.

RECOMMENDATION

1. That Common Council rezone 665 Loch Lomond Road (PID 55102917), 669 Loch Lomond Road (PID 55102925), and 0 Commerce Drive (PID 00313155), an area of approximately 4.7 hectares, from **Business Park Commercial (CBP)** to **Corridor Commercial (CC)**.
2. That Common Council, pursuant to Section 59 of the *Community Planning Act*, rescind the Section 59 Conditions imposed on April 9, 2002, on the property at 669 Loch Lomond Road (PID 55102925).
3. That Common Council, pursuant to Section 59 of the *Community Planning Act*, rescind the Section 59 Conditions imposed on May 1, 2000, on the property at 0 Commerce Drive (PID 00313155).

DECISION HISTORY

Both 669 Loch Lomond (PID 55102925) and 0 Commerce Drive (PID 00313155) have Section 59 conditions that originate from previous rezonings. The long-standing Section 59 conditions were designed for specific uses and developments that either never materialized or have long since closed. Due to the length of the conditions, they are attached to this report under Attachment 1, *Current Section 59 Conditions*.

It should be noted that the Section 59 conditions originally registered to the historical address 665 Loch Lomond Road is now 669 Loch Lomond Road due to a subdivision in 1986. As a result, the conditions are now registered to 669 Loch Lomond Road.

ANALYSIS

Proposal

This application is requesting to rezone the subject property from Business Park Commercial (CBP) to Corridor Commercial (CC) to construct a self-storage facility. The self-storage facility will consist of self-storage, truck and trailer rentals, and related retail sales and vehicle service.

Site and Neighbourhood

The subject site is located at the edge of the McAllister Regional Retail Centre near the intersection of Loch Lomond Road and Commerce Drive. The area acts as a buffer between the industrial lands to the south of Loch Lomond Road and the residential neighbourhood located off Mark Drive. Bus Routes 30 and 33 are within 200 metres of the subject site and connect the Champlain Heights neighbourhood with the East Point Shopping Centre and the Uptown.

Municipal Plan

The subject site is designated McAllister Regional Retail Centre in the Municipal Plan. The McAllister Regional Retail Centre is the major Regional Retail Centre in the City and is the focus for commercial retail and service-based uses intended to serve Southwestern New Brunswick. Self-storage facilities and associated vehicle rental uses provide a service that can be used by residents across the City and beyond, meeting the intention of the regionally focused centre.

The subject site is also located within the McAllister Place Intensification Area. Intensification Areas are identified as areas of the City where future growth and development will be focused. Regional Retail Centre Intensification Areas are not intended to undermine the function of Local Centre or Primary Centre Intensification Areas. The use of a self-storage facility and associated vehicle rentals would not interfere with the function of Local Centres or Primary Centres due to the inability of those Centres to physically accommodate the scale of the proposed development.

Zoning

The subject site is currently zoned Business Park Commercial (CBP). The CBP zone accommodates areas that are generally identified for commercial redevelopment, compatible residential, and employment uses, such as business offices, research and development facilities, and light manufacturing and assembly. While the CBP zone permits self-storage facilities, the proposed development includes vehicle rental, requiring the rezoning to Corridor Commercial (CC).

As shown on the submitted site plan, the proposed development meets the parking and landscaping requirements established in the Zoning By-law. Due to the presence of a wetland on the property, a significant portion of the subject site will remain in its natural state.

Infrastructure and Protective Services

The City's Infrastructure Development, Building and Fire, and Emergency Management Service Areas also reviewed the proposal. No concerns were raised by the City's Service Areas.

Section 59 Conditions

Staff recommend the rescission of the existing Section 59 conditions that were imposed on April 9, 2002, on the property 669 Loch Lomond (PID 55102925) and May 1, 2000, on the property 0 Commerce Drive (PID 00313155). The historical conditions on both properties are in relation to proposed developments that never came to fruition. Conditions that determined the location of utility services have been verified with the appropriate parties and it was concluded they are no longer necessary.

Conclusion

The proposed rezoning of the subject site to the Corridor Commercial (CC) zone aligns with the policies established within the City's Municipal Plan and will accommodate the development of a self-storage facility and associated vehicle rental business.

Staff recommends approving the proposed rezoning and rescinding the Section 59 Conditions imposed on past rezonings of the site.

ENGAGEMENT

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on September 3, 2024. The public hearing notice will be posted on the City of Saint John website on or before September 9, 2024.

APPROVALS AND CONTACT

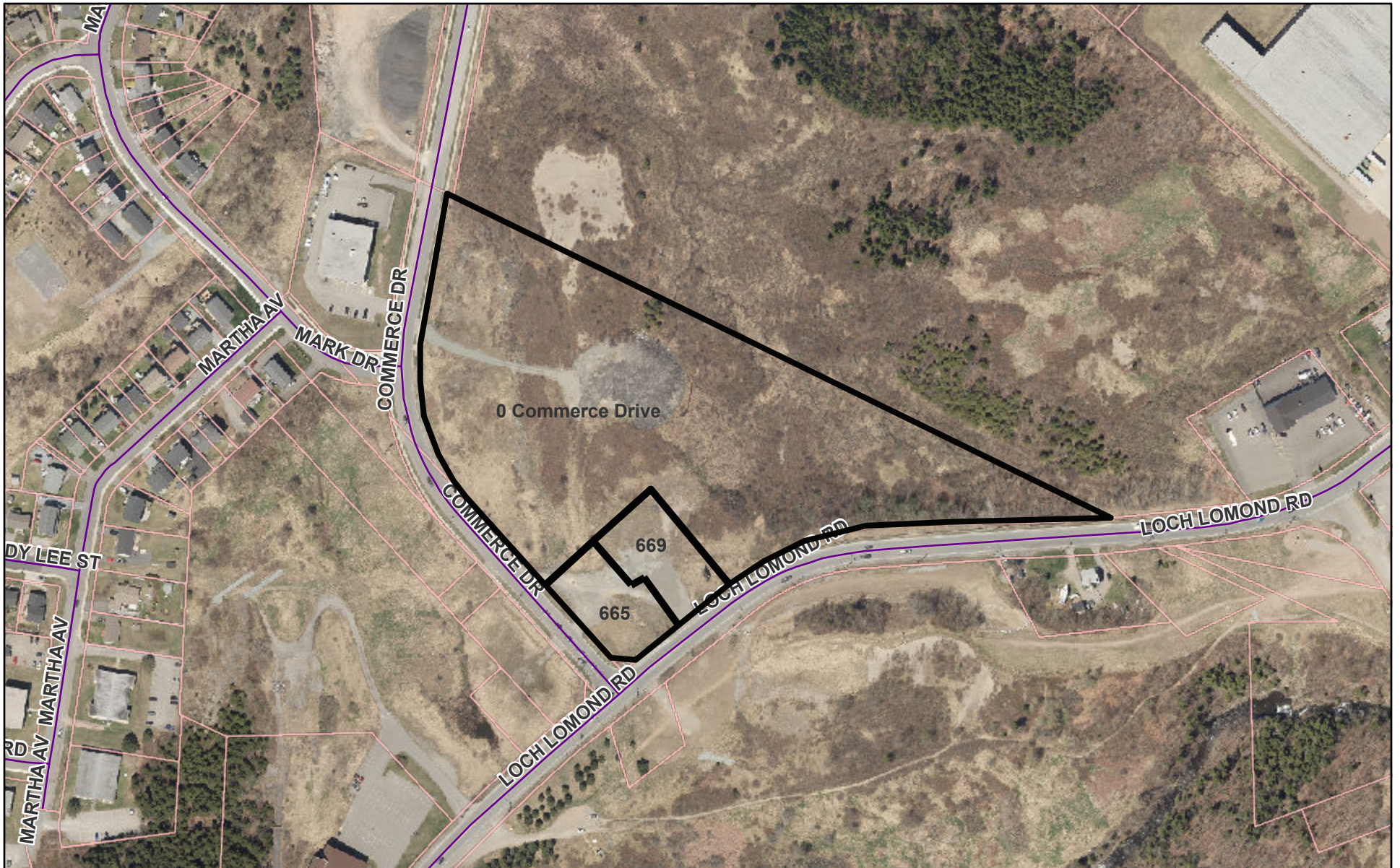
Author	Manager	Director	Commissioner
Thomas Lewallen	Jennifer Kirchner MCIP, RPP	Pankaj Nalavde MCIP, RPP	Amy Poffenroth

Contact: Thomas Lewallen
Telephone: (506) 649-6075
Email: thomas.lewallen@saintjohn.ca
Application: 24-0162

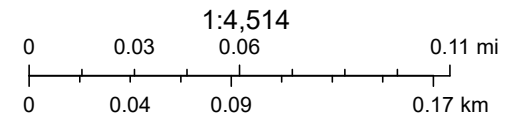
APPENDIX

- Map 1: **Aerial Photography**
- Map 2: **Future Land Use**
- Map 3: **Zoning**
- Attachment 1: **Current Section 59 Conditions**
- Attachment 2: **Municipal Plan Review**
- Attachment 3: **Site Photography**
- Submission 1: **Project Narrative**
- Submission 2: **U-Hail Traffic Data**
- Submission 3: **Site Plan**
- Submission 4: **Elevation Drawings**

Aerial Photo - 665-669 Loch Lomond Road & 0 Commerce Drive



 Subject Properties



The City of Saint John, Service New Brunswick, New Brunswick Emergency Measures Organisation

GIS Viewer
(C) City of Saint John


Aerial Photo - 665-669 Loch Lomond Road & 0 Commerce Drive




 Subject Properties


Future Land Use

 Stable Commercial

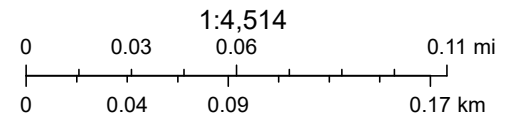
 Regional Retail Centre

 Heavy Industrial

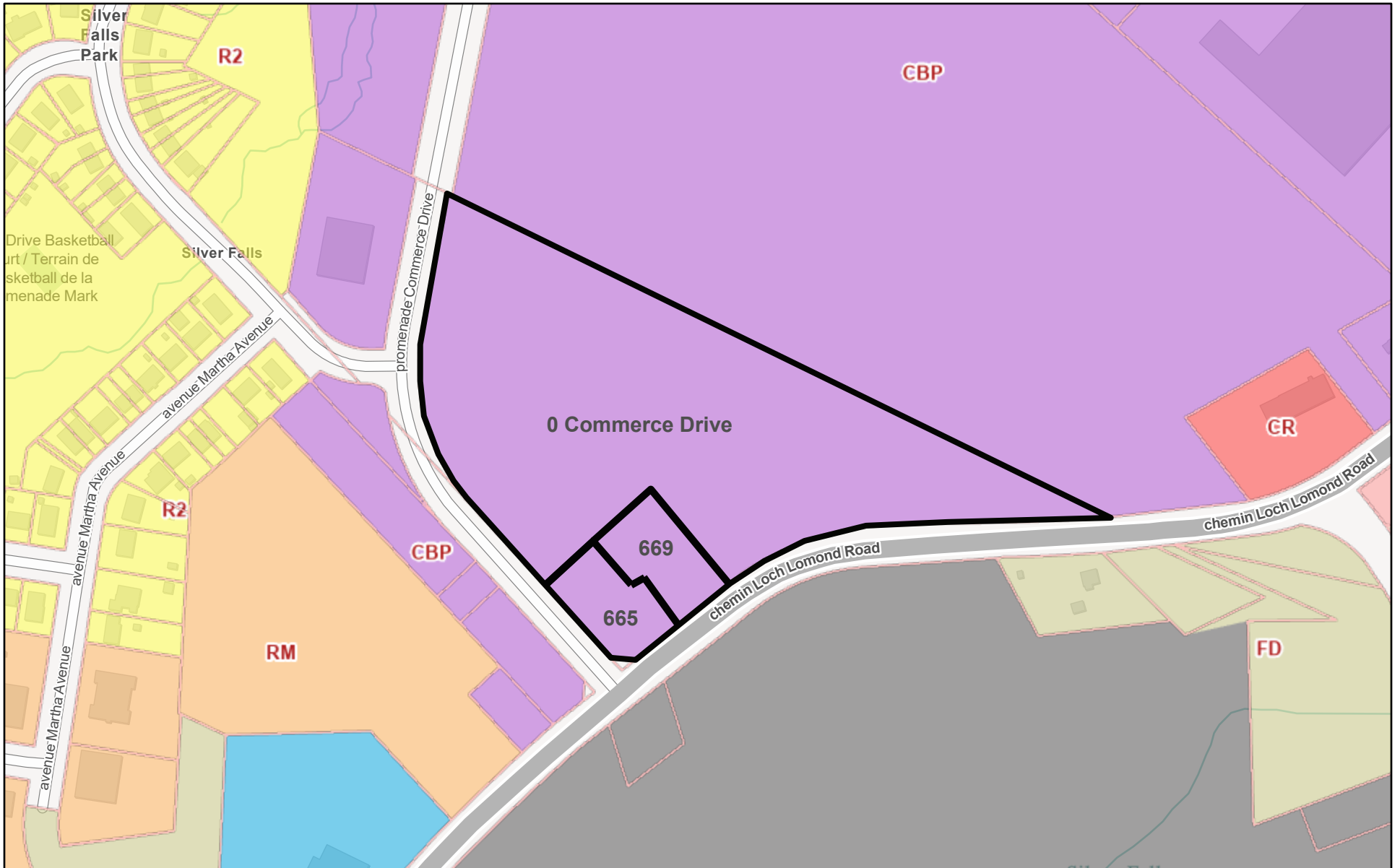
 Stable Residential

 Park and Natural Area

 Urban Reserve



Aerial Photo - 665-669 Loch Lomond Road & 0 Commerce Drive



 Subject Properties


Zoning

 Two-Unit Residential (R2)

 Business Park Commercial (CBP)

 Mid-Rise Residential (RM)

 Regional Commercial (CR)

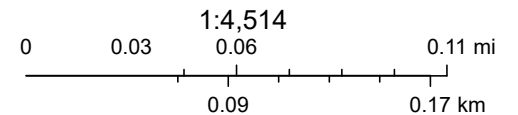
 Heavy Industrial (IH)

 Future Development (FD)

 General Commercial (CG)

 Utility Service (US)

 Neighbourhood Community Facility (CFN)



**0 Commerce Drive (PID 00313155)
Section 59 Conditions**

"B" *mm*

"RESOLVED that the by-law entitled, "By-law Number C.P. 100-526 A Law To Amend The Zoning By-law Of The City Of Saint John", insofar as it concerns re-zoning various parcels of land located at 257 Mark Drive, 273 Mark Drive and 641 Loch Lomond Road (NBGIC Numbers 313155 and 55123509 and part of 424440), having an area of approximately 6 hectares (15 acres), from "R-2" One and Two Family Residential and "RM-1" Three Storey Multiple Residential to "BP" Business Park classification, be read a third time and enacted and the Corporate Common Seal be affixed thereto:

AND FURTHER that pursuant to Section 39 of the Community Planning Act, the said re-zoning be subject to the following conditions:

- a) The use of the rezoned area is limited to the applicant's proposal to develop a business park subdivision;
- b) No lot in the proposed Business Park shall be developed, except in accordance with a detailed drainage plan, prepared by the proponent and subject to the approval of the Chief City Engineer.
- c) No lot in the proposed Business Park shall be developed, except in accordance with a detailed site plan and detailed elevation plans, prepared by the proponent and subject to the approval of the Development Officer, illustrating all buildings, structures, landscaped areas, parking areas, driveways, exterior lighting, signs and other site features.
- d) The plans mentioned in (b) and (c) above must be attached to the building permit application for the development to which it applies, but not including any permit for site preparation or foundation.
- e) All parking areas, loading areas and driveways must be paved with asphalt and enclosed with continuous cast-in-place concrete curbs.
- f) All areas of the site not occupied by buildings, structures, parking areas, loading areas and driveways must be landscaped, and the landscaping must extend into the street right-of-way to the edge of the developed street.
- g) Prior to a building permit being sought for development of any lot, the developer must extend all required services including municipal water, sewer, storm sewer, telephone and power and street lighting to the lot. Where the existing overhead utility lines exist on the section of Mark Drive between Martha Avenue and Loch Lomond Road, such overhead lines must be replaced by underground or rear-lot overhead lines at the developer's expense.
- h) Prior to a building permit being sought for development of any lot, the developer must either:
 - (1) in accordance with detailed plans to be prepared by the developer and subject to the approval of the Chief City Engineer, install concrete curb and sidewalk meeting City specifications along the frontage of the lot (dropped at driveway entrances), together with necessary

0 Commerce Drive (PID 00313155)

Section 59 Conditions

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asphalt pavement between the edge of the curb and the existing paved surface of the street; or

- (2) provide security to the City in an amount to be determined by the Chief City Engineer, based on City specifications, to ensure the completion of the work described in subparagraph (1) above prior to occupancy of the building.

i) In addition to the above conditions, the following conditions apply specifically to that portion of the proposed Business Park lying between the proposed City-owned buffer area adjacent to Silver Falls Park subdivision and the proposed Mark Drive by-pass road, as well as to the first lot adjacent to the residential lot at 280-282 Mark Drive:

- (1) Warehouses, industrial services and general manufacturing are prohibited.
- (2) All facades of the buildings must include high quality finishes similar to that required for the street-facing facade.
- (3) There shall be no access to any lot in the Business Park from the proposed residential section of Mark Drive.
- (4) A minimum building setback of 15 metres (50 feet) and a minimum parking setback of 7.5 metres (25 feet) must be provided from any lot line adjacent to the proposed City-owned buffer area. The setback area must be graded and landscaped in a manner that provides a visual screen from the residential properties on the existing Mark Drive.
- (5) Buildings and structures shall have a maximum height of one storey.
- (6) Lighting fixtures shall not be placed on the rear or side facades of buildings. If exterior lighting is required in the rear or side yard areas of a property, it must be mounted on poles and directed back towards the building. This requirement is in addition to the general requirement in Section 820(14) of the Zoning By-law, which applies to the whole rezoned area, that "no lighting facility or illuminating device for any purpose may be arranged in such a manner that directs rays of light therefrom to fall upon adjoining premises."
- (7) Construction vehicles are not permitted to use the residential section of Mark Drive.

j) A minimum 18-metre (60-foot) wide landscaped buffer area must be created and maintained adjacent to the residential lot at the intersection of the existing Mark Drive and Martha Avenue (civic # 280-282 Mark Drive). The buffer area must be developed and maintained in accordance with a detailed plan, subject to the approval of the Development Officer, illustrating the exact features to be employed.

**0 Commerce Drive (PID 00313155)
Section 59 Conditions**

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- k) The issuance of any building permit on any existing lot and/or the creation of any lots within the rezoned area shall require the vesting of sufficient easements for any necessary service extensions/ improvements.
- l) No lot shall be developed within the rezoned area, other than site preparation, until such time as the proposed Mark Drive by-pass is completed and open to traffic.
- m) No building shall be occupied until all work indicated on the approved site and drainage plans mentioned in conditions (b) and (c), except landscaping, is completed for the lot on which the building is located. Landscaping of the lot on which the building is located must be completed no later than one year following issuance of the building permit for the development."

**669 Loch Lomond Road (PID 55102925)
Section 59 Conditions**

The instrument is to be a copy of the original registered or deposited in the Saint John County Registry Office NB
Exemplaire présenté comme copie conforme à l'instrument enregistré ou déposé au bureau d'enregistrement du comté de Saint John NB

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APR - 9 2002

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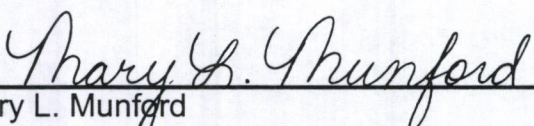
PROVINCE OF NEW BRUNSWICK
COUNTY OF SAINT JOHN

I, MARY L. MUNFORD, of the City of Saint John in the County of Saint John and Province of New Brunswick, DO HEREBY CERTIFY:-

1. That I am the Common Clerk of the said City of Saint John and as such have the custody of the minutes and records of the Common Council of the said City of Saint John and of the Common Seal of the said City.
2. That hereto attached and marked "A" is a copy of a resolution adopted by the Common Council of the City of Saint John on the eighteenth day of March, A.D. 2002.
3. That I have carefully compared the said resolution with the original and the same is a true copy thereof.

D A T E D at the City of Saint John on the twenty-seventh day of March, A.D. 2002.

IN TESTIMONY WHEREOF, I, the said Common Clerk of the City of Saint John have hereunto affixed the Common Seal of the said City the day and year first hereinbefore written.



Mary L. Munford
Common Clerk

**669 Loch Lomond Road (PID 55102925)
Section 59 Conditions**

"A"
mam

"RESOLVED that as recommended by the Planning Advisory Committee, Common Council amend the Section 39 conditions imposed upon the March 25, 1985 re-zoning of a portion of the property situated at 669 Loch Lomond Road, also identified as NBGIC Number 55102925, by including as a permitted use a retail clothing store."

669 Loch Lomond Road (PID 55102925)
Section 59 Conditions

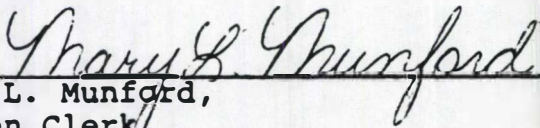
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COUNTY OF SAINT JOHN

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1. That I am the Common Clerk of the said City of Saint John and as such have the custody of the minutes and records of the Common Council of the said City of Saint John and of the Common Seal of the said City.
2. That hereto annexed and marked "A" is a true copy of a resolution adopted at a meeting of the Common Council of the City of Saint John on the fourth day of December, A.D. 1989.
3. That I have carefully compared the said resolution with the original thereof and the same is now in force and has not been rescinded

D A T E D at the City of Saint John on the 11th day of
December, A.D. 1989.

IN TESTIMONY WHEREOF, I, the said Common Clerk of the City of Saint John have hereunto affixed the Common Seal of the said City the day and year first hereinbefore written.



Mary L. Munford,
Common Clerk.



669 Loch Lomond Road (PID 55102925)
Section 59 Conditions

"A"
MAM

RESOLVED that as recommended by the Planning Advisory Committee, Common Council resolution of March 25, 1985, pursuant to Section 39 of the Community Planning Act, be amended so as to add poster panel as one of the uses permitted at 665 Loch Lomond Road.

669 Loch Lomond Road (PID 55102925)
Section 59 Conditions

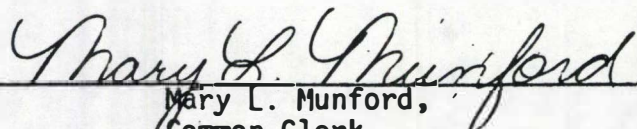
PROVINCE OF NEW BRUNSWICK
COUNTY OF SAINT JOHN

I, MARY L. MUNFORD, of the City of Saint John, in the County of Saint John and Province of New Brunswick, DO HEREBY CERTIFY:-

1. That I am the Common Clerk of the said City of Saint John and as such have the custody of the minutes and records of the Common Council of the said City of Saint John and of the Common Seal of the said City.
2. That hereto annexed and marked "A" is a true copy of a resolution adopted at a meeting of the Common Council of the said City of Saint John held on the twenty-fifth day of March, A.D. 1985.
3. That I have carefully compared the said resolution with the original thereof and the same is now in force and has not been rescinded.

DATED at the City of Saint John on the eighteenth day of April, A.D. 1985.

IN TESTIMONY WHEREOF, I, the said Common Clerk of the City of Saint John have hereunto affixed the Common Seal of the said City the day and year first hereinbefore written.



Mary L. Munford,
Common Clerk.

669 Loch Lomond Road (PID 55102925)
Section 59 Conditions

'A'
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RESOLVED that the by-law entitled, "By-Law Number C.P. 100-25 A Law To Amend The Zoning By-Law Of The City Of Saint John", insofar as it concerns re-zoning a parcel of land at 655 Loch Lomond Road (L.R.I.S. Number 312801), containing approximately 27,000 sq. ft. with a width of 130 ft., from "R-2" One- and Two-Family Residential to "I-1" Light Industrial classification, be read a third time and enacted and the Corporate Common Seal be affixed thereto:

AND FURTHER that pursuant to Section 39 of the Community Planning Act, the said re-zoning be on the condition that the use of the property be limited to office and storage of siding, windows and other materials related to the business carried on by Insulcan Ltd.

Attachment 2: Municipal Plan Review – 665-699 Loch Lomond Road and 0 Commerce Drive

Municipal Plan Policy	Planning Assessment
<p><u>Policy LU-60</u> Acknowledge that each Regional Retail Centre in the City is unique and will evolve differently to serve the needs of the community. Council intends that:</p> <ul style="list-style-type: none"> a. McAllister Regional Retail Centre is the major Regional Retail Centre in the City and will continue to be the focus for commercial retail and service-based uses intended to serve all of Southwestern New Brunswick. b. Fairville Boulevard Regional Retail Centre is a secondary, more community-based Regional Retail Centre which will contain less intensive commercial retail and service-based uses intended to primarily serve residents west of the St. John River. 	<ul style="list-style-type: none"> a. The proposed development provides a service in the capacity of a self-storage facility and moving truck rentals. The facility will serve residents city-wide, if not beyond. b. N/A
<p><u>Policy LU-61</u> When considering development in the Regional Retail Centres:</p> <ul style="list-style-type: none"> a. Ensure the specific land uses established in the Regional Retail Centre are appropriate and strengthen the role of the City’s Primary Centres; b. Strongly discourage new major professional offices and to locate; c. Encourage quality urban design and where possible, more intense land use and development; d. Require development applicants to demonstrate consideration of transit and pedestrian connectivity to the street and between retail locations; e. Ensure development contributes to a more pedestrian-oriented atmosphere by minimizing surface parking lots, encouraging shared parking, increasing landscaping and improving sidewalks and streetscaping; and f. Ensure infrastructure improvements made necessary by a development are generally the financial responsibility of the developer. 	<ul style="list-style-type: none"> a. The proposed land uses are not appropriate for Primary Centres seeing as they are dependant on large parcels of land and inherently car oriented. b. N/A c. The subject site is an excellent example of buffering between uses. The subject site is located between a heavy industrial use and a residential neighbourhood. d. The applicants have considered the location of the subject site and the propensity with which customers will utilize public transit. e. While the subject property is located within the McAllister Regional Retail Centre, a dense commercial centre, it is at the periphery and as a result is not located near other uses. The subject property will be heavily landscaped in part due to the presence of wetlands. f. The developer is responsible for any infrastructure upgrades required.

Attachment 2: Municipal Plan Review – 665-699 Loch Lomond Road and 0 Commerce Drive

Policy LU-62

Require the preparation of a comprehensive stormwater management plan that addresses current flooding and stormwater management issues in the McAllister Regional Retail Centre, and proposes measures to mitigate and/or resolve them, prior to major new development in the McAllister Regional Retail Centre. Council shall seek the cooperation of property owners in the McAllister Regional Centre to successfully implement the stormwater management plan.

A stormwater management plan is a required piece during the building permit phase.



View of 665-669 Loch Lomond Road & 0 Commerce Drive from 603 Loch Lomond Road



Cogswell Engineering Ltd.

44 Orion Court, Unit 1A

Dartmouth, NS

(902) 809-2647

**City of St. John
Growth & Community Services
15 Market Square
St. John, NB**

To Whom It May Concern:

**Subject: Re-zoning application, Section 59 Amendment 665 & 669 Lock Lomond Road,
Saint John, NB**

Cogswell Engineering Ltd. has been retained by U-Haul International to provide professional engineering services for a proposed development at the above-named location. Please find enclosed a rezoning application seeking an amendment to Section 59 of the City of St. John Zoning By-Law for the property located at 665 & 669 Lock Lomond Road, Saint John, NB.

The enclosed application includes the following documents:

- 1) **Signed Planning Application**
- 2) **Project Narrative**
- 3) **U-Haul Traffic Data**
- 4) **Drawing files (proposed site plan and building plans)**

Should you have any questions or require further clarification, please do not hesitate to contact me at (902) 449-8141.

Sincerely,

Brett Kiley, P.Eng
Cogswell Engineering Ltd.

AMERCO[®]

REAL ESTATE COMPANY

2727 N. CENTRAL AVE., PHOENIX, AZ 85004
PHONE: (602) 263-6555 • FAX: (602) 277-5824 • EMAIL: Stephany_Sheekey@uhaul.com

Narrative Project Summary

AMERCO Real Estate Company (AREC) has prepared this application package for the opportunity to receive the City of Saint John's participation and counseling regarding a rezone & amendment to Section 59 conditions for the property located at NEC of Commerce Drive and Loch Lomond Road Intersection. AREC is the wholly owned real estate subsidiary of the U-Haul System.

The proposed 11.36 acre property is located at the NEC of Commerce Drive and Loch Lomond Road Intersection. U-Haul is proposing to develop the site into a U-Haul Moving and Storage Store. Our uses consist of self-storage, U-Haul truck and trailer sharing, and related retail sales. This infill development will allow U-Haul to better serve the storage needs of the community and activate a property that is currently vacant.

The property is currently zoned CBP (Business Park Commercial). U-Haul is proposing to rezone this property to CC (Corridor Commercial) to allow for our proposed uses.

Custom site design for every U-Haul store assures that the facility complements the community it serves. Adherence to community objectives is key to ensure each U-Haul store is both a neighborhood asset and an economic success.

U-Haul is more of a commercial type of use that serves residential communities within a 3-5-mile radius. We feel the U-Haul would be an appropriate use for the property and there are proven benefits for allowing self-storage facilities in communities:

- Self-storage facilities are quiet
- They provide an excellent buffer between zones
- They create very little traffic
- They have little impact on utilities
- They have no impact on schools
- They provide a good tax revenue
- They provide a community service

U-Haul Moving and Storage is a convenience business. Our philosophy is to place U-Haul stores in high growth residential areas, where we fill a need for our products and services. Customers are made aware of the U-Haul store, primarily via drive-by awareness, much like that of a convenience store, restaurant or hardware store. Attractive imaging and brand name recognition bring in area residents — by our measures, those who live within a four-mile radius of the center.

The U-Haul Store:

U-Haul stores characteristically serve the do-it-yourself household customer. The U-Haul Store will be staffed with 10-15 employees, both full-time and part-time. Families will generally arrive in their own automobiles, enter the showroom and may choose from a variety of products and services offered there. When situated near public transit, approximately 50% of those families utilize alternative transportation to access U-Haul equipment and services.

- Families typically use U-Haul Self-Storage rooms to store furniture, household goods, sporting equipment, or holiday decorations. During transition periods between moves, moving to a smaller home, combining households, or clearing away clutter to prepare a home for sale, storage customers will typically rent a room for a period of two months to one year.
- U-Haul stores also provide truck and trailer sharing for household moving, either in-town or across country.
- Families who need packing supplies in advance of a move or to ship personal packages can choose from a variety of retail sales items, including cartons, tape and sustainable packing materials.
- Families who tow U-Haul trailers, boats, or recreational trailers can select, and have installed, the hitch and towing packages that best meet their needs.
- Moving and storage are synergistic businesses. Over half of our storage customers tell us they used U-Haul storage because of a household move. Customers will typically use U-Haul equipment or their personal vehicle to approach the loading area and enter the building through the singular customer access. All new U-Haul stores are designed with interior storage room access, giving the customer the added value of increased security, and the community the benefit of a more aesthetically pleasing exterior.

Significant Policies:

- Hours of Operation:

Mon. - Thurs.	7:00 a.m. to 7:00 p.m.
Fri.	7:00 a.m. to 8:00 p.m.
Sat.	7:00 a.m. to 7:00 p.m.
Sun.	9:00 a.m. to 5:00 p.m.
- All U-Haul storage customers are issued a card-swipe style identification card that must be used to gain access to their room. This is but one of many security policies which protect the customer's belongings and decrease the ability of unauthorized access to the facility.

- It is against policy for a business to be operated from a U-Haul storage room.
- Customers and community residents who wish to use the on-site dumpsters for disposing of refuse must gain permission to do so and are assessed an additional fee.
- Items that may not be stored include chemicals, flammables, and paints.
- U-Haul stores are protected by video surveillance.
- U-Haul stores are non-smoking facilities.
- U-Haul will provide added services and assistance to our customers with disabilities.

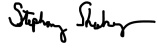
Traffic Study:

- U-Haul stores generate less vehicular traffic volume while still embodying an active-use site. Truck and trailer share and self-storage both represent dynamic transitions from one customer to another. DIY moving customers are presented with opportunities to utilize equipment and storage on a temporary basis, supporting a shared-economy, an effective economic model and an environmentally-sound way to conduct business.

USE COMPARISON					
Use	Square Feet	Traffic Volume		Typical Hours	Days
		Weekday	Weekend		
Fast Food Restaurant	3,000 sq ft	3,161 trips	3,430 trips	18 hours - 24 hours	7
Gas Station w/ Convenience Store	2,200 sq ft	1,200 trips	2,200 trips	18 hours - 24 hours	7
Hotel	50,000 sq ft	905 trips	901 trips	24 hours	7
Casual Dining	5,000 sq ft	1,075 trips	1,258 trips	11 am - 11 pm 12 hours	7
U-Haul Center	80,000 sq ft	31 trips	53 trips	7 am - 7 pm 12 hours	7

U-Haul looks forward to working with the City of Saint John as you consider the rezone & amendment to Section 59 conditions we are currently submitting.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephany Sheekey".

Stephany Sheekey
AMERCO Real Estate - Planner

AMERCO[®]

REAL ESTATE COMPANY

2727 N. CENTRAL AVE., PHOENIX, AZ 85004
 PHONE: (602) 263-6555 • FAX: (602) 277-5824 •

The information presented below provides the actual trip counts from four similar size U- Haul centers located in Canada, collected for a period of 1 week 5/12/24- 5/18/24 for storage customer access in order to illustrate the number of trips that are typically generated at the U- Haul facilities.

#1 (843075) U-Haul Moving and Storage of Halifax (121,442 GSF):
 350 Horseshoe Lake Dr, Halifax, NS B3S0B4

U-Haul Location 843075	Avg/Max	Avg/Max Value	Saturday May 11 2024	Sunday May 12 2024	Monday May 13 2024	Tuesday May 14 2024	Wednesday May 15 2024	Thursday May 16 2024	Friday May 17 2024
Daily Trips	Average Weekly Count	28	38	24	27	19	28	29	30
AM Trips (7am-9am)	AM Peak Hour Highest Count	5	3	3	0	4	3	5	3
PM Trips (4pm-6pm)	PM Peak Hour Highest Count	9	9	4	6	5	6	4	5

The actual average daily traffic counts for a week period generated from customers visiting the center to access their self-storage unit was 28 customers/day (21 customers/day on a weekend and 27 customers/day on a weekday.)

The AM and PM Peak Hour Traffic Volume Was:

AM Peak Hour (7am-9am) - The Highest Trip Count was 5 Trips.

PM Peak Hour (4am-6am) - The Highest Trip Count was 9 Trips.

#2 (841033) U-Haul Moving and storage of Bramalea (126,639 GSF)

152 East Dr , Brampton Ontario L6T1C1

U-Haul Location	Avg/Max	Avg/Max Value	Saturday May 11 2024	Sunday May 12 2024	Monday May 13 2024	Tuesday May 14 2024	Wednesday May 15 2024	Thursday May 16 2024	Friday May 17 2024
841033									
Daily Trips	Average Weekly Count	17	21	17	21	16	10	15	18
AM Trips (7am-9am)	AM Peak Hour Highest Count	3	1	3	0	1	0	1	1
PM Trips (4pm-6pm)	PM Peak Hour Highest Count	6	6	4	3	5	0	4	5

The actual average daily traffic counts for a week period generated from customers visiting the center to access their self-storage unit was 17 customers/day (13 customers/day on a weekend and 16 customers/day on a weekday.)

The AM and PM Peak Hour Traffic Volume Was:

AM Peak Hour (7am-9am) - The Highest Trip Count was 3 Trips.

PM Peak Hour (4am-6am) - The Highest Trip Count was 6 Trips.

#3 (839071) U-Haul Moving & Storage of Central Burlington (123,754 GSF)

3245-3267 Mainway , BURLINGTON Ontario L7M1A6

U-Haul Location	Avg/Max	Avg/Max Value	May 11 2024	May 12 2024	May 13 2024	May 14 2024	May 15 2024	May 16 2024	May 17 2024
839071									
Daily Trips	Average Weekly Count	23	30	21	21	18	30	19	22
AM Trips (7am-9am)	AM Peak Hour Highest Count	4	4	0	0	0	4	0	2
PM Trips (4pm-6pm)	PM Peak Hour Highest Count	4	2	1	4	4	3	4	2

The actual average daily traffic counts for a week period generated from customers visiting the center to access their self-storage unit was 23 customers/day (0 customers/day on a weekend and 23 customers/day on a weekday.)

The AM and PM Peak Hour Traffic Volume Was:

AM Peak Hour (7am-9am) - The Highest Trip Count was 4 Trips.

PM Peak Hour (4am-6am) - The Highest Trip Count was 4 Trips.

#4(942071) U-Haul de Gatineau - déménagement et entreposage (196,398 GSF)

266 Rue Saint-Louis , Gatineau Quebec J8P8B3

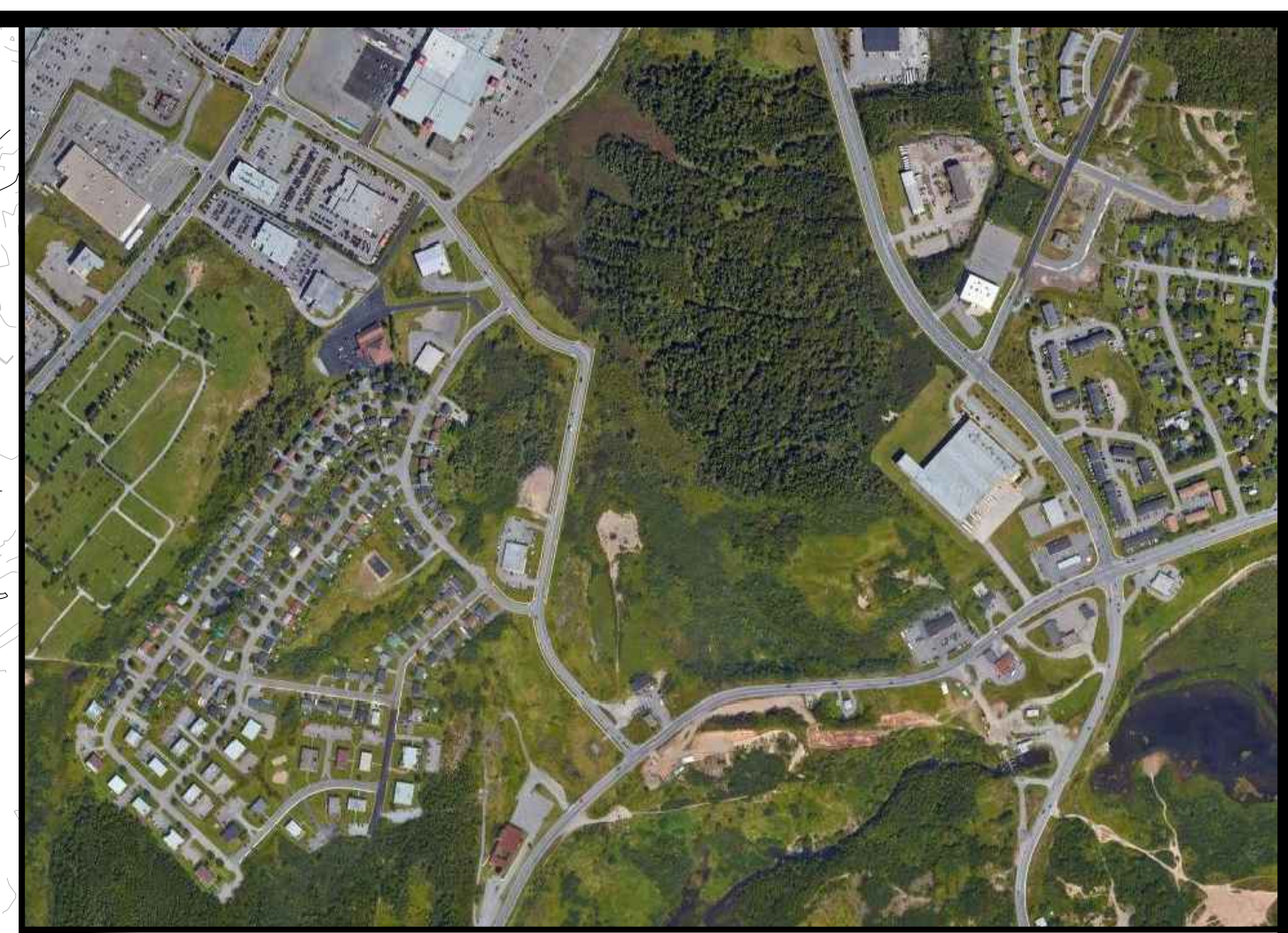
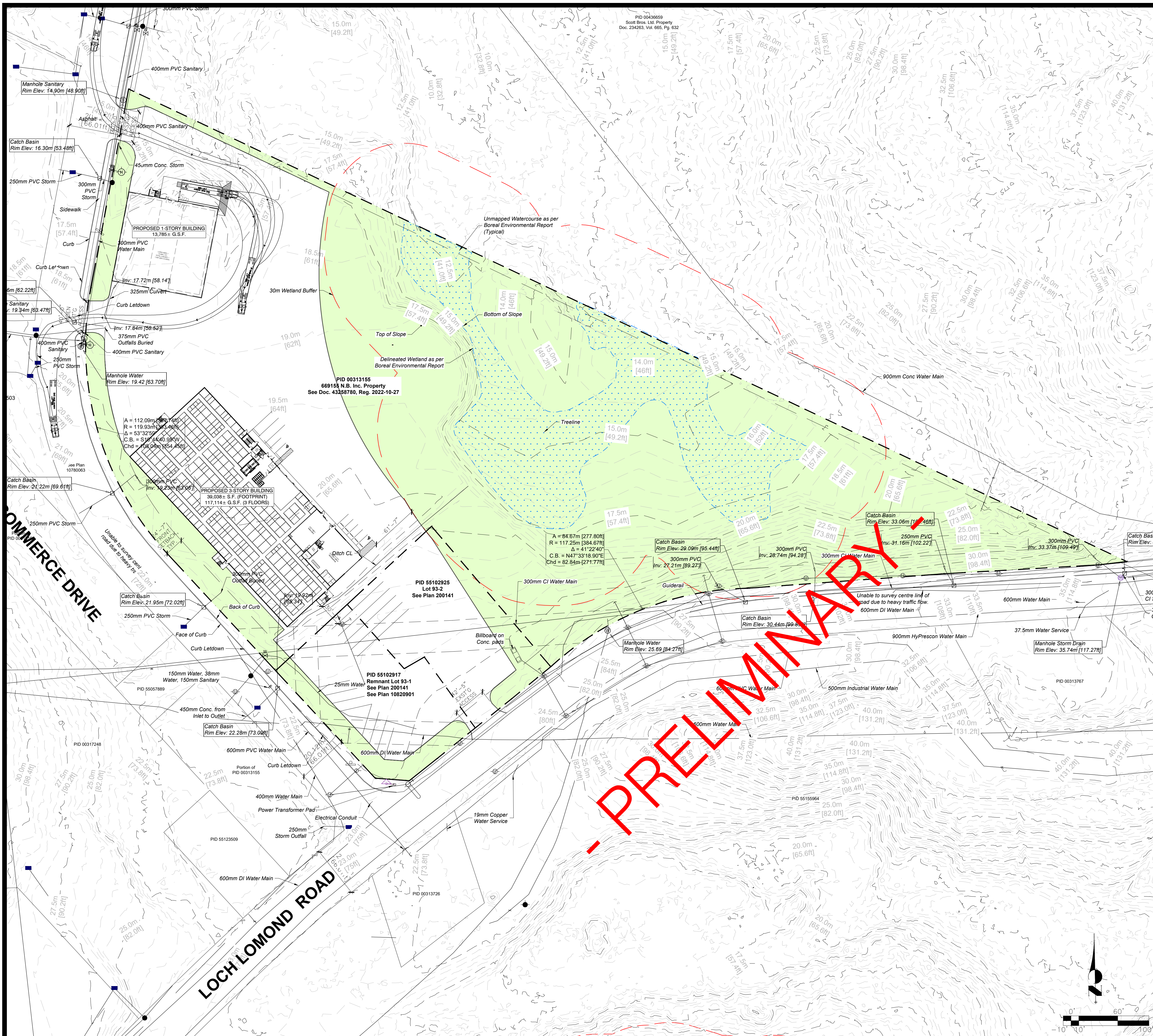
U-Haul Location	Avg/Max	Avg/Max Value	May 11 2024	May 12 2024	May 13 2024	May 14 2024	May 15 2024	May 16 2024	May 17 2024
Daily Trips	Average Weekly Count	35	37	35	29	39	35	41	30
AM Trips (7am-9am)	AM Peak Hour Highest Count	5	2	2	2	5	3	4	2
PM Trips (4pm-6pm)	PM Peak Hour Highest Count	10	9	3	9	5	5	10	6

The actual average daily traffic counts for a week period generated from customers visiting the center to access their self-storage unit was 35 customers/day (0 customers/day on a weekend and 35 customers/day on a weekday.)

The AM and PM Peak Hour Traffic Volume Was:

AM Peak Hour (7am-9am) - The Highest Trip Count was 5 Trips.

PM Peak Hour (4am-6am) - The Highest Trip Count was 10 Trips.



SITE AERIAL SCALE: NTS

ZONING INFORMATION:

PROJECT NAME: U-HAUL OF SAINT JOHN EAST

MUNICIPALITY: CITY OF SAINT JOHN

PROJECT ADDRESS: 665 & 669 LOCK LOMOND RD SAINT JOHN, NB E2J1Y9

SITE ACRE: 11.36 ACRES

ZONE: CBP (BUSINESS PARK COMMERCIAL)

ABUTTING ZONING DISTRICT:
 N: CBP (BUSINESS PARK COMMERCIAL)
 S: IH (HEAVY INDUSTRIAL)
 E: CBP (BUSINESS PARK COMMERCIAL)
 W: CBP (BUSINESS PARK COMMERCIAL)

USES: SELF-STORAGE, U-HAUL TRUCK/TRAILER SHARE, RELATED RETAIL SALES

MINIMUM LOT AREA: 4,000 SQ M (43,055.64 SQ FT)

SETBACKS (PRINCIPAL STRUCTURES):
 FRONT YARD: 7.5M MIN (24.6FT) / 22M MAX (72.1FT)
 SIDE YARD: 3M (9.84FT)
 REAR YARD: 3M (9.84FT)
 FLANKAGE YARD: 7.5M MIN (24.6FT) / 22M MAX (72.1FT)

MAXIMUM BUILDING HEIGHT: 2 STORIES MINIMUM / 24M MAXIMUM (78.7FT)

PARKING:
 RETAIL GENERAL: 1 SPACE PER 30 SQ M, IF LESS THAN 5,000 SQ M / 1 SPACE PER 25 SQ M, IF GREATER THAN 5,000 SQ M
 SELF STORAGE FACILITY: 1 SPACE PER 50 SQ M OF OFFICE USE
 VEHICLE SALES: 1 SPACE PER 30 SQ M OF OFFICE AREA PLUS 1 SPACE PER INVENTORY VEHICLE
 WAREHOUSE FACILITY: 1 SPACE PER 200 SQ M FOR THE FIRST 2,000 SQ M PLUS 1 SPACE PER 500 SQ M MORE THAN 2,000 SQ M.

LOADING SPACES:
 - NO LOADING SPACE SHALL BE LOCATED IN THE REQUIRED FRONT OR FLANKAGE YARD OF THE LOT OR BE LOCATED IN ANY REQUIRED YARD
 - ALL LOADING SPACES SHALL BE VISUALLY SCREENED FROM A NEARBY STREET BY A BERM, BUILDING, LANDSCAPING, SOLID FENCE, WALL OR ANY OTHER STRUCTURE
 - ALL LOADING SPACES SHALL BE DEVELOPED IN A MANNER TO ACCOMMODATE NECESSARY VEHICLE MOVEMENTS ENTIRELY ON THE LOT WITHOUT INTERFERING WITH PEDESTRIAN OR VEHICULAR TRAFFIC ON AN ADJOINING LOT OR STREET

LANDSCAPING:
 - ALL REQUIRED FRONT AND FLANKAGE YARDS MUST BE LANDSCAPED

LANDSCAPING:
 - ALL REQUIRED FRONT AND FLANKAGE YARDS MUST BE LANDSCAPED

LOCKER SIZE	PROPOSED MIX						TOTAL		
	1st Flr	SQ. FT.	%	2nd Flr	SQ. FT.	%	3rd Flr	SQ. FT.	%
5 x 5	43	1,075	5%	56	1,400	5%	56	1,400	5%
5 x 10	138	6,900	31%	164	8,200	30%	163	8,150	29%
7 x 10	3	210	1%	3	210	1%	3	210	1%
10 x 8	0	0	0%	2	160	1%	2	160	0%
10 x 10	109	10,900	48%	119	11,900	43%	120	12,000	43%
10 x 15	23	3,450	15%	39	5,850	21%	39	5,850	21%
TOTAL	316	22,535	100%	383	27,720	100%	383	27,770	100%

PRELIMINARY SITE PLAN

SCALE: 1" = 60' - 0"

SITE DATA

SHEET NOTES:

REVISIONS:

NO.	DATE	INITIALS	NOTES
1	06/21/24	NH	STAIR REVS
2			
3			
4			
5			
6			
7			
8			

PROFESSIONAL SEAL:

PRELIMINARY DOCUMENTS:
 NOT FOR CONSTRUCTION.
 FOR INFORMATION ONLY.

ARCHITECT LOGO:

AMERCO
 REAL ESTATE COMPANY

CONSTRUCTION DEPARTMENT
 2727 NORTH CENTRAL AVENUE
 PHOENIX, ARIZONA 85004
 P: (602) 263-6502

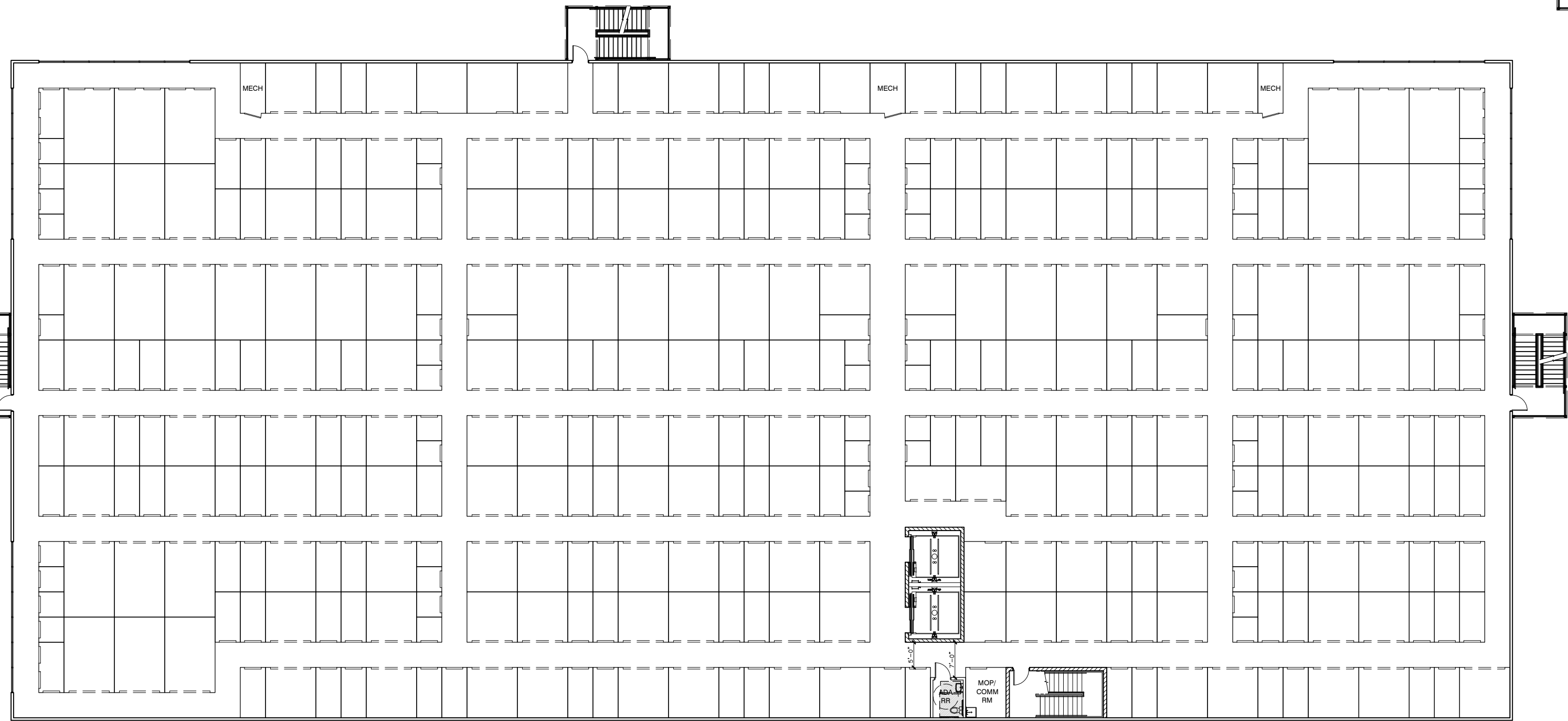
SITE ADDRESS:
 U-HAUL OF SAINT JOHN EAST
 665&669 LOCK LOMOND RD
 SAINT JOHN, NB E2J1Y9

SHEET CONTENTS:
 PROPOSED SITE PLAN

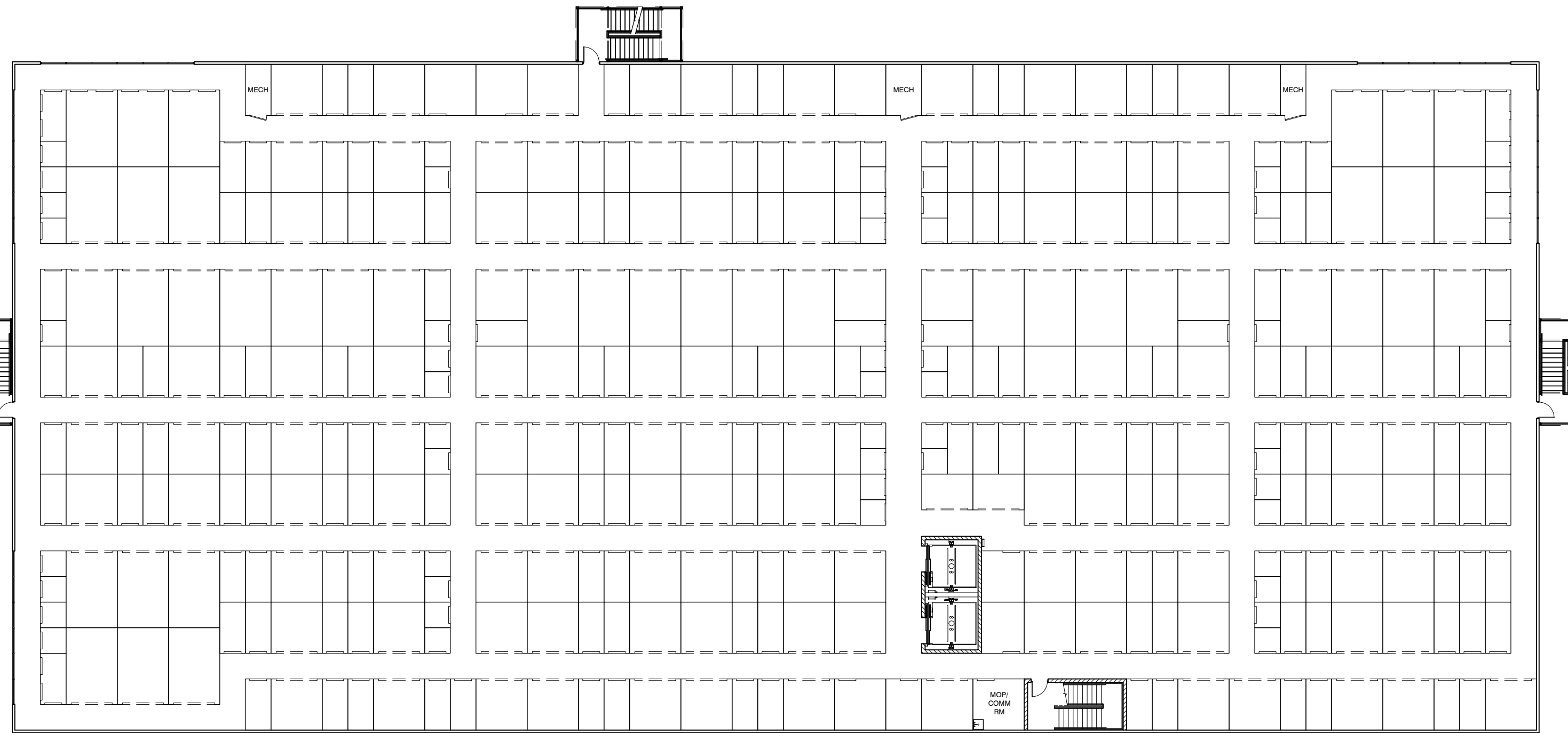
843054

DRAWN: AS
 CHECKED: -
 DATE: 06/18/24
 SP1
 843054 A1B

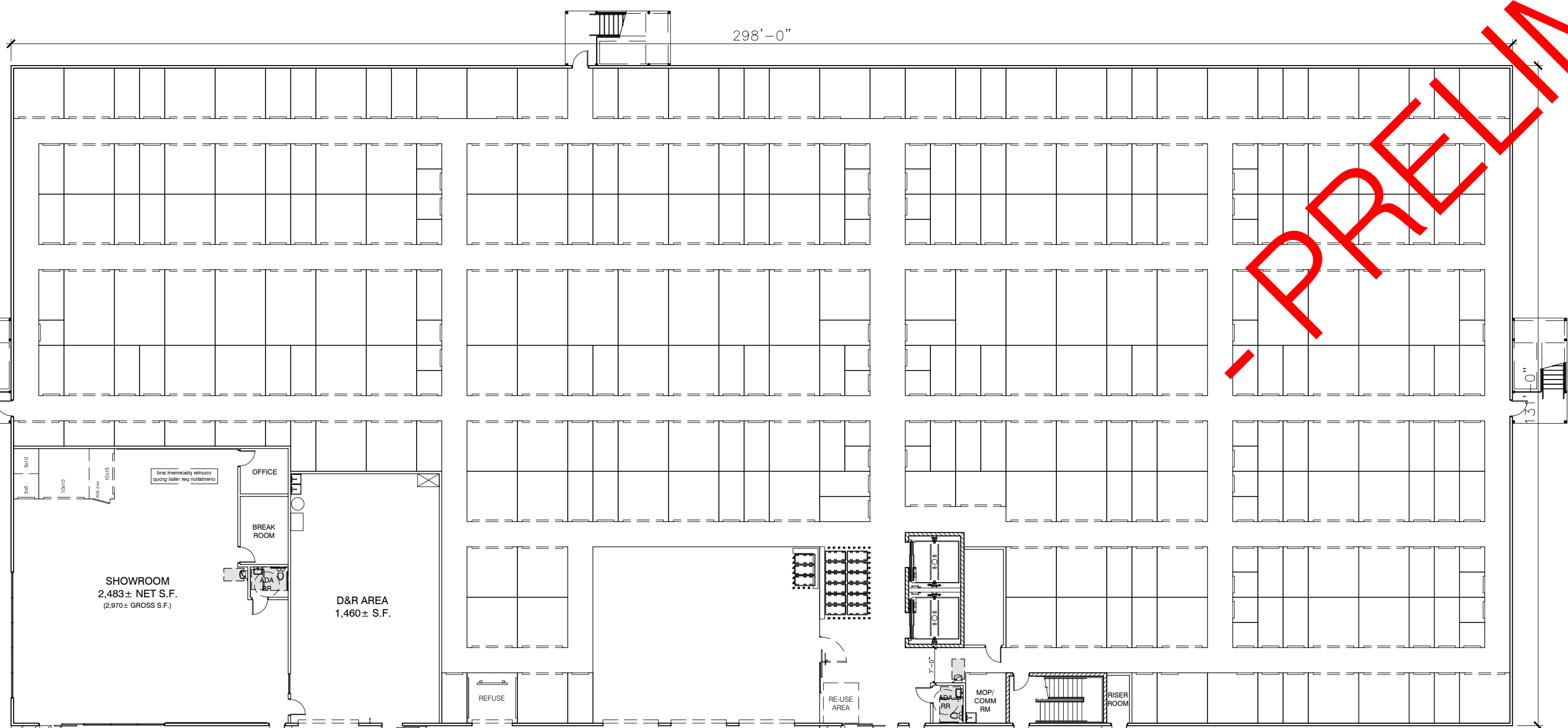
LOCKER SIZE	PROPOSED MIX											
	1st Flr			2nd Flr			3rd Flr			TOTAL		
	SQ. FT.	%	SQ. FT.	%	SQ. FT.	%	SQ. FT.	%	SQ. FT.	%		
5 x 5	43	1,075	5%	56	1,400	5%	56	1,400	5%	155	3,875	5%
5 x 10	138	6,900	31%	164	8,200	30%	163	8,150	29%	465	23,250	30%
7 x 10	3	210	1%	3	210	1%	3	210	1%	9	630	1%
10 x 8	0	0	0%	2	160	1%	2	160	0%	4	320	0%
10 x 10	109	10,900	48%	119	11,900	43%	120	12,000	43%	348	34,800	45%
10 x 15	23	3,450	15%	39	5,850	21%	39	5,850	21%	101	15,150	19%
TOTAL	316	22,535	100%	383	27,720	100%	383	27,770	100%	1,082	78,025	100%



SECOND FLOOR



THIRD FLOOR

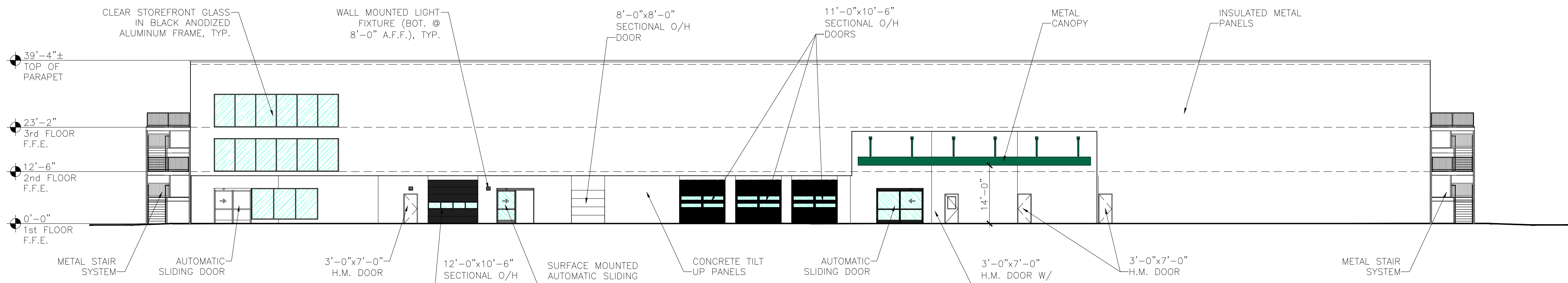


FIRST FLOOR

PRELIMINARY

NO.	DATE	INITIALS	NOTES
1	06/21/24	NH	STAIR REVS
2			
3			
4			
5			
6			
7			
8			

PRELIMINARY DOCUMENTS - NOT FOR CONSTRUCTION - FOR INFORMATION ONLY

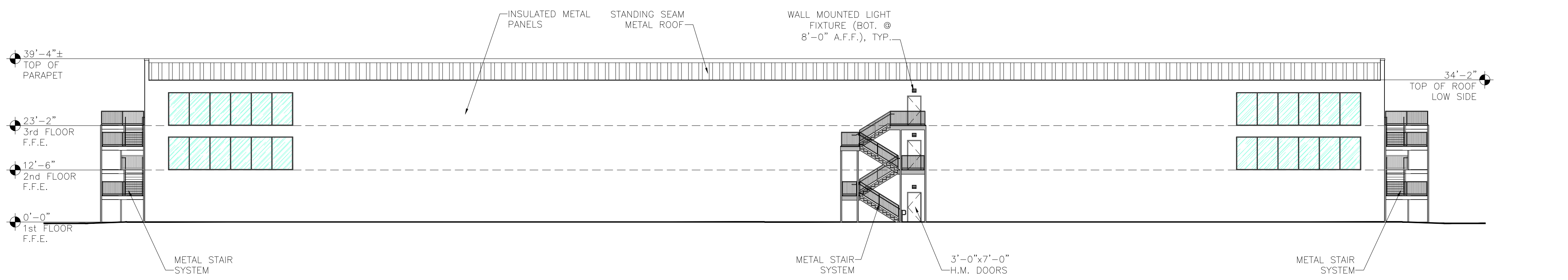


NORTHEAST ELEVATION



SOUTHEAST ELEVATION

NORTHWEST ELEVATION



SOUTHWEST ELEVATION

- PRELIMINARY -

REVISIONS:

NO.	DATE	INITIALS	NOTES
1	06/21/24	NH	STAIR REVS., BASIC ELEVATIONS
2			
3			
4			
5			
6			
7			
8			

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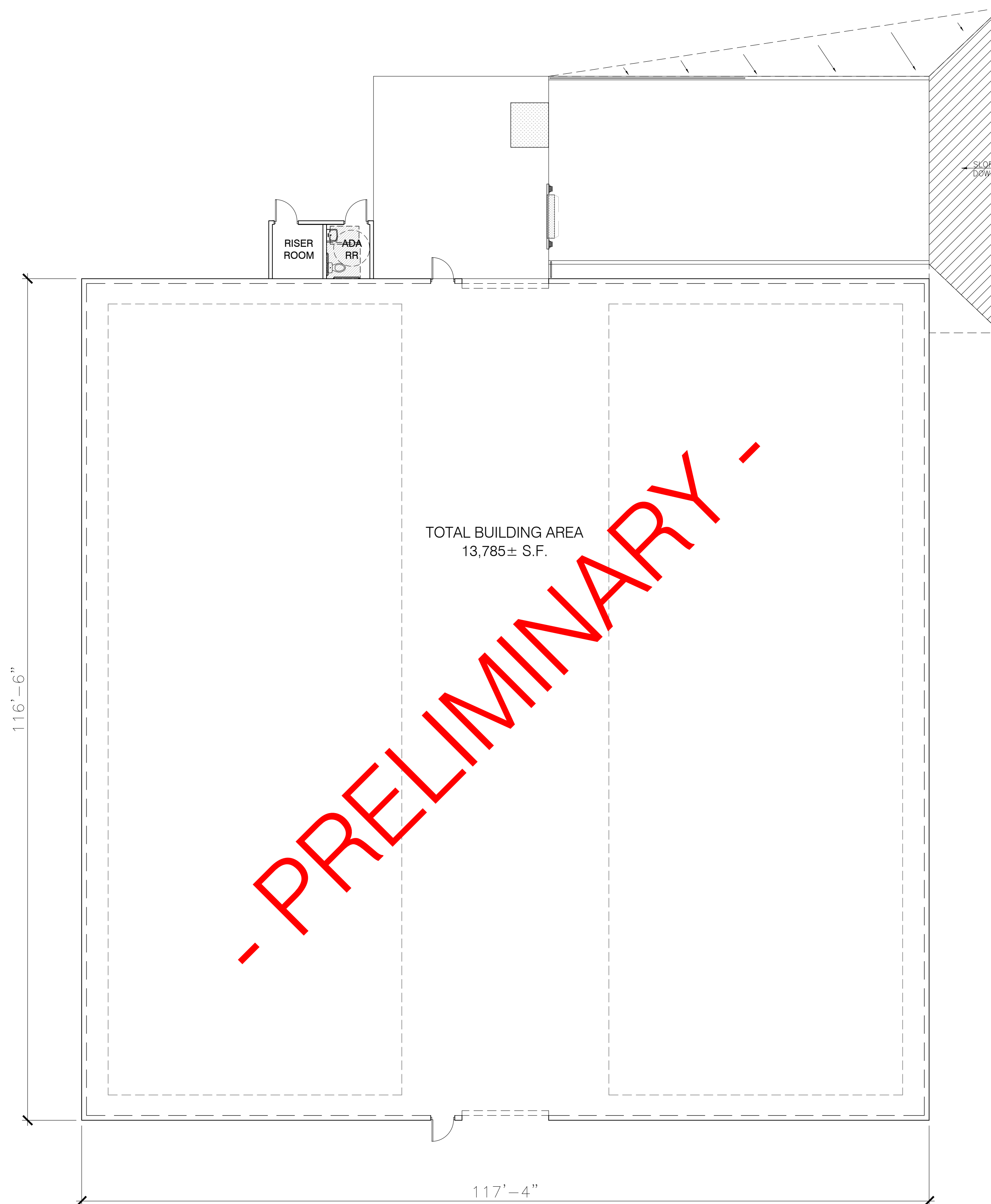
SITE ADDRESS:
U-HAUL OF SAINT JOHN EAST
665&669 LOCK LOMOND RD
SAINT JOHN, NB E2J1Y9

SHEET CONTENTS:

PROPOSED
EXTERIOR ELEVATIONS
BUILDING 'A'

843054

DRAWN: AS
CHECKED: -
DATE: 06/18/24
A1.2



NO.	DATE	INITIALS	NOTES
1			
2			
3			
4			
5			
6			
7			
8			

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SITE ADDRESS:

U-HAUL OF SAINT JOHN EAST
665&669 LOCK LOMOND RD
SAINT JOHN, NB E2J1Y9

SHEET CONTENTS:

PROPOSED
FLOOR PLAN
BUILDING 'B'

843054

DRAWN: AS
CHECKED: -
DATE: 06/18/24

A2.1

NO.	DATE	INITIALS	NOTES
1	06/21/24	NH	BASIC ELEVATIONS
2			
3			
4			
5			
6			
7			
8			

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665&669 LOCK LOMOND RD
SAINT JOHN, NB E2J1Y9

SHEET CONTENTS:

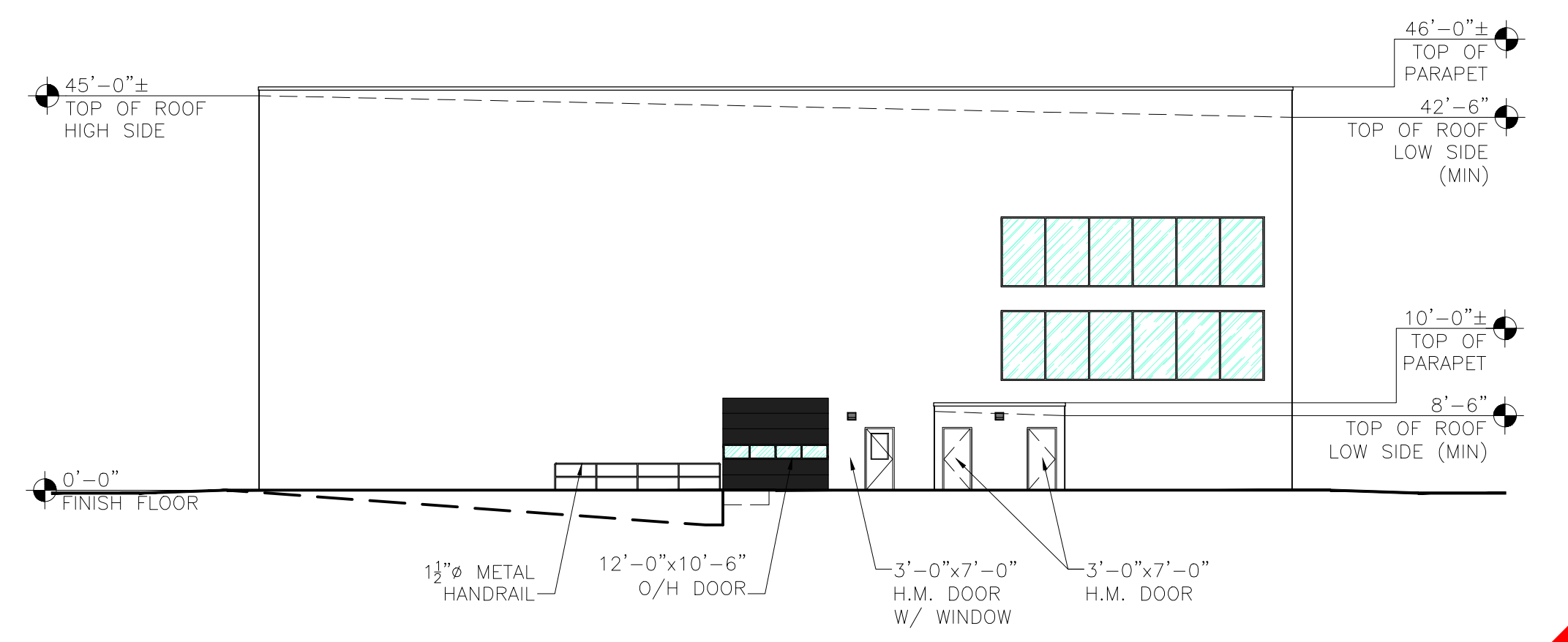
PROPOSED
EXTERIOR ELEVATIONS
BUILDING 'B'

843054

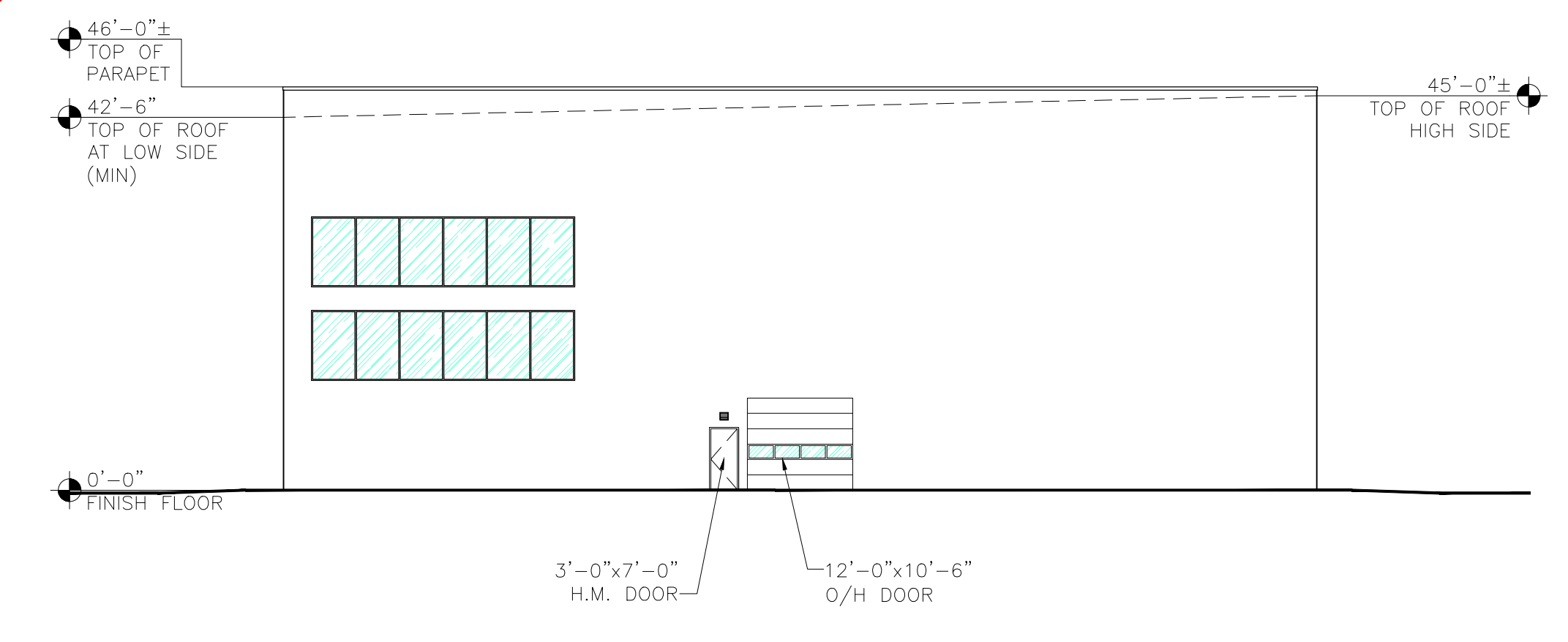
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CHECKED: -
DATE: 06/18/24
A2.2

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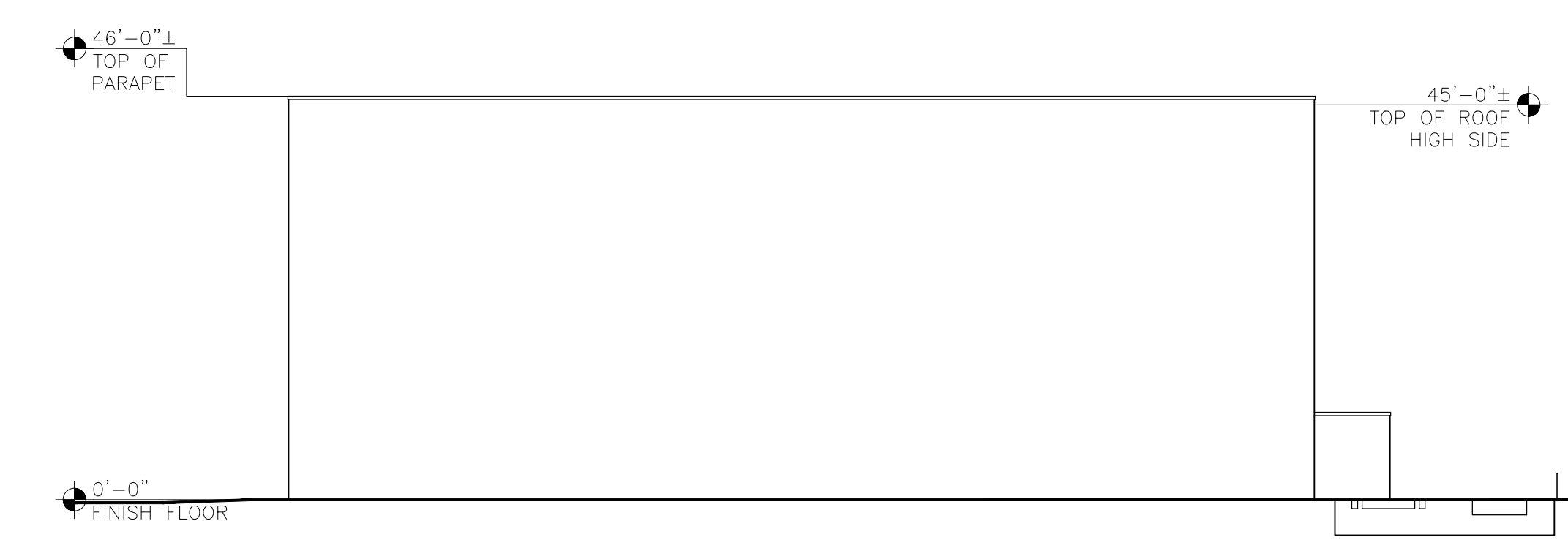
- PRELIMINARY -



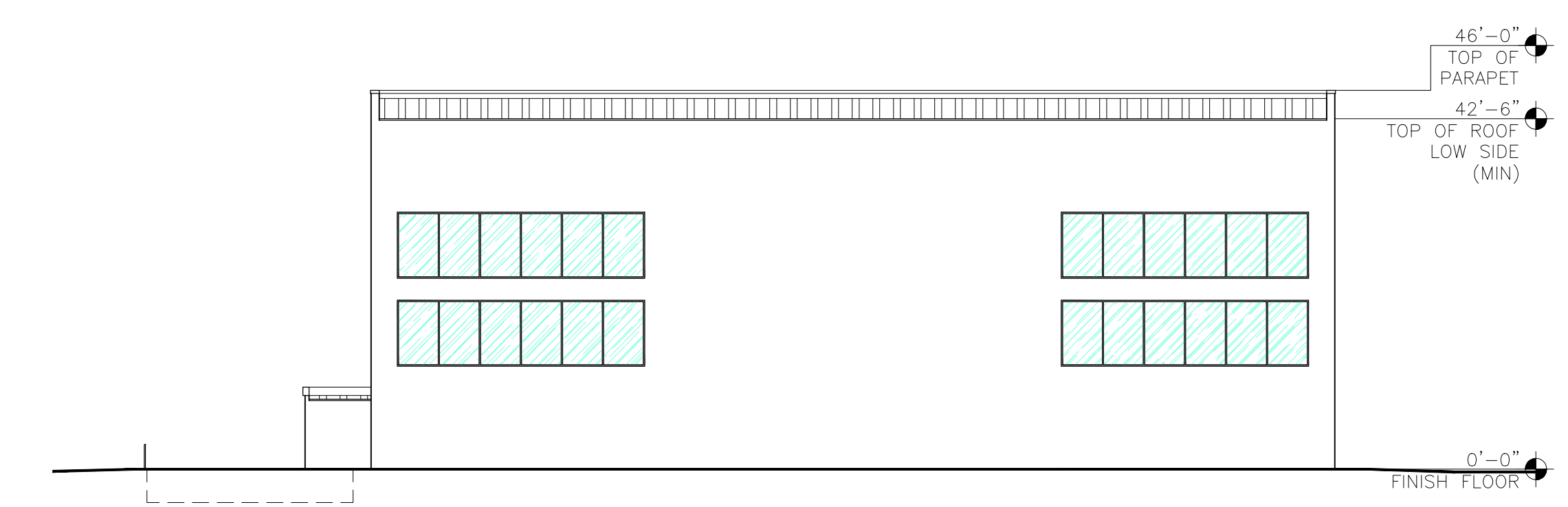
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION