

COMMUNICATION 135132

Received from: Tyler Duval, MCIP RPP M.Pl.
Addressed to: Committee of the Whole
Date: April 16, 2024
Topic: DP3-01-2024 – 450 McNeely Avenue
Applicant/Agent: SmartCentres REIT
Owner: Calloway REIT (Carleton) Inc.

1.0 BACKGROUND

1.1 Purpose and Effect

The subject application is for a Class 3 Development Permit for the property locally known as 450 McNeely Avenue. The purpose of the application is to consider a proposed commercial development on a vacant portion of the property at 450 McNeely Avenue. The noted vacant land is located at the northeast corner of the property (area of approximately 21,591 m²). The proposed commercial building will consider the construction of a single commercial retail building (approximate gross floor area of 2,269.34 m²) along with a new parking area to serve the building.

The property is designated as “Highway District” in the Development Permit By-law and Official Plan. The developed portion of the subject property include existing commercial uses anchored by Walmart, Bulk Barn and Dollarama.

The applicants plan a phased build-out for this unused portion of the property, with an anticipated end date of 2028.

Figure 1: Digital Rendering (prepared by Applicant)



The application is requesting the following variation to the provisions of the Development Permit By-law:

- To permit a reduction to the minimum required loading spaces.

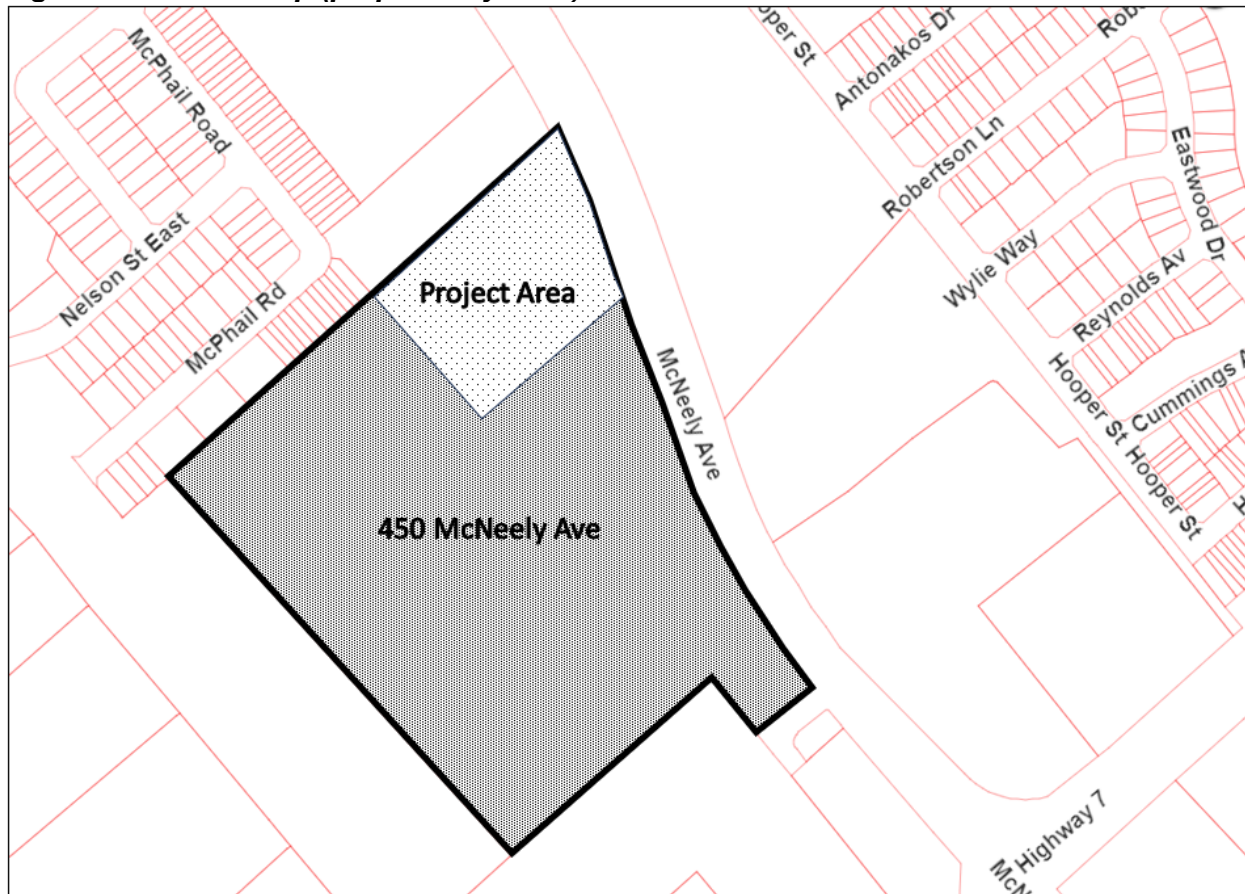
1.2 Description of the Subject Lands

The subject property is located at 450 McNeely Avenue (legally described as BECKWITH CON 11 PT LOTS 15 AND 16 PT RD ALLOW RP 27R9045 PARTS 1 TO 15 29 PT PARTS 16 TO 20; Town of Carleton Place). The property as a whole is roughly 11.9 hectares in area (29.5 acres) having frontage on McNeely Avenue (County Road 29). The portion of the site that is considered by this application is approximately 2.1 hectares (5.3 acres) located in the northeastern corner of the property (as shown in Figure 2).

The subject site is an existing commercial plaza. Current uses on the property include department store retail and some personal service business uses however, the portion considered by this application is currently vacant.

The subject land is designated *Highway District* in both the Official Plan and Development Permit By-law.

Figure 2: Context Map (prepared by Staff)



The existing land uses in proximity of the subject site include:

- North of the site is the Coleman Central neighborhood consisting primarily of low-rise residential uses and stormwater pond (Phase 1 of the subdivision);

- West of the site is the location of Phase 2 of the Coleman Central subdivision, which has not begun construction as of yet, but will primarily consist of low-rise residential dwellings complete with medium-density apartments dwellings;
- South of the site is more Highway Commercial development anchored by the restaurant uses (Thruway, McDonald's and most recently Wendy's); and
- East of the site, across McNeely Avenue, are vacant undeveloped Highway Commercial lands.

2.0 POLICY AND REGULATORY FRAMEWORK

2.1 Provincial Policy Statement (PPS) (2020)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Per Section 3(5)(a) of the Planning Act, R.S.O. 1990, all planning decisions must be consistent with the PPS.

The PPS encourages Municipalities to manage and direct land use activities in healthy, livable and safe communities by promoting efficient development patterns and accommodate an appropriate range and mix of land uses within the settlement area while avoiding unjustified and uneconomical expansion of municipal infrastructure and public services (Policy 1.1.3.2).

The PPS also encourages Municipalities to promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs in a compact and integrated development that is compatible with the surrounding built form (Policy 1.3.1).

2.2 County of Lanark Sustainable Communities Official Plan

The County Official Plan delineates the Town of Carleton Place as a *Settlement Area*. Section 2.3, Settlement Area Policies, encourages efficient development patterns in Settlement Areas to optimize the use of land, resources, infrastructure and public service facilities. Further, the Plan states that local land use policies shall be further elaborated in local Official Plans (Town of Carleton Place Official Plan).

Local land use policies shall provide for mixed use development including residential, commercial, employment lands, parks and open space and institutional uses are in areas designated as a settlement area in local Official Plans.

2.3 Town of Carleton Place Official Plan

The Carleton Place Official Plan (OP) has been established to achieve a vision of maintaining and celebrating the heritage of the community through balanced and

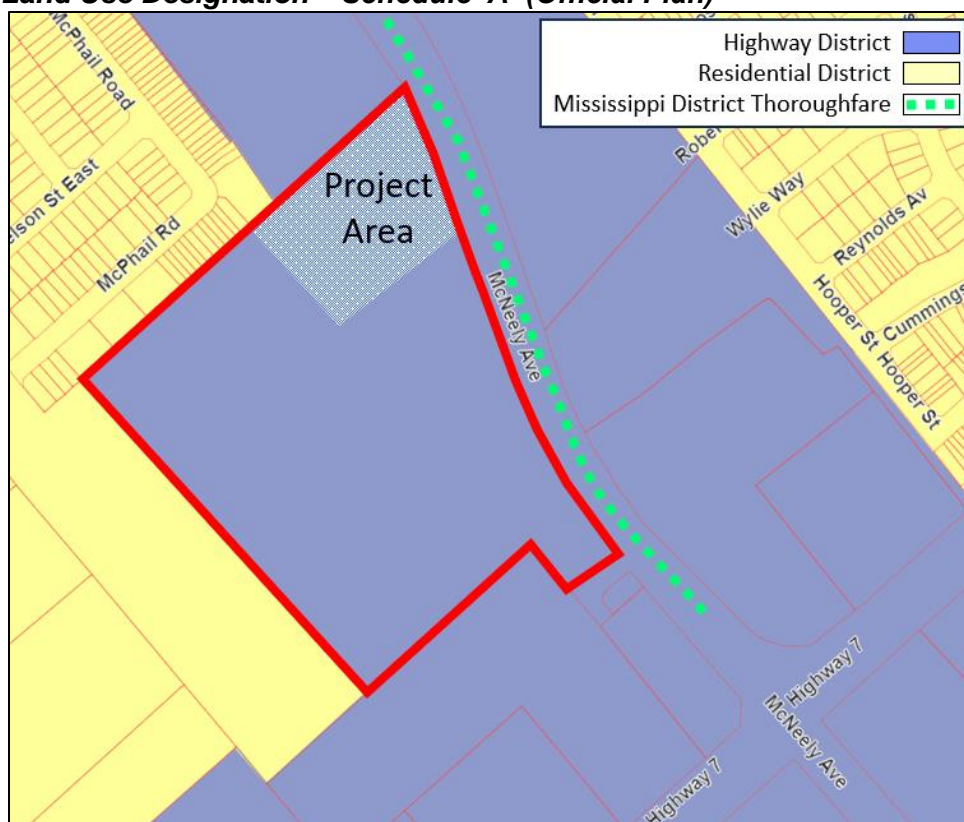
sustainable growth and supporting a unique sense of place for residents. The OP's core guiding principles identify a proactive approach to preserve existing buildings, landscapes and natural features and ensure that future growth supports the development of clear employment areas to complement residential expansion.

The Official Plan identifies the subject lands as *Highway District*. The Highway District designation is intended to guide the ongoing development of regional scale commercial retail facilities located along Highway 7 and McNeely Avenue. Highway Commercial development will promote the efficient distribution of goods and services and satisfy the consumer needs of Town residents as well as visitors from the greater area while providing local employment opportunities.

The Highway District Policy Area permits a full range of retail commercial uses, including anchor stores such as supermarkets, department stores, apparel, home furnishings and building materials, automotive uses, drug and cosmetic, retail and service commercial uses directed to the traveling public, movie theatres and other entertainment type uses as well as hotels and motels (3.3.2).

The subject site is located along a designated Mississippi District Thoroughfare (McNeely Avenue). It is a policy of the OP that designated thoroughfares shall present an attractive image of the Town, maintain a sense of welcome and complement the Town's investment in major infrastructure (3.2.3).

Figure 3: Land Use Designation – Schedule 'A' (Official Plan)



2.4 Town of Carleton Place Development Permit By-law

This property is designated *Highway District* in the Town's Development Permit By-law. The intent of the designation is to guide the ongoing development of regional scale commercial retail facilities located along Highway 7, McNeely Avenue, and Captain A. Roy Brown Boulevard. The *Highway District* permits a wide range of vehicle oriented commercial uses.

The existing retail and service commercial uses and respective parking on the built-up portion of the subject site have been deemed to comply to the Development Permit By-law. The proposed building and its parking area will comply to all general and designation specific development criteria listed in the Development Permit By-law (save and except for the one (1) standard requesting variation).

The following table compares the proposed development (not including the existing built-up commercial development) against the performance standards of the Development Permit By-law. Requested variations or reductions to performance standards are highlighted in red.

2.4.1 Development Standards:

Table 1: Development Standards – Highway District (Section 8.3):

Provision	Required	Proposed
Lot Coverage (max)	60%	14%
Front Yard (min)	6 m	60 m
Interior Side Yard (min)	1.2 m	6.01 m
Building Height (max)	11 m	6.2 m
Landscape Strip (min)	3 m	6.01 m
Landscape Strip Along Arterial and Collector Roadways	5 m	60 m

Table 2: Parking and Loading Requirements:

Provision	Required	Proposed
Full Parking Area		
Parking (min) (Section 3.29.3)	114 spaces	114 spaces
Loading (min) (Section 3.25)	2 spaces	1 space
Barrier Free Parking (min) (Section 3.29.2)	2 space2	8 spaces
Bicycle Parking (min) (Section 3.31)	8 spaces	8 spaces

2.4.2 Variations

The development permit application would seek relief from the following provisions of the Development Permit By-law:

Minimum Required Loading Spaces: The Development Permit By-law's formula for determining the minimal loading requirements for commercial uses would suggest that the proposed building require two (2) loading spaces, whereas the applicants are

requesting to construct one (1) single loading space in conjunction with the proposed building.

According to the applicant and projected tenant of the commercial space, the single proposed loading space and loading area is designed in accordance with the tenant's specific needs. The floorplan of the proposed building includes a single loading bay which is commonplace for this enterprises' regular operation.

It is the opinion of Staff that the request to reduce the minimum required loading spaces, from two (2) to one (1) is appropriate and will not have any adverse impact on the site or on adjacent properties.

2.4.3 Design

The proposed development is on lands within a shopping centre and represents a first phase on vacant lands intended to be built out with additional buildings. The building is not accessed from its own driveway off of McNeely Avenue, and instead, is accessed from the existing drive aisle serving the entire shopping centre. The building is oriented towards this internal drive aisle (facing south) which allows for its back-of-house operations to be located along the interior and rear yard of the property and visually screened from McNeely Avenue. Signage and cladding proposed along the building's east elevation is consistent with the architectural expression of the existing shopping centre and the requirements of the planned tenant.

The proposed parking area is appropriately centralized within the project area with the intent of having future commercial buildings being situated along the perimeter of the parking area.

Signage and cladding proposed along the building's east elevation is consistent with the architectural expression of the existing shopping centre and the requirements of the planned tenant.

An Urban Design Brief detailing the plan's conformity with the design expectations established in the Official Plan and Development Permit By-law was prepared in support of this application.

Figure 5: Digital Rendering (prepared by Applicant)



2.4.4 Site Plan

The proposed Site Plan prepared and submitted with the Development Permit application can be reviewed in Attachment 1 of the report.

3.0 PUBLIC CONSULTATION

The application was circulated in accordance with the requirements of the Planning Act and Development Permit By-law. Notice was posted on site, circulated by mail to property owners within 120m of the subject lands and provided electronically to prescribed agencies.

Staff did not receive any written submission from members of the general public regarding the application.

Further, the applicant has addressed all the comments/concerns which arose during the technical review of the application. Staff and external technical commenting agencies are satisfied with the proposed plans and reports prepared in support of the application.

4.0 SUMMARY

Having reviewed and assessed the proposed application, Staff are satisfied that the proposal is consistent with the Provincial Policy Statement 2020, conforms to the policies of the County and Town Official Plans and complies to the applicable sections of Development Permit By-law 15-2015.

It is the opinion of Staff that the proposed variation to the requirements of the Development Permit By-law is appropriate. The reduction to the minimal required loading space is suitable for the regular operation to take place on the site and there are no anticipated adverse impacts stemming from the reduction.

Staff is satisfied that the proposed variations to the minimal performance standards will not result in any adverse impacts to the neighbouring property owners or the Town at large.

There are no outstanding or unaddressed comments or concerns raised by technical review agencies or by members of the general public during the circulation process.

5.0 STAFF RECOMMENDATION

THAT the Committee of the Whole hereby authorizes the approval of application DP3-01-2024 for the property known as 450 McNeely Avenue, legally described as Beckwith Concession 11 PT Lots 15 and 16 Pt Rd Allowance RP 27R9045 Parts 1 To 15 29 Pt Parts 16 TO 20; Town of Carleton Place; and

THAT the Committee directs Staff to issue a Development Permit in accordance with Section 2.24 of Development Permit By-law 15-2015.

ATTACHMENT 1 – SITE PLAN