

COMMUNICATION 131015

Received from: Tyler Duval, Planning Consultant
Addressed to: Committee of the Whole
Date: December 17, 2019
Topic: DP3-07-2019, ZanderPlan Inc.,
Roe Street – NAPA Autoparts Supply Outfit

SUMMARY

An application has been submitted for a Class 3 Development Permit for a vacant property currently owned by the Town of Carleton Place located in the northwest corner of the intersection of Roe Street and Cavanagh Road, legally described as Part Lot 16, Con 11 Beckwith being Part of Part 1 on Plan 27R10635. The property is designated as *Employment District – Business Campus* in both the Official Plan and the Development Permit By-law. The application proposes to construct a two-storey, 1031.6 square metre NAPA Auto Parts distribution centre. An *Auto Parts Supply* use is permitted in the *Business Campus* under the guise of a *Light Industrial (Class I)* use. The application meets or exceeds all required landscaping, open space and parking provisions and does not require any variations to the development standards of the Development Permit By-law. However, the application seeks relief of the Development Permit By-law's Built Form Design Criteria. The application proposes the building to be located at the center of the lot with parking provided in the front of the building whereas the design criteria would require the building to be oriented towards the intersection with parking provided at the rear or side of the building.



COMMENT

The review of this application is subject to the policy framework set out by the Provincial Policy Statement 2014, Lanark County Sustainable Communities Official Plan, and the Town of Carleton Place Official Plan.

The Carleton Place Development Permit By-Law regulates the development standards and site-specific provisions within the Town. The proposed development will not require any variations to the development standards of Development Permit By-law, however it seeks relief of the Development Permit By-law's Built Form Design Criteria.

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of Provincial interest pertaining to land use matters and all development proposals must be consistent with the policies therein. The statement supports that long term prosperity for the Province depends on upon a "strong, sustainable and resilient community, a clean and healthy environment, and a strong and competitive economy". The policy statement directs development to settlement areas and protects the resources throughout the province.

Section 1.0 of the PPS, Building Strong Healthy Communities, stresses the utilization of existing infrastructure and the promotion of efficient development patterns that support sustainable, livable, healthy and resilient communities while facilitating economic growth.

Section 2.0 of the PPS speaks to the protection and management of resources.

Section 3.0 of the PPS outlines policies to direct development away from areas of potential hazards.

This proposed application is consistent with the Provincial Policy Statement as it will make use of existing municipal infrastructure and provides employment opportunities within an urban settlement area.

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, it 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 in areas designated as a settlement area in local Official Plans.

This proposal conforms to the Lanark County Sustainable Community Official Plan.

Town of Carleton Place Official Plan

Section 3.4 of the Town of Carleton Place Official Plan sets out the intent and objectives of the *Employment District*. The objectives of the *Employment District* include:

- To support the expansion of the Town's employment;
- To provide for commercial uses which require larger land areas; and
- To enhance economic development opportunities.

The *Employment District* is further divided into specific designations including the *Business Campus* designation. The *Business Campus* is intended to accommodate various types of business employment uses. Permitted uses for the *Business Campus* include all those uses deemed appropriate or compatible with a business park including the proposed distribution centre/warehousing and wholesaling outlet which is listed as a permitted uses for the *Employment District*.

The proposed *Auto Parts Supply* use is appropriate and compatible for the property and surrounding area. It is not anticipated to have any negative impacts on adjacent land uses.

This proposal conforms to the Town of Carleton Place Official Plan.

Town of Carleton Place Development Permit By-law

This property is designated *Employment District – Business Campus* in the Development Permit By-law. The proposed *auto parts supply* outlet is listed as a permitted use in the *Business Campus* (defined as a *Class I - Light Industrial Use*).

The application proposes to provide 25 parking spaces whereas the minimum requirement for a use of this scale is 24 parking spaces.

The application meets or exceeds all required landscaping, open space and parking provisions and does not require any variations to the development standards of the Development Permit By-law. However, the application seeks relief of the Development Permit By-law's Built Form Design Criteria. The application proposes the building to be located at the center of the lot with parking provided in the front of the building whereas the design criteria would require the building to be oriented towards the intersection with parking provided at the rear or side of the building.

Specifically, the design criteria state that:

- *Buildings should be oriented towards the street and parking provided in the rear or side of building. Where property fabric will not lend itself to the provision of parking except at the front of the building, parking will be buffered and screened by landscape materials providing an element of all season screening. At no time will parking be provided within the front yard setback.*
- *Buildings located at intersections should provide exterior details on both street fronts. These areas will provide gateways into the commercial node.*

At the time of the initial pre-consultation meeting (on May 9th, 2019), Staff disclosed to the applicant that the proposed location of the building does not comply with the design criteria of

the by-law. On a corner lot, such as this, the building should be tucked into the corner of the lot where the streets intersect. Only when a lot is shaped in a way that there is no alternative to providing parking in the front of a building, should it be considered. The subject lot fabric does however lend itself to providing parking at the side (interior side) or rear of the building.

The Town's vision for corner lots, and the intent of these specific design guidelines, is to establish a street front presence and to limit unnecessary asphalt surfaces. As proposed, the building's location in the center of the lot, surrounded by pavement, does not comply with the intention of the design criteria. The lot was also disclosed at the May 9th pre-consultation meeting. This lot has an opportunity to define the street edge and gateway into the business park with an aesthetically appealing building oriented towards the street.

It is the opinion of the Planning Department that the property is able to accommodate a building much closer to the front corner of the lot, at the intersection of Roe Street and Cavanagh Road. Ideally, there is no need to have a building on an island in a sea of asphalt when it is not required.

In defense of the proposed building location, the applicant had the following remarks:

- *"Pertaining to the Built Form Design Criteria, building location and parking the lot fabric does lend itself to parking along the side and rear, but the nature of the use proposed does not lend itself to only having parking at the side or rear. The 10 parking spaces to the front of the building will be for quick stops and pick-ups of parts. These parts vary in size and weight and may not lend themselves to being transported across the entire site to a rear parking area. The proponent is seeking an exception to the Built Form Design Criteria to allow a portion, but not all, of the parking to the front of the building. [...] The layout with respect to building location and asphalt area is consistent with the majority of uses in the business park and surrounding area."*
- *"Exterior details can be added to the Cavanagh Road side of the building."*

It is the opinion of the Planning Department that the guidelines be maintained wherever and whenever possible.

COMMITTEE OPTIONS

The proposed Site Plan is appended at the end of this report.

As with any Development Permit application, the Committee has the following options:

- a) Refuse the application;
- b) Approve the application and issue a Development Permit with no conditions attached;
- c) Approve the application and require that conditions be met before issuing a Development Permit;
- d) Approve the application and issue a Development Permit with conditions attached; or

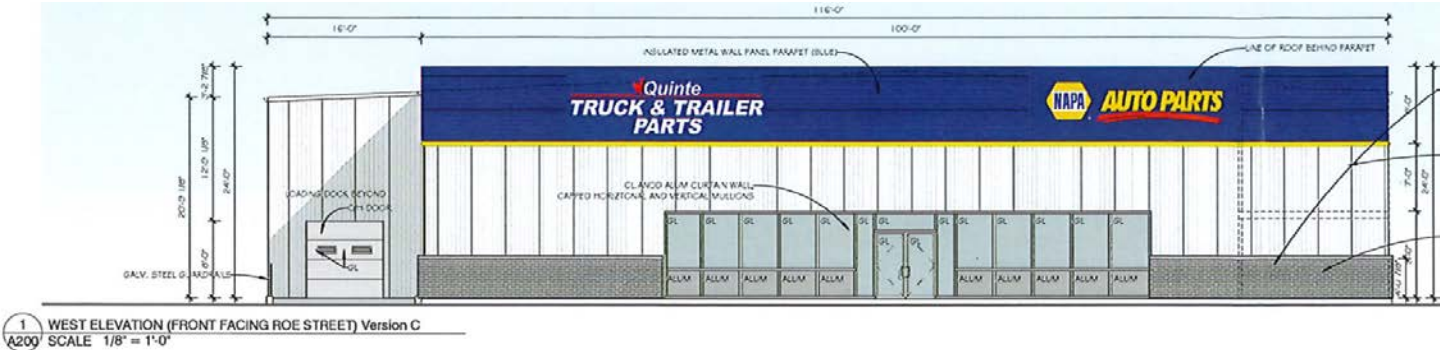
- e) Approve the application, require that conditions be met before issuing a Development Permit and, when the conditions have been met, issue a Development Permit with further conditions attached

STAFF RECOMMENDATION

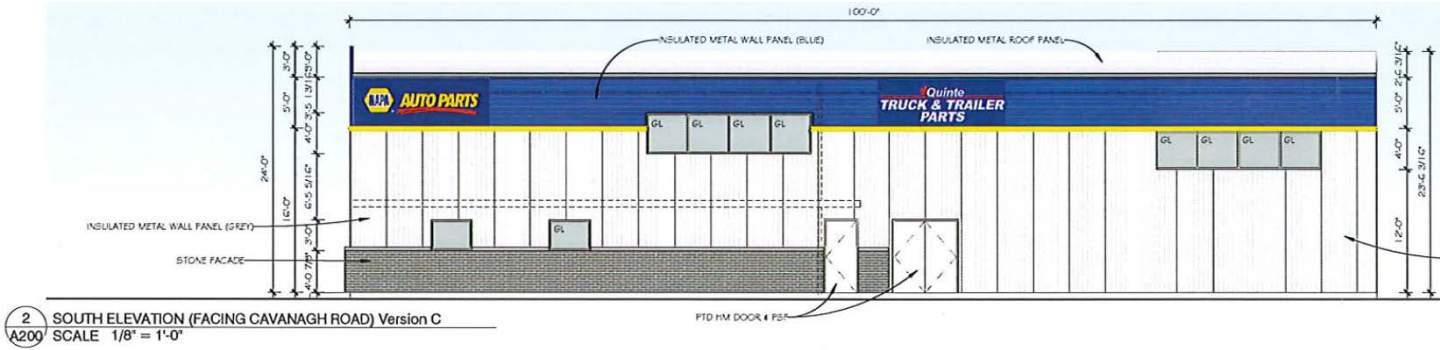
THAT the Committee defer making a decision on application DP3-07-2019 to provide an opportunity for the applicant to work with staff to reconsider and reconfigure the proposed site plan to better adhere to the Development Permit's Design Criteria regarding the proposed building location; and

THAT once modified, the revised site plan be presented to the Committee at a future meeting.

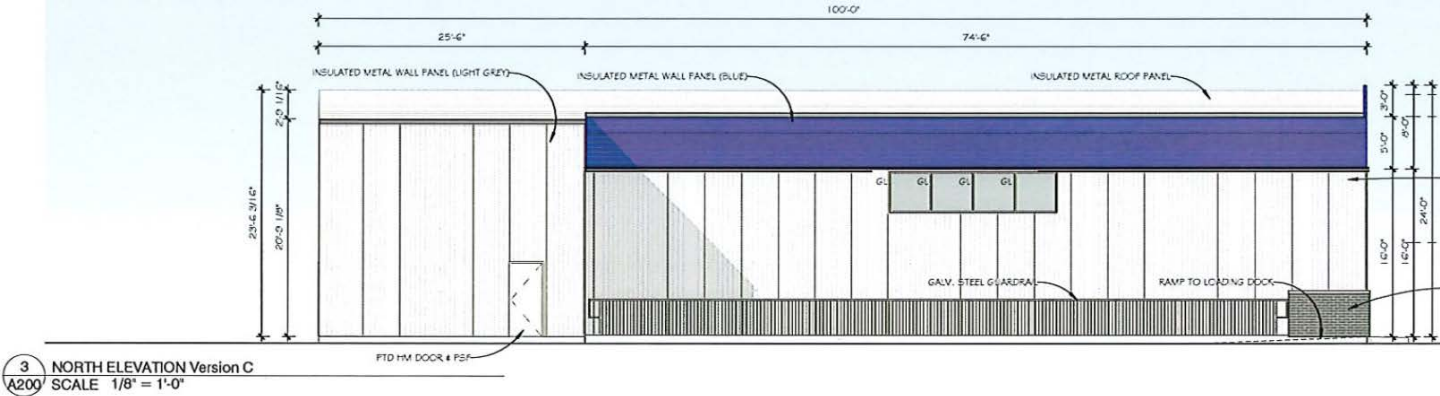
APPENDIX 1



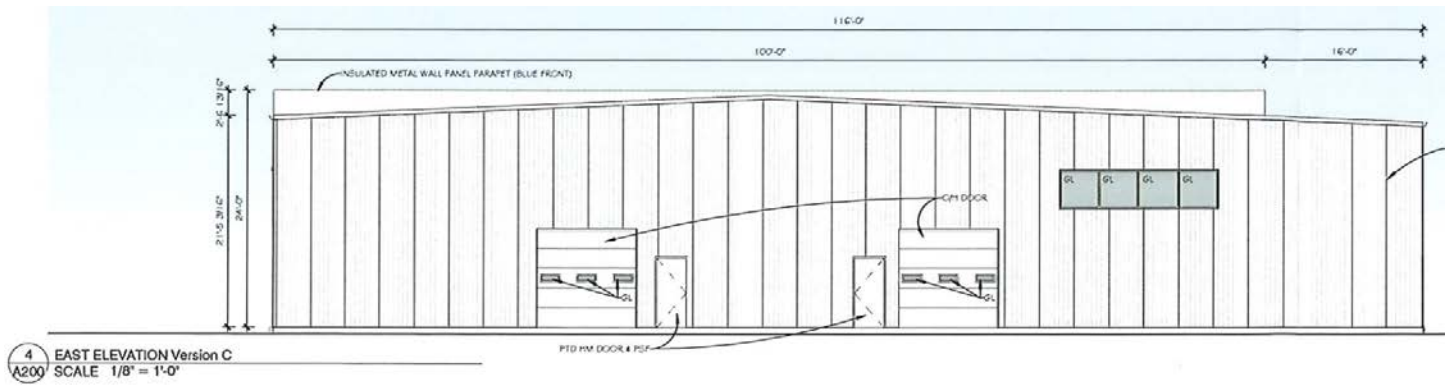
ABOVE: FRONT OF BUILDING (FACING ROE STREET)



ABOVE: EXTERIOR SIDE OF BUILDING (FACING CAVANAGH ROAD)



ABOVE: INTERIOR SIDE OF BUILDING (OPPOSITE CAVANAGH ROAD)



ABOVE: REAR OF BUILDING (OPPOSITE ROE STREET)

APPENDIX 2

