



455 McNeely Avenue, Carleton Place

Planning Rationale
Class 3 Development Permit
February 5, 2026



Prepared for Loblaw Companies Limited

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

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1.0 Introduction

1.1 Application Overview

Fotenn Planning + Design (“Fotenn”) has been retained by Loblaw Companies Limited (“LCL”, or the “Owner”) to prepare a Planning Rationale in support of a Class 3 Development Permit application for the lands known municipally as 455 McNeely Avenue (“subject site”) in the Town of Carleton Place. The Class 3 Development Permit application seeks to facilitate the proposed development of a pharmacy and retail commercial outbuilding at the southwest corner of the subject site.

1.2 Description of Subject Site

The subject site, known municipally as 455 McNeely Avenue, is an irregularly-shaped parcel located at the northeast corner of the intersection of McNeely Avenue and Highway 7 in the Town of Carleton Place. The subject site has frontages of approximately 62.56 metres along Highway 7 and a frontage of approximately 267.20 metres along McNeely Avenue, resulting in a lot area of approximately 38,918m² (3.8 hectares). The entirety of the lands, including the Canadian Tire parcel, features an area of approximately 55,800m² (5.58 hectares).



Figure 1: Graphic depicting the subject site and the surrounding area.

The subject site is currently improved with an existing large-scale retail use (Anderson's Your Independent Grocer) and associated surface parking area. The subject site is accessible via two (2) vehicular accesses along McNeely Avenue – one of which being a right-in-right-out access, and the second being a signalized access. A portion of the lands to the east, featuring an existing Canadian Tire retail building, was previously severed from the remainder of the property but continues to share the existing site access from McNeely Avenue.

1.3 Surrounding Context

North: The lands to the north of the subject site are currently vacant, extending up to Cavanaugh Road further to the north, and feature a similar policy context to that of the subject site. There is an active Class 2 Development Permit application on lands two parcels to the north of the subject site, for the development of a single-storey grocery store.

East: Immediately to the east of the subject site is a parcel containing a Canadian Tire store and associated surface parking which was previously severed from the subject site. Further east is the Carleton Landing North residential subdivision development (approved 2017), extending to Cavanaugh Road in the north and bound by Highway 7 to the south. The subdivision has undergone several phases of development and is currently awaiting the sixth phase, which includes the development of a park block. The area is characterized by a variety of low-rise residential building typologies, including single-detached, semi-detached, and townhouse dwellings. Further to the east are large swaths of undeveloped lands abutting easterly Town boundary.

South: The area to the south of the subject site is characterized by highway commercial development surrounding the intersection of McNeely Avenue and Highway 7 – similar to that of the subject site. Beyond the commercial developments abutting Highway 7, McNeely Avenue extends further south and leads to an existing residential subdivision consisting of a range of low-rise residential building typologies including single-detached, semi-detached, and townhouse dwellings.

West: West of the subject site are a series of commercial plazas along Highway 7 and/or McNeely Avenue, including a Walmart along McNeely Avenue. Further to the west large parcels of undeveloped lands adjacent to an established residential area interior to the Town of Carleton Place.

The owner of the subject site is proposing the development of a commercial outbuilding on the subject site, supporting a future Shoppers Drug Mart pharmacy and retail store. The proposed building will be located at the southwest corner of the subject site, adjacent to the intersection of McNeely Avenue and Highway 7. The area where the proposed retail store is to be located currently features an existing parking area serving the existing retail on the lands. As a result, the proposed development seeks to establish an additional parking area at the northeast of the subject site in order to offset the parking removed as part of this proposal – see Figure 2.

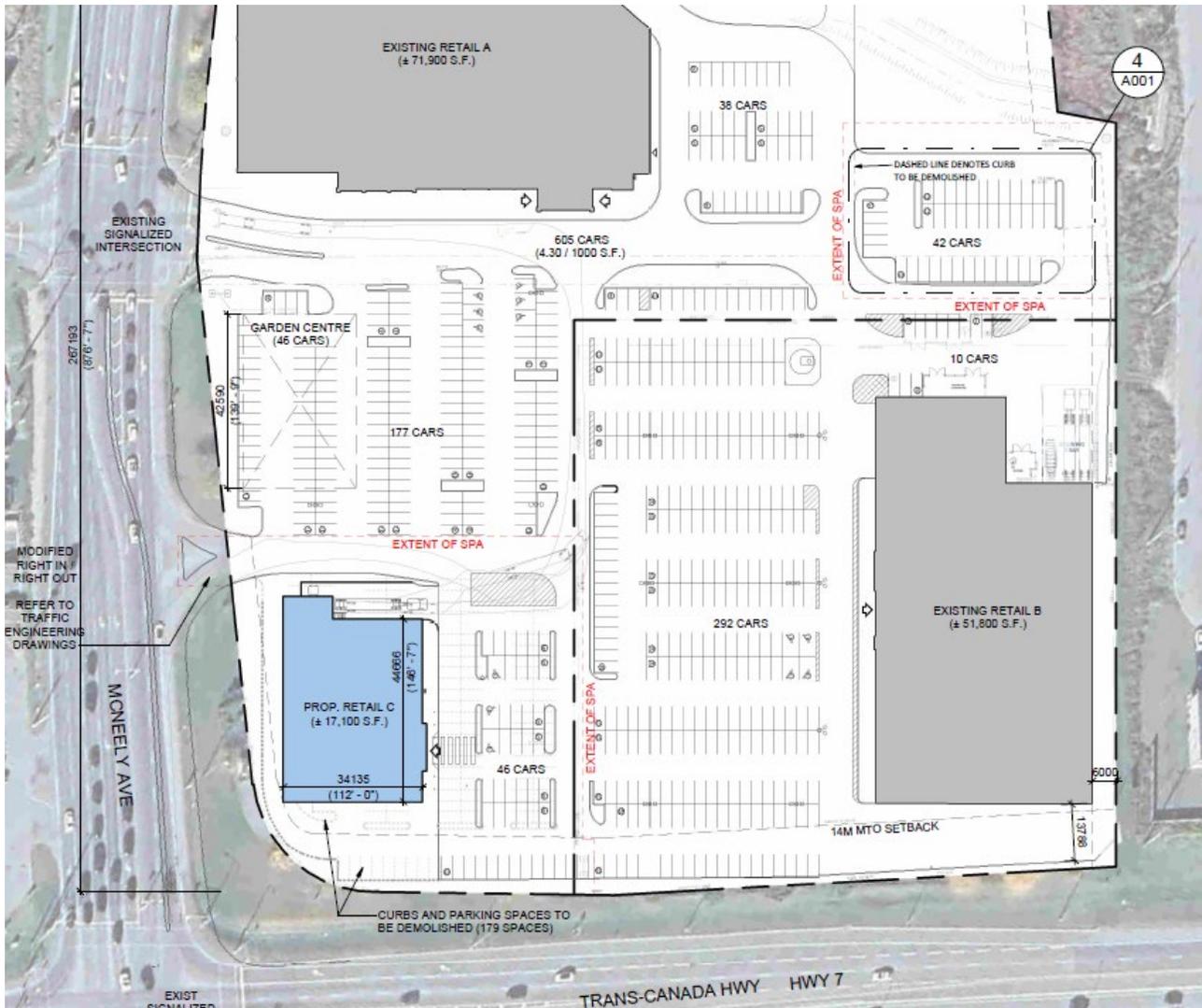


Figure 2: Overall Site Plan of proposed development.

The proposed one-storey, 6.1-metre-high building features a gross floor area of approximately 1,589 square metres. The entrance to the building will be located on the building's east-facing façade, facing the interior of the subject site. The proposed building will incorporate a variety of materials, including insulated metal and prefinished aluminum composite panels, and tempered and spandrel glazing. The proposed east façade with the main entrance will be heavily glazed, with the fenestration extending to a portion of the south façade facing Highway 7.

The existing parking area located to the east of the proposed building will be largely maintained, outside of minor manipulations to the layout and addition of barrier-free spaces, and will directly serve the proposed building as well as indirectly serving the existing retail on the remainder of the lands. The proposed building features a loading dock along the north end of the building. As shown on the Site Plan, adequate space has been provided to allow for truck movements on the subject site in a manner which respects the existing and proposed parking areas.



Figure 3: Elevations of the proposed building.

3.0 Policy & Regulatory Framework

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the Planning Act and came into effect on October 20, 2024. The Provincial Planning Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of the province, as it pertains to the built environment.

Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.

Settlement Areas and Settlement Area Boundary Expansions

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Employment

2.8.1.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and

- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

Transportation Systems

3.2.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

Sewage, Water, and Stormwater

3.6.8 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Public Spaces, Recreation, Parks, Trails and Open Space

3.9.1 Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Coordination

3.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:

- d) infrastructure, multimodal transportation systems, public service facilities and waste management systems.

The proposed development represents an intensification of a site within the serviced settlement area of Carleton Place. The proposed development will establish a greater variety of uses and services available within the area, while also reflecting an efficient pattern of development that utilizes existing servicing and transportation infrastructure. The proposed development is supported by technical studies, which ensure appropriate transportation and stormwater management approaches among other matters.

3.2 Lanark County Sustainable Communities Official Plan (2016)

Lanark County is an upper-tier municipality with County-wide planning responsibilities, including for the Town of Carleton Place. Accordingly, Lanark County is the approval authority for the Carleton Place Official Plan and has jurisdiction over land division. The Town of Carleton Place Official Plan is required to be in conformity with the Lanark County Sustainable Communities Official Plan (SCOP), adopted in 2016.

The subject site is located within the Town of Carleton Place, a designated Settlement Area. The settlement policies are intended to create a planning framework which will encourage and support diversified, mixed use Settlement Areas which have developed on the basis of full or partial municipal services or which are planned population centres to be developed on the basis of sustainable private services.

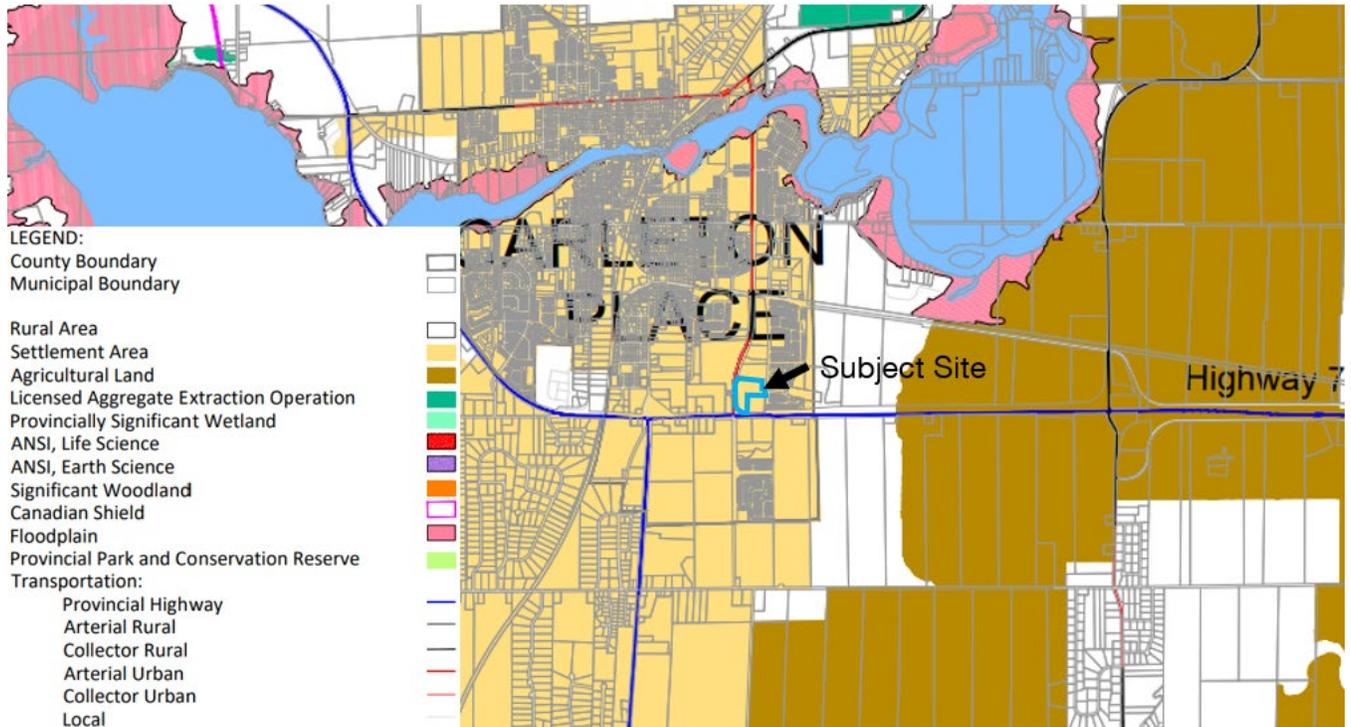


Figure 4: Excerpt from Schedule A – Land Use Designations of the Lanark County Sustainable Communities Official Plan

Relevant policies for Settlement Areas include:

3.2.1 General Policies (Section 2.3.1)

2.3.1 Lanark County is home to many thriving Towns, Villages and Hamlets which provide a place to live, work and play. The following shall apply:

- / Settlement Areas are identified on Schedule A to this Plan. The limits of the Settlement Areas are in accordance with the limits established in local Official Plans.
- / Local Official Plans shall designate Settlement Areas and shall ensure that there is sufficient land area to accommodate a broad range of land uses to meet current needs and expected population growth over a maximum twenty-year timeframe.
- / Local Official Plans shall distinguish between fully serviced, partially serviced and un-serviced settlement areas and provide appropriate land use policies for each.
- / Local Official Plans shall promote intensification in existing built-up areas based on the type of servicing infrastructure.
- / Efficient development patterns will be encouraged in Settlement Areas to optimize the use of land, resources, infrastructure and public service facilities.
- / 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.

3.2.2 Settlement Area Land Use Policies (Section 2.6)

2.6.1 The County of Lanark's objectives respecting development in Settlement Areas are as follows [among others]:

- / To provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;
- / To ensure the provision of roads and other municipal services necessary to the development of functional neighbourhood areas; and
- / To provide for mixed use communities with appropriate commercial, institutional and employment uses.

3.2.3 Local Planning Framework (Section 2.6.2)

2.6.2.4 The implementation of this Official Plan through local Official Plans, zoning regulations, subdivision and condominium control and site plan control shall consider the following criteria [among others]:

- / Ensure development can proceed on appropriate and verified water, waste water, storm water and transportation services;
- / Ensure adequate buffering of residential areas from incompatible non-residential uses through separation distance, landscaping or other appropriate means;
- / Identify and zone an appropriate range of commercial, institutional and employment lands;
- / Regulate the physical character of infill or redevelopment projects to ensure their compatibility with established communities; and,
- / When reviewing applications for redevelopment or infill, consider the impact of the proposed development on the neighbourhood in terms of parking, traffic, open space, and proposed uses.

In addition to the above Settlement Area policies, the following transportation policies are also relevant to the subject site and proposed development:

3.2.4 Provincial Highways (Section 4.3.1)

There are two Provincial Highways in Lanark County, Highway 7 and Highway 15. Development fronting on or in proximity to these highways must be reviewed by the Ministry of Transportation Ontario (MTO) and development is conditional on the issuance of MTO permits which are designed to ensure that the long term efficiency of the highway is not compromised. The MTO permit can apply to building setbacks, signage, location and number of highway accesses, frontage requirements and required improvements such as culvert installation, road widenings, traffic signalization or the construction of turning lanes. Development proponents will be required to consult with the MTO prior to the submission of a development application to the local municipality or to the County.

The applicant team engaged in discussions with the MTO to discuss the proposed development and required permits. The MTO advised that permits would only be required for the proposed development's signage and the final Building Permit sign-off. The sign permit can be addressed concurrently with the development review.

3.2.5 County Roads (Sections 4.3.2 and 4.3.3)

Section 4.3.2 of the SCOP includes policies for County Roads, which:

- / have the capacity to carry large traffic volumes;
- / provide a functional link between communities or significant developments and land uses; and,
- / function as an integral part of the provincial transportation network through linkages to Provincial highways.

McNeely Road is classified as a County Road. Policies for County Roads include, among others:

- / Development on lots of record existing as of the day of adoption of this Official Plan may be permitted in accordance with the applicable land use designation policies and local zoning regulations and provided that new accesses are kept to a strict minimum by enforcing, where possible, a minimum separation distance from

existing accesses on the same side of the road. Alternatively safety issues may be addressed through engineered solutions such as turning lanes, acceleration lanes or deceleration lanes.

- / A minimum development setback of 15 metres from the property line shall generally be required.

The proposed development is intended to rely on existing site ingress and egress points along McNeely Avenue, serving the existing retail uses on the site and adjacent lands. No changes are proposed to the existing site accesses as a result of the proposed development.

While the proposed building features a setback of 6 metres from McNeely Avenue, this represents an improvement from the condition of the existing retail to the north on the subject site which features a setback of approximately 3 metres. The siting of the proposed building provides a frontage at the corner of the site without encroaching towards the right-of-way in manner which is not anticipated to interfere with traffic operational, functional, or aesthetic needs of McNeely Avenue, aligning with the direction provided by the Official Plan.

The proposed development is located within the Settlement Area of the Town of Carleton Place and represents an appropriate addition to the existing commercial character of the surrounding area, serving the growing community. The addition of a pharmacy seeks to contribute to the service offerings to members of the surrounding community representing a necessary addition to ancillary health care services. The subject site is fully serviced and accessible via existing transportation infrastructure, represents an efficient pattern of development on an existing lot, and provides a necessary retail use to the surrounding community.

The proposed development conforms to the policies of the Lanark County Sustainable Communities Official Plan.

3.3 Town of Carleton Place Official Plan (2014)

All development within the Town must be in conformity with the Town of Carleton Place Official Plan, approved in 2014. The Council's Vision for Carleton Place, as defined in Section 1.2 of the Official Plan, is:

"The Town of Carleton Place is committed to maintaining and celebrating its heritage through balanced and sustainable growth which will support a sense of place respectful of our unique historical, cultural and natural heritage where citizens can enjoy an unparalleled quality of life."

Section 1.1.3 sets out the guiding principles that are at the core of the Official Plan's policies. The following guiding principles apply to the proposed development:

1. Principle 2 – We will ensure that growth and development occurs through sustainable and economically viable land use development patterns which will include a broad range of uses and a balanced mix of appropriate residential densities;
2. Principle 3 – We will help maintain and increase the Town's employment base through clear and transparent land use policies which support the development of commercial, institutional and industrial opportunities;
3. Principle 5 – We will ensure appropriate development which will not pose a danger to public safety or health or result in negative property or environmental impacts; and
4. Principle 6 – We will ensure that effective infrastructure services will be provided by the appropriate level of government or the private sector in a cost-efficient manner which recognizes development priorities and which ensures the protection of our environment.

The proposed development is shown to meet the Official Plan's vision and guiding principles through the continued growth of commercial uses within the Highway District, serving the resident population as well as visitors along Highway 7. The proposed use also represent the establishment of additional employment opportunities within an area that is well-served by existing infrastructure and residential areas.

3.3.1 Community Design Framework

Section 2 of the Official Plan provides an overview of the Community Design Framework, emphasizing the “vital importance that on-going changes to the built form be undertaken through high-quality developments that are integrated with the surrounding community.”

The relevant policies to the proposed development under Section 2.2 – General Design Policies are as follows:

2.2.1 Proposed developments shall enhance the image of the Town of Carleton Place by complementing and contributing to:

- / the character of the area;
- / local landmarks;
- / the consistency and continuity of the area with its surroundings;
- / the edges of the area; and,
- / linkages within, to and from the area.

The proposed development will present a positive contribution to the character along Highway 7 and McNeely Avenue, establishing a greater street presence on an existing lot. The design of the proposed building will be largely based on the standard model employed across the country, with improved elements to be provided to ensure the design remains contextually relevant to the surrounding commercial character.

2.2.6 The design of new development shall:

- / Be complementary to adjacent development in terms of its overall massing, orientation and setback;
- / provide links with pedestrian, cycling and road networks;
- / enhance orientation and integrate newly developing areas of the Town of Carleton Place; and,
- / maintain and enhance valued cultural and heritage resources and natural features and functions.

The proposed development seeks to provide a retail store and pharmacy use, which is common amongst the adjacent properties, in a built form that is compatible within the context of the surrounding large-format commercial plazas.

2.2.11 The use of exterior signs and other exterior advertising devices within the Town of Carleton Place shall be regulated through a sign by-law that addresses, but is not limited to, the following:

- / Location;
- / Size;
- / Number; and
- / Construction, alteration, repair and maintenance.

All signage contemplated as part of the proposed development will be evaluated against the applicable provisions of the Town of Carleton Place Sign By-law.

3.3.2 Land Use Policies

The Town of Carleton Place has been divided into 5 separate land use districts, each of which provide for a distinct set of land use policies. Some of the Districts have been further subdivided into smaller areas where there is a need to recognize specific conditions or where Council is seeking to achieve specific results.

As identified on Schedule A (Figure 4), the subject site is designated Highway District. The Highway District designation is intended to guide the on-going 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.

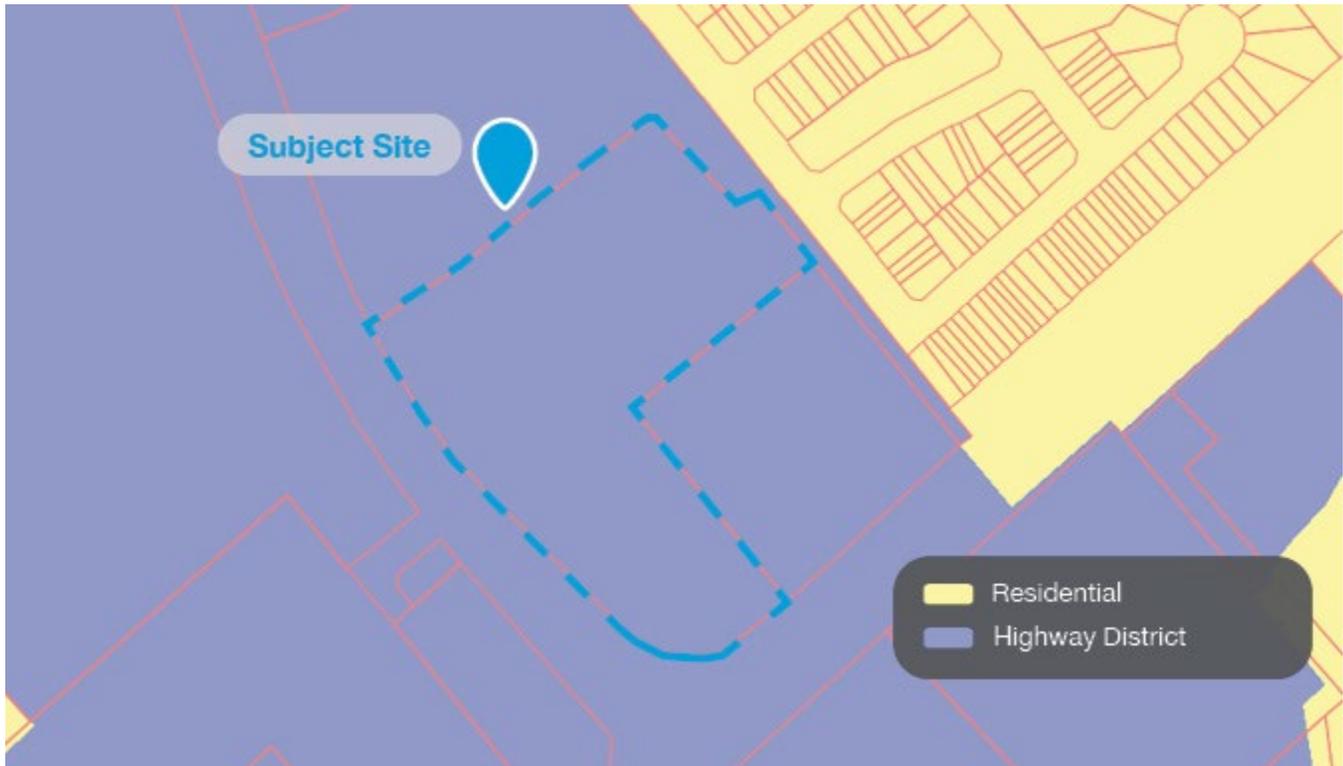


Figure 5: Extract from Schedule A – Town of Carleton Place Official Plan

Relevant Highway District objectives include the following:

1. Support a diverse range of commercial uses that meet the existing and future needs of the community and reduces the need for residents to shop elsewhere;
2. To promote a high aesthetic quality in all commercial areas that reflects the local character;
3. To address the needs of local commercial uses to attract visitors and tourists; and
5. To minimize the impacts of commercial uses on adjacent sensitive land uses.

Permitted uses shall have the following functional characteristics:

1. The uses are not oriented towards casual pedestrian-oriented shopping activity but rather vehicle-oriented single-purpose shopping trips.
2. The uses require sites accessible to arterials or provincial highways to serve their market areas.
3. Permitted uses include a full range of retail commercial uses, including:
 - supermarket, grocery stores, and other food retailers;
 - Retail of mercantile, building supplies, furniture, etc.;
 - Personal and Professional Service Uses;
 - Entertainment and Recreational Uses;
 - Hotel, motel and accommodation to the travelling public; or
 - Automotive uses
 - Urban agriculture and agricultural-related uses.

The proposed development, through the provision of a retail and pharmacy use, are shown to align with the permitted uses in the Highway District designation, contributing to the variety of uses intended to support this area of the Town.

The most relevant policies to the proposed development under Section 3.2.3 are as follows:

- 3.2.3.1 All development and redevelopment in the Highway District shall be subject to a Class 3 Development Permit.
- 3.2.3.2 All development in the Highway Commercial District shall be subject to a pre-development consultation process prior to submission of any required application. Pre-development consultation shall be based on a preliminary site development concept plan prepared to a sufficient level of detail to assess traffic patterns, access, parking and loading facilities, location and massing of buildings, adjacent land uses, potential impacts and site aesthetics. Any additional information required to ensure a complete application in accordance with the relevant policies of Section 6.0 - Implementation will be established during the pre-development consultation.

A pre-development consultation meeting was held on July 3, 2025 and attended by staff from the Town of Carleton Place and Lanark County. A preliminary Site Plan was provided in advance of the meeting for staff review. Potential issues that were discussed include the building's relationship to abutting rights-of-way, ingress/egress to the site, parking and loading, and site servicing. Further information was provided to the consultant group following the meeting regarding transportation information for a future Traffic Impact Assessment.

- 3.3.3.3 All new development in the Highway Commercial District shall be supported by technical reports prepared by qualified professionals. Such reports may include a traffic study, serviceability report and a stormwater management report as required. The pre-consultation process shall determine the need for these studies or any additional studies and reports.

Technical plans and studies are included with the submission package to the Town.

- 3.3.3.4 A high standard of building and landscape design shall be applied through the Development Permit By-law particularly where development is proposed adjacent to residential uses or is located in a strategic location.

The proposed development reflects an appropriate and desirable approach to development in a key location in the Highway District along two (2) key transportation corridors.

3.4 Town of Carleton Place Development Permit Bylaw (2015)

In 2015, the Town of Carleton Place passed Development Permit By-law 15-2015 (the By-law). The development permit system consolidates the functions of several separate development approvals processes into a single process, including zoning, site plan control and minor variance approvals. The Development Permit By-law must be in conformity with the in-force local Official Plan.

As identified on Schedule A (Figure 5) of the Development Permit By-law, the subject property is designated Highway District. The Highway District Development Permit By-law designation is intended to implement the policies of the Highway District designation established in the Carleton Place Official Plan to guide the on-going development of regional scale commercial retail facilities located along Highway 7 and McNeely Avenue.

Permitted uses within the Highway District include:

- / Automotive Body Shop
- / Automotive Rental Establishment
- / Automotive Sales and Service
- / Animal Care
- / Automotive Service Station
- / Automotive Washing Establishment

- / Automotive Repair Garage
- / Bank
- / Building Supply Store
- / Commercial Sports and Recreational Establishment
- / Commercial Storage
- / Dry Cleaning or Laundry Outlet
- / Equipment Rental Establishment
- / Gas Bar
- / Laundromat
- / Hotel / Motel
- / Night Club / Bar / Pub
- / Office
- / Personal Service Business
- / Propane and/or Natural Gas Transfer Facility
- / Propane Refilling Outlet
- / School, Private
- / Restaurant
- / Retail Store
- / Service or Repair Establishment
- / Theatre, Cinema

Discretionary Uses

- / Building Contractor’s Shop
- / Recreational Vehicles Sales and Storage
- / Farm Implement Sales and Services

The proposed use is defined by the By-law as a pharmacy, which is not a permitted within the Highway District Development Permit Area. As such, through this application, the non-conformity with the By-law shall be addressed through the Class 3 Development Permit application, seeking to permit the proposed pharmacy use on the subject site.



Figure 6: Schedule A – Development Permit By-law, Town of Carleton Place.

Highway District designation and other development standards that apply to the subject site are shown in Table 1 below:

Table 1: Applicable Development Standards.

Site Provisions	Requirements	Provided	Compliance
Lot Area (Minimum)	No minimum	16,087.75 square metres	✓
Lot Coverage (Maximum)	60%	20.2%	✓
Lot Frontage (Minimum)	15.0 metres	106.75 metres	✓
Minimum Front Yard	6 metres	6 metres (Highway 7)	✓
Minimum Exterior Side Yard	6 metres	6 metres (McNeely Ave.)	✓
Minimum Interior Side Yard	1.2 metres	>33 metres	✓
Minimum Rear Yard Setback	6 metres	Existing grocery store: 10.2 metres Proposed development: >100 metres	✓
Building Height (Maximum)	11 metres	6.7 metres	✓
General Parking Provisions			
Landscape Buffer (Parking Area)	3 metres	3.06 metres	✓
Drive Aisle Width	6 metres (two-way)	6 metres	✓
Landscape Buffer (McNeely Frontage)	5 metres	6 metres	✓
Minimum Parking Requirement	1 space per 20m ² GFA: 413 spaces	303 spaces	✓
Minimum Accessible Parking Requirement	4 spaces	9 spaces	✓
Parking Dimensions	2.75 x 6.0 metres	Minimum: 2.75 x 6 metres	✓
Minimum Loading Spaces	1,000m ² – 7,500m ² GFA: 2 spaces	Approx. 1,589 m ² GFA: 1	✗
Minimum Loading Space Dimensions	9 x 3 metres	20 x 4 metres	✓
Bicycle Parking	5% of required vehicle parking; or 8 spaces, whichever is greater: 21	5	✗

3.5 Variations from Provisions

As indicated in Table 1, the proposed development is broadly compliant with the applicable development standards. Given the attributes of the existing site layout and operations as well as the standard development design for the proposed building, site-specific variations are required related to the loading space provisions and minimum parking requirements. Specifically, the following variations are requested:

1. To permit for a reduction in the minimum number of loading spaces to one (1) loading space, whereas the By-law requires two (2) loading spaces; and,
2. To permit for a reduction in the minimum number of parking spaces to 0.7 spaces per 20m² of GFA, whereas the By-law requires 1 space per 20m² of GFA.

The Development Permit System is designed to incorporate flexibility and to empower Staff and Council to reasonably vary the by-law to better respond to specific applications. As set out in Section 3.43 – Variations, the Development Permit By-law includes criteria for evaluating proposed variations, including demonstration of conformity with the Official Plan and the Provincial Planning Statement.

3.5.1 Rationale for Requested Variations from Development Standards

1. Whereas the By-law requires a minimum of two (2) loading spaces pursuant to Section 3.25, the proposed development features one (1) loading space.

Due to the nature of the proposed use, and standardized operation of the facility, as part of a larger institutional network, the owner does not anticipate needing more than one (1) loading space in order to adequately service the building and uses. As a stand-alone retail and pharmacy use, deliveries will be regularly scheduled in a manner which aligns with the standardized approach seen across other Shopper's Drug Mart locations, managed by an existing and established supply chain network. Additionally, shipping will be very limited based on the nature of the use, limiting the need for additional loading space requirements from an operational standpoint.

The proposed use, as a standard retail model employed by the owner, is anticipated to be adequately served by one (1) loading space, and the operation of the facility, particularly the shipping and receiving, will be managed in a manner so as to ensure undue adverse impacts on the site and surrounding properties can be avoided or mitigated.

As a result of the site configuration and proposed mitigation, the requested variation is shown to be appropriate.

2. Whereas the By-law requires a minimum of 1 parking space per 20m² of GFA, the proposed development features 0.7 spaces per 20m² of GFA.

The parking proposed as part of this development application is anticipated to be sufficient in meeting the demands of the existing uses on the lands as well as the proposed uses. Across the entirety of the lands, including the separate parcel improved with the Canadian Tire retail store, 605 spaces are provided. As a seasoned developer of grocery-anchored retail plazas, the owner is confident in the proposed parking provisions and their ability to serve the needs of the anticipated customer volumes without resulting in significant undue impacts on the proposed development nor the neighbouring lands and facilities.

The proposed vehicular parking provided as part of this application is shown to be sufficient per the needs of the existing and proposed retail facilities on the subject site and is therefore shown to be appropriate and in keeping with the goals and policies of the PPS, the Sustainable Communities Official Plan, and the Town of Carleton Place Official Plan, as well as the generally intent and purpose of the Carleton Place Development Permit By-law.

3.6 Proposed Pharmacy Use

As noted previously in Section 3.4 of this Planning Rationale, the proposed development is intended to support a pharmacy use alongside the proposed retail store use. The Carleton Place Development Permit By-law explicitly defines the “pharmacy” use separately from the “retail” use, and per the provisions of the Highway District development permit area, pharmacy is not a permitted use on the subject site. In support of the proposed development, this Class 3 Development Permit is seeking to add “pharmacy” as a permitted use on the subject site.

While classified as separate land uses under the Development Permit By-law, the retail and pharmacy uses proposed through this application will generally operate in a cohesive manner, sharing many of the same facilities and operational requirements. The proposed use represents a standard development model for retail pharmacies across Canada, with existing operations in Carleton Place. In evaluating the operational needs of the proposed pharmacy use, the shared and conjoined facility utilization, and existing precedent examples of similar store models, the proposed development and associated impacts are more reflective of a standard retail store than as separate uses, therefore reflecting an appropriate use on the site.

The proposed pharmacy use and its operational requirements can generally be characterized in a similar manner to that of a retail store use, which is permitted within the Highway District development permit area. The retail store and pharmacy use will generally operate as a single entity, or facility, as it relates to ownership, loading, parking, garbage, and interior space accommodations. The proposed pharmacy is not anticipated to present any additional undue adverse impacts from that of the proposed retail store use.

The proposed use therefore continues to conform with the policies of the Official Plan and generally aligns with the intent and purpose of the Development Permit By-law.

4.0 Conclusion

It is our professional opinion that the proposed Class 3 Development Permit application to facilitate the development of the subject site with retail use building constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Planning Statement (2024) by providing of an efficient, cost-effective pattern of development located in an area with available infrastructure and public service facilities.
- / The proposed development conforms with the policies of the Lanark County Sustainable Communities Official Plan;
- / The proposed development conforms with the applicable policies of the Town of Carleton Place Official Plan through the establishment of a compatible and appropriate retail store use within the commercial context of the Highway District area;
- / The proposed development is largely compliant with applicable requirements in the Town of Carleton Place Development Permit By-law, notwithstanding the minor variations proposed as part of this application. The proposed variations represent minor adjustments to the standards of the By-law, reflecting the existing conditions on the lands, as well as the standardized approach to the development of a Shopper's Drug Mart retail location. The proposed variations continue to conform with the applicable policy and regulatory framework of the PPS, Lanark County Sustainable Communities Official Plan, and Town of Carleton Place Official Plan, are shown to generally align with the intent and purpose of the applicable Development Permit By-law standards, and are not anticipated to result in any undue adverse impacts on the site functionality or adjacent properties;
- / The proposed addition of "pharmacy" as a permitted use represents a appropriate site-specific variation to the Highway District development permit area provisions, as the proposed use will largely operate in a manner more appropriate characterized as a standard retail store as it relates to any associated impacts on adjacent lands and uses; and,
- / The proposed development is supported by technical studies and plans submitted as part of this application.

Please do not hesitate to contact the undersigned at saunders@fotenn.com or church@fotenn.com if you have any questions regarding the materials discussed in this Planning Rationale.

Sincerely,



Evan Saunders, RPP MCIP
Planner



Nico Church, RPP MCIP
Senior Planner