

# EAGLESON RETAIL

10 Cope Drive, Ottawa  
Urban Design Review Panel  
Formal Review  
2018.07.05

**TAGGART**  
REALTY MANAGEMENT



**FOTENN** Planning  
+ Design



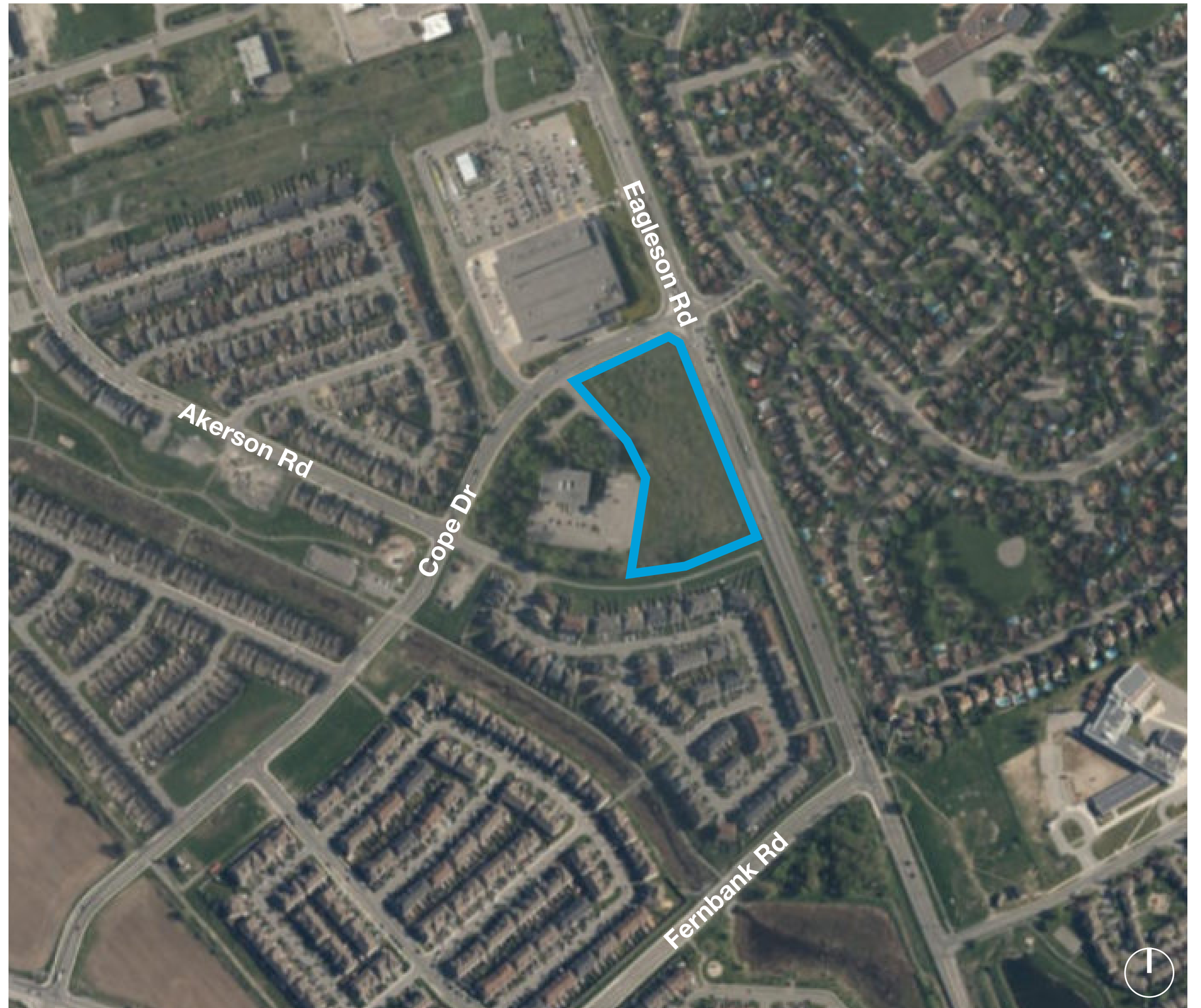


# Subject Property

10 Cope Drive



# Subject Property





# Site Context

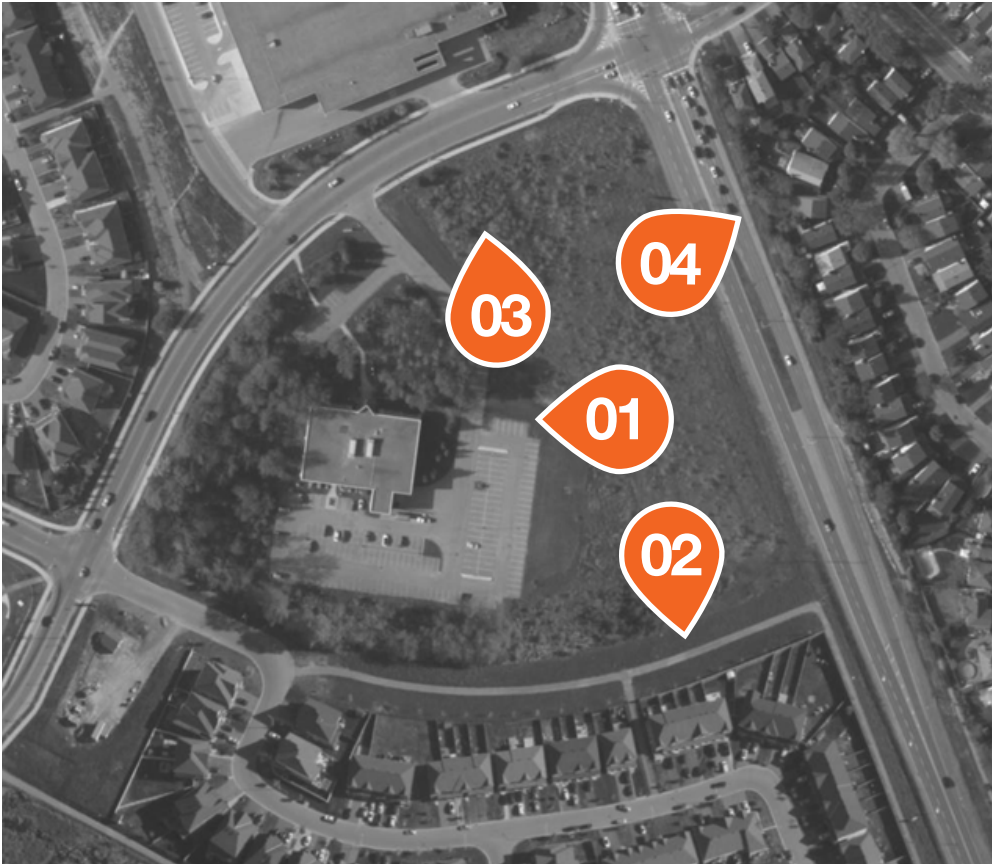
Surrounding Land Uses are described as follows:

- / **North:** To the north of the subject property, directly across from Cope Drive and west of Eagleson Road, is the Real Canadian Superstore retail food store and associated surface parking. Further north along Eagleson Road are additional retail uses. To the northwest is a low-rise residential subdivision and business park uses.
- / **East:** East of the subject property is Eagleson Road, an arterial road, across from which is the established low-rise residential community of Bridlewood, which is comprised mainly of single family dwellings.
- / **South:** Immediately south of the subject property is an unopened road allowance owned by the City of Ottawa. No roadway is currently planned for this road allowance, and instead a multi-use pathway provides access to Carronbridge Circle in the west and along the west side of Eagleson Road to the south. Across the pathway is a low-rise residential subdivision featuring a mix of semi-detached and townhouse dwellings. Further south is Fernbank Road which provides an important east-west connection to Terry Fox Drive and additional new development areas in Kanata South and Stittsville.
- / **West:** Immediately west of the subject property are the lands known municipally as 20 Cope Drive, which include an established office building and parking area. This abutting property shares a vehicular access point from Cope Drive with the subject property. Further west is a residential subdivision featuring a mix of semi-detached dwellings and townhouse dwellings.





# Site Photos





# Site Photos



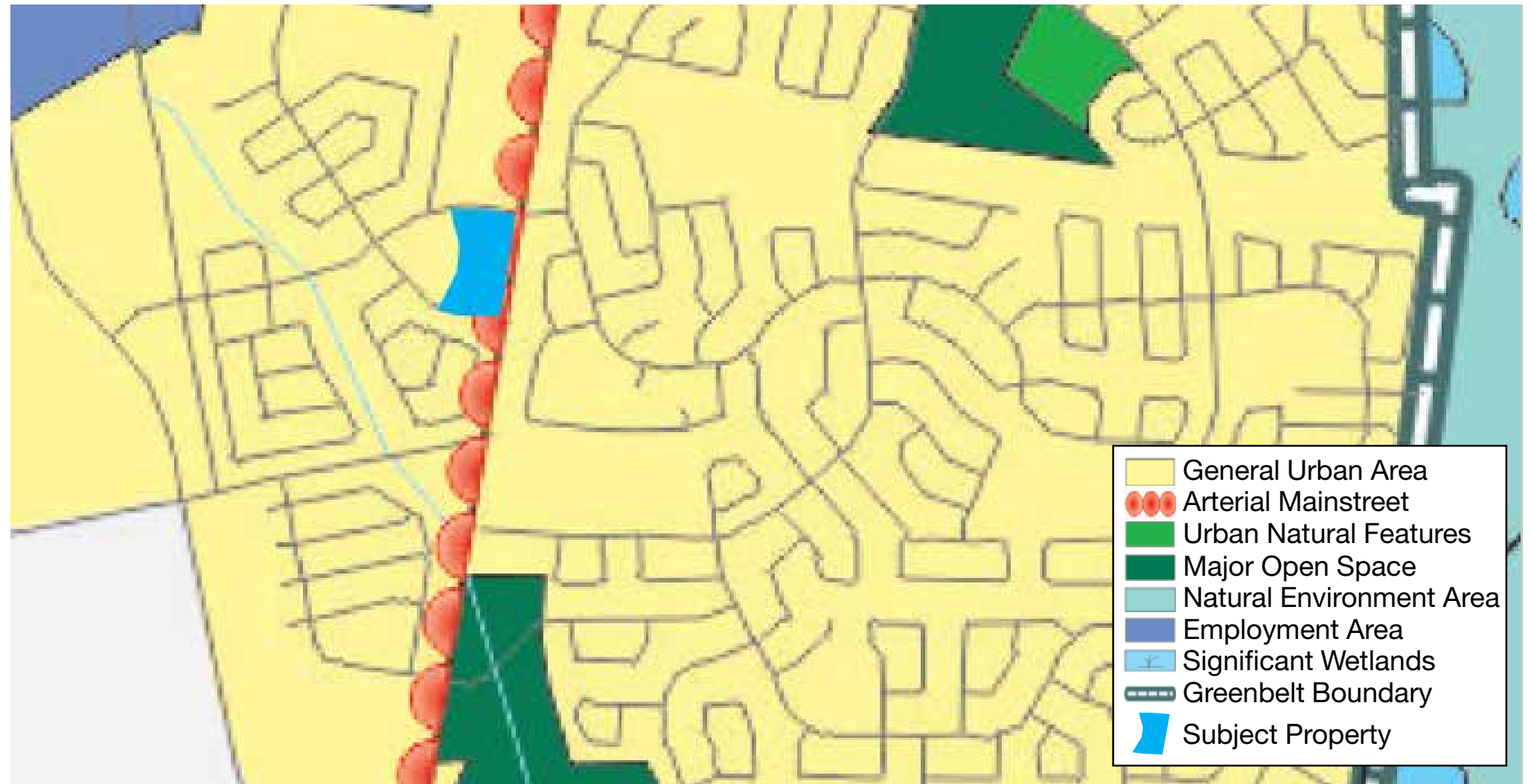
# Policy Context

## City of Ottawa Official Plan

- / The site is designated as Arterial Mainstreet as per Schedule B of the Official Plan.
- / Arterial Mainstreets are intended to achieve more compact, mixed-use, pedestrian-oriented development patterns over time.
- / Permitted uses in the Arterial Mainstreet designation include retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.
- / The proposed development includes a range of retail uses that will support the existing adjacent residential communities and will contribute to an improved pedestrian experience along Eagleson Road.

## Urban Design Guidelines

- / The proposed development generally meets the design direction provided in the City's Urban Design Guidelines for Development Along Arterial Mainstreets.
- / The proposed development generally meets the design direction provided in the City's Urban Design Guidelines for Large Format Retail.



## City of Ottawa Zoning By-law 2008-250

- / The subject property is zoned as Arterial Mainstreet, Exception 1556 (AM[1556]).
- / The Arterial Mainstreet zone permits a range of non-residential uses including retail stores, retail food stores, restaurants, small batch breweries, banks, personal service business, medical facilities, and more.

- / Urban Exception 1556 imposes maximum front yard and corner side yard setbacks of 5 metres.
- / The proposed development meets the majority of the applicable zoning provisions, except for the maximum corner side yard setback and the minimum width of a landscaped buffer around a parking lot.
- / A Minor Variance application will be submitted to address the above-noted performance standards.



# Proposed Development

## The Site

The site is located on the west side of Eagleson Road, north of Fernbank Road and south of Cope Drive. The site was previously rezoned to Arterial Mainstreet, Exception 1556 (AM[1556]). The lands were previously severed from the adjacent First Air lands. First Air retains ownership of the interior parcel at 20 Cope Drive.

The site is warped in the long direction with a high point at the north east corner of Cope and Eagleson and a low point at the south west corner. This will require a continuous retaining wall upstand in the NE corner of the Food Store that will be some 2.1 metres high along the north and east elevations. The wall is required to establish reasonable floor elevations and to manage the grading for the site and connect with the two accessible sides of the site. The site drops in elevation from north to south along the Eagleson frontage by approximately 3 metres across the 200 metre frontage. The site is also warped in the lateral direction from east to west and drops in elevation from side to side by approximately 1.5 to 2 metres across 80 to 90 metres of depth. The site will require approximately 1.5 to 2 metres of grade raise to provide proper site drainage as well as connect to the entrance elevations to suit existing spot elevations at the Eagleson and Cope Drive entrances.

Access is provided at a right-in/right-out access 140 metres south of the Cope Drive signals and along the east frontage of Eagleson. A signalized full movement intersection is proposed to be provided at the southern limits of the site along the same frontage. This south full movement entrance is directly adjacent to a closed

road allowance owned by the City of Ottawa. This road allowance runs the full length of the south property line was closed to create a linear park and multi-use pathway connection to the adjacent residential communities. Continuity of the multi-use pathway is evolving with development and roadway improvements planned along Eagleson.

An existing entrance from Cope Drive to the existing First Air offices is further developed and improved at the northwest corner of the retail site. This entry will be improved to provide proper turn lanes, pavement profiles and improved lighting. This access is intended to pick up southbound Eagleson traffic and to also function as the main truck delivery access for the food store. Delivery truck departure will be via the right-in/right-out access to Eagleson or the signalized access at the southeast corner.

## Edges

The proposed food store is located to the north end of the site and occupies the corner at Eagleson and Cope Drive. The building form is articulated to address the corner location. The articulation and palette of materials continues along the Cope Drive frontage. Detail elevations showing the extent and combinations of materials, and a 3D architectural model incorporated into views of the proposed development are included with the submission documents.

# Proposed Development

Block C is one of the small retail footprints and is located along the east property line of the Eagleson frontage. Block C is articulated with materials and forms to provide an architectural “face” to Eagleson. This block has a shallow depth (15 metres/50 feet) to suit smaller retail tenants. This depth of tenant space can easily be supported by front-of-house deliveries along the west elevation entrances.

Block D is the deeper retail block (24 metres/80 feet) intended for larger footprint retail. This depth of retail generally requires large vehicle access to facilitate deliveries requiring adequate area for truck movements. The access route from the signalized intersection along the south property line facilitates this function and provides ease of access in both directions from Eagleson Road. A loading area for large vehicles is provided on the west elevation of Block D.

## Internal

The interior of the new development establishes clearly delineated pedestrian pathways. Frontages along the retail blocks are 4 metres wide and provide a safe pedestrian experience. Pathways will be a combination of concrete and pavers complete with soft landscape areas. Seating and bicycle racks will be placed strategically throughout the pedestrian system. Patios and other exterior areas will be better defined once leasing is fully developed with the remaining small block retail spaces.

The existing site grading in parallel with the required boundary connections provides significant challenges to manage storm water. The south west corner is designed as a storm water management area complete with immersion

tolerant landscape. This feature is complemented by the awkward inside irregular area created at the meeting of the south and west property lines.

A pathway connection is provided from the front of Block D to the adjacent multi-use pathway to the south that connects to the adjacent neighbourhoods. The new signalized intersection will also provide a safe means of crossing Eagleson Road to access the site for residents of the Bridlewood community.

## Parking

Parking is provided in two well defined and separate areas. Parking in the north parcel is slightly wider (2.75 metres) to suit the food store user requirements. Parking in the south parcel is based on City of Ottawa Zoning width (2.6 metres).

Parking rates to support the food store and the two small blocks is provided at a rate of 4.24/100 square metres. This rate is slightly above the minimum required by the Zoning By-law (3.6/100 square metres) and recognizes the car oriented access at peak times required for this retail centre.

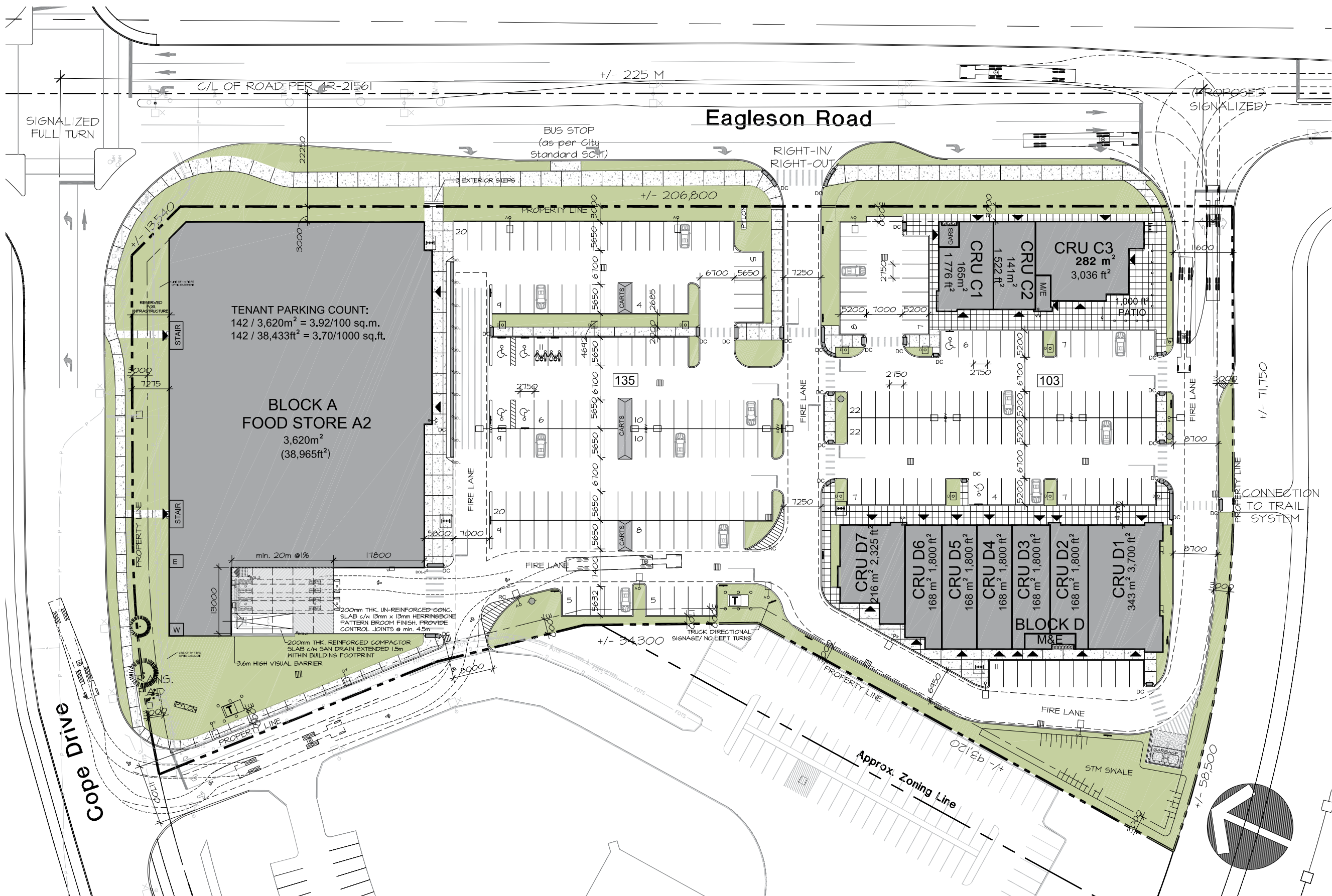
A total of 35 bike parking spaces are provided on the site to serve the range of retail uses. The proximity to the existing multi-use pathway network will provide opportunities for residents to bike or walk to the site as an alternative to driving.



# Site Plan

ZONE: AM(556)	REQUIRED	PROVIDED
PERMITTED USE (AMONG OTHERS)	BANK, RESTAURANT, RETAIL FOOD STORE, RETAIL STORE, DAY CARE OFFICE, PERSONAL SERVICE BUSINESS	ALL PERMITTED USES
MIN. LOT AREA	NO MINIMUM	20,915 sq.m
MIN. LOT WIDTH	NO MINIMUM	206.8 m
MIN. YARD SETBACK (FROM ALL LOT LINES)	3 m	3 m
MAX. BUILDING HEIGHT	30m	12 m
MAX. GROSS LEASABLE FLOOR AREA	NO MIN.	5,607 sq.m
MAX. FSI	2	0.267
MIN. WIDTH LANDSCAPE AREAS	ABUTTING A STREET = 3m NOT ABUTTING A STREET = 3m	3m 3m
ACCESS DRIVE & PARKING AISLE (MIN. WIDTH)	6.3m	6.3m MIN.
PARKING SPACE - MIN. WIDTH	2.6m (B.F. 3.66m)	2.6m (B.F. 3.66m)
PARKING SPACE - MIN. LENGTH	5.2m	5.2m
MIN. BICYCLE PARKING	1/500 SQ.M. = 12	35
LOADING AREAS FOR RETAIL UNDER 1000 SQ.M.	0	0
LOADING AREAS FOR RETAIL OVER 2000 SQ.M.	2	2

SITE AREA	20,915 sq.m	AREA
BLOCK A - FOOD		3,620 sq.m 38,965 sq.ft
BLOCK C		568 sq.m 6,034 sq.ft
BLOCK D		1,399 sq.m 15,025 sq.ft
TOTAL		5,607 sq.m 60,324 sq.ft
LANDSCAPED AREA:	5,237 sq.m (25% OF SITE AREA)	
PARKING PROVIDED	236 SPCS (RATIO 4.28/100 sq.m. 3.98/1000 sq.ft.)	
PARKING REQUIRED (ZONING)	202 SPCS (3.6/100 sq.m.)	
ZONING SURPLUS	+36 SPCS	





# Renderings



Aerial Rendering



# Renderings



Looking Southwest



# Renderings



Looking Southwest, from Eagleson and Cope Drive Intersection



# Renderings



Cope Drive Entrance



# Renderings



Looking East from Cope Drive Entrance



# Renderings



Proposed South Metro Elevation



# Renderings



Central Access from Eagleson Road



# Renderings



Block C West Elevation



# Renderings



Looking North from the Multi-Use Pathway



# Renderings



Block D East Elevation



# Renderings



Looking Northeast from Front of Block D



# Renderings



Looking Northeast from First Air Parking Lot



# Renderings



Looking Northwest



# Renderings



Proposed South Access from Eagleson Road

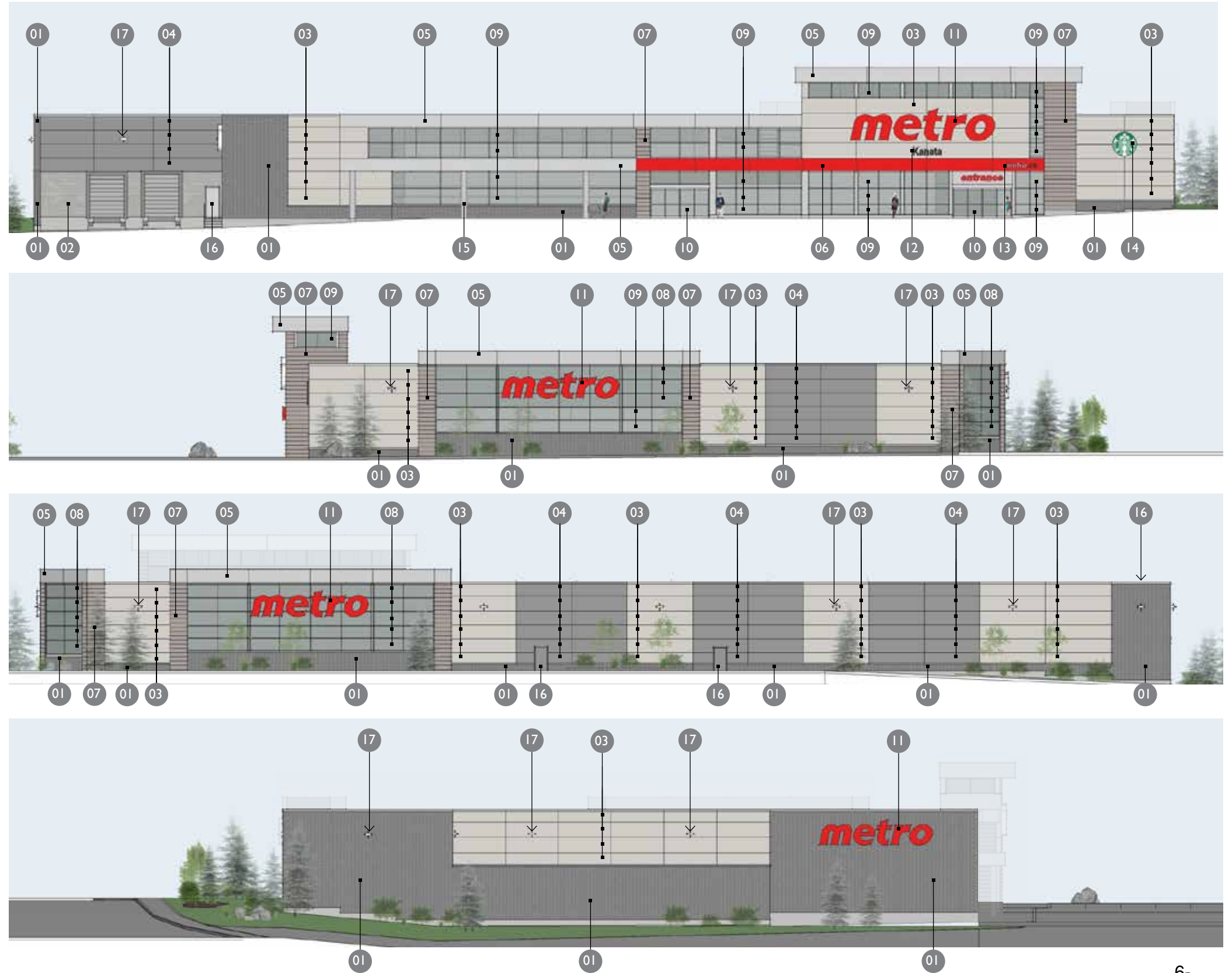






# Proposed Elevations: Block A

- 01 ARCHITECTURAL BLOCK VENEER  
-COLOUR: CHARCOAL
- 02 ARCHITECTURAL BLOCK VENEER  
-COLOUR: MEDIUM GREY
- 03 EXTERIOR INSULATION FINISH SYSTEM (EIFS)  
-COLOUR: 'HAZY SKIES'  
-FINISH: GRANITSTONE
- 04 EXTERIOR INSULATION FINISH SYSTEM (EIFS)  
-COLOUR: 'STORM BELT'  
-FINISH: GRANITSTONE
- 05 PREFINISHED ALUMINUM FASCIA & CAP PANELS  
-FINISH: CLEAR ANODIZED
- 06 PREFINISHED ALUMINUM FASCIA AND CAP PANEL FEATURE BAND  
-COLOUR: METRO RED
- 07 PREFINISHED ALUMINUM PLATE PANELS  
- COLOUR: GREY-BROWN
- 08 SPANDREL GLASS UNITS IN CURTAINWALL FRAMING  
-OPACICOAT COLOUR: 'HARMONY GREY'  
-FRAMES: CLEAR ANODIZED
- 09 CLEAR VISION GLASS UNITS IN CURTAINWALL FRAMING  
-FRAMES: CLEAR ANODIZED
- 10 CLEAR TEMPERED GLASS SLIDING DOOR SYSTEM  
- GLAZED SLIDING ENTRANCE DOORS
- 11 'METRO' ILLUMINATED SIGNAGE
- 12 COMMUNITY NAME SIGNAGE
- 13 BLACK AND WHITE FLEXI 'metro.ca' SIGN LETTERS
- 14 'STARBUCKS' SIGNAGE
- 15 PREFINISHED ALUMINUM COLUMN COVERS WITH CONCRETE CURB AT BASE  
-FINISH: CLEAR ANODIZED
- 16 PAINTED HOLLOW METAL DOORS & FRAMES  
-PAINT COLOUR TO MATCH ADJACENT SURFACE
- 17 WALL PACK LIGHTING FIXTURE



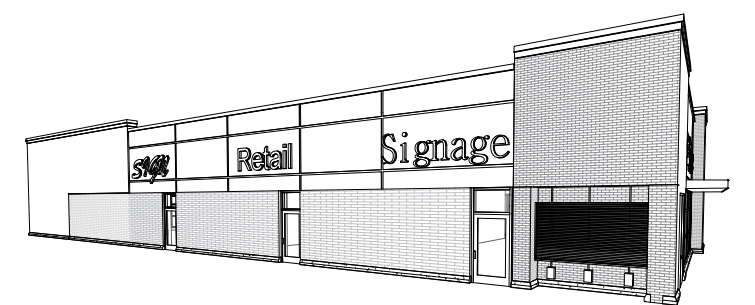
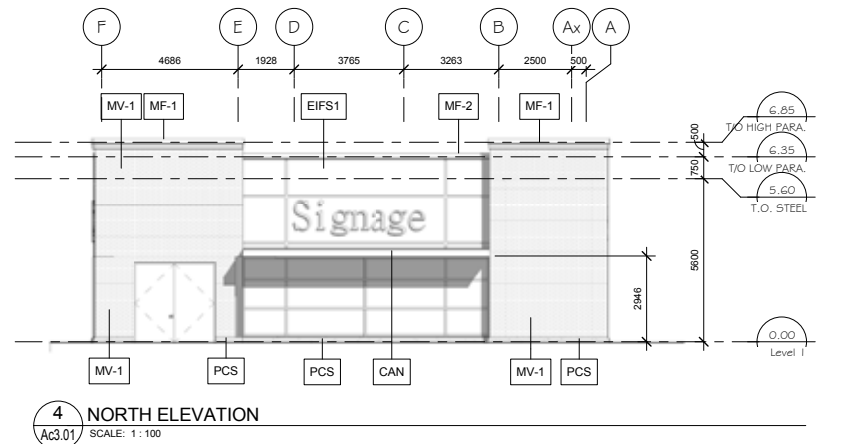
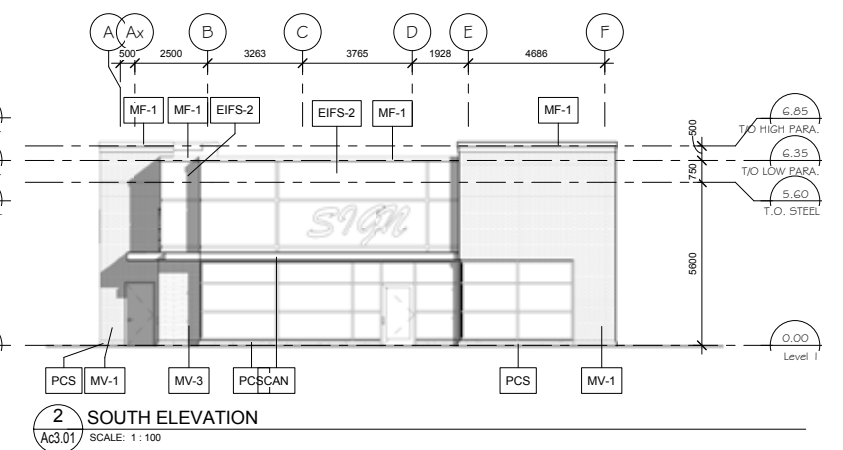
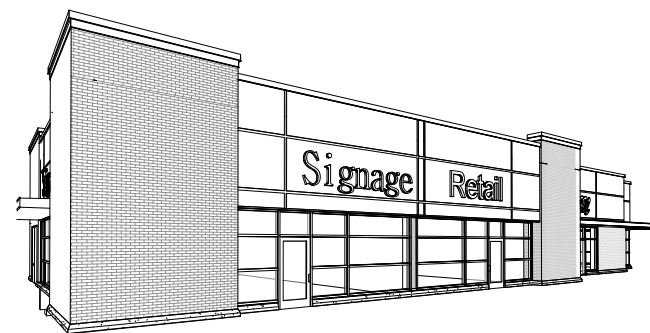
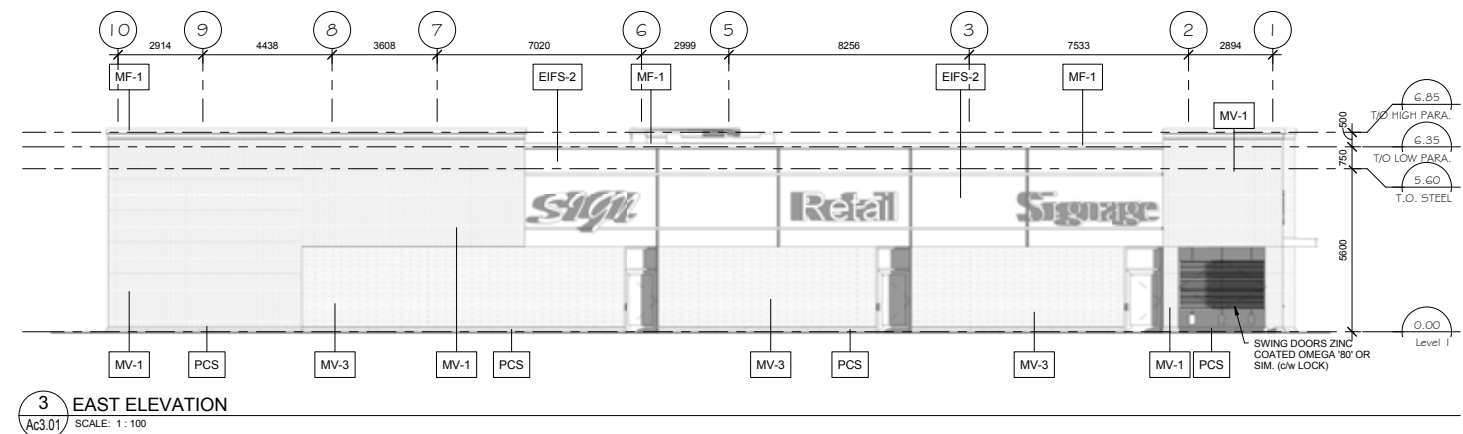
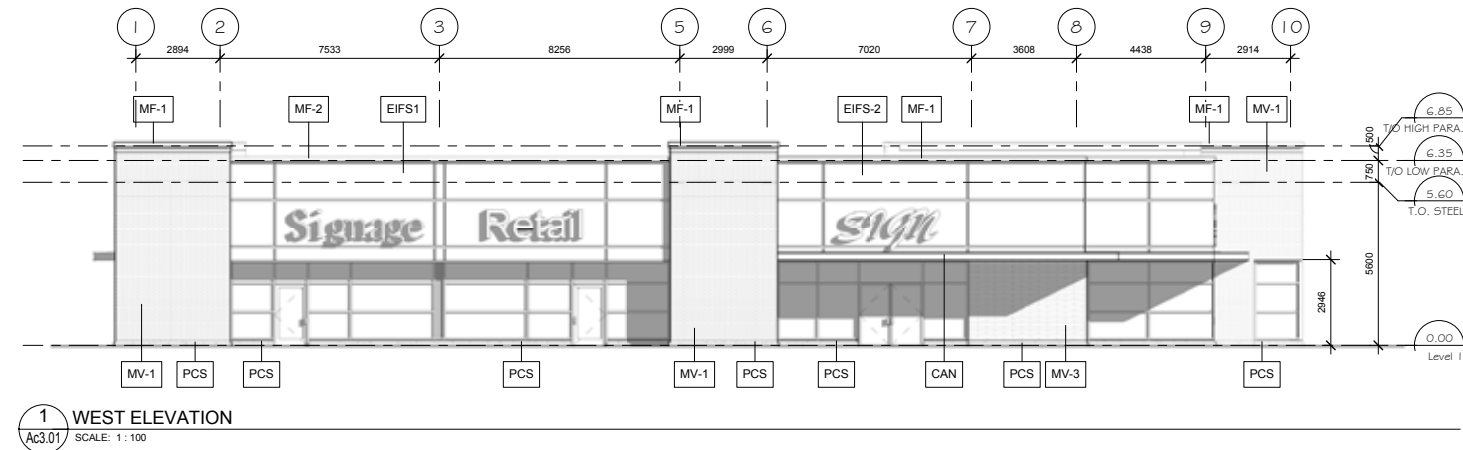
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# Proposed Elevations: Block C

## EXTERIOR FINISHES LEGEND

CAN	GLAV. STEEL C-CHANNEL CANOPY
CW	CLEAR ANODIZED CURTAINWALL FRAMING
MF-1	METAL FLASHING DECORATIVE PROFILE (SIM 7/Aa5.01)
MF-2	METAL FLASHING STANDARD PROFILE (SIM 1/Aa5.01)
EIFS-1	ACRYLIC EIFS (TAN/LIGHT GREY) SIM TO ADEX. 199-3E (c/w 25x65 ROUTED REVEALS)
EIFS-2	ACRYLIC EIFS (DARK BROWN/GREY) SIM. TO ADEX. 200-5E (c/w 25x65 ROUTED REVEALS)
GL-1	LOW-E TEMPRED VISION GLASS
MV-1	METRIC MODULAR HANSON BRICK - STOUT
MV-2	METRIC MODULAR HANSON BRICK - TAUPE
MV-3	ARCHITECTURAL CMU PORCELAIN WHITE - BUFFED
PCS	PRECAST CONCRETE SILL (SHOULDICE SUPER SILL 824) MEDIUM SANDBLAST 'PEARL WHITE'
SC	PRE-FIN. METAL SCUPPER (TO MATCH SURROUNDING CLADDING, SUBMIT SAMPLE FOR ARCH. APPROVAL)
SP-1	SPANDREL PANEL COLOUR TO BE SELECTED FROM CERAMIC FRIT GLASS STANDARD RANGE

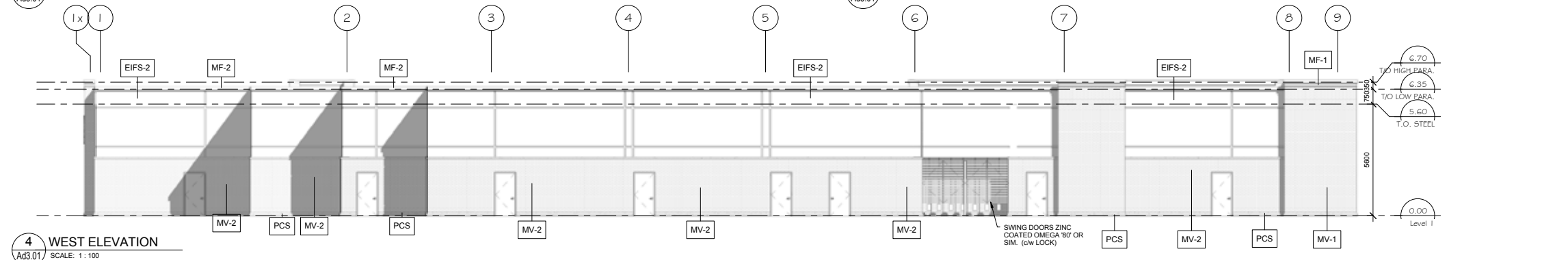
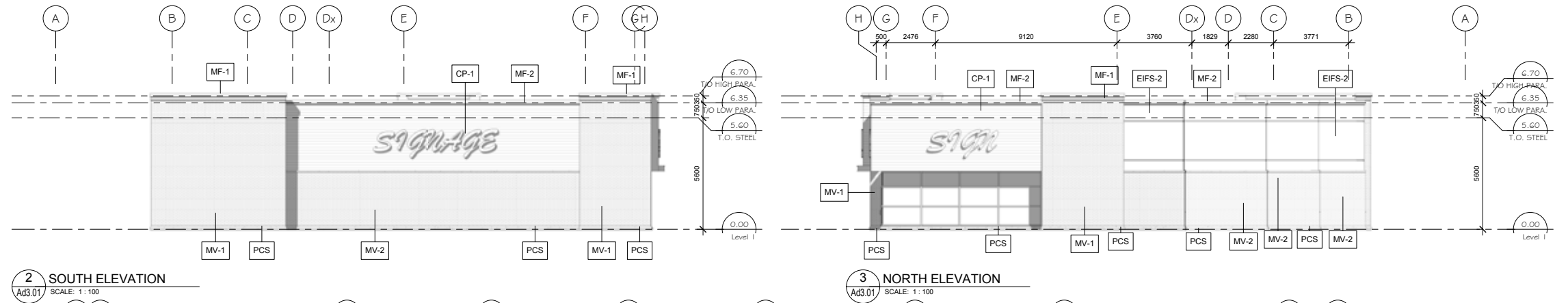
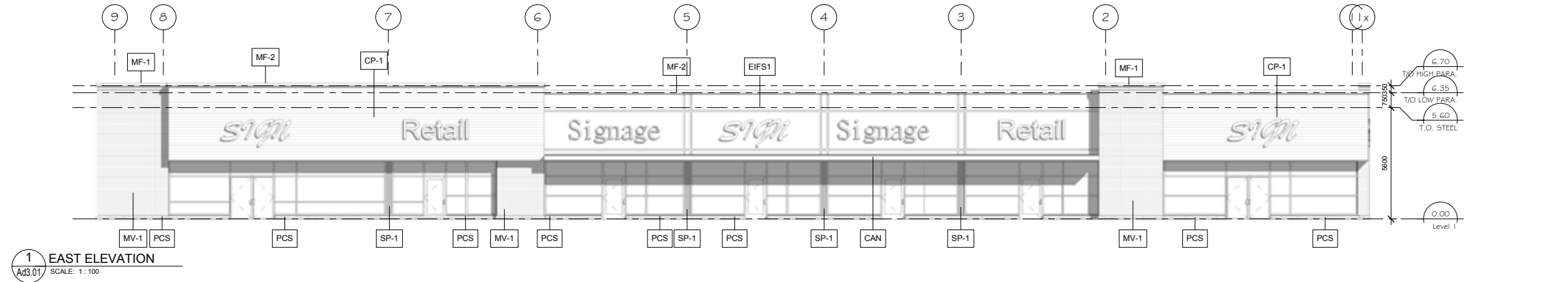




# Proposed Elevations: Block D

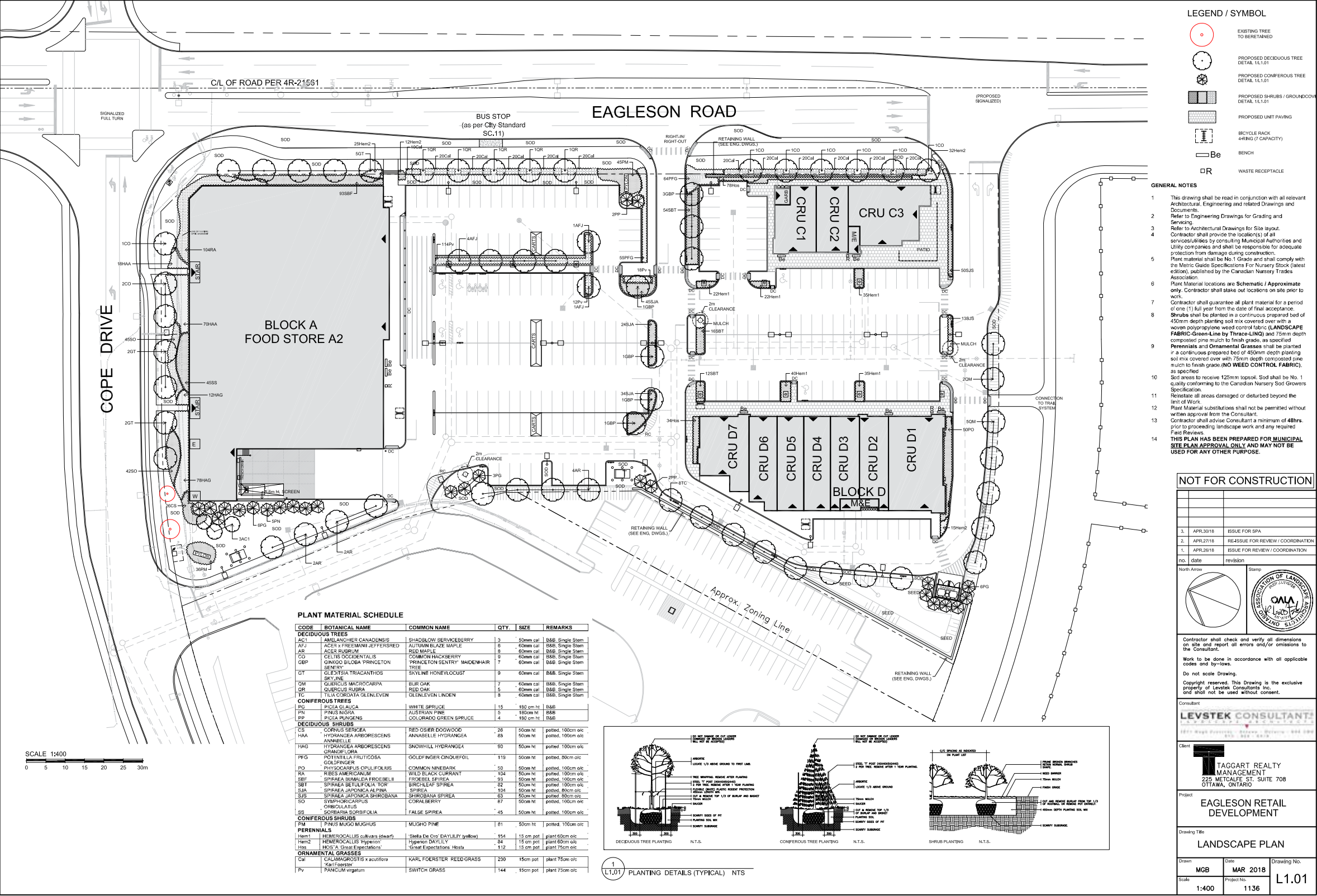
## EXTERIOR FINISHES LEGEND

CAN	GLAV. STEEL C-CHANNEL CANOPY
CP-1	COMPOSITE CEMENT PANEL - HORZ. SMOOTH LAP SIDING
CW	CLEAR ANODIZED CURTAINWALL FRAMING
MF-1	METAL FLASHING DECORATIVE PROFILE (SIM 7/Aa5.01)
MF-2	METAL FLASHING STANDARD PROFILE (SIM 1/Aa5.01)
EIFS-1	ACRYLIC EIFS (TAN/LIGHT GREY) SIM. TO ADEX. 199-3E (c/w 25x65 ROUTED REVEALS)
EIFS-2	ACRYLIC EIFS (DARK BROWN/GREY) SIM. TO ADEX. 200-5E (c/w 25x65 ROUTED REVEALS)
GL-1	LOW-E TEMPRED VISION GLASS
MV-1	METRIC MODULAR HANSON BRICK - STOUT
MV-2	METRIC MODULAR HANSON BRICK - TAUPE
PCS	PRECAST CONCRETE SILL (SHOULDICE SUPER SILL 824) MEDIUM SANDBLAST 'PEARL WHITE'
SC	PRE-FIN. METAL SCUPPER (TO MATCH SURROUNDING CLADDING, SUBMIT SAMPLE FOR ARCH. APPROVAL)
SP-1	SPANDREL PANEL COLOUR TO BE SELECTED FROM CERAMIC FRIT GLASS STANDARD RANGE





# Landscape Plan





# Site Servicing Plan

