

Urban Design Brief
801 Eagleson Road

February 5, 2025

1.0 Project Description

1.1 Project Description

Fotenn Consultants Inc., acting as agents for Urbandale Corporation, is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 801 Eagleson Road (“the subject property”) in the Kanata South ward of the City of Ottawa. The intent of this Design Brief is to illustrate how the proposed development represents high-quality and context sensitive design that implements policies of the Official Plan, and Council approved guidelines.

1.2 Proposed Development

The proposed development consists of six (6) single storey non-residential buildings on the subject property. As leases have not been signed at this time, the precise number of units per building is unknown at this time but the units will be zoning compliant. Urban Exception 226 of the City of Ottawa’s Comprehensive Zoning By-law 2008-250 requires that a single retail store or retail food store will not exceed 4,650 square metres of gross floor area. The proposed cumulative gross floor area is 3,936 square metres and therefore does not exceed the maximum of 4,650 square metres as set by Exception [226].

The buildings share a common parking lot and will be developed concurrently. The proposed development is designed with buildings around the perimeter of the property with the parking lot located in the center. There are 210 parking spaces, and 20 bike parking spaces proposed on the property. Commercial patios are located on the outer edge of the property, oriented towards the public street and the respective buildings. Access to the site is provided by two entrances, located as far away from the Eagleson Road and Bridgestone Drive intersection as is feasible.

The subject property, municipally known as 801 Eagleson Road has a frontage of approximately 175 metres along Eagleson Road and 83 metres on Bridgestone Drive. The property has a total area of approximately 17,172 square metres (1.72 hectares). The subject property is a vacant lot, covered by vegetation and gravel.

The proposed development will expand the commercial services available to the Bridlewood neighbourhood and surrounding area. The shopping centre will support six (6) separate buildings on the subject property with multiple uses within each building, including restaurant with commercial patios. Located near the southern edge of the Kanata South Ward, the proposed development will increase access to services for the community and contribute to economic growth and job creation.



Figure 1: Front elevation of Building C, prepared by Urbandale Corporation.

2.0 Design Directives

In the City of Ottawa's Official Plan, the subject property is located within the Suburban Transect along a Mainstreet Corridor, Eagleson Road. The property is on the corner of an Arterial road and Major Collector road.

2.1 City of Ottawa Official Plan

2.1.1 Suburban Transect

Section 5 of the City of Ottawa's Official Plan identifies suburbs as neighbourhoods outside of the Greenbelt but within the urban boundary. This transect is characterized by separation of land uses, low-rise built forms, detached buildings and generous setbacks. Within the Suburban Transect policies, the City aims to support the evolution towards 15-minute neighbourhoods, enhance mobility and connectivity, and provide direction for new development.

Transect policies that are relevant to the subject property include:

- / Development along Mainstreet Corridors is permitted to be mid-rise, up to nine (9) storeys, but generally may not be less than 2-storeys.
- / Greenfield development in the Transect is to support 15-minute neighbourhoods by minimizing negative impacts of traffic on the public realm and acting as a focal point for the neighbourhood, catering to the commercial and service needs of the area.

While 1 storey in function, the design of the proposed buildings are 6.3 meters tall when considering the architectural detail. A typical storey height ranges between 2.7 - 3.3 meters per floor so the proposed generally meets the requirement to no be less than 2 storeys (approximately 6 metres). The proposed development will contribute to the 15-minute neighbourhood objective in the Suburban Transect by introducing and diversifying the availability of commercial uses and services in a predominately residential area.

2.1.2 Mainstreet Corridor

The Mainstreet Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Mainstreet Corridor designation applies to the subject property and adjacent lands.

Corridor policies that are relevant to the subject property and proposed development include:

- / Permitting non-residential uses that integrate with a mixed-use urban environment including commercial and service uses on the ground floor.
- / Development shall address the corridor particularly when large parcels are being (re)developed.

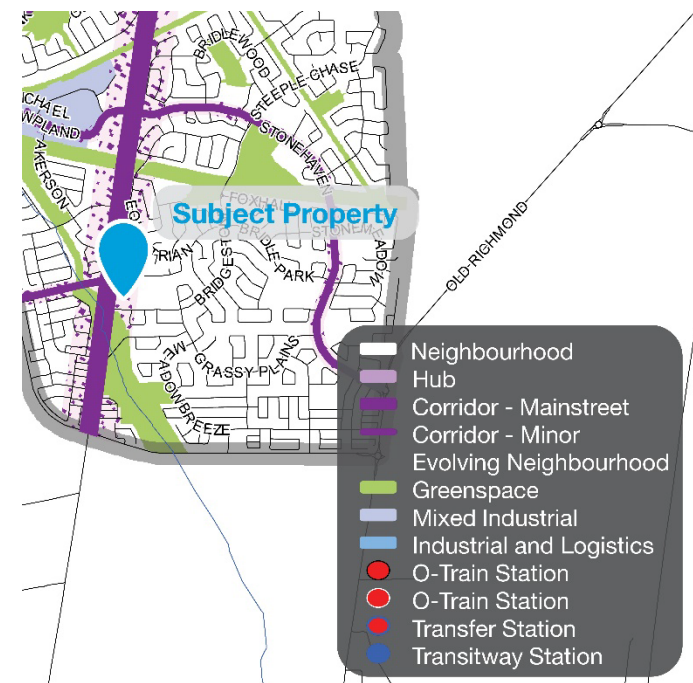


Figure 2: Schedule B5 of the City of Ottawa Official Plan.

The proposed development will introduce a range of non-residential uses along the Eagleson Road corridor that are compatible with the existing residential environment, nearby school and other uses along this mainstreet. The lot frontage is animated with signage and glazing along the Corridor and a patio space at the intersection. Disruption to active transportation options along the Corridor are minimized with only one vehicle access provided on Eagleson Road. Site access is provided from the corridor.

2.1.3 Growth Management Framework

The City of Ottawa's Growth Management Framework outlines growth objectives and policies for the City's urban and rural areas with respect to employment and housing opportunity. The Density Targets for Mainstreet Designation are as follows:

- / Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare: 120

The proposed development contributes to the density target for jobs per hectare along the Eagleson Road Mainstreet Corridor.

2.1.4 Urban Design

Located on a Mainstreet Corridor, the subject property is within a Tier 3 Design Priority Area. Tier 3 areas are characterized by neighbourhood commercial streets and provide a high-quality pedestrian environment. The Official Plan Section 4.6 also defines Tier 3 areas as representing emerging areas that contribute to Ottawa's local image in the future, including commercial streets with a suburban built form that may transition to a more walkable environment.

The proposed development contributes to the existing commercial activity on Eagleson Road and includes improvements to the pedestrian environment.

2.2 City of Ottawa Urban Design Guidelines

2.2.1 Urban Design Guidelines for Drive-Through Facilities

A Drive-Through Facility is proposed on the subject property in combination with a restaurant. The guidelines provide direction for the development of drive-through facilities to promote appropriate development, ensuring compatibility with the existing and planned context, enhanced public streets, efficiency on-site, and safety for pedestrians. The proposed drive-through facility on the subject property incorporates the following guidelines among others:

- / Locate the buildings close to the street to define the street edge and provide landscaping to enhance the streetscape when buildings are set back from the street. (Guideline 2 and 3)
- / Locating vehicular access points as far away as possible from street intersections. (Guideline 19)
- / Locate stacking lanes away from sensitive land uses, and using landscaping to buffer potential impacts. (Guideline 20)

The proposed drive-through is suitable for the shopping centre and surrounding land uses.

2.2.2 Urban Design Guidelines for Large-Format Retail

The guidelines apply to development which consists of a large-floorplate, one-storey retail outlets situated on individual sites or grouped together on a larger site such as the proposed development. The guidelines provide direction to promote appropriate development of large-format retail stores. The guidelines aim to promote high-quality architectural design, create a comfortable pedestrian environment, enhance the streetscape, and promote development patterns for intensification. The proposed Large-Format Retail will have regard for the following guidelines:

- / Set new buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping. (Guideline 1)
- / Design the façade of buildings with multiple uses so that each use is defined separately through individual signage, individual entrances and individual canopies. (Guideline 7)

The proposed buildings are set back from the property line and there will be soft landscaping provided along the abutting sidewalks. Most of the proposed buildings are expected to have multiple units which will have separate entrances and be visually defined as separate buildings through signage and façade colour.



Figure 3: Front elevation of Building A2, prepared by Urbandale Corporation.

2.2.3 Urban Design Guidelines for Commercial Patios

The site plan of the subject property proposes two commercial patios located on the south edge of the property. The City of Ottawa's Urban Design Guidelines for Commercial Patios provides guidance for the creation of vibrant and accessible outdoor patios to support local businesses and economic growth, animate the public realm, foster social connections and contribute to community safety and accessibility.

The two proposed patios align with the Wall-side Patio design option of the guidelines, located directly next to the wall of the associated establishment. This design option permits a larger patio space while being located outside of the public Right-of-Way. Wall-side patios may operate in the summer and winter seasons. The proposed patios will have regard for the Guidelines for Commercial Patios including:

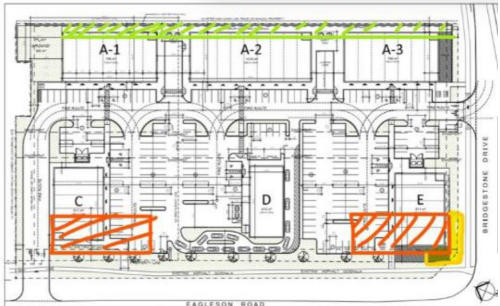
- / Providing 2-metre wide sidewalks which connect to the abutting public streets and City sidewalks. (Section 2.2)
- / Considering privacy impacts and providing appropriate screening to reduce impact on abutting residential properties. (Guideline 3.1.2, Guideline 3.1.3, and Guideline 3.1.6)

The proposed patios will be appropriately screened from residential properties and are connected to City sidewalks.

2.3 Response to Pre-Consultation Urban Design Directions

A pre-consultation meeting was held on May 29, 2024 between municipal staff and client regarding the proposed site plan control application at 801 Eagleson Road. Below is the response to the Urban Design preliminary design comments. This Urban Design Brief has been prepared per the Terms of Reference to address comment 16 which states a design brief is a requirement.

Table 1: Response to Pre-consultation: Meeting Feedback Urban Design comments dated June 6, 2024

Urban Design: Preliminary Design Comments	Response
<p>18. In addition to the Official Plan, please ensure that the Design Brief addresses:</p> <ul style="list-style-type: none"> a. Urban Design Guidelines for Large Format Retail b. Urban Design Guidelines for Drive Throughs 	<p>Please see responses (a) in Section 2.2.22.2 and response to (b) in Section 2.2.1 above.</p>
<p>19. Transition to surrounding properties should be considered: reducing retaining proposed to the extent possible, increasing setback and additional soft surface and landscaping should be considered to improve transition. CPTED principles should be considered for the program between the school and the “A” buildings.</p>	<p>Soft landscaping is provided around the perimeter of the property and in the parking area, providing a buffer between the subject property and the surrounding sidewalks and properties. Due to the grading of the site the retaining wall along the rear property line remains. The fencing, retaining wall, and landscaping along Bridgestone Drive will restrict access to the limited space behind A buildings.</p>
<p>20. Please consider how the proposed buildings address the public realm. Please consider rotating buildings C and E 90-degrees, similar to the concept below.</p> 	<p>Consideration was given to rotating buildings C and E however doing this would block views to the A buildings from Eagleson. The proposed patio abutting Building E addresses the public realm, particularly Eagleson Road and the sidewalk. Further the landscaping approach will enhance the experience along the existing sidewalks which will be repaired as required as part of this development.</p>
<p>21. Please ensure that the architectural treatment activates the public realm. Please ensure that glazing is provided along the public roads.</p>	<p>As shown in the renderings and elevations glazing provided along public roads, emphasizing the entrances of the buildings.</p>
<p>22. Please provide additional landscaping along public roadway frontages including tree plantings and decorative landscaping. Please ensure that the drive through queuing lane is well screened.</p>	<p>Landscaping is provided throughout the proposed design, including trees along Eagleson Road and ornamental grass / shrubs. The landscaping is positioned to screen the drive-through queuing lane.</p>
<p>23. Look for options to increase the amount of landscaping on the site including providing tree plantings within the parking boulevards and foundation plantings along the buildings.</p>	<p>As identified on the landscape plan, trees are provided within parking boulevards as well as ornamental shrubs / grasses.</p>
<p>24. Evaluate appropriate treatment for commercial patios including landscape buffering to ensure that they feel comfortable for patrons.</p>	<p>In addition to Section 2.2.3 above, the proposed landscaping around the patios has been selected to buffer the use while still providing for animation which is desired along public realms.</p>

3.0 Site, Context, and Analysis

3.1 Existing Conditions

It is important to consider the existing context of a property when proposing new development. The images that follow show the existing site condition of 801 Eagleson Road and surrounding area.



Figure 4: Site visit photos of the subject property and the surrounding area.

As shown on Figure 4, the subject property is a vacant property that is currently surrounded by construction fencing along the Eagleson Road and Bridgestone Drive lot lines (pin #1). The Monahan Drain on the south side of Bridgestone Drive buffers the property from the residential development further south (pin #2). An existing chain-link fence separates the subject property and Maurice-Lapointe Elementary Public School (pin #3). Across from the subject property is the Eagle Pointe apartment complex and the Monahan Drain (pin #4). Pin #5 was taken adjacent to the Fernbank Road-Egleson Road intersection facing west toward the school property. The existing wooden fence between the residential lots to the north of the subject property is visible on the left side of this photo.



Figure 5: Built context surrounding the subject property.

As illustrated by the aerial images in Figure 5, the surrounding area is predominately comprised of residential suburbs and greenspace including sports fields and active pathways. In the image directed north of the subject property there is a mixed-use, non-residential complex visible further north on Eagleson Road, identified with an orange pin. West of the subject property there is a shopping centre on the corner of Fernbank Road and Terry Fox Drive, identified with an orange pin. Looking south from the subject property the urban boundary is indicated with an orange line.

3.2 Adjacent Streets & Public Realm

The proposed development has frontage on two roads: Eagleson Road and Bridgestone Drive. The surrounding neighbourhood is built out with a variety of road typologies, ranging from Arterial to Collector and Minor Collector Roads, as well as Local Roads, which provide direct access to predominantly low-rise residential areas.

The public realm is defined by wide, auto-oriented roads and associated infrastructure. Eagleson Road has a rural cross-section, with a double row of hydro lines in front of the subject property. Within the surrounding residential area there are limited sidewalks, where if provided are only on one side of the road. Abutting the subject property Eagleson Road is a three-lane road, with a turning lane provided for northbound traffic onto Fernbank Road and onto Bridgestone Drive for southbound traffic. Eagleson Road has a maximum speed limit of 60 kilometers per hour while Bridgestone Drive, a two-lane road is within a school zone and therefore the speed limit is 40 kilometres per hour.

3.3 Mobility Networks

Per Schedule C2 – Transit Network of the Official Plan, there is no rapid transit identified around the subject property. However, the subject property is located within 100 metres of two bus stops serviced by Routes 161, 169, 667, 668, and 681.

The section of Eagleson Road that abuts the subject property has a rural cross-section. The sidewalk on the east edge of Eagleson Road is separated from the road by a drainage ditch and two hydro lines and needs repair. The sidewalk in the west edge of the road has been constructed more recently. There is a sidewalk on both sides of Bridgestone Drive however there are few marked pedestrian crossings. There is a signalized intersection at the corner of Fernbank Road and Eagleson Road.

Pathways along the Monahan Drain are identified on Schedule C3 of the Official Plan as being a Major Pathway for active transportation.

Per Schedule C4 of the Official Plan, the subject property is well connected to the urban road network. Located on the corner of an Arterial and Major Collector road, there are also several Arterial roads close to the property. There are Collector and Major Collector roads throughout the Bridlewood neighbourhood. Street parking is permitted along Bridgestone Drive within designated areas.

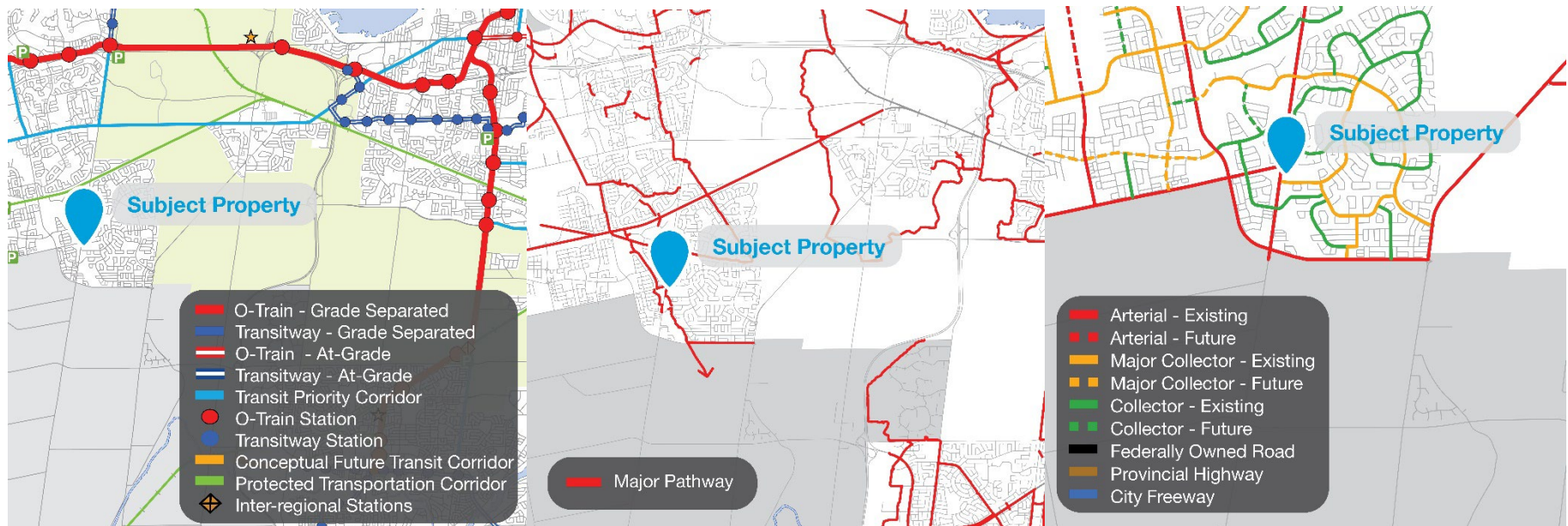


Figure 6: (Captions left to right) Schedule C2 of the City of Ottawa Official Plan; Schedule C3 of the City of Ottawa Official Plan; Schedule C4 of the City of Ottawa Official Plan.

4.0 Design Research

4.1 Design Evolution

The design of the proposed development has evolved from earlier drafts following consultation with the City and refining the objectives. As illustrated in Figure 7: Early version of proposed property design. below, these changes include the removal of one drive-through facility from the site. The drive-through abutting the Bridgestone Drive site entrance was removed and replaced in part by soft landscaping, a continuous pedestrian pathway along the front of Building E to Building A-3 and parking.

Circulation on the site has been improved including the reduction of paved area. The revised design incorporates increased consideration of pedestrian connections and movement across the site. The sidewalk at the southwest corner of Building A-3 around the bike parking racks has been widened and the pedestrian crossing painted lines have been extended across the driveway to connect with the sidewalk in front of Building E. Similarly, the sidewalk connection in front of Building C was realigned to create a more linear walkway.

Soft landscaping has been increased on the site, including the addition of trees along Eagleson Road and across the parking area. Medians within the parking lot have been expanded to accommodate planting

The design evolution has been influenced by the potential tenants of units. Building with multiple uses will be identified through the use of individual signage, materiality changes and entrances.



Figure 7: Early version of proposed property design.

4.2 Built Form Transition

The proposed buildings are setback from the front and corner lot lines to define the street edge and provide space for landscaping along the sidewalks. The placement also allows for good sightlines into and through the site. The proposed development allows for logical movement across the site to accommodate vehicle and pedestrian movement. Safe, continuous, and clearly defined pathways are proposed from the public sidewalk to building entrances. Where possible a consistent width of landscape and pedestrian space is provided along Eagleson Road and Bridgestone Drive.

Building windows at pedestrian level abutting the public street increase the façade transparency and signage is provided on the street facing façade of the buildings.

The vehicle entrances to the property are set back from the Eagleson Road-Bridgestone Drive intersection to improve safe access to the site.

The low-rise buildings reflect the surrounding low-rise built form of the residential buildings and Maurice-Lapointe Elementary Public School.



Figure 8: Rendering of the proposed design of the subject property from the west side of Eagleson Road. Note that per the Landscape Plan, more tree planting is proposed along Eagleson Road.

4.3 Public Realm Response

The proposed development is suitable with the surrounding built context. The buildings within the shopping centre are adequately set back from all property lines, providing a buffer between the residential area. Patios, appropriate spacing of trees and the pedestrian network connect the property to the surrounding public realm and contribute to pedestrian comfort.

The property frontage is continuous along Eagleson Road with only one main vehicle entrance / exit and a secondary access along Bridgestone Drive. Signage is provided on the building elevations parallel to Eagleson Road and Bridgestone Drive. For example, the rear façade of Building E along Bridgestone Drive is animated with glazing, signage and variation in the height and materials on each unit.

The variety of materials on the building facades and variation in parapet height contributes to visual animation of the proposed buildings.

5.0 Conclusion

It is our professional opinion that the proposed development constitutes appropriate, context sensitive development that meets the City of Ottawa Official Plan policies and guidelines related to urban design. The design approach contributes to an improved public realm through the introduction of planting along the public streets and within the site as well as connecting the sites pedestrian network to municipal sidewalks.

Sincerely,



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