



900 Watters Road, Ottawa

Planning Rationale & Design Brief
Site Plan Control
October 28, 2021



Prepared for Crown Pointe Co-Tenancy c/o Taggart Realty Management

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1.0 Introduction

Fotenn Planning + Design has been engaged by Taggart Realty Management to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application for the lands known municipally as 900 Watters Road in the Cardinal Creek neighbourhood of the City of Ottawa.

1.1 Application History

The subject property currently has a retail shopping centre that was developed in the mid-2000s. A portion of the lands was always reserved for future development, while the relocation of Trim Road in and around 2014 created additional development space along the eastern frontage. The current application seeks to permit the rounding out of the retail centre's development, completing the balance of the site with a retail food store and a restaurant with drive-through.

1.2 Public Consultation

Based on the City of Ottawa's "Site Plan Control Subtype Thresholds" summary, the proposed development consists of a "Complex – Manager Approval" subtype. This type of application requires public consultation. Public consultation will be directed through the City of Ottawa including the posting of signs on the subject site and posting of all development application plans and studies on the City of Ottawa's "DevApps" development application search tool. The public is invited to submit their comments directly to staff which will be distributed as part of the technical circulation.

Site Context and Surrounding Area

The subject property is located at 900 Watters Road in the east end of the City of Ottawa. The subject property has a total area of 4.15 hectares and 246 metres of frontage on Watters Road and 168 metres of frontage on Trim Road.



Figure 1: Site Location (Subject Property in Blue)

Trim Road is the subject property's front property line, as defined by the Zoning By-law. The street was realigned several years ago to move it further east from the subject property. Much of the underground infrastructure that was previously located beneath the former roadway remains in place and crosses the subject property.

2.1 Surrounding Area

The use of the lands surrounding the subject property are described as follows:

North: Immediately north of the subject property is a retail plaza containing a Tim Hortons drive-through restaurant and a Quickie convenience store. A significant grassed area separates the retail plaza from the realigned Trim Road. Northwest of the site is a low-rise residential community with a mix of townhouses and single-detached dwellings. Northeast of the site, on the east side of Trim Road is an infill subdivision constructed in 2011 with a townhouses and single-detached dwellings and an older country lot subdivision. Approximately 1.2 kilometres north of the subject property is Trim Station and Park and Ride and Regional Road 174.

East: East of the subject property is a low-rise residential subdivision and the Cardinal Creek corridor. East of the creek corridor are agricultural lands located outside of the City's urban boundary.

South: South of the subject property is a low-rise residential subdivision with a mix of townhouse and single-detached dwellings and several school sites.

West: West of the subject property is a low-rise residential subdivision with a mix of townhouse and single-detached dwellings. Further west is Tenth Line Road, a north-south commercial street in Orleans.

2.2 Site Photos



Figure 2: Looking South from Innes Road towards the Subject Property



Figure 3: Looking East Along Watters Road from the Subject Property West Access



Figure 4: Adjacent Development Along Innes Road



Figure 5: Adjacent Retail Plaza at 915 Watters Road



Figure 6: Watters Road Streetscape

Proposed Development

The proposed development would round out the development of the retail shopping centre on the lands, completing the site up to Trim Road and along Watters Road. The proposed development includes a 3,017 square metre retail food store and 430 square metre McDonald's restaurant, together with their associated surface parking areas.

The existing road accesses will be retained. The existing Trim Road access allows for right and left-turns into the site and right-only exits onto Trim Road. A secondary access for loading and service at the southern edge of the site will also remain unchanged. The site's existing full-movement access onto Watters Road will also be retained at the northwest corner of the site. A second left-out/right-in/right-out access is proposed along Watters Road, approximately mid-block between the west access and Trim Road. This access will provide access to the site in front of the proposed food store.

The existing surface parking areas will remain generally unchanged, with the exception of the parking areas on the east and west sides of the Watters Road access. This portion of the site will be altered by the proposed food store footprint and truck movements. Of the 297 existing parking spaces, 269 will be retained and unchanged by the proposed development. A total of 164 new parking spaces are proposed for the additional building areas, resulting in a total of 433 parking spaces within the retail centre.



Figure 7: Proposed FreshCo Elevation

The retail food store is proposed for the northerly portion of the subject property, along Watters Road. The front entrance will be oriented towards Trim Road. The proposed FreshCo store accentuates the main access of the store through architecture and signage and the overall building has a height of approximately 6 metres. A wide sidewalk in front of the store will provide sufficient space for pedestrian movements to and from the store.

The McDonald's restaurant is located along the eastern edge of the site and has been strategically located on the site to provide sufficient clearance from the underground utilities that cross the site and restrict above-grade development on the lands. The proposed store features its main entrance in the north-west corner with an outdoor patio on the north end of the building. The drive-through is serviced along the east facade of the building and is heavily landscaped to screen it from Trim Road.

The existing TD Bank building on the site currently has a drive-through that is proposed to be altered slightly so that it outlets onto the new east-west drive aisle through the site, rather than circling back along the building to the existing parking area.

Landscaping is proposed around the exterior of the site with the heaviest treatment proposed along Trim Road. Overhead lines along Trim Road do limit potential landscape in this area. Within the site, landscaping has been integrated into the islands within the parking lot.



Figure 8: Proposed McDonald's Elevation

Pedestrian connectivity through the site will be significantly enhanced and expanded through the redevelopment. New connections are proposed from Watters Road and Trim Road and the new east-west drive aisles will provide landscaped pedestrian links throughout the site.

Policy and Regulatory Framework

4.1 City of Ottawa Official Plan

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. The subject property is designated "General Urban Area" on Schedule B of the Official Plan. The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

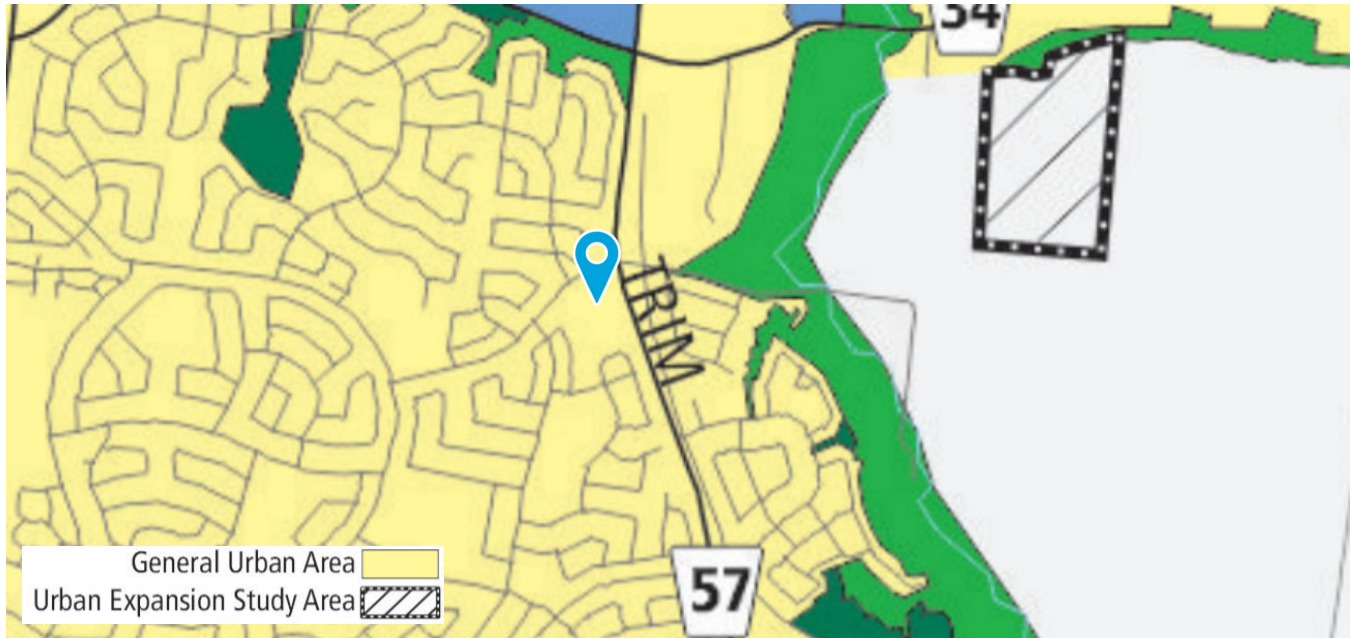


Figure 9: City of Ottawa Official Plan Schedule B - Land Use

Per policy 7 of Section 3.6.1 of the Official Plan, the General Urban Area permits uses that may generate traffic, noise, or other impacts and that are large and serve or draw from broader areas. These uses are to be located on the perimeter of established residential development and other sensitive land uses. Per policy 8, the City encourages the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential uses and are of a scale and size consistent with the needs of nearby residential areas.

Development applications in the City of Ottawa will be evaluated according to the criteria of Section 2.5.1 – Designing Ottawa and Section 4.11 – Urban Design and Compatibility. The design has been discussed as it relates to these sections below.

4.1.1 Urban Design and Compatibility

Section 2.5.1 provides guidance on how to appropriately incorporate compatible development into new building projects. Compatible development is defined in the Official Plan as development that is not necessarily the same as, or similar to, existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It 'fits well' within its physical context and 'works well' among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Section 2.5.1 contains design objectives intended to guide development. The applicable guidelines are discussed below:

To define quality public and private spaces through development	The proposed development enhances the public realm adjacent to the subject property by framing it with built form and landscaping. The internal drive aisles provide clear and safe pedestrian connections through the site to allow for walkability within the site.
To create places that are safe, accessible and are easy to get to, and move through	The proposed development has been arranged to allow for safe and convenient vehicle movements with limited impacts on the adjacent pedestrian realm and street network. Pedestrian and vehicular movements have been defined and separated appropriately within the site.
To ensure that new development respects the character of existing areas	The proposed development rounds out the development of the subject property as a neighbourhood-serving retail centre. The proposed development respects the character of the surrounding neighbourhood.

The Official Plan states that compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of a proposed development. The policies are grouped into topics and the relevant policies are discussed below.

Policies 5 through 9 speak to building design. Specifically, policy 5 states that the compatibility of new buildings with their surroundings is achieved in part through the design of the portions of the structure facing other buildings or the public realm. Specifically, new development should consider setbacks, heights and transition, facade and roofline articulation, colours and materials, architectural elements, etc.

Policy 6 states that the principal facade and main entrance should be oriented towards the street, and that windows should be incorporated into the facades facing the street. Building entrances should be accentuated through architecture.

Finally, policy 8 states that, to maintain a high quality, obstacle free pedestrian environment, all loading and service areas should be internalized or integrated into the building wherever possible.

Taggart and Sobeys met with the City's Urban Design group prior to submission of the application and made modifications to the FreshCo elevation as a result. Modifications included the addition of spandrel glazing and additional plantings along the loading screen.

The proposed development rounds out the development of the subject property as a retail shopping centre and is compatible with the character of the surrounding area. The proposed development is located on the edge of the built-up residential community and proposes two new buildings that have been arranged to address the street with entries accentuated through architecture, and glazing fronting the street. Internal to the site, pedestrians are provided with clear paths of travel to and through the site, promoting walking between uses on the site and providing connections to adjacent pedestrian infrastructure. Loading and service areas for the new building are internal to the site and will be adequately screened for noise and visual impacts from the adjacent public realm areas. The proposed development conforms to the Official Plan.

4.2 City of Ottawa New Official Plan

On October 18, 2021, the City of Ottawa's Planning and Agricultural and Rural Affairs Committees recommended approval of the City's new Official Plan to Council. City Council adopted the new Official Plan on October 27, 2021 and it will now be sent to the Ministry of Municipal Affairs and Housing for review and approval, anticipated for the first quarter of 2022.

Until such time as amendments are made to the Zoning By-law with respect to the new Official Plan, a Site Plan Control application is not required to conform to the new Official Plan. Despite this, the new Official Plan has been reviewed as it relates to the subject property and summarized below.

The subject property is within the Suburban transect policy area and is designated as a Minor Corridor (Trim Road) and Neighbourhood per Schedule B8 of the New Official Plan. The property is also subject to the Evolving Overlay.

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. The Corridor designation applies to lands along specified streets whose planned function combines higher density of development, a greater degree of mixed uses and a higher level of transit service than nearby neighbourhoods. The Minor Corridors designation generally applies within 120 metres of the centreline of the street identified as a Minor Corridor. In the Minor Corridor designation, the new OP permits a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Developments may include commercial-only buildings.

The proposed development will provide neighbourhood-serving retail uses in proximity to existing residential areas and support the creation of a 15-minute neighbourhood. Over time, the site still has the ability to evolve into a more urban form, conforming to the policies of the new Official Plan.

4.3 Urban Design Guidelines for Large-Format Retail

The Urban Design Guidelines for Large-Format Retail were released by the City in May 2006. These guidelines implement both the design objectives and vision of the Official Plan and target the following six areas: Streetscape and built form, Pedestrians and cyclists, Vehicles and parking, Landscape and environment, Signs, and Servicing and utilities.

The proposed development generally complies with the intent of the Urban Design Guidelines for Large-Format Retail.

4.4 Urban Design Guidelines for Drive-Through Facilities

The Urban Design Guidelines for Drive-Through Facilities were approved in 2006 to provide urban design guidance to assess, promote and achieve appropriate development of drive-through facilities. The guidelines address streetscape and built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities.

The proposed development generally complies with the Urban Design Guidelines for Drive-Through Facilities by enclosing the streetscape, locating the building close to the street, providing clear pedestrian paths, stacking interior to the site and enclosing utility and service equipment.

4.5 City of Ottawa Zoning By-law

The subject property is split-zoned. The north-east corner of the subject property is zoned “General Mixed-Use, Subzone 15m, Maximum Height 8 metres (GM15 H(8))” while the balance is zoned “General Mixed-Use, Exception 1362, Maximum Height 18.5 metres (GM[1362] H(18.5))”. The GM zone is intended to allow residential, commercial, and institutional uses, or mixed-use development and to permit uses that are often large and draw from broader areas than the surrounding community and which may generally traffic, noise, or other impacts provided the anticipated impacts are appropriately mitigated or addressed.

Subzone 15 of the GM zone permits additional uses including automobile service station, car wash, and gas bar. Urban exception 1362 permits an amusement centre as a use and prohibits a convenience store. It also establishes site-specific provisions, including minimum lot area, setbacks, and minimum and maximum gross leasable floor area.



Figure 10: City of Ottawa Zoning By-law

In both zones, retail food stores and restaurants are permitted uses. The proposed development is compared to the applicable zone provisions in the table below. Note that the retail food store is proposed within the GM15 H(8) zone while the McDonald's is proposed within the GM[1362] H(18.5) zone.

Zoning Mechanism	Required GM15 H(8)	Required GM[1362] H(18.5)	Provided	Compliance
Minimum Lot Area	No minimum	2.4ha	4.15ha	Yes
Minimum Lot Width	No minimum		168m	Yes
Minimum Setbacks	Front Yard: 3m Corner Side Yard: 3m	Front Yard: 20m Interior Side Yard: 9m Rear Yard: 9m	McDonald's: Front Yard: 13.62m Side/Rear: >9m Food Store: Front: >3m Corner: 3m	No Yes Yes Yes
Maximum Building Height	8m	18.5m	5.6m (food store) 5.5m (McDonald's)	Yes
Maximum Floor Space Index	2.0		0.2	Yes
Gross Leasable Floor Area	N/A	Minimum: 3,000m ² Maximum: 10,000m ²	6,356m ² in the GM[1362] zone	Yes
Minimum Width of Landscape Area	3m		2.3m	No

Zoning Mechanism	Required GM15 H(8)	Required GM[1362] H(18.5)	Provided	Compliance
Minimum Parking Area C on Schedule 1A 3.6/100m ² of gross leasable floor area	338 spaces		447 spaces	Yes
Parking Space Dimensions	Width: 2.6m minimum to 3.1m maximum Length: 5.2m minimum		2.75m x 5.75m	Yes
Aisle and Driveway Provisions	Minimum driveway width: 6m Minimum aisle width: 6.7m		>6.7m	Yes
Barrier-Free Parking	400-499 provided spaces: 5 spaces		18 spaces	Yes
Minimum Bicycle Parking 1/500m ² of gross floor area	19 spaces		>19 spaces	Yes
Loading Spaces	Retail Food Store: 1 space Restaurant: None required		2 spaces	Yes
Outdoor Refuse Collection	Minimum 9m from a lot line abutting a public street Minimum 3m from any other lot line Screened with a 2m high opaque screen		Satisfies all requirements	Yes
Provisions for Drive-Through Operations	Restaurant with order board: Leading to and leaving use: 7 queuing spaces before/at order board and a minimum total of 11 spaces		Leading to: 9 spaces Leaving: 7 spaces	Yes
	Queuing spaces must be 3m wide by 5.7m long		3m x 5.7m	Yes
	No part of the drive-through may be located within 3m of a lot line abutting a residential zone		N/A	Yes

As noted, the proposed development does not comply with the site-specific front yard setback requirement from exception 1362. A minor variance application will be submitted to address this deficiency. In other aspects, the proposed development complies with the Zoning By-law.

5.0 Conclusion

The proposed Site Plan conforms to the policy direction of the Official Plan and complies with the applicable Zoning By-law provisions. In my opinion, the proposed development represents good planning and is in the public interest.

A handwritten signature in black ink, appearing to read 'Paul Black', written in a cursive style.

Paul Black, MCIP RPP
Associate