



STILLWATER STATION

1987 ROBERTSON ROAD, OTTAWA, ONTARIO

CONCEPTUAL SITE PLAN

March 16, 2022



BEACHBURG RAIL CORRIDOR

STAFFORD RD

STAFFORD RD

SUBJECT SITE

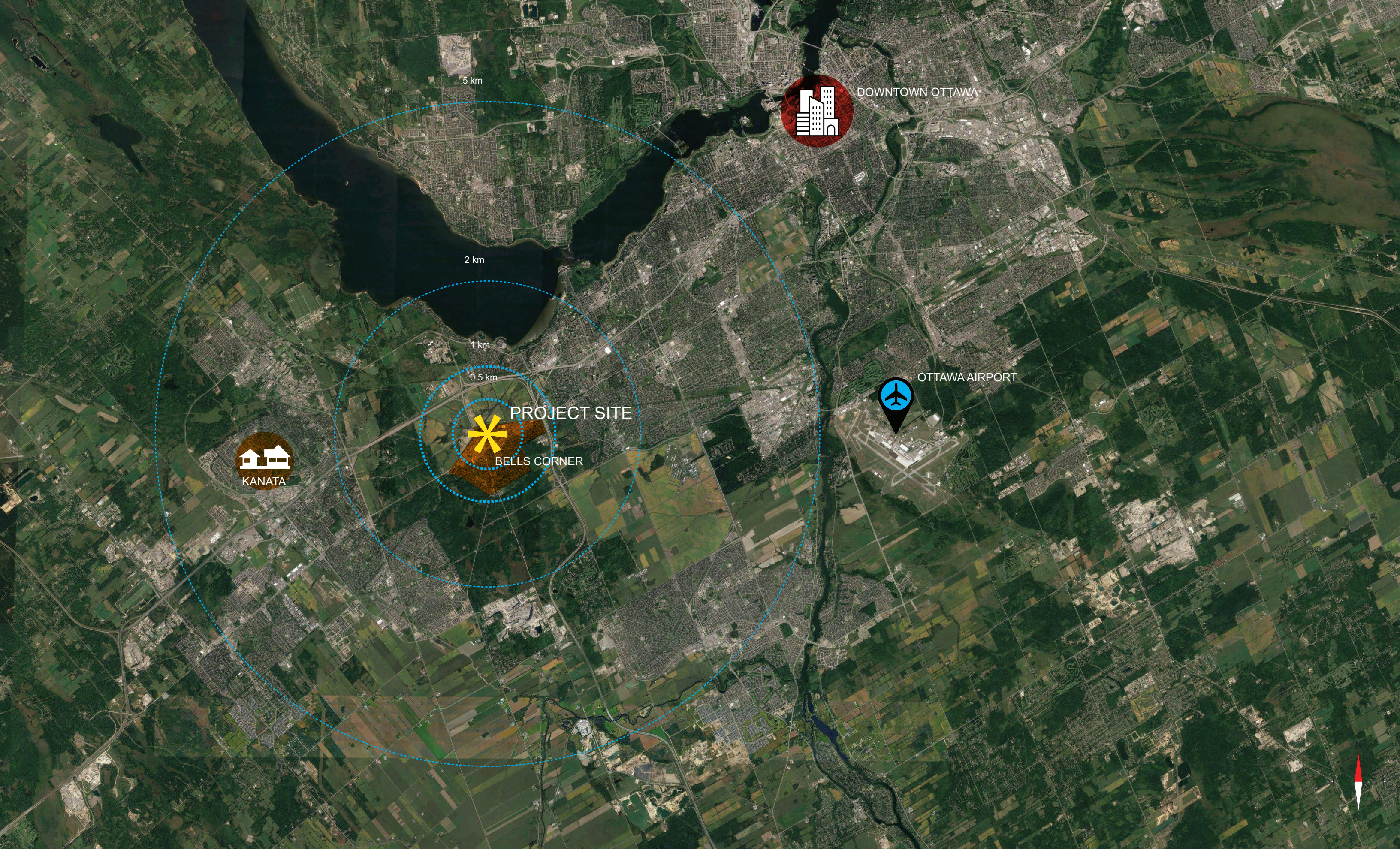
TIMM RD

MODIE DR

ROBERTSON RD

ZONE IP2

SITE AREA = 95,882.125 SQ M (23.69 acres)

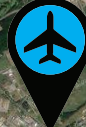


KANATA

PROJECT SITE
BELLS CORNER



DOWNTOWN OTTAWA



OTTAWA AIRPORT

5 km

2 km

1 km

0.5 km





- Key**
- Project Site
 - Adjacent N.C.C. Land
 - Existing Use- Residential
 - Existing Use- Commercial Uses (Includes Retail, Offices and F&B)
 - Stillwater Creek
 - Existing Railway Line
 - Existing Roads
 - O-Train System - Confederation Line
 - Proposed BRT Extension
 - Existing Cycle Trail
 - Former Rail Corridor (Connects to 'Trans Canada Trail')
 - Intersections
 - + Medical Facilities
 - + Parks
 - + Schools
 - + Retail Destinations
 - + Employment Destinations



TOTAL SITE AREA
 = 95,882.125 sq m (23.69 acres)

TOTAL DEVELOPABLE AREA
 = 44,097.55 sq m (10.89 acres)

- LEGEND:**
- SITE BOUNDARY
 - LIMIT OF HAZARDOUS LANDS
 - TOP OF SLOPE (ALONG THE CREEK)
 - DEVELOPABLE LAND
 - PARKLAND

GREEN BELT

CANADIAN NATIONAL RAILWAY (BEACHBURG)
CN SPUR LINE (ABANDONED)



AG

IP2

TIMM DRIVE

MOODIE DRIVE

CITY ROAD-1b (26 m R.O.W.)

CITY ROAD-1a (26 m R.O.W.)

CITY ROAD-3 (22 m R.O.W.)

CITY ROAD-2 (24 m R.O.W.)

CITY ROAD-4 (22 m R.O.W.)

VANIER ROAD

STAFFORD ROAD WEST

LIMIT OF HAZARD LANDS
15m OFFSET FROM TOP OF SLOPE
TOP OF SLOPE

PARKLAND
(10% OF DEVELOPE LAND)

MULTI-USE PATHWAY

DEVELOPMENT STATISTICS:

Total Site Area = 95,882.125 sq m (23.69 acres)
(as per survey drawing)

Total Developable Land = 44,097.55 sq m (10.89 acres)
(including parkland)

Public Roads, M.U.P. & Open Space = 51,784.58 sq m (12.80 acres)
(to be ceded to N.C.C.)

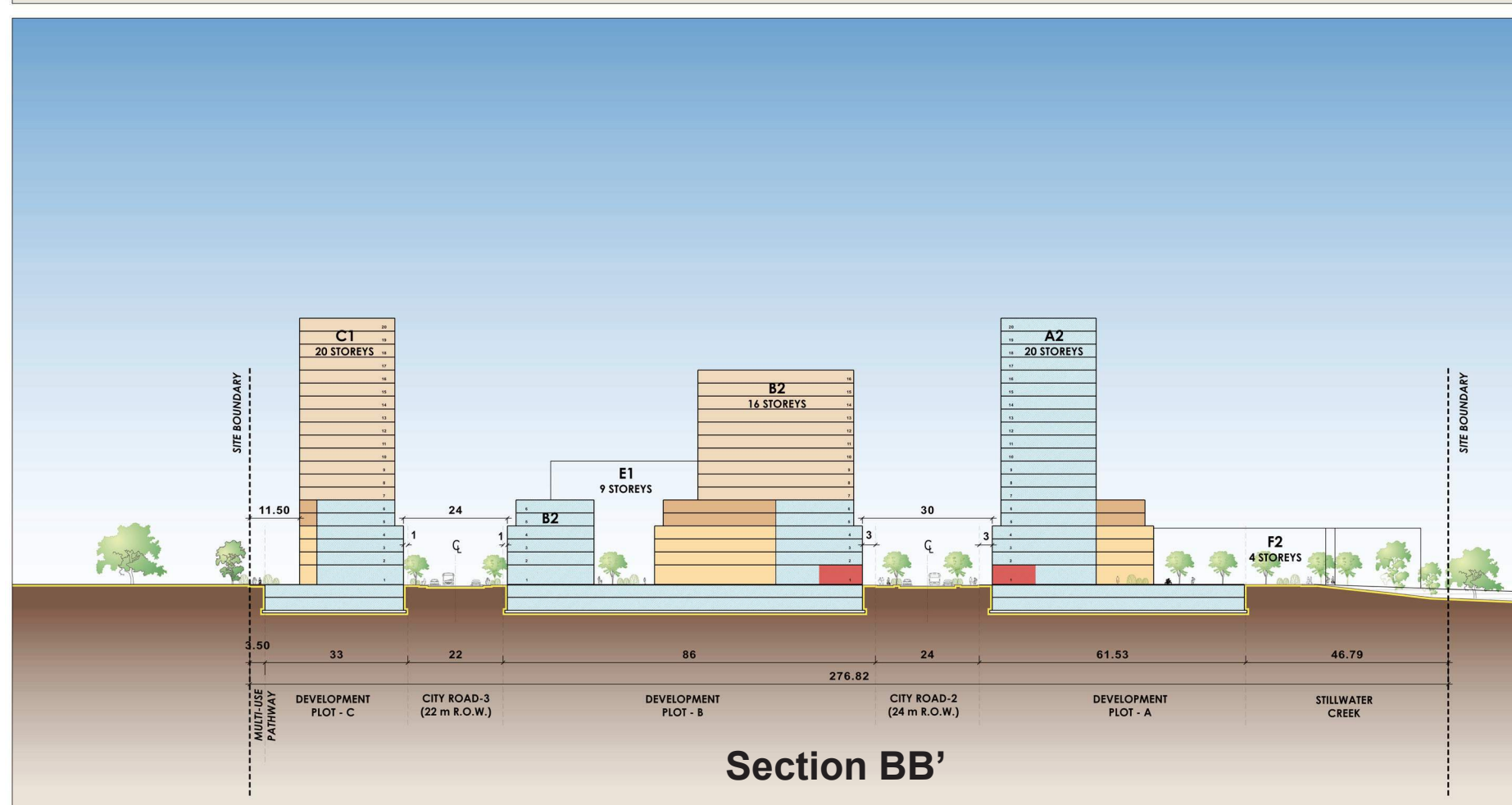
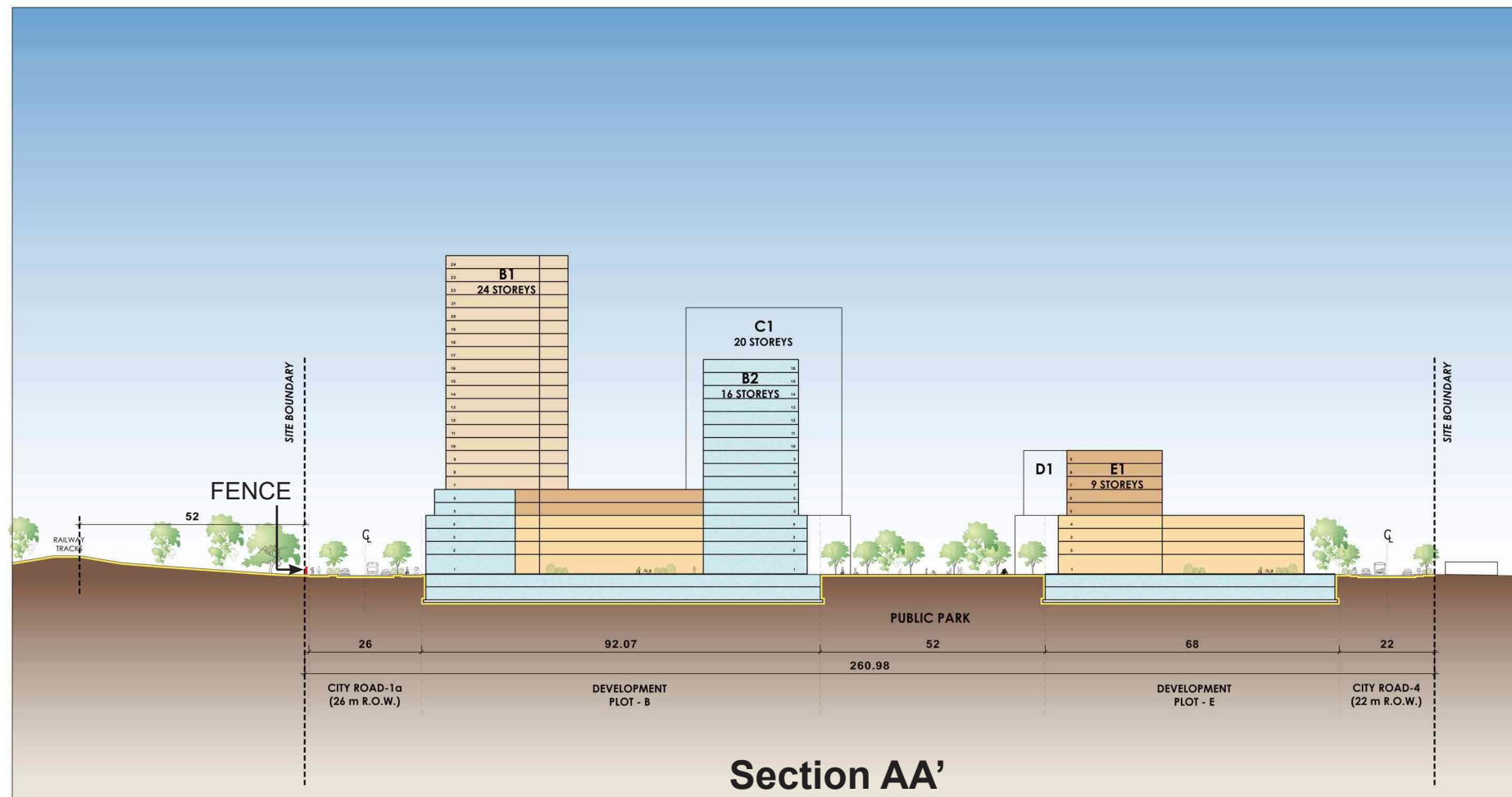
PLOT ID	PROPOSED DEVELOPMENT	GROSS CONSTRUCTION AREA	COMMERCIAL AREA ON GR. LVL. (included in G.S.A.)	DWELLING UNITS
Plot 'A' Phase - 1	A1 27-STOREY TOWER WITH 6-STOREY PODIUM	312,772 sq. ft.	2,196 sq. ft.	345
	A2 20-STOREY TOWER WITH 6-STOREY PODIUM	235,306 sq. ft.	8,902 sq. ft.	252
Plot 'B' Phase - 2	B1 24-STOREY TOWER WITH 6-STOREY PODIUM	334,529 sq. ft.	2,153 sq. ft.	369
	B2 16-STOREY TOWER WITH 6-STOREY PODIUM	197,439 sq. ft.	7,320 sq. ft.	211
Plot 'C' Phase - 3	C1 20-STOREY TOWER WITH 6-STOREY PODIUM	232,239 sq. ft.	---	258
Plot 'D' Phase - 4	D1 9-STOREY MID-RISE WITH 4-STOREY PODIUM	106,792 sq. ft.	---	118
Plot 'E' Phase - 5	E1 9-STOREY MID-RISE WITH 4-STOREY PODIUM	121,001 sq. ft.	---	134
	E2 4-STOREY BUILDING	55,112 sq. ft.	6,889 sq. ft.	54
Plot 'F' Phase - 6	F1 9-STOREY MID-RISE WITH 4-STOREY PODIUM	104,640 sq. ft.	6,889 sq. ft.	109
	F2 4-STOREY BUILDING	67,598 sq. ft.	---	75
TOTAL		1,767,427 sq. ft. 164,197.97 sq. m. (including commercial area)	34,348 sq. ft. 3,191.00 sq. m.	1,925

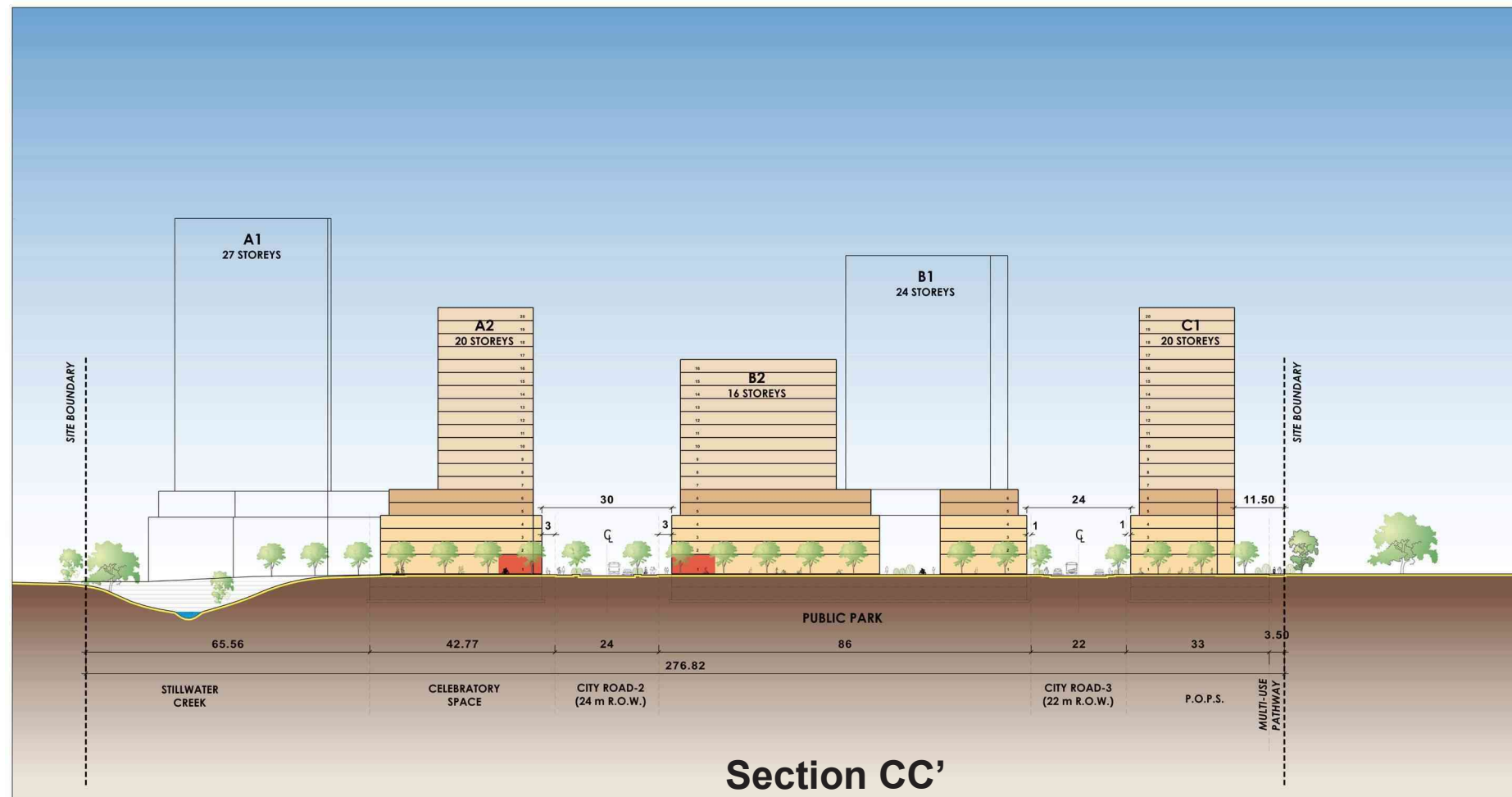
Tower Floor Plate = 808.25 sq m (8,700 sq ft)
Average Dwelling Unit Size = 83.61 sq m (900 sq ft)

Total Parking Spaces = 1,631 (0.85 per DU)
(2 levels underground + on-street surface parking)

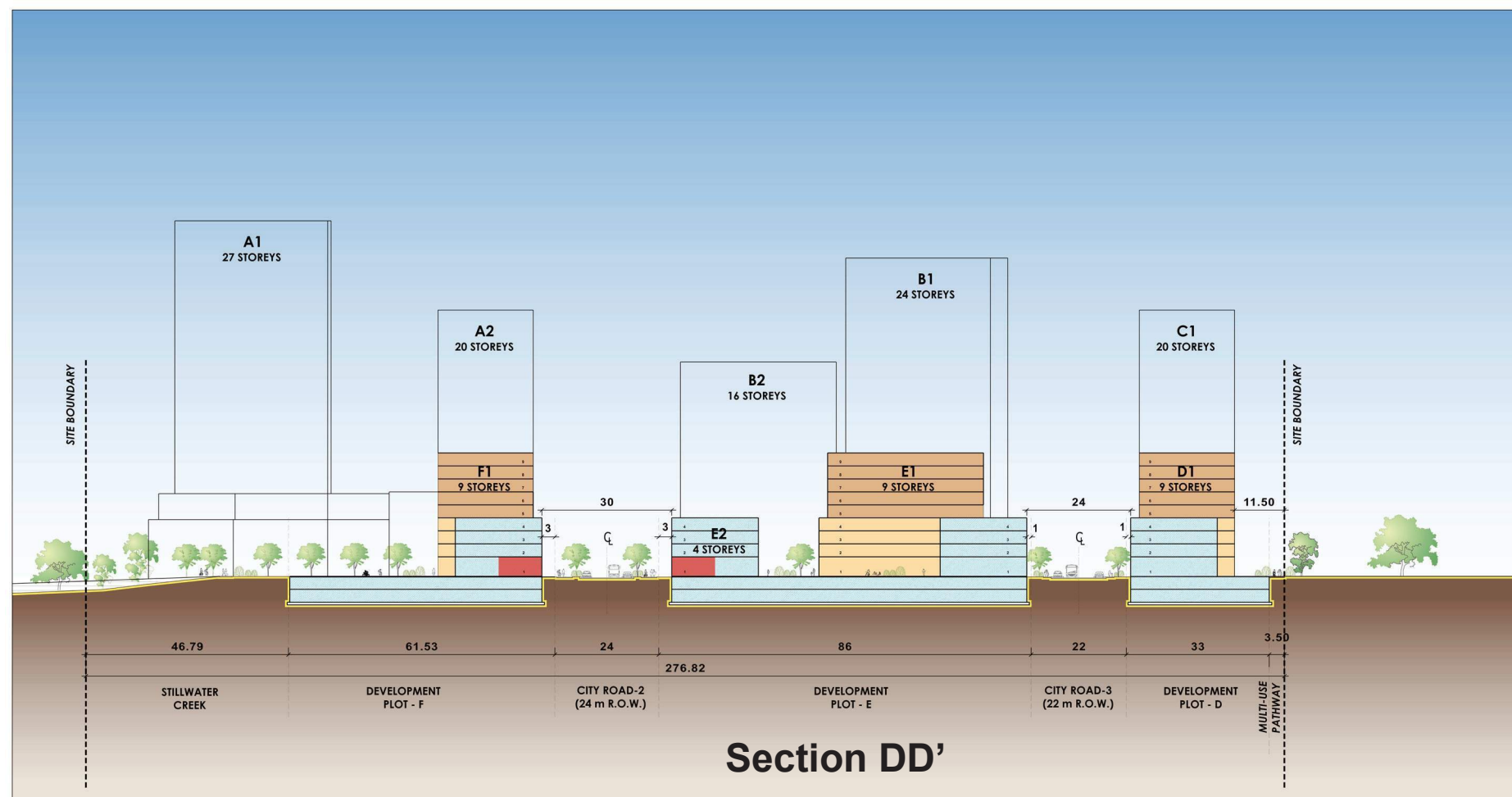
LEGEND:

- SITE BOUNDARY
- LIMIT OF HAZARD LANDS
- TOP OF SLOPE (ALONG THE CREEK)
- 4-STOREY RESIDENTIAL
- 6-9 STOREY RESIDENTIAL
- 12-27 STOREY RESIDENTIAL TOWER
- COMMERCIAL ON GR. FLOOR
- DEVELOPMENT PLOTS
- PARKLAND
- SIDEWALK
- BICYCLE TRACK

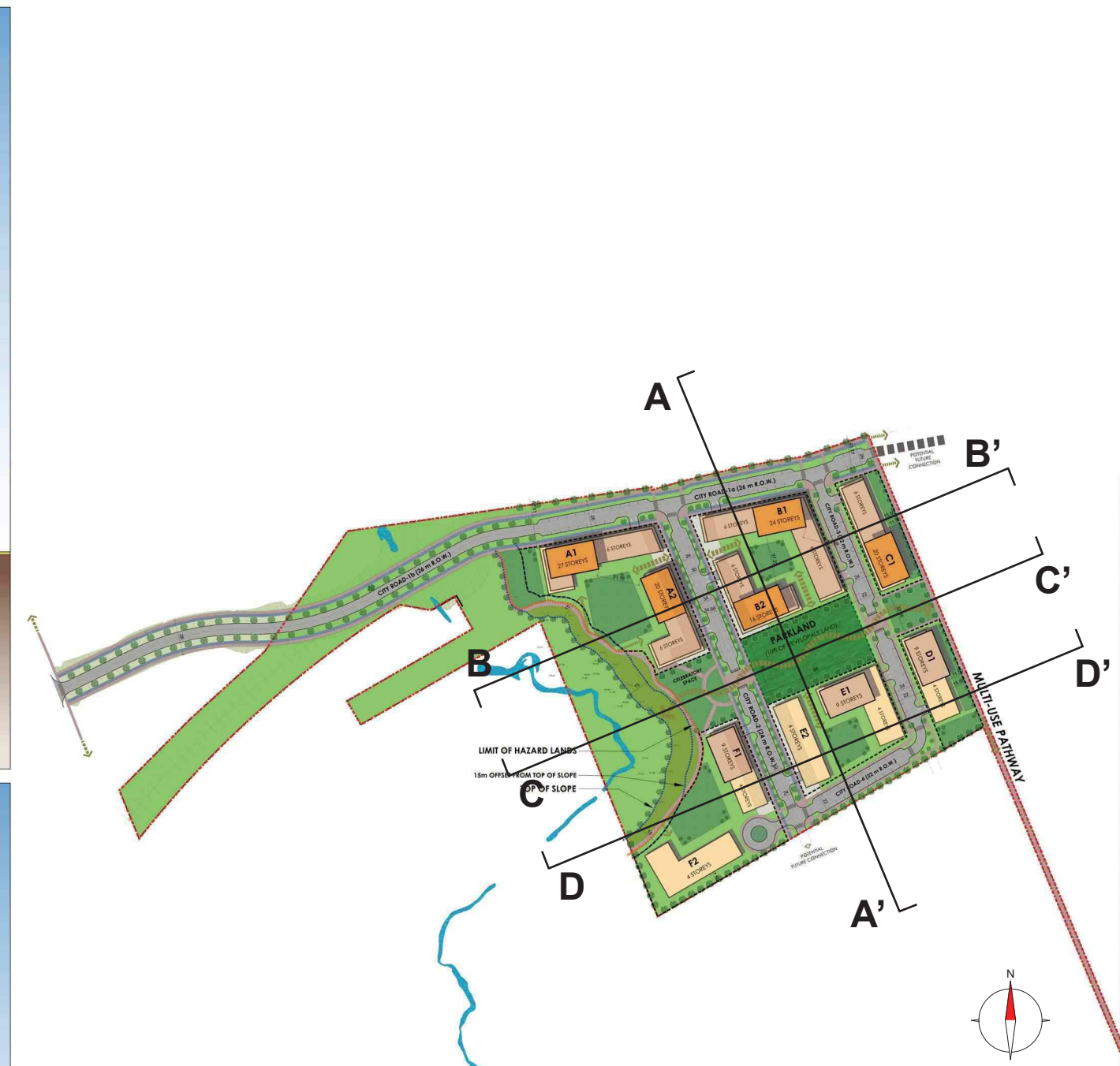




Section CC'



Section DD'



























8:00 AM



9:00 AM



10:00 AM



11:00 AM



12:00 PM



1:00 PM



2:00 PM



3:00 PM



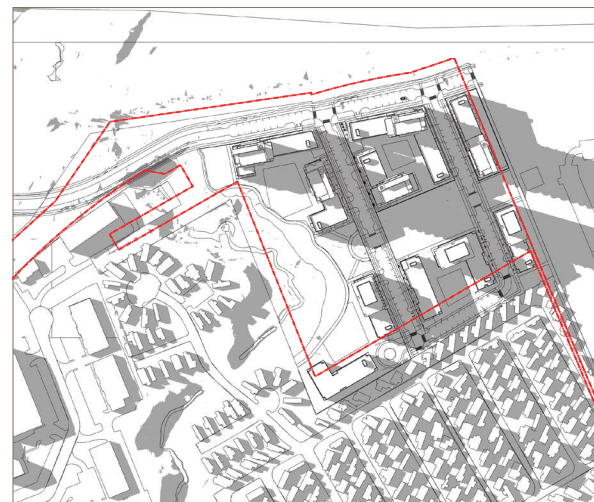
4:00 PM



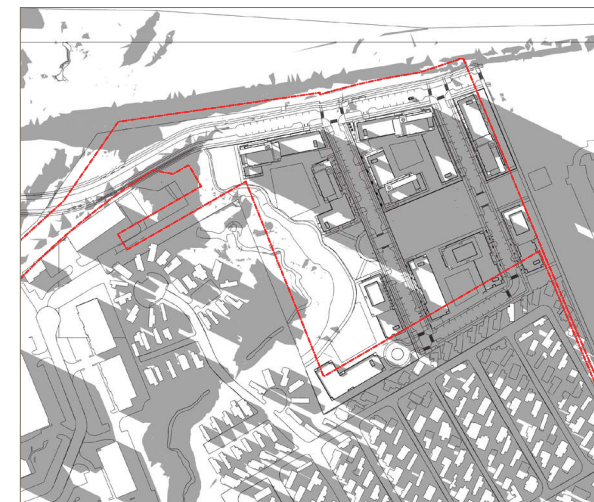
5:00 PM



6:00 PM



7:00 PM



8:00 PM

JUNE 21 (DST)

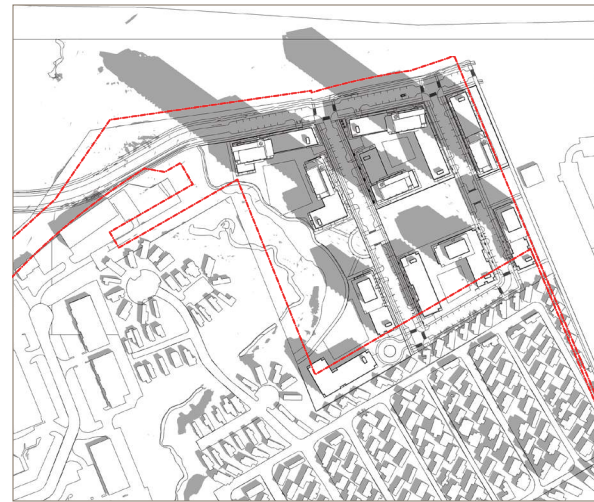




8:00 AM



9:00 AM



10:00 AM



11:00 AM



12:00 PM



1:00 PM



2:00 PM



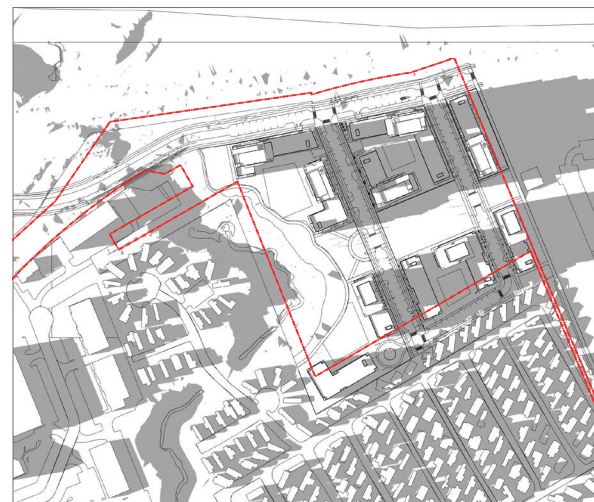
3:00 PM



4:00 PM



5:00 PM



6:00 PM

MARCH 21 (DST)

SEPTEMBER 21 (DST)



9:00 AM



10:00 AM



11:00 AM



12:00 PM



1:00 PM



2:00 PM



3:00 PM

DECEMBER 21

“Sustainable Communities are communities that use their resources to meet current needs while ensuring that adequate resources are available for future generations; they seek a better quality of life for their residents while maintaining nature’s ability to function over time. This involves a reconciliation of ecological, social and economic imperatives.”

- David V. J. Bell and Michelle Grinstein

Site Location and Sustainable Transportation:

The development site is situated off Robertson Road (an important Transit Priority Corridor) in the established community of Bells Corners. The site is serviced by local bus lines and only 1,650 metres away from Moodie Station which will become a major LRT terminus by 2025.

The proposed network of pedestrian pathways will enhance a more personal and pedestrian sense of community. Pedestrian movement has been integrated into the site design such that it ties up all the buildings, open spaces and surrounding amenities creating a pedestrian supportive environment.

Accessible by multiple modes of transport, this development will encourage and enable active travel (walking, cycling and public transport use), and protect the air and water quality by reducing the distance people have to drive.

Sustainable Community Development:

The proposed development is a compact, transit-supportive, mixed-use community that promotes high density living and will have a significantly lower household and transportation energy use.

The proposed development will further reinforce the local community and support local amenities achieving objectives for intensification within the established settlement area. It will furthermore diversify the mix of residents in the area with a diverse mix of housing units.

The residential units will incorporate adaptable features and high levels of accessibility providing opportunities for aging in place and for people with disabilities.

Economic Prosperity:

The development proposal includes commercial space for small businesses on ground floor along the main collector street. Wide sidewalks, minimum front setbacks and a strong retail presence along the main street will enhance the human scale, social activities, surveillance and safety.

The proposed development will inject new residents into the existing neighborhood and create a new destination.

Environmental Sustainability:

Stillwater Creek is the most important natural heritage feature on this site and the creek and its as-

sociated wetlands will be preserved. Based on the Environmental Impact Assessment (EIS), all development works will take place at a safe distance from the creek defined as ‘limit of hazard lands’ in the EIS report. Proper environmental protection measures will be implemented during the construction period.

The landscape plan will use drought-tolerant plants and non-water dependant materials for the development of proposed courtyards and open spaces.

Growth Management & Resource Efficiency:

The proposed in-fill development will utilize the existing services infrastructure and will include efficient on-site stormwater management solutions. It will meet or exceed the existing building codes in order to include high energy performance and climate-sensitive design features.

Public Engagement:

Multiple public information meetings (November 10, November 15 and November 25, 2021) have been held to inform and consult the local community about the proposed development.