

# Stillwater Station | Master Plan

Formal Urban Design Review Panel  
December 3, 2021

# Application Submission

The Stillwater Station Master Plan will guide the development of approximately 21 hectares of land in the established community of Bells Corners, creating a compact, transit-supportive, mixed-use community that will inject new residents into the existing neighbourhood and create a new destination.

This Master Plan document has been prepared to guide and direct the development of the lands with a vision that respects and considers the existing context, while also achieving objectives for intensification within the established settlement area.

The Master Plan will be implemented through a Secondary Plan to be adopted as part of the City of Ottawa's Official Plan and consistent with Section 3.6.5, policy 10. This policy requires that any proposal for residential development on the lands include the preparation of a Secondary Plan and that:

- / The proposed housing is in the form of townhouses, stacked townhouses or apartments.
- / Residential uses are linked to adjacent areas by roads and pathways;
- / Any demand that residential uses will create for additional amenities and services has been assessed and the means of addressing such demands has been identified;
- / The applicable policies in Section 4 have been satisfied;
- / The amelioration of potential adverse impacts from adjacent non-residential lighting, noise, odour, dust or traffic can be achieved on-site as part of the development.

Official Plan and Zoning By-law Amendment applications have been submitted to implement the required Secondary Plan and zone the lands for development.

# Subject Lands

Stillwater Station is located within the established community of Bells Corners in the west end of the City of Ottawa. Stillwater Station is located north of Robertson Road, and east of Moodie Drive.

The lands include two major parcels of land. The first, is the former industrial property used today by a rental supply company with an area of 9.63 hectares and includes a portion of the former Carleton Place rail corridor, used today west of Moodie Drive as a multi-use pathway. This property is owned by Stillwater Station Ltd. and managed by The Properties Group Management Ltd. The second is the Bellwood Estates mobile home community which has an area of 12.22 hectares and contains approximately 250 residential dwellings. The mobile home community has been in place since pre-1965 and is the only residential currently located north of Robertson Road.

Both parcels are contemplated within the Stillwater Station Master Plan as required by the Official Plan, though the intensification and development is envisioned entirely within the former industrial lands. The Master Plan contemplates road connections and pathway connections between the two parcels that will develop over time.

A third parcel, owned by the National Capital Commission (NCC), is also part of the affected lands for the purposes of a road access.

The study also contemplates a larger "influence area" around the study area which is bound by Moodie Drive to the west, the rail corridor to the north, employment uses within 300 metres to the east, and Robertson Road to the south. This area has been studied at a high-level to understand the potential impact that the Master Plan may have on these adjacent properties.

# Response to City Documents

## City of Ottawa Official Plan

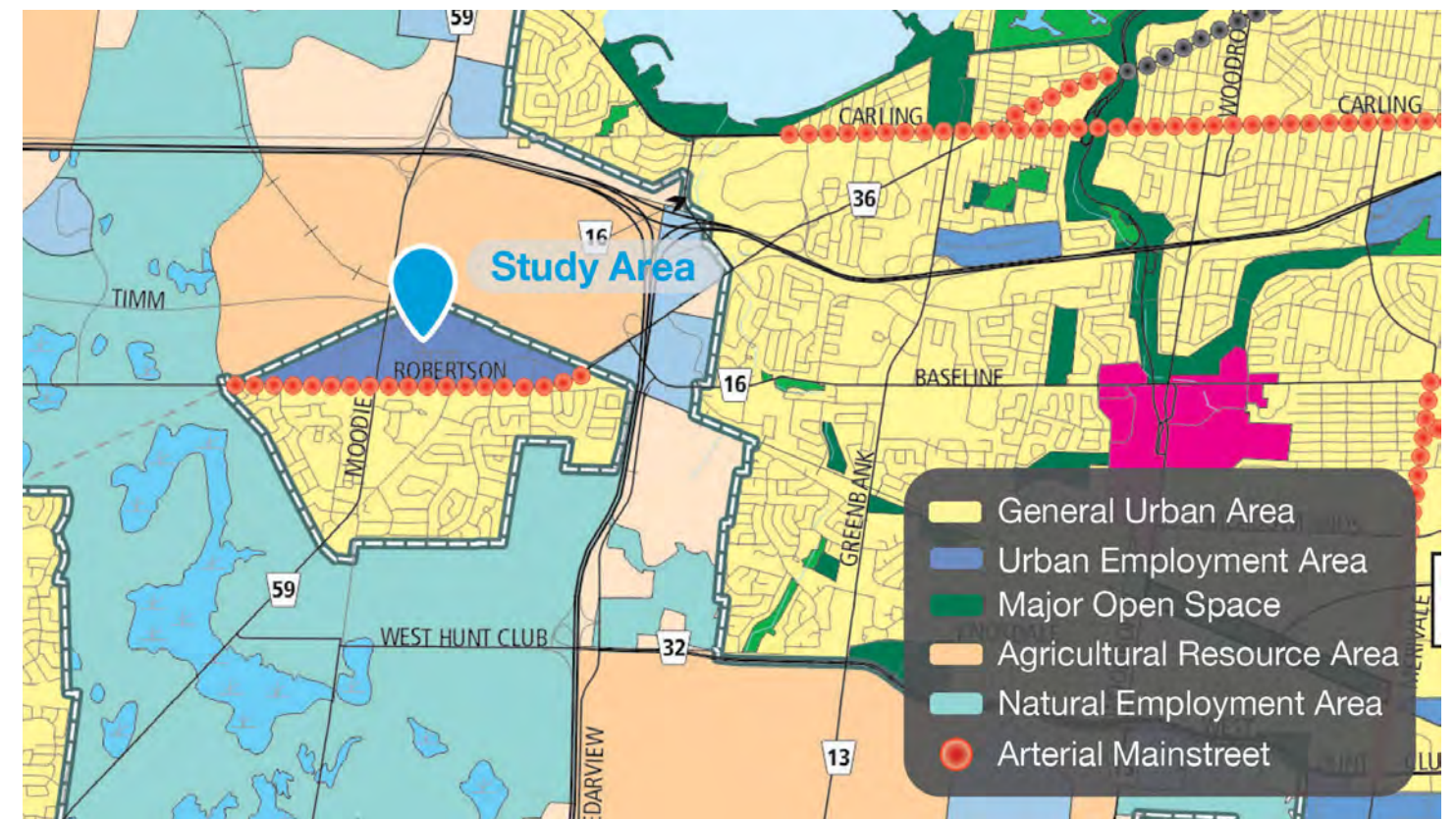
- / The study area is designated Arterial Mainstreet and “Urban Employment Area” within the Official Plan (OP).
- / Arterial Mainstreets are characterized by larger lots and buildings, varied setbacks, and lower street-level densities than Traditional Mainstreets. Over time, it is anticipated that these streets will evolve into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community.
- / The Arterial Mainstreet designation generally applies to the lots fronting the mainstreet, but can extend to a depth of 400 metres, where the lot configuration supports it. The 400 metre depth applies to the entirety of the Bellwood lands, and a portion of the Stillwater Station lands.
- / The Urban Employment Area is intended to reflect the highest order of employment concentration in the form of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. This designation does not generally permit residential however a site-specific policy (Policy 10) applies to the subject lands and states that:

Notwithstanding any provisions of this Plan that prohibit residential uses on lands designated Urban Employment Area, the lands identified by Parcel identification Number 04699-0100; and, the community commonly known as “Bellwood Estates” identified by Parcel Identification Numbers 04699-0023 and 04699-0025, in addition to the permitted uses in Policy 2 above, residential uses may be permitted by an amendment to the Zoning By-law, provided the following criteria are met:

- / A Secondary planning process has been prepared to the City’s satisfaction and includes the items identified in Policy 5 of Section 2.5.6 of the Official Plan

- / The proposed housing is in the form of townhouses, stacked townhouses or apartments.
- / Residential uses are linked to adjacent areas by roads and pathways;
- / Any demand that residential uses will create for additional amenities and services has been assessed and the means of addressing such demands has been identified;
- / The applicable policies in Section 4 have been satisfied;
- / The amelioration of potential adverse impacts from adjacent non-residential lighting, noise, odour, dust or traffic can be achieved on-site as part of the development.

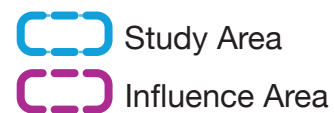
- / Arterial Mainstreets are identified in the Official Plan as a target area for intensification. The proposed development will help achieve the goal for intensification within the downtown core by redeveloping a vacant parcel within the core and in proximity to rapid transit, services and amenities.
- / The conceptual development conforms at a high level to- the evaluative criteria set out in Section 2.5.1 and 4.11 of the Official Plan dealing with issues of design, access and traffic, lighting, privacy and amenity space, and other considerations. The proposed development is not adjacent to other nearby residential and will create a series of attractive amenity spaces within the development for residents. The proposed development will also soften the site edges adjacent to the public realm.



City of Ottawa Official Plan Schedule B: Urban Policy Plan

## City of Ottawa Zoning By-law

- / The study area lands are currently zoned “Business Park Industrial (IP)” with Subzone 2 applying to the Stillwater lands and a portion of the Bellwood Estates, and Subzone 1 over the balance of the Bellwood Estates lands.
- / The purpose of the Business Park Industrial (IP) zone is to accommodate employment generating uses which do not generate fumes, noise, or noxious substances; including but not limited to offices, warehouses, and training centres.
- / Subzone 1 (applying to a portion of Bellwood Estates) prohibits hotel and automobile dealership uses, and permits other uses, subject to specific conditions.
- / Notably, each of these non-residential and non-industrial uses is limited in size, both individually and cumulatively. Subzone 2 is very similar to Subzone 1, providing similar restrictions on the types of non-residential, non-industrial uses which are permitted also limiting their size both individually and cumulatively.
- / Notably, the existing zoning does not contain permissions for any residential, including the existing Bellwood Estates. The implementation of the Master Plan will include a Zoning By-law Amendment which would rezone all the lands to reflect the existing and future use of the lands.
- / The proposed Zoning By-law Amendment would seek to rezone the Stillwater Station lands to a mixed-use zone that would permit the proposed development.



Excerpt of the Zoning for the Subject Property (taken from geoOttawa)

## Urban Design Guidelines for Development Along Arterial Mainstreets

- / These guidelines are to be applied throughout the City for all streets identified as an Arterial Mainstreet within the Official Plan. The following guidelines are achieved by the proposed development:
- / To foster compatible development that will contribute to the recognized or planned character of the streets
- / To promote a comfortable pedestrian environment and create attractive streetscapes
- / To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets
- / To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential
- / To enhance connections that link development sites to public transit, roads and pedestrian walkways

## Designing Neighbourhood Collector Streets

- / This document illustrates the City of Ottawa's pre-designed Neighbourhood Collector street cross-section designs for urban areas.
- / A "Complete Streets" focus is predominant in this policy guidance. There is an emphasis on accommodating users of all ages and abilities in a safe and predictable manner, contribute to environmental sustainability, be affordable, and support livable communities. Neighbourhood Collector streets influence the success of neighbourhoods, provide access to adjacent development, connect to higher and lower order transportation facilities, and form a vital part of the public realm.
- / Neighbourhood Collector streets play an important role in the multi modal transportation network of people, goods,

and services. They are also social places that bring local users together to interact on their daily travels.

- / Neighbourhood Collectors should follow 7 principles, they must be: compact, complete, calm, green, serviceable, resilient and maintainable.

## Urban Design Guidelines for High-Rise Buildings

- / The Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. The Guidelines are organized around three elements of design:
- / Context guidelines encompass views, vistas and landmarks, transition in scale, infill, and heritage.
  - / Views and angular planes are to be respected in the development process, and view analysis are required to evaluate the potential impact of proposed development on views and viewplanes.
  - / Height transitions are to be progressive, with buildings nearer the edge of high-rise areas to be progressively lower in height than those in the centre. High-rises proposed on sites surrounded by other high-rise buildings of consistent should relate to that height and scale, as well as provide variation. The base of a building should relate to the height and type of the existing or planned streetwall context.
- / Built Form guidelines concern the morphology and how it impacts the experience of tall buildings, distinguishing point towers and bar buildings.
  - / Point towers (narrow, with small floor plates) are the

preferred built form.

- / The guidelines encourage floorplates of up to 750 square metres for residential uses, though recognizes that in suburban areas, slightly larger plates may be appropriate.
- / The guidelines encourage tower separation of at least 23 metres between high-rise buildings.
- / The guidelines primarily utilize two methods of assessing transition:
  - / Setback - a 20 metre separation between the stable low-rise area and the growth area
  - / Angular plane - taken from specific locations based on the adjacent zoning and drawn at a 45 degree angle towards the towers.
- / Pedestrian Realm guidelines concern the unique opportunities and challenges in the design of public and private open spaces in concert with high-rise development.

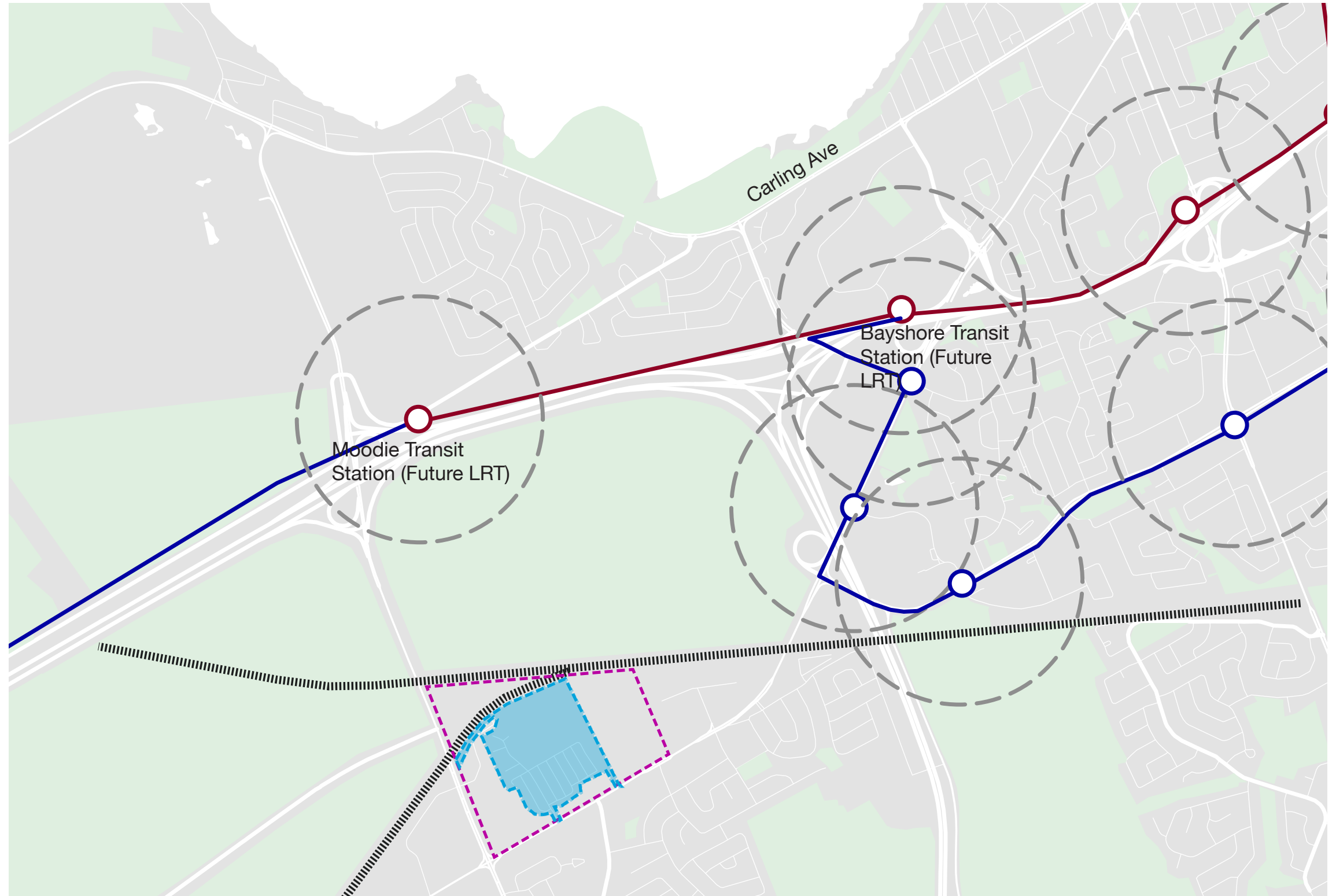
# Study Area Analysis

# Regional Context

The subject lands are located in the Bells Corners neighbourhood in the west end of the City of Ottawa. Bells Corners is surrounded on all sides by National Capital Commission (NCC) Greenbelt and is located approximately two (2) kilometres south of Highway 417 and immediately east of Highway 416.

Moodie Drive provides an important north-south arterial through the community connecting to Highway 417 and Carling Avenue in the north, and Old Richmond Road in the south. At Moodie and Carling, approximately 2.6 kilometres north of Bells Corners is the Federal Government's Department of National Defence campus, a major employment hub within the City.

At Moodie and Highway 417, Stage 2 of the Confederation Line Light Rail Transit (LRT) system is currently under construction. Moodie Station will be the western terminus and is set to open in 2025. Bus Rapid Transit (BRT) service is provided today will continue west from Moodie Station in the future.

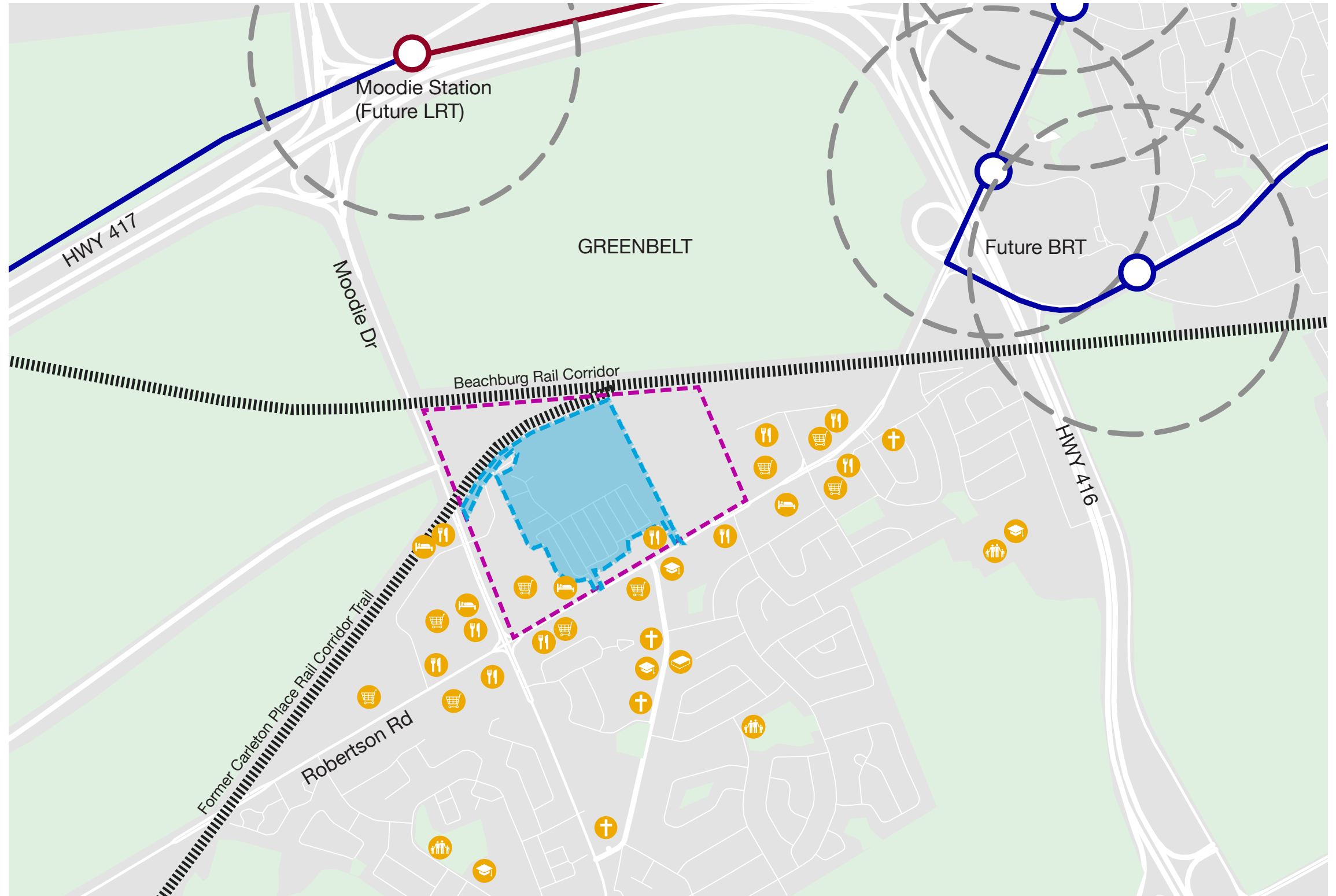




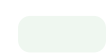





# Local Context

The subject lands are located in the Bells Corners neighbourhood in the west end of the City of Ottawa. The site abuts the City of Ottawa's Greenbelt and is situated south of the Beachburg Rail Corridor and former Carleton Place Rail Corridor.

The site can be accessed from Robertson Road to the south and Moodie Drive to the west. The site is also in proximity to Provincial Highways 416 and 417, providing convenient access to other parts of the City.

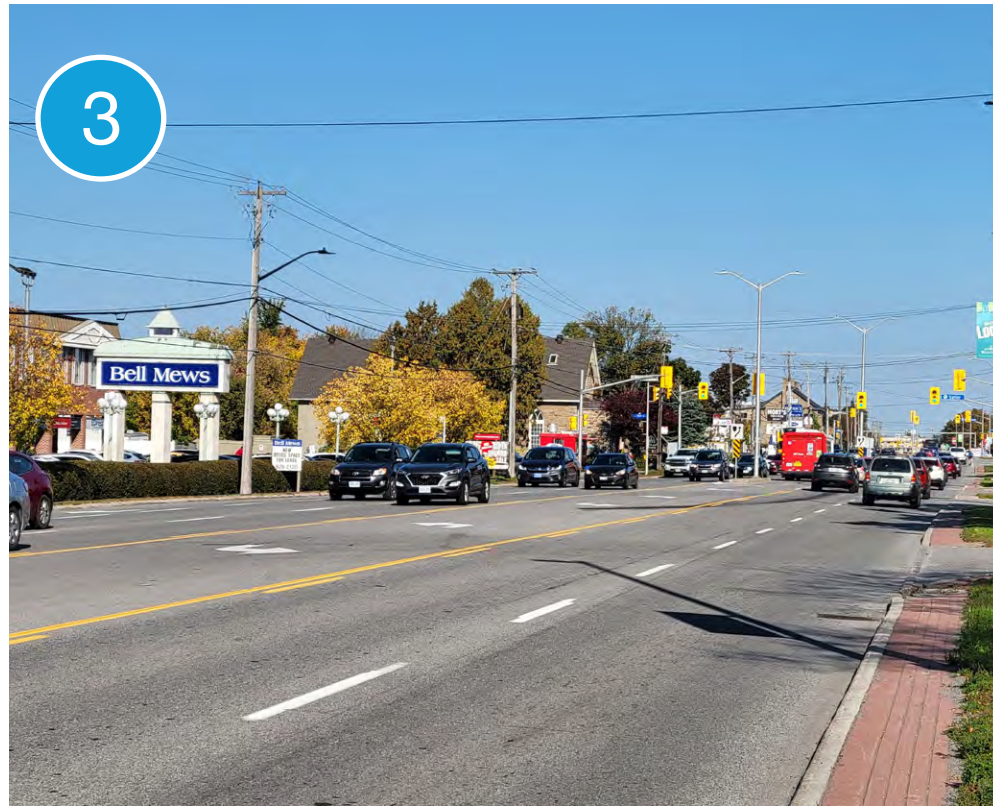
Robertson Road is characterized by various commercial/retail services, restaurants, and employment uses. The north side of Robertson Road is generally characterized by employment uses while the south side is generally residential, including Lynwood Village and Westcliffe Estates. These areas are well-served by a number of existing parks and open spaces, as well as by connections to the Greenbelt pathways.



-  Study Area
-  Influence Area
-  Park / Open Space / Greenbelt
-  Commercial
-  School
-  Library
-  Community Centre
-  Place of Worship



# Site Photos



# Property Ownership

The subject property is comprised of three distinct parcels. These include privately owned lands including the former industrial lands owned by Stillwater Station Ltd. and the Bellwood Estates community owned by Parkbridge Lifestyle Communities.

The third parcel is owned by the National Capital Commission (NCC) and is proposed to be used only for an access road between the Stillwater Station Ltd. lands, and the Moodie Drive/Timm Drive intersection. Stillwater Station Ltd. have an agreement in principle with the City of Ottawa and the NCC to facilitate this access road, which would ultimately be a municipally-owned roadway, constructed by Stillwater Station Ltd.











- Stillwater Station Ltd.
- Parkbridge Lifestyle Communities
- National Capital Commission (NCC)

# Transit Network

The subject property is situated off Robertson Road, an important Transit Priority Corridor in the west of the city.

The site is also serviced by local bus lines that will ultimately connect it to the future Bus rapid transit (BRT) system that will run east-west along Baseline Road.

To the north of the site is Moodie Drive Transit Station, connected to the major Transitway. This station will become a LRT terminus in Phase 2, that will serve as the western terminus of the Confederation Line. The subject site is located within 1,650 metres of Moodie Station.

-  Study Area
-  Influence Area
-  251 Bus Route
-  Light Rail Transit
-  Bus Rapid Transit
-  Transit Priority Corridor
-  600m Transit Radius
-  Rail Corridor

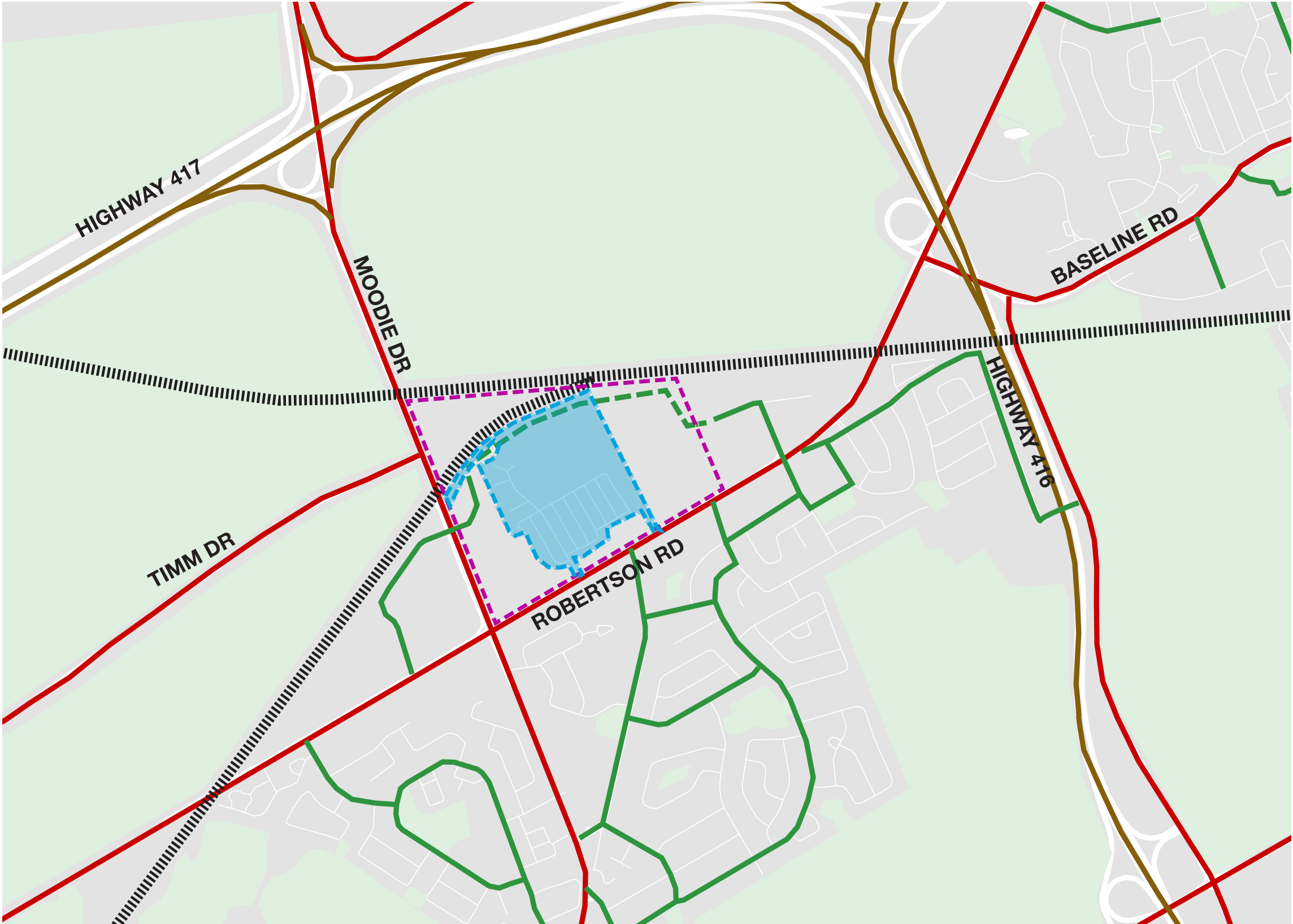


# Street Network

A new road access is being proposed as part of this concept. It will have the effect of extending Timm Drive east of Moodie Drive; crossing the greenbelt and extending past the abandoned railway corridor (per Transportation Master Plan, 2013). Timm Road, Robertson Road, and Moodie Drive are considered to be Arterial Roads per Schedule E – Urban Road Network of the Official Plan.

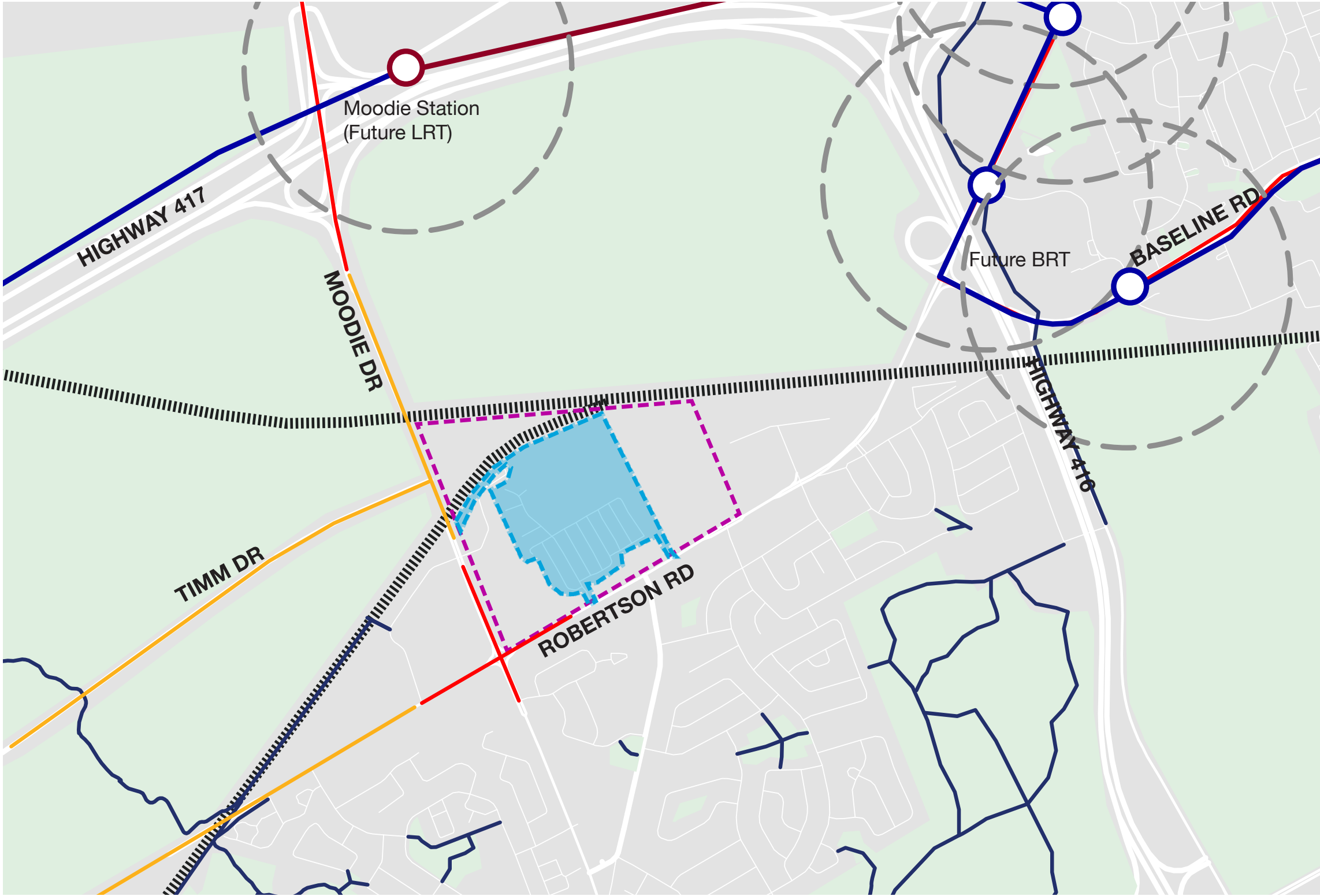
Stafford Road and Menten Place are existing collector roads that end at the limits of the influence area. The City of Ottawa Transportation Master Plan envisions a future connection between these segments through the Influence Area and subject lands that will complete the street network.

-  Study Area
-  Influence Area
-  Provincial Highway
-  Arterial Road
-  Collector Road - Existing
-  Collector Road- Proposed
-  Rail Corridor



# Cycling Routes and Multi-Use Pathways

The subject property has various existing bike lanes and pathways in proximity providing connections through the Greenbelt and along the Arterial Mainstreet. Over time, it is anticipated that the bike lanes along Robertson Road would be extended to provide better connections to the east and west.



# Natural Heritage Features

The natural heritage features of the site has been comprehensively assessed through an Environmental Impact Statement (EIS).

With proper implementation of avoidance and mitigation measures as outlined within the EIS, the works associated with the proposed development are not likely to result in long term adverse effects to adjacent vegetation communities, Stillwater Creek and its associated wetlands, and wildlife habitat. Impacts to habitat function in adjoining habitats, are anticipated to be temporary so long as proper environmental protection measures are implemented, monitored, and applied effectively during construction.



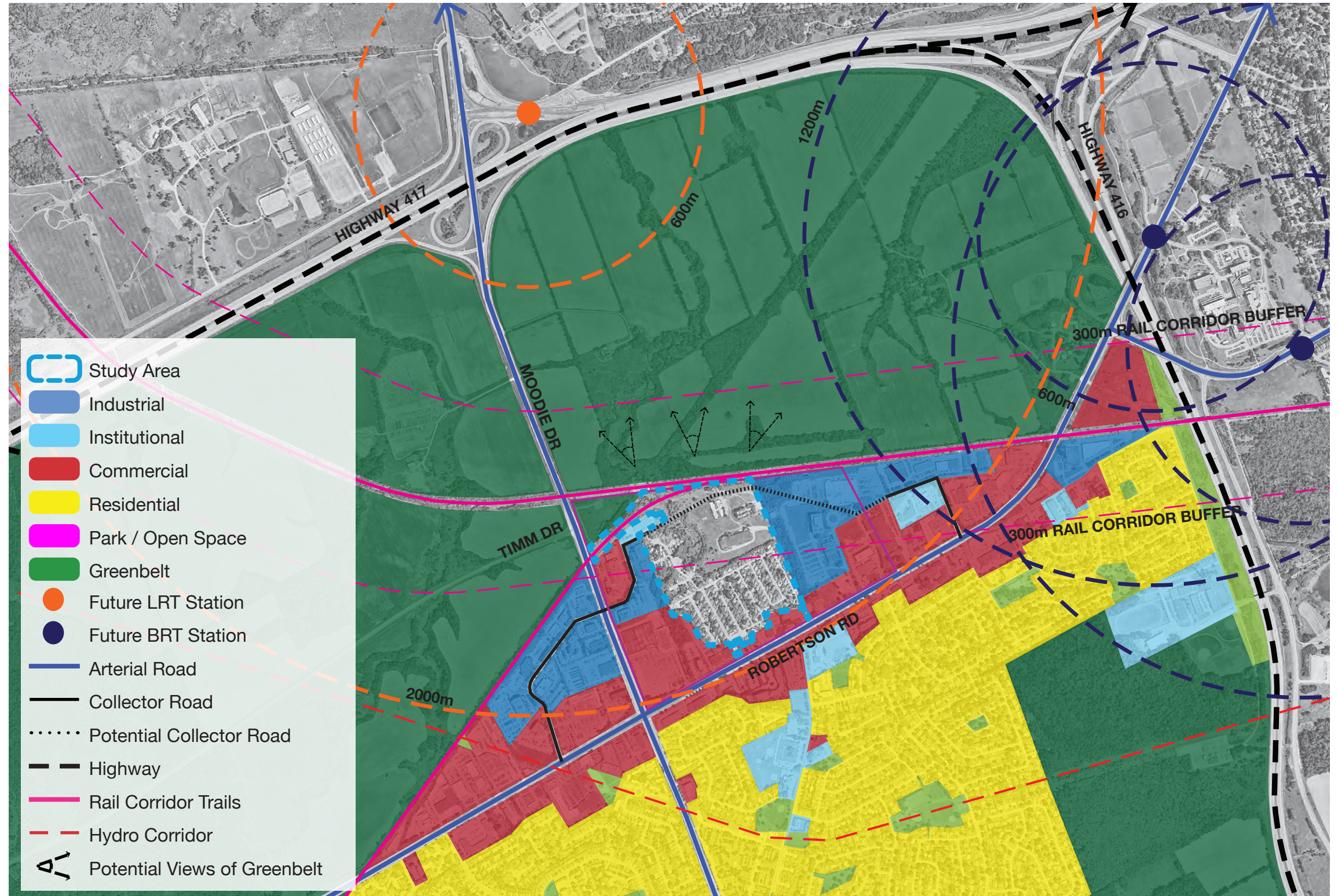
# Opportunities and Constraints

## Opportunities

- Located off Robertson Road, an arterial road that allows for a greater density, diversity of land-use, and an increased level of street transit function. The site is in close proximity to commercial and retail corridor that serves as a buffer zone to the low-rise mature residential neighbourhood to the south.
- Proximity to several public parks and open spaces and abuts the Greenbelt. The latter provides access to green open space and potential scenic views.
- Close proximity to Highways 417 and 416, allowing for easy access to the urban core as well as surrounding areas.
- Moodie Drive, Timm Drive, and Robertson Road are considered cycling routes and encourage active transportation in and out of the site. The decommissioned rail corridors have potential to become multi-use pathways.
- Proximity to a future LRT station (within 2km) and transit priority corridor along Robertson.

## Constraints

- A small portion of the site is located within the Greenbelt and is designated Agricultural Resource Area, which can be prohibitive of development on that portion of land.
- Small street frontage and access through lands owned by others.
- East of the site is the General Dynamics Mission Systems office, which produces military equipment and incur privacy considerations.



# The Master Plan

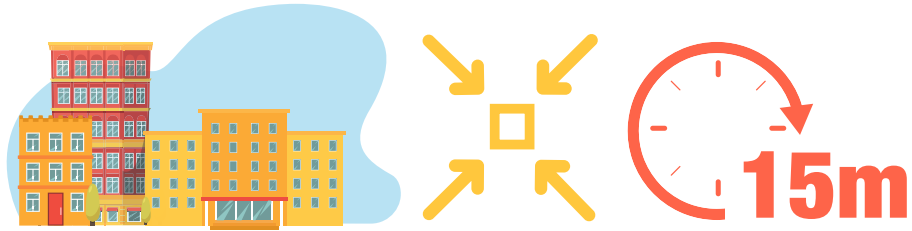




## **Development Vision**

The Stillwater Station site will transform into a compact, transit-supportive community that contributes to the housing affordability and a healthy local economy within Bells Corners.

# Guiding Principles



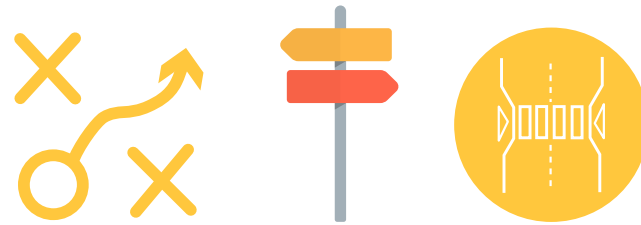
## Intensification

- / Intensification in previously build up areas providing greater residential densities in addition to public open spaces and services will help transform Bells Corners into a 15-minute neighbourhood.
- / Create new and diverse housing products in previously developed lands within existing communities;
- / The increased density will contribute to the health of local businesses and provide a boost in the community economy when more people shop close to where they live.



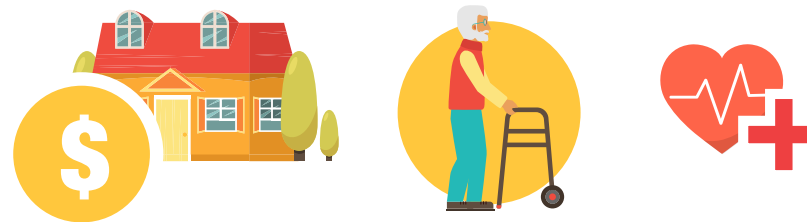
## Complete Community

- / Redevelopment and remediation of a brownfield site into a new community with a diverse selection of housing typologies in previously developed lands.
- / Intensification in proximity existing infrastructure and services.
- / Encourage and promote active transportation.
- / Provide new public park space for new and existing residents.



## Connectivity

- / Provide vehicular, cycling and pedestrian connectivity through the site in both north-south and east-west directions to Robertson Road, Moodie Drive and Timm Drive.
- / Provide multi-use paths and pedestrian connections to the existing trails, proposed park and creek buffer.
- / Integrate into the existing street fabric and protect for future road and pedestrian connections to adjacent areas.



## Housing Options and Aging In Place

- / This level of intensification and built form typology will provide a variety of products, including 1, 2 and 3 bedroom units that will contribute to housing affordability and provide alternatives for aging residents to downsize and continue within their community.



## Transit-Supportive

- / Moodie Drive already has a +42m right-of-way and currently supports local bus routes being directed towards the Moodie and Bayshore BRT station.
- / The LRT Phase 2 Confederation Line will end with Moodie Station which will sit approximately 1,600 metres north of the study area and has little to no intensification opportunities in its surroundings.
- / The proposed development can help support and provide the density required to the new LRT transit station with a direct connection along Moodie Drive to and from the development.



## Built Form

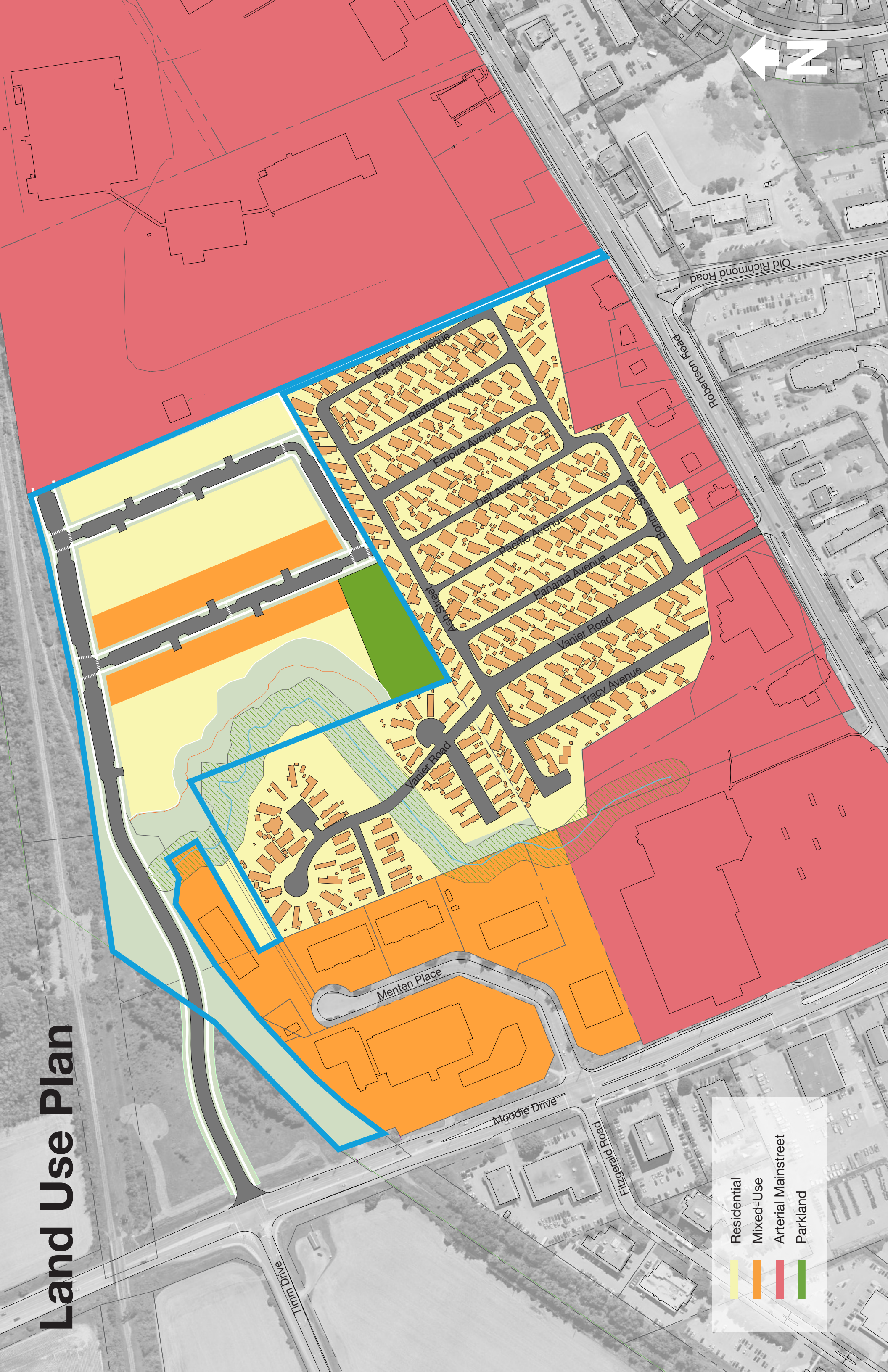
- / The redevelopment of the Stillwater lands will be predominantly through a mid-rise built form, with strategically located high-rise buildings that provide suitable transition to adjacent low-rise areas.
- / Ground-oriented units will help activate the ground floor of mid and high-rise buildings.
- / Enhance views to the greenbelt and adequate tower separations allowing for privacy and sun light distribution.

# Demonstration Plan



# Number of Stores Proposed

# Land Use Plan



# Stillwater Station Ltd. Concept

## Concept Plan

Within the Stillwater Station Ltd. land holdings, a total of 1,925 new dwelling units are anticipated. The intent is for a range of dwelling types to provide for affordable options and opportunities for people to age-in-place within the Bells Corners community.

In addition to the dwelling units, 3,870 square metres (41,657 square feet) of commercial space is anticipated. This space is provided along the ground floor abutting the main north-south street and will serve to activate the street with a transparent ground floor and patios on the sidewalks.

The Concept Plan will ultimately be implemented by a Plan of Subdivision application to create various blocks, and Site Plan Control applications for each phase which will deal with the detail of each phase.



## Land Use

The land use concept demonstrates the intended land use within the Stillwater Station Ltd. lands, specifically with regards to the commercial space, and public and private greenspaces.

A major component of the Master Plan is the new public park in the southwest corner of the Stillwater Station lands and central to the overall Master Plan area. This park is proposed with an area of approximately 5,100 square metres (1.26 acres) which will provide a significant public park space for residents in the Master Plan area.



## Building Heights

The building heights plans demonstrates the intention to transition the building height from the existing Bellwood Estates low-rise housing up to the north end of the site. The mid-rise (6 storey) podiums about the southern edge of the site and transition from the low-rise form.

Towers are located throughout the site, ranging from 12 to 20 storeys and ensuring adequate separation (i.e. greater than 23 metres) to avoid privacy concerns or potential microclimate impacts.



## Pedestrian Circulation

The Stillwater Station Ltd. site will be connected to the adjacent major roads and pathways primarily via sidewalks along the new access road out to Moodie Drive, and a new multi-use pathway connection along the eastern edge of the study area to Robertson Road. Other future connections are possible through the Bellwood Estates lands in the future, or to the east along the collector road at the north edge of the Study Area.

Throughout the development area, a range of pathways provide connections for pedestrians and cyclists and a future pathway is envisioned along Stillwater Creek to connect the public park, with the new collector street.





## Vehicular Circulation Plan

Vehicular access is proposed for the new development from the existing signalized intersection at Moodie Drive and Timm Drive. The intersection would become an all-way intersection and provide access to the municipally-owned collector road that provides access into the development and could be continued further east in the future, as shown in the Official Plan and Transportation Master Plan. The collector road would have a 26 metre right-of-way and provide on-street parking as well as sidewalks on both sides.

The north-south mainstreet is also planned as a municipally owned street with a 24 metre right-of-way, including on-street parking and sidewalks on both sides.

The balance of the roads are proposed as with a 22 metre right-of-way and would provide connectivity between the two (2) public streets. These streets would also feature on-street parking and sidewalks on both sides.

The plan also notes the preliminary underground parking locations and access points, which have been minimized to limit conflicts within the pedestrian realm.





- — — — — Proposed Development Area
- Proposed Buildings
- Potential Future Buildings

Robertson Road





Robertson Road

- Proposed Development Area
- Proposed Buildings
- Potential Future Buildings



Robertson Road

Moodie Drive

- Proposed Development Area
- Proposed Buildings
- Potential Future Buildings



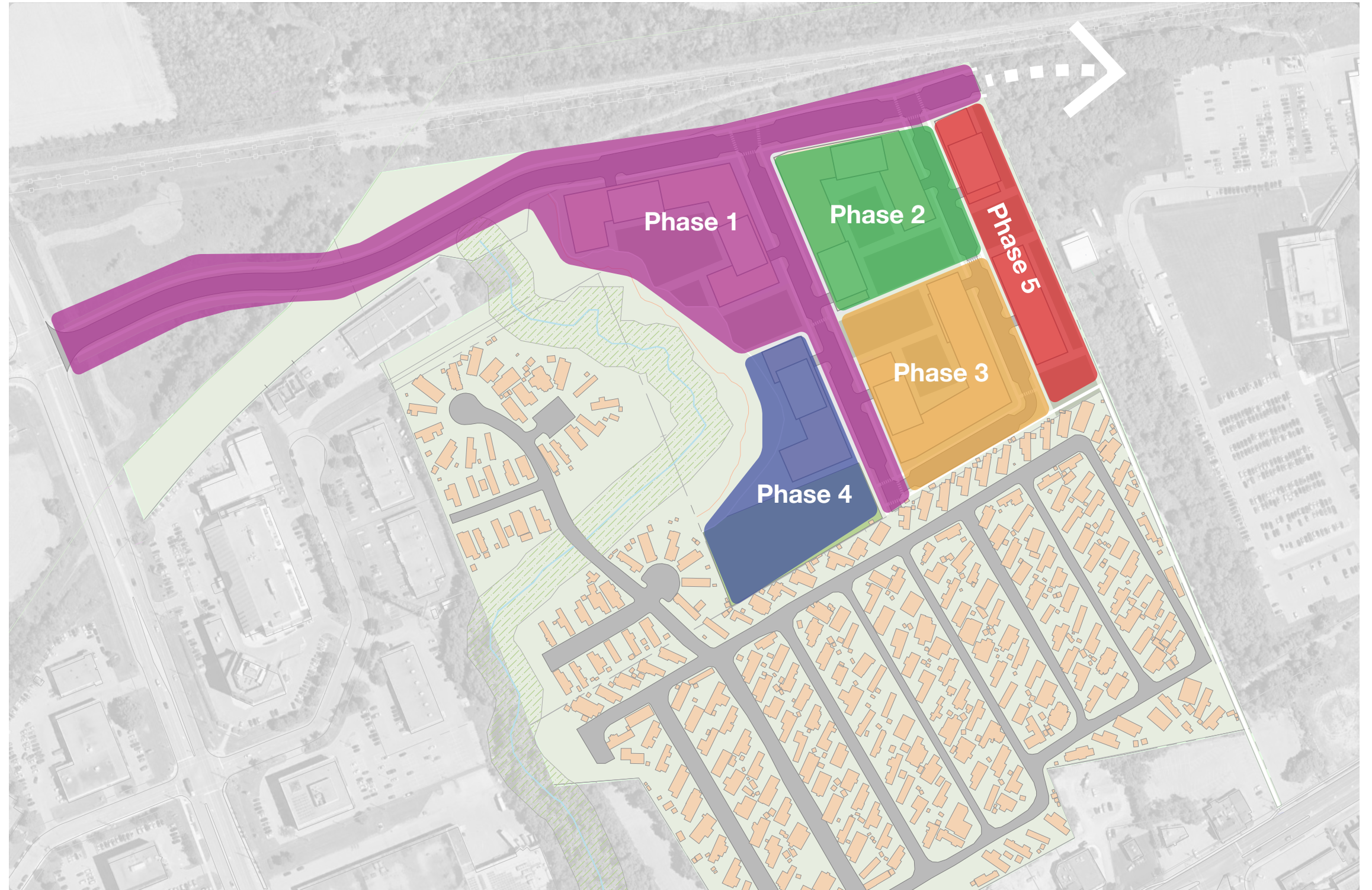




# Proposed Phasing

New development in the Stillwater Station Master Plan area will occur incrementally over time. The timing of each phase will be driven by market realities, and the priorities of individual landowners.

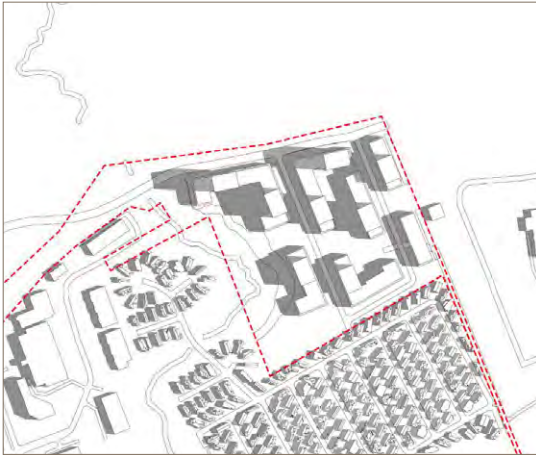
A potential sequence of development is demonstrated within the Phasing Plan. The plan is not intended to preclude the implementation of alternative phasing provided they are undertaken in an orderly and well-planned manner.



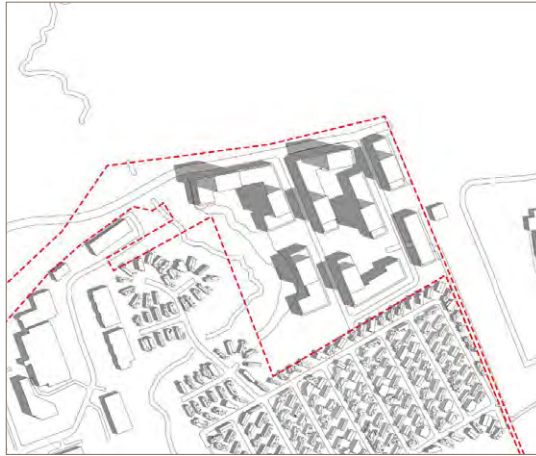
# Shadow Study - June 21



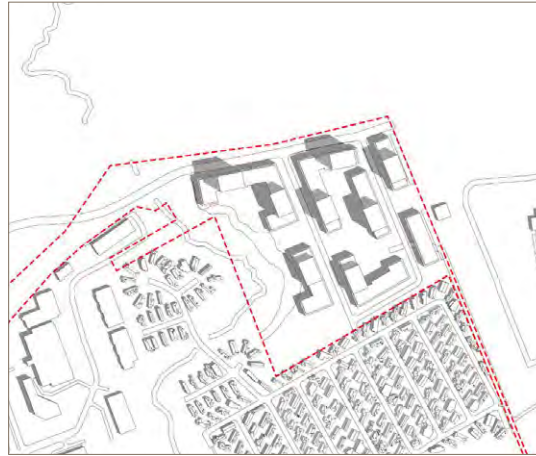
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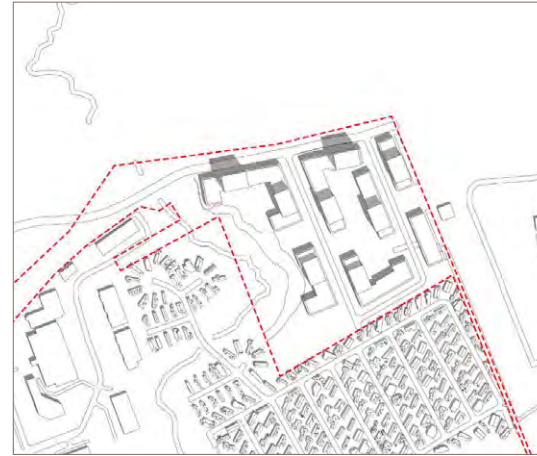
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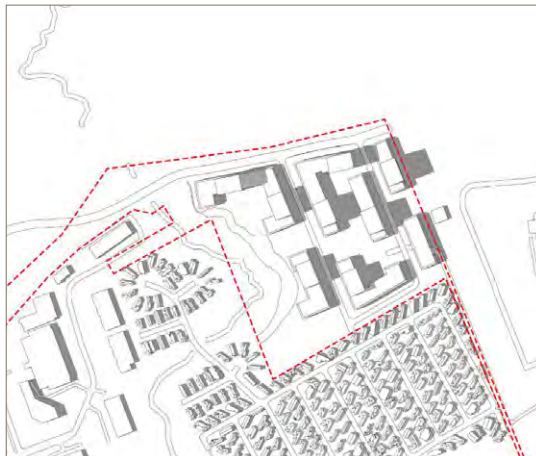
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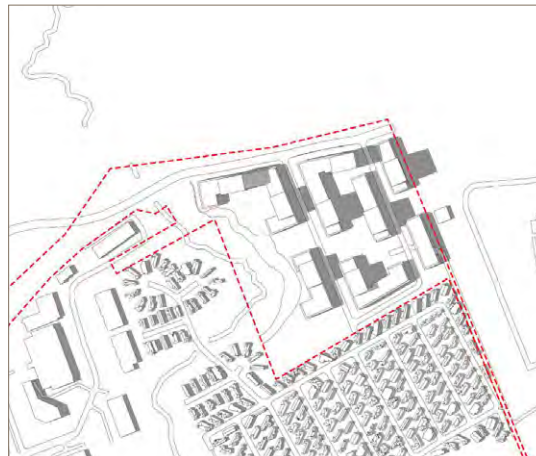
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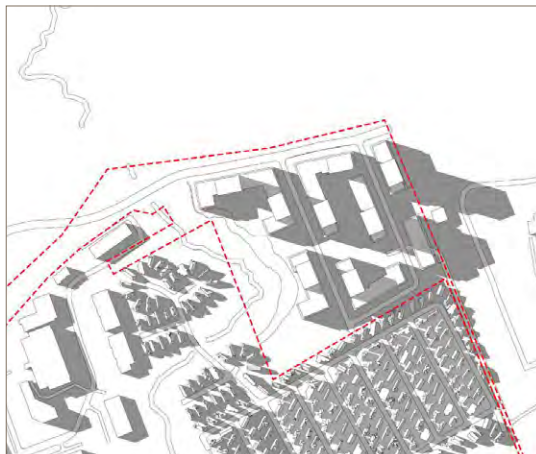
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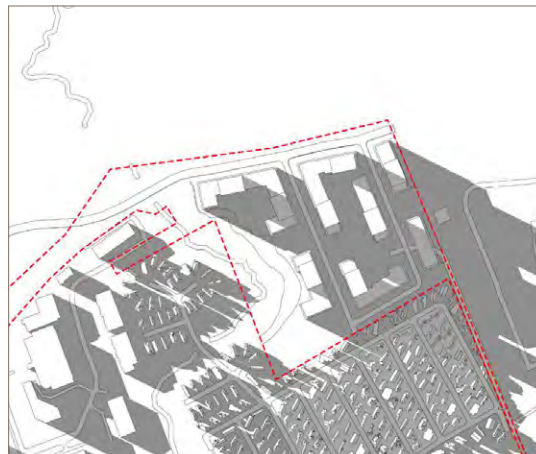
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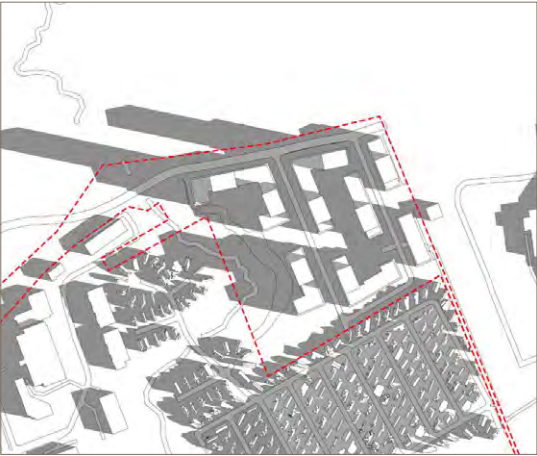


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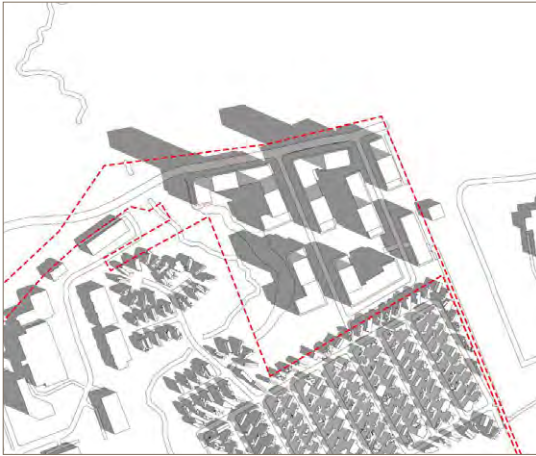
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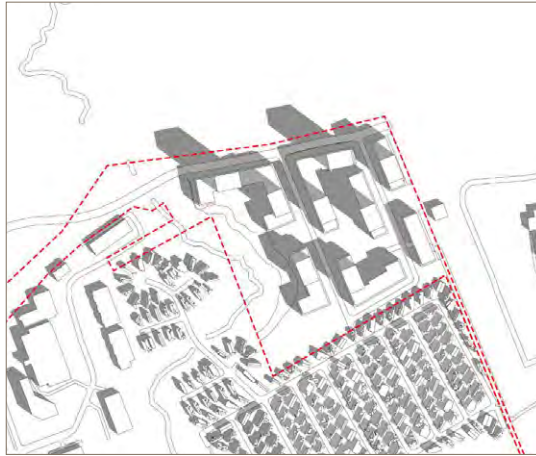
# Shadow Study - September/March 21



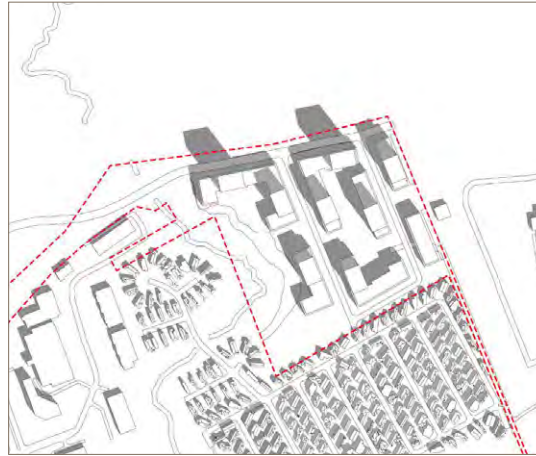
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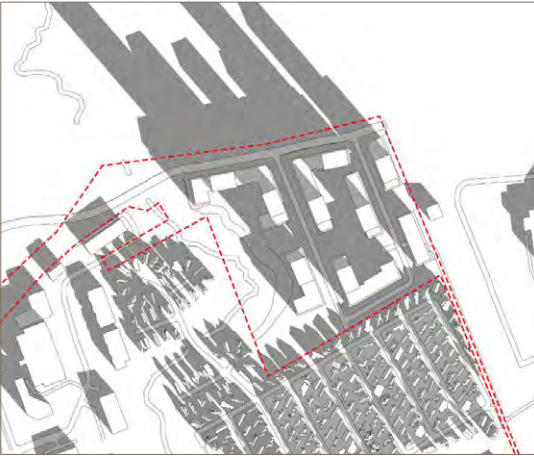
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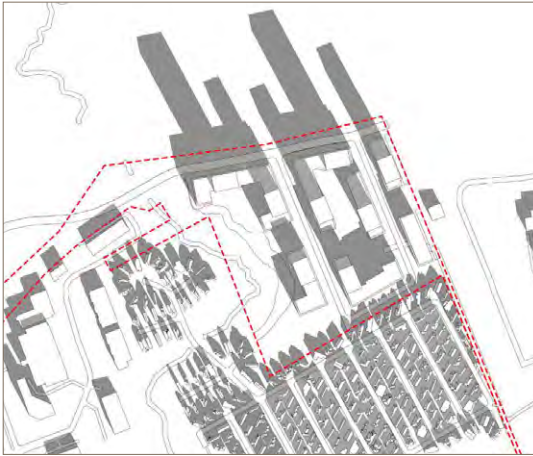
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SEPTEMBER 21 (DST)

# Shadow Study - December 21



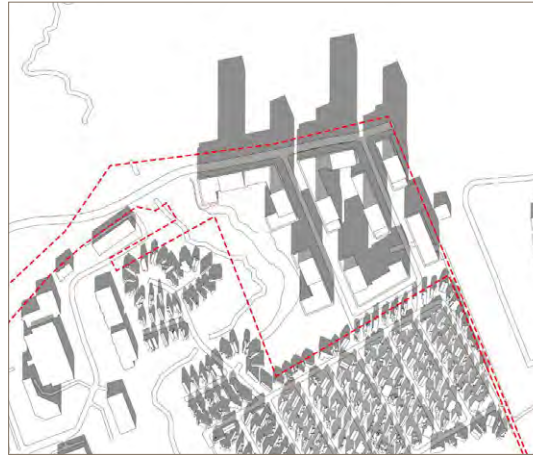
9:00 AM



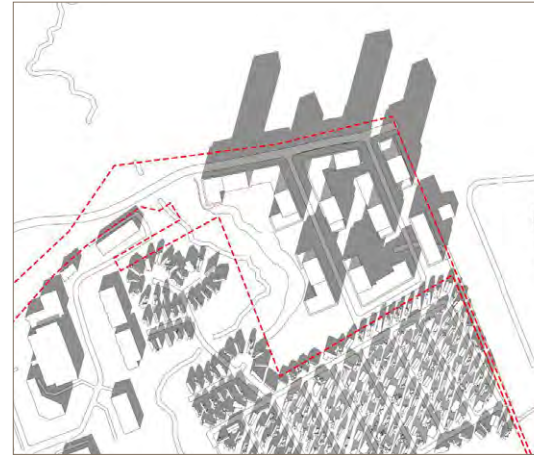
10:00 AM



11:00 AM



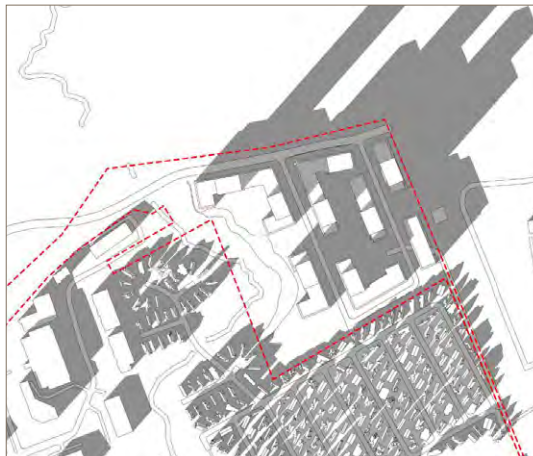
12:00 PM



1:00 PM



2:00 PM

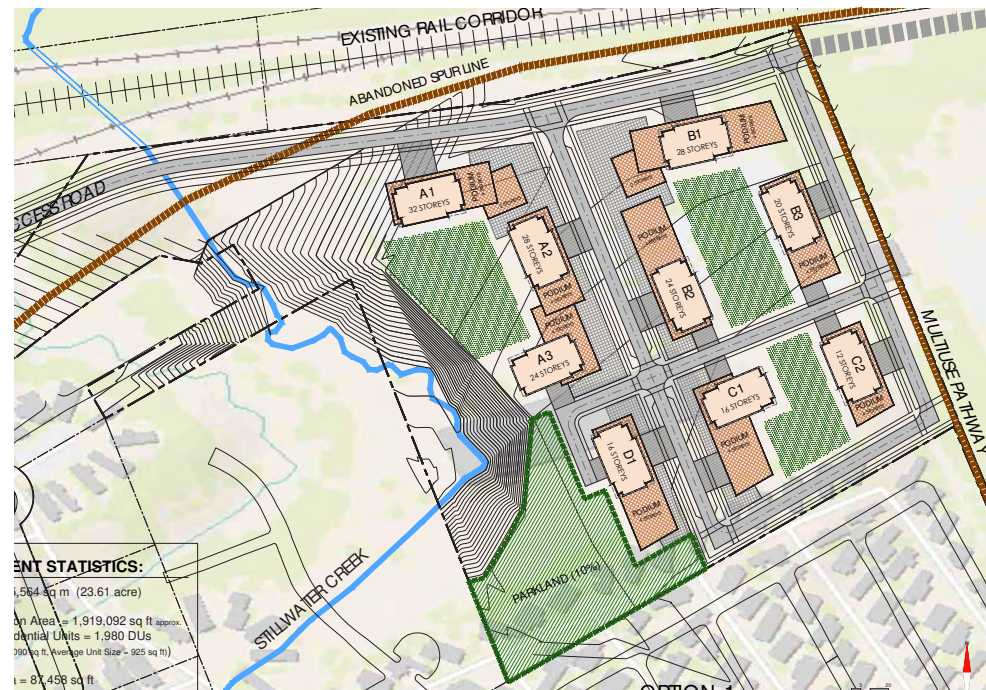


3:00 PM

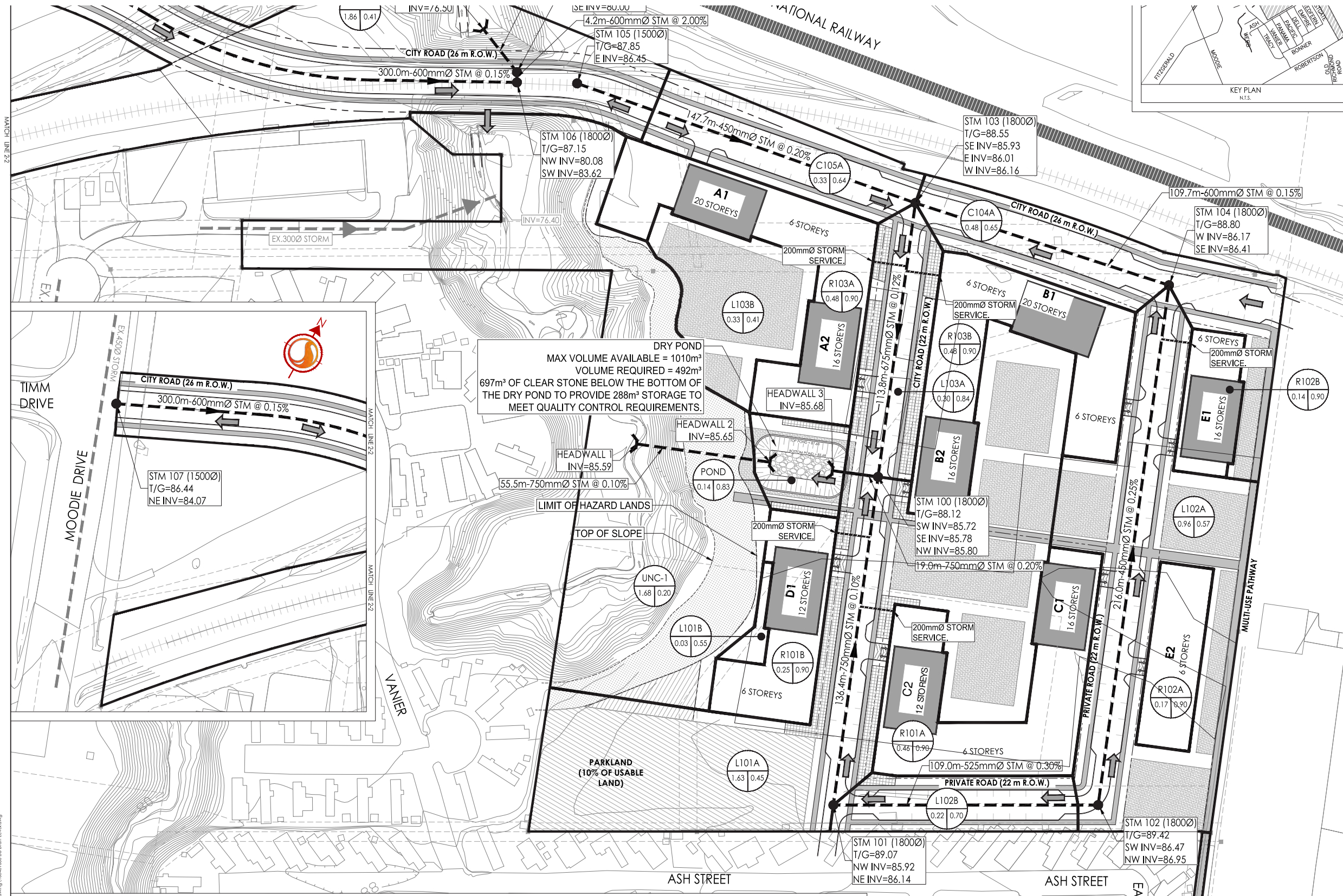
DECEMBER 21

# Alternative Massing Studies

In preparing the Stillwater Station Master Plan, several site layouts and massing options were explored. Through additional analysis and preliminary feedback from the City (through pre-application consultation meetings) the Master Plan has been refined and improved.

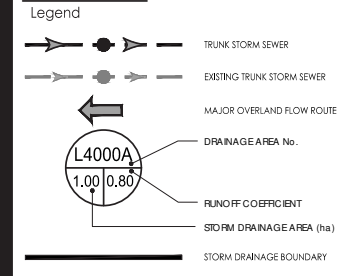


# Conceptual Servicing Plan - Storm



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Notes

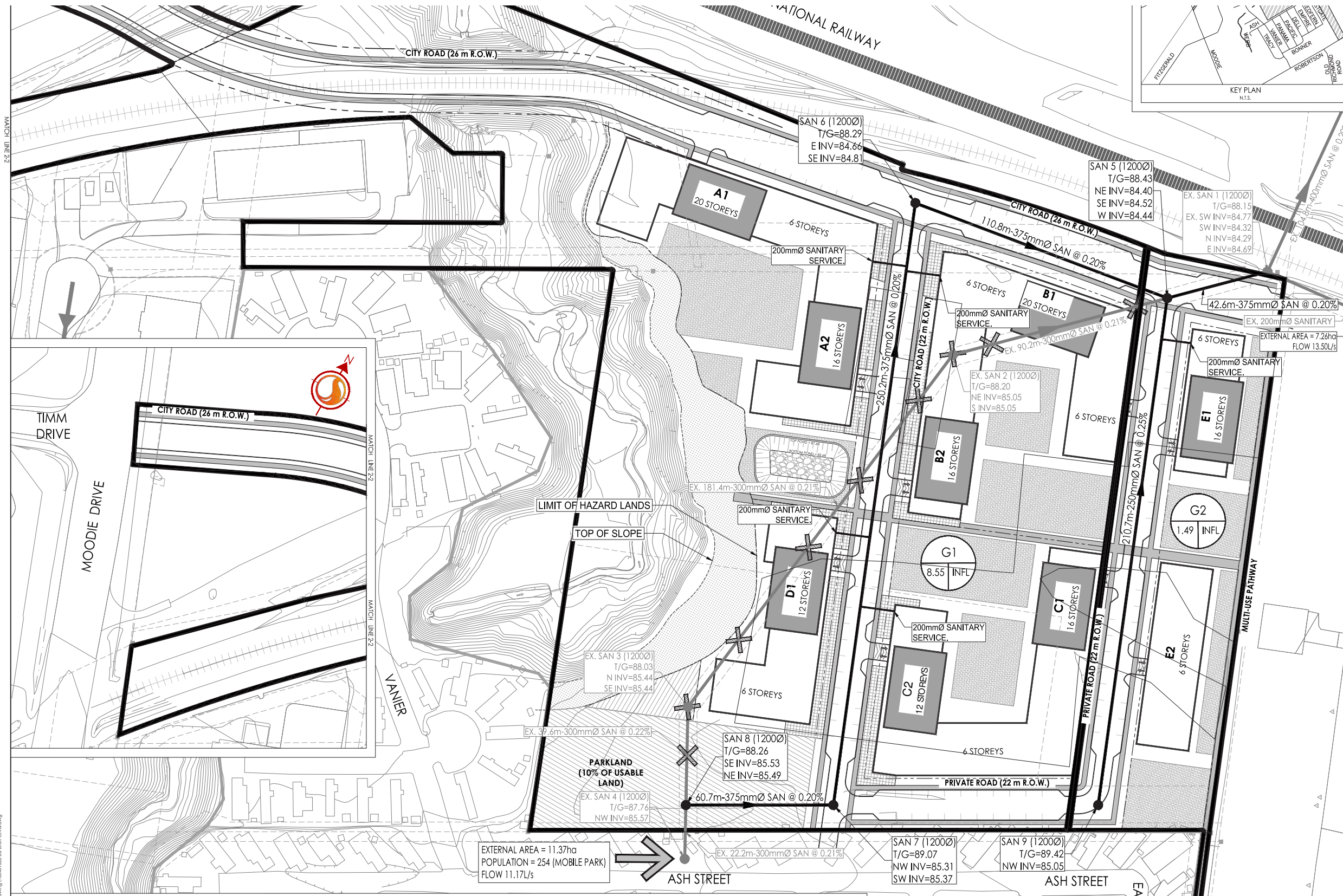
ISSUED FOR COORDINATION	MJS	TR	31.09.22
Revision	By	Appd.	YY.MM.DD
File Name: 160401686 DS Draft Level	MJS	KK	MJS
	Dwn.	Chkd.	Dgn.
			31.09.10
			YY.MM.DD



Client/Project  
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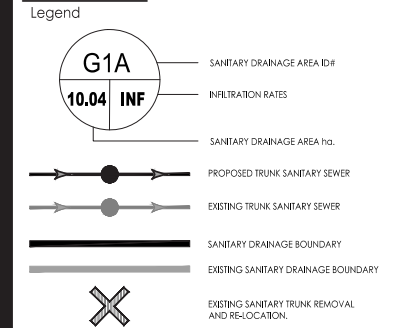
Title  
 STORM SEWER NETWORK AND

# Conceptual Servicing Plan - Sanitary



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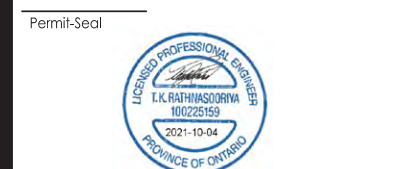


**Notes**

**SANITARY STATS**

BUILDING A1 UNIT COUNT AND COMMERCIAL AREA	274 - UNITS @ 1.8PPU = 493 PEOPLE COMMERCIAL AREA = 330m <sup>2</sup>
BUILDING A2 UNIT COUNT AND COMMERCIAL AREA	233 - UNITS @ 1.8PPU = 419 PEOPLE COMMERCIAL AREA = 680m <sup>2</sup>
BUILDING B1 UNIT COUNT AND COMMERCIAL AREA	271 - UNITS @ 1.8PPU = 488 PEOPLE COMMERCIAL AREA = 320m <sup>2</sup>
BUILDING B2 UNIT COUNT AND COMMERCIAL AREA	230 - UNITS @ 1.8PPU = 414 PEOPLE COMMERCIAL AREA = 880m <sup>2</sup>
BUILDING C1 UNIT COUNT AND COMMERCIAL AREA	233 - UNITS @ 1.8PPU = 419 PEOPLE COMMERCIAL AREA = 700m <sup>2</sup>
BUILDING C2 UNIT COUNT AND COMMERCIAL AREA	192 - UNITS @ 1.8PPU = 346 PEOPLE COMMERCIAL AREA = 980m <sup>2</sup>
BUILDING D1 UNIT COUNT AND COMMERCIAL AREA	207 - UNITS @ 1.8PPU = 373 PEOPLE COMMERCIAL AREA = 980m <sup>2</sup>
BUILDING E1 UNIT COUNT AND COMMERCIAL AREA	173 - UNITS @ 1.8PPU = 311 PEOPLE
BUILDING E2 UNIT COUNT AND COMMERCIAL AREA	112 - UNITS @ 1.8PPU = 202 PEOPLE
TOTAL POPULATION = 3465	
TOTAL COMMERCIAL SPACE = 3870m <sup>2</sup> (0.387ha) @ 28,000 L/ha/day	

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SANITARY SEWER NETWORK AND

# Conceptual Servicing Plan - Water



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Legend

--- (thick dashed)	305mm Ø WATERMAIN
--- (medium dashed)	203mm Ø WATERMAIN
--- (thin dashed)	152mm Ø WATERMAIN
--- (dotted)	EX. 1220mm Ø WATERMAIN
--- (dash-dot)	EX. 1047mm Ø WATERMAIN
--- (long-dash)	EX. 305mm Ø WATERMAIN
--- (short-dash)	EX. 203mm Ø WATERMAIN
--- (dash-dot-dot)	EX. 152mm Ø WATERMAIN

Notes

ISSUED FOR COORDINATION	MJS	TR	31.09.22
Revision	By	Appd.	YY.MM.DD
File Name: 160401486 D8 Draft Level	MJS	KK	MJS
	Dwn.	Chkd.	Dgn.
			31.09.10
			YY.MM.DD



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Title  
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