



Stillwater Station | Master Plan

October 2021



Prepared for The Properties Group

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October, 2021

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1.0 Introduction

The Stillwater Station Master Plan establishes a comprehensive vision for the Stillwater Station district, a 21 hectare site located in Bells Corners, in the west end of the City of Ottawa. The Master Plan envisions the intensification of the lands with a compact, mixed-use community that is well connected to existing services and amenities, and supports the existing Bells Corners community.



1.1 Project Overview

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. Included within this report is a discussion of the design principles that have informed the Master Plan and a description of the various components that will make up Stillwater Station.

This Master Plan report also includes the required components of a Planning Rationale and Urban Design Brief in support of the development applications.

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.

The Master Plan and supporting Secondary Plan will:

- / Implement the strategic directions of the Official Plan including:

- / Promoting a mix of uses and opportunities for intensification and growth;
 - / Directing mid and high-rise development to appropriate locations;
 - / Encouraging quality design and architecture;
 - / Opportunities to improve connectivity by roads, pedestrian and cycling facilities to the broader community and services; and
 - / Improving the public realm through good urban design.
- / Increase the mix of residential housing types within the Bells Corners community;
- / Identifying stable areas and those that can accommodate growth and intensification based on proximity to transit infrastructure and compatibility with the current planned character of the area;
 - / Provide a plan and strategy to support walking, cycling and increased use of transit;
 - / Support existing public service facilities and amenities (e.g. retail, parks, etc.) and identify new ones to be provided; and,
 - / Establish a policy and regulatory criteria that will create a comprehensive framework to manage future development in the study area.

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.

1.2 Stillwater Station

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.

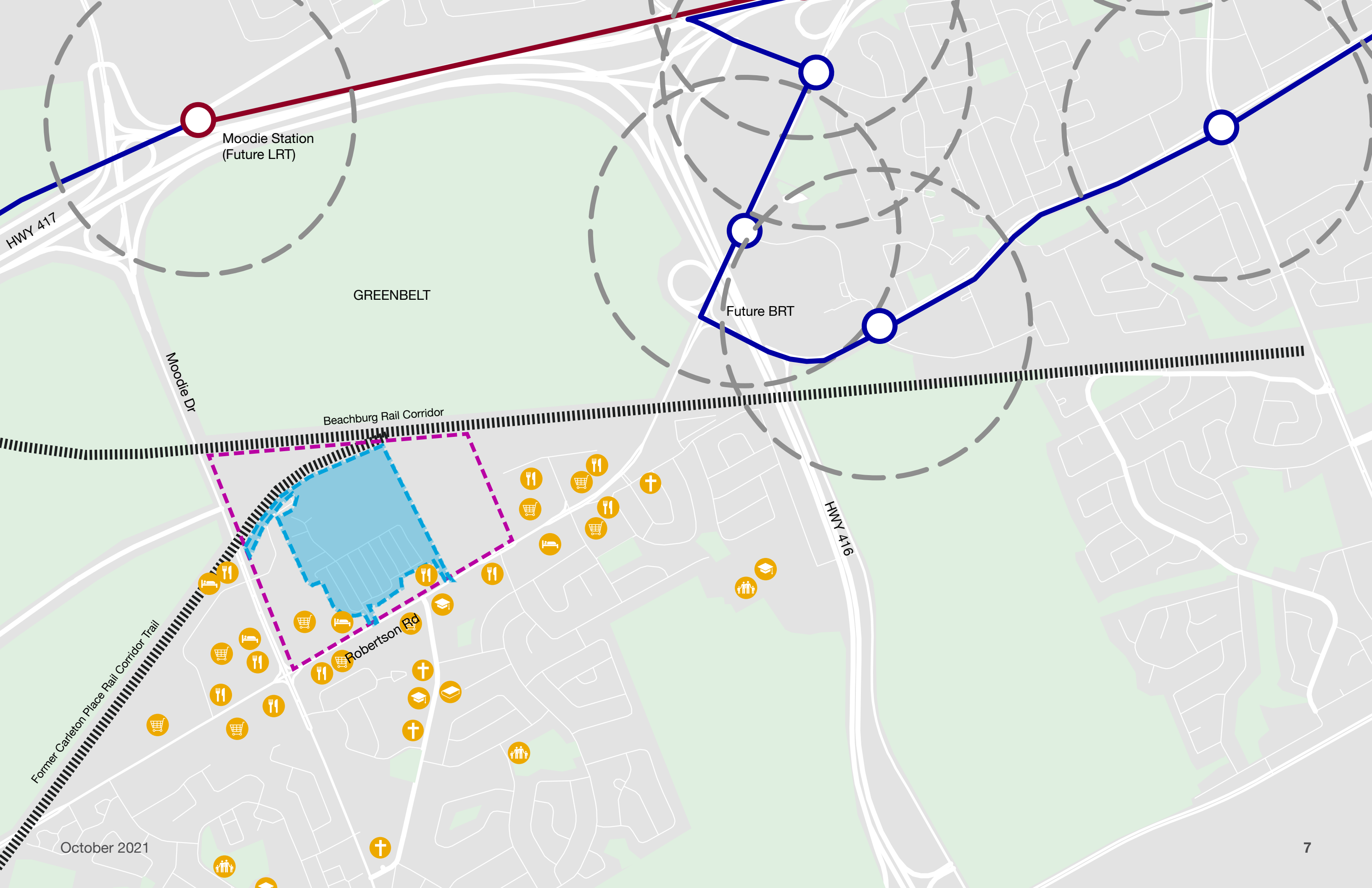
Both parcels are contemplated within the Stillwater Station Master Plan as required by the Official Plan, though the intensification and development is envisioned entirely within the former industrial lands. The Master Plan contemplates road connections and pathway connections between the two parcels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

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.

Bells Corners is a vibrant community with a mix of residential, retail, employment, and institutional uses. The primary east-west corridor is Robertson Road which connects with Richmond Road in the east and Hazeldean Road in the west. The Robertson mainstreet corridor is characterized by a range of retail and office uses, generally with large surface parking lots and buildings set well-back from the street. South of Robertson are the two primary residential neighbourhoods of Bells Corners including Lynwood Village and Westcliffe Estates. These residential areas are generally low-rise with a range of dwelling types including townhouses, detached and semi-detached. Some low- and mid-rise apartments and retirement homes also exist within these communities.

North of Robertson Road has historically been characterized, with the exception of Bellwood Estates, as an employment area with a mix of retail uses fronting Robertson Road and Moodie Drive, and office and commercial uses occupying the balance of the lands.

Stillwater Station is located at the heart of Bells Corners and provides an opportunity to intensify the community with a mix of uses in a compact and transit-supportive form to support existing services and amenities within Bells Corners.



Moodie Station
(Future LRT)

GREENBELT

Future BRT

Beachburg Rail Corridor

Moodie Dr

HWY 416

Former Carleton Place Rail Corridor Trail

Robertson Rd

2.0 Study Area Analysis

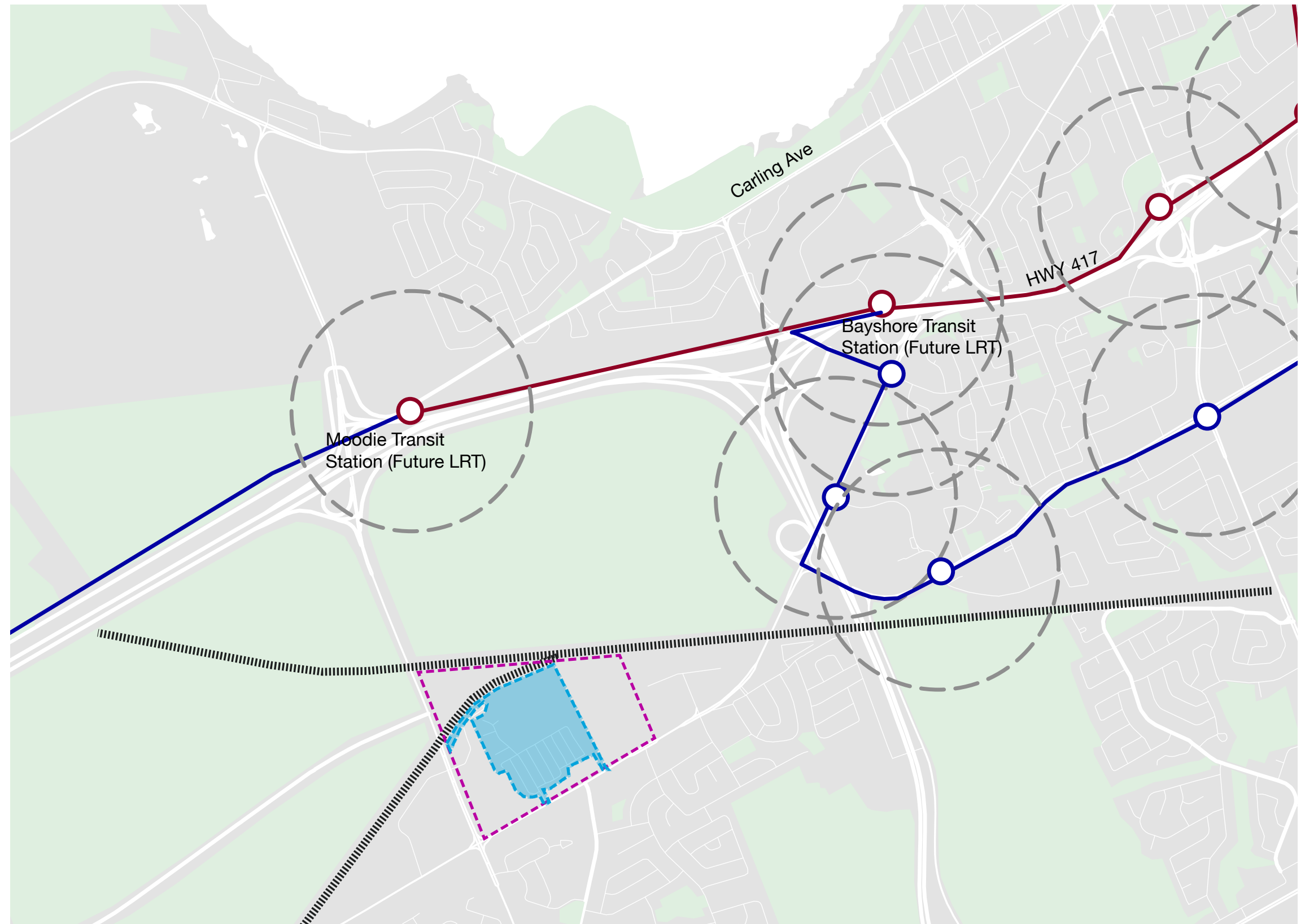
Stillwater Station is located in the heart of Bells Corners and represents an important opportunity for investment and intensification within the community that will support the existing retail and services while also increasing the available housing types within the community. Stillwater Station is generally accessible from Robertson Road today, which serves not only as a major east-west arterial roadway but also as a transit priority corridor within the City's rapid transit network. The introduction of additional residential uses north of Robertson Road will support the mainstreet corridor and improve access for pedestrians and cyclists through the community.



2.1 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 and will continue west from Moodie Station in the future.



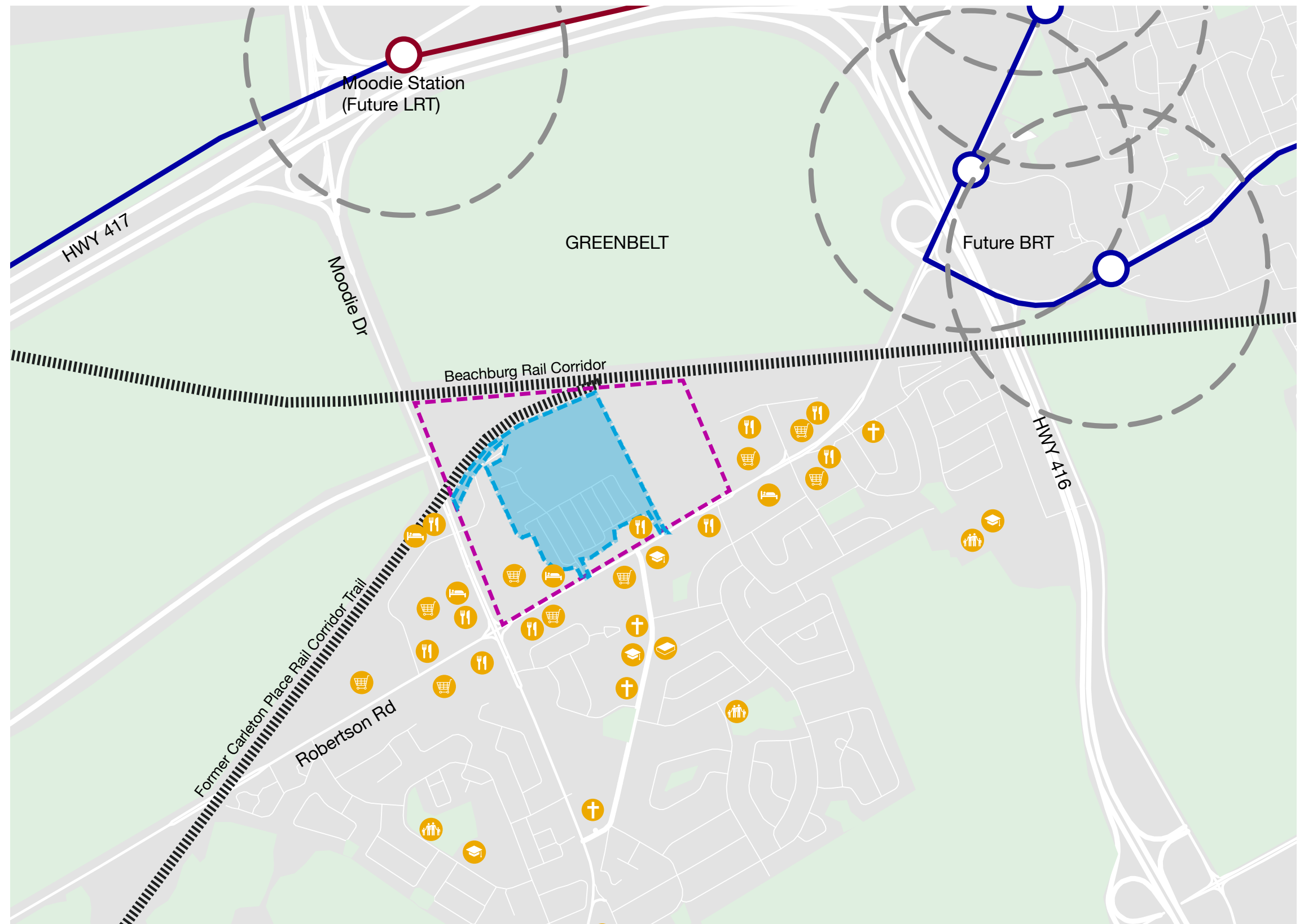
-  Study Area
-  Influence Area









2.2 Local Context

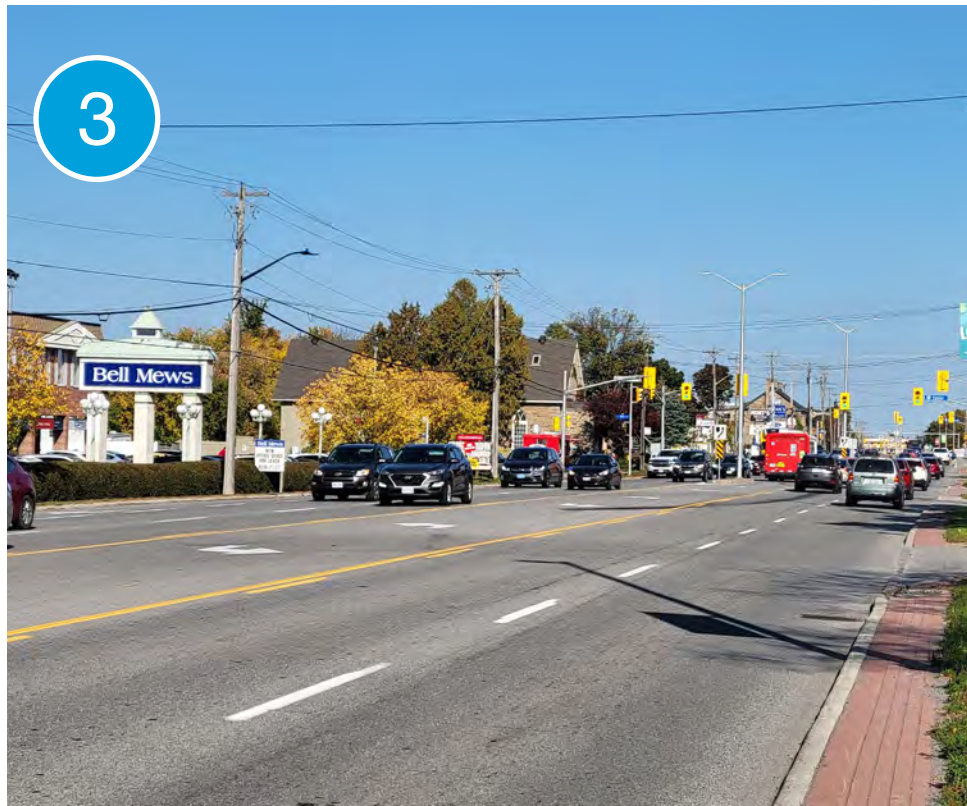
The subject lands are located in the Bells Corners neighbourhood in the west end of the City of Ottawa. The site abuts the City of Ottawa's Greenbelt and is situated south of the Beachburg Rail Corridor and former Carleton Place Rail Corridor.

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



2.3 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.

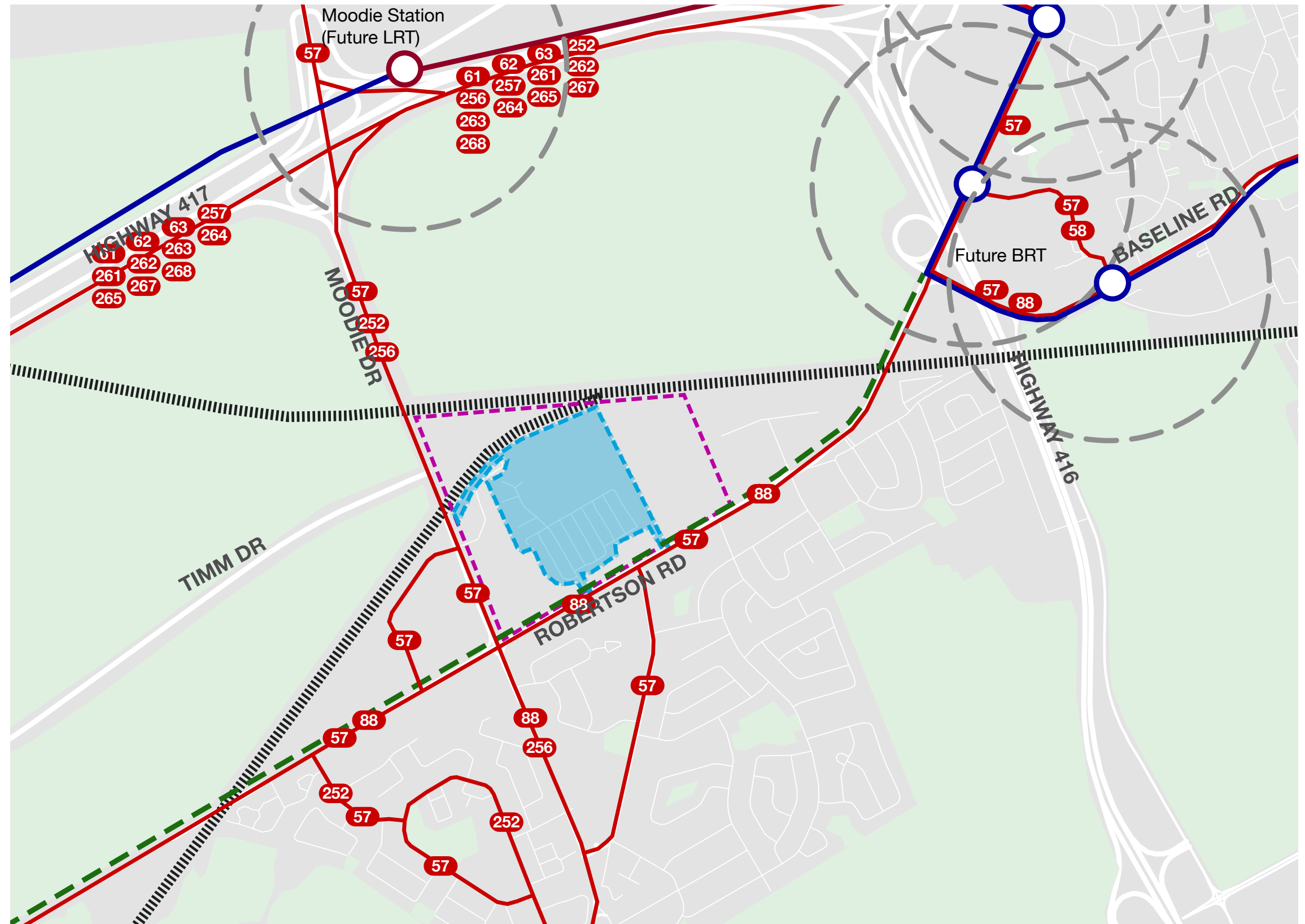










2.4 Transit Network

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.

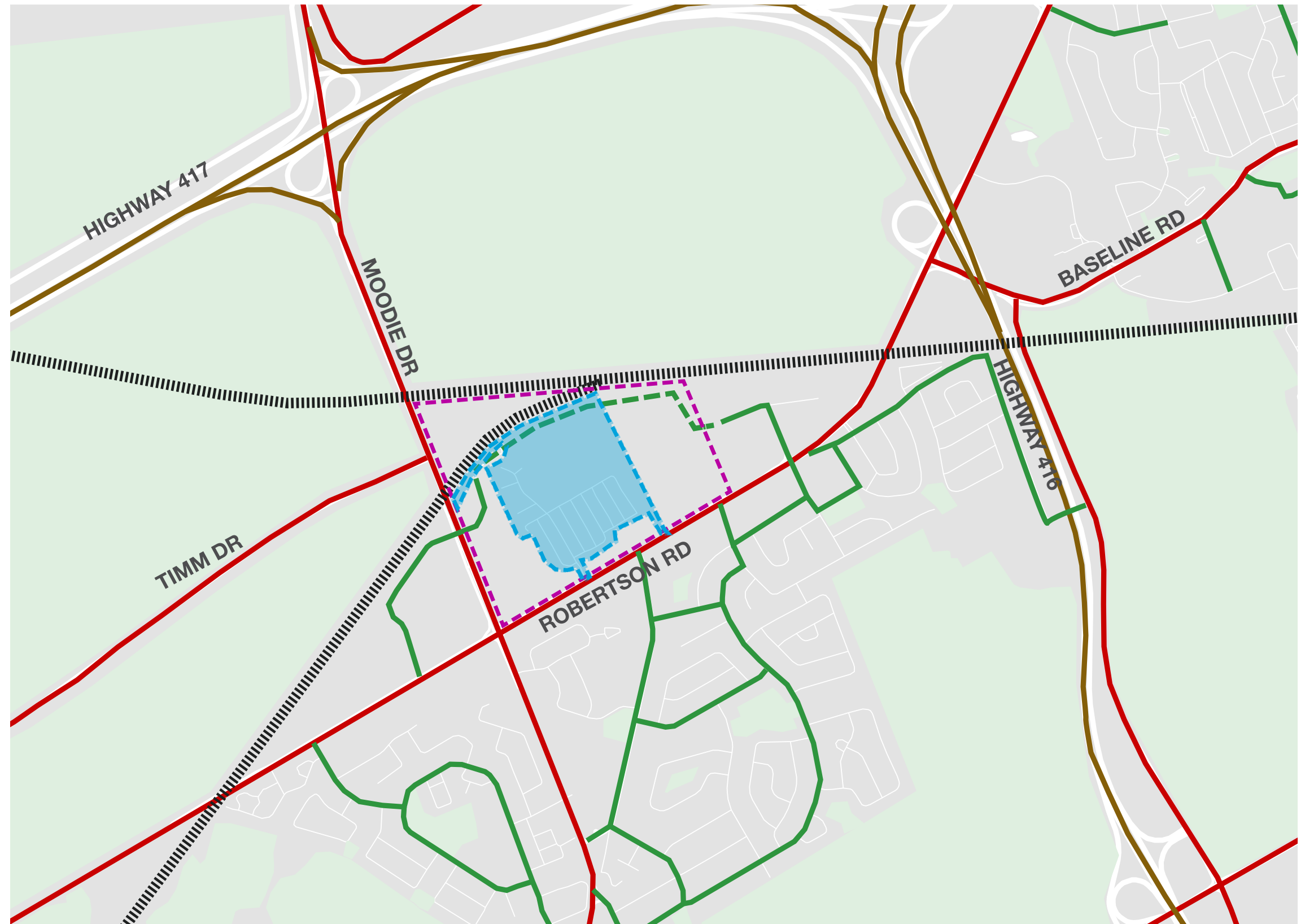








-  Study Area
-  Influence Area
-  Bus Route
-  Light Rail Transit
-  Bus Rapid Transit
-  Transit Priority Corridor
-  600m Transit Radius
-  Rail Corridor

2.5 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.

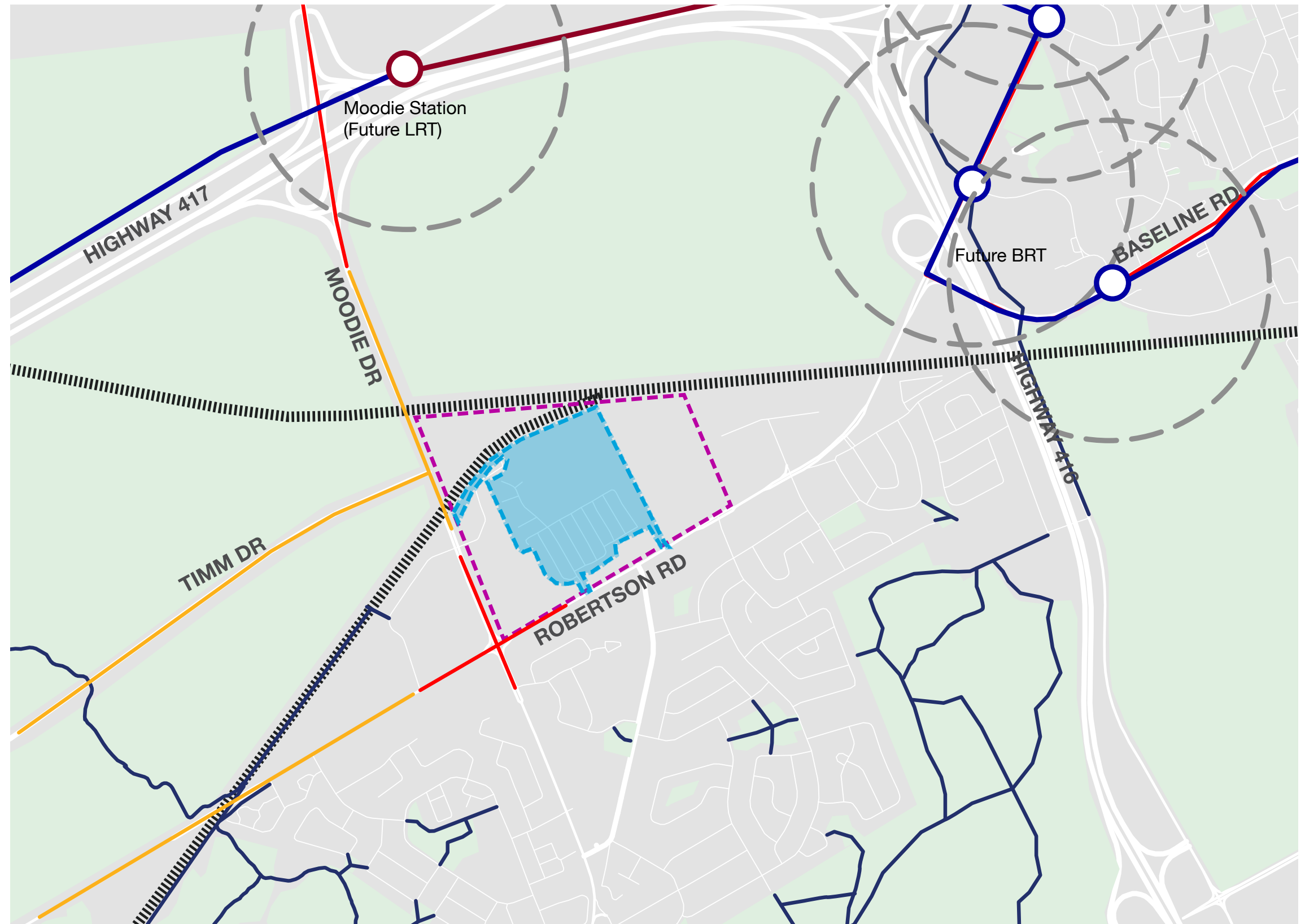
Stafford Road and Menten Place are existing collector roads that end at the limits of the influence area. The City of Ottawa Transportation Master Plan envisions a future connection between these segments through the Influence Area and subject lands that will complete the street network.



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

2.6 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.



2.7 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.



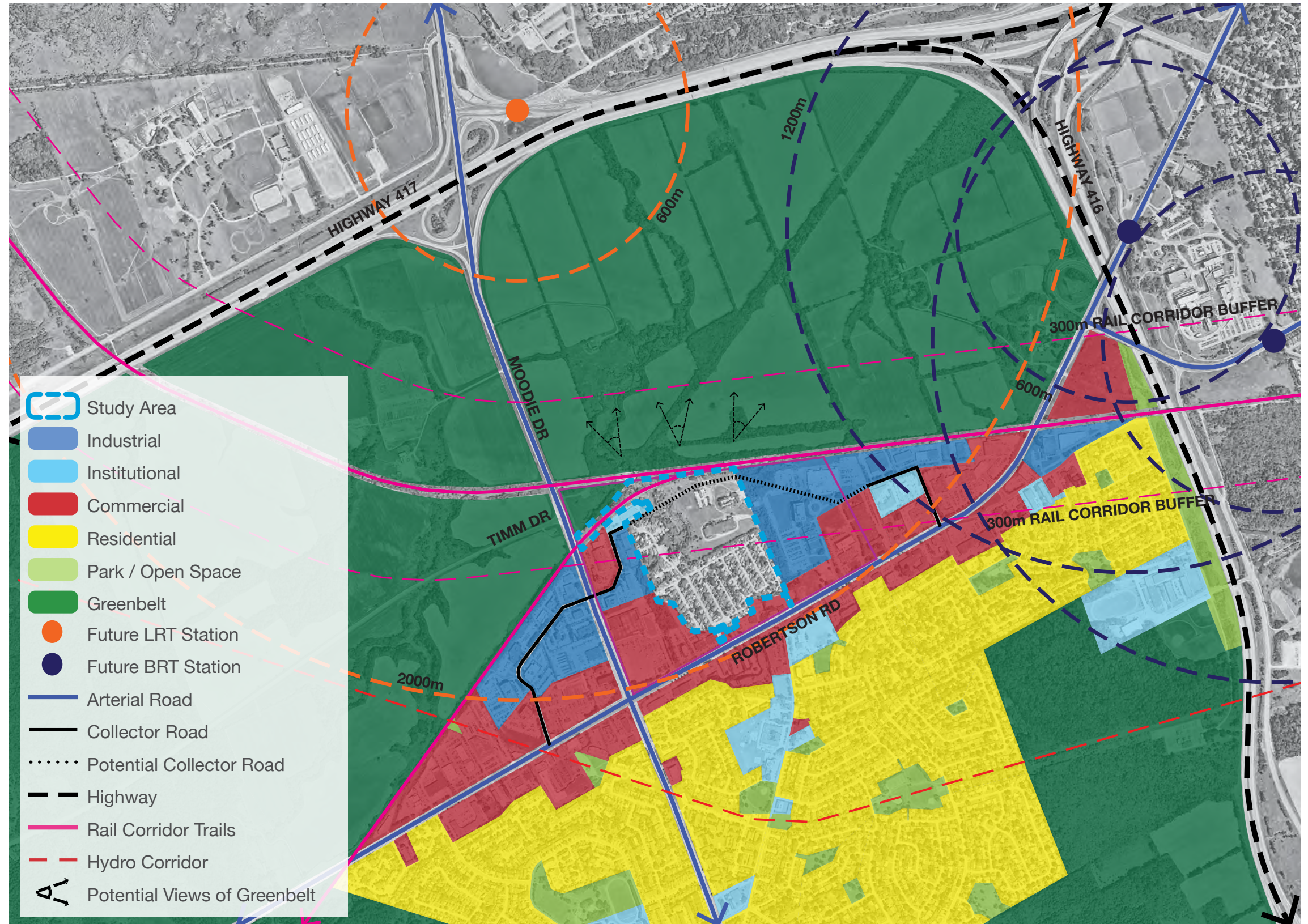
2.8 Opportunities and Constraints

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.





Home Depot

ELLY'S

SHOP Local
BELLS CORNERS

WATER

MORT

OPEN

3.0 The Master Plan

The Stillwater Station Master Plan illustrates the long-term vision for the Stillwater Station lands, supported by a series of guiding principles which will provide the foundation for the for Stillwater Station Secondary Plan. The Master Plan promotes the creation of a mixed-use community and node within the existing Bells Corners community with residential and retail uses, and a connected network of streets, pathways, parks and open spaces with opportunities for future connections to the surrounding lands. Transit-supportive densities have been carefully distributed, and built form considered, to ensure an appropriate transition to and from low-rise areas.

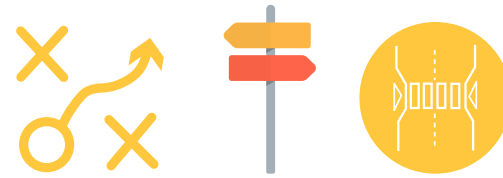
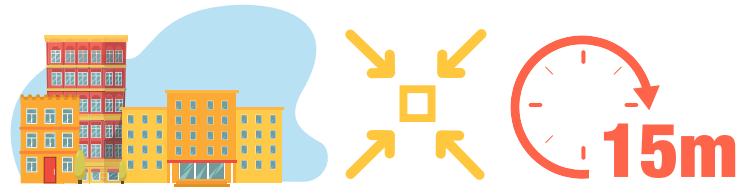




3.1 Vision

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.

3.2 Guiding Principles



Intensification

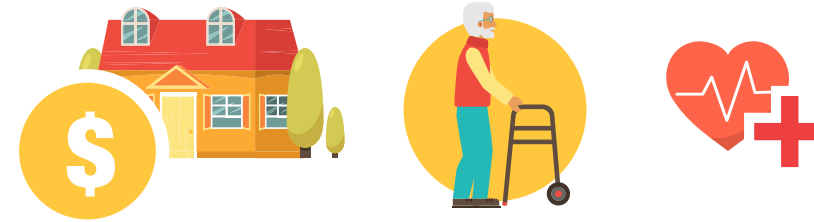
- / Intensification in previously build up areas providing greater residential densities in addition to public open spaces and services will help transform Bells Corners into a 15-minute neighbourhood.
- / Create new and diverse housing products in previously developed lands within existing communities;
- / 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.

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;

3.3 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.



Complete Community - Sustainability

- / 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.

Housing Options & 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.

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.

3.4 Demonstration Plan

The Demonstration Plan illustrates the overall intent for development in Stillwater Station, and represents one possible development scenario that supports the guiding principles of the development.

The Demonstration Plan intentionally does not anticipate any change to the Bellwood lands. The lands provide a stable, low-rise form of housing that is an important part of the community's success. The focus of the Demonstration Plan is therefore on the lands owned by Stillwater Station and the intent of these lands is illustrated in greater detail in further sections of this report.

The new buildings shown within the Demonstration Plan are street-oriented and wrap property corners, defining the street edges and demarcating the pedestrian realm. Privately-owned public spaces between the buildings provide connectivity through the site and between the various blocks.

Two public streets are proposed through the Demonstration Plan. The first is the primary access to the site from Moodie Drive and Timm Drive. This new access road is proposed through existing National Capital Commission (NCC) lands. Stillwater Station has reached an agreement in principle with the City and the NCC on a land exchange for this new public roadway. This road is envisioned in the Transportation Master Plan and provides a future connection to the east, ultimately envisioned to connect with Stafford Road.

The second public road is the westerly, north-south road which provides the ability for a future connection to the south through the Bellwood Estates lands. This public roadway features on-street parking and a wide sidewalk and is envisioned to be activated along the building edges with retail uses and outdoor commercial patios.

The other street would be a private street to provide flexibility for the use of the underground but is intended to function as a public street at-grade.

On-street parking is denoted on all streets within the plan. These spaces are intended to provide ample space for short-term visitors

to the residential and retail users, as well as drop-offs from various services (ride-share services, food delivery, package delivery, etc.). The majority of parking for each of the blocks is envisioned underground.

A public park block is proposed in the southwest corner of the site, adjacent to the Stillwater Creek corridor. This 5,100 square metres (1.26 acre) park block would be dedicated as public parkland and owned by the City. The park block has been located to provide convenience to the entirety of the study area and to provide the potential for future expansion, if ever contemplated.

A multi-use pathway provides an important connection to the Robertson Road retail corridor that will serve pedestrians and cyclists and provide a direct connection to the rest of the community.



Number of Storeys Proposed

3.5 Land Use

The Land Use Plan simplifies the demonstration plan and illustrates the major land uses within the Study Area and Influence Area, as well as the location of streets and parks.

The proposed development will be predominantly residential while featuring retail and restaurant uses along the ground floor abutting the north-south street. The retail uses are intended to be community-serving, to support the new developments and future residential development on the north side of Robertson Road.

A new 5,100 square metres (1.26 acres) public park is proposed on the southwest corner of the Stillwater Station Ltd. lands which is intended to be a City-owned park. This public park space is connected throughout the proposed new development through privately-owned public spaces that connect between the buildings. A multi-use pathway provides access to Robertson Road. Future connections are anticipated into the Bellwood Estates lands, intended to occur over time.

The land use plan also demonstrates the policy designation of other lands within the Influence Area which include primarily Arterial Mainstreet lands. These lands are intended to redevelop over time with a mix of uses in a variety of built-forms.



- Residential
- Mixed-Use
- Arterial Mainstreet
- Parkland

Eastgate Avenue

Redfern Avenue

Empire Avenue

Dell Avenue

Pacific Avenue

Panama Avenue

Vanier Road

Tracy Avenue

Vanier Road

Menten Place

Moodie Drive

Old Richmond Road

Robertson Road

Fitzgerald Road

Tim Drive

3.6 Stillwater Station Ltd. Concept

Concept Plan

As noted throughout this report, the focus of development within the Stillwater Station Master Plan lands will be on the lands owned by Stillwater Station Ltd., located in the north end of the study area.

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.



Plot Plan

The Plot plan demonstrates the intended separation of the site into development blocks for future development. A total of five (5) blocks are anticipated for development, in addition to the proposed streets, parkland, and watercourse setbacks.



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 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.

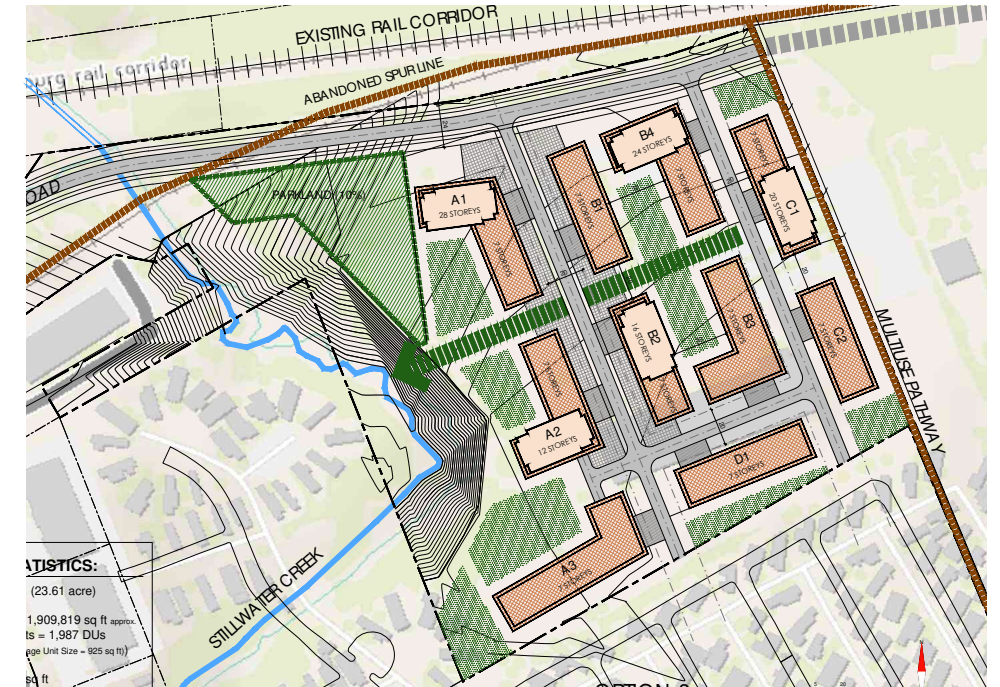
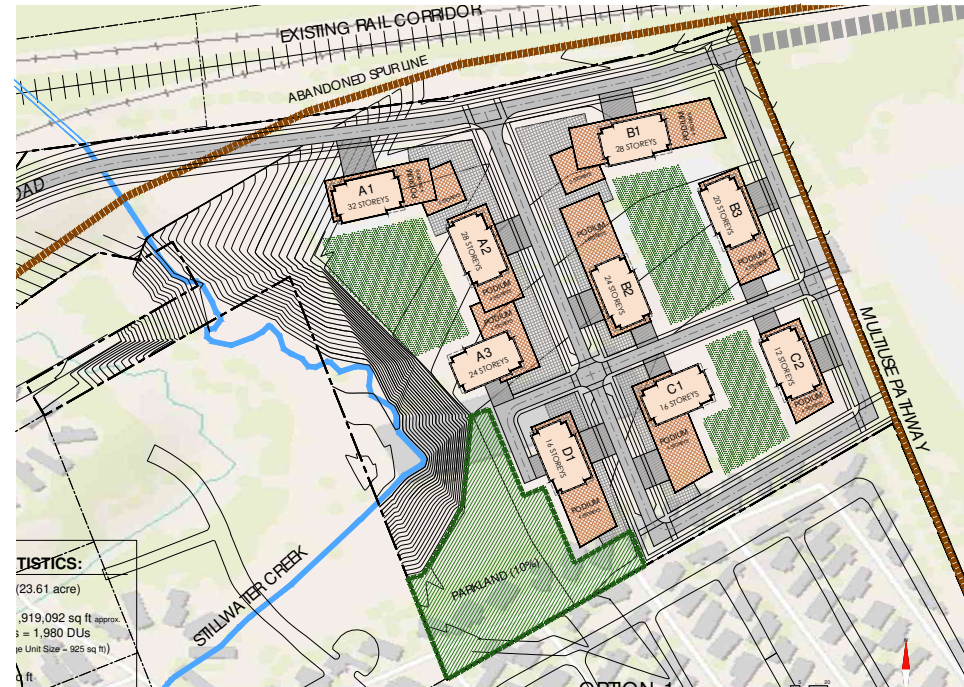
The balance of the roads are proposed as with a 22 metre right-of-way and would provide connectivity between the two (2) public streets. These streets would also feature on-street parking and sidewalks on both sides.

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



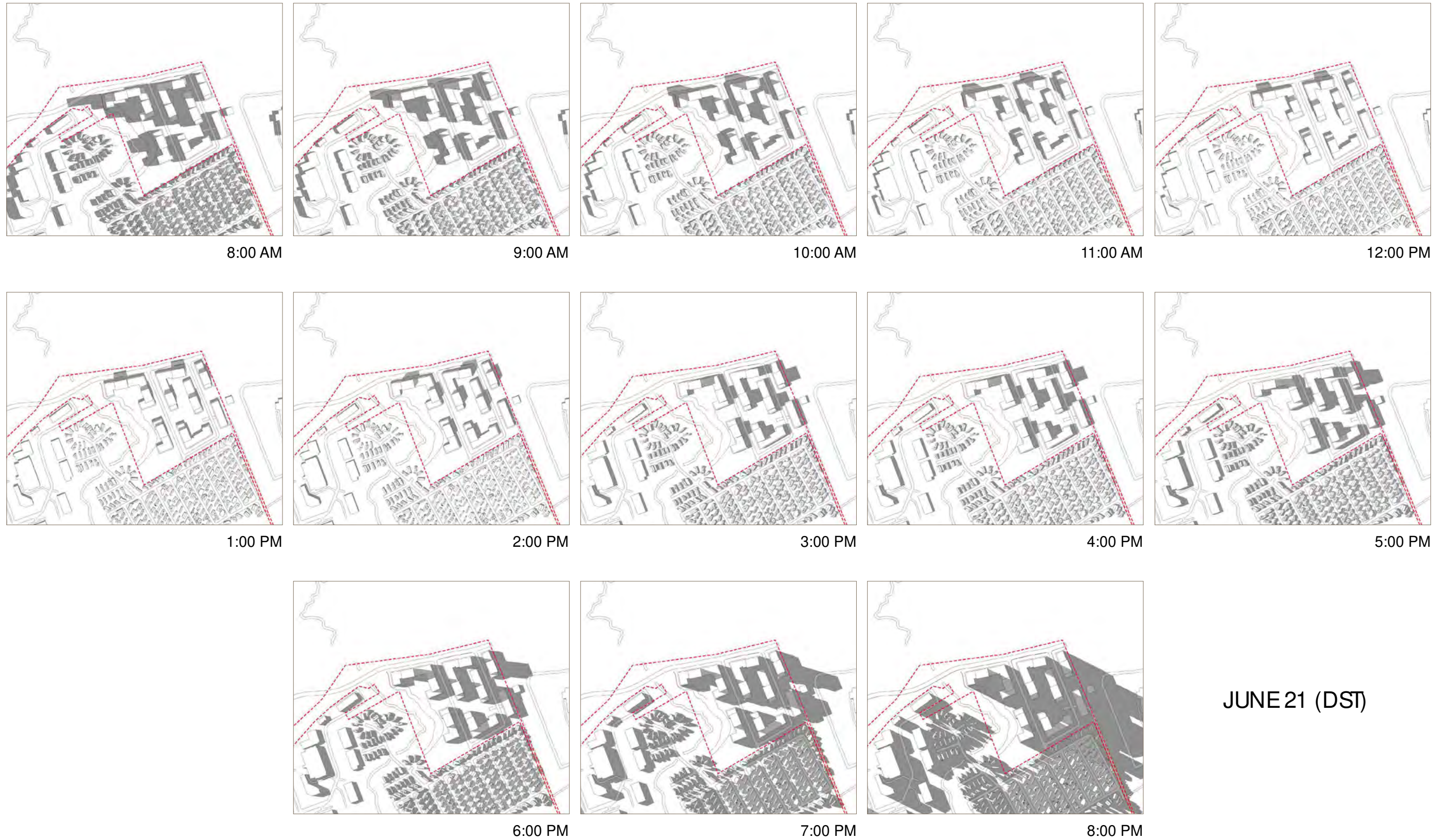
3.7 Alternative Massing Studies

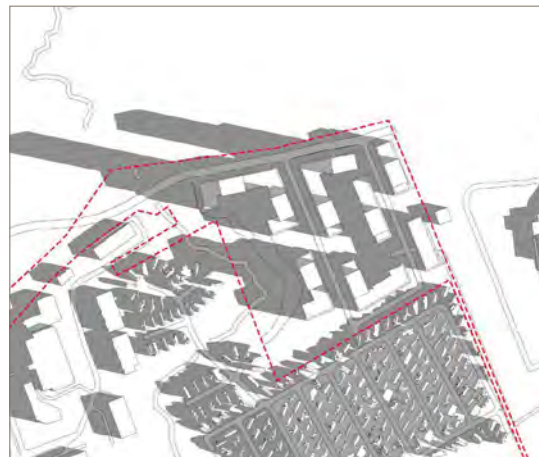
In preparing the Stillwater Station Master Plan, several site layouts and massing options were explored. Through additional analysis and preliminary feedback from the City (through pre-application consultation meetings) the Master Plan has been refined and improved.





3.8 Shadow Study

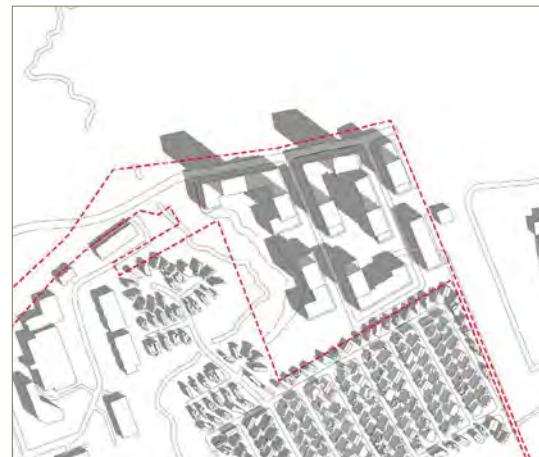




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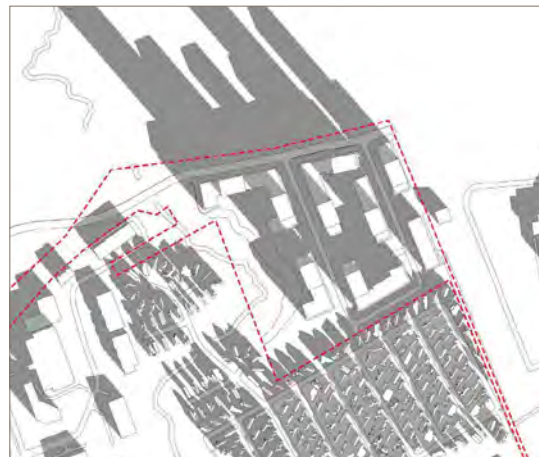


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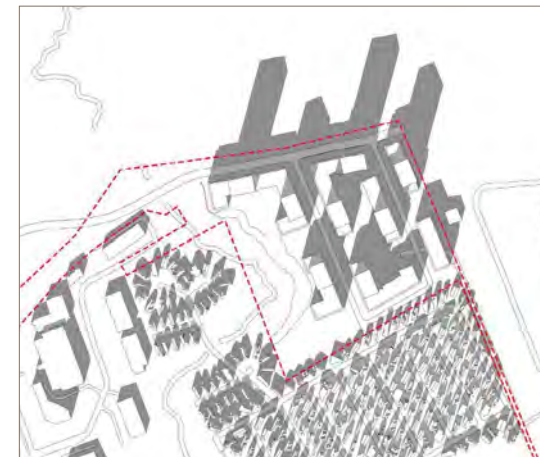
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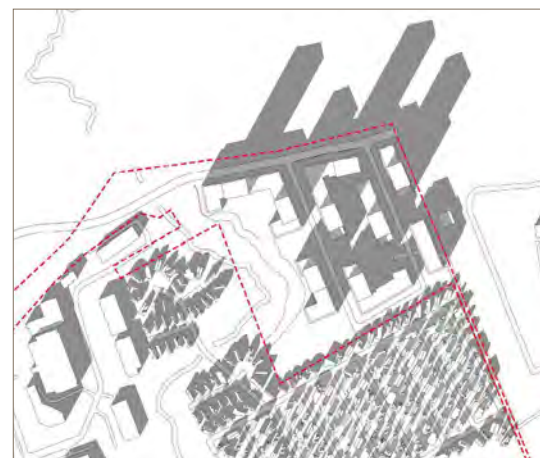
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4.0 Policy and Regulatory Framework

The following section represents the required Planning Rationale for the introduction of the Stillwater Station Master Plan and the proposed development on the Stillwater Station lands. The Stillwater Station Secondary Plan area can achieve many of the City's objectives for intensification within the existing built up area in a compatible and sensitive way. The proposed development will make a positive contribution to the existing Bells Corners community, supporting existing retail and employment uses through new residents, providing additional housing types and tenures, and supporting Moodie Light Rail Transit station.

The proposed Stillwater Station Master Plan will advance several of the objectives of the applicable policy and regulatory framework including intensification within the built-up area with a mix of uses and at transit-supportive densities, encouraging active transportation, intensifying lands in proximity to existing services and amenities, and promoting a compatible form of intensification. The Stillwater Station Master Plan will be implemented through amendments to the City of Ottawa's Official Plan (to create a new Secondary Plan) and Zoning By-law to ensure that the proposed development will make a positive contribution to the area.

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

Section 1.1, Managing Land Use, promotes efficient development and land use patterns and the accommodation of an appropriate mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.4.3 requires that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by permitting and facilitating all housing types to meet the needs of future residents, and all types of residential intensification per policy 1.1.3.3.

New housing should be directed to areas where infrastructure and public service facilities exist to support it, and should be at densities that efficiently use land, resources, infrastructure, and public service facilities, and support active transportation and transit.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposal contemplates a compact, mixed-use development that will intensify an under-utilized parcel in proximity to existing services, amenities, and with proximity to a transit priority corridor and direct connections to the City's rapid transit network.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides a vision for the growth of the city and a policy framework to guide its development to the year 2036. All development applications must conform to the policies of the Official Plan. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and

policies direct the creation of 'complete' communities where residents can live, work and play.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create complete communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

The Official Plan seeks to manage growth within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. It is proposed that 90% of the City's growth in population, jobs, and housing is proposed to be accommodated within the urban boundary to best utilize existing facilities and services and ensures that new development can be provided with urban facilities and services in the most efficient manner possible (s. 2.2). The Plan defines intensification as "the development of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
- / Infill development;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and

/ The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed Secondary Plan will recognize existing residential uses on the lands and will support the intensification of a former industrial parcel with residential uses.

Policy 3 identifies target areas for intensification throughout the City, which includes Arterial Mainstreets identified on Schedule B.

Policy 10 of Section 2.2.2 notes that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through the Official Plan or a Secondary Plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights.

The proposed Secondary Planning process is being carried out in accordance with Section 2.5.6 of the Official Plan and seeks to permit building heights and density that achieve the City’s urban design and compatibility objectives while also supporting the rapid transit and transit priority networks.

Policy 11 of Section 2.2.2 states that the distribution of appropriate building heights will be determined by the location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor. While the greatest density and tallest buildings are to be located close to the station or corridor, the distribution of heights must also account for the design and compatibility of the development the surrounding context and planned function.

As noted, the proposed development is located along Robertson Road which is an target area for intensification

(Arterial Mainstreet) and a Transit Priority Corridor. The unique context of the study area is that the Bellwood Estates lands are an established low-rise community while the lands that have the opportunity for redevelopment and intensification are located to the north (which will minimize shadow impacts) and are adjacent to Greenbelt lands to the north. Further, the closest rapid transit station (Moodie) is located north of the site, beyond typical walking distance, but well-served by existing bus routes which provide direct service north along Moodie Drive. This unique context and the ability to provide suitable transition supports the proposed built form on the subject lands.

Policy 17 states that Official Plan Amendments seeking to increase building heights from those established in the land use policies of Section 3 of the Official Plan must demonstrate how the following criteria are being met:

- / the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- / the direction in policy 10 (discussed above) is met;
- / the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
- / an identified community amenity is provided.

The current applications seek to recognize the residential potential for the lands (as has been identified in an existing site-specific policy for the lands) and the current Master Plan for the study area has been completed to comprehensively assess the impacts of the development, and satisfy Section 2.5.6 of the Official Plan. The proposed development will provide community amenities in the form of a new public park, multi-use pathways, and greenspace within the new development.

The Stillwater Station Master Plan lands are designated “Arterial Mainstreet” on Schedule B of the City’s Official Plan. The lands also have an underlying designation of “Urban Employment Area”.

Arterial Mainstreets are characterized by larger lots and buildings, varied setbacks, and lower street-level densities than Traditional Mainstreets. Arterial Mainstreets are also more automobile-oriented, typically built with four (4) or more lanes. Over time, it is anticipated that these streets will evolve into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community. A broad range of uses is permitted on Arterial Mainstreets, including 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 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 from Robertson Road includes the majority of the Bellwood Estates lands and a portion of the Stillwater Station lands.

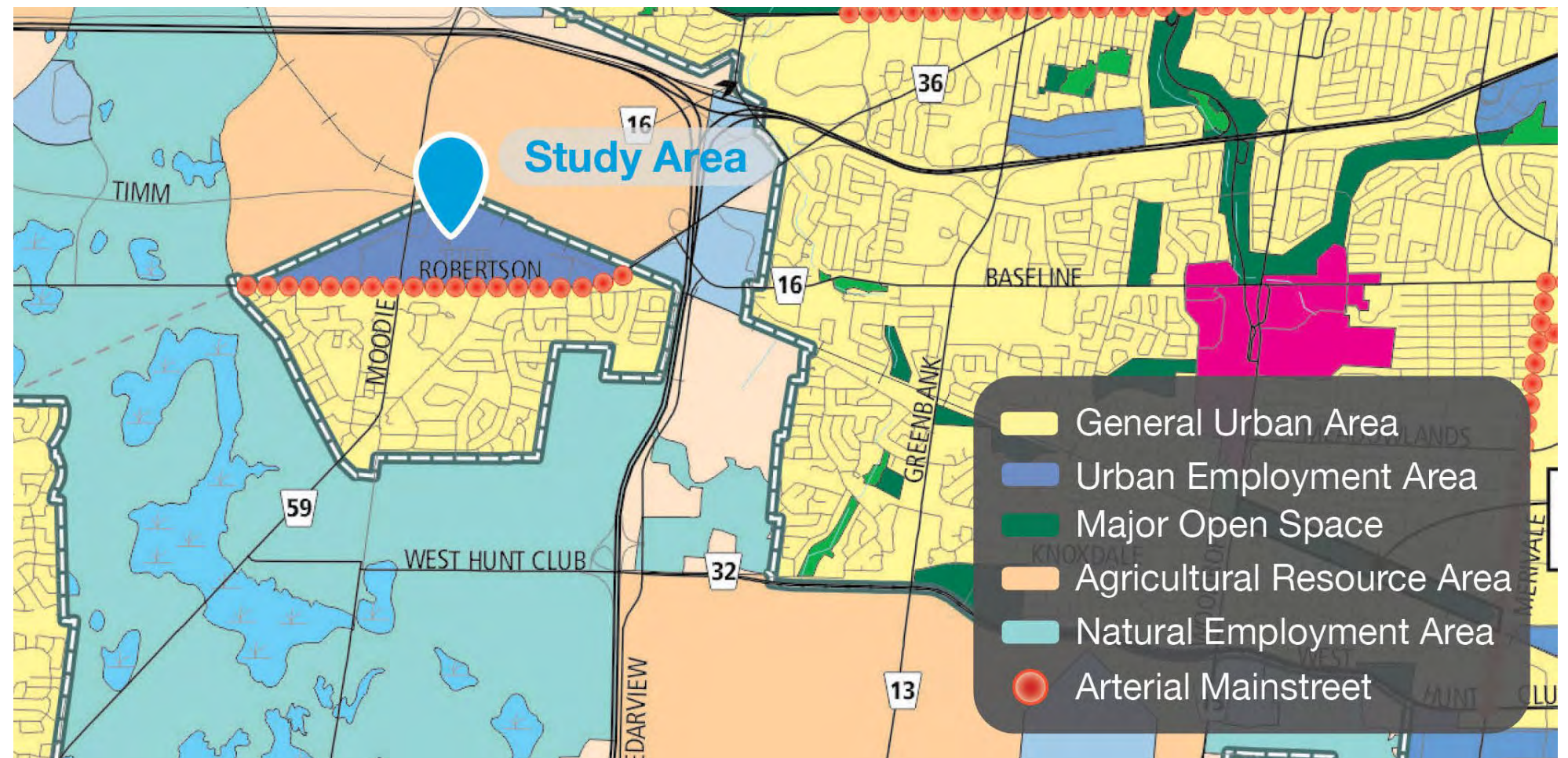
The Urban Employment Area is intended to reflect the highest order of employment concentration in the form of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. This designation does not generally permit residential however a site-specific policy (Policy 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.

This Master Plan will ultimately be implemented as a Secondary Plan for the identified parcels, including the Stillwater Station lands and the Bellwood Estates as required by the site-specific policy and will satisfy all requirements of Section 2.5.6, policy 5 as noted. These include: a plan for how the area will redevelop over time, the identification of stable areas and those that are suitable for intensification, building heights and densities, strategies to support active transportation, assessment of public facilities and services, phasing, etc.



City of Ottawa Official Plan Schedule B: Urban Policy Plan

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The proposed development responds to the design objectives of Section 2.5.1 in the following ways:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed Master Plan will redevelop and intensify lands that are underutilized within the built-up area and in proximity to the transit priority network by defining a development plan which encloses the proposed street edges and establishes a public realm with active uses at-grade and a mix of residential units above.

The proposed Master Plan will establish a distinctive place through a design that introduces consistent street walls as well as improvements to the pedestrian environment and contributes to the intended evolution of the Bells Corners community to incorporate more compact forms of intensification.

The proposed development will also support the existing identity of Bells Corners, bringing new residents who will support existing retail and employment uses.

- / To define quality public and private spaces through development.

The proposed Master Plan will establish and animate a consistent street edge with podium forms that feature an appropriately scaled ground floor and will frame the street edge with a large proportion of glazing at street level, and active entrances to the sidewalks along the street.

The upper floors of the high-rise buildings will integrate a compact tower footprint to ensure an appropriate pedestrian scale along the street.

- / To create places that are safe, accessible and are easy to get to.

The proposed Master Plan has been designed to establish a walkable pedestrian environment and provide a vibrant pedestrian condition throughout the study area. The site benefits from proximity to several existing amenities and employment uses in the Bell Corners community, as well as access to transit and cycling facilities. A new multi-use pathway connection from Robertson Road will provide a safe connection for active transportation to, and through the site.

- / To ensure that new development respects the character of existing areas.

The Master Plan proposes a built form that recognizes the stable Bellwood Estates lands while anticipating intensification on the Stillwater Station lands in a compatible form. The proposed built form for the intensification area respects the character of the existing area and allows sufficient separation of scale from the established low-rise nature of the community.

As the only residential area north of Robertson Road, the Master Plan area will be landscaped to ensure compatibility with the other non-residential uses within the influence area.

- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The Master Plan considers adaptability and diversity by providing a framework to add to the diversity of housing types and tenures available in Bells Corners and supporting the Bells Corners retail corridor.

- / To understand and respect natural processes and features in development design.

The proposed Master Plan accounts for the Stillwater Creek watercourse and recognizes this important natural feature as a . It protects the existing environmental features and accommodates for grading issues to provide appropriate development.

- / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed Master Plan proposes additional residential intensification within a well-serviced, existing community. The proposed development area is underutilized and within the urban boundary.

The proposed Master Plan addresses the Design Objectives through a design that enhances a vacant part of the otherwise well-established Bells Corners community. The proposed development will achieve the City’s objectives for intensification of underutilized properties within the existing built-up area in proximity to a transit priority corridor and will support the range of housing options within Bells Corners, and support the existing retail and employment uses within the community.

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development.

The proposed Master Plan is evaluated against the relevant criteria in the table below.

Policy	Proposed Development
<p>5. New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> / Setbacks, heights, and transition; / Facade and roofline articulation; / Colours and materials; / Architectural elements, including windows, doors, and projections; / Pre- and post-construction grades on site; and / Incorporating elements and details of common characteristics of the area. 	<p>The proposed development of the Master Plan lands will incorporate mid-rise and high-rise development. To achieve compatibility with the surroundings, the proposed towers have been located to the north of the site and away from the low-rise development to the south. Slender tower floorplates are set back appropriately from the street edges.</p> <p>The mid-rise buildings and podiums would offer contribution to the public realm by providing a sense of enclosure, eyes on the street, and visual interest.</p> <p>The tower portions are to be distinct in being recessed from their podium frontages. The key site intersections will be animated by highly transparent spaces and direct pedestrian access onto the street.</p>
<p>6. Orient the principle facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The buildings will be designed with direct pedestrian access and high transparency to the frontages.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>All “back of house” aspects of the proposed buildings will not be visible from the street frontage. Storage areas and parking are to be located below-grade.</p> <p>Building driveway aisles will be designed to provide acceptable sightlines and function subordinately to pedestrian use. They will not cross the primary pedestrian access to the building.</p>
<p>11. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>Shadow studies have been completed for the proposed Master Plan massing as noted above. Further wind and shadow studies will be completed as each block of the development comes forward for Site Plan approval.</p>
<p>12/13. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated. This may be accomplished through:</p> <ul style="list-style-type: none"> / Incremental changes in building height (e.g. angular planes or stepping building profile up or down); / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); / Building setbacks and step-backs. 	<p>The proposed Master Plan incorporates a range of building heights. The Plan accommodates increases in height by separating the tower floorplates away from nearby stable low-rise areas and utilizing setbacks and stepbacks to provide a built form that is sensitive to both the existing and planned context. The proposed Master Plan encourages several means to achieve transition to the stable low-rise neighbourhood to the south. The anticipated height of the towers respects the angular plane from the Urban Design Guidelines for High-Rise buildings to the south. Additional design steps will be required for the development of each individual building.</p>
<p>18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>	<p>The Urban Design Guidelines for High-rise Buildings are required to be considered for any high-rise development within the Master Plan area.</p>
<p>24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).</p>	<p>The Master Plan is designed to provide a diversified sense of enclosure and prominence. The podium siting is strategic in delineating the street edges while providing moments of open greenspace.</p>

4.3 City of Ottawa Zoning By-law

The Stillwater Station 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 existing zoning of the subject lands does not recognize the site-specific policy which permits residential uses on the lands with a Secondary Plan. The current application will seek to rezone the Study area lands to “Arterial Mainstreet (AM)” and “General Mixed-Use (GM)” to support the proposed redevelopment of the lands. The AM zone would apply generally to the lands fronting Robertson Road, with the balance of the lands zoned GM to permit the proposed mix of residential and non-residential uses, in the proposed built form.



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

4.4 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 selected guidelines are applicable to 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

The proposed Master Plan has been developed with consideration for the Urban Design Guidelines for Development along Arterial Mainstreets. A more comprehensive review and evaluation of a development against the guidelines will occur as each block is submitted for Site Plan Control approval.

4.5 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.

The collector streets within the Master Plan area have been designed in accordance with the Designing Neighbourhood Collector Street document.

4.6 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.

The proposed Master Plan has been prepared while considering the Urban Design Guidelines for High-Rise guidelines. A more comprehensive review and evaluation of a development against the guidelines will occur as each block is submitted for Site Plan Control approval.



5.0 Implementation

5.1 Development 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.



5.2 Development Applications

Official Plan Amendment

The key directions of this Master Plan will be translated into a new Stillwater Station Secondary Plan, to be incorporated into the City of Ottawa's Official Plan.

The Secondary Plan will address the vision for the community, land use, built form, public realm, and servicing.

Zoning By-law Amendment

The proposed Zoning By-law would rezone the entirety of the Master Plan area from the current Business Park zone to a more appropriate Arterial Masintreet (AM) and General Mixed-Use (GM) zone to permit the range of proposed uses and reflect the intent of new development within the study area.

The Zoning By-law Amendment would establish maximum building heights, building setbacks, minimum and maximum parking requirements, bicycle parking requirements, and landscaping.

Future Applications

The full implementation of the Master Plan will necessitate future applications including a Plan of Subdivision to establish public roads, development blocks, parkland and setbacks from natural heritage features.

Future Site Plan Control applications would be required for any future developments within the Master Plan. Site Plan Control deals with the design and layout of development, including building location, landscaping, parking, drainage, pedestrian access, and the public realm to ensure the development meets the intent of the Secondary Plan and Zoning By-law.

Stillwater Station Master Plan

Fotenn Planning + Design RLA Architecture
October 2021