

**Questions & Answers**  
**From the November 25, 2021**  
**Public Information Meeting**  
**Hosted by Councilor Chiarelli's Office**

On November 25, 2021 Councilor Chiarelli's office hosted a public information meeting concerning the Stillwater Station proposal. Participants attending the meeting virtually submitted their questions. Many of the questions were answered verbally during the virtual meeting. Other questions were submitted via the on-line chat. The following is a summary participants questions, by theme, together with answers.

**Q If Bellwood Estates is not part of this proposed development, why is it being included in the Secondary Plan?**

A While the lands north of Robertson Road (including the Bellwood's Community) are all designated "Urban Employment Area" in the current Official Plan (Section 3.6.5), residential uses are contemplated for these lands, subject to completion of a Secondary Plan for both the Stillwater Station lands as well as the Bellwood's Community. The proposed Secondary Plan will recognize the existing Bellwood Community in its present form, while permitting residential development on the Stillwater lands.

The purpose of the existing Official Plan policy that requires a Secondary Plan be prepared that considers both parcels is to ensure that, if and when redevelopment occurs in the fullness of time, that it may occur in an orderly and planned manner.

**Q Is Stillwater Station going to be a rental or a condominium development or both?**

A The mix of rental VS condominium dwelling units will be dependent upon market conditions at the time when the buildings are constructed. However, we anticipate the Stillwater Station community will be comprised of both rental and condominium residential units.

**Q What percentage of your 2000 units will be at rents under the City's definition of affordable housing?**

A Stillwater Station is committed to working with the city to ensure a fair and equitable distribution of affordable housing units all in accordance with the policies contained in Section 4.5 Housing, of the City's new Official Plan.

**Q There is a concern about the nature and quantity of public transit around the proposed development site. What are you planning to do in this area?**

A Ensuring new developments are "transit-supportive" is a guiding principle of the City's Official Plan that all new development must demonstrate.

Direct transit service operates between Bells Corners and Moodie Station, and this is expected to continue once the O-Train Line 3 extension is opened. The addition of +/-4000 new residents at Stillwater Station will contribute positively to supporting not only the bus service to Moodie Station and train service on O-Train Line 3, but also the bus service and

transit priority measures along Robertson Road.

In addition, the owners of Stillwater Station have engaged in preliminary discussions with OC Transpo concerning opportunities to incorporate a peak-hour bus/shuttle service between Stillwater Station and the new Moodie Station on the O-Train Line 3.

**Q There is a concern amongst the neighboring communities about future residents parking on the street in those communities. How many resident parking spaces? How many visitor parking spaces?**

**A** The proposed road network within Stillwater will not be connected to the existing road network within the existing Bellwood Community. The Bellwood's Community is private property, and parking along the private internal roadway network would not be permitted or generally feasible, given the narrow width of the paved area.

The number of resident and visitor parking spaces to be constructed on the Stillwater Lands is a site plan matter that will be determined at the site planning stage.

Typical suburban requirements are 0.2 parking spaces per unit up to 60 spaces per building, but in more urban settings, a rate of 0.1 parking spaces per unit up to a 30 spaces per building is more typical. Each building will be required to provide an adequate number of residents, visitor, and customer parking, as well as loading spaces, all in accordance with the requirements of the zoning bylaw.

The majority of Stillwater Station's resident parking will be comprised of underground parking, with some surface visitor parking and on-street customer parking within the Stillwater lands to support planned retail uses.

**Q The lands are contaminated. How will you build residential uses there?**

**A** Most infill and intensification properties in the City have some level of contamination. As part of the development application and review process, soil contamination is comprehensively investigated, and a plan will be established to remediate the soil and provide appropriate protection. A Record of Site Condition (RSC) is required to be filed prior to any residential occupancy on the site. The RSC demonstrates that the lands have been remediated to a residential standard, as established by the Ministry of Environment and Climate Change.

Existing monitoring wells that don't need to be removed to accommodate construction may remain for future groundwater monitoring purposes

**Q Will stormwater run onto the Bellwood lands?**

**A** All stormwater will be captured on-site within the Stillwater Station lands, stored, and released at a controlled rate not exceeding the current, "pre-development" release rate to Stillwater Creek. No stormwater will spill onto adjacent properties.

**Q How does the proposed building height fit into Bells Corners?**

**A** The Stillwater Station proposal is designed to be compatible with surrounding properties by way of a transition from lower building heights of 6 stories near south limit of the property adjacent to the Bellwood's Community, and gradually increasing in height up to 20 stories closer to the north limit of the property. The transition from lower to higher building heights from south to north across the Stillwater property will ensure compatibility with the adjacent Bellwoods' Community as well as future planned intensification along the Roberston Road corridor.

### 3.6.5 – Urban Employment Area [Amendment #180, November 8, 2017]

Employment-related land uses are permitted in almost every urban designation in the Official Plan. The Central Area is the foremost employment concentration and will continue that role. Most business activities can integrate well with other land uses and it is the intent that these be focused on nodes and corridors (Mixed Use Centres and Mainstreets). All three of these designations anticipate a healthy mix of business, retail, housing, institutional and cultural uses.

<https://ottawa.ca/en/planning-development-and-construction/official-plan-and-master-plans/official-plan/volume-1-official-plan/section-3-designations-and-land-use>

### 4.5 - Housing

Applications to amend the zoning by-law to introduce or delete residential uses must be reviewed with reference to policies 23 and 24 of Section 2.2.2, Managing Growth Within the Urban Area. All applications for residential development must also consider the requirements of policy 17(l) in Section 2.2.2 regarding alternative development standards and the requirements of Section 2.5.2 Affordable Housing. The policies in this subsection are designed to maintain existing housing stock in the city. 2.5.2 – Affordable Housing

Affordability and choice issues are addressed in the policies of this section and in Section 2.2.3 regarding apartment development, unit mix, and alternative development standards, and Section 4.5 regarding conversion of rental units. [Ministerial Modification 4, November 10, 2003] [Amendment #150 December 21, 2017]

<https://ottawa.ca/en/planning-development-and-construction/official-plan-and-master-plans/official-plan/volume-1-official-plan/section-4-review-development-applications#4-5-housing>