

REVISED WESTGATE PARKING STRATEGY

EXISTING PARKING

The existing two (2) storey Westgate Shopping Mall has approximately 166, 670 square feet (15, 485 m²) of total Gross Leasable Floor Area (GFA). This area includes the entire area of the mall, measured from the interiors of outside walls and includes floor area occupied by interior walls. The area excludes the floor area related to: common hallways, corridors, stairwells and other voids, steps and landings; common storage and washroom facilities that serve the building or tenants; and, common amenity areas all contained within the building.

RIOCAN, Ottawa Hydro and Hydro One have negotiated a parking agreement on the lands owned by both Ottawa Hydro and Hydro One (otherwise known as the 'hydro lands'). As a result of this agreement, the Westgate Shopping Mall has the benefit of approximately 326 parking spaces to service the existing mall.

The following table provides an overview of the existing parking condition at the Westgate Mall:

PROVISION as per by-law 2016-249	REQUIRED on Westgate Lands	PROVIDED on Westgate Lands	PROVIDED on Hydro Lands	TOTAL PROVIDED on Westgate & Hydro lands
Commercial (15,485m ²) (Shopping Centre Rate 1.7/100m ²)	263	405	326	731

Given the new parking rates applicable to the site, the Westgate mall currently conforms to the requirements of the comprehensive Zoning By-law 2008-250.

PROPOSED PARKING AND PHASING

Given the short to long-term phasing of the Westgate re-development, it is important to highlight how the parking will function according to each phase of development. The following breakdown does not include the parking spaces allotted to the Hydro One and Hydro Ottawa lands.

PHASE I

Phase I of the Westgate re-development will remove the approximate 400 m² (4,298 sq.ft.) of stand-alone restaurant space known as 'Monkey Joes' at the south-east corner of the site. This phase will introduce 187 residential units and approximately 24,500 sq. ft. (2,275 m²) of leasable commercial area.

The Westgate Shopping Mall will remain intact during the construction of Phase I, thereby leaving approximately 15,000 m² of commercial space. The following table demonstrates the proposed and existing parking per use:

PROVISION (Area Y Schedule 1A)	REQUIRED per by-law 2016-249	PROVIDED	MAXIMUM Number of Parking Spaces Near Rapid Transit
Proposed Residential (0 for the first 12 units, 0.5/unit)	88	94 (below grade)	1.75 per dwelling unit (combined total with resident and visitor) 327
Proposed Visitor (0 for the first 12, 0.1/unit)	18 (maximum 30 spaces per building)	35 (above grade)	See above
Proposed Commercial (2,275 m ²) (Shopping Centre Rate 1.7/100m ²)	39	113 (above grade)	Shopping Centre Rate (3.6/100m ²) 82
Total Phase 1 Parking	145	242 (A/G + B/G)	409
Existing Commercial (15,085 m ²)	256	282 (surface)	-
Total Parking	401	524	-

PHASE II

Phase II of the Westgate re-development will remove approximately 4,026 m² (43,342 sq.ft.) of GLFA from the existing Westgate Shopping Mall. Some of the notable tenants to be relocated include Shoppers Drug Mart, TD Canada Trust and the Dollar Mart. This phase will introduce 184 residential units and approximately 28,600 sq. ft. (2,657 m²) of leasable commercial area. The remainder of the Westgate Shopping Mall will remain intact during the construction of Phase II, thereby leaving approximately 13,716 m² (147,638 sq.ft.) of commercial space. The following table demonstrates the proposed and existing parking per use:

PROVISION (Area Y Schedule 1A)	REQUIRED per by- law 2016-249	PROVIDED	MAXIMUM Number of Parking Spaces Near Rapid Transit
Proposed Residential (0 for the first 12, 0.5/unit)	86	92 (below grade)	1.75 per dwelling unit (combined total with resident and visitor) 322
Proposed Visitor (0 for the first 12, 0.1/unit)	17 (maximum 30 spaces per building)	34 (above grade)	See above
Proposed Commercial (2,657 m ²) (Shopping Centre Rate 1.7/100m ²)	45	189 (above grade)	Shopping Centre Rate (3.6/100m ²) 96
Total Phase 2 Parking	148	315 (A/G + B/G)	418
Existing Commercial (13,716 m ²)	233 (Shopping Centre Rate 1.7/100m ²)	270 (surface)	-
Total Parking	381	585	-

Phase I parking will remain unaffected.

PHASE III

Phase III of the Westgate re-development will remove the remaining approximate 12,306 m² of GLFA and introduce three (3) new buildings with a total of 812 residential units and approximately 4,018 m² (43,250 sq. ft.) of commercial space. The following table demonstrates the proposed and existing parking per use:

PROVISION	REQUIRED per by- law 2016-249	PROVIDED	MAXIMUM Number of Parking Spaces Near Rapid Transit
Proposed Residential (0 for the first 12, 0.5/unit)	400	318 (A/G & B/G)	1.75 per dwelling unit (combined total with resident and visitor) 1,421
Proposed Visitor (0 for the first 12, 0.1/unit)	80 (maximum 30 spaces per building)	43 (above grade)	See above
Proposed Commercial	68	100 (above grade)	Shopping Centre Rate

(4,018 m ²) (Shopping Centre Rate 1.7/100m ²)	(Shopping Centre Rate 1.7/100m ²)		(3.6/100m ²) 145
Total Phase III Parking	548	461	1,566

Phase I and Phase II parking will remain unaffected.

The proposed parking structures for Phase III of the Westgate re-development falls short of providing the required number of parking spaces by approximately 82 parking spaces. However, upon the final build-out, including drive aisles and circulation areas, the Westgate site will also include approximately 115 surface parking spaces. In addition to the surplus of parking spaces contained within Phases I and II of the Westgate site redevelopment, the approximate 115 parking spaces will increase the supply of parking on the Westgate site. The following table illustrates the required and provided parking per phase.

PHASE	REQUIRED per by-law 2016-249	PROVIDED
Phase I	145	242
Phase II	148	315
Phase III	548	461
Surface Parking	N/A	115
TOTAL	841	1,133

Upon full build-out, the three-phased Westgate redevelopment will meet the minimum number of required parking spaces for residential, visitor and commercial uses. Even with the introduction of rapid transit to the site, the proposed number of parking spaces is significantly below the provision for the maximum number of parking spaces near Rapid Transit Stations.

Overall, the proposed Westgate redevelopment will include a sufficient and appropriate amount of parking to satisfy the City's By-law requirements.