

WESTGATE MASTER PLAN

1.0 INTRODUCTION

The purpose of this Master Plan is to guide the private development of the properties captured within the Secondary Plan Study Area. The Study Area is envisioned to evolve into a more mixed-use, connected, attractive place for pedestrians and cyclists. The Westgate Master Plan represents a long-term vision based on transit-oriented development and intensification of uses subject to a high standard of urban design.

2.0 LOCATION

The Secondary Plan Study Area, as shown in Schedule A – Land Use Plan of the Westgate Secondary Plan, includes both the Westgate Lands and the Westgate-Carling South Transition Area.

The Westgate Lands are located at the north-west corner of the intersection of Merivale Road and Carling Avenue in Ward 15 (Kitchissippi), and includes properties known municipally as 1309 and 1335 Carling Avenue. The Westgate Shopping Mall (1309 Carling Avenue) currently extends approximately 240 metres along the Merivale Road frontage and approximately 230 metres along Carling Avenue. The property abutting the Westgate Shopping Mall to the west, known municipally as 1335 Carling Avenue, extends approximately 75 metres along the Carling Avenue frontage.

The Westgate-Carling South Transition Area are located on the south side of Carling Avenue between Merivale Road and Kirkwood Avenue, spanning approximately 640 metres. These lands are identified and designated Arterial Mainstreet (AM) in the City of Ottawa Official Plan. The majority of these properties contain uses typically located along an Arterial Mainstreet (i.e. retirement home, hotel, automobile dealership, retail/office and residential uses).

3.0 VISION & OBJECTIVES

The Westgate Secondary Plan has been conceived to respond to the future demands of an established but growing part of the City. The Plan will be implemented over time and is structured to respond to evolving design, social and economic pressures.

The Secondary Plan for the redevelopment of the Westgate Shopping Centre focuses on realizing the highest and best use opportunities for the existing shopping centre and office space. The redevelopment will not only add material value to the Secondary Plan Study Area, but will contribute positively to the public realm, supporting the redefinition of the City as set forth in the rapid transit extension and intensification goals set out in the Transportation Master Plan (TMP) and Official Plan. Consistent with the TMP, the redevelopment of the Westgate Lands recognizes the planned transit priority lanes as well as the ultimate planned light rail transit infrastructure along Carling Avenue.

Carling Avenue is expected to evolve and have multiple functions, ranging from a place of commerce, living, and social interaction, as well as a connection that moves people through and within the area. A key role of Carling Avenue is to provide for the movement of people and goods as it is an important east-west transportation route. The Carling corridor will be

increasingly pleasant and inviting for pedestrians, of all abilities, and support cyclists via a well-connected and safe network of pathways and lanes.

The Westgate Lands is a large site (5.38 ha) with potential to evolve over time into a vibrant transit-oriented community core and transit node that offers a wide range of opportunities to live, work, and play for residents of any age. The Westgate Lands will be transformed into a more urban environment with a walkable mainstreet and a centrally-located open space to provide an urban core that is vibrant and transit accessible.

The Westgate Secondary Plan represents an important opportunity to begin the transformation of the area on an Arterial Mainstreet into a pedestrian-friendly and mixed-use community. The following objectives have been established to implement the overall vision for the site, and are based on the City of Ottawa Official Plan policies and Urban Design Guidelines for Arterial Mainstreets, High-Rise Housing and Transit-Oriented Development:

- Mix of Uses: To encourage community vitality and sustainability through a mix of uses;
- Ease of Movement: To provide new streets and walkable blocks to enhance movement in and around the site;
- Form and Scale: To develop active edges which are engaging and respect adjacent communities;
- Mobility: To integrate mobility, parking and servicing;
- Transit Node: To create a seamless and integrated transit node
- Public Realm: To create high-quality open spaces and public realm.

4.0 LAND USE, BUILT FORM, BUILDING HEIGHT AND PUBLIC REALM

4.1.1 Land Use

The entirety of the Westgate Lands is comprised of mixed-use blocks. These blocks will be connected through phasing the redevelopment over time with a new network of streets, sidewalks, and open spaces. They will support buildings that can accommodate a full mix of transit-supportive land uses, including those that will help create a more complete community by providing amenities to support people working and living in the area and in the surrounding community. Some of the land uses will be more transit supportive than others, but all will be complimentary and compatible.

4.1.2 Minimum Density

In order to provide for development within the Westgate Lands that supports the future rapid transit network, a minimum development density of 200 persons / jobs per gross hectare shall be targeted. This translates into a net density (density on a site-specific basis) of approximately 280 persons / jobs per net hectare. This minimum density target may be implemented for all development within the Westgate Lands as part of the phased development. These minimum densities represent targets and exceptions to the minimum density requirement are permitted on a phase by phase basis.

4.1.3 Built Form

The future built form of the Westgate Lands is shown on Schedule A – Land Use Plan - and includes the permitted building heights. Minor changes in configuration, location or size of the

permitted building identified on Schedule A will not require an amendment to the Secondary Plan and/or Master Plan. The following guidelines will generally apply to the Secondary Plan Study Area.

- Residential high-rise buildings will generally take a podium and tower form consistent with the Urban Design Guidelines for High-rise Housing. A high-rise building that deviates from a podium and tower form with support from a specialized design review by the City's Urban Design Review Panel may be permitted.
- Building Heights of 24 storeys may be permitted in the implementing Zoning By-law along Carling Avenue, providing a transition in building form to the medium profile Arterial Mainstreet context along the south part of Carling Avenue, known as the Westgate-Carling South Transition Area
- Building Heights of 36 storeys may be permitted in the implementing Zoning By-law along the Highway 417 corridor adjacent the Hydro Ottawa lands at the rear and side of the Westgate property. Given the strategic location of the Highway 417 and Hydro Ottawa Lands, buildings in these locations are taller than the 24 storey buildings permitted along Carling Avenue, to provide a transition in building form.
- A Building Height of 15 storeys may be permitted in the implementing Zoning By-law for lands abutting the Westgate Shopping Mall to the west, known municipally as 1335 Carling Avenue.
- Building podiums should be a minimum of two (2) storeys in height and vehicular parking can be provided above the ground level for commercial and residential uses. Where structured parking is provided, the visual impact of the structures parking may be minimized. Where the structured parking faces a street, extra measures will be taken by treating the façade like an occupied building through the use of architectural and materials treatments that are compatible with adjacent facades to create a harmonious streetscape.
- The new internal Westgate Promenade, shown on Schedule B (Public Realm Plan) is defined as an internal corridor with active building facades abutting the Westgate Privately Owned Public Space (POPS), and enhanced pedestrian facilities. The design approach should include special emphasis on pedestrians and active modes of transportation. The placement and form of buildings along Carling Avenue, in concert with a publically accessible private open space, should contribute to the creation of a complete street with "active frontage" characteristics such as building siting in proximity to the street (e.g. achieved through a maximum setback), property frontage along the street being occupied by building walls that include transparent glazing, active entrances, patios and courtyards between the building and the sidewalk and vehicle parking screened from view at the street.
- Towers of high-rise buildings should be designed and located to minimize wind and shadowing impacts and maintain sunlight and air circulation to public and open spaces, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives the tower portion of all high-rise buildings should:
 - a. Have a floor plate size that is limited. Proposals for residential floorplates larger than 750 square metres, or commercial floorplates larger than 1,500 square metres should:
 - i. Demonstrate that the relevant objectives of this plan are met through the use of such measures as building orientation, building shape, design and use of materials; and
 - ii. Provide a greater setbacks and setbacks where necessary to mitigate impacts of uses on adjacent buildings and properties.

- b. Be appropriately separated from adjacent towers, either on the same site or on an abutting property. A high-rise tower should have a minimum separation distance of 20 metres from another high-rise tower. Reduced tower separation is acceptable if proposals can demonstrate:
 - i. That the relevant objectives of this plan are generally met through building layout and design, including but not limited to, the use of a smaller floor plate, building orientation, balconies or window treatments, stepbacks, setbacks, and/or building shape;
 - ii. That the potential for future high-rise buildings on abutting lots can be developed and generally meet the separation distances or mitigation measures provided above;
 - iii. That towers of different land uses require special consideration (i.e. a residential tower abutting an office tower)
- c. Where a proposal cannot demonstrate through good design that the above requirements can be met, the site may not be considered appropriate for high-rise buildings or may require lot consolidation before they may be accommodated.
- d. The tower separation will be detailed in the implementing Zoning By-law and where adjustments may be proposed; such adjustments may be considered through site specific Committee of Adjustment or rezoning applications provided the underlying objectives for tower separation are respected and appropriately demonstrated.

4.1.4 Public Realm

A key factor to the success of the Westgate Lands is the creation of an attractive and functional public realm. The various components of the public realm are illustrated on Schedule B of the Secondary Plan – Public Realm Plan. The Public Realm Plan, along with the City’s Urban Design Guidelines will ensure the high-quality liveability of the Westgate Lands as it experiences redevelopment and intensification incrementally over time. Strong pedestrian and cycling connections, open spaces and plaza, complete streets and community facilities should make the Westgate Lands a dynamic place to live, work and play.

The locations of future internal streets, pedestrian / cycling connections and the privately-owned public space are shown on Schedule B of the Secondary Plan – Public Realm Plan. These are conceptual and will be refined at the time of site plan control applications for each phase. Minor changes in location, configuration and / or size will not require an amendment to the Secondary Plan. The placement and form of buildings adjacent to the future transit station should contribute to the creation of an urban environment with active frontage characteristics, such as building siting in proximity to the space, building walls that include transparent glazing, active entrances, patios and vehicle parking screened from views from the POPS and street. Lastly, buildings should integrate well into the future transit facilities and network, including opportunities to incorporate transit amenities (such as waiting areas, shelters, and electronic information display screens) into lobbies and other common building areas.

4.1.4.1 Pedestrian and Cycling Connections

The Westgate Master Plan and future pedestrian and cycling connections have been arranged to shift the prioritization of travel within the Secondary Plan Study Area from the automobile to

active and sustainable modes. The routes illustrated on Schedule B – Public Realm Plan, should enable short walking and cycling distances to the future transit station, help to establish a walkable grid within the Westgate node and provide key connections to the existing pedestrian and cycling network within the surrounding community. The following connections may be secured through the development approval process:

- Provision of sidewalks on future streets internal to the Westgate Lands, including a wide sidewalk along the Carling Avenue frontage that connects with the future open space area as well as to transit stops along Carling Avenue.
- Securing a Pedestrian / Cycling connection along Carling Avenue between Archibald Street and Merivale Road to provide an active transportation link since a street connection is difficult to establish.
- Securing Pedestrian / Cycling connections within the Westgate Lands as shown in a conceptual location on Schedule B – Public Realm Plan. The actual location and function of these connections are subject to future study and detailed design.

4.1.4.2 Westgate POPS

The new privately owned public space (POPS) will be a key component of the Westgate Lands and is integral to the success of the overall development. The Westgate POPS will abut the north side of Carling Avenue approximately in the centre of the Westgate Shopping Mall site. It is to be designed to function as the primary gathering place and be the central focus point of surrounding redevelopment. The minimum size for the POPS is approximately 0.4 hectares and the minimum public road frontage is to be approximately 45 metres. Any future public access and maintenance access may be obtained through registered easements. The final size, shape and configuration of the POPS will be confirmed by way of Site Plan Control Applications. It is also the intent of this Master Plan to provide flexibility in the implementing Zoning By-law Amendment to allow the changing nature and incremental area of the future POPS.

The Westgate POPS should respond to the increase in density envisioned for the Westgate node by supporting its growth and liveability. In addition to providing tree plantings and both soft and hard landscaped surfaces along the perimeter of Carling Avenue, the POPS will help animate the street and improve the overall aesthetic of the site. Development surrounding the edges of the Westgate POPS should be animated by human-scaled development and active land uses. The landscape design should be characterized by a combination of hard and soft landscaping and provide for opportunities for greening and socializing (i.e. seating areas). Shade structures and coordinated tree plantings will provide reprieve from the summer sun and protection in the winter.

The Westgate POPS area should be designed to meet the needs of new residents, and also respond to the types and densities of land use in adjacent parts of the Westgate Lands. The Westgate POPS will help to define the Westgate Lands identity and character through a high standard of urban design in a compact urban environment. The POPS shall be a flexible space to accommodate a wide range of programming opportunities (i.e. markets, plays, trade shows). As the site evolves, the open space area may be refined in the future to better align with community needs at the time of development.

It is recognized that the Westgate POPS as shown on Schedule B – Public Realm Plan, will be completed in the final redevelopment phase of the Westgate Lands. Nevertheless, upon completion of Phase 2 of the proposed redevelopment, forty percent of the POPS will be completed for the use and enjoyment of residents and the surrounding neighbourhood.

Streetscape tree planting as identified on Schedule B – Public Realm Plan is to be implemented at the time of redevelopment, subject to future detailed landscape design, as a condition of site plan approval. Minor changes in park location, frontage, configuration and/or size may not require an amendment to this Secondary Plan.

4.1.4.3 Community Facilities

In recognition of the current community function of the Westgate Shopping Centre and to support the increased density within the Westgate Lands, a new community facility is envisioned in the Westgate Lands. The following guidelines are to be considered in the review of development applications in order to secure the provision of community facilities within the Westgate Lands:

- In Phase 3 of the redevelopment, community-serving facilities will be introduced. Such facilities could include, but not be limited to: tenant spaces available for daycare or comparable uses, community meeting rooms, opportunities to include public facilities such as library branches, and other municipal services and uses.
- A community facility centrally-located, abutting or near to the Westgate POPS, will be considered appropriate for the subject lands. Preferred land uses include a flexible community space, such as a community centre, and/or seniors centre.
- The community facility will be integrated into the private development, whether on the ground-floor of mixed-use building and/or within the podium of the mixed-use building.
- The creation of this community facility will be based on the timing of development, the needs of the community and the interest and ability of the City to secure financing, space, or facilities.

4.1.4.4 New Streets

New public streets and service access routes are illustrated on Schedule B – Public Realm Plan. These include a new Promenade and the gradual conversion of portions of the exiting parking lot to private streets. The purpose of the new streets and drive aisles is to create a pleasant walkable environment; provide access to / from Carling Avenue and Merivale Road; create smaller blocks for development, and; to improve connectivity to the wider community. Over time, surface parking will be removed in favour of high-rise buildings, the Westgate POPS and an internal street network. New private streets and drive aisles are generally arranged on a grid pattern and generally follow existing parking area driveway locations at the Carling Avenue and Merivale Road access points. Minor changes in location, configuration and/or width of streets / drive aisles will not require an amendment to the Westgate Secondary Plan.

- The Westgate Promenade (shown on Schedule B) and the connector streets are to be dedicated as private roads. They are to be designed to accommodate all users, but placing emphasis on pedestrians and active modes of transportation. Intersections should be pedestrianized using appropriate design cues to ensure motor vehicle drivers are aware of these pedestrian priority areas.
- The Westgate Main Street, approximately 14 to 18 metres in width, may be built in phases over time and could include a roundabout located north-east of the Westgate POPS and south of Phase 3 of the development. In order to prioritize pedestrians, pedestrian crossovers should allow pedestrians to safely cross roads where vehicles must yield to pedestrian.
- The Westgate Promenade and connector streets may permit short-term parallel parking for the commercial and retail users.

- The exit only egress immediately west of the Westgate Plaza should be designed to provide visibility and parking and access to at-grade commercial uses of the abutting building, but should retain a 'pedestrian first' design to allow connectivity to the Westgate POPS. The treatment may include texture surface materials, pedestrian-scaled lighting, parallel parking, raised cross-walks, and other treatments.
- The primary service road is located along the east and north portion of the site abutting Merivale Road and the Highway 417. This service road is located within Hydro Ottawa property and may provide coordinated and shared access to future buildings adjacent to Merivale Road and the Highway 417. Service road rights-of-way will be subject to easement and maintenance and liability agreements between the landowner and Hydro Ottawa as may be required, subject to the discretion of the City at the time of development approval.

4.2 Westgate-Carling South Transition Area

The Westgate-Carling South Transition Area are located along the south portion of Carling Avenue and identified on Schedule A (Land Use Plan) of the Secondary Plan. Lands identified within the Westgate-Carling South Transition Area are designated Arterial Mainstreet (AM) in the City of Ottawa Official Plan. The majority of these properties contain uses typically located along an Arterial Mainstreet (i.e. retirement home, hotel, automobile dealership, retail/office and residential uses). With the exception of a 22-storey residential high-rise building at 1316 Carling Avenue, the existing built form ranges in building height from two (2) storeys to seven (7) storeys, providing a suitable transition in building height and built form to the low-profile residential area to the south and located along Thames Street. In order to maintain the integrity of the low-profile residential area abutting the Westgate-Carling South Transition Area to the south, maximum building heights for properties fronting on the southern portion of Carling Avenue should be in accordance with the Official Plan policies relating to the Arterial Mainstreet designation. Given the high-profile building heights permitted within the Westgate Lands, the Westgate-Carling South Transition Area are meant to function as a mid-rise transition zone to the low-profile residential neighbourhood further south.

The following guidelines generally apply to lands located within the Westgate-Carling South Transition Area:

- Development proposals within the Westgate-Carling South Transition Area should be evaluated in the context of the policies of Section 3.6.3 of the Official Plan (Arterial Mainstreet Designation), the Design Objectives in Section 2.5.1 and the Urban Design and Compatible Development policies set out in Section 4.11. An emphasis will be placed on providing buildings with active frontages and creating an attractive streetscape.
- Minor changes to building height within the Westgate-Carling South Transition Area will not require an amendment to the Secondary Plan.

5.0 ZONING IMPLEMENTATION

As part of the Secondary Planning Process, the City's comprehensive Zoning By-law (2008-250) will be amended to implement the policy direction of the Secondary Plan. The properties within the Westgate Lands will be zoned AM – Arterial Mainstreet, Subzone 10, with an exception to include building heights reflective of Schedule A (Land Use Plan). The

implementing zoning by-law should ensure that a broad range of transit-supportive uses are permitted. Holding symbols may be applied to land in proximity to the Highway 417 and may detail the provisions that are required to be met before the holding symbol may be lifted. These will include the preparation or revision to existing environmental, transportation, and infrastructure reports as well as preparation of site plans that demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in this Plan. The zoning by-law will permit minor additions to existing buildings and changes in use to proceed when they are not in conflict with the provisions of the holding symbol, without lifting the holding. Applications for development approval in the Westgate Lands designation may be subject to review by the City's Urban Design Review Panel (UDRP).

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