

## WESTGATE SECONDARY PLAN

### 1.0 PLANNING AREA

The Planning Area applies to properties located along Carling Avenue between Merivale Road and Kirkwood Avenue as shown on Schedule A.

### 2.0 GUIDING PRINCIPLES

The following guiding principles will help inform the redevelopment of the Westgate Shopping Mall and surrounding properties located within the Planning Area.

#### 2.1 Westgate-Carling South Transition Area

1. Support the varying roles of Carling Avenue, which is a place of living, working, shopping, socializing, transportation and ultimately, is a street that is enjoyable for pedestrians and cyclists.
2. Provide appropriate transitional built form and strong urban design within the Westgate-Carling South Transition Area in order to recognize and protect the low-rise residential context located south of the Westgate-Carling South Transition Area.
3. Ensure a safe, identifiable network of sidewalks, and cycling lanes that connect to nearby greenspaces, parks, transit corridor and stations and other key destinations along the Carling Avenue corridor.

#### 2.2 Westgate Lands

1. The redevelopment of the Westgate Shopping Centre lands will require that the Carling Avenue frontage contains active uses fronting the entirety of the Carling Avenue Arterial Mainstreet corridor. The interior of the site may contain active frontage retail uses that extend the main street atmosphere into the site without detracting from the Carling Avenue frontage as the dominant frontage that connects the site to the rest of the corridor.
2. Redevelopment of this area will take on an enhanced urban form and site layout, include a range of land uses, with the tallest buildings located along Highway 417, with high-rise buildings (15-24 storeys) along Carling Avenue and in proximity to the future rapid transit station.
3. Allow for the redevelopment of land identified as the Westgate-Carling South Transition Area and ensure future development integrates with the low profile residential area located south of the Westgate-Carling South Transition Area.
4. Establish a central location for the Westgate Privately Owned Public Spaces (POPS) and public uses that respond to the needs and services the community envisioned within the area.
5. Ensure direct, convenient, safe, attractive walking and cycling connections within the Westgate Lands, to the surrounding community and future transit station.
6. Support the creation of a centrally-located community facility that is integrated into the private development of Westgate Lands.

### 3.0 LAND USE POLICIES

This section of the Westgate Secondary Plan provides detailed policies that apply to the land use areas identified on Schedule A to this Plan. It establishes requirements for the key elements that are important to the community in establishing the physical environment of the Secondary Planning Study Area.

#### 3.1 Westgate Lands

The Westgate Lands is identified on Schedule A (Land Use Plan). The following policies apply to the Westgate Lands:

1. The minimum requirements for parking may be reduced through any future implementing Zoning By-law or Minor Variance application with the goal to reduce the site area now devoted for parking and to enable quality urban design.
2. Through the development application review process, the applicant shall demonstrate how their proposed development provides pedestrian and cycling facilities, Westgate Privately Owned Public Spaces (POPS), streets, active frontage elements, service access and other considerations, consistent with the Public Realm Plan on Schedule B of this Plan and other applicable policies of this Secondary Plan or the primary Official Plan.
3. 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.
4. 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 Lands. The strategic location of the Highway 417 and Hydro Ottawa Lands provides an opportunity for taller buildings to transition into mid and low-scale development moving south.
5. 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.
6. Should building heights exceed the current permission as stated in this Plan and/or unanticipated additional future development on vacant lands within the Westgate Lands, Section 37 may apply to all such increases in density where such increases meet the established City of Ottawa policies and guidelines relating to Section 37.
7. Building podiums will 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 structured parking should be minimized. Where the structured parking faces a street, extra measures will be taken by treating the facade like an occupied building through the use of architectural and material treatments that are compatible with adjacent facades to create a harmonious streetscape.
8. Tower portions of 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 shall:
    - 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 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, setbacks, 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.

### 3.2 Westgate-Carling South Transition Area

The Westgate-Carling South Transition Area are located along the south portion of Carling Avenue between Merivale Road and Kirkwood Avenue, and identified on Schedule A (Land Use Plan) of this Plan. The following policy applies to the Westgate-Carling South Transition Area:

1. Allow for pedestrian and cycling connections across private land in the Westgate Lands and Westgate-Carling South Transition Area at time of redevelopment to connect the surrounding community to the mid-block crossing points on Carling Avenue.
2. Redevelopment of the lands at 1272 Carling Avenue will develop a built form that relates positively to both the Merivale Road Traditional Mainstreet frontage as well as the Carling Avenue Arterial Mainstreet frontage.

### 3.3 Neighbourhood Line

The southern boundary of the Westgate-Carling South Transition Area is intended to function as a Neighbourhood Line. The Neighbourhood Line delineates the stable, low-rise building areas of the Carlington neighbourhood from the lands which front onto Carling Avenue. The purpose of the Neighbourhood Line is to establish a clear distinction between areas that are anticipated to change over times and ones that are anticipated to undergo very little change outside of small-scale infill and intensification.

1. Where development is proposed that encompasses lots south beyond the Neighbourhood Line, an Amendment to the Secondary Plan schedules is not required.
2. The area south of the Neighbourhood Line is intended to benefit from an appropriate transition in terms of building height and uses, setbacks, landscaping, and other measures in order to protect the lower-profile character of the area.

### 3.4 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 – Public Realm Plan. The following policies apply to the Public Realm:

1. The Westgate Privately Owned Public Spaces (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. It is recognized that at least 40% of the Westgate POPS will be constructed during the second phase of the Westgate redevelopment and full construction will take place in the final redevelopment phases. The final location, size and configuration of the POPS will be refined in the context of future Site Plan Control applications on these lands.
2. The Westgate Promenade shown on Schedule B (Public Realm Plan) is defined as an internal corridor with active building facades abutting the Westgate POPS. The Westgate Promenade and the connector streets are to be designed and function as private roads. The Westgate Promenade is to be designed to accommodate all users, but placing emphasis on pedestrians and active modes of transportation and animated ground floor frontages. Intersections are to be pedestrianized using appropriate design cues to ensure motor vehicle drivers are aware of these pedestrian priority areas.
3. The placement and form of buildings along Carling Avenue, in concert with a publically accessible private open space, must contribute to the creation of a complete street with active and animated frontage along the entire applicable length of both sides of Carling Avenue. The active and animated street characteristics require active entrances; building siting in close proximity to the street, achieved through a maximum setback; property frontage along the street being occupied by building walls that must include transparent glazing, and vehicle parking must be screened from view at the street. Patios may be provided but are not required along the Carling Avenue frontage.

### 4.0 PUBLIC TRANSPORTATION

1. The development of the Westgate Lands shall support the public transportation infrastructure planned for Carling Avenue, including the bus only lanes and future light rail planned to extend along Carling Avenue, as outlined in the Transportation Master Plan as well as possible future bus routes through the Westgate Lands.
2. Ensure safe transportation patterns in and around the site in lieu of the changing transportation context, including any changes that may result from the new Civic Campus location.
3. The Owner(s) of 1309 and 1335 Carling Avenue shall establish a cycling track along the north side of Carling Avenue, between Archibald Street and Merivale Road, as part of phase two (2) of the development of the Westgate Lands.
4. The Owner(s) of 1309 and 1335 Carling Avenue shall establish a cycle track along the west side of Merivale Road between Carling Avenue and Highway 417 underpass in the final phase of the development of the Westgate Lands.

5. Development on the Westgate Lands shall support sustainable modes of transportation by providing safe, comfortable and convenient routes to walk or cycle that connect to transit along Carling Avenue.
6. Where practical and appropriate, bus stop shelters shall be integrated into the lobbies of retail or office buildings that front onto Carling Avenue.

## SCHEDULES

SCHEDULE A - LAND USE PLAN (including Building Heights)

SCHEDULE B – PUBLIC REALM PLAN