

1. OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – 1309 CARLING AVENUE

MODIFICATIONS AU PLAN OFFICIEL ET AU RÈGLEMENT DE ZONAGE – 1309, AVENUE CARLING

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

1. an amendment to the Official Plan to add to Volume 2a the Westgate Secondary Plan, detailed in Document 2 – Proposed Official Plan Amendment – Westgate Secondary Plan, as amended by replacing Schedules A, B and C with the attached Schedules (as set out in supporting Document 1 below);
2. an amendment to Zoning By-law 2008-250 for 1309 Carling Avenue to permit five mixed use high-rise towers as detailed in Document 4 – Zoning By-law Amendment Height Schedule and Document 5 – Details of Recommended Zoning; and
3. that pursuant to the *Planning Act*, subsection 34(17) no further notice be given.

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil approuve :

1. une modification au Plan officiel visant à ajouter au volume 2a le Plan secondaire de Westgate, exposé en détail dans le document 2 – modification proposée au Plan officiel – Plan secondaire de Westgate, modifié au moyen du remplacement des annexes A, B et C par les annexes suivantes (comme l'indique le document 1 à l'appui ci-dessous) ;

2. **une modification au Règlement de zonage 2008-250 visant le 1309, avenue Carling, afin de permettre la construction de cinq tours polyvalentes de grande hauteur, comme l'expose en détail le document 4 – Modification au Règlement de zonage, annexe relative aux hauteurs, et le document 5 – Détails du zonage recommandé; et**
3. **que, conformément au paragraphe 34(17) de la Loi sur l'aménagement du territoire, aucun nouvel avis ne soit donné.**

DOCUMENTATION / DOCUMENTATION

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department dated 15 March 2017 (ACS2017-PIE-PS-0037)

Rapport de la Directrice par intérim, Services de la planification, Service de planification, d'Infrastructure et de Développement économique daté le 15 mars 2017 (ACS2017-PIE-PS-0037)
2. Supporting Document 1 – Revised Schedules

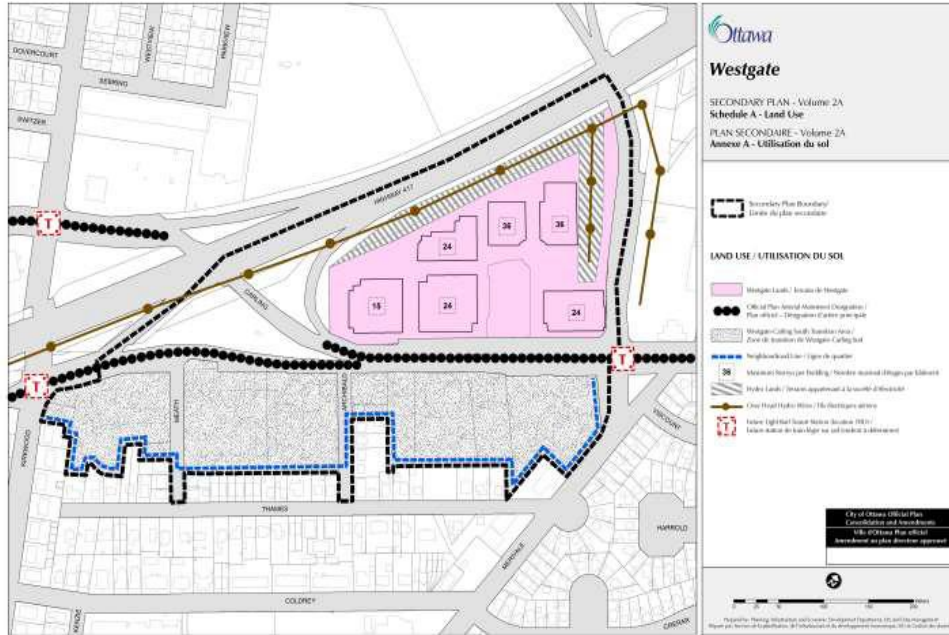
Document 1 à l'appui – L'Annexes révisés
3. Extract of draft Minutes, Planning Committee, 28 March 2017.

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 mars 2017
4. Summary of Written and Oral Submissions, to be issued separately with the Council agenda for its meeting of 26 April 2017, as part of the Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements'

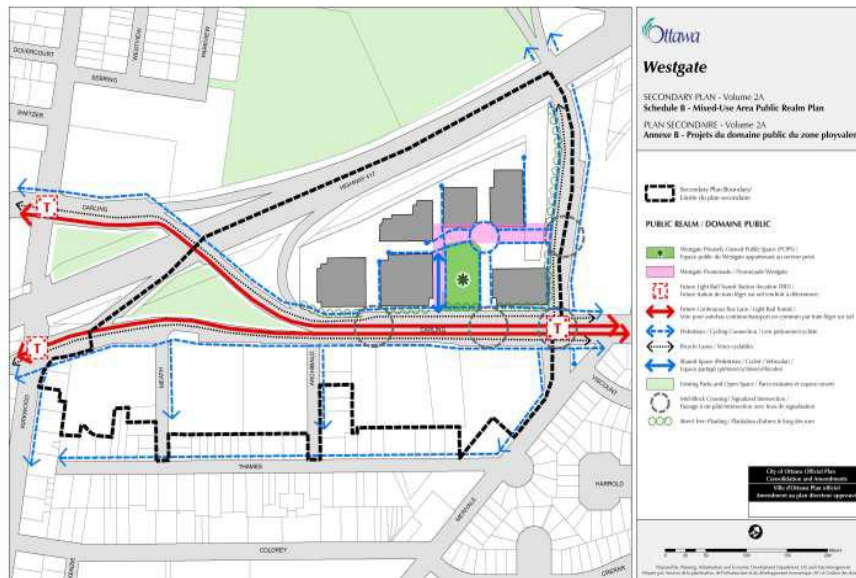
Résumé des observations écrites et orales, à distribuer séparément avec l'ordre du jour de la réunion du 26 avril 2017 du Conseil, comme faisant partie du Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi 73.

Supporting Document 1 – Revised Schedules

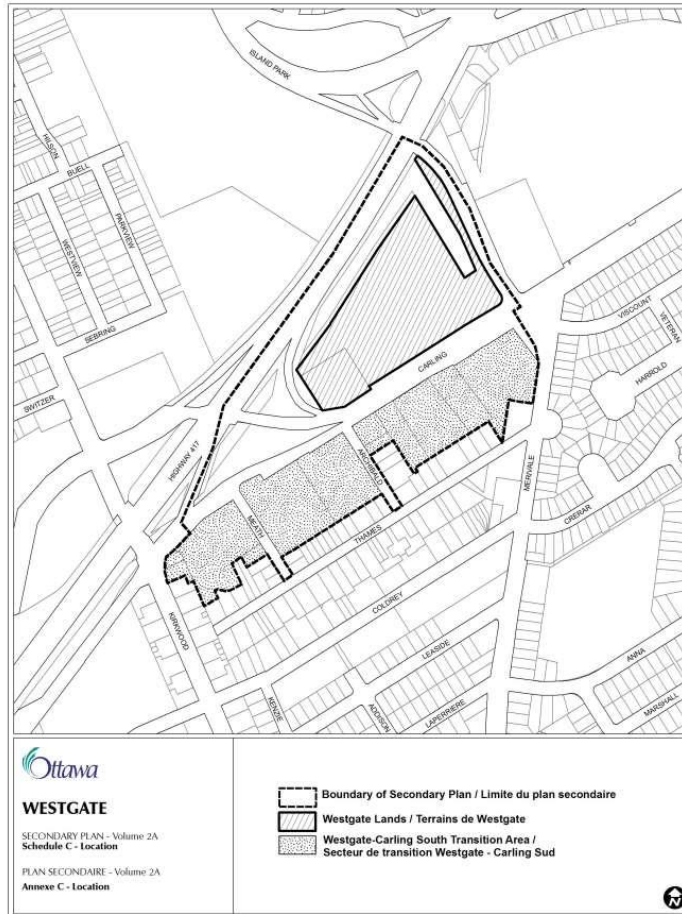
Revised Schedule A



Revised Schedule B



Revised Schedule C



**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
March 28, 2017 / 28 février 2017**

**and Council / et au Conseil
April 12, 2017 / 12 avril 2017**

**Submitted on March 15, 2017
Soumis le 15 mars 2017**

**Submitted by
Soumis par:**

Lee Ann Snedden,

Acting Director / Directrice par intérim,

Planning Services / Service de la planification

**Planning, Infrastructure and Economic Development Department / Services de la
planification, de l'infrastructure et du développement économique**

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Ward: KITCHISSIPPI (15)

File Number: ACS2017-PIE-PS-0037

SUBJECT: Official Plan and Zoning By-law Amendment – 1309 Carling Avenue

**OBJET: Modifications au plan officiel et au Règlement de zonage – 1309,
avenue Carling**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve:**

- a. an amendment to the Official Plan to add to Volume 2a the Westgate Secondary Plan, detailed in Document 2 – Proposed Official Plan Amendment – Westgate Secondary Plan; and
 - b. an amendment to Zoning By-law 2008-250 for 1309 Carling Avenue to permit five mixed use high-rise towers as detailed in Document 4 – Zoning By-law Amendment Height Schedule and Document 5 – Details of Recommended Zoning.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 12 April 2017 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver ce qui suit :
 - a. une modification au Plan officiel visant à ajouter au volume 2a le Plan secondaire de Westgate, exposé en détail dans le document 2 – modification proposée au Plan officiel – Plan secondaire de Westgate;
 - b. une modification au Règlement de zonage 2008-250 visant le 1309, avenue Carling, afin de permettre la construction de cinq tours polyvalentes de grande hauteur, comme l'expose en détail le document 4 – Modification au Règlement de zonage, annexe relative aux hauteurs, et le document 5 – Détails du zonage recommandé.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des

observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73 », à la réunion du Conseil municipal prévue le 12 avril 2017 à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Assumption and Analysis

The property is located in the Civic Hospital-Central Park neighbourhood. The Official Plan amendment has a study area bound by Highway 417 to the north, Merivale Road to the east, the rear property lines of lots that front onto Carling Avenue to the south, and Kirkwood Avenue to the west, as detailed in Document 1- Official Plan Amendment – Location Map. The Zoning By-law amendment applies solely to the property municipally known as 1309 Carling Avenue, located in the north-west corner of the intersection of Carling Avenue and Merivale Road, as shown in Document 3 – Zoning By-law Amendment Location Map. The study area is characterized by a mix of commercial and office uses typical of an Arterial Mainstreet, and includes 1309 Carling Avenue, which is the location of a retail shopping centre (Westgate Shopping Centre).

The applicant is requesting to amend the Official Plan by adopting a Westgate Secondary Plan for the study area outlined in Document 1. The Westgate Secondary Plan outlines policies specific to the study area. Within the study area there are two distinct areas: Westgate Lands (an area abutting the north side of Carling Avenue, between Kirkwood Avenue and Merivale Road) and Westgate-Carling South Transition Area (an area abutting the south side of Carling Avenue, between Kirkwood Avenue and Merivale Road).

Secondary Plan policies relating to the Westgate Lands speak to creating a three-phased development of the area, developing mixed-use high rise towers, new internal private roads, and a Privately Owned Public Space (POPS). The policies that address the Westgate Lands encourage development to have active street fronts and appropriate separation distances. The Secondary Plan policies specific to the Westgate-Carling South Transition Area address the importance of creating connectivity, protecting the low-rise residential community south of the study area and creating development that is well designed and provides transitions.

The department supports the proposed adoption of the Westgate Secondary Plan. The policies encourage redevelopment and describe intensifying the site with a mix of uses, creating a more active and defined streetscape, and introducing a substantial area dedicated to a POPS. The study also supports a well-connected and designed area on the south side of Carling Avenue. The re-development is consistent with the intent of existing Official Plan policies and zoning for development along Arterial Mainstreets.

The applicant is requesting an associated Zoning By-law amendment for 1309 Carling Avenue (Westgate Shopping Mall) to permit an increase in maximum permitted height for the proposed mixed-use high-rise buildings, as well as site specific performance standards. There are five towers proposed on this site, two which front onto Carling Avenue with a proposed height of 24 storeys. At the rear of the property, closer to Highway 417, three high-rise towers are proposed, one at a height of 24 storeys and two with heights of 36 storeys. The department supports the proposed Zoning By-law amendment and is of the opinion that the proposal is consistent with the Official Plan.

Public Consultation/Input

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. Approximately 57 respondents commented on the proposal.

When the applications were received a project website was created through the City of Ottawa on: <http://ottawa.ca/en/city-hall/public-consultations/planning-and-infrastructure/westgate-shopping-centre-secondary-plan>.

Two public meetings were held in the community prior to the application: (1) on November 24, 2015 with Community Association representatives and Councillor Leiper and Councillor Brockington; (2) on December 16, 2015 with the public, Councillor Leiper, Councillor Brockington, and City Staff. After the application had been submitted and circulated, a public open house was organized and facilitated by the applicant and Councillor Leiper and Councillor Brockington on Monday June 20, 2016.

RÉSUMÉ

Hypothèse et analyse

La propriété est située dans le secteur de l'hôpital Civic et du parc Central. La modification au Plan officiel vise un secteur à l'étude ceinturé par l'autoroute 417 au nord, le chemin Merivale à l'est, les limites arrière des lots donnant sur l'avenue Carling

au sud et l'avenue Kirkwood à l'ouest, comme l'expose en détail le document 1 – Modification au Plan officiel – Plan de situation. La modification au Règlement de zonage s'applique uniquement à la propriété dont l'adresse municipale est le 1309, avenue Carling, et qui se trouve à l'angle nord-ouest de l'intersection de l'avenue Carling et du chemin Merivale, comme l'illustre le document 3 – Modification au Règlement de zonage – Plan de situation. Le secteur à l'étude est caractérisé par une variété d'utilisations commerciales et de bureaux typiques d'une artère principale, et englobe le 1309, avenue Carling, où se trouve un centre de commerces au détail (centre commercial Westgate).

Le requérant demande une modification au Plan officiel qui consisterait à adopter le Plan secondaire de Westgate pour le secteur à l'étude décrit dans le document 1. Le Plan secondaire de Westgate contient des politiques propres au secteur à l'étude, qui comprend deux zones distinctes : les terrains Westgate (une zone contiguë au côté nord de l'avenue Carling, entre l'avenue Kirkwood et le chemin Merivale) et le secteur de transition de Westgate-Carling Sud (une zone contiguë au côté sud de l'avenue Carling, entre l'avenue Kirkwood et le chemin Merivale).

Les politiques du Plan secondaire qui s'appliquent aux terrains Westgate soutiennent l'aménagement du secteur en trois phases, la construction de tours polyvalentes, la construction de routes internes privées et la création d'un espace public appartenant à des intérêts privés. Les politiques qui touchent les terrains Westgate favorisent un aménagement ayant une façade sur rue active et des distances de séparation appropriées. Les politiques du Plan secondaire qui s'appliquent au secteur de transition de Westgate-Carling Sud portent sur l'importance de créer des liens, de protéger le quartier résidentiel de faible hauteur au sud du secteur à l'étude et de créer des aménagements bien conçus et offrant des transitions.

La Direction générale est favorable à l'adoption proposée du Plan secondaire de Westgate. Les politiques encouragent le réaménagement des terrains et décrivent la densification de l'emplacement à l'aide d'une variété d'utilisations, la création d'un paysage de rue plus actif et mieux défini, et la création d'une zone importante consacrée à un espace public appartenant à des intérêts privés. L'étude soutient également la création d'un secteur bien relié et bien conçu du côté sud de l'avenue Carling. Ce réaménagement est conforme à l'esprit du Plan officiel actuel et aux politiques de zonage relatives aux aménagements le long des artères principales.

Parallèlement à cette demande, le requérant souhaite une modification au Règlement de zonage visant le 1309, avenue Carling (centre commercial Westgate), afin de permettre une augmentation de la hauteur maximale autorisée des bâtiments polyvalents de grande hauteur proposés, ainsi que des normes fonctionnelles propres à l'emplacement. La construction de cinq tours est proposée sur l'emplacement, dont deux de 24 étages qui donneraient sur l'avenue Carling. À l'arrière de la propriété, près de l'autoroute 417, trois autres tours seraient construites, l'une de 24 étages et deux de 36 étages. La Direction générale soutient les modifications proposées au Règlement de zonage et est d'avis que le projet est conforme aux dispositions du Plan officiel.

Consultation publique et commentaires

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement. Environ 57 personnes ont commenté la proposition.

Lorsque les demandes ont été reçues, un site Web sur le projet a été créé par l'entremise de la Ville d'Ottawa, à l'adresse : <http://ottawa.ca/fr/hotel-de-ville/consultations-publiques/amenagement/plan-secondaire-du-centre-commercial-westgate>.

Deux réunions publiques ont été organisées dans la collectivité avant le dépôt de la demande, la première le 24 novembre 2015 en compagnie de représentants d'associations communautaires et des conseillers Leiper et Brockington, et la seconde le 16 décembre 2015, à laquelle ont participé des membres du public, les conseillers Leiper et Brockington, ainsi que des membres du personnel de la Ville. Après la présentation et la circulation de la demande, une réunion portes ouvertes, organisée et dirigée par le requérant et les conseillers Leiper et Brockington, a eu lieu le lundi 20 juin 2016.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1309 Carling Avenue

Owner

Riocan Management

Applicant

FoTenn Consultants – Matthew McElligott

Architect

Rod Lahey Architecture

Description of site and surroundings

The area is located in the Civic Hospital-Central Park neighbourhood. The requested Official Plan Amendment encompasses a study area bound by Highway 417 to the north, Merivale Road to the east, the rear property lines of lots that front onto the south side of Carling Avenue, and Kirkwood Avenue to the west, as detailed in Document 1.

Within this study area there are the Westgate Lands, which includes both 1309 and 1335 Carling Avenue. There is also an area identified as the Westgate-Carling South Transition Area, which is made up of the properties that front onto the south side of Carling Avenue. The study area, including the Westgate Lands and Westgate-Carling South Transition Area, are shown in the schedules in Document 2.

The Westgate Lands include both properties municipally known as 1309 and 1335 Carling Avenue. The subject property at 1309 Carling Avenue is located at the north-west corner of the intersection of Carling Avenue and Merivale Road. It has an area of approximately 3.69 hectares (36,896 square metres), with approximately 229 metres of frontage along Carling Avenue and 227 metres of frontage along Merivale Road. The property, known as the Westgate Shopping Centre, is currently occupied by a one-storey retail shopping centre with a second storey office portion on the east end of this building. A stand-alone restaurant pad is also located on the southeast corner of the lot. 1335 Carling Avenue is currently occupied by a six-storey retail and office building and abuts 1309 Carling Avenue to the west.

The Westgate-Carling South Transition Area is a mix of mid-rise commercial and office buildings that range in height from two to 22 storeys (Phoenix Apartments at 1316 Carling Avenue). On the east side of the Westgate-Carling South Transition Area, there is a currently a four storey hotel (Best Western at 1272 Carling Avenue) with associated parking. At the west end of the Westgate-Carling South Transition Area is a five-storey

retirement home (Embassy West at 1400 Carling Avenue) which is currently undergoing a Zoning By-law amendment to permit an increase in height from 10 to 12 storeys, with an amenity room projection.

The Zoning By-law amendment applies solely to the property municipally known as 1309 Carling Avenue, currently the location of the Westgate Shopping Centre, as shown in Document 3.

The following land uses surround the study area of the Official Plan Amendment, as detailed in Document 1:

- North: Highway 417 and Island Park Drive, and beyond the Highway is Hampton Park.
- East: Ottawa Hydro electrical station and parking for the Royal Ottawa Hospital.
- South: To the south of the Westgate-Carling South Transition Area is low-rise residential.
- West: Kirkwood Avenue and the on-ramp to enter Highway 417 East.

Summary of requested Official Plan Amendment

To carry out the Official Plan Amendment, a Secondary Planning process was undertaken. The Secondary Planning process included studying the vision and guiding principles, land-use policies, heights, design and connectivity, surrounding context, public realm, public transportation, and other related topics. The proposed Westgate Secondary Plan is the result of the process, as detailed in Document 2.

Summary of requested Zoning By-law Amendment proposal

The current zoning at 1309 Carling Avenue is Arterial Mainstreet, Subzone 10 (AM10). The requested zoning retains the AM10 zone and adds Exception XXXX and Schedule XXX to be AM10 [XXXX] SXXX. The amendment is requested to allow for a phased re-development of the subject property that will introduce five mixed-use high-rise towers and a POPS (see Document 5).

Brief history of proposal

An Official Plan amendment application and a Zoning By-law amendment application was submitted on the subject lands on December 23, 2015 to facilitate the phased

redevelopment of Westgate Shopping Centre, which will consist of mixed-use towers at 1309 Carling Avenue as well as the adoption of the Westgate Secondary Plan.

DISCUSSION

Public consultation

When the applications were received a project website was created through the City of Ottawa on: <http://ottawa.ca/en/city-hall/public-consultations/planning-and-infrastructure/westgate-shopping-centre-secondary-plan>.

Two public meetings were held in the community prior to application: (1) on November 24, 2015 with Community Association representatives and Councillor Leiper and Councillor Brockington; (2) on December 16, 2015 with the public, Councillor Leiper, Councillor Brockington, and City staff. After the application had been submitted and circulated, a public open house was organized and facilitated by the applicant and Councillor Leiper and Councillor Brockington on Monday June 20, 2016.

The consultation details can be found in Document 7 which provides a summary of comments that were received from members of the public, the Civic Hospital Neighbourhood Association (CHNA) and the Carlington Community Association (CCA) during the circulation period along with staff's responses.

The community requested consideration be given to: the impact of increased traffic, the establishment of cycling and pedestrian connections, the provision of policies to ensure appropriate transition to surrounding low-rise residential, and the support to create community facilities and amenities on the Westgate Lands.

For this proposal's consultation details, see Document 7 of this report.

Official Plan designations

The site is located within the Arterial Mainstreet designation as shown on Schedule B of the City's Official Plan. Carling Avenue is recognized as part of the on-road cycling route network as shown in Schedule C, a supplementary intensive rail transit in Schedule D, and an existing Arterial Road in Schedule E.

Merivale Road is recognized as part of the on-road cycling route network as shown in Schedule C, an existing Arterial Road in Schedule E, and north of Carling Avenue, Merivale Road is identified as a Scenic Entry Route along a city-wide multi-use pathway on-road route.

Other applicable policies and guidelines

The Urban Design Guidelines for Development along Arterial Mainstreets applies to this site. These guidelines encourage development along Arterial Mainstreets that strengthens building continuity along the street, facilitates gradual transitions to more intensive forms of development, promotes pedestrian friendly streetscapes and connections to the surrounding context and offers a range of uses including retail, office and higher density residential.

Urban Design Review Panel (UDRP)

Located within a Design Priority Area, the proposed development is subject to the UDRP process. The applicant presented their proposal to the UDRP on November 5, 2015.

The panel recommendations were follows:

- General Comments
 - The Panel congratulates the proponent on undertaking this project and looking at the greater area comprehensively. It will be an important initiative to help urbanize a suburban condition.
- Context / Phasing
 - The later phases of the project will have to be integrated with the first phase. City staff and the proponent will have to consider how this phase will connect to the area south of Carling Avenue. The long-term phasing will be a challenge, but it will be important to understand how the whole area will evolve, so that the two areas can be linked.
- Site Layout
 - The Panel recommends beginning by studying the layout of the streets and blocks and then investigating how they can be filled in. Tower heights are less important than the configuration of the blocks and how the buildings relate to them.
 - Currently, the towers are the prominent elements, not the streets and blocks. There is space for four city blocks on this site and a main east-west connector cutting through the site as a main shopping street.

- Carefully consider what the character of the internal streets will be and how the main street edges will function. Adequate space will need to be included for comfortable sidewalks and on-street parking. Pedestrian access between commercial areas will be important.
- Explore the possibility of including a dedicated visitors parking area.
- **Massing / Building Design**
 - Begin the process by establishing a mixed-use mid-rise condition on the site and then choosing appropriate locations for towers.
 - In the next steps of the design, explore ways of giving the buildings a consistent but unique feel, for example through varying materiality.
 - Phase I, at the corner of Carling Avenue and Merivale Road, is an appropriate location for a slightly higher podium (around eight storeys). This would help to reinforce the street edge.
 - The proponent will have to carefully examine how indoor parking will be screened from the public realm. Parking on the second and third floors can be a challenge from an urban design perspective. Liner buildings are an effective means of screening the parking and should be considered. Alternatively, parking should be located at the rear of the buildings.
 - Consider uses such as small office spaces suitable for doctors, dentists, etc. that are an amenity to the broader neighbourhood and that will draw people from the surrounding area into the development.
- **Open Space**
 - On a site of this size, a public park, not a privately owned publicly accessible space, should be included.
 - Explore the possibility of the central park space taking the form of a linear park.

Response:

The department notes that the recommended Official Plan and Zoning By-law amendments accommodates the positive design features supported by UDRP, such as:

urbanizing the current context; providing a policy review of how the whole area will evolve; designing the interior private roads to be pedestrian friendly; reinforcing the street edge along Carling Avenue and Merivale Road; and screening surface parking from the street. Remaining comments will be reviewed further and addressed appropriately through the subsequent formal UDRP presentations associated with individual Site Plan Control applications.

Planning Rationale

Planning Act and Provincial Policy Statement

The *Planning Act* requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS), a document that provides policy direction on matters of Provincial interest related to land use development.

The proposal is subject to the policies contained within the 2014 PPS. Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014. The proposal is in keeping with the PPS by promoting efficient development with a mix of uses in a built form that enhances the vitality of downtowns and mainstreets.

Official Plan Policies

The proposal has been reviewed under the consolidated Official Plan (2003 – OPA76) and in accordance with the Council approved amendments contained within Official Plan Amendment 150 (OPA 150). OPA 150 was approved by Council in 2013 and is currently under appeal.

Pursuant to Schedule B and Section 3.6.3 of the Official Plan, the properties within the study area are designated Arterial Mainstreet. As outlined in Section 3.6.3 of the Official Plan, Mainstreets are intended to be redeveloped to achieve more compact, mixed-use, pedestrian-oriented development over time. Arterial Mainstreets are typically characterized as being larger lots with lower densities with parking lots that separate development from the street. As this is the case, policies related to Arterial Mainstreets encourage creating more intensive forms of development, such as higher density residential uses, that remove open areas that are often occupied by surface parking between low-density existing development and the street.

In this regard, the development proposal is intended to enhance the streetscape along Carling Avenue by intensifying the site with five mixed-use buildings that transition in

height on the site. The tallest buildings proposed are located adjacent to the Highway 417, where the proposed density has less of an impact on existing development. The proposed redevelopment creates a defined street edge along Carling Avenue and Merivale Road.

The Official Plan typically supports building heights up to nine stories on Arterial Mainstreets, with the provision that greater building heights may be considered in accordance with policies 8 through 14 of Section 4.11. This section states that the City will consider proposals that go beyond the traditional 9 metre height on Arterial Mainstreets in light of how certain design, transition, and compatibility elements are incorporated into the proposal. Such elements include: scale, views, skyline, architecture quality, and public realm.

Through the implementation of OPA 150 and to achieve height and density where appropriate, Council introduced Section 2.5.6 – Collaborative Community Building and Secondary Planning Processes to guide the development of large redevelopment sites. Section 2.5.6 speaks to creating policy direction for a specific area and addressing strategic issues that apply to that area by undertaking a Secondary Planning Process. This process may lead to a plan prepared by the City or property owners, in keeping with a Terms of Reference for the project. The Westgate Lands is a large redevelopment site, and in accordance with this direction set by OPA 150 Section 2.5.6, the applicant underwent a secondary planning process to produce the proposed Westgate Secondary Plan. The plan was done in accordance with a Terms of Reference developed at the beginning of the project and in consultation with the surrounding community and other interested parties.

Westgate Secondary Plan: Terms of Reference

In keeping with the policy direction of Section 2.5.6 of OPA150, a Terms of Reference was created for the Westgate Secondary Plan. The Terms of Reference stated that the primary intent of the Secondary Plan will be to interpret and advance the implementation of the applicable Official Plan policies with a focus on the Westgate Lands within the Arterial Mainstreet designation and consider adjacent properties that may have an influence on the planned function of the area. The document outlined the intended goals to be achieved, framework to be implemented, and consultation to be incorporated through the Secondary Planning Process.

The Terms of Reference listed the following goals for the Westgate Secondary Plan:

- Implement the strategic direction of the Official Plan including:
 - o Promoting a mix of uses and opportunities for growth.
 - o Directing high-rise development and increasing the potential for density.
 - o Encouraging quality design and architecture.
 - o Improving the public realm through good urban design.
- Revitalize Westgate as a commercial node while providing for a mix of land uses.
- Establish the Westgate area as a key destination for the surrounding neighbourhoods and the wider community.
- Ensure the re-development of the Westgate site is supportive of the planned rapid transit infrastructure along Carling Avenue.
- Provide guidance and direction for the Westgate Lands in terms of design and land use policies that are respectful of local character.
- Establish policy and regulatory criteria that will create a comprehensive framework to manage future development in the study area.
- Create a guide for future projects within the Secondary Plan study area which includes the infrastructure needed to support the movement and connectivity of pedestrians, cyclists and motorists between Westgate and other City-wide destinations.

The Terms of Reference also set the framework and scope of study to be addressed through the Secondary Planning Process and proposed policy. The key components of the framework outlined within the Terms of Reference are as follows:

- Identify and examine existing land uses, urban design elements, heritage features, Official Plan and zoning issues in the study area.
- Determine how infill, intensification, re-development and public work improvements can contribute to the achievement of the Official Plan policies as well as applicable policies of the Provincial Policy Statement (PPS).

- Prepare guidelines to guide both private and public development that proposes land uses, urban design as well as streetscape and building form guidelines, based on the broad policy directions set out in the Official Plan for the future physical form of the Secondary Plan study area.
- Identify and examine transportation and servicing infrastructure capacity/rehabilitation issues, including the impact of the development of the future rapid transit, with an emphasis on developing strategies to increase the use of sustainable transportation.
- Develop a Phasing Plan for the re-development of the Westgate site.
- Demonstrate how the collaborative community building and design-oriented approaches of the Official Plan will be incorporated into the process of preparing and implementing the study's recommendations.

Lastly, the Terms of Reference also addressed the importance of consultation in developing the policies for the Westgate Secondary Plan. The applicants identified that they would hold a public open house event in which the consultant team would present the proposal as well as identify key issues and themes that guided the creation of the vision and resulting framework. The applicant held two public open houses on December 16, 2015 and on June 20, 2016. The open houses were organized and facilitated by the applicant and Councillor Leiper and Councillor Brockington.

Staff are satisfied that the goals, framework, and consultation for the Westgate Secondary Plan took place in accordance with the Terms of Reference agreed upon at the beginning of the process.

Westgate Secondary Plan: Proposed Policy

The policies introduced in the Westgate Secondary Plan relate to the redevelopment of the Westgate Lands at 1309 and 1335 Carling Avenue and the provision of appropriate transitional built form and quality urban design within the Westgate-Carling South Transition Area as outlined in Document 2.

The Westgate Secondary Plan policies that relate to the Westgate Lands at 1309 Carling Avenue and 1335 Carling Avenue speak to intensifying the subject lands with a new site layout that introduces mixed-use towers, internal private roads, and a POPS. The mixed-use towers transition in height, with the tallest buildings located adjacent to Highway 417. The proposed heights transition from:

- 24 to 36 storeys at the rear of 1309 Carling, adjacent to Highway 417; to
- 15 to 24 storeys along the northern edge of Carling Avenue; to
- Nine to 12 storeys along the southern edge of Carling Avenue. The 2008-250 Zoning By-law permits a maximum of nine storeys within the AM10 zone on the properties fronting the south side of Carling Avenue. The Official Plan states that heights greater than nine storeys may be considered along Arterial Mainstreets in accordance with Policies 8 through 14 of Section 4.11. There are no proposed changes to existing permitted heights or zoning provisions along the southern edge of Carling Avenue.

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Section 2.5.1 and Section 4.11 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan (2003 – OPA76) outlines design objectives and criteria for reviewing development proposals with respect to compatibility and urban design. This section identifies that built form, open spaces, and infrastructure play a key role in design. In this regard, the proposal achieves the following design objectives:

1. Enhance the sense of community by creating spaces with their own identity. The redevelopment within the Westgate Lands involves three phases that will transform the existing strip-mall into an area characterized by a mix of uses, internal roads, and a POPS.
2. Define quality public and private spaces through development. The proposal will create a street edge condition along Carling Avenue through the strategic placement of buildings along the Carling Avenue frontage.
3. Create places that are accessible, safe and well connected. The proposal illustrates an internal network of roads, pedestrian pathways and bicycle paths within the Westgate Lands. Furthermore, at the time of Site Plan Control, a road widening will be taken along Carling Avenue and Merivale Road and bicycle tracks will be implemented along both the Merivale Road and Carling Avenue frontages within the public right of way.
4. Respect character of existing area. The proposed Westgate Secondary Plan introduces polices that speak to providing appropriate transitions in built form

between the high-rise development proposed within the Westgate Lands toward the low-rise development in the community south of Carling Avenue.

5. Create spaces that can adapt and evolve. The proposed mixed-use development on the Westgate Lands allows for a mix of uses that can evolve over time. The phased nature of the redevelopment will allow for each phase to address the changing needs of the community.
6. Understand and respect natural processes. The City's natural ecosystem will be protected by introducing more soft landscaping onto the Westgate Lands. Further natural functions, such as natural drainage, groundwater recharge, stormwater retention will be protected at the time of Site Plan Control.
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transition within the greater area. The subject lands, while not within the interior portion of a stable, low-rise neighbourhood, is close to Carlington area, south of Carling Avenue. The proposal successfully intensifies an underdeveloped site along an Arterial Mainstreet, while also providing a sensitive transition in height to the lower-scale development on the south side of Carling Avenue.

Urban Design Guidelines

Development of the subject lands is to be considered in relation to the Urban Design Guidelines for Development along Arterial Mainstreets. These guidelines encourage development along Arterial Mainstreets to create a continuous streetscape by locating new buildings along the public street edge and use landscaping to enhance the pedestrian environment along the public sidewalk. It also suggests developing visual interest on corner lots. The first two phases of the development focus on developing the Carling Avenue streetscape. The first phase develops the corner of the site at Carling Avenue and Merivale and the second phase proposes a second building along Carling Avenue and a significant portion (40 per cent) of the POPS, which will include landscaping features.

The guidelines also recommend that new development create an internal circulation pattern that allows for logical connections both within the site and with the surrounding community. The proposal provides several internal roads with vehicular, pedestrian, and cycling connections that connect directly to both Carling Avenue and Merivale Road.

The proposal also intensifies the currently underdeveloped site with a mixed-use development, as recommended by the guidelines. The guidelines also recommend that such intensification be designed sensitively, creating transitions in height and massing when sites are located next to lower density neighbourhoods to mitigate any impacts. To mitigate any impacts on the low-rise residential in the Carlington community south of the study area, the Secondary Plan provides policies speaking to creating well designed buildings that offer transitions in height within the area south of Carling Avenue.

Proposed Zoning Details

As detailed in Document 5, the proposed Zoning By-law amendment will re-zone the site from AM10 to AM10 with a site specific Urban Exception [XXXX] for various performance standards and a Schedule "XXX" to control maximum building heights. The following summarizes the site specific zoning provisions:

- A maximum building height as per Schedule [XXX] to permit three buildings with a maximum building height of 24 storeys and two buildings with a maximum building height of 36 storeys. The current maximum height permitted within AM10 zone is 30 metres but in no case greater than nine storeys. All five high-rise towers are proposed to be mixed-use with active uses at-grade. Where structured parking is provided above-grade within the proposed buildings, the visual impact should be minimized as per Section 3.1 of the Westgate Secondary Plan. How the height is distributed on site minimizes shadow impacts on the surrounding community, with the tallest heights located adjacent to Highway 417. The proposed height schedule also provides an appropriate transition in height into the low-rise residential in the Carlington community, south of Carling Avenue.
- Clause 185(10)(b)(i) of the Zoning By-law states that the maximum permitted distance from the front lot line and corner side lot line that a mixed use or non-residential building can be built is 3 metres. The applicant is requesting that this be increased to 7 metres. This increased setback allows there to be flexibility in how the first two buildings interact with Carling Avenue, including placement of the building and landscaping. While still requiring the new buildings to be built close to the Carling Avenue street edge, this provision also provides a wider, more pedestrian friendly streetscape along Carling Avenue.
- In addition to the above, the requirement under Clause 185(10)(b)(i) also states that 50 per cent of the front lot line and corner side lot line must be occupied by building walls. This provision would apply to both Carling Avenue and Merivale Road. Given that the applicant only has a small portion of frontage on Merivale Road where meaningful development can take place, the applicant is seeking relief from this provision as it applies to Merivale Road (the corner side lot line of the development).
- Clause 185(10)(g) requires active entrances to be incorporated into the ground floor façade facing a public street and that these entrances be within 4.5 metres of the front lot line and corner side lot line. The applicant is requesting the required distance where these entrances are located to be increased to 7 metres for the front lot line (Carling Avenue) and 6 metres for the corner side lot line (Merivale Road). This request is in keeping with the relief sought above, because the maximum depth from the front lot line in which the building can be built is requested to be at 7 metres. This provision will require that the building at

the corner of Carling Avenue and Merivale Road be built in accordance with the active entrance Clause 185(10)(g) despite the building being setback a maximum of 7 metres from Carling Avenue and a maximum of 6 metres from Merivale Road.

- The applicant is requesting relief from the required 1.5 metre wide landscape buffer between a parking lot containing more than 10 but fewer than 100 spaces and a lot line not abutting a street. This provision is to address the fact that the subject property is an irregular shape and in the proposed phased concept there are several internal areas where the proposed surface parking areas abut the lot line without a landscape buffer. There is landscaping proposed within the site, including along the internal private roads, however due to the shape of the lot, providing a 1.5 metre landscape buffer around the surface parking lots provided is not practical.
- Accessory and temporary buildings or structures are proposed to be built within the proposed POPS. This will provide flexibility in the way the space is used for various activities or events while still retaining the area as a publically accessible space (rather than a building). If this exception was not implemented, the proponent would be limited to the 0 metres height limit within the space, limiting the flexibility of the space for programming.
- A maximum corner side yard setback of 6 metres is proposed for the phase 1 building intended to be constructed at the corner of Carling Avenue and Merivale Road. Since the applicant is requesting relief from the 50 per cent provision of Clause 185(10)(b)(i), there will also be no maximum 3 metre required corner side yard setback applied. The proposed maximum 6 metre provision provides greater flexibility in the placement of the building proposed in the first phase.

Parking

The applicant provided a Parking Strategy document, which outlines the amount of required and proposed vehicular parking in each of the three phases of development. Within each phase, the applicant meets the minimum required parking requirements for residential, visitor and commercial uses as set by the Zoning By-law.

In the final phase, the applicant will be providing 1,133 vehicular parking spaces. The minimum required amount of vehicular parking required will be 841 spaces. As per Schedule D of the Official Plan, Carling Avenue is identified to have future light rail

transit, with a transit station anticipated to be built close to the intersection of Carling Avenue and Merivale Road. When this transit station is built, this property will be subject to maximum parking requirements. The maximum number of vehicular parking spaces they will be required to provide near a rapid transit station would be 1,566 spaces; whereas they are providing 1,133 spaces (a difference of 433 spaces). Thus, the applicant is both meeting minimum required parking standards and falling below the future maximum required. Staff are satisfied that the proposal is providing sufficient parking without over-providing parking.

The department supports the proposed zoning amendments and is of the opinion that the proposal is consistent with the Official Plan and accompanying proposed Westgate Secondary Plan. The proposed schedule and many of the proposed exceptions are requested to implement the positive attributes of the proposal.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLORS

Councillor Leiper provided the following comments:

“The proposed Westgate Secondary Plan and associated documents including the Westgate Master Plan and public realm plan are, at the high level, an appropriate planning framework for this key parcel and surrounding area. Kitchissippi residents are generally in favour of the Westgate redevelopment, and I am supportive of greater height and density on this under-utilized land.

Predictably, I am particularly keen to see cycling improvements foreseen by the plan on Carling implemented as quickly as possible, and I will be asking staff to take whatever steps necessary to leverage those beginning with the first phase of construction.

The comments submitted by the Carlington Community Association and Civic Hospital Neighbourhood Association are constructive. The CCA's comments with respect to facades, set-backs, vehicular access from Carling, a buffer zone in the Arterial Mainstreet Lands and suggested permitted use restrictions are particularly well-received and my request of planning staff are to incorporate those into a revised secondary plan before that is presented to Planning Committee.

The comments by the CHNA mostly related to traffic are also well-received. The recently-announced decision to move the Civic campus of The Ottawa Hospital to the CEF-east location will fundamentally change transportation patterns in the whole of the near west of Ottawa. While neither Westgate nor the Civic will be built tomorrow, it is incumbent on the City, working with land developers and the Province, to begin planning the long-term transportation plans for this area.

I am pleased that in the preceding weeks, the Secondary Plan language has been bolstered with the addition of Neighbourhood Line language. My strong expectation is that this line will be respected, and that the community will be able to derive some certainty that the City will demand appropriate setbacks and other mitigations to retain the low-rise nature of the area south of the line.

I am concerned that the Master Plan speaks to the elimination of a requirement for an Official Plan Amendment should the RioCan project not incorporate a community facility. While it is not strictly in the proponent's hands whether the City funds such a facility or not, a secondary plan requirement will help motivate negotiations.

Finally, the Westgate Parking Strategy is cause for some discomfort. This development will eventually be served with true rapid transit. The plan on first glance over-provisions residential parking. The project's sustainability will depend on an aggressive effort to boost transit and active transportation modal shares. The current parking plan works counter to that thrust.”

Councillor Brockington provided the following comments:

“I am supportive of the long term plans to develop the property at 1309 Carling Avenue, commonly referred to as the Westgate Mall.

Although the redevelopment falls outside of River Ward, it will have a direct impact on River Ward residents, especially in the Carlington Community. River Ward residents are very interested in this proposal.

The development identifies the importance of connectivity for pedestrians, cyclists, and public transit. Improved access and additional services via public transit will also be key to the future success of the development given the expected additional vehicular traffic in the area. Although the following issues will mostly need to be addressed through the site plan phase, they have been noted via comments from residents in the community, including the need to retain some level of parking on site during construction activities,

the need to retain some free parking for patrons, the need to abate noise and dust during construction, the need to secure valuable community services (i.e. restaurants, banks and pharmacy), and to mitigate the potential loss of sunlight due to height of development.

The additional pressure that the new development and subsequent influx of new residents could have on the nearby Alexander Community Centre (ACC) should highlight the importance and need of an expanded facility in the future. The ACC is the closest City facility to this development and will see an increase in activity at the centre upon completion of the development. Expanding services at this 50-year old facility in order to meet the needs from the influx of residents will be critical.

The proposed twenty year timeframe for development is too lengthy and will impact the quality of life for nearby residents as well as impact other commercial/retail entities.

Westgate Secondary Plan Comments:

After a number of months reviewing this file with both City Planning staff, the consultant, and the Carlington Community Association I am pleased with and generally supportive of the revisions in the Westgate Secondary Plan.

Of notable interest to many of my constituents are the following points:

- Appropriate transitional built form to recognize and protect the low-rise residential context located south of the Westgate-Carling South Transition Area.
- 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.
- Connectivity was a key interest given the multiple modes of transportation that residents in this area use including public transit, walking, and cycling. The need to ensure safe connectivity to multiple points in this area is important.

The need to provide appropriate transition to the lands adjacent to the homes along Thames Avenue in the Carlington community was a key component that needed to be highlighted in the plan. I am pleased that this has been included.

There are no changes to the current zoning bylaws on the south side of Carling Avenue in the Carlington community including height restrictions along Carling. The height restrictions within the zoning envelope remain the same.

I recognize any future planning applications will be considered on an individual basis however I am pleased that there are some protections in place for residents and businesses in Carlington.”

LEGAL IMPLICATIONS

There are no legal implications associated with adopting the recommendations contained within this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The *Accessibility for Ontarians with Disabilities Act* requirements for site design will also apply, and will be reviewed at the time of the registration of this phase of the Subdivision.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

C3 – Provide a compelling, vibrant destination.

EP1 – Promote Ottawa.

EP2 – Support Growth of local economy.

TM4 – Improve safety for all road users.

HC1 – Advance equity and inclusion for the city’s diverse population.

HC2 – Revitalize recreation services.

HC3 – Create new and affordable housing options.

APPLICATION PROCESS TIMELINE STATUS

This application was processed by the On Time Decision Date established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Official Plan Amendment Location Map

Document 2 Proposed Official Plan Amendment – Westgate Secondary Plan

Document 3 Zoning By-law Amendment Location Map

Document 4 Zoning By-law Amendment Height Schedule

Document 5 Details of Recommended Zoning

Document 6 Development Concept Plans

Document 7 Consultation Details

Document 8 Overview Data Sheet (*previously distributed and held on file*)

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the proposed Official Plan Amendment to adopt the Westgate Secondary Plan and the proposed zoning to establish a mixed-use development at 1309 Carling Avenue. These amendments and the resulting policy direction will provide for the overall development concept to be further developed and implemented over time through Site Plan Control applications. The proposal facilitates the transformation of an underdeveloped large urban property into a dynamic mixed-use area with increased public amenities and connectivity. As such, the requested Official Plan and Zoning By-law amendments represents good planning and the department recommends the requested amendments be approved.

DISPOSITION

Office of the City Clerk and Solicitor, Legislative Services to notify the owner; applicant; Krista O'Brien, Deputy City Treasurer Revenue Branch, Corporate Services (Mail Code: 26-76) of City Council's decision.

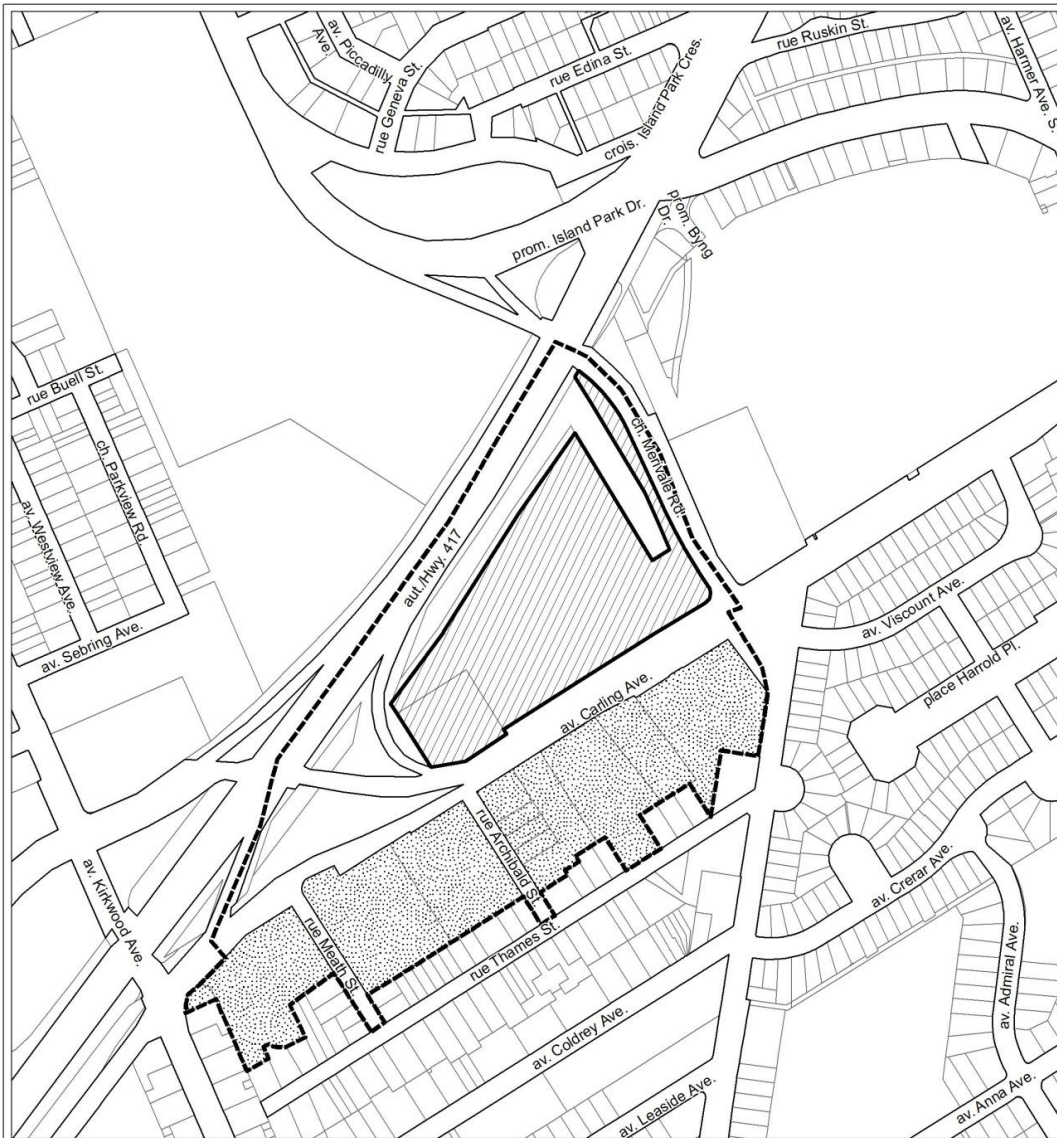
Zoning and Interpretations Unit, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services to forward the implementing by-law to City Council.

Circulation Services Unit, Planning Services to undertake the statutory notification.

Document 1 – Official Plan Amendment Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL							
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<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY. ©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. Ceci n'est PAS UN PLAN D'ARPENTAGE.</small>									
REVISION / RÉVISION - 2016 / 02 / 04		<table border="0"> <tr> <td></td> <td>Study Area / Zone d'étude</td> </tr> <tr> <td></td> <td>1309 avenue Carling Avenue</td> </tr> <tr> <td></td> <td>Westgate-Carling South Transition Area / Secteur de transition Westgate - Carling Sud</td> </tr> </table>			Study Area / Zone d'étude		1309 avenue Carling Avenue		Westgate-Carling South Transition Area / Secteur de transition Westgate - Carling Sud
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Document 2 – Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

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2. Location
3. Basis

PART B – THE AMENDMENT

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2. Details of the Amendment
3. Implementation and Interpretation
4. Schedule A of Amendment XX – Official Plan for the City of Ottawa
5. Schedule B of Amendment XX – Official Plan for the City of Ottawa
6. Schedule C of Amendment XX – Official Plan for the City of Ottawa

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

The purpose of Amendment No. XX is to add the Westgate Secondary Plan to Volume 2A of the Official Plan.

2. Location

The lands affected by the amendment are shown on the Location Map in Part C – The Appendix.

3. Basis

Background

An Official Plan amendment application and a Zoning By-law amendment application was submitted on the subject lands on December 23, 2015 to facilitate the phased redevelopment of Westgate Shopping Centre, which will consist of mixed-use towers at 1309 Carling Avenue as well as the adoption of the Westgate Secondary Plan.

Rationale

Through the implementation of OPA 150 and to achieve height and density where appropriate, Council introduced *Section 2.5.6 – Collaborative Community Building and Secondary Planning Processes* to guide the development of large redevelopment sites. Section 2.5.6 speaks to creating policy direction for a specific area and addressing strategic issues that apply to that area by undertaking a Secondary Planning Process. This process may lead to a plan prepared by the City or property owners, in keeping with a Terms of Reference for the project. The Westgate Lands is a large redevelopment site, and in accordance with this direction set by OPA 150 Section 2.5.6, the applicant underwent a secondary planning process to produce the proposed Westgate Secondary Plan. The plan was done in accordance with a Terms of Reference developed at the beginning of the project and in consultation with the surrounding community and other interested parties.

The policies introduced in the Westgate Secondary Plan relate to the redevelopment of the Westgate Lands at 1309 and 1335 Carling Avenue and the provision of appropriate transitional built form and quality urban design within the Westgate-Carling South Transition Area as outlined in Document 2 – Proposed Official Plan Amendment – Westgate Secondary Plan.

The Westgate Secondary Plan policies that relate to the Westgate Lands at 1309 Carling Avenue and 1335 Carling Avenue speak to intensifying the subject lands with a new site layout that introduces mixed-use towers, internal private roads, and a POPS. The mixed-use towers transition in height, with the tallest buildings located adjacent to Highway 417. The proposed heights transition from:

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8. Enhance the sense of community by creating spaces with their own identity. The redevelopment within the Westgate Lands involves three phases that will transform the existing strip-mall into an area characterized by a mix of uses, internal roads, and a POPS.
9. Define quality public and private spaces through development. The proposal will create a street edge condition along Carling Avenue through the strategic placement of buildings along the Carling Avenue frontage.
10. Create places that are accessible, safe and well connected. The proposal illustrates an internal network of roads, pedestrian pathways and bicycle paths within the Westgate Lands. Furthermore, at the time of Site Plan Control, a road widening will be taken along Carling Avenue and Merivale Road and bicycle

tracks will be implemented along both the Merivale Road and Carling Avenue frontages within the public right of way.

11. Respect character of existing area. The proposed Westgate Secondary Plan introduces policies that speak to providing appropriate transitions in built form between the high-rise development proposed within the Westgate Lands toward the low-rise development in the community south of Carling Avenue.
12. Create spaces that can adapt and evolve. The proposed mixed-use development on the Westgate Lands allows for a mix of uses that can evolve over time. The phased nature of the redevelopment will allow for each phase to address the changing needs of the community.
13. Understand and respect natural processes. The City's natural ecosystem will be protected by introducing more soft landscaping onto the Westgate Lands. Further natural functions, such as natural drainage, groundwater recharge, stormwater retention will be protected at the time of Site Plan Control.
14. Maximize energy and efficiency. By intensifying within the greenbelt and using existing City infrastructure to support new development, the proposal is promoting sustainable design.

Section 4.11 of the Official Plan (2003 – OPA 76) outlines compatibility policies and circumstances where an increase in height can be considered appropriate. The compatibility policies of Section 4.11 identify ways to measure compatibility, depending on the use proposed and the planned context. Such measures include: traffic and parking, outdoor amenity areas, sunlight and microclimate and supporting neighbourhood services. The proposal demonstrates that it adheres to these measures by establishing policies within the Secondary Plan that encourage strong urban design and community benefits, such as the large Privately Owned Public Space provided and the policy support for the creation of a community facility that is integrated into the private development of Westgate Lands.

Policies 8 through 14 of Section 4.11 address the situations where an increase in height can be considered suitable. Policies 8, 9 and 10 address where in the City greater heights may be considered, in this case the subject lands fall within an area considered for high-rise development as it is on an Arterial Mainstreet, having direct access to an arterial road and within 600 metres of a rapid transit station as identified on Schedule D. Policy 11 speaks to the building profile and compatibility of high-rise buildings (over nine

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PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Details of the Amendment consisting of the following text and the attached Schedule(s) constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details of the Amendment

The following changes are hereby made to the Official Plan, Volume 2a for the City of Ottawa:

- a) Adding to the Table of Contents of the Secondary Plans, the heading “Westgate Secondary Plan”.
- b) Adding a new section after the last approved Secondary Plan in Volume 2a of the Official Plan, the “Westgate Secondary Plan” as follows:

Volume 2A – 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 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 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.

2.2 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.

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 are 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, 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 on this site, as well as into mid and low-scale development moving south, across Carling Avenue.
5. To create a building height transition, 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. Residential and mixed-use buildings will take a podium and tower form. Podiums on all buildings will be a minimum of two 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, set-backs, 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 is 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 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 per cent 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 Carling Avenue shall construct a cycle track along the entire north side of 1309 Carling Avenue frontage in phase two (2) of the development of the Westgate Lands to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department.
4. The Owner(s) of 1309 Carling Avenue shall construct 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 to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department.
5. The Owner(s) of 1335 Carling Avenue shall construct a cycle track along the north side of Carling Avenue that fronts 1335 Carling Avenue when the site is

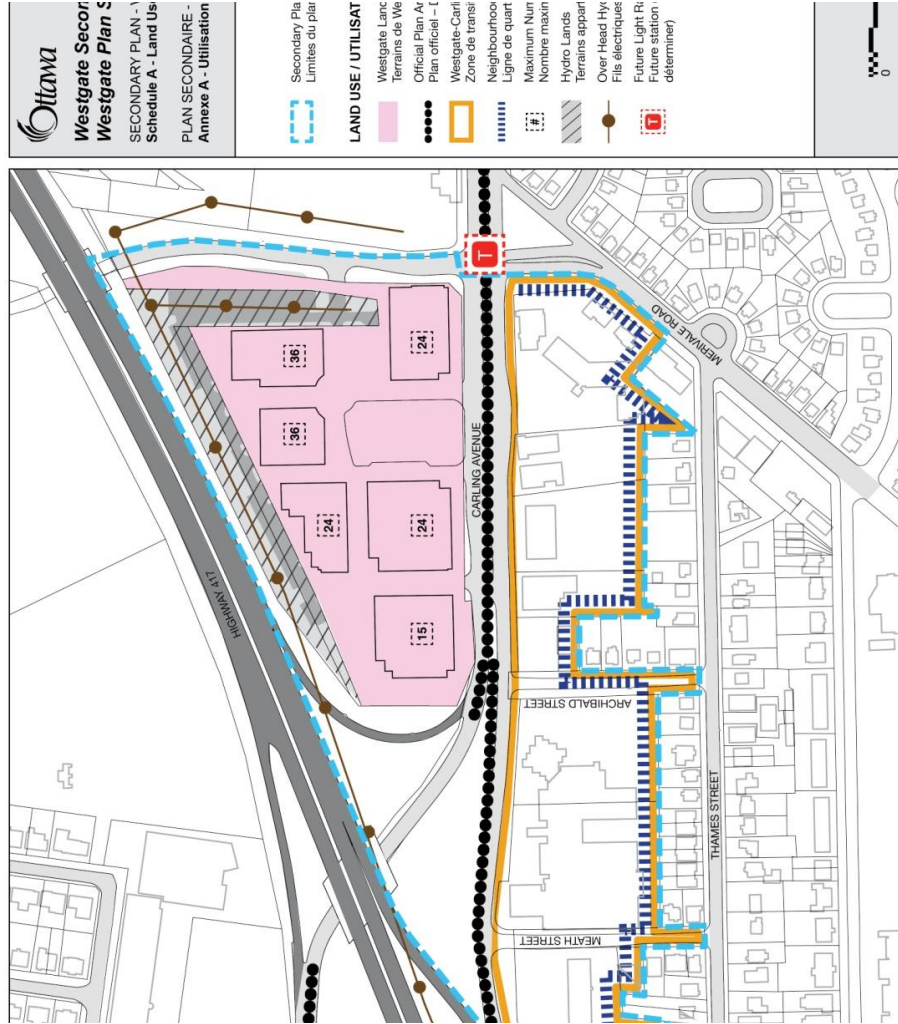
redeveloped to the satisfaction of the General Manager of Planning Infrastructure and Economic Development Department.

6. 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.
7. Where practical and appropriate, bus stop shelters shall be integrated into the lobbies of retail or office buildings that front onto Carling Avenue.

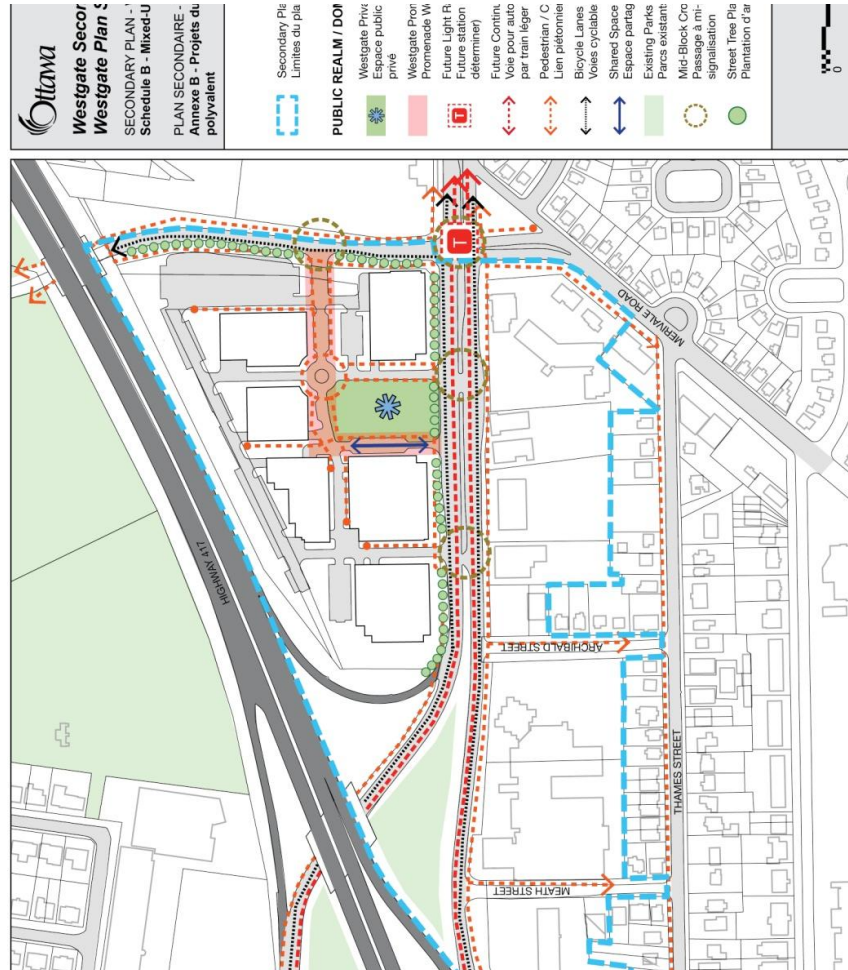
3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

SCHEDULE A – LAND USE PLAN (including Building Heights)



SCHEDULE B – PUBLIC REALM PLAN



SCHEDULE C – LOCATION



WESTGATE

SECONDARY PLAN - Volume 2A
Schedule C - Location

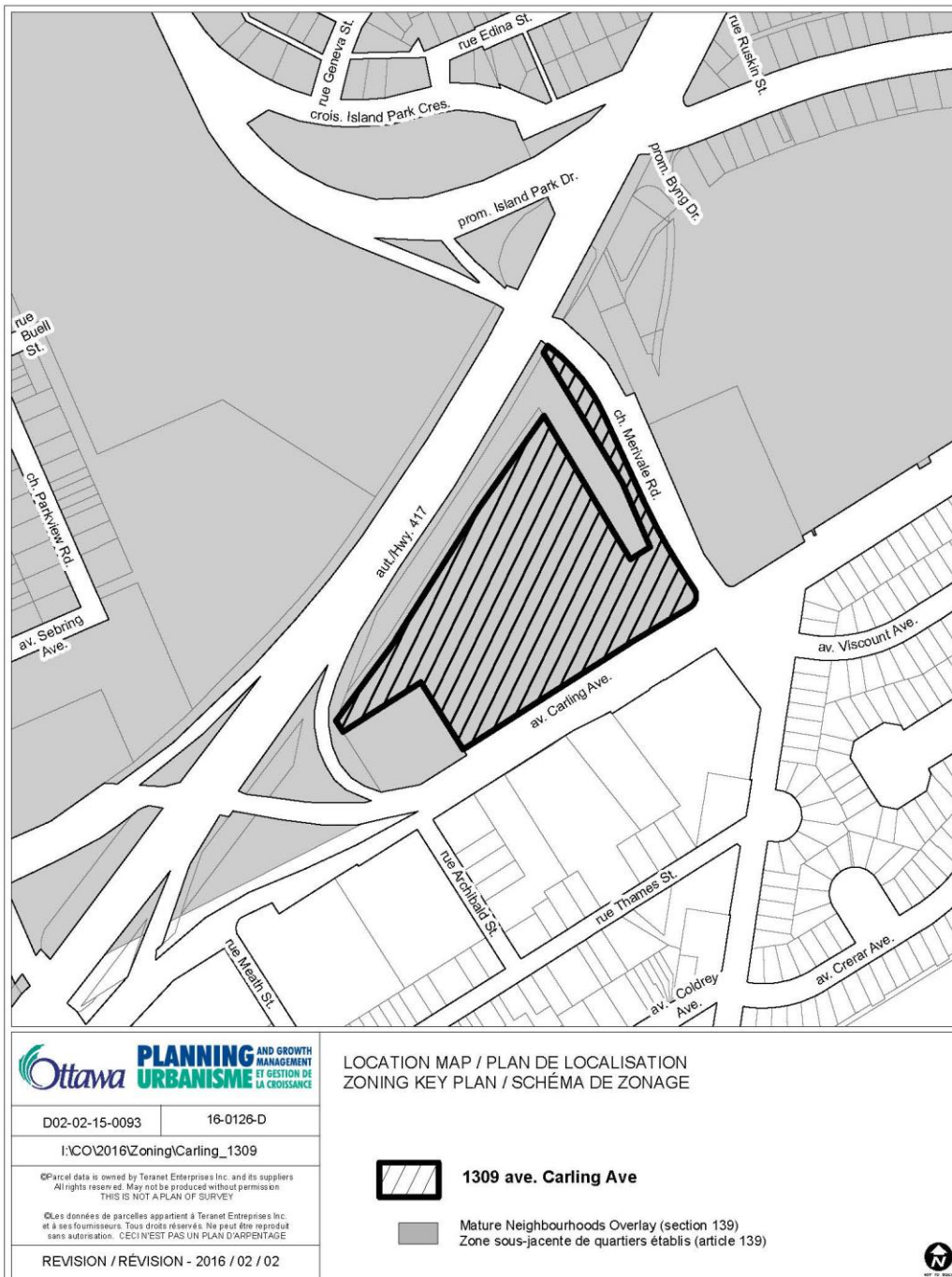
PLAN SECONDAIRE - Volume 2A
Annexe C - Location

-  Boundary of Secondary Plan / Limite du plan secondaire
-  Westgate Lands / Terrains de Westgate
-  Westgate-Carling South Transition Area / Secteur de transition Westgate - Carling Sud



Document 3 – Zoning By-law Amendment Location Map

For an interactive Zoning map of Ottawa visit geoOttawa. The site is located in the neighbourhood of the Civic Hospital-Central, at the corner of Carling Avenue and Merivale Road.

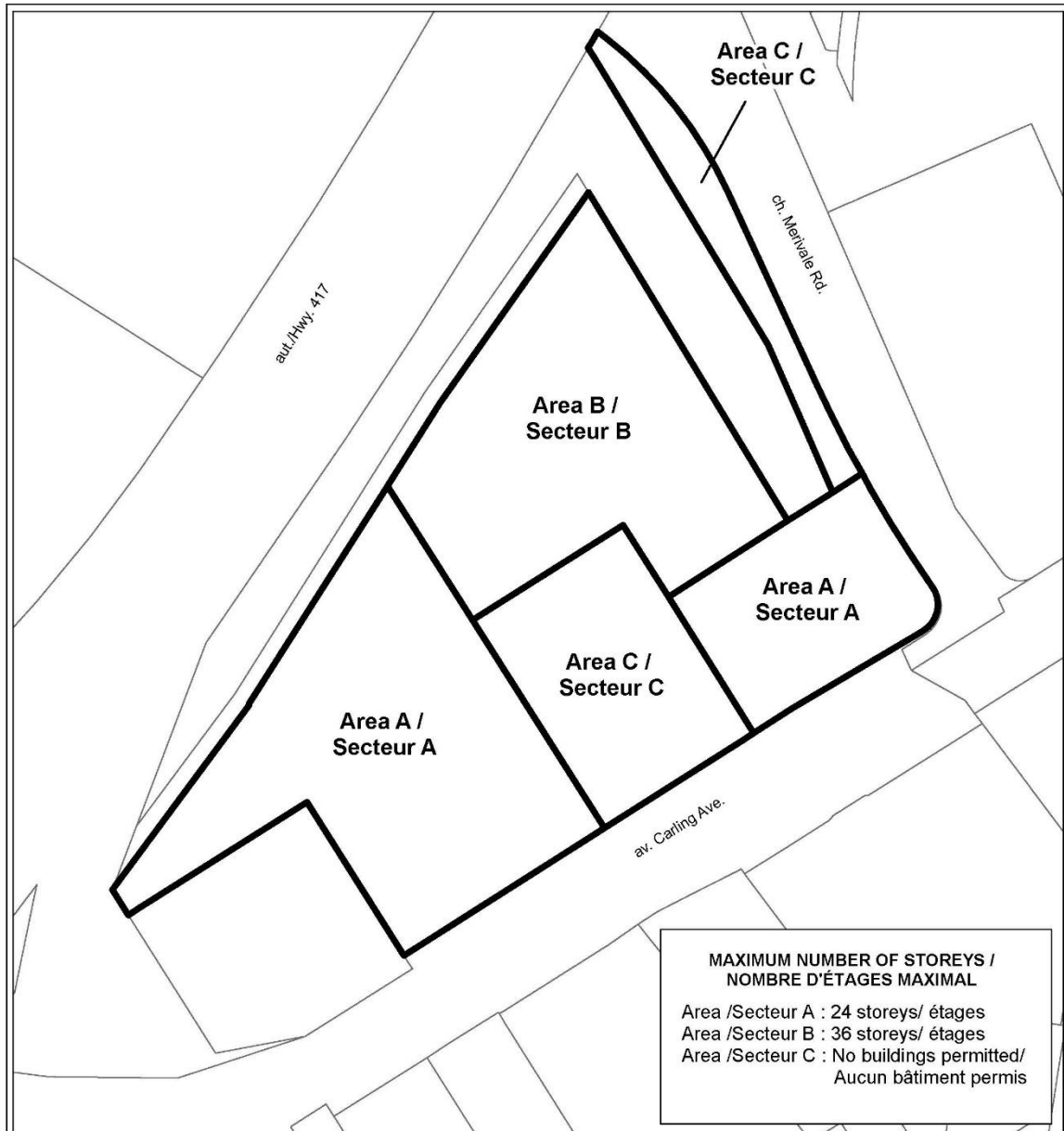



**PLANNING COMMITTEE
REPORT 41
12 APRIL 2017**

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**COMITÉ DE L'URBANISME
RAPPORT 41
LE 12 AVRIL 2017**

Document 4 – Zoning By-law Amendment Height Schedule






D02-02-15-0093	17-0246-X
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**This is Schedule XXX to Zoning By-law No. 2008-250
 Annexe XXX au Règlement de zonage n° 2008-250**

This is Attachment X to By-law Number 2017-____, passed _____, 2017
 Pièce jointe n° X du Règlement municipal n° 2017-____, adopté le _____, 2017


WIT TO SCALE

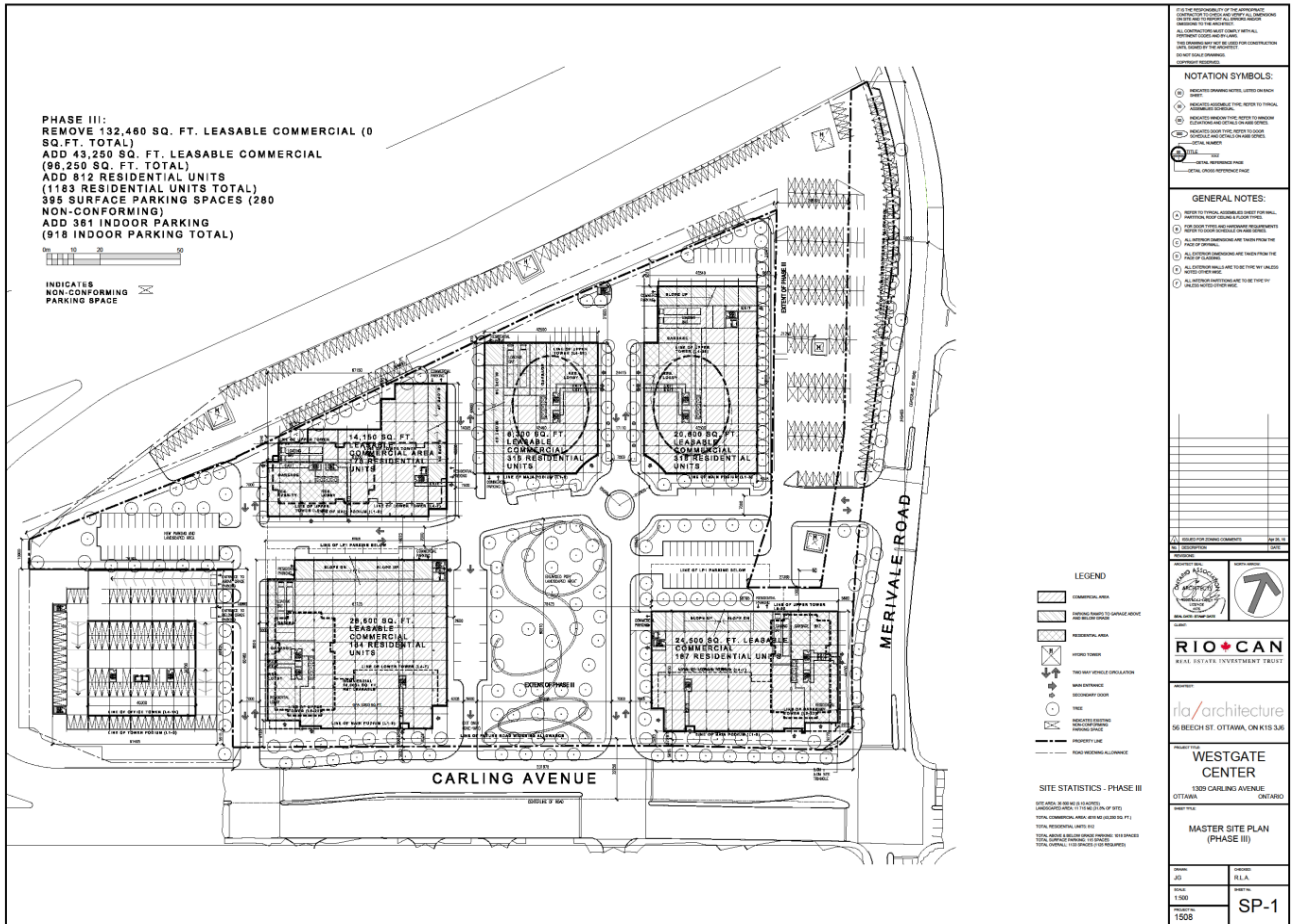
Document 5 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 1309 Carling Avenue are as follows:

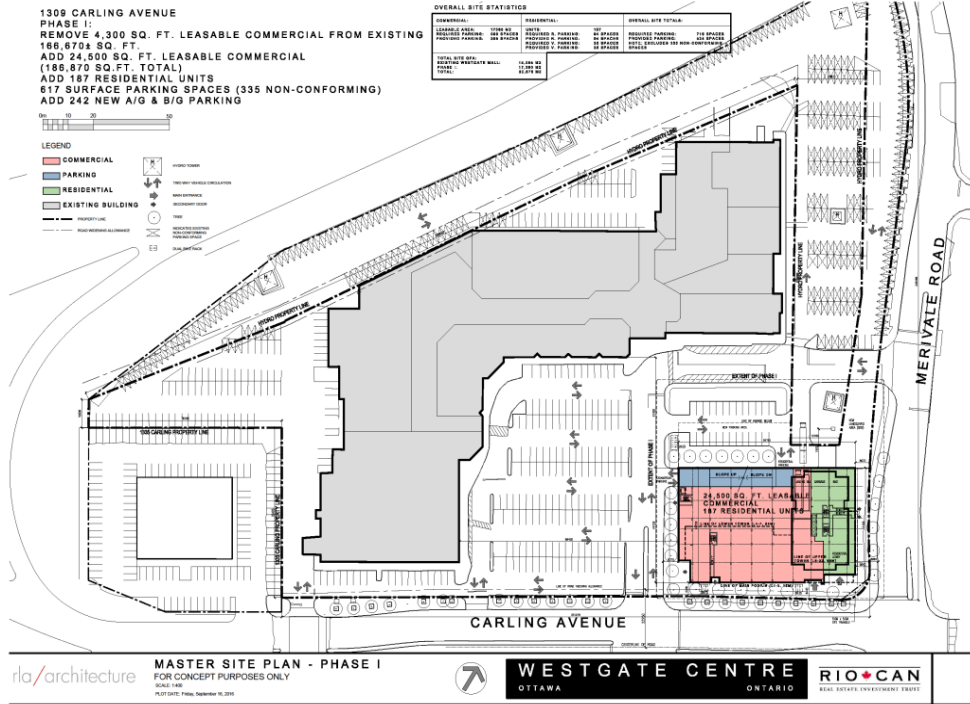
1. Rezone the lands shown in Document 1 from AM10 to AM10[XXXX] SXXX
2. Add a new exception AM10[XXXX] SXXX, to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In column II the text: “AM10[XXXX] SXXX”
 - b. In column V the following:
 - i. Maximum permitted building heights of AM10 do not apply and are as per SXXX;
 - ii. The stated depth within which mixed use and non-residential buildings must occupy at least 50 per cent of the frontage under clause 185(10)(b)(i) is replaced with 7 metres for the purposes of this exception.
 - iii. The requirement under Clause 185(10)(b)(i) that 50 per cent of the frontage be occupied by building walls only applies along the lot line abutting Carling Avenue.
 - iv. The requirements of clause 185(10)(g) apply to buildings located within 7 metres of the front lot line and within 6 metres of the corner side lot line.
 - v. The required 1.5 metre wide landscape buffer between a parking lot containing more than 10 but fewer than 100 spaces and a lot line not abutting a street does not apply.
 - vi. Schedule XXX does not apply to accessory buildings or structures which continue to be regulated by Section 55, and temporary buildings or structures which continue to be regulated by Section 71.
 - vii. For Area A abutting Merivale Road as shown on Schedule XXXX the maximum corner side yard setback is 6 metres.
3. Add Document 4 as a new schedule to Part 17.

Document 6 – Development Concept Plans

Master Draft Site Plan



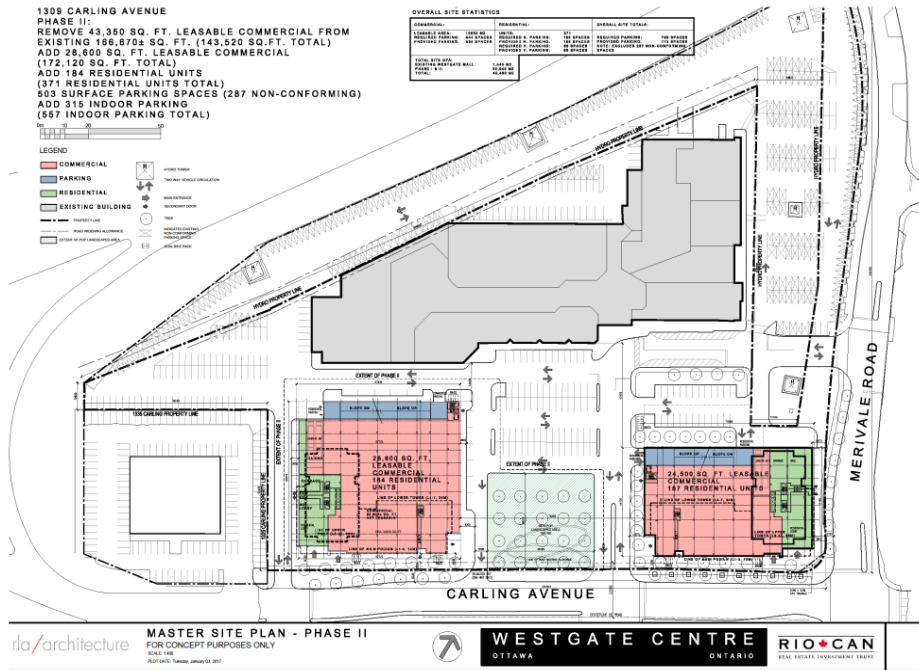
Master Concept Plan - Phase I



Perspective – Phase I



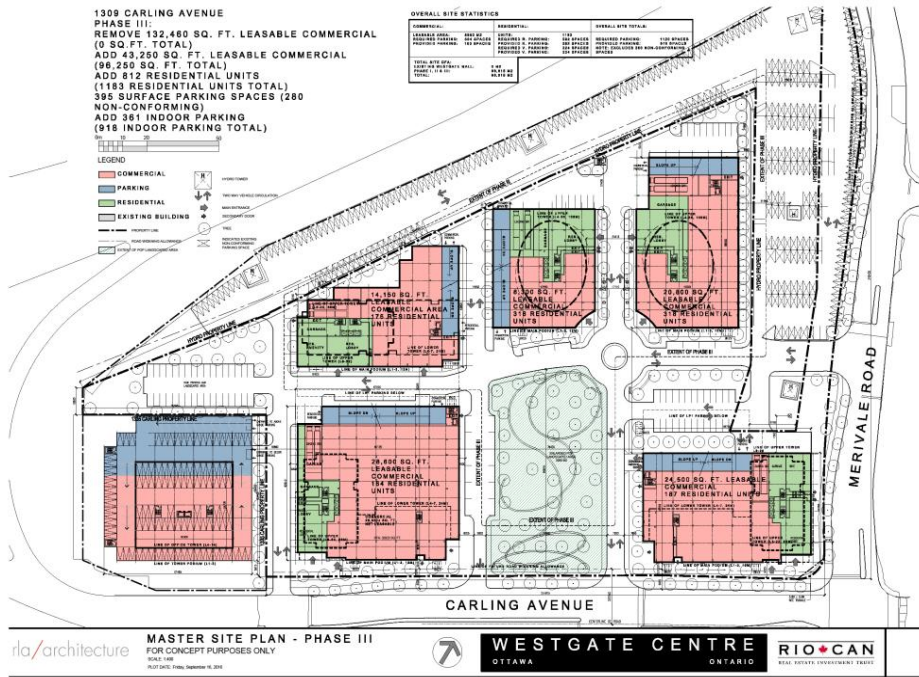
Master Concept Plan - Phase II



Perspective Phase II



Master Concept Plan - Phase III



Perspective Phase III



Phase III - Streetscape View from Carling Avenue looking West



LOOKING WEST ALONG CARLING AVENUE

Phase III - Streetscape View from Carling Avenue looking East



LOOKING EAST ALONG CARLING AVENUE

Phase III - Interior Street Perspectives - View North at Carling Entrance



VIEW NORTH AT CARLING ENTRANCE

Document 7 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

When the applications were received a project website was created through the City of Ottawa on: <http://ottawa.ca/en/city-hall/public-consultations/planning-and-infrastructure/westgate-shopping-centre-secondary-plan>.

Two public meetings were held in the community prior to the application: (1) on November 24, 2015 with Community Association representatives and Councillor Leiper and Councillor Brockington; (2) on December 16, 2015 with the public, Councillor Leiper, Councillor Brockington, and City Staff. After the application had been submitted and circulated, a public open house was organized and facilitated by the applicant and Councillor Leiper and Councillor Brockington on Monday June 20, 2016.

Public Comments and Responses

Summary of Public Input

A total of 57 residents provided feedback on the subject proposal. The comments were generally positive regarding the revitalization of the site. There were also concerns expressed which are summarized below:

1. Land Use

- Ensure a grocery store is located on-site to serve abutting residential and the community at large.
- Provide a range of restaurant uses.
- Provide a community benefit, such as a community facility.

Response:

- The proposed zoning for the site maintains the Arterial Mainstreet designation, which permits a range of uses including grocery store, community centre, and restaurant uses.

- The proposal includes retail and public use spaces at street level throughout the site to encourage active street fronts and street level activity.
- The Privately-Owned-Public Space (POP) provides a community benefit.
- The Secondary Plan has policies supporting the development of a community facility within the Westgate Lands.

2. Transportation

- Consider how increased traffic will impact rush hour driving and the use of public transport.
- Consider how increased traffic will compound the traffic coming off of Highway 417 and merging into Carling Avenue.
- Consider the safety of pedestrians crossing the street with increased vehicular traffic.
- Include bike lanes and bike infrastructure.
- Consider revising the amount of proposed parking on-site. Some residents articulated that there was not enough parking on-site and this would aggravate any existing parking issues in the surrounding area. Some residents articulated the opposite concern, that the proposal was providing too much parking and not taking steps to encourage more active transportation alternatives.

Response:

- The submitted Community Transportation Study reviewed the impact of the proposal on traffic and to the existing pedestrian and cycling network of the surrounding area. The conclusion of the report indicates that the proposed development fits well into the existing transportation network. It states the location and design promotes the use of walking, cycling, and transit modes and is recommended from a transportation perspective.
- There are bicycle tracks proposed along the north side of Carling Avenue, between Archibald Street and Merivale Road and along the west side of Merivale Road between Carling Avenue and the Highway 417 underpass as

shown in Document 3 – Schedule B and Document 4 – Westgate Secondary Plan.

- Transportation and Planning staff are satisfied with the proposed Parking Strategy for the site. Namely, as each phase develops, the parking will be evaluated through Site Plan Control applications to determine if the parking provided is oversupplied or meeting the required needs of the development.
- Parking is being provided in accordance with zoning provisions.

3. Scale

- Some residents expressed concern with the scale of the proposal being too tall and dense.
- Consider reduced sun exposure, reduced privacy, and increased wind.
- Consider the light pollution resulting from apartments being lit up at night.
- Consider problems that may arise from clusters of high density rental buildings being built close together. One resident requested a mix of uses including: a senior's home, rental residential, condominium use, commercial and institutional.

Response:

- A mix of uses is permitted within the Arterial Mainstreet zone.
- The location of the redevelopment, surrounded by two arterial roads and Highway 417, significantly reduces the impact of the proposed heights on existing residential.
- Within the Secondary Plan there are policies that speak to providing separation distances between towers, which will address concerns of privacy, light, and wind as the site develops internally.

4. Construction

- How will parking be addressed during construction?
- How will noise and dust during construction be mitigated so that it does not disrupt residents, pedestrians, cyclists, and drivers?

Response:

- Given that this re-development will take place over three-phases, there will be parking provided on-site through each phase, either by the existing surface parking areas or by newly built parking areas.
- There are City by-laws which regulate construction times to minimize the impact that the construction has on its surroundings as well as the dust and debris resulting from construction.

Community Organization Comments and Responses

Civic Hospital Neighbourhood Association (CHNA)

Members of the Civic Hospital Neighbourhood Association (CHNA) were consulted throughout the application review process. The CHNA have stated support for undergoing a Secondary Planning Process on this important site, and have additionally provided comments and concerns. The following is a summary of the comments on the above applications:

1. Concern that the transportation documents provided through the Official Plan and Zoning By-law amendment do not reflect proposed changes to the on-ramp by the Ministry of Transportation or the proposed re-location of the Civic Hospital Campus.

Response:

Regarding the Ontario Ministry of Transportation (MTO)'s investigation of the on-ramp closure west of the site:

- Traffic studies and analysis undertaken to assess the impacts of the proposed on-ramp closure are based on a transportation forecasting model maintained by the City of Ottawa, in partnership with the City of Gatineau, the MTO and the Quebec Ministry of Transportation. This model accounts for future development growth, as well as planned road/transit infrastructure, to forecast how people will choose to travel in the City. Through this process, future travel demand projections for trips along Carling Avenue are reflective of proposed future developments.
- Please note, at the time of writing this report the closure has not yet been approved; the Transportation Environmental Study Report is anticipated to be

submitted by the MTO for public review at the end of March, after which there will be a 30-day public review.

- The Official Plan and Zoning By-law Amendment submission were received by the City of Ottawa December 23, 2015 whereas the first time this MTO investigation was announced publically was June 2016. In other words, the initial submission for the OPA and Rezoning at 1309 Carling pre-ceeded knowledge of the on-ramp closure.
- At the time of Site Plan Control submission, new traffic studies will be required and reviewed by City of Ottawa staff.

Regarding the Civic Hospital Campus re-location:

- The hospital site location was investigated concurrently with these applications. Further traffic analysis will be addressed through subsequent Site Plan Control applications.
2. Concern that there is not a more innovative approach to mobility in and around Westgate. Specifically, requesting: reduced vehicular entrances into the site from Carling Avenue; cycling lanes be envisioned; a design of a cycle track provided; cycling facilities be incorporated to incentivize people to bike rather than drive; and improvements to the pedestrian realm.

Response:

- The proposal is not introducing any new entrances to the site as the two entrances onto 1309 Carling Avenue already exist.
- In Section 4.0 Public Transportation of the Westgate Secondary Plan there are policies identifying that as a part of the development of the Westgate Lands, the Owner(s) of 1309 and 1335 Carling Avenue shall establish a cycling track along: (1) the north side of Carling Avenue, between Archibald Street and Merivale Road; and (2) the west side of Merivale Road between Carling Avenue and Highway 417 underpass.
- Schedule B – Mixed-use Area Public Realm Plan as shown in Document 3 identifies bicycle lanes along the west side of Merivale Road abutting the site and along Carling Avenue.

- Section 4.0 Public Transportation of the Westgate Secondary Plan also identifies the need to support public transportation infrastructure, ensure safe traffic patterns, support convenient pedestrian and cycle routes and integrate bus shelters where appropriate.

3. Concern that the proposal will increase neighbourhood cut-through traffic.

Response:

The Community Transportation Study submitted as a part of the application identified that given the local context of the subject site (being bound by two arterial roads and Highway 417) an increase in neighbourhood cut-through traffic is not anticipated. City of Ottawa Transportation staff reviewed this study and were satisfied that the study addressed neighbourhood impacts of the proposal at this stage in the process. At time of Site Plan Control, further transportation review will be conducted.

4. Concern that Carling Avenue is not shown to resemble a main street rather than an arterial road because the 2014 zoning review indicated a long-term vision for Carling to transform into a main street.

Response:

Carling Avenue is designated an Arterial Mainstreet in Schedule B and an existing Arterial Road in Schedule E of the Official Plan. The redevelopment of this site will contribute to creating a stronger urban mainstreet environment along Carling Avenue.

5. Concern that there is not specific policy speaking to a re-design of Carling Avenue and Merivale Road streetscapes. CHNA would like to see a re-design of the streets to make them more pedestrian friendly.

Response:

Through the Secondary Planning Process, there are new policies proposed to strengthen connectivity, pedestrian and cycling amenities, and active street frontages to the benefit of both Carling Avenue and Merivale Road.

Carlington Community Association

Members of the Carlington Community Association (CCA) were consulted throughout the application review process. Staff met with the members of CCA and Councillor Leiper and Councillor Brockington on January 5, 2017. Following this constructive and informative dialogue, the applicant provided revised policies and plans, as shown in Document 4 - Proposed Official Plan Amendment – Westgate Secondary Plan, and staff are of the opinion that the revisions to date have addressed the CCA's concerns. Outlined below are previous comments from the CCA:

1. Concern by proposed height increases on the south side of Carling Avenue.

Response:

Heights on the south side of Carling Avenue will be determined by the policy direction for Arterial Mainstreets in the City's Official Plan.

2. Concern that the back area of the property at 1316 Carling Avenue, which is currently a parking lot abutting Thames Street and zoned Residential Fourth Density, Subzone N (R4N) would be rezoned Arterial Mainstreet.

Response:

The rear portion of 1316 Carling Avenue is not proposed to be rezoned through these applications.

3. Concern that there will be no transition provided to the existing low-rise residential area south of the study area.

Response:

There is now a "neighbourhood line" indicated along the southern boundary of the study area, abutting the low-rise residential to the south. There are policies that speak to this "neighbourhood line" and the importance of quality urban design and transitions within Section 3.3 of the Secondary Plan. As well, the policy direction in the Official Plan for Arterial Mainstreets will help create a transition in built form.

4. Concern that the policy does not include a community facility within the Westgate lands.

Response:

While Section 37 benefits are not applicable to this proposal, in Section 2.2 Westgate Lands of the Secondary Plan, there is now a policy that speaks directly to supporting the creation of a centrally-located community facility that is integrated into the private development of Westgate Lands. Through the Site Plan Control application process for the development of this property, staff will work with the Councillor and property owner for the inclusion of this facility.

5. Concern that appropriate setbacks and landscape buffers need to apply to new development south of Carling Avenue.

Response:

Any outstanding issues relating to setbacks or landscaping within the Westgate-Carling South Transition Area will be addressed through the Arterial Mainstreet policies of the Official Plan and complementary Site Plan Control applications when these sites are redeveloped.