

**2. OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS – 1910 ST.
LAURENT BOULEVARD**

**MODIFICATION AU PLAN OFFICIEL ET AU RÈGLEMENT DE ZONAGE –
1910, BOULEVARD ST. LAURENT**

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council:

1. approve an amendment to Volume 1 of the Official Plan to designate 1910 St. Laurent Boulevard as Arterial Mainstreet and add to Volume 2a of the Official Plan the Elmvale Acres Shopping Centre Secondary Plan, as detailed in Document 2, as amended by adding a new policy 4 to Section 7 of the Elmvale Acres Shopping Centre Secondary Plan, as follows:

“4. Any application for Site Plan Control Approval will be subject to public notification and consultation including the requirement to hold a community information and comment session in accordance with the City’s Public Notification and Consultation Policy for Development Applications, in addition to any requirements of the *Planning Act*, as amended, and the Official Plan.”;
2. repeal a portion of the Arterial Mainstreet designation in Schedule 17 of Official Plan Amendment 150 adopted pursuant to By-law 2013-400, as it applies to 1910 St. Laurent Boulevard and as shown on Schedule 1 of the proposed Official Plan Amendment in Document 2; and
3. approve an amendment to Zoning By-law 2008-250 for 1910 St. Laurent Boulevard to permit a mixed use development as detailed in Document 3 – Zoning Key Plan, Document 4 – Zoning By-law Amendment Height Schedule and Document 5 – Details of Recommended Zoning.

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil :

1. approuve une modification au volume 1 du Plan officiel en vue d'attribuer au 1910, boulevard St-Laurent la désignation d'artère principale et d'ajouter au volume 2a du Plan officiel le Plan secondaire du centre commercial Elmvale Acres, comme l'expose en détail le document 2, tel que modifié par l'ajout d'une nouvelle politique 4 à l'article 7 du Plan secondaire du Centre commercial Elmvale Acres, à savoir :

« 4. Toute demande de réglementation du plan d'implantation devra faire l'objet d'un avis public et d'une consultation, ce qui comprend l'obligation de tenir une séance d'information et de consultation de la collectivité conformément à la Politique d'avis publics et de consultation de la Ville pour les demandes d'aménagement, en plus des exigences de la Loi sur l'aménagement du territoire, modifiée, et du Plan officiel. » ;
2. abroge une partie de la désignation d'artère principale à l'annexe 17 de la Modification 150 au Plan officiel, adoptée conformément aux dispositions du Règlement 2013-400, qui vise le 1910, boulevard St Laurent, comme l'illustre l'annexe 1 de la Modification proposée au Plan officiel dans le document 2 ; et
3. approuve une modification au Règlement de zonage 2008-250 visant le 1910, boulevard St-Laurent, afin de permettre un aménagement polyvalent, comme l'exposent en détail le document 3 – Schéma de zonage, le document 4 – Modification au Règlement de zonage, annexe sur la hauteur, et le document 5 – Détails du zonage recommandé.

DOCUMENTATION/DOCUMENTATION

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated 14 June 2017 (ACS2017-PIE-PS-0057)

Rapport de la Directrice, Service de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 14 juin 2017 (ACS2017-PIE-PS-0057)

2. Extract of draft Minutes, Planning Committee, 27 June 2017

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 27 juin 2017

3. Summary of Written and Oral Submissions, to be issued separately with the Council agenda for its meeting of 23 August 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 23 août 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.

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
June 27, 2017 / 27 juin 2017**

**and Council / et au Conseil
July 12, 2017 / 12 juillet 2017**

**Submitted on June 14, 2017
Soumis le 14 juin 2017**

**Submitted by
Soumis par:**

**Lee Ann Snedden, ,
Director / Directrice,**

Planning Services / Services de la planification

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

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Ward: ALTA VISTA (18)

File Number: ACS2017-PIE-PS-0057

**SUBJECT: Official Plan and Zoning By-law Amendments – 1910 St. Laurent
Boulevard**

**OBJET: Modification au plan officiel et au Règlement de zonage – 1910,
boulevard St. Laurent**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council:
 - a. approve an amendment to Volume 1 of the Official Plan to designate 1910 St. Laurent Boulevard as Arterial Mainstreet and add to Volume****

- 2a of the Official Plan the Elmvale Acres Shopping Centre Secondary Plan, as detailed in Document 2;**
- b. repeal a portion of the Arterial Mainstreet designation in Schedule 17 of Official Plan Amendment 150 adopted pursuant to By-law 2013-400, as it applies to 1910 St. Laurent Boulevard and as shown on Schedule 1 of the proposed Official Plan Amendment in Document 2; and**
 - c. approve an amendment to Zoning By-law 2008-250 for 1910 St. Laurent Boulevard to permit a mixed use development as detailed in Document 3 – Zoning Key Plan, 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 July 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 ce qui suit au Conseil :**
- a. approuver une modification au volume 1 du Plan officiel en vue d’attribuer au 1910, boulevard St-Laurent la désignation d’artère principale et d’ajouter au volume 2a du Plan officiel le Plan secondaire du centre commercial Elmvale Acres, comme l’expose en détail le document 2 ;**
 - b. abroger une partie de la désignation d’artère principale à l’annexe 17 de la Modification 150 au Plan officiel, adoptée conformément aux dispositions du Règlement 2013-400, qui vise le 1910, boulevard St-Laurent, comme l’illustre l’annexe 1 de la Modification proposée au Plan officiel dans le document 2 ; et**

- c. approuver une modification au Règlement de zonage 2008-250 visant le 1910, boulevard St-Laurent, afin de permettre un aménagement polyvalent, comme l'exposent en détail le document 3 – Schéma de zonage, le document 4 – Modification au Règlement de zonage, annexe sur la hauteur, 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 juillet 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

The site of the proposed Official Plan and Zoning By-law amendments, comprising 5.2 hectares, is located on the south side of Smyth Road between Othello Avenue and St. Laurent Boulevard in Alta Vista Ward (18). The site is known as the Elmvale Acres Shopping Centre, as shown in Document 1.

The proposed Secondary Plan policies align with Council direction as set out in Official Plan Amendment (OPA) 150; to permit Secondary Plan processes to guide the redevelopment of large sites, such as the Elmvale Acres Shopping Centre, and to achieve height and density where appropriate. The policy direction outlined in Section 2.5.6 permits City Council to establish site specific policies to guide long term growth and development in keeping with a Terms of Reference for the secondary planning process.

A Secondary Plan is supplemental to the Official Plan and contains more detailed direction than the Official Plan by focusing on site specific issues. In accordance with the direction set out in Section 2.5.6, the applicant, on behalf of the owner, underwent a secondary planning process to prepare the proposed Elmvale Acres Shopping Centre Secondary Plan.

The department recommends that the Official Plan and Zoning By-law amendments be approved. The Secondary Plan for the Elmvale Acres Shopping Centre was developed through a collaborative effort with key stakeholders including the property owner, consultants, Councillor Cloutier and the community. The vision for the site is to create an urbanized, compact, mixed-use centre that is connected to transit, responds well to surrounding neighbourhoods and creates new opportunities for business and services. The proposed Zoning By-law amendment is consistent with direction set out in the Secondary Plan.

RÉSUMÉ

L'emplacement visé par les modifications au Plan officiel et au Règlement de zonage, qui couvre une superficie de 5,2 hectares, se trouve du côté sud du chemin Smyth, entre l'avenue Othello et le boulevard St-Laurent, dans le quartier Alta Vista (18). Il est connu comme constituant le centre commercial Elmvale Acres, comme l'illustre le document 1.

Les politiques proposées dans le plan secondaire correspondent à l'orientation du Conseil décrite dans la Modification 150 au Plan officiel, qui permet aux processus d'élaboration de plans secondaires d'orienter le réaménagement de grands terrains, comme celui du centre commercial Elmvale Acres, et d'observer le respect des exigences de hauteur et de densité le cas échéant. L'orientation politique énoncée à la section 2.5.6 autorise le Conseil municipal et les propriétaires à mettre en place des politiques propres à l'emplacement afin d'y orienter la croissance et le développement à long terme, conformément au mandat du processus de planification secondaire.

Un plan secondaire est complémentaire du Plan officiel et contient des orientations plus détaillées que ce dernier puisqu'il est axé sur des enjeux propres à chaque emplacement. Conformément à l'orientation énoncée à la section 2.5.6, le requérant, au nom du propriétaire, a entrepris un processus de planification secondaire en vue d'aller de l'avant avec le projet de Plan secondaire du centre commercial Elmvale Acres.

Le Service recommande l'approbation des modifications au Plan officiel et au Règlement de zonage. Le Plan secondaire du centre commercial Elmvale Acres a été élaboré grâce à un effort collectif des principales parties intéressées, notamment le propriétaire, les consultants, le conseiller Cloutier et les membres de la collectivité. La vision d'avenir de cet emplacement en est une de centre urbanisé polyvalent et à forte densité, desservi par le réseau de transport en commun, intégré aux quartiers environnants et offrant de nouvelles possibilités pour les entreprises et les services. La

modification proposée au Règlement de zonage est conforme à la directive énoncée dans le Plan secondaire.

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

1910 St. Laurent Boulevard

Owner

RioCan Management Inc.

Applicant

Bill Holzman, Holzman Consultants

Architect

Rod Lahey Architecture

Description of site and surroundings

The site of the proposed Official Plan and Zoning By-law amendments, comprising 5.2 hectares, is located on the south side of Smyth Road between Othello Avenue and St. Laurent Boulevard in Alta Vista Ward (18). The site is known as the Elmvale Acres Shopping Centre, as shown in Document 1.

The shopping centre site contains two separate standalone buildings which are occupied by a number of retail tenants, a large grocery store and a branch of the Ottawa Public Library. The two standalone buildings contain restaurant and retail uses.

A small section of St. Laurent Boulevard which fronts a portion of the east perimeter of the site contains a southbound bus-only rapid transit stop serving six bus routes. The Elmvale Bus Terminal serves the site as well as the surrounding area. The average weekday ridership includes 2,250 boardings and 2,210 alightings (exiting the bus), with bus commuters traveling through the Elmvale terminal on the way to downtown Ottawa.

The Elmvale Acres Transit Terminal serves approximately 1.3 million customers per year. The terminal therefore ranks as the busiest non-Transitway terminal in the City.

The site is surrounded by mid and high rise residential buildings to the east and south, and low rise detached dwellings to the west within the Elmvale Acres neighbourhood. An adjacent parcel located at the south west corner of the intersection of Russell Road and Smyth Road, known as 1990 Russell Road, contains a single storey retail plaza. A vacant lot and a medical office building are located to the north of the site on Smyth Road.

Summary of requested Official Plan Amendment proposal

The site is currently designated General Urban Area within the Official Plan. The General Urban Area permits the proposed mixed use development. The application was also reviewed under OPA 150, which was approved by Council in 2013 but is currently under appeal. Under OPA 150, the site is proposed to be designated Arterial Mainstreet. The proposed Official Plan Amendment is therefore threefold:

1. Amend Schedule B – Urban Policy Plan, to designate the subject lands as “Arterial Mainstreet”, as shown on Schedule 1;
2. Amend Volume 2a of the Official Plan by adding the “Elmvale Acres Shopping Centre Secondary Plan”, attached as Annex 1 within Document 2; and
3. Repeal a portion of Schedule 17 of OPA 150 adopted pursuant to By-law 2013-400 as it applies to 1910 St. Laurent Boulevard.

Summary of requested Zoning By-law amendment proposal

The property is currently zoned (GM F(1.0)) General Mixed Use Zone, with a Floor Space Index of 1.0 and a height limit of 18 metres pursuant to Zoning By-law 2008-250, which permits low to mid-rise apartment buildings and a variety of commercial uses.

The proposed zoning is AM10 [XXXX] S(XXX)-h (Arterial Mainstreet, Subzone 10), which reflects the proposed mixed use development including high-rise buildings up to 16 storeys along the St. Laurent Boulevard frontage, mid-rise buildings up to nine storeys along the Smyth Road frontage and low-rise buildings up to two storeys along the Othello Avenue frontage. An area totaling 3,150 square metres at the south west corner of the site is to be zoned O1 (Open Space) for a proposed park. A holding symbol is to be placed on the AM10 portion of the site with conditions for lifting as part

of site plan approval which pertain to specifications on the size and design of the Privately Owned Public Spaces (POPS) on the site.

Brief history of proposal

Applications for Official Plan amendment and Zoning By-law amendment were submitted on December 10, 2015 which proposed a phased redevelopment of the shopping centre site. A Terms of Reference was developed in Spring 2016 to guide the Secondary Plan process. A webpage was created on Ottawa.ca which describes the steps in the process, provides key timelines and posts updated information for the community to review and comment on. The Draft Secondary Plan was submitted to the City in December 2016 and circulated for comments in January. Following the review of comments and meetings with the community association representatives, a revised Demonstration Plan was submitted to the City, shown as Appendix A of the Secondary Plan. An open house was held on May 24, 2017 to get feedback from the community and answer questions.

DISCUSSION

Public consultation

An initial open house was held on November 25, 2015 prior to the applications being formally submitted to the City. A total of 97 public comments were received with the majority being opposed to the redevelopment.

The City received 110 public comments during the initial application circulation in January 2016. The majority of those who commented were opposed to the proposed redevelopment.

A project webpage was created on the City's website in Spring 2016:

<http://ottawa.ca/en/city-hall/public-engagement/planning-and-infrastructure/elmvale-acres-shopping-centre-secondary-plan>

<http://ottawa.ca/fr/hotel-de-ville/engagement-du-public/construire-de-meilleurs-quartiers-revitalises/plan-secondaire-du-centre-commercial-elmvale-acres>

Community Visioning Workshop

On September 17, 2016, 123 residents as well as key stakeholders including various City departments, property owners and interested community associations participated in a Community Visioning Workshop and Drop-In Session at the Canterbury Community

Centre. The workshop was facilitated by the consulting team of behalf of RioCan Developments along with 13 city staff who assisted with answering questions and recording comments.

The following is a brief summary of the input received:

General Community Issues: Concerns were raised that there will be lengthy disruptions associated with construction during the redevelopment, as well as the desire to maintain the integrity of the neighbourhood and create improvements, particularly with respect to loading and truck traffic on Othello.

Land Use: Participants expressed a desire for the existing commercial uses to be retained on the property including the library, liquor store, grocery store, bank, hardware store, coffee shop and other service-oriented businesses for everyday necessities. Participants also indicated that seniors-oriented uses would be desirable. In general, mixed use development on the property was supported on the property, and which should include a vibrant and active public realm. Uses facing Othello Avenue should be compatible with the adjacent low-rise residential neighbourhood. Concern with higher density forms of development were expressed.

Built Form: Concern was raised regarding the proposed building heights originally presented to the public (up to 26 storeys). Many wanted a built form to be more respectful and compatible with the low-rise residential neighbourhood to the west of Othello Avenue. Sustainable and accessible designs were listed as high priorities.

Pedestrian and Cycling: Concern was expressed regarding the existing traffic on Othello Avenue and the need to make it a safer and more pleasant environment for pedestrians and cyclists. Participants also commented on the need for improved cycling connectivity with a focus on safety. The concerns about cut-through traffic in the neighbourhood was also raised.

Traffic Circulation and Parking: Participants indicated that Othello Avenue should be maintained as a local street and that the intersection at Othello and Smyth should be improved. An option to realign the intersection with Russell Road was suggested. Concern was raised that there is insufficient parking for the proposed development which will lead to spillover parking into adjacent neighbourhoods.

Parks, Open Space and Streetscaping: A desire for plentiful plaza-style seating areas and greenspace that is open to residents and shoppers alike was expressed including for example, recreational amenities and space for dogs. Many indicated a preference for several smaller greenspaces rather than one large green space on the site. Improvements to transit terminal area were recommended including more greenspace, landscaping, street furniture and lighting. There was also a desire to see patios and terraces to support commercial uses. A concern with accessibility to open spaces in the winter months was expressed.

Transit: Participants indicated a desire for a safer, more visually appealing transit station with weather protection, seating and bicycle parking. They also expressed a need for more frequent transit with clear route and schedule marking and the exploration of other incentives to increase transit ridership and accessibility.

Planning Primer

In October 2016, the City hosted a morning and afternoon Planning Primer session at the Elmvale Branch of the Ottawa Public Library. The purpose of the presentation was to provide an opportunity for residents to learn more about the Secondary Plan process being undertaken for the site and to ask questions. A total of 17 residents attended.

Stakeholder engagement

In November 2016, key stakeholder meetings were held with the applicant and City staff to discuss various aspects of the redevelopment proposal including transportation, infrastructure, parks, and planning and urban design. Meetings with the Canterbury, Riverview Park and Elmvale Acres Community Association were also held in the fall of 2016.

In Fall 2016, staff met with the Accessibility Advisory Committee to review the proposed Demonstration Plan for the site. The Committee requested to be consulted as part of the phased site plan approval process in order to provide more detailed comments on the detailed design of the site.

In January 2017, the Draft Secondary Plan policies and schedules were circulated for public comment. The City received 57 comments.

Open House

An Open House was held on May 24, 2017 to present and hear from the community on the updated Demonstration Plan for the site, the updated Secondary Plan policies and details of the proposed Zoning By-law amendment. A total of 110 people attended.

The Demonstration Plan of the site represents a conceptual redevelopment plan, which was used to guide the secondary planning process. The Demonstration Plan, shown in Appendix A of the Secondary Plan, proposes the following:

- Four mixed use buildings – one mid-rise (nine storeys) and three high-rise (16 storeys)
- Three stand-alone commercial buildings
- Total commercial space: 13,410 square metres
- Residential units: 570
- Below grade parking (residential): 285
- Surface parking (commercial): 386
- Privately owned public spaces (four) areas: 3,820 square metres
- Park area: 3,150 square metres
- Improvements to the transit station including a 60-metre layby, northbound and southbound stops which accommodate storage for two buses, a pedestrian crossing, and a southbound outside lane dedicated to buses.
- Public realm and transportation improvements.

Since the initial submission, revisions have been made to the Demonstration Plan for the site to address community and staff concerns including but not limited to the following:

1. Building heights were reduced along St. Laurent Boulevard from 26 storeys to 16 storeys and along Othello Avenue from four storeys to two storeys;
2. The total number of units proposed on the site was reduced from 815 to 570;

3. The proposed alignment of the shopping centre accesses on Othello Avenue with Hamlet Road and Chapman Boulevard were removed in response to community concerns with the potential for increased cut-through traffic into the Elmvale Acres neighbourhood. The existing offset access opposite Hamlet Road was maintained and the access at the south end of the was shifted south of Chapman Boulevard;
4. Direct vehicle access onto St. Laurent Boulevard abutting the transit terminal from the underground parking garages were removed in response to city concerns for ensuring the safe and efficient movement of buses in the area for both operators and riders.
5. Development along the Othello Avenue frontage will be designed to complement the existing residential character of the street.

Members from the public and community associations expressed specific concerns associated with the proposed redevelopment for which responses have been provided for in Document 6.

For this proposal's consultation details, see Document 6 of this report.

Official Plan designations

The Elmvale Acres Shopping Centre is proposed to be designated Arterial Mainstreet on Schedule B of the Official Plan. St. Laurent Boulevard is recognized as part of the primary cycling network as shown on Schedule C. St. Laurent Boulevard is designated a Transit Priority Corridor on Schedule D. St. Laurent Boulevard and Smyth Road are designated as Arterial Roads and Othello Avenue is designated as a Local Road on Schedule E.

Other applicable policies and guidelines

The Urban Design Guidelines for High-Rise Housing are applicable to the proposed redevelopment. The guidelines speak to podium design, building height increments, ground floor activation for pedestrians, tower design with a base, middle and top, incorporating sufficient separation between towers while minimizing shadowing on adjacent sites, floor plate size, the provision of outdoor amenities and streetscaping, and the location of parking and service areas within the building and underground.

The Urban Design Guidelines for Development along Arterial Mainstreets are also applicable which address the placement of buildings, compatibility of new development,

height to width ratios of buildings, pedestrian and cycling needs, vehicular access and parking, signage and servicing.

Urban Design Review Panel

Given the proposed designation of Arterial Mainstreet, the property is within a Design Priority Area. While the applicant has undertaken pre-consultation with the Urban Design Review Panel (UDRP), the applicant will present their proposal to the UDRP at a formal review meeting during the Site Plan Control process, which will be open to the public.

Planning Rationale

Planning Act and the Provincial Policy Statement

Staff have reviewed this proposal and have determined it to be consistent with the Provincial Policy Statement, 2014.

Official Plan Policies

The Elmvale Acres Shopping Centre is designated Arterial Mainstreet by amendment to the Official Plan, which is consistent with Council adopted OPA 150. The Mainstreet designation identifies streets offering significant opportunities for intensification through mixed use development along streets that are well served by transit. Mainstreets traverse long areas of the city and connect different communities and include nodes of activity such as shopping centres. The residential and commercial uses proposed for the Elmvale Acres Shopping Centre are permitted in the Arterial Mainstreet designation.

Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk. The development proposal for Elmvale Acres will intensify the site with the addition of three high-rise mixed use buildings along St. Laurent Boulevard. The site will be opened on the Othello Avenue side by breaking up the existing commercial footprint and allowing for new mixed use development that will frame the site with low-rise buildings. Mid-rise buildings will frame the site along Smyth Road.

The Official Plan permits building heights up to nine storeys on Arterial Mainstreets, unless a secondary plan states otherwise or the site is within 400 metres walking distance of a Rapid Transit Station as set out in Section 3.6.3. The Elmvale Acres Shopping Centre Secondary Plan proposes high-rise buildings up to 16 storeys within

the St. Laurent Mixed Use Area, and low and mid-rise buildings within the Othello Mixed Use Area, as shown on the Building Height Schedule (Schedule C) of the Secondary Plan.

The proposed increase in height is supportable. The site is located on a rapid transit corridor and is served by a bus transit terminal. Greater heights oriented to the transit station are appropriate for achieving greater transit ridership and a decreased reliance on automobiles. Higher density is proposed to front along the arterial street network in a manner that minimizes impacts to the adjacent neighbourhood to the west. The provision of community amenities by way of pedestrian and cycling connections through and along the site as well as Privately Owned Public Spaces and a new park will support the increase in density on the site while also serving the surrounding area.

Section 2.5.1 Designing Ottawa

Section 2.5.1 contains policies to guide the introduction of new development at higher densities into existing areas and mitigate differences between existing and proposed development and help achieve compatible form and function. Section 2.5.1 outlines a number of design objectives to be considered during the development review process. These objectives are as follows:

1. **To enhance the sense of community by creating and maintaining places with their own distinct identity.** The Elmvale Acres Shopping Centre currently consists of a low density commercial shopping centre with a large surface parking area. The Shopping Centre already contains a number of successful businesses that have created a sense of community within the area. The existing businesses are to be retained while providing new commercial space for prospective tenants. The expanded commercial area will be interspersed with a network of pedestrian connections, Private Owned Public Spaces (POPS) and an animated streetscape brought about by at-grade retail and commercial uses. The open spaces will include recreational and seating areas that will facilitate social interaction leading to a greater sense of community.
2. **To define quality public and private spaces through development.** A series of four POPS are to be developed on the site as well as a 3,150 square metre park. Buildings will frame the street and provide active, pedestrian oriented entrances.
3. **To create places that are safe, accessible and are easy to get to, and move through.** By providing more pedestrian connections with linkages to the adjacent

residential communities, the proposed redevelopment creates a safer environment for pedestrians to access and move through. The parking courtyards serve to break up the large parking area and help to reduce vehicle speeds. The intersection of Othello Avenue and Smyth Road will be improved to avoid long queues of vehicles going northbound on Othello Avenue. By integrating the transit station into the design, the station will be located within an animated area with commercial space facing the station and a bus shelter integrated into the building. This will provide a safer and weather-protected transit station with more eyes on the area for greater crime prevention.

4. **To ensure that new development respects the character of existing areas.** The redevelopment proposes an increase in height and density. However, the density has been allocated to respect the character of existing areas. The building located at the corner of Othello and Smyth is a mid-rise development and to enable a transition to the low density character of the neighbourhood to the west. Taller buildings are to be located along St. Laurent Boulevard, closest to the transit station in the area of other existing tall buildings. The buildings will incorporate stepbacks to create a pedestrian-friendly scale at the street level.
5. **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.** The proposed development allows for a mix of uses that can evolve easily over time.
6. **To understand and respect natural processes and features in development design.** Stormwater management will be designed in keeping with City standards. The site is expected to provide approximately 7,000 square metres of green open space
7. **To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.** Intensification on the site in proximity to transit provides an opportunity for more active modes of transportation to be used. Less reliance on automobiles for new and existing residents helps to lessen the generation of fossil fuels. Opportunities for energy efficiency will be explored through building construction at the site plan control stage.

Section 2.5.6 Secondary Planning Processes

The proposed Secondary Plan policies align with Council direction as set out in OPA 150, to permit Secondary Plan processes to guide the redevelopment of large sites such as the Elmvale Acres Shopping Centre and to achieve height and density where appropriate. The policy direction outlined in Section 2.5.6 permits the City as well as property owners to establish site specific policies to guide long term growth and development in keeping with a Terms of Reference for the project.

A Secondary Plan is a supplement to the Official Plan and contains more detailed direction than the Official Plan by focusing on site specific issues. The Elmvale Acres Shopping Centre is a large redevelopment site. In accordance with the direction set out in Section 2.5.6, the applicant underwent a secondary planning process to prepare the proposed Elmvale Acres Shopping Centre Secondary Plan.

Elmvale Acres Shopping Centre Secondary Plan: Terms of Reference

The Official Plan requires that a Terms of Reference be established for area-specific plans so that a framework which follows Figure 2.9 of the Official Plan. The Terms of Reference is intended to define the planning area boundary and create a schedule for completion of the secondary planning process.

The Scope of Work was divided into four phases: 1) Plan Context and Existing Conditions; 2) Vision, Objectives and Targets; 3) Plan Development; and 4) Finalize the Secondary Plan. Extensive community consultation took place during Phases 2 and 3 of the Scope of Work. The Terms of Reference for the project was satisfactorily upheld during the course of the project.

Section 4.11 Urban Design and Compatible Development

New development within the Elmvale Acres Shopping Centre shall respond to Section 4.11 through a phased site plan approval process. The Secondary Plan provides that the new development shall have regard for the existing planned context of the surrounding area. The policies demonstrate adherence to the compatibility criteria outlined in Section 4.11 in the following ways:

Design Brief: Development proposals on the site will require submission of a Design Brief to ensure the design provisions of the Secondary Plan are maintained as well as consultation with the Urban Design Review Panel.

Views: High-rise buildings are to be placed along St. Laurent Boulevard, away from the established neighbourhood to the west.

Building Design: The Secondary Plan policies and the implementing Zoning By-law regulations establish design criteria for new buildings on the site including height, floor plate size and setbacks. No blank walls are to face streets or open spaces and loading areas are to be internal to the site.

Massing and Scale: Criteria for massing and scale are outlined in the Secondary Plan. A shadow analysis was submitted and is deemed acceptable. Height and building setbacks on the site have been established through the amending Zoning By-law. Additional review is to be carried out as part of the Site Plan approval process in keeping with this section.

Outdoor Amenity Areas: The Demonstration Plan proposes approximately 7,000 square metres of Privately Owned Public Space which will occupy the site at strategic locations adjacent to new development. A new 3,150 square metre park is to be located at the south end of the site.

Public Art: A public art and/or landscaping opportunity exists for the new roundabout on St. Laurent Boulevard. This will be pursued at the time of its design and construction in accordance with the City's Public Art policies.

Design Priority Areas: New buildings within the site shall be required to consult with the Urban Design Review Panel and adhere to the requirements of Section 4.11.

Proposed Secondary Plan policies

The vision for the site is to create a re-urbanized, compact, mixed-use node that is connected to transit, responds well to surrounding neighbourhoods and creates new opportunities for business and services. The Secondary Plan, shown in Document 2, is applicable to the shopping centre site and adjacent lands known municipally as 1990 Russell Road located at the south west corner of Smyth Road and Russell Road. The Plan policies set out the policy direction for growth of the site through the following sections: Guiding Principles, Land Use and Built Form, Public Realm, and Transportation and Circulation. Guidance on policy interpretation and implementation are also addressed in the plan.

The Elmvale Acres Shopping Centre Secondary Plan permits high-rise buildings up to 16 storeys within the St. Laurent Mixed Use Area, and low and mid-rise buildings within the Othello Mixed Use Area, as shown on the Building Height Schedule (Schedule C) of the Secondary Plan.

To achieve the vision for the Elmvale Acres Shopping Centre redevelopment, transportation and circulation changes were considered and incorporated into the plan, to be carried out over time as the site redevelops. A Community Transportation Study was undertaken as part of the Secondary Plan process which puts forth recommendations for ensuring safe and efficient access to the site by all modes of travel. Public Realm and Transportation measures are shown on Schedule D of the Secondary Plan.

On the St. Laurent Boulevard side of the site, streetscape enhancements and measures to enhance transit ridership are proposed. Improvements to the transit service are required in order to support the planned development over the long term. Improvements to the road network with a proposed roundabout will facilitate a more efficient flow of cars, buses and non-motorized modes through the area.

On the Othello Avenue side, the function and design of road was examined in response to concerns with public safety, speed and cut through traffic. Recommendations have been put forward to ensure that the street will operate as a safer, more pedestrian oriented streetscape adjacent to the site. A number of traffic calming measures are proposed including raised intersections, sidewalks and a reduced speed limit. Access to loading areas from Othello Avenue will be removed which will take trucks of this residential local street.

The success of the redevelopment depends on the creation of an attractive and functional public realm. In order to support new residential development on site, a series of Privately Owned Public Spaces (POPS) are planned, as shown on Schedule D of the Secondary Plan, totaling approximately 3,800 square metres. POPS are intended to serve as outdoor open spaces in support of each phase of development and are for the exclusive use by the public. POPS are to be designed in consultation with the City in keeping with the City's Parks and Pathway Manual.

Lastly, an area has been reserved at the south end of the site for a new park. Development and conveyance of the park is intended to coincide with the redevelopment of that portion of site and will include facilities and programming suitable for the demographics of the planning area at the time of development.

Proposed Zoning Details

The Elmvale Acres Shopping Centre is proposed to be zoned AM10 (Arterial Mainstreet, Subzone 10) with a site specific Urban Exception, schedule and holding symbol. The proposed zoning schedule will establish the permitted heights on the site including low, mid and high-rise development. As outlined in Document 5, site specific zoning provisions address setback and building frontage requirements as well as conditions for lifting the holding symbol in order to review the design of the Privately Owned Public Spaces (POPS) on the site. The proposed park is to be zoned O1 (Open Space).

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Cloutier provided the following comments:

“Since November 2015, the proposed Elmvale Acres Shopping Centre Secondary Plan and associated documents have evolved and developed into a high level planning framework and demonstration plan that I believe are appropriate for this key parcel found at the intersection of St. Laurent Boulevard and Smyth Road.

Early concept plans created considerable consternation for the Elmvale Acres community, located immediately to the west of the proposed development, which led to the formation of the Elmvale Acres Community Association (EACA). Representing its community effectively, the EACA advocated for changes that have improved this proposal in many ways.

Extensive consultations, including two open houses, stakeholder meetings, a community visioning exercise and several community association meetings, brought forward comments that have been constructive and helpful.

Shared with the community, my initial concerns related to density, height and compatibility with neighbouring built form; traffic circulation and parking, specifically impacts on adjacent communities; creating an animated people place through the use of streetscapes, amenities and parkland; aligning the intersection of Othello Avenue and Smyth Road with Russell Road; impacts associated with construction; improving Othello Avenue by removing truck traffic and preserving its use as a local street; integrating the transit station; and sustaining the highly desired existing retail services.

The property owner, RioCan Management Inc., has been receptive to many ideas and solutions proposed by both the community and my office. It was through collaboration, open discussions and creative thinking that many of the concerns were resolved or improved to the satisfaction of most stakeholders.

Although there has been substantial improvement to on-site traffic circulation, access and egress points require continued consideration. I am pleased to see the secondary plan policy addressing cut-through traffic to the community by means of intersection design requirements. Traffic impact assessment will be further reviewed during the site plan phase as well as more comprehensively through the City's Area Traffic Management Program. I am confident that workable solutions determined through a comprehensive approach can be achieved to respond both to the needs of new residents moving into the neighbourhood as well as the needs of existing residents of Elmvale Acres.

The transportation network was reviewed for all modes of transportation, an essential point of interest for local residents looking for enhanced and safe access to public transit, walking, or cycling. The proposed plan presents a well-connected system designed to promote transit ridership and reduce reliance on cars, which is important to the future success of the redevelopment.

Parking will also be addressed through site plan development, however, the secondary plan provides for residential parking underground and retains surface parking necessary to support retailers and community services such as library, grocery, pharmacy and hardware stores.

Through the consultation process, local traffic and parking issues within the Elmvale Acres neighbourhood were brought to my attention. I will work closely with affected residents and city transportation staff to respond to these concerns. Resources will be made available to plan and implement temporary traffic management and traffic calming solutions. Although not a permanent solution, this can be done quickly to help improve safety and quality of life in the short term.

Overall, I am supportive of the proposed secondary plan policies and schedules on which so many collaborated. Rezoning to introduce residential and mixed uses to this commercial property over the long term is an appropriate intensification that will bring people to transit and will sustain the retailers that have become so important to residents of Elmvale Acres and greater Alta Vista.

The Elmvale Acres Shopping Centre development plan will continue to evolve and be refined as it progresses through a phased site plan approval process. I look forward to continuing this important work with the community and all stakeholders.”

ADVISORY COMMITTEE COMMENTS

City staff met with the Accessibility Advisory Committee to review the proposed Demonstration Plan for the site. Accessibility has been addressed through the submitted Community Transportation Study in order to ensure that the redevelopment is carried out which respects all modes of travel, including those with specific mobility needs. The Accessibility Advisory Committee requested to be consulted as part of the phased site plan approval process in order to provide more detailed comments on the detailed design of the site.

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 financial implications associated with this report.

ACCESSIBILITY IMPACTS

New development 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 site plan approval.

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

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the timing associated with the Secondary Plan process undertaken for the site.

SUPPORTING DOCUMENTATION

Document 1 Location of Proposed Official Plan and Zoning By-law Amendment

Document 2 Official Plan Amendment – Elmvale Acres Shopping Centre Secondary Plan

Document 3 Zoning By-law Amendment Key Plan

Document 4 Zoning By-law Amendment Height Schedule

Document 5 Details of Recommended Zoning

Document 6 Consultation Details

CONCLUSION

The Planning, Infrastructure and Economic Development department supports the proposed Official Plan and Zoning By-law amendments. The Secondary Plan for the redevelopment of the Elmvale Acres Shopping Centre was developed through a collaborative effort with key stakeholders including the property owner, consultants, Councillor Cloutier and the community. The vision for the site is to create an urbanized, compact, mixed-use centre that is connected to transit, responds well to surrounding neighbourhoods and creates new opportunities for business and services. The Secondary Plan is consistent with this vision.

In addition, the Secondary Plan upholds the strategic directions of the Official Plan for managing growth by enabling a more compact form of development, a mix of uses, and development oriented to transit. The Plan establishes a policy direction to create safe and accessible connections to the site, a substantial network of open space, an integrated transit station and a form of development of varying heights with active

frontages. The Zoning By-law amendment is consistent with direction set out in the Secondary Plan. The department therefore recommends that the Official Plan and Zoning By-law amendments be approved as they represent good planning.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

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

Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location of Proposed Official Plan and Zoning By-law Amendment



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-15-0087 D01-01-15-0019	17-0844-X		
I:\CO\2017\Zoning\St_Laurent_1910...\Zoning2			
<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</small>			
<small>©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2017 / 05 / 23		 1910 boulevard St. Laurent boulevard	
			 <small>NOT TO SCALE</small>

Document 2 – Proposed Official Plan Amendment

**Official Plan Amendment 189 to the
Official Plan for the
City of Ottawa**

INDEX

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PART B – THE AMENDMENT

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- 2. Details of the Amendment**
- 3. Schedule 1 of Amendment 189 – Official Plan for the City of Ottawa**
- 4. Annex 1 of Amendment 189 – Official Plan for the City of Ottawa**

PART C – IMPLEMENTATION AND INTERPRETATION

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of the Amendment No. 189 to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT consisting of the following text, Schedule 1 and Annex 1 “Elmvale Acres Shopping Centre Secondary Plan” attached constitute Amendment 189 to the Official Plan for the City of Ottawa.

PART C – IMPLEMENTATION AND INTERPRETATION guides the implementation and interpretation of the Amendment No. 189 to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

The purpose of Amendment No. 189 is to amend Schedule B – Urban Policy Plan to designate 1910 St. Laurent Boulevard as Arterial Mainstreet, as shown on Schedule 1; and to add the “Elmvale Acres Shopping Centre Secondary Plan” to Volume 2A of the Official Plan.

2. Location

The property affected by the proposed amendment is located on the south side of Smyth Road between Othello Avenue and St. Laurent Boulevard in the Alta Vista Ward (18). The property is known as the Elmvale Acres Shopping Centre.

3. Basis

Background

Applications for Official Plan Amendment and Zoning By-law Amendment were submitted on December 10, 2015 which proposed a phased redevelopment of the shopping centre site.

Rationale

This amendment repeals a part of the “Arterial Mainstreet” designation shown on Schedule S17 of Official Plan Amendment #150, adopted by By-law 2013-400, and designates the lands as indicated on Schedule 1 to this amendment as “Arterial Mainstreet”.

The proposed Secondary Plan policies are in keeping with Council direction as set out in OPA 150 to permit Secondary Plan processes to guide the redevelopment of large sites such as the Elmvale Acres Shopping Centre and to achieve height and density where appropriate. The policy direction outlined in Section 2.5.6 permits the City as well as property owners to establish site specific policies to guide long term growth and development in keeping with a Terms of Reference for the project.

A Secondary Plan is a supplement to the Official Plan and contains more detailed direction than the Official Plan by focusing on site specific issues. The Elmvale Acres Shopping Centre is a large redevelopment site. In accordance with the direction set out in Section 2.5.6, the applicant underwent a secondary planning process to prepare the proposed Elmvale Acres Shopping Centre Secondary Plan.

The Official Plan permits building heights up to 9 storeys on Arterial Mainstreets, unless a secondary plan states otherwise or the site is within 400 metres walking distance of a Rapid Transit Station as set out in Section 3.6.3. The Elmvale Acres Shopping Centre Secondary Plan will permit high-rise buildings up to 16 storeys within the St. Laurent Mixed Use Area, and low and mid-rise buildings within the Othello Mixed Use Area, as shown on the Building Height Schedule (Schedule C) of the Secondary Plan.

The proposed increase in height is supportable. The site is located on a rapid transit corridor and is served by a bus transit terminal. Greater heights oriented to the transit terminal are appropriate for achieving greater transit ridership and a decreased reliance on automobiles. Higher density is proposed to front along the arterial street network in a manner that minimizes impacts to the adjacent low rise neighbourhood to the west. The provision of community amenities by way of pedestrian and cycling connections through and along the site as well as Privately Owned Public Spaces and a new park will support the increase in density on the site while also serving the surrounding area.

To achieve the vision for the Elmvale Shopping Centre redevelopment, transportation and circulation changes were considered and incorporated into the plan, to be carried out over time as the site redevelops. A Community Transportation Study was undertaken as part of the Secondary Plan process which puts forth recommendations for ensuring safe and efficient access to the site by all modes of travel. Public Realm and Transportation measures are shown on Schedule D of the Secondary Plan.

On the St. Laurent Boulevard side of the site, streetscape enhancements and measures to enhance transit ridership are proposed as well as improvements to the road network with a proposed roundabout to facilitate a more efficient flow of traffic and people through the area. On the Othello Avenue side, the function and design of road was examined in response to concerns with public safety, speed and cut through traffic. Recommendations have been put forward to ensure that the street will operate as a safer, more pedestrian oriented streetscape adjacent to the site. A number of traffic calming measures are proposed including raised intersections to be narrowed with bulb outs, sidewalks on both sides and a reduced speed limit. Access to loading areas from Othello Avenue will be removed which will take trucks of this residential local street.

The success of the redevelopment depends on the creation of an attractive and functional public realm. In order to support new residential development on site, a series of POPS are planned, as shown on Schedule D of the Secondary Plan, totaling approximately 3,800 square metres. POPS are intended to serve as outdoor open spaces in support of each phase of development and are for the exclusive use by the

public. POPS are to be designed in consultation with the City in keeping with the City's Parks and Pathway Manual.

Lastly, an area has been reserved at the south end of the site for a new park. Development and conveyance of the park is intended to coincide with the redevelopment of that portion of site and will include facilities and programming suitable for the demographics of the planning area at the time of development.

The Secondary Plan has considered the seven design objectives outlined in Section 2.5.1 of the Official Plan, which are to be applied further at the time of site plan approval of the various phases of the redevelopment.

New development within the Elmvale Acres Shopping Centre shall also respond to Section 4.11 of the Official Plan through a phased site plan approval process. The Secondary Plan provides that the new development shall have regard for the existing planned context of the surrounding area.

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 constitutes Amendment No. 189 to the Official Plan for the City of Ottawa.

2. Details of the Amendment

1. The following changes are hereby made to the Official Plan for the City of Ottawa.
 - a. Within Volume 1 by amending Schedule B – Urban Policy Plan, to designate the lands indicated on Schedule 1 to this amendment as “Arterial Mainstreet”.
 - b. Within Volume 2a by:
 - i. Adding to the Table of Contents of the Secondary Plans, the heading “Elmvale Acres Shopping Centre Secondary Plan”;
 - ii. Adding a new section after the last approved Secondary Plan in Volume 2a of the Official Plan, the “Elmvale Acres Shopping Centre Secondary Plan” attached as Annex 1 to this Amendment.
2. Official Plan Amendment #150, adopted by By-law 2013-400 is hereby amended by repealing that part of the Arterial Mainstreet designation on Schedule S17 as is common to Schedule 1 to this amendment.

PART C – IMPLEMENTATION AND INTERPRETATION

The implementation of this Amendment to the Official Plan and Volumes 2a shall be in accordance with the policies of the Official Plan of the City of Ottawa as amended.

Schedule 1 – Amendment to Schedule B – Urban Policy Plan



Prepared by: Planning, Infrastructure and Economic
 Development Department, GIS and Data Management



Préparé par: Services de la planification, de l'infrastructure
 et du développement économique
 SIC et Gestion des données

D01-01-15-0019 17-0677-A

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Revision: Rev #:

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE 1 to
 AMENDMENT NO.189**

to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Schedule B
 Urban Policy Plan



LANDS TO BE DESIGNATED "ARTERIAL MAINSTREET"
 TERRAINS DONT LA DÉSIGNATION «ARTÈRE PRINCIPALE»

**ANNEXE 1 de
 L' AMENDEMENT No.189**

au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modifiant l'Annexe B
 Plan des politiques en milieu urbain

Annex 1

ELMVALE ACRES SHOPPING CENTRE SECONDARY PLAN

1.0 INTRODUCTION

The purpose of this Secondary Plan (“the Plan”) is to guide the redevelopment of the Elmvale Acres Shopping Centre (1910 St. Laurent Boulevard) as well as the parcel of land located at the southwest corner of the intersection of Smyth Road and Russell Road known as 1990 Russell Road. The Plan is to be read as City Council’s policy direction for municipal actions and in the review of development applications.

2.0 PLANNING AREA

The Planning Area is shown on Schedule A – Secondary Plan Study Area.

3.0 GUIDING PRINCIPLES

The following guiding principles have been developed to guide the redevelopment of the planning area:

1. The area will transform over time to become an attractive and well-designed focal point for the community with active street frontages, outdoor amenity areas, and a new park.
2. The area will accommodate a mix of land uses, including residential, office, and retail, which will offer a live, work, play environment for residents.
3. The redevelopment will be integrated into the community with multiple connections into the area, and buildings with active edges.
4. New development will frame the area with transitional building heights including low-rise buildings along Othello Avenue, mid-rise buildings along Smyth Road, and high-rise buildings closest to the transit station along St. Laurent Boulevard.
5. Efficient transit services will support existing and new development through multi-directional connectivity and improved transit movements. Public transit will become an attractive mode choice to new and existing residents which represents a shift to sustainable modes of transportation.
6. Transportation system efficiency will be improved by allowing users, particularly non-drivers, the opportunity to choose from a wide range of accessible transportation options.

7. New development will provide key pedestrian and cyclist connections within and abutting the site, including safe and convenient access to the transit station area, and adjacent neighbourhoods with sidewalks, landscaping and public open spaces.
8. Intersection and right-of-way improvements will ensure that access to the area is safe for all modes of travel.

4.0 LAND USE AND BUILT FORM

The policies of the Arterial Mainstreet designation are applicable to the whole of the study area. In addition to the applicable policies in the Official Plan, this section provides detailed policies for each land use area identified on Schedule B – Land Use. Maximum building heights are identified on Schedule C – Building Heights.

4.1 St. Laurent Boulevard Mixed Use Area

1. Mid-rise building heights up to nine storeys are permitted along the Smyth Road frontage.
2. High-rise buildings up to 16 storeys are permitted along St. Laurent Boulevard.
3. High-rise buildings must be well-proportioned, integrated with surroundings and should generally take the podium and tower approach in built form design.
4. New buildings abutting the transit terminal shall be designed with an articulated façade and mass and explore design techniques such as setbacks and step backs will be used to avoid the canyon effect along the public street and to minimize the visual and micro climate impacts on public and private realms.
5. Generally, the floor plates for towers should not exceed 750 square metres.
6. The height of a podium for a high-rise building should be between three and six storeys. The tower should be well set back from the podium faces and should be articulated to break up building mass and allow skyview, sunlight, and transition towards the abutting properties.

4.2 Othello Avenue Mixed Use Area

1. Low rise buildings up to two storeys are permitted.

2. The placement and form of buildings adjacent to Othello Avenue must occur in a manner that is respectful and compatible with the existing low-rise residential character of Othello Avenue.
3. Loading for commercial areas will be directed to the interior of the site through phased redevelopment.

5.0 PUBLIC REALM

The success of the redevelopment of the planning area depends on the creation of an attractive and functional public realm. The components of the public realm are illustrated on Schedule D – Public Realm and Transportation. New development is to be consistent with this plan. The following policies apply to the area:

1. New development along Othello Avenue will provide a continuous streetscape. The space between buildings fronting on Othello Avenue and the sidewalk will be landscaped in a manner that facilitates activation and animation of the street edge.
2. In order to create a more urban environment on Smyth Road, buildings will be located closer to the street with building walls that will include clear glazing, pedestrian entrances, patios and courtyards where appropriate.
3. The St. Laurent Boulevard frontage is intended to become a transit supportive area with an urbanized edge including active frontage and sidewalks of sufficient width to accommodate users.
4. Vehicle parking lots abutting St. Laurent Boulevard shall be screened from view.
5. All building facades that face onto open spaces and the park shall be animated. Blank walls are not permitted.

5.1 Park

1. The equivalent of 10 per cent of the total area of the site is required for park purposes, which is approximately 0.52 hectares. The park must be regular in shape, have 50 per cent road frontage and be a minimum of 0.32 hectares in size. The balance owing is to be paid as Cash in Lieu of Parkland (CIL) as applicable to each phase of development. The directives of the City's Parks Manual will apply.
2. Development and conveyance of the parkland is intended to coincide with the redevelopment of that portion of the planning area and will include

facilities and programming suitable for the demographics of the planning area at the time of development as approved by the City.

3. The design of the park and proposed park facilities is to be carried out under the direction of the City and in consultation with the community.

5.2 Privately Owned Public Spaces (POPS)

1. Approximately 3,800 square metres of the area is recommended to be occupied by Privately-Owned Public Spaces (POPS). A series of four POPS are proposed throughout the area as shown on Schedule D – Public Realm and Transportation.
2. Signage at each POPS is to be placed in visible locations to identify the name and address of the space and which indicates the space is open to the public.
3. Each POPS is to have a minimum area of 650 square metres with a length to width ratio of no more than 2:1.
4. POPS are intended to serve as outdoor open spaces in support of each redevelopment phase and are for the exclusive use of the public. No POPS are to be occupied with private space such as outdoor commercial patios.
5. Changes to the location, configuration and/or size of the Privately-Owned Public Spaces do not require an amendment to the Secondary Plan.

6.0 TRANSPORTATION AND CIRCULATION

Proposed improvements for transportation and circulation are illustrated on Schedule D – Public Realm and Transportation. Changes to the location, configuration and/or width of streets, drive aisles, intersections and pedestrian and cycling connections will not require an amendment to the Secondary Plan.

1. The area will evolve over time with the intention that surface parking will be reduced. Parking to serve ground floor commercial uses will be located at the interior of the site and screened from view from the street. Parking inside buildings will be below or above grade, but not at sidewalk level.
2. Private drive aisles will be designed and maintained in order to give priority to pedestrians by allowing safe crossing and requiring that vehicles yield to pedestrians.

3. Access to and from the area is to be improved by breaking up existing building mass and providing landscaped walk-through areas.
4. Connectivity to the transit station will be improved through the provision of an east-west pedestrian promenade through the middle of the site. At points where the pedestrian pathway crosses a parking drive aisle, enhanced pedestrian pavement markings shall be provided.
5. Underground garage ingress and egress for the high rise buildings shall be designed to maximize vehicle circulation towards the arterial road network with the intent to minimize internal vehicle circulation and use of the adjacent local road network.

6.1 St. Laurent Boulevard

1. The section of St. Laurent Boulevard abutting the transit terminal, shown on Schedule D – Public Realm and Transportation, will be designed with a “complete street” approach, with designated lanes for transit and emphasis on active modes of transportation.
2. A new roundabout identified on Schedule D – Public Realm and Transportation will provide greater efficiency to the transit network and transit station while also improving vehicle and pedestrian connectivity moving through the area and into the site.

6.2 Othello Avenue

1. Othello Avenue will be designed with a “complete street” approach with traffic calming measures including raised intersections to be narrowed with bulb-outs, sidewalks on both sides, and a speed limit reduced from 50 km/hour to 30 km/hour.
2. Access to and from the site on Othello Avenue must be designed in order to minimize cut-through traffic to the adjacent neighbourhood.
3. The intersection of Othello Avenue, Smyth Road and Russell Road shall be realigned to address long standing concerns at this intersection with delays associated with traffic signal timing, public safety and visibility.

6.3 Transit Terminal

1. No new accesses are permitted in the area fronting the transit terminal on St. Laurent Boulevard in order to minimize conflicts with transit services and ensure spatial requirements are met for transit operations and enhance pedestrian safety
2. Proponents of new development will consult with the City to integrate new transit facilities (i.e. shelters, passenger information displays) shall be integrated into the main floor lobbies of new buildings that face onto the transit station on St. Laurent Boulevard. Service and utility areas between different uses within a single building or between different buildings should be shared to maximize space efficiencies.
3. As part of new development, the developer shall consult with the City to ensure that transit stops, shelters and crosswalks are to be centrally located for ease of access by all users and building occupants. Transit platforms shall be designed to enable ease of pedestrian movement as well as incorporate the necessary elements that support transit use.
4. New development shall ensure that clear signage, landscaping and public art are provided around transit stops to promote walkability, wayfinding and sense of place.
5. Direct well-lit, weather-protected pedestrian access shall be provided between the station and key destinations as part of new development to increase pedestrian comfort, clear sightlines and safety.

7.0 IMPLEMENTATION

1. Transportation improvements
 - a. At each phase of redevelopment, a transportation study must be undertaken to determine the detailed design of transportation and circulation measures, consistent with the City's Transportation Impact Assessment Guidelines.
 - b. The consultation process for the secondary plan identified existing community concerns regarding speeding and cut-through traffic within the broader neighbourhood beyond the immediate study area for the secondary plan. The developer will be required to undertake a Neighbourhood Transportation Management Study to identify appropriate mitigation

measures within the immediate vicinity of the development as per the Transportation Impact Assessment Guidelines. Assessment of other streets in the greater surrounding neighbourhood can be assessed and reviewed for potential traffic management measures if/when they prioritize City-wide as per the study parameters established in the Council approved Area Traffic Management Guidelines.

- c. Transportation Demand Management (TDM) strategies are to be implemented for the area at the time of redevelopment. Transit passes for new residents as well as information signage are recommended Transportation Demand Management strategies.
- d. The provision of car sharing spaces as well as car charging stations should be considered through the site plan approval process.
- e. The realignment of the intersection of Smyth Road with Russell Road and Othello Avenue as well as the construction of the proposed roundabout on St. Laurent Boulevard are development charge related infrastructure that will be implemented through the development charge program. The roundabout will be required to operate in conjunction with the provision of:
 - i. A transit-only left-turn signal at St. Laurent Boulevard and Russell Road (southerly location) providing northbound access to Russell Road; and
 - ii. The provision of a transit-priority signal at the corner of St. Laurent Boulevard and Russell Road (northerly location).
 - iii. A public art and/or landscaping opportunity in the vicinity of the roundabout will be pursued at the time of its design and construction in accordance with the City's Public Art policies.
 - iv. Depending on the timing of the realignment of the Othello Avenue, Smyth Road and Russell Road intersection, a northbound right turn lane from Othello Avenue to Smyth Road may be required when development occurs along the Smyth Road frontage, should that development occur in advance of the realignment.
- f. The proposed improvements to Othello Avenue as a Complete Street are to be carried out in phases by the developer through the development application process, and are to include the following:

- i. Traffic calming measures including raised intersections which are narrowed with bulb outs;
- ii. A reduced speed limit from 50 km/hour to 30 km/hour;
- iii. Improved opportunities for walking and cycling with sharrows;
- iv. A new sidewalk along the west perimeter of the site from Smyth Road to Pleasant Park Road.
- v. Othello Avenue improvements south of the limits of the Elmvale Acres Shopping Centre are to be carried out through the development charge program.

2. Park improvements

- a. Any work required on the park block due to soil contamination will be at the expense of the developer. Services (water, storm, sanitary, hydro) will be required to the lot line of the park at the expense of the developer
- a. The Ward portion of Cash in Lieu of Parkland payments shall be set aside in a reserve fund to help fund the construction of the park.
- b. Upon the transfer of the parkland to the City, additional funding for park development will be contributed by the developer at the rate per hectare for park development and an indexing rate utilized for park development by the City at the time the park block is transferred to the City. The area used to calculate this per hectare funding rate will be for the full parkland dedication owing on the lands in the secondary plan (approximately 0.5 hectares of parkland).

2. Privately Owned Public Spaces (POPS)

- a. POPS are to be designed in consultation with the City and in keeping with the City's Parks and Pathway Manual.
- b. POPS are to be designed in phases by the developer as part of the development application approval process.

8.0 SCHEDULES

SCHEDULE A – SECONDARY PLAN STUDY AREA

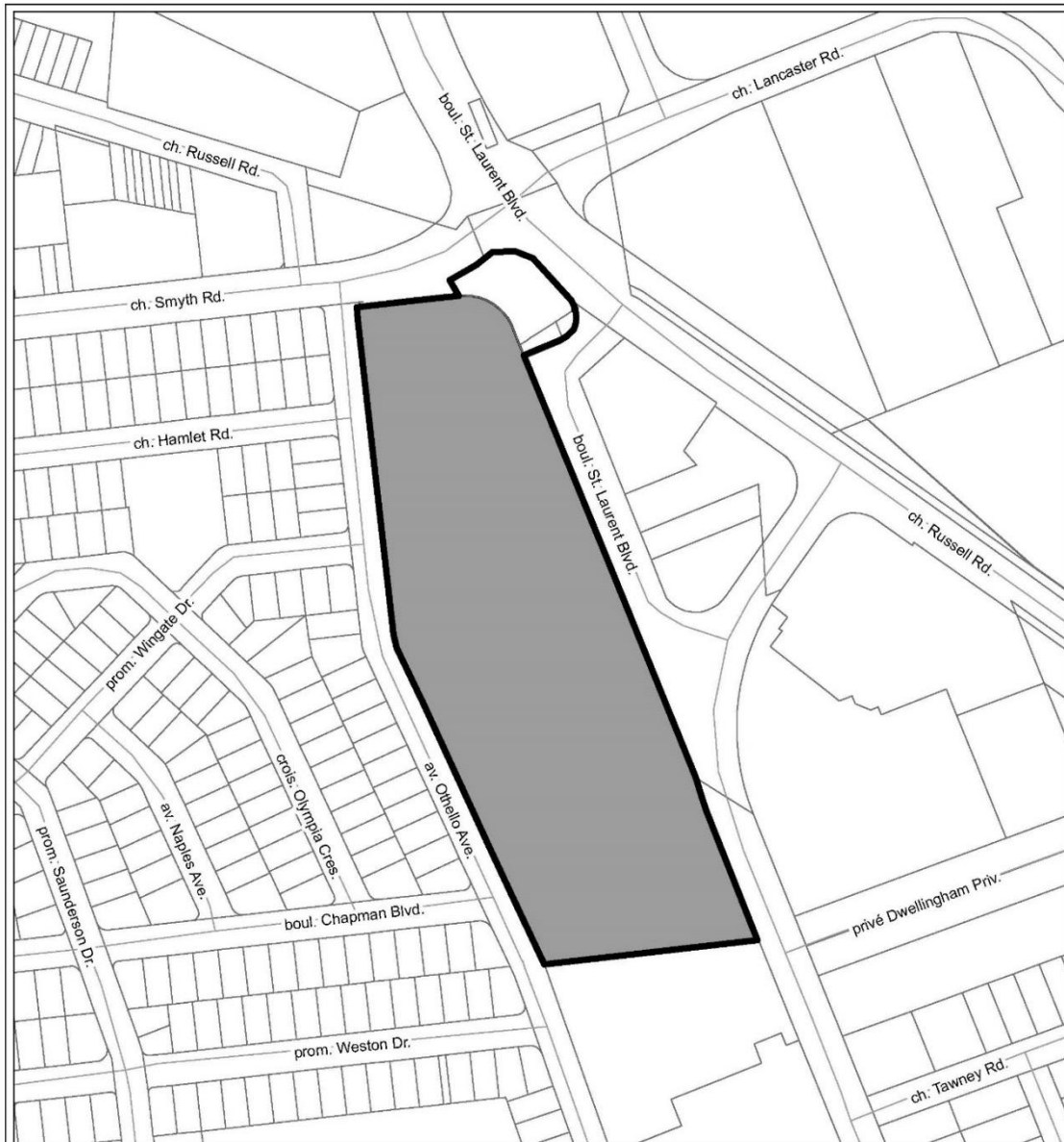
SCHEDULE B – LAND USE





SCHEDULE C – BUILDING HEIGHTS

SCHEDULE D – PUBLIC REALM AND TRANSPORTATION

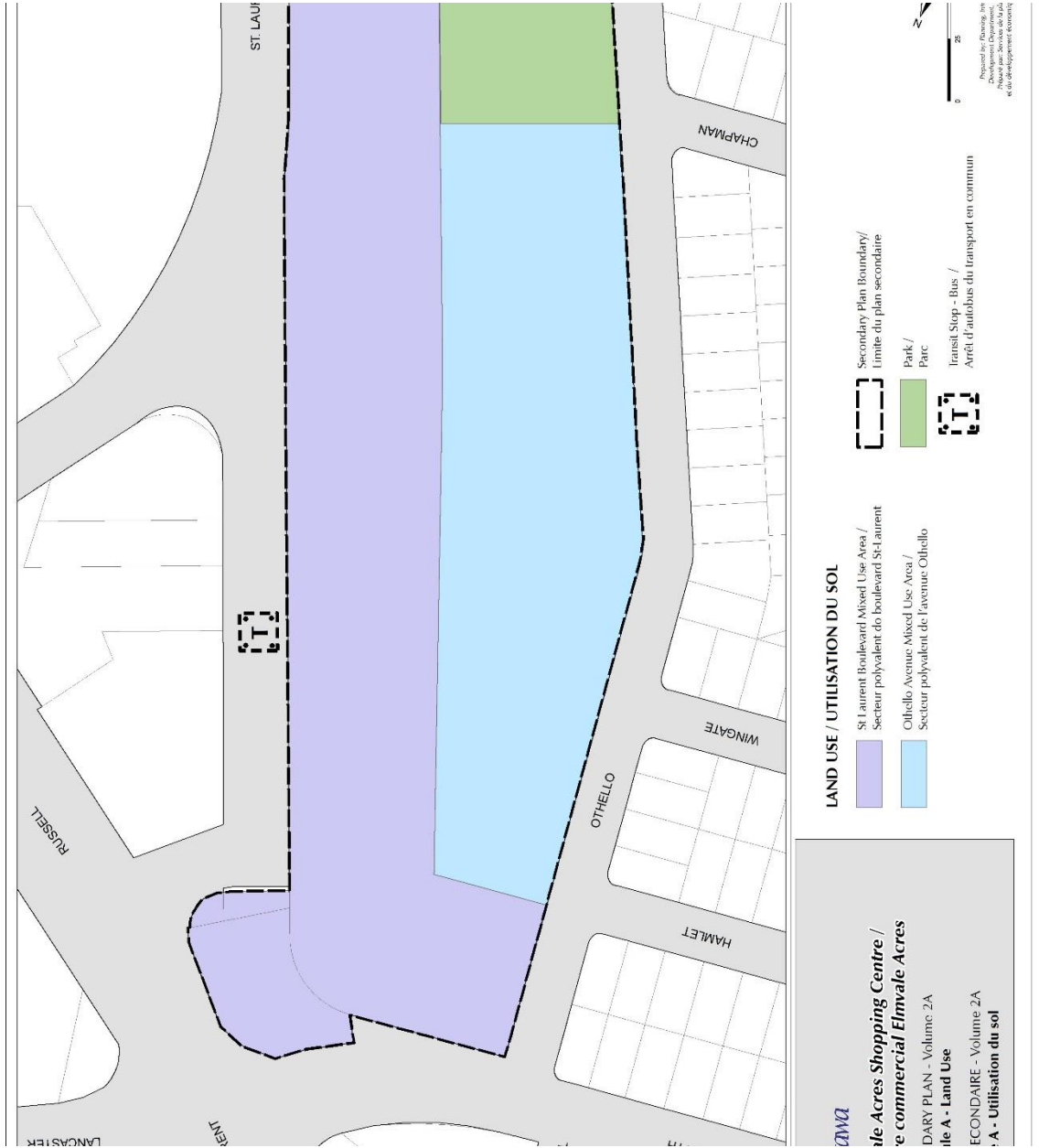
APPENDIX – DEMONSTRATION PLAN

SCHEDULE A – SECONDARY PLAN STUDY AREA

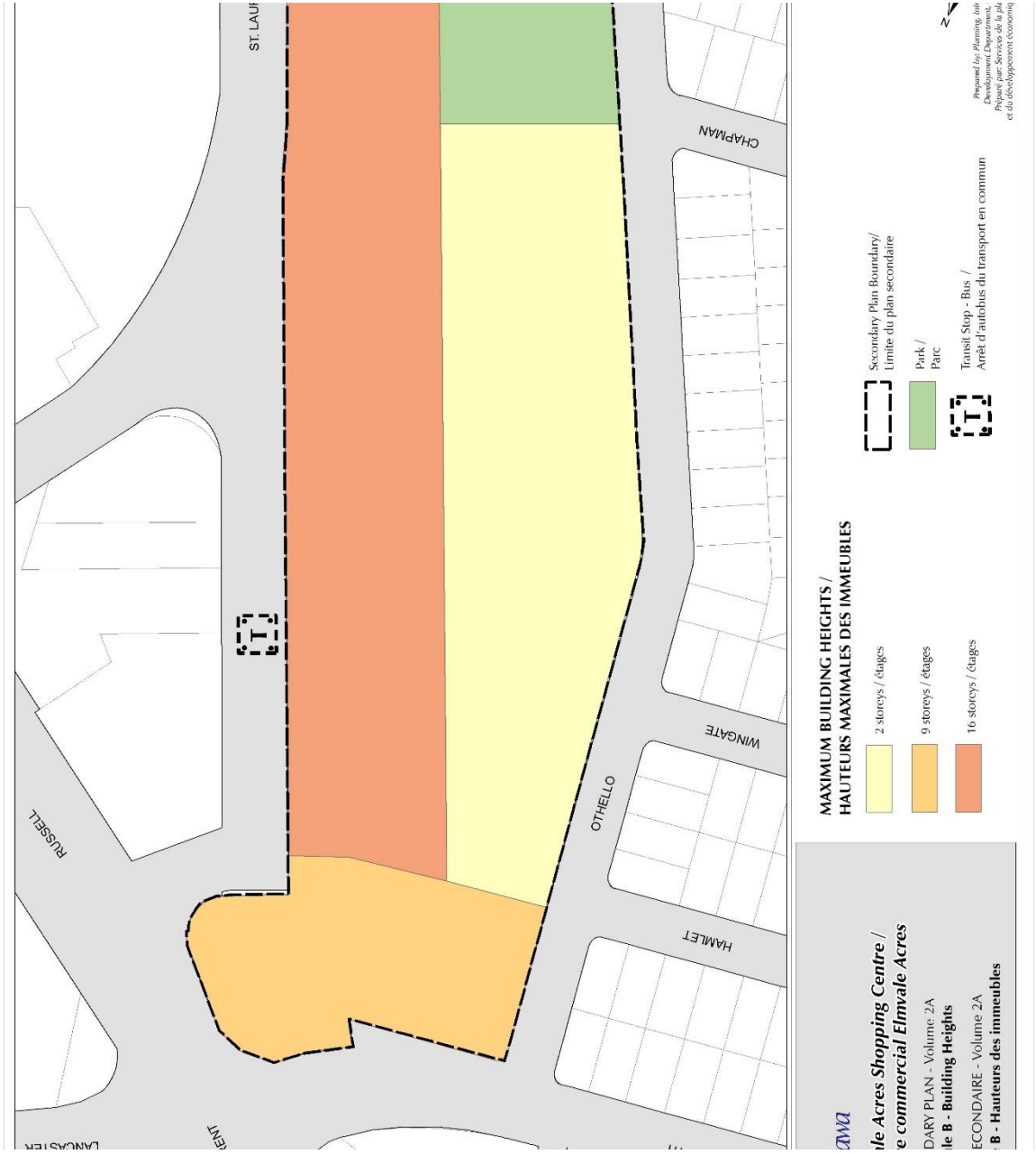


		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-15-0019	17-0689-X		
I:\CO\2017\OPA\St_Laurent_1910\...OPA		 Elmvale Acres Shopping Centre Secondary Plan Study Area	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>		 1910 boulevard St. Laurent Boulevard	
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REVISION / RÉVISION - 2017 / 05 / 08			

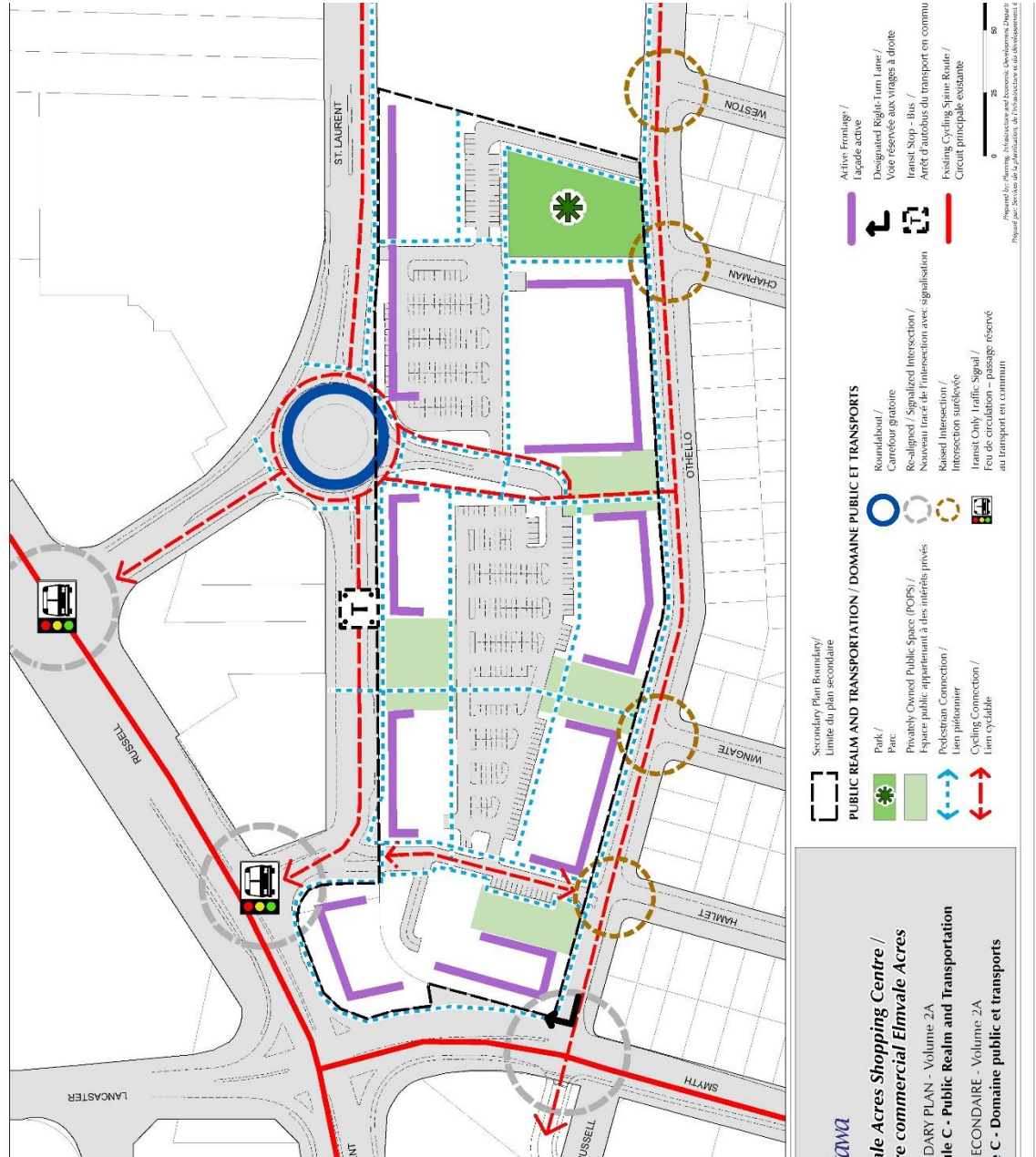
SCHEDULE B – LAND USE PLAN



SCHEDULE C – BUILDING HEIGHTS



SCHEDULE D – PUBLIC REALM AND TRANSPORTATION



Elmhurst
 Elmvale Acres Shopping Centre /
 Centre commercial Elmvale Acres
 DARY PLAN - Volume 2A
 C - Public Realm and Transportation
 ECONDAIRE - Volume 2A
 C - Domaine public et transports


APPENDIX – DEMONSTRATION PLAN

The Appendix (Demonstration Plan) provides a reference to the conceptual redevelopment plan for the site over the long term. It does not constitute part of this Secondary Plan.

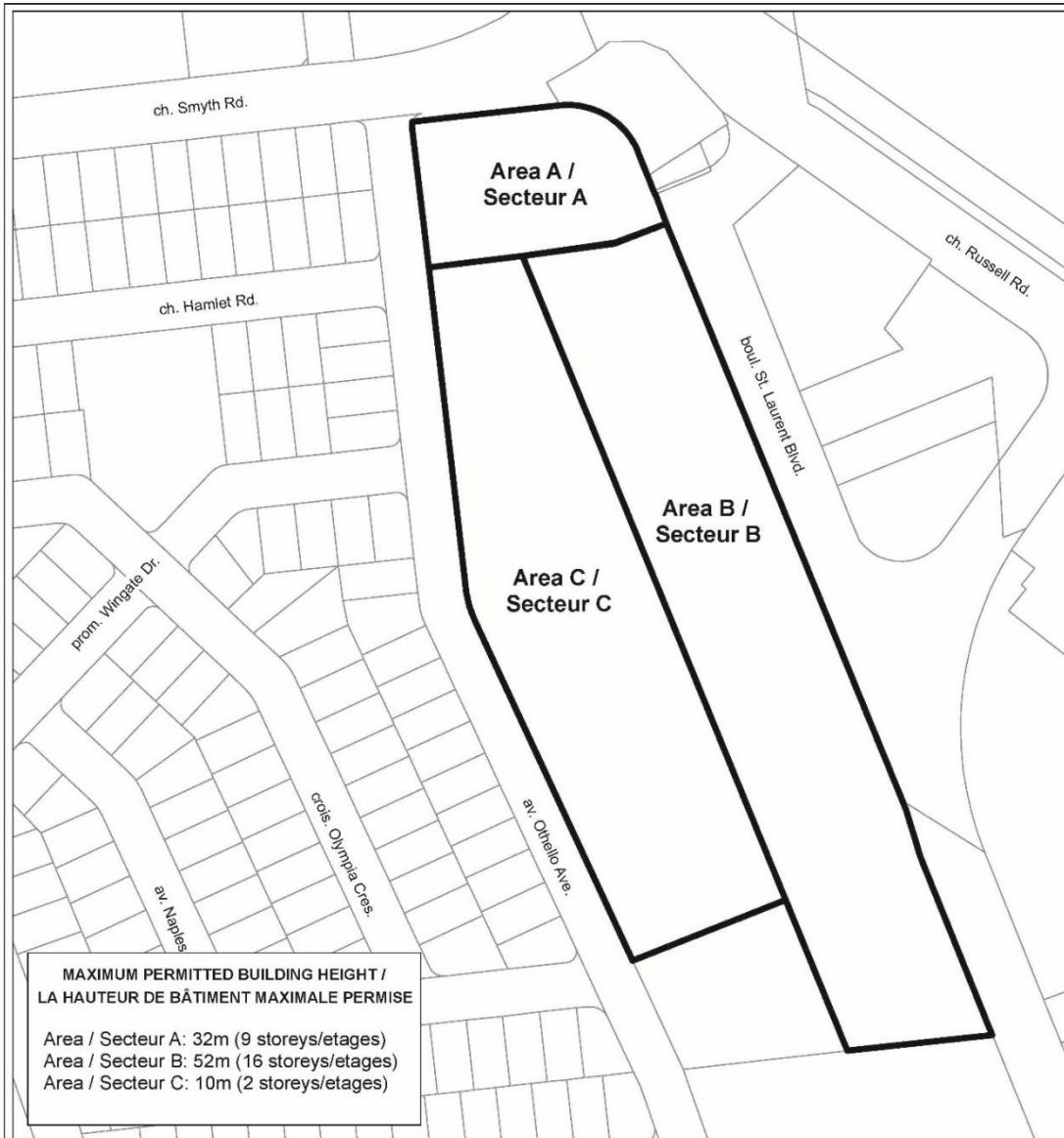




Document 3 – Zoning By-law Amendment Key Plan



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE 1910 BOULEVARD ST. LAURENT BOULEVARD	
D02-02-15-0087	17-0689-X		
I:\CO\2017\Zoning\St_Laurent_1910\...Zoning			
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REVISION / RÉVISION - 2017 / 05 / 12		Area A to be rezoned from GM F(1.0) to AM10[XXXX] S[XXX]-h Area B to be rezoned from GM F(1.0) to O1 Secteur A devant être rezoné de GM F(1.0) à AM10[XXXX] S[XXX]-h Secteur B devant être rezoné de GM F(1.0) à O1	
			

Document 4 – Zoning By-law Amendment Height Schedule



	
D02-02-15-0087	17-0797-X
I:\CO\2017\Zoning\St_Laurent_1910\...schedule	
<p style="text-align: center;">This is Schedule XXX to Zoning By-law No. 2008-250 Annexe XXX au Règlement de zonage n° 2008-250</p> <p style="text-align: center;">This is Attachment X to By-law Number 2017-____, passed _____, 2017 Pièce jointe n° X du Règlement municipal n° 2017-____, adopté le _____, 2017</p>	
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Document 5 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 1910 St. Laurent Boulevard are as follows:

1. Rezone the lands shown in Document 1 from GM F(1.0) to AM10[XXXX] S[XXX]-h and O1[XXXY}.
2. Add a new exception AM10[XXXX] S[XXX]-h, to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II the text: “AM10[XXXX] S[XXX]-h”
 - b. In Column IV the text : “All uses except existing uses until the holding symbol is removed”.
 - c. In Column V, the following:
 - i. Maximum permitted building heights of AM10 do not apply and are as per S[XXX];
 - ii. Despite Section 186(10)(c), the minimum interior side yard setback is 3.6 metres.
 - iii. The entirety of the lot line abutting St. Laurent Boulevard is considered to be the front lot line.
 - iv. Section 186(10)(b)(i) does not apply, the minimum front, corner side and rear yard setbacks are 0 metres, and the following requirements within each of Areas A, B and C on Schedule XXX apply only to development within those areas:
 1. In Area A at least 50 per cent of the frontage along the corner side lot line must be occupied by building walls located within 4 metres of the corner side lot line;
 2. In Area B at least 45 per cent of the frontage along the front lot line must be occupied by building walls located within 4 metres on the front lot line; and,
 3. In Area C at least 45 per cent of the frontage along the rear lot line must be occupied by building walls located within 4.5 metres of the rear lot line.

4. Despite the above requirements within Areas B and C on Schedule XXX, where a site plan is approved pursuant to the Planning Act for development within Areas B or C that meets the above building frontage occupation requirement for that area, then notwithstanding that requirement the development may be constructed in phases.

Within Area C on S[XXX],:

5. The provisions of Section 186(10)(e) and (g) also apply to buildings located within 4.5 metres of the rear lot line.
 6. Section 186(10)(h) also applies where the ground floor façade faces the boundary of an O1 zone.
- v. The provision of Privately Owned Public Space (POPS) does not count towards the required communal amenity area as outlined in Section 137.
 - vi. The holding symbol may not be removed, in whole or in part, until
 1. A site plan has been approved which shows:
 - a. all POPS areas having a minimum size of 650 square metres;
 - b. all POPS having a length to width ratio of no more than 2:1, or a different ratio. where the shape strengthens the space's relationship with the adjacent public realm; and,
 - c. signage at each POPS in visible locations to identify the name and address of the space and which indicates the space is open to the public; and,
 - d. all POPS shown on the above site plan approval have been designed in accordance with the direction set out in the Secondary Plan for the site and the Urban Parkette / Plaza design criteria outlined within the City of Ottawa's Park and Pathway Manual.
2. Add a new exception O1[XXXY], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II the text: "O1[XXXY]"

- b. In Column III, the following:
 - i. Seasonal garden centre.
- 3. Add Document 4 as a new schedule to Part 17.

Document 6 – 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.

An initial open house was held on November 25, 2015 prior to the applications being formally submitted to the City. A total of 97 public comments were received with the majority being opposed to the redevelopment.

The City received 110 public comments during the initial application circulation in January 2016. The majority of those who commented were opposed to the proposed redevelopment.

A project webpage was created on the City's website in Spring 2016:

<http://ottawa.ca/en/city-hall/public-engagement/planning-and-infrastructure/elmvale-acres-shopping-centre-secondary-plan>

<http://ottawa.ca/fr/hotel-de-ville/engagement-du-public/construire-de-meilleurs-quartiers-revitalises/plan-secondaire-du-centre-commercial-elmvale-acres>

On September 17, 2016, 123 residents as well as key stakeholders including various City departments, property owners and interested community associations participated in a Community Visioning Workshop and Drop-In Session at the Canterbury Community Centre.

In November 2016, key stakeholder meetings were held with the applicant and City staff to discuss various aspects of the redevelopment proposal including transportation, infrastructure, parks, planning and urban design. Meetings with the Canterbury, Riverview Park and Elmvale Acres Community Association were also held in the fall of 2016.

In January 2017, the Draft Secondary Plan policies and schedules were circulated for public comment. The City received 57 comments. On May 24, 2017, an Open House was held in the community to present new information and receive public comments. A total of 110 residents attended.

Members from the public and community associations expressed specific concerns associated with the proposed redevelopment for which a summary and responses have been provided below.

Public Comments and Responses

Comments Transportation: Parking:

- The incoming residents or visitors on the site as well as reduction in surface parking spaces will cause overflow parking to take place on residential streets or unauthorized parking lots.
- There does not appear to be enough car or bike parking on the site.
- 'No Parking' signs should be placed on the residential streets abutting the site – they came down a few years ago but were never replaced.
- Weston Drive and Hamlet Road are already used by people who park their cars to access transit and the Smyth Medical Centre. Cars parked at Elmvale Shopping Centre are being ticketed so they park on side streets.
- More underground options should be explored, for parking/loading for cars and trucks.
- Where will visitor parking be located? How will the surface parking spaces be managed to ensure that commercial spaces are not being taken up by visitors to the new apartment buildings? Concern was raised that people will use the parking lot as a park and ride lot as well as cause spillover parking onto side streets west of Othello Avenue.
- Will there be car charging stations or car sharing spaces provided?

Response:

Resident and visitor parking will be underground. Any visitor parking at grade will be reviewed through the site plan approval process. Surface parking will serve the commercial uses on the site. Parking will be reviewed during the Site Plan Control process and shall be in accordance with the Zoning By-law (0.5 spaces per dwelling unit for resident parking and 0.2 spaces per unit for visitors). Traffic and Parking By-law Enforcement can be contacted (3-1-1) to enforce the Traffic and Parking By-law on local streets. Signage requests should adhere to the process established by the City's Traffic

Services branch. A policy has been added in the Secondary Plan that car sharing and car charging stations be considered as part of new development on the site.

Comments Transportation: Vehicular Access:

- Lining up the entrances to the development with Chapman Boulevard / Othello Avenue and Hamlet Road / Othello Avenue will cause cut through traffic to and from the commercial development causing an unsafe situation for seniors and children playing.
- There should be no vehicle access to the site from Othello Avenue. The accesses should be sealed and used as connections into the development by pedestrians and cyclists only.
- Othello is like the back alley to the commercial plaza with trucks coming and going along a local street. The proposed redevelopment should address this long standing problem.
- Smyth Road and Pleasant Park Road, two existing thoroughfares, and St. Laurent Boulevard provide adequate access to the facility, there is no need to bring more traffic onto Othello Avenue.
- Road access in terms of widths, turning lanes, and holding lanes seem inadequate for the amount of traffic to be generated.
- Taking away the entrance beside Kelsey's restaurant will cause an increase in traffic.
- Othello Avenue should be turned into a one-way street.
- Vehicle access to the underground parking garages should not be internal to the site. They should have direct access to St. Laurent Boulevard.

Response:

A Community Transportation Study (CTS) was undertaken, dated May 12, 2017, which outlines a number of improvements to the accesses serving the site. Offset accesses to Hamlet Road and south of Chapman Boulevard are proposed on the Othello Avenue side as well as 2 metre sidewalks along both sides of the roadway, on street parking (west side only), raised intersections which are narrowed with bulb-outs, and 4-metre-wide travel lanes with "sharrows" for motorists to share the lane with cyclists with a

reduced speed limit of 30 kilometres/hour. The western side of the site will be opened up allowing for pedestrian and cycling connections to the site and transit station. Three entrances to the site are proposed on the St. Laurent Boulevard side of the site, which includes a proposed roundabout. Vehicle access to the underground parking garages will be designed to maximize vehicle circulation towards the arterial road network.

Comments Transportation: Cycling / Pedestrian Access:

- The development needs to think about pedestrians and cars so people can comfortably move around (seniors, children, etc.). It is unsafe for pedestrians to cross Othello Avenue from the neighbourhood to the west; heavy traffic and only one cross walk which is at the end of Wingate.
- The Community Transportation Study should have looked at pedestrian activity in the area.
- There should be a sidewalk / multi use pathway on the shopping centre side of Othello Avenue from Pleasant Park to Smyth.
- Streets in the area should be turned into “Complete Streets” as per City approved policies – add sidewalks and bike lanes.
- Sidewalks are needed on Hamlet Road.
- A green buffer / linear park should be placed on the east side of Othello Avenue to provide a cycling link to Weston Park and provide a human scale to the development.
- There should be segregated continuous cycling lanes through the property.
- The intersection of Smyth and St. Laurent is wide and busy; there should be safer pedestrian walkway options to the Museum.
- Consideration should be given to the construction of a pedestrian bridge from the Elmvale Acres site to the Science and Technology Museum under renovation.

Response:

Streetscaping along Othello Avenue will take the form of a tree lined street with a sidewalks on both sides between Smyth Road and Pleasant Park Road. Measures to protect pedestrian safety on Othello Avenue are recommended including on street parking (west side only), raised intersections with bulb-outs, 4-metre-wide lanes with

“sharrows” for motorists to share the lane with cyclists and a reduced speed limit of 30 kilometres/hour. Cycling and pedestrian infrastructure will also be accommodated along the St. Laurent Boulevard frontage in accordance with City standards. On site cycling and pedestrian connections will be designed to service the transit station and commercial development in accordance with City standards.

Comments Transportation Traffic:

- Trip generation data from the traffic study underestimates the true amount of traffic that will be generated on the site by the new development (commercial will not stay constant), as well as on adjacent residential streets.
- Othello is already congested with cars and trucks making deliveries.
- Speeding and cut through traffic in Elmvale is an ongoing issue in the community that needs to be addressed.
- Disagree with the Transportation Study which states that the number of vehicle trips for daily needs can be reduced as active modes of transportation will be preferred.
- Widening or adding lanes is not appropriate for Othello Avenue, will only attract more cars.
- Speed is an issue on Hamlet Road even with the posting of 40km/hr signage. Within the Elmvale Acres neighbourhood, drivers are failing to come to a complete stop. A speed assessment / reduction plan should be carried out.
- Othello is a local street with a number of school buses that pick up and drop off children. This should be taken into account in the assessment.
- The projected extra volume of cars and pedestrians on Othello is too much for a local street.
- Othello should no longer function as a collector road.
- The Community Transportation Study should have had a wider focus.
- Traffic calming measures are needed on Othello Avenue.
- The roundabout might be overloaded at peak times.

- The intersection of Othello Avenue and Weston Drive should be improved with traffic calming measures similar to the other intersections along Othello Avenue.

Response:

Anticipated traffic volumes associated with the proposed redevelopment were assessed as part of the Community Transportation Study (CTS). To understand the impact of the person trips on the road network at each phase of development, a new modal share was developed to reflect changes to the transit, pedestrian and cycling network. At 100 per cent full build out, the modal share is expected to be 30 per cent automobiles, 10 per cent auto passengers, 45 per cent transit, and 15 per cent non-motorized. At full build out for all modes, the peak hour person trips per hour are expected to be 201 trips for AM peak and 111 person trips for the PM peak hour. The CTS found that with the addition of site traffic at 100 per cent full build out of the site, the site traffic will have a minimal impact on the study area road network. Over time, transit service is expected to capture a large proportion of the person trips.

Improvements to Othello Avenue are recommended. No loading areas are to back onto Othello Avenue as part of new development on the site. Othello Avenue is a local street which is to be re-established through the redevelopment of the site. In order to address the ongoing problem of cut through traffic through the community, the Community Transportation Study recommends that an Area Traffic Management Study be undertaken. This is reflected in the implementation policies of the Secondary Plan. In addition, detailed transportation studies will be required as part of the phased site plan approvals for the site which will also look at the potential for cut through traffic. Recommended measures to slow the speed of vehicles along Othello Avenue include raised intersections, bulb outs at the corners to reduce the crossing distance for pedestrians, a reduced speed limit on Othello Avenue to 30 kilometres/hour, and a new sidewalk along the east side of Othello Avenue. The existing offset intersection at Russell Road, Othello Avenue and Smyth Road is recommended to be realigned to implement standard signal phasing and improve operations.

The level of service for the proposed roundabout on the east side of the site will be similar to traffic control signals. However, the roundabout will significantly improve the pedestrian and cycling level of service at the main access to the site while also significantly improving transit service to facilitate the efficient movement of buses through the area.

Comments Transportation – Transit:

- More substantiation is needed to show how much transit is used now and how transit will be promoted and used in the future as a result of the development.
- Improvements to the existing level of transit service will be required to service the proposed development.

Response:

The Elmvale Acres Transit Terminal serves approximately 1.3 million customers per year. The average weekday ridership includes 2,250 boardings and 2,210 alightings (exiting the bus). The terminal ranks as the busiest non-Transitway terminal in the City. Transit ridership is anticipated to grow as part of the proposed shopping centre redevelopment. Improvements to transit service include a 60 metre layby, northbound and southbound stops and a southbound outside lane dedicated to buses. Transit priority measures are also recommended as part of the Secondary Plan.

Comments Proposed Built Form:

- The building heights are too tall for this area. The proposed 9-storey building on Smyth Road is too high, too close to the road and incompatible with the low-rise residential community to the west and office building to the north.
- What is the rationale for the proposed density? Why is it appropriate at this location?
- There are too many units.
- There are already enough apartment units in close proximity. Adding more will disrupt the character of the area.
- The proposed building design does not respect the character of the neighbourhood. This is not downtown, the buildings should be smaller, more modest style.
- The design of the buildings should be more innovative and creative. The development lacks vision and community building elements that deliver interesting community spaces.
- There is not enough green space and amenity space in the site design (green roofs, living walls, community gardens, areas for kids and elderly, etc.).
- Concerns about the shadow impact of the buildings and associated loss of sunlight.

- This site is not a target area for intensification, the proposed density is not appropriate.
- Do not break up the mall into distinct buildings; seniors and people with mobility aids are much better served by continuous, out-of-weather access from one store to another.
- A better mix of housing and commercial uses is needed. The second and third floors could accommodate services to encourage a more complete community.
- The construction materials of the new buildings should be high-quality and visually appealing.
- Consider building low rise buildings and housing for seniors.
- Developer should use renewable energy to redevelop the site including grey water management for irrigation and solar panels on the roofs, geothermal, natural areas, etc.
- Accessibility needs to be better addressed in the proposed site design.
- There should be a green buffer built between the new development and the existing residential properties along Othello Avenue to increase safety and reduce noise levels.
- Keep the skyline open, no towers should be disrupting the view.
- The proposed building at the corner of Othello and Smyth does not seem to have reasonable set-backs.
- The outdoor amenity areas should be monitored to discourage unwanted activity and loitering.
- Put in covered walkways if the mall is being broken up to provide shade and protection from harsh weather.
- No commercial uses should face out towards Othello Avenue. The existing fence should remain.

Response:

The site location, which is near the intersection of two arterial roads and abutting the Elmvale bus terminal are significant factors in supporting an increase in density on the site. Greater heights oriented to the transit station are appropriate for achieving greater transit ridership and a decreased reliance on automobiles. The placement of the high rise buildings toward the east side of the site significantly reduces the impact of the proposed heights on existing low rise residential neighbourhood to the west. The Official Plan contains policies that speak to providing separation distances between towers, which will address concerns of privacy, light, and wind as the site develops. A shadow study was undertaken and indicates that there will be some shadowing towards the west of the site between 8:00 and 10:00 in the mornings in March and September.

New development on the site will be required to address accessibility requirements. Planning staff met with the Accessibility Advisory Committee as part of the secondary plan process. They indicated an interest in reviewing and providing comments at the site plan approval phase where detailed design criteria can be applied to ensure accessibility requirements are met. The design of new buildings shall also be reviewed against a panel of architects (Urban Design Review Panel) for building design issues as well as walkability, connectivity and public safety.

The zoning of the site along Othello Avenue will allow for mixed use development which may include residential, commercial or a combination. Buildings are to be designed to allow for activation along the street and sidewalk, which may include glazing, entrances, and façade treatments. The community will have an opportunity to comment on the detailed design throughout the site plan approval process.

Comments Infrastructure:

- There is not adequate servicing for the development; the old system is already problematic.
- Concerns about the structural integrity of the home with high volumes of traffic (i.e. trucks speeding down Othello Avenue causes houses to shake).

Response:

The Assessment of Adequacy of Public Services report, dated August 2016, was reviewed and the infrastructure has been deemed satisfactory for controlling the anticipated sanitary and stormwater flows from the site. The development will be

required to control the post development release rate to a 2-year storm event. Servicing details are to be further outlined at the detailed design stage during the site plan approval process.

Comments Environmental:

- Concerns about dust, noise and air pollution during and after construction, as well as air pollution from unnecessary idling at the intersections.
- Concern about increases in traffic noise in the area.
- Concerns about the visual impacts of construction.
- Concerns about the impact on urban wildlife (i.e. birds killed by collisions with tall buildings).
- Care should be taken so that any new trees planted will have a chance to survive. Also, use ground cover, not just trees.
- The noise study did not address how much noise the new development will generate and what impacts if any there will be on the existing residents.
- More effort needed to prevent garbage from blowing from the site east to the apartment buildings.
- Developer should use soil remediation techniques to address soil contamination.
- Concern that nearby homes will be damaged during construction.
- Concerns about light pollution from electronic signage or artificial lighting.

Response:

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. A Preliminary Geotechnical Investigation was conducted, dated May 2016, which looked at the subsurface conditions of the site. No unusual problems are anticipated in excavating the overburden using conventional hydraulic excavating equipment. Property owners are advised to document foundation conditions using photographs both pre and post construction should they have a concern with impacts from vibration associated with construction on the site. Noise mitigation requirements are assessed in support of the proposed residential units. Excessive noise is

addressed by the City's Noise By-law and is enforced by calling 3-1-1 to issue a noise complaint.

A Phase I Environmental Site Assessment has been carried out for the site which looks at the potential for soil contamination. A Record of Site Condition will be required prior the approval of any new development on the site which will address any required soil remediation measures. Stormwater management quality controls will be based on the requirements of the Mather Award Drain and require 80 per cent removal of total suspended solids.

Comments Socio/Economic:

- Concerns about effect on property values and property taxes.
- Keep the existing commercial uses (bank, salon, tailor, dry cleaning, liquor store, library, etc.) as they are very convenient and important for seniors living in the area.
- Concerns about increase in crime rate and lack of safety and privacy.
- Concerns about whether or not there are enough schools, parks, community centres to support the development.
- Concern that existing businesses will be pushed out as a result of increased rents that would accompany a redevelopment.
- Concerns about the developer as landlord and the quality of the rental units proposed.
- Concerns about rental units; there will be no pride of ownership and no vested interest in the community unless there is some resident ownership.
- The culture and dynamic of Elmvale Acres will change; the intensified character of the area is not ideal for the residents that reside there now.
- The proposed development poses many challenges for the population of seniors or the disabled that do and will reside in Elmvale Acres; mobility is already an issue in the area and needs to be addressed first (e.g. need for wider sidewalks, too many parked cars to maneuver around, etc.).
- The parks and recreational facilities at local Community Centres are already saturated; existing programs will not be able to support the additional residents.

- Weston Park is already very crowded; it will be unable to support a population surge.
- Explore a possible retirement home/seniors residence instead on the site.
- Elmvale Acres does not want to be transformed from a small land-owner community into a high-rise tenant community.

Response:

The type of tenure proposed for the site is rental occupancy including one and two bedroom units. The existing businesses occupying space in the shopping centre are expected to remain. Greenspace areas are to be located on site for new and existing residents of the area to occupy and enjoy. The design of the Privately Owned Public Spaces will be addressed at the site plan stage which will be circulated for public comment. In addition, a new 3,150 square metre park will be dedicated to the city and designed in consultation with the community. The design of new development will be reviewed to ensure that the accessibility requirements for the disabled and seniors are met.

Comments Planning Process:

- The length of this redevelopment is too long (20-30 years) and there is no certainty that all phases will be built.
- RioCan must be willing to engage with the community to hear the concerns of the existing residents.

Response:

The Secondary Plan was prepared as a public process and the community was engaged for their input and ideas on the vision for the site, which is a long term vision. The redevelopment will be carried out in phases as part of lease agreements on the property which encumber the shopping centre site. The community will have an opportunity to comment on the detailed design throughout the site plan approval process.

Community Organization Comments and Responses

The Riverview Park and Canterbury Community were consulted on the proposed redevelopment and representatives attended a number of meetings. The Elmvale Acres Community Association was established following the submission of the

applications and have been actively engaged throughout the secondary planning process. No formal comments were received.