

# Elmvale Acres Secondary Plan

## Section 1: Introduction

The purpose of this secondary plan is to guide the redevelopment of the Elmvale Acres Shopping Centre at 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. This secondary plan is to be considered along with policies of Official Plan.

## Section 2: Planning Area

The planning area is shown on Schedule A – Designation Plan

## Section 3: 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, retail, and greenspaces 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 amenity areas.

- 8) Intersection and right-of-way improvements will ensure that access to the area is safe for all modes of travel.

## Section 4: Land Designation and Built Form

The following land designations and building height overlays are identified on Schedule A – Designation Plan.

### 4.1 St. Laurent Boulevard Mixed-Use Area

- 1) The maximum permitted building height for development along Smyth Road is nine storeys.
- 2) The maximum permitted building height for development along St. Laurent Boulevard is 16 storeys.
- 3) High-rise buildings, as defined in Official Plan, 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 design techniques such as setbacks and step backs shall 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 sky-view, sunlight, and transition towards the abutting properties.

### 4.2 Othello Avenue Mixed-Use Area

- 7) The maximum permitted building height is two storeys.
- 8) 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. Street-facing garages along the east side of Othello Avenue are not permitted.
- 9) Loading for commercial areas will be directed to the interior of the site through phased redevelopment.

## Section 5: 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 B – Public Realm and Transportation Plan. New development is to be consistent with this secondary plan and the following policies apply:

- 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

- 6) Lands for the use of public parks shall be provided according to Official Plan. The park must be regular in shape, have 50 per cent road frontage and be a minimum of 0.32 hectares in size. Where lands above 0.32 hectares are required in order to meet the parkland dedication calculation and cannot be provided, the balance may be in the form of cash-in-lieu of parkland as directed by the *Planning Act* and the City's Parkland Dedication By-law or any successor By-law applicable to each phase of development. The Ward portion of cash-in-lieu of parkland payments shall be set aside in a reserve fund to fund the construction of the park.
- 7) 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.
- 8) 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.

- 9) Any work required on the park block due to soil contamination will be at the expense of the developer. Services such as water, storm, sanitary, and hydro will be required to the lot line of the park and shall be provided at the expense of the developer.
- 10) 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).

### 5.2 Privately Owned Public Spaces (POPS)

- 11) Privately Owned Public Spaces (POPS) shall be provided at general locations shown on Schedule B – Public Realm and Transportation Plan. Changes to the location, configuration and/or size of the POPS do not require an amendment to this secondary plan or its schedules, unless it is contrary to the following POPS policies.
- 12) POPS throughout the secondary plan area shall be a combined total of approximately 3,800 square metres with no single POPS being less than 650 square metres. POPS shall have a length to width ratio of no more than 2:1.
- 13) POPS are for the exclusive use by the public and shall not be occupied by private uses such as commercial patios.
- 14) POPS shall be designed in consultation with the City and to the standards of the City's Park Development Manual.
- 15) POPS are to be designed in phases by the developer as part of the development application approval process.

## Section 6: Transportation and Circulation

- 1) Proposed improvements for transportation and circulation are illustrated on Schedule B – Public Realm and Transportation Plan. 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.
- 2) 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.

- 3) 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.
- 4) Access to and from the area is to be improved by breaking up existing building mass and providing landscaped walk-through areas.
- 5) 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.
- 6) 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.
- 7) In support of the City's sustainable mobility goals, the use of car-sharing services and electric vehicles should be supported by providing designated parking spaces for these uses which will be determined through planning application processes.
- 8) At each phase of development, 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.
- 9) To address issues with speeding and cut-through traffic between the study area and the surrounding areas, the developer will be required to undertake a neighbourhood traffic management review to identify appropriate mitigation measures within the immediate vicinity of the development as per the Transportation Impact Assessment Guidelines.
- 10) Transportation Demand Management 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.
- 11) Any new development shall also provide dedicated spaces for car sharing services and electric car charging stations.
- 12) 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 projects that will be implemented through the development charge program. The roundabout will be required to operate in conjunction with the provision of:
  - a) A transit-only left-turn signal at St. Laurent Boulevard and Russell Road (southerly location) providing northbound access to Russell Road; and
  - b) The provision of a transit-priority signal at the corner of St. Laurent Boulevard and Russell Road (northerly location); and

- c) A public art and/or landscaping opportunity in the vicinity or centre of the roundabout will be pursued at the time of its design and construction in accordance with the City's Public Art policies; and
- d) 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.

### 6.1 St. Laurent Boulevard

- 13) The section of St. Laurent Boulevard abutting the transit terminal, shown on Schedule B – Public Realm and Transportation Plan, will be designed with a complete street approach, using designated lanes for transit and place emphasis on active modes of transportation.
- 14) A new roundabout identified on Schedule B – Public Realm and Transportation Plan 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

- 15) Access to and from the site on Othello Avenue must be designed in order to minimize cut-through traffic to the adjacent neighbourhood.
- 16) 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.
- 17) Othello Avenue will be designed as a Complete Street and improvements are to be carried out in phases by the developer through the development application process. Improvements shall include the following:
  - a) Traffic calming measures including raised intersections which are narrowed with bulb outs; and
  - b) A reduced speed limit from 50 km/h to 30 km/h; and
  - c) Improved opportunities for walking and cycling facilities;
  - d) A new sidewalk along the west perimeter of the site from Smyth Road to Pleasant Park Road; and
  - e) Othello Avenue improvements south of the limits of the Elmvale Acres Shopping Centre are to be carried out through the development charge program.

### 6.3 Transit Terminal



- 18) No new motor vehicle 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.
- 19) Proponents of new development will consult with the City to integrate new transit facilities such as shelters and passenger information displays 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.
- 20) As part of any 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.
- 21) New development shall ensure that clear signage, landscaping and public art are provided around transit stops to promote walkability, wayfinding and sense of place.
- 22) Direct well-lit, weather-protected pedestrian access shall be provided between the transit station and key destinations as part of new development to increase pedestrian comfort, clear sightlines and safety.

## Section 7: Implementation

- 1) Annex 1 – Demonstration Plan is a conceptual plan showing the proposed build out of the site. This demonstration plan was used to guide the preparation of this secondary plan and its policies which are intended to guide the development shown however Annex 1 is conceptual and could be changed without the need for an Official Plan Amendment.
- 2) Any application for site plan control will be subject to public notification and consultation and includes a requirement to hold a community information and comment session. Notification shall be provided according to the City's Public Notification and Consultation Policy for Development Applications and the Planning Act as amended.

## Schedules

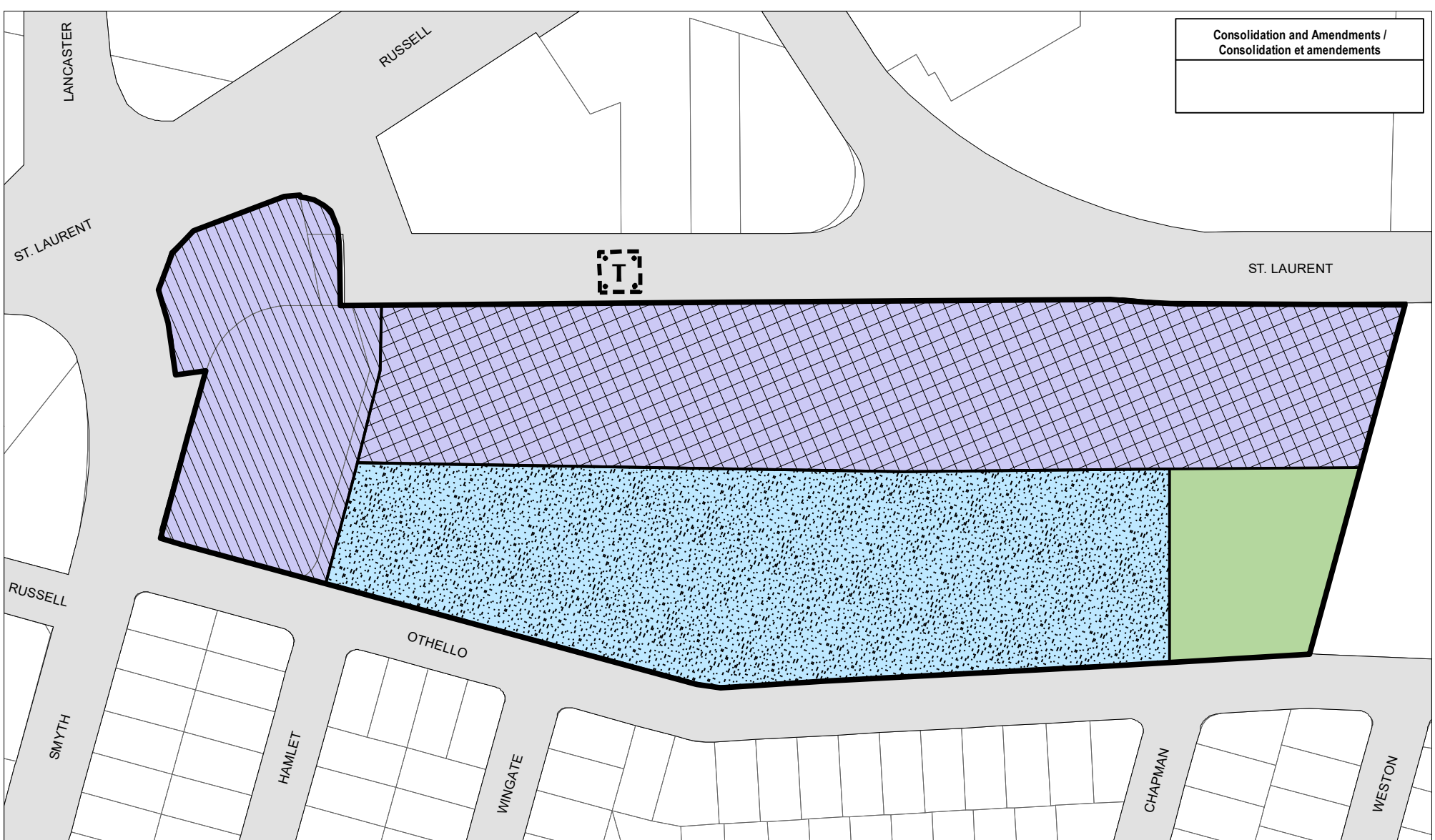
Schedule A - Designation Plan

Schedule B - Public Realm and Transportation Plan

## Annex

Annex 1 - Demonstration Plan









Consolidation and Amendments /  
Consolidation et amendements




# Elmvale Acres

SECONDARY PLAN - Volume 2  
Schedule A - Designation Plan

PLAN SECONDAIRE - Volume 2  
Annexe A - Plan de désignation

-  Secondary Plan Boundary /  
Limite du plan secondaire
-  St Laurent Boulevard Mixed-Use Area /  
Secteur polyvalent de boulevard St-Laurent
-  Othello Avenue Mixed-Use Area /  
Secteur polyvalent de l'avenue Othello
-  Park /  
Parc

## MAXIMUM BUILDING HEIGHTS / HAUTEURS MAXIMALES DES IMMEUBLES

-  2 storeys / étages
-  9 storeys / étages
-  16 storeys / étages

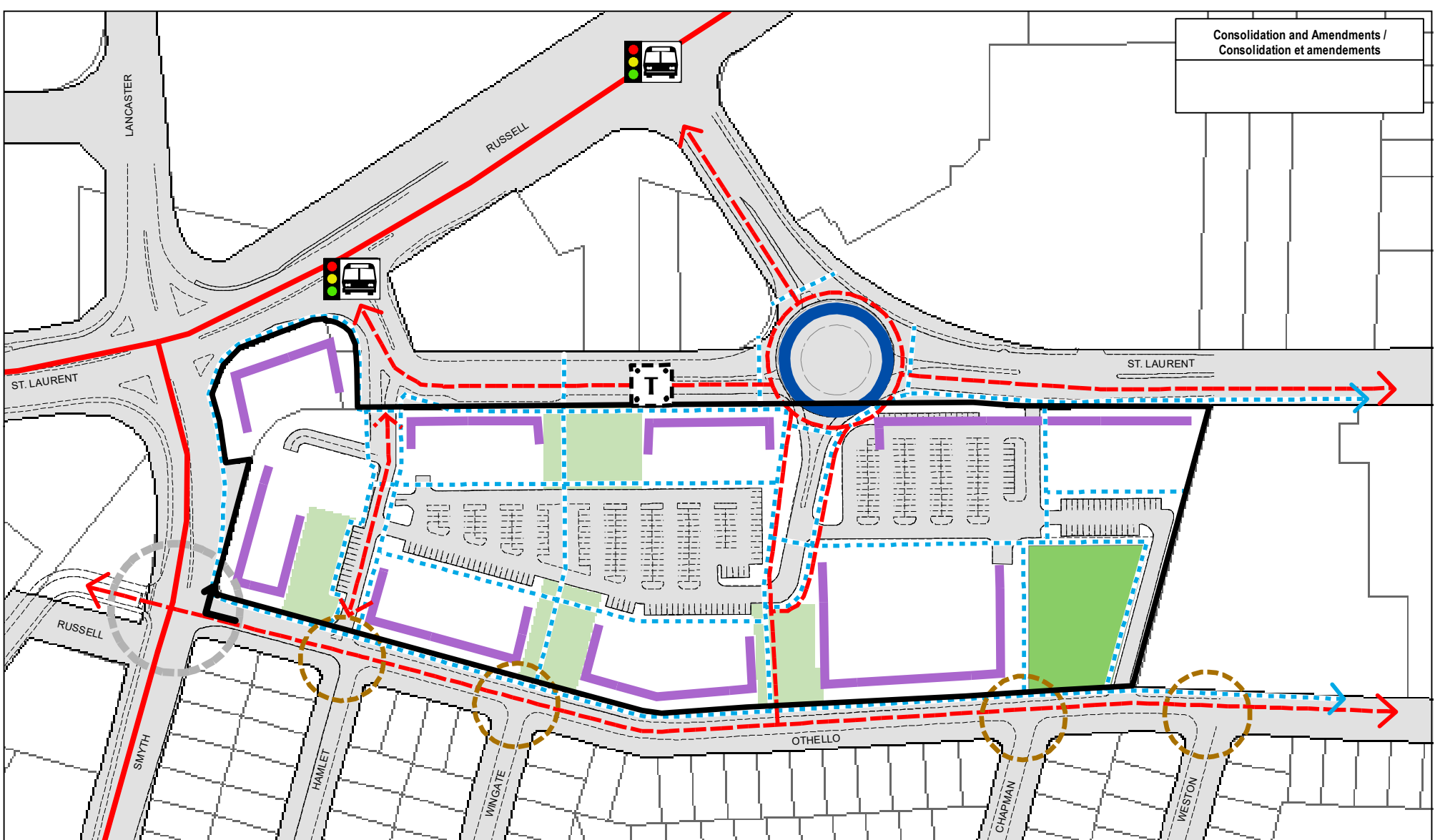
 Transit Stop - Bus /  
Arrêt d'autobus du  
transport en commun



Ottawa







# Elmvale Acres

SECONDARY PLAN - Volume 2  
Schedule B – Public Realm and  
Transportation Plan

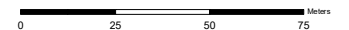
PLAN SECONDAIRE - Volume 2  
Annexe B - Domaine public et transports

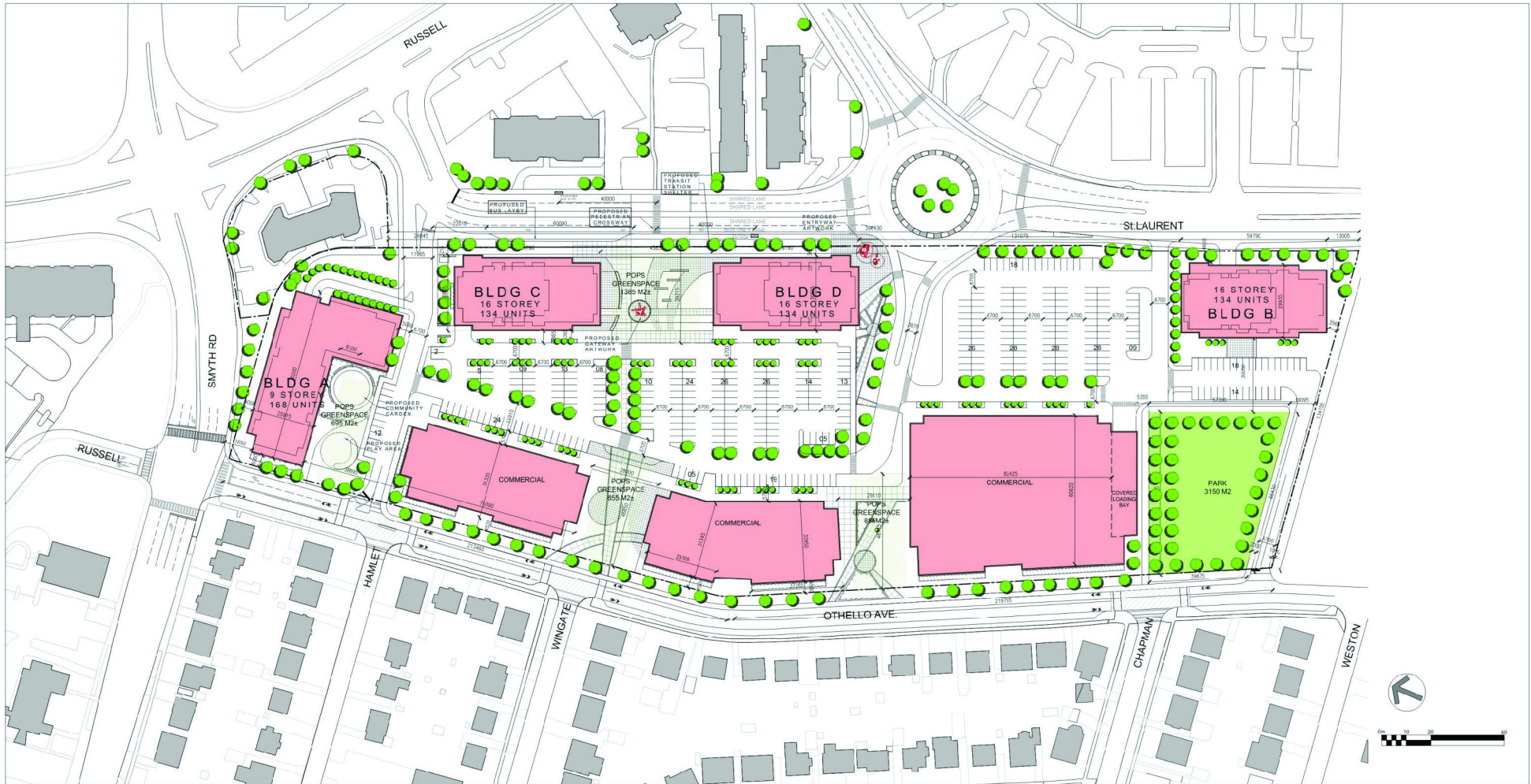
Secondary Plan Boundary /  
Limite du plan secondaire

- PUBLIC REALM AND TRANSPORTATION / DOMAINE PUBLIC ET TRANSPORTS**
- Park / Parc
  - Privately-Owned Public Space (POPS) /  
Espace public appartenant à des intérêts privés
  - Pedestrian Connection /  
Lien piétonnier
  - Cycling Connection /  
Lien cyclable

- Roundabout /  
Carrefour giratoire
- Re-aligned / Signalized Intersection /  
Nouveau tracé de l'intersection avec signalisation
- Raised Intersection /  
Intersection surélevée
- Transit Only Traffic Signal /  
Feu de circulation – passage réservé  
au transport en commun

- Active Frontage /  
Façade active
- Designated Right-Turn Lane /  
Voie réservée aux virages à droite
- Transit Stop - Bus /  
Arrêt d'autobus du transport en commun
- Existing Cycling Spine Route /  
Circuit principale existante





rla/architecture

15 / 05 / 2017

**RIO CAN**  
REAL ESTATE INVESTMENT TRUST

## Elmvale Acres

SECONDARY PLAN - Volume 2  
Annex 1 - Demonstration Plan

PLAN SECONDAIRE - Volume 2  
Appendix 1 - Plan de demonstration

### SITE TOTALS / VALEURS ASSOCIÉES À L'EMPLACEMENT :

Site Area = 54,782.6m<sup>2</sup> (13.54 acres) / Superficie de l'emplacement = 54 782,6 m<sup>2</sup> (13,54 acres)

Commercial Area = 13410m<sup>2</sup> / Superficie de l'espace commercial = 13 410 m<sup>2</sup>

Residential Units = 570 / Unités résidentielles = 570




Residential Below Grade Parking – 285 / Stationnement résidentiel souterrain - 285

Outdoor Parking – 386 / Stationnement extérieur - 386

Privately Owned Public Space (POPS) Area + 2820m<sup>2</sup> (7%) / Superficie de l'espace public appartenant à des intérêts privés + 2 820 m<sup>2</sup> (7 %)

Park Area – 3150m<sup>2</sup> (5.8%) / Superficie du parc – 3 150 m<sup>2</sup> (5,8 %)

Combined Parks Area – 6970m<sup>2</sup> (12.7%) / Superficie totale des parcs – 6 970 m<sup>2</sup> (12,7 %)

-  POPS Area / Espace public appartenant à des intérêts privés
-  Park Area / Parc
-  Raised Intersection and/or Crossing / Intersection surélevée ou passage pour piétons surélevé



Planning, Infrastructure and Economic Development Department,  
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