

# ELMVALE ACRES SHOPPING CENTRE SECONDARY PLAN

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## 1.0 PLANNING AREA

The Secondary plan Area applies to the properties municipally known as 1910 St. Laurent Boulevard and 1990 Russell Road as shown on Schedule A – Land Use Plan.

## 2.0 GUIDING PRINCIPLES

The following guiding principles have been developed to guide redevelopment of the Secondary Plan Area:

- Create a complete, mixed use community: the area will evolve to accommodate a wide range of land uses, such as residential, office, and retail to encourage a live, work, play environment.
- Accommodate density in a compact form in proximity to transit: the site will evolve to accommodate more density which will be oriented to the transit station.
- Establish development that respects existing neighbourhoods: future development will be context-sensitive and respectful of adjacent development.
- Improve transit: transit will be improved with increased and multi-directional connectivity and an improved transit station.
- Active transportation: The site will evolve to incorporate more choice in transportation, with a focus on pedestrian and cyclist connectivity.

- Public realm: The area will transform into an attractive and well-designed community core with an emphasis on a human scale of development, the provision of green space, and the accommodation of gathering spaces.
- Mobility and ease of movement: The area is planned to accommodate improved intersections, streets, and parking areas.

### 3.0 LAND USE AND BUILT FORM POLICIES

The purpose of this section is to provide the detailed policies that apply to the land use areas identified on Schedule A – Land Use Plan, in addition to the applicable policies in the Official Plan.

#### 3.1 St. Laurent Boulevard Mixed Use Area

The St. Laurent Boulevard Mixed Use Area is identified on Schedule A – Land Use Plan. The following policies apply generally to the St. Laurent Boulevard Mixed Use Area. Minor changes in configuration and/or size of the buildings identified on Schedule A will not require an amendment to this Secondary Plan or the City's Official Plan.

- a. The Arterial Mainstreet designation will be extended to include the western leg of St. Laurent Boulevard, south of the intersection of Smyth Road, St. Laurent Boulevard, and Russell Road, as illustrated on Schedule A – Land Use Plan. The policies that apply to the lands in the Arterial Mainstreet designation of the Official Plan are applicable.
- b. Through the development application review process, the applicant shall demonstrate how their proposed development provides pedestrian and cycling facilities, parks and plazas (including privately-owned public space), streets, active frontage elements, service access and other considerations consistent with Schedule B – Public Realm Plan and other applicable policies of this Plan.
- c. Transportation Demand Management (TDM) is to be addressed on a site-specific basis through the development application review process. TDM measures may include employee incentives to reduce parking demands; and access to covered bicycle parking and other related facilities to promote cycling (i.e. secure facilities, showers, lockers, etc.).
- d. Mid-rise building height will be permitted in the implementing Zoning By-law along the Smyth Road frontage, providing a transition in building form to the low-rise profile within the Othello Avenue Mixed Use Area, while enabling the creation of a visible node and a sense of arrival at the northern gateway of the Plan Area. Within the mid-rise building height range, height will be evaluated based on policies of Section 2.5.1 and Section 4.11 of the Official Plan.
- e. High-rise building height will be permitted in the implementing Zoning By-law along St. Laurent Boulevard. Given the location of the transit station, existing built form to the east, as well as the frontage on the St. Laurent Boulevard corridor, buildings in these locations will be permitted the greatest building height to provide the opportunity for the establishment of the highest densities with proximity to transit and public spaces. Within the high-rise building height range, height will be evaluated based on policies of Section 2.5.1 and Section 4.11 of the Official Plan.
- f. Adjustments to permitted building heights established through the implementing Zoning By-law may be considered to provide for architectural interest for building tops that could include partially useable floor area around permitted roof top projections. Acceptability of such proposals shall be determined through the review of rezoning applications for development proposals with input from the Urban Design Review Panel.
- g. High-rise buildings must be well-proportioned, integrated with surroundings and should generally take the podium and tower approach in built form design. A high-rise building that

deviates from a podium and tower form will require specialized design review by the City's Urban Design Review Panel.

- h. The maximum podium height should be 6 storeys. The tower should setback from the podium faces and should be articulated to break up building mass and allow skyview, sunlight, and transition towards the abutting properties.
- i. The St. Laurent Boulevard Arterial Mainstreet shown on Schedule B – Public Realm Plan is to be designed with a complete streets approach, with designated lanes for transit and a special emphasis on pedestrians and active modes of transportation. The placement and form of buildings along the St. Laurent Boulevard Arterial Mainstreet should contribute to the creation of a complete street with “active frontage” characteristics such as building siting in proximity to the street (e.g. achieved through a maximum setback), property frontage along the street being occupied by building walls that include transparent glazing, active entrances, patios and courtyards between the building and the sidewalk and vehicle parking screened from view at the street. The Urban Design Guidelines for Development along Arterial Mainstreets should be used in conjunction with this policy to guide future development approvals along the St. Laurent Boulevard Arterial Mainstreet.

### 3.2 Othello Avenue Mixed Use Area

The Othello Avenue Mixed Use Area is identified on Schedule A – Land Use Plan. The following policies apply generally to the Othello Avenue Mixed Use Area. Minor changes in configuration and/or size of the buildings identified on Schedule A will not require an amendment to this Secondary Plan or the City's Official Plan.

- a. Through the development application review process, the applicant shall demonstrate how the proposed development provides pedestrian and cycling facilities, parks and plazas (including privately-owned public space), streets, active residential frontage elements, service access and other considerations consistent with Schedule A – Land Use Plan and Schedule B – Public Realm Plan.
- b. Transportation Demand Management (TDM) is to be addressed on a site-specific basis through the development application review process. TDM measures may include employee incentives to reduce parking demands; and access to covered bicycle parking and other related facilities to promote cycling (i.e. secure facilities, showers, lockers, etc.).
- c. The Othello Avenue Mixed Use Area will permit a mix of uses. Development adjacent to the Othello Avenue frontage will be comprised of residential land uses to provide a residential buffer to the adjacent neighbourhood of established character.
- d. Low-rise building heights will be permitted in the Othello Avenue Mixed Use Area. Within this range, height will be evaluated based on compatibility with the existing context of the area across Othello Avenue.

## 4.0 PUBLIC REALM

The success of the redevelopment of the Plan 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 Plan. The following policies apply to the Public Realm. Minor changes in location, configuration and/or size will not require an amendment to the Secondary Plan.

- a. The placement and form of buildings adjacent to the St. Boulevard Arterial Mainstreet should contribute to the creation of an urban environment with active frontage characteristics along the Mainstreet, such as building siting in proximity to street, building walls that include transparent glazing, active entrances, patios and courtyards and vehicle parking screened from views from the street. Buildings should integrate well with the future transit facilities and network as well as the mainstreet.
- b. The placement and form of buildings adjacent to Othello Avenue shall occur in a manner that is respectful and compatible with the low density residential character of Othello Avenue. The Mixed Use Area will include key pedestrian and cyclist connections to other areas of the plan and adjacent neighbourhoods, wide sidewalks along Othello, landscaping and public open spaces. The placement, use and form of buildings adjacent to Othello Avenue will contribute to an active residential character with driveway access to Othello Avenue, screening of parking areas and welcoming open spaces.
- c. The Elmvale Acres Park is proposed for southern end of the Plan Area to provide an interesting recreational link between Othello Avenue and St. Laurent Boulevard. The park is intended to be a public-private park and shall include facilities and programming suitable for the demographics of the site area as it develops. The park can be constructed in phases as this section of the Plan Area develops to coincide with development of adjacent areas, subject to future detailed landscape design and as a condition of site plan approval. The first phase of the design and construction must consider future phases of park development. The minimum area required for the park is 5,000 square metres.
- d. The open space proposed adjacent to development at the corner of Smyth Road and Othello Avenue is designed to function as an outdoor gathering place. The development of this space is recognized as forming part of the short-term vision for development of the Plan Area and is to be implemented at the time of development of the adjacent area fronting on Smyth Road, subject to future detailed landscape design and as a condition of site plan approval.
- e. The open space proposed for the area adjacent to the transit station is intended to form an urban courtyard “gateway” to the transit station entrance and is to be comprised of hard and soft landscape elements, with a design that is complementary to the transit station in terms of seating and weather protection and that corresponds with the proposed east-west pedestrian promenade that will connect the two Mixed Use Areas. Development surrounding the edges of this space will be animated by human-scaled development and active land uses. The open space can be developed in phases, to be implemented at the time of development of the adjacent area, subject to future detailed landscape design and as a condition of site plan approval. The first phase of the design and construction must consider future phases.
- f. The two open spaces proposed to be located along the Othello Avenue frontage are intended to provide key pedestrian connections through the Othello Avenue Mixed Use Area to the eastern side of the Plan Area. Planned facilities for these spaces are intended to be compatible with the existing and proposed low density residential development along Othello Avenue. The development of these spaces is to be implemented at the time of development of the adjacent areas, subject to future detailed landscape design and as a condition of site plan approval.

## 5.0 TRANSPORTATION AND CIRCULATION

Proposed improvements for transportation and circulation are illustrated on Schedule B – Public Realm Plan and in the Transportation Master Plan addendum to this Master Plan. The following policies apply generally to the Plan Area. Minor changes in the location, configuration and/or width of streets, drive aisles and intersections will not require an amendment to the Secondary Plan or Official Plan.

- a. The St. Laurent Boulevard Arterial Mainstreet will evolve into a public road designed with a complete streets approach to accommodate all users, but placing an emphasis on pedestrians, active modes of transportation and transit. Intersections are to be pedestrianized using appropriate design cues to ensure motor vehicle drivers are aware of these pedestrian priority areas.
- b. Othello Avenue is to be designed as an active residential street with traffic calming measures and improved opportunities for walking and cycling.
- c. A northbound right turn lane from Othello Avenue shall be provided when development occurs along the Smyth Road frontage.
- d. The system of sidewalks within the Plan Area shall be improved at each phase of development.
- e. The Plan Area will evolve over time to include less at-grade parking. Parking to serve the ground floor commercial uses will be located at the interior of the site and screened from view from the street.
- f. Internal streets will be maintained as private drive aisles which will prioritize pedestrians to allow pedestrians to safely cross and where vehicles must yield to pedestrians.
- g. A roundabout shall be considered at the time of improvements to the transit network and transit station as shown on Schedule B – Public Realm Plan in order to reduce pedestrian delay between the Plan Area and adjacent high-rise apartment complexes. The roundabout will also facilitate better transit circulation in accordance with a transit-only leftbound signal providing northbound access to Russell Road.
- h. Connectivity to the transit station shall be improved through the provision of an east-west pedestrian promenade.
- i. Access to and from the site is to be improved by breaking up existing building mass and providing landscaped walk-through areas.
- j. The driveway connections to Othello near Hamlet and near Chapman shall be realigned to create raised, STOP controlled intersections.
- k. Loading for commercial areas shall be directed to the interior of the Plan Area over time.
- l. The intersection of Othello Avenue, Smyth Road and Russell Road shall be realigned in accordance with the interest and ability of the City to secure financing for the realignment.

## **SCHEDULES**

SCHEDULE A – LAND USE PLAN

SCHEDULE B – PUBLIC REALM AND CIRCULATION PLAN