

# 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 and 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 – Land Use, Schedule B – Building Heights, and Schedule C – Public Realm and Transportation.

## 3.0 GUIDING PRINCIPLES

The following guiding principles have been developed to guide 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. Improve transportation system efficiency by allowing users, particularly non-drivers, the opportunity to choose from a wide range of accessible transportation options. New development will provide pedestrian and cycling connectivity in support of this goal.
7. 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 applicable policies of the Arterial Mainstreet designation are applicable to the area. In addition to the applicable policies in the Official Plan, this section provides detailed policies for each land use area identified on Schedule A – Land Use. Maximum building heights are identified on Schedule B – Building Heights.

### 4.1 St. Laurent Boulevard Mixed Use Area

1. Mid-rise building heights up to 9 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 development abutting the transit terminal shall articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and micro climate impacts on public and private realms.
5. Towers of high-rise buildings should be designed and located to minimize wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives, the tower portion of all high-rise buildings shall meet required separation distances from other high-rise building towers. Proposals for high-rise buildings that include distances less than specified above must:
  - a. Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation and/or building shape; and
  - b. Demonstrate that the potential for future adjacent high-rise buildings can be developed to meet required separation distances.
6. A maximum floor plate of 750 square metres is required. Proposals for residential floorplates larger than 750 square metres, or commercial floorplates larger than 1,500 square metres shall:
  - a. Demonstrate that the objectives stated above are met through the use of building orientation, and/or building shape; and

- b. Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.
7. The height of a podium for a high-rise building should be between 3 and 6 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 2 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.

### 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 C – Public Realm and Transportation. New development is to be consistent with this plan. The following policies apply to the area:

1. The Othello Avenue frontage will be revitalized and animated with pedestrian entrances that will face the street. 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. The Smyth Road frontage will create an urban environment by bringing buildings 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 will become a transit supportive area with an urbanized edge including active frontage and sidewalks of sufficient width to accommodate users. Further south on St. Laurent Boulevard a roundabout will serve as the central gateway feature into the area for all modes of travel including motorists, buses, pedestrians and cyclists. Areas exclusive of vehicle parking lots along St. Laurent Boulevard are to be screened from view.
4. The Secondary Plan Area will provide key pedestrian and cyclist connections within the site, including safe and convenient access to the transit station area, and to adjacent neighbourhoods, sidewalks, landscaping and public open spaces.
5. Open spaces within the area should be animated. Blank walls are not permitted.

## 5.1 Park

1. The park must be a regular in shape, have 50% road frontage and be a minimum of 0.32 hectares in size. The directives of the Parks Manual will apply.
2. Development and conveyance of the park 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

1. A series of four Privately-Owned Public Spaces (POPS) are proposed throughout the area as shown on Schedule C – Public Realm and Transportation. Approximately 3,800 square metres of the area is recommended to be occupied by POPS, as shown in Schedule C – Public Realm and Transportation.
2. POPS are to be designed in consultation with the City at the time of each development phase and in keeping with the City's Parks and Pathway Manual.
3. 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.
4. 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 C – Public Realm and Transportation. Minor changes in the location, configuration and/or width of streets, drive aisles and intersections will not require an amendment to the Secondary Plan.

1. The area will evolve over time with less surface parking. 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. Internal streets will be maintained as private drive aisles in order to prioritize 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.

#### 6.1 St. Laurent Boulevard

1. The section of St. Laurent Boulevard abutting the transit terminal, shown on Schedule B – 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 roundabout will provide greater efficiency to the transit network and transit station as shown on Schedule C – Public Realm and Transportation Plan while also improving vehicle and pedestrian connectivity.
3. Direct access to and from internal parking areas to St. Laurent Boulevard shall be restricted in order to minimize conflicts with transit services and ensure spatial requirements are met for transit operations and enhance pedestrian safety.

#### 6.2 Othello Avenue

1. Othello Avenue is to be designed with traffic calming measures and improved opportunities for walking and cycling.
2. A new sidewalk will be designed and constructed in phases along the western perimeter of the area down to Pleasant Park Road.
3. Access to and from the area to Othello Avenue must be designed in order to minimize cut-through traffic to the adjacent neighbourhood.
4. Loading for commercial areas will be directed to the interior of the area through phased redevelopment.
5. The intersection of Othello Avenue, Smyth Road and Russell Road shall be realigned.

### 6.3 Transit Terminal

1. Where practical and appropriate, 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.
2. Transit stops, shelters and crosswalks will 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.
3. Maintain and promote pedestrian-scale streets, clear signage, landscaping and public art around transit stops and the station for improved walkability, wayfinding and sense of place.
4. Direct well-lit, weather-protected pedestrian access as well as clear sightlines between the station and key destinations should be provided to increase pedestrian comfort and safety.

### 7.0 INTERPRETATION

1. This Secondary Plan establishes broad principles to guide the future redevelopment of the Elmvale Acres Shopping Centre Plan Area. Sections 1 to 8 and Schedules A, B, and C constitute the Elmvale Acres Shopping Centre Secondary Plan.
2. Appendix A (Demonstration Plan) provides a reference to the conceptual redevelopment plan for the area over the next 20 years. It does not constitute part of this Secondary Plan.

### 8.0 IMPLEMENTATION

1. 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.
2. 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 may be provided when development occurs along the Smyth Road frontage, should that development occur in advance of the realignment.
3. The location of the proposed park will be as shown on the Land Use Schedule unless otherwise directed by the City, and the park will be zoned O1.

4. Any remedial 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.
5. The Ward portion of Cash in Lieu of Parkland collected for all phases of the development occurring within the plan area will be used to fund the construction of the proposed park.
6. 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).
7. The roundabout will 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)
8. 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.
9. 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.

## **9.0 SCHEDULES**

SCHEDULE A – LAND USE PLAN

SCHEDULE B – BUILDING HEIGHTS

SCHEDULE C – PUBLIC REALM AND TRANSPORTATION

APPENDIX A – DEMONSTRATION PLAN