

1910 St. Laurent Boulevard (Elmvale Acres Shopping Centre) – Summary of Public Comments
(D01-01-15-0019 and D02-02-15-0087)

97 public comments received including 14 comment sheets provided at the November 25, 2015 open house. Totals indicate number of times the comment was repeated (more than 10 are in **bold** type).

13 additional comments were received through the Councillor's office and forwarded to Development Review.

TRANSPORTATION: Parking

1. **The incoming 800 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. 16**
2. **There does not appear to be enough car or bike parking on the site. 13**
3. Put back the 'No Parking' signs on the residential streets abutting the site - they came down a few years ago but were never replaced. 4
4. 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. 3
5. More underground options should be explored, for parking/loading for cars and trucks.

TRANSPORTATION: Vehicular Access

6. **Lining up the entrances to the development with the east-west streets serving the neighbourhoods west of Othello Avenue will cause cut through traffic to and from the commercial development causing an unsafe situation for seniors and children playing. 41**
7. **The intersections of Chapman/Othello and Hamlet/Othello should not be turned into 4-way stops. 26**
8. 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. 9
9. 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. 7
10. Smyth Road and Pleasant Park, two existing thoroughfares, and St. Laurent Blvd provide adequate access to the facility, there is no need to bring more traffic onto Othello Avenue. 5
11. Road access in terms of widths, turning lanes, and holding lanes seem inadequate for the amount of traffic to be generated.
12. Taking away the entrance beside Kelsey's restaurant will cause an increase in traffic.
13. Othello Avenue should be turned into a one-way street.

TRANSPORTATION: Cycling / Pedestrian Access

14. **It is unsafe for pedestrians to cross Othello from the neighbourhood to the west; heavy traffic and only one cross walk which is at the end of Wingate. 13**
15. The Community Transportation Study should have had looked at pedestrian activity in the area. 9

16. There should be a sidewalk / multi use pathway on the shopping centre side of Othello Avenue from Pleasant Park to Smyth. 3
17. Streets in the area should be turned into “Complete Streets” as per City approved policies – add sidewalks and bike lanes. 5
18. Sidewalks are needed on Hamlet Road. 4
19. 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. 3
20. There should be segregated continuous cycling lanes through the property. 2
21. The intersection of Smyth and St. Laurent is wide and busy; there should be safer pedestrian walkway options to the Museum.
22. Consideration should be given to the construction of a pedestrian bridge from the Elmvale Acres site to the Science and Technology Museum under renovation.
23. The development needs to think about pedestrians and cars so people can comfortably move around (seniors, children, etc).

TRANSPORTATION: Traffic

- 24. 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. 24**
- 25. Othello is already congested with cars and trucks making deliveries causing houses to shake. 17**
26. Speeding on the local streets in Elmvale Acres is already an issue, this will make it worse. 9
27. 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. 8
28. Widening or adding lanes is not appropriate for Othello Avenue, will only attract more cars. 7
29. 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. 8
30. 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. 4
31. The projected extra volume of cars and pedestrians on Othello is too much for a local street. 3
32. Othello should no longer function as a collector road. 2
33. The Community Transportation Study should have had a wider focus. 2
34. Traffic calming measures are needed on Othello Avenue.

TRANSPORTATION – Transit

35. 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. 3
36. Improvements to the existing level of transit service will be required to service the proposed development. 3

PROPOSED BUILT FORM

- 37. The building heights are too tall for this area. 27**
- 38. The number of units is too high. 17**
- 39. There are already enough apartment units in close proximity. Adding more will disrupt the character of the area. 14**
- 40. The proposed building design does not respect the character of the neighbourhood. This is not downtown, the buildings should be smaller, more modest style. 13**
- 41. The design of the buildings should be more innovative and creative. The development lacks vision and community building elements that deliver interesting community spaces. 13**
- 42. 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.). 9
- 43. Concerns about the shadow impact of the buildings and associated loss of sunlight. 4
- 44. This site is not a target area for intensification, the proposed density is not appropriate.
- 45. 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. 5
- 46. A better mix of housing and commercial uses is needed. The second and third floors could accommodate services to encourage a more complete community. 3
- 47. The construction materials of the new buildings should be high-quality and visually appealing.
- 48. Consider building low rise buildings and housing for seniors. 3
- 49. 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. 2
- 50. Accessibility needs to be better addressed in the proposed site design. 2
- 51. 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.
- 52. Keep the skyline open, no towers should be disrupting the view.
- 53. Corner of Othello and Smyth does not seem to have reasonable set-backs for the buildings.
- 54. The outdoor amenity areas should be monitored to discourage unwanted activity and loitering.
- 55. Put in covered walkways if the mall is being broken up to provide shade and protection from harsh weather.
- 56. Consider adding a child care facility.

INFRASTRUCTURE

- 57. There is not adequate servicing for the development; the old system is already problematic. 9
- 58. Concerns about the structural integrity of the home with high volumes of traffic (i.e. trucks speeding down Othello Avenue causes houses to shake).

ENVIRONMENTAL**59. Concerns about dust, noise and air pollution during and after construction, as well as air pollution from unnecessary idling at the intersections. 16**

- 60. Concern about increases in traffic noise in the area. 5
- 61. Concerns about the visual impacts of construction.
- 62. Concerns about the impact on urban wildlife (i.e. birds killed by collisions with tall buildings). 2
- 63. Care should be taken so that any new trees planted will have a chance to survive. Also, use ground cover, not just trees. 2
- 64. 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. 2
- 65. More effort needed to prevent garbage from blowing from the site east to the apartment buildings.
- 66. Developer should use soil remediation techniques to address soil contamination.
- 67. Concern that nearby homes will be damaged during construction.
- 68. Concerns about light pollution from electronic signage or artificial lighting.

SOCIO/ECONOMIC**69. Concerns about effect on property values and property taxes. 20****70. 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. 17****71. Concerns about increase in crime rate and lack of safety and privacy. 14**

- 72. Concerns about whether or not there are enough schools, parks, community centres to support the development. 9
- 73. Concern that existing businesses will be pushed out as a result of increased rents that would accompany a redevelopment. 6
- 74. Concerns about the developer as landlord and the quality of the rental units proposed. 4
- 75. Concerns about rental units; there will be no pride of ownership and no vested interest in the community unless there is some resident ownership. 3
- 76. 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. 2
- 77. 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.).
- 78. The parks and recreational facilities at local Community Centres are already saturated; existing programs will not be able to support the additional residents.
- 79. Weston Park is already very crowded; it will be unable to support a population surge.
- 80. Explore a possible retirement home/seniors residence instead on the site.
- 81. Elmvale Acres does not want to be transformed from a small land-owner community into a high-rise tenant community.

PLANNING PROCESS

82. There was a lack of communication concerning the project, as 120m of a radius is too small for public notification; many residents were not informed about the open house. 13
83. The length of this redevelopment is too long (20-30 years) and there is no certainty that all phases will be built. 10
84. RioCan must be willing to engage with the community to hear the concerns of the existing residents. 5
85. The timeline for comments is too short for residents to fully digest information and respond accordingly. 4
86. There is a perceived conflict of interest with the Councillor and development industry. 3
87. The community could benefit from a Community Design Plan or a wider Community Transportation Study, due to the high number of residents and the need to protect the character of the neighbourhood.
88. The neighbourhood would benefit from a Community Design Plan being prepared before the development proceeds.
89. Please organize the future meetings better (on November 25 there was no seating for people, no microphones for presentations, no discussion, etc.)

POSITIVE COMMENTS

90. Positive remarks that the Elmvale Acres mall is being redeveloped; the place is lacking in character. 5
91. Agreement with the proposed right-turn lane at Othello and Smyth. 4
92. I agree that Elmvale Mall is a reasonable location for new apartments; it is smart to create a community where citizens can go about most of their daily activities within the neighbourhood. 2
93. The decrease in pavement and increase in green space will help promote a lively community.
94. Glad to see that the bus station has been addressed. 3
95. Agree with making Hamlet / Othello and Chapman / Othello four-way stops. 2
96. The indoor bus enclosure is a good idea, however should be well lit at all hours. 1
97. We like the existing separation between the low rise residential community and the mall and surrounding higher rise developments; it maintains the integrity of the area.

QUESTIONS:

1. Better description of the development – location and access of underground parking spaces.
2. Explanation of the approval process.
3. Explanation of OPA 150 in relation to the proposed development.
4. Is the appeal of OPA 150 related to the proposed development on the site?
5. How are the public's comments factored into the decision making for the site?
6. More explanation of the existing and proposed zoning on the site.
7. Questions were raised about the quality of the proposed rental units. Will the units be low income housing, or seniors residences? What is the expected demographic?

8. A better explanation of the Community Transportation Study, the methodology, results and recommendations.
9. Did the TIS take into account the existing traffic on neighbouring local streets?
10. The Planning Rationale states on page 25 that the redevelopment constitutes a substantial increase in height and density. However, the density has been allocated to respect the character of existing areas. Please clarify what is meant by “existing areas”.
11. Will there be an increase in bus frequency to handle the larger volume of potential transit riders?
12. How will you minimize the impacts of construction as the redevelopment is carried out?
13. What stores are staying?
14. Will the stores be open during construction (e.g. Loblaws)?
15. How much more noise can we expect from the site after the development is completed?
16. Questions about the phasing order and timelines for each.
17. Questions about whether any declarations of conflicts of interest have been made and where to get that information.
18. What changes will be made to the existing infrastructure (water, sewer, telephone, roads)?
19. What streets will be used during construction? Will residents be notified?
20. Inquiries about where bike parking will be located.
21. Why did the shadow study not address July and August?
22. Where will the snow be dumped?
23. Where will the loading areas be placed?