

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2021

Item 4, Report No. 55, of the Committee of the Whole (Public Meeting), which was adopted without amendment by the Council of the City of Vaughan on December 10, 2021.

4. PROMENADE CENTRE SECONDARY PLAN FILE NO. 26.7 VICINITY SOUTHWEST CORNER OF CENTRE STREET AND BATHURST STREET

The Committee of the Whole (Public Meeting) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated November 30, 2021, be approved;
- 2) That staff review and address the concerns raised by the Committee relating to the high-rise mixed-use designation where the current mall is situated to reflect a more appropriate designation for current and future land use at that location;
- 3) That the comments of Elizabeth Howson, Macaulay Shiomi Howson Ltd., Annette Street, Toronto, and Jonathan Chai, HDR, 100 York Boulevard, Richmond Hill, representing the applicant, and Communication C5, presentation material, dated November 30, 2021, be received;
- 4) That the following speakers and communications be received:
 1. Lindsay Dale-Harris, Bousfields Inc., Church Street, Toronto, representing Promenade Limited Partnership, Communication C7, dated November 29, 2021, and Communication C9, presentation material;
 2. Ryan Guetter, Weston Consulting, Millway Avenue, Vaughan, and Mary Flynn-Guglietti, McMillan LLP, Bay Street, Toronto, representing Torgan Group, and Communication C6, dated November 29, 2021;
 3. Mario G. Racco, Brownridge Ratepayers' Association, Checker Court, Thornhill; and
 4. Allan Glube, Toronto; and
- 5) That the following communication be received:
C1 Gail Blackman, Eddy Green Court, Thornhill, dated November 22, 2021.

Recommendations

1. THAT the Public Meeting Report and presentation regarding the Promenade Centre Secondary Plan (File 26.7) BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a future comprehensive technical report to the Committee of the Whole.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2021

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2. THAT Council endorse the expansion of the Promenade Centre Secondary Plan Area boundary as identified on Schedule 14-A of VOP 2010, to include all the lands located within the Promenade Centre Study Area as shown on Attachment 1.

Committee of the Whole (Public Meeting) Report

DATE: Tuesday, November 30, 2021

WARD(S): 5

TITLE: PROMENADE CENTRE SECONDARY PLAN

FILE NO. 26.7

**VICINITY – SOUTHWEST CORNER OF CENTRE STREET AND
BATHURST STREET**

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To present the draft Promenade Centre Secondary Plan developed through the Promenade Centre Secondary Plan Study as shown on Attachment 5, and to receive comments from the public, stakeholders, and the Committee of the Whole on the proposed amendment to the Vaughan Official Plan 2010. This report provides a summary of the key policies contained in the draft Promenade Centre Secondary Plan, which, when approved, will establish the framework to guide land use, building heights, densities, transportation, urban design, natural areas, parks and open space as well as the implementation of the Secondary Plan.

Report Highlights

- Overview of the Provincial, Regional and Municipal planning context which informed the development of the draft Promenade Centre Secondary Plan
- Summary of the Promenade Centre Secondary Plan Study process
- Description of the key land use designations and policies presented in the draft Promenade Centre Secondary Plan
- Technical report to be prepared by the Policy Planning and Special Programs Department will be considered at a future Committee of the Whole meeting

Recommendations

1. THAT the Public Meeting Report and presentation regarding the Promenade Centre Secondary Plan (File 26.7) BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a future comprehensive technical report to the Committee of the Whole.
2. THAT Council endorse the expansion of the Promenade Centre Secondary Plan Area boundary as identified on Schedule 14-A of VOP 2010, to include all the lands located within the Promenade Centre Study Area as shown on Attachment 1.

Background

The Promenade Centre Secondary Plan area is located within the southeast part of the City of Vaughan, along the Viva Rapidway Bus Rapid Transit corridor, and includes the existing Promenade Mall

The Promenade Centre Secondary Plan Study (File 26.7) is a City-initiated Study intended to establish the appropriate land use designations and policy framework for the lands currently occupied by the Promenade Mall and surrounding uses (herein referred to as “Promenade Centre” or the “study area”). The primary outcome of the Study is a Secondary Plan that will guide future development in Promenade Centre, ensuring this area evolves as a complete community.

The Promenade Centre study area is approximately 46.2 hectares in size and is bounded by Centre Street to the north, Bathurst Street to the east, Clark Avenue West to the south and New Westminster Drive to the west as shown on Attachment 1. The study area includes the Promenade Mall and surrounding surface parking lots, additional low-rise commercial uses and associated surface parking lots, existing high-rise residential apartment buildings and townhomes, a secondary school, a library, a public park, a woodlot, and the Promenade Transit Terminal, which is served by York Region Transit (YRT), Toronto Transit Commission (TTC) and adjacent Viva bus routes.

The Promenade Mall is currently accessed by a private ring road, Promenade Circle. Private streets connect Promenade Circle to each of the streets that border the study area, including Centre Street to the north (North Promenade), Bathurst Street to the east (East Promenade), Clark Avenue West to the south (South Promenade) and New Westminster Drive to the west (West Promenade).

The Viva Rapidway Bus Rapid Transit (BRT) corridor is located on Centre Street north of the Secondary Plan area, providing service east to Richmond Hill Centre Terminal and west to the Vaughan Metropolitan Centre BRT Station and beyond. The Disera-Promenade BRT Station is located at the intersection of Centre Street and North Promenade; a pedestrian crossing provides direct access to the study area from the Station. The Taiga BRT Station on Centre Street and Atkinson BRT Station on Bathurst Street, are also located within close proximity of the study area.

East of the study area on the Yonge Street corridor, planning for the Yonge North Subway Extension is underway. Included in the current plans for this project is a subway station located at the intersection of Clark Avenue and Yonge Street. Additional viva bus service is identified in the Viva Network Expansion Plan to operate on Clark Avenue West, providing a direct rapid public transit connection between Promenade Centre and the planned Clark Station.

Existing stable residential neighbourhoods are located to the east, west and south of the study area. Townhouses and a supportive living mid-rise residential building are also located immediately south of the study area. A wide range of uses are located to the north of the Secondary Plan area including big box commercial, high-rise residential, townhouses and a retirement residence. Disera Drive, a main street featuring mixed-use buildings with at-grade retail is situated within this area and aligned with North Promenade, providing a direct connection to the study area. Land uses surrounding the Promenade Centre are shown on Attachment 1.

Public Notice was provided in accordance with the Planning Act, and Council's Notification Protocol. The polling area was expanded to 200m, whereas 120m is required by the Planning Act.

The required Notice of Public Meeting was published in the Thornhill Liberal and Vaughan Citizen on November 11th, 2021. Additional notification of this meeting was provided through the following methods:

- a) A Notice was mailed to all properties located within the Study Area as well as those within a surrounding 200m radius.
- b) Notification of the Public Meeting was posted on the City's website at www.vaughan.ca/PromenadeCentre and was also shared throughout the City's social media channels and other corporate channels such as electronic billboards and community centre television screens.
- c) Notification was also provided to all individuals who requested further information regarding the Study as well as ratepayer group and community associations.

To meet the statutory requirements of the *Planning Act*, the draft Promenade Centre Secondary Plan was posted on the City's dedicated webpage for the Secondary Plan Study at www.vaughan.ca/promenadecentre, 20 days in advance of the Public Meeting held on Tuesday, November 30, 2021.

Any written comments will be forwarded to the Office of the City Clerk to be distributed to the Committee of the Whole as a Communication. All written comments received will be reviewed by the Policy Planning and Special Programs Department and addressed in a technical report to be considered at a future Committee of the Whole meeting.

A Secondary Plan Study for the Promenade Mall area is required by Vaughan Official Plan 2010

The Promenade Centre Secondary Plan Study commenced in February of 2019. Schedule 14-A of the Vaughan Official Plan 2010 (VOP 2010) identifies the Promenade Mall and surrounding uses as a required Secondary Plan area. Section 10.1.1 of VOP 2010 Volume 1, provides further guidance on the development and implementation of Secondary Plans.

The lands located within the required Promenade Centre Secondary Plan Area, as well as lands located immediately north of Centre Street, were also identified as a required Area Specific Plan on Schedule 14-B of VOP 2010. In April 2020, a Local Planning Appeals Tribunal settlement amended the 12.11 Bathurst and Centre Street Area Specific Plan, removing the lands south of Centre Street from this Area Plan.

The amendment to the 12.11 Bathurst and Centre Area Specific Plan simplified the multi-layered policy framework applied to Promenade Centre in VOP 2010. As a result, the Promenade Centre Secondary Plan Study represents the required secondary planning process for this area. This amendment process, however, isolated a narrow strip of land located between the western boundary of the required Secondary Plan area and New Westminster Drive. The existing land uses in this area include a mid-rise residential building, townhome developments and a secondary school. In the absence of a detailed planning framework and given the relationship between these sites and the Secondary Plan Area, this additional area is proposed to be included in the draft Secondary Plan (see Attachment 1).

In response to the VOP 2010 requirement for a Secondary Plan Study, the Policy Planning and Special Programs Department prepared a Communication to Council dated November 14, 2016, recommending that the City initiate a Secondary Plan Study. The Communication recommended that discussions be held with stakeholders (including the owners of the Promenade Mall) to confirm their interest in proceeding with the Secondary Plan Study (see Previous Reports below).

The City subsequently retained the consultant services of a multi-disciplinary team led by Macaulay Shiomi Howson to undertake the Promenade Centre Secondary Plan Study.

The Promenade Centre Secondary Plan Study has considered the relevant Provincial, Regional and Municipal policy framework

The draft Promenade Centre Secondary Plan was developed under a broad policy framework that includes the Provincial Policy Statement 2020 (PPS), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan), the York Region Official Plan (YROP) and Vaughan Official Plan 2010 (VOP 2010).

The Provincial Policy Statement 2020 (PPS)

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "... shall be consistent" with the PPS. The PPS provides "... policy direction on matters of provincial interest related to land use planning and development" (Part 1). These

policies support the goal of enhancing the quality of life for all Ontarians. The PPS states, “Healthy, liveable and safe communities are sustained by ... promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs” (Section 1.1.1).

In addition, the PPS recognizes, “Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel” (Part IV). Further, “Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety” (Part IV).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan)

The Provincial *Places to Grow Act* is the governing legislation that implements the Growth Plan, and it states that all decisions made by municipalities under the *Planning Act* “shall conform to” the Growth Plan. The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for implementing the government of Ontario’s vision for the Greater Golden Horseshoe which, “... will continue to be a great place to live, work and play. Its communities will be supported by a strong economy and an approach that puts people first” (Section 1.2).

The Guiding Principles of the Growth Plan direct municipalities to “Support the achievement of *complete communities* that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime” (Section 1.2.1). In particular, the Growth Plan supports the principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form.

As it relates to Delineated Built-up Areas, such as Promenade Centre, the Growth Plan states, “By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows ... A minimum of 50 per cent of all residential development occurring annually within ... the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area” (Section 2.2.2). Further, “Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply” (Section 2.2.2). Based on this policy, the minimum density target established in VOP 2010 of accommodating a minimum of 45% of residential intensification within intensification areas continues to apply.

Major Transit Station Areas (MTSAs)

The Growth Plan seeks to align growth with transit by directing growth to Strategic Growth Areas, including MTSAs. Schedule 5 of the Growth Plan identifies Centre Street and Bathurst Street as Priority Transit Corridors. Related to this designation, the MTSA policies of the Growth Plan are also applicable to the Promenade Centre Secondary Plan Area due to the proximity of three bus rapid transit stations, including one located on the northern border of the Secondary Plan Area (Disera-Promenade) and two in close proximity (Taiga and Atkinson).

The Growth Plan identifies that "...Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of ... 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit" (Section 2.2.4).

York Region's Planning for Intensification Background Report (2019) provides further guidance concerning the delineation of MTSA boundaries and densities, and identifies a minimum density target of 200 people and jobs per hectare for the Disera-Promenade BRT Station MTSA. The minimum density target identified for the Disera-Promenade BRT Station applies to the area shown on Attachment 3, which is intended to include lands that are located within an approximate 500 to 800 metre radius of the station, representing about a 10-minute walk and where future intensification is anticipated. This MTSA boundary includes a large portion of the Promenade Centre Secondary Plan area.

The Planning for Intensification Background Report establishes minimum density targets of 160 people and jobs per hectare for the Taiga and Atkinson BRT Stations, which are in close proximity to the Secondary Plan area, based on direction from the Growth Plan. The final MTSA boundaries and minimum density targets will be established through the approval of the York Region Official Plan.

York Region Official Plan 2010 (YROP)

The YROP designates the Promenade Centre Secondary Plan area as 'Urban Area' on Map 1, Regional Structure. The YROP states that, "...Intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region" (Section 5.0). The Urban Area designation is intended to allow for the creation of compact and complete communities which are sustainable and have the highest standard of urban design.

The YROP designates Centre Street and Bathurst Street, north of Centre Street, as 'Regional Corridor' on Map 1, Regional Structure. Regional Corridors are identified in the YROP as serving "a critical role as the primary locations for the most intensive and greatest mix of development within the Region" (Section 5.4.1). The Viva BRT service is now operational along Centre Street through the Study area and continues north on Bathurst Street. South of Centre Street, Bathurst Street is identified as 'Regional Transit Priority Network', which is further designated as a Special Study Corridor.

Vaughan Official Plan 2010 (VOP 2010)

Vaughan Council on September 7, 2010, adopted the VOP 2010. Schedule 1 Urban Structure of VOP 2010 Volume 1, identifies the Secondary Plan area as a 'Primary Centre'. VOP 2010 states that "Primary Centres will become mixed-use areas with residential development as well as a wide range of other uses that will serve the residents of the Primary Centre, the surrounding Community Areas and the City as a whole, including retail uses, institutional uses, office uses, community facilities and human services. They will be designed as transit-oriented, pedestrian friendly places" (Section 2.2.5). Specific direction is provided related to Primary Centres in Section 2.2.5.6 of VOP 2010, including recognition of the significance as well as potential redevelopment or intensification of Promenade Mall. Schedule 1 also designates parts of the Secondary Plan area as 'Community Area' and 'Regional Intensification Corridor' for sites located on Centre Street and Bathurst Street. VOP 2010 outlines that "... Regional Intensification Corridors... will link Regional centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use intensification or employment intensification" (Section 2.2.5).

Schedule 13 designates the lands within the Promenade Centre Secondary Plan area primarily as 'High-Rise Mixed-Use' with no permitted maximum height or density, with a small area designated as 'Park' to recognize the existing Pierre Elliott Trudeau Park. High-Rise Mixed-Use areas "...are generally located in Intensification Areas and provide for a mix of residential, retail, community and institutional uses. These areas will be carefully designed with a high standard of architecture and public realm, and well-integrated with adjacent areas" (Section 9.2.2.6 a).

VOP 2010 provides guidance on the preparation of Secondary Plans in Section 10.1.1. Sections 10.1.1.3 and 10.1.1.4 outline the requirements to be addressed through Secondary Plans, including requirements specific to Intensification Areas.

Two active Development Applications were included in the draft Secondary Plan

In advance of the Secondary Plan completion, two development applications in the Study Area were approved to proceed through the development review process. The applications represent the first phase of significant redevelopment proposals from major landowners in the Study Area; Promenade Limited Partnership (PLP) and Torgan Group. Approved developments associated with these applications have been formally recognized and included in the draft Secondary Plan.

In June 2019, Vaughan City Council approved applications for Official Plan and Zoning By-law Amendment Files OP.18.013 & Z.18.020 to facilitate the first phase of a proposed multi-phased masterplan prepared by Promenade Limited Partnership (PLP) for their land holdings, which include the existing Promenade Mall, LCBO, and surrounding surface parking. Vaughan City Council also approved Site Development File DA.18.107 in October 2019. PLP's Phase 1 application includes two residential condominium buildings (30 and 35-storeys) yielding 757 residential units connected by a mid-rise podium with retail uses at grade. Phase 1 also includes initial development of a main "High Street" which will feature a pedestrian focused public realm framed by active uses. While a 26-storey mixed-use building comprised of office, hotel and retail uses

was originally proposed as part of the Phase 1 application, PLP has since submitted a revised Phase 1 application (DA.21.035) which removes this building, with the intention of relocating it as part of a subsequent phase of PLP's masterplan development.

The Torgan Group (Torgan) has proposed a masterplan for the Torgan land holdings located in the northern section of the Secondary Plan Area, which currently includes commercial plazas and associated surface parking area north of Promenade Mall, fronting Centre Street. Following an ongoing appeal by Torgan related to a requested Official Plan Amendment for their lands (OP.16.006), on April 28, 2020, the Ontario Land Tribunal (formerly known as the Local Planning Appeal Tribunal) issued an Order to allow a portion of Torgan's lands (known as Phase 1) to proceed in advance of the Promenade Centre Secondary Plan completion.

Torgan has since submitted a revised Official Plan Amendment Application (OP.16.006) and Zoning By-law Amendments (Z.20.019) for Phase 1 to facilitate the development of two residential buildings (28 and 30-storeys) yielding 685 units, including an integrated two-storey commercial building, and Privately Owned Publicly-Accessible Spaces (POPS).

A comprehensive consultation process has informed the Promenade Centre Secondary Plan Study

The draft Promenade Centre Secondary Plan was informed by an extensive public and stakeholder consultation process. The consultation strategy included two main platforms to advertise public engagement events. The first platform focused on a digital communication campaign and included the placement of meeting notices on Vaughan Online, Twitter, Facebook and Instagram; the creation of a dedicated webpage for Promenade Centre, including a friendly Uniform Resource Locator (URL) www.vaughan.ca/promenadecentre; and a dedicated project email address promenadecentre@vaughan.ca.

The second platform included a print campaign which involved mailing meeting notices to stakeholders within the Study Area and surrounding community. In addition, e-blasts (e-mail notifications) were sent to all individuals and groups requesting information through the study process. Mobile signs were also placed at prominent locations in the study area to advertise the date and location of meetings.

Public and stakeholder consultation played a significant role in the Promenade Centre Secondary Plan study process

Key participants in the consultation process were engaged throughout the Study. Participants included City Council, the Promenade Centre Secondary Plan Technical Advisory Committee (TAC), the Promenade Centre Secondary Plan Landowners Group (LOG) and residents/landowners within the Secondary Plan study area and surrounding areas.

Promenade Centre TAC and LOG

City Staff met with the Promenade Centre TAC during the initial phases of the study process and following the preparation of the draft preferred land use plan and multi-

modal transportation network. City Staff have also conducted focused meetings with TAC members who are subject matter experts in specific areas including parks and open space, urban design, environmental matters, transportation, and servicing, among others, and continue to have these meetings as needed.

The City has also met with the Promenade Centre LOG on an ongoing basis throughout the study process. Meetings with the LOG have included members of the TAC when discussions required the participation of subject matter experts.

Indigenous Communities

Indigenous Peoples with an interest in Vaughan, will be provided an update on ongoing City initiated infrastructure projects and studies, including the Promenade Centre Secondary Plan Study. City Staff will provide a summary of each Study that includes a map, description and timelines, and the identification of any relevant background studies. There are no archaeological assessments and/or environmental studies being conducted at this time for the Promenade Centre Secondary Plan Study.

To date, City staff have been actively engaging Indigenous Communities on City led projects such as the Official Plan Review and Infrastructure projects such as the Municipal Class Environmental Assessments. Indigenous Engagement is mandated by the Provincial Policy Statement 2020, *Planning Act*, and the *Environmental Assessment Act*.

Walking Tour

In June 2019, the Policy Planning and Special Programs Department led a walking tour of the Promenade Centre study area and surrounding areas. The tour was organized for members of the Promenade Centre project team and TAC to provide an in-depth understanding of the site and surrounding context, including potential opportunities and challenges.

Public Forums

Two Public Open Houses were held to inform parties interested in the Promenade Centre Secondary Plan Study.

Public Open House #1: The October 30, 2019 Public Open House was a Visioning Summit and Workshop which provided those in attendance with information regarding the Promenade Centre Secondary Plan Study. The Summit provided an opportunity to discuss the existing conditions and characteristics of the Promenade Centre study area, as well as the challenges and opportunities related to potential development. The meeting included a presentation, time for attendees to view display boards, round table discussions and visioning exercises to obtain public input intended to inform the preparation of the Plan.

Public Open House #2: The July 7, 2021 Public Open House was hosted virtually via Zoom and provided those in attendance with an update regarding the Promenade Centre Secondary Plan Study and an opportunity to provide their input on the presentation material. The Open House included a presentation of the draft preferred

land use plan and multi-modal transportation network, an explanation of the next steps in the Study process, and a question and answer period. A comment period followed the Open House where members of the public could review the Open House presentation and materials, as well as submit written comments online through the dedicated project webpage and email.

Information including presentation material related to each meeting can be found at www.vaughan.ca/promenadecentre.

In addition, a pop-up event was held on November 18, 2019 at the Promenade Mall, where members of the public and passers-by were invited to provide input on the Secondary Plan study, view display boards and materials, and ask questions of the project team.

Reports to Council

A communication related to the Promenade Centre Secondary Plan was prepared and considered by Committee of the Whole and Council at a Finance, Administration and Audit Committee meeting (November 14, 2016). The Communication is referenced in the Previous Reports/Authority section of this report.

The Promenade Centre Secondary Plan Study has been informed by several background studies and ongoing City-wide studies

Background Studies

A number of background studies were undertaken concurrently with the Promenade Centre Secondary Plan Study. The background studies informed different aspects of the draft Secondary Plan, including a Comprehensive Transportation Study (CTS), Commercial Use Assessment, Population and Employment Estimates, Scoped Community Facilities Study, Community Energy Plan Draft Terms of Reference, Sustainability Plan Draft Terms of Reference, Planning Background Report, and Phase 1 Consultation Summary.

Comprehensive Transportation Study

A key background study, the CTS broadly reviewed the existing transportation policies and network within the study area and examined the surrounding context to determine the supporting networks and transportation improvements required for growth in the secondary plan area.

The CTS built from the Provincial, Regional and City transportation planning and policy context including the Growth Plan, Metrolinx 2041 Regional Transportation Plan (RTP) (2018), York Region Transportation Master Plan (YRTMP) (2016), YROP, VOP 2010, Green Directions Vaughan (2009), and the Vaughan Pedestrian and Bicycle Master Plan (2020) and Vaughan Transportation Master Plan (2012 and on-going TMP Update).

Under an integrated approach to land use and transportation planning, the objectives of the CTS include:

- Providing an understanding of the existing transportation network for all modes of travel
- Providing a multi-modal transportation evaluation for the existing conditions to assess the safety and convenience for travelers including pedestrians, cyclists, transit users and drivers
- Identifying the needs and opportunities for the study area
- Evaluating and assessing land use scenarios and multi-modal transportation network alternatives, under a multi-modal evaluation and analysis
- Evaluating the preferred land use scenario and identifying a supporting multi-modal, complete streets transportation network; and
- Providing recommendations for a transportation plan and policy implementation framework

City of Vaughan Integrated Urban Water Plan

The City is currently undertaking the Integrated Urban Water Master Plan with the purpose of assessing existing and planned urban water systems and establishing a long-term strategy to provide safe, reliable and sustainable services in support of the City's Growth Management Strategy. The Integrated Urban Water Master Plan is a comprehensive study integrating water, wastewater and stormwater management with land-use planning and environmental protection.

This Master Plan is being completed in accordance with the Municipal Class Environmental Assessment and includes the development of Functional Servicing Strategy Reports for the City's intensification areas such as the Promenade Centre Secondary Plan. This Master Plan is expected to be completed in Q2 of 2022.

Previous Reports/Authority

The following Communication had been prepared in reference to the Promenade Centre Secondary Plan.

Response to Requested Action from City Staff to Ensure a Comprehensive Review for Promenade Mall Secondary Plan Area (File #: 26.7), November 14, 2016, Finance, Administration and Audit Committee (Report No. 13), which can be found at the following link:

https://www.vaughan.ca/council/minutes_agendas/Communications/FAA%201114_16_C5.pdf

Analysis and Options

The draft Promenade Centre Secondary Plan contains a number of policies which provide for the creation of a complete community

The draft Promenade Centre Secondary Plan is designed to provide a planning framework that will guide future development in the Plan area. The Secondary Plan supports the continued evolution of the area as a Primary Centre and complete community through a focus on mixed-use intensification which is transit-supportive, vibrant, inclusive, healthy, sustainable, and diverse. This includes the retention and revitalization of the existing Promenade Mall, while enhancing its role as a regional shopping centre. The Plan will also provide for and encourage a range and mix of housing types and tenures, will feature tall and lower buildings, with a range of densities supportive of public transit, as well as institutional and public uses to serve the community. It will be developed based on a fine-grained street grid that incorporates sidewalks and bicycle facilities, and an urban built form that creates active and attractive streets for all seasons. The Secondary Plan will ensure high quality development that is compatible with surrounding land uses and transit supportive.

The Secondary Plan is founded on the principle of creating a complete community for its current and future residents and users of the area. VOP 2010 defines complete community as, “Communities that meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”

The key components of the draft Secondary Plan are outlined below. The draft Promenade Centre Secondary Plan in its entirety can be found at www.vaughan.ca/promenadecentre, and is appended as Attachment 5 to this report.

Vision and Principles

The following Vision Statement and Guiding Principles were developed based on information gathered at the first Public Open House (Workshop and Visioning Summit) and refined through the Secondary Plan Study process, including input from all stakeholders.

Vision Statement

Promenade Centre is identified as a place for growth and will evolve over time as a distinct urban centre. Promenade Centre will maintain and enhance its role as an important place for people to gather, socialize, shop, work, learn and live. The Centre will be planned for pedestrians, cyclists, transit users and motorists, providing a network of complete streets and ease of access to high quality local and rapid transit services. These streets, in concert with a network of parks, indoor and outdoor open spaces and gathering places, will be vibrant, safe and accessible for the needs of a multi-generational community. New development within Promenade Centre will be sustainable and provide for a mix of retail, entertainment, community, and office uses, as well as a variety of housing types. The evolution of Promenade Centre will respect the surrounding neighbourhoods.

The key Guiding Principles for the Promenade Centre Secondary Plan include the following:

- Create a complete community where people can gather, socialize, shop, work, learn and live
- Develop a well-connected, multi-modal, and accessible community with a transportation network that supports safety and choice of movement for all travel modes
- Create a high-quality and interconnected network of public spaces that support community gathering
- Promote a wide range of housing types and tenures to accommodate a diverse multi-generational community and facilitate “aging in place”
- Ensure that new development is sensitive to surrounding neighbourhoods in the Thornhill community
- Encourage sustainable development with a focus on energy efficiency, sustainable water and waste management, and climate change adaptation

A more detailed description of the Guiding Principles can be found in Attachment 5 (Part B, 2.0 Vision and Guiding Principles, p.6).

Structure of the Draft Secondary Plan

The draft Promenade Centre Secondary Plan has been structured into five precincts as shown on Attachment 2. Each Precinct permits a mix of uses but is intended to have a specific focus and related character.

Central Square Precinct: Located in the centre of the study area and including a portion of the lands fronting Bathurst Street. The Central Square Precinct encompasses the existing Promenade Mall and is intended to function as a key area for community gathering. This Precinct includes “High-Rise Mixed-Use”, “Mid-Rise Mixed-Use”, and “Park” land use designations. The High-Rise Mixed-Use designation applies primarily to the Promenade Mall lands, where potential new development may be integrated with a revitalized mall. The Mid-Rise Mixed-Use designation provides a transition to the established residential neighbourhoods on the east side of Bathurst Street. Public parks are proposed along Bathurst Street and an adjacent interior block to form an eastern gateway entrance to the study area.

Transit Hub Precinct: Located in the northwest quadrant of the study area, the Transit Hub Precinct is bounded by Centre Street to the north, North Promenade to the east, West Promenade to the south and New Westminster Drive to the west. This Precinct is located along the Viva Rapidway BRT corridor which includes the adjacent Disera-Promenade BRT Station, and is focused on the existing Transit Terminal.

The Transit Hub Precinct includes “High-Rise Mixed-Use”, “High-Rise Residential”, “Low-Rise Mixed-Use” and “Park” land use designations. The High-Rise Mixed-Use designation permits greater building heights and densities in support of the Transit Terminal and adjacent Disera-Promenade BRT Station. The High-Rise Residential and Low-Rise Mixed-Use designations reflect the existing residential uses in this Precinct,

including high-rise and mid-rise apartment buildings and townhouses. A public park is proposed south of the Transit Terminal which is intended to create a sense of arrival and forms part of the open space network.

Centre Street Corridor Precinct: Located in the northeast quadrant of the Study Area, the Centre Street Corridor Precinct is bounded by Centre Street to the north, Bathurst Street to the east, Promenade Circle to the south and North Promenade to the west. This Precinct is located along the Viva Rapidway BRT corridor and adjacent to both the Disera-Promenade BRT Station and Transit Terminal and is characterized by a concentration of high-rise mixed-use development. The Centre Street Corridor Precinct includes “High-Rise Mixed-Use” and “Park” land use designations. The High-Rise Mixed-Use designation permits greater building heights and densities in support of the Transit Terminal and adjacent Disera-Promenade BRT Station. A proposed public park will form part of the open space network and will be supported by a number of POPS located throughout the Precinct.

Neighbourhood Precinct: Located in the southeast quadrant of the study area, the Neighbourhood Precinct is bounded by East Promenade to the north, Bathurst Street to the east, Clark Avenue West to the south and South Promenade to the west. This Precinct is intended to be a primarily residential community. The Neighbourhood Precinct includes “High-Rise Mixed-Use” and “High-Rise Residential” land use designations. The High-Rise Mixed-Use designation is intended to provide a community focus and a transition between the Mall lands and the existing high-rise apartment buildings. The High-Rise Residential designation reflects the existing high-rise apartment buildings located in the southeast corner of the Precinct.

Community Hub Precinct: Located in the southwest quadrant of the study area, the Community Hub Precinct is bounded by West Promenade to the north, South Promenade to the east, Clark Avenue West to the south, and New Westminster Drive to the west. This Precinct is focused on a number of existing community facilities, including the Bathurst Clark Resource Library, St. Elizabeth High School, Pierre Elliott Trudeau Park, and a woodlot. Land use designations include “High-Rise Mixed-Use”, “Major Institutional” reflecting the existing library, “Natural Area” reflecting the existing woodlot, “Park” reflecting the existing Pierre Elliott Trudeau Park, and “Low-Rise Mixed-Use” on the existing school site. The Community Hub Precinct is intended to evolve as a focal point for the location of community services.

The draft Secondary Plan establishes the mix of land uses, building heights, densities, parks and open spaces and the distribution of these elements across the Secondary Plan area. It details how these proposed uses are transit supportive and meet minimum provincial density requirements for areas located within a Major Transit Station Area. In addition, the draft Secondary Plan establishes a transportation network for the Plan Area and includes urban design policies intended to achieve high quality built form and inviting streetscapes and pedestrian environments.

Population, Employment and Density Targets

The policies of the draft Secondary Plan will achieve the overall minimum density target of 200 people and jobs per hectare within the Study Area, as identified for the Disera-Promenade BRT Station MTSA and endorsed by York Region.

The approach to building height and density locates the greatest heights and densities in the Transit Hub Precinct, the Centre Street Corridor Precinct and the Central Square Precinct in support of the Transit Terminal and Disera-Promenade BRT Station. The Secondary Plan identifies maximum height and density permissions within specific land use designations. The Plan accommodates an estimated population and job range of 17,235 to 21,162, yielding a density range of 373 to 458 people and jobs per hectare to ultimate build-out.

The number of residential units, population and jobs provided for in the Secondary Plan are presented as draft and will be finalized through the Study process, taking into consideration input provided through this Public Meeting.

Residential and Mixed-Uses

The five Precincts include “High-Rise Mixed-Use”, “High-Rise Residential”, “Mid-Rise Mixed-Use” and “Low-Rise Mixed-Use” land use designations, as shown on Attachments 2 and 3. Generally, the uses and building types permitted within each designation are consistent with the current VOP 2010 permissions. The High-Rise Residential and Low-Rise Mixed-Use designations are primarily intended to recognize the existing high-rise and mid-rise apartment buildings as well as townhouses within the study area.

The maximum height permitted for buildings located in the High-Rise Mixed-Use designations is 35-storeys. The maximum permitted density for new buildings in this designation is a Floor Space Index (FSI) of 7.0 times the lot area, with the exception of new buildings in the Transit Hub Precinct, where an FSI of 10.0 times the lot area is permitted. The maximum height permitted for buildings in the Mid-Rise Mixed-Use designation is twelve storeys, with a maximum FSI of 5.5 times the lot area. The Low-Rise Mixed-Use designation permits building heights up to a maximum of five storeys.

Transit Terminal

The Transit Terminal is a critical component of the Transit Hub Precinct. Given its strategic location adjacent to the Disera-Promenade BRT Station, the Transit Terminal is a key element connecting residents and visitors to Promenade Centre, while offering connections to other communities in the City and the Region.

The Transit Terminal is represented by a symbol as shown on Sch. C, Land Use (Attachment 3) and is intended to reflect the existing location of this facility. The Transit Terminal permits transit infrastructure and transit related facilities as well as all permitted uses in the High-Rise Mixed-Use designation. However, a High-Rise Mixed-Use development will only be permitted provided it forms part of a development which includes transit infrastructure, subject to the approval of the applicable transit authority.

Major Institutional

The Major Institutional designation recognizes the existing Bathurst Clark Resource Library and forms part of the Community Hub Precinct, which features a number of existing community facilities. There may be an opportunity, based on population growth and review of the Active Together Master Plan, to co-locate additional community facilities and institutional uses in this designation to serve residents in the study area and beyond.

School

The Secondary Plan recognizes the existing St. Elizabeth Secondary School. The school is located in the Community Hub Precinct as it is adjacent to a number of other community facilities, and is designated “Low-Rise Mixed-Use”, which permits school uses.

No additional school sites have been identified within the study area at this time. Any changes to the existing school site will be determined in consultation with and to the satisfaction of the relevant School Board.

Park

A number of public Parks are located conceptually throughout the study area and are intended to serve the majority of residents within a five-minute walk. With the exception of the Neighbourhood Precinct, which is directly adjacent to a Park, at least one Park has been located within each of the planned precincts. The Park designation also includes the existing Pierre Elliott Trudeau Park and the existing field which forms part of the St. Elizabeth school site.

The total area allocated for public Parks, including existing and new Parks, is a minimum of 5.98 hectares. The intent is to provide for a variety of park spaces and typologies distributed throughout the Study Area. The final number, location and size of the Parks shall be determined to the satisfaction of the City, subject to further refinements as a result of detailed planning analysis.

Privately Owned Publicly-Accessible Spaces

POPS are public spaces that are maintained and owned by private entities. Conceptual locations for POPS have been identified as part of the draft Secondary Plan based on active development applications. POPS are intended to add to and complement the public open space network. Additional POPS may be identified as part of the development application process.

Natural Area

A tableland woodland located in the southwest quadrant of the study area has been designated Natural Area within the draft Secondary Plan, as shown on Schedule C, Land Use (see Attachment 3). The Natural Areas designation is intended to reflect the current Open Space zoning for the tableland woodland and protect the feature in accordance with the policies of VOP 2010. The draft Secondary Plan also includes policies requiring the mitigation of any potential impacts to the woodland associated with the siting and design of trails in this area.

Transportation and Mobility

Informed by the Comprehensive Transportation Study, the draft Secondary Plan sets out a transportation plan, policy objectives and multi-modal transportation network in support of growth in the Secondary Plan area that leverages and builds upon transit infrastructure and services and active transportation facilities and new investments in the surrounding area. Critical to the success in meeting policy objectives is providing for travel by all modes with a focus on walking, cycling, and transit as the mode of choice and the implementation and establishment of an active transportation network. An overview of the draft Secondary Plan Transportation and Mobility and implementation key policy areas follows.

Multi-Modal Transportation Network

Foundational to the draft Secondary Plan, is the implementation and establishment of a multi-modal transportation network and longer-term protection for a connected and continuous grid-like transportation network supporting growth and any longer-term transformation in the Secondary Plan area and that connects to the greater network beyond the SP area. The transportation network is to be planned and designed to accommodate all modes of travel and for universal accessibility, prioritizing walking, cycling, and transit and consisting of two equally important elements: the street network and shared use path network/system. The multi-modal transportation network as depicted on Schedule E (See attachment 4) consists of two equally important elements – the street network and shared use path network.

Street Network

The draft Secondary Plan identifies the street hierarchy and detailed policies for the establishment and implementation of public network of new collector and local streets as shown on Schedule E. Key elements in the establishment of the multi-modal network include the establishment on existing private Promenade Circle as a collector street, a new east-west collector road in the north part of the Secondary Plan in association with relocation of existing traffic signals on Bathurst Street. The draft Secondary Plan sets out a policy that protects and not precludes the City's intent to establish an east-west long term future connection in the event that the Promenade Shopping Centre were to redevelop.

Under a complete streets approach, detailed policies together with typical cross-sections contained in Appendix A to the draft Secondary Plan, set out requirements and guidance in the planning, and design of the streets including minimum rights-of-way and required multi-modal functional elements including cycle tracks and sidewalks on both streets of the street in the implementation and establishment of new public streets.

The final alignment and configuration of the new street network, as well as any additional streets, will be established through the development approval process to the satisfaction of the City and relevant approval agencies. Appendix A to the Draft Plan illustrates typical mid-block street sections as basis of minimum rights-of-way and required functional elements. Streets should be designed to safely and

comfortably accommodate active transportation users through the provision of cycle tracks which meet the needs of users of all ages and abilities.

Shared Use Path Network

The draft Secondary Plan sets out policies for the implementation and establishment of a Shared Use Path network, to provide additional connectivity and maximize access to, from and within the Promenade Centre. The Shared Use Path network is conceptually illustrated on Schedule E (Attachment 4). Appendix A to the draft Plan illustrates typical section as basis of minimum right-of-way width and required functional elements. The final design and layout of the network, including local network links, will be determined by the City through the development process working with landowners. As part of the Shared Use Path Network, the draft Secondary Plan sets out a policy intended to achieve implementation of segments of the Long Term Future Shared Use Path Network in the event of redevelopment or intensification of the existing residential areas.

Transit Network

The draft Secondary Plan sets out a general and broader policy reflecting existing transit services, transit terminal and Disera Promenade BRT Station, and commitment to working with relevant transit agencies in particular York Region Transit. Draft Secondary Plan policy establishes that no reduction is planned in the size of the current Transit Terminal, rather the addition of further services and related facilities may be required for the ultimate development of Promenade Centre.

Sustainable Transportation Options

The draft Secondary Plan sets out a policy framework for implementing sustainable transportation options building from the role of active transportation in promoting alternative modes of travel, opportunities for accommodating emerging micro-mobility and opportunities for implementing shared use mobility hubs:

- supports the evolution of the City-Wide Pedestrian and Bicycle Master Plan in setting out detailed policies for implementing active transportation. The active transportation network is formed by streets that have sidewalks on both sides, cycle tracks on both sides and provisions for protected intersections/driveways and mid-block crossings shared use path system in order to provide the most direct and comfortable route for pedestrians and cyclists.
- responds to emerging micro-mobility options such as electric scooters as potentially sustainable form of transportation and may be an important contributor to the provision of alternative transportation options in the future. The proposed active transportation network with separated pedestrian and cycling facilities provides the opportunity to accommodate these devices in the future, and the planning of the system should recognize this potential.
- promotes alternative modes of travel, including active transportation, micro-mobility and shared forms of these modes (such as bikeshare), opportunities for

"Shared Mobility Hubs" in establishing one-stop service points for multi-modal systems including bike-share, ride-share, and car-share facilities at the general locations identified in Schedule E to the draft Secondary Plan (Attachment 4) are to be explored.

Parking Supply and Management

As part of the broader travel demand management strategy, parking supply and management policies, set out a framework and requirements to manage and guide the organization and supply of convenient bicycle parking and limiting vehicular parking supply through implementation of minimum and maximum standards set out in the City-Wide Zoning By-law. More specific policy sets out and extend the application for the provision of minimum and maximum automobile parking requirements in the City-Wide Zoning By-law at rates set for the Vaughan Metropolitan Centre for residential uses, with the exception of residential visitor parking and for personal service and office uses.

Access Control

The draft Secondary Plan sets out access control policies for controlling and managing access to public streets from private development. More specifically, the policies set out the requirement to consolidate and coordinate shared private driveway access where possible to minimize conflicts with active transportation modes. The policies recognize the flexibility for the Shared Use Path to provide local linkages for servicing access to development blocks.

Transportation Implementation

The draft Secondary Plan set outs broader and more detailed policies for the implementation of the multi-modal transportation network and more specifically the public street network, including through the development application process as set out in Section 10 of the VOP 2010 including the conveyance of streets through the plan of subdivision, rezoning and/or site plan approval process.

The draft Secondary Plan sets out the policy framework intended to provide a logical and orderly implementation and establishment of the public street network in the Plan Area into a finer grid of streets. The establishment of the network will occur incrementally over time as further development occurs, through the securing, direct construction and conveyance of associated municipal services and infrastructure as part of the development application process. Schedule F more specifically, shows a flexible street network implementation plan identifying functional segments of the street network required as tied to and in-step with the development of blocks.

Energy Efficiency

The draft Promenade Centre Secondary Plan supports and encourages strategies to reduce energy use and will use best efforts to achieve carbon neutrality for buildings and infrastructure in order to reduce greenhouse gas emissions and increase climate resiliency. This will be accomplished through the implementation of a range of potential strategies such as district energy, waste heat recovery and renewable energy generation. Development Applications in the Secondary Plan area will be required to

submit a Sustainability Performance Metrics package that considers energy management.

Phasing

Phasing policies have been included in the Secondary Plan to ensure that development does not occur until the necessary municipal services are available. A Phasing Plan and other planning controls may be used by the City if required, which will be implemented through the development application process and based on the allocation of available services.

Financial Impact

Funding for the Promenade Centre Secondary Plan Study was approved through the 2016 Capital Budget as project PL-9570-18 with a total budget of \$500,000.00 for the Secondary Plan and \$350,000.00 for the Comprehensive Transportation Study. There is no financial impact to the City arising from the consideration of this report.

Broader Regional Impacts/Considerations

York Region is the approval authority for all lower-tier municipal Secondary Plans and requires an Official Plan Amendment adopted by the City as a result of this process. York Region has been actively involved and engaged as a member of the Technical Advisory Committee for the Promenade Centre Secondary Plan. The City continues to work with York Region to ensure the policy objectives of the YROP are achieved.

Conclusion

The draft Promenade Centre Secondary Plan, included as Attachment 5 to this report, is the culmination of a comprehensive review of the current policies (Municipal, Region and Province), the surrounding context, detailed planning analysis and consideration of input received from the public, affected agencies and other stakeholders consulted throughout the Study process to-date. Comments received from the public, stakeholders, agencies, and Committee at this Public Meeting or subsequently submitted in writing will be addressed in a comprehensive report to a future Committee of the Whole meeting.

For more information, please contact Cameron Balfour, Senior Planner, ext. 8411.

Attachments

1. Attachment 1 – Location Map and Existing Uses
2. Attachment 2 – Land Use Precincts
3. Attachment 3 – Land Use Plan
4. Attachment 4 – Multi-Modal Transportation Network
5. Attachment 5 – Draft Promenade Centre Secondary Plan

Prepared by

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Approved by

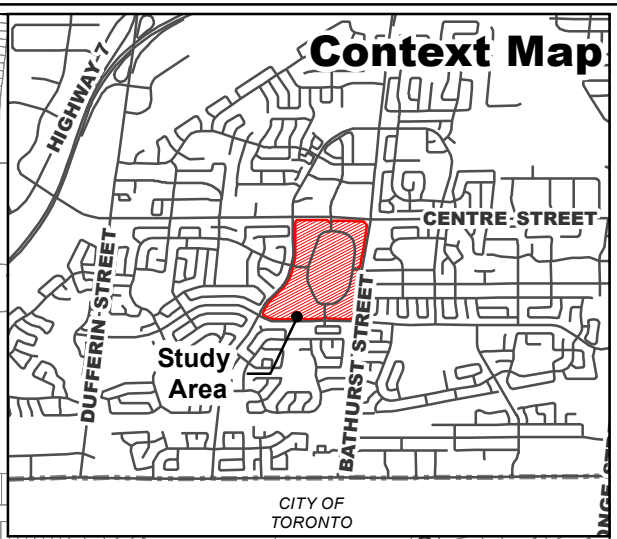
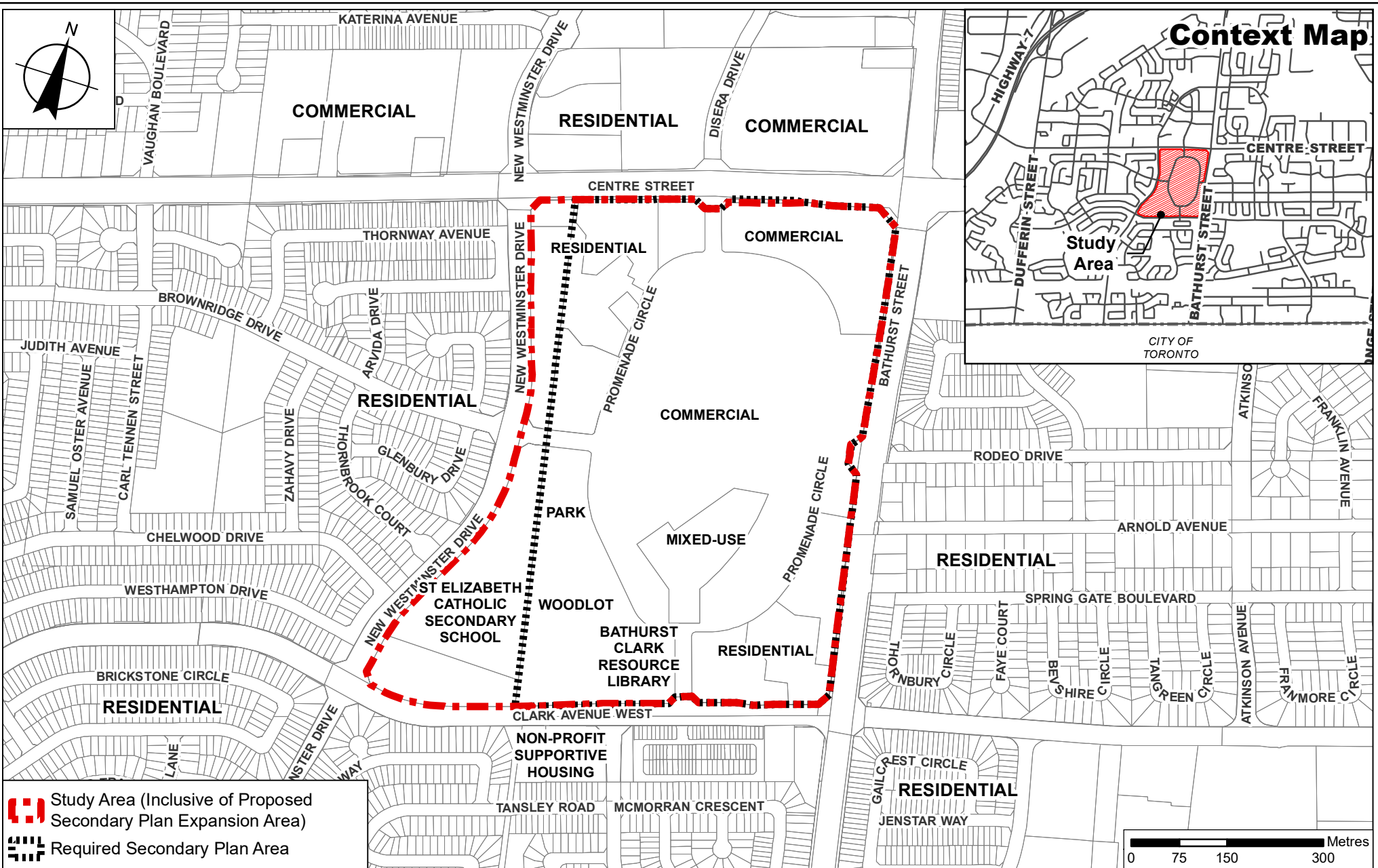


Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager



Promenade Centre Secondary Plan – Location Map and Existing Uses

Attachment 1

LOCATION:
Part of Lots 4 and 5, Concession 2; City Block 8

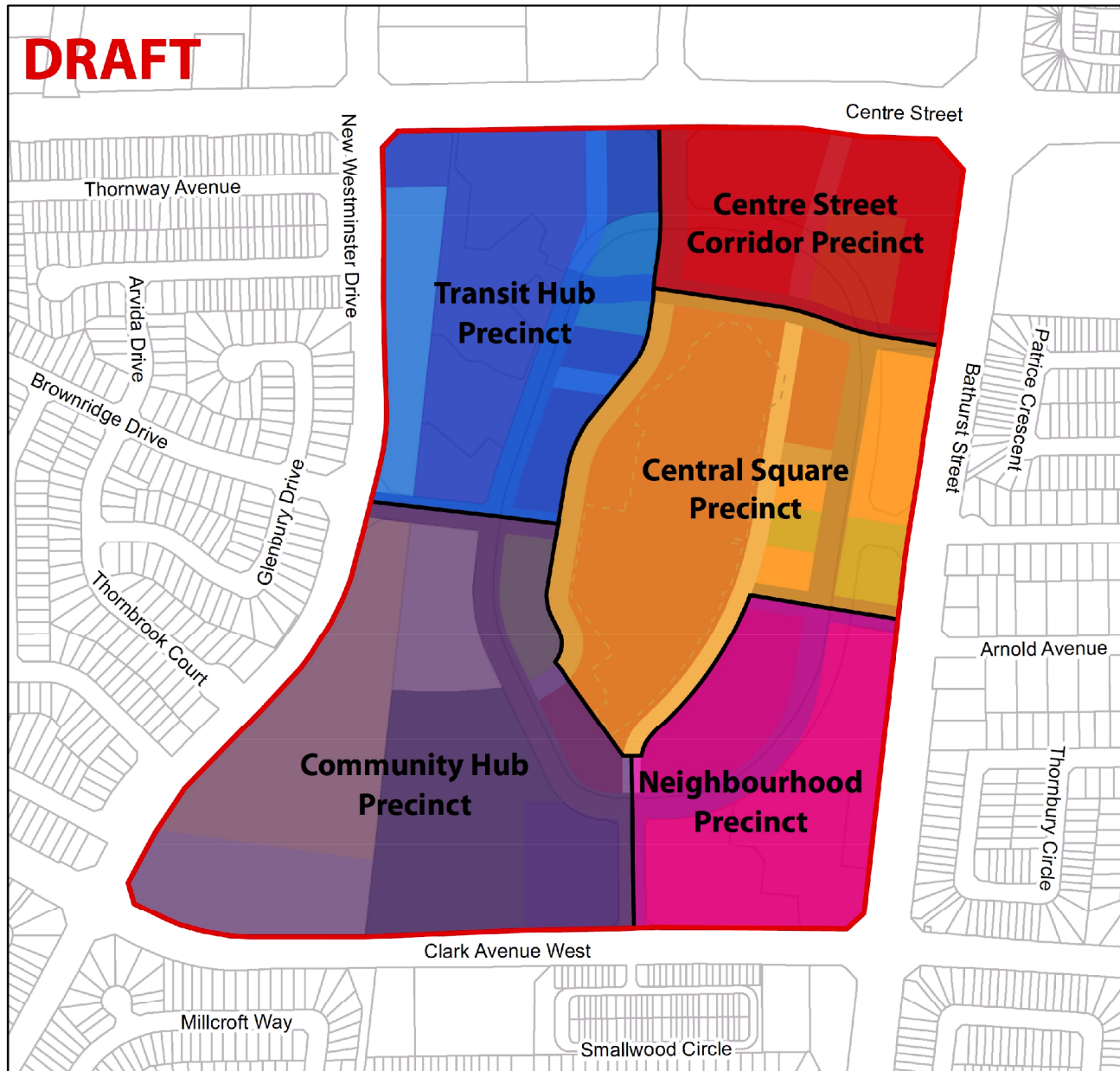
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FILE:
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DATE:
November 30, 2021

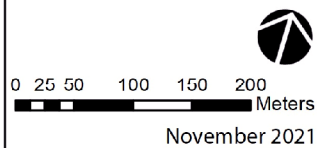
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Schedule B LAND USE PRECINCTS

Legend

-  Secondary Plan Area
-  Transit Hub Precinct
-  Central Square Precinct
-  Centre Street Corridor Precinct
-  Neighbourhood Precinct
-  Community Hub Precinct



Promenade Centre Secondary Plan – Land Use Precincts

Attachment

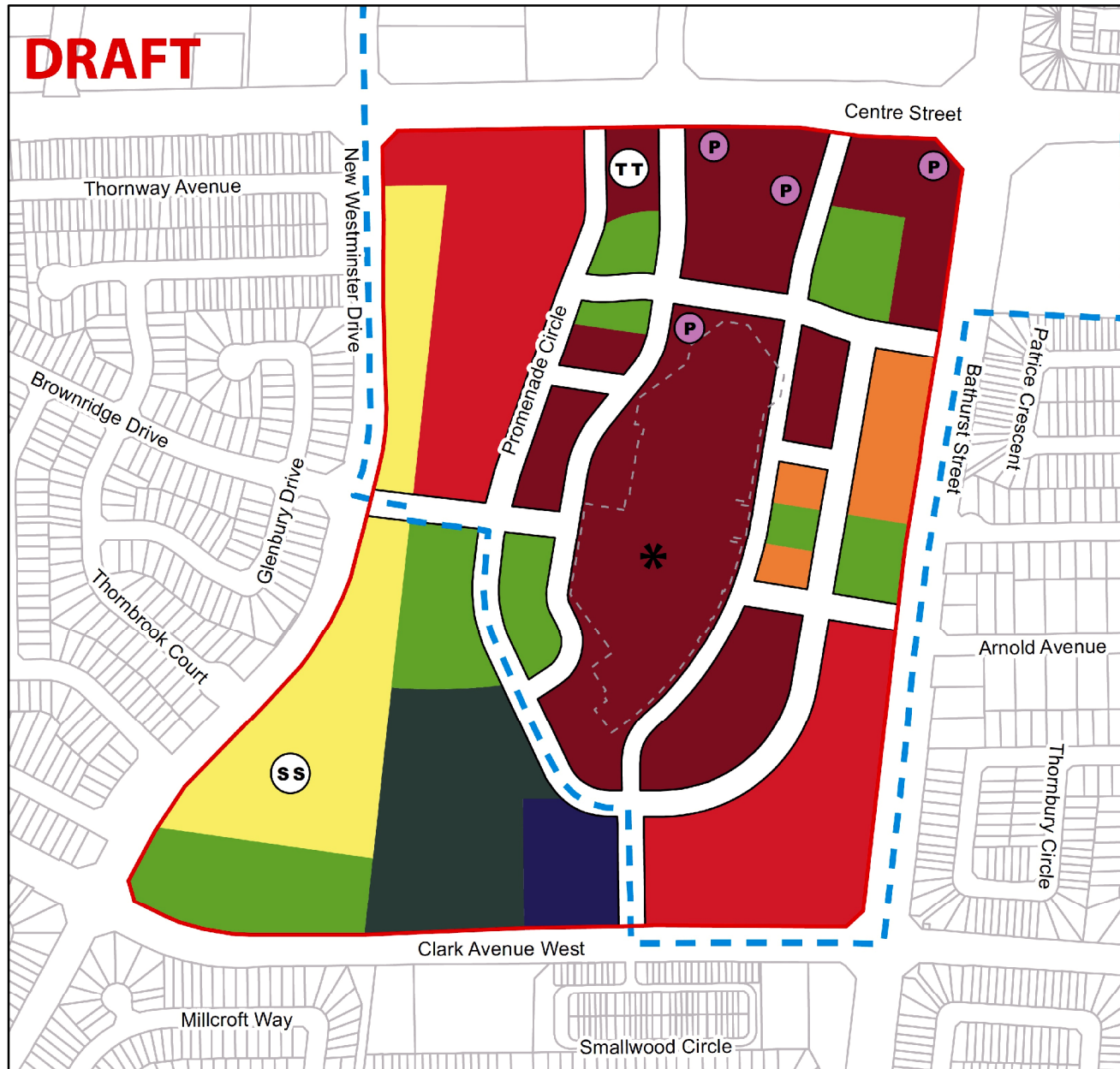
LOCATION:
Part of Lots 4 and 5, Concession 2; City Block 8
APPLICANT:
City-Initiated



FILE:
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DATE:
November 30, 2021

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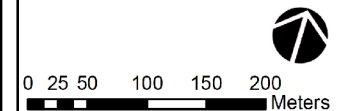
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Schedule C LAND USE PLAN

Legend

- Secondary Plan
- High-Rise Mixed-Use
- High-Rise Residential
- Mid-Rise Mixed-Use
- Low-Rise Mixed-Use
- Major Institutional
- Park
- Natural Area
- Privately Owned Publicly-Accessible Spaces (POPS)
- Transit Terminal
- Secondary School
- Existing Mall & Phase 1 Development
- Disera-Promenade MTSA (including areas extending beyond the Secondary Plan)
- See Policies 5.2.f.ii., 5.2.f.iii.



November 2021

Promenade Centre Secondary Plan – Land Use Plan

LOCATION:
Part of Lots 4 and 5, Concession 2; City Block 8

APPLICANT:
City-Initiated



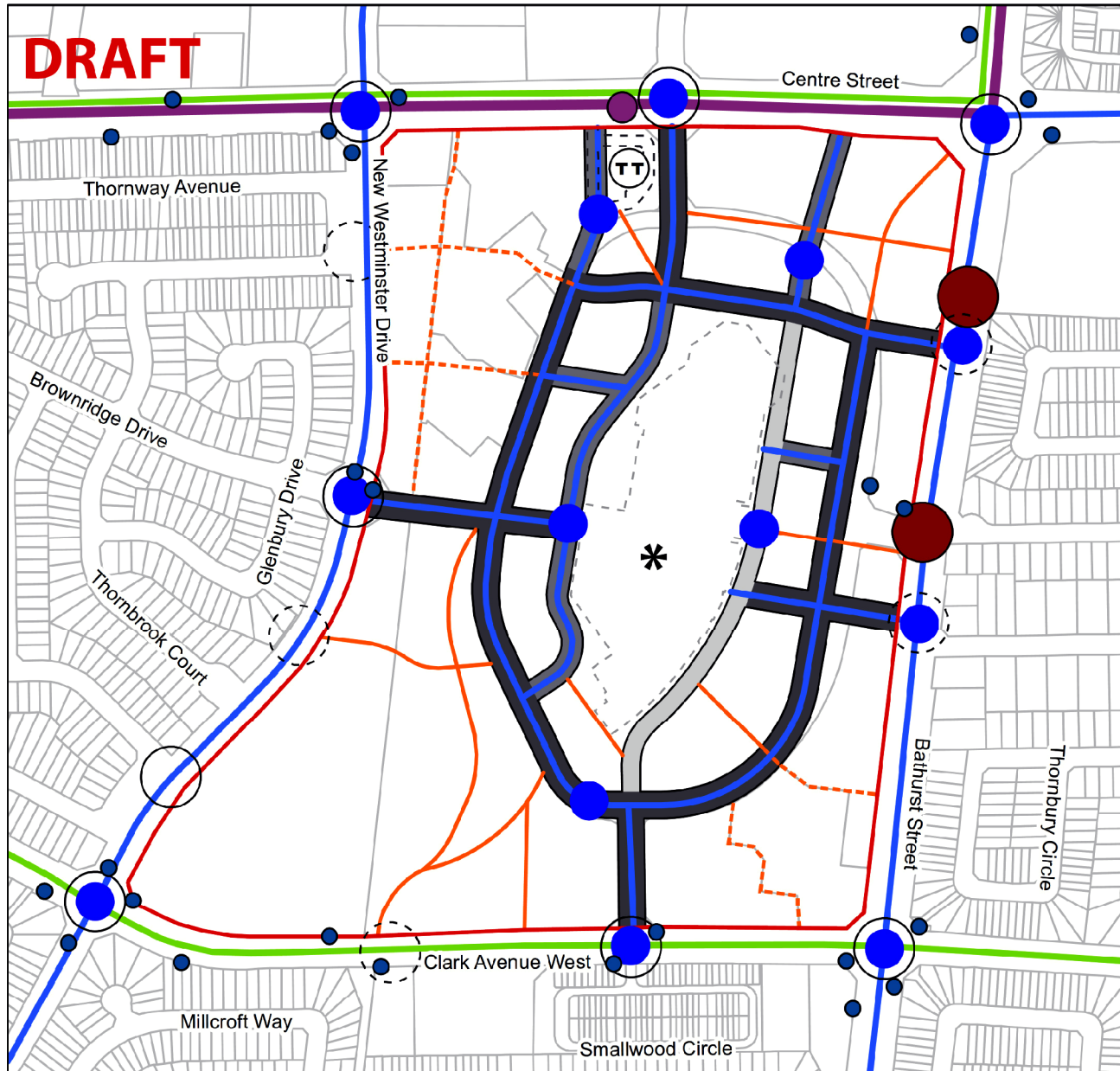
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Schedule E
MULTI-MODAL
TRANSPORTATION
NETWORK

Legend

- Secondary Plan Area
- Collector Street
- Local Street
- Private Local Linkage / Publicly Accessible
- * See policies 5.2.f.ii, 5.2.f.iii.
- Existing Cycle Track
- Cycle Track
- Shared Use Path¹
- Long Term Future Shared Use Path²
- Regional Rapid Transit Corridor
- Bus Rapid Transit (BRT) Stop
- Bus Stop
- Shared Mobility Hub
- Transit Terminal
- Traffic Signal
- Existing Traffic Signal
- Existing Traffic Signal to be relocated
- Existing Mall & Phase 1 Development
- Existing Transit Terminal

¹ Refer to Policy 5.2.e.ii.

² Refer to Policy 5.2.e.v.



0 25 50 100 150 200 Metres

November 2021

Promenade Centre Secondary Plan – Multi-Modal Transportation Network Attachment

LOCATION:
 Part of Lots 4 and 5, Concession 2; City Block 8
APPLICANT:
 City-Initiated



FILE:
 26.7
DATE:
 November 30, 2021

4

Attachment 5

AMENDMENT NUMBER ##
TO THE VAUGHAN OFFICIAL PLAN 2010
FOR THE VAUGHAN PLANNING AREA

The following text and schedules "A", "B", "C", "D", "E" and "F" constitute Amendment Number ## to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment is Appendix "I" and "II".

Authorized by Item No. ## of Report No. ##
of the _____, 2022 Committee of the Whole Meeting
Adopted by Vaughan City Council on _____, 2022

I PURPOSE

The purpose of this Amendment to the Official Plan is to amend the provisions of the Vaughan Official Plan 2010 (“VOP 2010”), specifically Volume 1 and 2 to include policies for a new Secondary Plan for the Subject Lands. The lands subject to this Amendment (“Subject Lands”) are identified in the City’s Urban Structure as “Primary Centre”, “Regional Intensification Corridor”, “Community Area” and designated “High-Rise Mixed-Use” in the VOP 2010, with a small area designated “Parks”. This Amendment will provide detailed policies with respect to land use, including height and density provisions, urban design, transportation, *community facilities*, natural heritage, parks and open space. The intent of these policies is to provide a planning framework that will guide the future development of this area which occupies a strategic location in the City’s Urban Structure, including retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination. These policies are designed to facilitate the *development* of this area as a *complete community* characterized by high quality *development* that is compatible with surrounding land uses and transit supportive.

II LOCATION

The Subject Lands are located south of Centre Street (Regional Road 71), west of Bathurst Street (Regional Road 38), north of Clark Avenue West and east of New Westminster Drive and Part of Lots 4 and 5, Concession 2 in the City of Vaughan, as identified in Appendix “I” to this Amendment.

III BASIS

The decision to amend the VOP 2010 to provide a planning framework that will guide the future development of the Subject Lands which occupies a strategic location in the City’s Urban Structure is based on the following considerations:

1. In accordance with Section 3 of the Planning Act R.S.O. 1990, c.P.13, as amended, “decisions affecting planning matters ‘shall be consistent with’ policy statements issued under the Act.” (Part II: PPS 2020). This includes the PPS 2020 which “... provides policy direction on matters of provincial interest related to land use planning and development” (Part I: PPS 2020). The PPS 2020 recognizes that local context is important, noting that “Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.” (Part III: PPS 2020). “Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.” (Part IV: PPS 2020). The policies contained in the Secondary Plan provide for intensification with mixed use development, including a range and mix of housing types and tenures, as well as non-residential uses, with a range of densities supportive of public transit, and institutional and public uses to serve the community. The Secondary Plan emphasizes active transportation with a fine-grained network of streets including cycle facilities and a shared use pathway system which will ensure connectivity throughout the area. On this basis, the Promenade Centre Secondary Plan is consistent with and meets the intent of the PPS 2020.
2. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020) (Growth Plan) is based on a vision and set of principles for guiding decisions on how land is to be developed and public investments are managed. Applying the policies of the Growth

Plan is intended to “support the achievement of *complete communities*” (Policy 2.2.1.4.). In particular, the Growth Plan supports the principles of building compact, vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form. Specifically, it seeks to align transit with growth by directing growth to Strategic Growth Areas including major transit station areas (MTSAs) and Priority Transit Corridors. Schedule 5 of the Growth Plan identifies Centre Street and Bathurst Street as Priority Transit Corridors. The MTSA policies of the Growth Plan are also applicable to the Promenade Centre Secondary Plan, as three major transit stations areas have been identified within close proximity of the Secondary Plan Area, including one located on the northern Plan border associated with the bus rapid transit viva service. Policy 2.2.4 of the Growth Plan establishes the policies for MTSAs including a minimum density target of 160 residents and jobs combined per hectare for MTSAs served by light rail transit or bus rapid transit. The Secondary Plan has been prepared in conformity with the directions of the Growth Plan to ensure that new development will support the continued development of this area as a complete community which is transit-supportive, vibrant, inclusive, healthy, sustainable and diverse.

3. The York Region Official Plan, 2010 (“YROP”) designates the Subject Lands as “Urban Area”, on Map 1, Regional Structure in the YROP. The Urban Area designation is intended to allow for the creation of compact and complete communities which are sustainable and have the highest standard of urban design. In addition, Centre Street and Bathurst Street, north of Centre, are identified as “Regional Corridor”. Further, these streets are planned for high level transit service by the Region, with Centre Street identified as a Regional Rapid Transit Corridor which continues north on Bathurst Street. South of Centre Street, Bathurst Street is identified as part of the Regional Transit Priority Network which is further designated as a Special Study Corridor. Regional Corridors shown on Map 1, which include Centre Street and Bathurst Street, north of Centre, are identified in the YROP as serving “a critical role as the primary locations for the most intensive and greatest mix of development within the Region” (Policy 5.4.1). The Secondary Plan has been designed to allow achievement of the YROP criteria including the establishment of minimum density requirements and targets, a fine-grained street grid that incorporates sidewalks and bicycle facilities, and urban built form that creates active and attractive streets for all seasons. As such, the Secondary Plan conforms with the policies of the YROP.
4. On September 7, 2010, Vaughan Council adopted the VOP 2010. Schedule 1 of Volume 1 of the VOP 2010 identifies the Subject Lands as “Primary Centre”, “Community Area” and “Regional Intensification Corridor” for lands located on Centre Street and Bathurst Street. Policy 2.2.5, indicates that “....Regional Intensification Corridors....will link Regional Centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use intensification or employment intensification”. Policy 2.2.5.5. states further ... "Primary Centres will become mixed-use areas with residential development as well as a wide range of other uses that will serve the residents of the Primary Centre, the surrounding Community Areas and the City as a whole, including retail uses, institutional uses, office uses, community facilities and human services. They will be designed as transit-oriented, pedestrian friendly places." Specific direction is provided related to Primary Centres in Policy 2.2.5.6 including recognition of the regional significance as well as potential redevelopment or intensification of Promenade Mall. The Subject Lands are also designated “High-Rise Mixed-Use” with a small area designated “Parks” on Schedule 13. In addition, Schedule 14-A identifies the Subject Lands as an area subject to further examination through

the preparation of a secondary plan. The Secondary Plan has been prepared in conformity with the policies of VOP 2010.

5. This amendment also implements the results of a detailed Secondary Plan process that included consultation throughout the Study. Regular meetings were held at key points of the Secondary Plan Study with the Landowners Group (“LOG”) and Technical Advisory Committee (“TAC”). In addition to the formal meetings with the LOG and TAC, meetings were held throughout the process with individual landowners and agencies, including meetings with the Region of York and the York Catholic District School Board (YCDSB). Two reports were prepared for Council’s consideration, including one presentation to Committee of the Whole (Public Meeting). In addition, the following public consultation meetings were held for the Secondary Plan Study:
 - October 30, 2019: Public Open House #1, Secondary Plan Visioning Summit & Workshop;
 - November 18, 2019: Public Pop-Up Visioning Session, Promenade Mall;
 - July 7, 2021: Public Open House #2, Draft Preferred Land Use Plan and Multi-Modal Transportation Network; and
 - November 30, 2021: Committee of the Whole (Public Meeting) (statutory).
6. The Secondary Plan is based on detailed background studies, including a Comprehensive Transportation Study, Commercial Use Assessment, Population and Employment Estimates, Scoped Community Facilities Study, Community Energy Plan Draft Terms of Reference, Sustainability Plan Draft Terms of Reference, Planning Background Report, and Phase 1 Consultation Summary, as well as input from public agencies including the Region of York and YCDSB. The Secondary Plan takes into consideration the information gathered through the study process in the establishment of the transportation system including the active transportation system, the development of *community facilities* and recognition of the need for a number of parks, Privately-Owned Publicly Accessible Spaces (POPS), schools and other public facilities.
7. Having held a statutory Public Meeting on November 30, 2021, Council for the City of Vaughan approved an amendment to the VOP 2010 on _____, 2022 to provide for the adoption of the Promenade Centre Secondary Plan.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Vaughan Official Plan 2010, Volume 1 and 2 are hereby amended by:

1. Amending Volume 1, Schedule 13 “Land Use” by re-designating the lands bounded by Centre Street, Bathurst Street, Clark Avenue West and New Westminster Drive from “High-Rise Mixed-Use” and “Parks” to “Lands Subject to Secondary Plans (See Schedule 14-A)”.
2. Amending Volume 1, Schedule 14-A “Areas Subject to Secondary Plans” as follows:
 - Under the “Required Secondary Plan Areas” heading delete “4 Promenade Mall”.
 - Under Secondary Plan Areas – Chapter 11, add the following: “Promenade Centre – 11.16”.

- Expand the Secondary Plan Area boundary for “Promenade Centre – 11.16” westerly to New Westminster Drive.
3. Amending Volume 2, Section 11.1 “Areas Subject to Secondary Plans”, by adding the following policy:

“(OPA ##) “The lands subject to the Promenade Centre Secondary Plan are identified on Schedule 14-A and are subject to the polices set out in Section 11.16 of this Plan.”
 4. Amending Volume 2, Section 11 “Secondary Plan Policies” by adding a new Section 11.16 and adding the text and schedules of the Promenade Centre Secondary Plan, attached hereto as Schedule 1.

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law, Draft Plan of Subdivision approval, Draft Plan of Condominium approval, Part Lot Control By-law, and Site Plan approval, pursuant to the Planning Act, R.S.O. 1990, c.P.13, as amended.

VI INTERPRETATION

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

SCHEDULE 1

11.16 PROMENADE CENTRE SECONDARY PLAN (OPA ##)

11.16.1 Secondary Plan Area

The following policies including Part A, The Preamble to the Plan, and Part B, The Secondary Plan, and Schedules “A” – “F” shall apply to the lands identified as “Secondary Plan Area” on Schedule A: Secondary Plan Area.

11.16.2 Part A The Preamble

1.0 Context

The Promenade Centre Secondary Plan is designed to provide a planning framework that will guide the future development of this area which occupies a strategic location as a Primary Centre in the City’s Urban Structure. The Secondary Plan, through a focus on mixed-use development, supports the continued evolution of the area as a Primary Centre and *complete community* which is transit-supportive, vibrant, inclusive, healthy, sustainable and diverse. This includes the retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination. The Plan will also provide for a range and mix of housing types and tenures, and will have tall and lower buildings, with a range of densities supportive of public transit, as well as providing for non-residential uses including institutional and public uses to serve the community. It will be developed based on a fine-grained street grid that incorporates sidewalks and bicycle facilities, and an urban built form that creates active and attractive streets for all seasons. The Secondary Plan will ensure high quality development that is compatible with surrounding land uses and transit supportive.

1.1 Purpose

The purpose of the Secondary Plan is to establish a land use planning, urban design, and transportation and infrastructure policy framework to guide new *development* in the Promenade Centre Secondary Plan Area including retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination.

1.2 Secondary Plan Organization

The Secondary Plan includes the following:

a. Part A The Preamble

Part A establishes the basis for the Secondary Plan, including the Secondary Plan Area, study process, consultation process, policy context and existing conditions and opportunities.

b. Part B The Secondary Plan

The Secondary Plan establishes the Vision and Guiding Principles and the related policy framework. Policies are provided with respect to community structure, transportation and mobility, parks and open space system, natural areas, *community facilities*, services and sustainable design, and implementation and interpretation including the phasing of

development. A key part of the Secondary Plan are the Schedules which provide specific land use designations, and direction with respect to height and density, as well as establishing the transportation system and the open space system.

2.0 Secondary Plan Area

The Promenade Centre Secondary Plan Area is located south of Centre Street (Regional Road 71), west of Bathurst Street (Regional Road 38), north of Clark Avenue West and east of New Westminster Drive and comprises Part of Lots 4 and 5, Concession 2 in the City of Vaughan. The Secondary Plan Area has an area of approximately 46 hectares and is completely developed with the exception of a woodlot which has been preserved in the southwest quadrant and an adjacent public park. Existing uses include the Promenade Mall, a regional scale shopping mall and outer commercial parcels to the northeast and east of the Promenade Mall and associated at-grade parking, high-rise residential *development*, and community facilities including the Bathurst Clark Resource Library. There is also a transit terminal which is served by York Region Transit (YRT), the Toronto Transit Commission (TTC), as well as an adjacent Bus Rapid Transit (BRT) vivastation, located north of the Plan area with access from Centre Street.

3.0 Secondary Plan Study Process

The Secondary Plan Study process, supported by background studies, including the Comprehensive Transportation Study, comprised four tasks.

Task 1 – The Background Study

Task 1 involved background research review and analysis of existing conditions, the current policy framework and other available information to provide a strong foundation for the preparation of the planning framework to guide future *development*.

Task 2 – Plan Framework and Development

Task 2 of the Study focused on creating the initial Development Framework and Land Use Scenario based on the Community Visioning consultation in October/November 2019. Building on the foundation developed in Task 1, through the consultation program, a vision statement and guiding principles as well as an Emerging Land Use Scenario were developed and then evaluated and revised through further consultation with stakeholders.

Task 3 – Preparation & Refinement of the Draft Secondary Plan

This Task resulted in the establishment of a Preferred Land Use Plan and Multi-Modal Transportation Network based on the input received in Task 2, including transportation testing and scenario analysis, as well as consideration of the relevant background research and public and stakeholder input including a public open house in July 2021. A draft Secondary Plan was prepared which was reviewed prior to initiation of the final formal statutory review.

Task 4 – Approvals

The draft Secondary Plan was further reviewed through a formal statutory process which included a Public Meeting. The input received was reviewed and addressed in a report to Council with recommended changes to the Secondary Plan. The Secondary Plan was then presented to Vaughan Council for adoption.

4.0 Consultation and Engagement

On-going consultation occurred throughout the Study. Regular meetings were held at key points of the Secondary Plan Study process with landowners and agencies including the Landowners Group (“LOG”) and the Technical Advisory Committee (“TAC”). In addition to the formal meetings with the LOG and TAC, meetings were held throughout the process with individual landowners and agencies including meetings with the Region of York and the York Catholic District School Board (YCDSB). Two reports were prepared for Council’s consideration.

The following public consultation meetings were held for the Secondary Plan Study:

- October 30, 2019: Public Open House #1, Secondary Plan Visioning Summit & Workshop;
- November 18, 2019: Public Pop-Up Visioning Session, Promenade Mall;
- July 7, 2021: Public Open House #2, Draft Preferred Land Use Plan and Multi-Modal Transportation Network; and
- November 30, 2021: Committee of the Whole (Public Meeting) (statutory).

5.0 Policy Context

Promenade Centre is identified as a “Primary Centre” in the Vaughan Official Plan 2010 (“VOP 2010”) Urban Structure. Primary Centres accommodate mixed-use intensification and require the preparation of a Secondary Plan. The Secondary Plan builds on the policy framework established at the Provincial, Regional and local level. In conformity with that policy direction, the Secondary Plan provides a planning framework that will guide the development of this area which occupies a strategic location in the City’s Urban Structure, including retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination. These policies are designed to facilitate the development of this area as a *complete community*, characterized by high quality development that is compatible with surrounding land uses and transit supportive. New development will contribute to the evolution of this area as a *complete community* which is transit-supportive, vibrant, inclusive, healthy, sustainable and diverse. Promenade Centre is planned to accommodate an estimated population and job range of 17,235 to 21,162 to ultimate build-out.

To conform to Provincial and Regional policies including the Growth Plan and the YROP, as well as the VOP 2010, the Secondary Plan has been designed to address:

- the Provincial minimum density for MTSA’s of 160 people and jobs combined per hectare for BRT Stations, and the specific minimum density of 200 people and jobs combined per hectare for the Disera-Promenade BRT Major Transit Station Area as endorsed by the Region of York, to support public transit;
- a wide range and mix of housing types, tenures and *affordability*;
- a mix of non-residential uses;

- a multi-modal transportation mobility plan based on a fine-grained network of streets and shared use paths suitable for transit, vehicles, pedestrians and cyclists of all ages and abilities;
- pedestrian-friendly built form with active uses at grade;
- an integrated parks and open space network inclusive of a shared use path system;
- areas that contain a high-quality public realm including well-designed public spaces that are either landscaped parks or public plazas or both;
- *development* that is planned to consider human service needs for all ages and abilities including educational, social, health, arts, culture, library and recreational facilities;
- sustainable *development*;
- a Community Energy Plan Draft Terms of Reference;
- appropriate transition in intensity and use to surrounding Community Areas;
- relevant City plans including the Active Together Master Plan, Integrated Urban Water Master Plan, Transportation Master Plan, Pedestrian and Bicycle Master Plan, Municipal Energy Plan, Green Directions Vaughan, and City-Wide Urban Design Guidelines; and,
- a phasing plan that ensures orderly *development*.

6.0 Existing Conditions and Opportunities

The Secondary Plan responds to the existing conditions and opportunities identified through supporting background studies including the Comprehensive Transportation Study with respect to the Secondary Plan Area including the following:

- existing land use, including the retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination;
- interest in significant redevelopment and intensification by landowners;
- leveraging existing transportation infrastructure including a transit terminal which is served by York Region Transit (YRT) and the Toronto Transit Commission (TTC) in the northwest quadrant of Plan area with access from Centre Street, a Viva bus rapid transit corridor on Bathurst Street and Centre Street with two vivastations on Centre Street and one on Bathurst Street within close proximity to the Plan area, as well as existing, separated pedestrian and cycling facilities along Centre Street, Bathurst Street and Clark Avenue, and planned facilities on the remainder of Bathurst Street and New Westminster Drive;
- opportunity to create a transportation network that supports current and emerging modes of transportation through the creation of a fine-grained network which includes complete streets and shared use paths;
- improve existing sustainable mode share for trips within, and to and from, the Secondary Plan Area by leveraging a fine-grained transportation network, looking towards new mobility solutions, and through Transportation Demand Management which includes a variety of strategies to reduce single occupant vehicle travel;
- build upon a “High Street” concept, which will be a *retail* focused main street that features high quality streetscaping components, and commercial, community and other active uses at the ground floors.
- topographical changes in the Secondary Plan Area;
- the area is served by recreation facilities, libraries, and parks, including the existing woodlot, as well as schools, all of which provide a strong basis for the creation of an expanded open space network;

- the opportunity to achieve high quality and sustainable design; and,
- existing *development* and surrounding neighbourhoods.

Other planning considerations that must be taken into account include the conclusions of the supporting studies related to:

- Comprehensive Transportation Study,
- Commercial Use Assessment,
- Population and Employment Estimates,
- Scoped Community Facilities Study,
- Community Energy Plan Draft Terms of Reference,
- Sustainability Plan Draft Terms of Reference, and
- Planning Background Report.

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11.16.3 Part B The Secondary Plan

1.0 Introduction

The Promenade Centre Secondary Plan forms part of the VOP 2010. The Secondary Plan builds on the policies in Volume 1 of the VOP 2010 and provides a detailed planning framework specific to the Promenade Centre Secondary Plan Area. The Secondary Plan should be read in conjunction with Volume 1 of the VOP 2010. Where the policies of this Secondary Plan conflict with the policies in the VOP 2010, the policies of the Secondary Plan shall prevail.

The following text and schedules constitute the Promenade Centre Secondary Plan:

- a. Schedule 'A' – Secondary Plan Area;
- b. Schedule 'B' – Land Use Precincts;
- c. Schedule 'C' – Land Use Plan;
- d. Schedule 'D' – Height, Density and Use Parameters;
- e. Schedule 'E' – Multi-Modal Transportation Network; and,
- f. Schedule 'F' – Street Network Implementation Plan

2.0 Vision and Guiding Principles

2.1 Promenade Centre Vision and Guiding Principles

The following Vision and Guiding Principles, which were developed based on a Vision Summit with community members, will be used to guide the future planning of the Promenade Centre Secondary Plan Area.

a. Vision Statement

Promenade Centre is identified as a place for growth and will evolve over time as a distinct urban centre. Promenade Centre will maintain and enhance its role as an important place for people to gather, socialize, shop, work, learn and live. The Centre will be planned for pedestrians, cyclists, transit users and motorists, providing a network of complete streets and ease of access to high quality local and rapid transit services. These streets, in concert with a network of parks, indoor and outdoor open spaces and gathering places, will be vibrant, safe and accessible for the needs of a multi-generational community. New *development* within Promenade Centre will be sustainable and provide for a mix of retail, entertainment, community and office uses, as well as a variety of housing types. The evolution of Promenade Centre will respect the surrounding neighbourhoods.

b. Guiding Principles

i. Complete Community

Build upon current assets such as the existing park, library and *retail* uses to allow for the evolution of a *complete community* where people can gather, socialize, shop, work, learn and live. Ensure that *retail* and entertainment remain a focus for Promenade Centre, while providing new opportunities for a mix of uses, *community facilities*, recreation and culture.

- ii. **Multi-Modal**
Develop a well-connected, multi-modal and accessible community with a network of blocks and complete streets that supports safety and choice of movement for all travel modes, including pedestrians, cyclists, transit users and motorists. Ensure that the existing and planned high quality local and rapid transit services are directly and easily accessible to all users of the Promenade Centre and surrounding neighbourhoods. Connect Promenade Centre with the Thornhill Town Centre community to the north through the continuation of the existing pedestrian-oriented main street.

- iii. **Places to Gather**
Create a high-quality and interconnected network of indoor and outdoor public spaces that support a vibrant environment and community gathering. Build upon the well-used central gathering spaces that are currently offered in the existing mall, which provide important social and health functions for residents and visitors to Promenade Centre.

- iv. **Multi—Generational Housing**
Promote a wide range of housing types and tenures to accommodate a diverse multi-generational community and facilitate “aging in place”.

- v. **Context-Sensitive**
Ensure that new *development* is sensitive to surrounding neighbourhoods in the Thornhill community, including a balance of building heights, densities and land uses that achieve transition to the adjacent established areas. Promote new connections to Promenade Centre from the existing community for pedestrians, cyclists and other non-vehicular modes of travel.

- vi. **Sustainable and Healthy**
Encourage sustainable *development* which considers the health of residents as well as impacts to future generations, with a focus on energy efficiency, sustainable water and waste management and climate change adaptation. Capitalize on opportunities to incorporate green infrastructure and sustainable technologies within the public real and built form.

3.0 Community Structure

3.1 General Land Use Policies

The Precincts on Schedule B, Land Use Precincts, and the land use designations on Schedule C, Land Use Plan, of this Secondary Plan, and the policies of this section, are designed to establish a community structure which implements the Promenade Vision and Guiding Principles.

3.1.1 Land Use Precincts

- a. The Secondary Plan Area is structured in a number of Precincts identified on Schedule B. Each Precinct permits a mix of uses, but is intended to have a specific focus and related character:

- i. Transit Hub Precinct is focused on the existing Transit Terminal, and also reflects the proximity to the BRT Station located immediately to the north of the Transit Terminal on Centre Street, which is a Major Transit Station Area. *Development* in this area is designed to be supportive of that use and its evolution into a true Transit Hub, the success of which is critical to ensure *development* in Promenade Centre is accessible and functional for all residents, visitors, and employees;
- ii. Central Square Precinct is the location of a high-quality and interconnected network of indoor and outdoor public spaces that support a vibrant environment for community gathering. New *development* will build upon the existing well-used central gathering function of the existing mall which provides important social and health functions for residents and visitors to Promenade Centre. This function will form a key role for this Precinct including as part of a revitalized and expanded mall;
- iii. Centre Street Corridor Precinct is designed to provide for a community of high-rise mixed-use *development* that connects and is supportive of the surrounding *development* including the Transit Hub Precinct and the Central Square Precinct;
- iv. Neighbourhood Precinct is intended primarily as a residential community which reflects the existing development in this area; and,
- v. Community Hub Precinct already provides, and will continue to evolve, as a focal point for a wide variety of public services that contribute to its overall function as a community hub.

3.1.2 Land Use Plan

- a. The Land Use Plan on Schedule C and the Height, Density and Use Parameters on Schedule D, and the policies for the land use designations in Section 3.2 to 3.11 of this Plan, establish, within each Precinct, the specific mix of land uses, heights, and densities, and their distribution. The intent is that the Land Use Plan will:
 - i. support the evolution of a *complete community* while being compatible with the surrounding existing and planned *development*; and,
 - ii. promote high quality urban design including streetscapes which provide for all modes of transportation including walking, cycling and transit and design which is sustainable.

3.1.3 Density

- a. Through the policies of this Secondary Plan, the City shall seek to provide for an overall minimum or greater density of 200 people and jobs combined per hectare to ultimate build-out for Promenade Centre in accordance with the minimum density endorsed by the Region of York for the Disera-Promenade BRT Major Transit Station Area (MTSA) notwithstanding that the boundaries of the MTSA extend beyond those of Promenade Centre. It is also recognized that the density may change based on the final results of the Region's municipal comprehensive review.
- b. The approach to building height and density focuses the maximum permitted height and density on the Transit Hub Precinct, and the Centre Street Corridor Precinct, as well as in the Central Square Precinct, in support of the Transit Terminal as designated on Schedule E, and the Regional Rapid Transit Corridor on Centre Street. The policies for each land

use designation and the height and density parameters on Schedule D of this Secondary Plan establish the maximum height and density permitted in the specific designations.

3.1.4 Housing

The community shall consist of a housing mix which provides for a range of dwelling units and types to increase housing choice and to accommodate a diverse multi-generational community and facilitate “aging in place”. In accordance with Policy 7.5.1.2. of the VOP 2010, a target of 35% of all housing units in Promenade Centre shall be *affordable*, and a portion of these units should be accessible to people with disabilities. To achieve this target, the City shall:

- a. Require all *significant developments* that include a residential component to demonstrate their contribution to meeting the Promenade Centre target for *affordable* housing through the preparation of a housing options statement in accordance with the provisions of Policy 7.5.1.3. of the VOP 2010;
- b. Support and prioritize the *development* of housing appropriate for seniors, the provision of family-size housing units, rental units and accessible units in accordance with the applicable policies of Policies 7.5.1.4. and 7.5.1.5. of the VOP 2010.

3.1.5 Sensitive Uses

- a. Applications for residential *development* and other *sensitive land uses* within Promenade Centre shall have regard for potential noise, vibration and air pollution impacts from existing uses, major streets, and transportation infrastructure and facilities including within and in proximity to the Transit Terminal. Where appropriate, applications for residential and other *sensitive land uses* shall include a Land Use Compatibility Study to identify appropriate measures to mitigate adverse impacts. Such a study shall be completed for residential *development* and *sensitive land uses* to the satisfaction of the City and in consultation with other agencies as required.
- b. New *development* should refer to the Ministry of Environment Land Use and Compatibility Guidelines, as amended from time to time, which provide recommendations to ensure that *sensitive land uses* are appropriately designed, buffered and/or separated from each other.

3.1.6 Transit Supportive Development

Development shall have regard for the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the *development* approvals process.

3.1.7 Other Permitted Uses in all Designations

In addition to the uses identified in Policy 9.2.1.9. of the VOP 2010, the following land uses shall be permitted in all designations within the Promenade Centre Secondary Plan:

- a. Renewable energy facilities and district energy systems.

3.2 High-Rise Mixed-Use

3.2.1 The High-Rise Mixed-Use designation shown on Schedule C of this Secondary Plan is applicable to the lands in the Transit Hub, Central Square, Centre Street Corridor,

Neighbourhood and Community Hub Precincts shown on Schedule B of this Secondary Plan. *Development* in this designation shall consist of a broad mix of residential, *retail*, community and institutional uses in mixed use and single use buildings. The *development* will be designed and developed at a density which is supportive of the Transit Terminal and the Regional Rapid Transit Corridor.

3.2.2 The High-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.6. b. of the VOP 2010 with the exception of gas stations. *Retail* uses are subject to the applicable requirements of Policy 5.2.3 of the VOP 2010 and Policy 3.2.5 of this Secondary Plan. In addition, the Transit Terminal and related transit infrastructure including parking will be permitted.

3.2.3 The High-Rise Mixed-Use designation permits all the building types identified in Policy 9.2.2.6. f. and g. of the VOP 2010, with the exception of gas stations.

3.2.4 The maximum density shall be a Floor Space Index (FSI) of 10.0 times the area of the lot for new buildings which form part of the Transit Hub Precinct, and 6.0 to 7.0 for all other buildings as shown on Schedule D. The maximum height for all building types shall be 35 *storeys*. The minimum height for all building types shall be three *storeys*, excluding the existing Promenade Mall structure. In addition, High-Rise Buildings are subject to the policies of Section 9.2.3.6 of the VOP 2010.

3.2.5 *Retail* uses may be permitted in the base/podium of all High-Rise Buildings. In addition, the existing Promenade Mall shall be permitted, together with any additions or other modifications to the buildings required as part of new permitted *development*. Additional new *retail* facilities which form part of the existing Promenade Mall or additions and modifications to it shall not require the submission of a Regional Impact Analysis in accordance with Policy 5.2.3.7 of the VOP 2010. However, any new *retail* uses shall be subject to Policy 9.2.3, Building Types and Development Criteria of the VOP 2010 and the urban design policies of Section 4.0, Community Design, of this Secondary Plan.

3.3 Mid-Rise Mixed-Use

3.3.1 The Mid-Rise Mixed-Use designation shown on Schedule C of this Secondary Plan is applicable to the lands west of Bathurst Street in the Central Square Precinct. *Development* in this designation shall consist of a broad mix of residential, *retail*, community and institutional uses in mixed use and single use buildings. The *development* will be designed and developed at a density which is supportive of the Transit Terminal and the Regional Transit Priority Network Special Study Corridor which applies to this part of Bathurst Street, while providing a transition to the established residential neighbourhood to the east.

3.3.2 The Mid-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.4. b. of the VOP 2010 with the exception of gas stations. *Retail* uses shall be permitted in the base/podium of all Mid-Rise Buildings and shall be subject to Policy 9.2.3, Building Types and Development Criteria of the VOP 2010 and the urban design policies of Section 4.0, Community Design of this Secondary Plan. In addition, transit infrastructure will be permitted.

3.3.3 The Mid-Rise Mixed-Use designation permits all the building types identified in Policy 9.2.2.4. e. of the VOP 2010 with the exception of gas stations.

3.3.4 The maximum density shall be an FSI of 5.5. The maximum height for all building types shall be 12 *storeys*. The minimum height for all building types shall be three *storeys*. In addition, Mid-Rise Buildings are subject to the policies of Section 9.2.3.5 of the VOP 2010.

3.4 High-Rise Residential

3.4.1 The High-Rise Residential designation shown on Schedule C of this Secondary Plan recognizes existing High-Rise Residential *development* in the Transit Hub and Neighbourhood Precincts. *Development* in this designation is planned to continue to consist primarily of High-Rise Residential Buildings.

3.4.2 The High-Rise Residential designation permits all the uses identified in Policy 9.2.2.5. b. of the VOP 2010.

3.4.3 The High-Rise Residential designation permits all the building types identified in Policy 9.2.2.5 c. and d. of the VOP 2010.

3.4.4 The maximum density shall be an FSI of 2.5 and the maximum building height shall be 20 *storeys*. The minimum height for all building types in the High-Rise Residential designation shall be three *storeys*, including podiums.

3.5 Low-Rise Mixed-Use

3.5.1 The Low-Rise Mixed-Use designation shown on Schedule C of this Secondary Plan is planned to consist primarily of buildings in a low-rise form no greater than five *storeys*. The designation applies to the majority of the lands in Promenade Centre adjacent to New Westminster Drive and is intended to act as a transition to the established low-density neighbourhood to the west.

3.5.2 The Low-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.2. b. of the VOP 2010.

3.5.3 The Low-Rise Mixed-Use designation permits:

- a. Townhouses including back-to-back and stacked townhouses. Back-to-back townhouses are attached low-rise residential forms providing a primary building frontage on two sides, with units sharing a rear wall, to avoid backlotting onto pathways, lanes and streets; and will not have an adverse impact on the context and lot configuration;
- b. Low-Rise Buildings; and,
- c. Public and Private Institutional Buildings.

3.5.4 *Development* in the Low-Rise Mixed-Use designation adjacent to New Westminster Drive should generally be designed to respect the *development* on the west side of New Westminster Drive with respect to matters such as front and exterior side yard setbacks, building massing and landscaping, and provide frontage onto New Westminster Drive.

3.6 Major Institutional

3.6.1 The Major Institutional designation shown on Schedule C of this Secondary Plan reflects the general location of the existing Bathurst Clark Resource Library and is located in the Community Hub Precinct. The Major Institutional designation recognizes the existing library and allows the *development* of a new or expanded facility with a range of community and institutional uses. These include the community services and facilities identified in Section 7.2 of the VOP 2010 in particular the existing library, but also other *community facilities*, as well as uses such as a *day care* and places of worship, and *small-scale convenience retail* compatible with *community facilities*. The Major Institutional designation is to be designed and developed to ensure accessibility by all residents of Promenade Centre to act as a focal point and public meeting place for the community.

3.6.2 The Major Institutional designation permits all the uses identified in Policy 9.2.2.12. a. and b. of the VOP 2010 as well as *community facilities* including *small-scale community facilities*. The permitted uses may serve a community function as well as a City-wide or Regional function. *Small-scale convenience retail* uses are subject to the requirements of Policy 9.2.2.3. b. of the VOP 2010.

3.6.3 The Major Institutional designation permits all the building types identified in Policy 9.2.2.12 of the VOP 2010 for the Major Institutional designation.

3.7 Transit Terminal

3.7.1 Purpose

The prosperity of the City depends on a successful and integrated regional transportation system of which the Transit Terminal and adjacent Disera-Promenade BRT Station forms a key component. The Transit Terminal is an essential element, as it not only forms part of the Promenade Centre, but it acts as a connection to other communities in the City and in the Region for work, play and culture. The Transit Terminal symbol shown on Schedule C recognizes the existing transit terminal and any modifications and enhancements required to maximize transit service. It is located in the Transit Hub Precinct.

3.7.2 Permitted Uses

The Transit Terminal permits transit infrastructure and transit related facilities, as well as all the permitted uses in the High-Rise Mixed-Use designation established in Section 3.2 of this Secondary Plan. However, a High-Rise Mixed-Use *development* shall only be permitted provided it forms part of a *development* which includes transit infrastructure, and subject to the approval of the applicable transit authority.

3.7.3 Building Types

The Transit Terminal permits all the building types required for the operation of the Transit Terminal and related transit infrastructure and facilities, including the existing transit terminal, as well as all the building types established in Section 3.2 of this Secondary Plan.

3.7.4 Transit Terminal

To ensure the success of the Transit Terminal, the proper integration of transportation and land use planning is critical. In weighing the appropriate balance among policy objectives for the *development* of the Transit Terminal, all efforts must be made to support the existing transit terminal and to facilitate any required expansion or other changes necessary to maximize transit service.

3.8 Park

3.8.1 The Parks in Promenade Centre include lands designated Park on Schedule C of this Secondary Plan. The size and location of Parks may be modified without amendment to this Plan through the review of specific *development* applications.

3.8.2 The Park designations on Schedule C of this Secondary Plan are located conceptually throughout the community to serve residents within a five minute walk. The Park designation includes the existing Pierre Elliot Trudeau Park and new parks that will reflect the hierarchy of parks and open spaces identified in Policy 7.3.1 of VOP 2010. The total area allocated for parks, including existing and new parks, shall generally be a minimum of 5.98 hectares to accommodate required park facilities and programming opportunities.

3.9 Schools

3.9.1 The Secondary *School* symbol on Schedule C of this Secondary Plan recognizes the existing St. Elizabeth Secondary School. The *school* is located in the Community Hub Precinct and includes existing playing fields which are designated as “Park”, while the *school* site is designated as Low-Rise Mixed-Use, a designation which permits the *school* use.

3.9.2 Any changes to the lands in the Secondary *School* designation shall be developed and designed in consultation with the appropriate school board in accordance with the policies of the VOP 2010 including Policy 7.2.3 and the urban design policies of Section 4.0 of this Secondary Plan. Building types will be determined through the design process.

3.10 Privately Owned Publicly-Accessible Spaces (POPS)

3.10.1 The POPS symbol applies to conceptual locations for spaces that will add to gathering spaces, landscape amenities, and programming for Promenade Centre. Additional POPS may be identified through an agreement with the City as part of the *development* application process.

3.10.2 POPS should be designed to be welcoming, universally accessible, visually open and flexible to accommodate a range of programmatic uses in accordance with the City-Wide and Promenade Centre Urban Design Guidelines, as well as the Centre Street Urban Design Guidelines – 2013.

3.11 Natural Area

The lands in the Natural Area designation shown on Schedule C include the existing woodlot. This feature is subject to Section 3.0 and Policy 9.2.2.16. of the VOP 2010.

4.0 Community Design

4.1 General Directions

In keeping with Section 9.1 of the VOP 2010, Elements of a Great City, Promenade Centre will be developed with a consistent level of excellence based on best practices and quality performance standards while supporting transit and active transportation. The applicable directions in Policy 9.1.1, The Public Realm, Policy 9.1.2, Urban Design and Built Form, and Policy 9.1.3, Sustainable Development of the VOP 2010 will provide the general framework for *development* in Promenade Centre in addition to the specific directions in the following subsections. The City-Wide and Promenade Centre Urban Design Guidelines, as well as the Centre Street Urban Design Guidelines – 2013, will also provide more detailed direction with respect to site and building design, as part of the *development* application approval process.

4.2 Built-Form

The intent of the built form policies is to define principles and policy directions that will help manage the physical form and character of new *development* as part of the intensification of Promenade Centre. All *developments* will require the submission of detailed Concept Plans that demonstrate how these policies will be implemented.

Urban design guidelines will also be developed by the City for Promenade Centre to reinforce and augment the Secondary Plan policies and the City-Wide and Centre Street Urban Design Guidelines. The urban design guidelines will provide direction and guide the City's review of *development* applications within Promenade Centre, but shall not be interpreted as additional Secondary Plan policies. In addition, to assist in the review of applications for larger sites, particularly those that are developed in multiple phases, a development concept plan shall be required. A particular consideration in the review of the concept plan will be ensuring smaller block sizes to promote walkability.

- a. The location, massing and design of buildings should include a varied skyline (i.e. a variety of roof forms), be integrated in an appropriate manner which transitions to surrounding *development*, and will establish attractive streetscapes, with a defined street edge, which contribute to the pedestrian experience by creating vitality and encouraging social interaction on public streets and rights-of-way, as well as on common-element streets and walkways, in keeping with the applicable directions in Policies 9.1.1.3., 9.1.1.4. and 9.1.1.5. of the VOP 2010.
- b. A variety of building types is encouraged in Promenade Centre including high-rise, mid-rise and low-rise buildings in conformity with the policies of Section 3.0 of this Secondary Plan. The perceived mass of mid-rise and high-rise buildings should be reduced through design measures such as the vertical articulation of the facades, building step-backs at the upper floors, and the use of a podium and tower built form.
- c. Tower elements of high-rise residential or mixed-use buildings shall be slender and spaced apart to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to a varied skyline. The maximum size of a residential tower floor plate shall be approximately 750 square metres. There are no restrictions on office tower floorplates.

The distance between facing walls of two residential towers and a residential and office tower shall be a minimum of 25 metres. Lesser separation distances between office towers may be permitted.

- d. The distance between facing walls of the podium section of mid-rise buildings up to six storeys shall be a minimum of 15 metres between habitable windows clear of building projections, cantilevers and encroachments. Above six storeys, a minimum 20 metre separation should be provided. Balconies on the main building face would be permitted to project a maximum of 2.5 metres.
- e. All buildings should be designed to respond to the existing topography to minimize the use of retaining walls and blank street walls. The submission of modeling including physical and/or digital models to demonstrate how buildings address the topography may be required as determined by the City through the *development* approval process.
- f. Architectural expression should emphasize the entry area and other special building areas. Primary entrances should respond to the function of the street, be oriented towards streets and emphasized through features such as canopies, awnings, and other architectural elements. Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings. Architectural expression should also emphasize sustainable best practices in the approach to matters such as material selection, inset vs protruding balconies, different facades, sun exposure and building energy efficiency.
- g. Buildings will be required to maximize sunlight and minimize wind impacts, as demonstrated through a pedestrian level wind study and sun/shadow analysis in accordance with the urban design guidelines.
- h. Long buildings, generally those over 40 metres long, shall break up their perceived mass with architectural articulation and/or changes in material. In general, there should be variation in the building materials and design treatments on the lower floors or podiums of buildings on a block. There should also be variation in finishing materials between the podium and tower of a high-rise building. Buildings fronting Parks and Open Spaces should maximize accessibility to/from surrounding neighbourhoods, and long continuous building frontages should be generally avoided.
- i. All new buildings on the “High Street” (Private Street on Schedule E), and other areas such as access routes to the Transit Terminal where street-level activity is to be particularly encouraged (Schedule D retail, service commercial or public use frontage areas designation), should be designed to accommodate active uses such as retail with respect to matters such as ground floor height, and the incorporation of a high proportion of transparent glass that allow activity to be seen from the street grade level units.
- j. Buildings should be designed with high quality materials selected for performance, durability and energy efficiency. The use of exterior insulation finish systems (EIFs) as a primary façade cladding is strongly discouraged.

- k. The facades of buildings facing public or private streets or parks and POPS should be varied in form and materials, have regard to CPTED principles and provide articulation of elevations. Multiple entrances and active grade-related uses are encouraged.
- l. All building entrances should generally be grade-related. Entrances to *retail* should be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by uses other than *retail* shall generally not be raised higher than 2 to 3 steps above the ground level elevations.
- m. Flat roofs for high-rise and mid-rise buildings are required to incorporate green roofs, solar capture equipment and/or cool roof materials. Mid-rise or low-rise buildings, particularly when adjacent to high-rise buildings, are especially encouraged to incorporate green roofs to enhance views for those living or working in adjacent high-rise or mid-rise buildings.
- n. Buildings shall be built to a consistent build-to line defined in the Zoning By-law, generally 3-5 metres from the edge of the right-of-way, with the exception of Bathurst Street that shall require a minimum setback of 7 metres.

4.3 Open Space System and Natural Areas

- a. The Open Space System, which includes Parks, POPS, and the shared use path system in addition to the Natural Areas, provide a framework and context for the *development* of Promenade Centre.
- b. Public views and accessibility, both physical and visual to the Open Space System, Natural Areas, and other natural and civic features, should be considered in community design. The design should respect natural features and reflect that not all natural and other landscape features can withstand public intrusion. In particular, the siting and design of pathways and trails will be to the satisfaction of the City and will not have adverse impact on significant natural features and ecological functions.
- c. POPS are privately owned and maintained open spaces which the public is invited to use. POPS complement the City's Open Space System. POPS will be secured and built through the *development* application process. The layout, programming and design of POPS will be determined at the initial stages of design. A key function of POPS will be to incorporate publicly accessible open space to provide linkages between the public and private realms including mid-block active transportation connections, walkways, forecourts, courtyards or squares, to enhance the public realm. The City may require a public easement over the POPS to facilitate public use and access to POP spaces and/or facilities.
- d. Landscape treatment should enhance and distinguish different portions of a site based on its situation and function, including building edges, the street, parking, building forecourts, mid-block active transportation connections and sidewalks, cycle tracks and support attractive interfaces between them.
- e. Site design should be sustainable and where feasible maximize softscapes, incorporate native vegetation and include low impact development facilities (LIDs).

- f. *Development* abutting the Open Space System and Natural Areas shall be designed in coordination with the Open Space System and Natural Areas to ensure an integrated design approach that considers built form, active transportation connections, public frontage, maintenance and operations, and ground floor programming.
- g. Small-scale park supporting uses (e.g. cafes, vendors, kiosks) may be allowed in the POPS with their precise location determined through Site Plan Review to the satisfaction of the City.

4.4 Parking and Service Facilities

- a. It is the objective of this Plan to minimize the amount of surface automobile parking in the Promenade Centre area, in order to realize the urban design objectives of this Secondary Plan. It is recognized that surface parking may be provided for *development* in the Low-Rise Mixed-Use designation, or on an interim basis in the early phases of new *development* in other designations. It is a requirement of this Secondary Plan that all implementing *development* processes demonstrate the transition to an end state scenario where buildings, rather than parking, become the predominant feature of the streetscape.
- b. A variety of parking opportunities on public and private sites should be provided, with appropriate pedestrian access, including bicycle parking shelters. The majority of parking, other than short-term surface parking (e.g. taxi/delivery pick-up and drop-off), shall be encouraged to be provided underground. Off-site parking may be permitted for all uses, with the exception of residential uses, provided it is generally located within 400 metres of the *development*.
- c. Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in close proximity to main entrance points or destinations including Shared Mobility hubs. Both short-term street-level bike parking, as well as long-term sheltered bike parking shall be provided.
- d. Where above-ground parking structures front on public or private streets or open space, active ground floor uses are encouraged to provide attractive facades, animate the streetscape and enhance pedestrian and cyclist safety. The above-ground structure should incorporate minimum 4.5 m floor to floor height requirements for future conversion of the at-grade parking level to active uses. Parking within above-ground structures shall be screened from view at the sidewalk level. The street and park frontage wall where an active use is not provided for, shall be enhanced by architectural detailing such as architectural panels and display windows.
- e. Parking structures should also:
 - i. be generally accessed from a local street, mews or laneway;
 - ii. have well designed facades which appear as a fenestrated building, with well-articulated openings and high-quality materials;
 - iii. have entrances to above-grade and underground parking structures on public and private streets integrated with the design of the building; and,
 - iv. have pedestrian entrances to integrated parking structures which are easily identified, well-lit and designed with consideration for CPTED principles.

- f. Service and loading facilities, including garbage storage, shall be enclosed within a building for all high-rise and mid-rise buildings and in all cases shall be accessed from a local street. Where loading and servicing is visible at the rear or side of a building, it shall be screened by the main building, landscape treatment or other screening. Underground loading and service areas shall be encouraged.

4.5 Public Art and Gateway Features

- a. Gateways designated on Schedule D shall be designed to establish a distinctive image for the Promenade Centre community, including public art, to ensure that residents and visitors recognize that they are arriving in a unique part of the City.
- b. Gateways will be defined through a similar design theme and a series of common elements, such as lighting, pedestrian and cycling access treatment, street furniture, public art and signage, as well as landscape treatment and architecture of a scale and design that signifies a sense of arrival.
- c. *Development* at gateways should meet a high standard of design and resiliency to recognize their role as a gateway and be appropriately oriented to the public realm.
- d. The inclusion of public art in all significant private *developments*, or the adjacent streetscape or parks, shall be encouraged, in accordance with the City-Wide Public Art Program.

4.6 Institutional Buildings

- a. Institutional buildings shall be designed to reflect their role as focal points for the Promenade Centre. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
- b. Institutional uses will be encouraged to locate in multi-storey building(s) and to provide for joint uses of parking lots/structures and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building. In particular, public parks should be located adjacent to institutional uses to provide for joint use of facilities where feasible.
- c. A key consideration in the design of institutional uses and any adjacent parks and the surrounding street and pathway system is to ensure the efficient and effective use of land and to encourage residents to walk, cycle or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site parking requirements, including bicycle parking. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes may be pursued.
- d. Institutional buildings should establish an inviting public entrance on the main façade facing the public street.
- e. Places of worship shall be subject to Policy 9.2.1.10. of the VOP 2010.

5.0 Transportation and Mobility

5.1 General Transportation Policies

The transportation and mobility, associated implementation policies, and the Multi-Modal Transportation Network shown on Schedule E and F, are supported by the Comprehensive Transportation Study.

5.2 Multi-Modal Transportation Network

a. Role of the Multi-Modal Transportation Network

The multi-modal transportation network (“transportation network”) in Promenade Centre, as depicted on Schedule E, consists of two equally important elements: the street network and the shared use path network. The multi-modal transportation network serves as the framework on which to provide for travel by all modes, with a focus on, but not limited to, walking, cycling, emerging mobility opportunities and transit. The implementation of the transportation network for Promenade Centre will be planned and designed to accommodate all modes of travel and for universal accessibility, prioritizing walking, cycling, and transit, building on the Transit Terminal, existing transit and active transportation facilities, and new investments in the surrounding area. In doing so, the planned street network, in accordance with Policy 4.2.1 of the VOP 2010, in concert with the shared use path system, will balance the needs of all users while recognizing the importance of encouraging a range of active street life during both day and night.

b. Multi-Modal Transportation Network

- i. The multi-modal transportation network identified on Schedule E includes Collector and Local streets and related active transportation and transit facilities, in particular the shared use path system, cycle tracks and the bus rapid transit (BRT) station.
- ii. The City and/or Region may require additional right-of-way widening for improvements at any road that intersects arterial, collector, or local road, at or in proximity to intersections. The extent of right-of-way requirements, beyond the minimum set out in policy 5.2 iii shall be required and secured to address the need for additional intersection-related features such as turning lanes, transit facilities, cycling facilities, traffic signals, street lighting and medians.
- iii. The planned streets and shared use paths identified on Schedule E shall have minimum rights-of-way as follows:
 - a. Collector Streets shall have a minimum right-of-way width of 26 metres.
 - b. Local Streets shall have a minimum right-of-way width of 20 metres.
 - c. Local Streets where parking is to be provided on one side of the street shall have a minimum right-of-way width of 22 metres.
 - d. Shared Use Paths shall have a minimum right-of-way width of 7.5 metres or 10 metres.
- iv. Street right-of-way widths as shown on Appendix Figures 1-3, shall incorporate required multi-modal elements and associated buffers for typical mid-block sections as follows:
 - a. Collector Street
 - sidewalks on both sides of the street
 - cycle tracks on both sides of the street

- 2 travel lanes (1 in each direction) and a centre turn lane
- b. Local Street and Local Street with Parking
- sidewalks on both sides of the street
 - cycle tracks on both sides of the street
 - 2 travel lanes (1 in each direction)
- c. Shared Use Path cross sections as shown on Appendix 1, Figures 4 and 5
- cycling and walking facilities
 - Pedestrian-scale lighting
 - Tree and planting buffer
- c. The streets and shared use paths identified on Schedule E of this Secondary Plan provide connectivity within, as well as to and from, Promenade Centre. Collector and local streets form the transportation network, with local streets primarily connecting to development and collector streets primarily connecting to the arterial street network. The combined street and shared-use path networks are intended to minimize average travel distances within Promenade Centre for active transportation and are required to encourage active transportation travel. Streets and shared use paths should be designed to safely and comfortably accommodate active transportation users through the provision of cycle tracks which meet the needs of users of all ages and abilities.
- d. Street Network
- i. Streets within Promenade Centre should be designed to an appropriate speed limit to minimize the potential for motorist speeding. Speed limits should be reviewed in the context of the City of Vaughan Speed Limit Policy to encourage lower speed limits on streets, wherever technically justified, to increase safety for vulnerable road users.
 - ii. Priority will be placed on providing safe and comfortably designed spaces for pedestrians and cyclists, with streetscapes that encourage users to walk or bicycle. Street design may be modified to ensure good architectural design can be achieved and the protection of Natural Areas, while maximizing connectivity for pedestrians and cyclists.
- e. Shared Use Path Network
- i. The shared use path network provides additional connectivity to maximize access to, from and within Promenade Centre. It should include pedestrian and cycling amenities such as lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit.
 - ii. A shared use path network is conceptually illustrated on Schedule E. The actual design and layout of the system, including local network and servicing links, will be determined by the City through the *development* process working with the landowners.
 - iii. Safe and direct crossings of all streets including boundary arterial streets, and connections to the transit system, particularly the Transit Terminal, should be provided from the shared use path network.
 - iv. *Development* occurring adjacent to the shared use path network shall be laid out and designed to maintain visual and physical public access, maximize safety, and minimize conflicting privacy issues. Convenient and efficient access should be provided to the

network from abutting *development* through the use of mid-block active transportation connections.

- v. Recognizing that segments of the “Long Term Future Shared Use Path” will not be implemented until the redevelopment of the existing residential areas, these segments should be protected for and should not be precluded by any new *development*.

- f. Implementation of the Transportation Network
 - i. The transportation network will be established incrementally through the development approval process. The network will be developed in conformity with Policy 4.2.1.5. of the VOP 2010. The intent is to ultimately develop a connected and continuous, grid-like network, while recognizing constraints that create barriers which limit the achievement of a completely connected network.
 - ii. An important long-term component of the grid-like network is an east-west collector street connection identified as “Long Term Future Connection” on Schedules C, D, E and F.
 - iii. Recognizing that the “Long Term Future Connection” will not be implemented until the redevelopment of the existing Promenade Mall, this connection should be protected for and should not be precluded by new *development*.
 - iv. Minor adjustments to the network on Schedule E of this Secondary Plan, through the development approval process, will not require an amendment to this Plan provided the general intent and purpose of the Plan is maintained and the City is satisfied that the role and function of such streets are maintained.
 - v. The street network identified in Schedules E and F shall be conveyed to the municipality as a condition of approval of draft plans of subdivision. Where the City and the applicant agree that a plan of subdivision is not required the City may consider a street to be conveyed through the rezoning and/or site plan approval process.
 - vi. Where development abuts or includes an existing street, the dedication of land unencumbered by buildings or structures may be required to provide for the widening of the street to achieve its planned width, at no cost to the City.

5.3 Transit Network

- a. Transit Service
 - i. The Promenade Centre is well served by transit including YRT, TTC and Viva buses which utilize the existing transit terminal and the Regional Transit Priority Corridor on Centre Street and Bathurst Street. The Promenade Centre transportation network encourages the use of transit by connecting patrons and residents with transit services through the accommodation of local transit service and active transportation. Provision of high-quality walking and cycling facilities should be encouraged to further increase the potential catchment area of transit services within Promenade Centre.
 - ii. Vaughan is committed to working with the relevant transit agencies, especially York Region Transit, to support the transit service improvements required to ensure the success of Promenade Centre. In addition, as part of the development approval process, the City will ensure that lands are secured where appropriate for transit facilities.

b. Transit Terminal

- i. The Transit Terminal symbol reflects the existing location of the transit terminal, and adjacent Viva Disera-Promenade BRT Station, which form the basis for *development* of a Transit Hub to provide the full range of transit service required for the ultimate *development* of Promenade Centre and the lands along the Regional Rapid Transit Corridor on Centre and Bathurst Streets.
- ii. The City will work with York Region and the relevant transit agencies on the planning for this facility and associated infrastructure in accordance with Policy 4.2.2 of the VOP 2010. No reduction is planned in the size of the current facility, rather the addition of further services and related facilities may be required for the ultimate *development* of Promenade Centre.
- iii. As a public facility, the Transit Terminal should achieve design excellence and relate positively to buildings developed adjacent or in conjunction with the transit facilities. This will include design which accommodates safe and clearly delineated pedestrian and cyclist connections to transit stops from the surrounding network, minimizes environmental impacts on the surrounding areas, integrates public art and provides a high standard of landscaping and streetscaping.

5.4 Sustainable Transportation Options

a. Role of Active Transportation

The active transportation network in Promenade Centre is planned to provide a connected and fine grid network and intended to allow active transportation options to have the same or shorter travel times than automobiles, while being safe and comfortable in supporting the evolution of the City's Pedestrian and Bicycle Master Plan. This will ensure the greatest amount of encouragement for travelers in Promenade Centre to travel by active transportation.

b. Walking, Cycling and Micro-Mobility

- i. All streets will have sidewalks on both sides. In addition, cycle tracks (i.e. vertically-separated cycling facilities) will be established on both sides of all streets as designated on Schedule E, and will include provisions for protected intersections/driveways and mid-block crossings connecting to the shared use path system in order to provide the most direct and comfortable route for pedestrians and cyclists.
- ii. Cycling facilities shall be designed to meet the most recent versions of the City of Vaughan's Engineering Design Criteria and Standard Drawings, and the Pedestrian and Bicycle Master Plan. Should there be conflict in guidance between both documents, which ever sets the higher minimum requirements and/or standard shall prevail. Additional cycling facilities may be considered through the *development* process to facilitate a connected network of cycling facilities for all ages and abilities.
- iii. The City will work with York Region to plan for the provision of cycling facilities on Regional Roads. *Developments* abutting Regional Roads shall provide or protect for appropriate pedestrian and cycling facilities and access to existing and planned pedestrian and cycling networks through the *development* process.
- iv. Emerging micro-mobility options such as electric scooters are a potentially sustainable form of transportation with a similar size and speed as bicycles. It may be an important

contributor to the provision of alternative transportation options in the future. The proposed active transportation network with separated pedestrian and cycling facilities provides the opportunity to accommodate these devices in the future, and the planning of the system should recognize this potential.

- c. To promote alternative modes of travel, including active transportation, micro-mobility and shared forms of these modes (such as bikeshare), opportunities for "Shared Mobility Hubs" in establishing one-stop service points for multi-modal systems including bike-share, ride-share, and car-share facilities are identified at general locations shown on Schedule E. Depending on the location, hubs will vary in scale and size and may be accommodated within the public right-of-way or at a publicly accessible location on private lands.

5.5 Parking Supply and Management

a. Parking Management

- i. Automobile parking facilities shall be primarily underground or in above-ground parking structures. Where surface parking currently exists or is proposed as part of an initial phase of *development*, a phasing plan shall demonstrate how such parking will be eventually minimized. In accordance with Policy 4.3.2 of the VOP 2010, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.
- ii. Surface automobile parking facilities shall be designed in a manner which does not impede the active transportation components of the transportation network.
- iii. Bicycle parking facilities shall be designed to maximize user convenience in terms of physical location, weather protection, security and ease of use, including but not limited to meeting the provisions of the City-Wide Zoning By-law.

b. Parking Supply Requirements

- i. Provision of automobile parking shall be encouraged to be minimized, and will include the establishment of maximum parking standards, in accordance with the provisions of Policies 4.3.2.2. and 4.3.2.3. of the VOP 2010 and the City-Wide Zoning By-law.
- ii. The minimum and maximum automobile parking requirements in the City-Wide Zoning By-law at rates set for the Vaughan Metropolitan Centre shall apply for residential uses, with the exception of residential visitor parking and for personal service and office uses.
- iii. If through the *development* approval process relief from either the minimum or maximum parking rates is sought, the proposed rates must be justified by a parking study, submitted in association with a travel demand management plan.
- iv. Bicycle parking requirements will be identified through the *development* approval process and shall be adopted in accordance with the City-Wide Zoning By-Law.
- v. The City shall monitor the need for public parking in the Promenade Centre and may prepare a public parking strategy that addresses, among other matters, the role of a municipal parking authority in accordance with Policy 4.3.21 of VOP 2010.
- vi. The City may consider permitting parking, including access to parking, under local streets, parks or POPS provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the City's design and

construction requirements and a strata title agreement with conditions established to the satisfaction of the City.

5.6 Access Control

- a. Development abutting collector and local streets shall consolidate vehicular accesses wherever possible to minimize conflicts with active transportation modes and to limit impacts on traffic flow.
- b. Vehicular access to development for parking, servicing and pick-up/drop-off shall be provided from local streets unless technically unfeasible. Shared private driveways will provide vehicular and servicing access to development blocks and shall be coordinated within the blocks to give access to multiple buildings. Shared private driveways will be designed to meet technical standards of the City and enhance pedestrian safety through providing adequate lighting, connecting with a street at both ends, and providing sufficient landscaping to buffer from outdoor amenity areas.

5.7 Streetscaping

As part of the Promenade Centre Urban Design Guidelines prepared by the City, a Streetscape and Open Space Plan will be developed, in accordance with the City-Wide Streetscape Implementation Manual level of service to guide the design of all new streets in Promenade Centre. In the interim, Figures 1 - 3 of Appendix I, which illustrate general streetscape conditions for different street types will be used to guide the placement of streetscape elements. Generally, all streets will be built with pedestrian zones and cycle tracks on both sides, street trees and vehicular and pedestrian scale lighting. Pedestrian zones include sidewalks and other hardscaping.

6.0 Parks and Open Space

6.1 Parks and Open Space System

- a. The parks and open space system is identified on Schedule C of this Secondary Plan. It is the goal of this Plan to create desirable, high quality, and unique parks as part of the Promenade Centre Open Space System, through a mix of passive and active spaces that support the strategic objectives of the City of Vaughan Active Together Master Plan. The sizes and locations of parks and open spaces may be modified without amendment to this Plan through the *development* approval process.
- b. It is the goal of this Plan to develop a total of 5.98 hectares of parkland which includes new and existing City-Owned Parks. In conformity with Policy 7.3.1 of the VOP 2010, the intent is to provide for a variety of parks distributed throughout Promenade Centre, in addition to any POPS provided through individual *developments*. To meet or exceed this target, the City may require the dedication of parkland in addition to those identified on Schedule C of this Secondary Plan, in accordance with the provisions of Policy 7.3.3 of the VOP 2010.

6.2 Parks and Open Space Design

- a. Parks and open spaces, including Public Squares, shall be designed in accordance with the provisions of Policies 7.3.2 of the VOP 2010 to the satisfaction of the City. Parks may

include active and passive recreation and open space uses balancing the needs of the City as a whole with those of the local community in support of the City of Vaughan Active Together Master Plan. In addition, Public Squares shall be designed in accordance with Section 4.0 of this Secondary Plan with suitable materials and surfaces to ensure that the facilities' spatial qualities and landscape respond to adjacent buildings, structures, and uses in a manner that creates a common character and cohesive experience.

- b. Parks should generally be rectangular in shape, have predominately flat topography, and be highly visible with approximately 50% of the park perimeter fronting public streets where feasible. The final parkland configuration shall be to the City's satisfaction.

6.3 Parkland Dedication

6.3.1 Parkland dedication shall be in accordance with the provisions of Policy 7.3.3 of the VOP 2010. In addition to the provisions of Policy 7.3.3, the following shall not be counted towards parkland dedication:

- a. Private outdoor amenity space including POPS;
- b. Landscape buffers and vistas;
- c. Natural Areas;
- d. Stormwater management lands and associated buffers; and,
- e. Green roofs and sustainability features.

6.4 Privately-Owned Publicly Accessible Spaces (POPS)

POPS are privately owned and maintained open space which the public is invited to use. POPS will complement the Promenade Centre Open Space System. POPS will be secured and built through the *development* process in accordance with the provisions of this Secondary Plan.

7.0 Community Facilities

7.1 The policies of Policy 7.2 of the VOP 2010 will guide the provision of community services and *community facilities*, including *small scale community facilities* in Promenade Centre, including community centres, *schools*, libraries and *public safety services* which will be focused in the Community Hub Precinct.

7.2 The Bathurst Clark Resource Library is a focal point and meeting place for the community with a range of services in addition to the library which may include a community centre and a *day care*.

7.3 The City shall work with the relevant agencies to monitor population growth and ensure the timely provision of community services and facilities needed for anticipated population growth.

7.4 The City shall ensure that new community services and facilities required for *development* are planned for in accordance with the Active Together Master Plan (ATMP) and secured as a part of the *development* approvals process and appropriately phased in accordance with the proposed *development*.

7.5 *Community facilities* will be encouraged to provide multi-functional and shared-use facilities

and services to better serve the residents and achieve capital and operating cost efficiencies.

7.6 Where appropriate, *community facilities*, including *small-scale community facilities*, are encouraged to be incorporated within both public and private *development*.

7.7 Where possible, *day cares* should be provided in the early phases of the *development* of Promenade Centre and integrated with *community facilities*, mixed-use *developments* and residential *developments*.

8.0 Services

8.1 General Water, Stormwater and Wastewater Policies

8.1.1 Servicing infrastructure shall be planned in an integrated and financially sustainable manner, having regard for the long-term *development* potential for Promenade Centre and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:

- a. leveraging infrastructure investment to direct growth and *development* in accordance with the policies of this Plan;
- b. providing sufficient infrastructure capacity for the ultimate intensification of Promenade Centre;
- c. identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term, as determined by the City; and
- d. considering the impacts of a changing climate.

8.1.2 The phasing of *development* shall be coordinated with the phasing of municipal services. The processing and approval of *development* applications shall be contingent upon the availability of water and wastewater capacity within the local municipal system in addition to capacity identified by the Region of York.

8.2 Stormwater

8.2.1 Stormwater management in Promenade Centre shall be in accordance with the directions in Policy 3.6.6 of the VOP 2010 and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Master Plan Class Environmental Assessment.

8.2.2 *Development* in the Promenade Centre Secondary Plan Area is required to incorporate “Low Impact Development” measures wherever feasible to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

8.3 Water and Wastewater

Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner and shall be guided by the recommendations contained in the City-wide Integrated Urban Water Master Plan Class Environmental Assessment. Phasing of *development* shall be coordinated with the phasing of municipal services.

9.0 Sustainable Development

9.1 The Promenade Centre Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a *complete community*, *sustainable development* and healthy environments through the efficient use of land and infrastructure. This includes the land use arrangement and multi-modal transportation network, including:

- a. the density and community design which is transit-supportive;
- b. provision of a range of housing and live-work opportunities;
- c. a modified grid street system which enhances the opportunity to provide transit and active transportation facilities;
- d. *Community facilities* and *schools* and parks, as well as other facilities including the Promenade Mall, which serve as focal points and meeting places for the community; and,
- e. health protection measures such as climate change adaption measures.

9.2 The City will also work with the landowners and public agencies to achieve through the *development* of Promenade Centre, as applicable, the goals and objectives of Green Directions Vaughan 2019, the City's Community Sustainability Plan, to:

- a. reduce consumption of energy, land and other non-renewable resources;
- b. minimize waste of materials, water, and other limited resources;
- c. create livable, healthy, productive environments;
- d. reduce greenhouse gases and local air pollution and implement climate change adaptation measures;
- e. maintain *predevelopment* recharge and run-off in the post *development* scenario; and
- f. not allow for any increase in erosion and flooding within Promenade Centre, downstream of Promenade Centre as a result of the planned *development*; and,
- g. promote green infrastructure through tree planting.

9.3 The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each *development* application in accordance with the sustainable *development* policies of Policy 9.1.3 of the VOP 2010, as well as the Council approved Sustainability Performance Metrics. The Sustainability Performance Metrics will be required through the *development* review processes.

10.0 Energy Efficiency

10.1 In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use based on the Promenade Centre Community Energy Plan draft Terms of Reference, as developed by the City, in consultation with stakeholders including other public agencies and the landowners.

10.2 The City will promote *development* in Promenade Centre which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies including:

- a. Energy Efficiency – All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through approaches related to factors such as building design and efficient technologies.
- b. District Energy – The potential for the introduction of district energy production and sharing systems in the Promenade Centre will be explored by the City in consultation with stakeholders including the Region of York, other public agencies and the landowners early in the development process. Where a system is under development or has been developed, the City shall require new buildings in the area served by the system, to utilize the system. Where projects proceed prior to construction of the system, but after such a system has been deemed to be viable and construction plans are underway, *development* plans shall be required to demonstrate that the project can link into the system through submission of a District Energy Viability Study to the satisfaction of the City.
- c. Waste Heat Recovery – The potential to use waste heat from sources such as *retail* and institutional uses, sewers, and wastewater will be explored through the *development* process as appropriate. An analysis to explore the use of waste heat shall be included in an energy modeling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the City in consultation with the *development* proponent.
- d. Renewable Energy Generation – Renewable energy generation and use will be maximized as much as possible. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal. All *development* will include a solar design strategy in accordance with YROP, Section 5.2.26, and all applications will identify buildings constructed to be solar ready. In addition, developers/builders will be required to provide Net Zero Ready and Net Zero Energy options for purchasers.

11.0 Implementation and Interpretation

11.1 General

11.1.1 The policies contained in this Secondary Plan shall apply to the lands shown on Schedule A of this Secondary Plan, as the Promenade Centre Secondary Plan Area. Except as otherwise provided herein, where there is a conflict, the policies of this Secondary Plan shall supersede the policies of the VOP 2010 and any other area or site-specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.

11.1.2 The implementation and interpretation of this Secondary Plan shall be in accordance with Section 10 of the VOP 2010 and the policies of this Secondary Plan. *Development* within the Promenade Centre Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the VOP 2010. These implementation tools include:

- a. Zoning By-laws;
- b. Temporary Use By-laws;
- c. Holding By-laws;
- d. Community Improvement Plans;
- e. Legal Non-Conforming Uses;
- f. Site Plan Control;

- g. Plans of Subdivision/Condominium;
- h. Consents (Severances); and,
- i. Parkland dedication and cash-in-lieu of parkland.

11.1.3 The City shall work cooperatively with York Region, relevant transit agencies and the Toronto and Region Conservation Authority, in consultation with landowners, the public and developers, to facilitate and coordinate implementation of public and private *development* in Promenade Centre, in accordance with this Plan.

11.2 Infrastructure

11.2.1 The City will work with and support York Region and the relevant transit agencies during the planning, design and construction of any planned transit initiatives within and adjacent to the Secondary Plan Area.

11.2.2 The City shall assist York Region in protecting and obtaining lands required for right-of-ways, street widening and other facilities for the provision of public transit services including parking, other transportation facilities, services, and utilities through the *development* process.

11.2.3 Planned infrastructure improvements shall be implemented through the *development* process as set out in Section 10 of the VOP 2010 including the conveyance of streets through the plan of subdivision, rezoning and/or site plan approval process. The City, at its discretion, in exceptional circumstances, may also directly purchase lands for planned infrastructure improvements.

11.3 Pre-Consultation and Complete Application Submission Requirements

To ensure that the *development* process is understood by all involved, the City shall require pre-consultation meeting(s) in accordance with the provisions of Policy 10.1.3 of the VOP 2010 to identify the required studies, information and materials to be submitted as part of the *development* application review process.

11.4 Phasing

11.4.1 The phasing of *development* of lands will reflect the provision of necessary municipal services and the transportation network to the satisfaction of the City. A phasing plan may be developed if required by the City for each Precinct or Precincts that ensures that any particular phase of *development* is substantially complete before subsequent phases may proceed.

11.4.2 Planning controls such as a Holding By-law will be used to ensure that *development* does not occur until the necessary municipal services and transportation network are provided to the satisfaction of the City. The allocation of servicing capacity will be confirmed in conjunction with Council approval of individual *development* applications in accordance with the City's current Protocol.

11.4.3 The implementation of the street network in the Plan Area into a finer grid of streets will occur incrementally with development through securing, direct construction and conveyance of

required functional segments of the street network as identified on Schedule F Street Network Implementation Plan and any associated municipal services and infrastructure.

11.4.4 Construction of any segment of the Parks and Open Spaces, shared use path network shall coincide with the *development* of such lands or phase thereof through a *development* application approved by Council. Where feasible, temporary connections to maintain connectivity throughout construction of *development* shall be provided.

11.4.5 Development shall protect for and not preclude the “Long Term Future Connection” as identified on Schedule E, such that it can be implemented if and when Promenade Mall is redeveloped, consistent with the policies of this Plan.

11.4.6 The phasing, prioritization and ultimate construction of the transportation network will be based on an order that is established through the phasing process ensuring the external and internal connections required to support the Transit Hub are a priority.

11.5 Zoning By-Law

In addition to Policies 10.1.2.6. and 10.1.2.7. of the VOP 2010, the City may, when enacting implementing zoning by-laws, apply the Holding Symbol “H” and specify the future uses of lands that, at the present time, are considered premature or inappropriate for *development* for any one or more of the following reasons:

- a. A phasing plan has not been submitted and finalized to the City’s satisfaction;
- b. Public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, streets, parks recreation facilities and *schools*, are insufficient to serve the proposed *development*; and,
- c. Technical studies are required on matters that the City considers necessary, in particular transportation.

11.6 Site Plan and Design Review

11.6.1 The Promenade Centre Secondary Plan Area is subject to site plan control.

11.6.2 All *development* in the Promenade Centre, including public buildings, will be subject to the City’s design review process, including review by the City’s Design Review Panel, prior to the submission of formal *development* applications in accordance with the requirements of the Panel.

11.7 Development Applications

11.7.1 To ensure *development* is coordinated with public infrastructure, phased appropriately and conforms to the Secondary Plan, Policies 10.1.1.7-10.1.1.11 and Policy 10.1.3 of VOP 2010, as applicable, shall apply to all *development* applications. In addition, *development* applications shall have regard for any related master plans including the City of Vaughan Active Together Master Plan, City of Vaughan Pedestrian and Bicycle Master Plan, and the York Region Transportation Master Plan, the conclusions of the Promenade Centre Comprehensive Transportation Study, as well as guidelines such as the City-Wide Urban Design Guidelines,

Promenade Centre Urban Design Guidelines, Centre Street Urban Design Guidelines – 2013, and the 2016 York Region Transportation Mobility Plan Guidelines.

- 11.7.2** To ensure orderly *development* of the Promenade Centre, and the most efficient and economical use of existing infrastructure, justification shall be required with a *development* application to demonstrate through a fiscal impact assessment or other evaluation, as it relates specifically to the *development* proposal, to the satisfaction of the City that:
- a. Capital costs associated with the infrastructure and community facilities required for the *development* shall not adversely affect the City's budget;
 - b. Transportation requirements, including transit, street network, shared use paths and cycling facilities, both internal consistent with the Plan and external to the Promenade Centre, are in place and/or available within a timeframe deemed acceptable by and to the satisfaction of the City;
 - c. Local and regional water and sanitary sewer trunk services can be provided;
 - d. Water and sanitary sewage allocation capacity shall be identified by York Region and allocated by the City;
 - e. Adequate school capacity has been confirmed by the school boards including provision of school sites, as required, or such other alternative solution has been agreed upon by the school boards; and,
 - f. Parks and community facilities shall be dedicated and developed within a timeframe acceptable to the City.
- 11.7.3** As a condition of approval of *development* in the Promenade Centre, the City shall require the implementation of appropriate *development* agreements and other measures which may include front ending agreements and/or cost sharing agreements, to ensure that new *development* in the Promenade Centre is coordinated and that the required commitments of funds, lands and services are secured and/or in place. These agreements and other measures shall ensure that the reasonable costs of the municipal and community infrastructure, land and/or facilities are fairly and equitably shared without adverse impact on the City's financial capability. The agreements and measures permitted by this policy shall be only those permitted by law and otherwise agreed to by the landowner(s) and the City.
- 11.7.4** *Development* applications shall include a Development Concept Report, as described in Policy 10.1.1.7 of VOP 2010. The Report will address the coordination of *development* with adjacent future development areas within Promenade Centre, including lands owned by others.
- 11.7.5** Applications for all *development* will be required to submit a Transportation Impact Assessment and a Travel Demand Management (TDM) plan prepared by a qualified consultant. The TDM plan, in addition to typical development application requirements, shall outline a comprehensive strategy that incorporates opportunities for siting Shared Mobility Hubs as part of development.
- 11.7.6** The extent of right-of-way requirements, beyond the minimum set out in policy 5.2 iii shall be identified by a Transportation Impact Assessment and preparation of functional design

drawings of the intersection submitted in association with a development application process that addresses the need for additional intersection-related features such as turning lanes, transit facilities, cycling facilities, traffic signals, street lighting and medians.

11.7.7 *Development* abutting Regional Roads will be subject to the York Region Transportation Demand Management (TDM) Program for New Developments in York Region, and the 2016 York Region Transportation Mobility Plan Guidelines.

11.7.8 Understanding the implications of each new *development* for the transportation system will be essential to achieving a balanced transportation system that will allow for the successful implementation of the intensification of Promenade Centre. In accordance with the provisions of Policy 4.3.3 of the VOP 2010, the City will work with York Region and the relevant transit agencies, and with developers and businesses in the Promenade Centre, to develop and implement measures that limit travel demand (e.g. as identified in the Travel Demand Management plan) and promote sustainable forms of transportation such as transit and active transportation.

11.8 Community Improvement

The City may identify the Promenade Centre as a Community Improvement Area under Section 28 of the Planning Act R.S.O. 1990, c.P.13, as amended. Further, the Promenade Centre may in whole or in part be further designated by by-law as a “Community Improvement Project Area”, for which a detailed Community Improvement Plan will be prepared in accordance with Policies 10.1.2.14 to 10.1.2.16 of VOP 2010.

11.9 Conveyance of Lands

11.9.1 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a *development* application, the dedication of such lands shall be required as a condition of *development* approval, in accordance with the Planning Act, R.S.O. 1990, c.P. 13, as amended.

11.9.2 To secure the related infrastructure improvements and community facilities required, all new *development* in the Secondary Plan Area that requires the conveyance of land for streets, boulevards, public parks and/or other public facilities, the City may permit a street, public walkway or public park to be conveyed through the rezoning and/or site plan approval process.

11.10 Monitoring

Pursuant to Section 26 of the Planning Act R.S.O. 1990, c.P.13, as amended, the City shall review the Secondary Plan as part of the City’s regular review of its Official Plan, including an evaluation of the *development* principles, policies and schedules of this Secondary Plan in the context of the changing built environment. As a basis for this review, the City, in partnership with the Region of York, will establish a biennial program to monitor and report on the level of development in Promenade Centre. The monitoring program will address matters such as:

- a. Population and employment generated by both existing and proposed *development*;
- b. Pace of *development*;

- c. Implementation of planned infrastructure or infrastructure enhancements including the Transit Terminal and other transit infrastructure;
- d. Road and servicing capacities, especially traffic volumes on key routes and at key intersections;
- e. Changes in modal split and travel behavior as infrastructure is implemented; and,
- f. The effectiveness of Travel Demand Management strategies.

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APPENDIX I

Lands subject to this Amendment

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APPENDIX II

Record of Council Action

The lands subject to this Amendment are located south of Centre Street (Regional Road 71), west of Bathurst Street (Regional Road 38), north of Clark Avenue West and east of New Westminster Drive, and comprises Part of Lots 4 and 5, Concession 2 in the City of Vaughan, as shown on Appendix I.

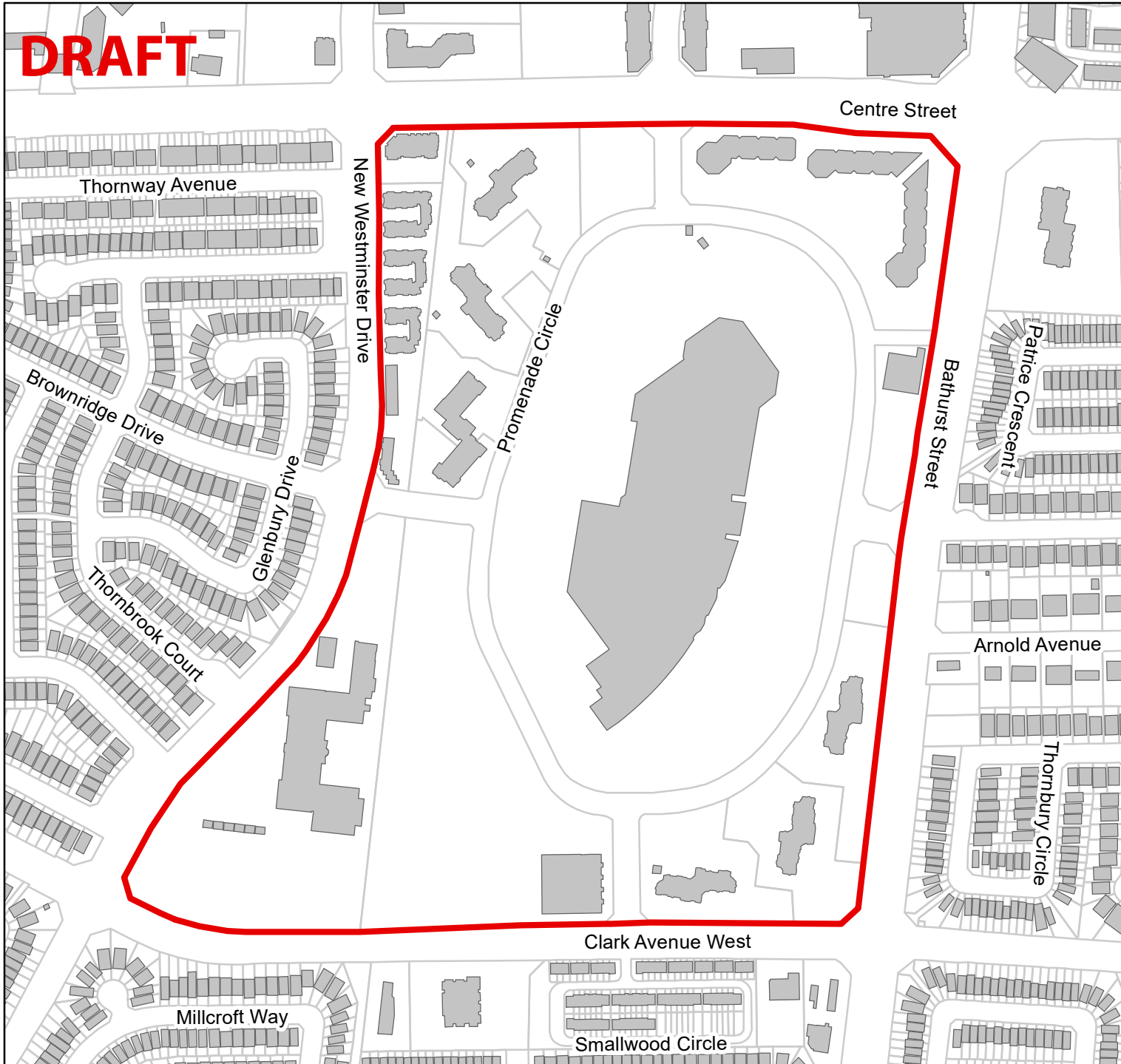
The following recommendation from the Deputy City Manager, Planning and Growth Management was considered at the _____ Committee of the Whole meeting with respect to the Promenade Centre Secondary Plan, File No. _____ and ratified by Council on _____:

On _____, Vaughan Council adopted the following _____ Committee of the Whole recommendations:

1. That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management dated _____, be approved;
2. That the following be approved in accordance with Communication ____, Memorandum from the Deputy City Manager, Planning and Growth Management dated _____:

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

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Schedule A

SECONDARY PLAN AREA

Legend

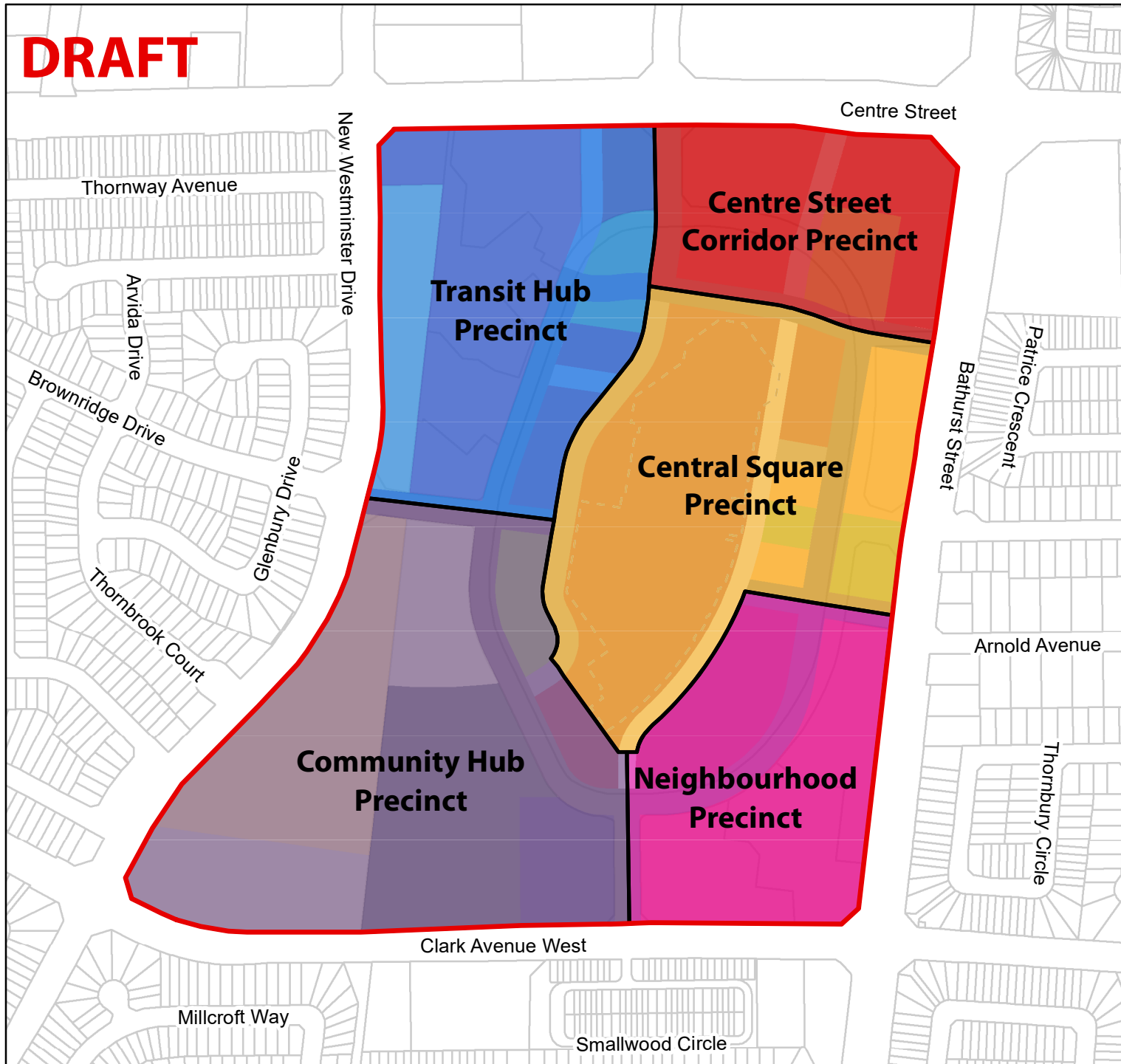
-  Secondary Plan Area
-  Existing Buildings
-  Existing Property Lines



0 25 50 100 150 200 Meters

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Schedule B

LAND USE PRECINCTS

Legend

- Secondary Plan Area
- Transit Hub Precinct
- Central Square Precinct
- Centre Street Corridor Precinct
- Neighbourhood Precinct
- Community Hub Precinct



0 25 50 100 150 200 Meters

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Schedule C LAND USE PLAN



Legend

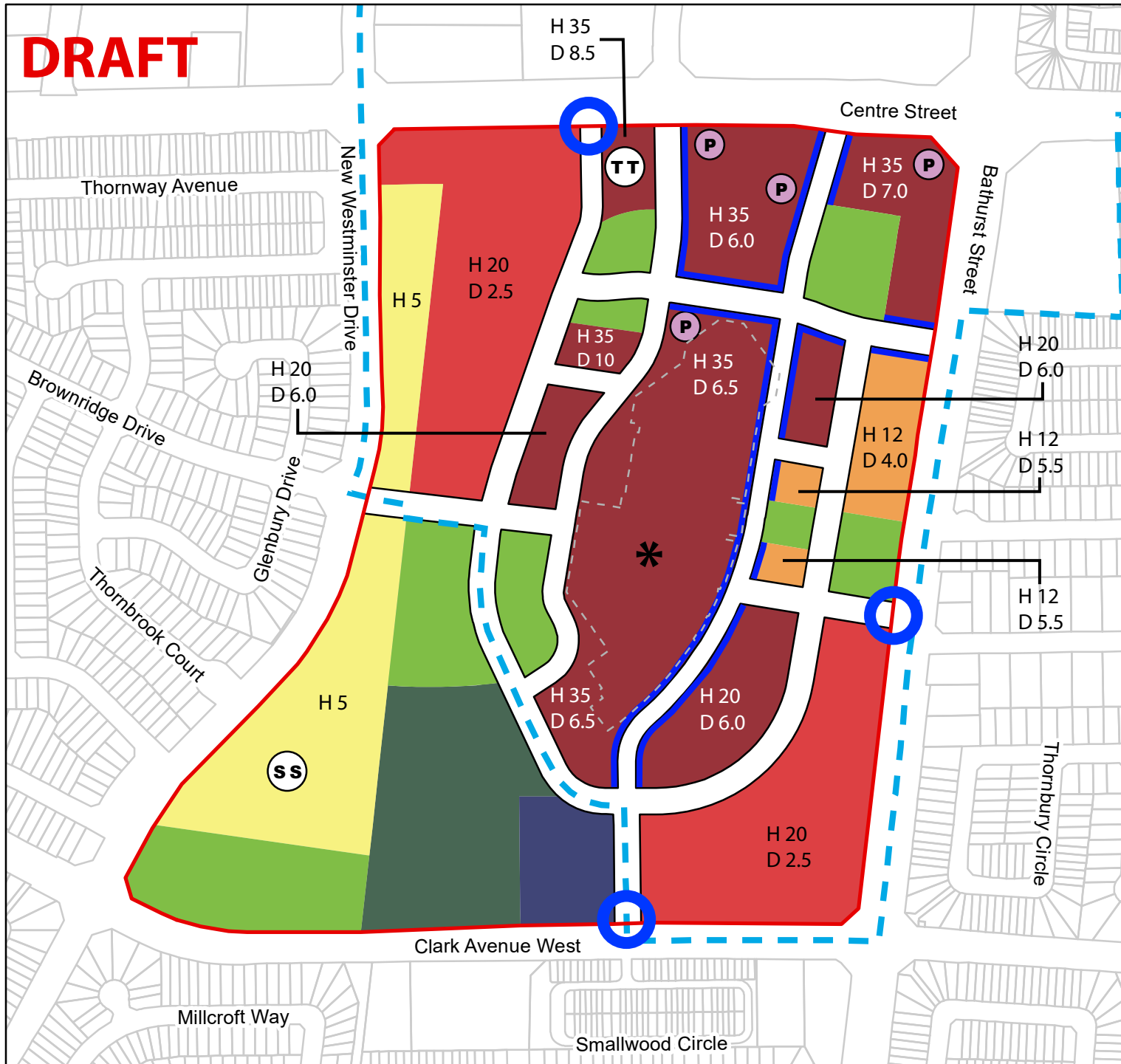
- Secondary Plan
- High-Rise Mixed-Use
- High-Rise Residential
- Mid-Rise Mixed-Use
- Low-Rise Mixed-Use
- Major Institutional
- Park
- Natural Area
- Privately Owned Publicly-Accessible Spaces (POPS)
- Transit Terminal
- Secondary School
- Existing Mall & Phase 1 Development
- Disera-Promenade MTSA (including areas extending beyond the Secondary Plan)
- See Policies 5.2.f.ii., 5.2.f.iii.

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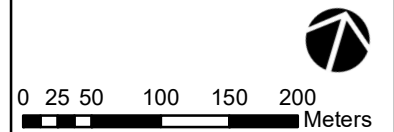


Schedule D

HEIGHT, DENSITY, & USE PARAMETERS

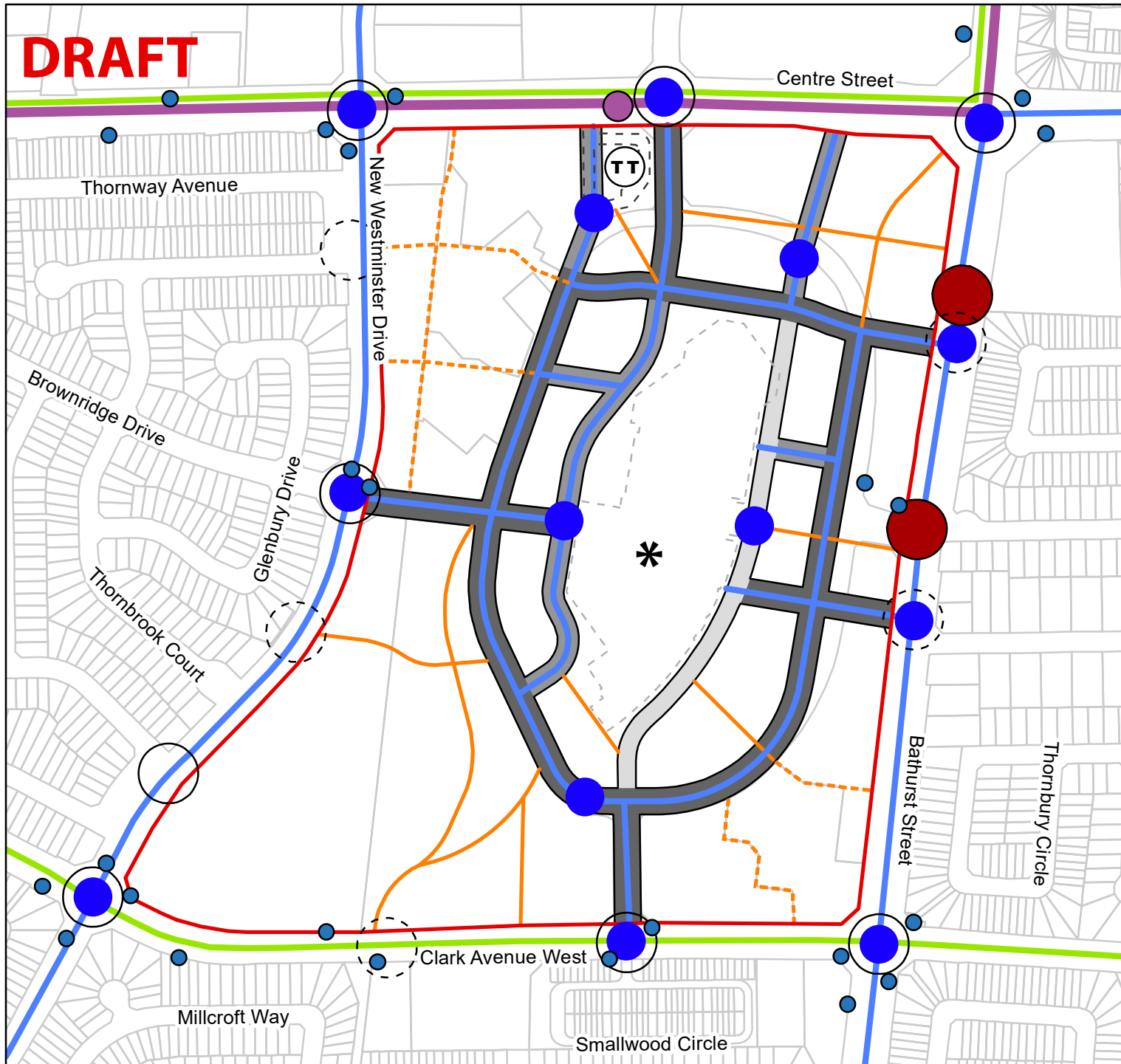
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- Secondary Plan
- High-Rise Mixed-Use
- High-Rise Residential
- Mid-Rise Mixed-Use
- Low-Rise Mixed-Use
- Major Institutional
- Park
- Natural Area
- Retail or Service Commercial Frontage
- Gateway
- Privately Owned Publicly-Accessible Spaces (POPS)
- Transit Terminal
- Secondary School
- Existing Mall & Phase 1 Development
- Disera-Promenade MTSA (including areas extending beyond the Secondary Plan)
- See Policies 5.2.f.ii., 5.2.f.iii.



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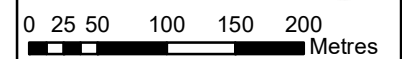
Schedule E

MULTI-MODAL TRANSPORTATION NETWORK

Legend

- Secondary Plan Area
- Collector Street
- Local Street
- Private Local Linkage / Publicly Accessible
- See policies 5.2.f.ii, 5.2.f.iii.
- Existing Cycle Track
- Cycle Track
- Shared Use Path¹
- Long Term Future Shared Use Path²
- Regional Rapid Transit Corridor
- Bus Rapid Transit (BRT) Stop
- Bus Stop
- Shared Mobility Hub
- Transit Terminal
- Traffic Signal
- Existing Traffic Signal
- Existing Traffic Signal to be relocated
- Existing Mall & Phase 1 Development
- Existing Transit Terminal

¹ Refer to Policy 5.2.e.ii.
² Refer to Policy 5.2.e.v.



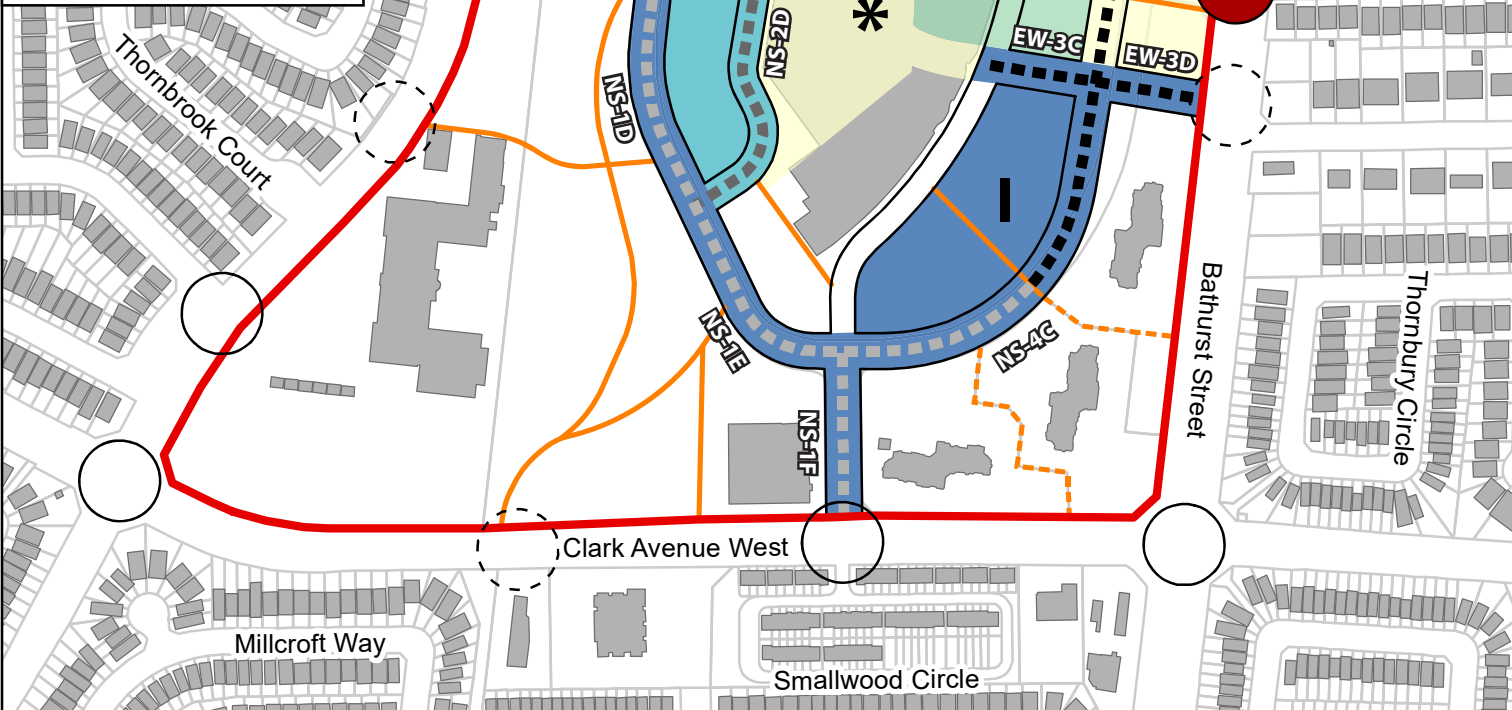
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Schedule F

STREET NETWORK IMPLEMENTATION PLAN

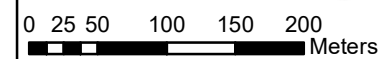
Street ID	Development Area
NS-1A.....	A
NS-1B.....	E
NS-1C.....	E
NS-1D.....	I
NS-1E.....	I
NS-1F.....	I
NS-2A.....	E
NS-2B.....	E
NS-2C.....	E
NS-2D.....	E
NS-3.....	C
NS-4A.....	G, H
NS-4B.....	G, H
NS-4C.....	I
EW-1A.....	E
EW-1B.....	D
EW-1C.....	D
EW-1D.....	D
EW-2A.....	E
EW-2B.....	G, D
EW-3A.....	I
EW-3B.....	E
EW-3C.....	I
EW-3D.....	I



Legend

- Secondary Plan Area
- Existing Street to be improved
- New Construction - Local Street
- New Construction - Collector Street
- Shared Use Path¹
- Long Term Future Shared Use Path²
- * See policies 5.2.f.ii., 5.2.f.iii.
- Traffic Signal
- Existing Traffic Signal
- Existing Traffic Signal to be relocated
- Existing Buildings

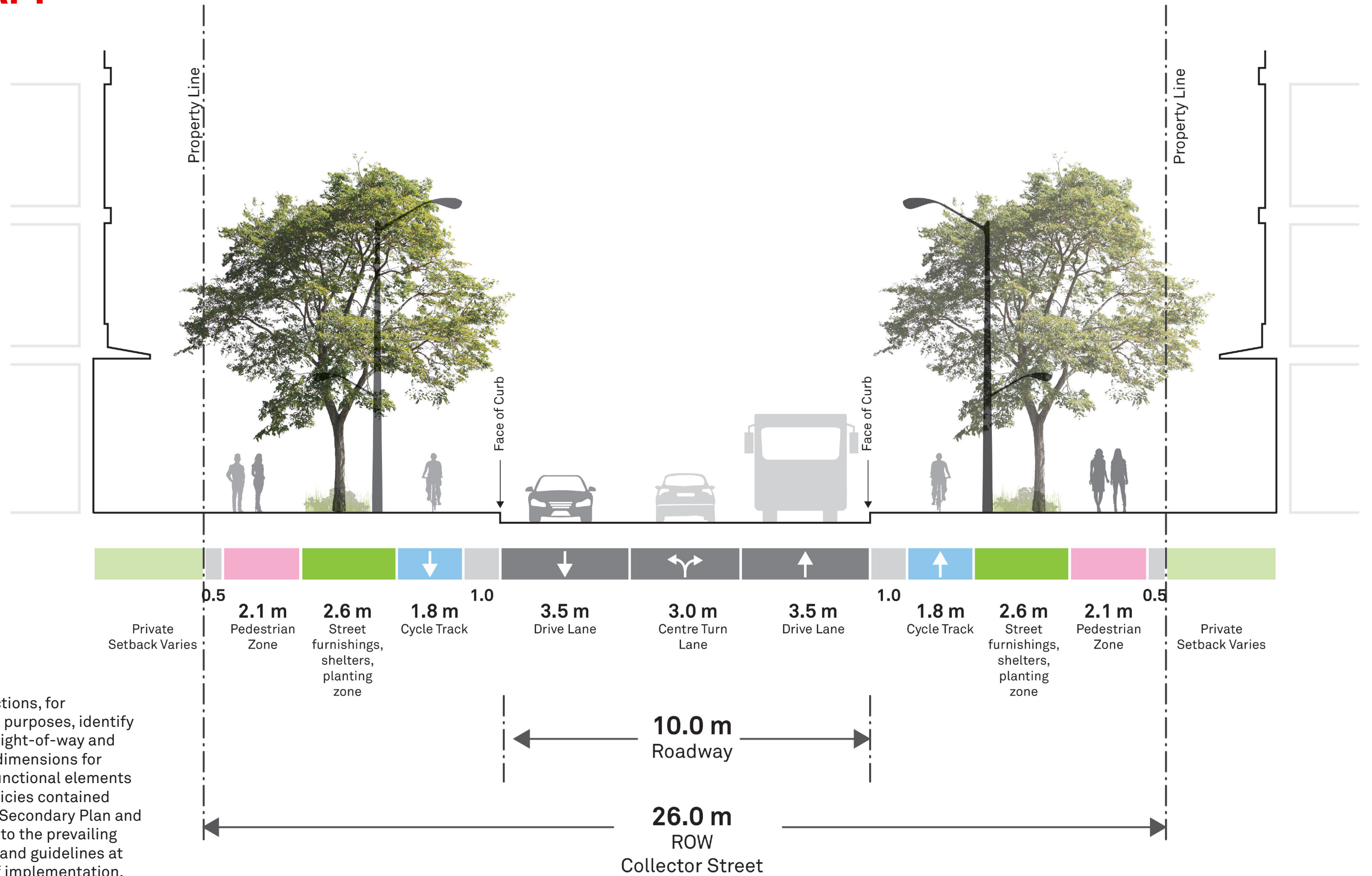
¹ Refer to Policy 5.2 e.ii.
² Refer to Policy 5.2 e.v.



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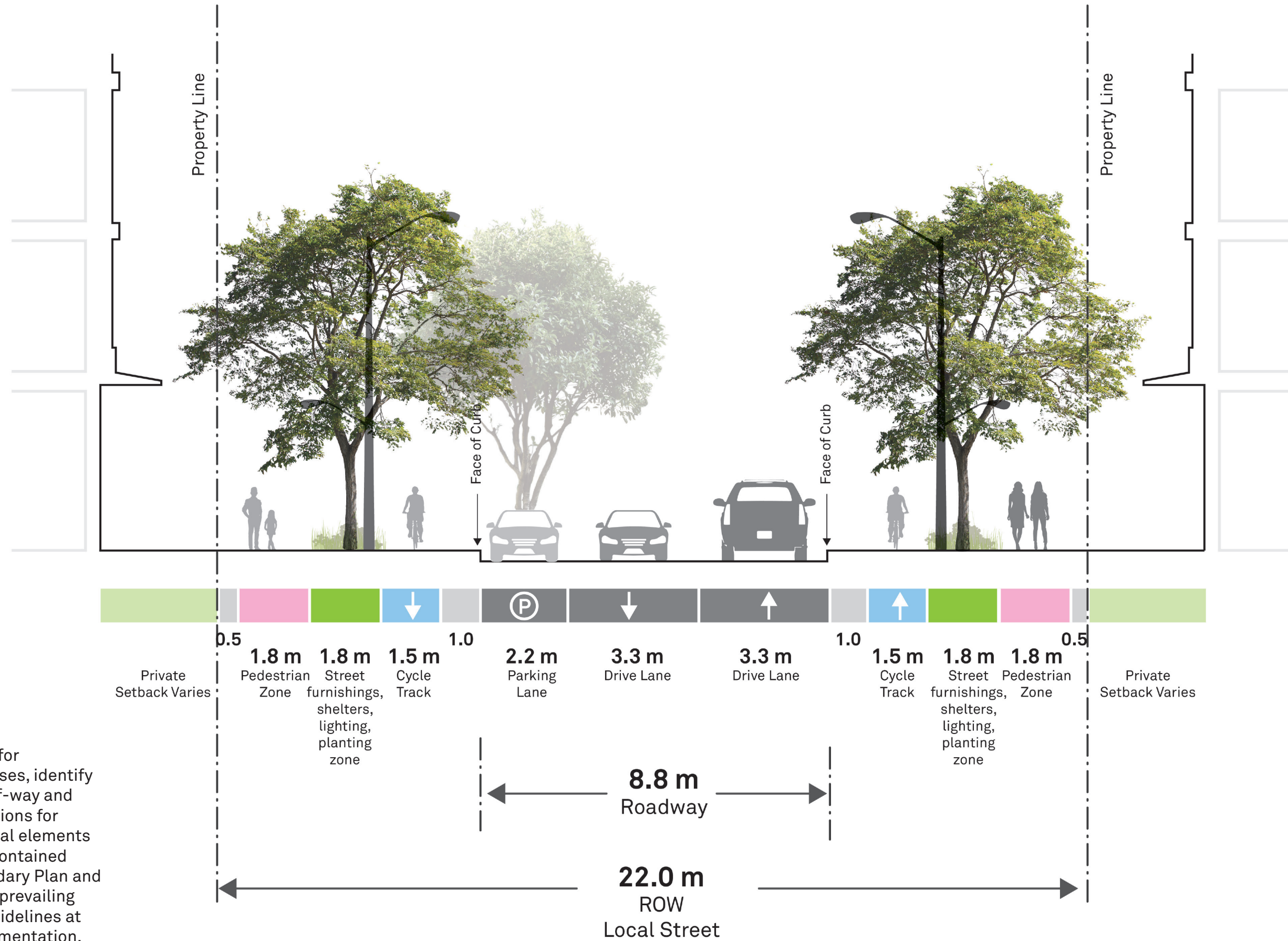
Figure 1. Promenade - Collector Street 26m ROW



Typical sections, for illustrative purposes, identify minimum right-of-way and minimum dimensions for required functional elements per the policies contained within the Secondary Plan and as subject to the prevailing standards and guidelines at the time of implementation.

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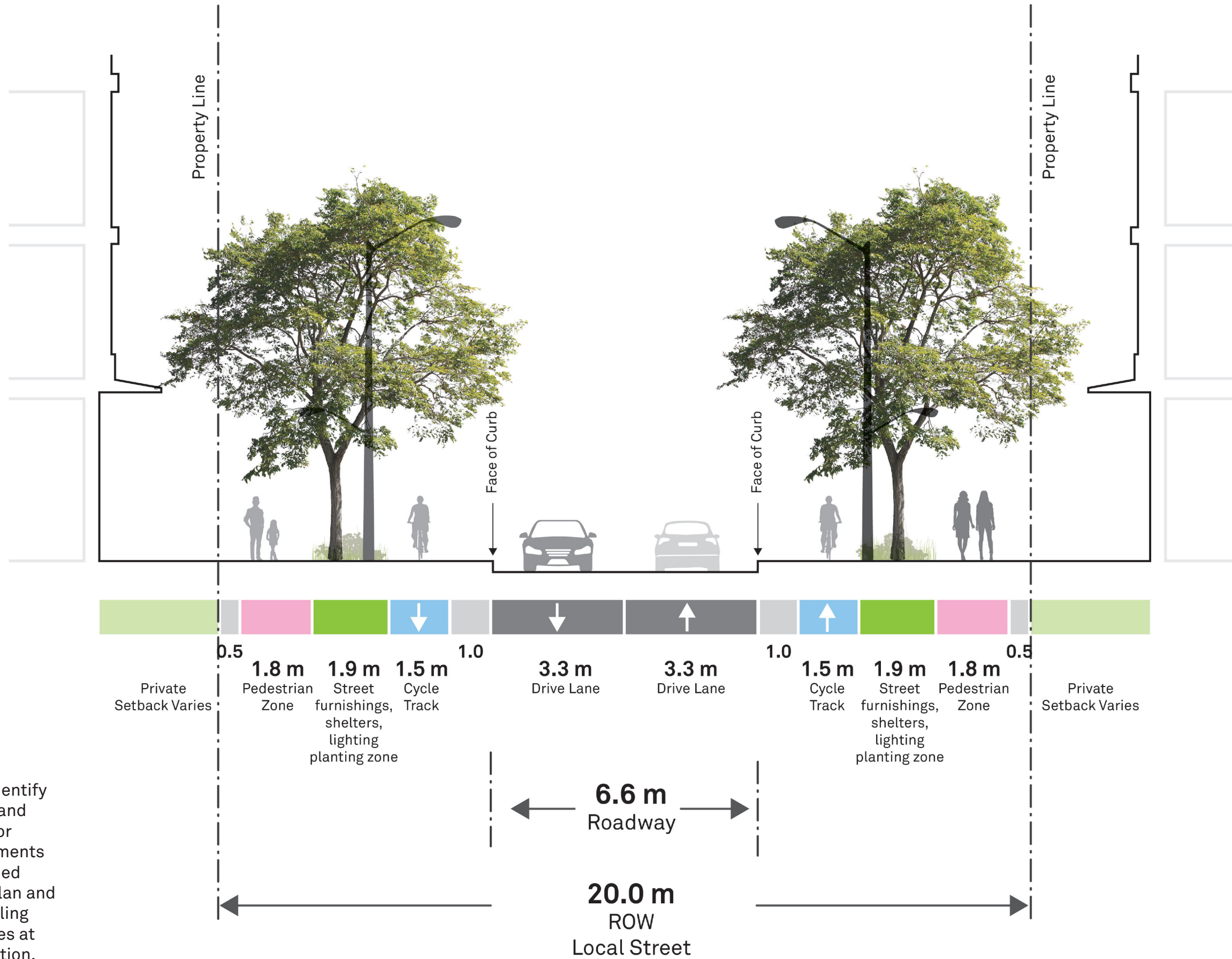
Figure 2. Promenade - Local Street 22m ROW



Typical sections, for illustrative purposes, identify minimum right-of-way and minimum dimensions for required functional elements per the policies contained within the Secondary Plan and as subject to the prevailing standards and guidelines at the time of implementation.

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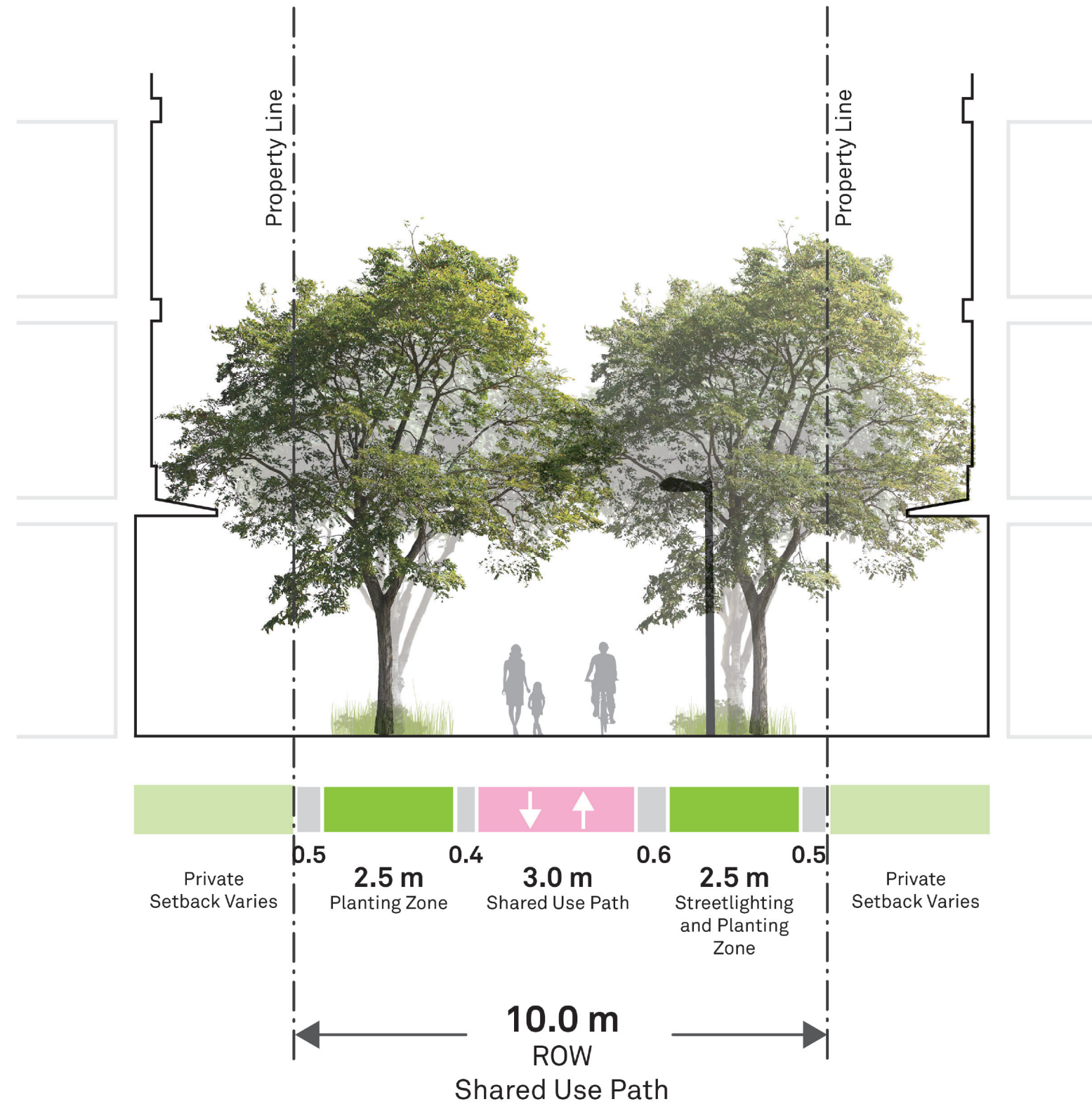
Figure 3. Promenade - Local Street 20m ROW



Typical sections, for illustrative purposes, identify minimum right-of-way and minimum dimensions for required functional elements per the policies contained within the Secondary Plan and as subject to the prevailing standards and guidelines at the time of implementation.

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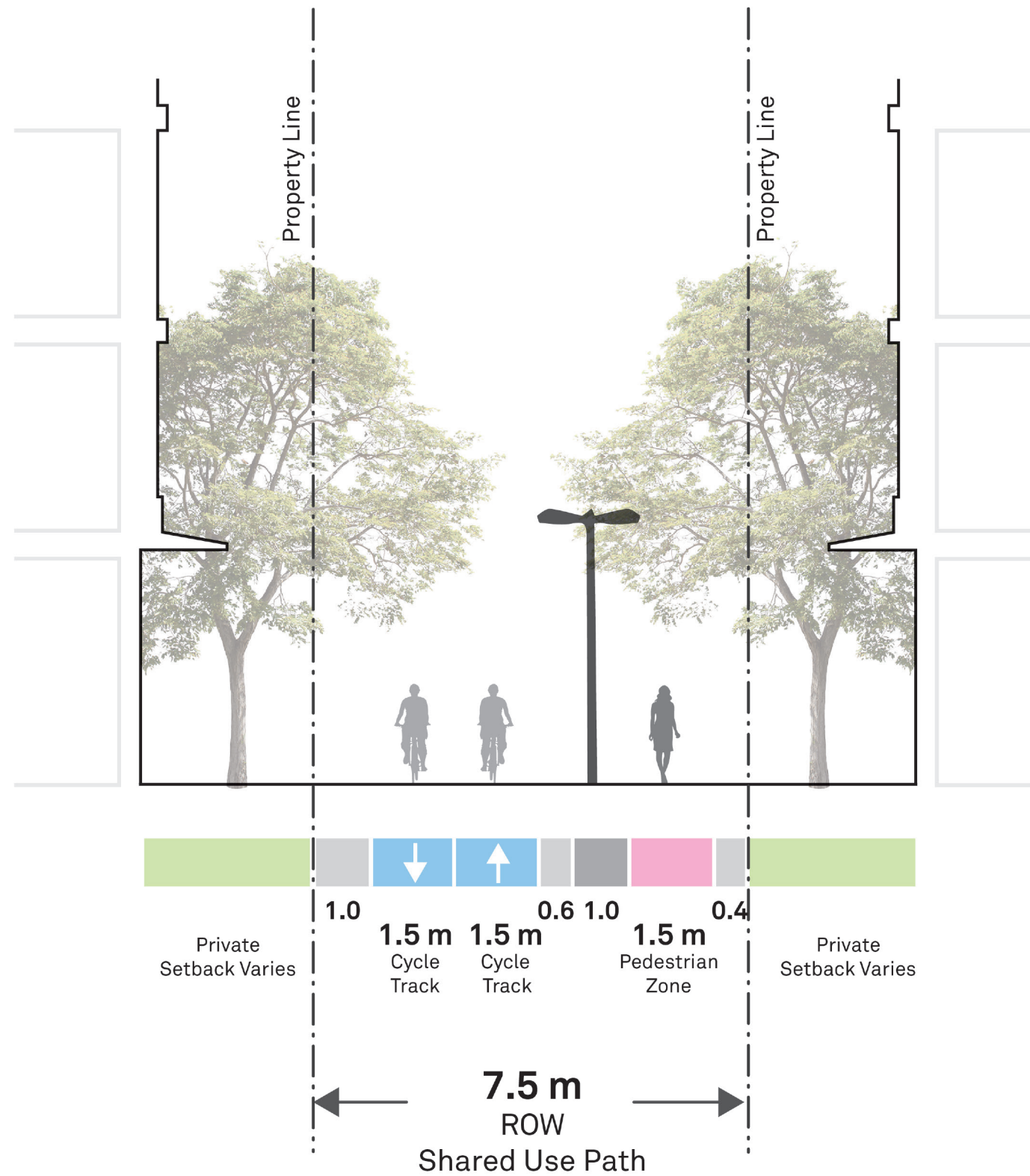
Figure 4. Promenade - Shared Use Path 10m ROW



Typical sections, for illustrative purposes, identify minimum right-of-way and minimum dimensions for required functional elements per the policies contained within the Secondary Plan and as subject to the prevailing standards and guidelines at the time of implementation.

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Figure 5. Promenade - Shared Use Path 7.5m ROW



Typical sections, for illustrative purposes, identify minimum right-of-way and minimum dimensions for required functional elements per the policies contained within the Secondary Plan and as subject to the prevailing standards and guidelines at the time of implementation.