

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.

DRAFT

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.

DRAFT

APPENDIX I

Lands subject to this Amendment

DRAFT

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.

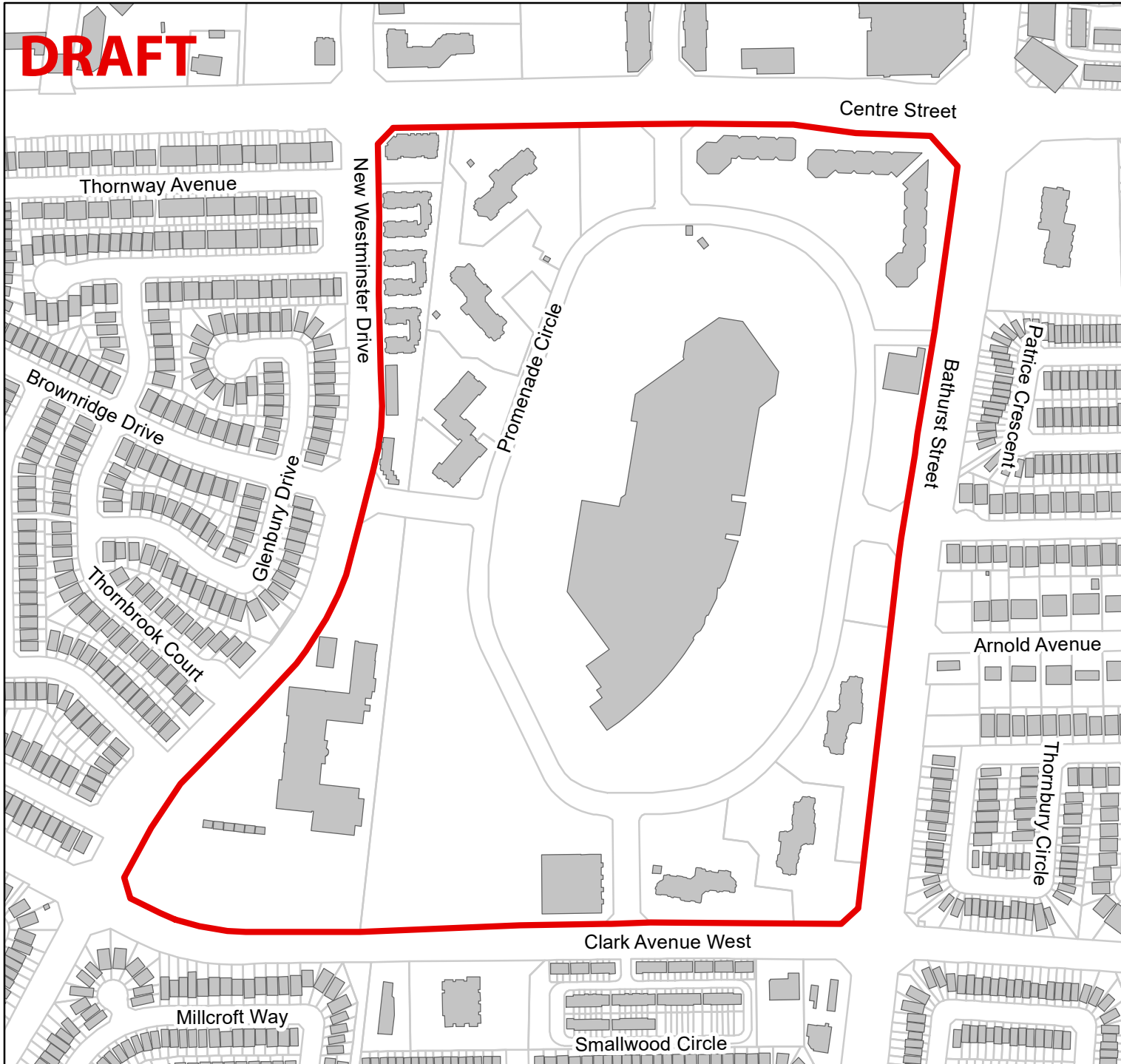
The following recommendation from the Deputy City Manager, Planning and Growth Management was considered at the _____ Committee of the Whole meeting with respect to the Promenade Centre Secondary Plan, File No. _____ and ratified by Council on _____:

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 _____:

DRAFT




DRAFT



Schedule A

SECONDARY PLAN AREA

Legend

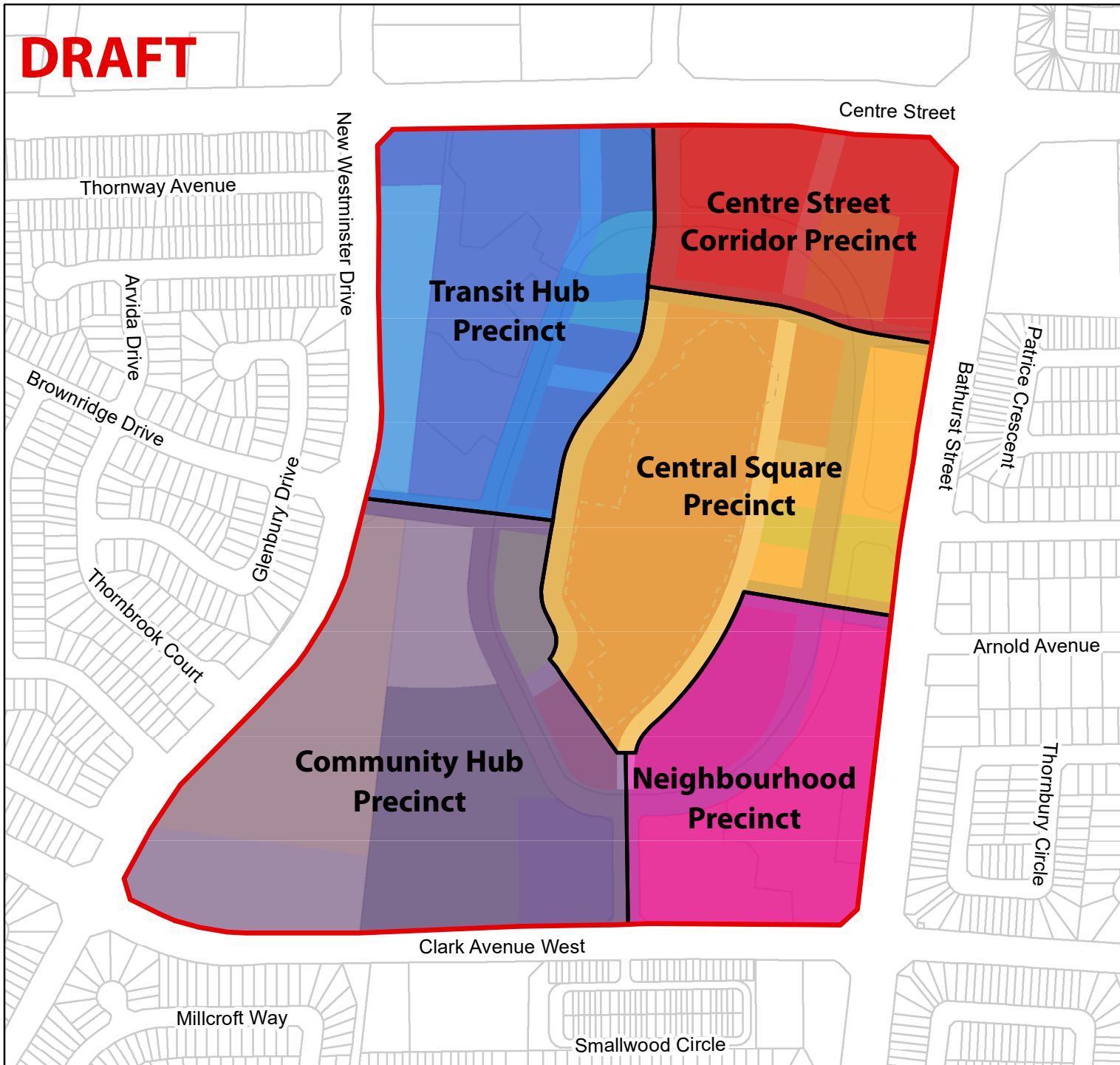
-  Secondary Plan Area
-  Existing Buildings
-  Existing Property Lines



0 25 50 100 150 200 Meters

November 2021







DRAFT

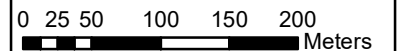


Schedule B

LAND USE PRECINCTS

Legend

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



November 2021

DRAFT

Schedule C LAND USE PLAN



Legend

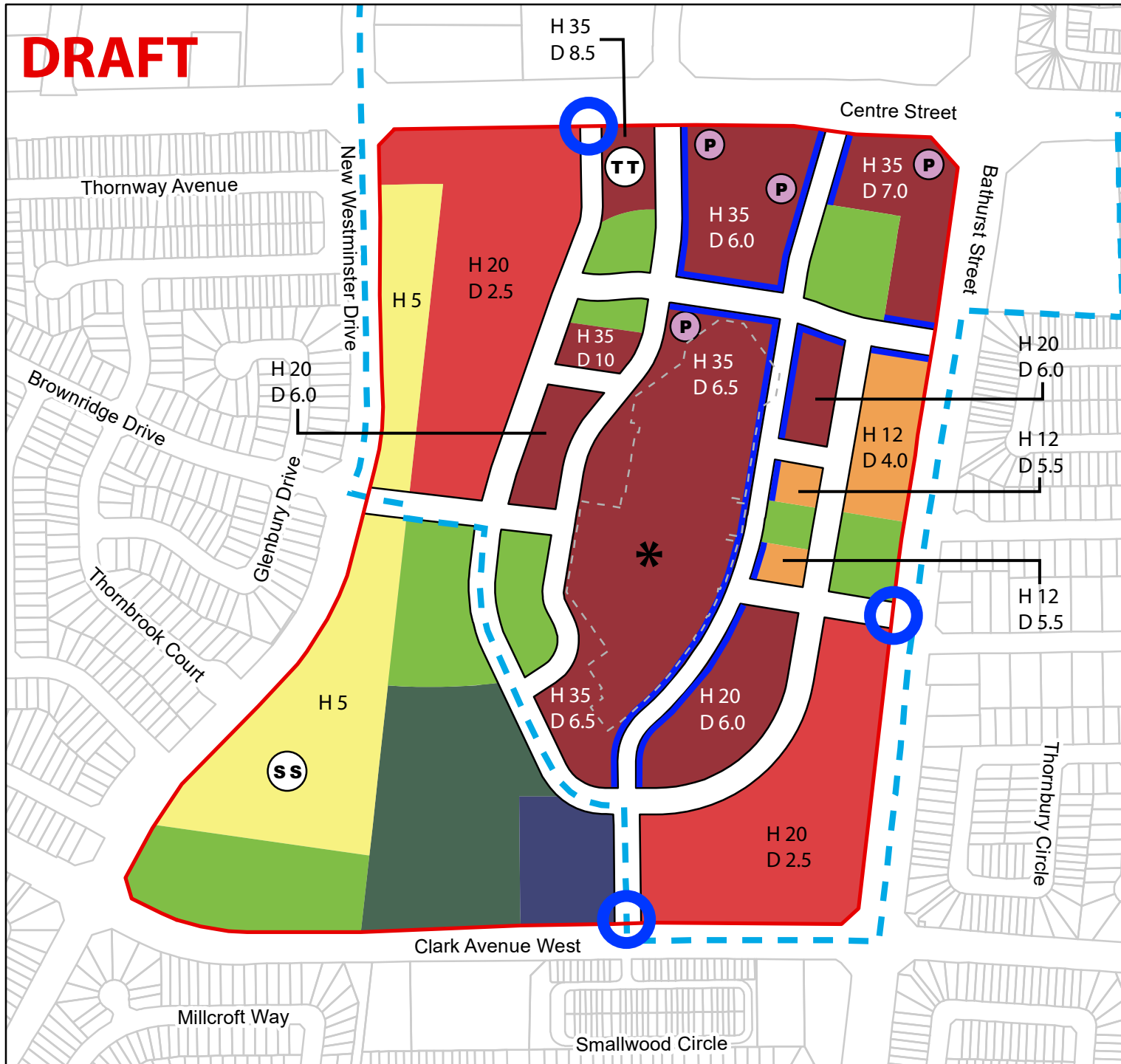
- Secondary Plan
- High-Rise Mixed-Use
- High-Rise Residential
- Mid-Rise Mixed-Use
- Low-Rise Mixed-Use
- Major Institutional
- Park
- Natural Area
- Privately Owned Publicly-Accessible Spaces (POPS)
- Transit Terminal
- Secondary School
- Existing Mall & Phase 1 Development
- Disera-Promenade MTSA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

0 25 50 100 150 200 Meters



November 2021

DRAFT

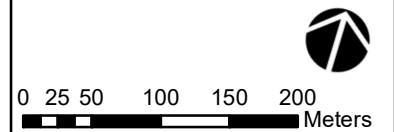


Schedule D

HEIGHT, DENSITY, & USE PARAMETERS

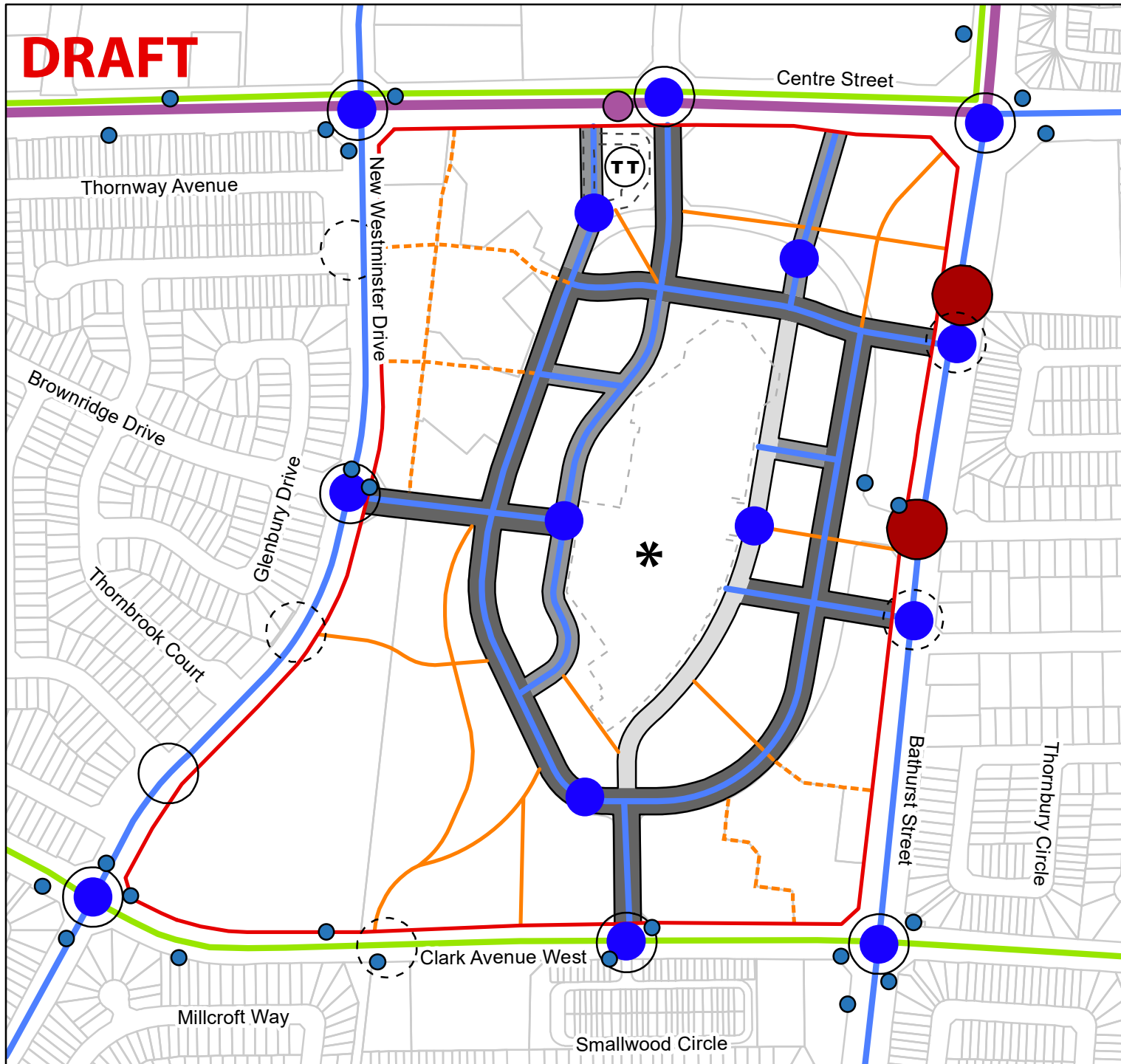
Legend

- 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.



November 2021

DRAFT



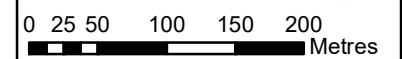
Schedule E

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.



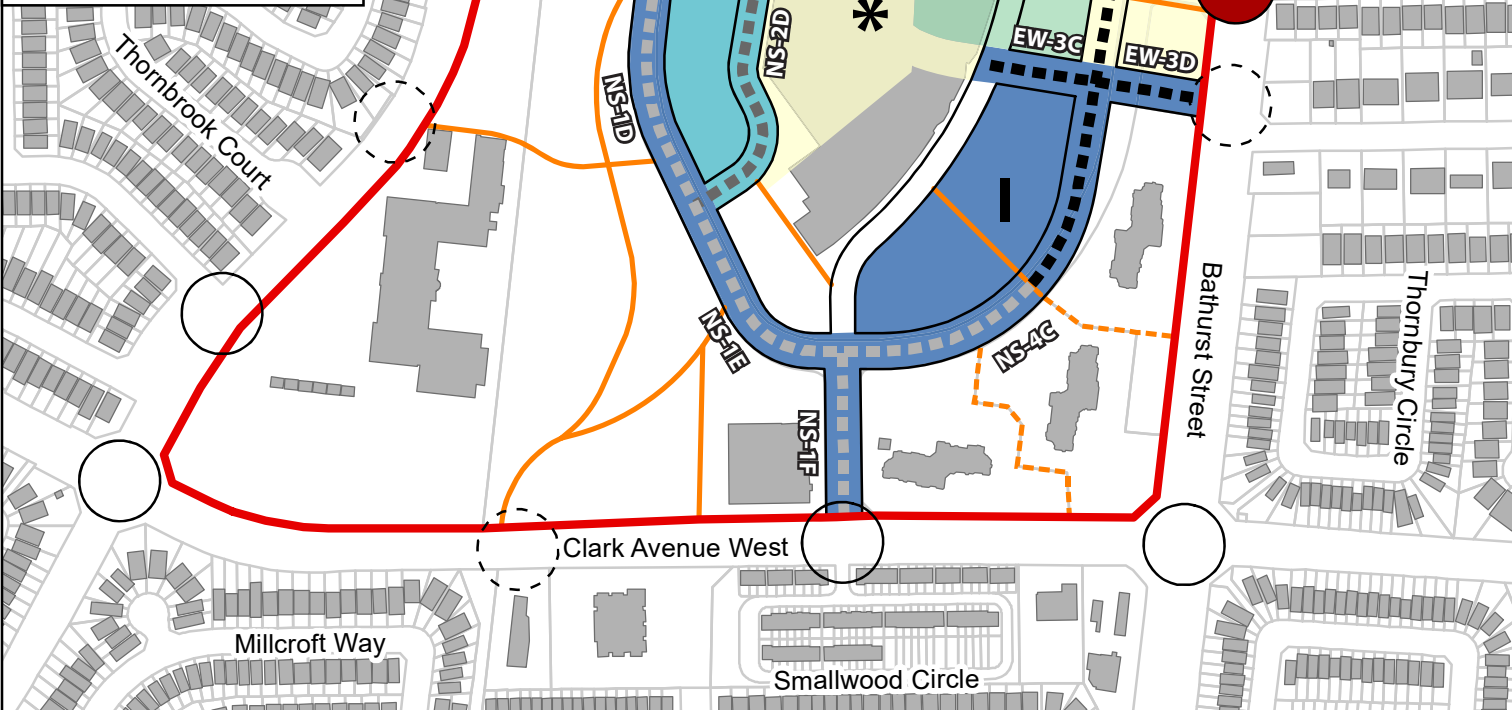
November 2021

DRAFT

Schedule F

STREET NETWORK IMPLEMENTATION PLAN

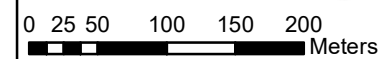
Street ID	Development Area
NS-1A.....	A
NS-1B.....	E
NS-1C.....	E
NS-1D.....	I
NS-1E.....	I
NS-1F.....	I
NS-2A.....	E
NS-2B.....	E
NS-2C.....	E
NS-2D.....	E
NS-3.....	C
NS-4A.....	G, H
NS-4B.....	G, H
NS-4C.....	I
EW-1A.....	E
EW-1B.....	D
EW-1C.....	D
EW-1D.....	D
EW-2A.....	E
EW-2B.....	G, D
EW-3A.....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



Legend

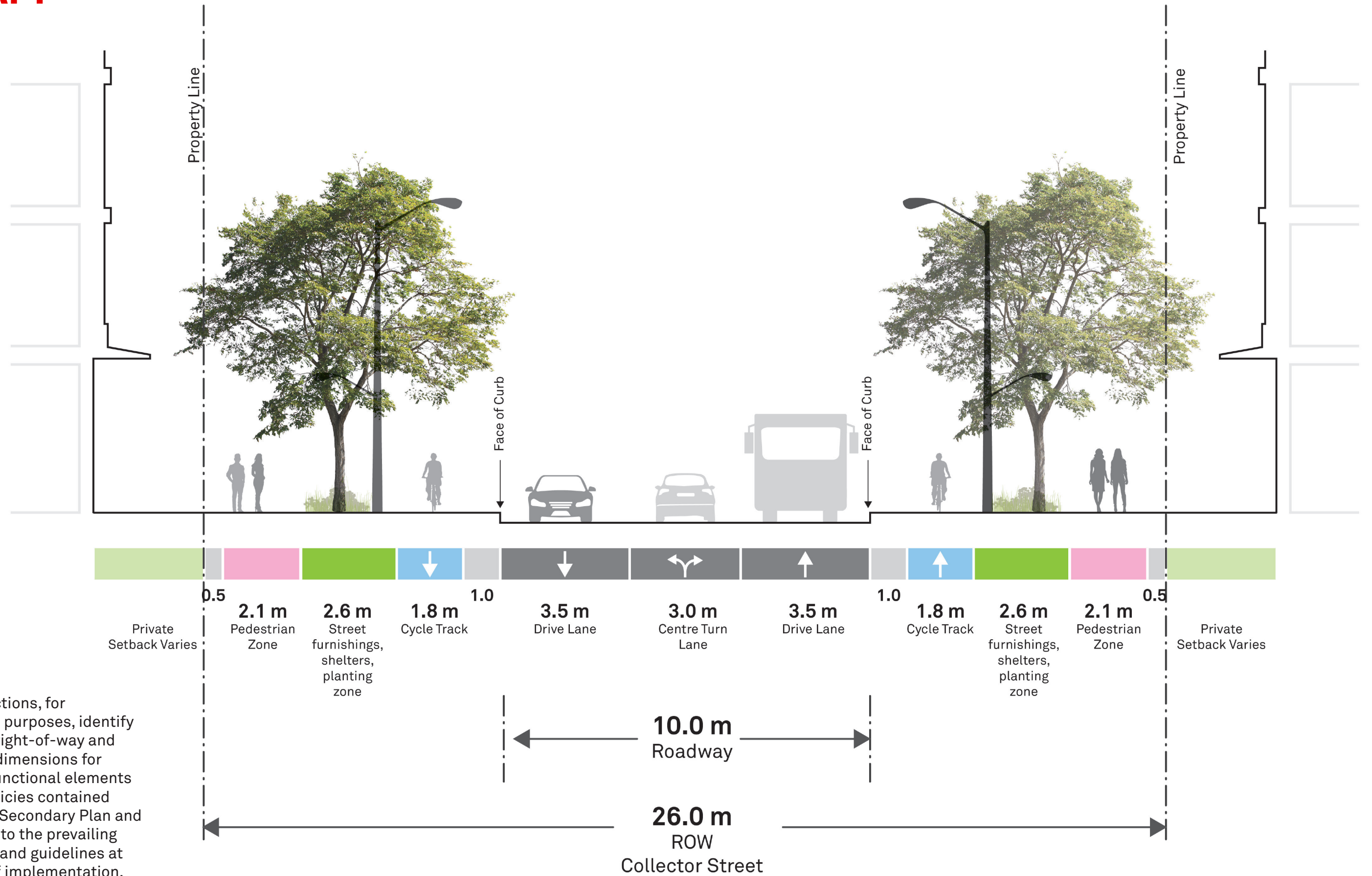
- Secondary Plan Area
- Existing Street to be improved
- New Construction - Local Street
- New Construction - Collector Street
- Shared Use Path¹
- Long Term Future Shared Use Path²
- * See policies 5.2.f.ii., 5.2.f.iii.
- Traffic Signal
- Existing Traffic Signal
- Existing Traffic Signal to be relocated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

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



DRAFT

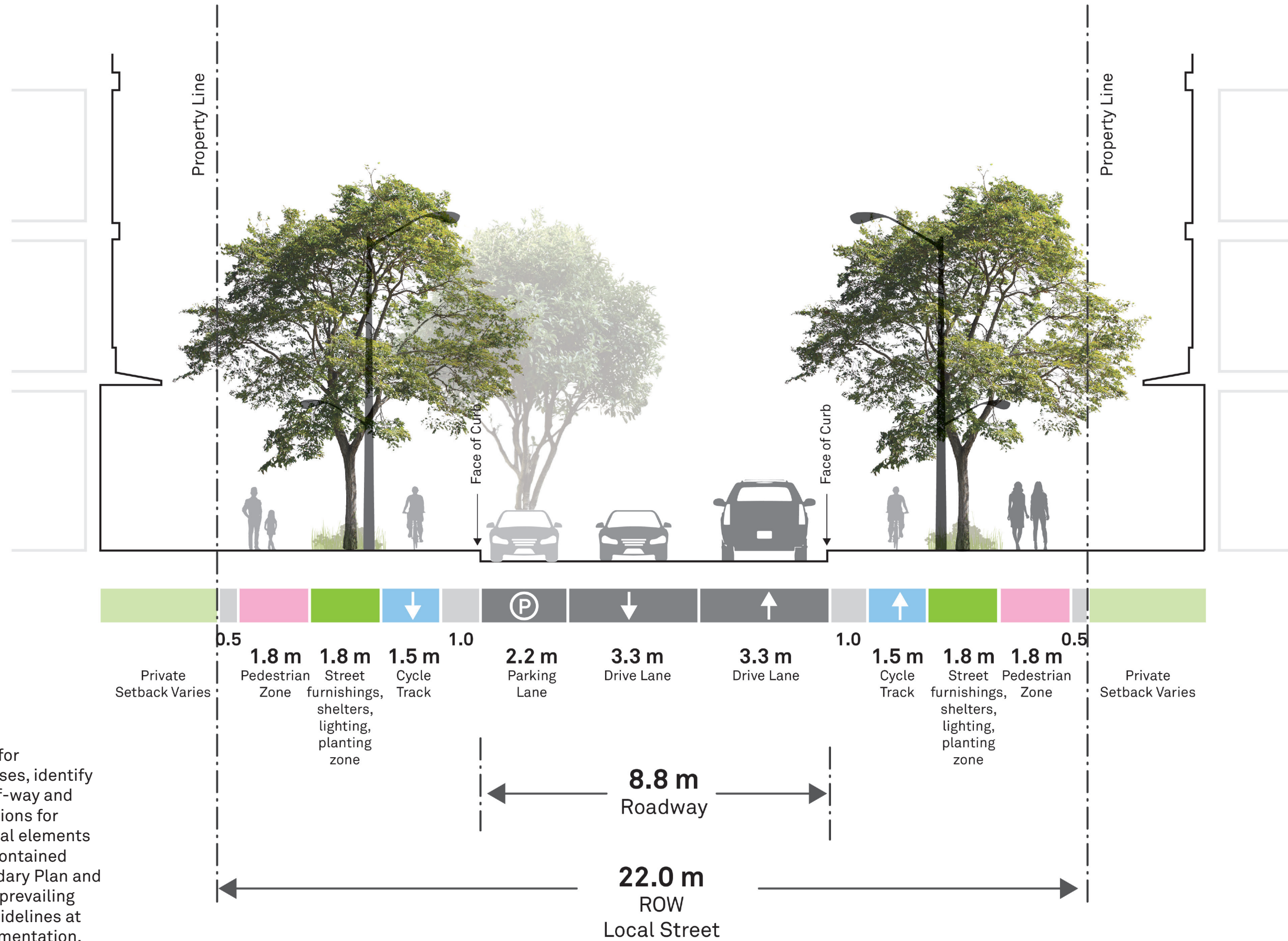
Figure 1. Promenade - Collector Street 26m ROW



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.

DRAFT

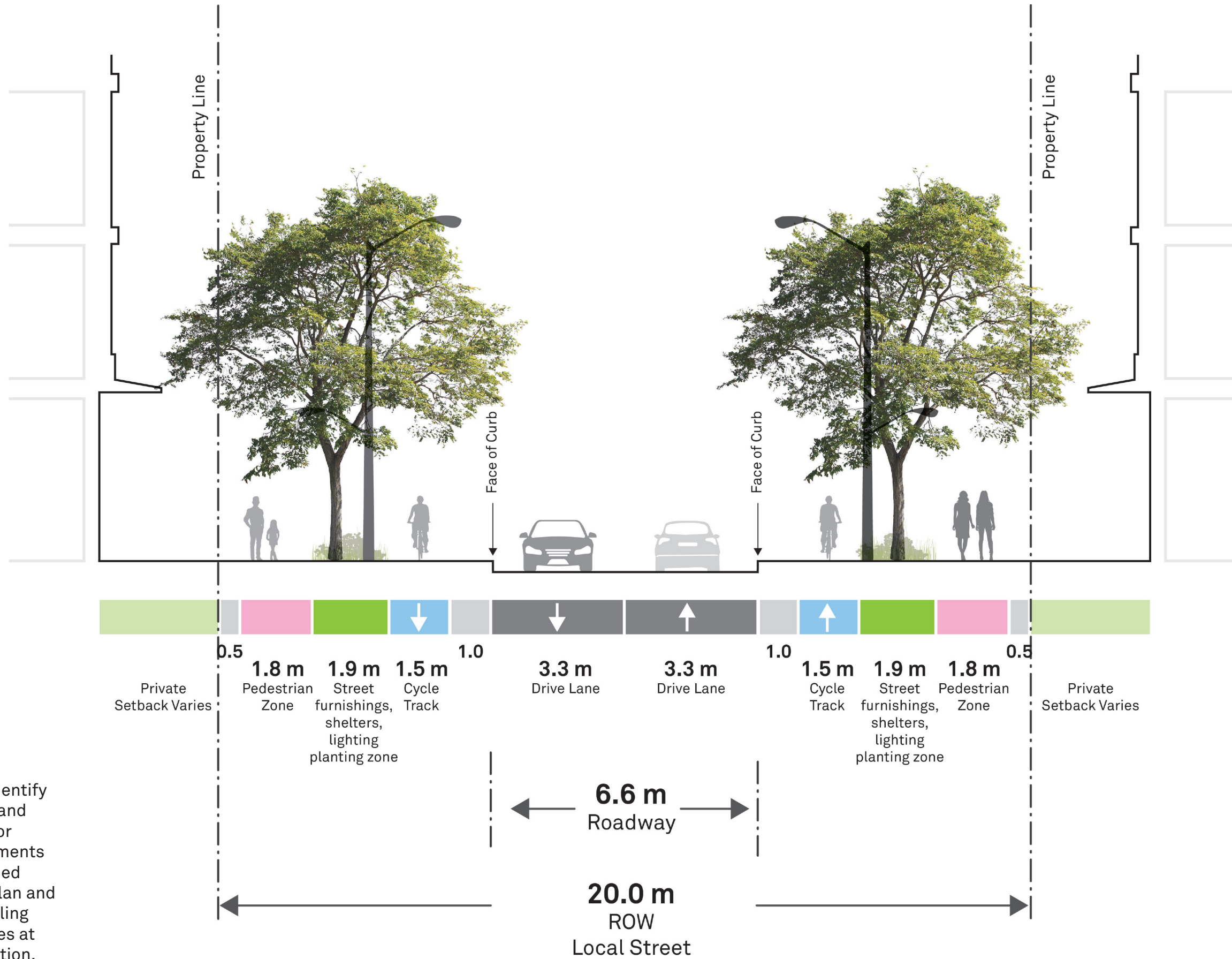
Figure 2. Promenade - Local Street 22m ROW



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.

DRAFT

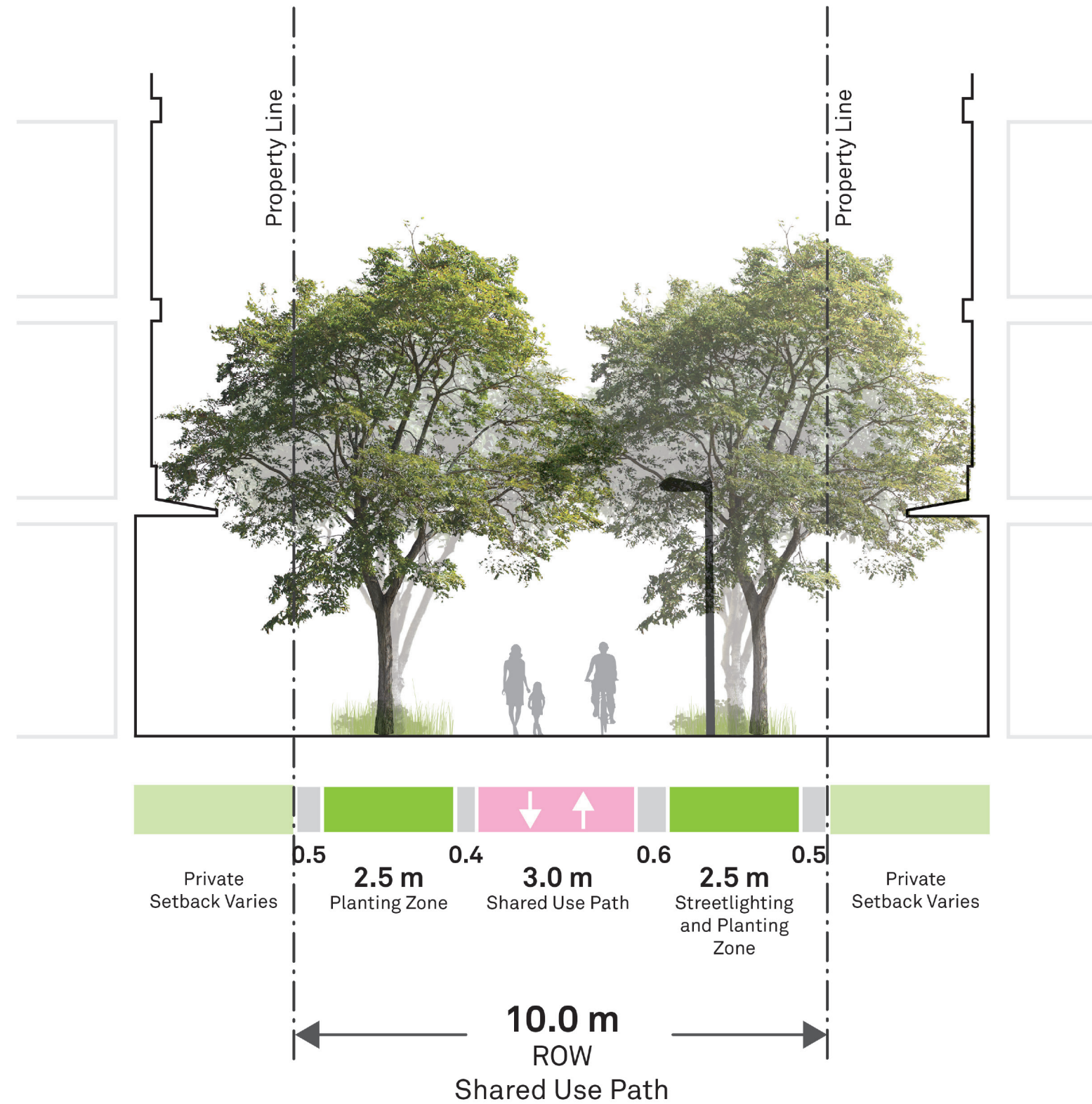
Figure 3. Promenade - Local Street 20m ROW



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.

DRAFT

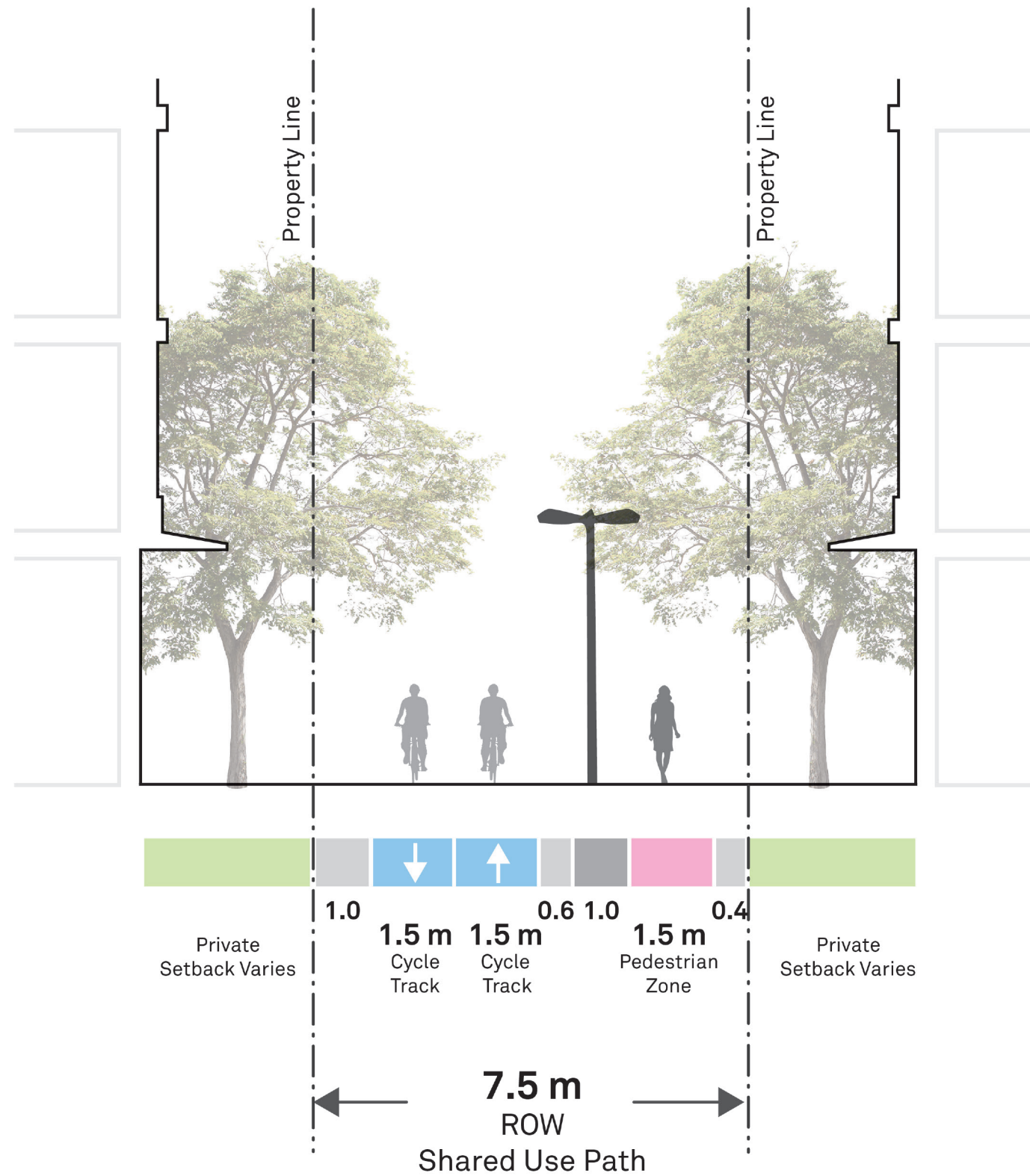
Figure 4. Promenade - Shared Use Path 10m ROW



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.

DRAFT

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.