

**COMMITTEE OF THE WHOLE (PUBLIC MEETING) – NOVEMBER 30, 2021****COMMUNICATIONS****Distributed November 26, 2021****Item(s)**

C1 Gail Blackman, Eddy Green Court, Thornhill, dated November 22, 2021 4

**Distributed November 29, 2021**

C2 Presentation material 1

C3 Presentation material 2

C4 Presentation material 3

C5 Presentation material 4

C6 Mary Flynn-Guglietti, McMillan LLP, Bay Street, Toronto, dated  
November 29, 2021 4

C7 Lindsay Dale-Harris, Bousfield Inc., Church Street, Toronto, dated  
November 29, 2021 4

C8 Howard Cimring, Malka Gate, Vaughan, dated November 29, 2021 3

**Distributed November 30, 2021**

C9 Presentation material 4

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**Please note there may be further Communications.**

**COMMUNICATION C1**

**ITEM NO. 4**

**COMMITTEE OF THE WHOLE  
(PUBLIC MEETING)**

**November 30, 2021**

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**From:** GAIL BLACKMAN [REDACTED]  
**Sent:** Monday, November 22, 2021 8:17 PM  
**To:** Promenadecentre@vaughan.ca  
**Cc:** Clerks@vaughan.ca; Alan Shefman <Alan.Shefman@vaughan.ca>  
**Subject:** [External] Input re Statutory Public Meeting - Promenade Centre Secondary Plan Study, File 26.7

I have read with great interest Vaughan's Secondary Plan Study for the Promenade Centre.

With regard to the existing woodlot to the west of the Bathurst Clark Resource Library that continues to be preserved under the plans, I would like to recommend that more detailed plans be included for its restoration.

This woodlot represents an excellent locale for community members to explore nature while staying active and enjoying the outdoors. However, presently there are no cleared trails and maintenance of the area seems to be non-existent. As a result, litter is often strewn about, especially at the northern entry point where it would appear people have used the woodlot to congregate.

I would respectfully ask Vaughan planners to strongly consider developing the woodlot as it has so impressively done with the many woodlots in other communities such as Thornhill Woods. If costs pose a problem, perhaps the City could consider earmarking some of the parkland fees paid by developers who have built in the area (for example, by Wycliffe when they built the large townhouse complex just to the south-east of the woodlot) to the woodlot's restoration expenses.

Thank you,

Gail Blackman  
[REDACTED] Eddy Green Court  
Thornhill, Ontario  
[REDACTED]



**COMMUNICATION C2**

**ITEM NO. 1**

**COMMITTEE OF THE WHOLE  
(PUBLIC MEETING)**

**November 30, 2021**



# **BEECHWOOD CEMETERY**

**Mount Pleasant Group of Cemeteries**

7241 Jane Street, City of Vaughan

## **ZONING BY-LAW AMENDMENT**

Public Meeting November 30, 2021

**RDLANDPLAN CONSULTANTS INC.**





*Pine Hills Cemetery, City of Toronto*



*Elgin Mills Cemetery, City of Richmond Hill*



*York Cemetery, City of Toronto*



*Mount Pleasant Cemetery, City of Toronto*



*Meadowvale Cemetery, City of Brampton*



*Thornton Cemetery, City of Oshawa*

## **FUNERAL CENTRES**

### **BEECHWOOD CEMETERY**

Mount Pleasant Group of Cemeteries  
7241 Jane Street, City of Vaughan

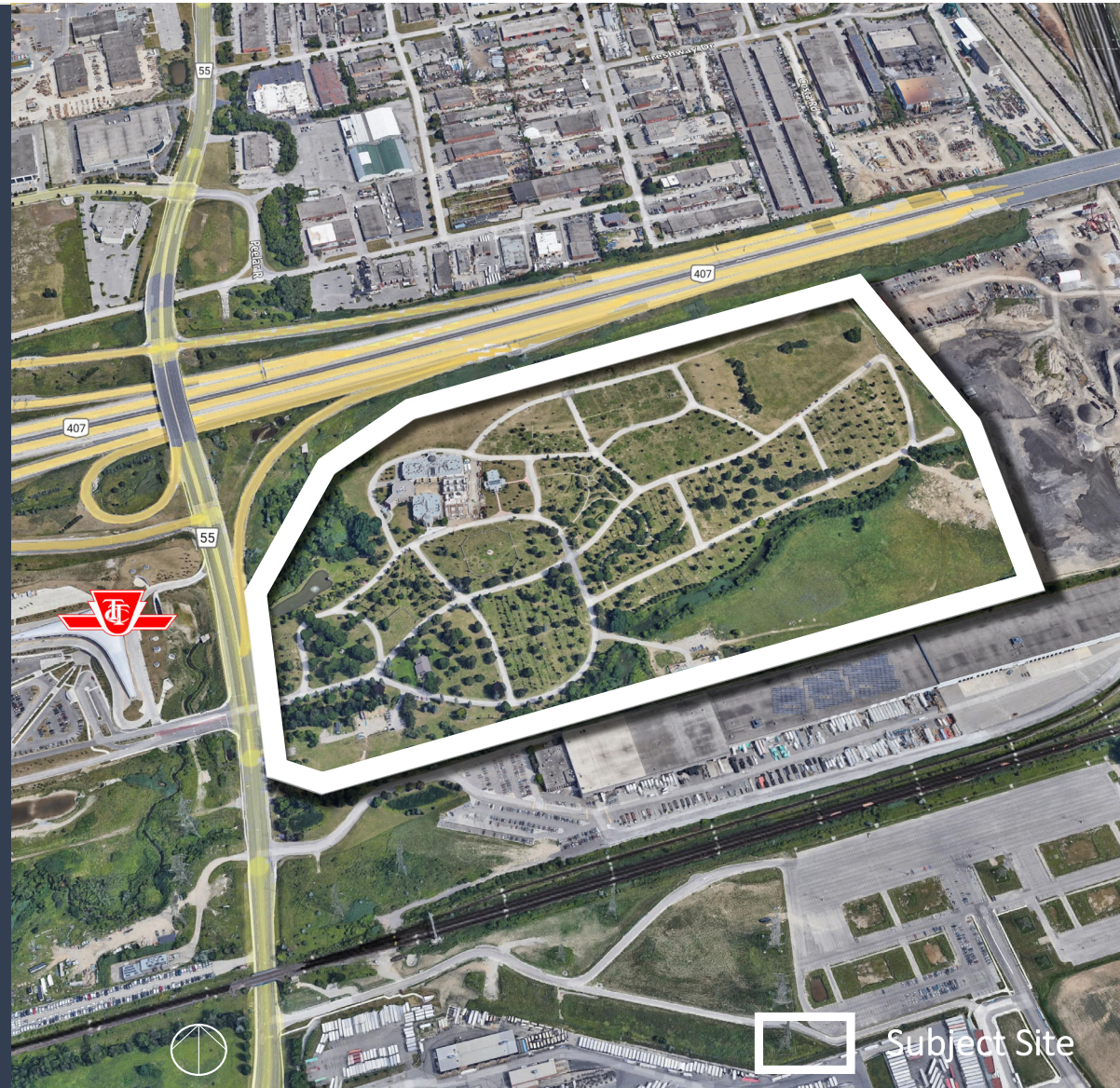
**RDLANDPLAN CONSULTANTS INC.**



# BEECHWOOD CEMETERY

Mount Pleasant Group of  
Cemeteries  
7241 Jane Street, City of Vaughan

The subject site has a total area of approximately  
39.7 hectares (98.1 Acres) and is located east of  
Jane Street, immediately south of Highway 407.





# BEECHWOOD CEMETERY

Mount Pleasant Group of  
Cemeteries  
7241 Jane Street, City of Vaughan

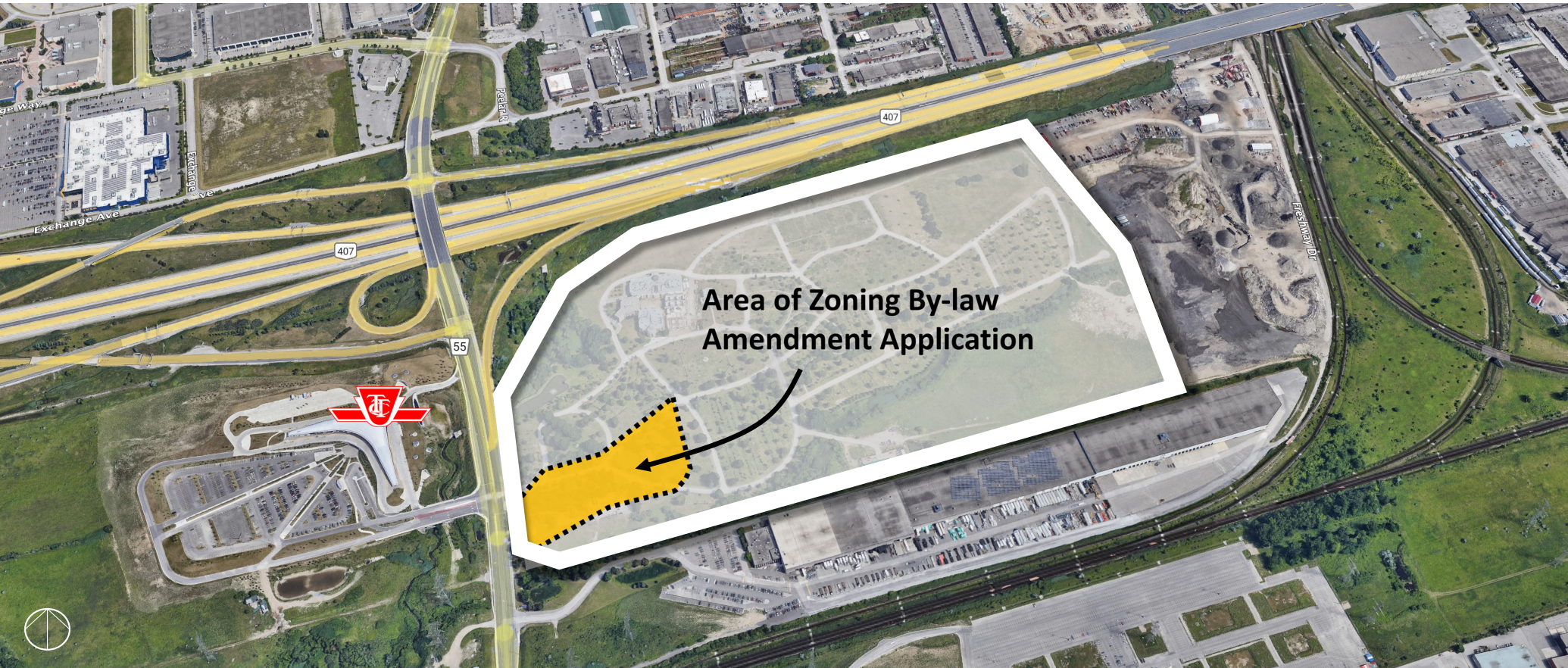
The subject site has a total area of approximately 39.7 hectares (98.1 Acres) and is located east of Jane Street, immediately south of Highway 407.

Established in 1965, the subject site is largely open green space providing areas for both full sized casket burials as well as cremation burials serviced by private cemetery roadways and includes a small cemetery office, five existing Mausoleums with integrated chapel facilities, and a cemetery maintenance building.

Access is provided directly from Jane Street.







# BEECHWOOD CEMETERY

Mount Pleasant Group of Cemeteries  
7241 Jane Street, City of Vaughan

 Subject Site

RDLANDPLAN CONSULTANTS INC.



# CITY OF VAUGHAN OFFICIAL PLAN (2010)

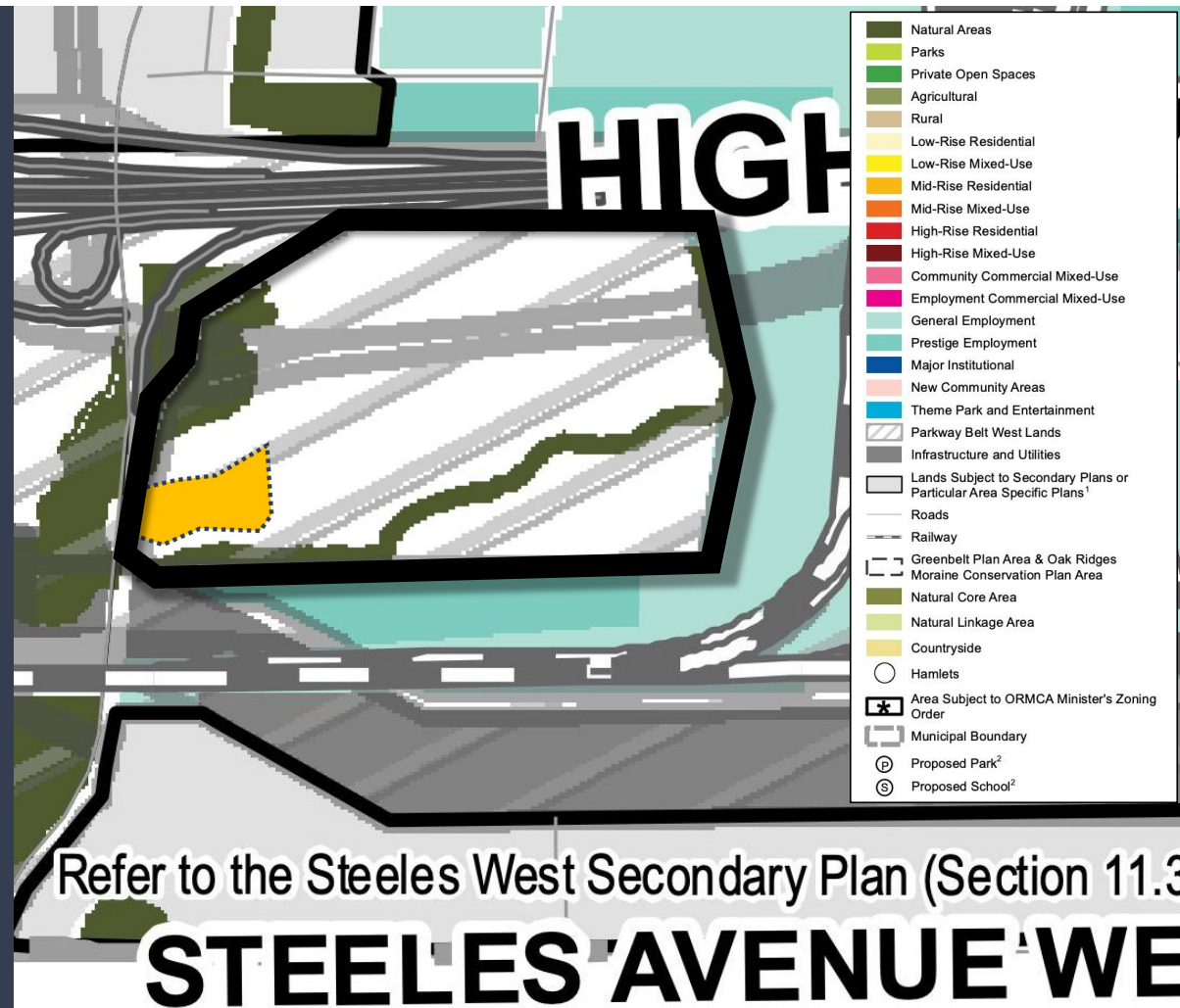
## SCHEDULE 13 LAND USE

The subject site is designated as *Parkway Belt Lands* and *Natural Areas*

Facilities such as transportation, communications and utility infrastructure, and a linked system of public and private open spaces are permitted.

Cemeteries, including accessory buildings, are a permitted use in private open spaces

The proposed Funeral Establishment is consistent with use allowances within Parkway Belt Lands and conforms to the Official Plan



Subject Site

Area of Zoning By-law Amendment

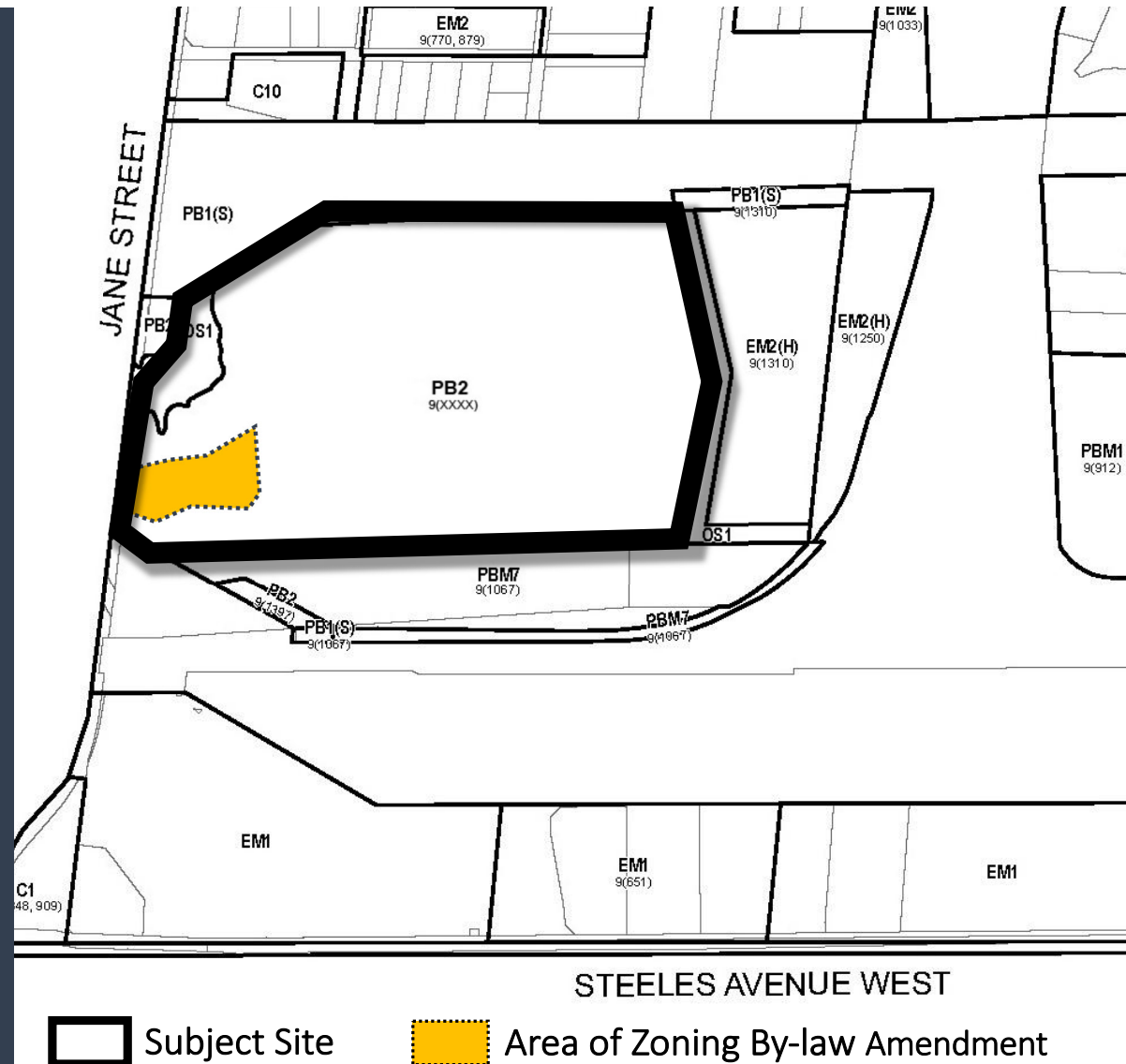
# CITY OF VAUGHAN ZONING BY-LAW 1-88

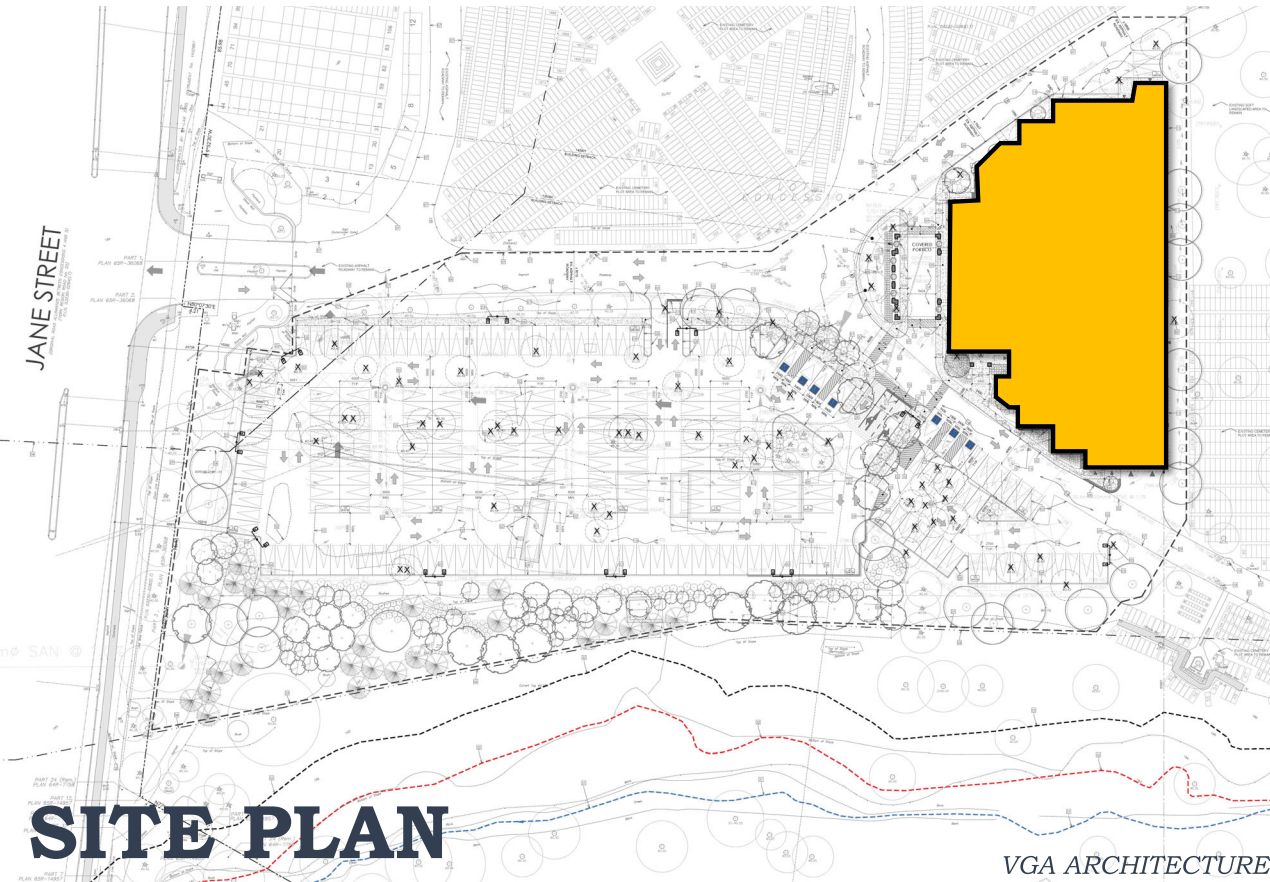
## KEY MAP 4A

The subject site is split-zoned *PB2 Parkway Belt Complementary Use Zone* and *OS1 Open Space Conservation Zone*

The PB2 Zone permits agricultural uses, cemeteries, mausoleums, columbarium's or crematoriums, golf courses, outdoor institutional uses, outdoor recreational uses, and single family detached dwellings, with a maximum building height of 11.0 metres.

An amendment is required to to permit a Funeral Establishment and associated uses within a defined area within the PB2 Zone, and to provide for a maximum building height of 15.7 metres





## PROPOSED FUNERAL ESTABLISHMENT

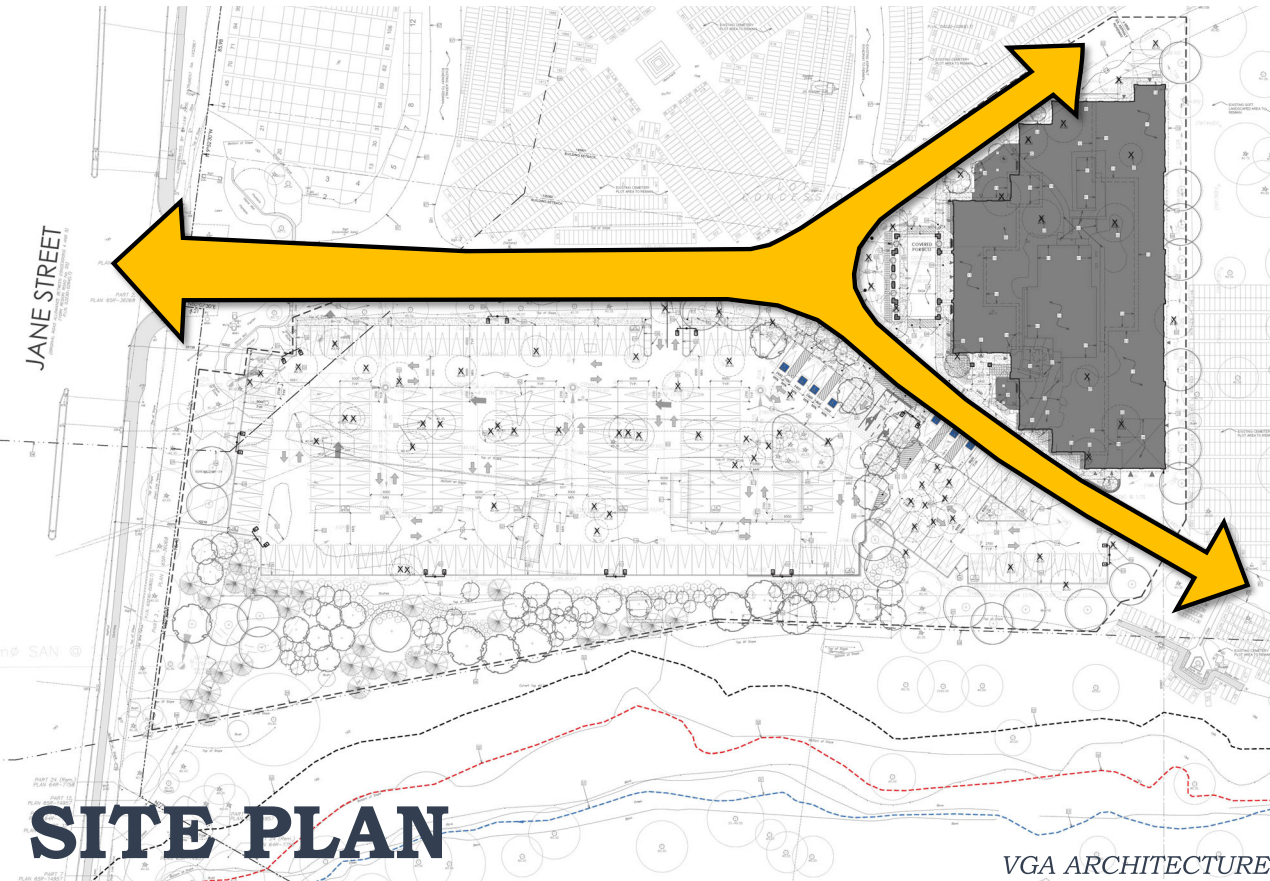
- Proposed 2-storey integrated establishment that provides visitation, chapel, and funeral services, as well as a reception/office facility
- Total Gross Floor Area of 3,224 square metres (34,703 square feet)

## BEECHWOOD CEMETERY

Mount Pleasant Group of Cemeteries  
7241 Jane Street, City of Vaughan

RDLANDPLAN CONSULTANTS INC.





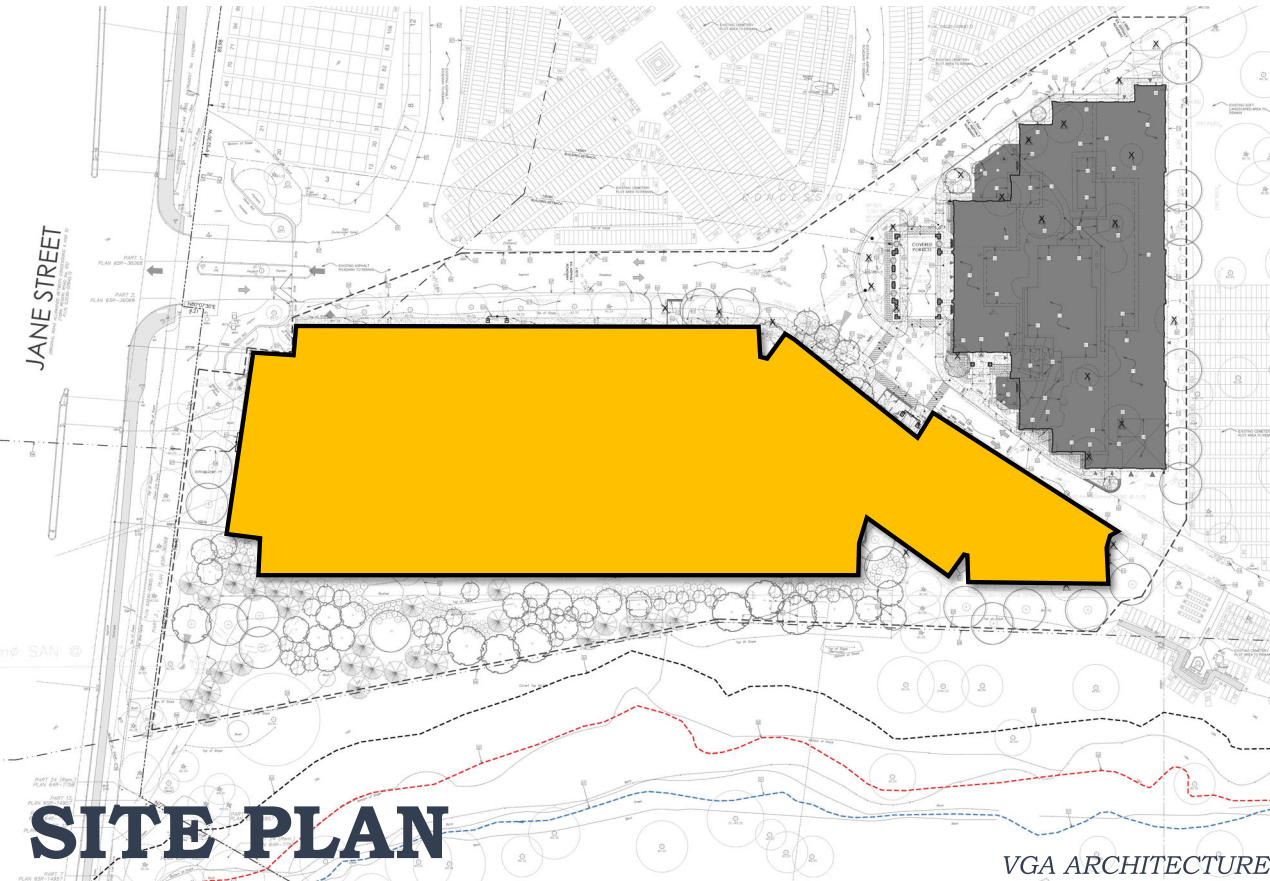
## PROPOSED FUNERAL ESTABLISHMENT

- Proposed 2-storey integrated establishment that provides visitation, chapel, and funeral services, as well as a reception/office facility
- Total Gross Floor Area of 3,224 square metres (34,703 square feet)
- Accessed from the existing internal roadway system connecting to Jane Street

## BEECHWOOD CEMETERY

Mount Pleasant Group of Cemeteries  
7241 Jane Street, City of Vaughan

RDLANDPLAN CONSULTANTS INC.



## PROPOSED FUNERAL ESTABLISHMENT

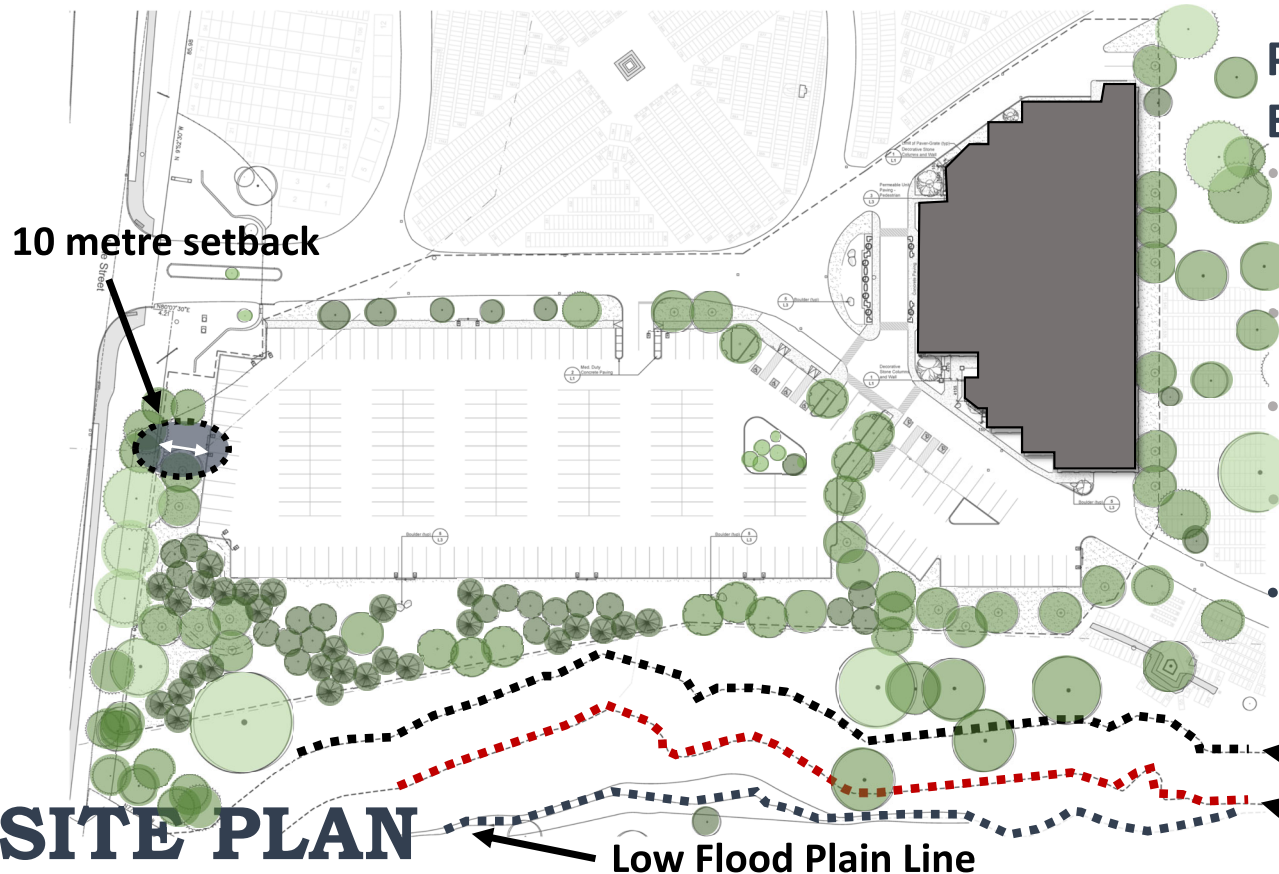
- Proposed 2-storey integrated establishment that provides visitation, chapel, and funeral services, as well as a reception/office facility
- Total Gross Floor Area of 3,224 square metres (34,703 square feet)
- Accessed from the existing internal roadway system connecting to Jane Street
- Accommodates 222 parking spaces, inclusive of 7 handicapped parking spaces

## SITE PLAN

# BEECHWOOD CEMETERY

Mount Pleasant Group of Cemeteries  
7241 Jane Street, City of Vaughan

RDLANDPLAN CONSULTANTS INC.



## PROPOSED FUNERAL ESTABLISHMENT

- Proposed 2-storey integrated establishment that provides visitation, chapel, and funeral services, as well as a reception/office facility
- Total Gross Floor Area of 3,224 square metres (34,703 square feet)
- Accessed from the existing internal roadway system connecting to Jane Street
- Accommodates 222 parking spaces, inclusive of handicapped parking
- Ample setback from Jane Street and flood plain to allow for vegetative screening of the parking area

## SITE PLAN

10 metre setback

High Flood Plain Line

Low Flood Plain Line

# BEECHWOOD CEMETERY

Mount Pleasant Group of Cemeteries  
7241 Jane Street, City of Vaughan

RDLANDPLAN CONSULTANTS INC.





# BEECHWOOD CEMETERY

Mount Pleasant Group of Cemeteries  
7241 Jane Street, City of Vaughan

**RDLANDPLAN CONSULTANTS INC.**





**THANK YOU**

**BEECHWOOD CEMETERY**

Mount Pleasant Group  
of Cemeteries  
7241 Jane Street, City of Vaughan



# 11191 Keele Street, City of Vaughan

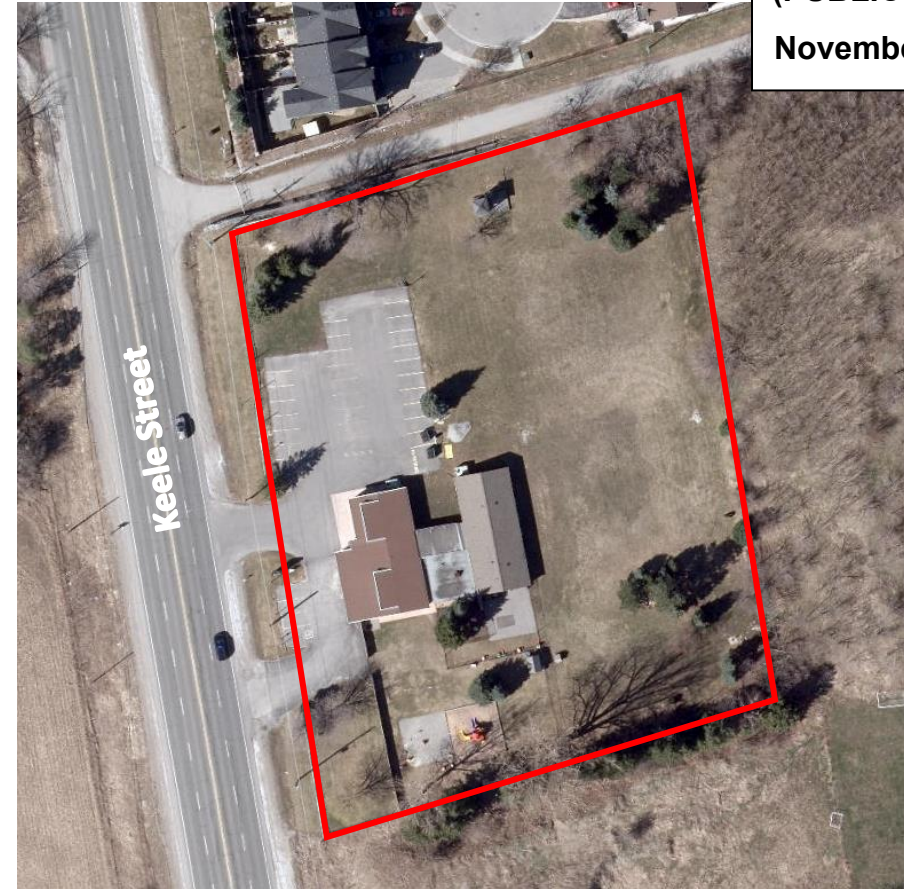
11191 Keele St. GP Inc.

COMMUNICATION C3

ITEM NO. 2

COMMITTEE OF THE WHOLE  
(PUBLIC MEETING)

November 30, 2021



PUBLIC MEETING

November 30, 2021

HUMPHRIES PLANNING GROUP INC.

Z.21.036 & 19T-21V007



# EXISTING CONTEXT

**Legal Description:**  
PT W1/2 LT 28 CON 3 VAUGHAN AS IN  
R754311; VAUGHAN

**Municipal Address:**  
11191 Keele Street

**Lot Frontage:**  
114 m – Keele Street

**Lot Size:**  
Approx. 1.01 hectares (2.5 acres)

**Existing Uses:**  
The Subject Site is currently occupied  
by a children’s learning and daycare  
facility.

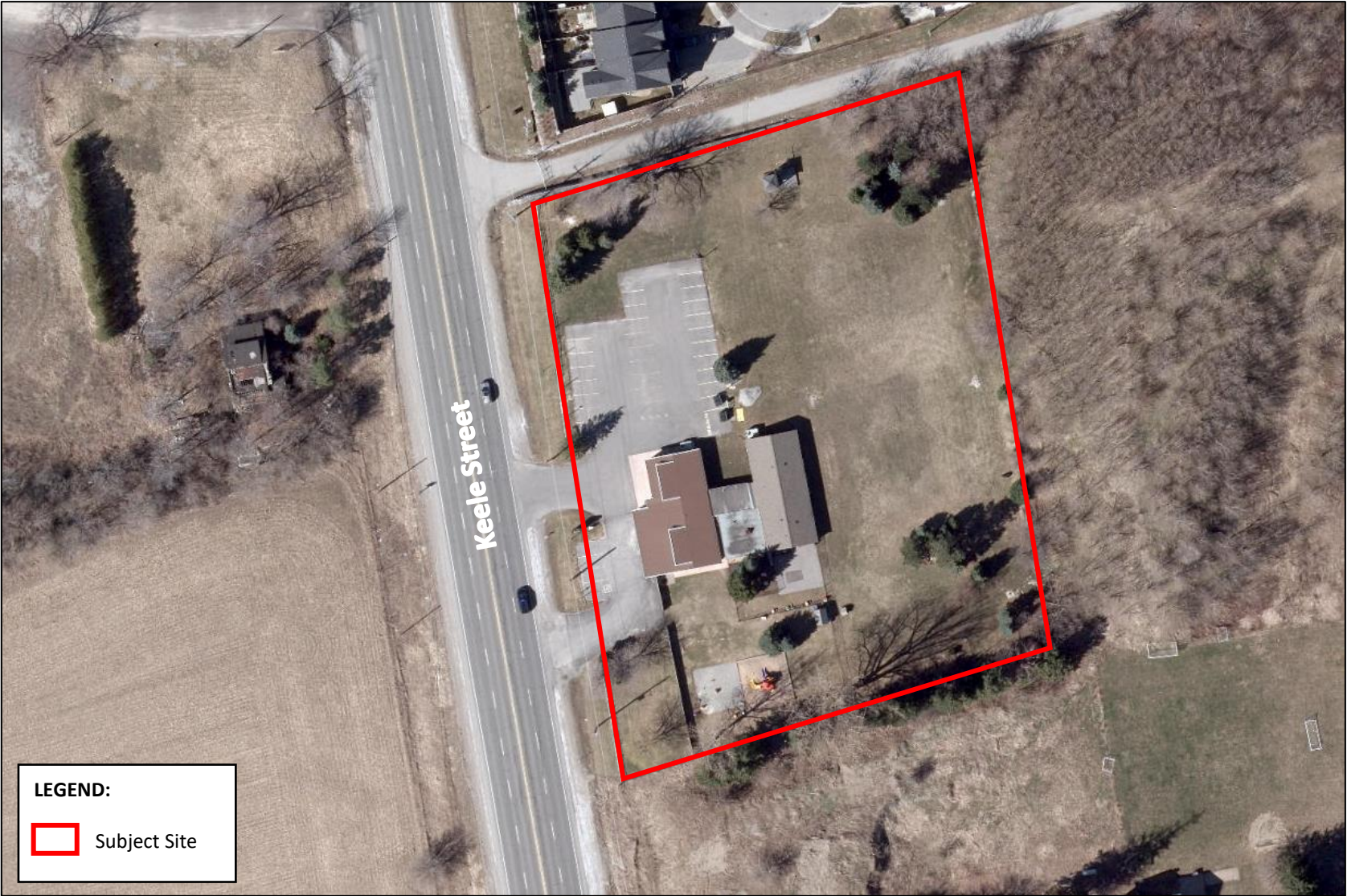


Figure 1: Aerial Map (York Maps, 2021)



# SITE LOCATION & AREA CONTEXT

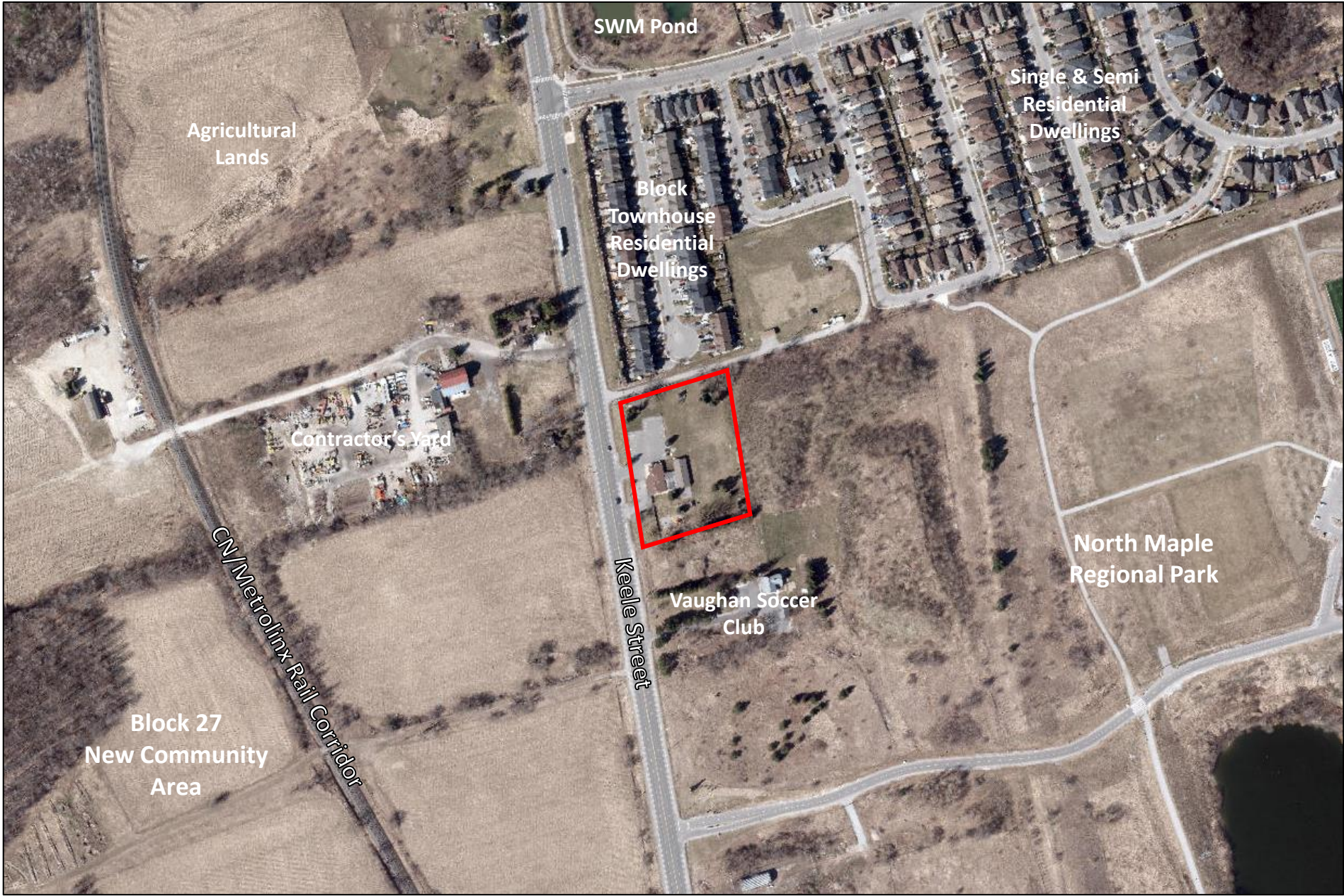


Figure 2: Context Map (York Maps, 2021)



# POLICY FRAMEWORK

## ■ City of Vaughan Official Plan, 2010

- Subject Site is designated “Low-Rise Residential”, per Schedule 13 – Land Use.
- “Low-Rise Residential” designation permits townhouse dwellings with a maximum building height of 3 storeys and 3-6 units in a block.

## ■ City of Vaughan Zoning By-law 1-88

- Subject Site is zoned ‘A-Agricultural’ Zone, per Zoning By-law 1-88.
- The subject rezoning application intends to replace the current ‘A-Agricultural’ Zone category with the ‘RT1-Residential Townhouse’ Zone and site-specific exceptions to permit the proposed development.

## ■ New Comprehensive Zoning By-law 001-2021

- Subject Site is zoned ‘A-Agricultural’ Zone, per the City of Vaughan’s New Comprehensive Zoning By-law 001-2021.

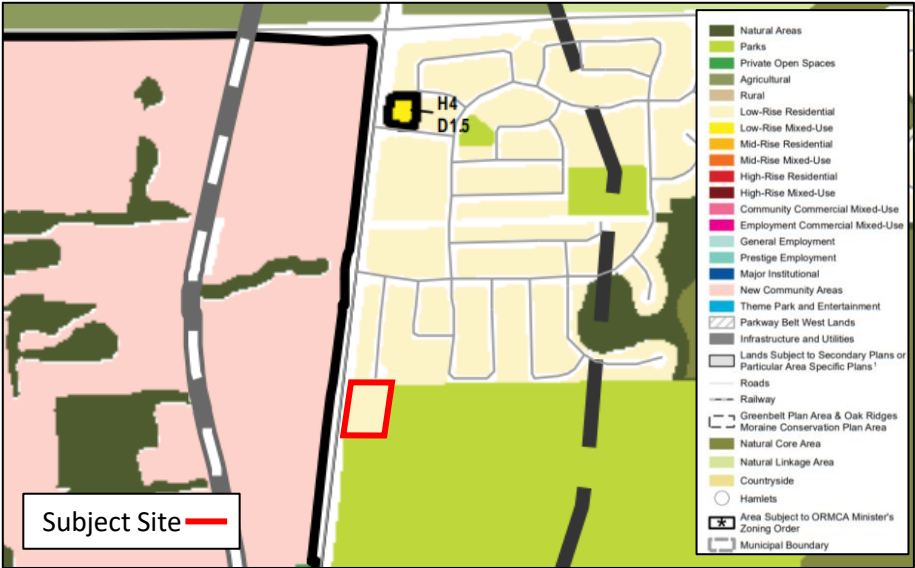


Figure 3: Schedule 13 – Land use (City of Vaughan Official Plan, 2010)

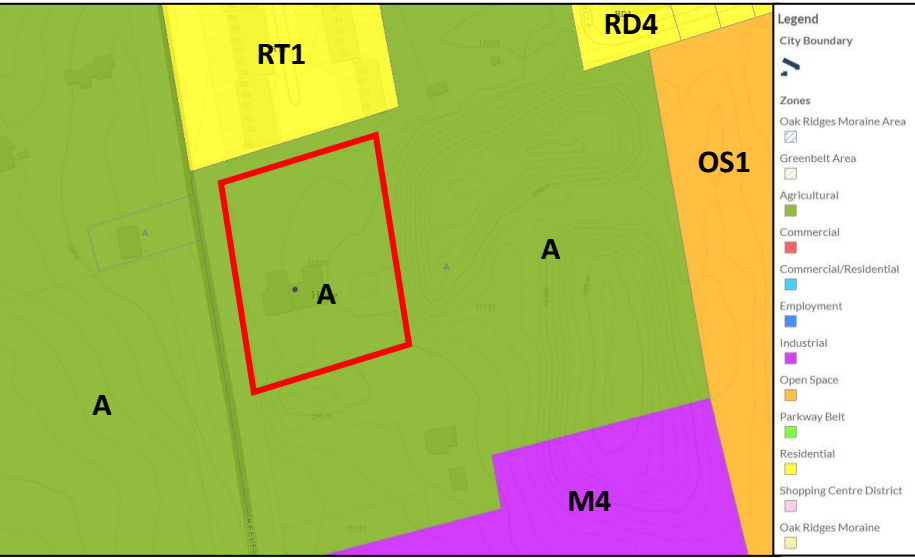


Figure 4: City of Vaughan Zoning By-law 1-88 (City of Vaughan)

# DEVELOPMENT PROPOSAL

## Development Summary

Total Site Area	10,108 sq.m
Lot Coverage	40.3%
Total Residential Units	42
Total Density	41.55 UPH
Building Height	3 storeys
Lot Depths:	24.0m – 24.11m
Lot Frontages:	6.0m – 6.5m



## Parking Statistics

Resident Parking	2 spaces (1 in the garage and 1 in the driveway)
Units C1, D4, E1, and F4	2 spaces in the garage and up to 2 spaces on driveway
Visitor Parking	14 (on-street)
Accessible Parking	1 Space

# DEVELOPMENT PROPOSAL

- The subject rezoning application intends to replace the current ‘A-Agricultural’ Zone category with the ‘RT1-Residential Townhouse’ Zone and site-specific exceptions to permit the proposed development.
- The following are a list of the site-specific exceptions:

	Required (RT1 Zone)	Proposed
Permitted Use	Street Townhouse Dwelling	Street Townhouse Dwelling
Minimum Lot Area	180 sq.m /unit	144 sq.m /unit
Minimum Front Yard Setback	4.50 m	3.50 m
Minimum Exterior Side Yard Setback	4.50 m	1.35 m
Minimum Rear Yard Setback	15.0 m	4.50 m
Minimum Lot Depth	30.0 m	24 m



# RENDERINGS



Front Elevation

# RENDERINGS



Rear Elevation

## **STUDIES COMPLETED**

- **Hydrogeological Report**, prepared by Fisher Engineering, dated September 1, 2021;
- **Geotechnical Soils Report**, prepared by Fisher Environmental, dated March 4, 2021;
- **Noise & Vibration Report**, prepared by HGC Engineering, dated September 14, 2021;
- **Transportation Study**, prepared by PTSL, dated July 2021;
- **Phase 1 ESA**, prepared by Fisher Environmental, dated July 22, 2021;
- **Phase 2 ESA**, prepared by Fisher Environmental, dated July 28, 2021;
- **Stormwater Management & Functional Servicing Report (& Water Balance)**, prepared by FP&P, dated August 31, 2021;
- **Stage 1 & 2 Archaeological Assessment**, prepared by Irvin Heritage, dated April 23, 2021;
- **Arborist Report & TIPP**, prepared by SBK Landscape, dated September 9<sup>th</sup>, 2021;
- **Urban Design and Sustainability Brief**, prepared by FC Architects, dated October 2021; and
- **Planning Justification Report**, prepared by Humphries Planning Group Inc., dated September 2021.

**THANK YOU**





**COMMUNICATION C4**

**ITEM NO. 3**

**COMMITTEE OF THE WHOLE  
(PUBLIC MEETING)**

**November 30, 2021**

# BLUEWATER - PHASE 2

CITY OF VAUGHAN  
PUBLIC MEETING PRESENTATION

File# OP.21.017, Z.21.032 and DA.21.041.  
Bluewater Ranch Developments Inc.

**RAF  
BIG**

 the mbtw group

**wsp**

**BrookMcIlroy**

 **MHBC**





- Subject Lands
- Natural Areas
- Parks
- Private Open Space
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- High-Rise Residential
- High-Rise Mixed-Use
- Parkway Belt West Lands
- Infrastructure and Utilities
- 🛒 Grocery
- 🛍️ Retail
- 🎓 School
- 🌳 Park
- 🌿 Private Open Space
- 📖 Library
- 🏠 Community Centre
- 🚏 Transit Stop
- Bus Route

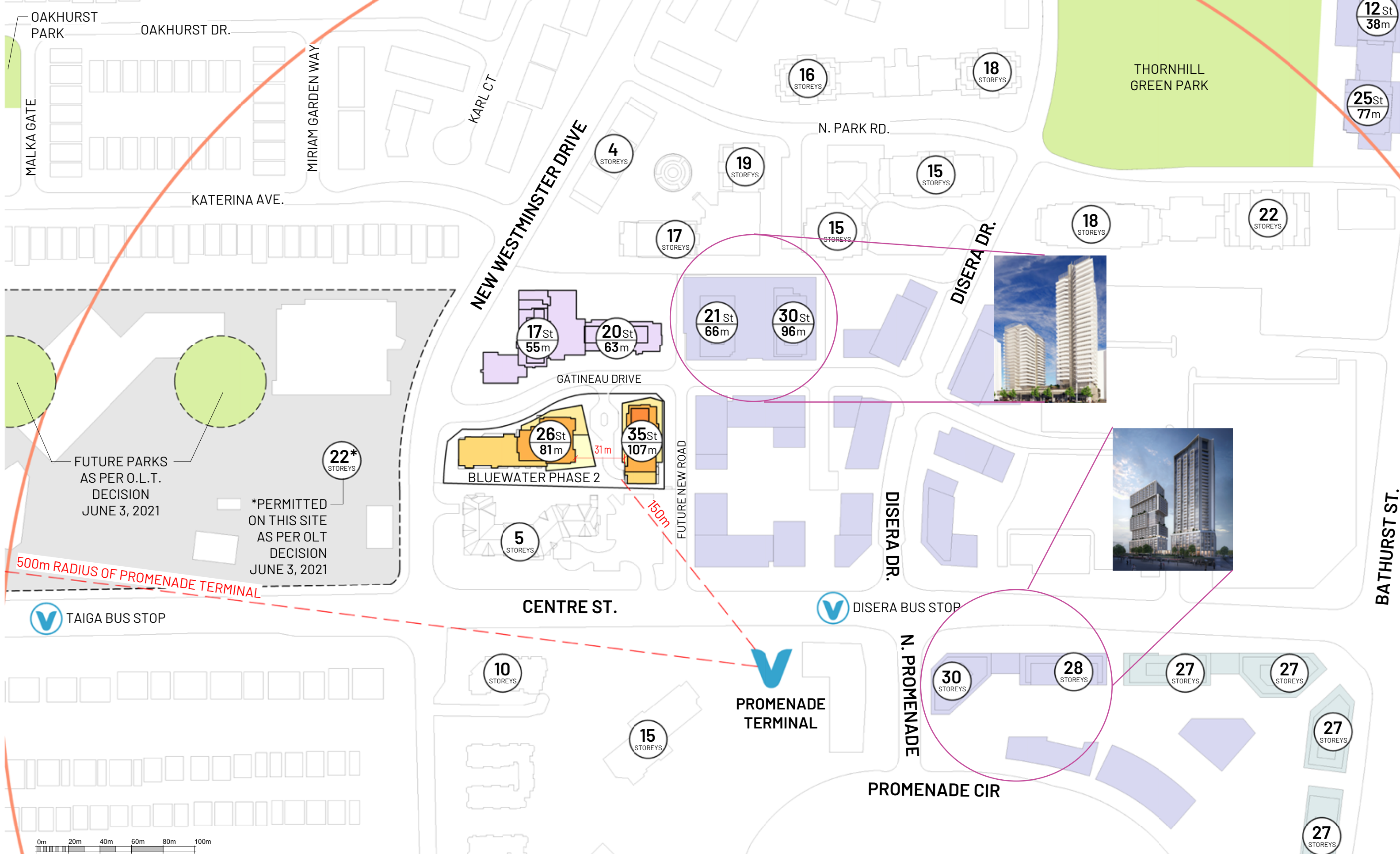


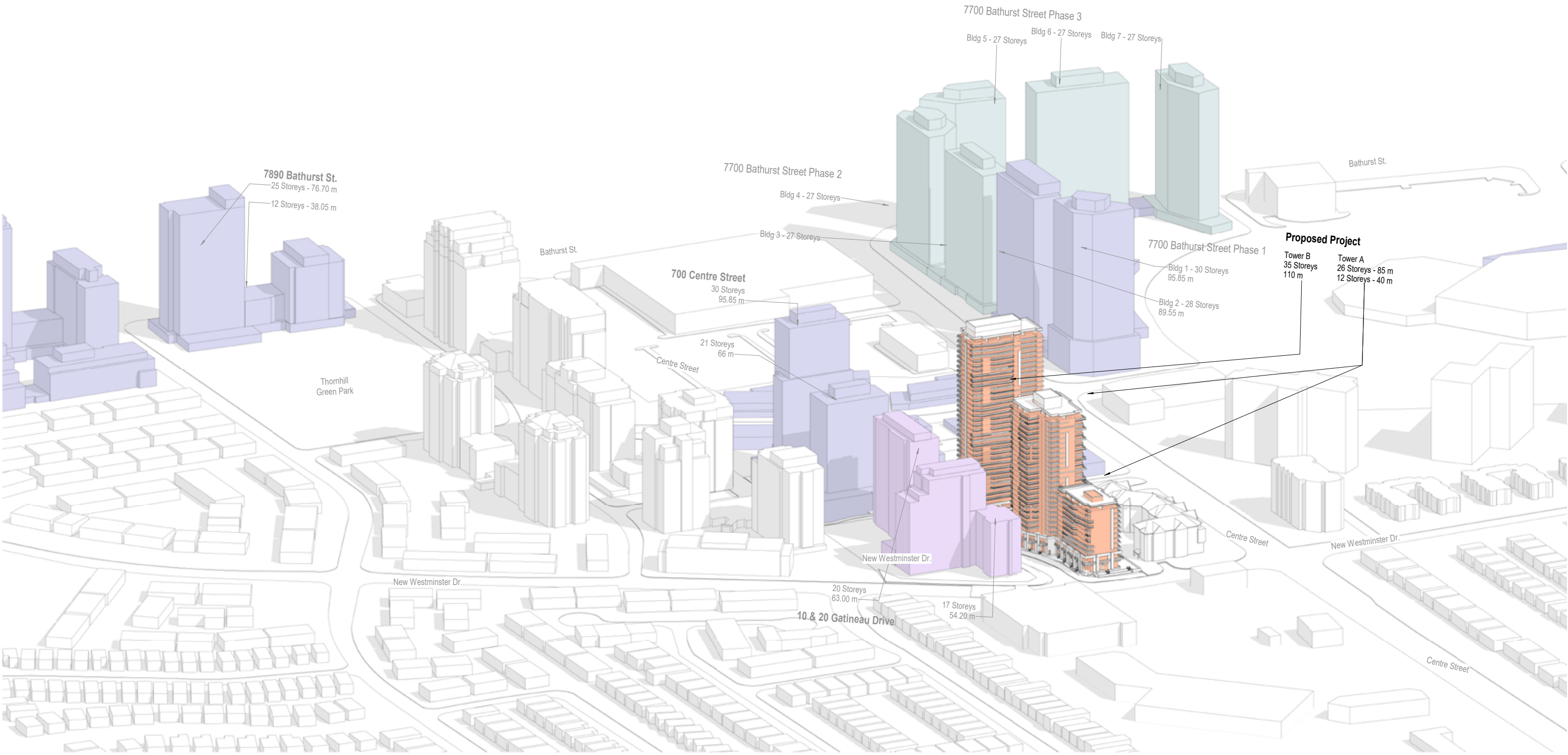
## CONTEXT ANALYSIS





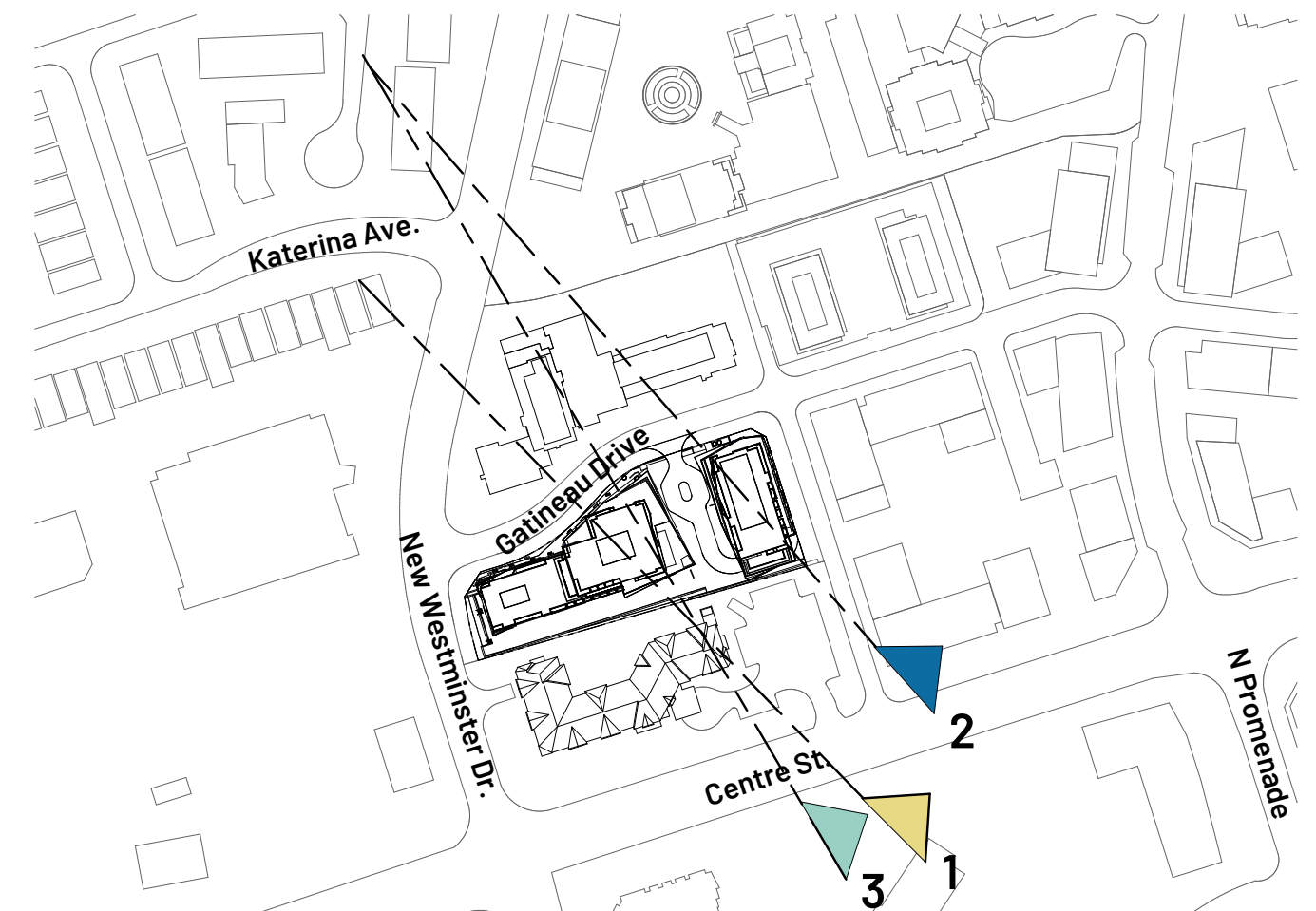
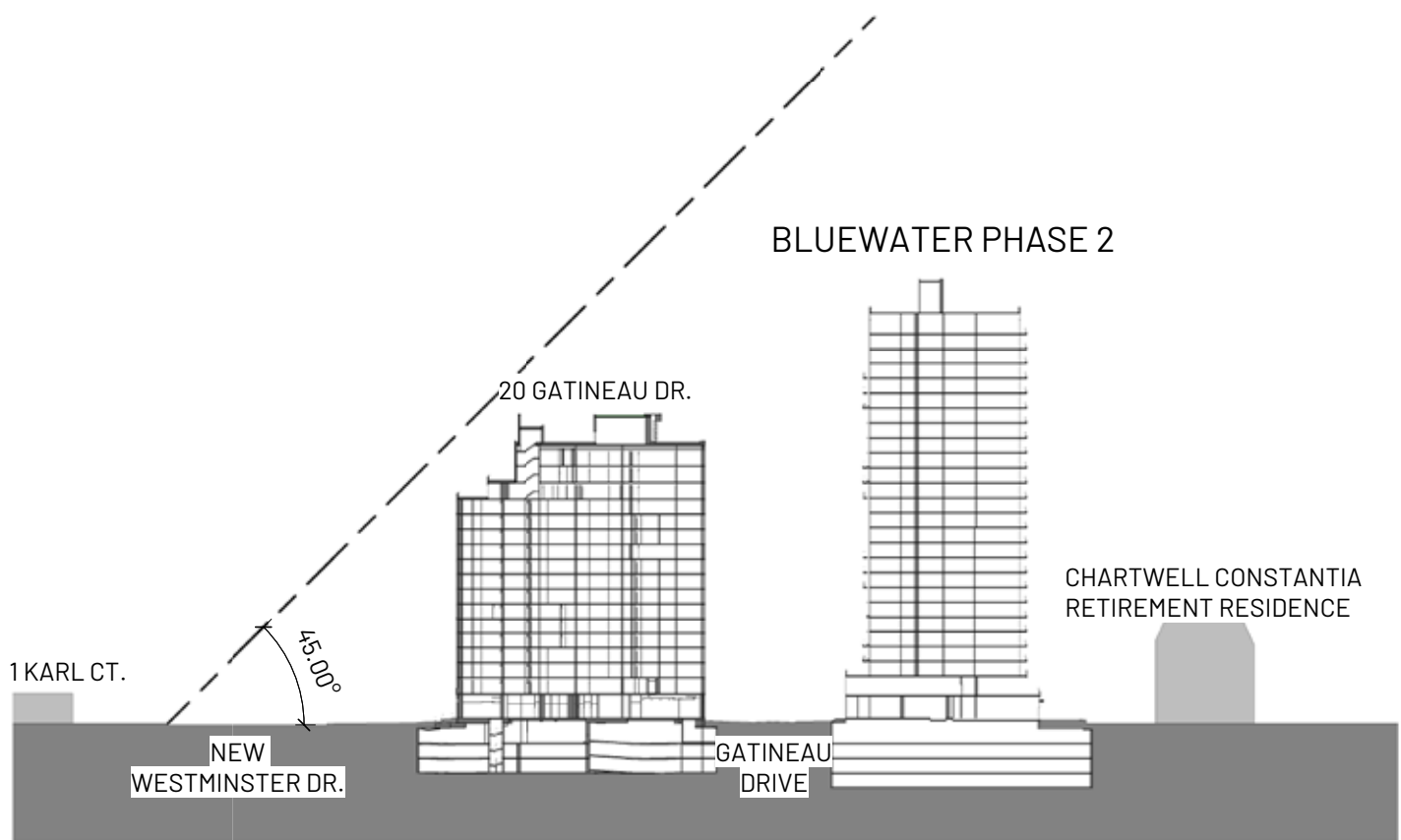
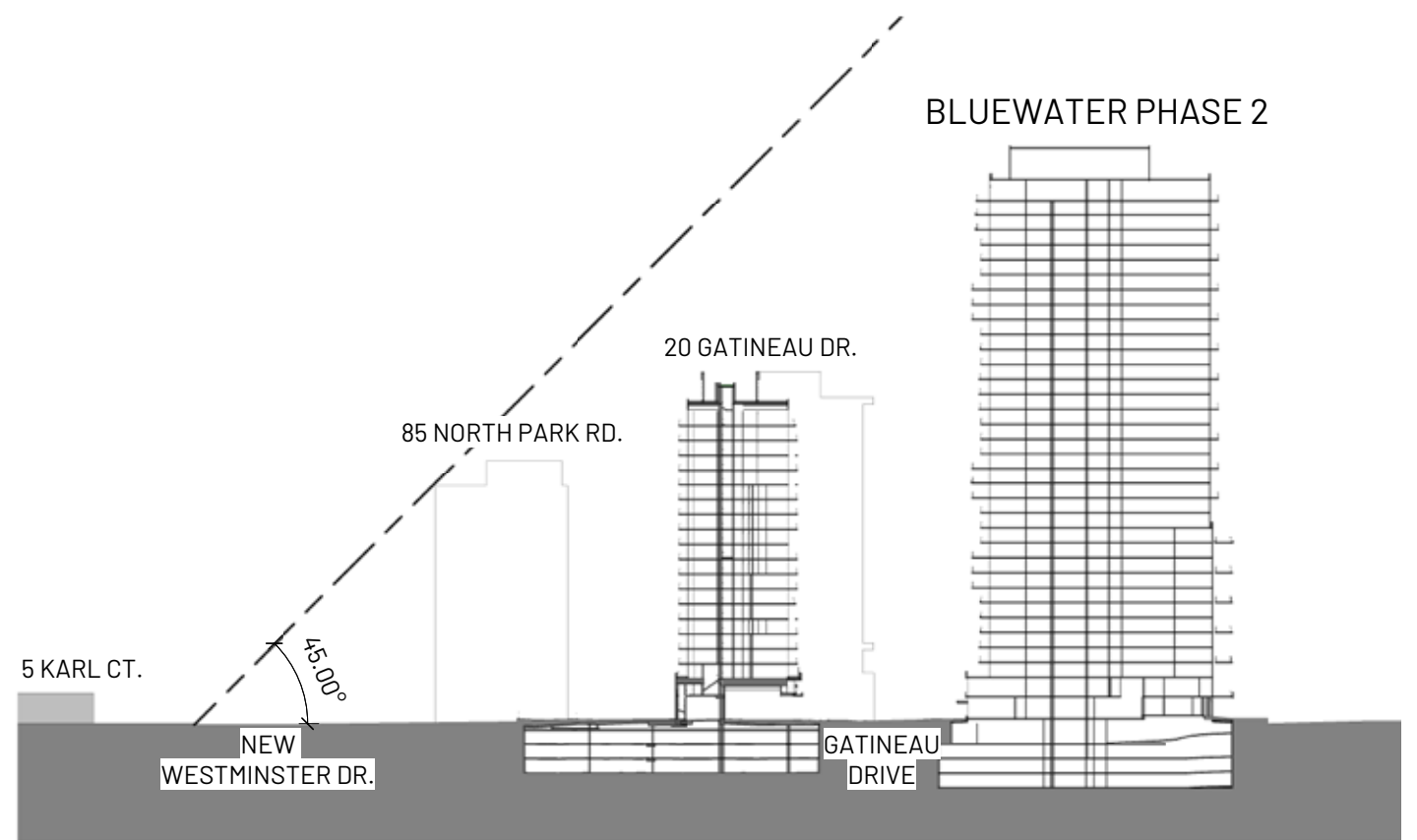
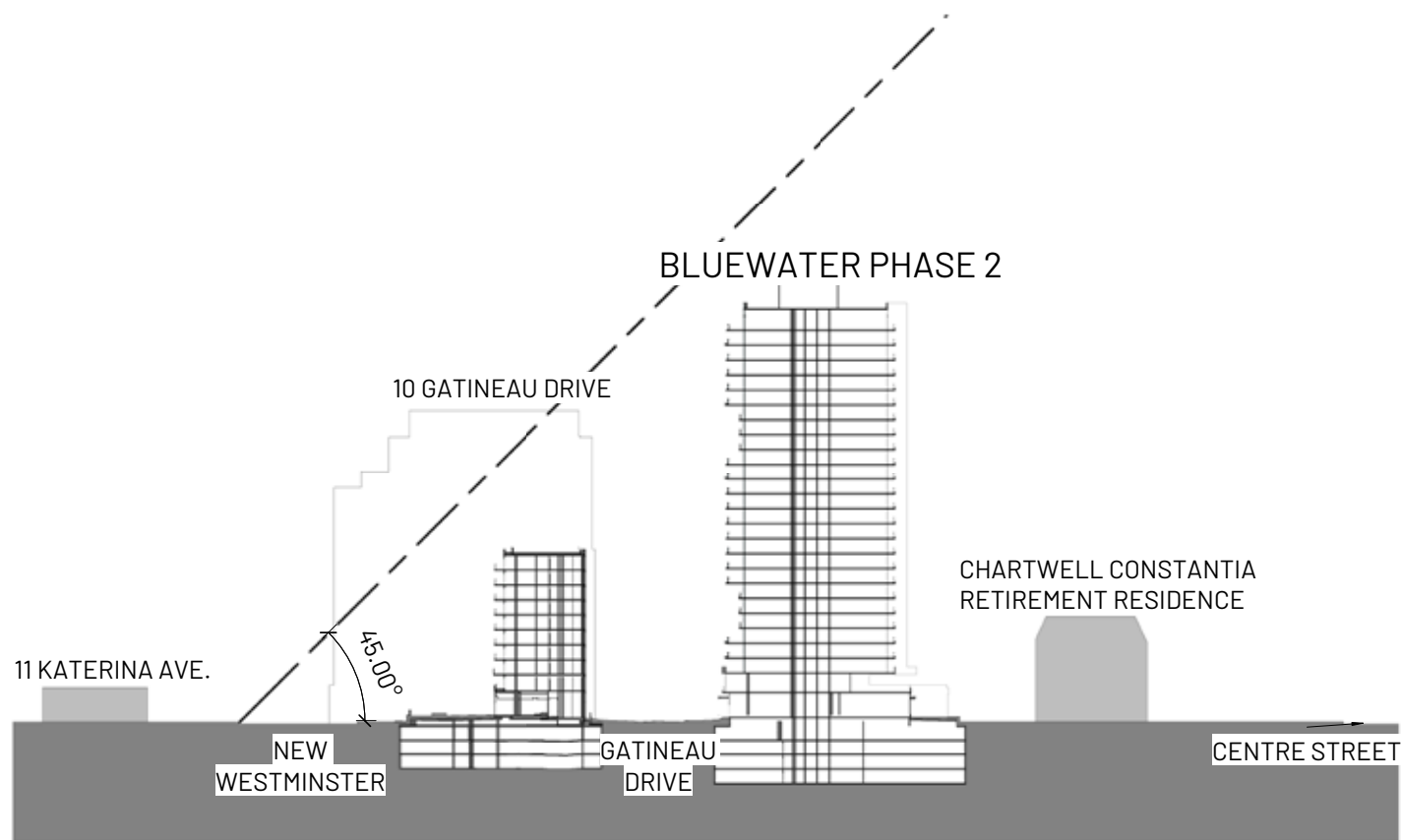
## CURRENT CONTEXT PLAN



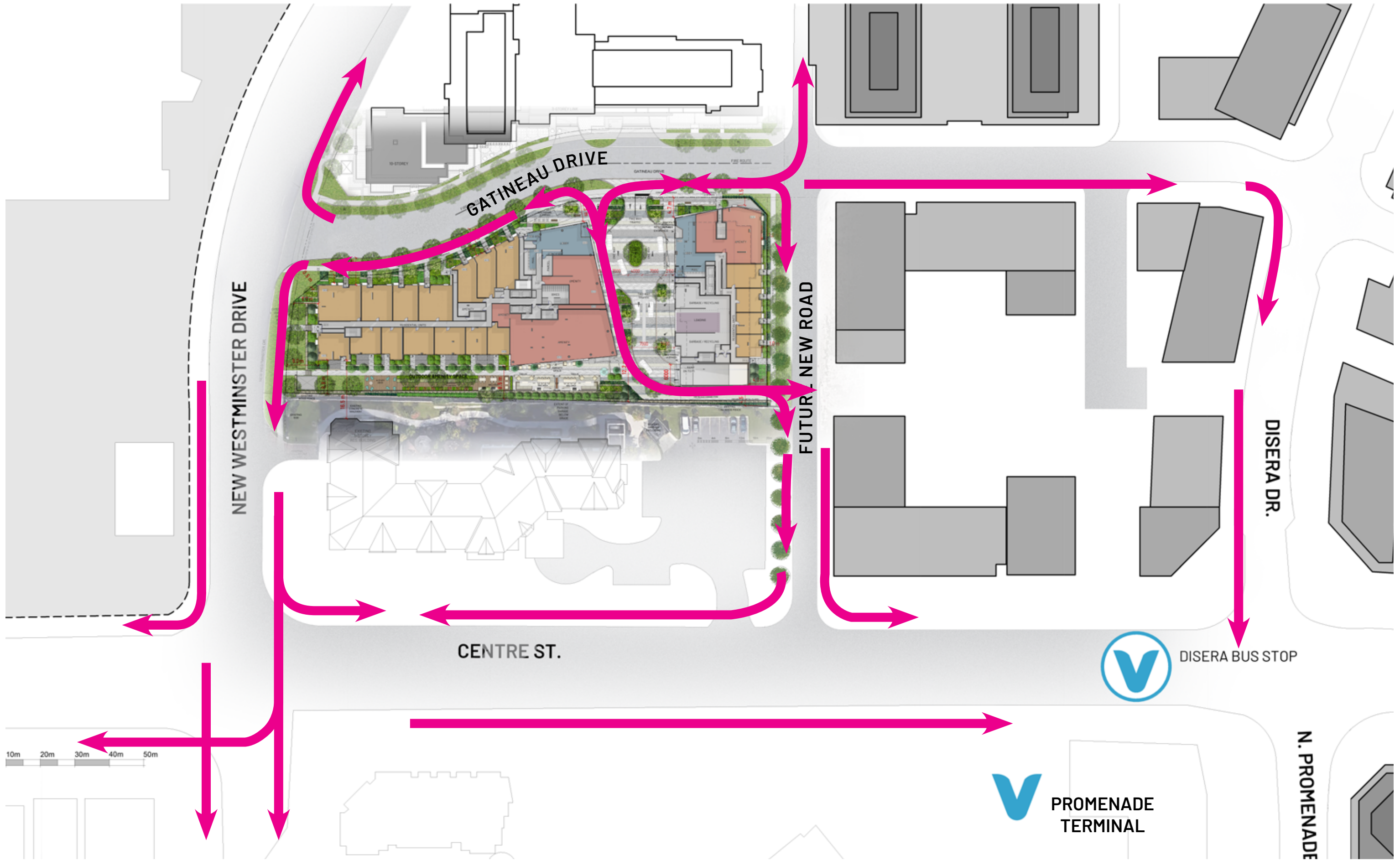


PHASE 01  
PROPOSED DEVELOPMENTS  
PROPOSED PROJECT - PHASE 02  
FUTURE PROJECTS





# CONTEXT ANALYSIS



10m 20m 30m 40m 50m

PROMENADE  
TERMINAL

# PEDESTRIAN CONNECTIONS

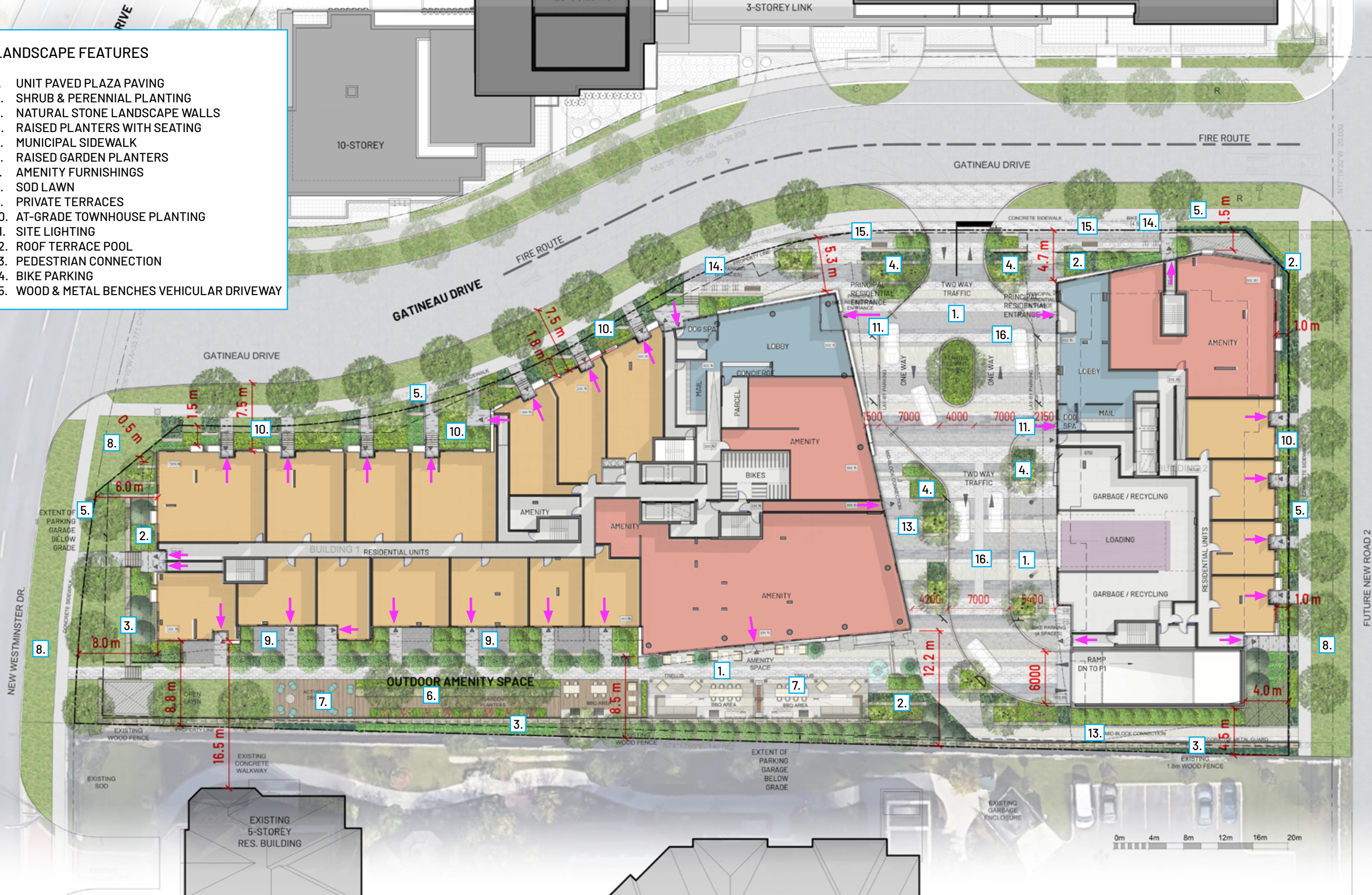






# LANDSCAPE FEATURES

- 1. UNIT PAVED PLAZA PAVING
- 2. SHRUB & PERENNIAL PLANTING
- 3. NATURAL STONE LANDSCAPE WALLS
- 4. RAISED PLANTERS WITH SEATING
- 5. MUNICIPAL SIDEWALK
- 6. RAISED GARDEN PLANTERS
- 7. AMENITY FURNISHINGS
- 8. SOD LAWN
- 9. PRIVATE TERRACES
- 10. AT-GRADE TOWNHOUSE PLANTING
- 11. SITE LIGHTING
- 12. ROOF TERRACE POOL
- 13. PEDESTRIAN CONNECTION
- 14. BIKE PARKING
- 15. WOOD & METAL BENCHES VEHICULAR DRIVEWAY



## GROUND FLOOR PLAN

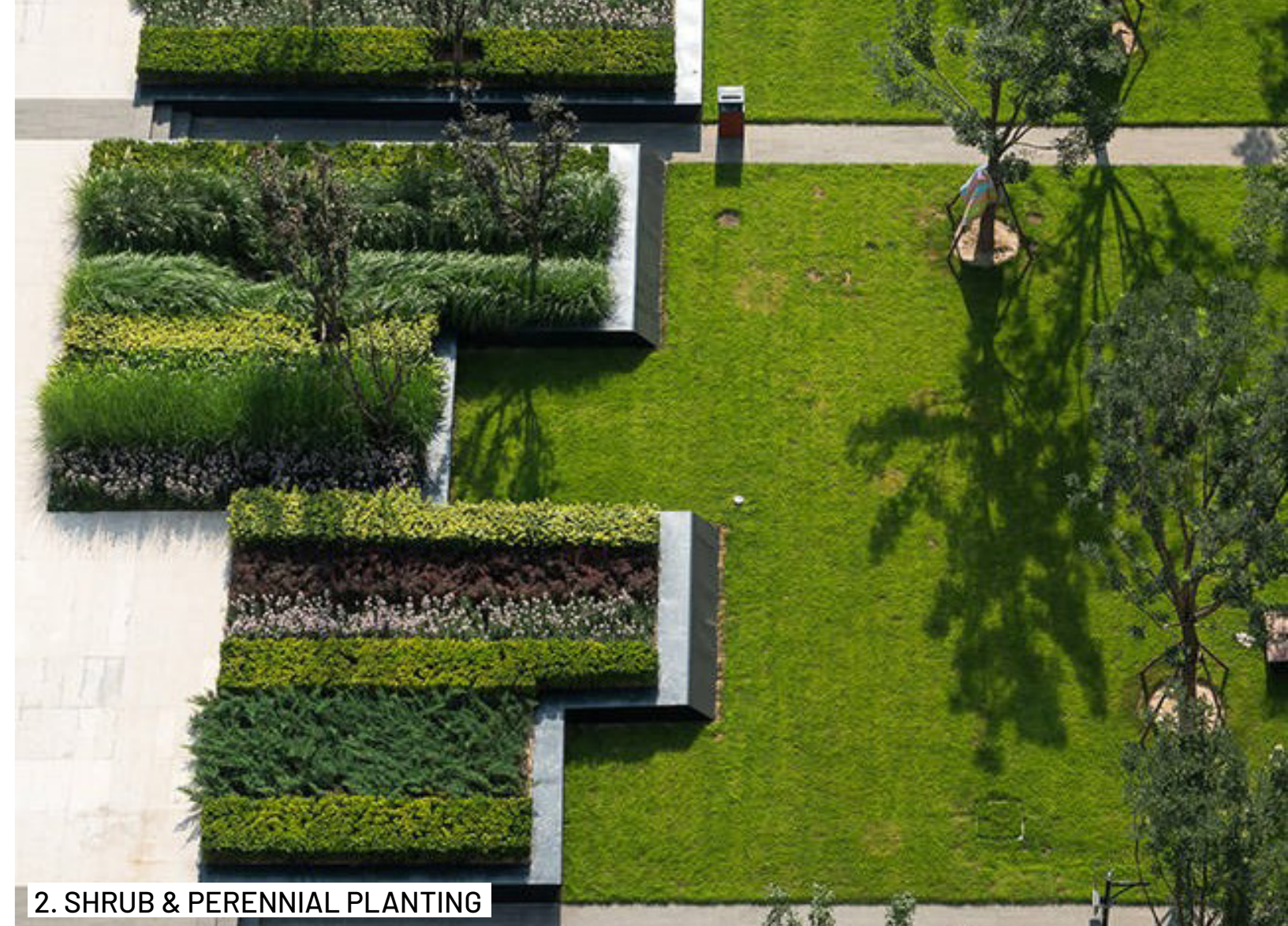




4. RAISED PLANTERS WITH SEATING



10. AT-GRADE TOWNHOUSE PLANTING



2. SHRUB & PERENNIAL PLANTING



1. UNIT PAVED PLAZA PAVING

# LANDSCAPE INFLUENCES





7. AMENITY FURNISHINGS



3. NATURAL STONE LANDSCAPE WALLS



11. SITE LIGHTING



6. RAISED GARDEN PLANTERS

## LANDSCAPE INFLUENCES





LOOKING SOUTH FROM GATINEAU DRIVE









## VIEW NORTH FROM CENTRE STREET

# Proposed Promenade Centre Secondary Plan

**Secondary Plan Statutory Public Meeting  
November 30, 2021**



# Presentation Outline

- Secondary Plan Purpose
- Study Process and Status
- Secondary Plan Context
- Secondary Plan Organization
- Vision and Guiding Principles
- Key Structural Elements
- Next Steps



## Secondary Plan Purpose

The proposed Promenade Centre Secondary Plan provides a planning framework that will guide 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. The Secondary Plan is 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.



## Study Process

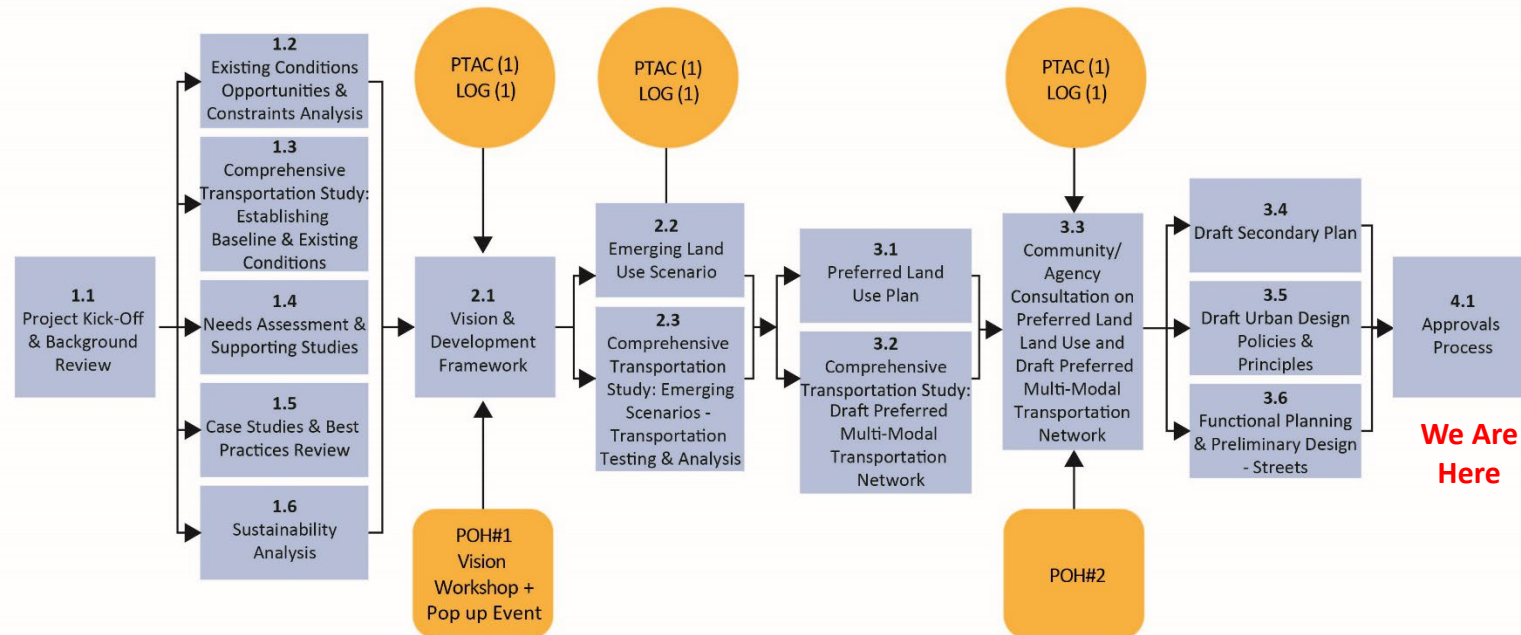
### Secondary Plan and Comprehensive Transportation Study Work Program

Task 1  
The Background Study

Task 2  
Plan Framework,  
Development & Testing

Task 3  
Preparation & Refinement  
of Draft Secondary Plan

Task 4  
Approvals



PTAC - Project Technical Advisory Committee  
LOG - Landowners Group Meeting  
POH - Public Open House



## Secondary Plan Study Area and Context





## Study Area and Existing Uses





# Planning Policy Context

- A Place to Grow (2020)
- Provincial Policy Statement (2020)
- Planning Act
- Vaughan Official Plan (VOP 2010)
- Vaughan Official Plan Review
- York Region Official Plan 2010
- York Region ongoing Municipal Comprehensive Review (MCR)
  - MTSA Review
  - Population Forecasts 2051
- Relevant Master Plans (ex. City of Vaughan Transportation Master Plan, Pedestrian and Bicycle Master Plan 2020)



Provincial  
Growth Plan

Provincial Policy  
Statement



Ontario  
Planning Act



Vaughan  
Official Plan

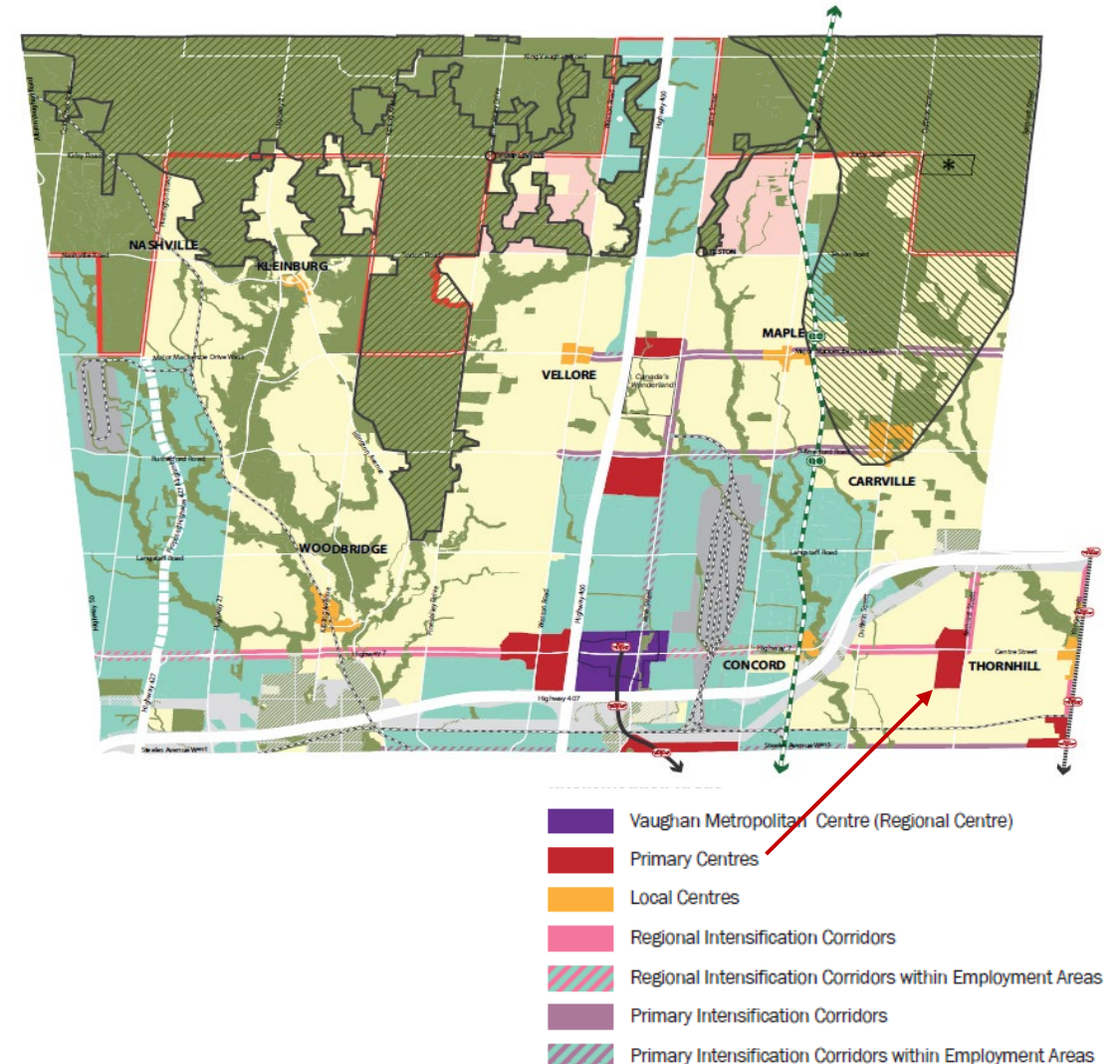


York Region  
Official Plan



## Planning Policy Context

- Promenade Mall and surrounding area are identified as 'Primary Centre' and 'Required Secondary Plan Area' in VOP 2010
- Land use designation for the majority of the area is 'High-Rise Mixed-Use'
- Primary Centres support intensification by accommodating a wide range of uses to create a complete community supported by transit





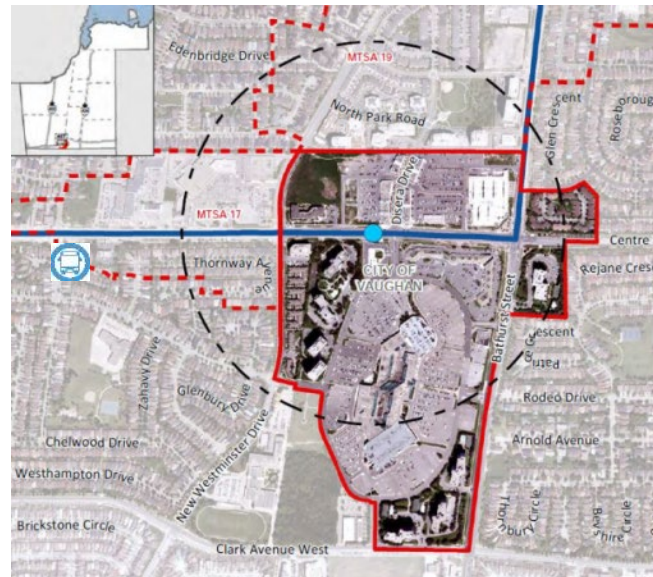
## Planning Context – Major Transit Station Areas

Major Transit Station Areas (MTSAs) are designated for growth and will form part of York Region's Intensification Strategy.

- Disera-Promenade BRT Station is centrally located by the YRT bus terminal.
- Atkinson Station ~700 metres to the north.
- Taiga Station < 500 metres to the west.



Taiga



Disera-Promenade



Atkinson



## Background Studies

- Planning Background Report (Draft)
- Comprehensive Transportation Study (Draft)
- Case Studies and Best Practices Review
- Commercial Use Assessment, Promenade Centre Secondary Plan
- Vaughan Promenade Centre Secondary Plan – Population and Employment Estimates
- Sustainability Plan Draft Terms of Reference
- Community Energy Plan Draft Terms of Reference
- Scoped Community Facilities Study



# Challenges and Opportunities

Intensification

Transit Infrastructure

The Future of the Mall



Connectivity

Development Applications

Community Facilities



# Secondary Plan Organization

- Vision and Guiding Principles
- Community Structure
- Land Use
- Community Design
- Transportation and Mobility
- Parks and Open Space
- Community Facilities
- Services
- Sustainable Development
- Energy Efficiency
- Implementation and Interpretation



## Vision

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.



# Guiding Principles

- **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.

- **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.



# Guiding Principles

- **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.

- **Multi-Generational Housing**

Promote a wide range of housing types and tenures to accommodate a diverse multi-generational community and facilitate “aging in place”.



# Guiding Principles

- **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.

- **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 realm and built form.



# Key Structural Elements

The Secondary Plan provides a policy framework that includes a land use plan and multi-modal transportation network to establish a community structure, which implements the Vision and Guiding Principles. The Schedules include:

- Schedule A – Secondary Plan Area
- Schedule B – Land Use Precincts
- Schedule C – Land Use Plan
- Schedule D – Height, Density and Use Parameters
- Schedule E – Multi-Modal Transportation Network
- Schedule F – Street Network Implementation Plan



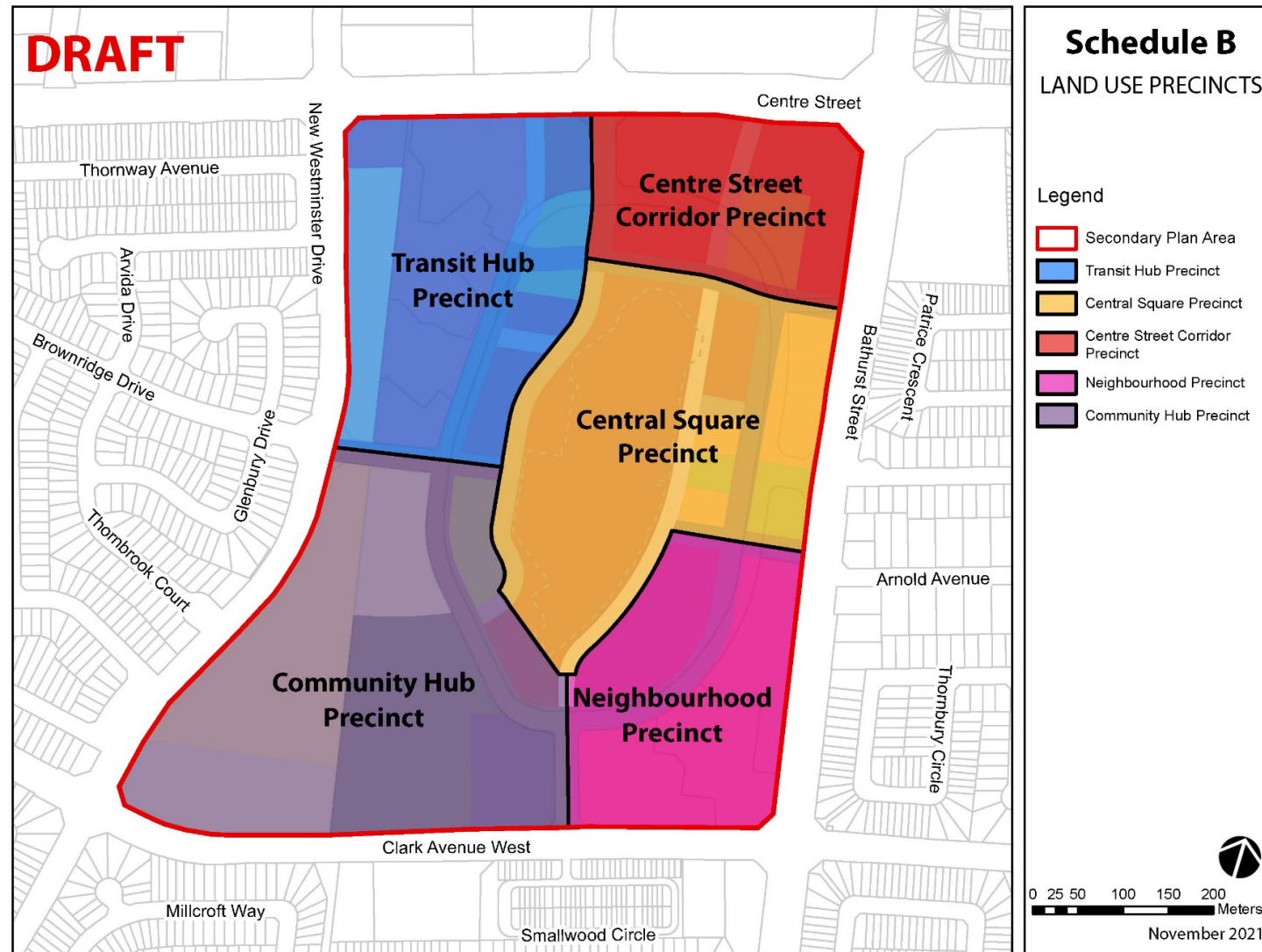
# Key Structural Elements: Precincts

Each Precinct permits a mix of uses, but has a specific focus and related character:

- **Transit Hub Precinct** is focused on the existing Transit Terminal and also reflects proximity to the Disera-Promenade BRT Station which is a MTSA;
- **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;
- **Centre Street Corridor Precinct** is designed to provide for a community of high-rise mixed-use development;
- **Neighbourhood Precinct** is intended primarily as a residential community; and
- **Community Hub Precinct** will continue to evolve as a focal point for a wide variety of public services.



# Land Use Precinct Plan



# Key Structural Elements: Land Use

- The Land Use Plan, Height, Density and Use Parameters and policies establish within each Precinct the specific mix of uses, heights and densities and their distribution. The parameters are designed to emphasize variation and transition in the built form.
- Density
  - Overall minimum or greater density of 200 people and jobs combined per hectare in accordance with the minimum density endorsed by the Region for the Disera-Promenade BRT MTSA;
  - Maximum height and density focused in Transit Hub, Central Square and Centre Street Precincts; and,
  - Schedule D and related policies establish the maximum height and density for each land use designation.



# Key Structural Elements: Land Use

- Housing
  - Community will consist of a housing mix to increase housing choice and accommodate a diverse multi-generational community and facilitate “aging in place”. A target of 35% of all housing units will be affordable/accessibile.
- High-Rise Mixed-Use
  - Permits broad range of residential, retail, community and institutional uses in mixed use and single use buildings;
  - Maximum Floor Space Index (FSI) of 10 in the Transit Hub Precinct and 6-7 for all other buildings. Maximum height is 35 storeys; and,
  - Retail uses permitted in base/podium. In addition, existing Mall is permitted together with any additional or other modifications to the buildings required as part of new permitted development.

# Key Structural Elements: Land Use

- Mid-Rise Mixed-Use
  - Development shall consist of a broad mix of residential, retail, community and institutional uses in mixed use and single use buildings; and,
  - Maximum FSI 5.5 and maximum height 12 storeys.
- High-Rise Residential
  - Development will continue to consist primarily of High-Rise Residential Buildings; and,
  - Maximum FSI 2.5 and maximum height 20 storeys.



# Key Structural Elements: Land Use

- Low-Rise Mixed-Use
  - Development will include townhouses, low-rise buildings and public and private institutional buildings;
  - Maximum height 5 storeys; and,
  - Development adjacent to New Westminster Dr. should generally be designed to respect the existing development on the west side of the street.
- Major Institutional
  - Recognizes the existing library and allows new or expanded facility with a range of community and institutional uses.

# Key Structural Elements: Land Use

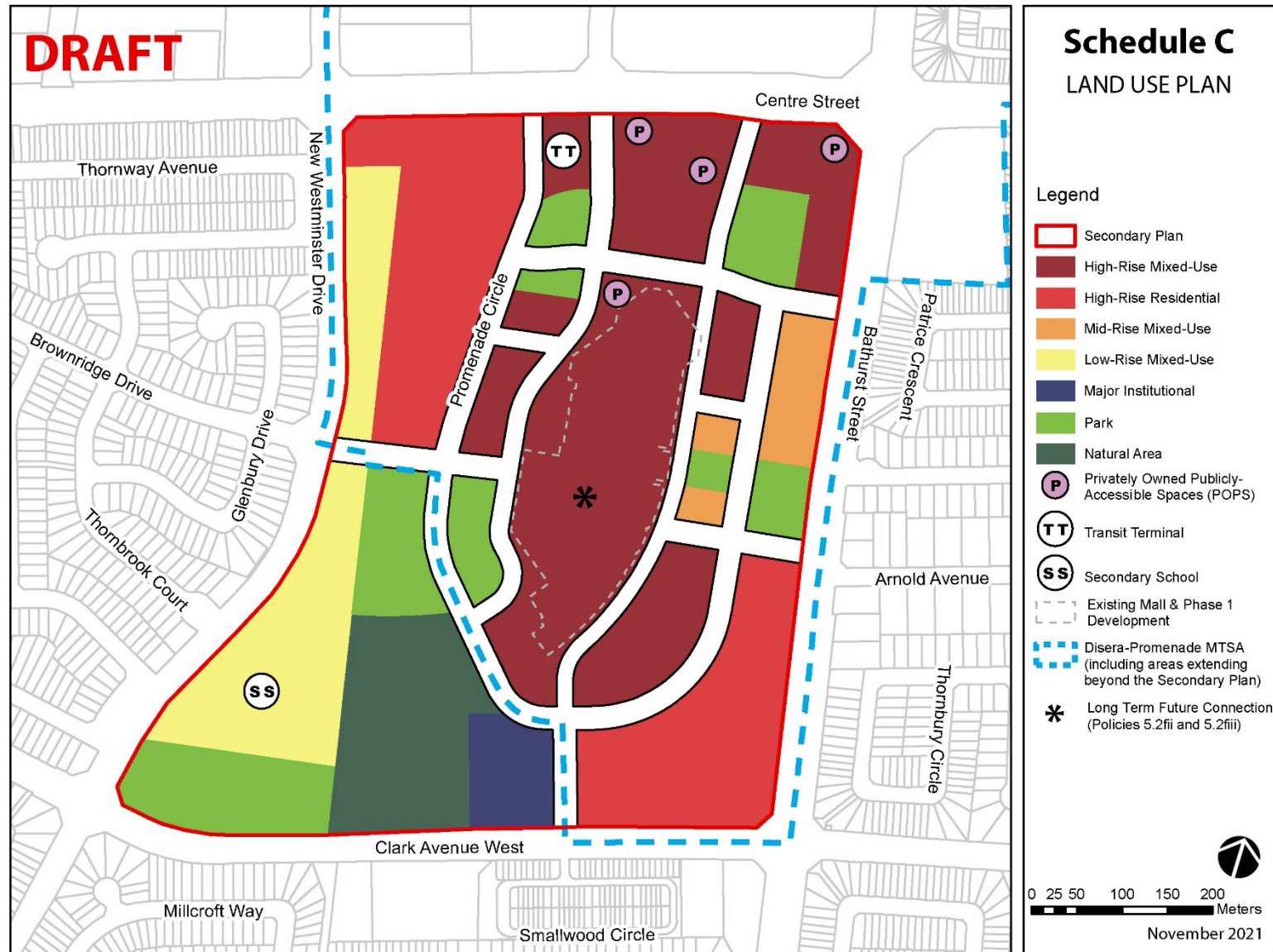
- Transit Terminal
  - Transit Terminal symbol recognizes existing transit terminal and any modifications and enhancements required to maximize transit service. All the uses in the underlying High-Rise Mixed-Use designation are permitted, provided the development includes transit infrastructure and subject to approval of applicable transit authority.
- Schools
  - School symbol recognizes existing St Elizabeth Secondary School; and,
  - Playing fields are designated “Park” and school site is designated as Low-Rise Mixed-Use which permits school use.



# Key Structural Elements: Land Use

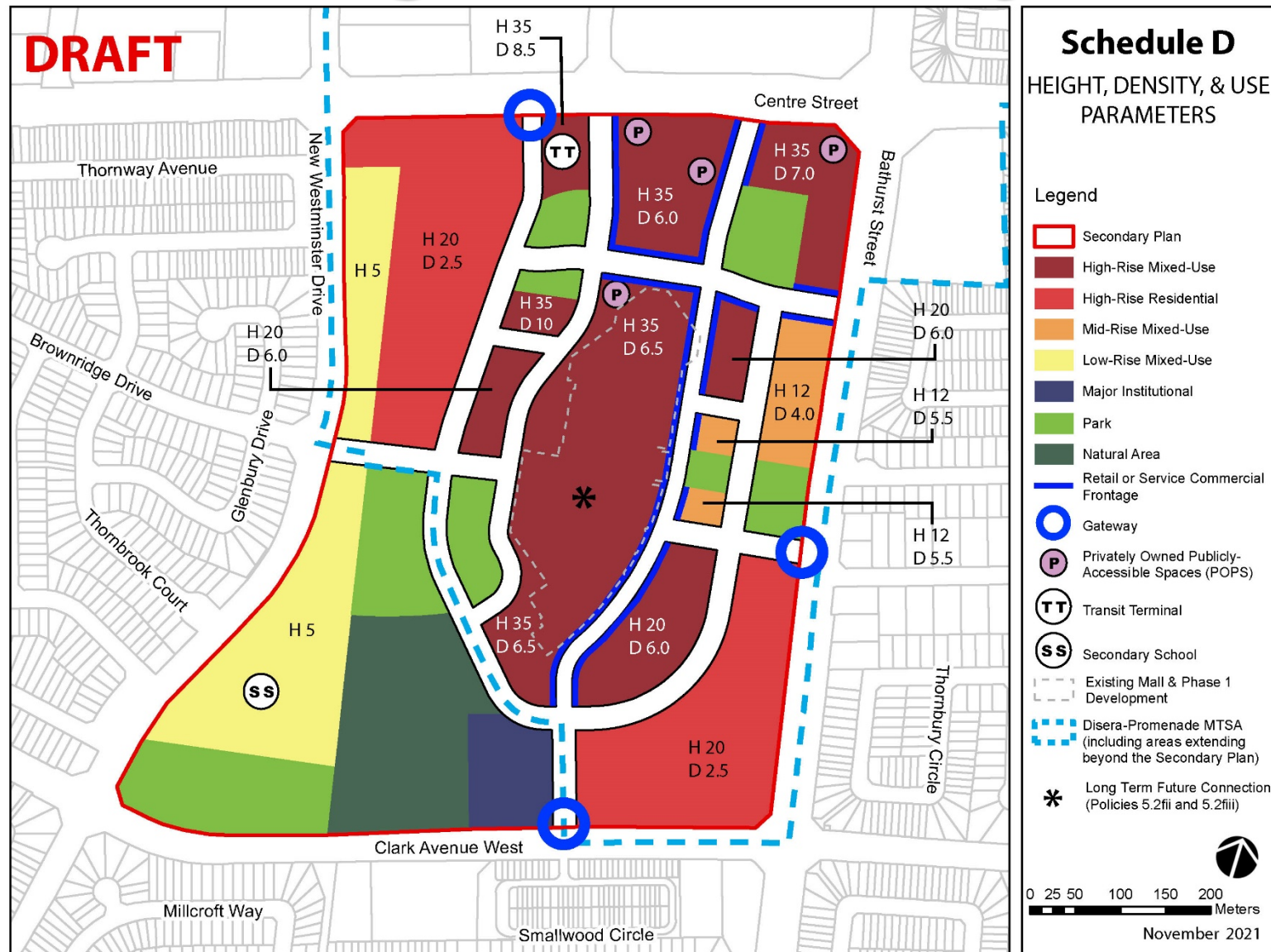
- Parks and Open Space System
  - This system includes lands identified as Parks, POPS and Natural Area;
  - The system has been expanded to better create desirable, high quality, unique parks as part of the Promenade Centre Open Space System through a mix of active and passive spaces;
  - Parks are located conceptually to serve residents in a five minute walk; and,
  - Total area will be a minimum of 5.98 hectares.
- Privately Owned Publicly-Accessible Spaces (POPS)
  - POPS are located conceptually as additional open spaces that will add gathering spaces, landscape amenities and programming for Promenade Centre.
- Natural Area
  - This designation recognizes the existing woodlot.

## Land Use Plan





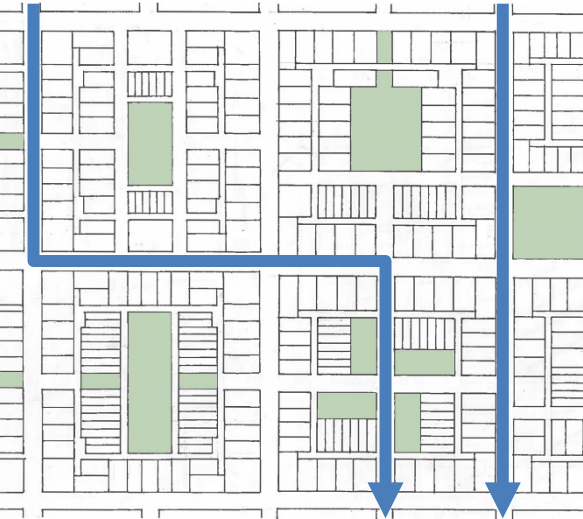
## Height and Density



# Key Structural Elements: Multi-Modal Transportation Network

The multi-modal transportation plan consists of a well connected, fine-grid street network and shared path network that provides:

**More direct routes for all modes**



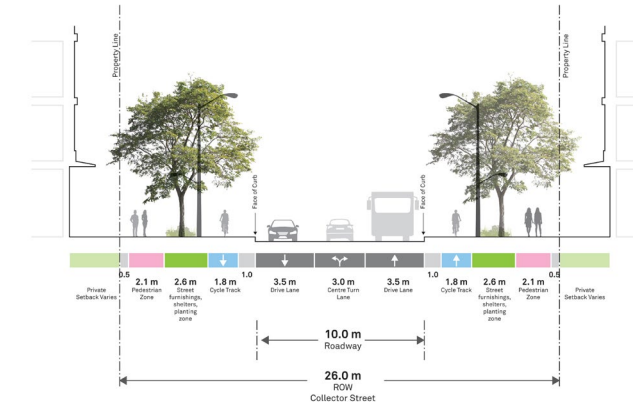
**Seamless access to transit**



**Space for people of All Ages and Abilities**



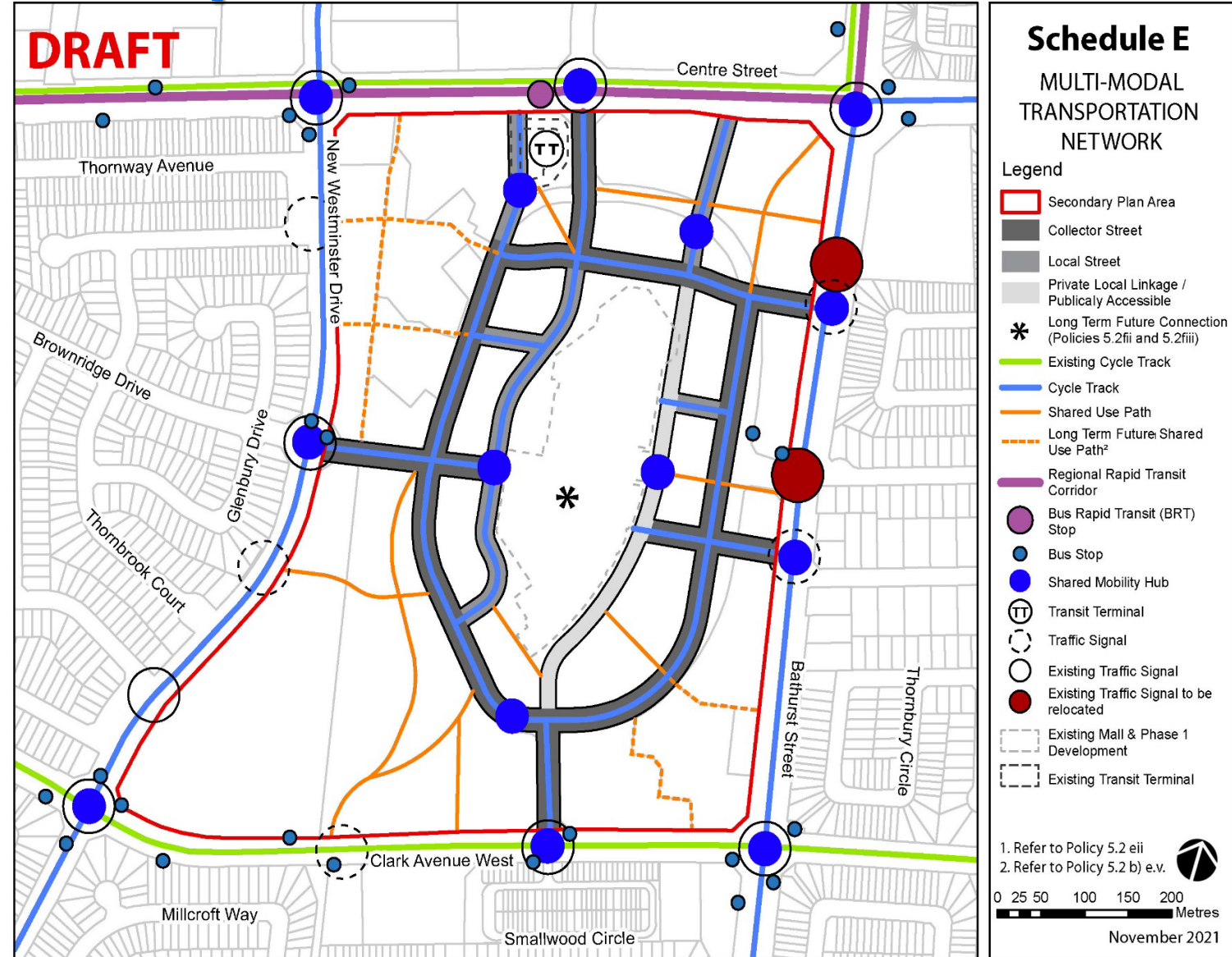
**Prioritizing Complete Streets**





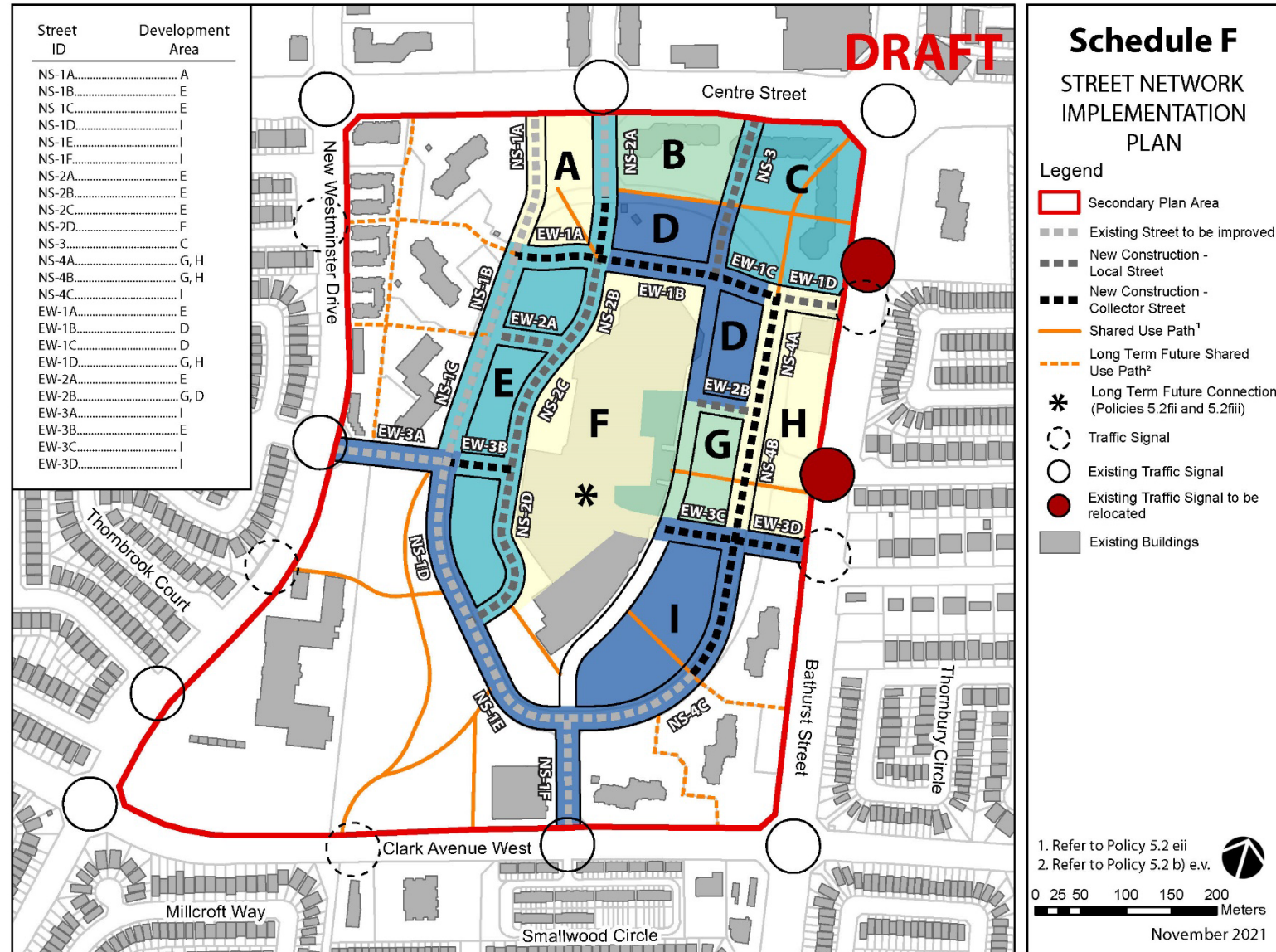
# Multi-Modal Transportation Network

- **Street network** formed by collector and local streets
- **Collector network** builds from existing Promenade Circle and gate connections to boundary streets.
- **Shared Use Path network** provides finer grid connectivity for walking and cycling
- **Transit service improvements** coordinated with York Region Transit
- **Shared Mobility Hubs** provides opportunities for mobility options



## Implementation Plan

- **Street and path network implementation** aligned with the development approval process
- **Street network implementation plan sets framework** for requirement of functional segments by development area
- **Maintain access and site functionality** as development occurs, with the ultimate vision in mind
- **Parking** supply will be encouraged to be minimized and primarily located in underground structures





## General Statistics

	Minimum	Maximum
• <b>Total People and Jobs</b>	<b>17,235</b>	<b>21,162</b>
• <b>People and Jobs/ Hectare</b>	<b>373</b>	<b>458</b>
• <b>Total Parks</b> (includes existing and proposed parks)	<b>5.98 ha</b>	<b>5.98 ha</b>
• <b>Woodlot</b>	<b>3.5 ha</b>	<b>3.5 ha</b>

## Next Steps

- Review and refine Secondary Plan based on public and agency input.
- Target Q1 2022 for Council Adoption.



# Thank You!

## Contact Us

**Cameron Balfour,**  
**Senior Planner,**  
Policy Planning and Special Programs  
City Hall, Level 200  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1  
905-832-8585, ext. 8411

[www.vaughan.ca/promenadecentre](http://www.vaughan.ca/promenadecentre)

**Jennifer Grove,**  
**Planner,**  
Policy Planning and Special Programs  
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[promenadecentre@vaughan.ca](mailto:promenadecentre@vaughan.ca)





Reply to the Attention of: Mary Flynn-Guglietti  
Direct Line: 416.865.7256  
Email Address: Mary.flynn@mcmillan.ca  
Our File No.: 210424  
Date: November 29, 2021

**BY EMAIL ([clerks@vaughan.ca](mailto:clerks@vaughan.ca))**

The Office of the Clerk  
City of Vaughan  
City Hall Level 100  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

**Attention: Todd Coles, Clerk of the City of Vaughan**

Dear Sir:

**Re: Vaughan Committee of the Whole Meeting of November 30,  
2021  
Item No. 4 - File No. 26.7  
Promenade Centre Secondary Plan ("PCSP")  
Our Client: 1529749 Ontario Inc.  
Our Client's Lands: 7700 Bathurst Street, City of Vaughan**

We are the solicitors retained by 1529749 Ontario Inc., the owners of the lands municipally known as 7700 Bathurst Street, in the City of Vaughan. Our client's lands are located at the southwest corner of the intersection of Bathurst Street and Centre Street and within the PCSP. Applications for an Official Plan amendment and Zoning By-law Amendment for the Phase 1 lands, consistent with Minutes of Settlement entered into between our client and the City of Vaughan were filed on July 7, 2020 with an updated resubmission on September 23<sup>rd</sup>, 2021.

Both our client and our client's planning consultants, Weston Consulting have actively participated in the PCSP consultation process. We have also had an opportunity to review the draft of the PCSP and the Draft Official Plan Amendment ("draft OPA") that is being considered at the November 30<sup>th</sup>, 2021 meeting of the City's Committee of the Whole. We appreciate the time and energy of City staff work on the PCSP and we are supportive of many of the policies of the PCSP, such as the land use designations and permissions proposed for our client's lands.

We are attaching a letter dated November 30, 2021 from Ryan Guetter of Weston Consulting providing a detailed commentary and proposed modifications related to the PCSP and the draft OPA specific to our client's site. Both Mr. Guetter and myself will be available for the Committee of the Whole's meeting to make a deputation related to the PCSP and the draft OPA. Kindly ensure that my correspondence and Mr. Guetter's attached correspondence is made available to the Committee of the Whole.

Kindly ensure that we are provided with notice of any matters related to the PCSP.

Yours truly,



Mary Flynn-Guglietti

Encl.

CC: Johnathan MacIntyre  
Ryan Guetter, Weston Consulting  
Matthew Halo, Weston Consulting  
Mitch Gascoyne, Centrecourt





**WESTON  
CONSULTING**

planning + urban design

Policy Planning and Environmental  
Sustainability Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

November 30, 2021  
File 5803

**Attn: Cameron Balfour, Senior Planner**

**RE: Vaughan Committee of the Whole (Public Hearing)  
Item No. 4, File No. 26.7  
Promenade Centre Secondary Plan ("PCSP")  
7700 Bathurst Street**

Weston Consulting is the authorized planning consultant for 1529749 Ontario Inc., the registered owners of PCL 5-1, SEC 65MM2325; BLK 5, PL 65M2325; EXCEPT PTS 1 AND 6 ON PLAN OF EXPROPRIATION YR2278033, CITY OF VAUGHAN, municipally known as 7700 Bathurst Street in the City of Vaughan (herein referred to as the 'Subject Property'). The Subject Property is located at the southwest corner of the intersection of Bathurst Street and Centre Street. Official Plan Amendment and Zoning By-law Amendment applications for the development of the western portion, known as Phase 1 ("the Phase 1 Applications"), were filed on July 7, 2020 in compliance with Minutes of Settlement executed by the City of Vaughan and the owners of the Subject Property and are currently being reviewed by the City of Vaughan.

As identified in previous letters submitted to the City of Vaughan (Refer to Attachment 3 of this Letter), we are generally supportive of the land use planning and development principles contained in the Draft Promenade Centre Secondary Plan (the "PCSP") that would facilitate the development of the Subject Property for high density mixed uses and support higher-order transit along Centre Street and Bathurst Street.

The purpose of this letter is to provide commentary and response to the City of Vaughan on the latest Draft of the PCSP and the Draft Official Plan Amendment ("draft OPA") that is being considered on November 30, 2021, by the City of Vaughan's Committee of the Whole. In addition to the commentary on the proposed PCSP policies, we have prepared a sketch illustrating proposed modifications to the proposed road network on Schedule 'E' – Multi-Modal Transportation Network (refer to Attachment 1 of this letter), which the City of Vaughan should consider in their next update to the PCSP and Draft OPA.

### **Commentary and Responses on the Draft PCSP and OPA:**

We request that the following be considered by the City of Vaughan, as it reflects our comments and responses to the Draft PCSP and Draft OPA.

1. We support the land use designations and permissions proposed for the subject property as identified in the Draft PCSP policies and in Schedule 'C' – Land Use Plan.
2. We support the proposed heights and densities for the subject property as set out on Schedule 'D' – Height, Density & Use Parameters of the Draft PCSP. A maximum height of 35 storeys and densities of 6.0 to 7.0 times the lot area is generally consistent with the planning applications that are under review by the City of Vaughan for the Phase 1 portion of the subject property.
3. We support policy 3.8.1 in the Draft PCSP as it relates to the flexibility and modification to the size and location of a park without amendment to the PCSP. As identified in this letter, site-specific development applications for Phase 1 of the Subject Property are being reviewed by City Staff. It should be acknowledged that the development application has been considered by Vaughan Design Review Panel and that the applicants have been working with Vaughan Planning and Urban Design Staff to address all site-specific development application comments, including identifying a suitable location for on-site parkland dedication and how the park will be designed and function with the Phase 1 development and future development phases.

We also support policy 3.8.2 of the Draft Secondary Plan as it relates to the location of parks to serve residents within a five minute walk.

4. We support the POPS policies outlined in Section 3.10 of the Draft PCSP. Specifically, we support policy 3.10.1; however, we offer the following proposed modification to the draft PCSP policy (additional proposed policy in blue text below):

*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. The size and location of the POPS may be modified without amendment to the Plan through the review of specific development applications.*

The request to include the proposed 'flexibility / modification' provisions in the policy language allows for:

- The ability for a development to meet and adapt to existing and future open and public space demands; and,
  - The ability for a development to adapt to the evolution of the urban form envisioned in the PCSP.
5. We support the principle of the *Retail or Service Commercial Frontage* principle outlined for the subject property in Schedule 'D' – Height, Density & Use Parameters in the Draft



PCSP. Our support is based on the schedule identifying retail frontages along public roads and we support the flexibility of the application of the policies in the Draft PCSP.

6. We support the general principles proposed on Schedule 'E' – Multi-Modal Transportation Network in the Draft PCSP; however, we request that the City consider the following proposed modifications to Schedule E and the corresponding policy framework, as outlined herein:
  - a. We request that the City modify the west leg of the shared use path to be identified as private local linkage on Schedule 'E' of the Secondary Plan. We request that the east-west portion of this linkage not preclude or limit two-way vehicular access.
  - b. We request confirmation that the shared use paths on the east side of the north-south road identified on Schedule 'E' of the Secondary Plan, are flexible in location and will be able to accommodate service and passenger vehicles.
  - c. We request that the north-south road identified on Schedule 'E' of the Secondary Plan be revised to be private, yet provide public access to the City of Vaughan.

We have prepared a modification to Schedule 'E' to reflect the comments as set out above in 6a to 6c. The modifications to Schedule 'E' are enclosed to this letter as Attachment 1 in the Appendix.

7. As part of the proposed development and Phase 1 planning application, LEA Consulting, the Owner/Applicant's Transportation Consultant, prepared plan view drawings (entitled SK01 and SK01) of the proposed interim and ultimate road networks, included as Appendix 'E' of their Transportation Impact Study, dated September 2021, in response to the proposed Secondary Plan's Multi-Modal Transportation Network. These drawings were considered and are under review by the City of Vaughan as part of the latest re-submission of the planning applications. The LEA Consulting interim and ultimate road network drawings are enclosed to this letter as Attachment 2.

We request that the LEA Consulting drawings be accepted or at least not be precluded by the policy framework that is proposed in the Draft PCSP. We request that Figures 4 and 5 included in the Draft PCSP not be binding, and that there be flexibility to accommodate vehicular movements as it relates to the depiction of the Shared Use Path in the LEA Consulting drawings and an ability to implement a greater Right-of-Way for broader vehicular movements.

8. We have reviewed the proposed policy framework that relates to surface parking in the PCSP, and have identified issue with policies within Sections 4.4 and 5.5, as they appear to conflict with each other, and the proposed Phase 1 development and the ultimate development conditions of the subject property.

We want to ensure that the policies do not preclude surface parking where it would be necessary and supportive of retail uses, their functionality and parking for those uses. We propose the following modification to 4.4a as outlined below in blue text.

The following modification to policy 4.4a of the PCSP should be considered by the City of Vaughan:

- 4.4a *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 and in High-Rise Mixed-Use designation to support retail and commercial uses, 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, yet some surface parking will be necessary to support retail-commercial functionality and viability.*

The following modification to policy 5.5.a.i of the PCSP should be considered by the City of Vaughan:

- 5.5.a.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, except where permitted as outlined in Section 4.4., where surface parking is appropriate and necessary to support retail and commercial uses. 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.*

9. With respect to policies 5.2.e that pertain to the Shared Use Path Network, we have requested modifications to the shared use path depictions on Schedule 'E' of the Secondary Plan, and hereby request modifications to policy 5.2.e.ii as outlined below in blue text:

- 5.2.e.ii *A shared use path network is conceptually illustrated on Schedule E. Specifically, Shared Use Paths as depicted in Schedule E may be removed or relocated, and their location and depiction shall be flexible and the intent of the function of Shared Use Paths shall be determined and fulfilled through the development application process. 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. The Shared Use Path width shall permit vehicular two-way travel in conjunction with other modes.*

We have requested modification to the Shared Use Paths to Schedule 'E' based on the above comments. The above-noted modification allows for more certainty and flexibility to the Shared Use Paths, despite our request to modify Schedule 'E' of the Draft Secondary Plan.

10. With respect to the proposed housing policies in Section 3.1.4 of the PCSP, we recognize based on discussions with Vaughan Planning Staff, that this policy will be implemented as an overall target in order to align with the Vaughan Official Plan (VOP) 2010 policies.



### **Concluding Thoughts**

We are appreciative of the efforts of City Staff in the preparation of the update to the PCSP and acknowledge that multiple meetings have been held with our clients and staff to discuss the proposed development for the Subject Property. It is our opinion that the proposed changes herein are appropriate and reflect the Minutes of Settlement provided by the Ontario Municipal Board (OMB) for the Phase 1 development.

We request the City of Vaughan incorporate and implement the comments and modifications proposed in this letter to the PCSP. Notwithstanding this letter and previous letters and correspondence submitted to the City of Vaughan as part of the PCSP review we reserve the right to provide further comments in relation to detailed policies as they are further developed. We request that we be notified of any and all information, meetings, data or statutory meetings in relation to this process.

Thank you for your consideration of our requests, we look forward to discussing these changes with staff. Should you require any additional information or clarification, please do not hesitate to call the undersigned at extension 241 or Mathew Halo at extension 282.

Yours truly,  
**Weston Consulting**  
 Per:

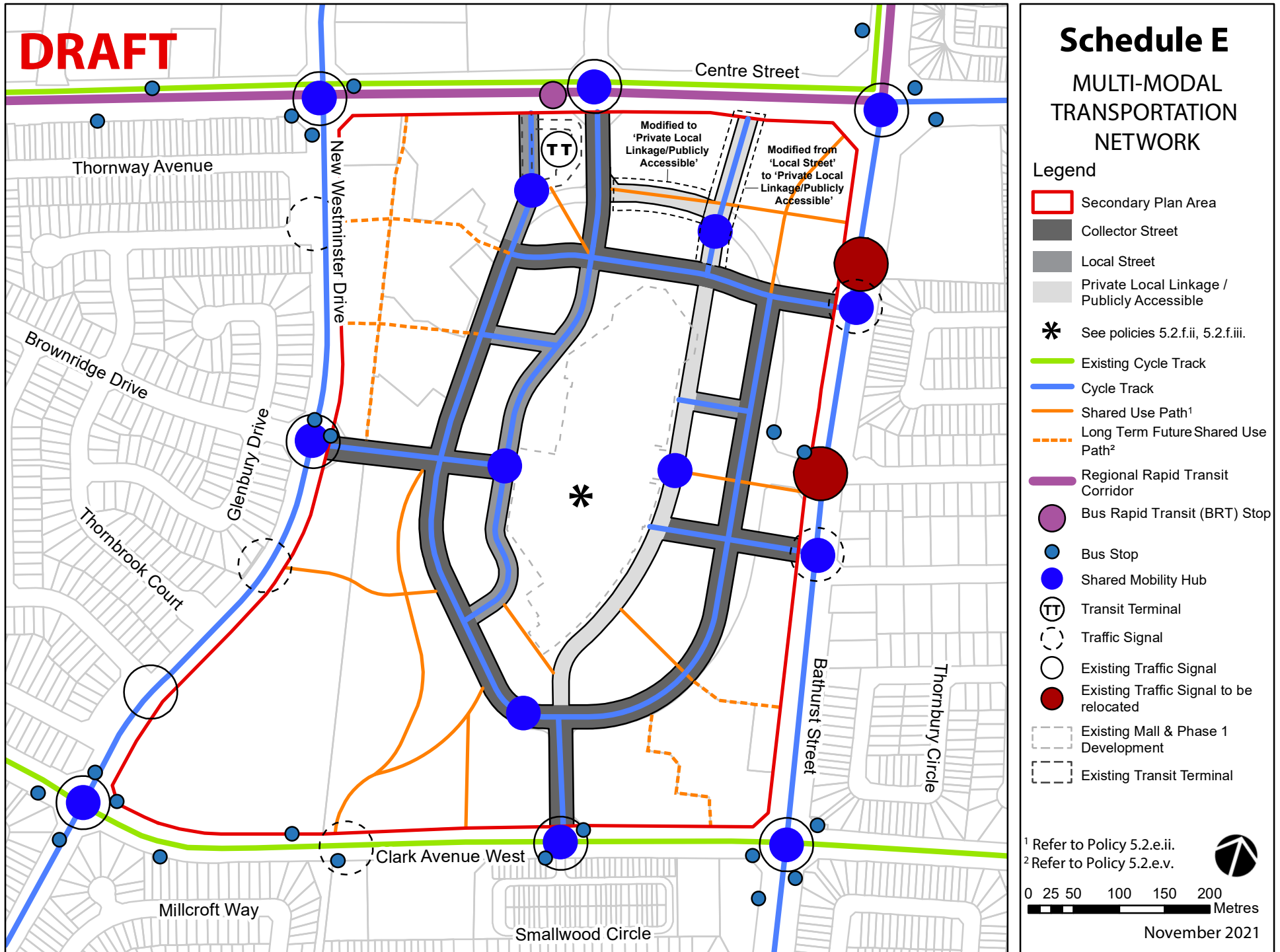
Ryan Guetter, BES, MCIP, RPP  
 Executive Vice President

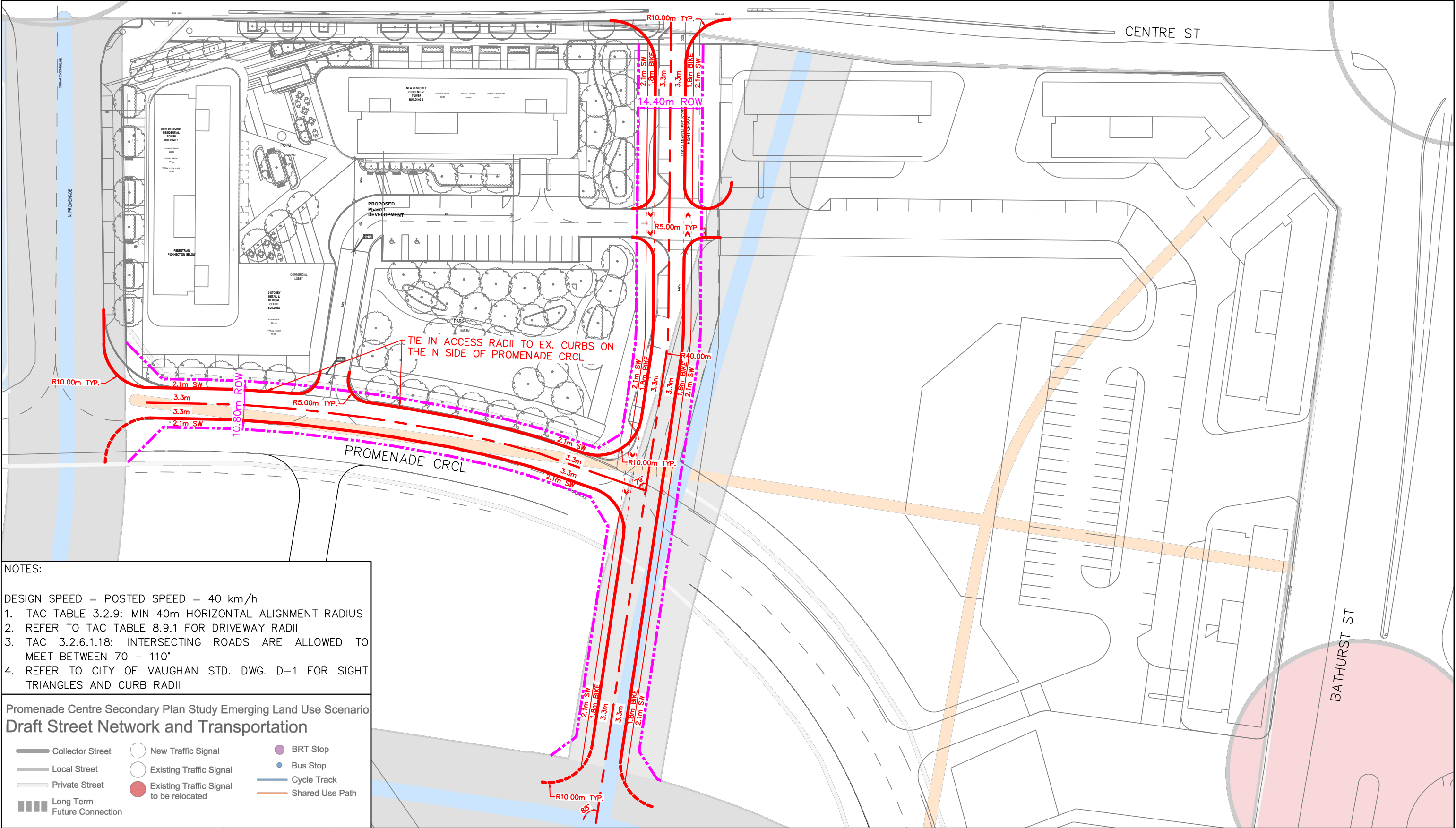
c. Clients  
 Mary Flynn-Guglietti, McMillan LLP  
 City of Vaughan Clerks Department  
 Nick Spensieri, Deputy City Manager  
 Fausto Filipetto, Manager Long Range Planner

Att. In Appendix: 1. Modification to Schedule 'E' of the Secondary Plan, Weston Consulting  
 2. Interim and Ultimate Road Condition, LEA Consulting  
 3. Previous Submissions to City of Vaughan Staff re: Promenade Secondary Plan and Phase 1 development

# ATTACHMENTS







NOTES:

DESIGN SPEED = POSTED SPEED = 40 km/h

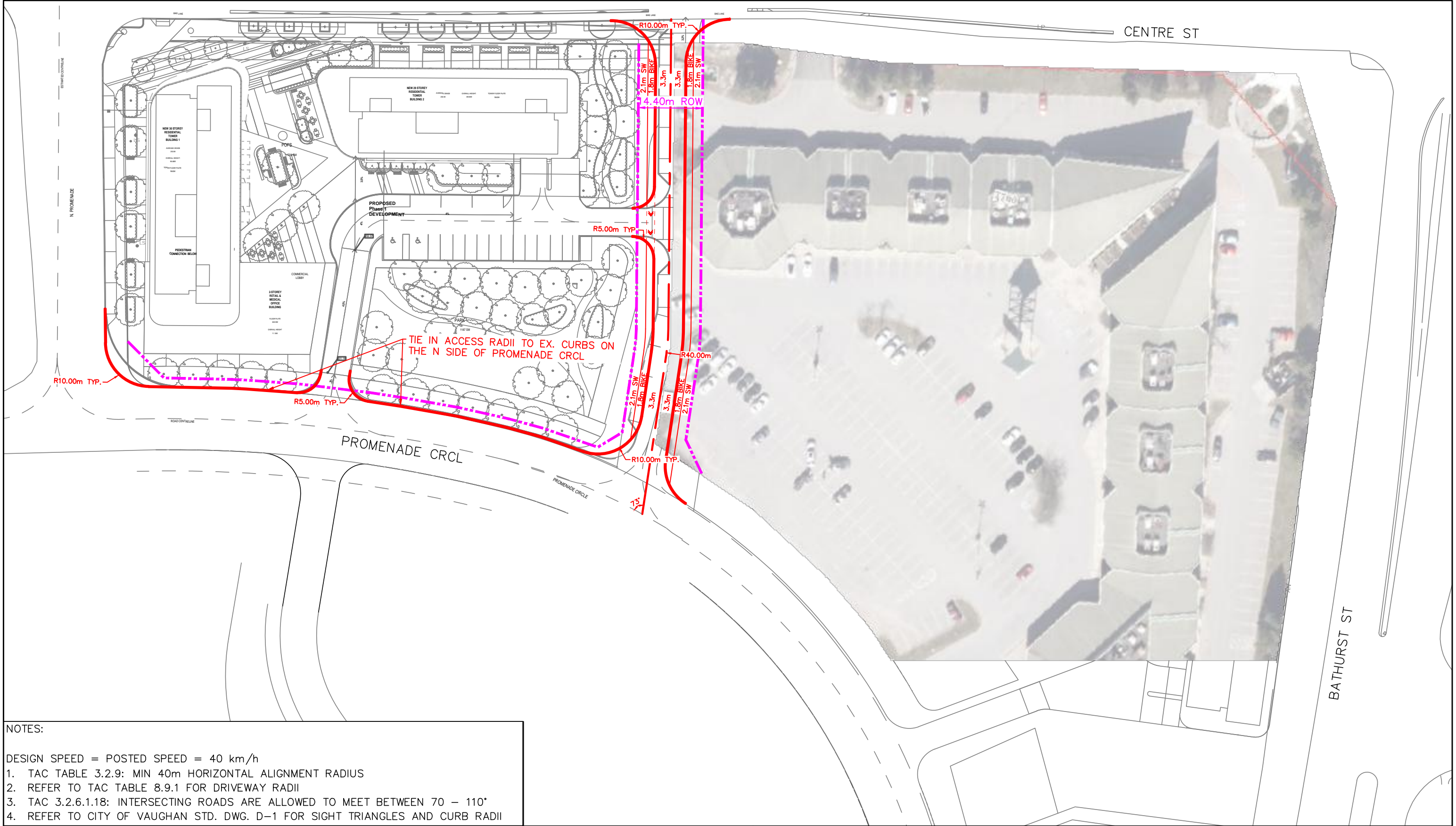
1. TAC TABLE 3.2.9: MIN 40m HORIZONTAL ALIGNMENT RADIUS
2. REFER TO TAC TABLE 8.9.1 FOR DRIVEWAY RADII
3. TAC 3.2.6.1.18: INTERSECTING ROADS ARE ALLOWED TO MEET BETWEEN 70 – 110°
4. REFER TO CITY OF VAUGHAN STD. DWG. D-1 FOR SIGHT TRIANGLES AND CURB RADII

Promenade Centre Secondary Plan Study Emerging Land Use Scenario  
Draft Street Network and Transportation


- |                             |   |                 |
|-----------------------------|---|-----------------|
| Collector Street            | New Traffic Signal                      | BRT Stop        |
| Local Street                | Existing Traffic Signal                 | Bus Stop        |
| Private Street              | Existing Traffic Signal to be relocated | Cycle Track     |
| Long Term Future Connection |   | Shared Use Path |

LEA Consulting Ltd. Consulting Engineers and Planners www.LEA.ca			Project No. 22008	7700 BATHURST ST VAUGHAN ONTARIO	PROPOSED ROAD NETWORK Ultimate Condition	Drawing No. SK01
			Date AUG 10, 2021			





NOTES:  
DESIGN SPEED = POSTED SPEED = 40 km/h  
1. TAC TABLE 3.2.9: MIN 40m HORIZONTAL ALIGNMENT RADIUS  
2. REFER TO TAC TABLE 8.9.1 FOR DRIVEWAY RADII  
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<div>LEA Consulting Ltd. Consulting Engineers and Planners www.LEA.ca</div>  	Project No. 22008	<h1>DRAFT</h1>	7700 BATHURST ST VAUGHAN ONTARIO	PROPOSED ROAD NETWORK Interim Condition	Drawing No. SK02
	Date AUG 10, 2021		 1:800		

**ATTACHMENT 3: PREVIOUS SUBMISSION LETTERS TO CITY OF VAUGHAN STAFF RE: PROMENADE  
CENTRE SECONDARY PLAN AND PHASE 1 DEVELOPMENT**



**WESTON  
CONSULTING**

planning + urban design

Policy Planning and Environmental  
Sustainability Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

July 16, 2021  
File 5803

**Attn: Cameron Balfour, Senior Planner**

**RE: Promenade Centre Secondary Plan ("PCSP"), Draft Preferred Multi-Modal  
Transportation Network and Draft Preferred Land Use Plan  
7700 Bathurst Street**

Weston Consulting is the authorized planning consultant for 1529749 Ontario Inc., the registered owners of PCL 5-1, SEC 65M2325; BLK 5, PL 65M2325; EXCEPT PTS 1 AND 6 ON PLAN OF EXPROPRIATION YR2278033, CITY OF VAUGHAN, municipally known as 7700 Bathurst Street in the City of Vaughan (herein referred to as the '**Subject Property**'). The Subject Property is located at the southwest corner of the intersection of Bathurst Street and Centre Street. Formal planning applications for an Official Plan amendment and Rezoning amendment for the development of the western portion (Phase 1) of the Subject Property have been filed and are currently being reviewed by the City of Vaughan.

We are generally supportive of the Draft Preferred Land Use Plan in principle, and support the principle of a development framework that would facilitate the development of the Subject Property for high density mixed uses, which would support the higher order transit along Centre Street and Bathurst Street. We look forward to the opportunity to review more detailed policies related to heights, densities, use permissions, etc. and reserve the right to comment further on the PCSP, as necessary.

The purpose of this letter is in direct response to the City of Vaughan's Draft Preferred Land Use Plan and more specifically the Draft Preferred Multi-Modal Transportation Network Plan, which was presented to the landowners on June 29, 2021. We have prepared a modified sketch illustrating our preferred proposed modification to the road network (Refer to Attachment 1 of this letter). This letter has been prepared in order to emphasize our concerns with the City's preferred transportation network plan, which have been expressed consistently and repeatedly in various forums and highlight dates where Weston Consulting and the owners have raised concerns about the proposed PCSP Area Road pattern. Formal letters and comments from Weston Consulting on behalf of the landowners are noted throughout and are attached to this letter (Refer to Attachments 2 and 3 of this letter).



In addition to concerns with the City's preferred transportation network plan as outlined herein, this letter requests that the detailed transportation data from the City and its consultants be provided to us in order to inform our analysis of the road network. This information has been requested before on numerous occasions and, to date, has not been provided.

### ***History of Planning Applications and Appeals on the Subject Property***

A site-specific appeal for the Vaughan Official Plan 2010 (VOP2010) was filed with the Ontario Municipal Board (OMB) on October 17, 2012 on behalf of our client. Subsequently, an appeal to the site-specific Official Plan Amendment (OPA) application was filed with the Clerk and the OMB (now the "OLT") on November 22, 2017. A settlement of the aforementioned appeals was reached with the City of Vaughan through Minutes of Settlement endorsed by the LPAT on February 25, 2020 which secure the following:

- The site-specific VOP2010 appeal be withdrawn, subject to the proposed modifications that Volume 2 of the Official Plan shall not apply and that the lands remain designed High-Rise Mixed-Use under Volume 1;
- That the site specific OPA application be revised to include only the Phase 1 portion of the lands for approximately 750 residential units;
- That the City process the revised OPA application and future Zoning By-law Amendment (ZBA) application prior to the completion of the Promenade Centre Secondary Plan;
- That the City may require the conveyance of lands for a future right-of-way to Centre Street through the Phase 1 applications, but that the settlement in no way prohibits the owner from challenging, objecting or appealing any decision of the City respecting the Phase 1 proposal; and
- That no Phase 2 applications will be submitted prior to the adoption of the PCSP.

Since the settlement, as approved by the then LPAT, formal OPA and ZBA applications have been submitted to the City pursuant to the settlement for the Phase 1 portion of the lands. These applications are currently under review. In addition to the planning applications that are in process, Weston Consulting, on behalf of the owners of the subject property, have been actively engaged and involved in various public and landowner meetings from the beginning of the Promenade Centre Secondary Plan process. The following section provides an overview of the property owner's participation in the PCSP's public and landowner meetings.

In addition to the above, it is noted that the property owners have been working actively and collaboratively with the City of Vaughan to modify the proposed development through the planning application and Design Review Panel ('DRP') processes. The application was considered at the City of Vaughan DRP on February 16, 2021. Comments received from commenting and approval agencies, and the DRP will be reflected in future re-submission materials, which are anticipated to be submitted next month.

### ***Property Owner's Participation in Secondary Plan Meetings***

Due to the property owner's holdings within the PCSP area, and historic and active planning applications and decisions on the subject property, the property owner and their consultants have been active with and participated in the Secondary Plan public and landowner meetings since the inception of Secondary Plan process, including planning applications within the Secondary Plan Area. The property owner's most recent involvement with the Secondary Plan process included participation as the follows:

- The third landowners meeting on June 29, 2021;
- A meeting on April 29, 2021 with City of Vaughan Staff;
- A meeting with City of Vaughan Staff on the Promenade Centre Secondary Plan Draft Transportation Network on February 25, 2021; and,
- Public Information Centres (PICs), stakeholder meetings, landowners meetings and other meetings held through 2019, 2020 and 2021.

It should be recognized that the property owners and Weston Consulting have made efforts to be actively informed and engaged in the Secondary Plan process, and formal written correspondence assessing the merits of the proposed draft Secondary Plan documents (including, but not limited to the Draft Transportation Network), has been received by the City of Vaughan. Despite our repeated expressions of concern regarding the plan and the numerous attempts to obtain detailed transportation data, neither the City of Vaughan nor their consulting transportation engineer, HDR, have provided this information to Weston Consulting or the property owners.

We therefore hereby formally request that the City of Vaughan provide the requested transportation data and information that was used to model and produce the *Draft Preferred Multi-Modal Transportation Network Plan* prepared by HDR as part of the PCSP Study. This information is critical to the owner's ability to have its transportation consultant and other team members properly evaluate the suitability and appropriateness of the proposed road network based on their needs and development aspirations in concert with the overall secondary plan objectives.

### ***Commentary on the PCSP Study – Draft Preferred Multi-Modal Transportation Network, prepared by HDR and the City of Vaughan***

The nature of this letter is to provide the following written submissions on the Draft Preferred Multi-Modal Transportation Network, prepared by HDR and the City of Vaughan, as part of the PCSP Study. We request that the following items be considered in future secondary plan mapping, policies and in the ultimate preferred transportation network. We also request that previous written correspondence submitted to the City of Vaughan by the property owner through Weston Consulting, and the Minutes of Settlement, issued by the Ontario Municipal Board ('OMB') be given appropriate consideration where and as relevant to the comments below.

We have organized the comments into three different themes related to the Draft Preferred Multi-Modal Transportation Network.



**1. Proposed North-South Road Connecting through Subject Property:**

- a) We request that this north south road be identified as private, not public or be provided as public with strata permissions beneath the road;
- b) We request that policies in the secondary plan ensure there is sufficient flexibility in the location, width and geometry of the north south road; and
- c) We request that this north south road not preclude the City's approval of our client's Phase 1 development applications in accordance with the Minutes of Settlement.

**2. Proposed Shared-use Path East-West through the Subject Property between the Collector Street and the Local Street:**

- a) We request that the east-west link be modified to be provided as an east west road initially in the same alignment as the existing Promenade Circle from the southerly extension of Disera Drive to the mid-block of our site instead of a Shared-Use Path. This is essential for the owners as they are required to maintain a vibrant commercial and retail business along the current frontage for which they have a permanent easement to connect. It should be noted that Promenade Circle is currently a private road.;
- b) We request that the policies in the secondary plan ensure that there is sufficient flexibility in its width, geometry and location, but that it permit vehicular, cycling and pedestrian access to the Phase 1 development, which is in the general location of North Promenade Circle; and
- c) We request that the policies in the secondary plan contain appropriate phasing policies to permit the advancement of the Phase 1 development in advance of the full ultimate road network being completed.

**3. General Comments on the Shared Use Paths:**

- a) We request confirmation that the shared use path depictions are intended to be flexible in width, location and geometry and that the number of connections, including additions or deletions be permitted without amendment to the secondary plan;
- b) We request confirmation that the shared use path status would not preclude other private access points within blocks or to public or private roads; and
- c) We recommend that the above items be addressed in policies within the secondary plan in order to provide clarity as to intent and implementation.

**Conclusion and Next Steps**

As noted initially in this correspondence we would like to express our general support for the permitted uses and land use designations outlined in the Draft Preferred Land Use Plan, and ask that our requests concerning the Draft Preferred Multi- Modal Transportation Network be reflected in modifications as outlined herein and be secured in the secondary plan policies and schedules.

We reserve the right to provide further comments in relation to detailed policies, permissions, heights and densities as they are further developed and we request that we are notified of any and all information, meetings, data or statutory meetings in relation to this process.

Thank you for your attention to this matter. Should you require any additional information or clarification, please do not hesitate to call the undersigned at extension 241 or Mathew Halo at extension 282.

Yours truly,

**Weston Consulting**

**Per:**

Ryan Quetter, BES, MCIP, RPP  
Executive Vice President

c. **Clients**

Mary Flynn-Guglietti, McMillan LLP  
Nick Spensieri, Deputy City Manager  
Fausto Filipetto, Manger Long Range Planner

Att. **Attachment 1:** Modified Sketch and Draft Secondary Plan Transportation Network, prepared by Weston Consulting, dated July 14, 2021

**Attachment 2:** Letter to Frank Marzo, Senior Planner at the City of Vaughan on Promenade Centre Secondary Plan, dated May 22, 2020

**Attachment 3:** Letter to James Harnum, City Manager at the City of Vaughan on the Draft Promenade Centre Secondary Plan Area Transportation Network, dated March 12, 2021



# **ATTACHMENTS**

# Promenade Centre Secondary Plan Study Draft Preferred Multi-Modal Transportation Network



 Private Street

## Notes:

1. Draft Preferred Multi-Modal Transportation Network includes proposed expansion area
2. Alignment and configuration of streets and paths subject to future implementation process(es)

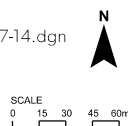
## ATTACHMENT 1

### PROPOSED MODIFICATIONS

7700 BATHURST STREET  
CITY OF VAUGHAN

Date: 2021-07-14  
File: 5803/Schedules/Proposed Modifications\_2021-07-14.dgn

**WESTON**  
CONSULTING



Source: Draft Preferred Multi-Modal Transportation Network



# ATTACHMENT 2



**WESTON  
CONSULTING**

planning + urban design

Policy Planning & Environmental  
Sustainability Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

May 22, 2020  
File 5803

**Attn: Frank Marzo**  
**Senior Planner – Short Range Planning**

**RE: Promenade Centre Secondary Plan Area Comments**  
**7700 Bathurst Street – Torgan Group**

Weston Consulting is the planning consultant on behalf of 1529749 Ontario Inc., the registered owners of the lands municipally known as 7700 Bathurst Street herein referred to as the “subject lands”. We have reviewed the April 29, 2020 presentation for the Promenade Centre Secondary Plan and Comprehensive Transportation Study presented at the Stakeholders Meeting held on May 22, 2020. On behalf of our client we participated in the meeting and have the following comments for your review and consideration in response to the presentation materials.

## **Land Use**

We note that the presentation materials reference consistency with Provincial policy, which does not include the 2020 Provincial Policy Statement. We trust that the proposed Secondary Plan will be revised to accommodate changes to the PPS implemented by the province in 2020 and you will ensure consistency with the 2020 PPS.

The subject lands are identified as being located within the Town Centre South Precinct with a High-Rise Mixed Use land use designation under both Land Use Scenarios. The Town Centre South Precinct is intended to direct height and density towards the intersection of Centre Street and Bathurst Street which a range of heights envisioned to a maximum of 40 storeys. The Demonstration Plan proposes a mix of High Rise Residential (40 storey max) and Mid Rise (6 storey max) built forms throughout the subject lands. However, it does not capture ground floor commercial or other grade related uses, which may be appropriate on the subject lands.

Based on our initial review of the proposed land use scenarios and the proposed Precinct description, we are generally supportive of the proposed land use. This includes the High-Rise Mixed Use designation with a maximum height of 40 storeys, as well as the opportunity for Mid-Rise built form. However, we request that policies be provided in the draft Secondary Plan that provide for at grade commercial uses, as well as multi-storey commercial built forms.

We believe that the proposed Transportation Network Alternative 2, more appropriately reflects the development objectives for the subject lands through the 'ring road' configuration, which provides access to the subject lands from Promenade Circle. Alternative 2 is our preferred option as it provides opportunities to maximize the internal private road network on the subject lands, minimizes additional access points along Centre Street, and provides for a more feasible and efficient development of the subject lands.

Alternative 1, which proposes a public road to bisect the subject lands, does not recognize the significant grade changes on the site and the elevation difference between existing Centre St and Promenade Circle. In addition, the proposed roadway has significant impacts on parking efficiency and development feasibility. A public road which inhibit a single underground structure, without the implementation of a stratification agreement with the City. The proposed road also raises issues with site configuration in access, planning and urban design considerations. It also requires significant cooperation by all landowners through existing and proposed developments. From a planning perspective, it is our opinion that the Transportation Network Alternative 2 is the preferred transportation network for the development of the subject lands.

### **Transportation Network**

In consultation with GHD, the following comments are provided for consideration with respect to the proposed Transportation Network Alternatives 1 and 2.

Based on the limited information provided in the stakeholder information, Alternative 1 provides for slightly more favourable network congestion within the Secondary Plan area. However, both alternatives show the same levels of capacity outside of the Secondary Plan area, and have comparable vehicle kilometers traveled with a difference of less than 4% which is comparable between the two alternatives. The information presented also fails to highlight that Alternative 2 still operates at an acceptable operating capacity with a modal split of 0.8 low transit split and 0.64 high transit split, meeting the objectives of the Regional and City policies on transit modal splits.

Both Alternatives 1 and 2 are similar in network congestion where there is no v/c ratio difference between the two options. Additionally, the levels of service at key intersections, being Bathurst Street and Centre Street and Bathurst Street and Clark Avenue are comparable. Both alternatives also provide relatively the same level of connectivity with Alternative 2 providing greater accessibility of population and employment within walking distance to transit.

The information provided in the Stakeholder Presentation does not provide a cost benefit analysis for the two proposed alternatives. Alternative 1 proposes expensive changes to the Secondary Plan for both the proponents and the City in a complete redeployment of the road network, while Alternative 2 provides a more efficient use of existing infrastructure.

Given that parameters outlined above, it is not immediately evident that Alternative 1 is the preferred transportation network alternative as it is supposed in the presentation materials. Scenario 2 is nominally outperformed in terms of network congestion within the Secondary Plan area, but demonstrates similar results outside of the Secondary Plan area. The capacity levels for



Alternative 2 are expected to operate well, especially under high transit mode share assumptions at a v/c of 0.64 for both inbound and outbound, a more likely and preferred assumption, given the Region and City's goals for transit mode share ratios. It is also worth noting that the Alternative 1 is identified as the preferred option in the presentation materials because it proposed more intersections connecting from the Secondary Plan area to Bathurst Street, Centre Street and Clark Avenue. However, these intersections may introduce new and additional congestion and safety concerns due to their proximity to existing major intersections. As well, the proposed network in Alternative 1 may have significant impact on traffic flow and queuing along the surrounding arterial roadways. It is anticipated that the proposed access points along Centre Street would have limited benefit due to spacing restrictions as they will be limited to right-in right-out movements only except for at Disera Drive. This partially explains why, despite additional proposed intersections, Alternative 1 is performing comparably to Alternative 2, especially at the major arterial intersections along Bathurst Street. Based on the above, it is not evident that Alternative 1 is the preferred transportation network alternative.

### **Infrastructure and Servicing**

In consultation with Schaeffer & Associates Ltd., the following comments are provided for consideration with respect to the proposed Transportation Network Alternatives 1 and 2.

Transportation Network Alternative 1 proposes a new public road within the subject lands and does not consider the more than 3.5 metre grade difference between Promenade Circle and Centre Street. This may result in grading issues including the potential for significant retaining walls on either side of the ROW in order to facilitate the transportation connection.

The entirety of the Alternative 1 transportation network requires significant new infrastructure investment including new sanitary, storm watermain and utility infrastructure which results in a substantial increase in infrastructure costs for both the proponents and the City as it relates to the design, construction and long-term maintenance. Alternative 1 also does not consider existing condominiums, including underground structures, which may present challenges in land acquisition and coordination of underground infrastructure and utilities. Whereas, Alternative 2 utilizes existing infrastructure services and significantly decreases the infrastructure investment for the proponent and the City.

Additionally, the existing urban nature of the subject lands and the surrounding lands within the Secondary Plan area, and high levels of imperviousness, results in foreseeable difficulties in dealing with stormwater runoff quantity and rate. Maintaining these thresholds is critical, but made more difficult with the inclusion of a public ROW where large on-line storm sewer will likely be required, which will result in regular maintenance by the City.

The proposed Alternative 2 contemplates substantially less capital investment and utilizes existing infrastructure, services and utilities to optimize the development of the secondary plan area. As such, Alternative 2 is the preferred scenario from a servicing and infrastructure design perspective.

## Recommendations and Conclusion

Based on our review of the preliminary information available through the Stakeholder presentation, we have provided the above noted comments in support of the proposed land use designation for the subject lands. Additionally, it is our recommendation the Transportation Network Alternative 2 be used as the ultimate development scenario for the Secondary Plan area.

We trust that the above noted comments will be considered by Policy Planning and Transportation Engineering Staff through the Secondary Plan process. We appreciate the opportunity to participate as a key Stakeholder in this process and the opportunity to provide comments to the City and Consultant Team for review and consideration during the processing of the Secondary Plan. We reserve the right to provide additional comments through the process as the Secondary Plan and implementing By-law are released for review and further comment. Should you have any questions with respect to the above, or require any additional information, please contact the undersigned or Sabrina Sgotto.

Yours truly,

**Weston Consulting**

Per:

Ryan Guetter, BES, MCIP, RPP  
Senior Vice President

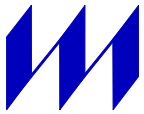
c. Client

Mary L. Flynn-Guglietti, McMillan

Sabrina Sgotto, Weston Consulting



# ATTACHMENT 3



## WESTON CONSULTING

planning + urban design

Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

March 12, 2021  
File 5803

**Attn: James Harnum, City Manager**

**RE: Promenade Centre Secondary Plan, Draft Transportation Network  
7700 Bathurst Street**

Weston Consulting is the authorized planning consultant for 1529749 Ontario Inc., the registered owners of PCL 5-1, SEC 65M2325; BLK 5, PL 65M2325; EXCEPT PTS 1 AND 6 ON PLAN OF EXPROPRIATION YR2278033. CITY OF VAUGHAN, municipally known as 7700 Bathurst Street in the City of Vaughan (herein referred to as the 'subject property'). The subject property is located at the southwest corner of the intersection of Bathurst Street and Centre Street and is currently occupied by three commercial buildings with at grade parking. Weston Consulting have made representation on behalf of the owners as part of the Promenade Centre Secondary Plan and have submitted planning applications for the future development of the subject property.

The purpose of this letter is to provide an overview of the history of the lands and the status of current planning applications on the subject property and comment on the draft Promenade Centre Secondary Plan following a virtual meeting held on February 25, 2021, with the City of Vaughan Promenade Centre Secondary Plan team, where a draft Transportation Network Schedule for the Secondary Plan Area was presented in advance of the formal Landowners Meeting and further public engagement. It is our understanding that the draft Land Use Plan and Transportation Network Plan will be circulated to the landowners of review and comment in advance of a future Landowners Meeting. This letter serves as commentary in advance of that release and in advance of a meeting with the City of Vaughan, specific to Promenade Circle and future servicing implications associated with the future development of our client's lands and the evolution of the Secondary Plan's build-out.

In addition to the below, we note that Weston Consulting prepared and submitted a letter, dated May 22, 2020, in response to the City of Vaughan's Promenade Centre Secondary Plan and Comprehensive Transportation Study, dated April 29, 2020, that was presented at the Stakeholders Meeting held on May 22, 2020. The letter dated May 22, 2020 commented on the draft land use plan, transportation network, and infrastructure and servicing issues associated with the Secondary Plan Area and previously supported the proposed Transportation Network, subject to additional comments and modifications within the Secondary Plan policies.

### ***Property Rights and Access Easements***

As noted above, the subject property is identified as Block 5 on Plan 65M2325 (refer to Figure 1 of this Letter). Properties in the M-Plan are bound by Centre Street (The King's Highway No. 7),

to the north, Bathurst Street to the east, Clark Avenue to the south and properties abutting Part of Lot 4, 5, Concession 2 to the west. A majority of the properties within the M-Plan do not afford direct access onto public right-of-way's, and are only afforded access to publicly-owned roadways through Block 10 (refer to Figure 2 of this Letter). These Parts are now known as Promenade Circle, North Promenade, West Promenade and South Promenade.

The subject property is bound by three private roads being Promenade Circle to the south and east, North Promenade to the west. The subject lands have existing easements registered on title that grant unrestricted access, in perpetuity, over the private rights-of-ways. The subject property continues to maintain permanent easement access and subsurface serviceability to these privately-owned Parts in Plan 65M2325 (attached for review).

### ***History of Planning Applications and Appeals on the Subject Property***

A site-specific appeal for the Vaughan Official Plan 2010 (VOP2010) was filed with the Ontario Municipal Board (OMB) on October 17, 2012. Subsequently, an appeal to the site-specific Official Plan Amendment (OPA) application was filed to the OMB November 22, 2017. A settlement of these appeals was reached with the City of Vaughan through Minutes of Settlement endorsed by the LPAT on February 25, 2020 which set out the following:

- The site-specific VOP2010 appeal be withdrawn, subject to the proposed modifications that Volume 2 of the Official Plan shall not apply and that the lands remain designed *High-Rise Mixed-Use* under Volume 1;
- That the site specific OPA application be revised to include only the Phase 1 portion of the lands for approximately 750 residential units;
- That the City process the revised OPA application and future Zoning By-law Amendment (ZBA) application prior to the completion of the Promenade Centre Secondary Plan;
- That the City may require the conveyance of lands for a future right-of-way to Centre Street through the Phase 1 applications, but that the settlement in no way prohibits the objection of the owner from challenging or appealing any decision of the City respecting the Phase 1 proposal; and
- That no Phase 2 applications will be submitted prior to the adoption of the Promenade Centre Secondary Plan.

Since this settlement, OPA and ZBA applications have been made to the City in response to the above for only the Phase 1 portion of the lands. These applications are currently under review.

### ***Impacts of the Draft Transportation Network***

The draft Transportation Network concept presented by Staff in the February 25, 2021 meeting has not been formally shared with us by the City of Vaughan. As such, our analysis to date is preliminary in nature as we have not had the ability to comprehensively study the proposed transportation network changes, nor the technical rationale that would inform these proposed modifications to the road network. We do request that this information be shared as soon as



possible so that the analysis can be further supplemented by a more in-depth review of the transportation network and the background research supporting its recommendations.

Based on our preliminary review of the draft Transportation Network, it fails to recognize the above noted issues that affect the subject property and does not recognize the existence of the easements registered on title in favour of the subject property or the implications of their removal in land locking the subject property from right-of-way access. Through the circulation of the Phase 1 applications, the Region has provided comments that future access by way of private driveway to Centre Street will not be provided. This is consistent for the portion of frontage along Bathurst Street. Therefore, the proposed realignment of Promenade Circle and redesign of Promenade North would render the subject property, and particularly the Phase 1 development lands inaccessible until a future right-of-way connect to Centre Street is built.

Additionally, the proposed Transportation Network does not recognize the intent of the approved Minutes of Settlement previously agreed to by the City of Vaughan that provides for the approval of the Phase 1 applications outside of the scope of the Secondary Plan process. This proposed Transportation Network as presented to us in our recent meeting does not recognize this in again removing the access to the Phase 1 lands or through the requirement of a Centre Street connection, which is ultimately linked to the approval of the Secondary Plan, which would determine the ultimate location of this connection.

### ***Conclusion and Next Steps***

By submission of this letter, we formally request that a meeting be scheduled with yourself and applicable City of Vaughan Staff in order to review and discuss the above in the context of the Phase 1 development of the subject property and the implications of the City's proposed Transportation Network for the Promenade Centre Secondary Plan. We ask that you provide your availability at your earliest in order to advance these discussions prior to a landowners meeting with other stakeholders within the Secondary Plan area.

Thank you for your attention to this matter. Should you require any additional information, please contact the undersigned at extension 241 or Sabrina Sgotto at extension 243.

Yours truly,

**Weston Consulting**

**Per:**



Ryan Guetter, BES, MCIP, RPP  
Executive Vice President

- c. Client
  - Mary Flynn-Guglietti, McMillan LLP
  - Nick Spensieri, Deputy City Manager
  - City Solicitor

Project No.: 17275-1

November 29, 2021

Committee of the Whole  
Vaughan City Hall, Level 200  
2141 Major Mackenzie Drive  
Vaughan, ON L6A1T1

[promenadecentre@vaughan.ca](mailto:promenadecentre@vaughan.ca)

Dear Chair and Members of Committee,

**Re: *Proposed Secondary Plan for Promenade Centre (“the Centre”)***  
***Promenade Limited Partnership (“PLP”)***  
***Summary of Comments***

---

Promenade Limited Partnership (PLP) is the owner of the lands municipally known as 1 and 180 Promenade Circle in the Thornhill Vaughan Community. On its behalf, we are pleased to submit the following comments with respect to the proposed Promenade Centre Secondary Plan which will be considered by your Committee (Committee of the Whole) at a public meeting on Tuesday November 30<sup>th</sup>, at 7.00 pm.

PLP appreciates the opportunities provided by the City to work with staff on the Secondary Plan over the past two years and is generally supportive of many of the policies in the proposed amendment. These policies clearly encourage intensification of the Centre in accordance with its role as a key site within a Major Transit Station Area (“MTSA”) and provide for substantial growth on the PLP lands.

The proposed Official Plan Amendment and Secondary Plan also include policies which encourage the retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination. This is a fundamental goal not only for PLP but also for the broader community.<sup>1</sup> However, there remain a number of areas of concern. These all relate to PLP’s overriding objective of providing for the continued and successful operation of the Mall while allowing for the intensification of Promenade Centre in accordance with provincial, regional and City policies.

---

<sup>1</sup> Official Plan Amendment Section I Purpose, and Secondary Plan 11.16.2. Context (1.0) Policy Context (5.0).



PLP's areas of concern are summarized below:

- 1) **Retention of the Promenade Mall as a Regional Shopping Destination**
- 2) **Expansion of opportunities for Intensification**
- 3) **Flexibility with respect to Built Form**
- 4) **Open Space System, Parkland and POPS policies**
- 5) **Cost Sharing Provisions**
- 6) **Transportation and Mobility**
- 7) **Modifications to Schedules and Figures**

While this letter does not highlight every policy which may require clarification or amendment to address PLP's concerns, the above issues are described in detail in this letter. **Attachment 1** illustrates PLP's requested changes to the Schedules and **Attachment 2** is a Technical Transportation Memorandum from BA Consulting with the proposed changes to Figures 1-3.

We have highlighted in bold below specific requests by PLP for modifications to the proposed Official Plan Amendment and Secondary Plan.

#### **A. Retention of the Promenade Mall as a Regional Shopping Destination**

- a) Although the policies acknowledge the role of the Mall generally, there are no specific measures to promote its continuation, and no recognition of its significant contribution to the economic vitality of the Secondary Plan area and beyond. In fact, it would almost appear from Schedule D that redevelopment of the Mall is encouraged.

Schedule D provides a height of 35 storeys and a floor space index (FSI) of 6.5 on the entire Mall area. As it is not possible to construct towers over the Mall while continuing to operate it as a regional retail destination, this allocation of density is effectively "frozen". The proposed allocation of so much of the permitted density to the Mall building will effectively prevent the broader Secondary Plan area from achieving the identified population and density targets.

The PLP vision has always been for the retention and strengthening of the Mall while transforming the surface parking lots into a high density mixed use development to form a complete community. **PLP requests that additional height and density be allocated to other more appropriate locations on the PLP lands.** (see Attachment 1 and Paragraph B b. below). The allocation of this additional density, as set forth in Attachment 1, is necessary to both ensure

achievement of the identified population and density targets and address the objective of strengthening the Mall.

- b) The Vision Statement makes no reference to the existing retail uses - only to new development providing a mix of retail, entertainment, community and office uses. The Guiding Principles (2.1 b.) refer only to building upon the current assets, such as retail uses, to allow the evolution of a complete community. The Mall today supports a whole range of functions, activities and uses - such as offices (including medical offices), entertainment (e.g. cinemas) and service uses (e.g. restaurants and fitness) - not just retail. The Secondary Plan should include a specific reference to the significant contributions which the Mall makes to the Thornhill-Vaughan community and the employment opportunities for the area. It is much more than simply a place to gather.
- c) Equally, the Central Square Precinct policies (3.1.1 ii) make no reference to the ongoing role of the Mall - only its function as a gathering place - an important but by no means its only function. The new retail to be provided along High Street, as shown on Attachment 1, will enhance the shopping experience, especially at key entrances to the Mall.

**PLP requests that the Central Square Precinct policies be revised to reflect the Mall's continuing role.** The Promenade Commercial Assessment Study dated October 6, 2020 by 360 Collective prepared on behalf of PLP has been submitted to City staff and could be of assistance in this regard.

- d) As noted, BA Consultants has prepared a Technical Memorandum to address the specific transportation issues of concern (see Attachment 2). We also note that (Transportation Network, Section 5.2 (f)), does not explicitly reference the Mall as a significant use which will continue. This should be identified as the transportation network needs to reflect the continuing operation of the Mall and its supporting services (e.g. loading and servicing).

## **B. Expanded Opportunities for Intensification**

### **a) Population and Housing Target**

Part A, Preamble Section (5), Policy Context identifies that the Promenade Centre is intended to accommodate an existing population and job range of 17,235 - 21,162. However, this persons and jobs per hectare ("pjh") target is not referred to in Part B of the Secondary Plan and should be referenced in Part B Section 3.1.1 - Density. There is no indication of the distribution between housing (no number of units is provided) and jobs (no gross floor areas are



included). The areas over which the minimum and target densities are to be distributed and assigned are not shown.

While it is recognized that the **minimum** densities for BRT in accordance with the Growth Plan are 150 people and jobs per hectare (pjh) and that a figure of 200 pjh has been endorsed by the Region of York for the broader Disera-Promenade MTSA, the planning for the Secondary Plan area recognizes that a much higher figure is warranted for Promenade Centre.

PLP has made several submissions to the City which underscore the importance of having a target which is well above the regionally endorsed figure of 200 pjh.

**PLP requests that the projected higher pjh be specifically identified in the Secondary Plan, and that the number not be a maximum, but simply a target (see Section 3.1.3 Density).**

**b) Locations for Increased Height and Densities**

Given the restrictions on the provision of additional housing and jobs on the Mall itself, we request that the proposed heights and densities on the surrounding blocks be revisited and increased to accommodate more residential units and greater heights as shown on Attachment 1.

In addition, the Secondary Plan should include a policy which allows for the transfer of heights and densities between development parcels through the development approval process without requiring an official plan amendment.

The entire Secondary Plan area falls within an 800 m radius of the Disera Promenade BRT station - thus all uses will be within walking distance of the station. The basis for the limitation of a maximum floor space index (FSI) of 10 within the Transit Hub Precinct and generally only 6-7 for all other buildings shown on Schedule D (Section 3.2.3) is not provided. This restriction is particularly challenging when much of the density allocated to the Mall building (see Schedule D) cannot be used.

There are other locations where the restrictions on heights and densities are not, in our opinion, warranted. For example, given the existing uses (apartments) and heights (15 storeys+) to the southeast and northwest of Promenade Circle, the heights proposed for the developable portions of the PLP lands (20 storeys) could and should be considerably higher while still providing an appropriate transition. In particular, the 20 storey maximum height in the area west of the Mall and east of the existing apartments in the northwest quadrant is too low, given its location within the Transit Precinct.

The restriction on maximum building height to 35 storeys across much of the draft Secondary Plan would seem to be contrary to the policies which encourage a varied skyline (4.2 a)). While all buildings should not be in the 45+ storey range a more flexible approach to building heights should be included in Section 3.1.3b) and shown on Schedule D. Height can be used to advantage in order to highlight certain gateway locations (for example at gateways and where gateway entrances connect to Promenade Circle).

The references to densities in the Secondary Plan (for example Sections 3.1.2 and 3.13 do not define how density is to be calculated. Given the very differing block sizes and the varying amounts of land required for public and private roads for each block it is only appropriate and equitable to calculate densities on a gross not a net basis.

**PLP requests that the maximum heights and FSI be increased in key locations as shown on Attachment 1 and that the FSI shown be calculated on a gross not a net basis.**

**c) Mid-Rise Mixed Use**

PLP supports the introduction of a Mid-Rise Mixed Use designation in order to provide a variety of building types and to provide a transition to the existing residential neighbourhood to the east, on the east side of Bathurst Street. However, the lands at the corner of Bathurst and Centre Street, extending south to the first access road, are designated High-Rise Mixed-Use, permitting a height of 35 storeys and a density of 7.0 - and no transition is provided. It is not clear why the lands immediately to the south are restricted to only 12 storeys.

**PLP requests that the northerly portion of its lands fronting Bathurst Street (identified as the LCBO lands) be permitted heights greater than 12 storeys and that Policy 3.3.4 be amended to provide a gradation of heights up to 18 storeys at the north end of the Medium-Density Mixed-Use block adjacent to Bathurst (see Attachment 1). The permitted FSI should be 5.5 as is proposed on the other Medium Density blocks extending to the Mall entrance.**

**C. Flexibility with respect to Built Form**

**a) Floor Plates and Setbacks**

PLP acknowledges that to achieve its urban design objectives the City is seeking to provide direction with respect to such matters as tower separation distances, floor plate sizes and setbacks. However, the inclusion of specific measurements



in an official plan amendment can prove unduly cumbersome in the evaluation of future development applications. For example, there may be situations where a floorplate in the order of 850 sq. m is appropriate and should not trigger an official plan amendment.

**PLP asks that the provisions of Section 4.2 c. be reworded to provide that the maximum size of a residential floorplate generally not exceed approximately 850 sq. m.** This maximum floor plate size has been approved for the Phase 1 Promenade Centre lands and is a viable standard commonly used in Vaughan and in other municipalities in the GTA.

Equally, minimum building setbacks are set out in Section 4.2.n. **PLP asks that specific standards (3.5 m from edge of right-of-way, 7 m, from Bathurst Street) be deleted, as setbacks are more appropriately addressed in the implementing zoning by-law.**

b) **Gateways**

Gateways are identified on Schedules C/D, and there is a policy reference set out in 4.5. However, there is no clear policy framework outlined as to the key role of these entrances and the opportunities to create key focal points where they intersect with Promenade Circle.

**PLP requests an additional policy be included as 4.5.e outlining the importance of these gateways as key focal points for the community,** which can support greater densities and heights and offer opportunities for architectural expression and design features at all the gateway entrances and the points of intersection with Promenade Circle.

**D. Open Space System, Parkland and POPS Policies**

a) **Parkland**

The park designations on Schedule C (and D) are located conceptually throughout the community and include both new and existing parks. Policies 3.8.2 and 6.1 indicate that the **total** parkland (including new and existing) within the Secondary Plan area should “generally” be a minimum of 5.98 ha. There is no policy setting out how the 5.98 ha was determined, nor what existing and /or proposed parks this number includes. With respect to the PLP lands, it would appear that the parkland, as shown on Schedules C/D, currently account for over 10% of their total holdings - a significant amount given the land area devoted to retaining the Mall and recognizing that parkland has already been dedicated on the plan of subdivision for the Mall site (Trudeau Park and Woodlot).

The use of a precise and absolute number such as 5.98 ha is further complicated by the provisions of Section 6.1 b. which provide that to meet or exceed this target the City may require the dedication of parkland in addition to the locations identified on Schedule C, in accordance with the provisions of Policy 7.3.3 of the VOP 2010.

**PLP objects to Policies 3.8.2 and 6.1 and also notes that Section 7.3.3 of the VOP has been appealed.**

**PLP is generally supportive of the parks locations shown. However, it suggests that some minor adjustments are in order as shown on Attachment 1.** For example, the park on the PLP lands adjacent to Bathurst Street should be increased and extended north, as shown on Schedules C and D. While conversely, the park shown at the northwest corner of the PLP lands south of Promenade Circle should be deleted as its size and location severely restrict the developability of the remaining parcel to the south.

**b) POPS**

PLP is supportive of the overall intent of the Secondary Plan that POPS should be incorporated at strategic locations, generally as described in 3.10.2 and 4.3 c. However, it is premature to identify specific locations for POPS on Schedules C/D. POPS should be identified through the development approval process in accordance with the general policy direction.

**PLP requests that that the POP locations as shown on Schedules C and D be deleted (see Attachment 1).**

**c) Pathways and Trails**

There are a number of references to pathways and trails (e.g. policies 4.3 and 6.0), but no explanation of how these pathways are to be secured through the development parcels in a strata condition.

**PLP requests that Figures 4 and 5 which show pathway configurations be deleted as the location, function and width of shared paths in an urban setting should be determined at the time of site plan approval.**

**d) Cost Sharing**

PLP appreciates the provisions of Policy 11.7.3 indicating that cost sharing agreements and other measures will be required, as a condition of development approvals to ensure that new development in the Promenade Centre is coordinated and that the required commitment of funds, lands and services are secured and/or in place. These agreements and other measures will be needed



to address, among other things, an owner's over dedication of parkland. The assistance of the City will be required to confirm that all parkland, road, servicing and other infrastructure requirements are fairly and equitably shared through cost-sharing, development charges and other measures.

## **F. Transportation and Mobility**

These policies and corresponding adjustments to the Schedules and Figures are addressed by BA Consulting in the letter included as **Attachment 2**.

**A summary of the transportation and mobility policies which PLP requests be amended is set out below:**

5.2 b.i - in order to identify interior Local streets as private streets on Schedule D.

5.2 b.iii - in order to provide reduced right-of-way widths for Collector streets, Local Streets (with parking on one side) and Shared Use Paths.

5.2.b.iv.b – in order to provide flexibility with respect to the cross-section elements required within private Local streets.

5.2.b.iv.c – in order to provide flexibility in establishing the cross-sectional dimensions and elements within Shared Use Paths

5.2.f ii and iii - in order to clarify that the Long Term Future Road Connection on Schedules C, D and E would only occur in the event of a very long term redevelopment of the Mall.

5.2.f v - in order to modify the wording that permits the dedication of new public streets through the site plan process, and not necessarily through the subdivision process to reflect the wording more closely in Section 11.9, Conveyance of Lands.

5.4.b.i – in order to clarify cycle tracks be provided on all public Collector streets with flexibility to configure cycling facilities on private Local streets.

5.5.b Parking Supply Requirements - in order to allow flexibility in establishing minimum and maximum parking requirements, and reduced parking standards for residential visitors, retail, personal service and office uses to reflect those in the VMC. The policy framework should also refer to a shared parking formula and the potential for a co-mingling of residential visitor and Mall parking.

5.7 Streetscaping – in order to reflect flexibility in configuring cycling facilities along private Local streets to address multi-modal travel needs.

#### **G. Modifications to Schedules**

**PLP requests that Schedules B, C, D and E be revised in accordance with the Revised Schedules included in Attachment 1.**

**PLP requests that Schedule F, Street Network Implementation Plan be deleted as the detailed phasing of the implementation of the Street Network should be determined at the time of detailed development applications.**

**PLP requests that the Title Page include a statement that Figures 1-3 (Appendix 2) are not to form part of the Secondary Plan and are for illustrative purposes only, and that the proposed revisions set in Attachment 2 be accepted by the City and that Figures 4-5 should be deleted as the width and configuration of shared paths in an urban setting should be determined at the site plan stage.**

We thank you for your consideration of these requests and we look forward to discussing the concerns of PLP with you and City staff in the near future.

Yours truly,

**Bousfields Inc.**



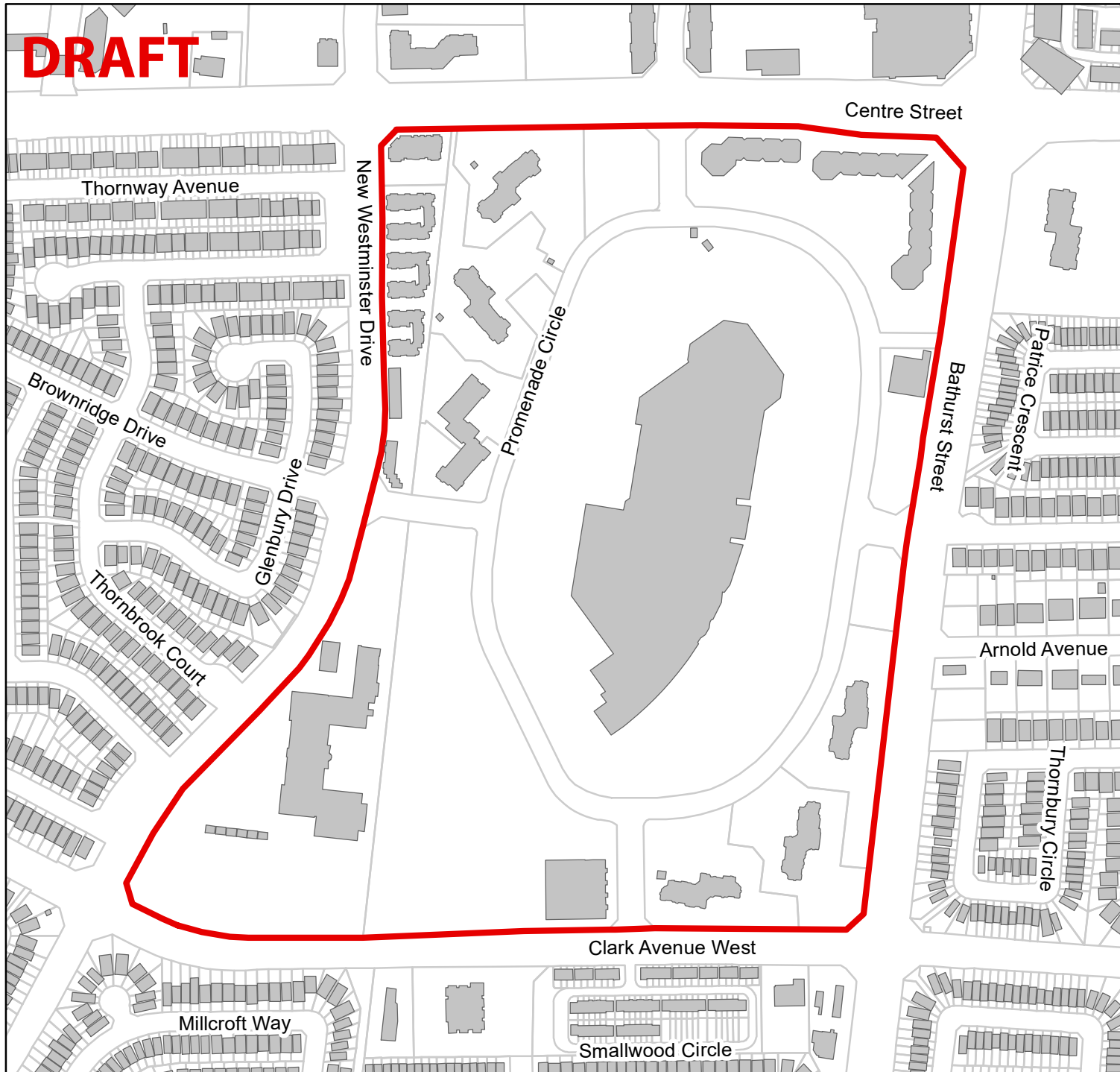
Lindsay Dale-Harris M.Sc.Pl., FCIP, RPP

LDH/rml:jobs

cc: Michael Uster, [michael@libertydevelopment.ca](mailto:michael@libertydevelopment.ca)  
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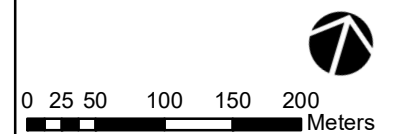


## Schedule A

### SECONDARY PLAN AREA

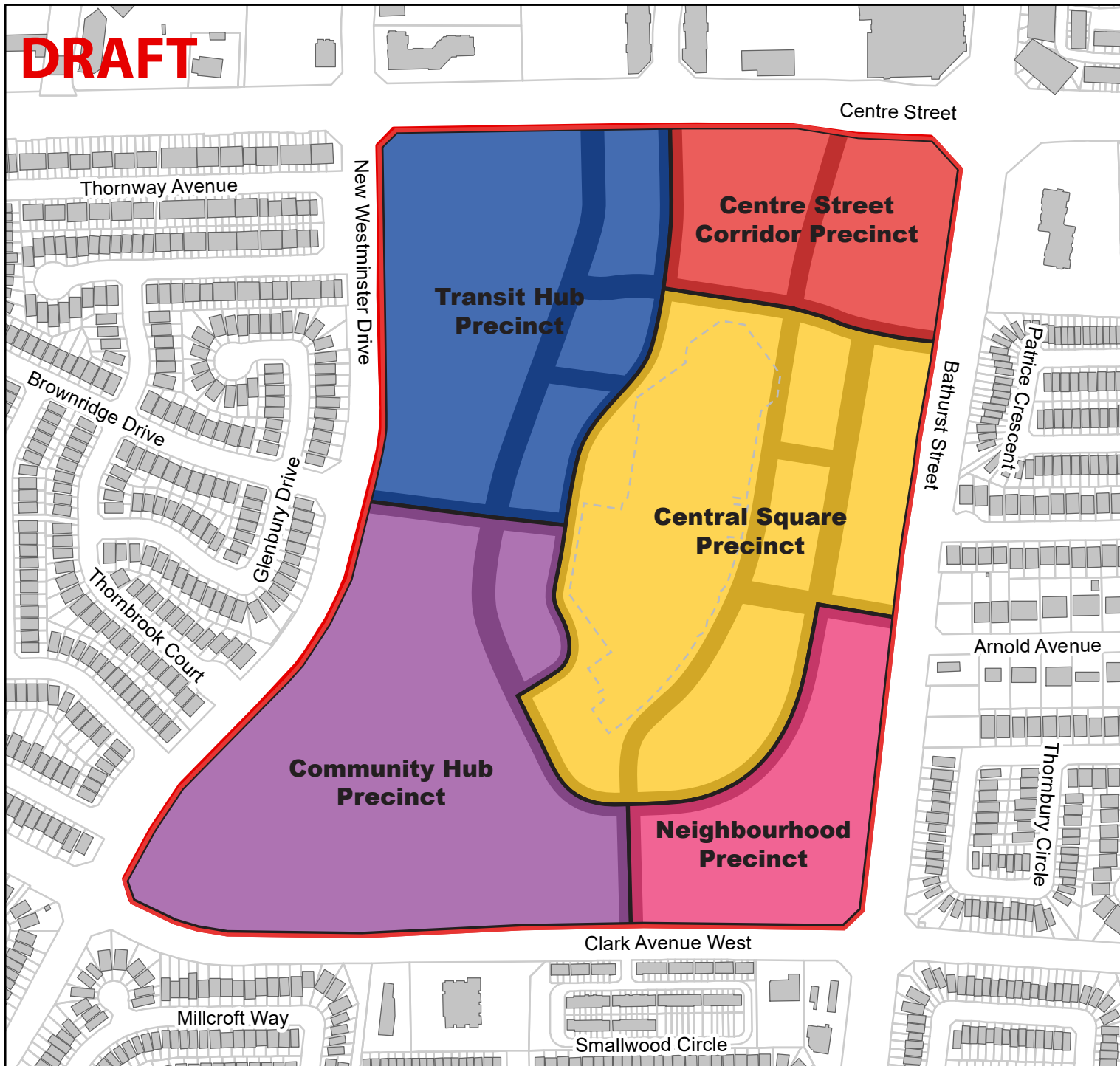
#### Legend

-  Secondary Plan Area
-  Existing Buildings
-  Existing Property Lines



November 2021

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## Schedule B

### LAND USE PRECINCTS

#### Legend

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

















0 25 50 100 150 200 Meters

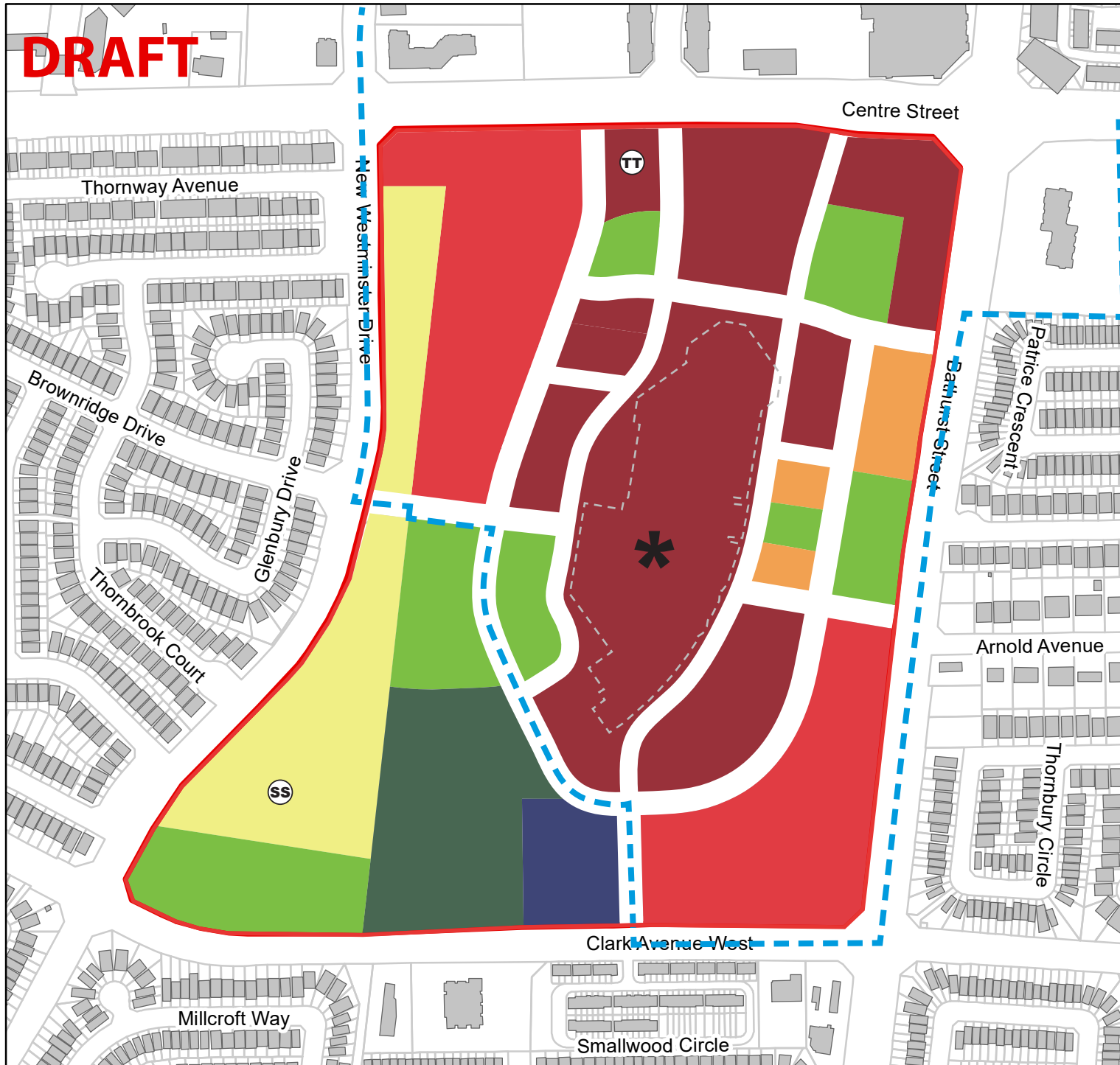
November 2021

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# Schedule C LAND USE PLAN

## Legend

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

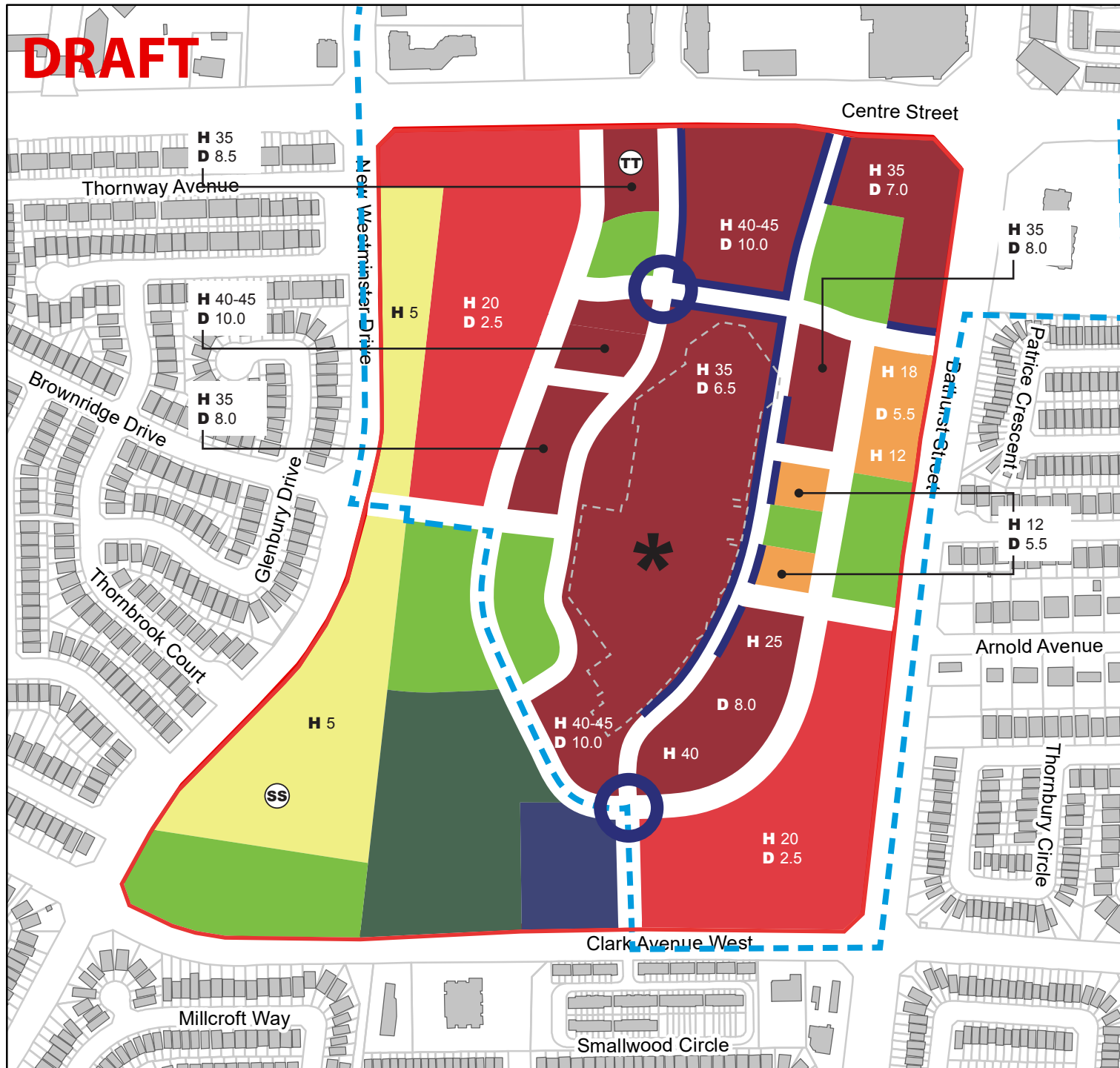


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November 2021



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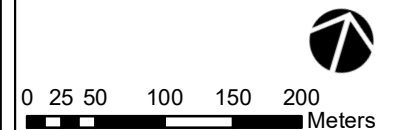


# Schedule D

## HEIGHT, DENSITY, & USE PARAMETERS

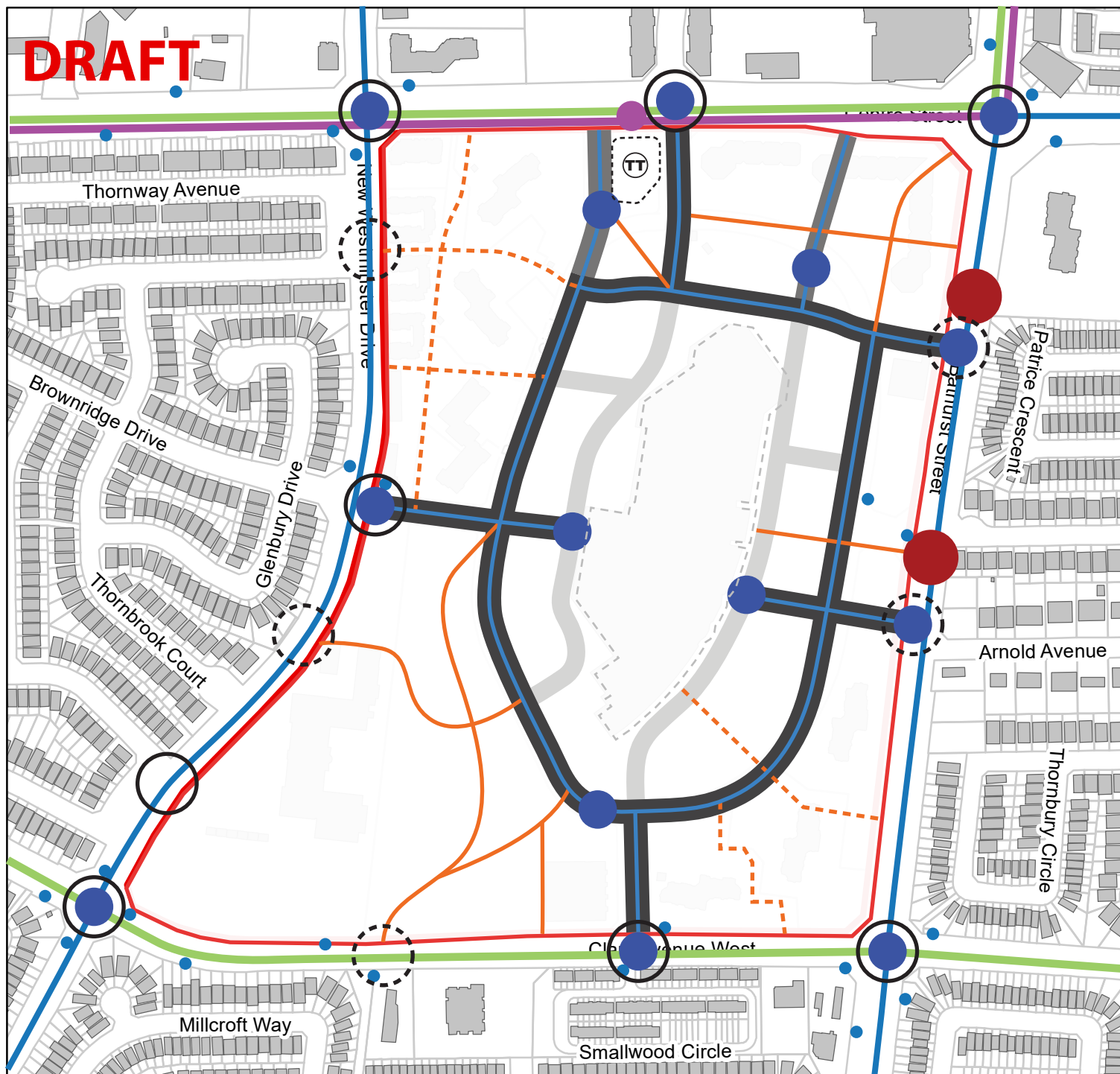
### Legend

- 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

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## Schedule E

### MULTI-MODAL TRANSPORTATION NETWORK

#### Legend

- Secondary Plan Area
- Collector Street
- Local Street
- Private Local Street / Publicly Accessible
- \* See policies 5.2.f.ii, 5.2.f.iii.
- Existing Cycle Track
- Cycle Track
- Shared Use Path<sup>1</sup>
- Long Term Future Shared Use Path<sup>2</sup>
- 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
- Conceptual Shared Use Path \*

<sup>1</sup> Refer to Policy 5.2.e.ii.

<sup>2</sup> Refer to Policy 5.2.e.v.

\* To be co-ordinated with Site Plan of Block

0 25 50 100 150 200 Metres

November 2021

# Memorandum

**TO:**

Jim Baird, Promenade Limited Partnership (PLP)

**COPIES:**

Michael Uster, PLP

**FROM:**

Timothy J. Arnott, MCIP RPP  
Principal

**PROJECT:**

7411-07  
Promenade Shopping Centre –  
Master Plan

**DATE:**

November 29, 2021

**SUBJECT:** REVIEW OF PUBLIC/PRIVATE STREETS AND CORRESPONDING RIGHTS-OF-WAY –  
PROMENADE SHOPPING CENTRE, MASTER PLAN

## 1.0 INTRODUCTION

BA Group is retained by Promenade Limited Partnership (PLP) to provide transportation consulting input towards the development of the Promenade Shopping Centre Master Plan and its mobility characteristics.

PLP and its consulting team have been participating in the ongoing Promenade Secondary Plan Study since it was initiated in the 3<sup>rd</sup> Quarter of 2019. Amongst the matters that PLP and its consulting team have been providing is input into the Master Plan street network necessary to support the proposed Secondary Plan and PLP's proposed development levels. PLP and its consulting team have been consistent in their position that the proposed streets within the Promenade Shopping Centre lands should consist of a combination of Public (Collector) and Private (Local) streets that exhibit Rights-of-Way (ROW) that contain key multi-modal elements to equitably support pedestrian, cycling, transit vehicle, service vehicle, private vehicle and emergency vehicle needs.

## 2.0 SUMMARY OF THE PROPOSED PUBLIC AND PRIVATE STREET CHARACTERISTICS

Collector and Local streets noted below are illustrated in Drawings FD-01, FD-02 and TS-01, in **Appendix A**.

### 2.1 COLLECTOR STREETS:

#### Promenade Circle – Collector Street

- Public Street exhibiting a 24 m Right-of-Way (ROW) with dedicated cycle tracks in boulevard



### **Connector Streets – Collector Streets Linking Promenade Circle to surrounding Public Streets;**

- East Promenade Connector to Bathurst Street – Two Public streets exhibiting 30 m ROW's with dedicated cycle tracks in boulevard;
- South Promenade Connector to Clark Avenue – Public street exhibiting a 26 m ROW with dedicated cycle tracks in boulevard;
- West Promenade Connector to New Westminster Drive – Public street exhibiting a 26 m ROW with dedicated cycle tracks in boulevard;
- North Promenade Connector to Centre Street – Public street exhibiting a 32 m ROW with dedicated cycle tracks in boulevard;

### **Future East-West Collector Street linking West Promenade to the southerly East Connector to Bathurst Street**

- Public Street Collector exhibiting a 20 m ROW with dedicated cycle tracks in boulevard
- Sections of this street would be implemented in phases as development proceeds.
- The central section of this Collector Street between High Street (Local Street on the east side of the Promenade Shopping Centre building – which is being constructed presently) and a future Private N-S Local Street on the west side of Promenade Shopping Centre building would only be implemented if the Promenade Shopping Centre building were redeveloped in the long term future.
- The westerly and easterly segments of this Public Collector Street, between Promenade Circle and the two Local Private N-S Streets would be implemented as development in those areas proceeds.

## **2.2 PRIVATE LOCAL STREETS**

### **High Street**

- A Private Local N-S Street on the east side of Promenade Shopping Centre that has been approved as part of the Phase 1 development and is under construction would exhibit a 20 m ROW with cycling Sharrows

### **West N-S Local Private Street**

- A Private Local N-S Street aligned on the west side of Promenade Shopping Centre that would intersect with Promenade Circle opposite the North Promenade Connector and extend south to intersect with Promenade Circle between South Promenade and West Promenade.
- This Private Street would exhibit an 18 m ROW with cycling facilities:
  - Alternative cross-sections are possible with this 18 m ROW that would vary the curb to curb dimension between 6.6 m and 8.5 m depending upon how cycling facilities are implemented within the ROW. In the 8.5 m pavement width condition, cycling would be accommodated within Sharrows similar to "High Street". Alternatively, within the 6.6 m pavement dimension condition, a two-way 3.0 metre dedicated cycle track facility on one side of the vehicular travelled section would accommodate cycling. Both conditions would have dedicated sidewalks of at least 2.0 metres in width, landscaping provisions, and opportunities for layby on-street parking in strategically located segments to address pick-up/drop-off needs related to adjacent land use intensification.

## E-W Private Local Streets

- These two connecting Private Local Streets link Promenade Circle to the two N-S Private Local Streets – High Street on the east side of the Shopping Centre Building and West N-S Local Private Street on the east side of the Shopping Centre Building.
- These two Private Local Streets would exhibit an 18 m ROW's with either cycling Sharrows or dedicated cycle tracks on one side of the street.

Attached are preliminary functional design drawings of the proposed Collector and Private Local Street alignments illustrating the ROW's (Drawing FD-01) and Lane Configurations (Drawing FD-02) and cross-sections (Drawing TS-01).

The following memorandum summarizes the rationale for the proposed Private Street designations for Local Streets and the proposed public and private street ROW dimensions.

## 3.0 RATIONALE FOR PRIVATE AND PUBLIC STREETS

### 3.1 PUBLIC STREETS

PLP has proposed that the **Collector Streets** that form part of the Master Plan street network **will be Public Streets**. This is consistent with the Secondary Plan assumptions proposed by the City of Vaughan and their consulting team. Public Streets are illustrated in a blue colour on Drawing FD-01 in **Appendix A**.

The Collector streets proposed as part of the Master Plan (and Secondary Plan) included:

- Promenade Circle;
- The 'Connector' streets that link Promenade Circle to the surrounding existing public arterial and collector streets:
  - North Promenade connector street(links to Centre Street);
  - Two East Promenade connector streets – north and south (that link to Bathurst Street);
  - South Promenade connector street (that links to Clark Avenue); and,
  - West Promenade connector street (that links to New Westminster Drive).
- Provision has been made for a future extension of West Promenade and the southerly East Promenade connector streets through what is the existing Promenade Shopping Centre building. This would not happen unless long term future redevelopment of the Promenade Shopping Centre building is contemplated. There are no plans at this time within the context of the Master Plan proposed by PLP to affect change to the Promenade Shopping Centre building in a way that would facilitate this mid-block E-W collector street within the foreseeable future.

There is one Local Street that has been designated as a Public Street. This Local Street is the extension of High Street, north of the east-west segment of Promenade Circle, between Promenade Circle and Centre Street. This section of the Promenade Secondary Plan area travels through the PLP lands and the Torgan lands. It links the Secondary Plan street network to the surrounding existing public arterial and collector streets. The "function" of this street segment serves a Local Street role (i.e., mainly access to adjacent development, but also a limited role of distributing Secondary Plan development traffic to the adjacent Centre Street arterial corridor, within the network.

These Collector Streets provide an important role in both accommodating the planned intensification associated with the Promenade Master Plan and the Secondary Plan and appropriately distributing all pedestrian, cycling and vehicular traffic (transit vehicle, service vehicle, private vehicle and emergency vehicle) to their various destinations within the Master Plan area as well as providing public street linkages between the aforementioned surrounding existing public arterial and collector streets. In only limited circumstances will the Collector Streets within the PLP Master Plan provide any direct access to individual development parcels.

As noted in Section 4.0, the Collector Streets provide for all of the essential ROW elements and do so by providing typical dimensional requirements for same.

### 3.2 PRIVATE STREETS

Private streets are illustrated in a pale yellow colour in Drawing FD-01, in **Appendix A**.

The Phase 1 portion of the PLP intensification of the Promenade Shopping Centre was approved in advance of the Secondary Plan process being initiated. As part of the Phase 1 development application, a Private Local Street was proposed adjacent to the Promenade Shopping Centre Building. This is referred to as High Street for two reasons; 1) it was a Local Street that was envisioned to be lined with development that fronted onto the Local Street providing an active frontage that would accommodate interaction with the Local Street itself (akin to a shopping street or what has been referred to as a “high street” in an urban context). 2) The second reason it was called High Street is there is a vehicular facility beneath High Street sometimes referred to as Low Street. Low Street is a private vehicular facility that facilitates service vehicle access and loading vehicle manoeuvring as well as access and circulation related to parking facilities associated with the Phase 1 development and potentially subsequent development parcels.

This inherent flexibility of putting the functional loading and parking access below-grade enables the High Street context to reflect a significantly enhanced urban environment that is absent the “back-of-house” facilities associated with the Phase 1 development as well as a significant amount of existing Promenade Shopping Centre loading requirements that had existed along the east side of the Shopping Centre prior to the Phase 1 development. This was possible, in part, due to the grading opportunities that the east side of the shopping centre presented. The flexibility that making High Street a Private Local Street – with the appropriate public easements in favour of the general public being able to use High Street unimpeded – and making it “look” like a public street enabled the Promenade Shopping Centre significant advantages in terms of urban design, efficiency of loading and parking access operations and in terms of its constructability and maintenance.

These same principles of a Private Street are being applied to the balance of the Local Streets identified within the Master Plan (and Secondary Plan) as proposed by PLP and its consulting team.

The Private Local Streets within the Master Plan are set out in Section 2.2 above.

The principal reasons that these Local Streets have been designated as Private Streets include:



- **Public Easements** would be granted in favour of the City of Vaughan permitting the use of the Local Street by the general motoring public and would “appear” (at-grade) to be public given they would be designed to surface public street standards having appropriate operating design criteria (i.e., design and posted speeds and corresponding horizontal and vertical design criteria). Easements could also obligate the owners of the Private Streets to maintain them to a minimum standard that would equal public ownership conditions to ensure they retain their intended role in the overall Master Plan street network;
- The Private Street ownership better facilitates the ability to **locate parking beneath the Private Local Street ROW**. There is significantly less complexity in the strata ownership arrangements that result from retaining the Local Street under Private ownership. Similarly, the liability associated with the ability to locate parking beneath a Private Street is more manageable relative to the same arrangements beneath a Public Street;
- Being able to park beneath the Local Streets will enable a **more efficient and more cost effective below-grade parking garage layout** for development blocks around the Shopping Centre building;
- A Private Local Street will **better facilitate potential below-grade pedestrian and service connections** between development intensification on the perimeter of the Promenade Shopping Centre building and the Shopping Centre building itself. This is evidenced by the design efficiencies and advantages that have been achieved on the east side of the Shopping Centre building with Phase 1 development and High Street (a Private Local Street).
- **Phasing of development** around the perimeter of the Shopping Centre building would be more efficient when the Local Streets are in Private Ownership. Implementing segments of the Private Streets – given an overall street network plan to work towards – would be more efficiently and cost effectively undertaken given Private Local Street control.
- **Cost effectiveness for the Municipality** – Long term maintenance of the Private Streets would be the responsibility of PLP, lessening the financial obligations of the Municipality and linking them to the planned development;
- Having the Local Streets under Private ownership would enable flexible conditions to be implemented and operated along the Local Street segments. This would **better facilitate the retention and operation of surface loading facilities that exist on the west side of the Shopping Centre building** and that are planned in the southwest component of Phase 1, that are essential to the day to day operating conditions associated with the Promenade Mall. Service vehicles that use these loading facilities along the east side of the Mall require the use of the planned West N-S Private Local Street for day to day vehicle manoeuvring requirements. Retaining ownership would permit PLP to safely and effectively manage those loading operations while allowing the Private Local Street to function as a street during other times of the weekdays and weekend days.
- Private Local Street designation would **permit a more flexible design and construction of key civil and structural elements associated with the ROW** while maintaining appropriate engineering and urban design requirements;

- Private Ownership of the Local Streets would also facilitate a **more flexible and higher standard of urban design and maintenance program to be implemented** along the Private Street ROW. It would also enable better integration of the urban design elements of the Promenade Mall, central to the intensification plans associated with the PLP lands, with the adjacent Private Local Streets.

A Private Street designation for the Local Streets within the PLP lands is more conducive to the operational requirements of successfully sustaining and supporting the Promenade Mall.

For these reasons, PLP and its consulting team continue to propose Private Local Street ownership conditions within the context of the proposed Master Plan for Promenade Shopping Centre and for the Secondary Plan area.

We should also note that the inclusion of the Shared Use Paths within the Secondary Plan can be achieved through a combination of public and private segments, depending upon which block within the Secondary Plan area they happen to be located; i.e., public park block, POPS, or development block.

The attributes that contribute to a successfully designed active transportation path system can be implemented through public ownership (e.g., within a public park block) or by way of easements across a privately owned block (e.g., a POPS or development block). Their implementation, however, would best be achieved through the Site Plan approval process where the details of the requisite elements to support the shared use path's needs and context (precise location, function and dimensional requirements) are most appropriately established and designed.

## 4.0 RATIONALE FOR PROPOSED RIGHTS-OF-WAY

PLP and its consultants have also reviewed and considered the make-up of the proposed ROW's and the associated dimensions that have been proposed for all new streets within the Master Plan PLP has prepared. The Master Plan area is consistent with the Secondary plan boundaries.

In general, the composition of each ROW was driven by its functional needs and a sense of hierarchy within the Secondary Plan (PLP Master Plan) mobility network.

Collector Streets provide a connecting or collecting role within the hierarchy and must be able to accommodate the forecast multi-modal travel demands associated with the planned intensification as well as connect appropriately to the boundary arterial and collector streets just beyond the Secondary Plan area.

Local Streets provide the principal role of providing access to and from development parcels and publicly accessible uses such as parks and open space. Their role in providing dedicated facilities for each mode is less and in some cases is used strategically to provide a slower operating environment for vehicular traffic and to facilitate activities like curb-side pick-up and drop-off, on-street parking and access to below-grade parking, loading facilities and of course emergency vehicle access to all development parcels.

Shared Use Paths for active transportation uses serve as an added level of mobility for non-vehicular modes and are generally incorporated into development parcels to facilitate direct access to land uses who's travel

origins and destinations are well served by such proximity. The alignment, function and dimensional requirements of Shared Use Paths are, however, best addressed within their contextual situation – depending upon which block within the Secondary Plan they are situated (public park block, POPS block or development block). This component of the overall mobility network should be determined at the time of Site Plan approval.

In general the reduced ROW dimensions set out herein facilitate a greater efficiency in the use of land, given the amount of land within the Secondary Plan area that is dedicated to the retention of the Promenade Mall building as a community asset while also providing a finely grained network of multi-modal streets and shared use paths (as highlighted in the Secondary Plan) and a system of parks and open space. This balance provides for more efficient development parcels that can be readily accessed on a multi-modal basis from an appropriate hierarchy of public and private streets and shared use paths.

A summary of the ROW elements and their dimensions for the Master Plan streets follows. Drawings FD-01, FD-02 and TS-01 illustrate the corresponding designations and dimensions in **Appendix A**.

These proposed ROW characteristics compare to the City of Vaughan and their consultants' ROW dimensions of 26 m for Collector Streets and 20 to 22 metres for Local Streets. These are presented in **Appendix B** for comparative purposes.

All of the functional requirements illustrated within the City's cross-sections can be appropriately met within the reduced ROW dimensions discussed herein.

## **4.1 COLLECTOR/CONNECTOR STREET ROW CHARACTERISTICS:**

### **Promenade Circle – Collector Street**

- Ownership: Public Street
- ROW: 24 m Right-of-Way
- Posted Speeds: 30 km/h to 40 km/h
- Pavement width: 10 m including a 3-lane cross-section composed of 3.5 m “thru lanes” and a 3.00 m centre left turn lane.
- Boulevard Elements: pedestrian sidewalks, cycle tracks, landscaping area, setbacks from travelled lanes and from property lines
- Boulevard Element dimensions:
  - Sidewalks – 2.00 metre minimum;
  - Dedicated Cycle Tracks – 1.5 metres
  - Landscaping area – 2.2 metres
  - Setback between travelled lanes and Cycle Track – 1.00 metre
  - Setback between Property Line and Sidewalk – 0.3 metres
- **Comments –**
  - The provision of a 3-Lane cross-section is consistent with the City and their consultants' proposed requirements.
  - The Sidewalk and Cycle Track dimensions meet the typical required dimensions for these elements as evidenced in many urban environments around the Greater Toronto Area.



- The Landscaping area provides for sufficient dimension to accommodate alternating sections of boulevard trees and utility poles/street lighting.
- The narrower ROW relative to the proposed Secondary Plan Collector Street ROW facilitates a more efficient use of land within the Secondary Plan area.

### **Connector Streets – Collector Streets Linking Promenade Circle to surrounding Public Streets;**

- These streets include:
  - East Promenade to Bathurst Street – Two east-west Public streets;
  - South Promenade Connector to Clark Avenue;
  - West Promenade Connector to New Westminster Drive;
  - North Promenade Connector to Centre Street
  - All exhibit signalized connections to the surrounding Public Streets
- Ownership: Public Streets
- ROW: ROW's vary from 26 metres (West Promenade and South Promenade) to 30 metres (the two East Promenade connector streets) to 32 metres (North Promenade);
- Posted Speeds: 30 km/h to 40 km/h
- Pavement width: vary as follows:
  - South Promenade - 16 m existing pavement width retained – 4 lane cross-section composed of 3.3 m “outer lanes” and a 3.00 m “inner lanes” and on-street bike lanes each at 1.7 m in width
  - West Promenade – 14 metre pavement width - 4 lane cross-section composed of 3.3 m “outer lanes” and a 3.00 m “inner lanes”;
  - East Promenade – both E-W connector streets – 5 lane cross-section with centre median – composed of four 3.3 metre lanes and one 3.0 metre lane plus a 1.5 m centre median island;
  - North Promenade – 5 lane cross-section with centre median – composed of four 3.3 metre lanes and one 3.0 metre lane plus a 1.5 m centre median island;
- Boulevard Elements: pedestrian sidewalks, bike lanes (South Promenade), cycle tracks (West, East (x2), North Promenade), landscaping area, setbacks from travelled lanes and from property lines
- Boulevard Element dimensions:
  - Sidewalks – existing (South Promenade) or 2.00 metre minimum;
  - Dedicated Cycle Tracks – 1.5 metres
  - Landscaping area – Existing (South Promenade) to 1.7 m to 2.2 metres
  - Setback between travelled lanes and Cycle Track – 0.5 m to 1.00 metre
  - Setback between Property Line and Sidewalk – 0.3 metres
- **Comments –**
  - The lane requirements on the Connector streets are driven by the functional and operational needs of each street segment, including forecast queuing, lane continuity, and capacity requirements.
  - This is generally consistent with the City and their consultants' assessed requirements.
  - The Sidewalk and Cycle Track dimensions meet typical required dimensions for these elements.
  - The Landscaping areas provides for sufficient dimension to accommodate alternating sections of boulevard trees and utility poles/street lighting.

## Future East-West Collector Street linking West Promenade to the southerly East Connector to Bathurst Street

- Ownership: Public Street
- ROW: 20 m Right-of-Way
- Posted Speeds: 30 km/h
- Pavement width: 7.0 m including a 2-lane cross-section composed two 3.5 m “thru lanes”.
- Boulevard Elements: pedestrian sidewalks, cycle tracks, landscaping area, setbacks from travelled lanes and from property lines
- Boulevard Element dimensions:
  - Sidewalks – 2.00 metre minimum;
  - Dedicated Cycle Tracks – 1.5 metres
  - Landscaping area – 2.2 metres
  - Setback between travelled lanes and Cycle Track – 0.5 metre
  - Setback between Property Line and Sidewalk – 0.3 metres
- **Comments** – Sections of this street would be implemented in phases as development proceeds.
  - **The Central Section of this Collector Street** between High Street (Local Street on the east side of the Promenade Shopping Centre building – which is being constructed presently) and a future Private N-S Local Street on the west side of Promenade Shopping Centre building **would only be implemented if the Promenade Shopping Centre building were redeveloped in the long term future. There are no plans to redevelop the Promenade Shopping Centre Building in this area for the foreseeable future.**
  - The westerly and easterly segments of this Public Collector Street, between Promenade Circle and the two Local Private N-S Streets would be implemented as development in those areas proceeds.
  - The narrower ROW relative to the proposed Secondary Plan Collector Street ROW facilitates a more efficient use of land within the Secondary Plan area.

## 4.2 PRIVATE LOCAL STREETS ROW CHARACTERISTICS

### High Street

- Ownership: Private Street – PLP Ownership
- ROW: 20 m Right-of-Way
- Posted Speeds: 30 km/h
- Pavement width: 9.0 m including a 2-lane cross-section composed two 4.5 m “thru lanes” including Sharrow Lane Markings for shared cycling and motor vehicle use.
- Boulevard Elements: pedestrian sidewalks, landscaping area, setbacks from travelled lanes for landscaping with sidewalks extending up to the property lines given the active commercial frontage.
- Boulevard Element dimensions:
  - Sidewalks – 2.00 metre minimum;
  - Landscaping area – varies depending upon commercial frontage and on-street parking locations
  - On-Street Parking – laybys at 2.45 m in width
  - Setback between Property Line and Sidewalk – 0.0 metres given the active commercial frontage and need to accommodate direct access to commercial floor space from High Street.
- **Comments** –

- A Private Local N-S Street on the east side of Promenade Shopping Centre that has been approved as part of the Phase 1 development and is under construction.
- This Private Street would eventually be extended north to intersect with Promenade Circle. Further extension of High Street, as a Public Street, north of Promenade Circle to Centre Street, would be facilitated with development on the Torgan Lands.
- It is anticipated that a similar cross-section would be continued north to Centre Street where it would intersect at a right-in/right-out (RI/RO) intersection and operate under Stop Control in the NB direction.

### West N-S Local Private Street

- A Private Local N-S Street aligned on the west side of Promenade Shopping Centre that would intersect with Promenade Circle opposite the North Promenade Connector and extend south to intersect with Promenade Circle between South Promenade and West Promenade.
- Ownership: Private Street – PLP Ownership
- ROW: 18 m Right-of-Way
- Posted Speeds: 30 km/h
- Pavement width: 8.5 m pavement width exhibiting a 2-lane cross-section composed two 4.25 m “thru lanes” including Sharrow Lane Markings for shared cycling and motor vehicle use. Alternative Condition: 6.6 m pavement width with added boulevard features.
- Boulevard Elements: pedestrian sidewalks, landscaping area, setbacks from travelled lanes for landscaping with sidewalks extending up to the property lines given the active commercial frontage. Alternative Condition would also include a two-way cycle track on one side of the ROW and strategically located on-street parking lay-bys.
- Boulevard Element dimensions:
  - Sidewalks – 2.00 metre minimum;
  - Landscaping area – varies depending upon commercial frontage and on-street parking locations
  - On-Street Parking – Intermittent laybys at 2.0 m in width on potentially alternating sides of the Street. Alternative Condition would implement on-street parking on one side of the street in layby segment between landscaping and utility (street lighting, hydrant, etc.) locations.
  - Setback between Property Line and Sidewalk – 0.0 metres given the active development frontages contemplated and need to accommodate direct access to residential / commercial floor space from the Local Street.
- **Comments –**
  - The Private 18.0 metre Private Local Streets would provide direct multi-modal access to development parcels including below-grade parking garages, pu/do activities, strategically located on-street parking, and access to existing Promenade Shopping Centre loading areas.
  - The 18.0 m ROW would appropriately accommodate emergency service accessibility.
  - Dedicated cycling facilities are not required on every street within the network. The proximity of development intensification on the future PLP development lands relative to the dedicated cycling facilities along all surrounding Public Collector street ROW's and the Path network will appropriately link pedestrian and cycling originating within or travelling through the PLP lands to the broader cycling infrastructure planned for the area, in general.
  - However, an Alternative Condition cross-section is possible with this 18 m ROW that could include the following characteristics:



- curb to curb dimensions generally 6.6 m with two travelled lanes one in each direction;
- dedicated cycling facilities within the boulevard – options including:
  - one, 3.0 metre two-way cycling facility on one side of the vehicular travelled section.
- Dedicated sidewalks of between 2.0 metres and 3.0 in width.
- Setbacks between travelled lanes and cycle tracks of 2.4 metres and 1.0 m between Cycle track and the sidewalk;
- 2.4 metre Utility allowance shared with landscaping area (i.e., setback between travelled lanes and the 2-way cycle track.
- On-street layby parking 2.0 m in dimension alternating with landscaped/utility areas.
- The narrower ROW relative to the proposed Secondary Plan Collector Street ROW facilitates a more efficient use of land within the Secondary Plan area.

### E-W Private Local Streets

- There are two east-west Private Local Streets that link the north-south segments of Promenade Circle to the two N-S Private Local Streets described above (i.e., High Street on the east side of the Shopping Centre Building and the West N-S Local Private Street on the east side of the Shopping Centre Building)
- Ownership: Private Street – PLP Ownership
- ROW: 18 m Right-of-Way
- Posted Speeds: 30 km/h
- Pavement width: 8.5 m pavement width exhibiting a 2-lane cross-section composed two 4.25 m “thru lanes” including Sharrow Lane Markings for shared cycling and motor vehicle use. Alternative Condition: 6.6 m pavement width with added boulevard features.
- Boulevard Elements: pedestrian sidewalks, landscaping area, setbacks from travelled lanes for landscaping with sidewalks extending up to the property lines given the active commercial frontage. Alternative Condition would also include a two-way cycle track on one side of the ROW and strategically located on-street parking lay-bys.
- Boulevard Element dimensions:
  - Sidewalks – 2.00 metre minimum;
  - Landscaping area – varies depending upon commercial frontage and on-street parking locations
  - On-Street Parking – Intermittent laybys at 2.0 m in width on potentially alternating sides of the Street. Alternative Condition would implement on-street parking on one side of the street in layby segment between landscaping and utility (street lighting, hydrant, etc.) locations.
  - Setback between Property Line and Sidewalk – 0.0 metres given the active development frontages contemplated and need to accommodate direct access to residential / commercial floor space from the Local Street.
- **Comments –**
  - The Private 18.0 metre Private Local Streets would provide direct multi-modal access to development parcels including below-grade parking garages, pu/do activities, strategically located on-street parking, and access to existing Promenade Shopping Centre loading areas.
  - The 18.0 m ROW would appropriately accommodate emergency service accessibility.

- Dedicated cycling facilities are not required on every street within the network. The proximity of development intensification on the future PLP development lands relative to the dedicated cycling facilities along all surrounding Public Collector street ROW's and the Path network will appropriately link pedestrian and cycling originating within or travelling through the PLP lands to the broader cycling infrastructure planned for the area, in general.
- However, an Alternative Condition cross-section is possible with this 18 m ROW that could including the following characteristics:
  - curb to curb dimensions generally 6.6 m with two travelled lanes one in each direction;
  - dedicated cycling facilities within the boulevard – options including:
    - one, 3.0 metre two-way cycling facility on one side of the vehicular travelled section.
  - Dedicated sidewalks of between 2.0 metres and 3.0 in width.
  - Setbacks between travelled lanes and cycle tracks of 2.4 metres and 1.0 m between Cycle track and the sidewalk;
  - 2.4 metre Utility allowance shared with landscaping area (i.e., setback between travelled lanes and the 2-way cycle track.
- The narrower ROW relative to the proposed Secondary Plan Collector Street ROW facilitates a more efficient use of land within the Secondary Plan area.

## 5.0 SUMMARY

In summary, the combination of the proposed Public Collector and Private Local street system within the PLP Lands and the balance of the Promenade Secondary Plan area can effectively and appropriately accommodate the planned intensification within the PLP Master Plan and the balance of the Secondary Plan lands.

Furthermore, the reduced ROW characteristics incorporated with the PLP Master Plan can be implemented while providing for the appropriately designed and necessary ROW elements. This includes:

- Vehicular travelled lanes of appropriate dimension and configurations;
- Shared cycling/travelled lanes on Local Streets;
- On-street parking and pu/do areas in selected locations on Local Streets;
- Boulevard elements including cycle tracks on Collector Streets, sidewalks, landscaping and appropriate setbacks where necessary.
- Option to include cycling tracks on Local Streets within the boulevard.

The proposed ROW dimensions provide for a well connected and efficient combined Public / Private street network that can accommodate the planned intensification across the PLP lands and the balance of the Secondary Plan area. These proposed ROW's by PLP provide the same basic lane configuration opportunities and functionality. Exceptions to "typical" ROW dimensions would occur at key intersections where operational and functional design conditions may warrant additional width / lanes.

In general, the reduced ROW dimensions set out herein facilitate a greater efficiency in the use of land, given the amount of land within the Secondary Plan area that is dedicated to the retention of the Promenade Mall building as a community asset while also providing a finely grained network of multi-modal streets and paths (as highlighted in the Secondary Plan) and a system of parks and open space. This balance provides for more efficient development parcels that can be readily accessed on a multi-modal basis from an appropriate hierarchy of public and private streets and paths.

Private Local Street tenure offers considerable support to more efficiently and cost effectively deliver a publicly accessible street system that forms a part of the overall multi-mobility network of streets and paths envisioned within the Secondary Plan area.



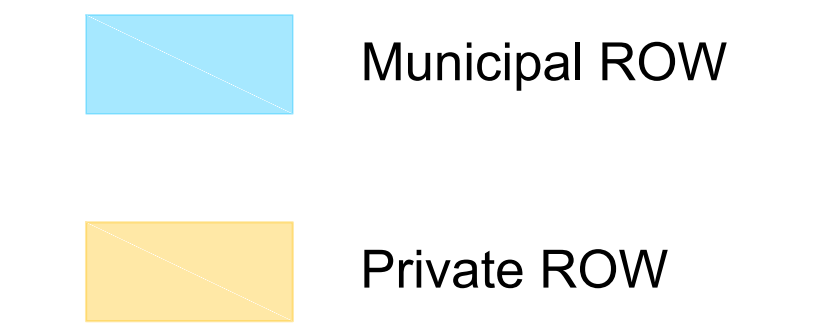
## **APPENDIX A: Functional Design Plans – BA Group**

Drawing FD-01, Road Network – Rights-of-Way, June 2021

Drawing FD-02, Road Network – Lane Configurations, June 2021

Drawing TS-01, Typical Cross-Section, June 2021





PRELIMINARY  
DRAFT  
FOR DISCUSSION  
PURPOSES ONLY



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 Toronto ON M4V 1K9  
 Tel. 416 961 7110  
 Email: bagroup@bagroup.com

MOVEMENT  
URBAN  
ENVIRONMENTS  
GROUP.COM

## Promenade Mall Redevelopment

## Master Plan

## Road Network - Right-of-Ways

Date: November 29, 2021

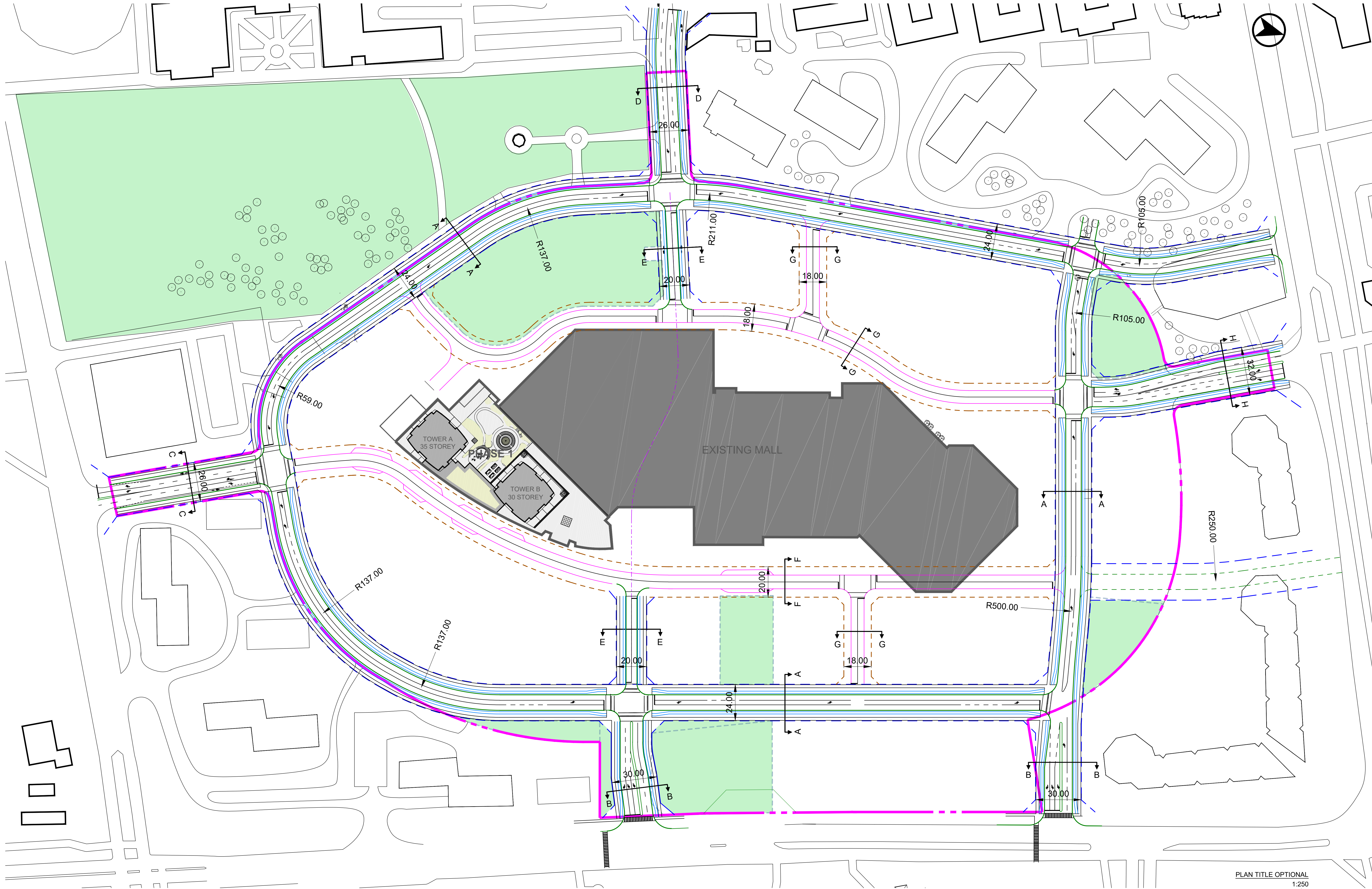
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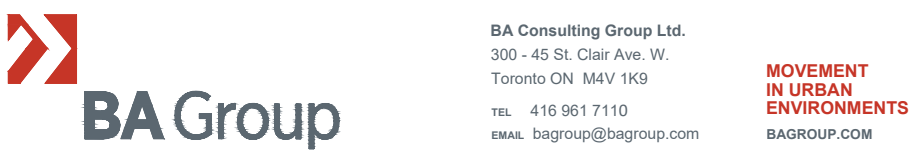
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FD-01





**PRELIMINARY  
DRAFT**  
FOR DISCUSSION  
PURPOSES ONLY



Promenade Mall Redevelopment

Master Plan  
Road Network - Lane Configurations

Date: November 29, 2021  
Project No.: 7411-07  
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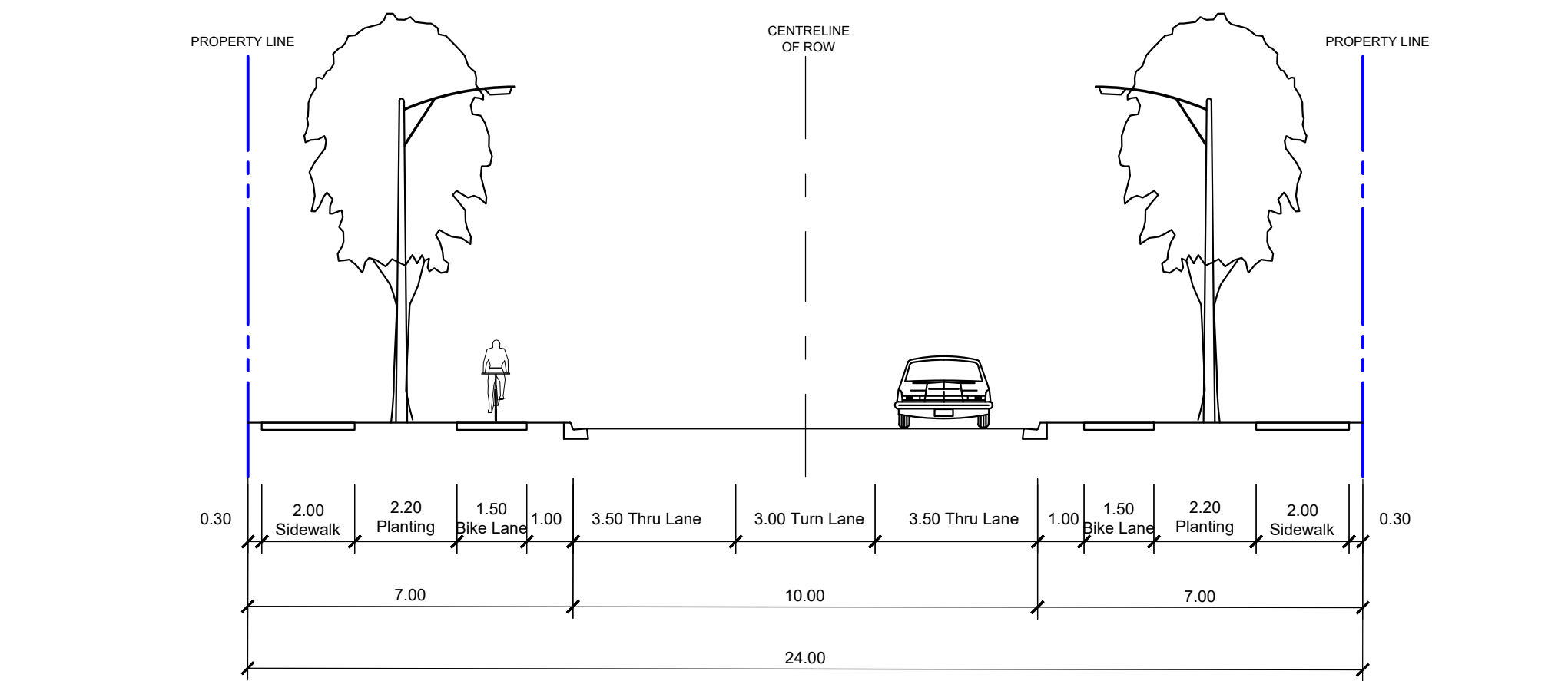
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FD-02



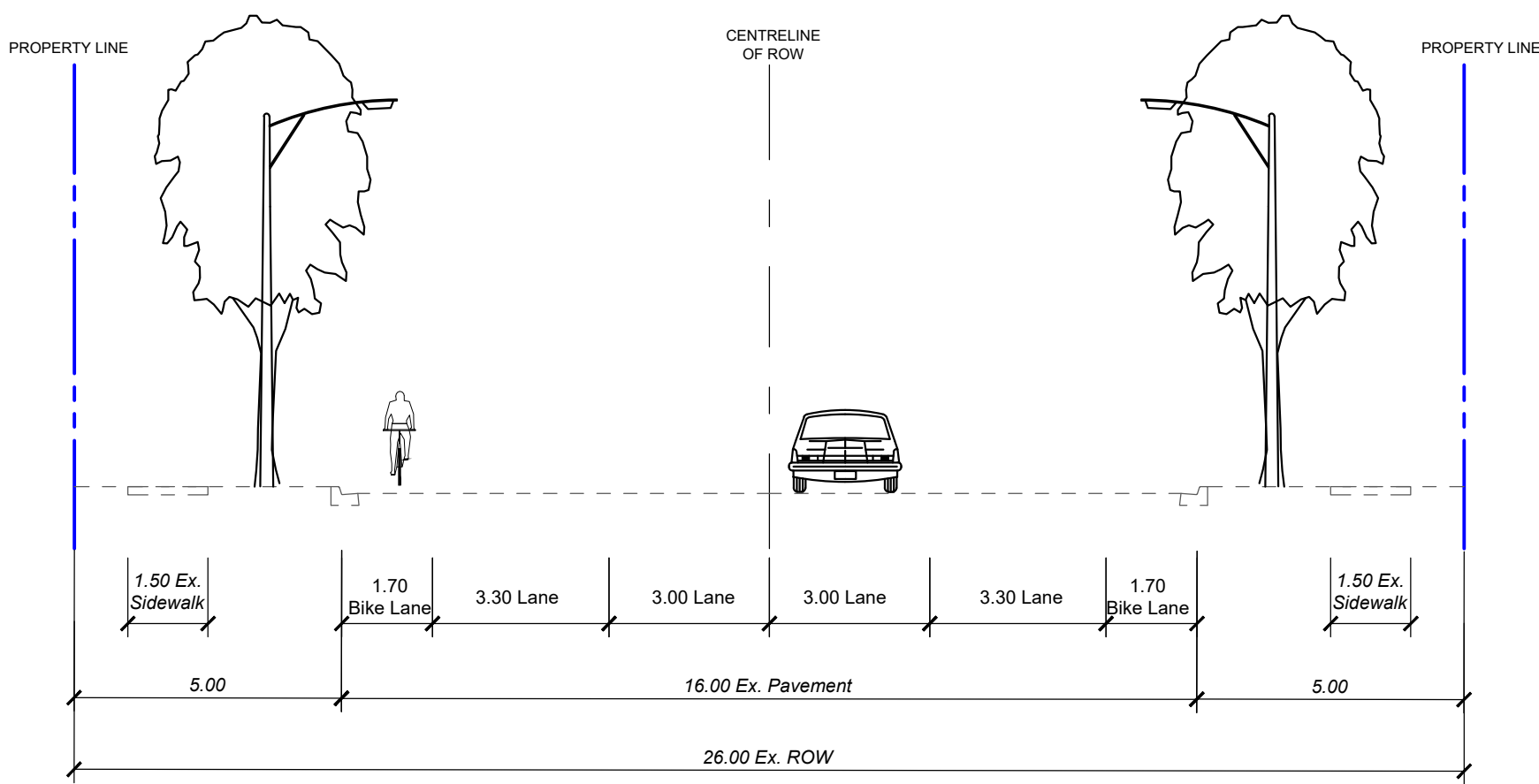
SECTION A -- A  
PROMENADE CIRCLE

24.0m ROW - 3 Traffic Lanes & Cycle Tracks



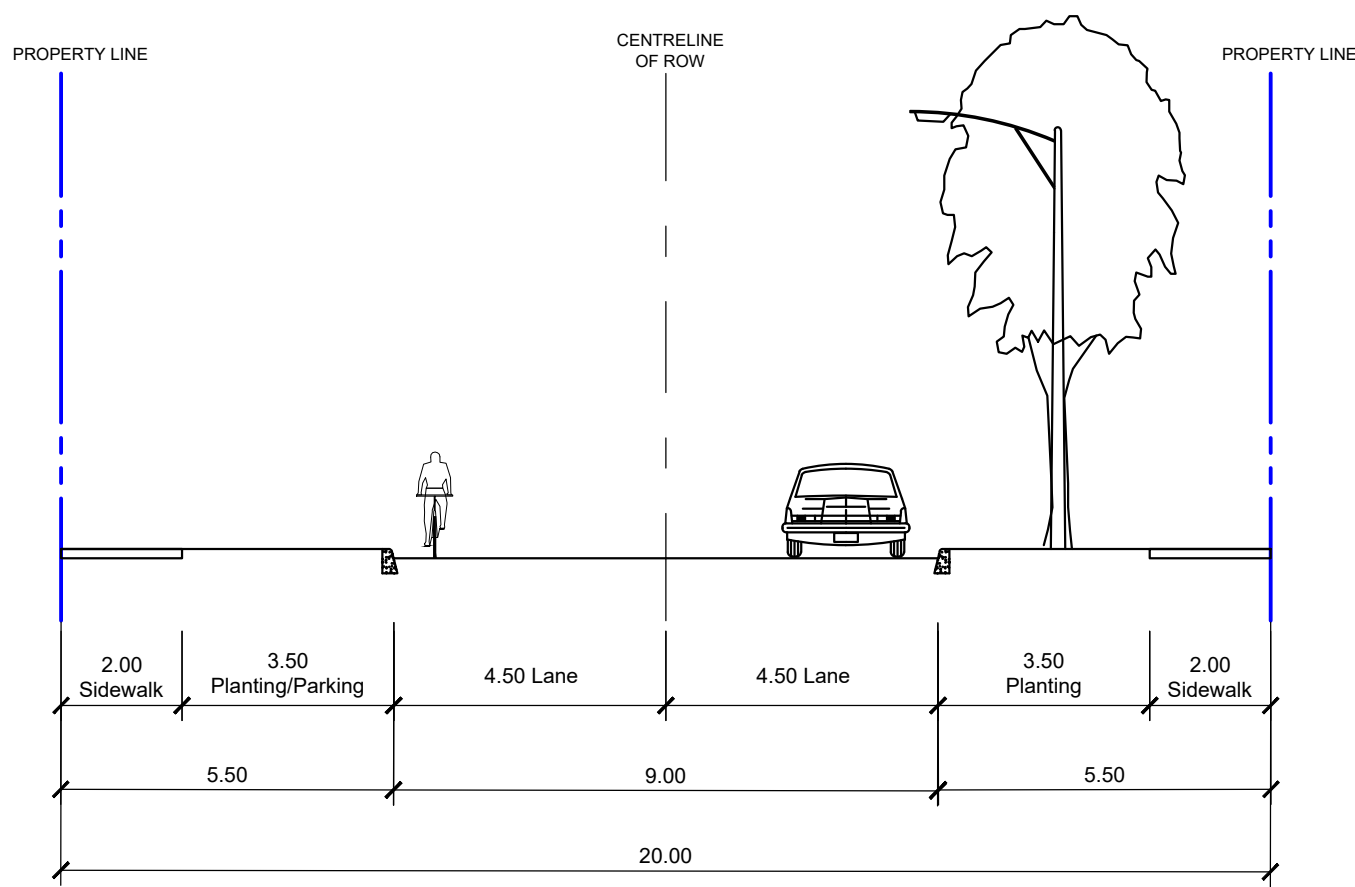
SECTION C -- C  
SOUTH PROMENADE

26.0m ROW - 4 Traffic Lanes & Bike Lanes



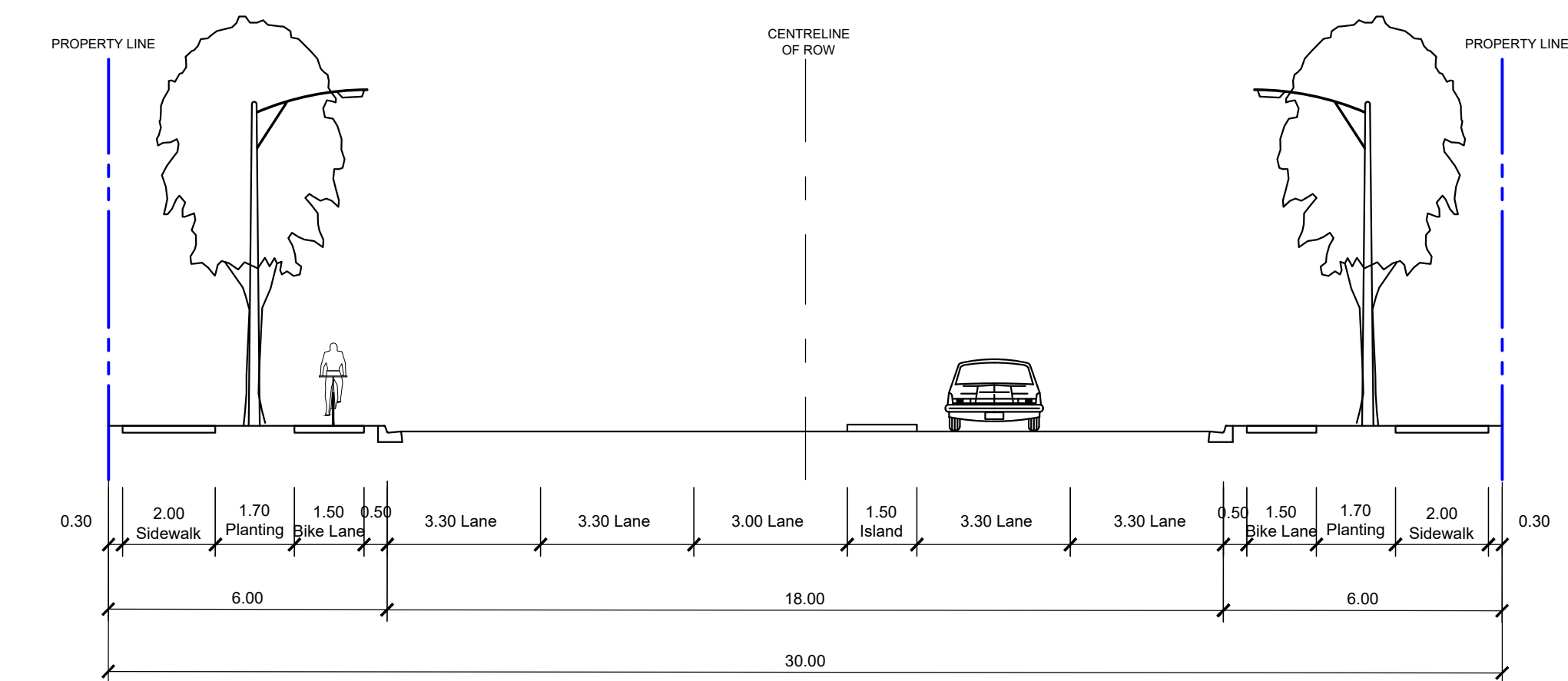
SECTION F -- F  
PRIVATE STREETS

20.0m ROW - 2 Traffic Lanes with Sharrows



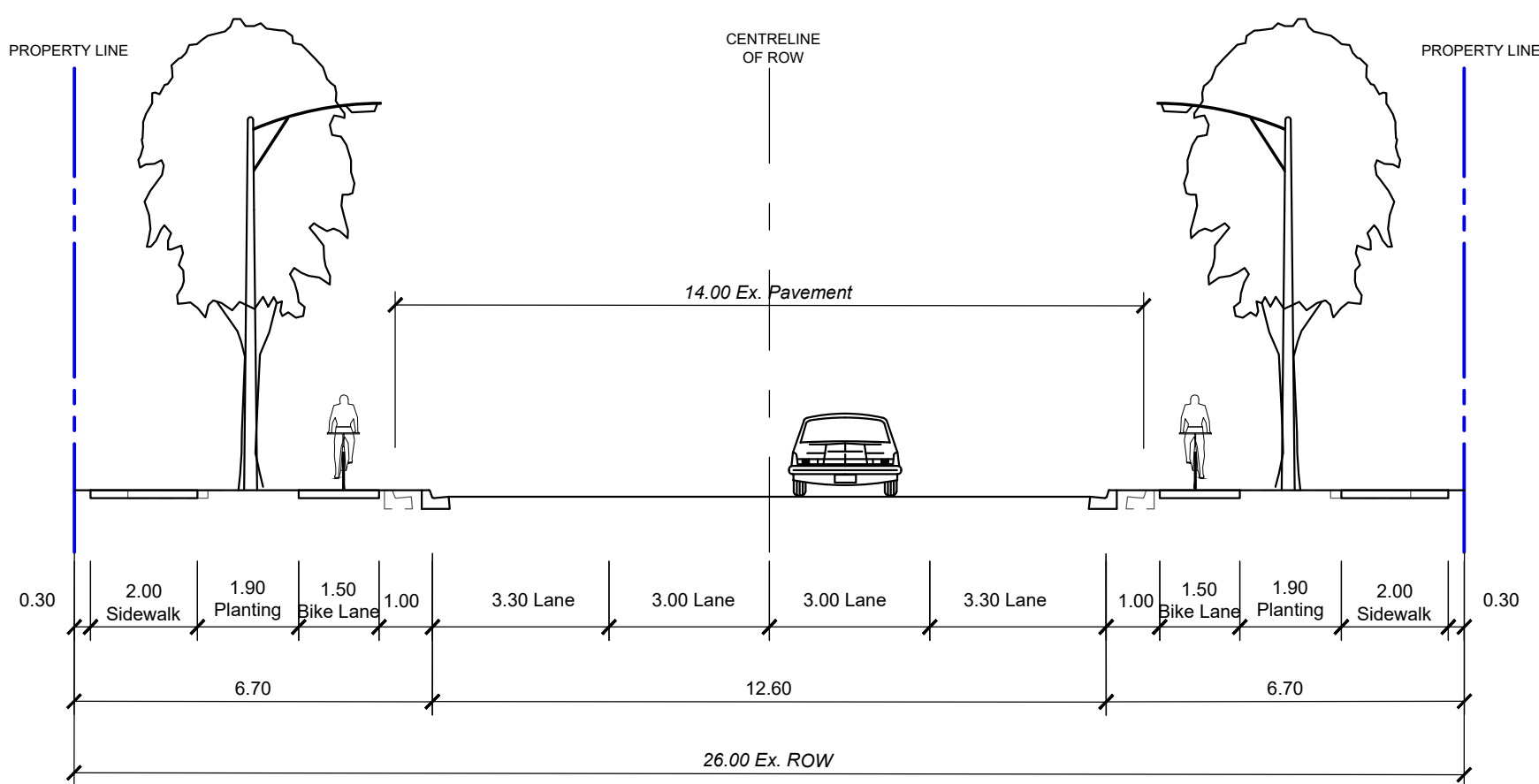
SECTION B -- B  
EAST PROMENADE

30.0m ROW - 5 Traffic Lanes & Cycle Tracks



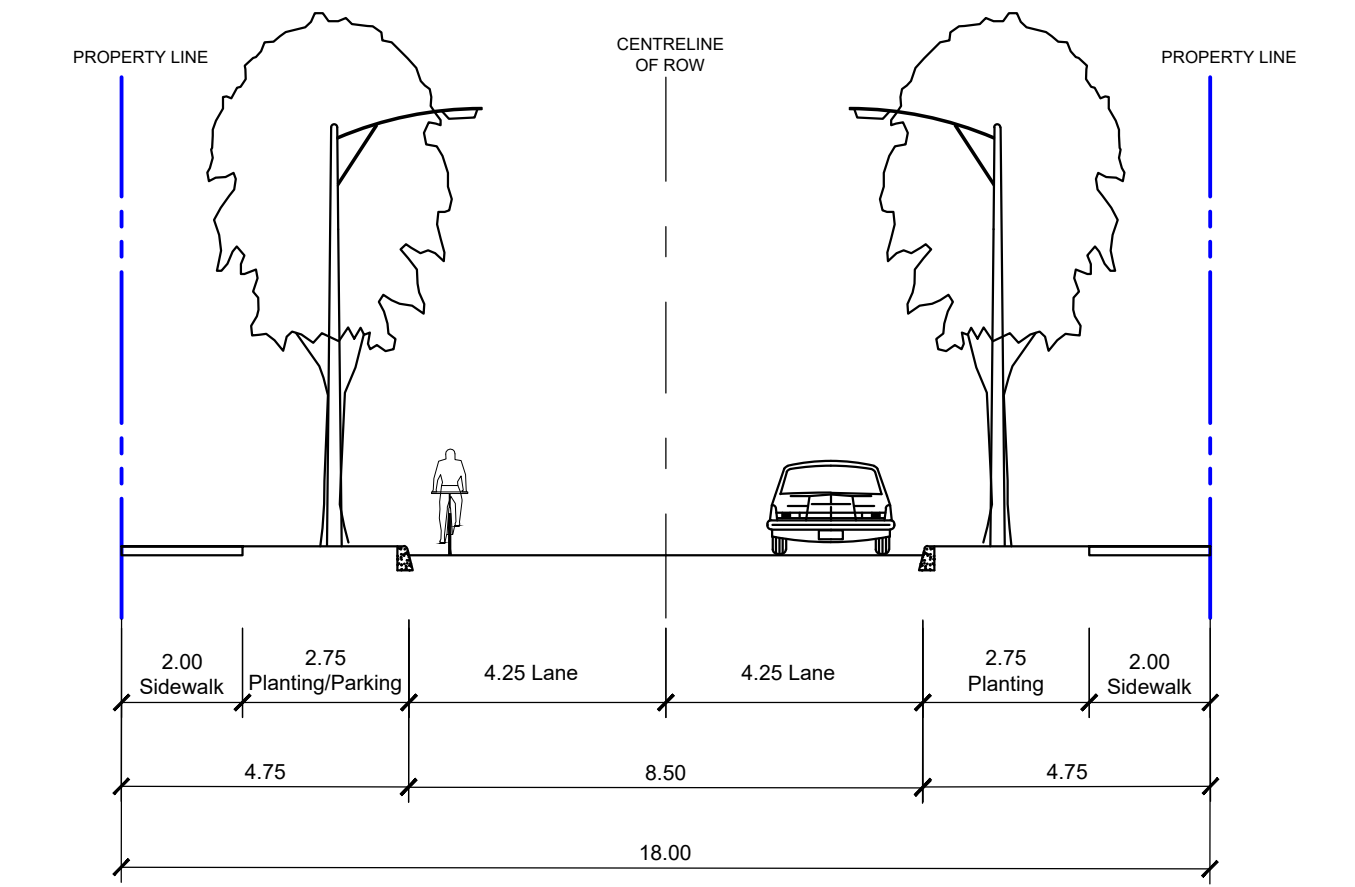
SECTION D -- D  
WEST PROMENADE

26.0m ROW - 4 Traffic Lanes & Cycle Tracks



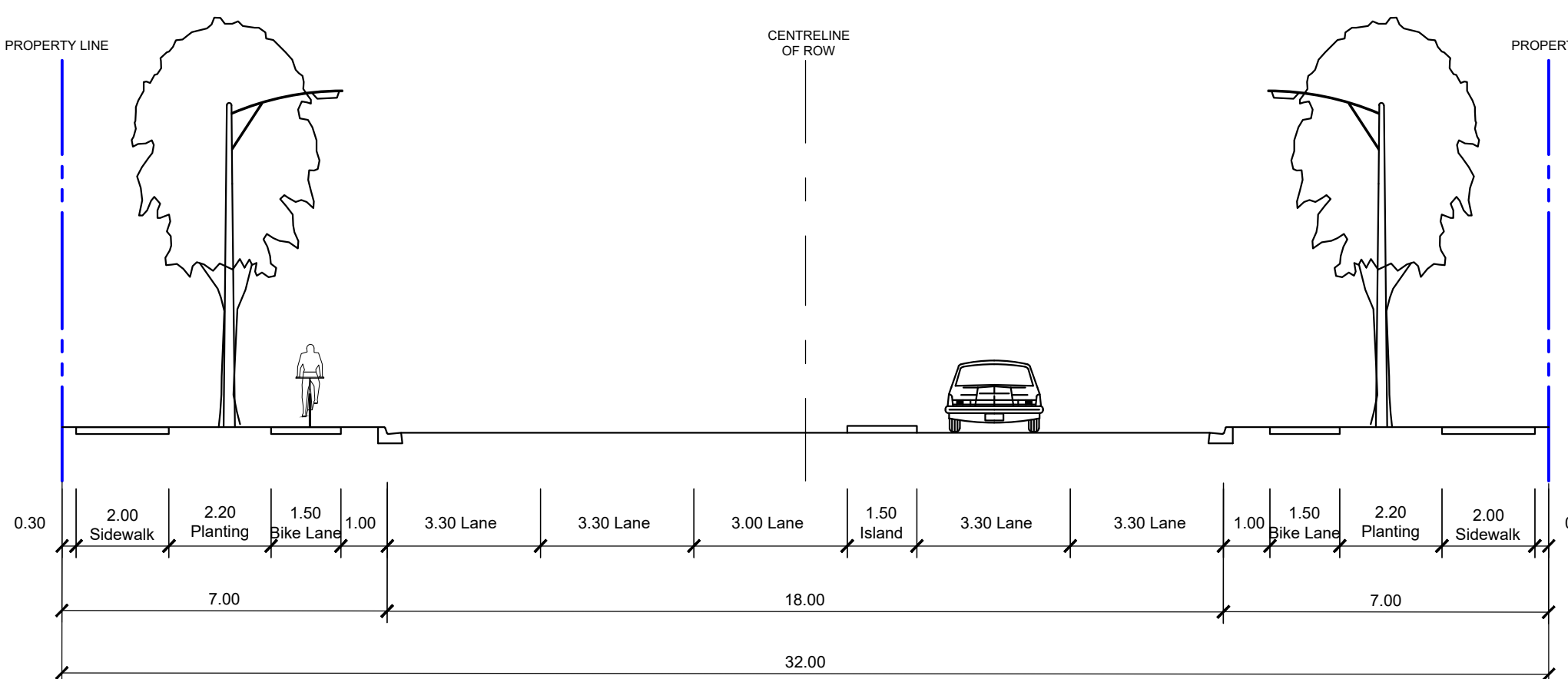
SECTION G -- G  
PRIVATE STREETS

18.0m ROW - 2 Traffic Lanes with Sharrows



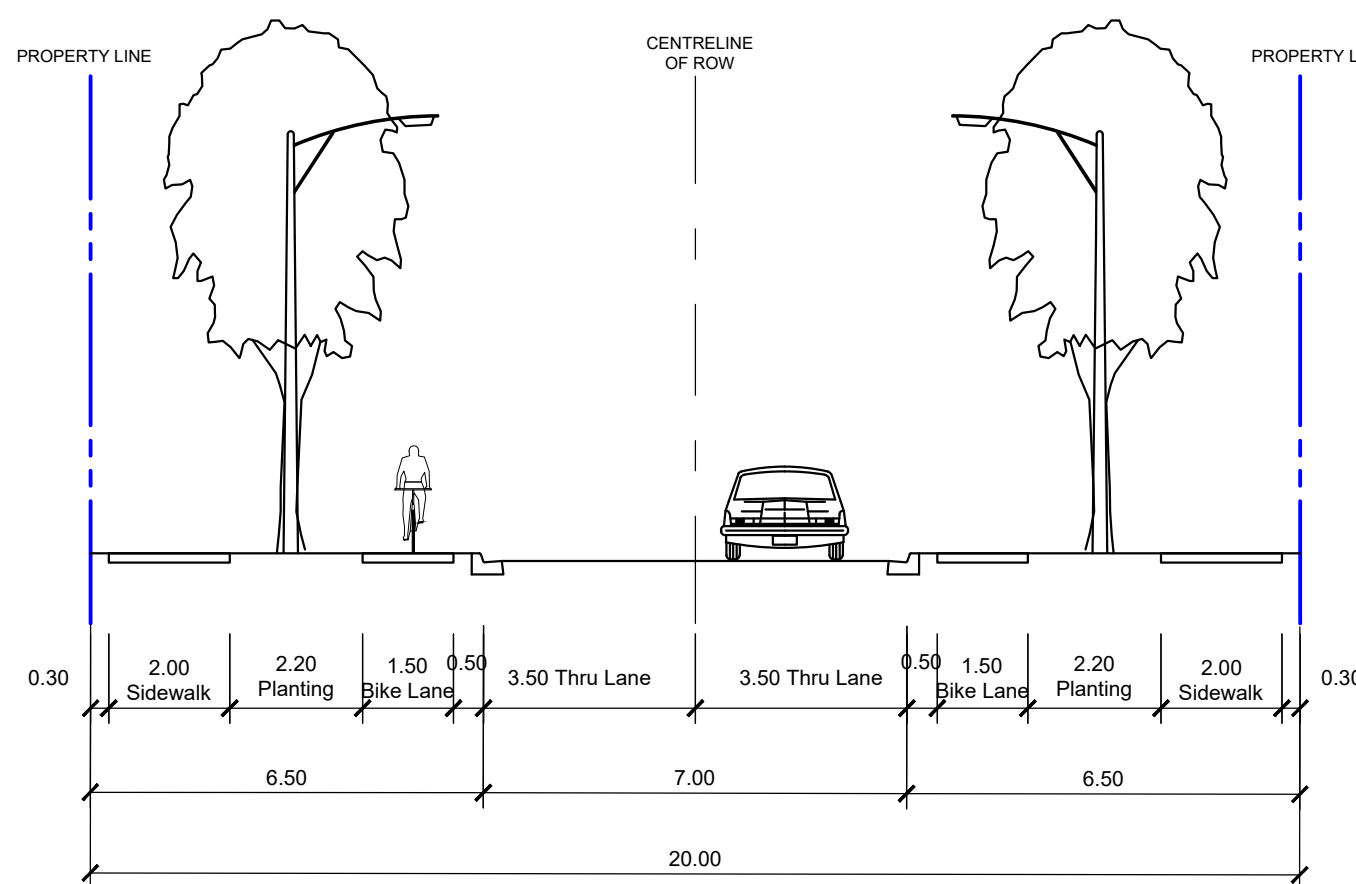
SECTION H -- H  
NORTH PROMENADE

32.0m ROW - 5 Traffic Lanes & Cycle Tracks



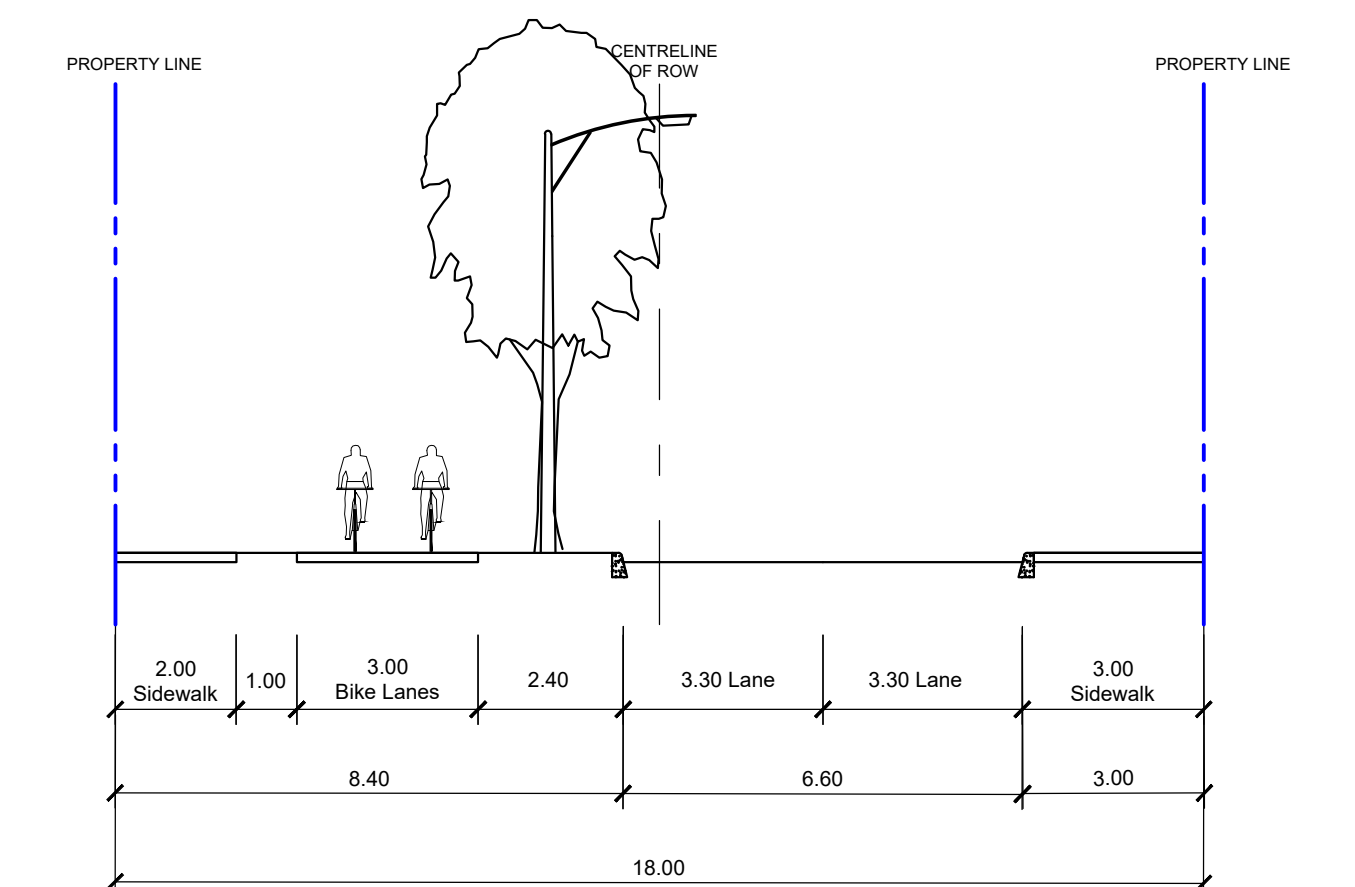
SECTION E -- E  
PUBLIC COLLECTOR ROAD

20.0m ROW - 2 Traffic Lanes & Cycle Tracks

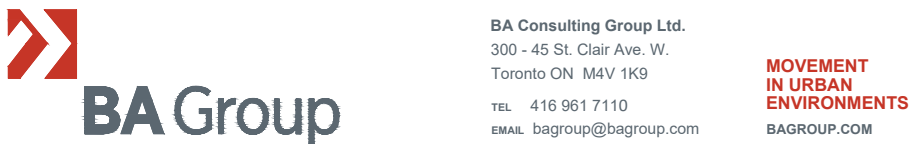


SECTION G -- G  
PRIVATE STREETS - ALTERNATE

18.0m ROW - 2 Traffic Lanes & 2-Way Cycle Path



PRELIMINARY  
DRAFT  
FOR DISCUSSION  
PURPOSES ONLY



Promenade Mall Redevelopment

Master Plan

Typical Sections

Date: November 29, 2021

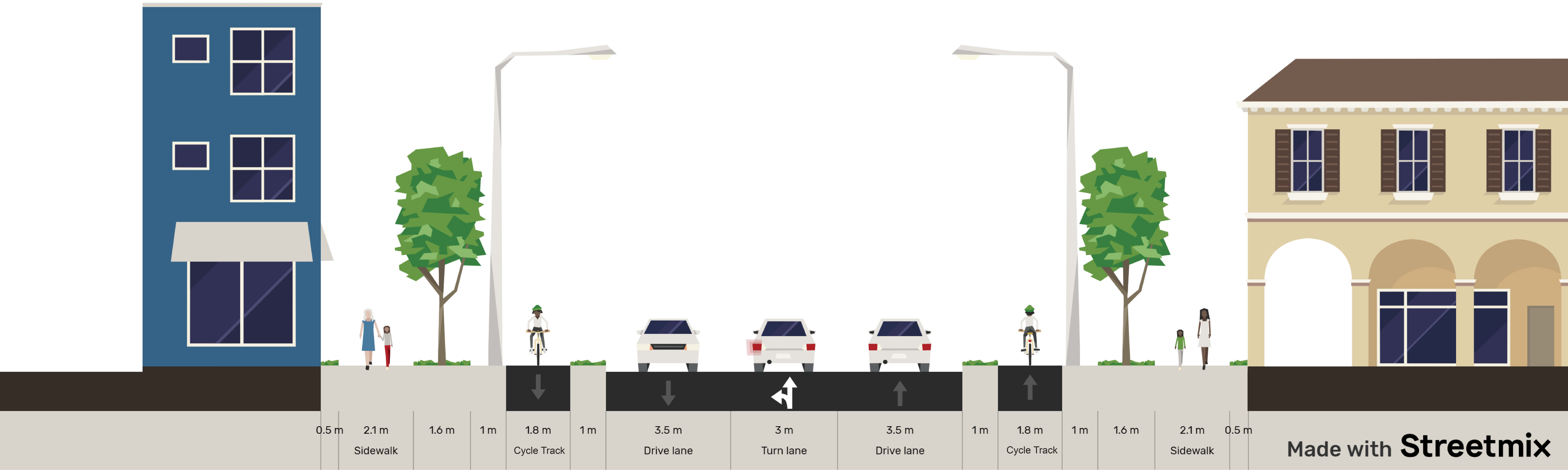
Project No.: 7411-07

Scale:

TS-01

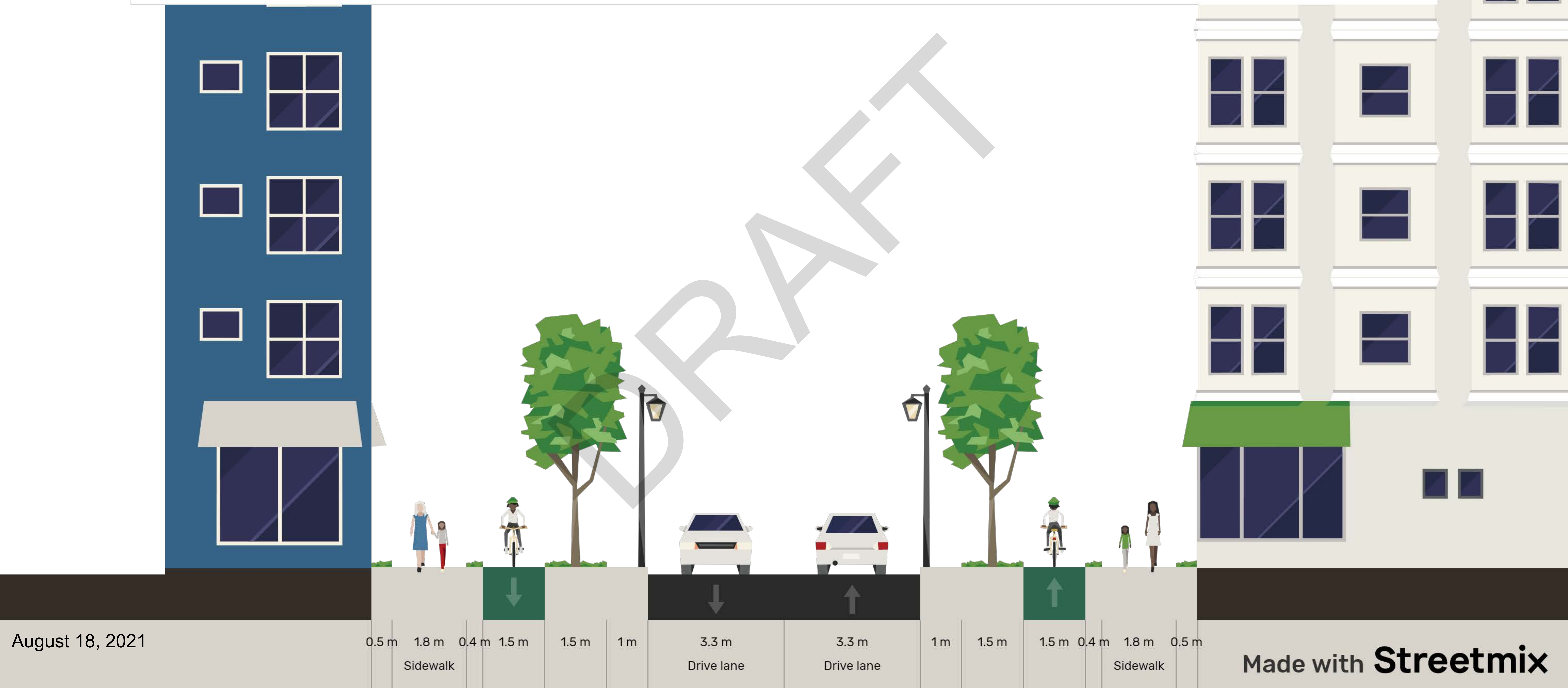
**APPENDIX B:**  
**City of Vaughan / HDR Proposed ROW Cross-Sections, August 2021**

# Collector, 26m ROW (Draft) 2021-03-08



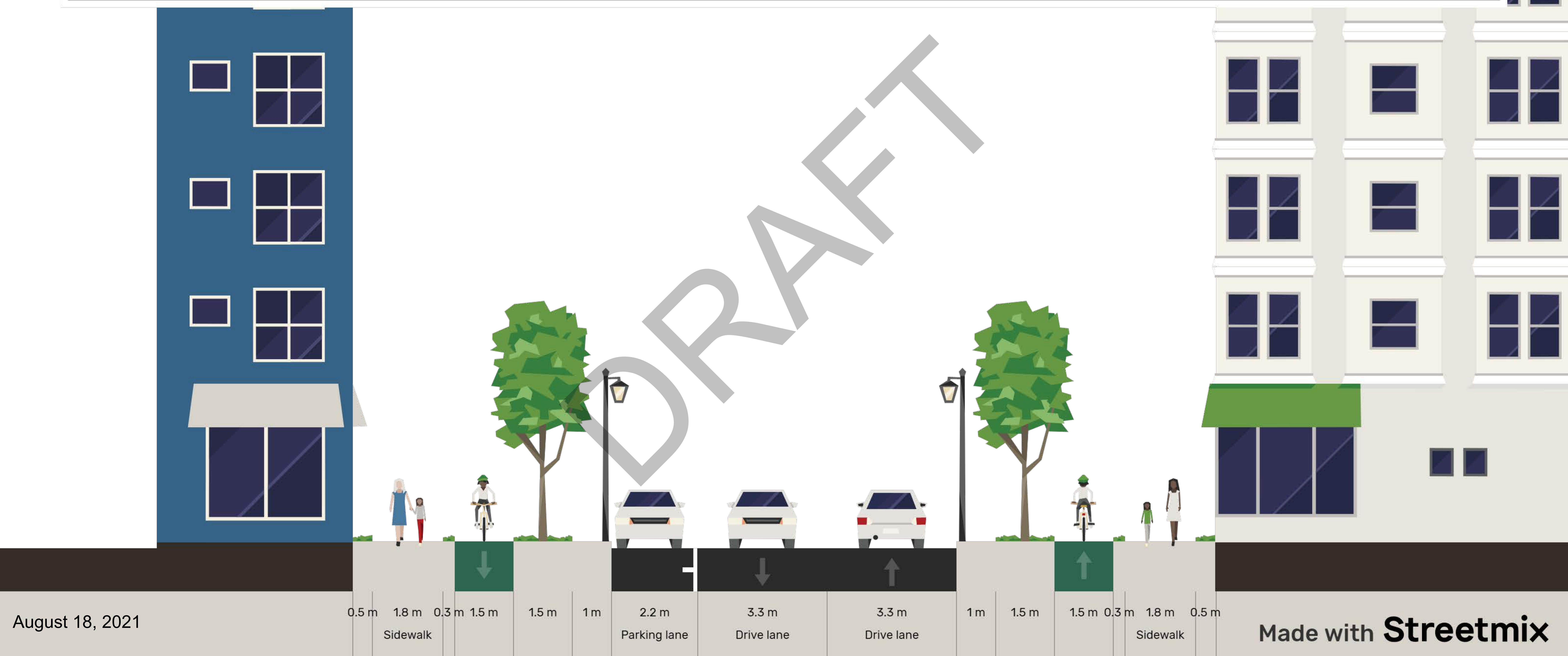


# Promenade - 20m Local w/o Parking





# Promenade - 22m Local w/Parking One Sid...



**COMMUNICATION C8**

**ITEM NO. 3**

**COMMITTEE OF THE WHOLE  
(PUBLIC MEETING)**

**November 30, 2021**

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**From:** Howard Cimring [REDACTED]  
**Sent:** Monday, November 29, 2021 2:54 PM  
**To:** Clerks@vaughan.ca  
**Subject:** [External] Council Meeting Nov 30

I understand the BlueWater Phase 2 proposal is to be discussed. I would like to submit the following:

- I am strongly against the proposed height of 35 floors for the one tower.
- This exceeds what I understand are the City's policy guidelines for this area of approximately 20 to 22 floors and I see no reason why the City should provide an exception to the policy.
- The area is becoming incredibly dense and I am concerned by the additional number of units being added, particularly with respect to traffic and limited parks.
- The skyline view from my windows is becoming a "wall of reflective glass" and I wish that we would respect the building height limitations as per policy.
- I do not accept the argument that tall buildings make the skyline "more interesting" as the developer would have you believe.

**Howard Cimring**  
[REDACTED] Malka Gate

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# COMMUNICATION C9

## ITEM NO. 4

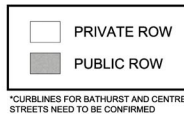
### COMMITTEE OF THE WHOLE (PUBLIC MEETING)

November 30, 2021



**WZMH**

Promenade Limited Partnership



Secondary Plan Master Plan Study

Scale 1:1000



Project No:  
07120.041

Drawing No:  
-

Date  
2021-08-31

Page Number  
1 of 1