DRAFT

Promenade Centre

Public Realm Framework and Urban Design Guidelines

BrookMcIlroy/

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Promenade Centre represents an opportunity to achieve excellence in city building. This opportunity has emerged by an evolving use of the area, the prospect of redevelopment, and a Secondary Plan which has been recently adopted by the City of Vaughan after extensive consultation with the residents and stakeholders.

1.0 Introduction and Background

1.1 Overview

In September 2022, the City of Vaughan adopted the Promenade Centre Secondary Plan (the "Secondary Plan"), supported by background studies and an engagement process. The long term plan guides the transformation of the area into a "Primary Centre" as identified by the City of Vaughan Official Plan.

The Promenade Centre Public Framework and Urban Design Guidelines (the "Guidelines") have been prepared to advance the policies contained within the Secondary Plan, and both should be considered together. Along with the Secondary Plan, the Guidelines will ensure the transformation of the area as a welcoming, transit-oriented, sustainable, and complete community. It will serve as a clear guide for developers while establishing a framework for the public realm that will support high quality streets and open spaces for existing and future residents.

Where directions between the Guidelines and other policies conflict, those in the Promenade Centre Secondary Plan and Guidelines will take precedence, unless otherwise noted.

1.2 Role of the Guidelines

The role of the Guidelines is to reinforce and augment the Promenade Centre Secondary Plan policies and the City-Wide Urban Design Guidelines. The Guidelines provide directions and guide the City of Vaughan's review of development applications within the Promenade Centre area.

1.3 How to Use this Document

The Guidelines contain three parts and a total of ten sections:

Part A: Introduction and Background

1.0 Introduction

Provides an overview of the Guidelines, their role, and how to use the document.

2.0 Site Context and Conditions

Provides an overview of the history of the Promenade Centre as well as the existing conditions of the area.

Part B: Public Realm Framework

3.0 Vision and Guiding Principles

Outlines the Vision and Guiding Principles of the Promenade Centre.

4.0 Precincts

Outlines the five Land Use Precincts identified in the Promenade Centre Secondary Plan.

5.0 Public Realm Framework

Describes the organizing design strategies that will ensure a consistent and coordinated approach to design and development within Promenade Centre.

Part C: Guidelines

6.0 Parks and Open Spaces

Guidelines for Parks and Open Spaces.

7.0 Interface with the Public Realm

Describes the Green Approach within Promenade Centre, including setbacks, street walls, at-grade uses, at-grade vehicle access and loading, microclimate, and how different spaces should complement each other.

8.0 Streets and Connections

Guidelines outline the approach for streets, paths, and cycling connections that ensure efficient, safe, and comfortable movement throughout Promenade Centre for all transport modes.

9.0 Green and Blue Systems/Site Sustainability

Guidelines describe strategies for increasing biodiversity and tree canopy and integrating stormwater management into new developments.

10.0 Urban Elements

Guidelines on public art, lighting, signage and wayfinding, street furniture, and including cultural and context references within public spaces.

PLACEHOLDER FOR HOW TO USE THE GUIDELINES

Figure 1.

The main feature of Promenade Centre today is Promenade Mall, a 2-storey structure that includes retail and commercial activities and serves as a community hub for nearby residents.

2.0 Site Context and Conditions

2.1 The History of Promenade Centre

The Promenade Centre area is situated within the traditional territories of many Indigenous peoples including the Huron-Wendat and Haudenosaunee, and is under Treaty with the Mississaugas of the Credit First Nation. Aerial photographs from the 1970s show the Promenade Centre as agricultural lands with minimal residential and industrial development, primarily concentrated along Centre Street. Residential subdivisions began to permeate the block to the south of the Promenade Mall site in the late 1970s and early 1980s. Further residential subdivisions followed throughout the 1980s, filling in the block surrounding the mall site.

The Promenade Mall opened in 1986, becoming York Region's fourth indoor shopping mall. The mall was developed by the Cadillac Fairview Corporation. The structure was constructed with a reinforced concrete structural frame to reduce the construction period. It is the only major shopping mall built entirely of reinforced concrete in Canada.

Upon opening, the Mall was touted as York Region's premier mall which drew many local retailers to lease space. It remains an important retail and social space for the surrounding community and functions as a year-round space of recreation for walkers.

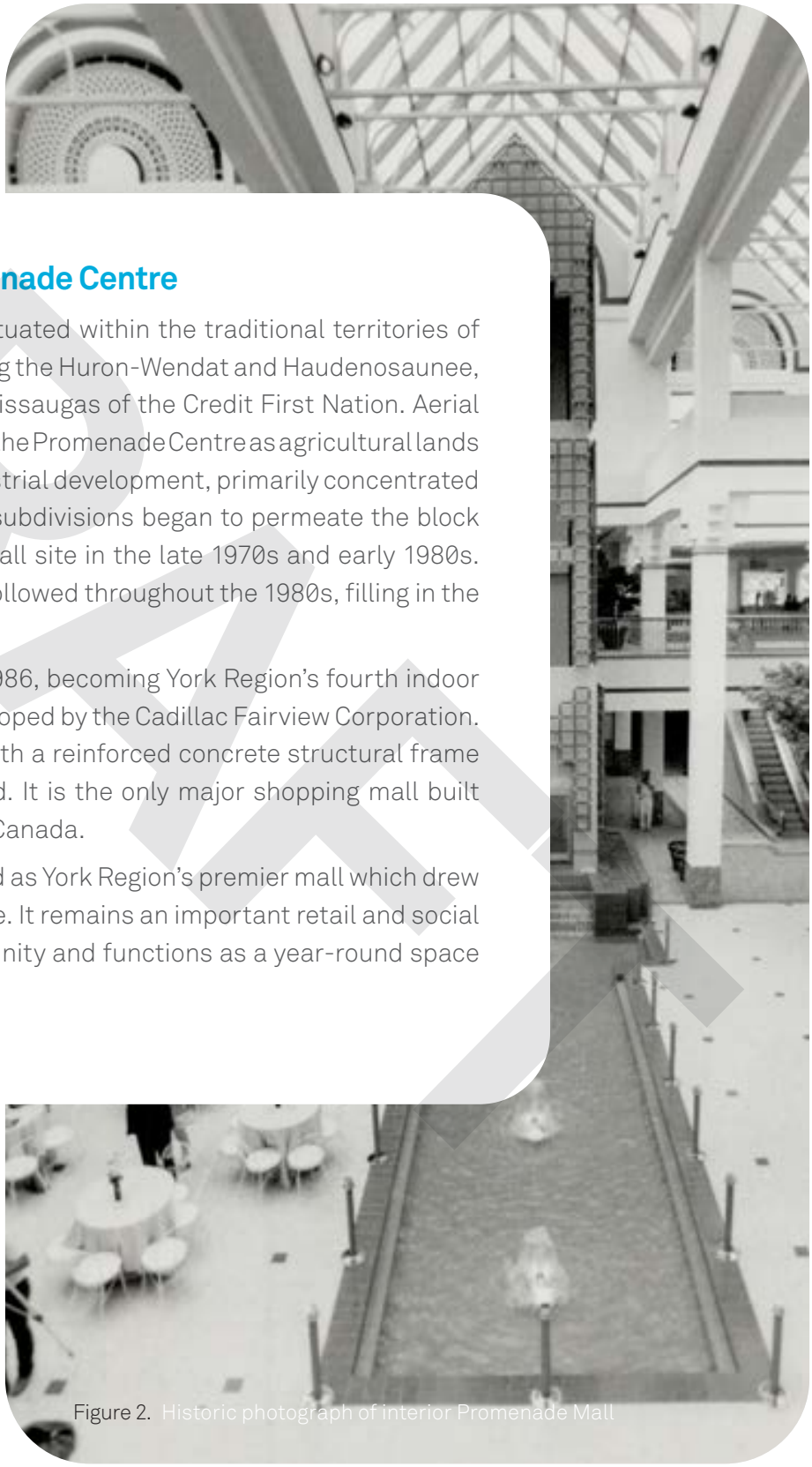


Figure 2. Historic photograph of interior Promenade Mall

Figure 3.

Figure 4.

Figure 5.

Figure 6.

2.2 Existing Site Conditions

The main feature of Promenade Centre today is Promenade Mall, a 2-storey structure that includes retail and commercial activities and serves as a community hub for nearby residents. Much of the area is taken up by surface parking lots, surrounding the mall and other commercial buildings. Near the corner of Centre Street and Bathurst Street, single-storey commercial buildings provide shops and food services, and are typically oriented inward, toward the parking area, rather than toward the streets. To the southeast, along Bathurst Street and Clark Avenue West, is an existing residential development comprising of three towers that are 16-storeys in height, surrounded by private surface parking, amenity areas, and large mature trees. To the northwest there is another existing residential development, comprised of three towers of 16 to 19 storeys in height, surrounded by private harden areas, amenity spaces, and surface parking. Other residential developments, including mid-rise towers and 3-storey townhouses, are located at the northwest corner of the site, oriented toward Centre Street and New Westminster Drive.

The southeast quadrant of the area, northeast of the intersection of New Westminster Drive and Clark Avenue, contains public facilities such as St. Elizabeth Catholic High School and fields, Pierre Elliott Trudeau Park and Woodlot and the Bathurst Clark Resource Library at the intersection between Clark Avenue and South Promenade.

Surrounding Context and Opportunities

The Promenade Centre is surrounded by a range of uses, including single detached dwellings, retail and commercial stores and community services and amenities, such as parks and schools.

The Promenade Centre Area is bounded by Centre Street to the north, Bathurst Street to the east, Clark Avenue to the South and New Westminster Drive to the west.

Centre Street is an intensification corridor that runs east-west and contains a range of uses, including commercial plazas, residential properties often back lotted towards the street, and some office and institutional buildings. North of Centre Street, Disiera drive has a main street character with commercial properties fronting both of the street sides.

Bathurst Street is a major arterial road that connects north-south through the city and contains a mix of uses, including residential and commercial properties.

The areas east, south and west of Promenade Centre have a predominantly residential character with detached houses on crescents and cul de sacs.

Promenade Centre is in close proximity to a well-established active transportation network and benefits from access to local and regional public transit and a robust road network. The Centre is located within Area 57 of the York Region proposed Protected Major Transit Station Area (PMTSA), which is intended to accommodate some of the highest density and scale of development.

There is an opportunity to leverage the existing transportation infrastructure including the Transit Terminal served by York Region Transit (YRT) and the Toronto Transit Commission (TTC) in the northwest quadrant of the area. The site area is also in proximity to a Viva bus rapid transit corridor on Bathurst Street and Centre Street which includes two Viva stations, one located on Centre Street and one on Bathurst Street. In addition, there are separated pedestrian and cycling facilities along Centre Street, Bathurst Street and Clark Avenue, and planned facilities on the remainder of Bathurst Street and New Westminster Drive, connecting residents and visitors to and from the site.

Promenade Centre is well connected to parks and public amenities, with public parks located 500 meters or less from its boundaries in all directions.

Just north of Promenade Centre, on the opposite side of Centre Street, is a low-rise commercial area and an emerging development area containing mid- and high-rise mixed use buildings, ranging in height from approximately 15 to 28 storeys. This area continues to evolve with more high-density development planned in the future.

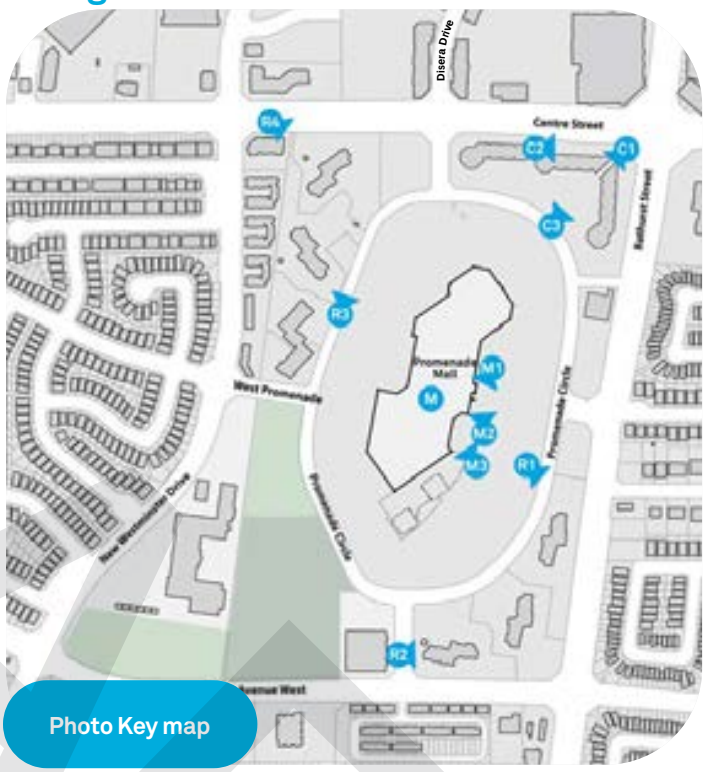
Promenade Centre is identified as a place for growth and will evolve over time as a distinct urban centre, while maintaining and enhancing its role as a place for people to gather, socialize, shop, work, learn and live.

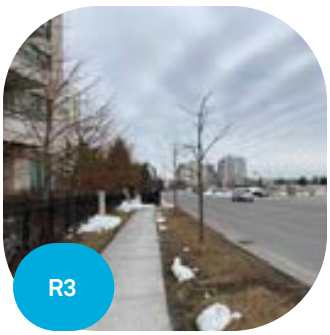
The existing and planned context around the centre provides a strong basis for the creation of an expanded open space network and to build upon a “High Street” concept, which will be a retail focused main street that features high quality streetscaping components, and active uses at the ground floors.


Centre Street
Transit Terminal
North Promenade
Residential
Commercial
Bathurst Street
Commercial
Promenade Mall
West Promenade
Promenade Circle
P.E.T. Park
Promenade Circle
New Westminster Drive
St. Elizabeth High School
P.E.T. Woodlot
Bathurst Clark Library
South Promenade
Residential
Clark Avenue West

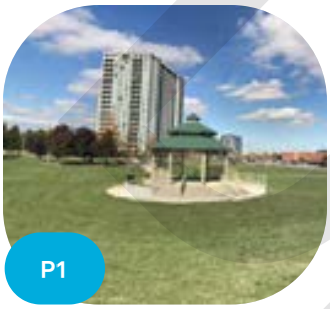
Figure 7.

2.3 Existing Commercial and Residential Buildings





2.3.3 Existing Community Buildings and Parks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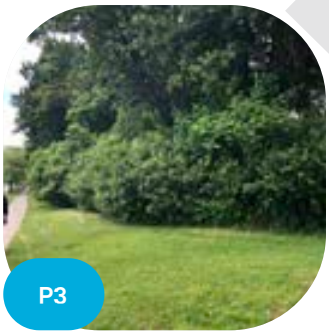
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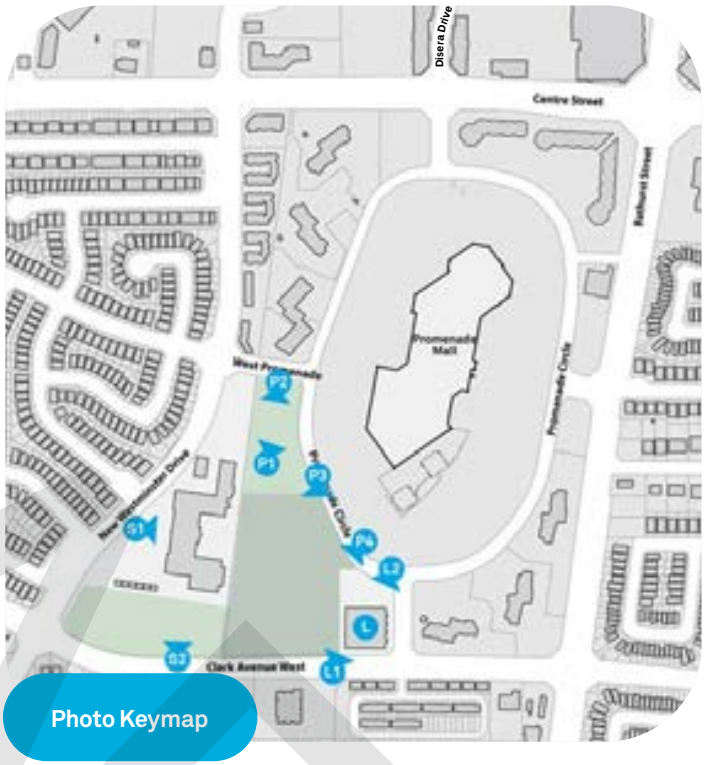

Photo Keymap


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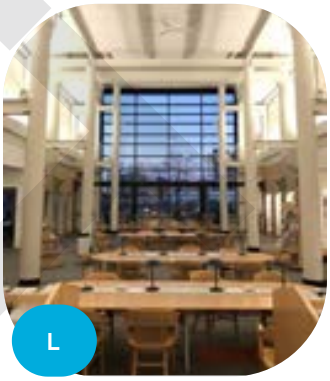
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L1


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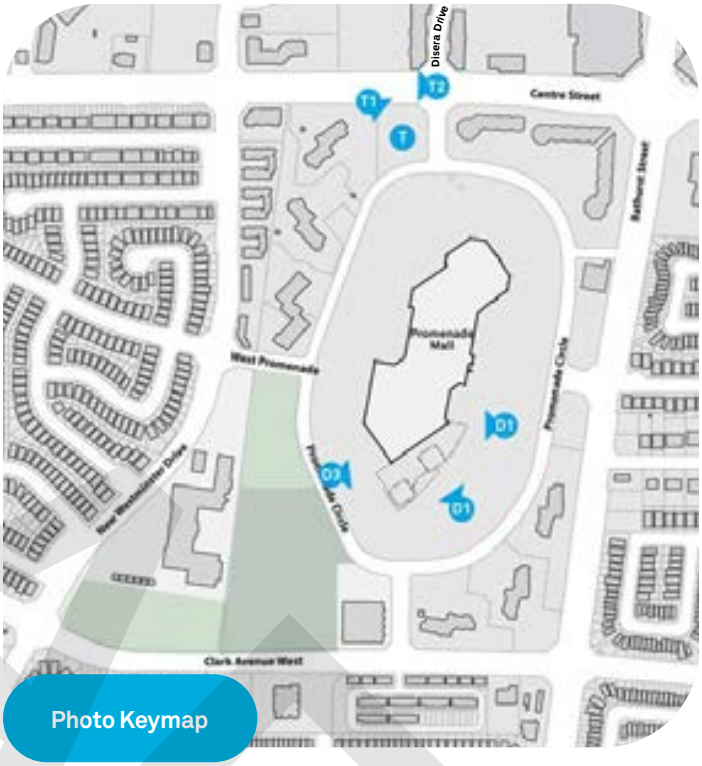
2.3.4 Existing Transit Terminal and Development Activity


D1


D3


D2



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T1

2.4 Planning Context

The Promenade Centre Secondary Plan is a long-term plan that will facilitate the transformation of the Promenade Mall area into a truly mixed-use and complete community. The redevelopment will maintain the Promenade Mall's role as an important place for people to gather, socialize, shop, work, learn and live, while also advancing the City of Vaughan's and the Region of York's investments in rapid transit infrastructure along Centre Street. Along with the Promenade Centre Secondary Plan (2022), the Promenade Centre Public Realm Framework and Guidelines (the "Guidelines") will guide the transformation of the area to ensure that it develops as a welcoming, transit-oriented, sustainable, and complete community.

The Guidelines apply to the same area as the Secondary Plan, which includes the area bound by Centre Street to the north, Bathurst Street to the east, Clark Avenue West to the south, and New Westminster Drive to the west. The Promenade Centre area is approximately 95 acres.

In addition to the Promenade Centre Secondary Plan (2022), the Guidelines build upon other City policy and directions, including the City of Vaughan Official Plan (2010), the City-Wide Urban Design Guidelines (2018), and City-Wide Streetscape Implementation Manual and Financial Strategy (2014). The Guidelines have also drawn from York Region's Designing Great Streets Guidelines (2019).

A high level summary of the identified plans and guidelines follows.

Promenade Centre Secondary Plan (2022)

The Promenade Centre Secondary Plan (PCSP) provides a framework and policy direction for the future intensification and build-out of the Promenade Centre, with a focus on mixed-use development. The Plan supports the continued evolution of the area as a Primary Centre and complete community, which is transit-supportive, vibrant, inclusive, healthy, sustainable and diverse. This includes the retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination. Policies outlined in the plan are designed to ensure this area evolves as a complete community, characterized by high quality development that is compatible with surrounding land uses and is transit supportive.

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

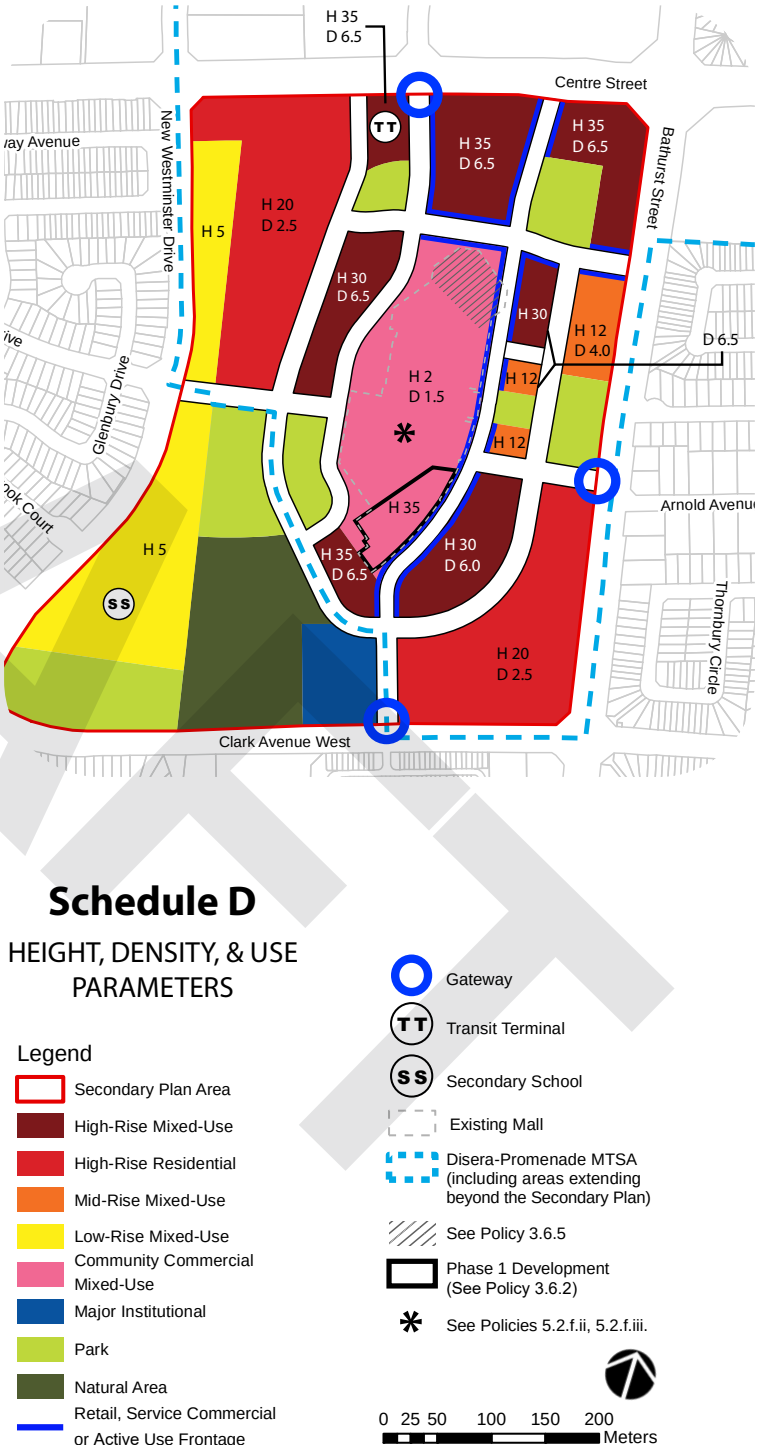


Figure 8.

York Region Official Plan (2022)

The 2022 York Region Official Plan provides policies for economic, environmental and community planning decisions that will be integrated into Local Municipal Official Plans. The Plan focuses on sustainability, protection of the natural environment, economic growth, and success, while working to meet the needs of and deliver important human services to residents.

The City of Vaughan Pedestrian and Bicycle Master Plan (2020)

The Pedestrian and Bicycle Master Plan (PBMP) provides policy direction pertaining to the pedestrian and cycling networks in the City of Vaughan. It is intended to assist the City in becoming a more walkable and bikeable community.

Vaughan City Wide Urban Design Guidelines (2018)

The Vaughan City-Wide Urban Design Guidelines provide comprehensive and contemporary design guidance that represents the City's current approach to urban design. The City-Wide Vaughan Urban Design Guidelines contain design objectives and performance standards for buildings, landscapes, and site design.

The Guidelines focus on site and building design to support a more sustainable, human scaled, and integrated city. The City-Wide Guidelines were developed to be consistent with the City of Vaughan Official Plan (2010) and to be used as a tool for evaluating development. The City-Wide Guidelines contain key principles intended to guide development in the city and contain design priorities that provide direction to performance standards.

Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy (2014)

The Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy (VCSM) is an integrated design and financial framework to manage the design, construction, maintenance, costing, and funding for new streetscapes within emerging Intensification Areas and Established Heritage Conservation Districts in the City of Vaughan.

The VCSM provides a design framework and guidelines for streetscapes, including a classification of street types, zones, their components, and how these may relate to one another. The framework ensures basic compatibility and functionality of the streetscape but is also flexible enough to allow for creativity, unique approaches, and incremental construction.

Centre Street Urban Design Guidelines (2013)

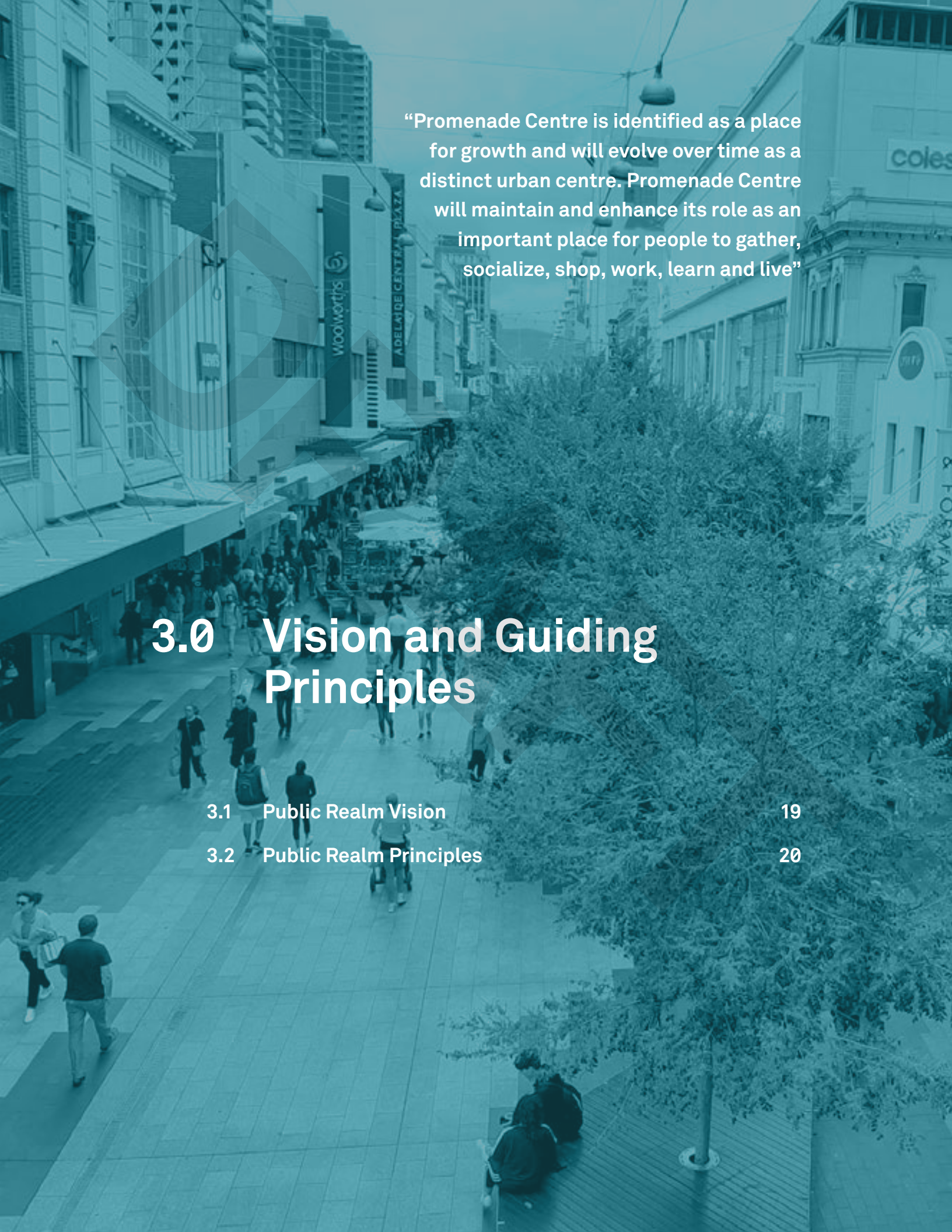
The Centre Street Urban Design Guidelines provide guidance on the design of public realm elements and new development on Centre Street, from Bathurst Street in the east to Highway 407 and Highway 7 in the west. The Guidelines envision Centre Street as a "main street" with high quality streetscape, improved connectivity, transit-supportive built form, and sensitive transitions to surrounding low-rise residential neighbourhoods. In addition, the Guidelines provide an urban design framework that identifies existing elements including streets, parks and open spaces, public transit and major buildings, civic elements, urban character areas, open spaces and connections.

City of Vaughan Official Plan (2010; Office Consolidation 2020)

The Official Plan is part of an overall Growth Management Strategy, initiated by Council, that will shape the future of the City and guide its continued transformation into a vibrant, beautiful and sustainable place. The Official Plan establishes the direction for the City's growth and planning through policies focusing on land use, the environment, transportation, and urban design.

Other Policies, Plans, and Guidelines

- Integrated Urban Water Master Plan (N/A),
- Vaughan Complete Street Guidelines (N/A),
- Vaughan Inclusive Design Standard (2020),
- Pedestrian and Bicycle Master Plan (2020),
- Green Directions Vaughan (2019),
- Active Together Master Plan (2018),
- Vaughan City Wide Public Art Program (2016),
- Municipal Energy Plan (2016) and
- Transportation Master Plan (2012).
- York Region Pedestrian and Cycling Planning and Design Guidelines



"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"

3.0 Vision and Guiding Principles

3.1 Public Realm Vision

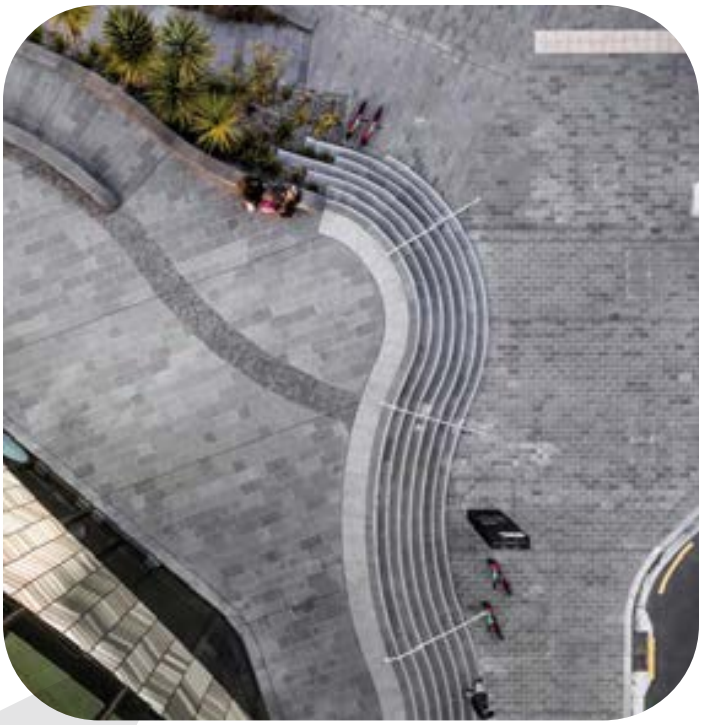
"Promenade Centre is identified as a place for growth and will evolve over time as a distinct urban centre. Promenade Centre will maintain and enhance its role as an important place for people to gather, socialize, shop, work, learn and live. The Centre will be planned for pedestrians, cyclists, transit 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."

- Vision Statement, Promenade Centre Secondary Plan

Figure 9.

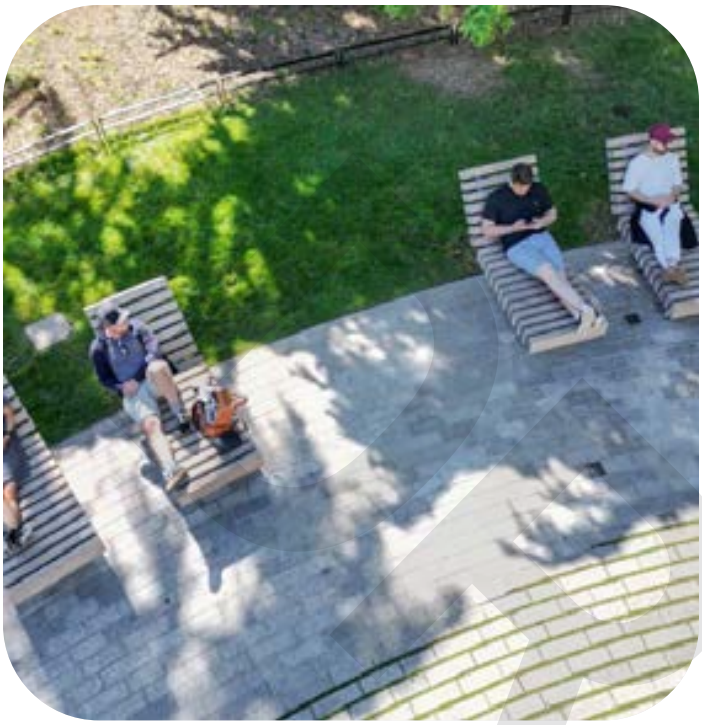
3.2 Public Realm Principles

The Public Realm Principles build upon the Guiding Principles in the Secondary Plan—Complete Community, Multi-Modal, Places to Gather, Multi-Generational Housing, Context Sensitive, and Sustainable and Healthy—to guide the development of public spaces in a way that is people-first, focusing on safety, comfort, liveability, and sustainability for all residents, employees, and visitors to Promenade Centre.



1 High Quality Open Spaces and Connections

Promenade Centre will have a distinct look and feel from its surroundings that promotes the new neighbourhood as a walkable, sustainable, and complete community. Mature trees and high-quality, varied landscaping will be located throughout, giving Promenade Centre a green and lush urban character that highlights sustainable initiatives. Materials, furnishings, and other public realm elements will be high-quality and durable, and plantings and landscape features will be designed to ensure they grow to maturity and thrive into the long term. The area will uphold the highest standards of universal design and establish a public realm language to create seamless transitions between public and private spaces.



2 A Safe and Comfortable Public Realm

Pedestrian comfort and safety will be a priority in Promenade Centre. Safe and legible streets, weather protection, rest areas, personal safety, aesthetic quality, and universal design are all elements that contribute to an individual's comfort and positive perception of public spaces. Promenade Centre will have a clear street hierarchy with the right streetscape conditions to reinforce pedestrian-first spaces. Ample greenery and good microclimate conditions built into the design of streets and buildings will provide calm and comfortable places to gather and rest at all times of day and during all seasons of the year.

3 A Complementary Indoor-Outdoor Interface

The indoor and outdoor ground floor of all of Promenade Centre should create a gradient of public realm spaces. Allowing private uses to spill out and occupy the public realm and creating transparency of the built form at grade will create active and lively public spaces, whereas vegetation and screening can create quiet and private spaces. Moving through the area on foot will be quick and enjoyable, with separated paths that pass through parks, plazas, publicly-accessible interiors, and pedestrianized streets.

4 Diverse Places, Big and Small

Promenade Centre will include a variety of open space types, from forested parks and green community spaces to civic plazas and active streets. Public spaces will welcome people regardless of age, ability, or their social or economic background, incorporating playful elements, public art, and opportunities for fitness, social gatherings, or quiet reflection. Promenade Centre will be a place for all residents, workers, shoppers, schoolchildren, commuters, and everyone who visits from the surrounding neighbourhoods and beyond.

5 Healthy People, Healthy Land

Sustainability and climate change adaptation will not just be a requirement for development in Promenade Centre, but a characterizing feature that will encourage education, stewardship, and connection with the land and its flora and fauna. Streetscapes and open spaces will incorporate biodiverse plantings and stormwater management features, and allow for flexibility as the needs of the area and its residents change over time. Promenade Centre strives to be a socially sustainable neighbourhood where people can meet and gather, where residents can age in place, where neighbours can meet, and where families can grow.

The Secondary Plan sets out five Land Use Precincts which form a structure for land use, density, heights, and other directions and policies within the area. While each Precinct allows for a mix of uses and forms, they each have a distinct character that together contribute to the Vision and Guiding Principles as set out in the Secondary Plan.

4.0 Precincts

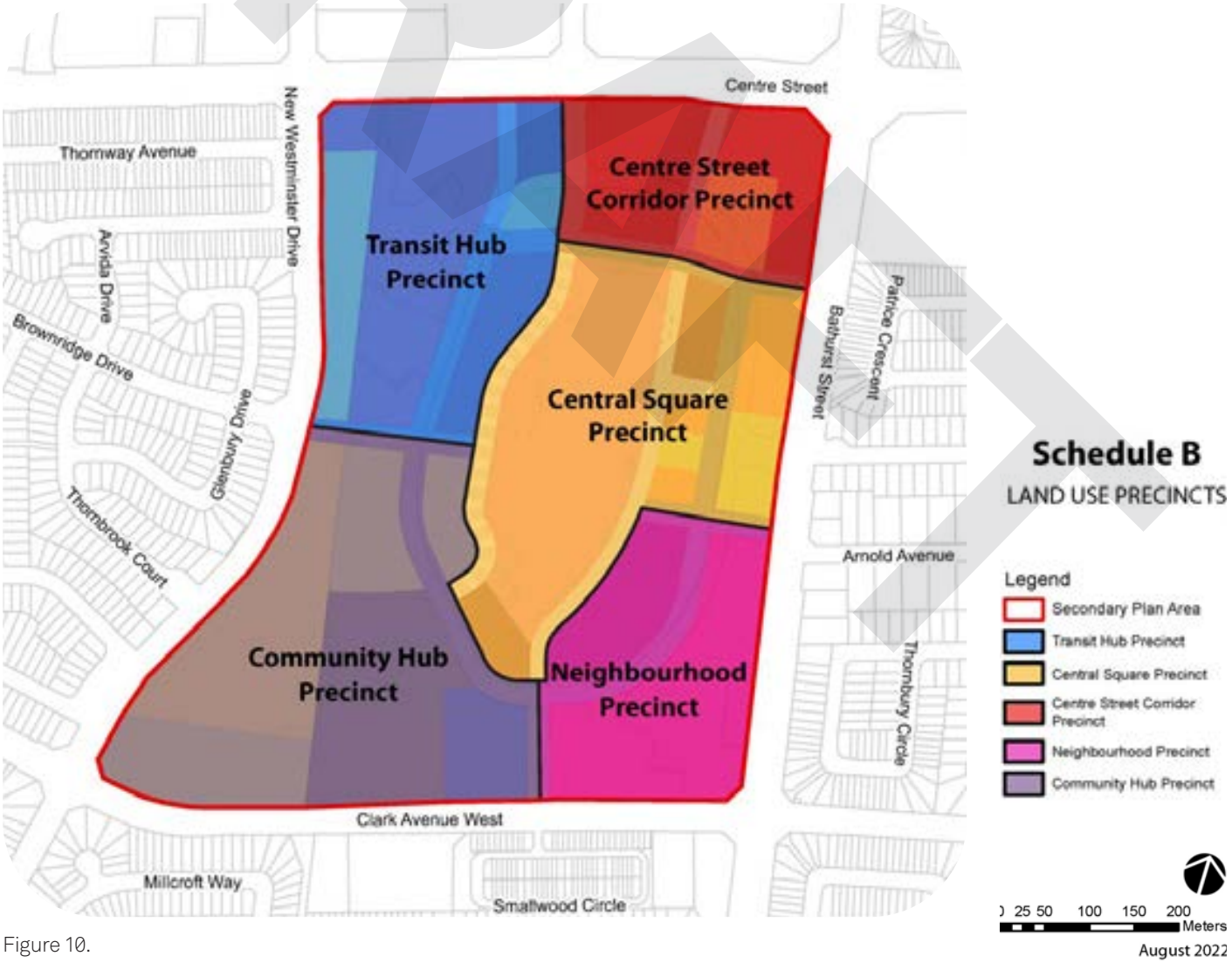


Figure 10.

4.1 Transit Hub Precinct

The Transit Hub Precinct is anchored by a new Transit Terminal that will replace the existing street-level terminal. New development will acknowledge the established Major Station Transit Area (MTSA), and while all of Promenade Centre will be developed with Transit-Oriented Development principles, The Transit Hub Precinct will have some of the highest heights and densities within the area, containing uses that are appropriate to their proximity to transit, and that are accessible and functional for all residents and visitors. The northern portion of Promenade Circle will be rectified to an east-west connection between Bathurst Street and the Transit Terminal. This will unlock lands for a new Transit Plaza south of the existing Terminal, that will act as a gateway to the area.

The existing residential buildings to the northwest will remain, contributing to a varied public realm and built form for the precinct. Providing good connections, new neighbourhood amenities, and a friendly public realm interface will improve walkability for these existing community stewards, critical to the sustainability and success of Promenade Centre into the future. To realize the housing potential of the MTSA while preserving the existing housing, infill opportunities may be explored within the tower sites.

4.2 Central Square Precinct

The Central Square Precinct will be the heart of Promenade Centre, with indoor and outdoor gathering spaces and pedestrian-oriented streets to support a vibrant public life. The existing Promenade Mall will be the anchor for the Central Square Precinct, and the surrounding public realm and streets will be designed to support this important social community amenity. The precinct extends to Bathurst Street including park and plaza spaces that can accommodate larger special events or ceremonies, and which signify a major gateway to Promenade Centre.

High Street (Upper Mall Way), located immediately east of the existing mall, will be the central active destination street for both the Central Square Precinct and Promenade Centre as a whole. The street will be designed and detailed to a human scale, with wide sidewalks, high quality landscaping, and architectural variety. Low Street, located immediately west of the existing mall, will encourage more neighbourhood uses, allowing a safe balance of pedestrian, cyclist, and vehicle movements.

4.3 Centre Street Corridor Precinct

The Centre Street Corridor Precinct will provide a dense mixed-use community along the north edge of the Subject Site, responding to the Regional Rapid Transit Corridor that runs along Centre Street. Centre Street is the point of highest elevation in the Promenade Centre Secondary Plan, and therefore access along this edge will form prominent gateways that allow for views through and toward the heart of the area. The public realm will feature elements that draw people inward, utilizing the grade change to create unique moments. A large green park will form a green space and community area for residents, visitors, and workers, allowing for sweeping views throughout the site.

4.4 Neighbourhood Precinct

The Neighbourhood Precinct includes an established residential high-rise community that interfaces with existing townhouse and single-detached neighbourhoods to the east and south. The residential-primary function of this precinct is to be maintained, but strengthened with good walking and cycling connections and enhanced greening.

Similarly to the established neighbourhoods in the Transit Hub Precinct, the residents here are existing stewards and users of the mall, and providing locally-serving neighbourhood amenities in the short term will strengthen Promenade Centre in the long-term. Infill opportunities may also be contemplated for this precinct, and public realm enhancements and street crossings will integrate the existing community with the future developments.

4.5 Community Hub Precinct

The Community Hub Precinct is an established place for the surrounding neighbourhood, with a library, a school, and large green spaces. This precinct will continue to evolve to respond to a growing population, with additional amenities in Pierre Elliot Trudeau Park. A conceptual extension of Pierre Elliot Trudeau Park will be located across Promenade Circle with unique streetscape paving to unite the two spaces. New pedestrian and cycling connections will create access through and beyond the site, and ensure safe enjoyment of the wooded area.

5.0 Public Realm Framework

5.1 Strategic Framework

The Public Realm Framework sets out high-level design directions and strategic priorities for all of Promenade Centre to ensure a holistic, site-wide approach that implements the Promenade Centre Vision and Guiding Principles. Any new improvements to the public realm or new development should align with the overall strategies in the Framework. Considering these directions for all future improvements to the site will ensure a strong and cohesive identity for Promenade Centre, and contribute to a complete community in which all residents, employees, and visitors will feel accommodated and welcomed.

Figure 11.

5.2 Green and Blue Networks

The site features a significant grade change, generally from the northeast corner to the southwest. This provides an opportunity to identify the natural drainage systems and processes, and can be taken advantage of with LID features in the streetscape and within parks throughout Promenade Centre. All streets will feature street trees and landscaping, and an enhanced green street with wider green setbacks will form a Green Promenade loop through the site. The existing Pierre Elliot Trudeau Park (PET) and woodlot are a unique natural amenity in Vaughan and will be preserved and enhanced.

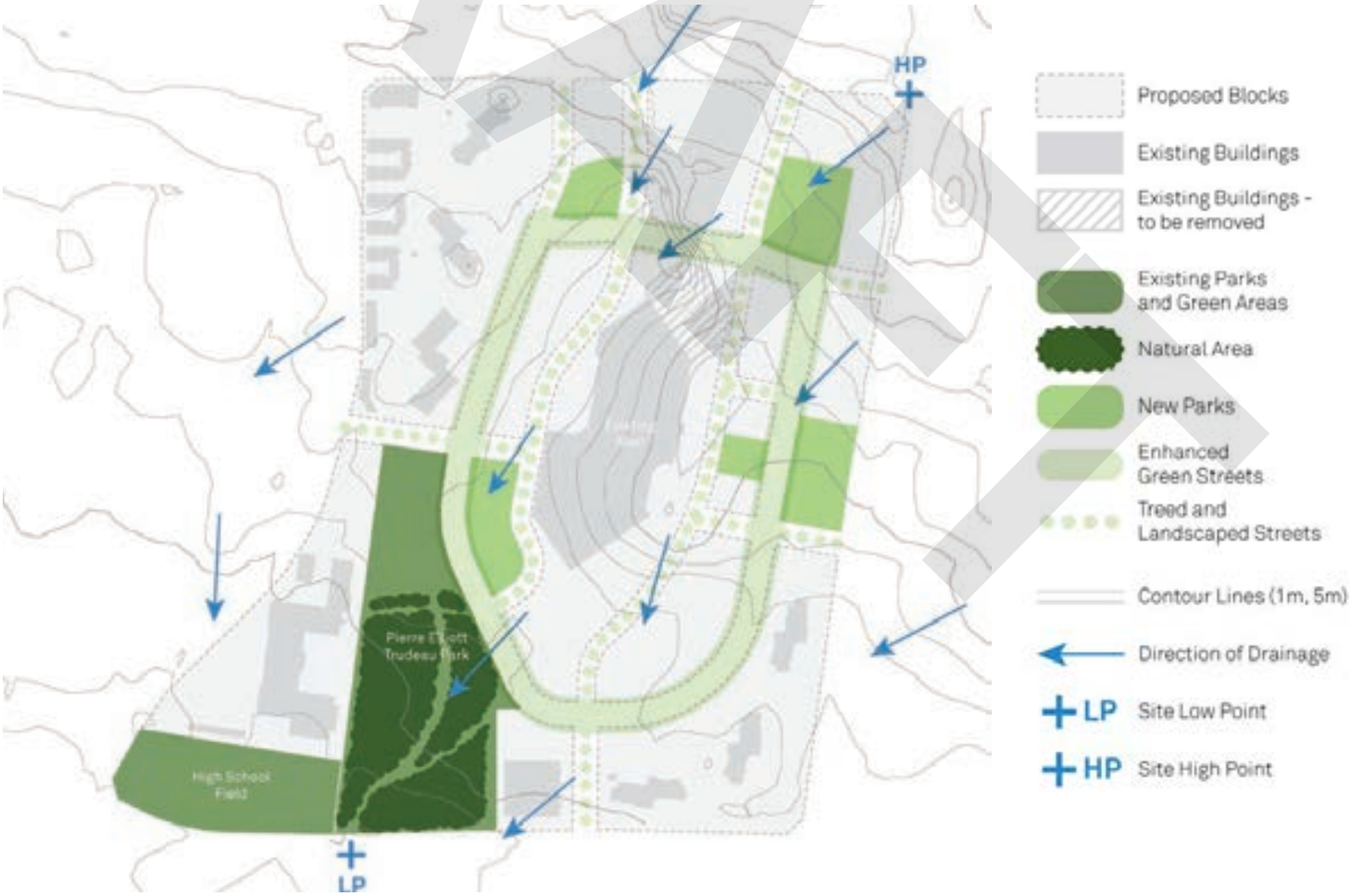


Figure 12.

5.3 Parks and Open Spaces

The network of Parks and Open Spaces within Promenade Centre will offer different experiences for all types of users. New green neighbourhood parks, civic plazas, and the naturalized woodlot area will offer many different recreational and social opportunities. Additional publicly-accessible spaces will be woven throughout the area, on streets, at gateways, and along Shared Use Paths. Mid-block connections through new development will include new publicly-accessible spaces with a quieter and more private feel. Each space will be unique, responding to the conditions of its immediate context.

Figure 13.

5.4 Blocks and Connections

Promenade Centre will be divided into a number of smaller blocks to improve walkability and permeability throughout the site. Streets will be safe and comfortable places for pedestrians and cyclists, and will allow vehicles to reach their destinations efficiently. Shared Mobility Hubs (including bike parking and car share facilities) will be located throughout the site to encourage non-vehicular transport options. An equally important element of the multi-modal network, Shared Use Paths will create an off-street pedestrian and cycling network for a greater level of permeability.

Figure 14.

5.5 The Three Promenades

The Three Promenades create different ways to experience Promenade Centre. The Central Promenade creates a continuous route along the area's most active and vibrant streets, including High Street. The Green Street Promenade follows quieter, green streets with enhanced landscaping. Lastly, the Outer Promenade forms a 2-kilometre recreational trail, linking neighbourhoods and parks.

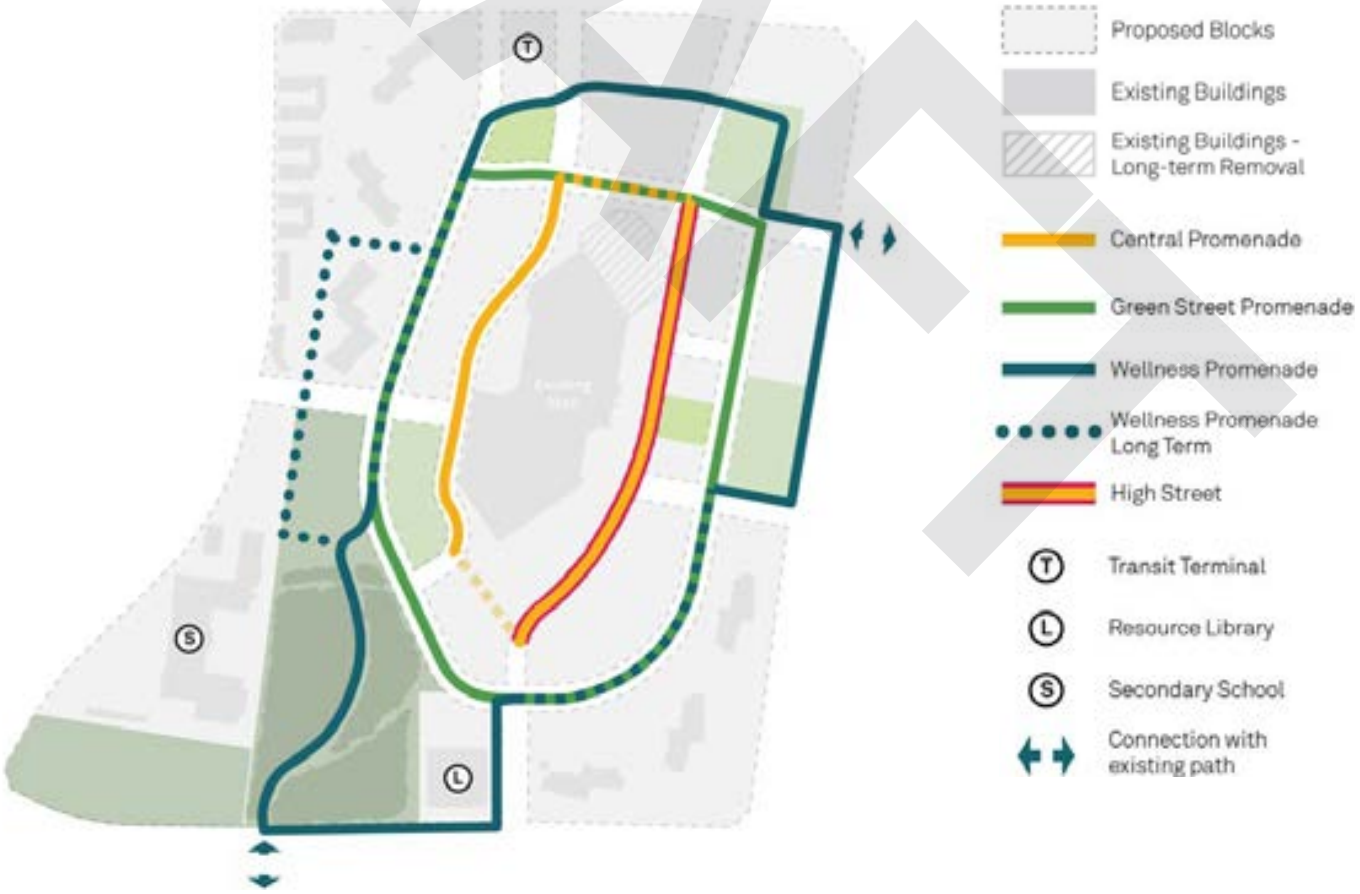


Figure 15.

5.6 Building Frontages

Building frontages define the physical edges of the public realm, and have a key role in determining the feel of outdoor spaces. Frontages should feature a varying degree of transparency and permeability to create a seamless transition from public to private.

Primary Frontages will be active, pedestrian-focused places with a high degree of animation and transparency. Secondary Frontages will be more neighbourhood-oriented, while containing some active at-grade uses. Tertiary Frontages will support the main residential- and service-oriented functions within Promenade Centre.

Figure 16.

Located throughout the public realm, plazas and parks are the anchors of the community, connecting homes, businesses, and schools through a series of green streets and pedestrian pathways.

6.0 Open Space Network


Transit Square
High Street Park
Existing Mall
Gateway Plaza
Bathurst Park
PET Park Extension
PET Park
PET Woodlot
High School Field
Proposed Blocks
Existing Buildings
Existing Buildings - Long-term Removal
Existing Parks and Green Areas
Natural Area
New Parks
High Street
Bathurst
New Urban Parks
Pierre Elliott Trudeau Extension
Promenade Centre Gateway
Transit Plaza
Additional Open Space Opportunity
(e.g. plazas, POPS)
Primary (Active Use) Frontage
Secondary Frontage
Tertiary Frontage
Shared Use Path
Interior Connection

Policy Reference

- Active Together Masterplan (2018)
- Promenade Centre Secondary Plan 6.0 Parks and Open Spaces
- Vaughan Official Plan 7.3.2 Parks and Open Space Design

The parks and open spaces identified within Promenade Centre provide green spaces that respond to and support the surrounding context and development. The inclusion of public squares and gateways characterize distinct entry points that invite visitors in to explore. Street trees, plantings, wide pedestrian pathways will animate every corner of the Centre, making streets feel like places.

Through a system of green streets, connected parks, open spaces and the overall public realm, Promenade Centre embodies a sense of ownership, unique character, and sustainable solutions within the urban context.

Vaughan's Official Plan identifies four parkland classifications: regional, district, neighbourhood, and public square, though through the Active Together Master Plan (2018) ("ATMP"), an additional parkland classification of 'urban park' was added to align with Vaughan's evolving parks system.

- Neighbourhood Parks are the social and recreational focal points of a neighbourhood and meet the needs of the local community, and in some instances, accommodate City-wide facilities. Where possible, Neighbourhood Parks should be coordinated with school sites to maximize efficiencies and shared use.
- Urban Parks are highly programmed outdoor spaces that support the social and cultural fabric of Intensification Areas. Urban Parks are destinations for day-to-day use and special events.
- Public Squares are social and civic spaces in Intensification Areas, preferably adjacent to shops, cafes, restaurants, institutions and public streets that are part of daily life in a city. Public Squares may offer smaller scale, neighbourhood-oriented social opportunities, or accommodate larger City-wide entertainment and cultural events, depending on their size and location.

Promenade Centre includes three neighbourhood parks, one urban park and two public squares. Though parks and open spaces are identified within the Promenade Public Realm Plan, each space will undergo consultation and review with stakeholders, City Staff and the public, where the final programming and designs are subject to change.

By providing a variety of spaces, each park is part of a larger, integrated system, offering a diverse range of amenities, functions and types of usage depending on the park's characteristics and within their specific contexts.

6.1 Green Parks

Through the Promenade Centre Secondary Plan, neighbourhoods, urban parks, and plazas have been established to create a holistic and diverse green approach. While supporting green infrastructure, native plants and large canopy trees, these parks will include a variety of programming elements to support healthy and active lifestyles for people of all ages and ability levels. The parks will be connected through a system of linked sidewalks, pathways, trails and roadways to encourage safe and accessible movement within Promenade Centre.

Programming, final designs and park names are subject to change and will be determined through additional consultation and design review. The open spaces will align with existing plans, policies and guidelines that govern within the City of Vaughan; however, where possible, special consideration should be given to the context and unique character of Promenade Centre as a precedent for green parks and sustainable design within the urban realm.

6.1.1 Neighbourhood Parks

Pierre Elliott Trudeau Park and Pierre Elliott Trudeau Woodlot

Pierre Elliott Trudeau Park is home to a large shade structure, water feature, sculpture, and deciduous trees. Sod covers most of the site with some planted gardens surrounding the structure. Seating and lighting elements are scattered along the existing path within the park.

With its key location and size, this park holds the potential to be a signature neighbourhood park within Promenade Centre. This dedicated park space is likely to be the only park within the site boundary that will not be located above an underground parking facility. Drainage will be captured on site through a combination of grey and green infrastructure and managed on site. Increased stormwater management and on-site water infiltration will be assets to the park, limiting the need for grey infrastructure wherever possible. Additional geotechnical work, as well as drainage and slope investigations, should be more thoroughly reviewed to maximize the site's existing hydrological patterns and to limit any impacts on surrounding sites. Where feasible, a permavoid system should be implemented to encourage capturing, storing and reusing the site's stormwater.

Increased biodiversity through drought-tolerant, native species will also be a key design feature of the park, encouraging bees, butterflies, and birds to forage for food and providing necessary refuge from the surrounding urban context. While

Figure 17.

providing habitats, these biodiverse and attractive gardens will also provide four season visual interest for the local residents and visitors. Special care should be given to preserve and protect existing commemorative trees throughout the redesign process.

This park will be a backyard playground and retreat for many residents in the neighbourhood. A long linear connection runs through the woodlot, connecting to additional parkland along Clark Avenue. Adjacent to a catholic high school, this park can be used as additional gathering space for the students and faculty. This site will draw people into Promenade Centre from all directions and will provide a variety of amenities and green space.

Some design elements may include:

- Basketball or multi-sport courts;
- Local dog off-leash park;
- Educational opportunities and interpretive panels;
- Adult fitness equipment;
- Large open gathering spaces to host events, markets or exhibits; and
- Site furnishings including lighting, seating, bicycle parking, etc.

Figure 18.

Figure 19.

High Street Park

High Street Park is located at the north end of High Street, the primary active and pedestrian-focused street within Promenade Centre. High Street Park will build on the character of the streetscape design, with a focus on creating a vibrant public park and acting as the anchor at the north end of the street.

As a key anchor, emphasis should be placed on designing unique features for this park to create a sense of arrival with signature paving patterns and ample greenery, seating, and public art.

Similarly to Pierre Elliot Trudeau Park, incorporating biodiverse, drought-tolerant and native plantings within the site is encouraged and will enhance the ecological value of Promenade Centre.

The neighbourhood park may include:

- Junior and Senior Play elements;
- Site furnishings including lighting, seating, bicycle parking, etc;
- Skate zone; and,
- Open space for events or gatherings.

Figure 20.

Figure 21.

Bathurst Park

Bathurst Park is a signature gateway into Promenade Centre with prominent access from Bathurst Street into the heart of High Street. This is a significant park that will activate the community within Promenade Centre and draw in the surrounding community. Animating the space through interactive design elements, lighting, public art and connected pathways will ensure this park is vibrant and highly valued.

Striking a balance between providing a buffer from busy Bathurst Street and creating an open and animated space for activity, pop-up exhibits and gatherings will be an important aspect for success of this park. By designing High Street to the highest standard, this park will be a rest stop to observe the bustle of the street while being a comfortable and enjoyable public space. Bathurst Park will be unified with High Street, drawing in design elements from the streetscape where the street itself will be an extension of the park. Ample seating and shade trees will encourage the community to spend time in the park—a place to read their books, have a coffee or play with their families.

The park will be 0.50 hectares in size and may support:

- Basketball or multi-sport courts;
- Gathering space for overflow from High St;
- Outdoor fitness;
- Junior and senior playgrounds; and,
- Site furnishings including lighting, seating, bicycle parking, etc.

Figure 22.

Figure 23.

6.1.2 Urban Parks

Pierre Elliot Trudeau Park Extension

A new urban park has been identified adjacent to Pierre Elliot Trudeau Park, allowing the opportunity to connect to the existing parkland through the use of unique paving patterns and materiality. Future road closures between the parks can be facilitated for events, festivals or additional public space.

Introduced in 2018 through the ATMP, urban parks are more intensely used with a focus of providing a local gathering space for informal play and socialization.

Utilizing the adjacent park amenities, this additional parkland can include unique naturalized play and water features, creating a destination for kids within the community.

By unifying the paving materiality, plant palettes, site furnishings and lighting between these two park spaces, the design will form a cohesive narrative through their respective design intent and amenities to create a unified public park.

Figure 24.

Figure 25.

a) Promote a high level of design that reinforces the significance of parks as playgrounds, socializing spaces and gateways to Promenade Centre.

b) Design elements should include unique paving patterns to denote public spaces, incorporate biodiverse planting, showcase public art, and accommodate play spaces for all ages and ability levels (i.e. basketball or multi-sport courts, junior and senior playgrounds, etc.).

c) Design parks that encourage physical activity, wellness, and informal use to promote all forms of play and activity.

d) As highly visible civic spaces, the use of high-quality and durable materials is important. Materiality should be relatively low maintenance and robust.

e) Parks should locate elements to visually animate and enhance the park.

f) Parks should meet or exceed AODA and CSA standards to ensure they are safe, accessible and accommodate all ability levels.

g) Include a mix of active and passive uses, including opportunities for flexible

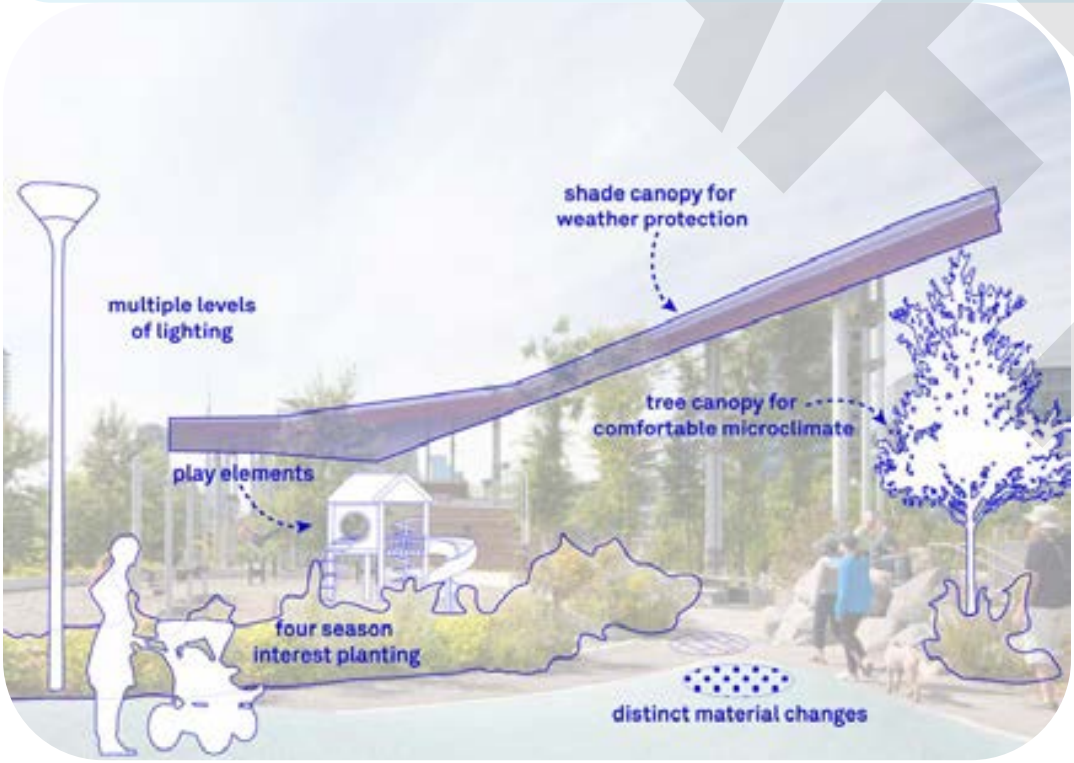


Figure 26.

Guidelines Reference

- City-Wide Urban Design Guidelines Performance Standard 6.2.5 Urban Squares

Policy Reference

- Vaughan Official Plan 7.3.2 Parks and Open Space Design

programming to host markets and pop-ups, provide spaces to gather, and allow for areas to include movable seating.

h) Special consideration should be given to each site's microclimate and capitalize on the site's sun, wind, shade, and temperature patterns to create a comfortable environment.

i) Provide a minimum 30m^3 of soil volume per tree to support mature tree growth to achieve York Region's urban tree canopy goal for the City (coverage of 25-35%).

j) Incorporate low maintenance plants that contribute to biodiversity and create habitats and food sources for native wildlife and provide visual interest.

k) Emphasis should be placed on creating animated spaces that are usable year-round in all weather conditions.

l) Permeable surfaces should be maximized to absorb stormwater and encourage natural infiltration. Where feasible, closed-loop irrigation systems should capture and reuse rainwater on site to restrict water from overflowing into surrounding systems.

m) Public art should be incorporated within all parks that promote seasonal interest and feature local artists.

n) Ensure Indigenous place-making is considered and integrated into park design, public art, and programming within the park to celebrate the rich history and culture of local Indigenous communities.

Figure 27.

6.1.3 Public Squares

Two public squares are proposed within Promenade Centre; a plaza located adjacent to the Transit Hub in the north, and another located along High Street, across from the neighbourhood park. Both public squares will serve as active spaces, where people will gather, sit, and observe their surroundings. While the spaces will be predominantly paved, it's important that tree canopy is provided wherever possible to encourage shade in the warmer months to reduce heat island effects. Sufficient soil is important in the success of overall tree health and within the surrounding hard surfaces, and soil cells should be incorporated to improve soil conditions and overall health of the trees where feasible.

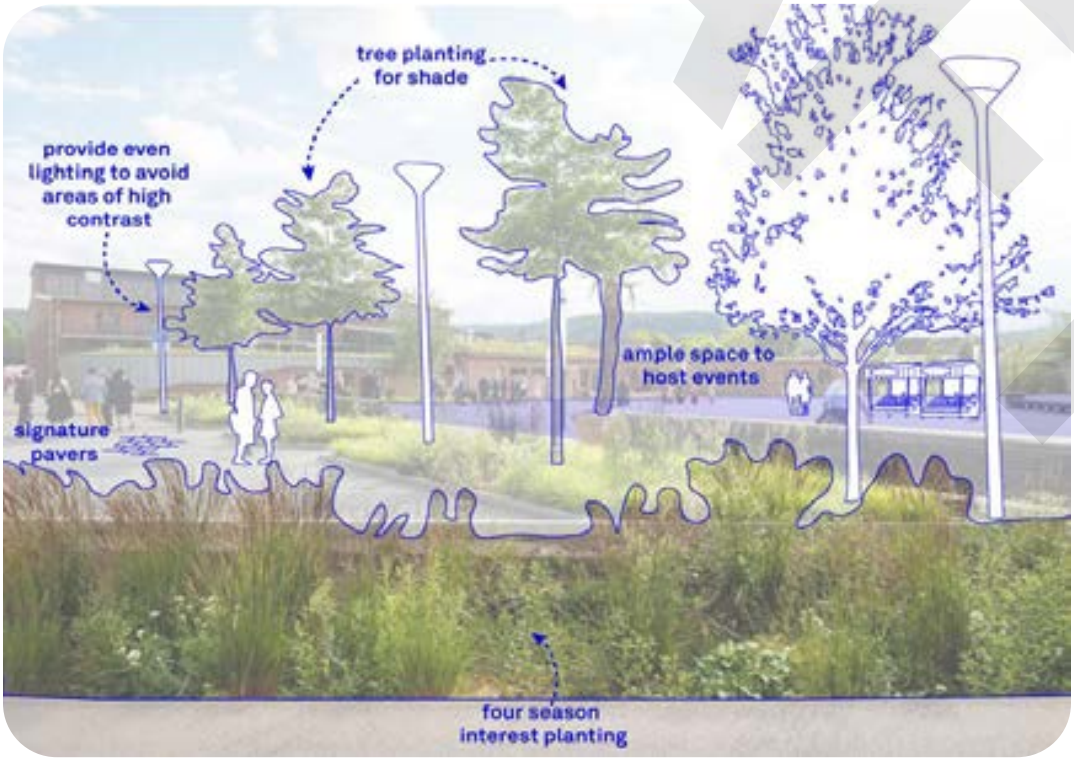


Figure 28.

Transit Plaza

The Transit Plaza is located directly south of the Transit Terminal and will see a high volume of pedestrians and cyclists passing through on a daily basis. Special consideration should be given to tailored design solutions and the selection of high quality durable materials of the plaza to ensure its long term success. It's likely that a high percentage of the site will be sitting on slab and covered in hardscape materials, as such, raised planters should be designed to accommodate ample soil that supports a variety of plant material wherever possible.

CPTED (Crime Prevention Through Environmental Design) design principles should be a prime focus within the transit plaza, including additional lighting, emergency call poles, and clear sight lines. While there will be many people travelling through this space, it is important to consider those waiting for departures, connections, or pick-ups. Comfortable and accessible seating should be located within the plaza and should be integrated into the raised planters.

Figure 29.

Figure 30.

Promenade Centre Gateway Plaza

The Gateway Plaza is located in a prominent location within Promenade Centre—along High Street across from the neighbourhood park. This plaza will serve a different function than the transit plaza, with less focus on a transitional, active space and more opportunity for rest and relaxation.

The design of this space should mimic the material palette of High Street Park, including signature paving patterns, planting beds, seating and public art. A raised pedestrian crosswalk should link these two spaces through a unique paving pattern to signify a safe mid-block connection and a unified space. The gateway plaza will create a comfortable microclimate and provide spill out space from High Street and the park with ample opportunities for pop up coffee shops, temporary art installations or seasonal markets.

Figure 31.

a) Provide wayfinding signage, ample public seating, bicycle parking, and lighting to demarcate the major pedestrian entrances to the plaza.

b) Materiality should be relatively low maintenance and robust in order to withstand high-pedestrian traffic within the square.

c) Special consideration should be given to each site's microclimate and capitalize on the site's sun, wind, shade, and temperature patterns to create a comfortable environment.

d) Incorporate low maintenance native plants that contribute to biodiversity and create habitats and food sources for local insects and wildlife.

e) Incorporate public art for visual interest and a form of wayfinding, location marker and gateway.

f) Emphasis should be placed on creating animated spaces that are usable year-round in all weather conditions.

g) Incorporate universal design standards to support users of all ages and ability levels.

h) Utilize CPTED design standards to maximize opportunities for natural surveillance and establish a sense of ownership.

Figure 32.

6.1.4 Publicly-Accessible Spaces/POPS

Privately owned publicly accessible spaces are a unique type of public realm component within the urban context. These spaces are open to the public but privately owned and maintained. The design and character of the spaces provide additional public realm opportunities and should complement the surrounding streetscape network and design intent within Promenade Centre. To develop POPS, the location, design and implementation is reviewed during various development applications and is specific to each developer. Further consideration should be reviewed during the application process to determine the opportunities unique to each site.

6.1.5 Mid-Block Connections and Shared-Use Paths

As per the Vaughan City-Wide Streetscape Implementation Manual, mid-block connections and shared-use paths focus on the pedestrian experience, limiting access for vehicles. Special consideration should be given to the sense of scale within the roadway. There will be certain requirements within the right of way (safety, access, fire route, etc.), however all efforts should be made to design the streetscape at a pedestrian-scale. General information on shared-use paths within the City of Vaughan can be found City-Wide Urban Design Guidelines Performance Standard No. 5.2.11 and in Section 8.7 of these guidelines.

By giving street space over to plants and trees, the design will naturally slow vehicles. Vehicular lanes should be reduced to the City's minimum to slow speeds and minimize unsafe interactions with other users.

At the start of all shared-use paths, special treatments within the roadway should alert drivers that they are entering a pedestrian area. Some treatment elements may include signage, plants, raised crossings, and curb bump-outs.

Throughout the entire streetscape network, midblock crossings are to be implemented to allow for safe, accessible crossing for pedestrians. All mid-block crossings should include AODA curb ramps, tactile plates, and on-street paint demarcations. Depending on the street hierarchy, crossing typologies may also include raised crossings, median refuge islands, and/or pedestrian activated signals.

Guidelines Reference

- City-Wide Urban Design Guidelines Performance Standard No. 6.2.8 Privately Owned Publicly-Accessible Spaces (POPS)

Policy Reference

- Promenade Centre Secondary Plan 5.2.e
- Promenade Centre Secondary Plan, Schedule E
- Promenade Centre Secondary Plan, Figures 4 and 5

a) Promenade Centre to have defining character elements that are unique to this context, factoring in distinct paving patterns, design elements and site furnishings.

b) Mid-block connections and shared-use paths to provide landscaped buffers on each side that provide vegetated screening from the adjacent buildings and uses.

c) Mid-block connections and shared-use paths should connect to the larger system of trails and sidewalks and should include signage or provide other cues that it is a public connection.

d) All signage and access points to be barrier free and visible from the sidewalk.

e) Vehicular connections that act as mid-block connections should be designed to appear public in character and must include a pedestrian sidewalk or trail and landscape.

f) Mid-block connections and shared-use paths should be located centrally in blocks that are longer than 200 metres in length.

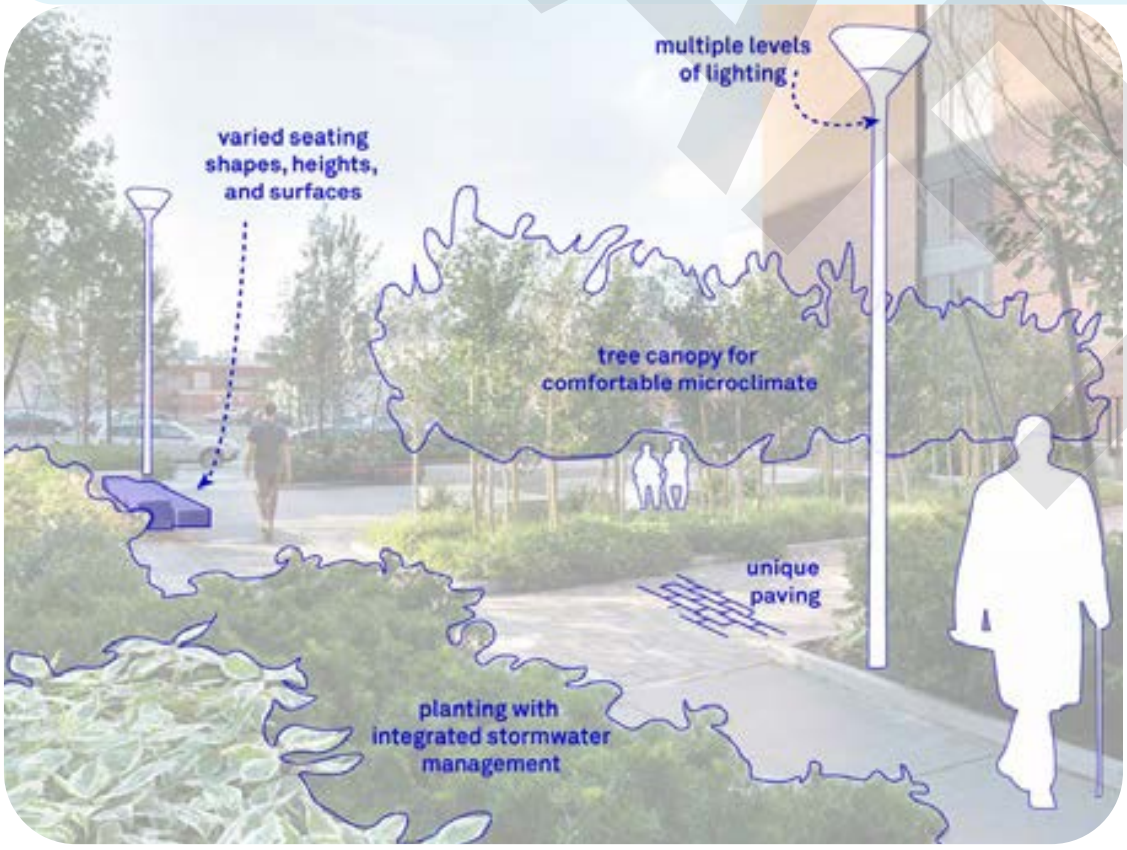


Figure 33.

6.1.6 Gateway Plazas/Corner Plazas

Gateway and corner plazas occur at key nodes and see high volumes of use. These gateways often mark a transitional space from one character area to another and symbolize a sense of arrival. Corner plazas are key focal points of a streetscape, often animated by adjacent ground floor amenities and spill out, with distinct intersection treatments within the streetscape conditions. Wayfinding at these locations will enhance the identification and gateway to Promenade Centre. An integrated strategy of public art installations as creative markers, plantings, seating, and pedestrian-scaled lighting will guide visitors into the site and provide a sense of place rather than feel transitional.

Figure 34.

a) POPS should be designed to seamlessly transition from public to private space without significant changes in material, grade, or visual barriers that may imply that the space is private.

b) Orient and design POPS to create a comfortable micro-climate. South-facing plazas are encouraged as they maximize the space's exposure to direct sunlight.

c) Incorporate LID and green infrastructure into POPS wherever possible to capture, detain, infiltrate and clean stormwater.

d) Gateways and corner plazas have prominent and direct access to adjacent streets, parks or other public spaces. Key considerations should be taken to their visual and physical entry points.

e) Locations of gateways and plazas should align with proposed ground floor uses within Promenade Centre and connect through a series of pathway typologies and mid-block crossings.

f) Interior and exterior adjacent uses should animate the space and provide overflow in use.

g) Palette to be cohesive to the overall Promenade Centre design intent with unique elements that provide defining character through paving patterns, seating, lighting, trees and public art.

Figure 35.

Figure 36.

Guidelines Reference

- City-Wide Urban Design Guidelines Performance Standard No. 6.2.4 Internalized Courtyards

Figure 37.

6.1.7 Interior Public Courtyards

Interior public courtyards provide access to the outdoors through shared-use pathways, private amenities or ground floor commercial spaces. Careful consideration of these courtyards should review sufficient soil volume for any plantings, types of microclimates, shade/sun availability and types of access within the design process to provide meaningful spaces. Depending on the neighbouring uses within the interior spaces, programming may include flexible seating, open space for gatherings, or other passive amenities.

a) Where possible, sun and shadow studies should be performed to design appropriate plant materials and programming.

b) Planting areas should be supported by sufficient soil volume.

c) CPTED standards and guidelines should be followed to ensure clear sightlines within the enclosed space.

d) Courtyards should be connected to active shared-use paths, providing a connected public realm.

e) Ensure that courtyards are designed to feel like publicly usable space by providing sufficient glazing, pathways, connection and signage.

Figure 38.

Figure 39.

6.2 Streets as Places

Streets are not only functional connections that permit the movement of goods, people and utilities. They can be places themselves that contribute to the social, civic and economic fabric of communities.

6.2.1 Green Streets

Green Streets focus on the holistic feel of the public realm and contribute to the overall sense of place. The streetscapes themselves are destinations and contribute to the lifestyle and wellbeing of those within Promenade Centre.

The design of the streetscape traditionally focuses on the ease and movement of vehicles, however by designing roadways to accommodate other modes of transportation, places of rest and reflection, buffers with biodiverse plantings and stormwater management solutions, we can create intentional spaces that contribute to the open space network. The quality and success of the streetscape relies heavily on the attention given to the design, chosen materials, details and maintenance. A successful urban streetscape encourages a wide variety of social and fun placemaking activities, where the most exciting and bustling streets are those that are full of people taking part in all forms of activities.

The overarching objective of green streets is to provide sustainable design choices that are woven throughout the entire right of way, extending into the green approach and adjacent buildings. Through ecological enhancements and supporting sustainable modes of transportation, the streetscape becomes a destination where pedestrians and cyclists look forward to spending time and where they feel comfortable and safe.

- Green Streets are an important component of creating Complete Streets. Refer to Section 8.1, Complete Streets, for more guidelines.

6.2.2 The Sidewalk Zone

The Sidewalk Zone is where activity happens in the street, where people can be found reading a newspaper, sipping a coffee with friends, or walking to work. The Amenity Zone and the Frontage Zone are two distinct areas within the Sidewalk Zone where time is slowed, and as such, the design should be thoughtful and intentional. Trees, plantings, site furnishings, bicycling parking, waste receptacles, lighting and LID features are typically located in the Amenity Zone, where active uses within buildings, such as café seating, market tables, and signage can spill outward into the public realm. The Sidewalk Zone should be comfortable, welcoming, and universally accessible to accommodate all users.

General elements should draw from the uniform language of furnishings, plantings, and material palettes for Promenade Centre, providing consistency that helps to define the type and character of the street. Unique cultural and context references and opportunities for Placemaking within the street should be embedded within the design.

- For guidelines on Sidewalk Zones, see Section 8.0, Streets and Connections.
- For guidelines on placemaking and cultural inclusion, furnishings, paving language, material palettes and other urban elements that may be located within the Sidewalk Zone, refer to Section 10.0, Urban Elements. For guidelines on planting palettes, refer to Section 9.2, Biodiversity and Plant Selection.

6.3 Topography and Grading Approach

The grading variation and topography change of the Promenade Centre is a defining character of the site. The current condition includes retaining walls and significant slopes to address the grade variation across the site.

Within the landscape and streetscape design, it is critical that accessibility, water flow and materiality are considered to ensure safe and sustainable stormwater solutions. Streetscapes should be designed to accommodate overland flow and slow water run-off in areas of significant grade change. Where necessary, traditional grey infrastructure should be provided to support water management.

Though grading is often difficult to control as it follows the path of the street, pathways and sidewalks should adhere to AODA standards for a maximum of 5% for running and cross slopes and be made of a firm, stable and slip resistant material. Where the sidewalk grade exceeds 5%, it is important to include a level stopping space and rest area equipped with seating.

Figure 40.

Additional vegetation and planted areas can soften a blank wall along the existing building however façade treatment and materiality should be considered for new developments where there is a change in exterior elevation.

a) Integrate grading and topography changes as a holistic approach to the design of the streetscape. Determine safe, accessible pathways for pedestrians and cyclists.

b) Provide vegetation and planted buffers to limit exposed blank walls through transition areas.

c) Building interface and facade treatments to factor in the exterior slope changes (i.e. glazing, access, etc.).

d) Conform to AODA design guidelines where feasible. Where standards cannot be met, consider alternate routes for accessible pathways and sidewalks.

e) Materiality of pavers should be slip resistant.

f) Review water run-off and stormwater management practices to alleviate overflow into storm systems. Planted buffers and rain gardens can assist in slowing down the movement of water along roadways.

g) Gateways and corner plazas have prominent and direct access to adjacent streets, parks or other public spaces. Key considerations should be taken to their visual and physical entry points.

h) Location of gateways and plazas should align with proposed ground floor uses within Promenade Centre and connected through a series of pathway typologies and mid-block crossings.

Figure 41.

Figure 42.

6.4 Pet-friendly Areas

The implementation of pet-friendly areas presents both benefits and challenges. These parks and spaces have the opportunity to foster community and encourage healthy activity and social well-being. By providing areas for dogs to run off-leash, they will reduce unsanctioned off-leash activity within the public realm and cause less disturbances to sensitive sites and public parks. Off-leash and pet-relief areas often conflict with other park uses and can cause significant wear and tear on parks. The management of dog waste is a concern for those with and without dogs.

According to the City of Vaughan Parkland Classification System, off-leash dog areas are only able to be accommodated within a District Park (which are 5 or more hectares in size), and there are no District Parks identified in the Promenade Centre.

Though no off-leash area is identified within the park system, it is certain that there will be numerous dogs living within Promenade Centre. For a successful public realm and park spaces, it is critical that dogs and supporting amenities are considered in the parks and open space design. Determining adequate sizing and amenities should be reviewed on a case-by-case scenario in tandem with other park design, amenities and proximity to adjacent buildings and trails. It is recommended that a local analysis is done to create an effective strategy that guides the design and implementation of both dog off-leash areas and dog-relief areas.

A comprehensive approach to providing pet amenities within the open spaces, both public and private, of the Promenade Centre will contribute to the larger system and satisfy the needs of the community. Proper design of these areas can mitigate damage from pets and discourage use where required. Robust materials to consider include permeable pavers instead of plantings in areas of high use and pet traffic, dog-friendly artificial turf instead of gravel, mulch or other loose surface materials, streetscape planting beds that are designed to withstand urine and include non-toxic planting species, and providing baggy and waste container stations in high traffic areas and within park spaces.

a) Provide space and amenities to make pet-relief areas appealing to use and universally accessible.

b) Design pet-relief areas to be durable with suitable surfacing to not harm dog's paws or provide an unpleasant aesthetic for pedestrians.

c) Pet-relief areas should minimize environmental impacts on the landscape.

d) Pet-relief areas should be located adjacent to compatible land and park uses, and shielded from those that are less compatible.

e) Pet-relief areas should have clear boundaries and signage noting setback distances.

f) Where pet-relief areas are implemented, a off-leash dog area stewardship program with local volunteers should be established to act as a liaison between park users and the City.

g) As high use public areas, ensure capital budget is available to maintain and support pet-relief areas (e.g. topping up materials, gate repairs, garbage clearing, irrigation, etc.).

h) Support a dog waste program and promote initiatives to effectively manage dog waste.

i) Encourage new development to support pet-friendly amenities (i.e. pet-relief areas, dog runs, pet wash stations, etc.) within proposed building footprint to alleviate stress on the local parks and streetscapes.

Figure 43.

Figure 44.

Promenade Centre will be vibrant, safe and accessible for the needs of a multi-generational community. To achieve streets and open spaces that are attractive and comfortable, new buildings will prioritize a human-scaled, accessible, comfortable, and safe pedestrian environment. This document addresses the public realm as it interfaces with the ground floor and first few floors of new developments.

7.0 Interface with the Public Realm

7.1 The Promenade Approach

Guidelines Reference

- CWUDG: 6.1.1 The Green Approach
- CWUDG: 5.3.1 Buildings on Intensification Corridors

An attractive and vibrant street provides interesting and varied spaces to support diverse activities and invites people to pause and enjoy the streetscape. The Promenade Green Approach will guide the establishment of street walls and setbacks along the streets and open spaces of the Secondary Plan. A variable setback is required for the ground floor of new buildings, in order to establish pockets of expanded public realm for ground floor spill out spaces or high-quality landscaped areas that provide seating and shading.

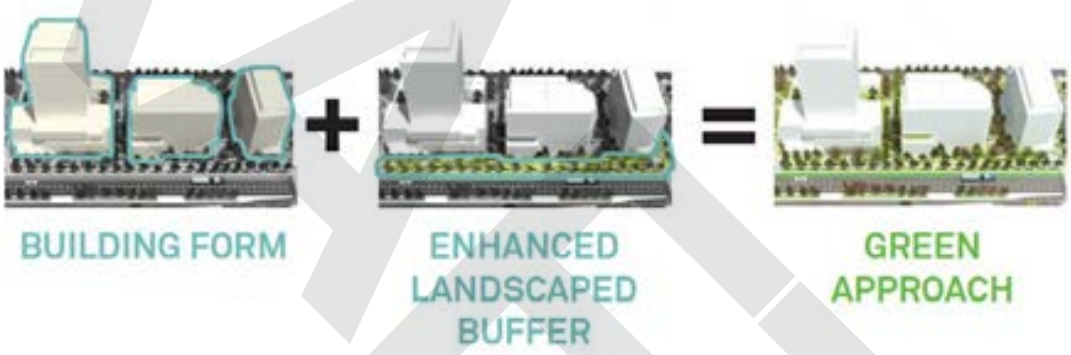


Figure 45.

7.2 Streetwalls and Setbacks

The streetwall is the portion of a building base that directly fronts onto the public realm. The height of the streetwall can have a defining impact on the public realm and greatly influence the pedestrian experience of the street. A lower streetwall typically creates a greater feeling of openness for pedestrians at street level. A defined building streetwall is visually broken up (through materials or articulations) into smaller, human-scaled components than the rest of the building, and features building stepbacks for levels above.

Streetwall heights and building setbacks should contribute to a fine-grained, varied, and visually interesting street that permits sunlight penetration and sky views.

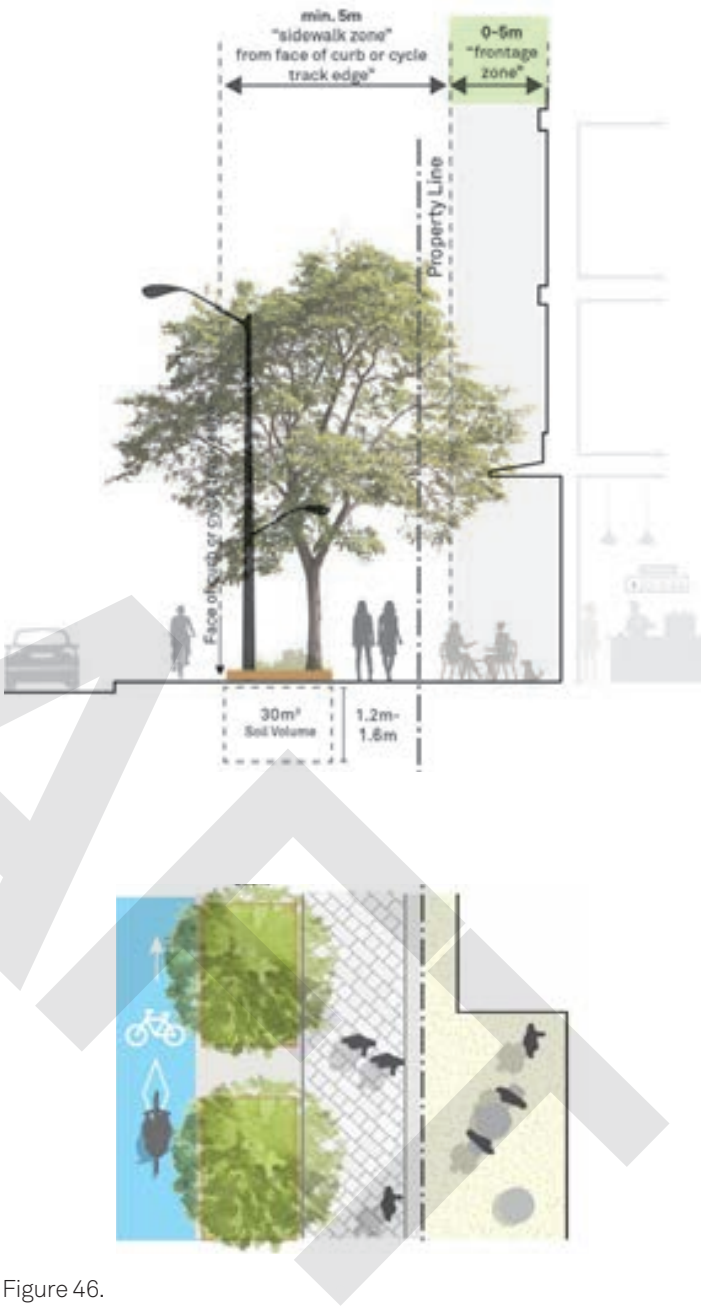


Figure 46.

General

a) New buildings will be generally set back between 3 and 5 metres from the front property line or the front edge of the development block. Where an active use is at grade, reduced setbacks will be permitted.

b) New buildings should provide a minimum 1 meter setback free of any projection along public right of ways.

c) Typical streetwall heights for new buildings should be a minimum of 3 storeys and a maximum of 5 storeys.

d) Where a portion of a building that contains an active use is set back less than 3 metres from the property line, the maximum height of that portion will be 3 storeys or 11 metres, whichever is less.

e) Upper storeys can project from the building face through cantilevering within the Promenade Approach setback. The cantilevering portion of the buildings should maintain a minimum 3 metres setback from the property line or block edge.

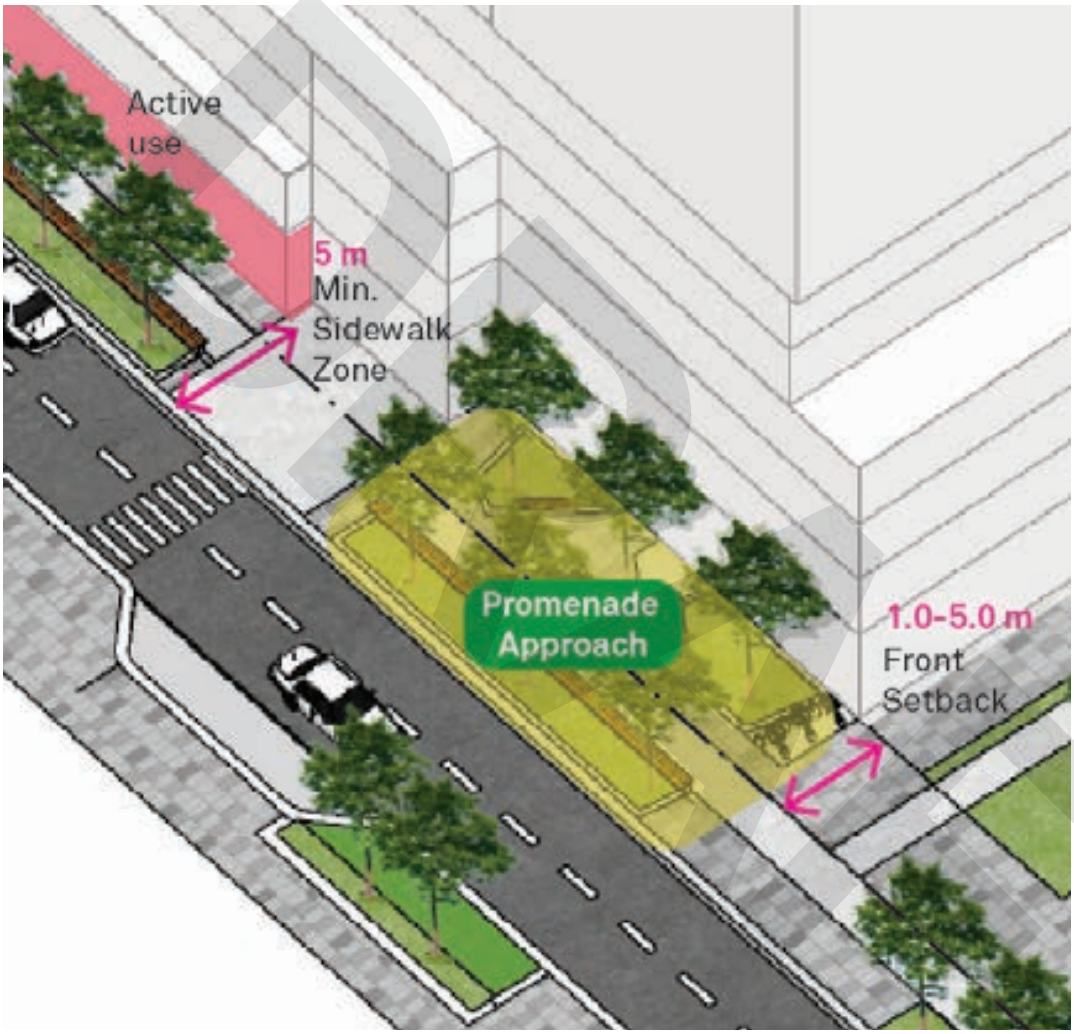


Figure 47.

On High Street and Along Primary Frontages:

A streetwall of a minimum of 3 storeys and a maximum of 5 storeys should be maintained. Buildings will generally have a setback of 3 to 5 metres.

A minimum of 25% of the frontage should be set back 5 metres and a maximum of 30% of the building frontage may be set back 1 metre when the ground floor contains active uses.

On High Street and Along Primary Frontages

f) A minimum of 25% of the building frontage should set back 5 metres from the front property line or the front edge of the development block .

g) A maximum of 30% of the building frontage may be set back 1 metre when the ground floor of the building contains active uses.

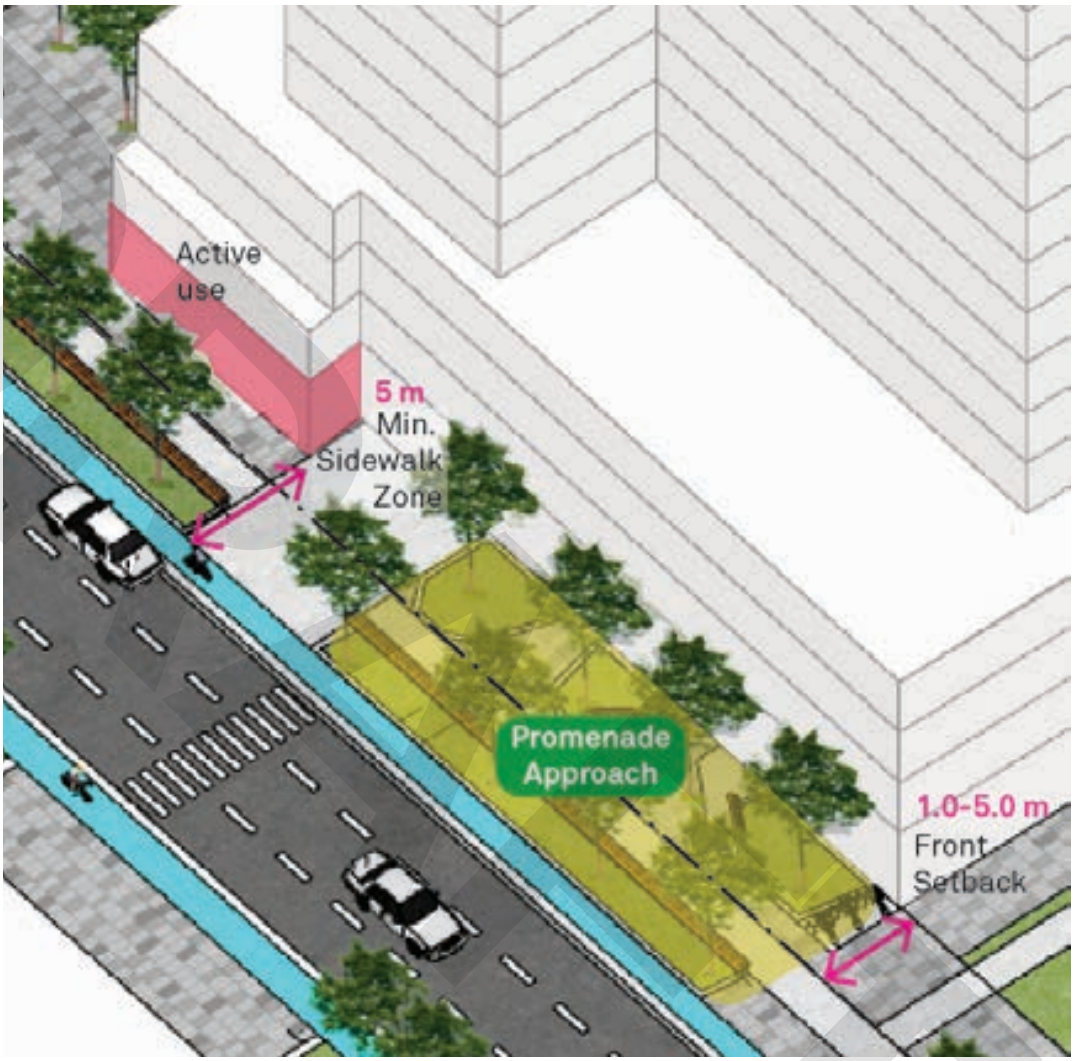


Figure 48.

Along Secondary Frontages

h) A minimum of 50% of the building frontage should be set back 5 metres from the front property line or the front edge of the development block.

i) A maximum of 50% of the building frontage can be set back 1 metre where the ground floor of the building contains active uses.

On Collectors and Along Secondary Frontages:

A streetwall of a minimum of 3 storeys and a maximum of 5 storeys should be maintained. Buildings will generally have a setback of 3 to 5 metres.

A minimum of 50% of the frontage should be set back 5 metres and a maximum of 50% of the building frontage may be set back 1 metre when the ground floor contains active uses.

Policy Reference

- Promenade Centre Secondary Plan: 4.4(d)

7.3 Grade-Related Uses

To animate the public realm along the edges of streets and open spaces, active uses should be provided at the ground floor of new buildings. Active uses provide a dynamic and vibrant environment and contribute to public safety by establishing a visual connection between interior and exterior spaces. Active uses should seek to go beyond retail, and may include community uses, health care, esthetics, gyms, or daycares.

Figure 49.

Figure 50.

a) The height of the ground floor of new buildings shall be a minimum of 4.5 metres, regardless of its use, to properly accommodate different kinds of uses and to plan for potential future retrofits.

b) Utility Cabinets should not be located in prominent locations in the public realm. They should be visually screened using attractive materials that fit in with the character of the surrounding public realm or should feature public art or informational signage and wayfinding with vinyl wrapping.

7.3.1 Active Uses

On active frontages, the ground floor should provide generous glazing surfaces to establish a visual connection between the interior and exterior. This will also contribute to safety, interest and overall lighting on streets and open spaces.

When an active use is provided at the ground floor, the following priorities should be considered in the interface between the building and the public realm:

a) On Primary Frontages, the following types of active use are encouraged:
   - Retail and commercial uses;
   - Daily convenience retail (grocery and hardware, drug store, market, dry cleaner, banks, medical and dental clinic, esthetics, etc);
   - Cafés and restaurants (including patios in the frontage zone);
   - Community amenities (daycare, meeting, co-working and exhibition spaces, fitness, etc);
   - Offices; and
   - Live-work units and residential lobbies.

b) On Secondary Frontages the following types of active use are encouraged:
   - Live-work units, other ground-oriented residential units, residential lobbies;
   - At-grade private amenity space; and
   - Limited convenience retail.

Figure 52.

Figure 51.

Figure 53.

Figure 54.

c) Where a portion of the building does not provide an active frontage, expansion of the public realm through the Promenade Green Approach should be employed to provide space that can support casual active use.

d) Ensure a clear distinction between the different public uses and the main entrance to the building. When patios and other spill out spaces are present, they should be clearly identified through their design.

e) The use of natural elements such as planters, flower pots and green screens to indicate the spill-out zones or patios is encouraged.

f) Accessibility should be considered when designing active uses. Refer to Section 7.4 for guidelines on publicly accessible interiors.

g) Exterior spaces should also be accessible. Provide ramps when necessary and enough space to comfortably accommodate wheelchairs.

h) The provision of patios and spill-out spaces should not interfere with the public right-of-way. When using movable elements to provide shade and protection from wind, ensure that these do not encroach into the pedestrian clearways.

i) Appropriate lighting should be provided during closure time. Where limited outdoor lighting is provided, consider shop windows and glazed areas that are lit for extended hours.

j) Follow CPTED principles when designing space for active use.

7.3.2 Residential Uses

Residential use in the form of ground-oriented units can contribute to a more welcoming and attractive public realm. Where residential use is provided at the ground floor, ground oriented units with direct access from the sidewalk should be provided.

Figure 55.

Policy Reference

- City of Vaughan Bird Safe Design Standards (2022)
- City of Vaughan Fences Bylaw (2020)

a) Provide a clear and unobstructed entrance path to each unit. The unobstructed pathway should be a minimum of 1.5 metres.

b) Provide clarity in the distinction between private residential entries, common residential lobby entries, and entries for other uses within the building.

c) When residential units are located at the ground floor, a minimum of 4.5 metres setback is required.

d) Landscaped front yards should be provided. Trees will be supported by sufficient soil volume to allow for healthy tree canopy growth. Additional low-level plantings and storm water management elements should also be provided.

e) Provide an appropriate balance of visual connection and privacy between ground-floor residential units and the public realm. To ensure privacy, screening elements such as low walls, plantings and fences can be employed for a maximum height of 1.2 metres.

f) Choice of materials should prioritize high-quality, low maintenance, durability, and aesthetics.

g) Provide lighting that ensures well-lit adjacent sidewalks without impacting the comfort of residents.

h) Site lighting should comply with the City of Vaughan's Bird-Safe Design Standards (2022).

Figure 57.

Figure 56.

7.3.3 Existing Residential Uses

Promenade Centre contains established residential properties that will be reinforced and enhanced through the implementation of the Secondary Plan.

Opportunities for enhancement will look at strengthening connectivity and improving existing green areas. If potential for infill is identified in any of these properties, the new development shall align with these guidelines. Please refer to Part D: Urban Design and Built Form Guidelines within this document.

Figure 58.

7.3.4 Common Residential Amenities

While at-grade gathering spaces should typically be publicly-accessible, where outdoor amenity spaces are located at grade, measures should be taken to ensure some activation is provided within the public realm and that the transition between spaces are attractive. It is important to strike a balance of privacy and safety (for example, where childrens' activity areas are located) and interest when designing the interface between the public realm and private amenity spaces so that blank, inactive edges are avoided.

a) Ensure a clear distinction between the public realm and the private amenity area by use of visual or physical barriers. The use of natural elements such as planters, flower pots and green screens is encouraged.

b) Additional noise separation through the use of vegetated barriers is encouraged to allow residents to hold events and make noise without undue impact on the public realm. Conversely, public realm gatherings should not create undue noise impacts on adjacent private amenity areas.

c) Provide access points to residential amenity areas from the public realm. Amenity areas may be vertically separated from the adjacent public realm as long as universally accessible access is provided.

d) Consider using low fences or natural barriers at this interface to create a more unneighbourly relationship between residents and passers-by, where appropriate.

e) Where space permits, a vegetated buffer of 1 metre should be provided between the public realm and the private amenity area. Public furnishings and other urban elements should be located within or adjacent to this buffer.

Figure 59.

7.3.5 Existing Commercial Uses: Promenade Mall

Promenade Mall will be retained and will represent a core element of the identity of Promenade Centre, contributing to building a vibrant and attractive place.

The Mall contains a variety of commercial and service uses. As a region-serving mall, it attracts customers from the broader area, but it is also used by local people especially during winter and summer months as a comfortable and walkable hub.

As Promenade Centre becomes a mixed-use walkable community, the mall should evolve from an inward-oriented-only structure to a more open and outward-looking building that can contribute to great streets and open spaces.

The interface between the Mall and the public realm should respond to the new conditions at its edges by providing active uses that front the public sidewalks and establish a visual connection with transparent facades.

a) Expansions of the mall that address the street are encouraged, where possible. Spill out spaces that will activate the street are also encouraged.

b) When expansions are not feasible, or where they are not yet implemented, the blank wall condition should be minimized with the use of landscape, lighting, and the provision of amenities such as seating, plantings, canopies, bike parking or bike repair stations. Temporary measures to minimize the blank wall effect should be used in the interim period. Please refer to Section 15.

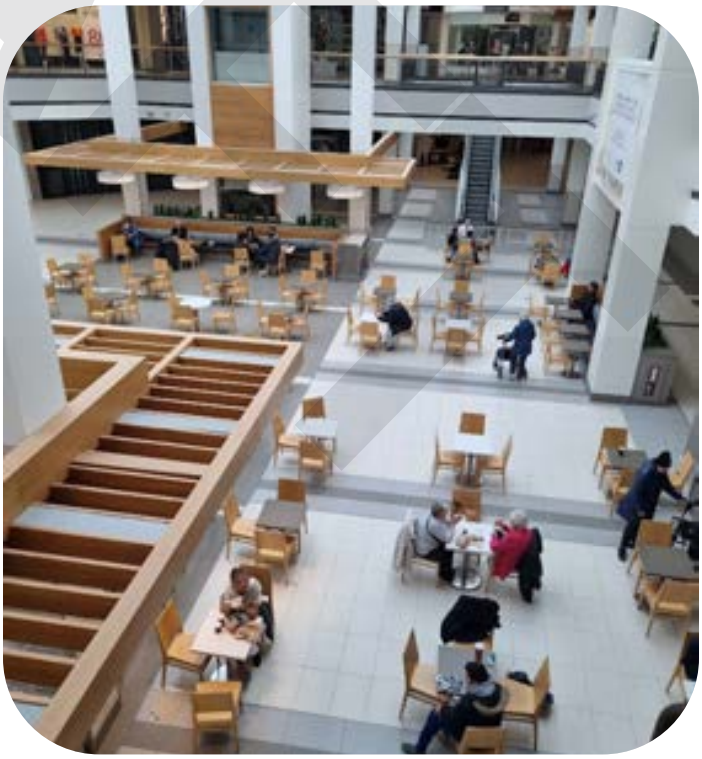


Figure 60.

c) Loading areas and service accesses are necessary for the function of the mall. Their impact on the interface between the mall and the public realm should be minimized with the use of screening, paving and landscape. Please refer to section 10.7 for additional guidelines.

d) Loading areas should be fully internalized in the building envelope. Space designated for garbage collection and storage should comply with the requirements set by the City. Refer to the City of Vaughan Waste Collection Design Standard for more detail.

e) The space between the street and the face of the mall should also be treated as public space. Landscaped areas should be provided, including trees. Seating areas should also be provided, as appropriate. Bike parking areas, inter-modal stations or Outdoor Fitness Stations should be considered where the available space permits it.

f) In the interim periods, a temporary solution for the activation of left over spaces not otherwise identified should be put in place. Public art, movable urban furniture and temporary landscape elements should be employed. Please refer to section 15 for more detail.

Figure 61.

7.3.6 Other Existing Commercial Uses

Promenade Centre contains established commercial uses at the corner of Bathurst Street and Centre Street. Although it is expected that these properties will be redeveloped in the future, they are located at a key gateway to Promenade Centre and should feature safe and accessible connections to their surroundings at all stages of development.

a) Surrounding development must retain accessible entry to existing commercial units at all times, including accessible vehicle access and parking.

b) New development areas should provide good pedestrian connections to existing commercial uses.

c) Any grading changes surrounding existing commercial uses shall not impede on the visibility or access (including universally accessible entry) to existing commercial uses.

d) Bike parking should be provided in the public realm within or near existing commercial uses where bicycle parking is not yet provided.

Figure 62.

7.3.7 Community and Institutional Uses

Bathurst Clark Resource Library and St. Elizabeth Catholic Library are existing buildings whose public function will be recognized, reinforced and enhanced through the implementation of Promenade Centre Secondary Plan.

Opportunities for institutional uses in new development as part of a multi-use building are encouraged. When a multi-use building contains a public use, this should be located at ground floor and first few floors of the building.

The Promenade Centre Transit Terminal will be developed into a transit hub, serving the community and providing the necessary transit infrastructure to support the upcoming development. It is expected that development will be integrated with the Transit Terminal to contribute in building a walkable community while achieving the mix of uses and density goals of the Secondary Plan.

The following guidelines pertain the interface between a public use portion of a building and the public realm:

Figure 63.

Transitions

a) The space fronting a public building or a public use hosted in a portion of a building should be designed as an extension of the public use. Consider using public art, murals and other elements that hint to the use of the building.

b) Larger transition areas between the entrance to the building and the street should provide space for amenities and landscape.

c) Comfort and convenience should be provided with seating areas, softscape, native plantings and trees.

d) Canopies and architectural elements that offer protection for the weather should be also designed to be prominent and identify the public use.

e) The areas fronting a public use will be completely accessible and safe. Follow CPTED principles.

Entrances

f) Access points that lead to public use will be clearly signaled and defined. Excellence in design will characterize these elements.

g) The use of canopies and other architectural element is encouraged to identify the entrance of public buildings.

h) Entrances should use glazed surfaces and double height volumes to ensure the visibility of public building entrances.

i) Integrate lighting into architecture and provide well lit spaces at the entrance throughout the day.

j) Prioritize signage and wayfinding at entrances leading to public uses.

Figure 64.

7.3.8 Surface Parking

Promenade Centre will evolve from a car-oriented area where surface parking spaces define the streetscape to a densely built and pedestrian-oriented area, where walking and cycling will be safe, comfortable, and encouraged.

To reduce the presence of surface parking, underground parking structures shall be provided within new developments. The majority of parking spaces, including residential, commercial and service parking should be provided underground. Limited at-grade parking may be permitted to provide accessible short term parking, pick-up and drop-off areas, and loading and servicing, where appropriate.

During the interim period, existing surface parking areas may be maintained. Measures should be taken to reduce the visual impact of any surface parking areas. They should provide safe and direct pedestrian connections and incorporate greenery and LID features,

a) Surface parking should be located at the rear or side of the building to limit visual impacts to the public realm.

b) Provide accessibility through ramped curb cuts and limit the length of travel to an accessible entrance.

c) Provide clear signage and wayfinding for temporary parking locations.

d) Provide accessible AODA parking at the closest point to an accessible entrance.

e) Where possible, coordinate driveway, parking and drop-off areas between buildings. Shared driveways are encouraged.

f) Avoid large surface parking lots by breaking the parking into smaller lots.

g) Accessible parking should be located in close proximity to an accessible entrance.

h) Accessible pedestrian paths with a minimum width of 2.1 metres should be provided. These will be accompanied by landscape and trees. Pedestrian and cycling crossings should be prioritized and clearly signaled.

i) Provide space for sheltered bicycle parking and car-share vehicles. Provide parking spaces that can be equipped with electric vehicle charging stations.

j) Provide appropriate lighting at pedestrian level. Well-lit spaces contribute to safety and security. Parking should be designed with reference to CPTED principles.

k) Provide landscaped areas and trees. Landscaped areas contribute to minimizing the visual impact of surface parking. Integrate storm water management and LID design features to help mitigate the impact of surface parking on water run-off volume and pollution. Provide a minimum ratio of 1 tree for every 5 parking spaces. Trees should have sufficient Soil Volume for their growth. Refer to Section 9 for more details.

l) Explore the possibility of using permeable paving to contribute to the storm water management plan. Ensure proper maintenance is provided for these kinds of surfaces.

m) Consider topography when designing the parking to facilitate the integration of grading and storm water management elements.

n) Buffer the parking to adjacent uses by providing landscaped strips and screening frames when applicable.

o) When surface parking is located near public buildings, opportunities for activating the space with temporary events related to the use of the building should be explored.

Please refer to City of Vaughan Inclusive Design Standard for more details about accessible parking.

Figure 65.

Figure 66.

Policy Reference

- Promenade Centre Secondary Plan 4.4.d

7.3.9 Structured Parking

While the majority of parking in Promenade Centre should be provided underground, above-ground structured parking may be considered, should underground parking not be feasible on site. These structures shall be designed to respond to the vision of Promenade Centre as a vibrant, accessible and walkable community. Where above ground parking structures are provided, the following guidelines will apply:

a) Active uses are strongly encouraged for the portion of the ground floor which faces a street or an open space.

b) The ground floor of above-ground parking structures should be 4.5 metres in height to allow for active at-grade uses, or to allow for future conversion. Subsequent floors should maintain a minimum floor to floor height of not less than 3 metres.

c) Vehicular and pedestrian entrances should be coordinated. Locate vehicular entrances away from high traffic pedestrian areas and local streets, preferably screened from the public realm.

d) Provide clearly visible and well-signaled pedestrian entryways and entrances. When different uses are provided at grade, clearly distinguish between the pedestrian entrance to the parking structure and the commercial entrances.

Figure 67.

e) Vehicular entrances should provide a minimum 1.5-metre-wide accessible clearway for pedestrian movement.

f) At the entrances and throughout the structure, provide well-scaled and clear wayfinding for both cars and pedestrians. Wayfinding elements can be an opportunity to provide attractive spaces that are also easy to navigate. Integration of signage with building elements can be a successful strategy to lend interest to these structures.

g) On ground floors where active uses cannot be provided and on the exterior walls of upper floors, solutions that provide architectural interest and an attractive façade should be provided. Elements such as living walls, patterned surfaces, or art panels should be employed.

h) Pedestrian entrances should be fully accessible and lead to accessible pedestrian paths. Ensure adequate lighting levels and design the structure with reference to CPTED principles.

Figure 68.

Figure 69.

7.3.10 Vehicular Access, Drop-off, Servicing, and Loading

A comfortable and enjoyable public realm prioritizes pedestrian and cyclist movement over car presence. To ensure that access and functionality of "back of house" spaces do not impact the pedestrian experience and the public realm, the following guidelines are provided:

a) Loading areas are encouraged to be located underground where possible. Vehicular access to loading areas and structured parking should be provided from a local street or a lane.

b) Reducing the number of curb cuts on the public sidewalks by consolidating vehicular access points for servicing, loading, and parking.

c) Locating vehicular and service access away from high pedestrian traffic zones when possible.

d) Appropriate manoeuvring space will be provided to ensure that waste collection vehicles do not encroach into the sidewalk zone during operations.

e) To minimize visual impact of loading and servicing areas on the public realm, landscaping, fencing and other screening features should be employed. These elements should be designed with high quality materials and integrated into the building and site design. Please refer to section 10.7 for additional guidelines.

f) Locate and design drop-off areas to minimize disruption of the public realm. Provide drop off areas from a side street, an interior driveway or a secondary frontage and away from high traffic pedestrian areas. Where feasible, consolidate them with other vehicular access points. Secondary entrances to the Lobby should be served by pick-up and drop-off in order to minimize their impact on the street scape. Refer to Section 12 for more details

g) Where vehicular access is necessary, the look and feel of these areas should be considered. Visual cues such as a change in materiality, pavement markings or curb treatment should be used to create seamless transitions between the public realm and vehicular space, while also providing clarity and minimizing conflict with pedestrian activity.

h) Areas dedicated to servicing and loading should provide a sidewalk with a clearway width of 1.5 metres minimum. At least one accessible entrance should be located in proximity of designated drop off areas. The path leading from the designated drop off area to the entrance to the building should be accessible, with the provision of ramped curb cuts if necessary.

7.3.11 Park Edges

Public parks will be the heart of public life for Promenade Centre and it is essential that buildings address them appropriately depending on their uses. When bounding a public park additional consideration is needed for the interface between a building and the park.

Guidelines Reference

- CWUDG: 4.3.8 Development Adjacent to Parkland

a) Buildings should face the park. Primary and secondary frontages should be oriented towards the park. Provide architectural interest and glazing to frame the park edges with an attractive façade and to build visual connections, when appropriate.

b) Where active uses at grade are adjacent a park, the frontage must address and express presence along the park edge.

c) Ensure a clear transition between public and semi-private areas. This can be achieved by employing low walls and low plantings.

d) Building setbacks along a park edge must be a minimum of 3 metres to allow for a sufficient noise and privacy buffer. Vegetated planting and screening should be considered. Increasing the setback along park edges is encouraged through locating outdoor amenity spaces or pet-friendly areas along this interface.

e) Where ground-oriented residential units are present along and facing a park edge, the minimum setback will be 4.5 metres.

f) Pedestrian paths or sidewalks should be provided in the development block. Direct connections to the park or open space from the development are strongly encouraged.

g) The pedestrian path should be a minimum of 2.1 metres.

h) Servicing access blocks should be coordinated with the city when more than one building entrance is provided along the park frontage.

i) Any building loading, servicing, or underground vehicle access functions should not be located along a park edge.

7.4 Publicly Accessible Interiors

Common areas include commercial lobbies, entrances and foyers, which are publicly accessible interiors that contribute to the definition of a comfortable and accessible public realm. In appropriate locations, the public use of interior space at the ground floor can improve connectivity and provide all-season options for pedestrian movement through the site.

Promenade Mall offers a system of private halls and plazas that are accessible from the public and are especially used during the hot and cold seasons.

To ensure that the publicly accessible interiors are safe, welcoming, and enjoyable for all, the following guidelines should be followed:

a) Publicly-accessible interiors should be designed with universal design principles and will accommodate people of all abilities, including those with mobility, hearing, and visual impairments. This includes the provision of accessible entrances, publicly accessible elevators where relevant, and appropriate wayfinding. Provision of monitoring systems and appropriate lighting levels also contributes to a safe and comfortable space.

b) Publicly-accessible interiors should be visually appealing and engaging. To provide visitors with a comfortable and convenient experience, seating areas, accessible restrooms, water fountains, and other amenities should be provided. Publicly-accessible interiors should also be designed with occupant comfort in mind, taking into account factors such as

Figure 74.

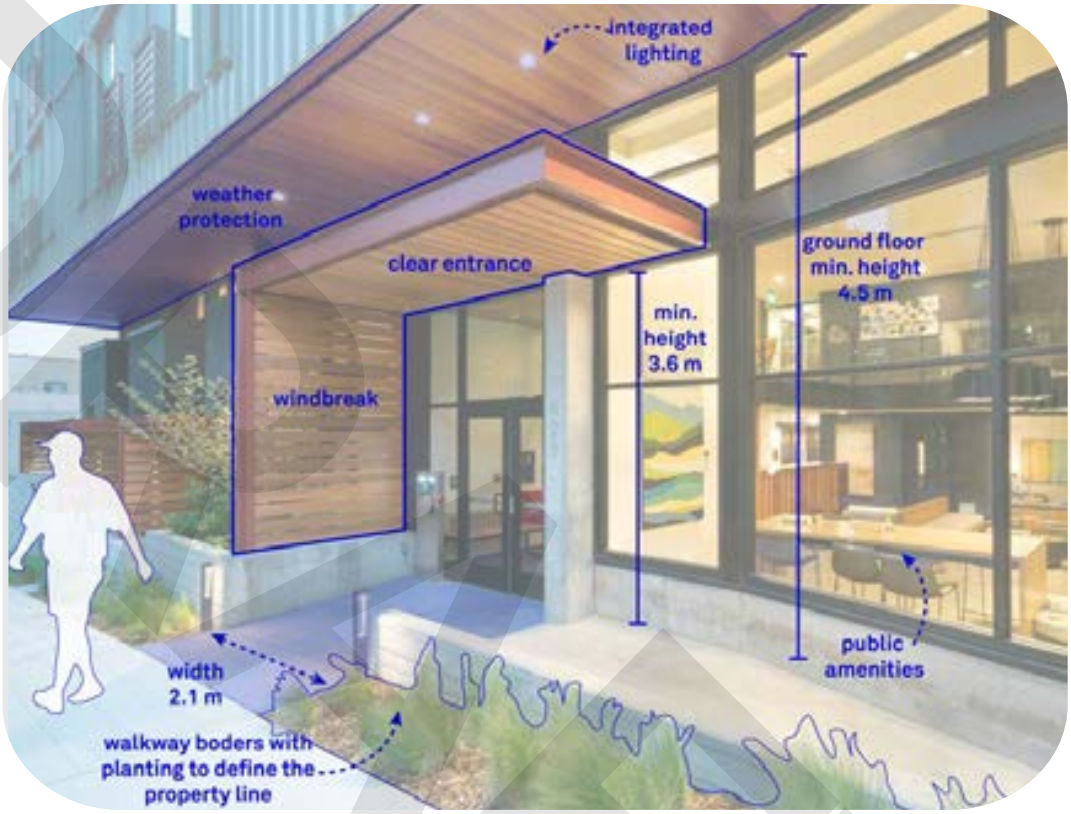


Figure 76.

temperature, ventilation, and acoustics.

c) The integration of vegetation and interior landscape elements is encouraged in publicly-accessible interiors. Energy efficient building systems and the use of carbon neutral solutions should also be considered when designing or retrofitting publicly-accessible interiors.

d) Common entrances should be well defined, visible and located at the same level as the pedestrian clearway or provide accessible unobstructed entry paths. Entrances will be fully accessible in compliance with the City of Vaughan Inclusive Design Standards. Areas between the public street and the entrance to the building are considered a buffer between public and private and should be designed following CPTED principles and with consideration of the uses of the building. Canopies, awnings or architectural elements that protect from the weather should be provided at entrances. Trees, landscaped areas and bike parking should also be provided to establish a welcoming and convenient zone at the threshold of a building.

Promenade Centre will fully support multi-modal transportation, with universally accessible public spaces, off-street Shared Use paths, and new cycling facilities on every public street. The new Transit Terminal and proximity to the Disera-Promenade BRT Station give visitors and residents good opportunities to arrive by public transit.

8.0 Streets and Connections

Policy Reference

- Promenade Centre Secondary Plan, 5.2
- Promenade Centre Secondary Plan, Schedule E

8.1 Multi-Modal Transportation Network

Promenade Centre will fully support multi-modal transportation, with universally accessible public spaces, off-street Shared Use Paths, and new cycling facilities on every public street. The Transit Terminal and proximity to the Disera-Promenade BRT Station allow for good opportunities to arrive by public transit.

Promenade Centre will be a complete community and will include residences, workplaces, and destinations, and have commercial and public amenities to satisfy all users' daily needs within walking distance. People will be encouraged to walk, cycle, and take public transit where pathways are efficient, comfortable, and interesting; All streets and connections will be designed with the pedestrian experience in mind.

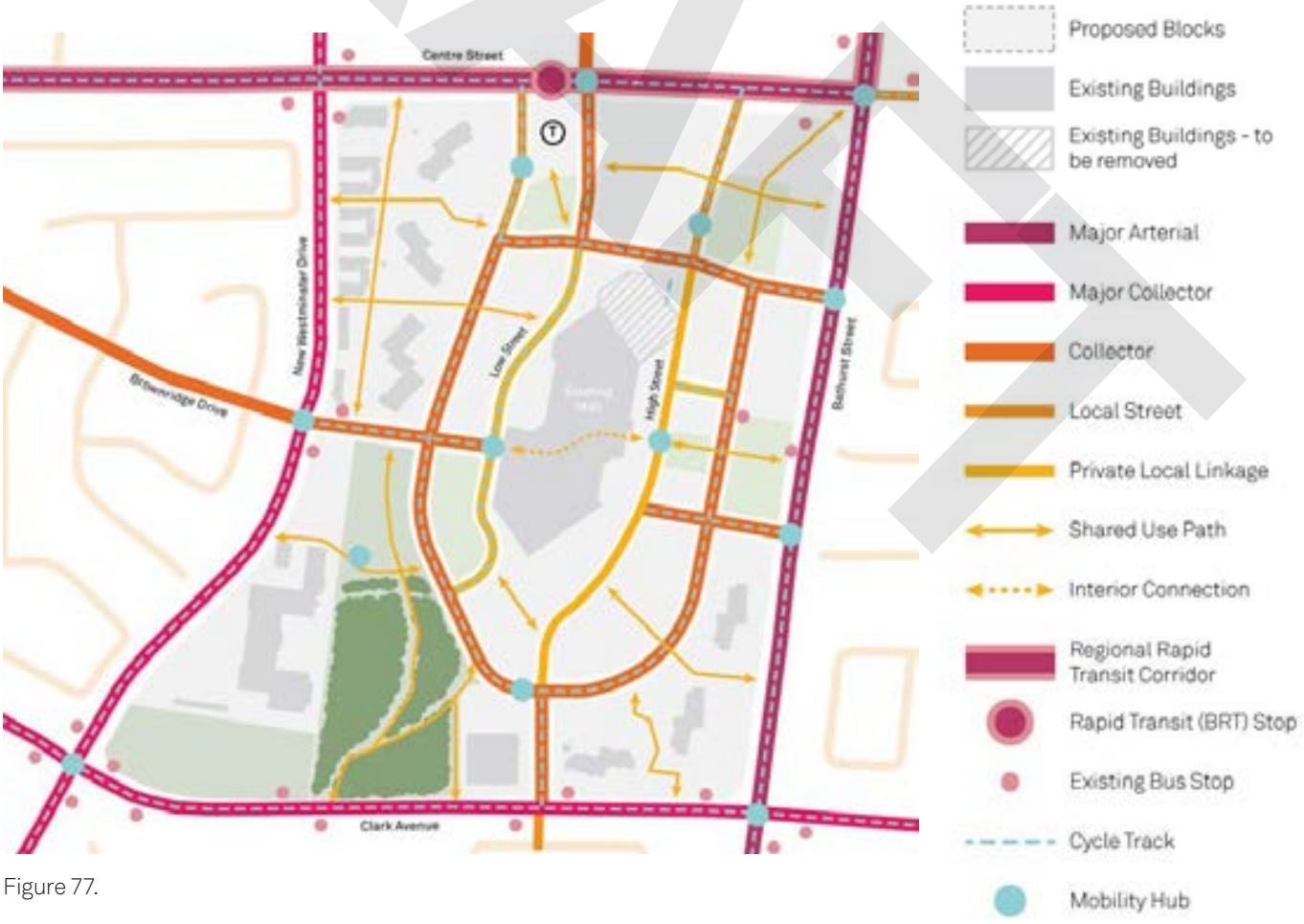


Figure 77.

8.2 The Three Promenades

Within Promenade Centre, streets and paths are not just a means to get from one place to another — they are a part of the public realm, and the connective tissue that brings all of the parks, plazas, homes, shops, and workplaces all together. Streets are essential spaces where informal everyday activities of public life take place.

Within the larger street network, three "Promenades" will create ways to experience Promenade Centre from different perspectives:

The Central Promenade:

The Central Promenade links High Street and Low Street, creating a continuous route along the area's most active and vibrant streets. The streets will contain enhanced sidewalk zones and transparent, active ground floor uses that focus on the pedestrian scale.

The Green Street Promenade:

The Green Street Promenade follows a loop of quieter, green streets with wide pedestrian walkways, enhanced landscaping, and large-canopy street trees.

The Wellness Promenade:

The Wellness Promenade forms a recreational loop throughout Promenade Centre, linking neighbourhoods and parks. The 2km+ circuit will utilize the Shared Use Path network, and will include fitness equipment and playful elements for children.

Figure 78.

8.3 The Sidewalk Zone

The City of Vaughan defines the pedestrian realm within a street's right-of-way as the Pedestrian Boulevard. Where a private setback exists, an additional strip (the Frontage Zone) is located between the property line and the building face. To ensure a seamless transition between the public and private realms, all areas must be considered together when designing the streetscape. The term Sidewalk Zone refers to all components of the pedestrian realm between the roadway and the building face, which consist of:

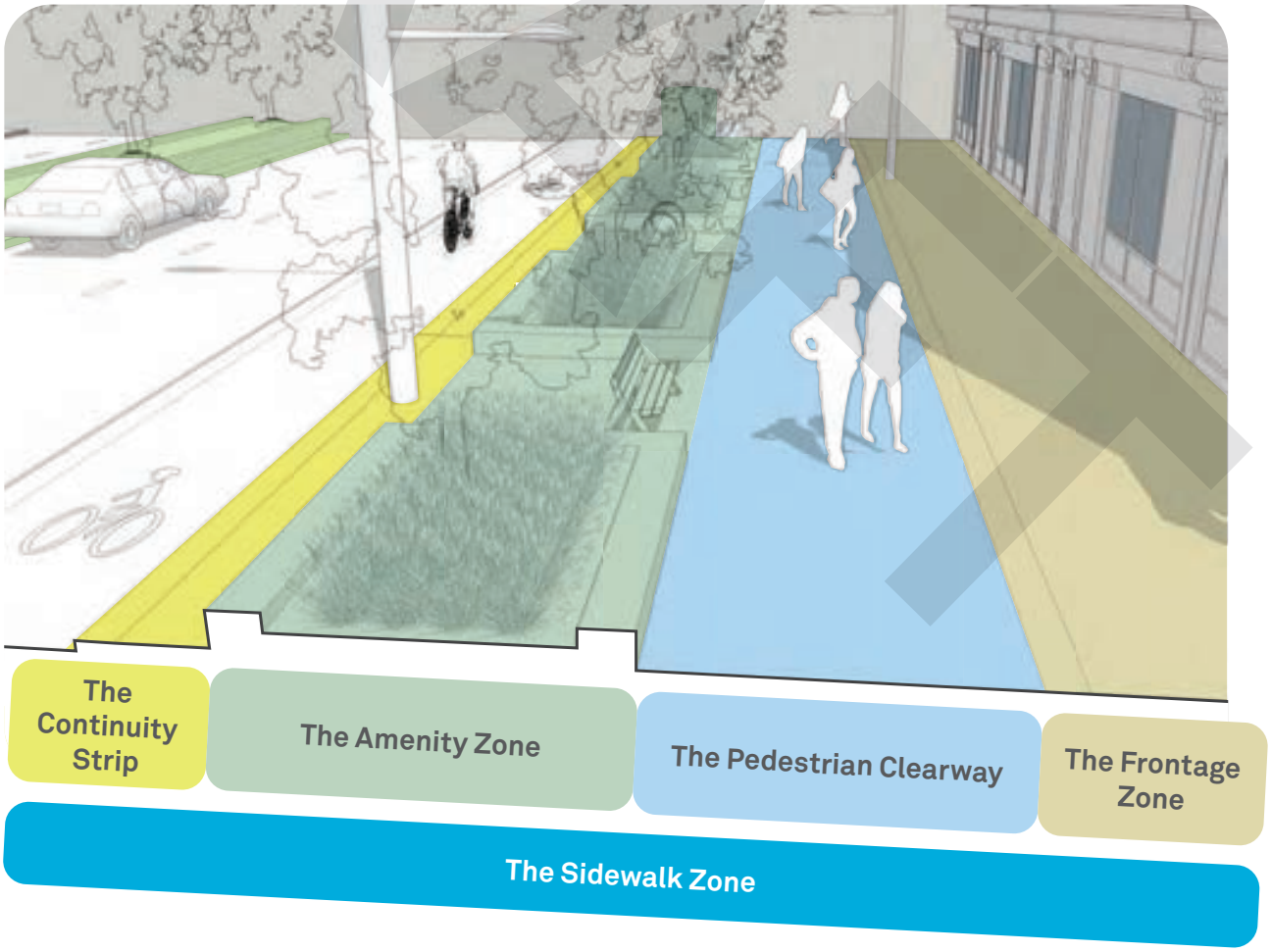


Figure 79.

The Continuity Strip:

Located between the Amenity Zone and the vehicular roadway or cycle lane. It provides safety clearance for vehicles opening their doors toward the sidewalk. They can be hardscaped or softscaped. Utility poles, signage, and light poles can be located here, and it also provides a location for snow storage.

The Amenity Zone:

The Amenity Zone is critical in determining the character of the streetscape. Typically located between the Continuity Strip and the Pedestrian Clearway Zone. The appearance of the Amenity Zone can vary greatly, with a combination of hardscaped or softscaped surfaces. Trees, plantings, and LID features are typically located here, as well as street furnishings, bicycle parking, waste receptacles, and lighting. It acts as a further buffer between the Pedestrian Clearway Zone and the roadway, are places to gather and meet within the street. There may be one or more amenity zones within the Sidewalk Zone if the width of the streetscape allows.

- In these guidelines, the word "sidewalk" is used to refer to the Sidewalk Zone and all of its components. The space within a sidewalk specifically dedicated for pedestrian travel is referred to as a "pedestrian clearway" or the "Pedestrian Clearway Zone"

The Pedestrian Clearway Zone:

Typically located between the Amenity Zone and the Frontage Zone, but can be located between two Amenity Zones. It provides an unobstructed path of travel for pedestrians to move along the street and is made up of hard paving materials. The path should be free of obstacles and furnishings, and may vary in width based on the expectation of pedestrian traffic in the area, the adjacent land uses, and the street classification.

The Frontage Zone:

Located between the Pedestrian Clearway Zone and the edge of the adjacent building or other land use. The Frontage Zone provides a transition between the public realm and private realm, and is highly variable based on the adjacent uses, either inviting people in, or providing a privacy buffer. They can include hardscape surfaces to allow pedestrians to move to and through the building frontage, with furnishings, signage, or other activities spilling out into the public realm; they can also be landscaped, providing a vegetative buffer between the public and private uses. It can greatly vary in width based on the nature of the street and the adjacent land uses. The Frontage Zone is typically located within the private setback, but may partially be located in the right-of-way, as long as it does not obstruct the Pedestrian Clearway Zone.

8.4 Complete Streets

Complete Streets serve as more than just connections, they are places within themselves. They have the right dimensions and amenities to support social gathering, passive enjoyment, and commercial activity, while ensuring safe and comfortable pedestrian and cyclist movement, balanced with efficient vehicle movements and public transit access.

"A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature."

- Complete Streets for Canada

General

a) Streets of all classifications within the Promenade Centre Study Area should comply with Complete Streets Principles as outlined in this section.

b) All streets must include facilities that comply with AODA and Vaughan Inclusive Spaces Guidelines

Pedestrian Facilities and Safety

c) Pedestrian Clearway Zones should be 2.1 m.

d) Any street furnishings, plantings, or other urban elements must be placed in a way that does not obstruct the pedestrian clearway. A minimum of 3.0 metres of headroom must be provided on all pathways. Trees and other vegetation lining pathways must be maintained to this standard.

e) Pedestrian clearways will have adequate separation from vehicle traffic through a combination of cycling lanes, Continuity Strips and/or Amenity Zones

f) Street crossings should be safe, visible, and well-marked, and placed at frequent intervals. Mid-block crossings and prominent intersections should be raised to the level of the sidewalk.

Figure 80.

Figure 81.

Cycling Facilities and Safety

g) Physically separated Cycle Tracks or Multi-Use Trails should be located on all new streets. Other kinds of cycling facilities may be considered where traffic speed and volumes permit.

h) Where the roadway is shared between cyclists and vehicles, the speed limit of the roadway should not exceed 40km/h

i) Streets and intersections should be designed to prioritize safe and efficient movement of bicycles. Some measures include: bicycle-priority and/or phased traffic signals, two-stage turn boxes, speed bumps and corner wedges, median refuge islands, and appropriate signage indicating bicycle priority and yield signals for vehicles.

j) Ample public bicycle parking should be located in prominent, visible, and convenient locations within the public realm.

Public Transit Access

k) Ensure safe and direct access for pedestrians and cyclists to move to and from the Disera-Promenade BRT stop on Centre Street, the Transit Hub, and other transit stops on surrounding streets.

l) New or relocated transit stops should be located in visible locations in proximity to public spaces, the pedestrian and cycling network, and Mobility Hubs

m) Transit stops should provide places to sit and protection from the elements.

n) Transit stops must be fully accessible. Where visual information is displayed, text-to-speech functions and other accessibility features should be provided.

o) Consider providing digital displays in conjunction with high-volume bus stops that include real-time next bus information and live updates on any delays.

p) Consider bus-priority lanes where heavy vehicle traffic is expected.

Figure 82.

Figure 83.

Figure 84.

Streets as Places/Green Streets

q) Complete streets are themselves destinations within the overall network of public spaces, and should be designed and dimensioned with the immediate context and level of activity in mind.

r) Provide places within streets for gathering, socialization, relaxing, and exercise.

s) Sunlight should be maintained as much as possible on sidewalks of active streets.

t) The design of streets and buildings as they interface with the street should provide for good microclimate conditions and comfort in all seasons and times of day.

u) Create wider Frontage Zones in areas where higher pedestrian activity and active ground floor uses are expected.

v) Street design should support an active commercial district and provide value to the neighbourhood.

w) Streets should incorporate a biodiverse palette of trees, plantings, and opportunities to integrate LID stormwater management infrastructure into their design.

x) Proper growing conditions should be provided to ensure healthy vegetation and mature growth of trees, grasses, and understorey plantings.

y) All streets should include a Continuity Strip zone and/or Amenity Zone between the pedestrian clearway and the roadway or cycle track.

z) CPTED principles should be incorporated into the design of all streets, including consideration on lighting, views and sightlines, overlook and passive surveillance, and points of escape.

8.5 Streetscapes

8.5.1 Centre Street

Centre Street is expected to experience substantial growth, due in part to the Highway 7 West Rapidway, and also envisioned in The York Regional Official Plan and the Vaughan Official Plan. It has been designated a Primary Intensification Corridor and includes dedicated Bus Rapid Transit lanes. In November 2013, the City of Vaughan adopted the Centure Street Urban Design Guidelines, which sets out a direction for intensification along this corridor.

There is a significant grade change from the Centre Street sidewalk into the site, and special attention must be paid to new building entrances along Centre Street and the public realm treatment of streets leading into Promenade Centre. The grade change allows for unique building and public realm opportunities, but they must be implemented in a way that ensures safe and accessible conditions for all users.

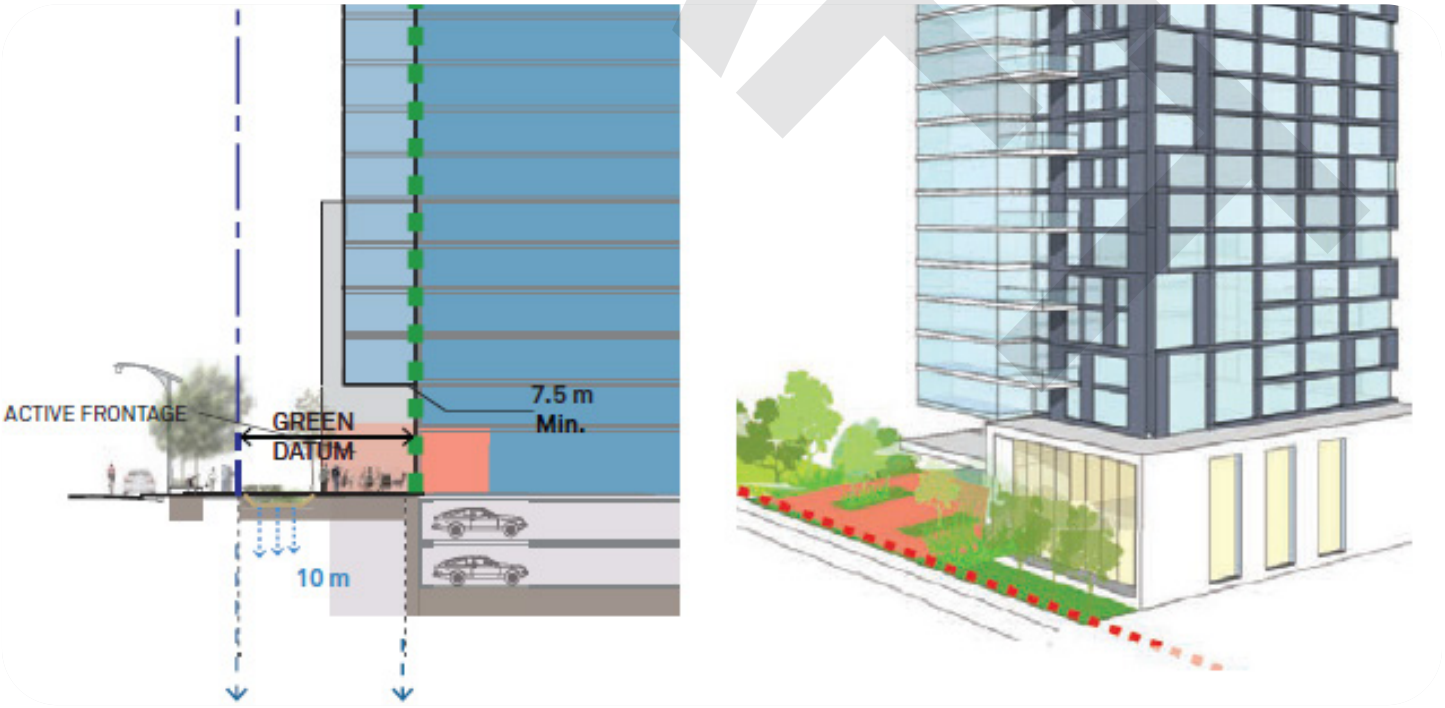


Figure 85.

a) Properties along Centre Street should apply the Avenue Streetscape Guidelines as shown in the Centre Street Urban Design Guidelines

b) Properties along Centre Street should apply the Green Approach on Intensification Corridors as presented in the City-Wide Urban Design Guidelines (CWUD).

c) Where commercial or retail uses or shared residential entrances are present at grade, the building setback should be a minimum of 3.5 metres (CWUD).

d) Where ground-oriented unites are present at grade, the building setback should be a minimum of 7 metres (CWUD).

e) Where a grade change is present, residential entries may be vertically separated from the level of the sidewalk. Access from the sidewalk should be provided. Maximum vertical separation is 1.2 metres to reduce the amount of stairs and area taken up by stairs.

f) If a grade change from the sidewalk requires the entrance to be non-accessible, an alternate primary accessible entrance to the unit must be provided.

g) Residential entries located on Centre Street must be adequately screened to mitigate privacy impacts from the public realm. The use of a vegetative buffer is encouraged to provide noise mitigation from traffic on Centre Street.

h) Non-residential entries and residential lobbies located on Centre Street must be accessible from the sidewalk.

Guidelines Reference

- York Region Construction Design Guidelines And Standards

8.5.2 Bathurst Street

Bathurst Street is designated a Regional Major Arterial Road accommodating between five to eight vehicle lanes along the east side of Promenade Centre. It currently contains no active uses along the street, with the backyards of single-detached homes oriented toward the street on the east side.

Bathurst Park and the Promenade Centre Gateway Plaza will connect the mall with Bathurst Street, creating a gateway to the site from the east. As Promenade Centre develops, new buildings should be oriented toward Bathurst Street, to further invite people inward and integrate Promenade Centre within its context.

a) Properties on Bathurst Street should apply the must have a minimum front property line setback of 7 metres.

b) Properties along Bathurst Street should apply the Green Approach on Intensification Corridors as presented in the City-Wide Urban Design Guidelines (CWUD).

c) Where commercial or retail uses or shared residential entrances are present at grade, the building setback should be a minimum of 3.5 metres (CWUD).

d) Where ground-oriented unites are present at grade, the building setback should be a minimum of 7 metres (CWUD).

e) Where a grade change is present, residential entries may be vertically separated from the level of the sidewalk. Access from the sidewalk should be provided. Maximum vertical separation is 1.5 metres to reduce the amount of stairs and area taken up by stairs.

f) If a grade change from the sidewalk requires the entrance to be non-accessible, an alternate primary accessible entrance to the unit must be provided.

g) Residential entries located on Bathurst Street must be adequately screened to mitigate privacy impacts from the public realm. The use of a vegetative buffer is encouraged to provide noise mitigation from traffic on Bathurst Street.

h) Non-residential entries and residential lobbies located on Bathurst Street must be accessible from the sidewalk.

8.5.3 Collectors

As defined in the Vaughan Citywide Streetscape Implementation Manual, Collectors are "medium-sized municipal streets that connect the arterial street network to the local street network. Collectors are characterized by a balance of vehicular and cycling movement and pedestrian activity"

Collectors in Promenade Centre form the primary loop drive of green streets within the site, and gateway streets accessed from Centre Street, Bathurst Street, Clark Avenue West and New Westminster Drive. These streets should allow for a relatively higher volume of vehicle traffic and bus routes through the area. Wide buffers and cycle tracks separate the pedestrian realm from the roadway, with large-canopy street trees and ample opportunities for greening and LID features in the streetscape.

a) Collector Streets form the main vehicle transportation network through Promenade Centre, connecting the offsite arterial street network to Local Streets within the site, or to visitors' destinations in Promenade Centre.

b) Collector Streets will include multi-modal elements generally as depicted in Figure 86. including:

- Sidewalks on both side of the street
- Cycle tracks on both side of the street
- 2 opposing travel lanes
- A centre turn lane

c) Collector Streets should typically have a minimum right-of-way width of 24.5 metres at mid-block sections.

d) Parking should not be provided on Collectors. Exceptions may be made for accessible parking or lay-bys for pick-up, drop-off, and short-term loading where other opportunities do not exist.

Figure 86.

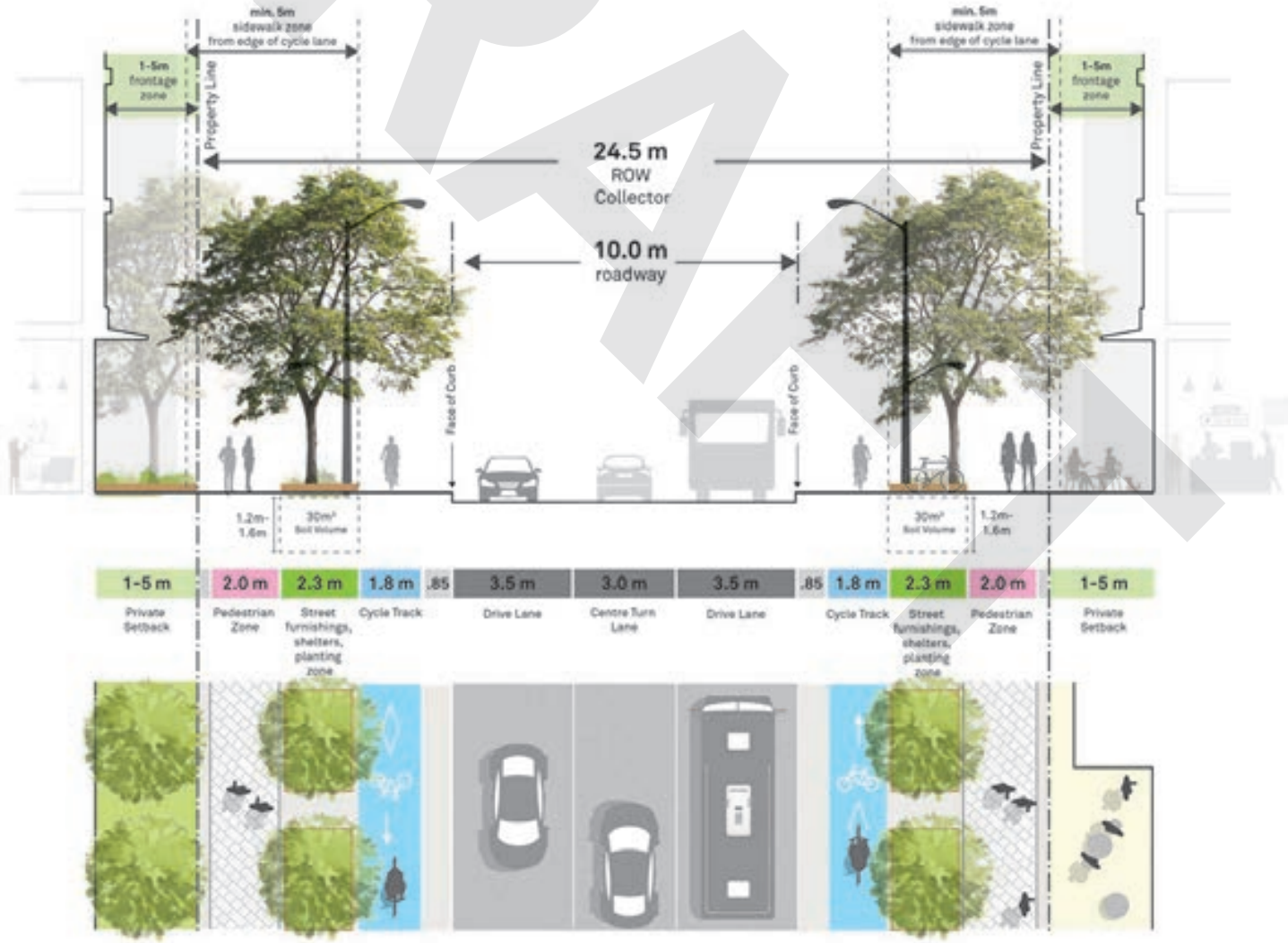


Figure 87.

Policy Reference

- Promenade Centre Secondary Plan, 5.2
- Promenade Centre Secondary Plan, Schedule E

8.5.4 Local Streets

The Vaughan Citywide Streetscape Implementation Manual defines Local Streets as "smaller-scale municipal streets with an emphasis on neighborhood activities and connections. Their intimate scale and slower speed is a comfortable and safe place for pedestrians, cyclists and slow vehicle traffic."

a) Local Streets will provide connections between Collector Streets and visitors' destinations in Promenade Centre.

b) Local Streets will include multi-modal elements generally as depicted in Figure 18 including:
   - Sidewalks on both side of the street
   - Cycle tracks on both side of the street
   - 2 opposing travel lanes

c) Local Streets should typically have a minimum right-of-way width of 20 metres at mid-block sections.

d) Where on-street parking is to be provided on one side of a Local Street, the right-of-way should be a minimum of 22 metres at mid-block sections.

e) Vehicular access to parking structures or to buildings for loading, servicing, and parking should typically be located from Local Streets.

Figure 88.

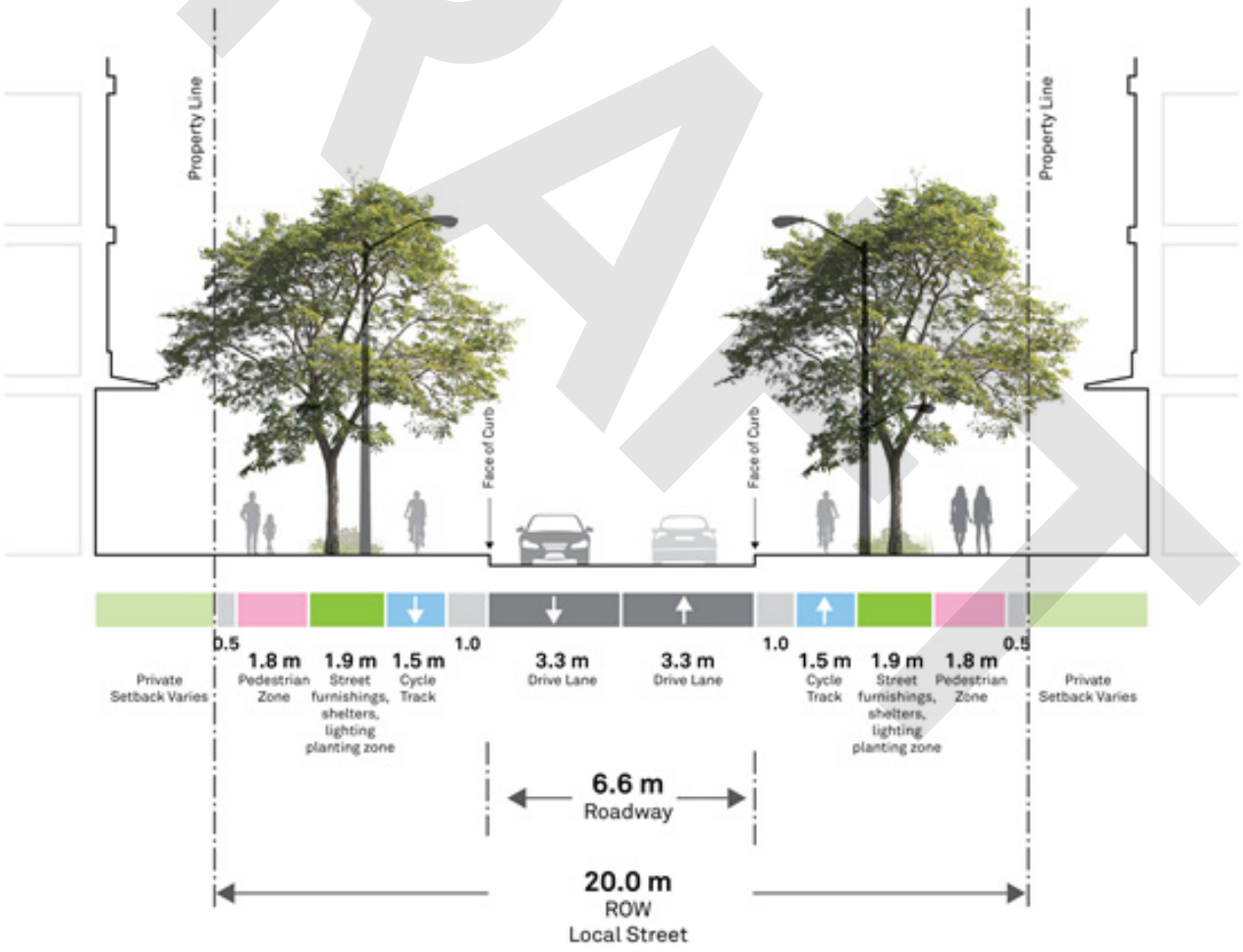


Figure 89. Local Street typical section (Promenade Centre Secondary Plan)

Policy Reference

- Promenade Centre Secondary Plan, 5.2
- Promenade Centre Secondary Plan, Schedule E

8.5.5 High Street (Private Local Linkage)

High Street will be Promenade Centre's area's most active vibrant street, and together with Low Street make up the Central Promenade. Active uses will animate the streetscape through Frontage Zone activities and a highly transparent ground floor. Signature paving will define the streetscape, and the Amenity Zone will contain plenty of areas for gathering and resting.

Figure 90.

a) High Street will include multi-modal elements generally as depicted in Figure 20 including:
   - Sidewalk Zones on both side of the street

b) High Street will be the primary active street within Promenade Centre. It will be pedestrian-priority, with wide sidewalks and an active and vibrant public realm.

c) High Street will include multi-modal elements generally as depicted in Figure 21 including:
   - Sidewalk Zones on both side of the street
   - 2 opposing travel lanes.
   - Cycling facilities (Sharrow Lanes)

d) High Street will be a slow street, allowing for bicycles and cars to share the roadway. The roadway will be designed to encourage slow vehicle movement and comfort for pedestrians and cyclists. Consider:
   - Raised pedestrian crosswalks that are flush with the sidewalk
   - Curb bumpouts to narrow the roadway featuring furnishings, public art, and/or plantings.
   - Minimized turning radii

e) The sidewalk zone and other public realm areas abutting High Street should incorporate signature paving patterns and materials. Signature paving should be considered for the roadway surface.

f) High Street should allow for high permeability from the street to shared use paths, publicly-accessible interiors, and/or active uses at grade.

g) Publicly-accessible interiors and active uses at grade should incorporate a high degree of transparency and interest between private space and public realm, including the use of floor-to-ceiling windows, engaging window displays, engaging signage and lighting, entryway treatments, and activity in the Frontage Zone.

h) Buildings abutting High Street should have engaging storefront displays that encourage views into the interior from the public realm. A high proportion of transparent materials should be used.

i) Buildings abutting High Street should incorporate awnings and other weather-protective elements into the façade. Awnings should project no less than 1.5 metres from the building face.

j) The height of the streetwall along High Street will be of a lower, pedestrian scale than in other areas of Promenade Centre, ranging from 3 to 5 storeys.

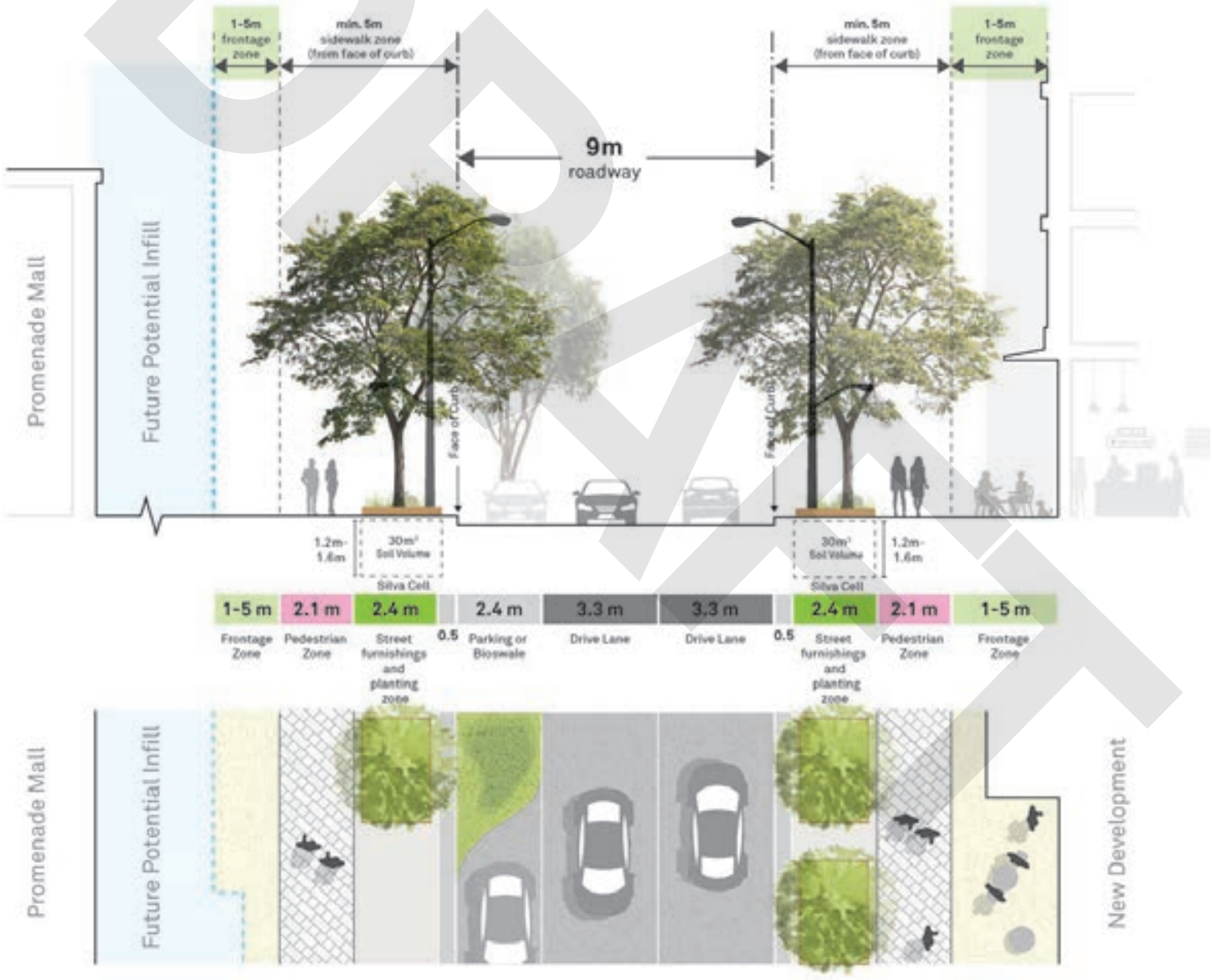


Figure 91.

8.5.6 Low Street (Private Local Linkage)*

Low Street is the secondary pedestrian-primary active street in Promenade Centre, completing the Central Promenade with High Street. Active uses at grade will animate the public realm, but to a lower degree than on High Street. Low Street is expected to accommodate a higher degree of vehicle activity and loading functions.

Policy Reference

- Promenade Centre Secondary Plan, 5.2
- Promenade Centre Secondary Plan, Schedule E

a) Low Street will be the secondary active street Promenade Centre. It will be pedestrian-priority, with wide sidewalks and an active and vibrant public realm.

b) Low Street will include multi-modal elements generally as depicted in Figure 22 including:
   - Sidewalk Zones on both side of the street
   - 2 opposing travel lanes.
   - A parking lane with landscaped curb bumpouts
   - Cycle lanes

c) Bi-directional cycling facilities may be provided on one or both sides of the street. Further transportation studies will need to evaluate the ideal configuration of the cycling facilities on Low Street with respect to the need to maintain loading functions.

d) Low Street will be designed to encourage slow vehicle movement and comfort for non-vehicle road users, including:
   - Raised pedestrian crosswalks that are flush with the sidewalk
   - Curb bumpouts to narrow the roadway featuring furnishings, public art, and/or plantings.
   - Minimized turning radii

e) Dimensions for street elements should generally be as shown in Figure 92.

f) The sidewalk zone and other public realm areas abutting High Street should incorporate signature paving patterns and materials. Signature paving should be considered for the roadway surface.

g) Low Street should allow for high permeability from the street to shared use paths, publicly-accessible interiors, and/or active uses at grade.

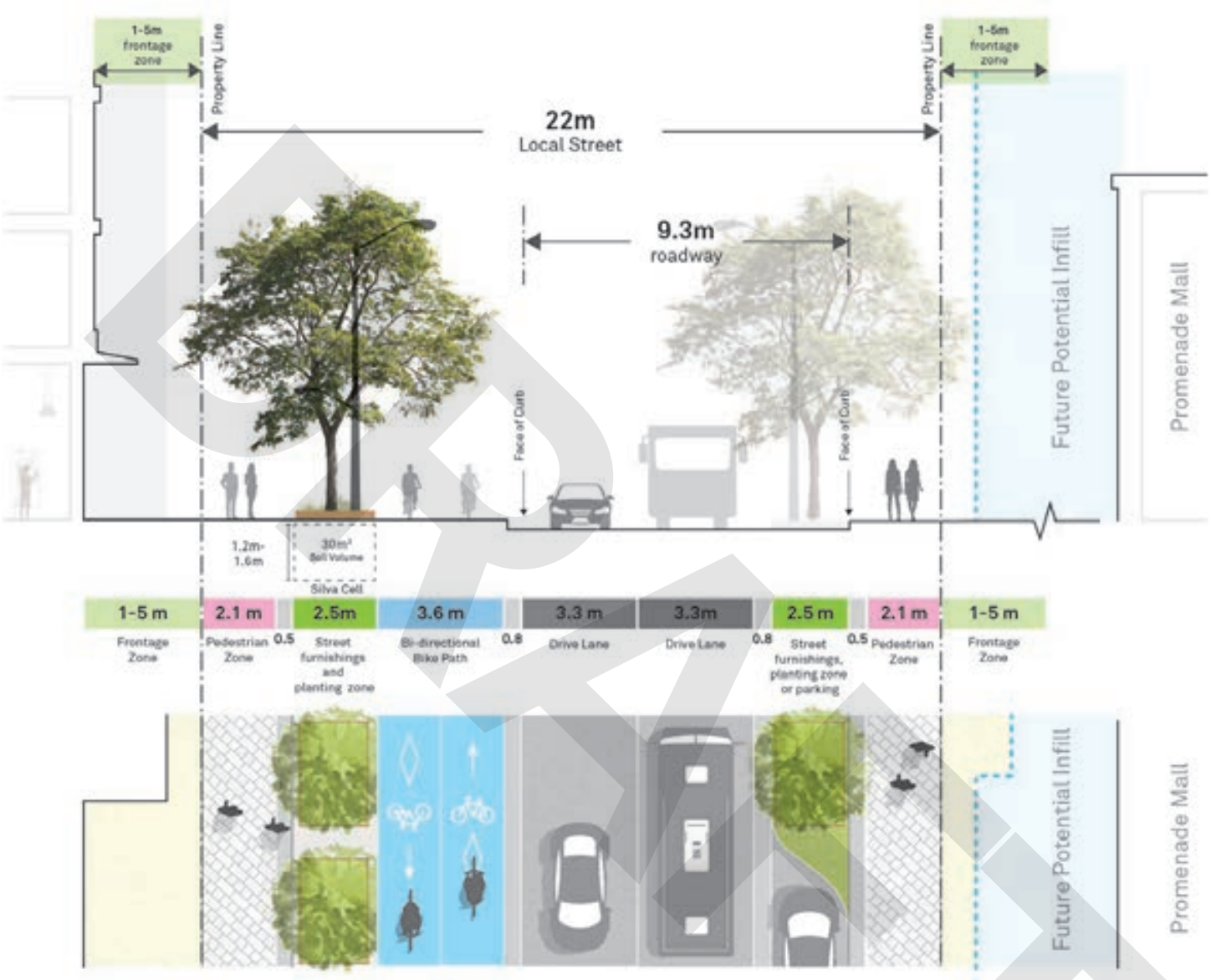


Figure 92. interim

h) Publicly-accessible interiors and active uses at grade should incorporate a high degree of transparency and interest between private space and public realm, including the use of floor-to-ceiling windows, engaging window displays, engaging signage and lighting, entryway treatments, and activity in the Frontage Zone.

i) Buildings abutting Low Street should incorporate awnings and other weather-protective elements into the façade. Awnings should project no less than 1.5 metres from the building face.

j) The height of the streetwall along Low Street will be of a lower, pedestrian scale than in other areas of Promenade Centre, ranging from 3 to 5 storeys.

8.6 Shared Use Paths

The Shared Use Path network provides pedestrian- and cyclist-primary movement throughout the site. Shared Use Paths provide publicly-accessible, direct, safe, and efficient movements throughout the area, connecting to key destinations and public transit connections. Limited vehicle access may be permitted on Shared Use Paths, subject to the guidelines below.

The Promenade Centre Secondary Plan sets out the required elements for Shared Use Paths and high-level illustrative sections. Evolving from this policy, these Guidelines recommend three Shared Use Path typologies, based on different activities and adjacent uses. These connections will be well integrated into and influenced by into their immediate surroundings, therefore, there is no one-size-fits-all solution. The ultimate design and layout of Shared Use Paths will be determined through the development process to the satisfaction of the City.

Policy Reference

- Promenade Centre Secondary Plan, 5.2
- Promenade Centre Secondary Plan, Schedule E

General

a) Shared Use Paths will include pedestrian and cycling paths, and urban elements, including lighting, that are designed and scaled for pedestrian and cyclist movement.

b) The Shared Use Path network should connect the surrounding transit system, including the Transit Terminal and the Disera-Promenade BRT stop on Centre Street.

c) The Shared Use Path network should connect to key destinations and open spaces and well as neighbourhood areas.

d) Shared Use Paths will create publicly-accessible mid-block connections, leading to Publicly-Accessible Spaces in the interior of blocks.

e) Where Shared Use Paths intersect with streets within and surrounding Promenade Centre, safe and direct mid-block crossings should be provided.

f) Where Shared Use Paths create a mid-block connection or otherwise pass between two buildings, the minimum separation distance between buildings will be 15 metres.

Figure 93.

8.6.1 Mews

The Vaughan Citywide Streetscape Implementation Manual ("VCSIM") defines Mews as "small-scale streets that may be pedestrian and cycling only, or pedestrian and cycling-oriented streets that accommodate vehicular laneway functions. In the second option, mews can be designed to balance the servicing and parking access functions of a laneway with active building frontage and generous pedestrian space. Mews contribute to fine-grain connectivity for a greater versatility of movement."

Mews are pedestrian-primary spaces that allow limited local access for vehicles within a shared street. While mews will serve as mid-block through-connections for pedestrians and cyclists, vehicles may need to access the interior of block to provide loading functions for retail and commercial units, access to underground parking, accessible parking spaces, and pick-up/drop-off spaces that cannot be provided on the street. Path dimensions, furnishings, materials, and overall look and feel will signal to drivers that this is a place to drive slowly and carefully, and to expect other users on the street. They may feature a non-linear roadway to further slow vehicles and to create a unique public space.Mews will allow for shared use of the roadway for vehicles, cyclists, and pedestrians, and should favour a curbless roadway design.

a) Mews will allow for shared use of the roadway for vehicles, cyclists, and pedestrians, and should provide a curbless roadway design.

b) Tactile surfaces, bollards, and/or contrasting paving materials should be considered where potential vehicle conflicts are anticipated or where the roadway is not otherwise visually clear.

Figure 95.

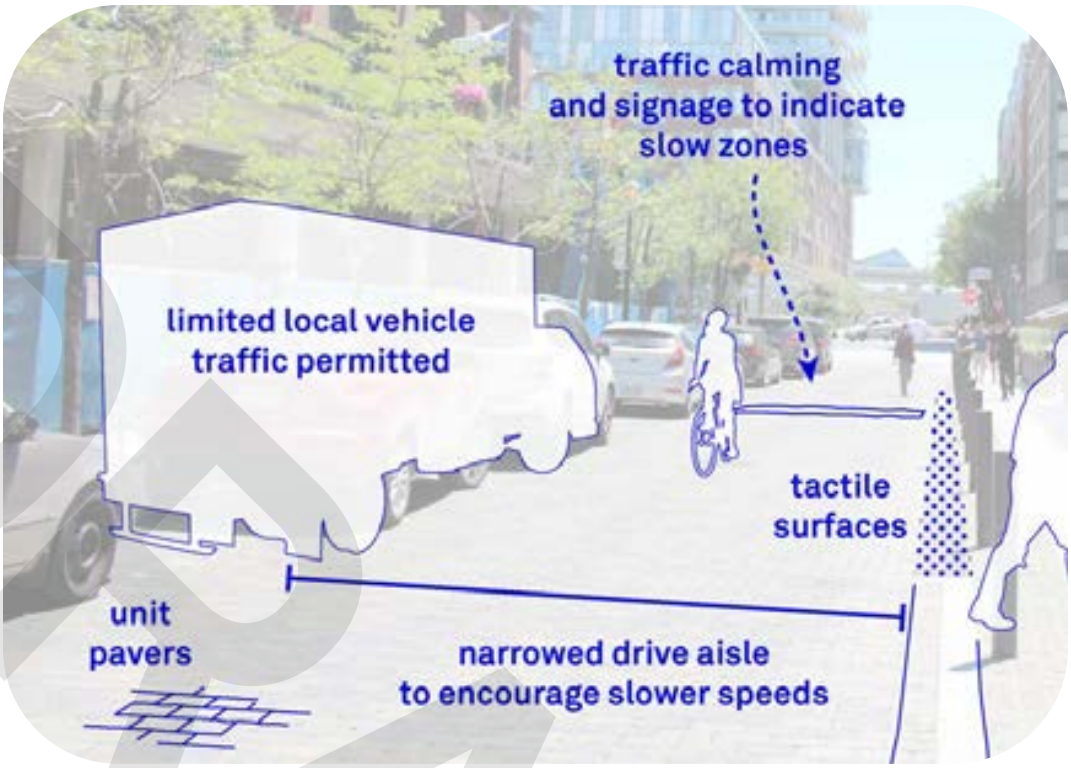


Figure 96.

c) Mews should be paved with unit pavers or poured concrete that differentiate the space from other (asphalt) roadways.

d) Mews will be designed to favour comfort and safety for pedestrians and cyclists in the roadway and encourage slow vehicle movement. Traffic calming measures should be integrated into the design of the roadway, including:

- Narrowed roadways and lanes
- Speed bumps
- Landscaping, furniture, and other urban elements within the roadway
- Minimized turning radii
- Signage should be employed as a last measure only in conjunction with other traffic calming measures.

e) The speed limit in Mews shall not exceed 30km/h

f) The roadway width within Mews should typically be 4 metres.

g) One-way vehicle traffic through Mews is encouraged, to reduce the use of the path as a cut-through for traffic.

h) Parking should not be provided in Mews. Exceptions may be made for accessible parking or lay-bys for pick-up, drop-off, and short-term loading where other opportunities do not exist.

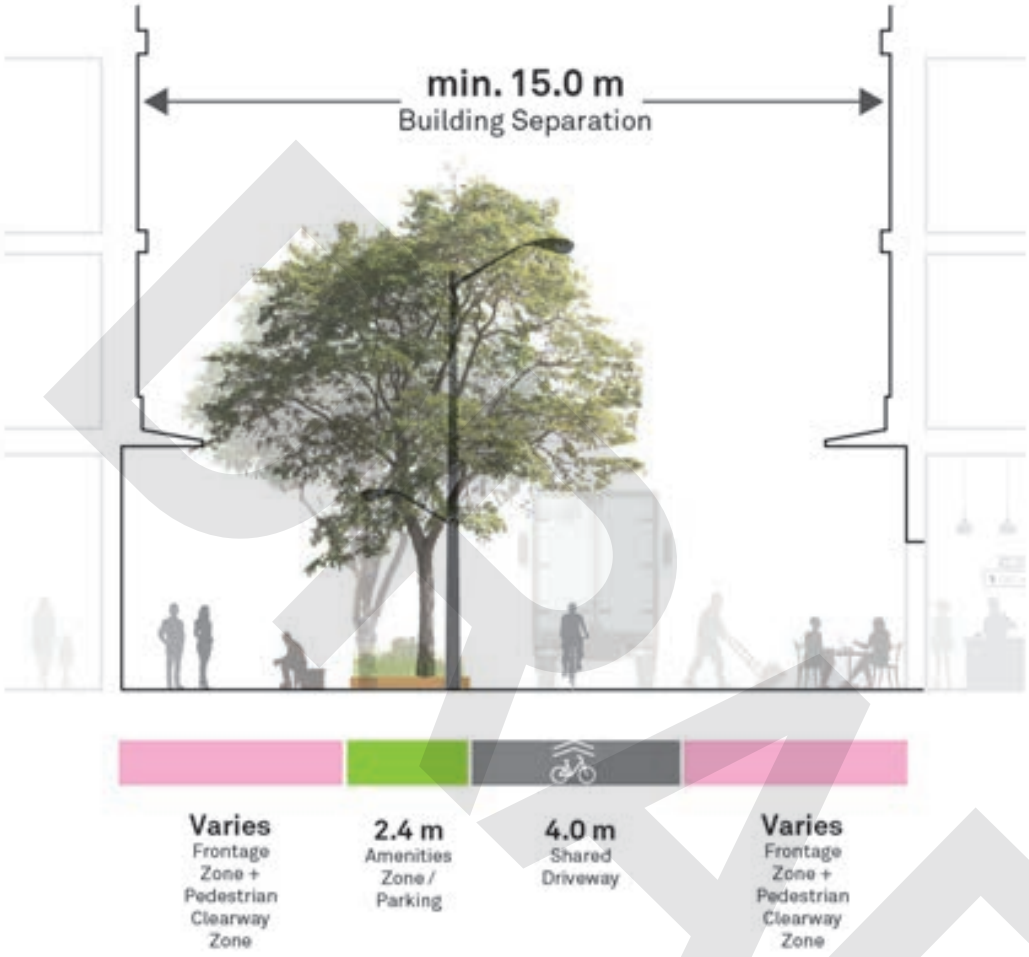


Figure 97.

i) Mews should contain some active uses at grade to justify the need for vehicle circulation. Where active uses at grade cannot be provided, Mews should be activated with public art, gathering places, feature landscaping, playful structures and furnishings, and other elements that will contribute to a safe and active public realm.

j) Building uses at grade and upper floors adjacent to mews should provide interaction with the street and passive surveillance, including building entries, operable windows, balconies, and upper floor terraces. Blank walls adjacent mews are discouraged.

8.6.2 Neighbourhood Paths

Neighbourhood Paths are mid-block connections that allow pedestrian and cycling movements completely separated from vehicle traffic. These paths are important for last-mile bike journeys and to provide a safe and direct walking network throughout Promenade Centre. Neighbourhood Paths will provide intuitive, direct connections that may break the street grid, connecting to parks, POPS, gateways, and other publicly accessible places. Paths will be able to accommodate vehicles for emergency access and limited servicing only.

a) Neighbourhood Paths will permit shared use by pedestrians and cyclists.

b) No local vehicle access is permitted in Neighbourhood Paths. Emergency vehicles and limited service vehicles will be permitted.

c) Neighbourhood paths should be paved with unit pavers or poured concrete that differentiate the space from other (asphalt) roadways.

d) Where Neighbourhood Paths travel through a development block, they should connect to interior publicly-accessible private spaces or other outdoor private spaces.

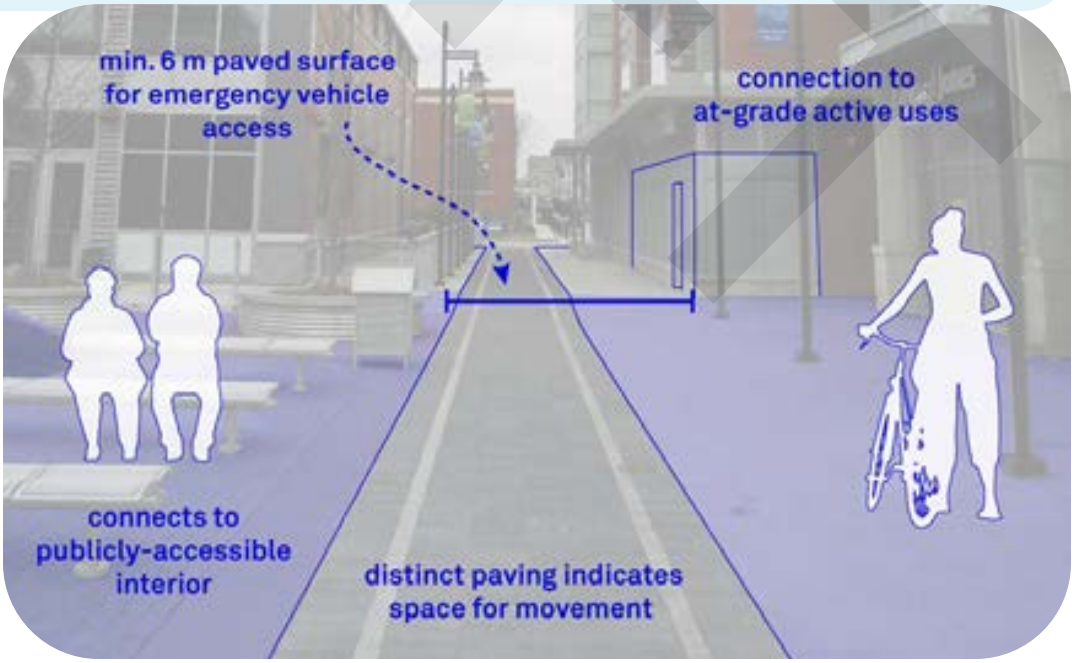


Figure 98.

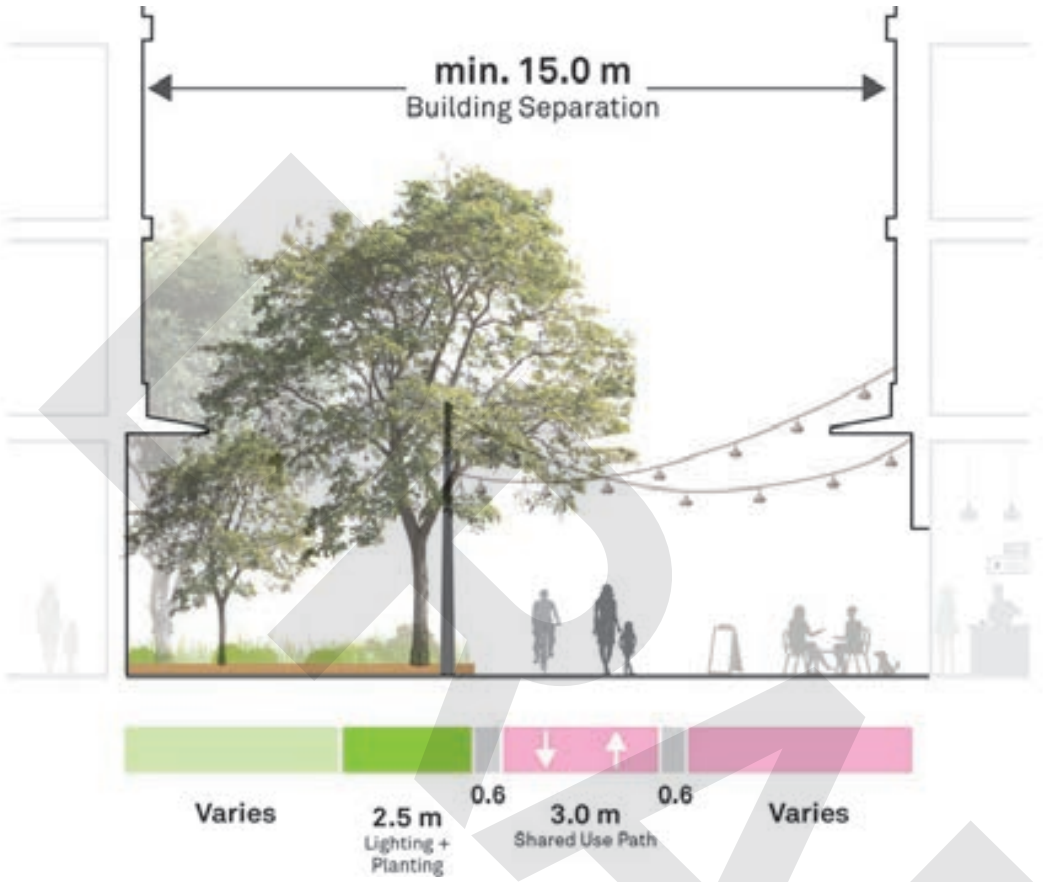


Figure 99.

e) Where Neighbourhood Paths travel through or along gathering spaces, the designated travel clearway should be differentiated from surrounding space through a material or colour change with acceptable visual contrast. Tactile surfaces may be required where high volumes are expected.

f) Neighbourhood Paths will be designed to favour comfort and safety for pedestrians slow cyclist movement. Signage should be employed as a last measure only in conjunction with other traffic calming measures.

g) Neighbourhood paths may include some active uses at grade as long as loading and servicing can be provided without impeding on the roadway.

h) Neighbourhood Paths should include pedestrian-scale lighting and other urban elements.

i) Neighbourhood Paths should be activated with public art, gathering places, feature landscaping, playful structures and furnishings, and other elements that will contribute to a safe and active public realm.

j) Building uses at grade and upper floors adjacent to neighbourhood paths should provide interaction with the street and passive surveillance, including building entries, operable windows, balconies, and upper floor terraces. Blank walls adjacent neighbourhood paths are discouraged.

8.6.3 Naturalized Trails

Naturalized Trails provide a recreational function for pedestrians, featuring ample trees and greening in naturalized settings. Naturalized Trails should be pedestrian-oriented and scaled.

Naturalized Trails will typically be located in the Pierre Elliot Trudeau woodlot in the Community Hub, but may also be used in existing residential areas where significant trees and landscaping are present, or in new green park spaces.

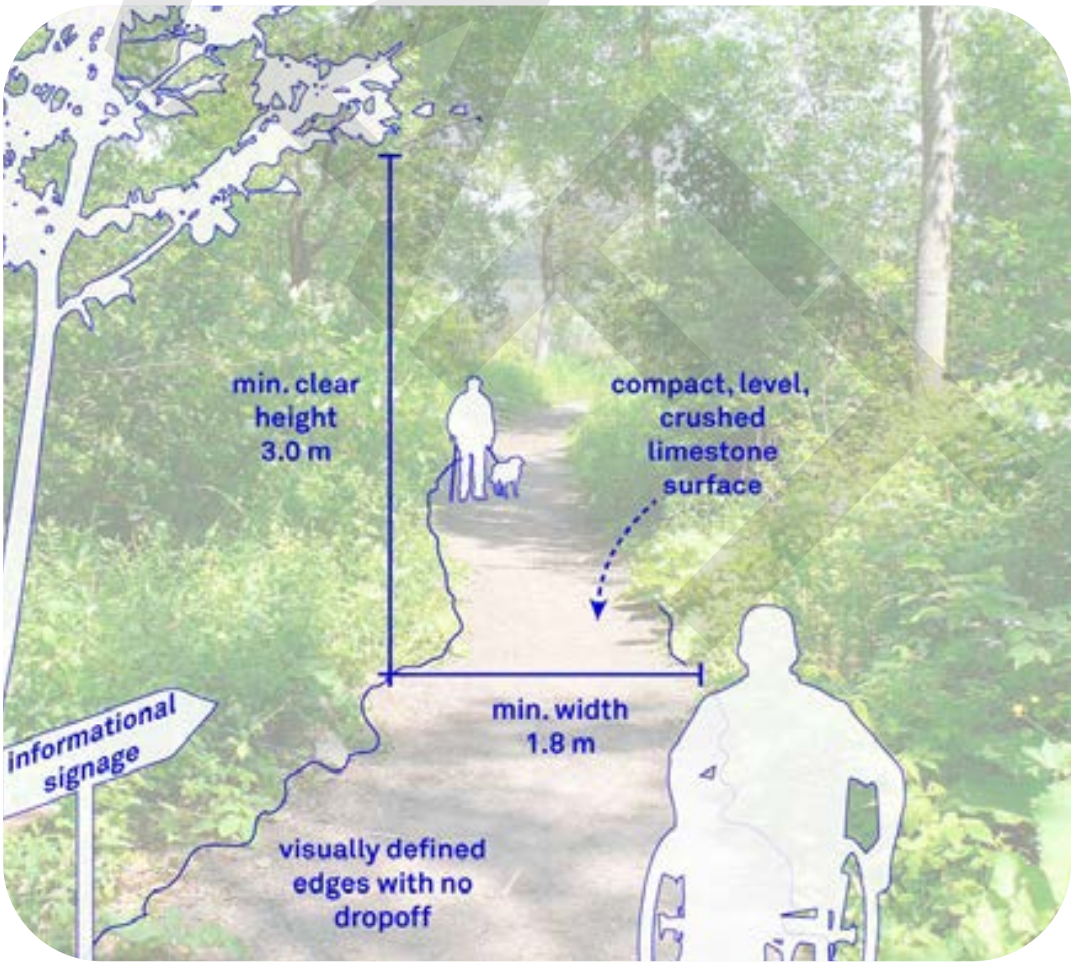


Figure 100.

a) Naturalized Trails should provide signage at designated trail access points with information such as trail length and access point locations.

b) Trail widths should ideally be a minimum of 1.8–3.0 metres, depending on trail conditions. A width of 2.1 is ideal to accomodate accessibility for all users.

c) Ensure trail surfaces are firm, stable, level, and well-draining. Crushed limestone aggregate is preferred.

d) Provide pedestrian-level lighting where feasible. If no lighting is provided, this should be indicated on trail signage.

e) Four-season maintenance of Naturalized Trails should be provided. Where not feasible, information on seasonal maintenance should be provided on trail signage.

f) Ample waste receptacles should be provided to encourage responsible disposal of pet waste. Pet waste bag dispensers should be encouraged.

g) The design of waste receptacles should feature an accessible, self-closing lid to discourage wildlife activity.

8.7 On-Street Parking

8.7.1 Vehicle Parking

a) Access to parking lots, parking structures, underground parking, or other dedicated parking facilities should be located as close as possible to points of entry to Promenade Centre to reduce the amount of time vehicles spend circulating through the site.

b) Access to parking lots, parking structures, underground parking, or other dedicated parking facilities should be located off of Local Streets.

c) On-street parking is permitted on all Local Streets with a minimum right-of-way width of 22 metres, on High Street, and on Low Street.

d) Parking is generally not permitted on Collector Streets, Local Streets with a right-of-way width of less than 22 metres, or Shared Use Paths.

e) Accessible parking spaces should be provided in proximity to primary destinations and building entries.

f) An accessible path of travel must be provided within parking areas, using contrasting materials and/or lighting as needed to ensure visibility and safety for both vehicles and pedestrians.

g) Smart parking solutions should be sought, including smart payment options, and digital displays or apps to indicate parking availability throughout Promenade Centre.

8.7.2 Bicycle Parking

a) Ample bicycle parking should be located throughout the site in highly visible and convenient locations.

b) Enhanced bicycle parking and other bicycle amenities will be provided at Mobility Hubs throughout Promenade Centre, which may include sheltered parking. Bike lockers and repair stations. Refer to Section 10.6 Intermodal Station (Mobility Hubs)

c) Where bicycle parking is provided on streets, in may be located in the Amenity Street and/ or in the Frontage Zone.

d) Minimum bicycle parking requirements will be established for developments, with a mix of short-term and secured long term spaces for residents, employees, and visitors.

Policy Reference

- City of Vaughan Pedestrian and Bicycle Master Plan

Within Promenade Centre, a focus on green infrastructure, planting and biodiversity will not only have a positive impact on the environment, but provide a meaningful and comfortable public realm experience for pedestrians and cyclists.

9.0 Green and Blue Network

9.1 Integrated Stormwater Management

Integrating stormwater infrastructure provides a wide range of advantages within the streetscape. Green infrastructure and low impact development ("LID") creates a thriving, pedestrian-friendly street that offers a naturalized buffer, reduces impervious surfacing, increases tree canopy, mitigates heat island effect and slows traffic. These integrated systems extend beyond the streetscape, providing additional support for nearby park lands, contributing to a holistic approach to water overflow, biodiversity, and urban cooling.

Green infrastructure captures and infiltrates water before it enters the traditional piping drainage system. It provides a natural relief on the built environment, improves street aesthetics, and delivers benefits to the community.

Given the grade changes across Promenade Centre, it is important to consider the surrounding context and work with the natural drainage patterns of the site. Promenade Mall and the surrounding roadways provide a unique opportunity to retrofit aging infrastructure to allow for as many LID design strategies as possible. Considering not only vehicular routes, but also parkland, cycle track and pedestrian pathways that can support enhanced vegetation, stormwater captivation and well-designed rest stops for the community are essential.

As much of the site will be encumbered by underground structures, it's important to consider how drainage, infiltration and flooding may occur and what impacts this may have on the streetscapes and dedicated open spaces. The infrastructure will need to strike a balance between green solutions and traditional drainage infrastructure to ensure water drainage and infiltration rates are maximized to restrict potential flooding and overflow concerns.

With new utility mains, structures, and services located along the street, it is beneficial to review how traditional utilities can be integrated with LID systems for a sustainable approach to streetscape design.

Within the right-of-way and where feasible, bioretention areas including rain gardens, swales, permeable paving, tree pits and supporting soil volume to slow down and clean stormwater runoff, reducing the demand for grey infrastructure

Policy Reference

- Promenade Centre Secondary Plan 8.2 and 9.2

Guidelines Reference

- Vaughan City-Wide Streetscape Implementation Manual 6 Planting
- City-Wide Urban Design Guidelines 6.1.1 The Green Approach
- Integrated Urban Water Plan

is encouraged. Incorporating green solutions will have a positive impact on the environment, but will also provide a positive public realm experience for pedestrians and cyclists.

In support of Vaughan's existing guidelines on the management of stormwater quality and quantity, Promenade Centre should incorporate low impact development, infiltration basins, bioswales and permeable surfaces as efficiently as possible.

a) Include green infrastructure and stormwater management as part of the overall streetscape and public realm design. Depending on the surrounding context, swales, rain gardens, bioretention and infiltration basins may be provided.

b) Prior to the implementation of LID systems, analyze existing conditions of the site (including soil types and infiltration rates, topography, existing utilities and services, roadway alignment, etc.) to ensure maximum success.

c) Provide sufficient soil volume, make up and sub-base for all proposed vegetation to ensure soil is aerated and non-compacted for successful growth and longevity of plant material.

d) Ensure green infrastructure is maintained to monitor and allow for proper water drainage.

e) Green infrastructure should not be placed in conflict with public utilities, services or access points. If soil cells are installed, allow for bridging to accommodate utility infrastructure to ensure access is provided where necessary.

Figure 102.

Figure 103.

f) Where possible, encourage low impact development solutions as the initial approach to stormwater management. Where necessary, incorporate a mix of traditional piping to ensure peak flow control, erosion control, water quality treatment and water balance to provide the minimum stormwater management targets.

g) Select plants that can withstand urban elements (salt spray, drought, dog urine, etc.) to ensure healthy and thriving vegetation.

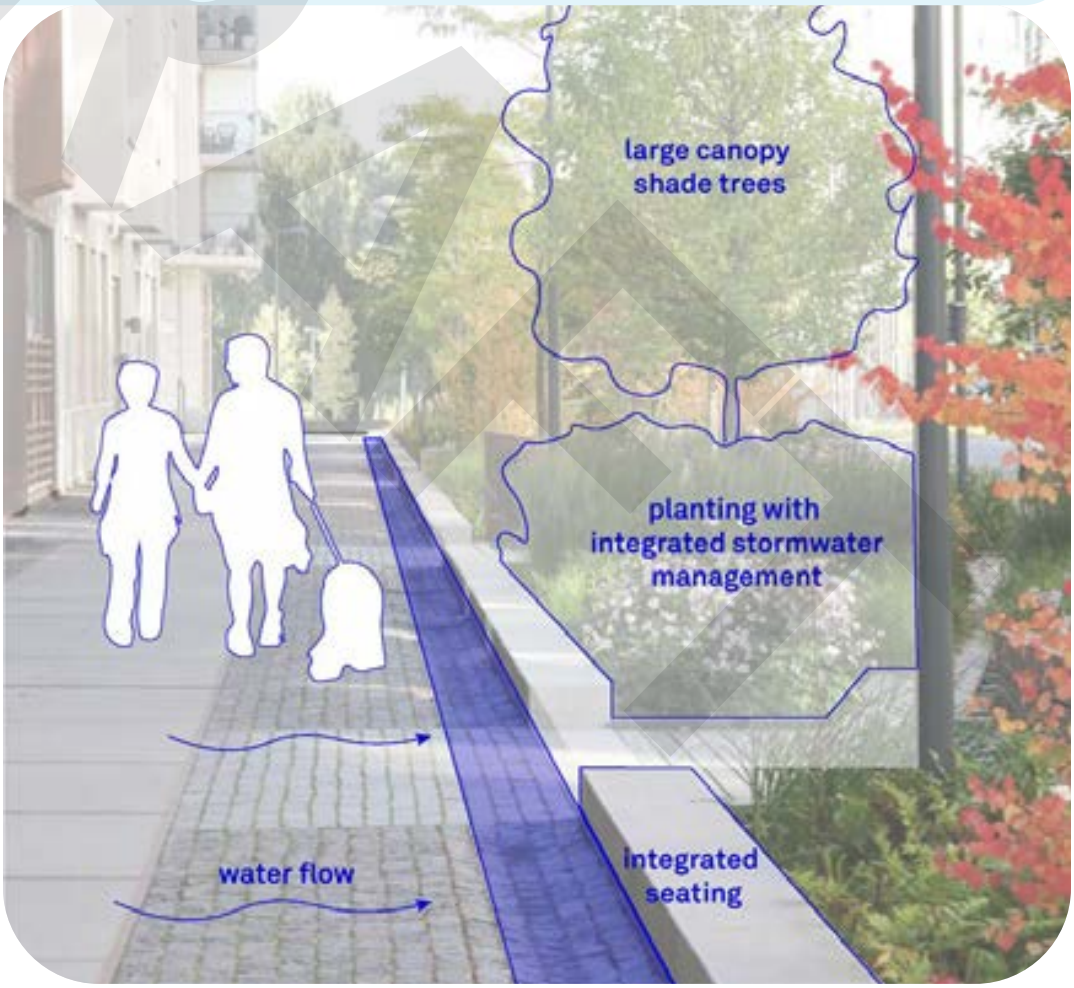


Figure 104.

9.2 Biodiversity and Plant Selection

The value of green, vegetated streets goes beyond providing water flow management and aesthetic value to the streetscape. A variety of native plantings should be chosen to allow for increased nectar and pollen, seed and fruit for birds, nesting materials and protection for small fauna and insects.

Using native plants will also reduce replacement and maintenance costs by ensuring the plant material is resilient to drought and can sustain the local landscape and climate conditions.

A biodiverse planting zone provides a highly attractive visual amenity within the streetscape while also shielding pedestrians from other roadway users. Planting design, along streets and circulation routes, supports safe movement of humans and animals between spaces.

Guidelines Reference

- Vaughan City-Wide Streetscape Implementation Manual 6 Design Strategy
- City-Wide Urban Design Guidelines 6.1.1 The Green Approach

Planting within a streetscape includes a more technical and complex design process to ensure longevity. Streetscapes are a highly disturbed landscape that can be hostile to plant growth and performance. A variety of factors impact the growth and success of the plants, including the soils that have been altered from nearby runoff (roadway pollutants, salt, etc.), soil compaction and permeability, lack of sufficient soil volumes, low maintenance practices and resource efforts, construction within the roadway, and constraints of utilities, servicing, and necessary infrastructure.

Planting plays a large part in forming the character of a streetscape. Street trees are one of the most utilized streetscape planting elements and provide a number of ecosystem service functions, providing shade, shelter, and oxygen.

Parkland within Promenade Centre should look to supporting a wide variety of vegetation and planted areas. Increasing tree canopy, diverse native plant selection and minimal sod will encourage its ecological success. Though many municipalities prefer the use of sod for its ease in maintenance, sodded lawns should be avoided as they provide minimal ecological benefits.

With the existing Promenade Centre being predominately asphalt, every effort should be made to design a space for increased biodiversity through vegetated streetscapes, increased tree planting and large, green anchoring parkland spaces to increase native plantings within the site's boundaries and eliminate the fragmented landscape.

h) Prioritize the use of species that are low maintenance, hardy, native, provide value to the overall ecological function for the landscape and offer seasonal interest to the community.

i) When planting numerous trees within a park space, provide ample native and pollinator understorey planting to support ecological function.

j) Plants provide a visual interest, showcasing a variety of colour and textures. Develop planting plants that can be used to signify gateways, markers or visual components within the landscape.

k) Planting as buffers for wind, visual screening and privacy are recommended where applicable.

l) In following the City's standard guidelines, provide appropriate tree spacing and a minimum of 30m^3 of high-quality soil per tree. The use of soil cells is encouraged within urban conditions and hardscapes to meet the minimum soil volume. See additional information on tree planting in Section 9.3.

m) All new tree planting is to reviewed and avoid existing and proposed underground utility locations and servicing.

n) Lawn areas within park spaces should use drought tolerant native plants that reduce operational demands of mowing and irrigation.

o) Provide tree variety to avoid monocultures.

p) For street plantings, select trees, shrubs and groundcovers in accordance with the City's approved species list (including salt and drought tolerant).

q) Tree pits and planting details designed in accordance with City of Vaughan standards.

Figure 105.

Figure 106.

PLACEHOLDER FOR PLANTING PALETTE

Figure 107.

9.3 Tree Canopy

Street trees and other plant material play an important role in creating resilient communities. Environmentally, street trees provide cooler, cleaner air, reduce heat island effect, and capture stormwater runoff and pollutants. In addition, increasing vegetation and specifically canopy trees within the public realm assist with overall road safety. A row of trees provides clear differentiation of pedestrian zones by creating a visual buffer that keeps drivers focused on the roadway.

Street trees also add character and sense of place to the streetscape, encouraging users to walk or cycle along the roadway while providing visual interest and supporting the health of bird and bee species. The installation of shade trees helps to shield pedestrians and cyclists from the sun and provides some shelter from wind along the corridor.

Its critical that street trees receive sufficient uncompacted and irrigated soil to ensure long-term viability and successful growth. Long term growth in constrained soil trenches and soil pits have significantly reduced the overall health and maturity of urban trees. Incorporating trees early on in the design process for Promenade Centre will directly relate to the success and vitality of the street trees.

By providing guidelines and public realm solutions in the early stages of the design, the City of Vaughan is able to ensure that proper measures are taken for providing green infrastructure within the right-of-way while planning for the future growth, development, and infrastructure in the surrounding areas.

Efforts should be made to increase overall tree planting within Promenade Centre for a more connected tree canopy. The canopy within the site is extremely fragmented, however through streetscape tree planting and increasing trees within the parks and plazas, Promenade Centre will see environmental, social, and economical success.

Policy Reference

- York Region Forest Management Plan

Guidelines Reference

- Vaughan City-Wide Streetscape Implementation Manual 6 Planting
- Ministry of the Environment and Climate Change Design Guidelines Technical Volume 2, Terms of Reference for Trees

a) Provide a minimum 30m^3 of soil volume to support mature tree growth to achieve York Region's urban tree canopy goal for the City (coverage of 25-35%). Soil to be aerated, uncompacted and irrigated to ensure long-term success and viability.

b) Select tree and plant species for Vaughan's Hardiness Zone and consider specific context conditions (microclimate, salt, traffic volume, etc.).

c) Overall tree health in open spaces should be monitored by a certified arborist to ensure the long-term sustainability of the trees and their canopy.

d) Trees should be spaced 8 to 10 metres apart to ensure large, healthy and mature growth. Small trees may be spaced at 6 to 10 metres.

e) Integrate street tree planting with the planning of existing and proposed utilities. Identify tree planting locations early in the design phase and coordinate their location with the placement and alignment of underground and overhead utilities.

f) Use permeable surface treatment of sidewalks where possible to increase water and oxygen for intake by tree roots.

g) Within roadway conditions, provide raised planting beds for additional soil volume and protection. Raised planters provide increased soil volume and provide shaded street seating for pedestrians.

h) Consult with Vaughan Forestry and Parks Departments to review proposed planting plans and ensure conformance with current City policies and standards. Tree planting should follow the Vaughan Citywide Streetscape Implementation Manual Section 6 for information on streetscape planting details where applicable.

i) Provide maintenance manuals for care of plants to the City for successful plant growth and ongoing visual aesthetic.

Figure 109.

Figure 110.

As key factors that contribute to defining the public realm, urban elements in Promenade Centre will embed sustainability, inclusive design and cultural representation.

10.0 Urban Elements

10.1 Cultural Placemaking

Policy Reference:

- Vaughan Diversity, Equity and Inclusion Plan 2022-2026

The City of Vaughan is one of Canada's fastest growing cities and is home to nearly 341,000 people. The City is located on Treaty 13 lands of the Mississaugas of the Credit First Nation and traces its roots back to the historic settler communities of Concord, Kleinburg, Maple, Thornhill, and Woodbridge. The diverse population speaks more than 105 languages and has cultural roots spanning the globe.

Cultural placemaking is a community-based approach to urban design that creates vibrant, inclusive, and sustainable places. The urban elements of Promenade Centre should reflect the unique culture, history, and identity of Vaughan. These efforts may also include ephemeral activations, such as cultural festivals, public performances, and storytelling events to reinforce Promenade Centre's role as a dynamic social hub and activity centre.

a) Consider cultural placemaking in the design and selection of urban elements within Promenade Centre.

b) Incorporate cultural storytelling and traditions into artwork and street furniture.

c) Engage with Indigenous communities and Vaughan's cross-cultural communities on artworks or unique design elements and their locations throughout Promenade Centre.

Figure 110.

10.2 Public Art

Vaughan has a thriving art scene and is home to vibrant, international-scale institutions including the McMichael Canadian Art Collection. The City has a public art program to establish an overall vision and framework for public art in Vaughan.

Promenade Centre has the opportunity to showcase the city's thriving local artists through the inclusion of public art.

Art in exterior public spaces has the power to support placemaking, create a sense of belonging and provide interest and activation for the public realm. Public art in Promenade Centre will be context based and culturally specific to enhance the unique history of the community while facilitating an understanding of the natural elements of the site and the holistic vision of the plan.

Guideline Reference:

- VCSIM 5.2.14 Public Art

Policy Reference:

- Vaughan City-Wide Public Art Program 2016

Figure 111.

a) Locate public art in spaces that are visible and publicly accessible within new development blocks.

b) Public art pieces should be scaled to correspond appropriately with their location to ensure visibility. Art pieces should be publicly accessible 24 hours a day.

c) Durable and low maintenance materials should be used to promote the longevity of each public art piece.

d) Public art should be integrated with its context and should complement building and landscape design or be integrated within them. Interactive elements or multifunctional pieces that are part of site furnishing are encouraged.

e) Multifunctional pieces that are part of site furnishing are encouraged.

f) Public art in Promenade Centre should be reflective of the community's past, present, and future aspirations.

g) The involvement of local artists and community through competitions and consultations should be considered.

Refer to the City Wide Public Art Program for guidance regarding the process of providing Public Art.

Figure 112.

Figure 113.

10.3 Lighting

Development in Promenade Centre will be sustainable and respect the existing ecologies of the site. When planning for lighting, the impact of light pollution should be considered, along with energy, maintenance, safety, comfort and aesthetics.

a) Lighting should be provided for both the roadway and sidewalk zone. Consolidate different heights and directions of lighting into one element. Lighting in pedestrian and cycling areas should be properly scaled.

b) Appropriate levels of lighting for safety and comfort should be provided. Consider photometric calculations that take into account the ambient lighting from adjacent buildings and commercial activities.

c) Energy efficiency, reduction of glare effect and provision of appropriate levels of light should be considered when designing and locating lighting elements.

d) The use of lighting poles for other relevant functions such as signage, banners, canopies, and solar energy harvesting should be considered.

e) Integration of lighting in building facades or building elements where appropriate is encouraged to reduce cluttering at the streetscape. Canopies, transit stops, seating, and other furniture elements can incorporate lighting elements.

f) Lighting should be easy to service and maintain.

g) Exterior lighting should conform with the City of Vaughan's Bird-Safe Design Guidelines.

h) Lighting should be Dark Sky Compliant and should meet the standards set by the City of Vaughan's LED Streetlight Retrofit Program.

i) At-grade active uses should dim interior storefront lighting in the evening to ensure safe streets at night while minimizing light pollution.

j) Use lighting as a playful design feature or in combination with public art to animate blank walls.

k) A colour temperature of 3000K to 4000K and a minimum Colour Rendering Index (CRI) of 85 is recommended. Higher colour temperatures increase visibility, however they are not recommended as they contribute to light pollution. Colour temperature should be appropriate for its context

Policy Reference:

- Vaughan Diversity, Equity and Inclusion Plan 2022-2026

Guideline Reference:

- VCSIM Section 6 Illumination Elements
- City of Vaughan's Bird Safe Design Standards
- CWUDG 5.2.15 Site Lighting

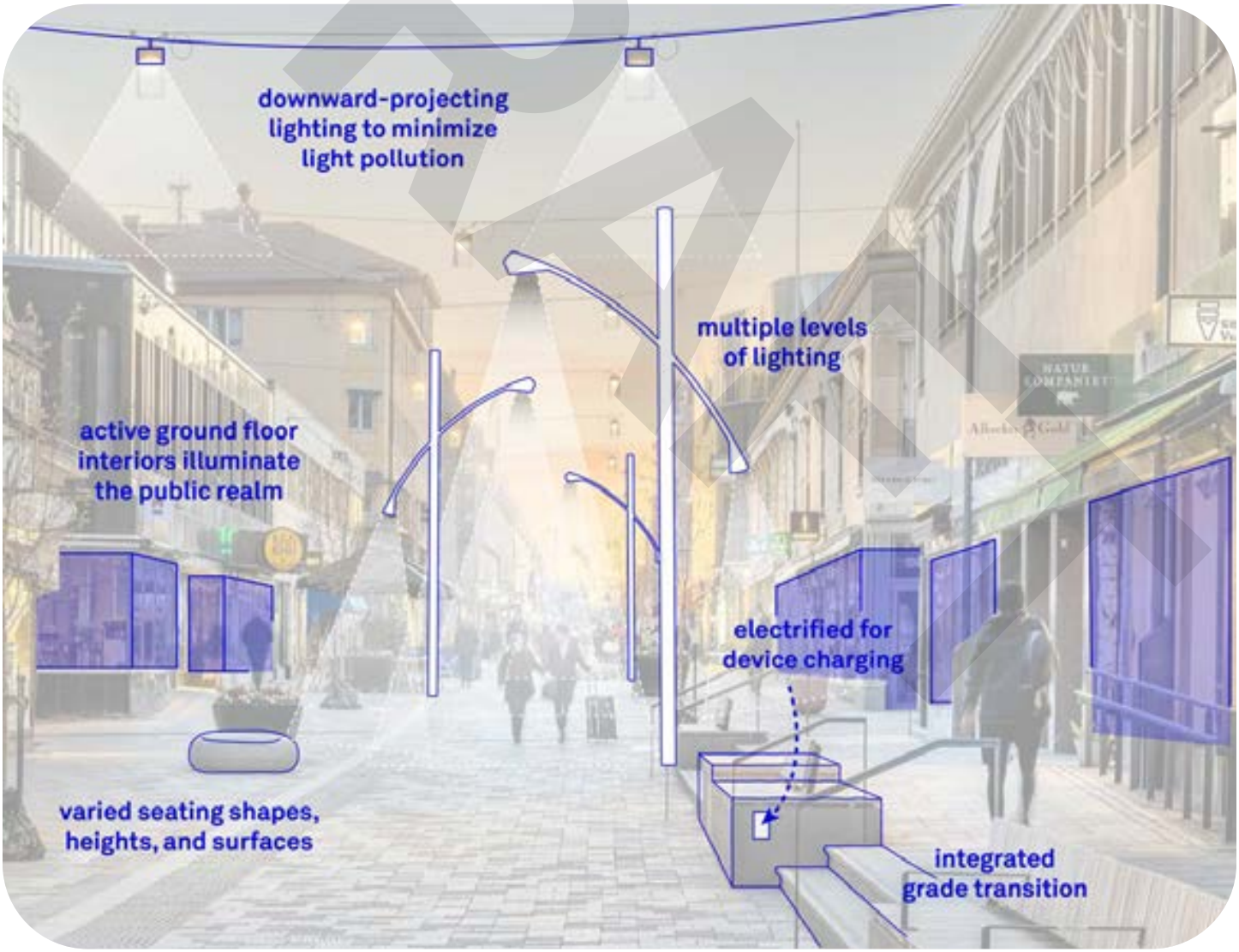


Figure 114.

10.4 Signage and Wayfinding

Signage and wayfinding are instrumental to comfortably navigate the public realm. Additionally, site signage and wayfinding have the potential to support placemaking and provide educational content.

The vision for Promenade Centre recognizes the role of natural heritage to create a sense of place and to anchor the identity of the community to its context. Interpretive signage will be provided to support the public understanding of the natural context of Promenade Centre and communicate the green concepts implemented through the Secondary Plan.

Guideline Reference:

- CWUDG 5.3.11 Building Signage
- City of Vaughan Inclusive Design Standards 5.8 Signage and Wayfinding

General

a) Signage and wayfinding elements should be coordinated to reduce the number of elements on the site.

b) Wayfinding should be designed for the pedestrian level. Ensure that signage is visible and well lit.

c) The dimensions, colours, and fonts of the sign should be carefully considered for legibility, accessibility and visibility. Signs should be designed with reference to the AODA/IDS guidelines.

d) Signage design should be coordinated throughout the Promenade Centre. A design which is recognizable and precinct-specific is encouraged.

e) Prioritize simplicity and integrate signage into buildings whenever possible. The integration of signage into other street elements is also encouraged.

f) Art and cultural elements that reference local history and the different precincts should be integrated into signage.

Interpretive Signage

g) Interpretive signage should be located in proximity to natural heritage features, where applicable.

h) Interpretive signage should be clearly visible from the public realm.

i) Where appropriate, interpretive signage should be co-located with furnishings including accessible seating to enhance placemaking opportunities.

j) The design of interpretive signage should be cohesive and coordinated throughout Promenade Centre.

Figure 115.

Figure 116.

10.5 Street Furniture

Guideline Reference:

- CWUDG 5.2.12 Pedestrian and Cycling Connections and Street Furnishings

The streets of Promenade Centre will be attractive, accessible and safe for all. These Guidelines provide directions on how to achieve a comfortable, welcoming and safe environment through the provision of well-designed, accessible and multi-functional street furniture.

Elements specific to each precinct should be integrated into the design of street furniture. Coordinating the design of the street elements gives opportunity for cultural and context specific reference.

Multi-use elements respond to different functions and reduce clutter contributing to a legible and more enjoyable public realm. The choice of materials for street elements in Promenade should prioritize sustainability, with a focus on materials life cycle and their environmental impact. Durability and low-maintenance elements and materials are strongly preferred.

Seating

a) Seating will be accessible and designed with materials that are durable, easy to maintain and can withstand the climate.

b) Avoid using dark colours for public seatings to limit surface heat gain and ensure comfort during summer months. Metal seating surfaces should be treated to avoid overheating and/or frost.

c) Consider comfort and design for seating elements with users of all ages and abilities in mind.

d) Locate seating in the furniture zone, close to or integrated with natural elements like trees and low-level vegetation. If shading from the trees is not possible, consider other solutions such as stand-alone canopies that can be integrated with lighting and solar energy harvesting systems.

Waste Management

e) Waste receptacles should not impact the streetscape and should not occlude the pedestrian clearway.

f) Position waste bins in convenient locations, close to areas of activities, bike racks and seating elements and in well-lit areas.

g) Waste receptacles should provide separate containers for recycling.

h) Integrating waste bins with planters and lighting can help reduce streetscape cluttering.

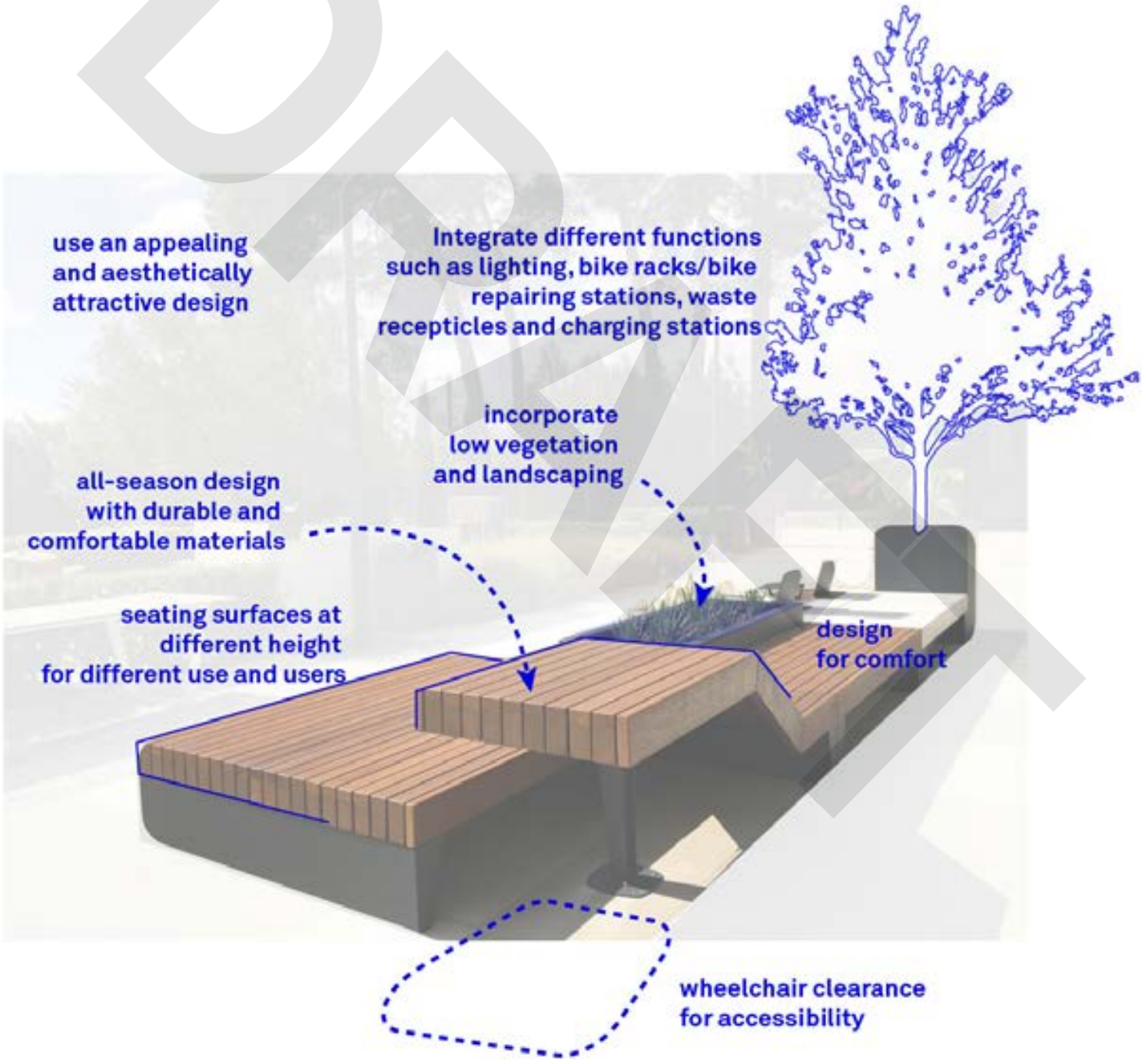


Figure 117.

Parking Meters

i) Parking meters should be clearly visible and located with convenience and accessibility in mind. Use digital technologies for parking meters and reduce the number of elements along the sidewalk.

j) Use clear signage and integrate lighting in the meter or ensure that they are always visible and well lit.

Bike Racks

k) Bike racks should be located in close proximity to forecourts or entryways, and close to transit stations. The location of bike racks should be informed by CPTED principles.

l) Provide sufficient clearance for easy access to the racks.

m) Provide sufficient lighting to the areas where bike racks are located.

n) If several racks are consolidated, consider locating racks in sheltered zones or provide elements like canopies to offer weather protection. Ensure sheltered zones are highly visible with significant glazing to ensure overlook.

o) The integration of bike repair stations and drinking fountains in dense bike racks areas is encouraged.

p) To reduce street clutter, co-location of bike racks with other street furniture like planters, seating, bins and lighting is encouraged.

Drinking Fountains

q) Locate drinking fountains close to seating areas or “outdoor fitness stations” or bike racks for user convenience.

r) Provide fountains that are accessible to people of all ages and abilities. Provide clear zone for wheelchair accessibility to the fountain.

s) Co-locate drinking fountains with other street furniture such as benches, planters and lighting.

t) Ensure fountains are visible and use clear signage for user convenience.

u) Integrate a water bottle refilling station into drinking fountains where possible.

v) Use drinking fountains as an opportunity for educational content that refers the role of water strategies in supporting sustainability and resilience.

Hydro Poles and above-ground utilities

w) Consider the number and sizing of necessary utility elements during the initial stages of design.

x) Coordinate their location to avoid negative impact on the streetscape.

y) Consider different strategies to minimize their presence , including art based initiatives that contemplate a multifunctionality for these elements.

Guideline Reference:

- IDS 3.3 Exterior Paths of Travel

10.6 Public Realm Palette

10.6.1 Surfacing Materials

The public realm material palette for Promenade Centre includes surfacing that is robust, elegant and simple within the pedestrian walkways and surrounding streetscape. Through unique patterns and distinctive use that may apply in certain applications or key destinations, the palette provides the overall theme for Promenade Centre. It's critical that the materiality chosen strikes a balance between durability, simplicity and beauty that ensures longevity and aesthetic appearance within the public realm.

The paving selected within the public realm should consist of unique materials, patterns, and level of finish. There will be one consistent theme woven throughout Promenade Centre to provide a consistent design language between spaces, however special patterning will assist in defining unique character areas. The paving materials should reflect streetscape applications to ensure the chosen product applicable to their usage.

Solar reflective Index (SRI) is a measure of a surface's ability to reflect solar heat. Selecting materials that provide a high SRI value will reduce urban heat island effect and high albedo materials should be used wherever hardscaping is proposed. High albedo materials include light coloured asphalt, concrete and select unit pavers.

While unit pavers provide unique design, character and sense of place, they require additional upkeep and maintenance. Where unit pavers are proposed within vehicular routes, special consideration should be given to the direction of the pavers, including a stable, concrete base to ensure no heaving or shifting. Additionally, install proper drainage and ensure the paver is grooved and interlocking. Focal points such as urban squares, gateways and plazas should use feature paving.

Poured in place concrete with unique saw-cut joints can provide visual interest while keeping with standard maintenance and City standards. In addition, stamped asphalt and specified coloured coatings can be applied to asphalt and concrete for applications that are unsuitable for unit pavers, but require distinct character.

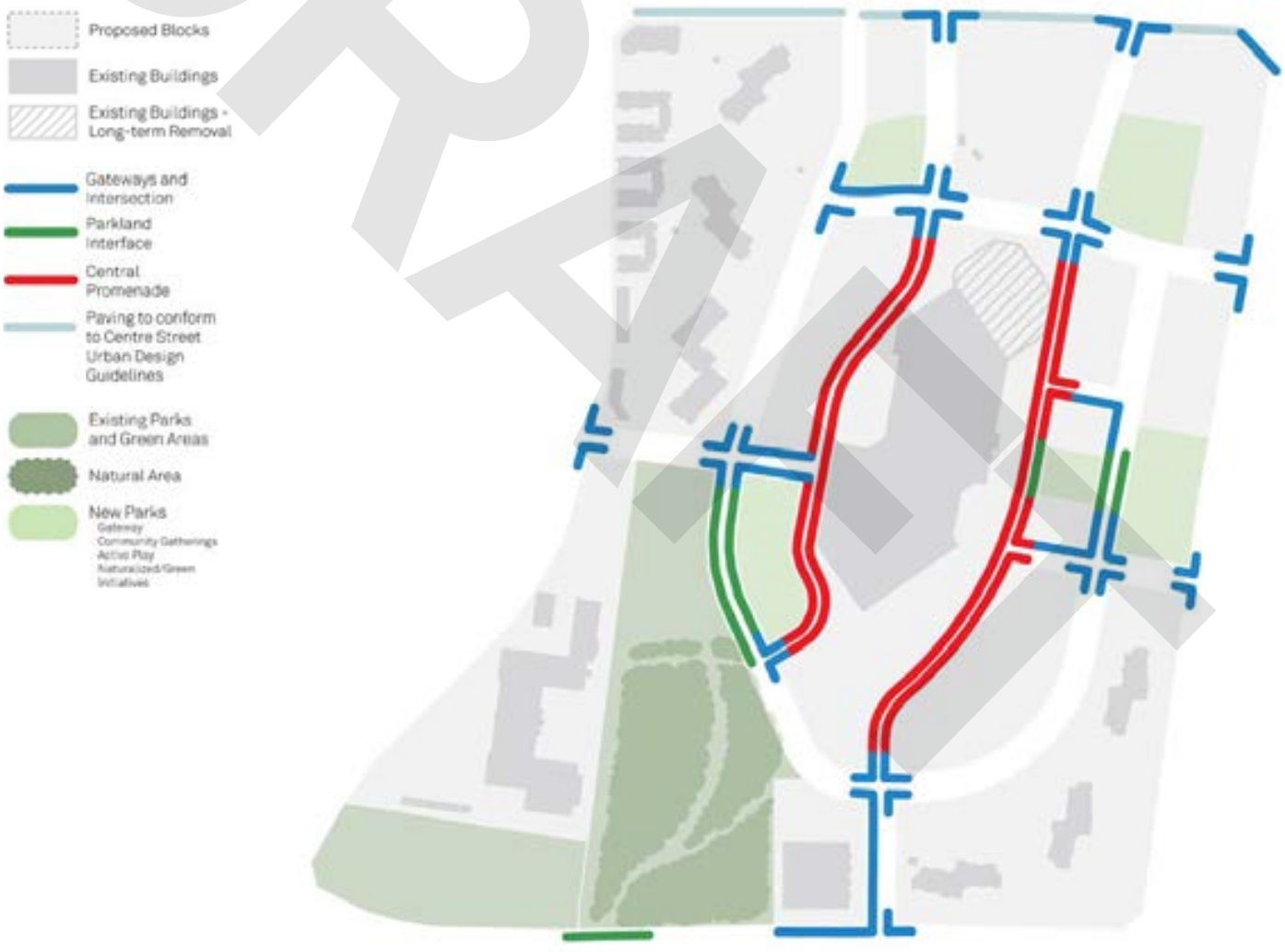


Figure 118.

a) Colour, pattern and type of paver should be uniform across Promenade Centre to establish consistent character and provide ease of replacement and maintenance.

b) Using the materials palette, paving materials should vary to accent certain areas within Promenade Centre (i.e. building entrances, plazas, mid-block crossings, mews and transit zones).

c) Paving materials should be high quality, hard surfaced, even, stable, durable, slip-resistant and easy to maintain.

d) Detailing of paving materials and sub-bases should consider multiple freeze-thaw cycles.

e) Within the roadway, unit pavers should be overlaid on a solid concrete base to avoid uneven heaving.

f) All paved surfaced to comply with AODA standards and policies.

g) Utilize distinctive feature paving through the use of alternative patterns, markings or materials to minimize the conflict between vehicles and pedestrians and to enhance the visibility of pedestrian crossings.

h) Porous paving and pavers should be considered when designing large, paved areas to encourage natural water infiltration.

i) Accent paving to denote Amenity Zone.

j) Where unit pavers are installed, ensure patterns align with edges of tree grates, planting beds and entrances along the streetscape.

k) Use unit pavers with a minimum SRI value of 29 to reduce ambient surface temperature and reduce overall heat island effect.

l) Paving materials should clearly define the pedestrian zone and indicate pedestrian priority.

m) Wayfinding, lighting and imprinted art can be embedded in the paving surfaces to enhance the character of the streetscape.

10.7 Shared Mobility Hubs

Promenade Centre Secondary Plan Schedule E identifies general locations for different multi-modal hubs that will provide sustainable and active mobility options.

Policy Reference:

- Promenade Centre Secondary Plan, 4.4c, 5.2, 5.4.c, 11.7.6, Schedule E

Guideline Reference:

- CWUDG 5.2.12 Pedestrian and Cycling Connections and Street Furnishings

a) Shared Mobility Hubs should be located in close proximity to or integrated with a transit station and the main entrances of publicly accessible interiors.

b) Space for future implementation of shared mobility programs form the City of Vaughan should be provided. At least two of the following should be provided at each hub:

- Enhanced bike station, including sheltered bike parking, bike lockers and bike repair stations. The enhanced bike station can be incorporated in new development with clear access from the public sidewalk.
- Car-share parking spots. Through the TDM plan, an appropriate number of car share designated spaces will be provided and distributed in convenient located throughout Promenade Centre at Shared Mobility Hubs.
- Shared micro-mobility stations based to accommodate electric scooters, e-bikes, and other micromobility options. Multimodal electric charging stations should also be co-located.
- Where possible, Shared Mobility Hubs should be located and designed to accommodate for a future bike share station.

c) Amenities such as seating and water fountains should be provided at each mobility hub.

d) Accessibility and safety should be prioritized. Provide a minimum of 1.8 metres between rows of bikes and a minimum of 2 meters between bike racks and buildings.

e) Shared mobility hubs should have capability for charging electric vehicles and micromobility options. Providing the necessary infrastructure to accommodate a future hookup may also be accepted.

f) Where co-located with, or in close proximity to, a major transit stop, consider providing digital signage with real-time transit updates, including next-bus timetables and information on changes to service.

g) Shared Mobility Hubs will be well-lit spaces. Efficient lighting and solar energy solutions should be employed to lower operational costs and greenhouse gas emissions.

h) Provide shelter through canopies and integrate softscaping and trees to enhance comfort and offer a pleasant experience.

i) Durable and low maintenance materials should be used. A maintenance plan for Shared Mobility Hubs should be developed.

j) A Travel Demand Management Plan, in addition to typical development application requirements, shall outline a comprehensive strategy that incorporates opportunities for siting and implementing Shared Mobility Hubs as part of development.

Figure 119.

Guideline Reference:

- City of Vaughan Fences Bylaw
- IDS 3.3 Exterior Paths of Travel
- CWUDG n. 5.2.10 Screening, fencing and Low Walls

10.8 Fencing, Screening, and Enclosure

To create safe, accessible, and visually appealing public realm, fencing and screening solutions must be considered.

Screening and fencing should effectively separate private and public functions without impacting pedestrian and cyclist mobility and safety.

a) Screening and separation should not impact the movement or access of pedestrians and cyclists.

b) Do not create dead ends or dark corners with the placement of screens to ensure security.

c) Choose easy to maintain materials that can withstand the elements and age well with time.

d) Design the screening elements with visual interest at the pedestrian scale. Integrate other functions, like signage, lighting or art. Avoid a completely solid opaque surface as a screening element.

e) Height, location and materials of fences should be carefully considered and be appropriate for the site. Refer to the City Fence By-law for guidance.

f) Low walls and screens can also effectively be employed to reduce noise and wind effects.

g) The use of natural solutions such as landscaped areas and living walls is encouraged. Where living walls are provided, maintenance plans should ensure their upkeep.

Figure 120.

10.9 Play Spaces and Outdoor Fitness Stations

Promenade Centre will feature public space that encourage and support an active, outdoor life and contribute to the health and wellness of residents and visitors of all ages. In addition to fitness centres within developments and playgrounds in parks, active elements that encourage fun and fitness should be located throughout Promenade Centre within the public realm. They will be small-scale, inviting, and user-friendly.

Guideline Reference:

- Refer to Section 5.4 for more details on the Outer Promenade

a) Play spaces and outdoor fitness stations will be located in open spaces, POPS, and along the Shared Use Path network.

b) These elements will be safe and include options that are accessible for users of all abilities. They will be clustered with other urban elements and will have appropriate lighting levels to encourage the safe use of outdoor fitness stations.

c) Special attention to user experience will be provided. Clear and easy-to-use equipment will be coupled with multifunctional and adjustable features.

d) Where located along the Shared Use Path network, play spaces and outdoor fitness equipment must not impede on the pedestrian clearway.

e) The design of these elements will be attractive and visible. It will be clear that these elements have a special function.

f) Appropriate signage will be provided. Educational content will also be integrated in the signage.

g) Play spaces and outdoor fitness equipment may require low-impact surfacing where located adjacent to hard surface materials.

h) Play spaces and outdoor fitness equipment should be the defining feature of the 2 km recreational loop trail that makes up the Outer Promenade. Elements should be highly visible and thematically tied together with similar colours, signage, and branding.

Figure 121.

10.10 Underground Parking Egress Structures and Ventilation Shafts

Pedestrian Access to and emergency exits from an underground parking should be provided within the development block, ideally integrated into a building. During the interim phase of development and in a scenario where it is not possible to locate access/egress within a development block, the following guidelines apply:

a) The design and location of these elements must be coordinated with the design of the open space above.

b) Standalone emergency exit stairs volumes on POPS space are strongly discouraged.

c) Egress Structures should not occupy a prominent location at open space entrances and gateways.

d) Egress Structures should be coupled with passive program areas. There is an opportunity to use these as structures for canopies that provide shading and weather protection to small urban amenity areas equipped with seating, bike racks and other street furniture elements.

e) Where standalone structures are unavoidable, they must integrate other public realm elements or public amenities, including, but not limited to:

- Shade structures and canopies
- Seating/picnic areas
- Shared Mobility Hubs (see Section 7.9)
- Public washrooms

f) When these elements are located on a park or a plaza space they should complement the overall public space design.

g) These volumes should be bright and well-lit in both their interiors and exteriors. Integrate lighting and landscape into these elements to minimize or enhance their presence, as appropriate.

h) Where a blank portion of the volume is unavoidable, consider treating these elements as a "canvas" for public art or for interpretive signage.

i) Sustainable solutions such as green roofs and solar systems should be employed. Egress Structures should not interfere with wayfinding, but rather act as support for additional signage when needed.

j) Air shafts should be designed as an urban element integrated with its context. Amenities such as seating and greening should be incorporated whenever possible.

Figure 122.

Figure 123.

11.0 Built Form Principles

The Built Form Principles for Promenade Centre build upon the Guiding Principles and Community Design policies in the Promenade Centre Secondary Plan and ensure a built form that supports a well-scaled environment, appropriate transitions and attractive streetscapes.

1 Strong Building Base to Frame Streets and Open Spaces

Building bases contribute to desirable and walkable streets by providing a feeling of enclosure and facilitating activity at the pedestrian level.

Buildings within Promenade Centre will have building bases that define street edges and open spaces, responding appropriately to their surroundings. Podiums and building bases will utilize design elements such as building heights and stepbacks, façade articulations, entryways, and transparency to prioritize fine-grained, human-scaled environments that feel safe and comfortable.

Policy Reference

- PCSP: 2.1 Promenade Centre Vision and Guiding Principles
- PCSP: 4.0 Community Design

2 Consider All Block Edges and Interiors

The redevelopment of Promenade Centre will involve creating new streets and development blocks. Well-designed building edges and streetwalls will help to define development blocks while allowing for porosity through mid-block connections and open spaces at ground-level. Although many development blocks will consist of several land uses and separate buildings, each block will be considered holistically. Outward-facing block edges will express building use through the character of building frontage types, and block interiors will accommodate a range of publicly-accessible and private functions. Service areas and vehicular uses will be clearly delineated and located to minimize impacts on the public realm. Where vehicular and pedestrian/cyclist spaces coexist, they will be harmonized, prioritizing pedestrian and cyclist movement over car presence.

3 Create a Mixed-Use and Livable Built Form

The scale of buildings is critical in defining quality of urban spaces. Massing and building transitions will intensify urban uses while creating a livable environment that considers contextual conditions, sun exposure, privacy, sky views, and wind impacts. The Promenade Centre Secondary Plan envisions a dense and vibrant mixed-use community that will include diverse housing types and tenures to support aging in place.

4 Promote Diverse and High Quality Architecture

Diverse and high quality architecture that accommodates mixed uses and diverse housing options is tantamount to creating urban places where people want to live, work, and visit. Promenade Centre will be a complete community comprised of context-sensitive development to provide a positive presence along streets and parks. Buildings will be designed with future uses in mind, allowing the flexibility needed for building uses and occupants to change over time, and the use of high-quality materials and architectural interest will ensure that future generations of Promenade residents will continue to feel pride in their neighbourhood.

5 Showcase Sustainability and Climate Responsive Design

Sustainable systems will be a visible feature within Promenade Centre. The design of development blocks and buildings will support active lifestyles that promote walking and cycling, create desirable microclimate conditions (including maintaining sun access and mitigating wind), allow for sustainable management of stormwater, and have plenty of trees and plantings that enhance the health and wellbeing of all visitors and residents of Promenade centre, human and non-human alike.

Building siting, orientation, massing, and design will maximize site efficiency and minimize energy consumption. Promenade Centre will exemplify best practices in sustainable development, contributing to a transit-oriented, green, and resilient City of Vaughan.

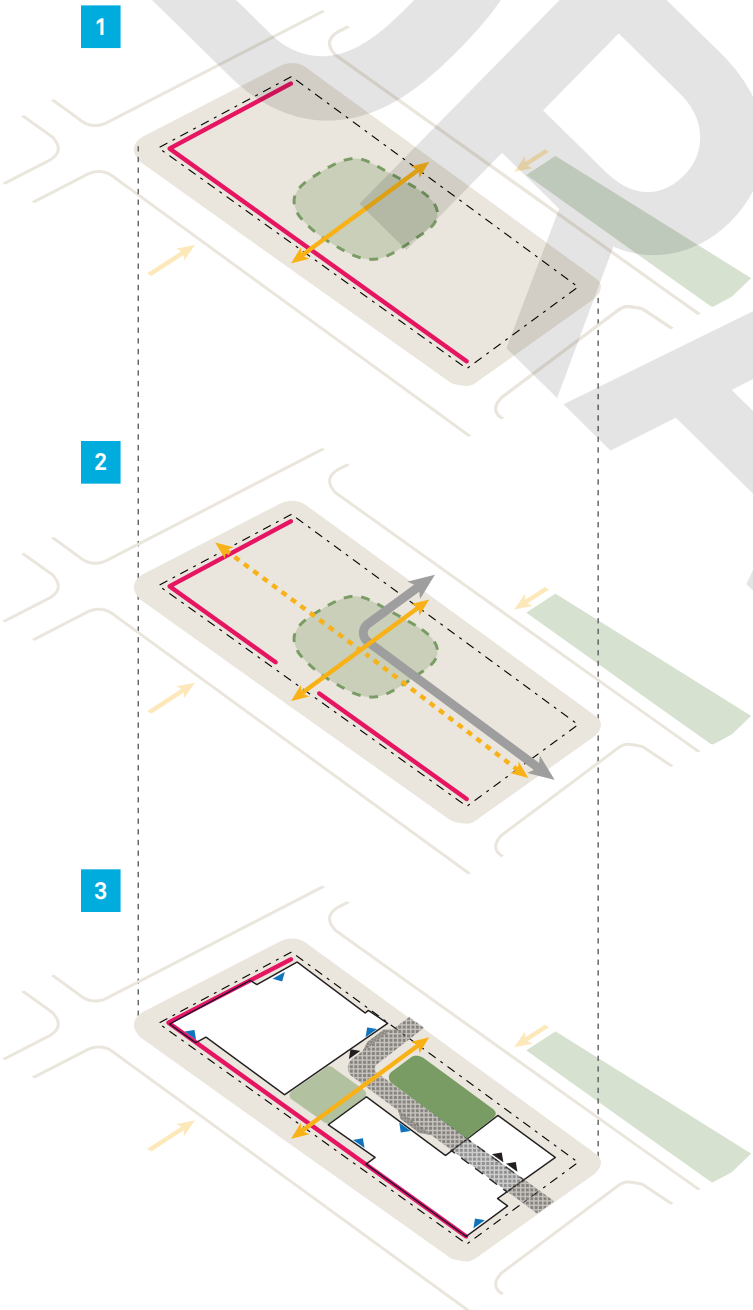
The design of the entire block will be considered holistically, with key public spaces and routes, building massing and siting, vehicle movement and service access, and ample green spaces that ensure comfortable and safe experiences in both the public and private realms.

Site organization and design should respond to site topography, street types, service and vehicle access, landscaped areas, and shared amenities.

12.0 Site Organization

Site organization and design will be driven first-and-foremost by the public realm experience by responding to:

1. Parks, open spaces, shared use paths, frontages, and street character within and surrounding the site;
2. Site permeability and access; and
3. Building location and orientation.



12.1 Site Access

The Promenade Secondary Plan identifies a new pattern of streets and blocks that are sized to provide a fine-grained environment (see Schedules C and D). Location of vehicle and pedestrian access to the block should avoid points of conflict, multiple curb cuts, discontinuity in the streetwall, and visibility of back-of-house service functions. This section should be read in conjunction with CPTED principles, the Ontario Building Code, and AODA.

a) Vehicle access points should be consolidated and the number of curb cuts minimized. Avoid creating multiple curb cuts along block frontages.

b) Vehicular site access should be from a Local Street wherever possible. No vehicular access to sites shall be provided from a Primary Frontage.

c) Direct vehicular access to back-of-house, service areas, and underground levels may not be provided from a Collector Street or from a Primary Frontage.

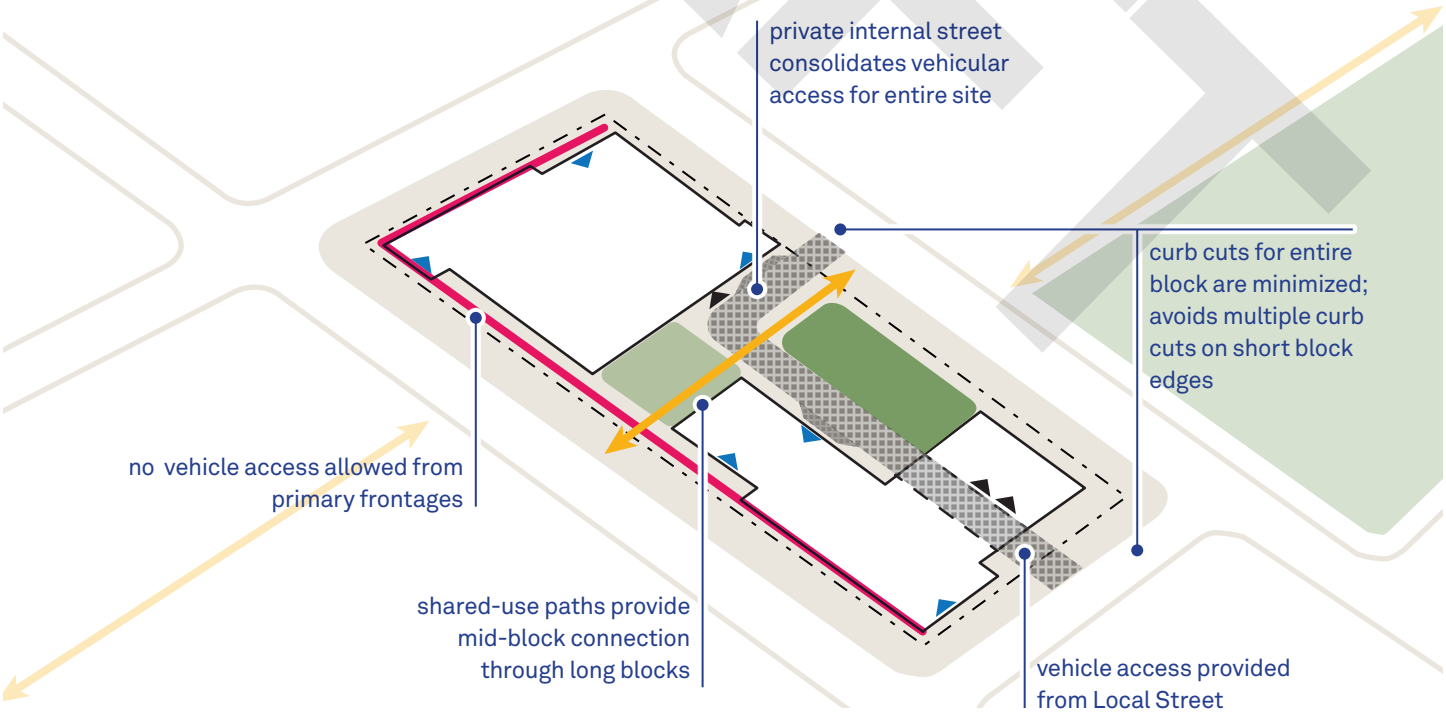
d) The use of private internal streets is encouraged to provide pick-up/drop-off areas in proximity to building entrances, and vehicular access to back-of-house, service areas, and underground levels away from the public street.

e) Private internal streets will be mixed-use spaces. Their design should signify pedestrian and cyclist priority, and should have accessible walkways and adequate lighting. Vehicle impacts on other inner-block spaces should be minimized through site organization and layout. Design of private internal streets should generally follow the guidelines for Mews and Neighbourhood Paths, as described in Sections 8.6.1 Mews and 8.6.2 Neighbourhood Paths.

f) Private internal streets should minimize hardscaped areas and unnecessary curb cuts by serving multiple buildings within a block. Space-intensive vehicle-oriented spaces, such as dedicated turnarounds should be avoided.

g) Where access to a private internal street is located along short block edges, consider using breezeways to avoid breaks in the building base.

h) Breezeways should be at least two storeys in height and 7.5 metres in width.



12.2 Building Placement

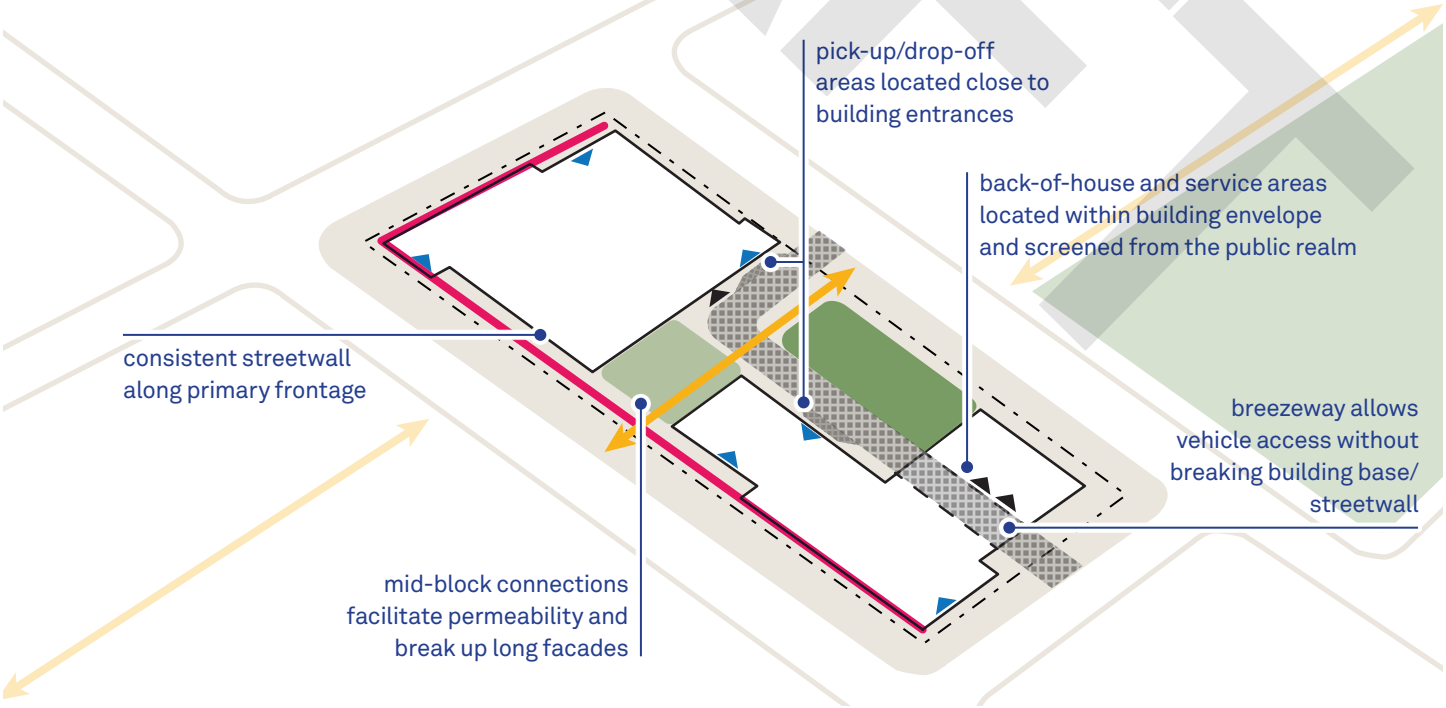
Site access and circulation should be coordinated with building placement, orientation, massing, and articulation to achieve a consistent and comprehensive design. Building frontages should address streets in relation to their adjacent land use, street type, and/or street frontage.

a) Buildings should express a generally consistent streetwall along primary frontages.

b) The interior of the block should be clearly defined through the architecture and placement of buildings with a defined character.

c) Building orientation and massing must consider shadow and wind impacts on public spaces, including parks, plazas, other open spaces, and public sidewalks.

d) Buildings should be oriented to facilitate a sense of arrival or a visual focus when located



at gateways, key view termini, or along view corridors.

e) Building orientation and articulation should be designed to mitigate shadow and wind impacts to maximize passive sustainable design.

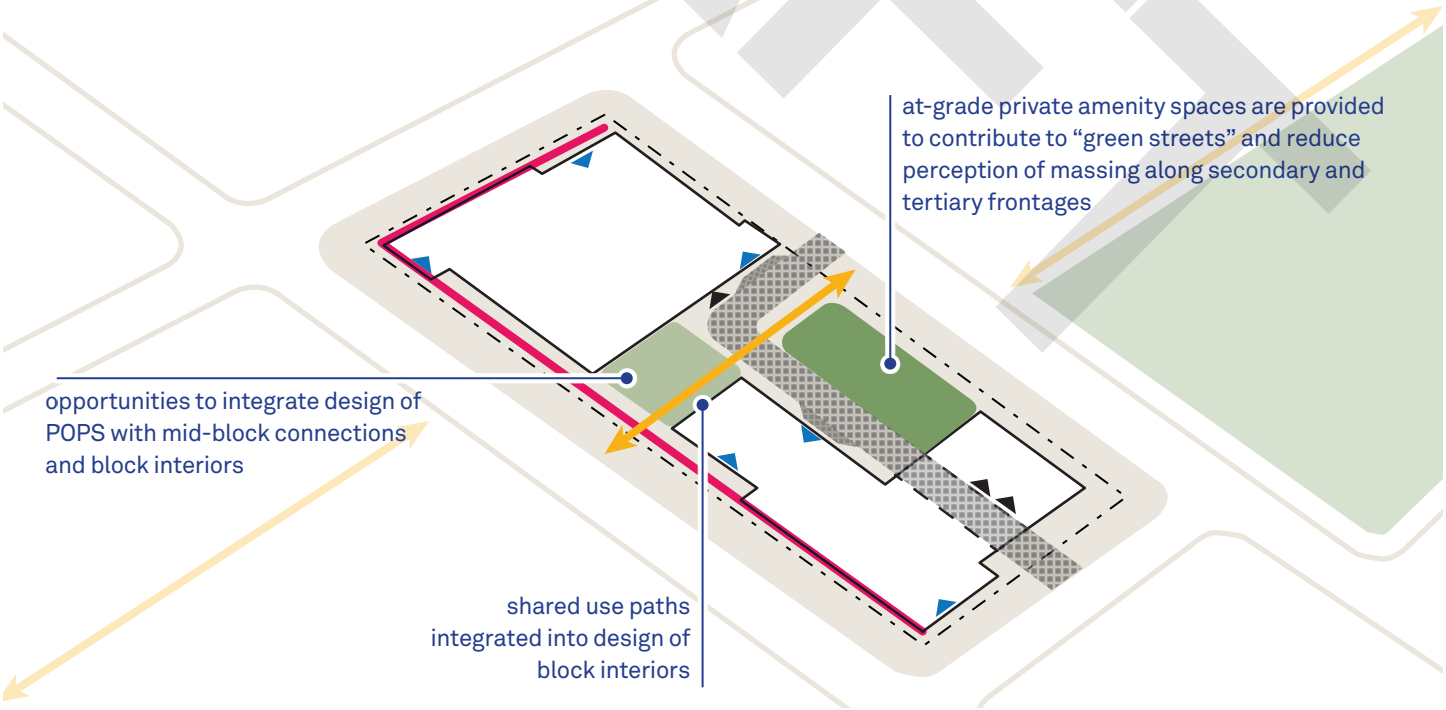
f) Buildings should enclose sensitive spaces within block interiors (e.g. children's play areas) by providing visual connection through pedestrian passageways and active uses within buildings wherever feasible.

g) Mid-block connections and breezeways should have transparency and active uses on at least one side to promote passive surveillance.

h) Breezeways should be designed to avoid adverse wind effects

i) Ground-oriented residential units located at the block interior should be visually and physically connected to outdoor amenities and other landscaped areas when possible.

j) Resolve challenging grade changes through landscape design that maximizes accessibility, wayfinding, and safety. Where retaining walls and/or ramps are necessary they should be designed to integrate with the building and landscape design.



Document Reference

- City of Vaughan Comprehensive Zoning ByLaw 4.3.3 Outdoor Amenity Requirements
- Vaughan Citywide Urban Design Guidelines 6.2 Common Amenity Spaces

12.3 At-grade Outdoor Space

Publicly-accessible, semi-private, and private amenity spaces located in the interior of the site contribute to the comfort and wellbeing of residents and should be carefully considered at the block design stage. These quiet and domestic spaces should provide softscape and trees, providing a common backyard for residents.

a) A minimum of **15%** of the block surface should be softscape.

b) Ground-oriented units should provide a minimum **60%** of softscape within the front yards.

c) Shadow impacts should be considered when locating and designing outdoor amenity spaces. Rooftop amenity spaces should be considered for better sun exposure.

d) An increase in the maximum percentage permitted for outdoor amenity space located on rooftops may be granted if it is demonstrated that more rooftop spaces would result in higher quality amenity spaces for residents. Demonstration through shadow studies, consultation with residents, and/or other analyses may be required.

e) At-grade outdoor amenity spaces should have a minimum length-to-width ratio of 4:1 metres to ensure maximum usability and flexibility of spaces.

f) Incorporate large shade trees in at-grade outdoor amenity spaces as they may not be feasible on terrace or rooftop outdoor amenity spaces. At-grade amenity spaces should have a good balance of shaded, protected, and sunny areas. Trees and vegetation should be combined to minimize heat island effects.

g) Where spaces for vehicular movement and temporary visitor parking are co-located with outdoor amenity spaces, they should be well-differentiated. Additional fencing and/or screening may be required where at-grade amenity spaces include children's play spaces or pet areas. For more information, refer to Section 10.8 Fencing, Screening, and Enclosure

h) Building bases that abut at-grade outdoor amenity spaces should complement these spaces through co-ordinated design and placement of windows, entrances, lighting, and facade treatments.

i) Mid-block connections and block interiors located in the Central Square, Centre Street, and Community Hub Precincts should include a higher degree of design and amenity to support car-free pedestrian accessibility.

j) For more information on outdoor amenity spaces, refer to Section 13.3.4 Common Amenities.

Buildings will be designed to support a vibrant, diverse, and sustainable Promenade Centre by prioritizing quality at the building base, integrated climate responsiveness, and pedestrian safety and comfort.

New buildings will promote architectural excellence and the vision of the Secondary Plan by framing streets and open spaces with well-scaled building bases and articulated frontages that contribute to pedestrian comfort and provide engaging facades.

13.0 Building Design

13.1 Building Base

The relationship between the building base and the public realm affects the pedestrian experience in terms of both comfort and safety. A well-defined building facing the street with active uses at grade and architectural interest on the first few floors promotes streets as vital public places, including retail spaces that help support the local economy.

13.1.1 Setbacks and Streetwalls

a) A general building setback of **3 metres** along all frontages should be maintained.

b) The building setback should be a minimum of **4.5 metres** where residential uses are present at grade. Refer to Section 7.3.2 Residential Uses.

c) Along primary frontages, the building setback may be reduced to **1 metre** where the building contains active uses.

d) A general streetwall of **3 to 5 storeys** should be maintained. To promote a human scale and maximize sun exposure and sky views along the streets, a **2- to 3-metre** stepback above the 5th storey is required.

e) Buildings should have a curb-to-building face distance not exceeding **9 metres** along primary frontages

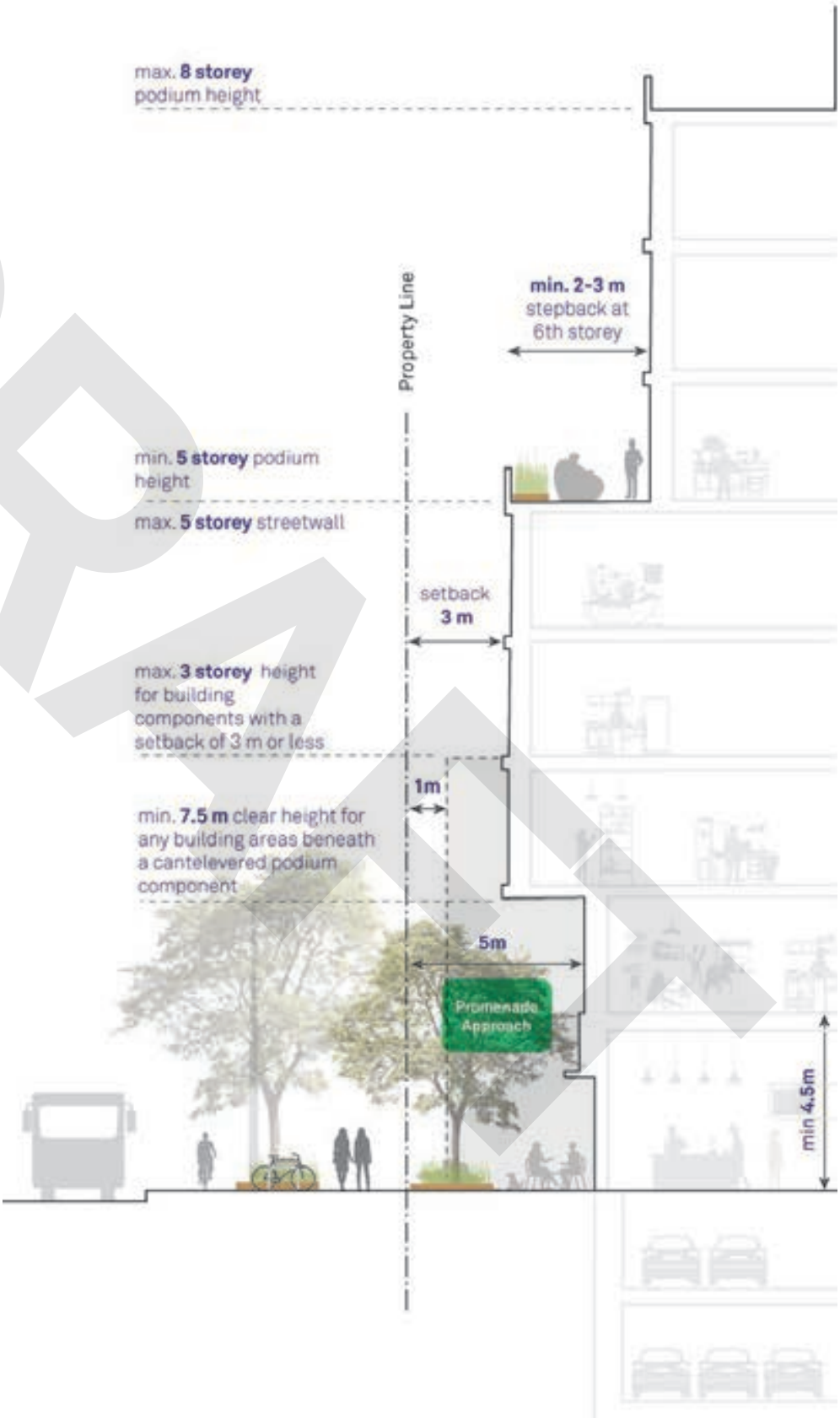
f) Maintain a minimum **1-metre** setback from any portion of a building or projection.

g) At upper storeys, cantilevered building elements will be permitted to project within the Promenade Approach setback. Cantilevered building elements must maintain a minimum clear height of **7.5 metres** above grade. This projection allowance may be employed for no more than **80%** of the building frontage.

h) Building bases along primary frontages should generally be express a continuous streetwall for at least **80%** of the building frontage.

i) Buildings longer than **60 metres** should include architectural design to help sub-divide the building length.

j) For further details on setbacks and stepbacks for building bases, refer to Section 7.1 A Promenade Specific Approach, Section 7.2 Streetwalls and Setbacks, and Section 7.3 Grade-Related Uses.



• Refer to Section 7 for additional guidelines on building's interface with the public realm.

Figure 124.

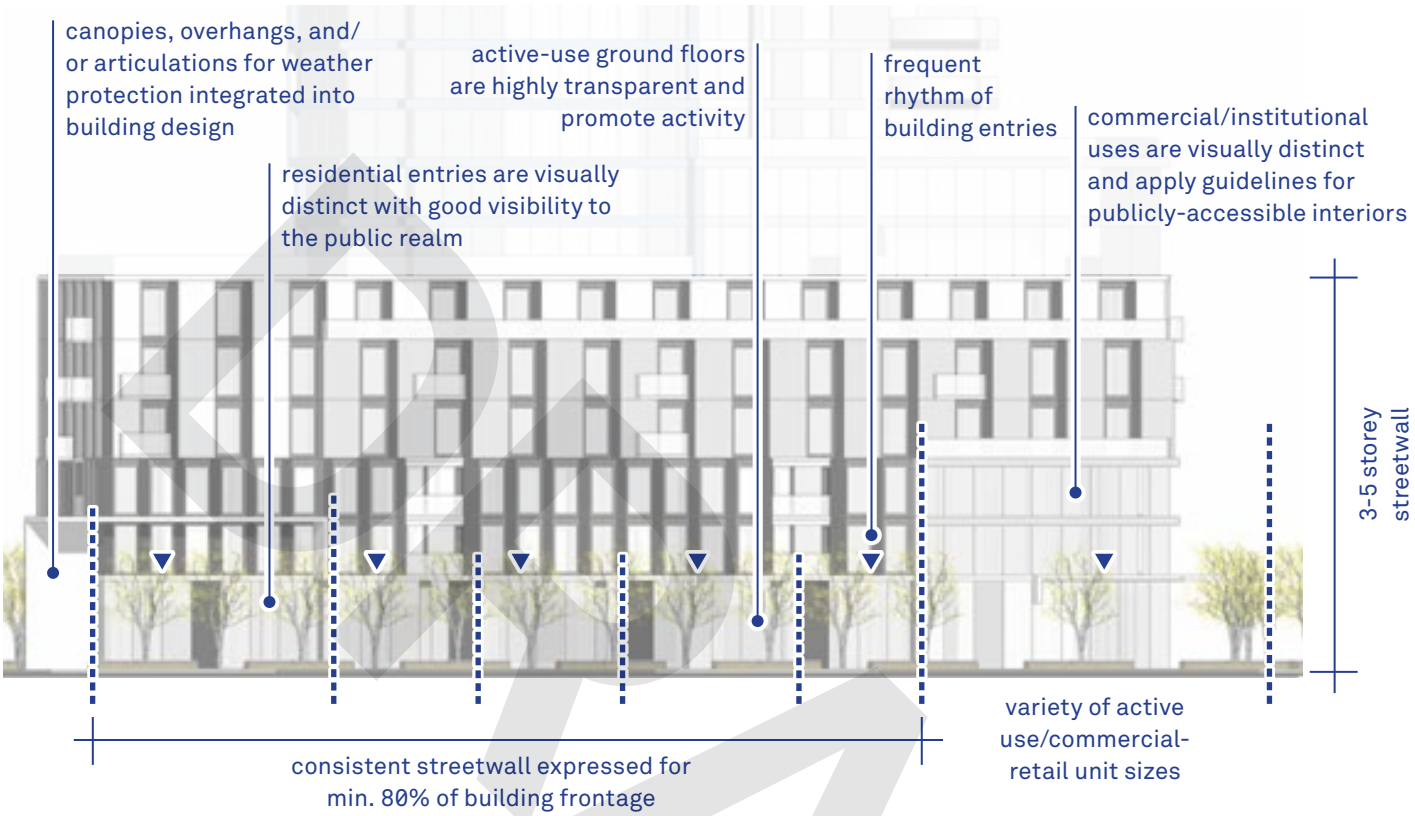


Figure 125.

13.1.2 Centre Street and Bathurst Street

a) Properties along Centre Street should apply the Avenue Streetscape Guidelines as shown in the Centre Street Urban Design Guidelines.

b) Properties along Centre Street should apply the Green Approach on Intensification Corridors as presented in the City-Wide Urban Design Guidelines.

c) Properties on Bathurst Street should have a minimum front property line setback of **7 metres**.

d) Properties along Bathurst Street should apply the Green Approach on Intensification Corridors as presented in the City-Wide Urban Design Guidelines.

13.1.3 Ground Floor Design

e) All building entrances (except for private entries of ground-oriented residential units) should be barrier-free, include a **2.1-metre** clear path of travel to the front door, and have appropriate lighting and signage.

f) Exterior ramps and stairs should be considered holistically with the design of the building, public realm, and landscape design.

g) Provide weather protection through canopies, awnings, recesses, and/or vestibules at residential entries and other building entry points. Consider providing seating at entrances in proximity to pick-up/drop-off points. Elements that mitigate rain and wind

Guidelines Reference

- City of Vaughan Waste Collection Design Standards

should be an integral part of the architectural approach.

h) At-grade commercial uses should offer a variety of CRU sizes. Buildings along High Street and Low Street should provide a regular, frequent rhythm of fine-grain building expression including building entries to encourage visual variety (see Figure 125).

i) Active frontages at grade should be transparent and engaging, allowing passers-by to easily identify storefronts and see activity and/or merchandise inside.

j) Frontages accommodating active uses should utilize increased setbacks via the Promenade Approach to allow for functions to spill out into the public realm. Refer to Section 7.3 At-Grade Uses for more details.

k) Residential entries to mixed-use buildings may be provided along active frontages, and should be architecturally differentiated from other uses.

l) A coordinated approach should be developed for signage and wayfinding for each building or block. Signage strategies should vary across Promenade Centre, responding to the character of each Precinct.

m) Access to at-grade residential lobbies may be provided on multiple street frontages. Providing a secondary entrance from the block interior connected to pick-up/drop-off spaces on private internal streets is strongly encouraged. For more information on private internal streets, refer to Section 12.1 Site Access.

n) Lobbies should have good visibility to exterior pick-up/drop-off areas and/or shared mobility hubs with appropriate indoor and outdoor lighting. Where possible, lobbies should provide transparency to allow for through-views to interior block spaces.

o) Lobbies and indoor amenity spaces should include seating and other furnishings designed to accommodate people of all ages and abilities with ample space for strollers and mobility devices, and should have direct visual connection to pick-up/drop-off areas.

p) Ground-oriented residential units not located along street edges should have direct access to a front yard with a minimum depth of **3 metres**. Refer to Section 7.3.2 Residential Uses for more information.

Figure 126.

13.1.4 Back of House (BOH), Service Areas, and Underground Levels

a) Loading, service, waste pickup, underground vehicle access, and service storage spaces should be consolidated in BOH space internalized in the building envelope.

b) Access points to BOH areas and external access to at-grade utility rooms should be integrated into the facade design or screened, preferably with vegetation, to minimize visual, noise, and air quality impacts on public or private outdoor spaces. Refer to Section 10.7 Fencing, Screening, and Enclosure for more information.

c) The design of BOH, Service Areas, and Underground Vehicle Access areas should be appropriately lit and follow CPTED principles. Refer to Section 7.3.9 Vehicular Access, Drop-off, Servicing and Loading for more information.

d) Dimensions and vertical clearance for BOH and service areas should align with the City of Vaughan Waste Collection Design Standards.

e) Short term bike parking should be located at ground level. Short term bike lockers should be incorporated within the building volume and be accessible from the street, or from the vestibule of the residential entrance.

f) Clear access to underground bicycle parking areas should be provided to promote safety. Access separated from the underground vehicle ramp should be provided, for example though bike-friendly elevators or dedicated ramps and/or bicycle stairways.

g) Long-term bicycle parking should be located

Policy Reference

- City of Vaughan Comprehensive Zoning By-Law

at grade or within the first two underground levels. Long-term bicycle parking areas should be physically and visually enclosed, for instance, with a bike room. Adequate security and surveillance measures should be taken to further secure bike storage.

h) Long-term bicycle parking areas should be equipped with bicycle service areas including, but not limited to, bike stands, pumps, maintenance equipment, and wash stations.

i) Any mechanical volume, exhaust vent, utility cabinet, or accessory buildings related to the underground parking or service areas should be located within the building away from primary frontages and from entrances, and should be and architecturally integrated into the building. Refer to Section 10.10 Underground Parking Egress Structures and Ventilation Shafts for more information.

j) EV charging spaces and EV-ready parking spaces should be provided. EV charging spots and car share parking should be located on the first levels of underground parking in proximity to the entrance/exit.

k) Wayfinding solutions for underground levels that enhance legibility and orientation should be employed, for instance, through the use of bright colours and large painted surfaces.

l) Where underground levels are located below at-grade outdoor amenity spaces, parks, POPS, frontage zones, or other areas of the public realm, ensure between **1.2 and 1.6 metres** of soil depth is provided for landscaped areas to allow for the growth of mature tree canopies (see Figure 126). Refer to Section 9.3 Tree Canopy for further information.

m) Where underground levels are located below public or publicly-accessible open spaces, a strategy for maintenance, operations, and irrigation should be coordinated with the City.

Policy Reference

- Promenade Centre Secondary Plan 4.2.e

13.2 Scale, Massing and Transitions

To achieve an attractive community and interesting skyline, and ensure appropriate transitions to the surrounding contexts, Promenade Centre will feature a mix buildings with varying heights, envelopes, and architectural designs. Building form and massing — in addition to orientation and placement — also play an important role in defining street edges and open spaces and contribute to the vitality and liveliness of the public realm. The articulation of buildings through varied setbacks, stepbacks and forms will ensure that the perceived mass of taller buildings will be reduced, while maximizing access to sunlight and sky views.

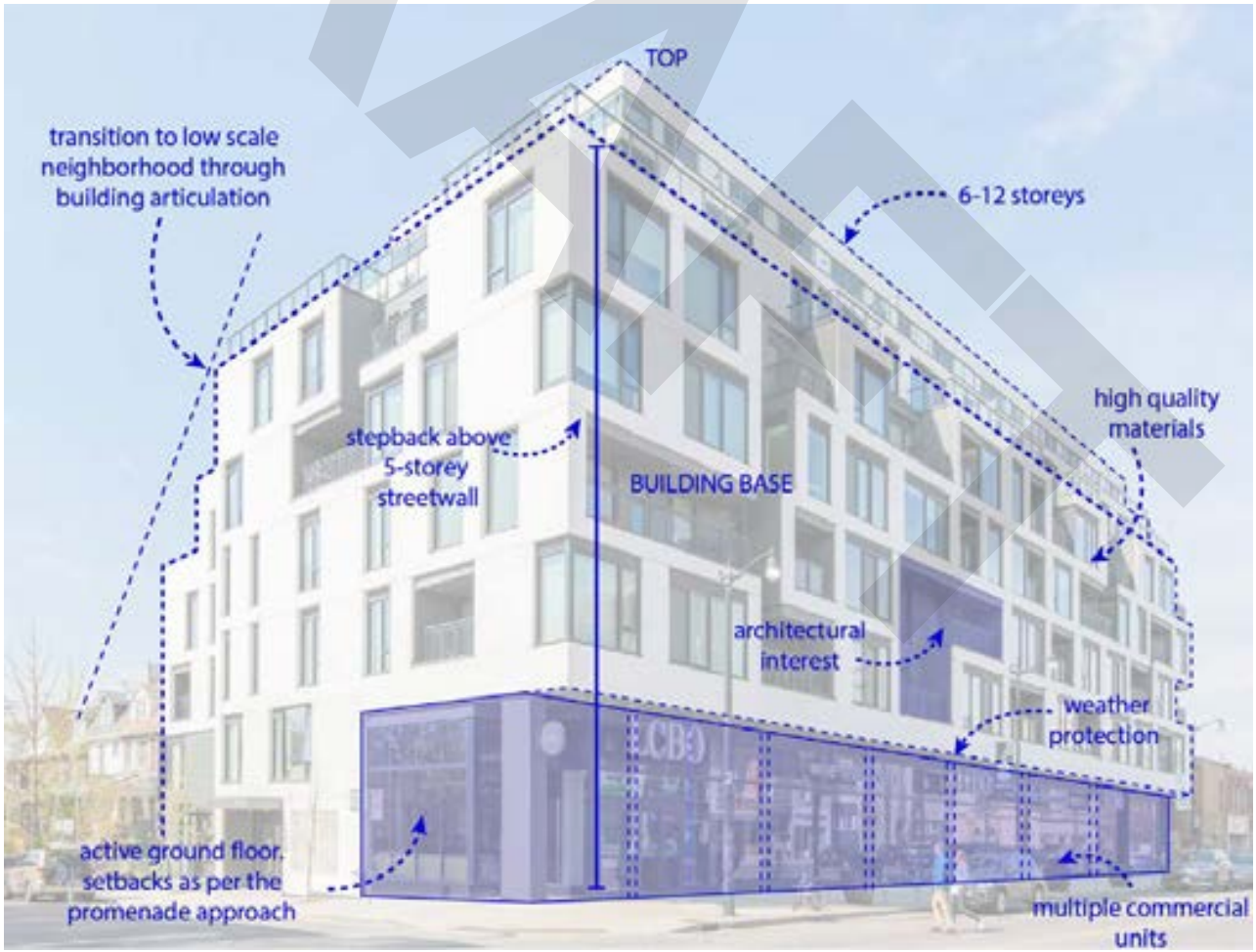


Figure 127.

13.2.1 Mid-rise Buildings

a) Mid-rise buildings are **between 6 and 12 storeys** in height (see City-Wide Urban Design Guidelines Performance Standard 5.3.3).

b) The base of mid-rise buildings should be designed following the guidelines for building bases (see Section 13.1), the Promenade Approach (see Section 7.1), and the interface with the public realm (see Section 7.0).

c) Mid-rise buildings in Promenade Centre should generally maintain a **3- to 5-storey** streetwall. A **2- to 3-metre** stepback shall be provided for all levels above the 5th storey.

d) Additional stepbacks may be required to ensure adequate transitions to the surrounding context, favourable conditions at the street level, and maintenance of solar access and sky views from the public realm. Refer to Section 13.5 Climate Responsiveness.

e) When abutting low rise residential areas, mid-rise buildings should articulate a transition in height and massing through setbacks and stepbacks.

13.2.2 Tall Buildings

a) Tall buildings are more than **12 storeys** in height.

b) Tall buildings have a defined base (podium), and tower portion. The podium of tall buildings will follow the guidelines related to building bases (see Section 13.1), the Promenade Approach (see Section 7.1), and the interface with the public realm (see Section 7.0).

c) Tall buildings should typically have a podium element which expresses a **3- to 5-storey** streetwall (or approx. **17 metres**) in height. A **2- to 3-metre** stepback shall be provided for all levels above the 5th storey.

d) The height of building podiums shall be no less than **5 storeys** and no more than **8 storeys**.

e) Additional stepbacks may be required to ensure adequate transitions to the surrounding context, favourable conditions at the street level, and maintenance of solar access and sky views from the public realm. Refer to Section 13.5 Climate Responsiveness.

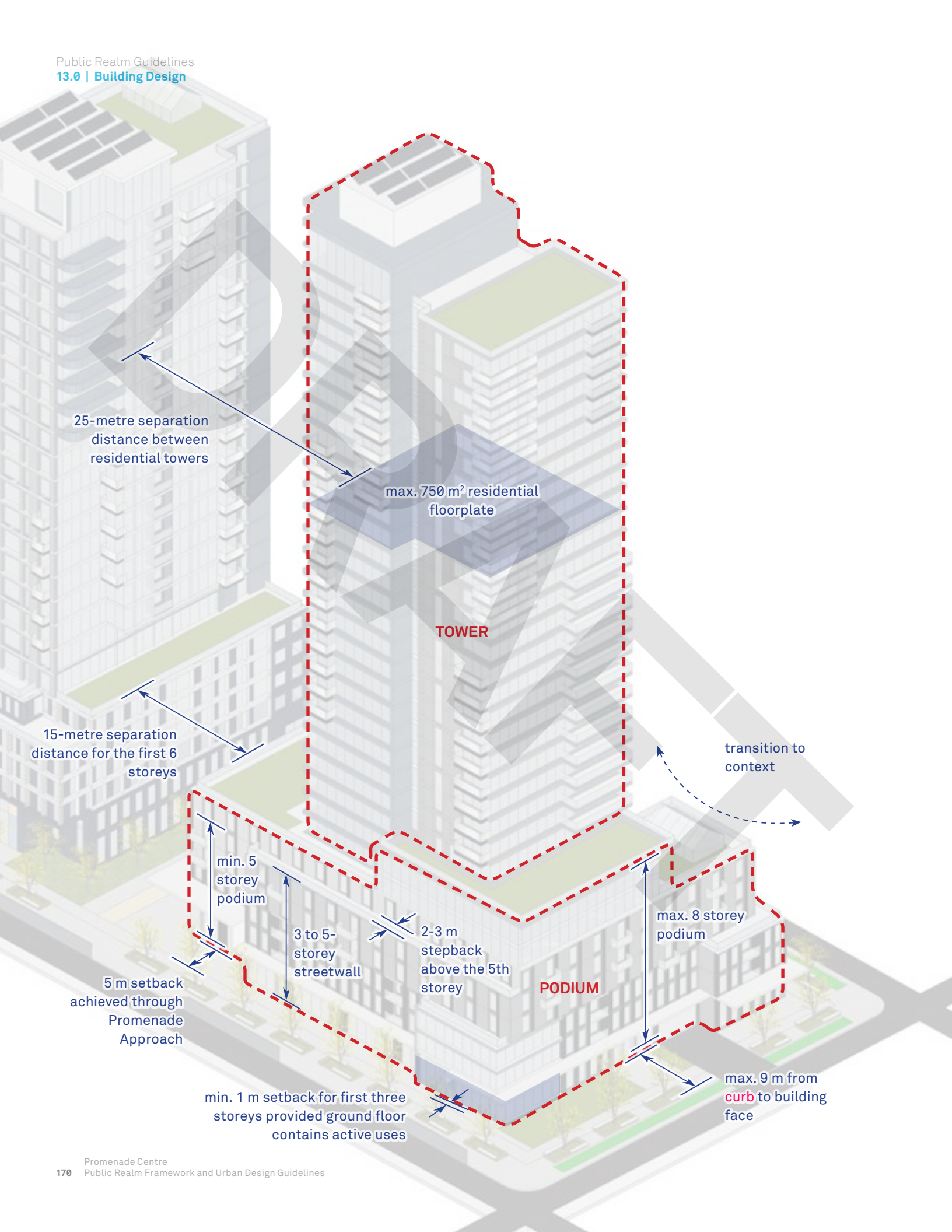
f) Tower portions of tall buildings will have a maximum floor plate of **750 square metres**. Larger floorplates may be permitted for office towers.

g) A minimum separation distance of **25 metres** will be maintained between residential towers, or between a residential tower and any other tower. When a block is developed in phases, a site plan should demonstrate that the minimum separation distances will be maintained.

h) Tower portions of tall buildings will be set back a minimum of **5 metres** from the property line or block edge facing a street.

i) Massing of the tower should be broken up through architectural moves and articulations to minimize the perceived massing and impacts on the public realm (for example, orienting rectangular-shaped towers in the north-south direction to reduce shadow impacts).

j) A clear distinction between the podium and the tower portion of the building should be achieved through the use of stepbacks or reveals.


25-metre separation distance between residential towers
max. 750 m² residential floorplate
TOWER
15-metre separation distance for the first 6 storeys
transition to context
min. 5 storey podium
3 to 5-storey streetwall
2-3 m stepback above the 5th storey
max. 8 storey podium
PODIUM
5 m setback achieved through Promenade Approach
min. 1 m setback for first three storeys provided ground floor contains active uses
max. 9 m from curb to building face

Policy Reference

- Promenade Centre Secondary Plan Schedule C Land Use Plan and Schedule D Height, Density, & Use Parameters
- Promenade Centre Secondary Plan 3.0 Community Structure

13.3 Building Uses

Promenade Centre will include a mix of uses that will include residential, office, commercial, institutional, and community uses that will support a vibrant, complete community. The Secondary Plan identifies the uses and densities for each block of Promenade.

Mixed-Uses

Mixed-use buildings are strongly encouraged in nearly all Precincts within Promenade Centre (except the Community Hub Precinct). Active uses at grade will facilitate a vibrant public realm supporting the vision for the area (Refer to Section 7.3 Grade-Related Uses for more information on how different at-grade uses interface with the public realm) while providing valuable housing and employment uses on upper storeys. In Promenade Centre, there are four land use designations for mixed use buildings: High-Rise Mixed Use, Mid-Rise Mixed Use, Low-Rise Mixed Use, and Community Commercial Mixed Use.

Mixed-use land use designations and policies are described in the following sections of the Promenade Centre Secondary Plan:

- 3.2 High-Rise Mixed Use
- 3.3 Mid-Rise Mixed Use
- 3.5 Low-Rise Mixed Use
- 3.6 Community Commercial Mixed Use

Residential Uses

High-Rise Residential Uses are permitted in areas where existing high-rise residential buildings are present (in the Neighbourhood and Transit Hub Precincts), recognizing that residential uses should persist in these areas.

Additional residential buildings are permitted in Low-Rise Mixed-Use designated areas in the Transit Hub and Community Hub precincts.

Generally, new low-rise residential buildings are not supported in Promenade Centre; however, ground-oriented units at the base of tall or mid-rise buildings, or low-rise infill development, may be permitted in order to support more housing options. Refer to Section 14.0 Infill Development for more details.

Residential land use designations and policies are described in the following sections of the Promenade Centre Secondary Plan:

- 3.4 High-Rise Residential
- 3.5 Low-Rise Mixed Use

Community Commercial Uses

The Community Commercial land use designation recognizes Promenade Mall in the Central Square Precinct as the main focus of the area, and supports the retention of this use. In addition to superficial improvements to the mall frontages, new low-rise commercial infill is permitted to increase transparency and activity around the mall, and to establish a streetwall by bringing the edge of the mall to the new street. Refer to Section 14.0 Infill Development for more details.

Community commercial land use designations and

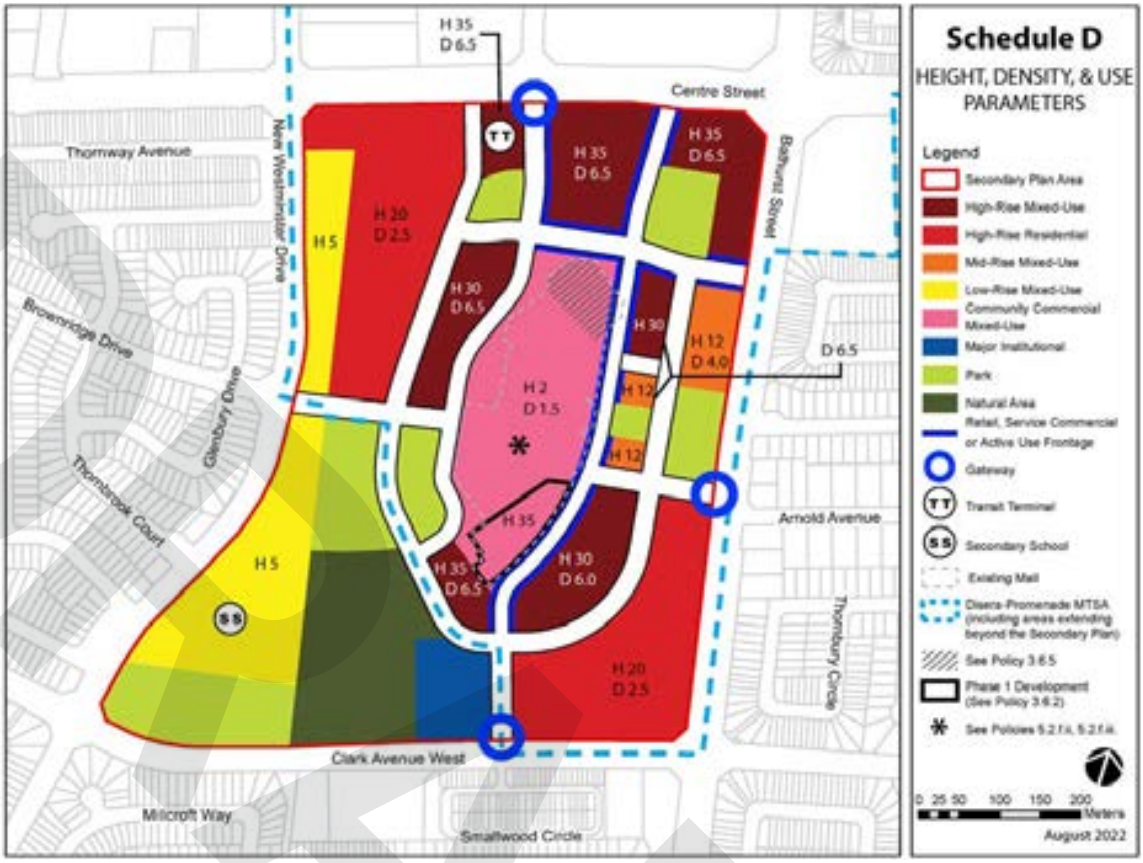


Figure 128.

policies are described in the following sections of the Promenade Centre Secondary Plan:

- 3.6 Community Commercial Mixed-Use

Community and Institutional Uses

The Major Institutional land use designation recognizes the existing Bathurst Clark Resource Library located in the Community Hub Precinct. The library may be expanded or redeveloped to offer new programs and an enhanced community hub that serves the community at a local and city scale.

Additional public and private institutional buildings may be located in Low-Rise Mixed Use designated areas (recognizing the existing St. Elizabeth Catholic High School, also in the Community Hub Precinct). New Mixed-Use designated areas may also include community or institutional uses, where they are encouraged to be co-located within mixed-use buildings. For example, the existing Transit Terminal (located in the Transit Hub Precinct) may be replaced by future High-Rise Mixed Use development, provided they integrate the Transit Terminal without impacting its functionality.

Community and Institutional land use designations and policies are described in the following sections of the Promenade Centre Secondary Plan:

- 3.2 High-Rise Mixed Use; 3.3 Mid-Rise Mixed Use; and 3.5 Low-Rise Mixed Use
- 3.7 Major Institutional
- 3.8 Transit Terminal
- 4.6 Institutional Buildings

Policy Reference

- City of Vaughan Inclusive Design Standards

13.3.1 Mixed-use and Residential Buildings

a) Mixed-use buildings and residential buildings should be designed to allow for future adaptation to other uses, residential unit layouts and types.

b) Office uses in particular should consider how floorplates could be converted to residential uses in the future, including ensuring floorplate depths that will allow for flexible unit layouts and sunlight penetration. Provision of balconies and terraces for office buildings should be considered.

c) Solutions that provide built-in flexibility such as live-work units are encouraged. Live-work units are an appropriate active use for the ground floor of buildings, where it is required.

d) Office use and commercial use that is located at the upper floors of the building should be served by dedicated elevators and stairs. While not publicly-accessible, ground-floor lobbies should be transparent and active, employing guidelines presented in Section 7.4 Publicly-Accessible Interiors.

e) New Community and Institutional Uses are strongly encouraged to be located and integrated within mixed-use buildings.

f) Community and Institutional Uses must be designed according to universal design principles and must contain accessible vertical circulation where they are located on multiple or upper floors.

g) Where Community Uses, Institutional Uses, anchor commercial units, or other uses that typically have large floorplates are located at the ground floor, they should provide an active frontage, a clearly defined dedicated entrance, and apply the guidelines for Publicly-Accessible Interiors (refer to Section 7.4). Consider locating large floorplate uses at the second floor of a building to avoid any long, inactivated facades at grade.

h) It is strongly encouraged to locate primary or secondary entrances to Community or Institutional Uses (including the Transit Terminal) on Open Spaces, POPS, Gateway Plazas, or other prominent outdoor public spaces. Refer to Section 7.3.7 Community and Institutional Uses for more details.

i) Mixed-Use buildings developed with the integrated Transit Terminal will have clearly differentiated entrances with access to the Transit Terminal in prominent and convenient locations. Signature signage design and passive wayfinding should be employed.

j) Commercial/retail spaces should accompany the Transit Terminal use and should be located in convenient, accessible, and highly-visible locations, including any potential waiting areas.

k) Consider creating multiple entrances to commercial/retail spaces from both the building exterior and from publicly-accessible interiors, particularly with retail spaces associated with the Transit Terminal.

13.3.2 Residential Units

a) Residential units should be designed to allow for flexibility in their layout over time to account for change in housing tenure and to encourage aging-in-place.

b) A minimum of 25% residential units should be universally accessible. Consider designing units that are not universally accessible in a way that they can be made accessible with minimal renovation and cost.

c) Residential developments should include a minimum of 10% of 3-bedroom units. Larger and family-sized units should be clustered together to promote interaction between families and children, and should, where feasible, be located at the lower storeys for convenient access to the outdoors.

d) Ground-oriented units integrated into building bases should be accessible from grade level, preferably facing the street. These units should be designed as 2-storey individual units with a minimum of 2 bedrooms to contribute to increased housing diversity in Promenade Centre.

e) Double-storey units on the upper and top floors of buildings should be considered to provide a variety of unit sizes, provide access to rooftop community amenity spaces, and to contribute to varied building articulation.

f) Where a development contains multiple connected buildings, unit types should be generally evenly distributed between buildings to promote equity and diversity of tenants within buildings.

g) Consider locating storage lockers on the same level and close to residential units, especially with larger, family-sized units, to allow for easy access to items such as strollers and recreational equipment.

h) Privatized access to building rooftops is strongly discouraged.

13.3.3 Common Amenities

a) Common indoor amenities should be designed to accommodate aging-in-place and include spaces, furnishings, and fixtures that serve residents of all ages and abilities, for example, play spaces for children and dedicated spaces for teens, co-working and co-studying spaces, fitness-focused areas, shared kitchens and multi-purpose spaces for gatherings and activities. Consider including multi-purpose areas that allow for a range of activities; for example, dedicated “messy” amenity areas for

DIY, workshops with basic repair equipment, and/or creative/maker rooms.

b) Where a development consists of multiple buildings, indoor and outdoor amenity spaces shall be provided in both buildings; However, a portion of amenity spaces may be pooled into one area, should it be proven to the satisfaction of the City, that a larger contiguous amenity space can offer opportunities that would not be feasible for a single building (e.g. a pool, workshop areas). All buildings in the development should have access to all amenity spaces.

c) Children's amenity spaces should be connected to other types of amenity programming to encourage multigenerational interaction.

d) Areas dedicated to children should be appropriate to the percentage of family-sized units in the building.

e) Indoor amenities should be located on different floors throughout the building. Indoor amenity spaces may be located on the ground floor of a building as long as they are not located on primary frontages and do not result in blank exterior facades.

f) Collaborative uses such as cooperative daycares that promote good neighboring and multigenerational integration should be explored.

g) To better plan for inclusive and equitable common amenity spaces, involvement of current and future residents should be explored whenever possible. Consider consulting with residents occupying early phases of development on amenity space provisions for future stages of development.

h) Indoor amenities should be directly connected to outdoor amenity spaces located at grade or on terraces and rooftops. Generous glazing to create visual connections should be provided.

i) Provide common washrooms with amenity spaces that are universally accessible, considerate of users who are children or elderly, and include changing tables. Gender-inclusive washrooms are strongly encouraged.

j) Bicycle service areas associated with long-term bicycle parking are strongly encouraged. They should include bike stands, pumps, maintenance equipment, and/or wash stations.

k) In buildings with mixed uses, include end-of-trip change and shower facilities located close to long-term bicycle storage associated with non-residential uses. Such facilities should include: personal lockers, washrooms with showers, changing areas.

Policy Reference

- City of Vaughan Zoning By Law 6.5.6 Minimum Change and Shower Facilities

l) Include pet-friendly facilities such as pet wash stations (potentially co-located with bike wash stations), pet-relief areas, and dog runs in the indoor and outdoor amenity programming. Consider the location of pet-friendly areas so that they encourage neighbourliness and interaction between pet owners, while being distinct and providing sufficient separation from other amenity areas. Refer to Section 6.4 Pet-Friendly Areas for more information.

m) Each residential unit should have access to private outdoor space in the form of balconies, terraces or private yards. They should be sized to allow for practical use and appropriate for the size of the associated unit.

n) Common circulation spaces and residential lobbies should be designed for universal accessibility and safety. Intuitive wayfinding through colour coding and accessible signage is encouraged.

o) Consider casual seating areas in corridors, especially at elevators and on floors where family-sized units are clustered together. Where feasible, include windows at key areas within corridors.

p) The number of elevators in a building should support the movement of residents during peak hours.

q) Consider using auto-dimming or auto-off motion-detecting lighting for common areas to minimize energy use.

13.3.4 Outdoor Amenities

a) Locate outdoor amenity areas where they can be passively surveilled by residential units (i.e. a building courtyard surrounded by residential units, or terraces that can be viewed from upper floors). Consider noise impacts when locating residential units in proximity to common amenity areas

b) Outdoor amenity spaces should have a minimum depth of **10 metres** to accommodate flexibility and practicality of use.

c) Outdoor amenity spaces should include active and passive programming areas.

d) Outdoor amenity areas should have a good balance of shaded, wind protected, and sunny areas. Trees and vegetation should be included to promote shade and minimize the heat island effect.

e) Consider including features that enhance neighbourhood biodiversity into amenity spaces, including pollinator gardens or bird/insect habitats within outdoor amenity spaces.

f) Play spaces dedicated to children should

Figure 129.

include playground equipment, landscape elements, and naturalized spaces that allow for learning and discovery.

g) Plots for common-use vegetable gardens may also be integrated into outdoor amenity areas with sufficient access to sunlight, protection from wind, and access for pollinators. Consider providing raised planters at varying heights and wheelchair-accessible planters to allow them to be used by people of all ages and abilities.

h) Consider providing indoor amenity spaces equipped with a common kitchen and dining spaces in proximity to outdoor common-use gardens.

i) Screening associated with amenity areas should be attractive and incorporate naturalized elements and vegetation. Refer to Section 10.8 Fencing, Screening, and Enclosure for more information.

j) For more information on at-grade common amenity areas, refer to Section 12.3.

13.3.5 Rooftop Amenities

k) Rooftop Amenities should be directly connected with indoor amenity spaces that complement them.

l) Rooftop amenity space may only count for 50% of the required outdoor amenity space.

m) An assessment of pedestrian level wind conditions should be done ahead of programming and design of rooftop amenity spaces.

n) Consider noise impact and privacy in relation to residential units and the mechanical penthouse.

o) Protection from winds through panels and vegetation should be provided. Shading elements should also be provided.

p) Provide durable plantings suitable for rooftop conditions.

q) Provide a minimum **1.5-metre** raised buffer space within the parapet, to promote safety at the roof edge.

Policy Reference

- City of Vaughan Comprehensive Zoning By Law

13.4 Architectural Diversity

Buildings in Promenade Centre will be welcoming and attractive, establishing a positive presence at the edges of streets and open spaces. Richness of architectural languages and articulation of building elements will contribute to creating a sense of place which existing and future residents can feel part of.

Buildings should have articulation that shows clear design intention. Composition of a portion of buildings should be appropriate for the scale of the building and should consider the perception at the pedestrian level as well as its visibility.

a) Incorporate passive wayfinding through building massing and surface treatments highlighting focal points such as building entrances, mid-block connections, and consider building corner treatments.

b) Include building weather protection elements through cantilevering of upper floors, canopies, or other building extensions.

c) Collonnades are discouraged along primary frontages in order to maximize usable sidewalk space for pedestrian circulation and landscaping.

d) Where ground-oriented residential units are provided at the base of tall and mid-rise buildings, porches and decks can be provided and encroach into the setback a maximum of 1.5 metres.

e) Provide wherever feasible a 0-step entrance between the sidewalk and the building. Stairs and ramps should be provided in a manner that prioritize accessibility and safety.

f) Ramps and stairs should not create leftover spaces that cannot be used or are unsafe

g) Consider as part of the building design, a variety of balcony types, such as juliette balconies, inset balconies, protruding balconies and terraces.

h) Inset, protruding balconies and terraces should have a minimum depth of 1.5 metres.

i) Consider microclimate such as sun exposure and wind conditions when designing balconies.

j) The mechanical penthouse should be integrated into the overall building design to reduce the visual impact of mechanical equipment through the use of architectural screening materials and/or step backs.

Figure 130.

Figure 131.

Figure 132.

arbour-buildings.jpg

Facades

a) High quality design materials should be consistently used for facades fronting on streets and public spaces.

b) Vents and other mechanical equipment should be integrated in the facade design or screened.

c) A balance of glazed and solid surfaces should be used in accordance with energy performance standards and responding to solar orientation.

d) Glazed areas associated with indoor active uses should be used at the base of the buildings to establish a visual connection with the street.

e) Glazed surfaces, including glass balconies, should be treated with bird-friendly design for the first 16 metres of the building height.

f) Facades fronting on open spaces should have windows, terraces, and balconies to provide visual connection and passive surveillance.

Policy Reference

- City of Vaughan Comprehensive Zoning By-Law (01-2021)
- Green Directions Vaughan
- Vaughan Sustainability Metrics Program

13.5 Sustainability and Climate Responsiveness

Sustainable design will be more than a performance requirement in Promenade Centre — sustainability will be a feature of the overall public realm and built form design. Development will be intrinsically sustainable for its proximity to transit and to a robust network of active transportation facilities. New buildings should strive for excellence in sustainable design, considering both passive and active measures.

13.5.1 Microclimate and Pedestrian Comfort

a) Consider of solar exposure, prevailing winds, and shadow impacts on the public realm to guide the organization of sites and the placement, orientation, height, and massing of buildings.

b) Include passive design measures to improve microclimate conditions within the overall building design.

c) Integrated overall building design should incorporate architectural elements that ensure a comfortable microclimate at grade during all seasons (e.g. building articulations, recesses and projections, canopies, and overhangs).

d) In addition to landscaping at-grade, consider greening building roofs and walls, and incorporating rainwater retention and/or capture into buildings. Such blue/green measures can improve sound absorption, provide cooling and insulation, mitigate glare and the urban heat island effect, contribute to better air quality, increase site-wide biodiversity, and provide passive shading.

e) Consider winter snow and ice build-up on the building elements and how increased building envelope performance can affect them.

f) Wind Studies and Sun/Shadow Studies accompanying development applications should consider the entire development block.

g) To provide comfortable microclimate conditions at the pedestrian level, elements of wind mitigation should be employed in the design of the base of the building. Windbreaks such as screens or walls should be employed in the design of forecourts and entryways to the buildings. This can be achieved through consideration of wind patterns for the placement of landscape or seating. The provision of mature growth trees should be included in the microclimate strategy of the building.

h) The location and design of windbreak walls should be coordinated and complement the

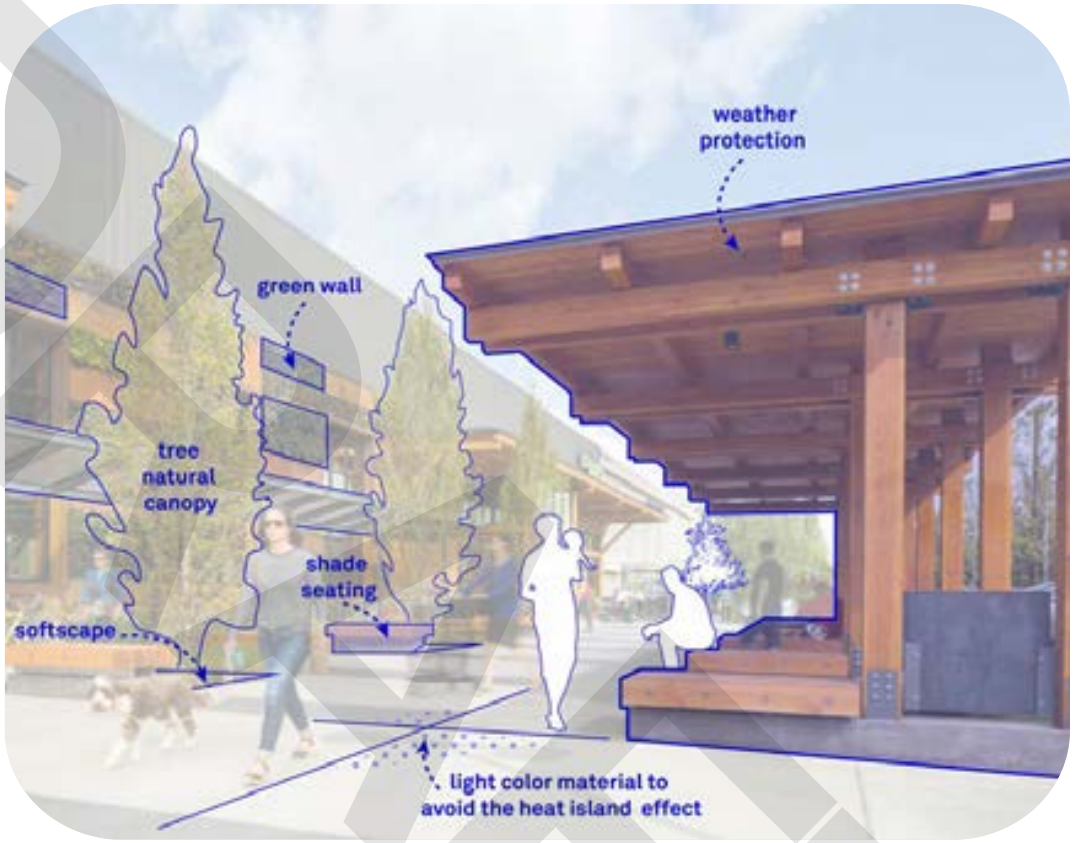


Figure 133.

overall building and landscape design. Wind break panels can be designed as attractive and engaging urban elements. Explore the potential for educational content, which is context-based and culturally-specific.

i) Building surface materials should be selected for their durability in all seasons.

j) Landscape elements should be employed to mitigate heat and wind conditions. Integration of green walls in building design and use of water can improve the microclimate during warm weather periods. Deciduous trees provide shade during summer and provide sun access during winter. Evergreen trees can effectively function as wind breaks, especially in winter.

Policy Reference

- Green Direction Vaughan
- Vaughan Sustainablity Metrics Program

Guiudelines Reference

- Bird Safe Design Standard
- Vaughan Sustainablity Metrics Guidebook
- Vaughan Sustainability Assessment Tool

13.5.2 Building Sustainability

a) Buildings design should facilitate the reduction of waste and support collection of recycling and organics. A waste collection system with three separated lines should be provided. Convenient indoor access should be provided with enough space for the storage of three separated bins.

b) Systems to improve water conservation should be employed, including rainwater re-use systems.

c) All buildings should be photovoltaic-ready. Provide monitoring and management of energy consumption at the unit level.

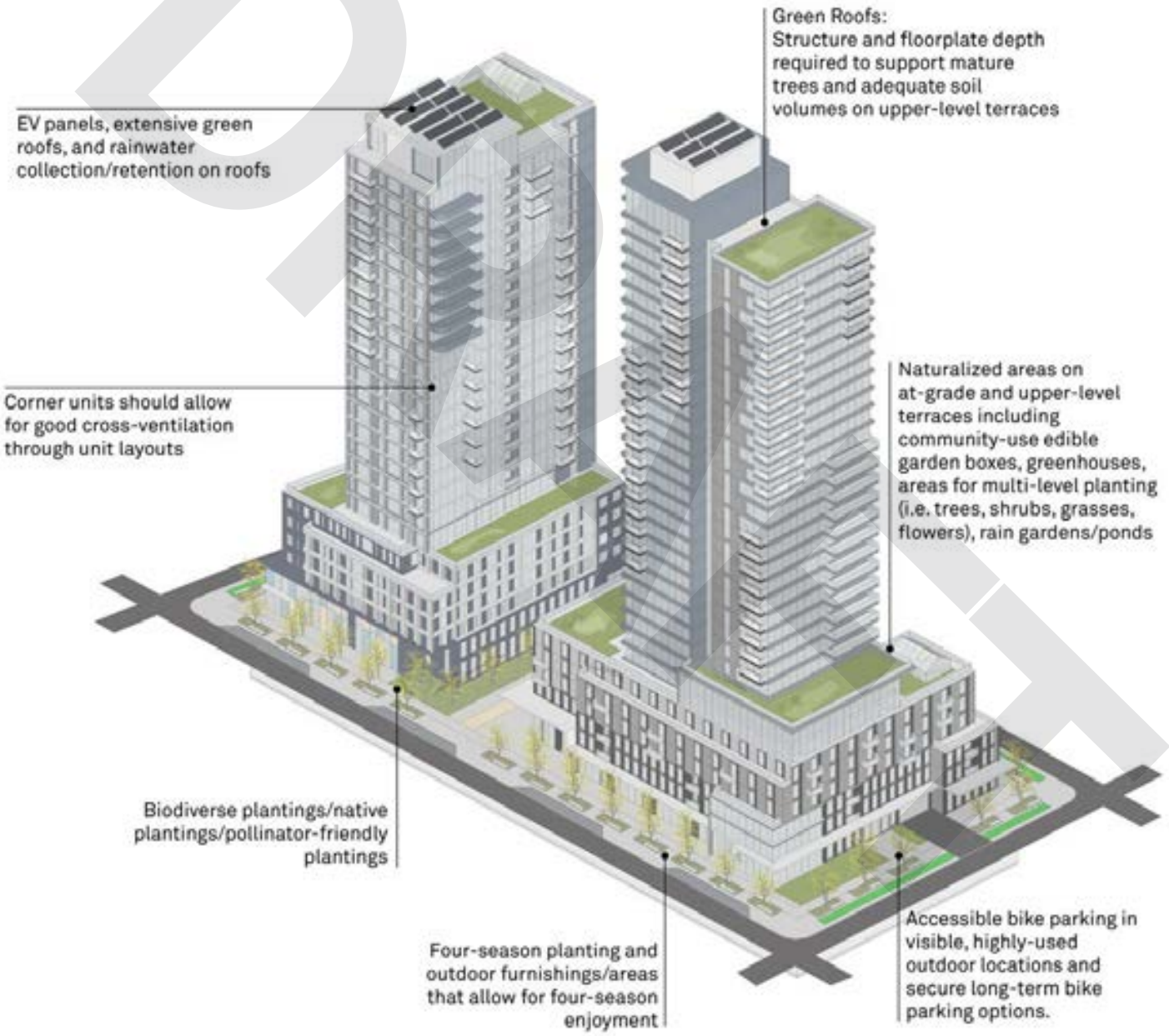
d) Consider implementing a district energy system within Promenade Centre in coordination with the City. At the block level, energy generation and storage infrastructure that can be shared between buildings should be provided.

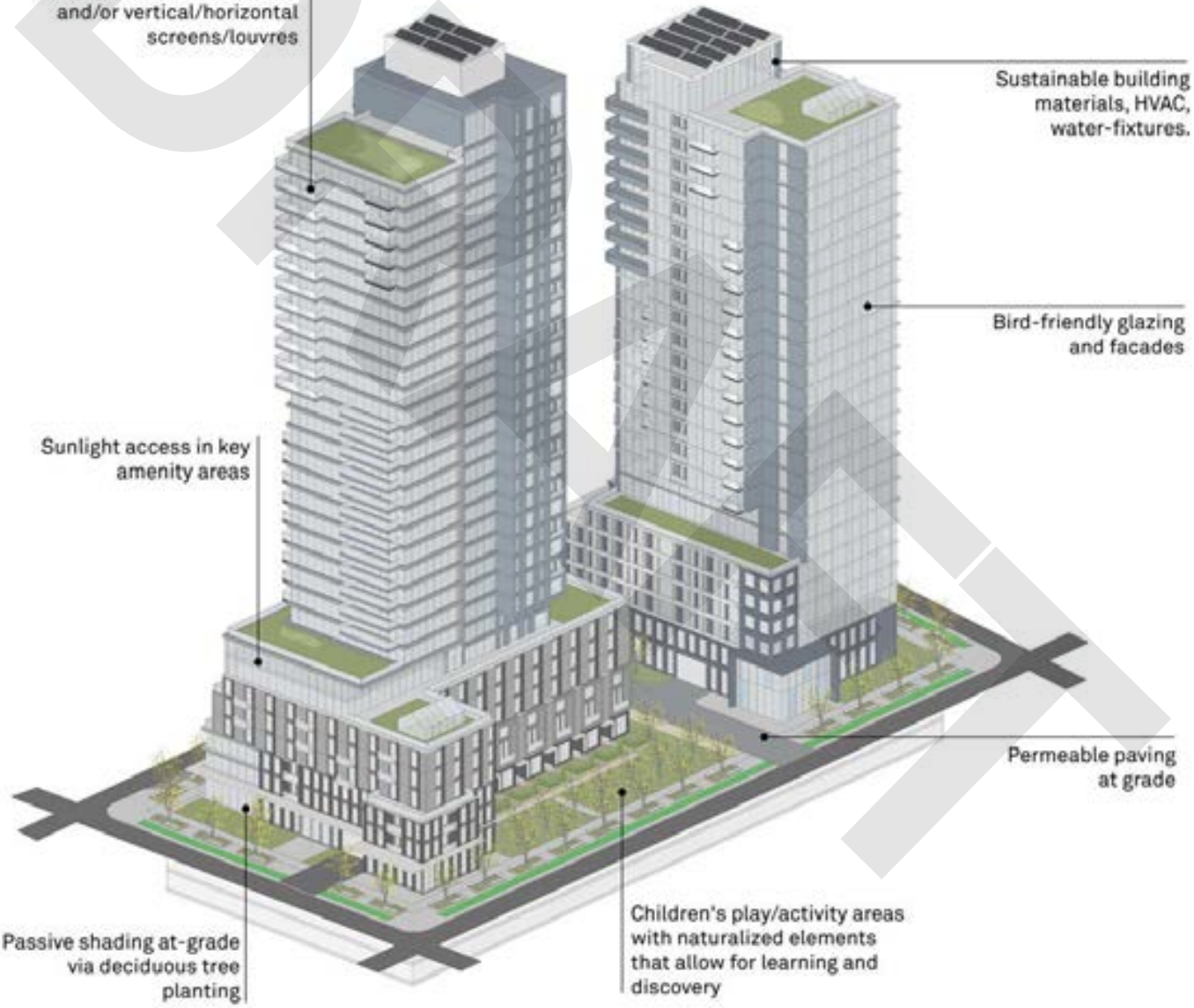
e) Buildings envelopes should provide a high level of energy performance. The use of green building rating systems is encouraged. Refer to City of Vaughan Sustainability Metrics Program.

f) To reduce GHG emissions and mitigate their effects, ideally at least 80% of the available roof area should be vegetated (green roof). The remaining 20% should have a high solar reflective index (white roof). Storm water retention integrated in the roof system (blue roof) is encouraged.

g) Consider using mass timber over concrete as a structural material.

h) Consider the use of recycled materials to reduce waste, as well as local procurement and material sourcing.


Green Roofs:
Structure and floorplate depth required to support mature trees and adequate soil volumes on upper-level terraces
EV panels, extensive green roofs, and rainwater collection/retention on roofs
Corner units should allow for good cross-ventilation through unit layouts
Naturalized areas on at-grade and upper-level terraces including community-use edible garden boxes, greenhouses, areas for multi-level planting (i.e. trees, shrubs, grasses, flowers), rain gardens/ponds
Biodiverse plantings/native plantings/pollinator-friendly plantings
Four-season planting and outdoor furnishings/areas that allow for four-season enjoyment
Accessible bike parking in visible, highly-used outdoor locations and secure long-term bike parking options.


Passive shading through inset/projecting balconies based on facade orientation and/or vertical/horizontal screens/louvres
Sustainable building materials, HVAC, water-fixtures.
Bird-friendly glazing and facades
Sunlight access in key amenity areas
Permeable paving at grade
Passive shading at-grade via deciduous tree planting
Children's play/activity areas with naturalized elements that allow for learning and discovery

Densification through compatible infill on the existing residential sites in Promenade will provide opportunities for enhanced amenities and connectivity.

14.0 Infill Development

14.1 Future Infill Opportunities

Existing residential areas and other underutilized sites within Promenade Centre present opportunities for new mixed-use, commercial, and residential infill development. Potential opportunities are identified in lands designated as High-Rise Residential and Community Commercial, illustrated in figure 132

a) Wherever possible, seek to preserve, retrofit, or repurpose existing buildings when developing sites with existing built structures.

b) New infill buildings should address the street with defined streetwalls that include appropriate setbacks, stepbacks, and transitions. For more information, refer to:

- Section 7.1 Promenade Approach;
- Section 7.2 Streetwalls and Setbacks;
- Section 7.3 At-Grade Uses;
- Section 13.1 Building Base

c) New infill buildings should contain uses and conditions appropriate to their frontage character (see Figure 16).

d) When existing buildings are retained, consider undertaking improvements to their envelope performance and interior layouts to decrease the carbon footprint of existing buildings, and ensure a good mix of housing and/or commercial retail unit types and sizes are offered. Other sustainable features are encouraged, such as green roofs, rooftop energy generation, and stormwater retention. Creating opportunities to provide access to currently inaccessible rooftops is also encouraged.

e) Surface parking can be reduced through the provision of underground parking spaces, sufficient access to non-vehicular transportation modes, or in the case of non-residential development, other structured or temporary surface parking options in proximity to the development. Coordination with the City's Transportation department will be required.

f) Strive to achieve a 100% retention of trees with a diameter of 20 cm or more on infill sites. A plan will be put in place to replace any lost trees in accordance with the City of Vaughan's Tree Protection Protocol. Where possible, mature "signature" trees should be incorporated into the outdoor space design and/or public space design.

PLACEHOLDER FOR INFILL OPPORTUNITY MAP

Figure 132.

14.1.1 Residential and Mixed-Use Infill on High-Rise Residential Land Use Sites

Existing developments in High-Rise Residential designated areas at the northwest and southeast of Promenade Centre are generally a slab tower form surrounded by surface parking and outdoor amenity areas and often many mature trees. Buildings are typically located centrally to the block with perimeter fencing.

As Promenade Centre develops into a mixed-use and complete community, infill development in these areas will add housing density in close proximity to transit and regional corridors. New buildings will address the block edges, contributing to well-scaled and neighbourhood-appropriate streetscapes and new mid-block connections, as well as provide more privacy in the block interiors for existing residents as more people move into the area.

Infill at these locations will be of primarily residential use, adding new housing choices in forms that transition to and compliment the existing surrounding built form context. At-grade commercial opportunities may be explored at key locations near gateways, high-traffic areas, and to provide neighbourhood convenience retail.

g) Proposed infill development should provide a site plan that shows integration of publicly-accessible connections to increase neighbourhood permeability, provide off-street routes for pedestrians and/or cyclists, and create new safe crossings from neighbourhood areas toward Promenade Mall, community amenities, parks, and other public destinations. Refer to Section 8.6 Shared Use Paths.

h) Connection between new infill development and existing buildings should provide a consolidated and improved entrance and circulation experience. Areas for socializing in outdoor spaces or shared lobbies should be provided to foster neighbourliness and interaction between existing and new residents.

i) Mid-rise buildings and podiums of High-rise buildings should provide rooftop amenity space accessible for new and existing residents.

j) At-grade outdoor amenities should be located to provide good access for both existing and new buildings, and should consider direct access to new Shared Use Paths.

k) Commercial infill development should provide an active edge for the mall that reinforces the main street pedestrian-scaled character along High Street and Low Street.

14.1.2 Commercial and Mixed-Use Infill on Community Commercial Land Use Sites

The existing Promenade Mall is a typical inward-facing shopping centre. In the short term, new development around the existing Mall edges built along the new High and Low Streets will provide a revitalized perception of the Mall with transparent facades, active uses and spill-out spaces in the public realm.

The City and landowners will work together to ensure that incremental infill along the mall edge is sequenced with the delivery of new streets and pedestrian connections. A plan for offsetting or replacing lost surface parking should be put in place.

The northern portion of the existing mall is planned to be removed in the long term, freeing up new development area that can accommodate High-Rise Mixed-Use development, permitted under policy 3.6.5 of the Promenade Centre Secondary Plan.

a) New development should not interfere with ongoing mall operations. A strategy for providing service and loading functions should be undertaken at early stages of development to identify locations that will have minimal impact on the public realm. Underground loading and service functions should be planned.

b) New infill development surrounding Promenade Mall should ensure that mall entrances are easily accessible and visible. Entrances to the mall should be distinct from other uses. Refer to Section 7.4 Publicly Accessible Interiors for more details on the nature of these frontages.

c) Consider creating gathering areas around entrances to the mall, including plazas and activated laneways.

All residents, workers, and visitors to Promenade Centre will be able to enjoy a safe, comfortable, and attractive Promenade Centre, with the amenities and public spaces to ensure a complete and walkable community, no matter what stage of development the neighbourhood is in.

15.0 Implementation

15.1 Opportunities and Priorities

The vision for Promenade Centre will be implemented over many phases of development. The intent of these guidelines is to ensure that the public be able to enjoy a safe and comfortable environment that seeks to achieve the vision for Promenade Centre before all elements are delivered and during ongoing construction. It is important to acknowledge that Promenade Mall is an existing neighbourhood destination and there are current residents who live and move through this area. No matter what stage of development Promenade Centre is in, all residents and visitors should feel welcomed and should benefit from new amenities, open spaces, and retail opportunities.

This may involve:

- ensuring that public and private uses under development are delivered in the right sequence to allow existing and the first new residents to benefit;
- providing temporary installations to enliven underutilized or in-transition spaces and screen and beautify under-construction areas; and,
- due to the creation of new blocks and streets, development of a phasing plan that ensures all "leftover" portions of land are accounted for and activated appropriately, and integrated into the holistic site design over time.

a) Community amenities, institutional uses, open spaces, anchor retail functions, and common amenity spaces should be delivered in the earliest phases of development to ensure that new residents are served by essential neighbourhood functions.

b) Introduce green as much as possible in early phases and plant trees as soon as possible to allow vegetation to acclimatize, become established, and reach maturity as soon as possible.

c) Where providing permanent plantings is not feasible, include robust planters that can support trees and quality plantings. Temporary planters should be able to be relocated to other sites, and a plan to permanently locate

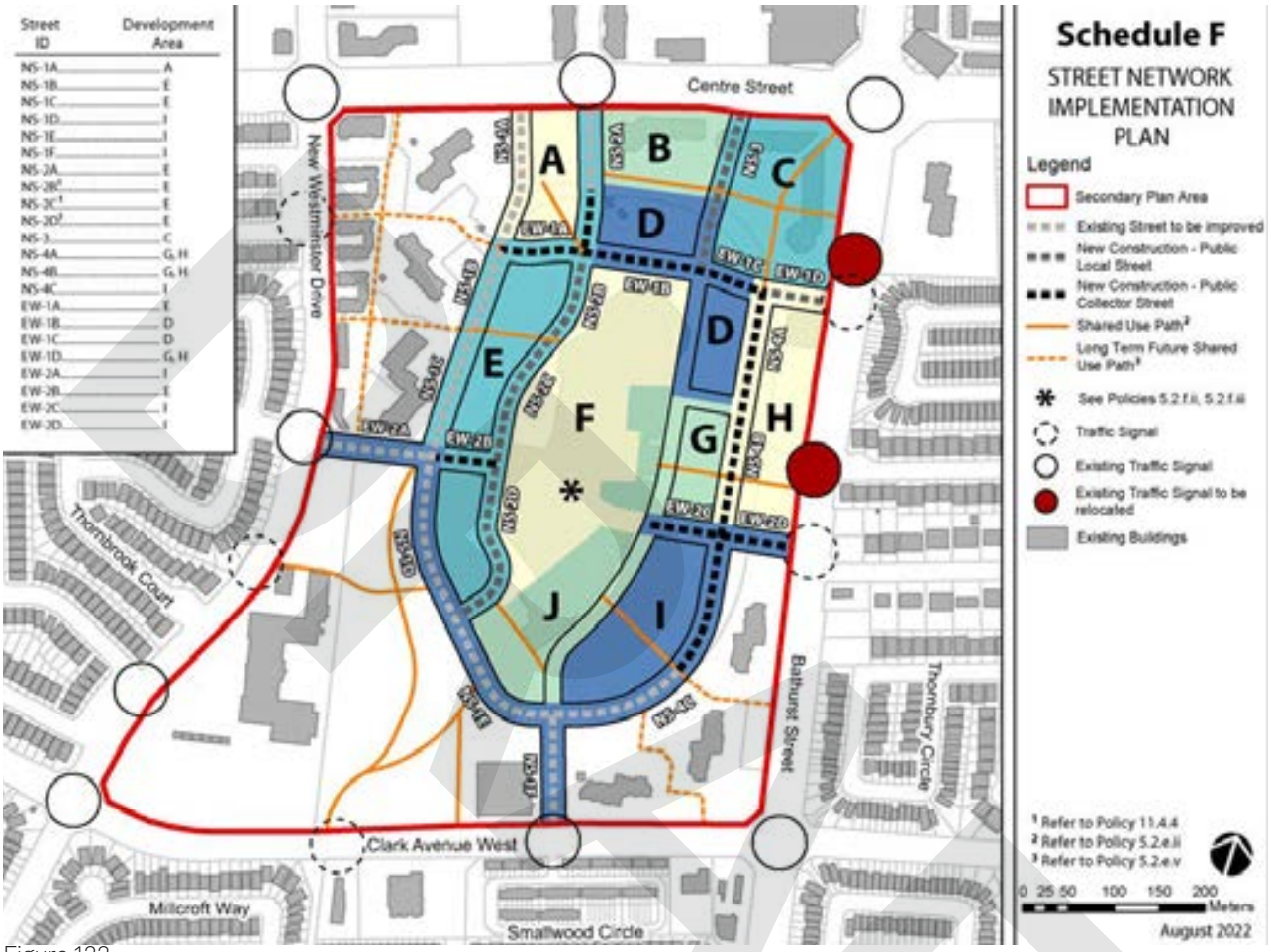


Figure 133.

the plantings on site should be in place. A maintenance plan should be developed to ensure that any vegetation in temporary planters are well-cared-for.

d) The existing surface parking that will potentially remain during the interim period of development should be improved with greening and enhanced pedestrian paths.

e) Use "tactical" operations. The use of paintings on surfaces can support activation of underutilized space. Turf materials that will be removed can provide a temporary feeling of green and help identify programmable spaces. It is strongly encouraged to involve current and future residents

f) Involving residents in of implementation wherever practical. Participation can be an effective place making tool that will reinforce a sense of belonging since the initial phases of implementation

g) Establish cyclical revisions. The temporary nature of in-between operations and elements calls for periodical revisits to the plan that will ensure the quality of the public spaces will be maintained over potentially longer than planned periods of time.

15.2 Interim Development

Interim development refers to measures taken to improve quality of public life and liveability for current and early residents either during construction or between development phases. This may include improvements to existing spaces and infrastructure, temporary installations, or moveable elements. The intent of these guidelines is to ensure cohesion between in-construction or temporary development conditions and the public realm as well as to create excitement about future developments among Promenade Centre's current and future community.

15.2.1 During Construction

a) An operations plan should be developed to identify and mitigate any potential impacts to the area during construction. The plan should include solutions for accessible pedestrian and vehicle circulation around the site, safety and CPTED considerations, air quality, noise, and vibration mitigation, aesthetic improvements, temporary programming, and other factors, to the satisfaction of the City.

b) Construction should not impact operations access regarding Promenade Mall or any existing residential areas. Potential disruption to pedestrian circulation, safety and accessibility should be identified prior to construction, with particular attention to access for existing residents to transit and essential neighbourhood services, and a plan put in place to maintain safe and accessible access.

c) The interface between construction areas and the public realm should be appropriately screened and any potential hazards mitigated. Hoarding materials should be durable and animated with public art, educational signage, and wayfinding information. Consider incorporating peep holes in hoarding to allow passers-by to view the progress of development.

d) Measures to mitigate noise, vibration, and air quality impacts during construction should be put in place. Providing trees and other vegetative screening in temporary planters is strongly encouraged to create a noise buffer and to improve air quality surrounding construction sites.

e) Appropriate lighting and signage should be provided. If regular pedestrian circulation needs to be rerouted, highly visible and accessible pathways will be provided.

Figure 134.

Figure 135.

15.2.2 Between Development Phases

a) An interim period plan should be provided to understand the implications of interim conditions. The acceptable use and status of in-between areas should be demonstrated through this plan.

b) Blank walls deriving from grade changes or uncompleted development should be activated through the use of temporary solutions such as art installation or lighting to provide visual interest and esthetic appeal.

c) Use of temporary landscaped elements or natural solutions like living walls is encouraged. Refer to Section 15.3 Temporary Elements for more details.

d) Particular attention should be given during the interim period to resolve accessibility issues due to temporary topographic conditions. If underground parking temporarily acts as an interface with the street, guidelines for interface with parking structures should be applied.

e) If a portion of the building is underutilized, temporary uses should be planned to provide an active interface and a more vibrant public realm. Pop-up shops and art exhibition or installation are opportunities to engage residents while providing safety and convenience. Temporary public elements such as seating or planters should be employed to improve the thresholds of the building.

15.3 Temporary Elements

Opportunities to reduce the impact of development and enhance sustainability should be explored during ongoing implementation of the Promenade Centre Secondary Plan. These temporary elements should activate underutilized space and promote sustainability.

Tree nurseries and community gardens are unique temporary elements that are highly engaging for residents and visitors, as they can watch the landscapes grow and produce over time, and with community gardens - be engaged in their creation, maintenance, and harvests. Temporary tree nurseries will support the landscape strategy of Promenade Centre by providing an effective and sustainable way to procure mature trees for new public spaces and community gardens provide age-inclusive opportunities for socialization, education, community-building, and contribute to overall food security. Where available space supports it, temporary tree nurseries should be designed as publicly accessible open spaces. Where the provision of movable landscape elements is part of a strategy to improve temporary blank walls conditions on the public streetscape, the inclusion of potted trees that can be replanted after maturity is encouraged.

Temporary art in the form of murals can be effectively used to activate blank walls and construction hoarding and focalize attention at key points that act as temporary view termini.

Temporary elements can also be used as “pilots” to gather information about the types of spaces that are most valuable to the community. Measures should be taken to permanentize installations that are popular among the Promenade Centre community.

Temporary elements should, as much as is practical, abide by guidelines in Section 10.0 Urban Elements.

a) When using elements that are temporary, their life cycle and how they can be repurposed or reused should be considered. Reusing temporarily elements in other parts of Promenade Centre is strongly encouraged.

b) Strive to make elements multi-use, for example, integrating benches with lighting and planters.

c) Temporary elements should incorporate universal design.

d) Explore opportunities to engage locals with the planning, design, construction and management of temporary elements. Elements that can be modified by users to increase engagement and activity are encouraged.

e) Consider including educational elements for all ages through the implementation of temporary elements, for example through signage, programming, "adoption" programs, or other strategies.

f) Temporary elements should be low maintenance and able to withstand the weather. Murals and other temporary art installations should utilize weather-resistant paints and utilize anti-graffiti coatings. When choosing materials, consider their life cycle, including durability, environmental impact, maintenance and recyclability. Recycled and reused materials are strongly encouraged.

g) Temporary planter boxes should be located with consideration to water access, sun exposure, and protection from winds. Planter boxes should be able to protect plantings from fluctuating temperatures throughout the year.

h) Locate visually interesting temporary elements at the termini of view corridors, gateways, and prominent locations to improve the perception of in-construction and/or "leftover" spaces and draw people into the site.

i) Integrate appropriate lighting and other CPTED strategies into temporary sites and activations to ensure they are safe places at all times of day and night.

j) Engage local artists and community with competitions in the selection of themes and locations for temporary murals.

k) Art should reflect Vaughan's diverse cultures and backgrounds, including Indigenous artists. See Section 10.1 Cultural Placemaking.

l) Temporary artworks should be reincorporated into permanent development, where possible.

m) Wherever possible, temporary plantings should find a permanent home on the site.

n) Provide a range of planter sizes and designs. The planters should be designed to be used by people in an accessible and safe way while discouraging interference with the growing trees and plants.

Temporary Elements Examples and Case Studies

Interactive and Movable Furnishing

Modular and movable tables, chairs, benches, loungers, and other urban furnishings can be a cost-effective way to invite people and activity into spaces that may otherwise lack programming. When located in proximity to food and beverage services, they become a natural communal outdoor dining space; when located near site gateways and nodes or transit stops, they can provide comfortable places to gather or wait.

Using movable furniture is also a good universal design solution, by allowing people to tailor their environment to their needs: they can choose to sit in the sun or the shade, in a large gathering circle or in quiet solitude, or make room around a table for strollers or a mobility device.

Figure 137. Portions of this sculptural fence at LentSpace in Manhattan can enclose or open up the site to provide varying degrees of access and security. The partitions have a bench on one side and a wall panel for exhibitions on the other, allowing the space to accommodate many type of uses and interactions (Photo: *lmcc lentspace*, Chris Hamby, Flickr).

Community Gardens and Tree Nurseries

Sites where development is not anticipated until the long-term are good candidates for temporary community gardens or tree nurseries. They change over time and under the hands of the nearby community. Watching — and contributing to — the growth of these spaces brings meaning for residents.

Edible landscapes and community gardens create opportunities for cultural exchange, education, and community building through teamwork and sharing.

Trees for streets and landscaping can be acquired younger and more cost-effectively, by creating on-site tree nurseries. Residents will be able to watch trees grow and eventually move to their permanent location on the site. “Adopt a tree” programs can build strong connections between people and their natural environments.

Figure 136. The Davie Village Community Garden in Vancouver was created as a temporary public use of private land on the site of a former gas station that required soil remediation prior to redevelopment. The garden has become a green oasis in the middle of the downtown and a community hub for garden members and the wider neighbourhood, hosting events such as the dinner pictured above (Photo: *Dining in the Davie Community Garden*, Geoff Peters, Flickr).

Art Installations and Murals

Large-scale artworks are an excellent way to add vibrancy and activation to interim or underutilized spaces. Artworks can be permanent or temporary, as murals, installations and sculptures, video and light projection, ground-surface painting, illustrated construction hoarding, and much more.

There are many opportunities to incorporate cultural celebration and community-building with artwork by engaging local artists and encouraging co-creation by residents of all ages.

Art that is interactive or can change over time through viewer involvement is strongly encouraged. Residents that see themselves reflected in their environments are more likely to feel a sense of pride and become natural stewards of their neighbourhoods.

Seasonal Programming

Multi-use areas can be used for a variety of active programming opportunities, such as "block parties" in the warmer months, winter holiday markets in the colder months, and farmers and artisan fairs, outdoor movie nights, and festivals all throughout the year. These spaces can range in size and can contain movable furnishings and artworks as passive improvements when there are no ongoing events.

Hosting vibrant events establishes an area as a destination, pulling people in from well beyond the neighbourhood to spend their time where they may not otherwise visit. A full and exciting calendar of activities will inspire them to return again to explore the ever-changing shops, services, and public spaces as the area develops.

Figure 140. The backdrop of the Walmer Legacy Space in Toronto features a large-scale triptych created by Métis artist Dani Kastelein. The space is a place for dialogue surrounding Indigenous histories and the journey of reconciliation, temporarily located on the site of a future development. The space includes an urban crate farm containing medicinal plants and educational signage about their usage and significance in Indigenous communities. The artwork will find a permanent home on the site upon its redevelopment.

Figure 141. RendezViews is a large outdoor gathering space in the middle of downtown Toronto. The parking lot-turned-urban patio features an eye-catching mural and brightly painted picnic benches create an exciting, casual atmosphere. A large screen and stage provides opportunities to take in sporting events and performances. The City of Toronto has long-term plans to redevelop the site as a new urban park, but the current installations ensure no potential is lost in the interim.