

Promenade Centre Secondary Plan and Comprehensive Transportation Study

**Public Open House #1
October 30, 2019**



Presentation Agenda

- | | |
|---|----------------|
| 1 Open House and Display Panels | 6:00 - 6:30 pm |
| 2 Post-It Note Exercise | 6:30 - 6:45 pm |
| 3 Presentation & Workshop Introduction | 6:45 - 7:30 pm |
| 4 Visioning Workshop | 7:30 - 8:30 pm |
| 5 Reporting Back and Next Steps | 8:30 - 8:45 pm |

What does Promenade look like?

The City is preparing a Secondary Plan to shape the future of Promenade Centre.



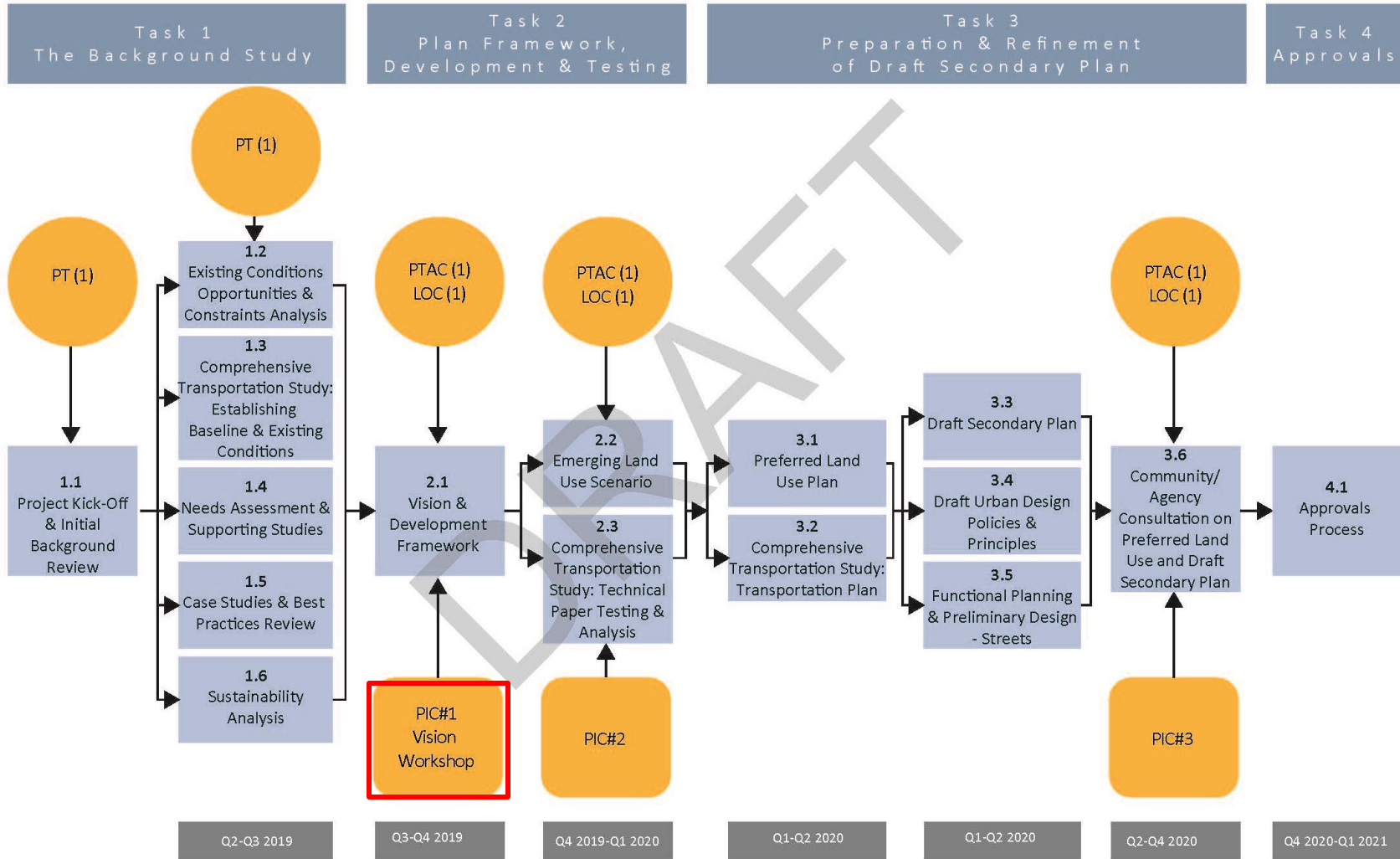
We want to know how you want toLive, Work, Shop, Eat, Enjoy and Come Together in Promenade Centre?

What kind of place do you want Promenade Centre to be in the future?

Secondary Plan Study Area



Study Process



PT - City Project Team
 PTAC - Project Technical Advisory Committee
 LOC - Landowners Group Committee

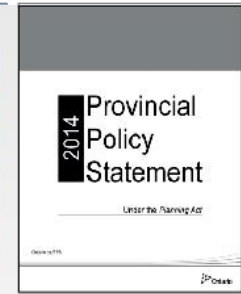
We Are Here

Planning Policy Context

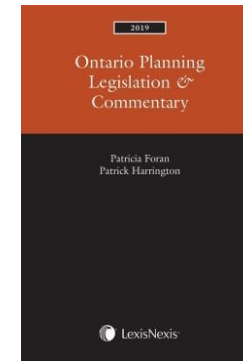
- A Place to Grow (2019)
- Provincial Policy Statement (2014)
- Planning Act
- Vaughan Official Plan (VOP 2010)
- Vaughan Official Plan Review
- York Region Municipal Comprehensive Review (MCR)
 - MTSA Review
 - Population Forecasts 2041



Growth Plan



Provincial Policy Statement



Ontario Planning Act



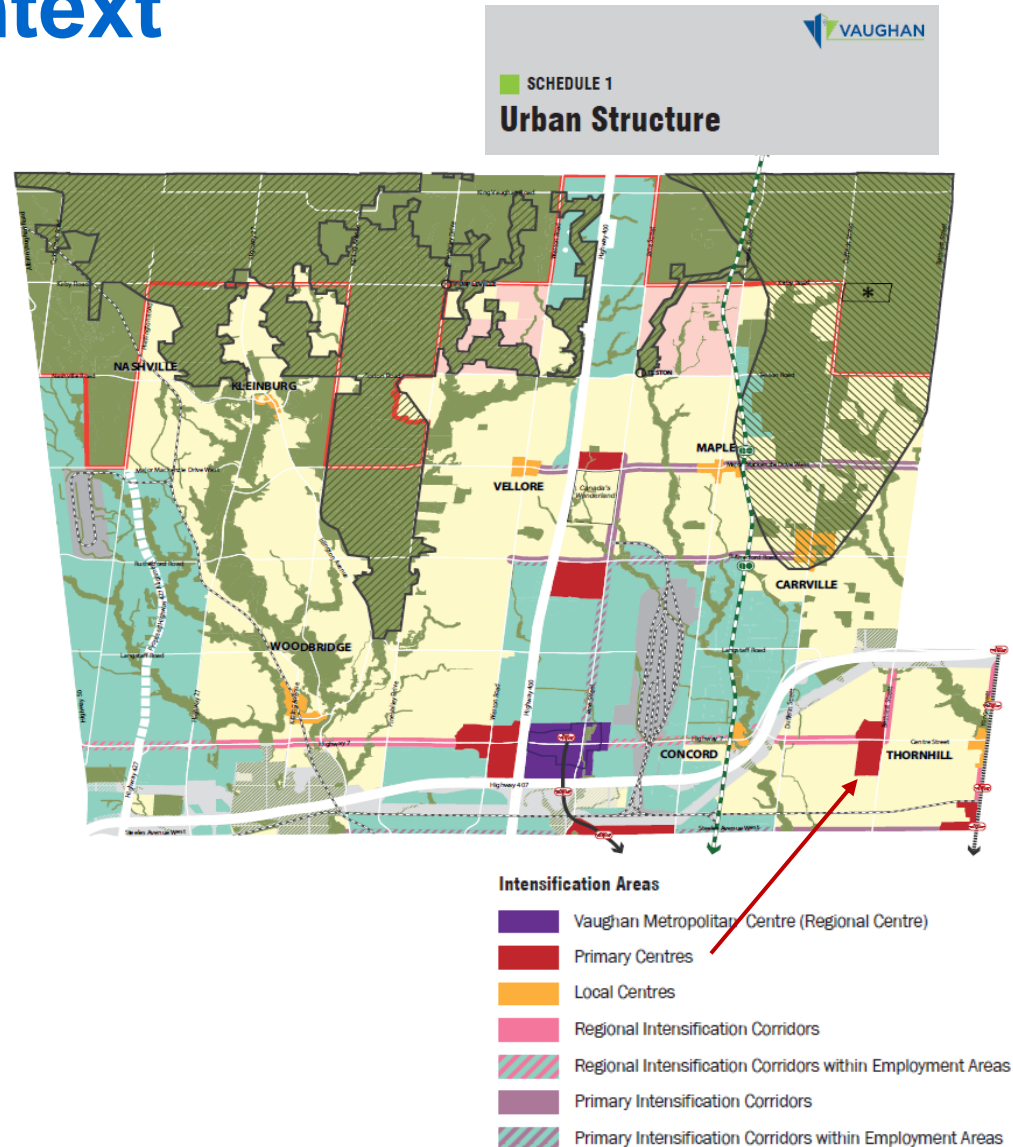
Vaughan Official Plan



York Region Official Plan

Planning Policy Context

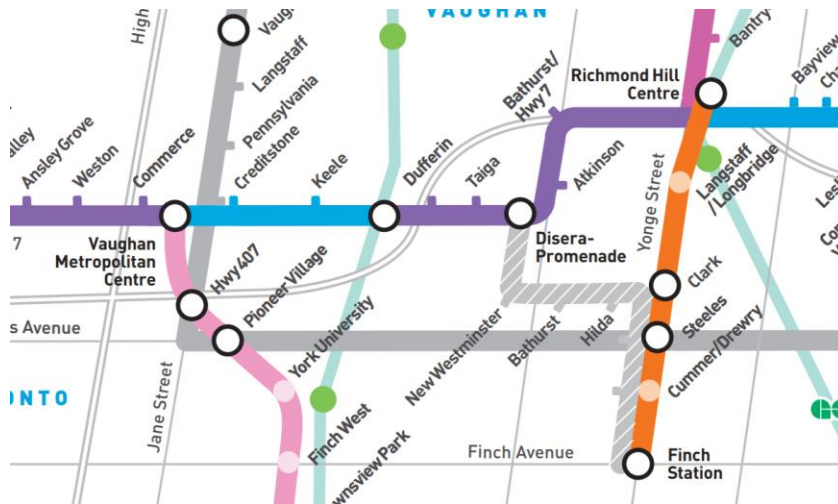
- Promenade Mall and surrounding area are identified as 'Primary Centre' and 'Required Secondary Plan Area' in VOP 2010
- Land use designation for the majority of the area is 'High Rise Mixed Use'
- Primary Centres support intensification by accommodating a wide range of uses to create a complete community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



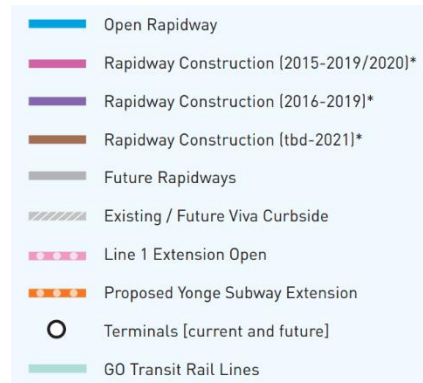
Transportation Planning Context– York Region Rapid Transit

- Viva Rapidway construction along Centre Street and Bathurst Street (Dec 2019)
- Includes bus-only lanes, raised bike-lanes, planter boxes for trees and landscaping, wide sidewalks

vivaNext improvements at Centre Street and Bathurst Street



vivaNext improvements

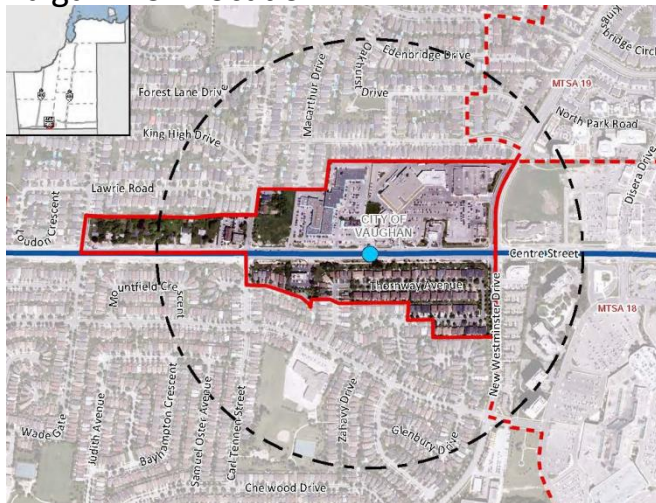


Transportation Planning Context– Major Transit Station Areas

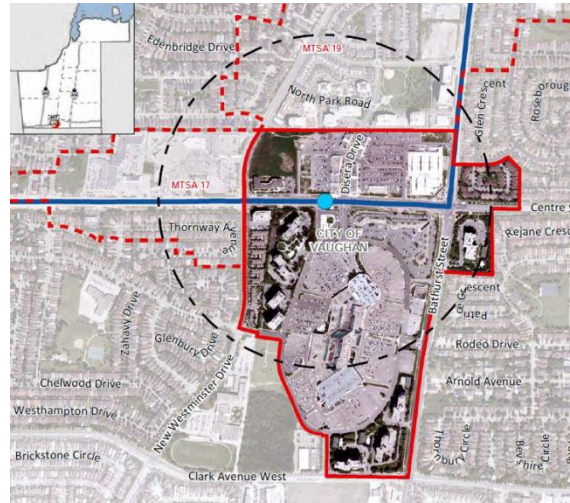
Major Transit Station Areas (MTSAs) form part of York Region's Intensification Strategy.

- The Disera-Promenade Station is located in the centre of the Study Area. The Atkinson Station +/-700 metres to the north. The Taiga Station < 500 metres to the west.

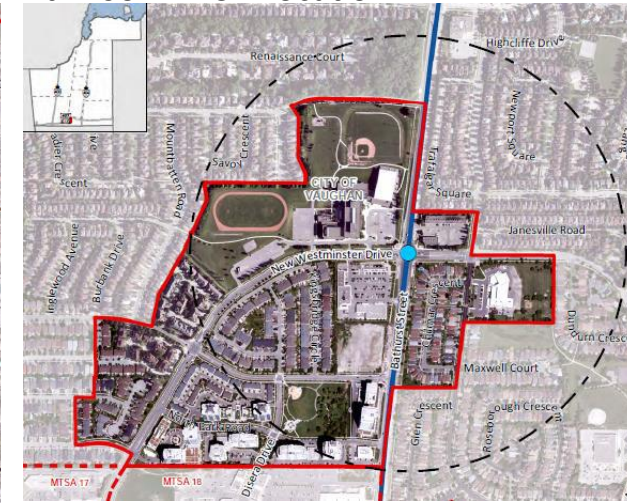
Taiga MTSA Location



Disera-Promenade MTSA Location



Atkinson MTSA Location



Study Area Physical Context



Development Context



Background Studies

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

Comprehensive Transportation Study- Existing Conditions

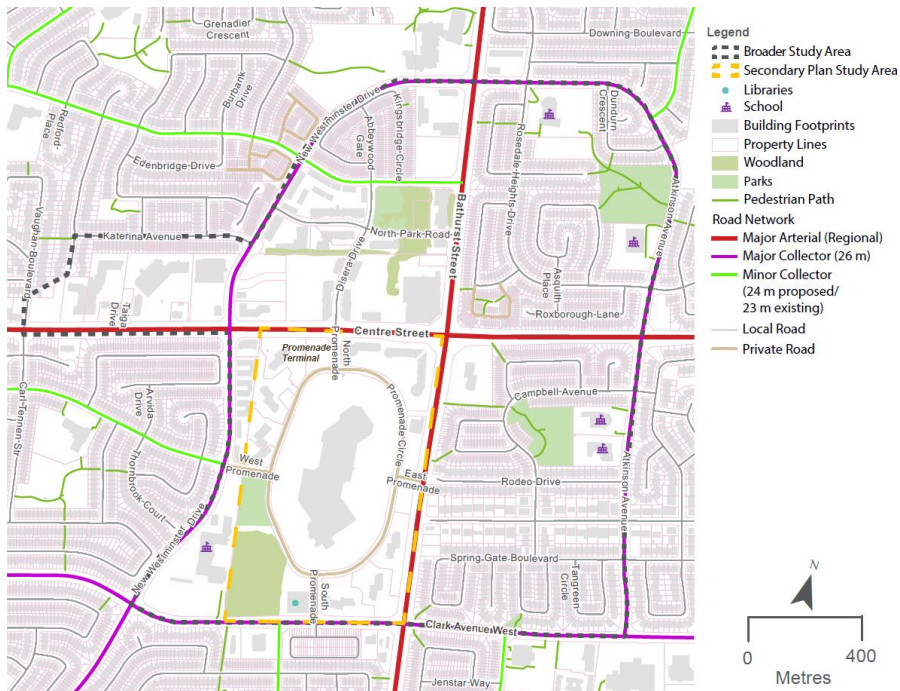
A comprehensive transportation analysis is being conducted to:

- Understand the existing transportation network
- Evaluate existing conditions to assess safety and convenience for all users
- Identify the needs and opportunities for the Study Area
- Evaluate the impact of land use scenarios on the transportation network
- Evaluate the preferred scenario and recommend a balanced, multi-modal, Complete Streets transportation network
- Provide recommendations for phasing and implementation



Comprehensive Transportation Study- Existing Conditions

Road Network



- Area is well served by Regional and City Roads (collector)
- Lack of connections within the SP study area

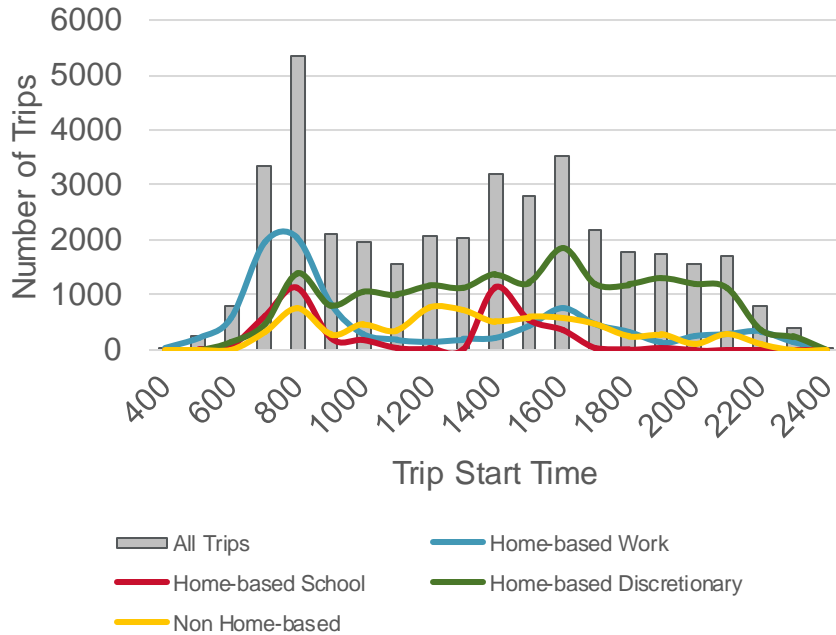
Pedestrian Network



- Lack of sidewalks, connections within the SP study area
- Need better connections to surrounding network, across major streets

Comprehensive Transportation Study- Existing Trip Patterns

Trip Distribution by Purpose



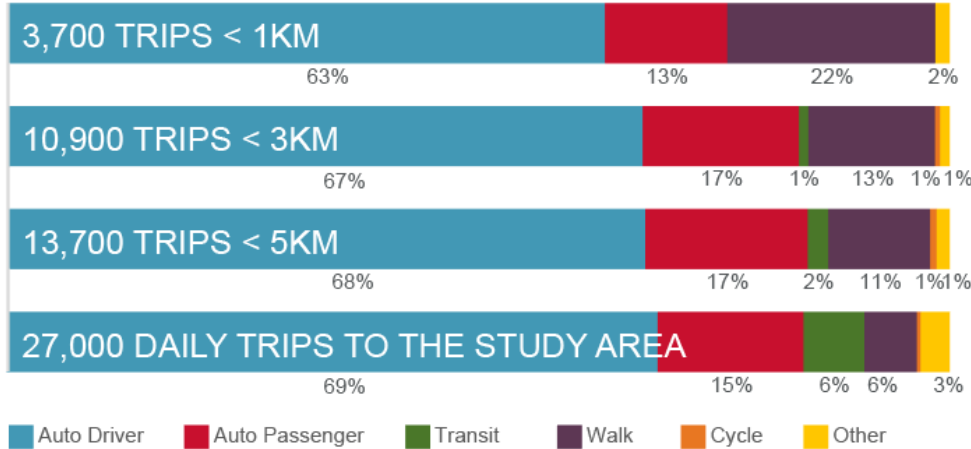
AM Peak is the busiest time
 PM Peak has the highest discretionary trips (eg., shopping)
 High number of school trips after 2pm

Daily Origin-Destinations



Most trips are within the City of Vaughan or to Toronto

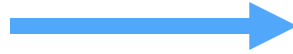
Existing Mode Share by Trip Length



More than 13% of trips are under 1km

More than 40% of trips are under 3km

More than 50% of trips are under 5km

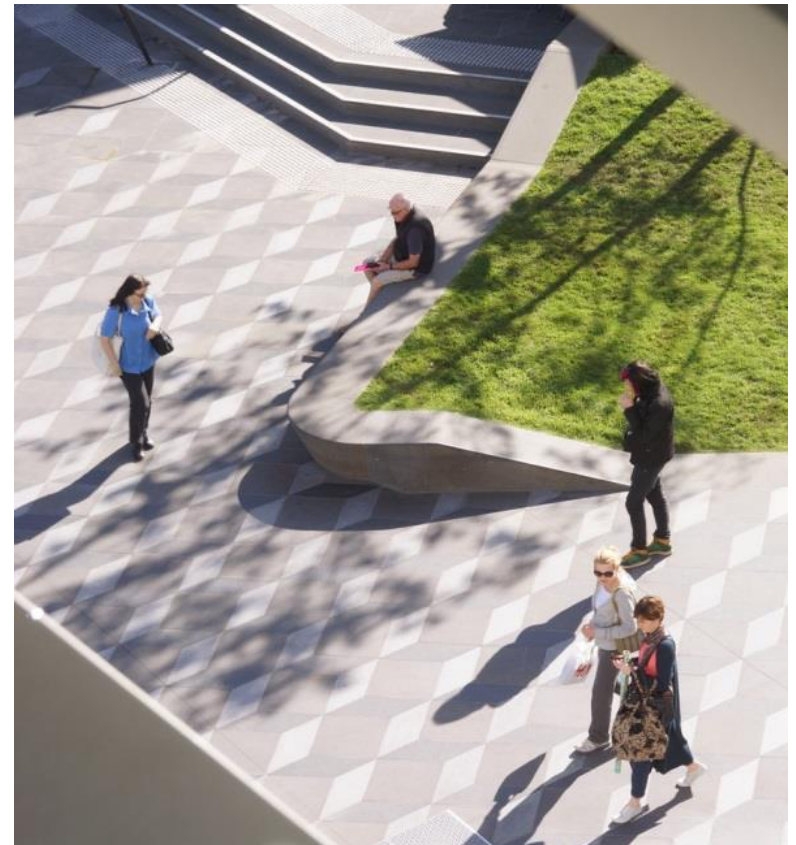


Opportunity to improve comfort and safety for pedestrians and cyclists!

Comprehensive Transportation Study

Based on existing conditions, the following major opportunities have been identified:

- Creation of a fine-grid Complete Street network
- Build upon area development plans and the Pedestrian and Bicycle Master Plan
- Maximize access to transit
- Leverage new mobility solutions
- Increase sustainable modal share through Travel Demand Management



Case Studies & Best Practices Review

The Case Studies and Best Practices Review looked at best practices, emerging trends, and development principles from major regional shopping centre redevelopment across North America including three Canadian case studies:



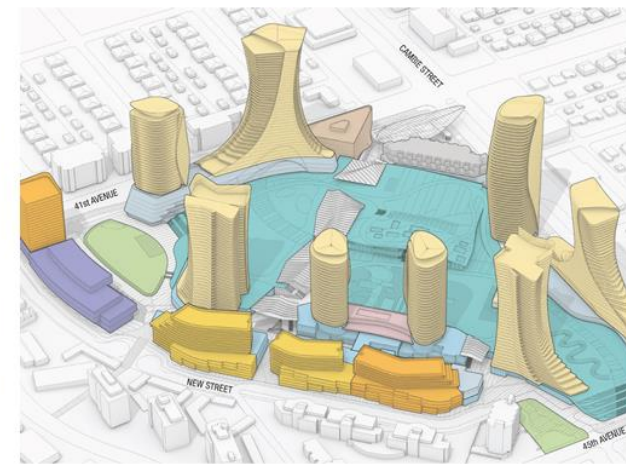
Brentwood Town Centre
Burnaby, British Columbia

- Multi-phased
- 11 residential and 2 office towers from 20 to 70 storeys



Agincourt Mall
Toronto, Ontario

- Mixed-use community supported by new street network and open spaces



Oakridge Centre
Vancouver, British Columbia

- Mixed-use development including 3.6 hectare park

Case Studies Review: Key Lessons

Land Use and Built Form

- The right mix of uses is place -specific
- Phasing is important to create building and open space patterns that function in both the short and long term

Mobility and Connectivity

- Residential uses and other commercial uses through redevelopment can act as a catalyst for increased pedestrian traffic which is critical to retail success
- Access by all modes of travel and strategic parking approaches are important

Community Amenities

- Generous open space and public realm contributions are linked to success
- New forms of parkland are common such as privately-owned publicly accessible spaces (POPS)



Commercial Use Assessment

Promenade Mall is:

- Unique as it is one of two enclosed malls within the City and third largest retail centre behind Vaughan Mills and Weston 7 Primary Centre
- Lacks the locational and visibility characteristics typical of other regional shopping centres, but still has the existing customer draw of a regional class shopping centre
- Role of the Promenade Mall as the dominant commercial centre in the area will be retained as other local commercial centres redevelop
- The future function of Promenade Mall can be summarized as follows: “more local and less regional” with a mix of specialty and local serving retail uses



Population and Employment Estimates

- A study was undertaken to see how changes in land use might impact future population and employment
- Estimates provide a range of development potential to meet the required minimum targets
- Estimates will be refined and finalized based on the preferred concept
- Projected Total Persons plus Jobs =/- 11,000 -17,750



Additional Background Studies

Scoped Community Facilities Study

A study was undertaken to see how well the Secondary Plan Study Area is served by indoor and outdoor recreation facilities

- The area is well served by recreation facilities, libraries and parks and outdoor recreation facilities and generally well served by public schools
- There is a very limited capacity of daycare spaces in the area
- There are no public medical or emergency facilities located within the Study Area.
- There is no affordable or social housing (operated by the Region or non-profit corporations), within the Study Area

Sustainability and Community Energy Plans

Preparation of draft Sustainability Plan and a Community Energy Plan has been initiated with the preparation of initial draft Terms of Reference.



Building Complete Communities

Elements that build a neighbourhood



Street Network and Transit Connections

Transforming car-oriented roads to promote streets that support transit with integrated and separate pedestrian and cycling environment

Building Complete Communities

Elements that build a neighbourhood



Public Open Space and Parkland

Integrating existing open space features with future open space locations

Building Complete Communities

Elements that build a neighbourhood



Building Heights, Massing, and Transitions

Providing access and built form transitions with the surrounding lands to promote key vehicular and pedestrian connections and protect for sunlight, view, and privacy

Challenges and Opportunities

Intensification

Transit Infrastructure

The Future of the Mall



Connectivity

Development Applications

Community Facilities

Next Steps

- Development of Vision Statement, Guiding Principles, Goals and Objectives (Public Visioning Summit)
October 30, 2019
- Develop Preliminary Land Use and Urban Design Scenario including working meetings with PTAC, landowners and Public
November - December 2019

Thematic Workshop

- 1 Overview of the Workshop
- 2 Question 1 – Complete Community
- 3 Question 2 – Transportation and Open Space
- 4 Question 3 – Integration with the Community

Overview

1. Designate a note taker
2. Discuss the questions as a table
3. Provide your responses on the worksheet and as markups on the map
4. Allow around fifteen minutes per question
5. Share your ideas

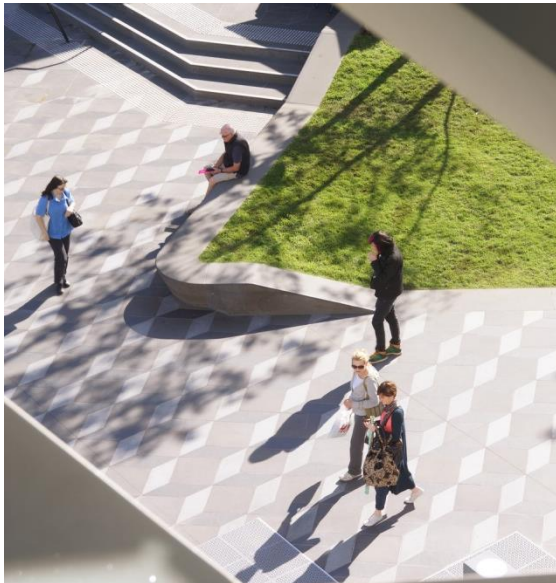
Question 1:

What are the characteristics of Promenade Centre as a 'Complete Community' in both the short- and long-term?



Question 2:

How can Promenade Centre accommodate walking, cycling, transit and car travel? How can the public realm support a healthy place to live, work and play?



Question 3:

How can Promenade Centre integrate with the surrounding area to complement and enhance the existing thriving community?



Share Your Ideas:



Thank You!

Contact Us

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