

## WELCOME!

Thank you for joining us.

Welcome to the Public Open House #1 Visioning Session for the Promenade Centre Secondary Study. Thank you for attending this evening.

Your feedback will help inform the development of the vision and guiding principles for the Secondary Plan. Please take time to review the display boards for information regarding the Study and share your thoughts about your vision for the future of the area.

Comment sheets will also be available to fill out and submit to City Staff.

## Agenda

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

## Contact Us

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Additional information can be found on the Study website at:

<http://www.vaughan.ca/promenadecentre>



# So... What does your Promenade Centre look like?



Image Sources: Morguard Investments, Cadillac Fairview

## How do you want to ... Live, Work, Shop, Eat, Enjoy and Come Together?

We want your input and feedback to help us shape the future of the Promenade Centre within the community and our city.

Together we can provide opportunities for redeveloping Promenade Centre as a complete, mixed-use community that is transit-supportive, walkable and connected.

Your input and ideas will help shape the vision statement and establish a set of guiding principles for Promenade Centre. Let's build on the community's existing assets and amenities to unlock the area's potential decades into the future.



# Promenade Centre: Living Well

## Placemaking

Placemaking is about the people and spaces in and around the buildings, about creating year-round quality spaces and meeting places, including:

- Parks
- Shops and stores
- Squares
- Plazas
- Neighbourhoods
- Courtyards
- Complete streets and boulevards
- Markets

Through our conversations over the next 18 months we hope to create a plan that acknowledges Promenade Centre's strengths and opportunities, while addressing the difficult challenges and issues of today and tomorrow.

**Together, let's Reimagine Promenade Centre!**



Image Source: ACME Architects



Image Source: SHAPE Properties

### **Complete Communities:**

*Complete communities are places where homes, jobs, schools, community services, parks and recreation facilities are easily accessible. Complete communities support quality of life and human health through features such as active transportation, compact development, efficient use of infrastructure, employment opportunities, a mix of housing types, access to transit, public spaces and opportunities for social interaction.*



# Promenade Centre: Living Well

## Getting Around (Connectivity & Mobility)



Image Source: Gehl Architects



Image Source: Metrolinx

Promenade Centre streets, connections and public realm should be accessible and appropriate for the needs of all users and support the vitality of public life and business activity.

Mobility for all should be safe, comfortable, attractive and efficient. We will look at ways for everyone to get around, regardless of age, ability or confidence level.



# Comprehensive Transportation Study Objectives

The goal of the study is to support growth and maximize opportunities for connections within the Promenade Centre Study Area, the City and the greater region.



Image Source: Frank Marzo

A comprehensive transportation analysis will be conducted to:

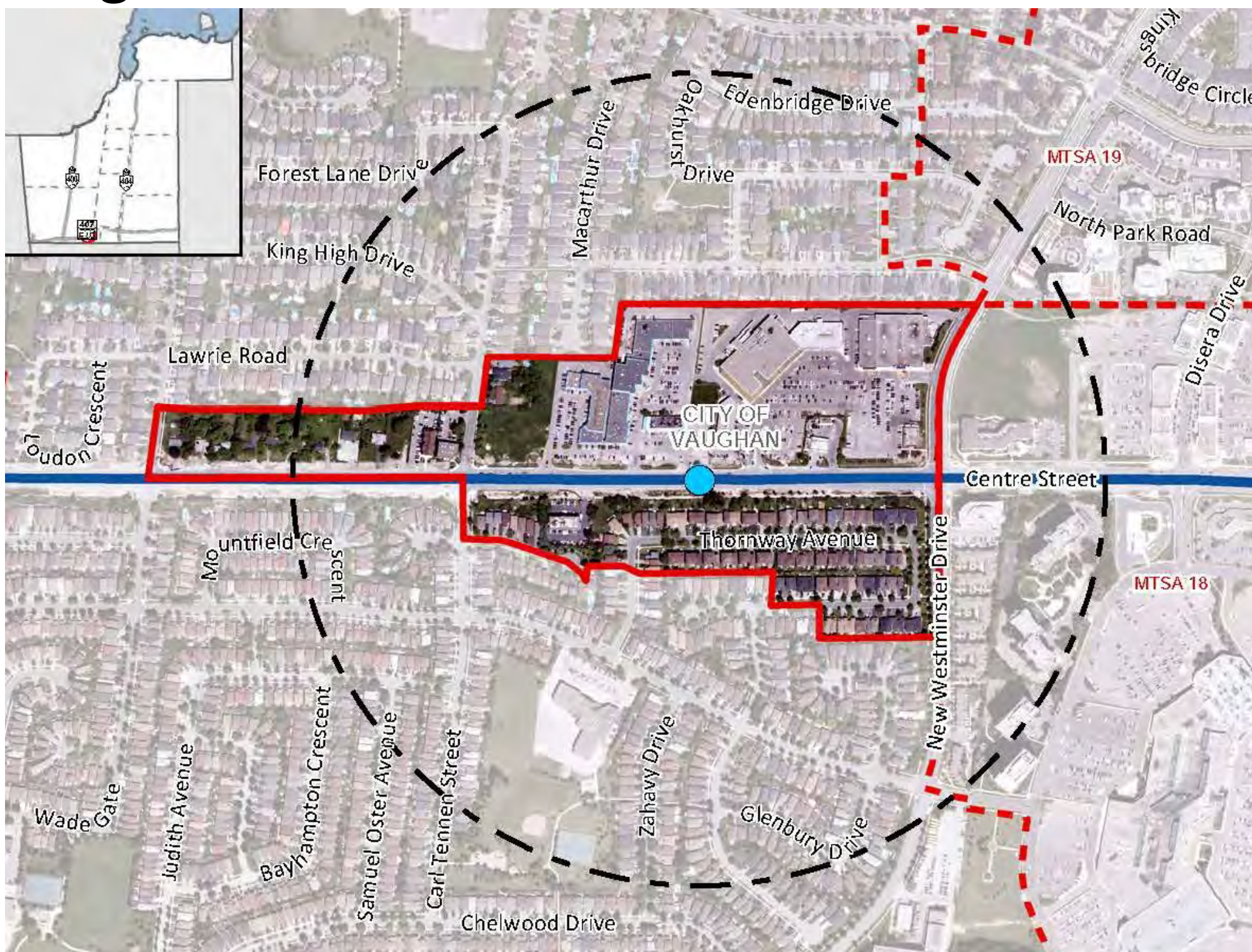
- Provide understanding of the existing transportation network for all modes of travel
- Conduct a multi-modal transportation evaluation for the existing conditions to assess the safety and convenience for all road users
- Identify the needs and opportunities for the study area
- Evaluate the impact of land use scenarios on the transportation network to inform the selection of a preferred land use scenario
- Evaluate the preferred scenario and recommend a balanced, multi-modal, Complete Streets transportation network
- Provide recommendations for phasing and implementation



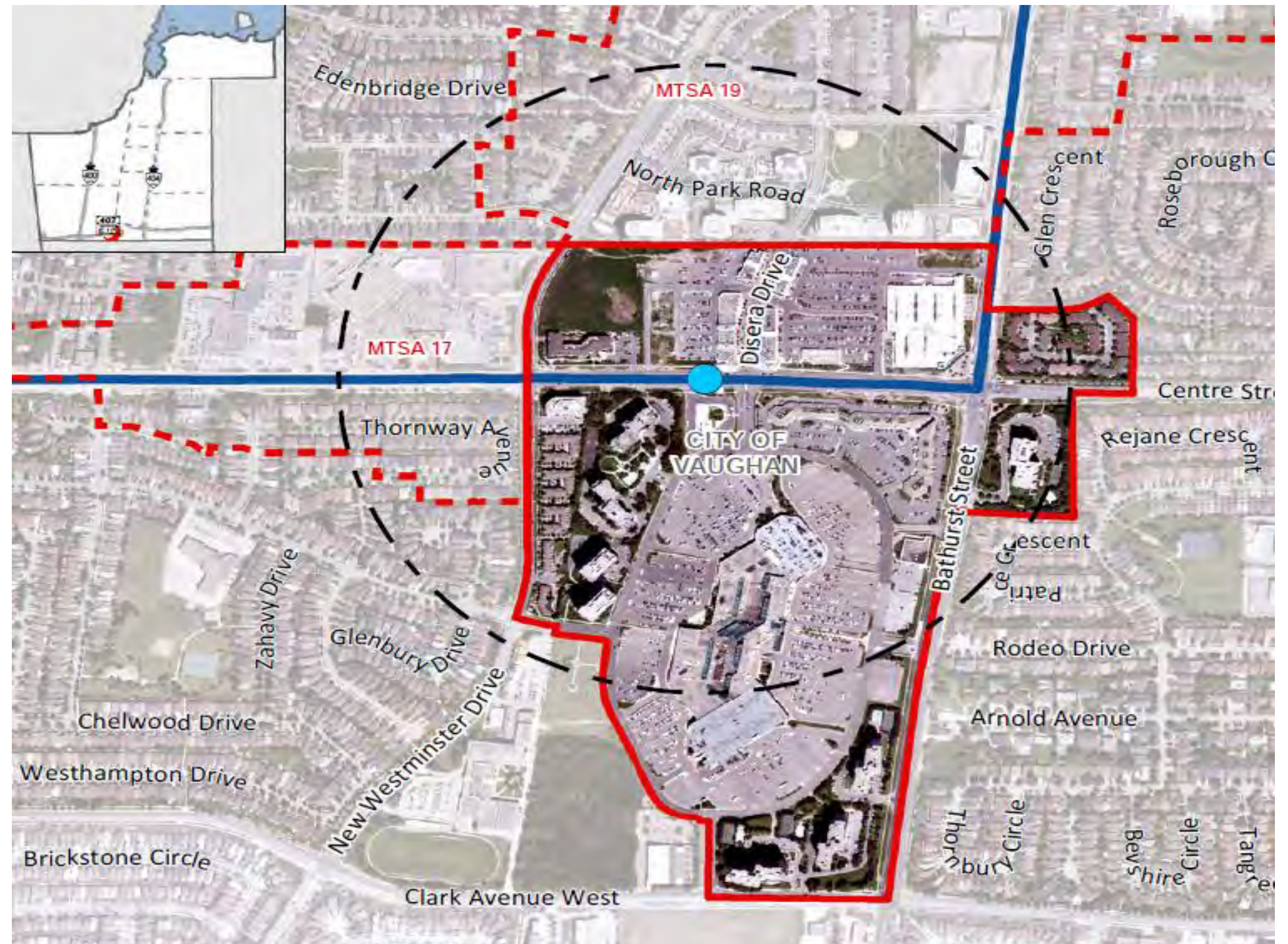
# Draft Major Transit Station Areas

Major Transit Station Areas (MTSAs) form part of York Region’s Intensification Strategy as identified in the York Region Planning for Intensification Background Report. The Draft MTSA considers existing Growth Plan minimum density targets and proposes new density targets for certain stations. The Disera-Promenade Station is located at the centre of the Study Area, the Atkinson Station is located approximately 700 metres to the north, and the Taiga Station is less than 500 metres to the west.

## Taiga MTSA Location



## Disera-Promenade MTSA Location



## Atkinson MTSA Location



Source: York Region Planning for Intensification Background Report, Attachment 2 Draft Major Transit Station Areas and Additional Strategic Growth Areas (April, 2019)

MTSAs are the area including and around any existing or planned higher order transit station or stop; or the area including and around a major bus depot in an urban core. Major Transit Station Areas are generally defined as the area within an approximate 500-800 metre radius of a transit station, representing about a 10 minute walk.

## Draft MTSA Targets

| Station Name                 | MTSA ID | Growth Plan Min. Density Target | Proposed Density Target |
|------------------------------|---------|---------------------------------|-------------------------|
| Taiga BRT Station            | 17      | 160                             | 160                     |
| Disera-Promenade BRT Station | 18      | 160                             | 200                     |
| Atkinson BRT Station         | 19      | 160                             | 160                     |



## Comprehensive Transportation Study: Background Transportation

Centre Street and Bathurst Street are designated as Regional Intensification Corridors. Regional Intensification Corridors are also a focal area for intensification supportive of higher-order transit.

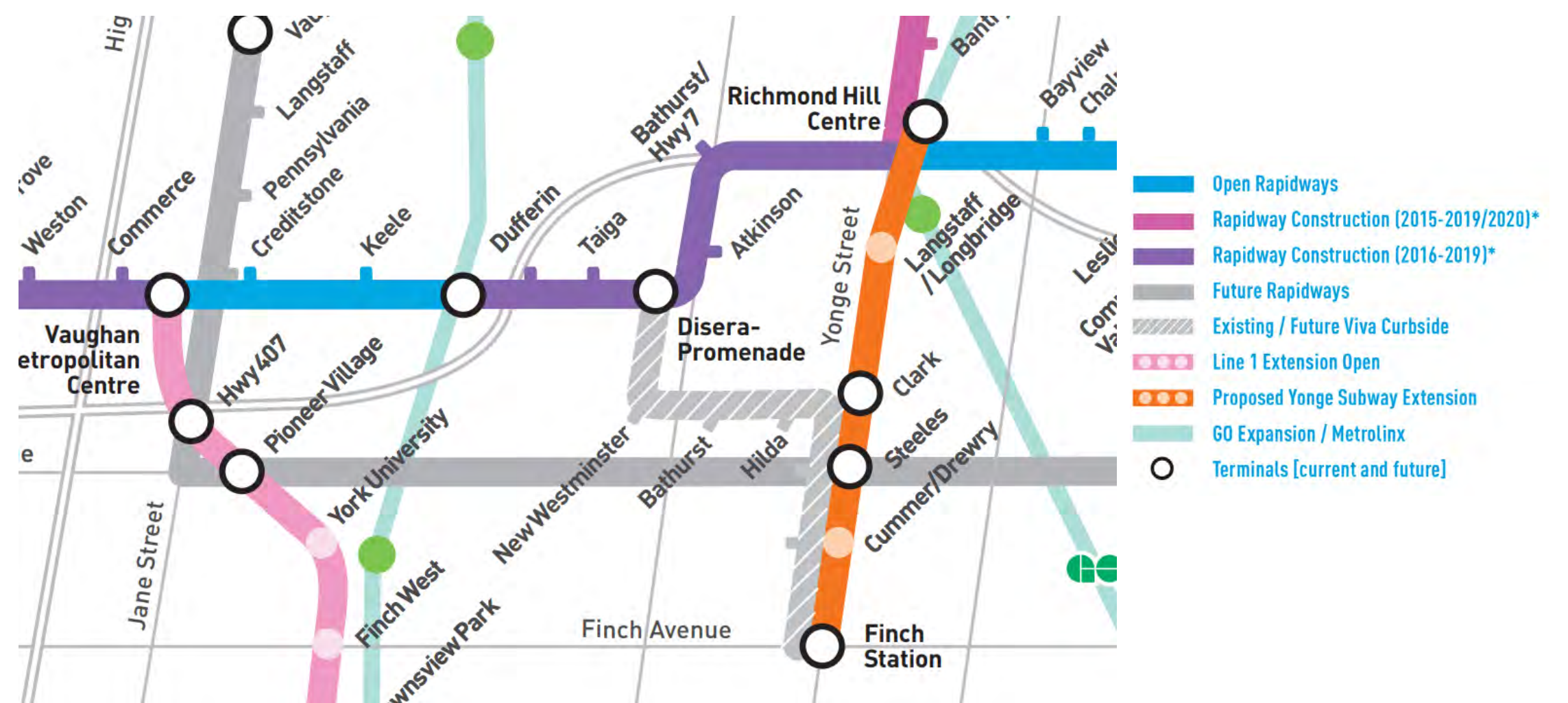


Image Source: SHAPE Properties

Based on the background review, the following major opportunities have been identified:

- Creation of street network connections
- A connected transportation network for all mobility users including pedestrians, cyclists and transit users
- Maximizing access to transit (transit terminal & vivaNext)
- Improving safety of all modes of travel
- New innovative smart mobility plan and TDM measures
- Increasing sustainable modal share

### Key conclusions:

- As a Primary Centre, the Study Area is a major commercial centre for the City
- Majority of trips are by car (Auto Driver 69% Auto Passenger 15%), with only 6-7% by transit and 6% by pedestrians or cyclists
- Connectivity creates a more accessible network for all modes of travel. Improving connectivity should be an important focus for future planning



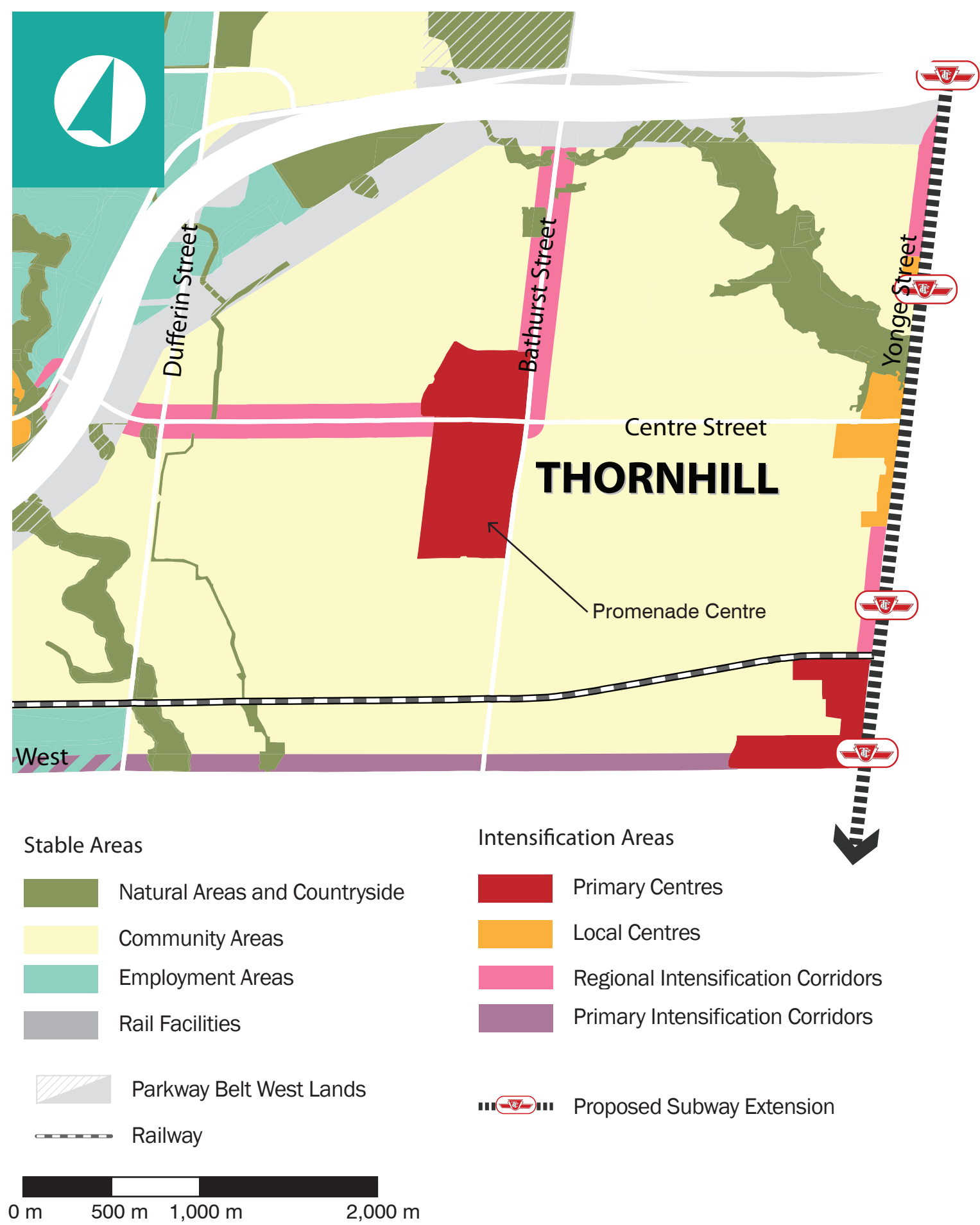
Image Source: SHAPE Properties



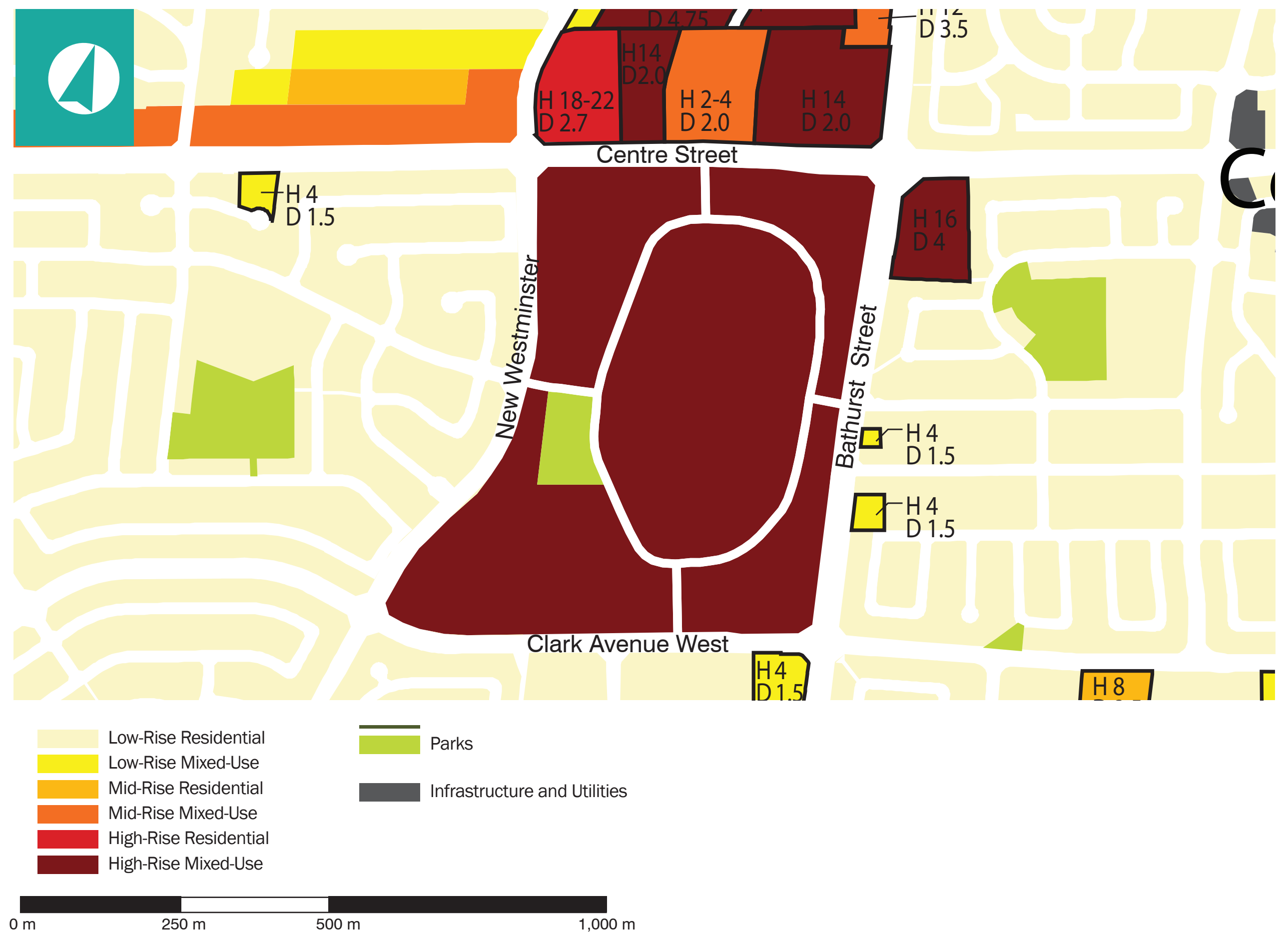
## What is a Secondary Plan?

### The role of the Secondary Plan Study

Vaughan Official Plan (VOP 2010)  
**Schedule 1 Urban Structure**



Vaughan Official Plan (VOP 2010)  
**Schedule 13 Land Use**



**A secondary plan is a land use plan for a particular area of Vaughan that is prepared as a supplement to Vaughan's Official Plan (VOP 2010).**

**An official plan provides the overall vision, goals, and objectives for the growth and development, protection of resources, and construction of infrastructure for a city. A secondary plan is a second layer which focuses on a specific area.**

A Secondary Plan Study is required for Promenade Centre to address issues such as:

- Its role as a Primary Centre in the Vaughan Official Plan (VOP 2010)
- Its location within a Primary Intensification Corridor with associated rapid transit
- Integration of planned and proposed transit infrastructure into the plan, including the current transit terminal (Viva Next / YRT)
- The level and amount of mixed-use intensification and the type of development
- Appropriate built form, open space and land uses in relation to surrounding areas, and integration and compatibility with the existing stable residential neighbourhoods
- The creation of a complete community (places where you can live, work, shop, and play year round)
- Protection and enhancement of the open space areas and trails and their links to the residential community

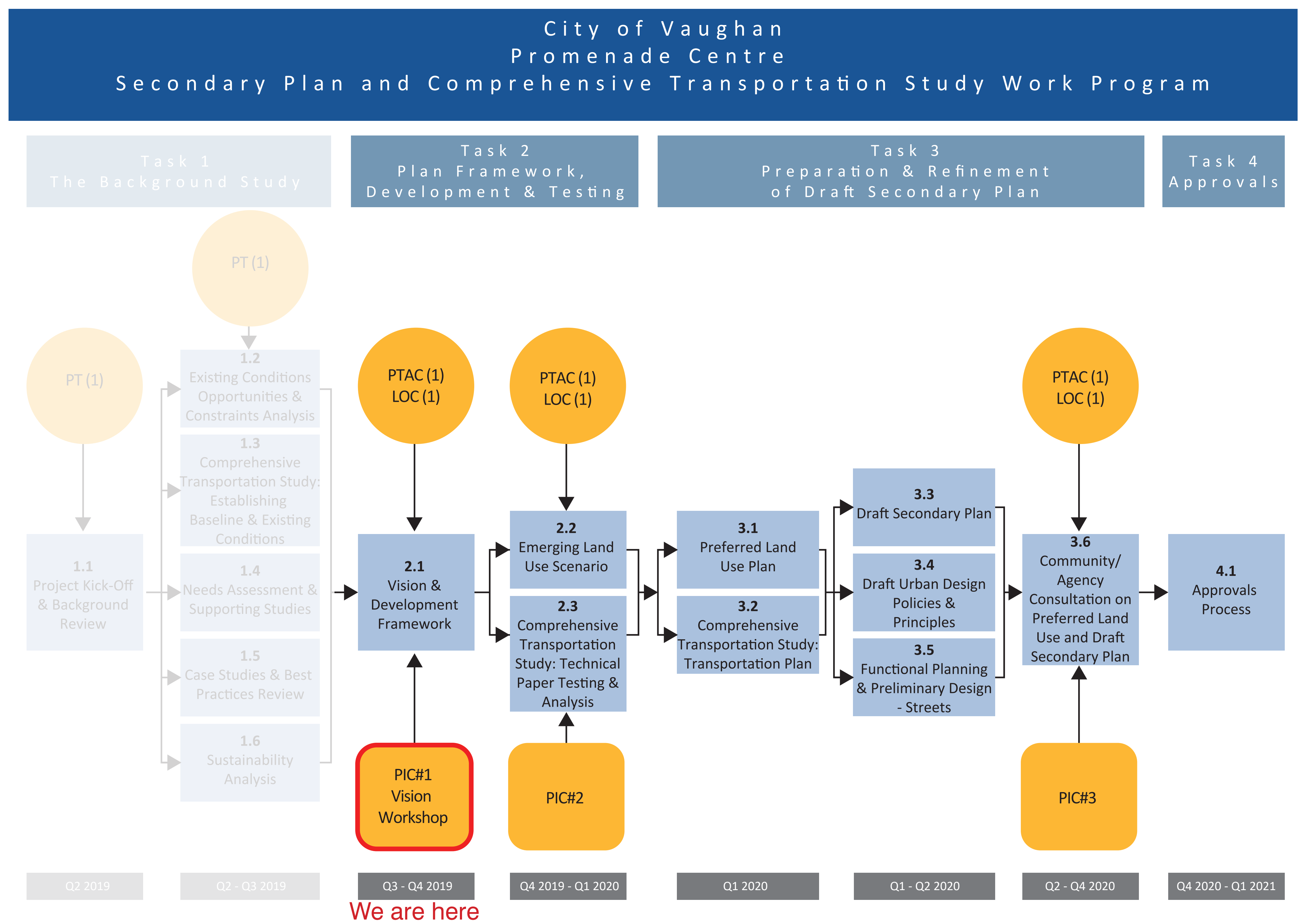


# The Study Process

## Work to Date

The project team has completed the initial background studies as part of Task 1.

Today, we are presenting our findings to you, and working to develop a vision and development framework for the Secondary Plan Study Area.

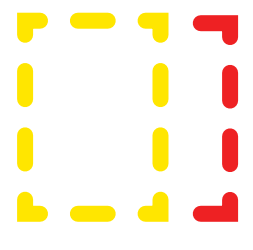


PTAC - Project Technical Advisory Committee  
 LOC - Landowners Group Committee  
 PIC - Public Information Session



## Study Area

### The Physical Context



Located in Ward 5, the site is approximately 95 hectares in size.



Centre Street is identified as a Regional Rapid Transit Corridor and will accommodate Bus Rapid Transit service as part of the Regional Transit Priority Network.



The Study Area occupies a strategic position in the City of Vaughan's Urban Structure as a 'Primary Centre' and one of the City's intensification areas.

### Study Area Context Map



--- Secondary Plan Boundary

--- Area to be reviewed for Secondary Plan Study Area inclusion



# Development Context

## Proposed Development in the Study Area

There are two proposed developments in the Secondary Plan Study Area. One is approved, and the other is under appeal. There are a number of recent development projects near the study area that are under construction or have been recently completed.

### Development Applications Map



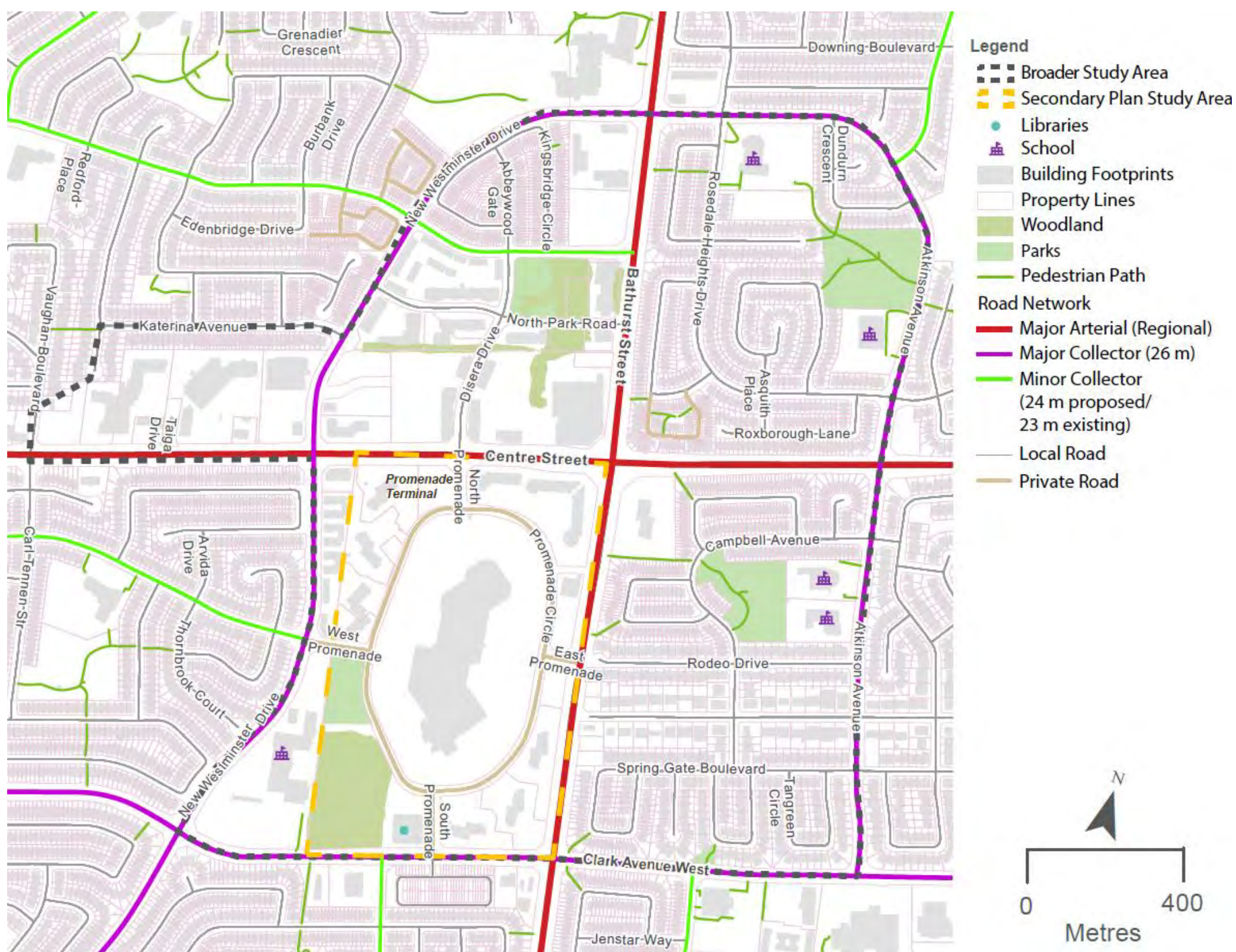
- Development Under Appeal
- Development Under Construction
- Development Approved
- Development Completed
- \* Numbers in the circles indicate height of proposals in building storeys
- Secondary Plan Boundary
- Area to be reviewed for Secondary Plan Study Area inclusion



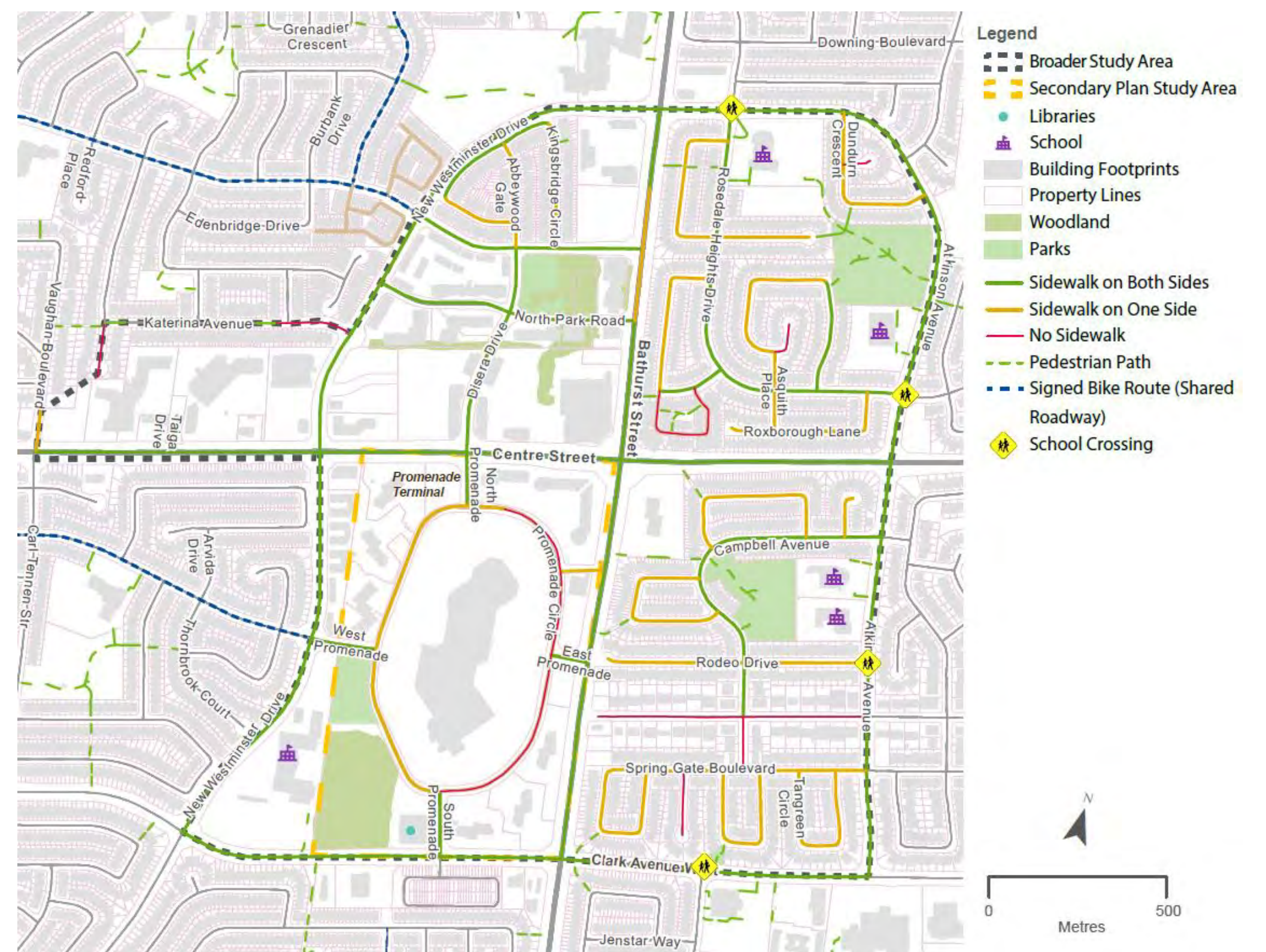
# Existing Transportation Network

The comprehensive transportation study examined conditions of the existing road network

## Road Network



## Pedestrian Network



## Transit Network



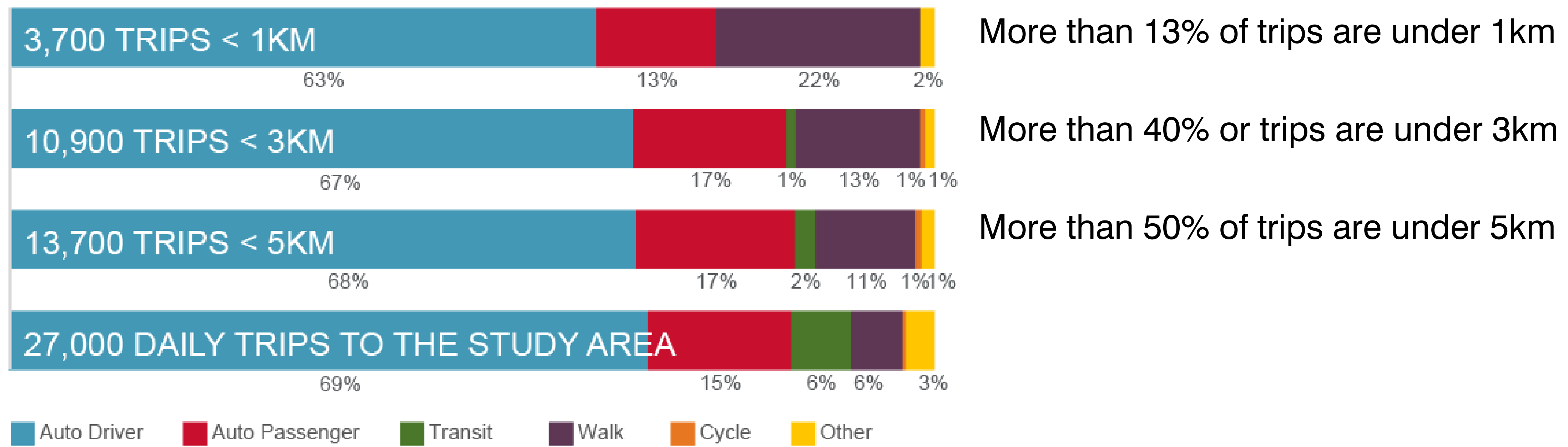
The study area is served by YRT Route 3, 5, 23, 77, 88, VIVA Orange, and TTC Route 160

Bus Rapid Transit in dedicated right-of-way



# Existing Travel Patterns

## Mode Share by Trip Length



Source: 2016 TTS

**84%**

Of trips are taken with a car

**49%**

Of trips are under 5km

**54%**

Of trips are within the City of Vaughan

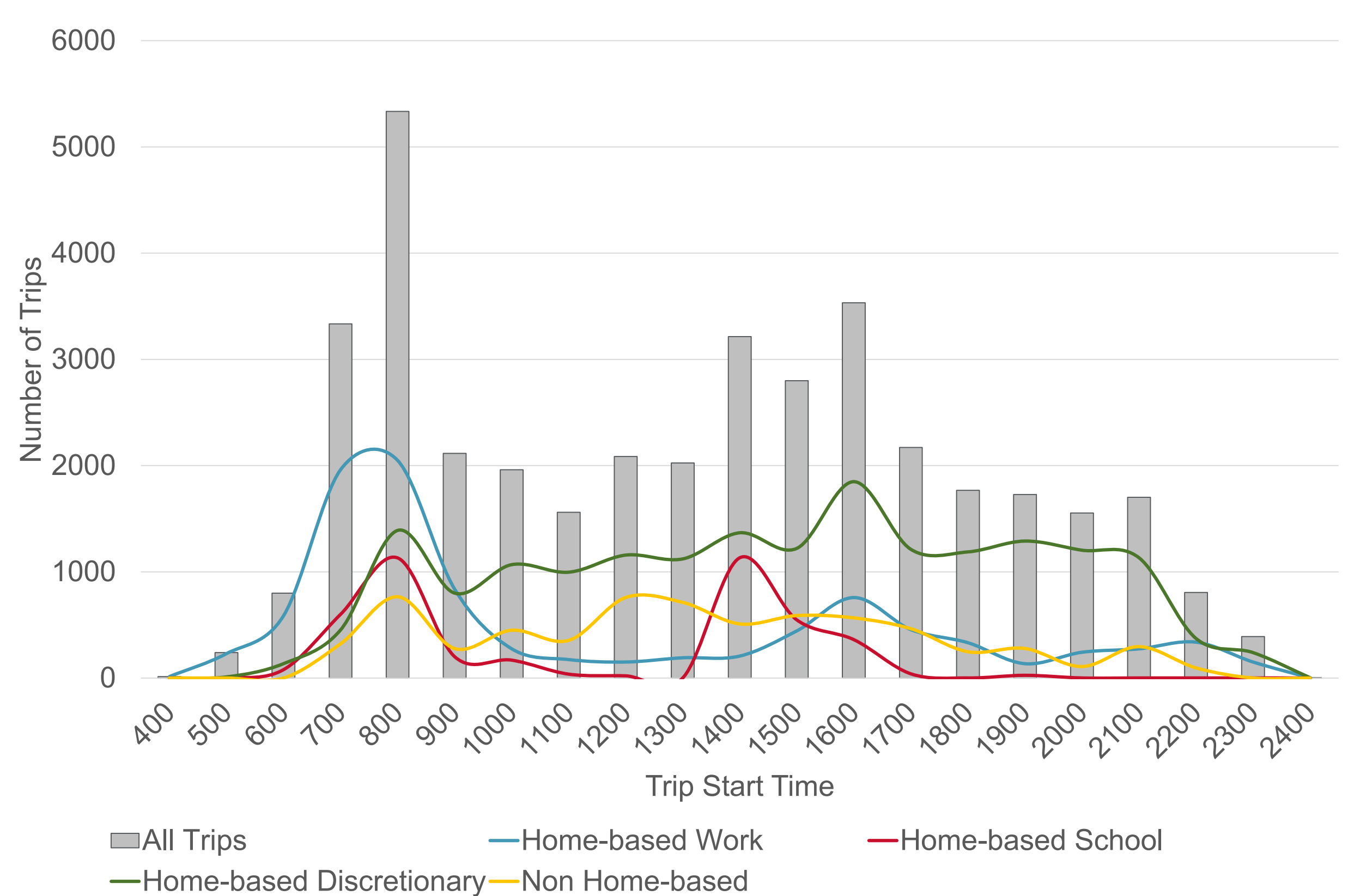
## Daily Origin-Destinations



Source: 2016 TTS

Most trips are within the City of Vaughan or to Toronto

## Trip Distribution by Purpose



Source: 2016 TTS

AM Peak is the busiest time

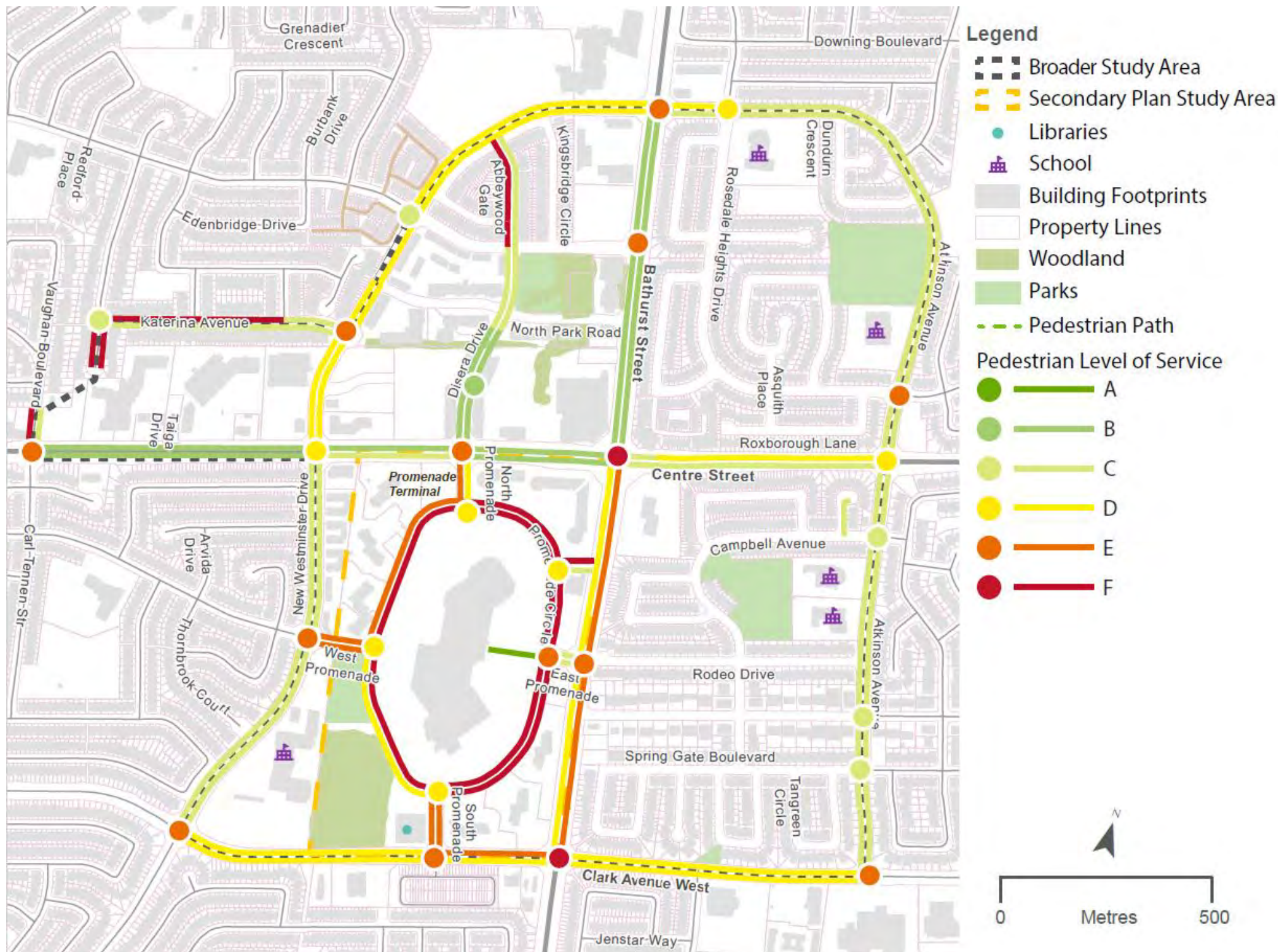
PM Peak has the highest discretionary trips (eg., shopping)

High number of school trips after 2pm



## Pedestrian and Cyclist Environment Analysis

### Pedestrian Level of Service



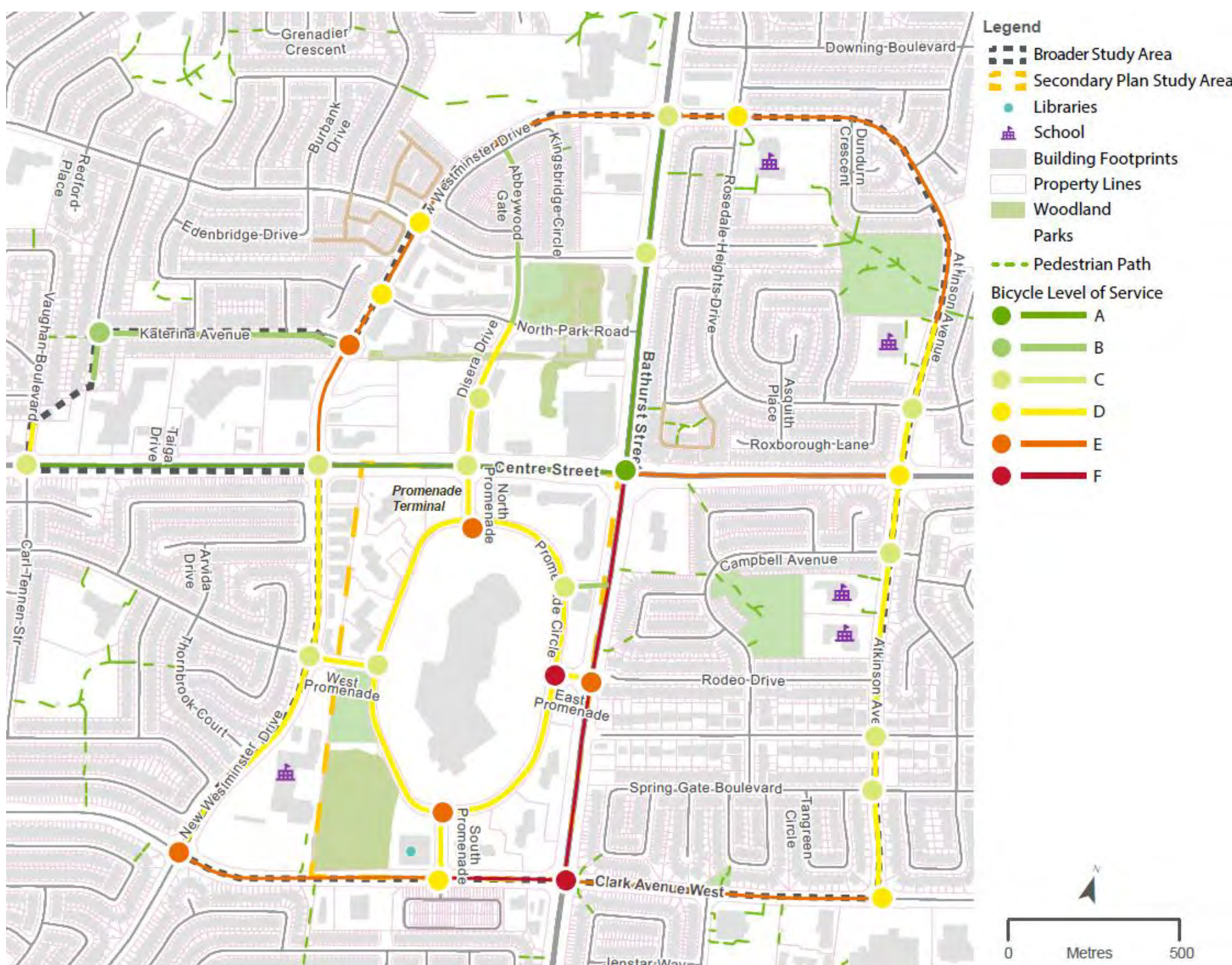
\*Existing Conditions includes current construction (scheduled for completion by the end of 2019) of the VivaNext Project with sidewalk improvements on Bathurst Street and Centre Street



The pedestrian level of service considered the following factors

- **Segments:** sidewalk and boulevard width, vehicle volumes, vehicle speed, physical separation (i.e., street parking)
- **Intersections:** crossing width, corner radius, potential conflicts, and crosswalk visibility

### Cyclist Level of Service



\*Existing Conditions includes current construction (scheduled for completion by the end of 2019) of the VivaNext Project with dedicated cycle tracks on Bathurst Street and Centre Street. The analysis does not include the proposed future curb side raised and separated cycle track on Clark Avenue as the City is in the process of confirming the preferred design solution



The bicycle level of service considered the following factors

- **Segments:** facility type, street width, vehicle speed, parking / blockages
- **Intersections:** conflicts with right-turning vehicles, left turn impediments / accommodations

### Road Safety

Between 2014 and 2018 in the Transportation Study Area, there have been:





# Traffic Conditions

## Existing PM Hour Traffic Conditions



| LOS | Signalized Intersection Average Vehicle Control Delay | Unsignalized Intersection Average Vehicle Control Delay |
|-----|-------------------------------------------------------|---------------------------------------------------------|
| A   | ≤10 sec                                               | ≤10 sec                                                 |
| B   | 10-20 sec                                             | 10-15 sec                                               |
| C   | 20-35 sec                                             | 15-25 sec                                               |
| D   | 35-55 sec                                             | 25-35 sec                                               |
| E   | 55-80 sec                                             | 35-50 sec                                               |
| F   | ≥80 sec                                               | ≥50 sec                                                 |

Between 2014 and 2018 in t

**Note:**  
 Generally LOS A, B, and C are considered acceptable. LOS D indicates that delays are more perceptible. LOS E and F indicate notable delays but may be acceptable in urban contexts.

Level-of-service (LOS) is determined based on the 2010 Highway Capacity Manual (HCM). It is defined as a function of the average vehicle control delay for signalized and unsignalized intersections.



## Case Studies Review

### What We've Learned

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:



Image Source: SHAPE Properties

#### **Brentwood Town Centre** Burnaby, British Columbia

- Brentwood Town Centre is a multi-phased redevelopment project.
- The project will include eleven residential towers and two office towers ranging from 20 to 70 storeys a public plaza, the redevelopment of the existing mall, underground parking, parks and pedestrian walkways and streets.



Image Source: Giannone Petricone Associates

#### **Agincourt Mall** Toronto, Ontario

- The Agincourt Mall Masterplan envisions the transformation of the existing mall into a mixed-use community supported by a new street network and open spaces.
- A modified grid network of streets and blocks will be developed along side a series of high- to mid-rise podium and tower buildings, with podiums ranging from five to eight storeys and towers ranging from 12-48 storeys.

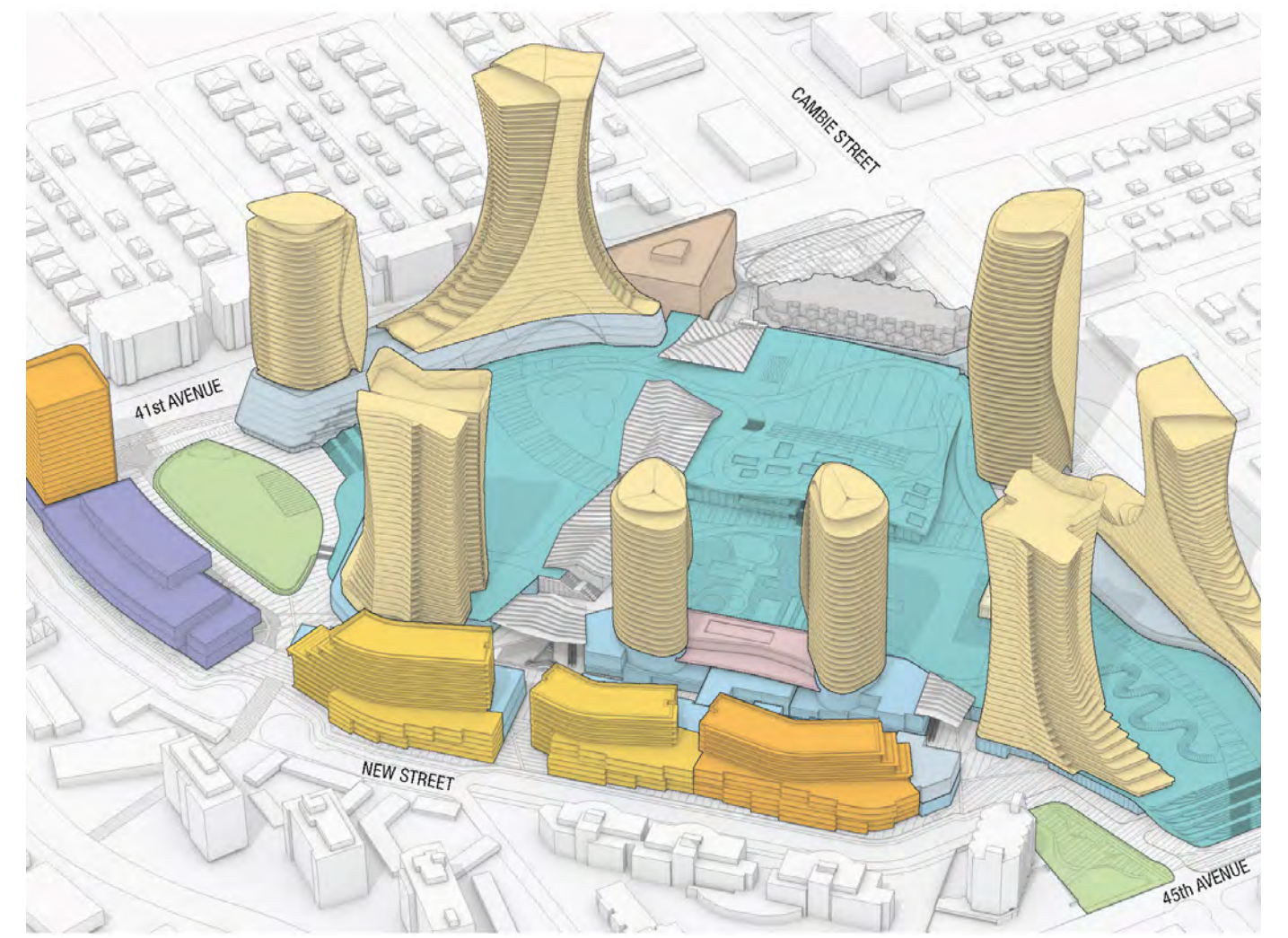


Image Source: City of Vancouver

#### **Oakridge Centre** Vancouver, British Columbia

- The Oakridge Centre Redevelopment proposes a mixed-use development featuring retail, office, residential and civic uses, built over three levels of underground parking.
- A 3.6 hectare park is proposed atop the mixed use development which will include ten towers up to 43 storeys.



## Case Studies Review

### What We've Learned

The Case Studies and Best Practices Review review provided the following takeaways regarding shopping centre redevelopment:

#### Land Use and Built Form

- The balance between commercial, residential, and community land uses should be determined by the local context
- Phasing is important to create building and open space patterns that function in both the short term and the long term.

#### Mobility and Connectivity

- The inclusion of residential and other commercial uses on a retail site through redevelopment can act as a catalyst for increased pedestrian traffic and demand for retail use.
- Access to the site by foot, cycle, transit, and automobile is important. Although large amounts of parking are required to support commercial uses and residents, it should be placed underground so that other modes of travel can be encouraged.

#### Community Amenities

- Generous public realm and open space contributions to the character of the development and are linked to the potential success of retail and residential land uses
- Both privately owned public spaces (POPS) and publicly owned public spaces contribute to the open space network of many master plans



Brentwood Town Centre is located along the Millennium Line of Metro Vancouver's SkyTrain rapid transit system (Source: Shape Properties Corp.).



Foot traffic and new residential uses help contribute to commercial success. (Source: Cadillac Fairview)



Access to transit at Eastland Centre (Source: ACME Architects)



## Commercial Use Assessment

### What We've Learned



Image Sources: Cadillac Fairview, Dave Elfassy

### Commercial Use Assessment

Promenade Mall is:

- Vaughan's third tier retail node behind Vaughan Mills and the Weston 7 Primary Centre
- Unique as it is one of two enclosed malls within the City
- 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 in the future as adjacent commercial centres redevelop
- The future function of Promenade Mall can be summarized as follows: "more local and less regional". The future retail commercial centre would likely offer a mix of specialty and local serving retail uses



# Additional Background Studies

## What We've Learned

### Population and Employment Estimates

A study was undertaken to see how changes in land use might impact future population and employment in the Secondary Plan Study Area.

- Estimates provide a range of development potential to meet required minimum targets
- Estimates will be refined and finalized based on the preferred concept
- Projected Total Persons plus Jobs - +/- 11,000 – 17,750

### 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.

- The purpose of the Sustainability Plan is to provide a vision coupled with guidance for future development and redevelopment to guide sustainable development in the Secondary Plan Area.
- The purpose of the Community Energy Plan is to develop qualitative, targeted strategies to reduce energy consumption and carbon emissions for the Secondary Plan Area in support of a transition to a low carbon future.



## Building Complete Communities

Elements that build a neighbourhood



Image Sources: SHAPE Properties, Morguard Investments, Cadillac Fairview

### Street Network and Transit Connections

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

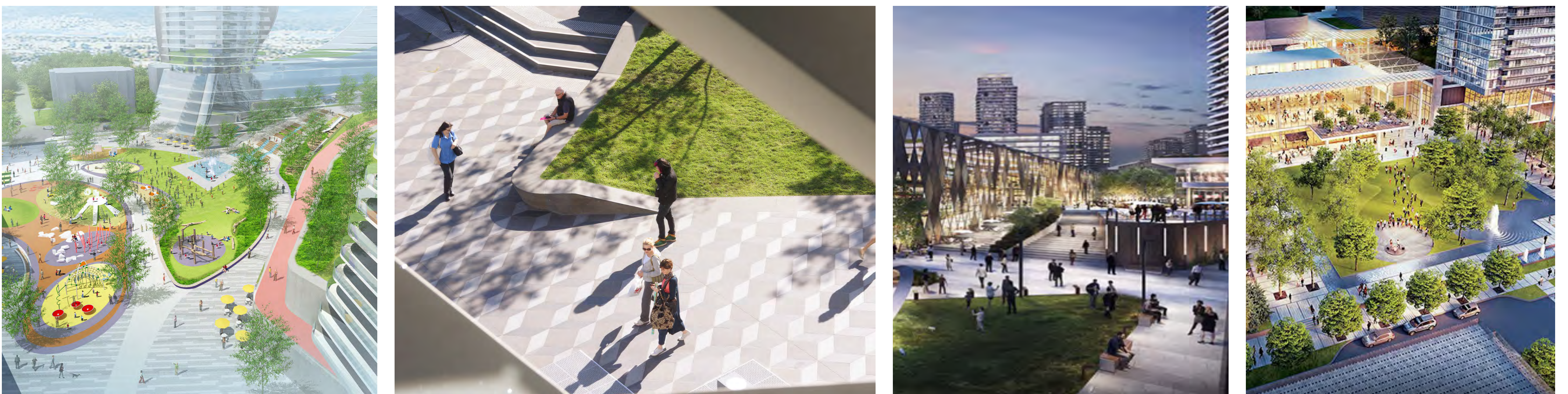


Image Sources: SHAPE Properties, ACME Architects, Morguard Investments,

### Public Open Space and Parkland

Integrating existing open space features with future open space locations



Image Sources: Hariri Pontarini Architects, Cadillac Fairview, SHAPE Properties

### 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:

Provincial, Regional and City planning policy framework supports intensification for mixed use high-rise and mid-rise buildings developed to support transit and develop a 'complete community'

### Transit Infrastructure:

Existing and planned transit infrastructure supports intensification (i.e. 3 Major Transit Station Areas in the vicinity), although majority of trips in the area are by car

### The Future of the Mall:

The Commercial Use Assessment concludes that the future function of the mall is "more local and less regional" and would operate as convenience commercial centre



Image Source: Dave Elfassy

### Connectivity

Major transportation opportunities include:

- Creation of a transportation network with improved connectivity
- A transportation network for all mobility users
- Maximize access to transit
- Improve safety of all modes of travel
- New innovative smart mobility plan and transportation management demand measures
- Increase sustainable modal share

### Development Applications

Development applications both approved and proposed generally implement Provincial, Regional, and City direction, but require more specific Secondary Plan framework to provide detailed implementation

### Community Facilities

The area is generally well served by community facilities. Future planning should focus on planning for community facilities which are flexible and accessible to accommodate a range of uses and programming



# Share Your Ideas

## Tell Use Your Thoughts

What would you like to see at Promenade Centre? Using the Post-it notes and pens which have been provided, tell us your thoughts!

