

Proposed Promenade Centre Secondary Plan

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

Presentation Outline

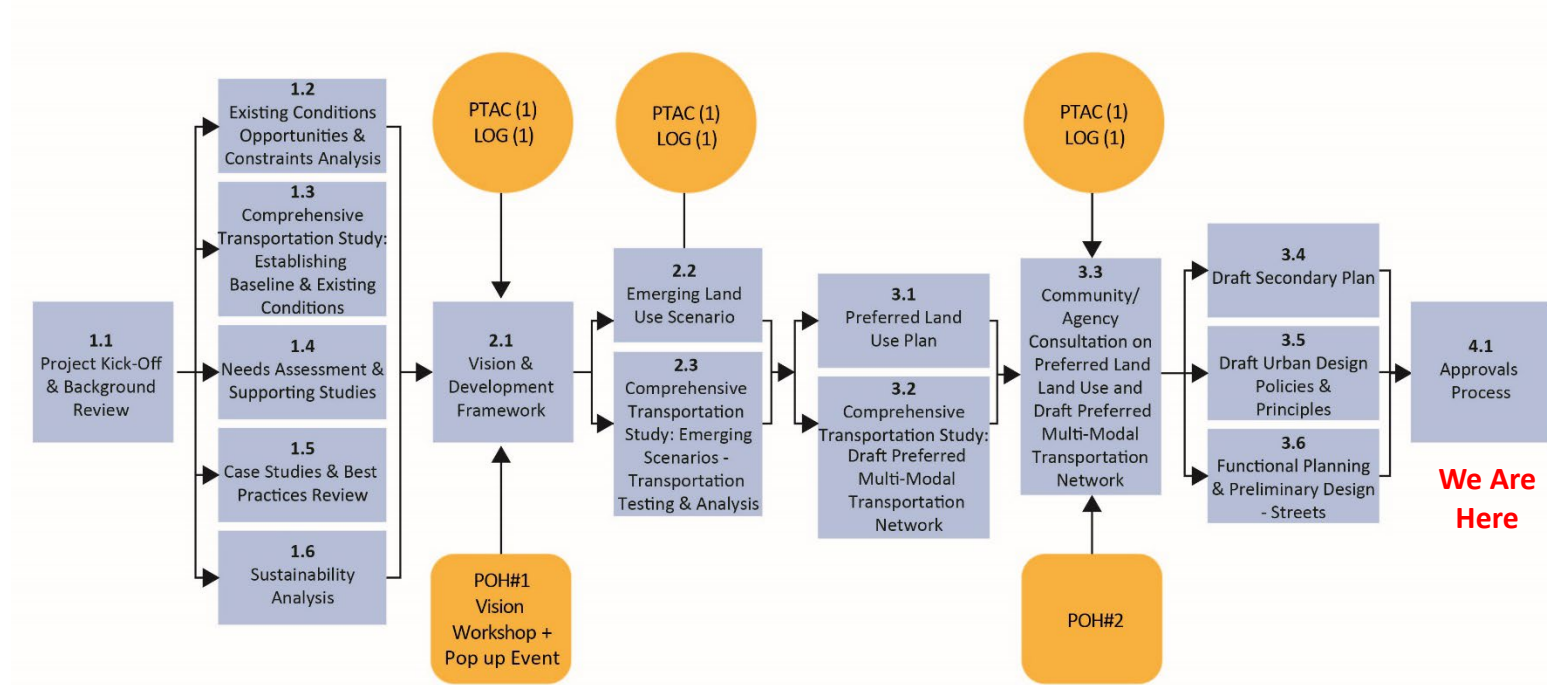
- Secondary Plan Purpose
- Study Process and Status
- Secondary Plan Context
- Secondary Plan Organization
- Vision and Guiding Principles
- Key Structural Elements
- Next Steps

Secondary Plan Purpose

The proposed Promenade Centre Secondary Plan provides a planning framework that will guide future development of this area which occupies a strategic location in the City's Urban Structure, including retention of the existing Promenade Mall, while enhancing its role as a regional shopping destination. The Secondary Plan is designed to facilitate the development of this area as a complete community characterized by high quality development that is compatible with surrounding land uses and transit supportive.

Study Process

Secondary Plan and Comprehensive Transportation Study Work Program



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

Secondary Plan Study Area and Context



Study Area and Existing Uses



Planning Policy Context

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



Provincial Growth Plan

Provincial Policy Statement



Ontario Planning Act



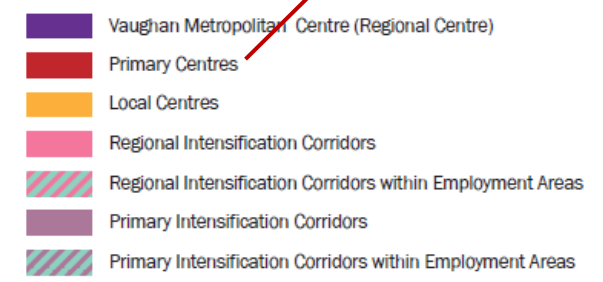
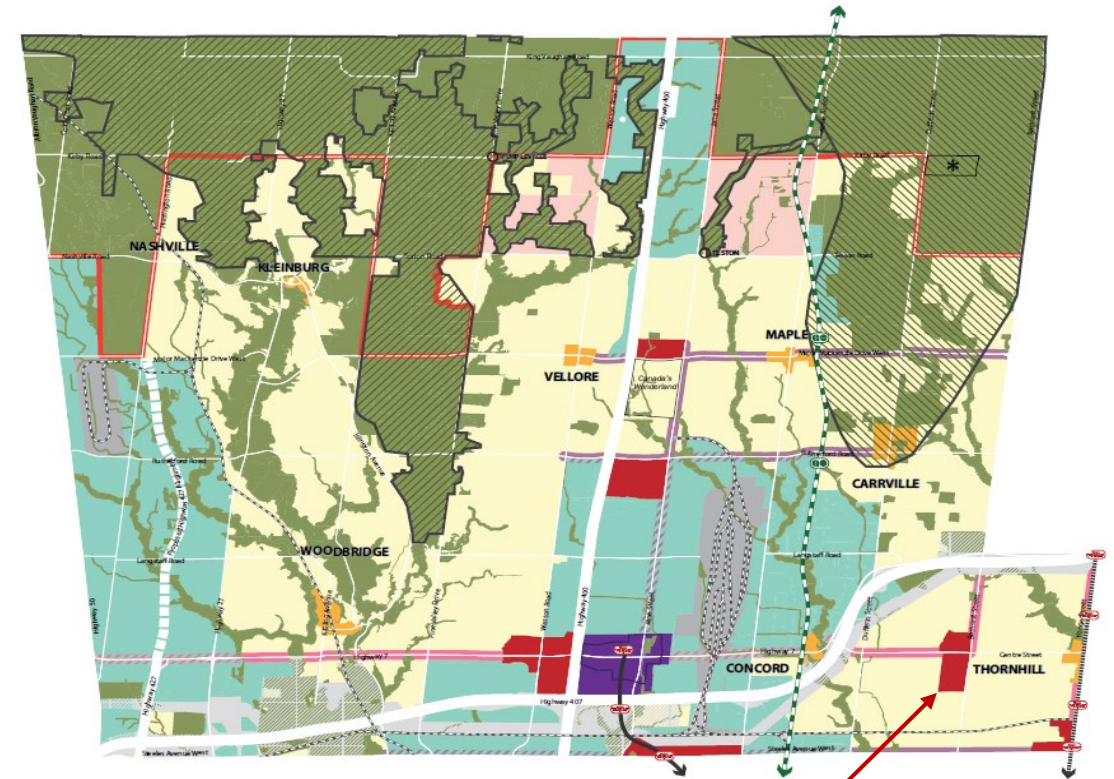
Vaughan Official Plan



York Region Official Plan

Planning Policy Context

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



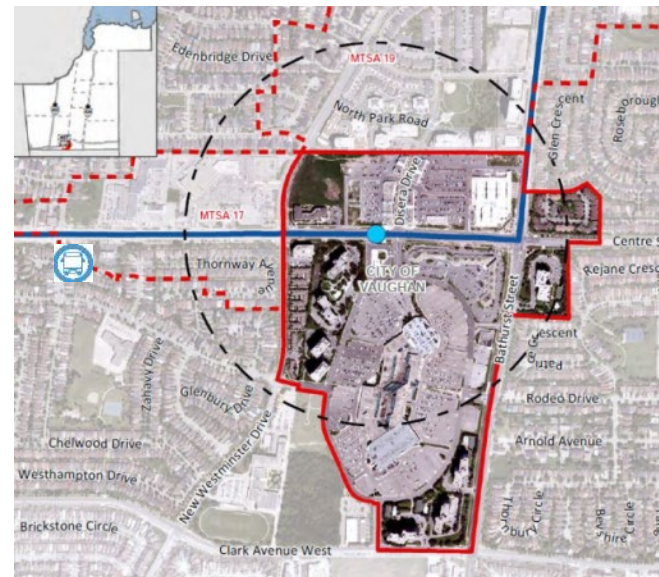
Planning Context – Major Transit Station Areas

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

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



Taiga



Disera-Promenade



Atkinson

Background Studies

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

Challenges and Opportunities

Intensification

Transit Infrastructure

The Future of the Mall



Connectivity

Development Applications

Community Facilities

Secondary Plan Organization

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

Vision

Promenade Centre is identified as a place for growth and will evolve over time as a distinct urban centre. Promenade Centre will maintain and enhance its role as an important place for people to gather, socialize, shop, work, learn and live. The Centre will be planned for pedestrians, cyclists, transit users and motorists, providing a network of complete streets and ease of access to high quality local and rapid transit services. These streets, in concert with a network of parks, indoor and outdoor open spaces and gathering places, will be vibrant, safe and accessible for the needs of a multi-generational community. New development within Promenade Centre will be sustainable and provide for a mix of retail, entertainment, community and office uses, as well as a variety of housing types. The evolution of Promenade Centre will respect the surrounding neighbourhoods.

Guiding Principles

- **Complete Community**

Build upon current assets such as the existing park, library and retail uses to allow for the evolution of a complete community where people can gather, socialize, shop, work, learn and live. Ensure that retail and entertainment remain a focus for Promenade Centre, while providing new opportunities for a mix of uses, community facilities, recreation and culture.

- **Multi-Modal**

Develop a well-connected, multi-modal and accessible community with a network of blocks and complete streets that supports safety and choice of movement for all travel modes, including pedestrians, cyclists, transit users and motorists. Ensure that the existing and planned high quality local and rapid transit services are directly and easily accessible to all users of the Promenade Centre and surrounding neighbourhoods. Connect Promenade Centre with the Thornhill Town Centre community to the north through the continuation of the existing pedestrian-oriented main street.

Guiding Principles

- **Places to Gather**

Create a high-quality and interconnected network of indoor and outdoor public spaces that support a vibrant environment and community gathering. Build upon the well-used central gathering spaces that are currently offered in the existing mall, which provide important social and health functions for residents and visitors to Promenade Centre.

- **Multi-Generational Housing**

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

Guiding Principles

- **Context Sensitive**

Ensure that new development is sensitive to surrounding neighbourhoods in the Thornhill community, including a balance of building heights, densities and land uses that achieve transition to the adjacent established areas. Promote new connections to Promenade Centre from the existing community for pedestrians, cyclists and other non-vehicular modes of travel.

- **Sustainable and Healthy**

Encourage sustainable development which considers the health of residents as well as impacts to future generations, with a focus on energy efficiency, sustainable water and waste management and climate change adaptation. Capitalize on opportunities to incorporate green infrastructure and sustainable technologies within the public realm and built form.

Key Structural Elements

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

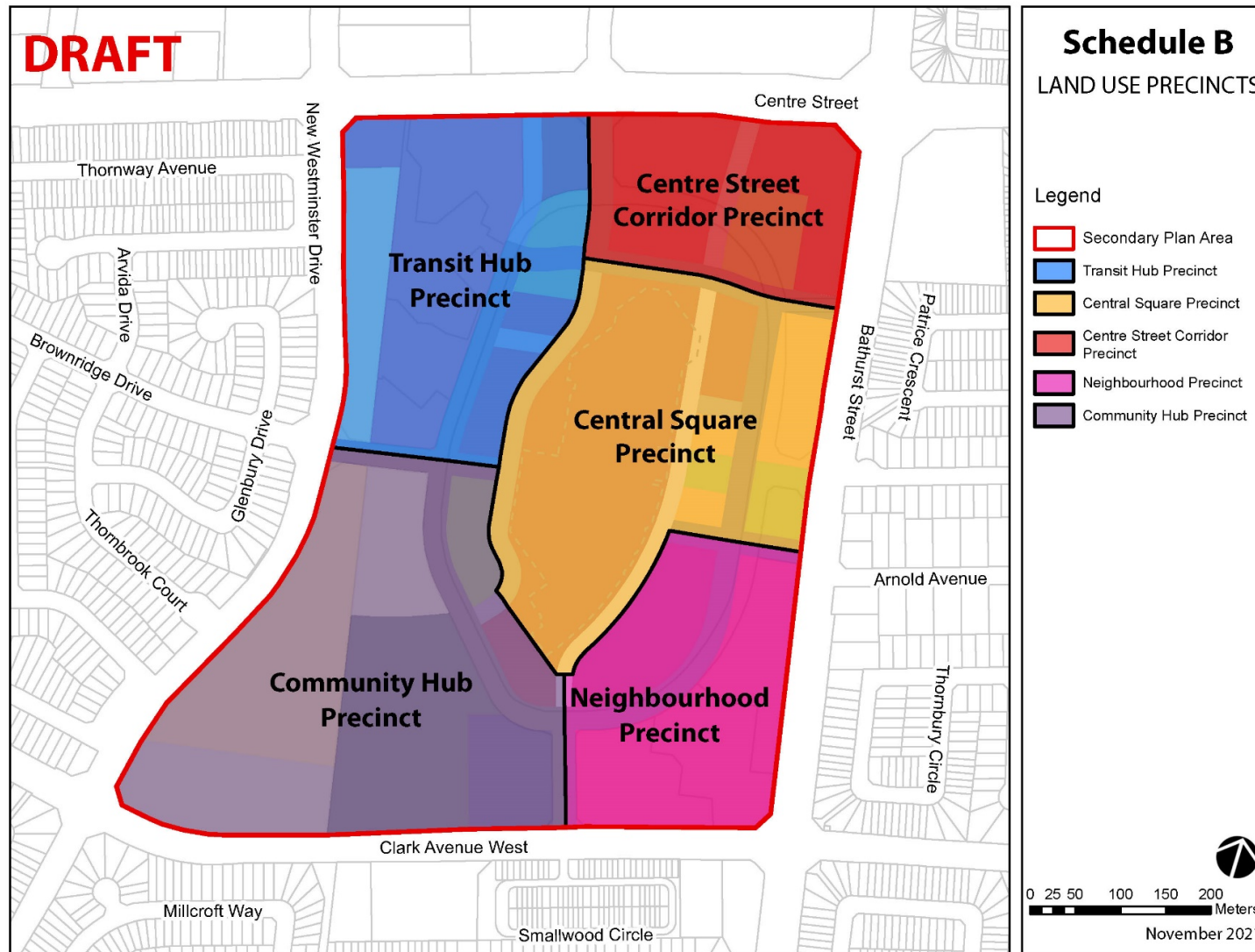
- Schedule A – Secondary Plan Area
- Schedule B – Land Use Precincts
- Schedule C – Land Use Plan
- Schedule D – Height, Density and Use Parameters
- Schedule E – Multi-Modal Transportation Network
- Schedule F – Street Network Implementation Plan

Key Structural Elements: Precincts

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

- **Transit Hub Precinct** is focused on the existing Transit Terminal and also reflects proximity to the Disera-Promenade BRT Station which is a MTSA;
- **Central Square Precinct** is the location of a high-quality and interconnected network of indoor and outdoor public spaces that support a vibrant environment for community gathering;
- **Centre Street Corridor Precinct** is designed to provide for a community of high-rise mixed-use development;
- **Neighbourhood Precinct** is intended primarily as a residential community; and
- **Community Hub Precinct** will continue to evolve as a focal point for a wide variety of public services.

Land Use Precinct Plan



Key Structural Elements: Land Use

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

Key Structural Elements: Land Use

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

Key Structural Elements: Land Use

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

Key Structural Elements: Land Use

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

Key Structural Elements: Land Use

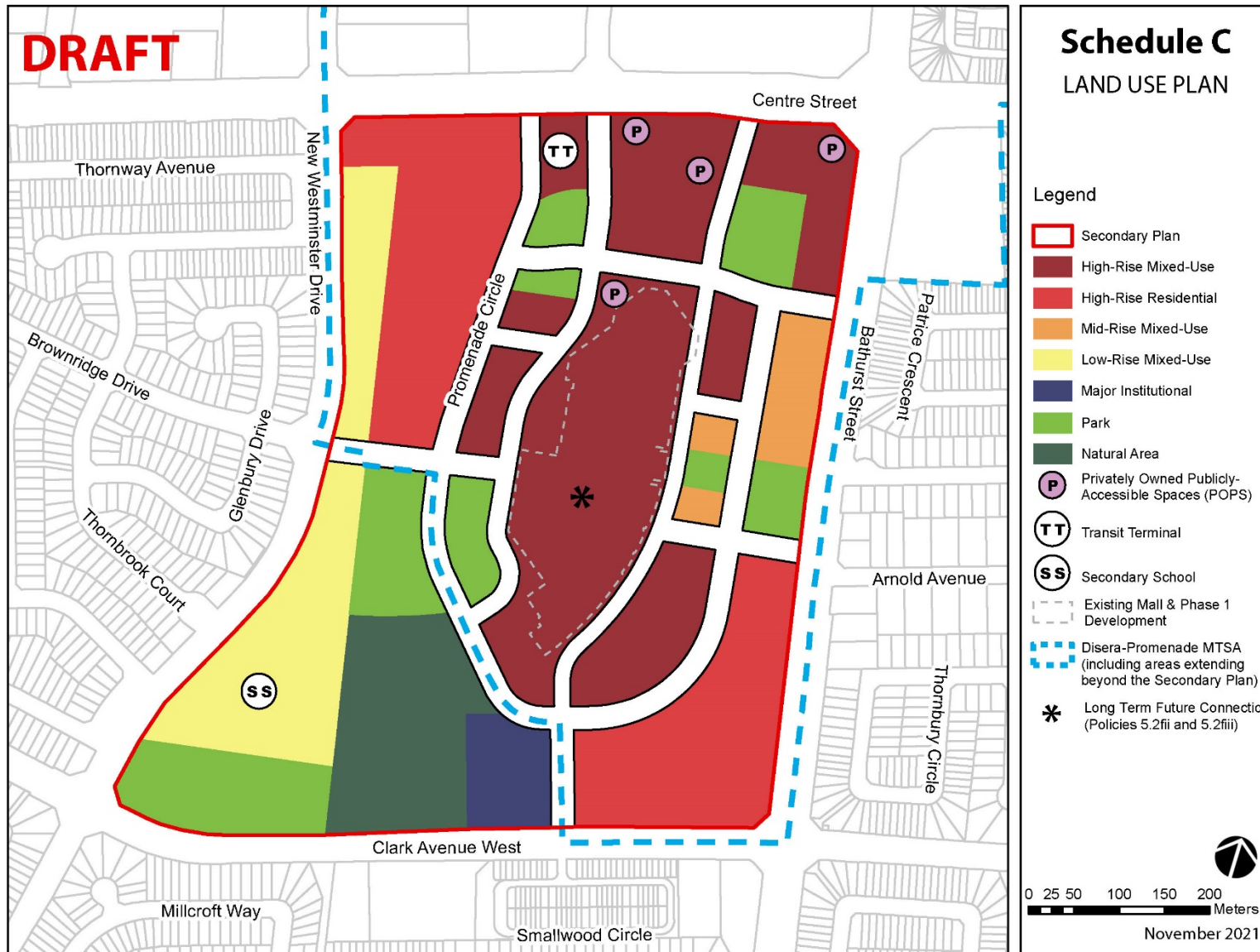
- Transit Terminal
 - Transit Terminal symbol recognizes existing transit terminal and any modifications and enhancements required to maximize transit service. All the uses in the underlying High-Rise Mixed-Use designation are permitted, provided the development includes transit infrastructure and subject to approval of applicable transit authority.

- Schools
 - School symbol recognizes existing St Elizabeth Secondary School; and,
 - Playing fields are designated “Park” and school site is designated as Low-Rise Mixed-Use which permits school use.

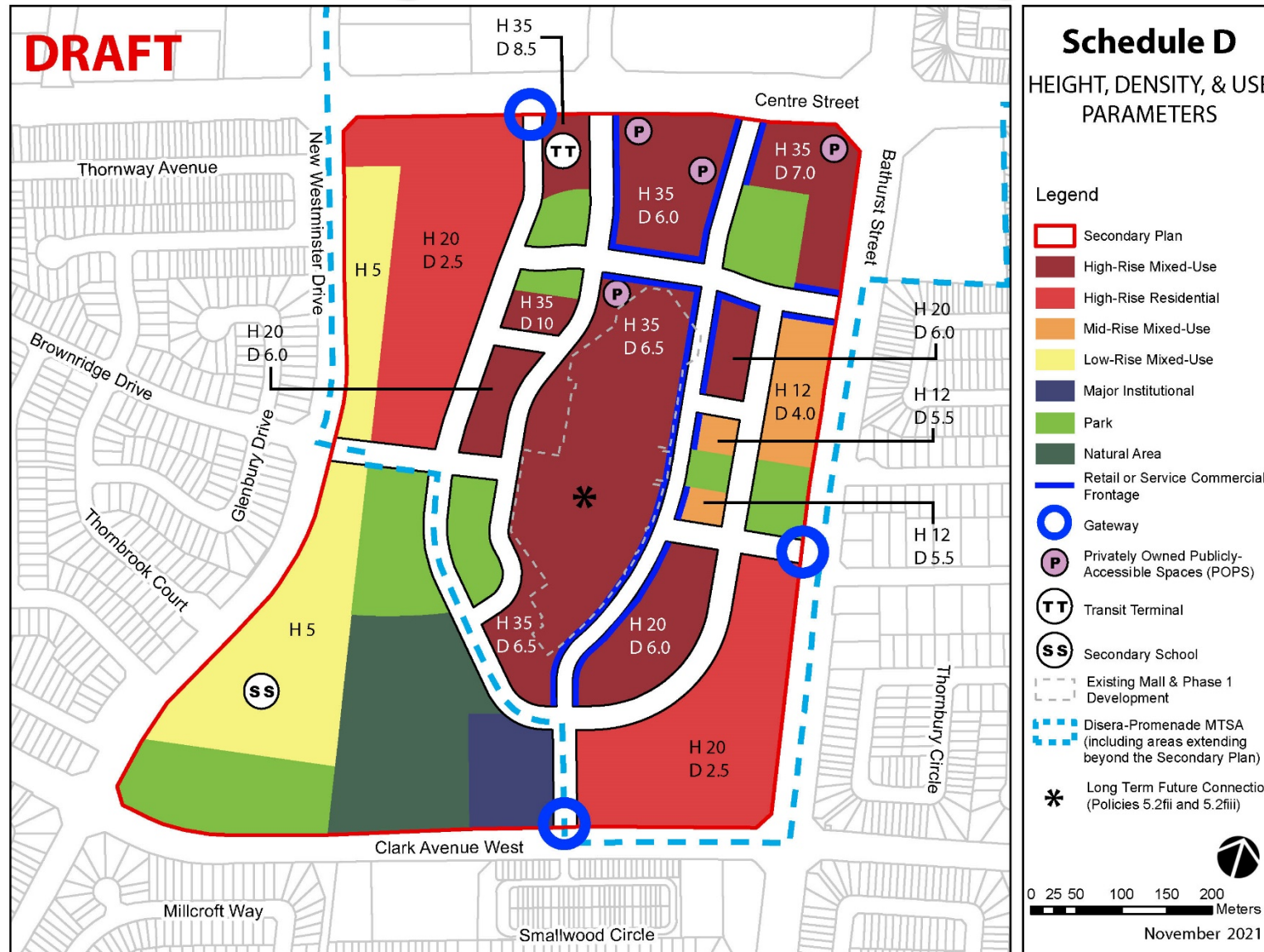
Key Structural Elements: Land Use

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

Land Use Plan



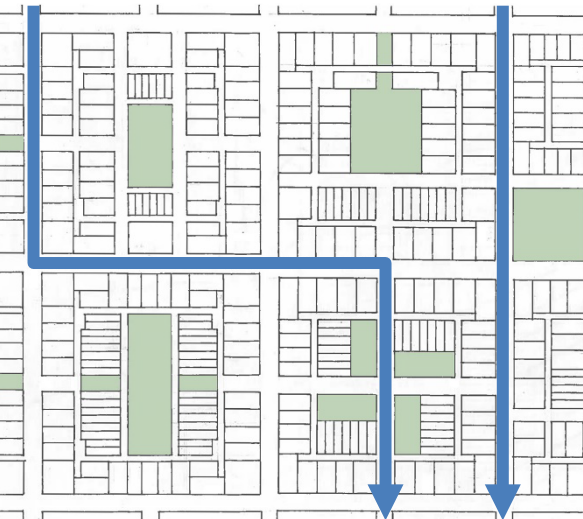
Height and Density



Key Structural Elements: Multi-Modal Transportation Network

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

More direct routes for all modes



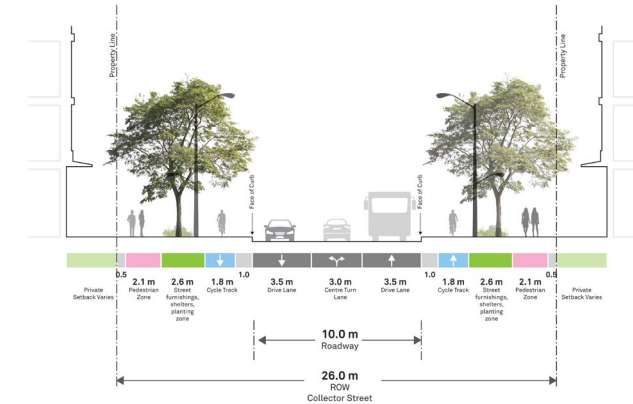
Seamless access to transit



Space for people of All Ages and Abilities

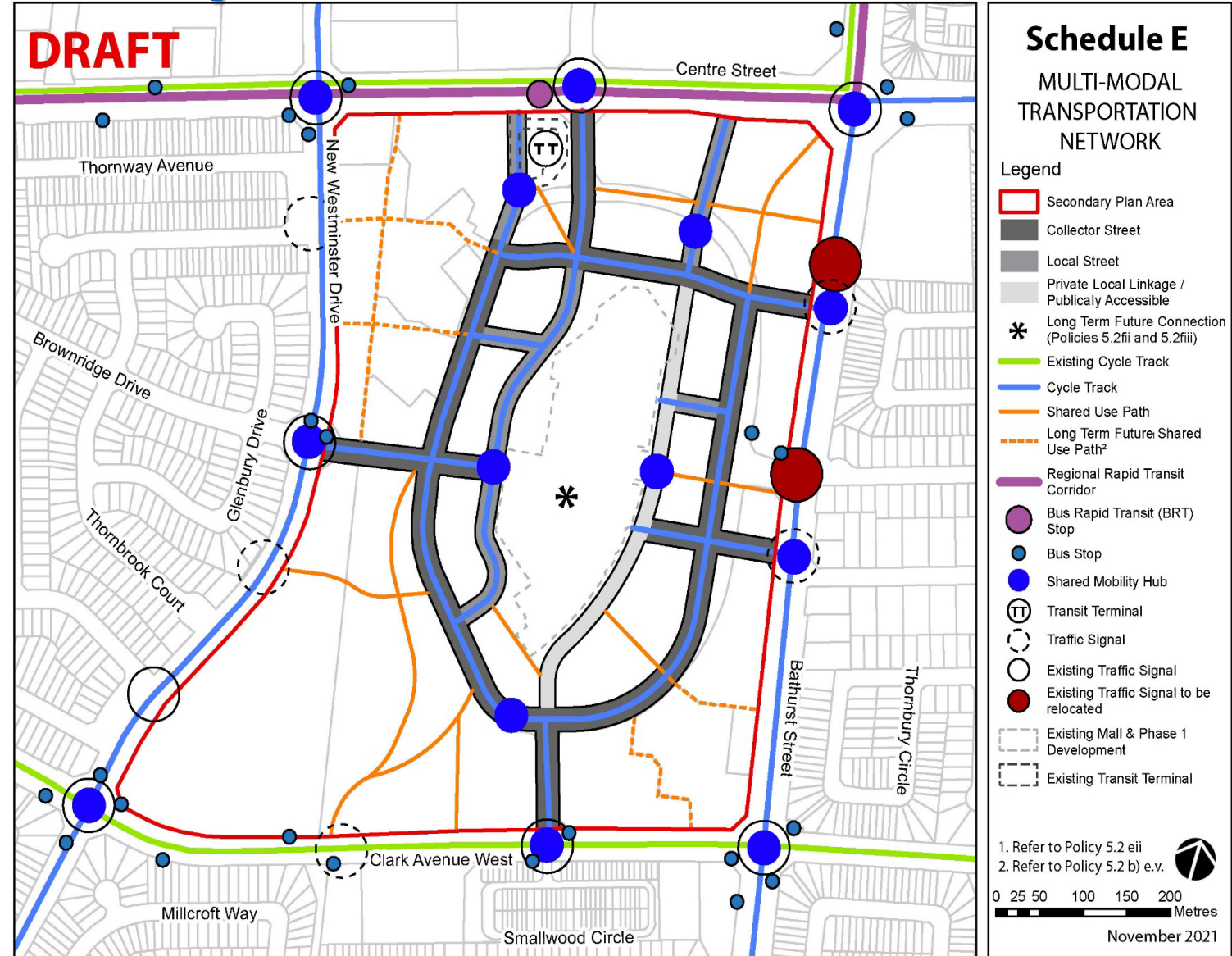


Prioritizing Complete Streets



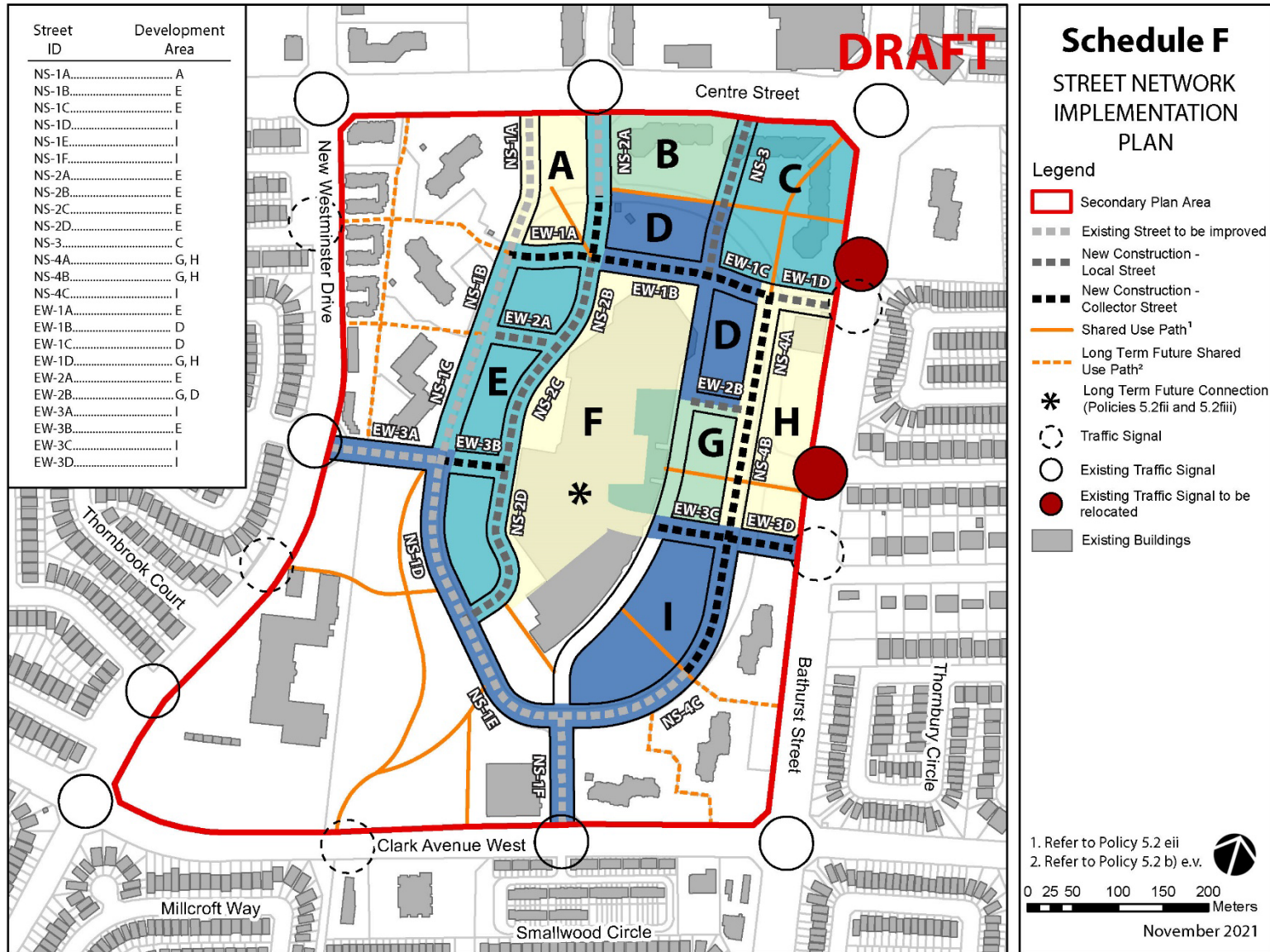
Multi-Modal Transportation Network

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



Implementation Plan

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



General Statistics

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

Next Steps

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

Thank You!

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