

# **Promenade Centre Secondary Plan and Comprehensive Transportation Study**

**POH #2 Preferred Land Use Plan and  
Multi-Modal Transportation Network**

**July 7, 2021**

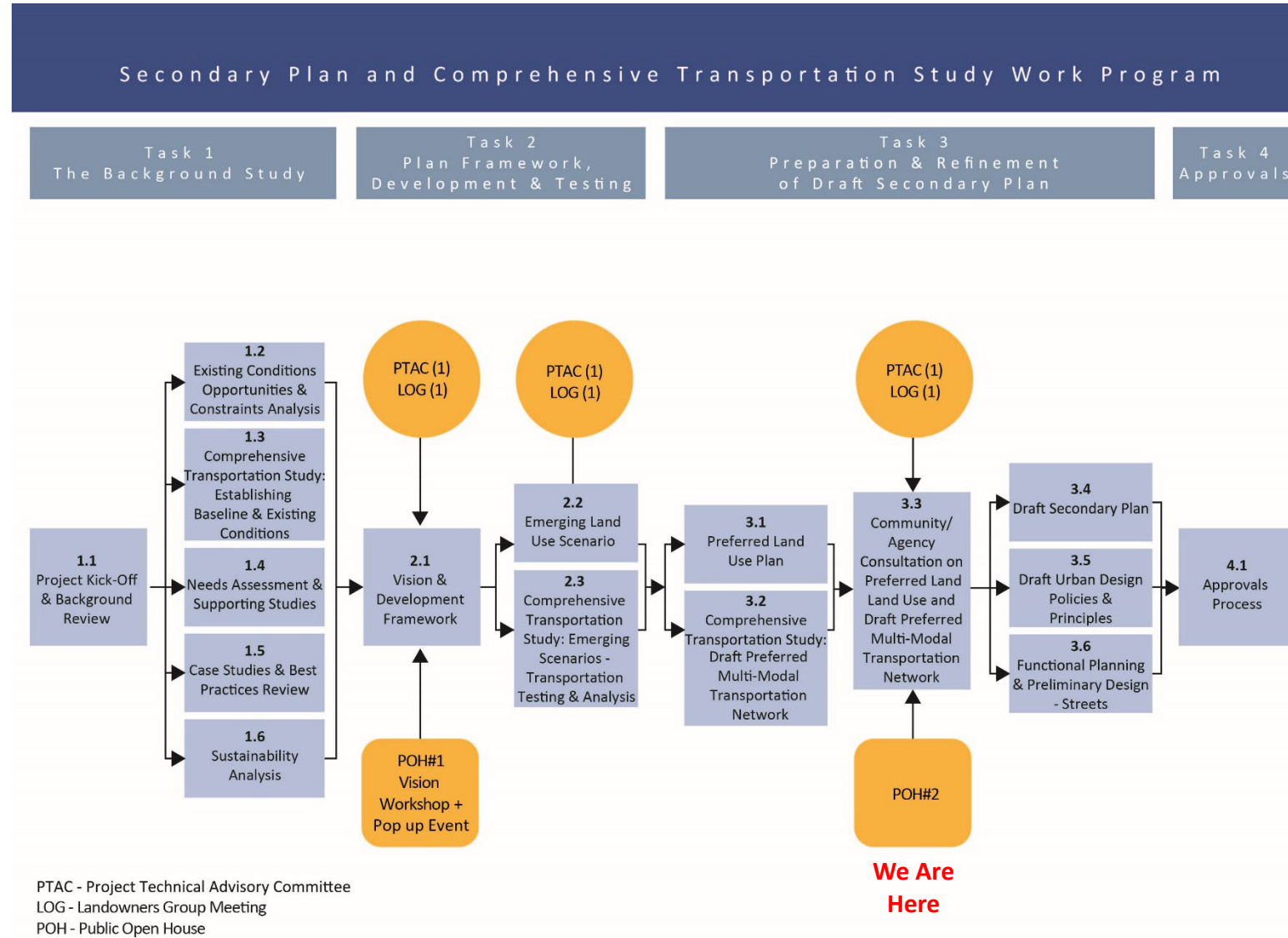
# Agenda

1. Introductions
2. Promenade Centre Secondary Plan Draft Preferred Land Use Plan and Multi-Modal Transportation Network
  - Presented by Macaulay Shiomi Howson Ltd.
3. Promenade Centre Secondary Plan Preferred Scenario Transportation Analysis
  - Presented By HDR
4. Wrap Up & Next Steps
5. Questions & Answers Discussion Period

# Secondary Plan Study Area



## Study Process



## 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. ATMP 2018)



Provincial Growth Plan

Provincial Policy Statement



Ontario Planning Act



Vaughan Official Plan

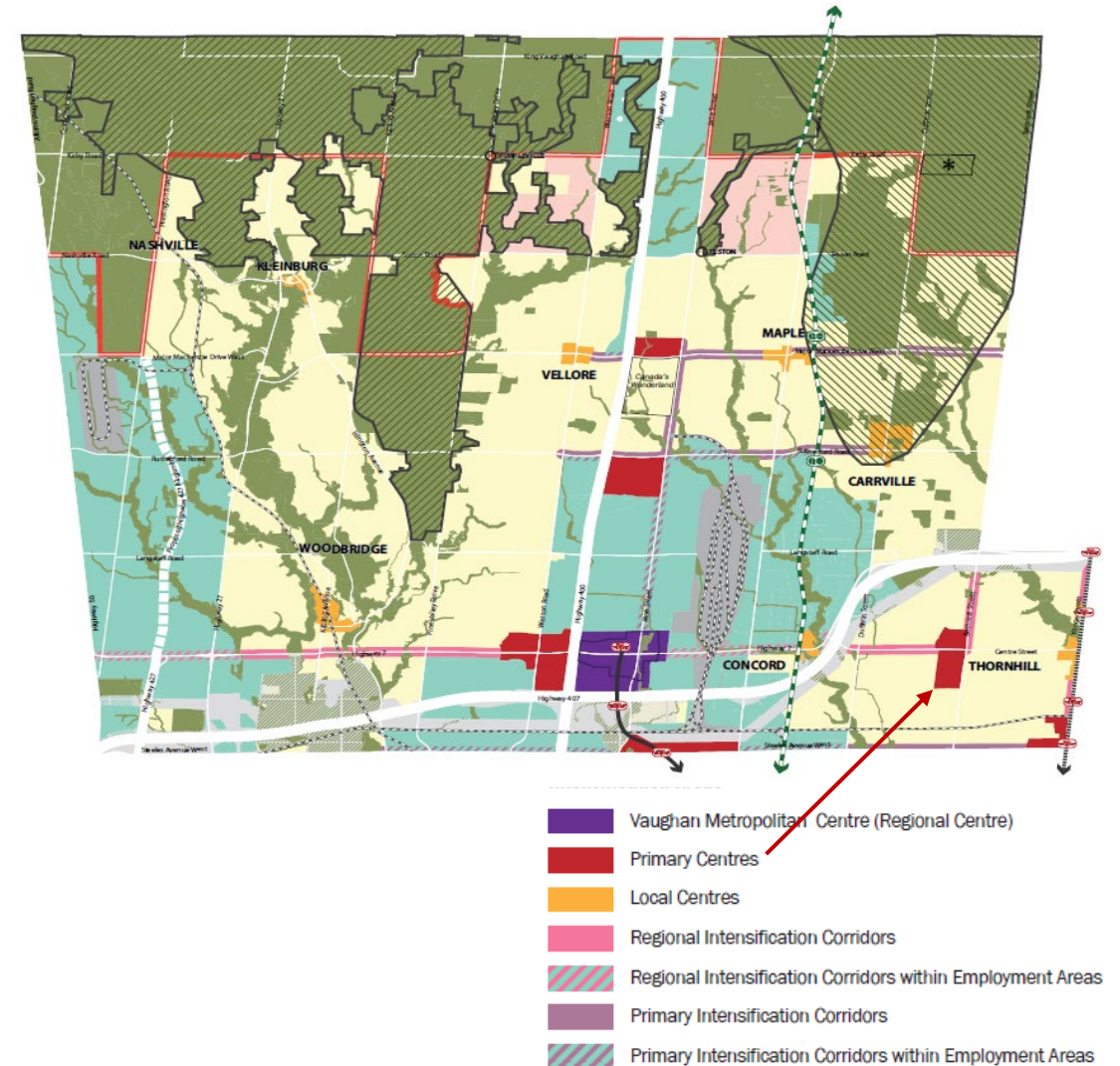


York Region Official Plan



## 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 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



# Study Area Physical 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

# Challenges and Opportunities

**Intensification**

**Transit Infrastructure**

**The Future of the Mall**



**Connectivity**

**Development Applications**

**Community Facilities**

# What We Heard

- **Accessibility and Transit**
  - Ensure Study Area is accessible – that there is safe and easy access – for pedestrians and all modes of non-vehicular travel.
  - Create a connected transportation system for the Study Area for all modes of travel.
  - Provide safe and clear access to transit and robust transit service day and night.



# What We Heard

- **A Multi-Generational Community**
  - New development and infrastructure should consider the needs of a multi-generational community.
- **Places for Gathering**
  - New development should maintain and enhance the community and social functions that Promenade Mall currently serves.
  - Parks and open spaces, as well as indoor gathering spaces, should foster a vibrant community dynamic.

# What We Heard

- **Mixed Uses with Retail and Entertainment**
  - Retail, entertainment, and community uses should be provided at Promenade Centre in addition to residential uses.
- **Connections and Sensitivity to Surrounding Neighbourhoods**
  - New development should be sensitive to the surrounding neighbourhoods.
  - New infrastructure should help existing neighbourhoods connect to Promenade Centre by walking, biking and other non-vehicular modes of travel.

## 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**

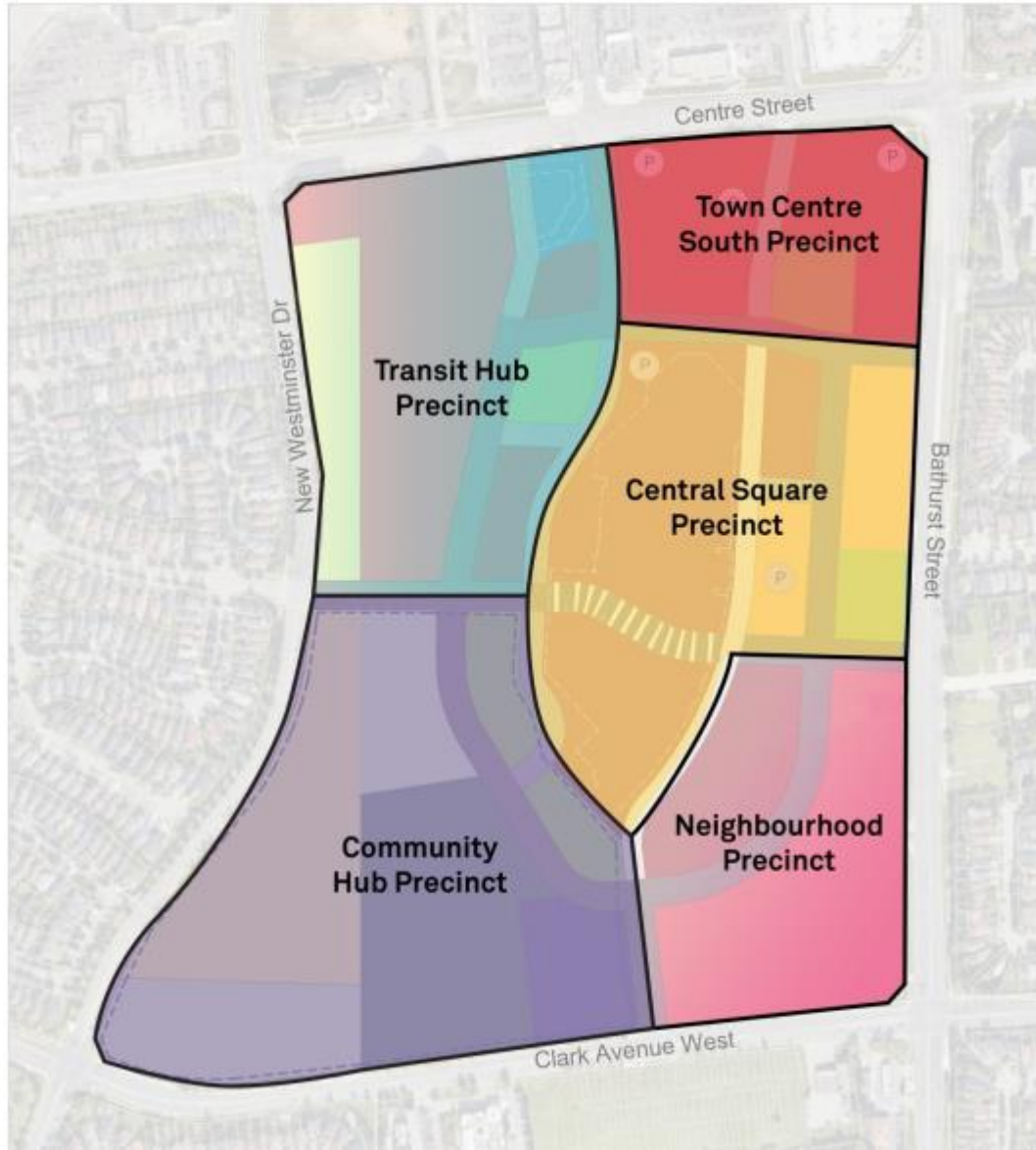
Encourage sustainable development which considers the health of residents as well as impacts to future generations, with a focus on energy efficiency, sustainable water and waste management and climate change adaptation. Capitalize on opportunities to incorporate green infrastructure and sustainable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



# **Key Development Directions**

- 1. Connectivity - Well Connected and Accessible Mobility Network for all Modes of Travel**
- 2. Integrated System of Parks and Open Spaces**
- 3. A Complete Community with Sensitive Built Form Transitions**
- 4. Phasing that Ensures Continuous Use**

# Draft Preferred Land Use Precinct Plan



## Promenade Centre Secondary Plan Study Draft Preferred Land Use Precinct Plan



### Notes:

1. Draft Preferred Land Use Precinct Plan includes proposed expansion area
2. Alignment and configuration of streets and paths subject to future implementation process(es)

# Draft Preferred Land Use Plan



## Promenade Centre Secondary Plan Study Draft Preferred Land Use Plan



### Notes:

1. Draft Preferred Land Use Plan includes proposed expansion area
2. Alignment and configuration of streets and paths subject to future implementation process(es)

# Draft Preferred Multi-Modal Transportation Network



Promenade Centre Secondary Plan Study

## Draft Preferred Multi-Modal Transportation Network



### Notes:

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



# General Statistics

	Minimum	Maximum
<b>1 Total People and Jobs*</b>	<b>17,235</b>	<b>21,162</b>
<b>2 People and Jobs/ Hectare*</b>	<b>373</b>	<b>458</b>
<b>3 Total Parks</b> (includes existing and proposed parks)	<b>5.7 ha</b>	<b>5.7 ha</b>
<b>4 Woodlot</b>	<b>3.5 ha</b>	<b>3.5 ha</b>

\*Note: Population and Job numbers are considered draft and subject to change pending further analysis and final outcomes of Study process.

# **Comprehensive Transportation Study: Draft Multimodal Transportation Plan**

Analysis and Findings

**Promenade Centre Secondary Plan (PCSP)**

July 7, 2021

- 01** Transportation Study Context
- 02** Draft Plan Analysis Approach
- 03** Analysis and Findings

# **01 Transportation Study Context**



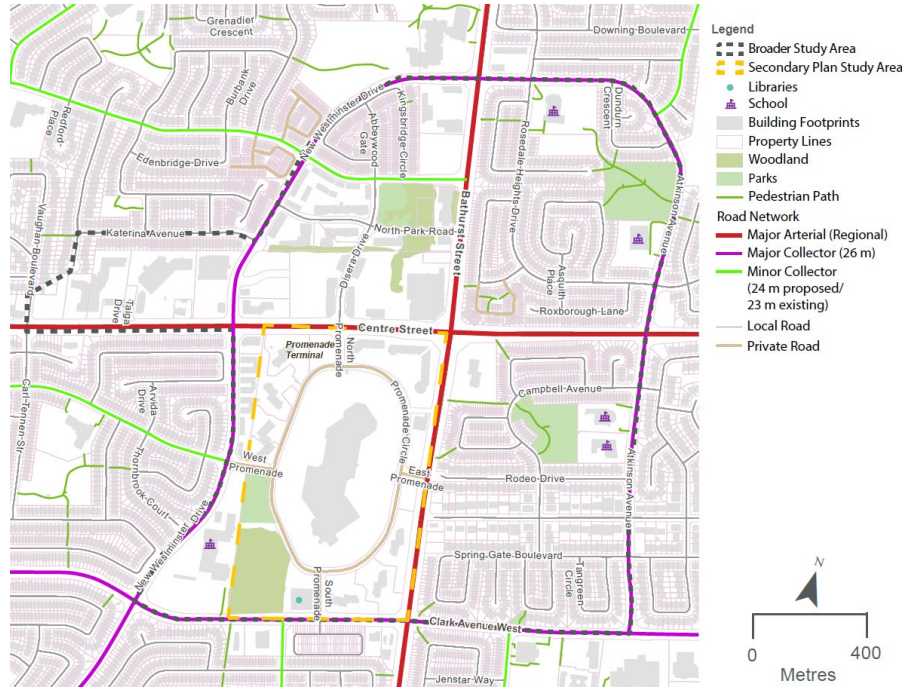
# Purpose of the Comprehensive Transportation Study

- 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



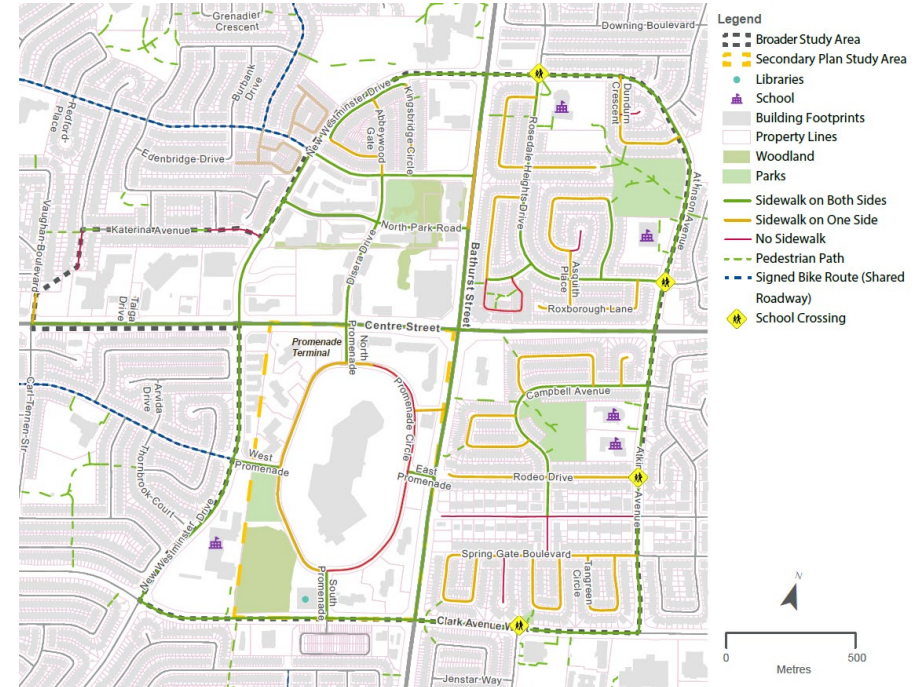
# Existing Roads and Sidewalks

## Road Network



- Area is well served by Regional and City Roads (collector)
- Lack of connections within the Secondary Plan Study Area

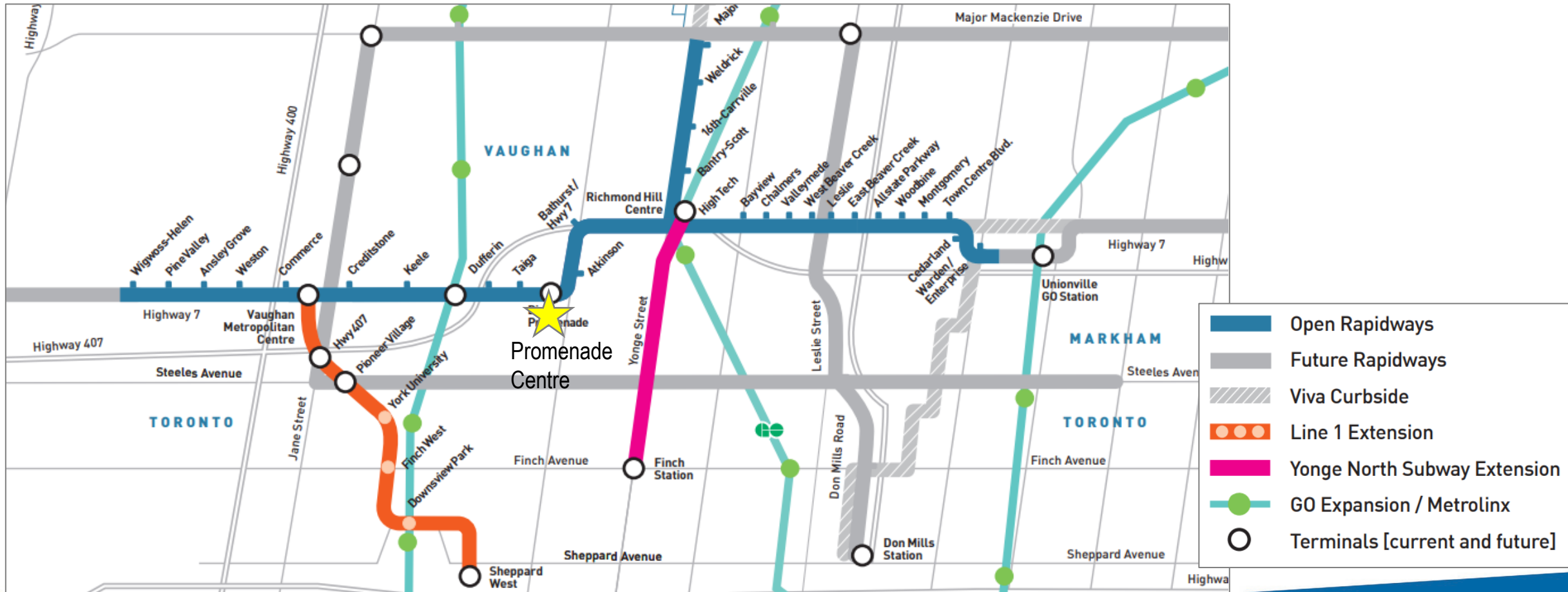
## Pedestrian Network



- Lack of sidewalks, connections within the Secondary Plan Study Area
- Need better connections to surrounding network, across major streets

# Promenade Centre is well connected by Rapid Transit

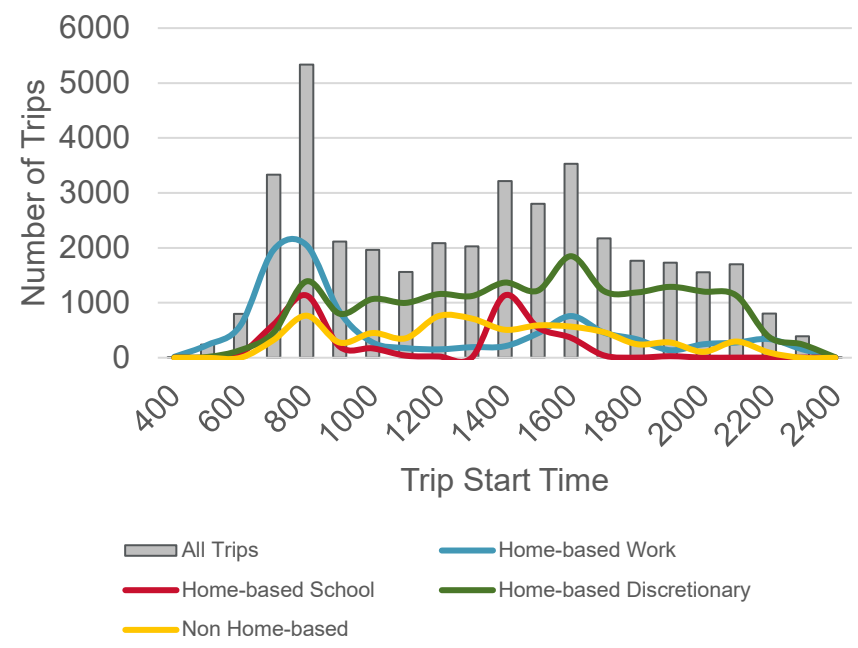
- Viva Rapidway opened on Centre Street and Bathurst Street December 2019
- Dedicated bus lanes, raised bike-lanes, planter boxes for trees and landscaping, wide sidewalks





# 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



# Current Transportation System - Key Findings

- As a Primary Centre, the Study Area is a major commercial centre for the City
- Majority of trips are by car
- Well served by transit – existing Promenade Transit Terminal, Viva Orange, TTC Route 160 Bathurst, YRT Route 88 to Finch Subway
- More than 50% of trips are less than 5km in length

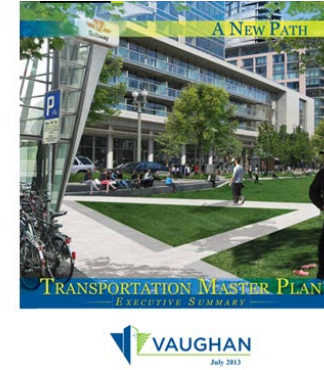


Opportunity to improve comfort and safety for pedestrians, cyclists and transit users

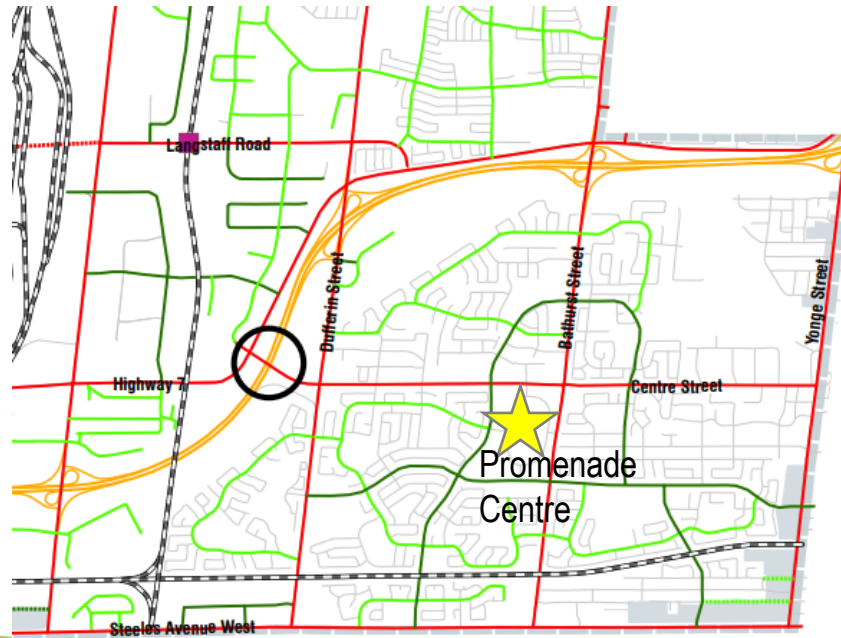


# Transportation Planning Context

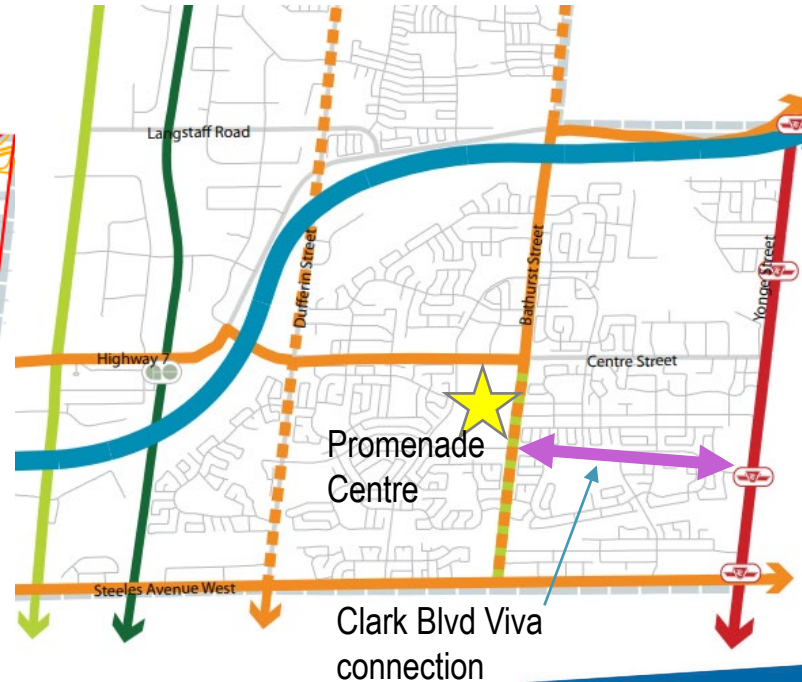
- Planned Dedicated Cycling Facilities
- 4-6 lane widening for HOV-Transit on Bathurst St (York TMP)
- Future Viva Curbside Service on Clark Blvd (York TMP)
- Yonge North Subway Extension



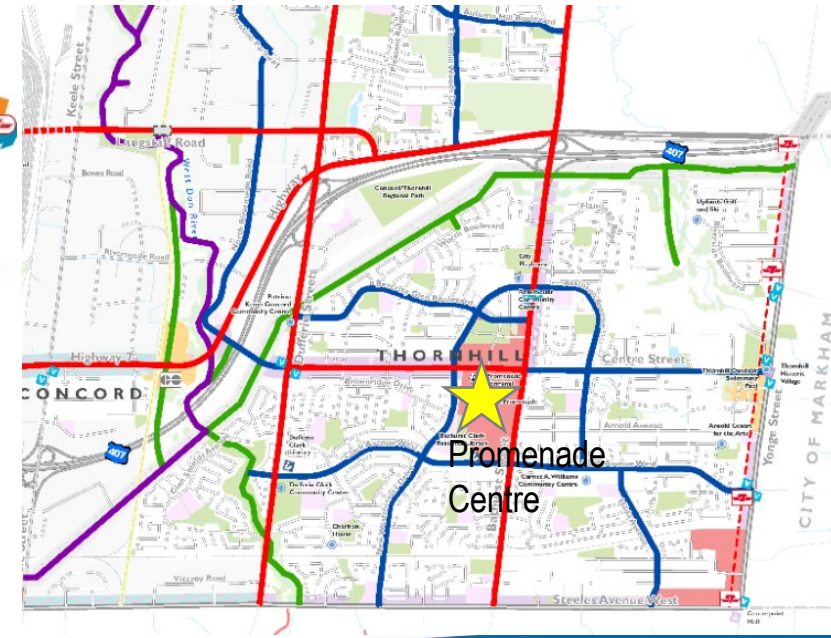
**VOP 2010 Schedule 9**  
Future Transportation Network



**VOP 2010 Schedule 10**  
Major Transit Network



**Vaughan PBMP 2020**  
Priority Cycling and Trails Networks





# Key Opportunities

## Capitalize on Transit, Active Transportation Investments:

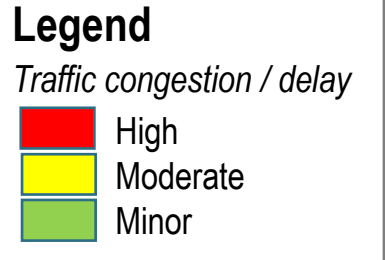
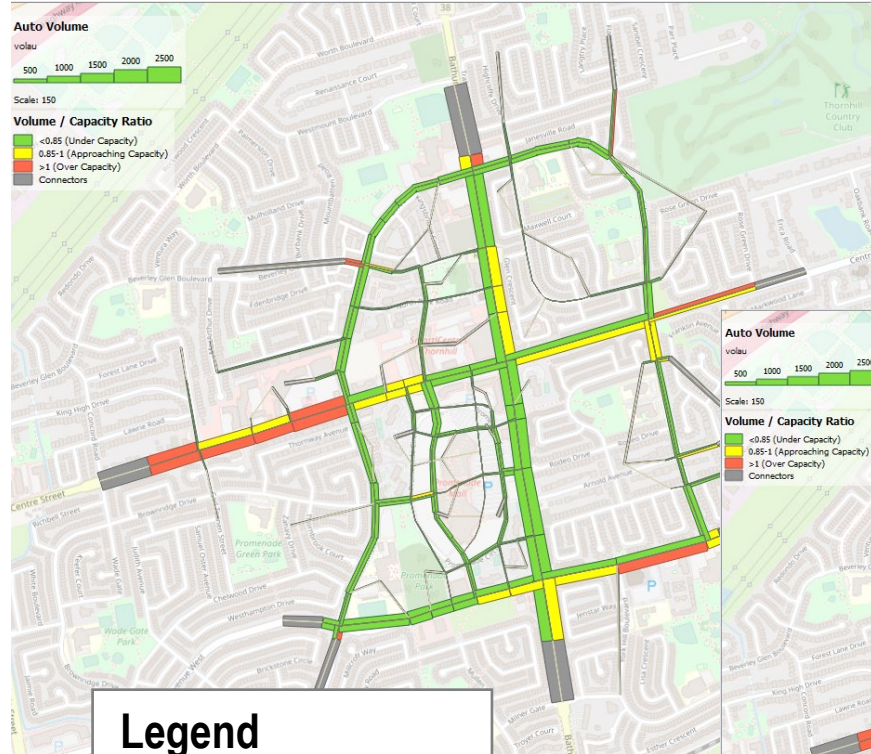
- Maximize access to transit
- Create a grid street network – well connected for all mobility users
- Improve safety of all modes of travel
- Increase travel choices – leverage new mobility options & technologies
- Develop Travel Demand Management strategy
- Increase sustainable modal share



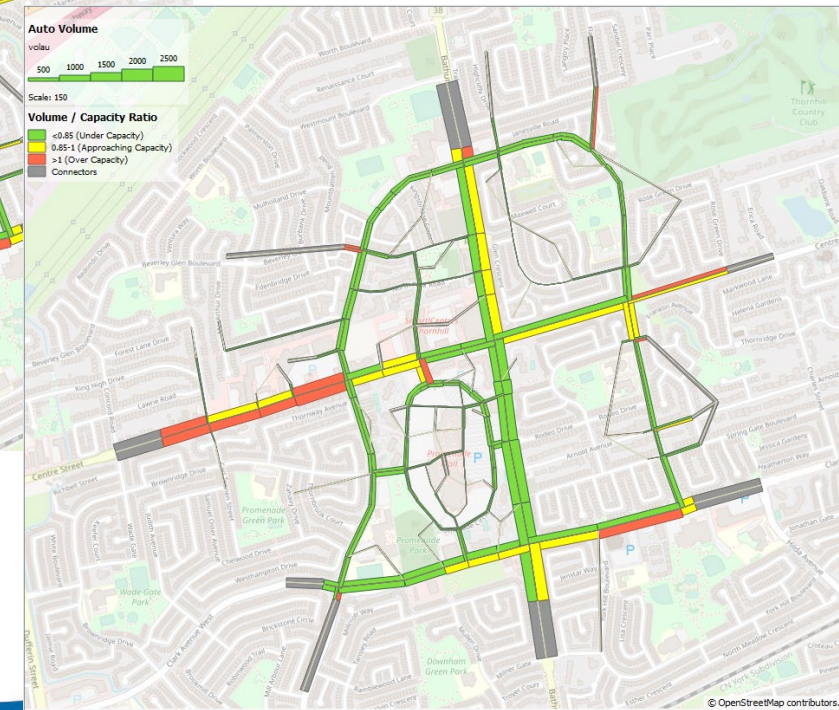
# Preliminary Scenario Findings

- Well-connected street network needed for all modes
- New connections to Centre Street needed
- Congestion on Centre, Bathurst, Clark
- Multimodal transportation plan focus on active transportation, transit service improvements

Scenario 1

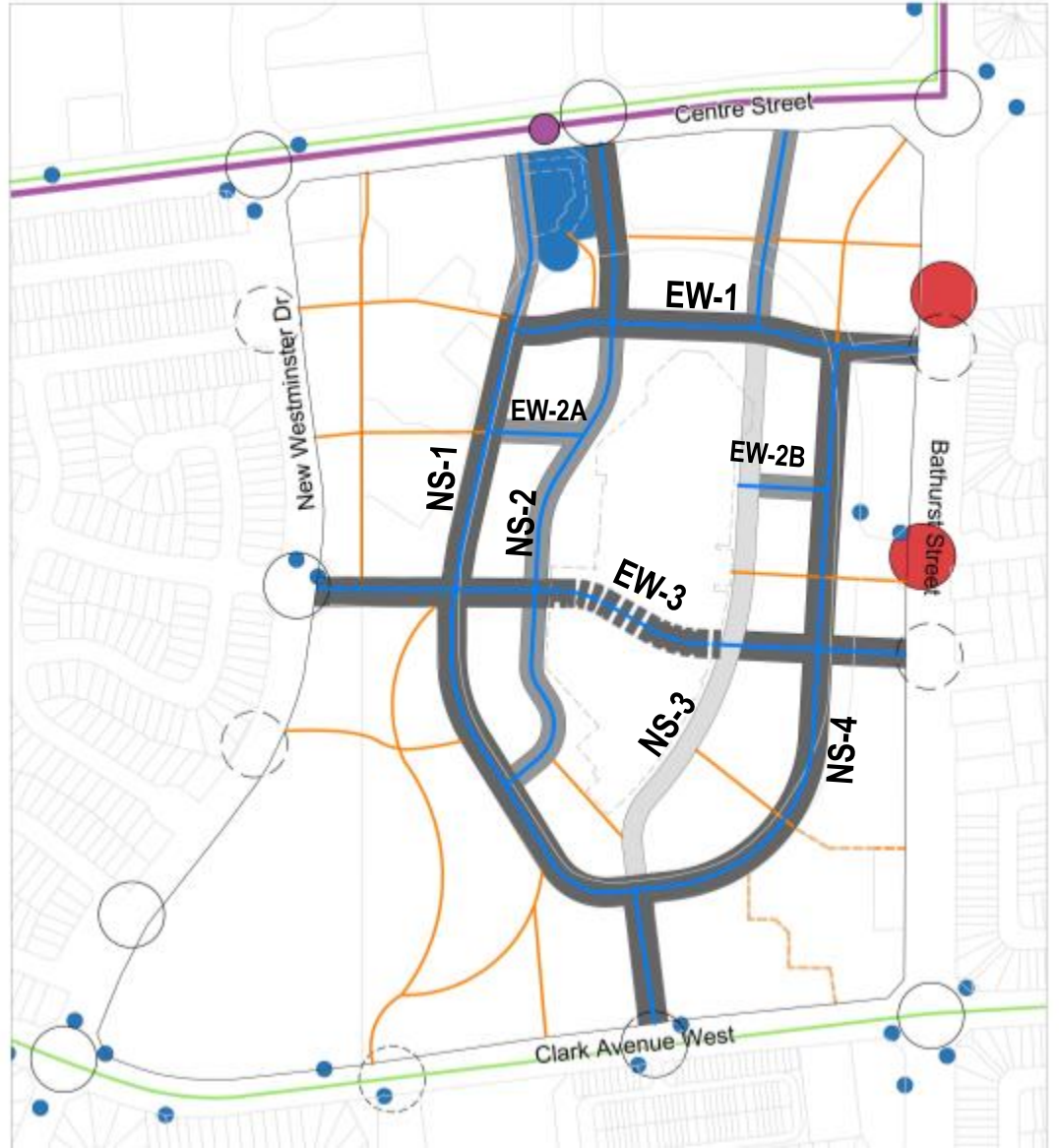


Scenario 2

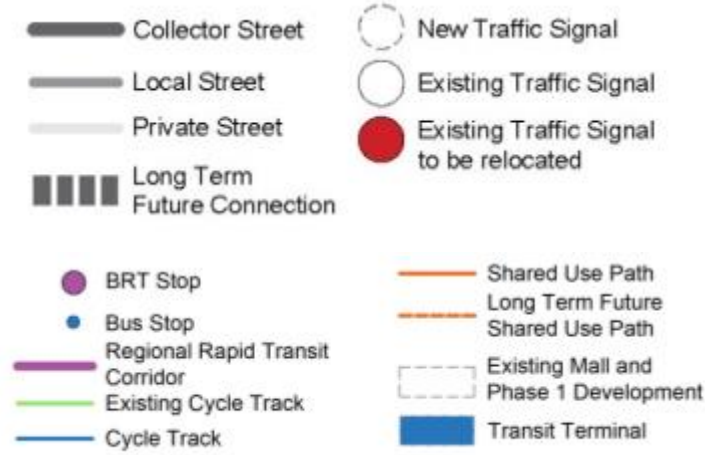




# Draft Multi-Modal Transportation Plan



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



### Notes:

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

- Hybrid of Scenario 1 and 2
- Align with existing roadways, driveways

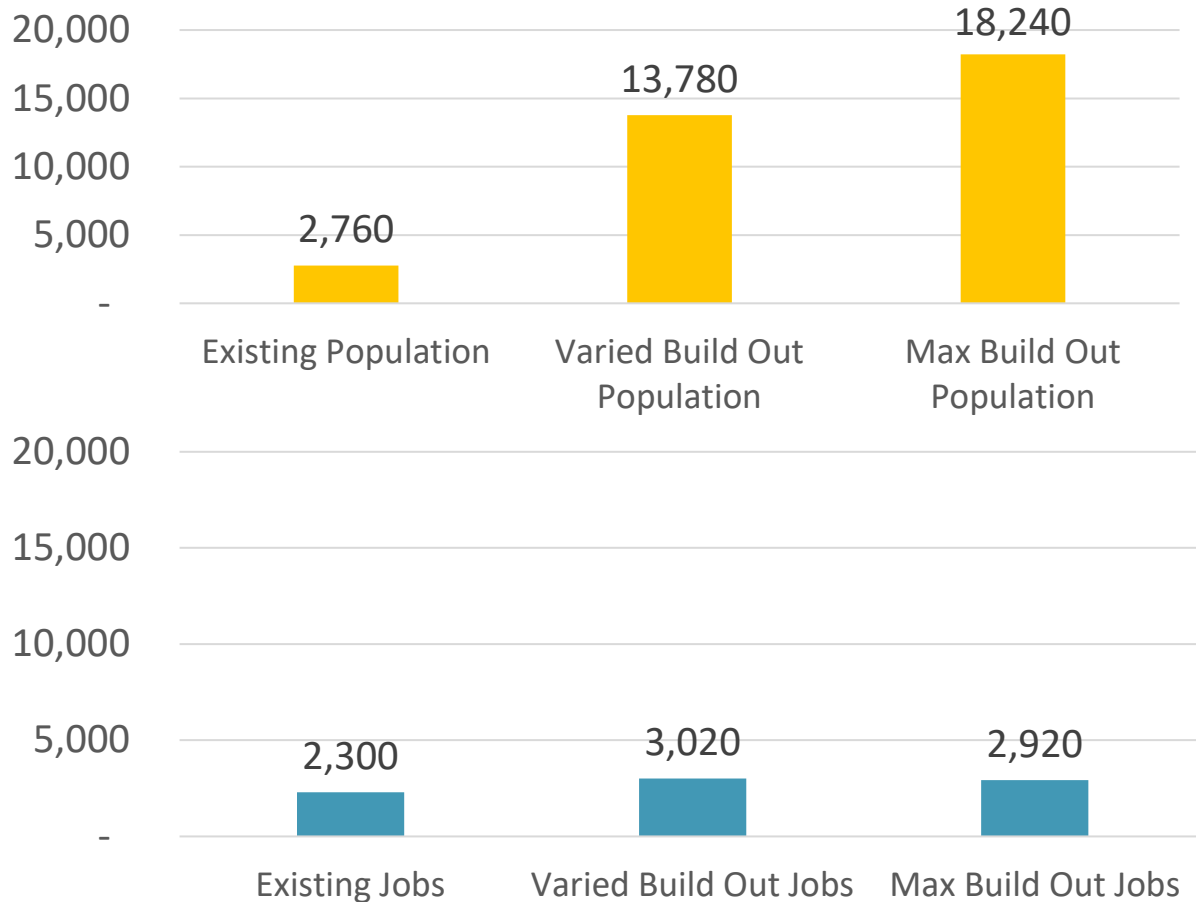
### Key moves:

- EW-1 aligned further south
- EW-3 long-term connection
- NS-1 consider allowing public access
- NS-3 connection through private lands to existing driveway at Centre St
- New traffic signals

# **02 Draft Plan Analysis Approach**

# Land Use Assumptions

- Draft Scenario Max Build Out (Existing vs 2041) – Promenade Centre Secondary Plan Area



- Maximum Build Out under the Draft Preferred Land Use Plan assumes maximum population and jobs of 21,160\*
- Anticipated growth outside of PCSP area accounted for via York Region model\*\*
- Growth for Thornhill-Centre Street area incorporated based on City inputs

\* Population and job numbers are considered draft and subject to change pending further analysis and final outcomes of study process

\*\*45% intensification Scenario (YR TMP 2016)

Note: Existing population and jobs based on 2016 TTS.

# Transportation Network Assumptions

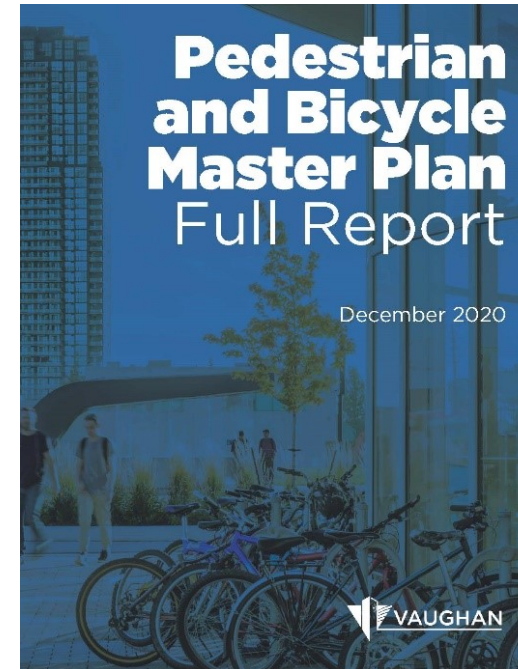
- Based on draft scenario and plans in the York Region TMP, Vaughan TMP, Vaughan Pedestrian and Bicycle Master Plan, vivaNext
  - vivaNext lane configurations along Centre and Bathurst
  - Planned 6 lane widening (for HOV/Transit) on Bathurst Street south of Centre



The Regional Municipality of York  
**Transportation** Master Plan



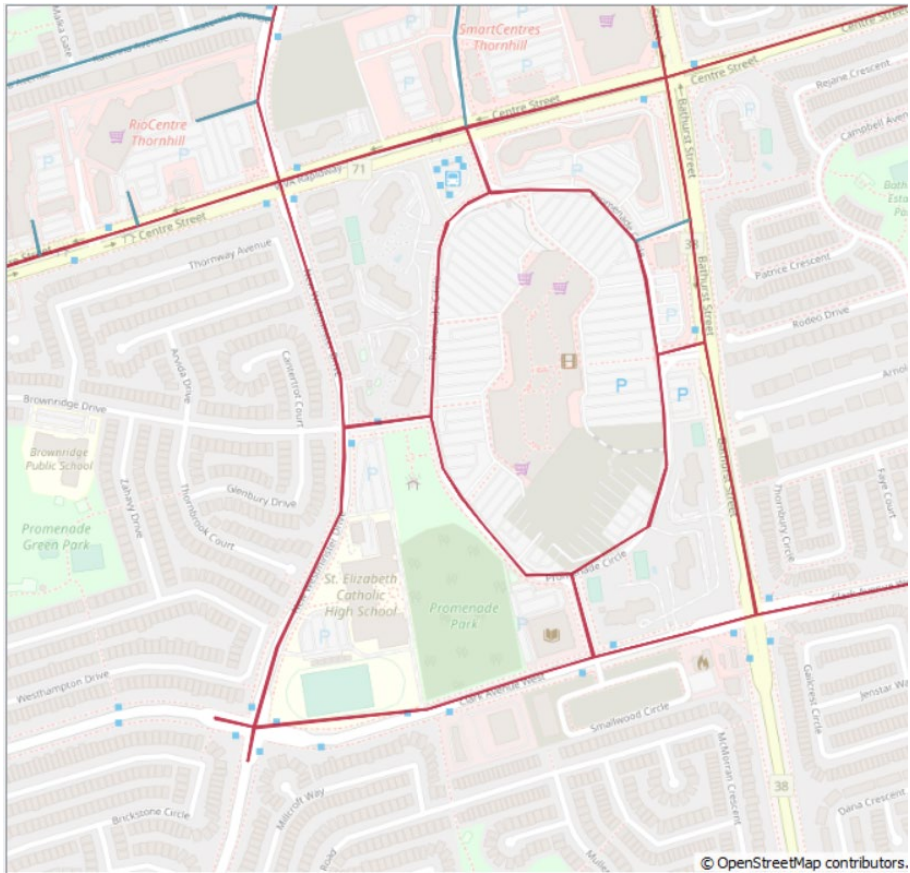
 VAUGHAN  
July 2013



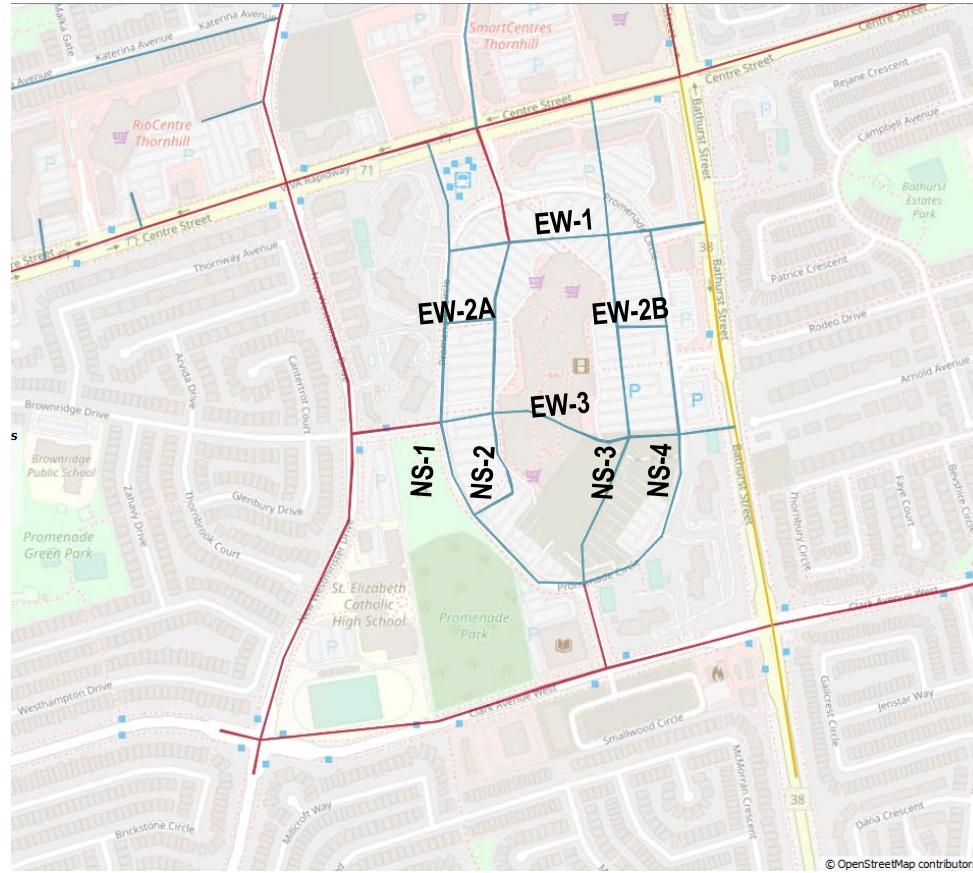
vivaNext



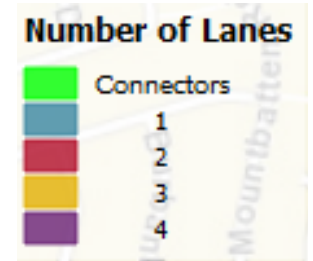
# Existing and Draft Scenario Vehicular Network



Existing

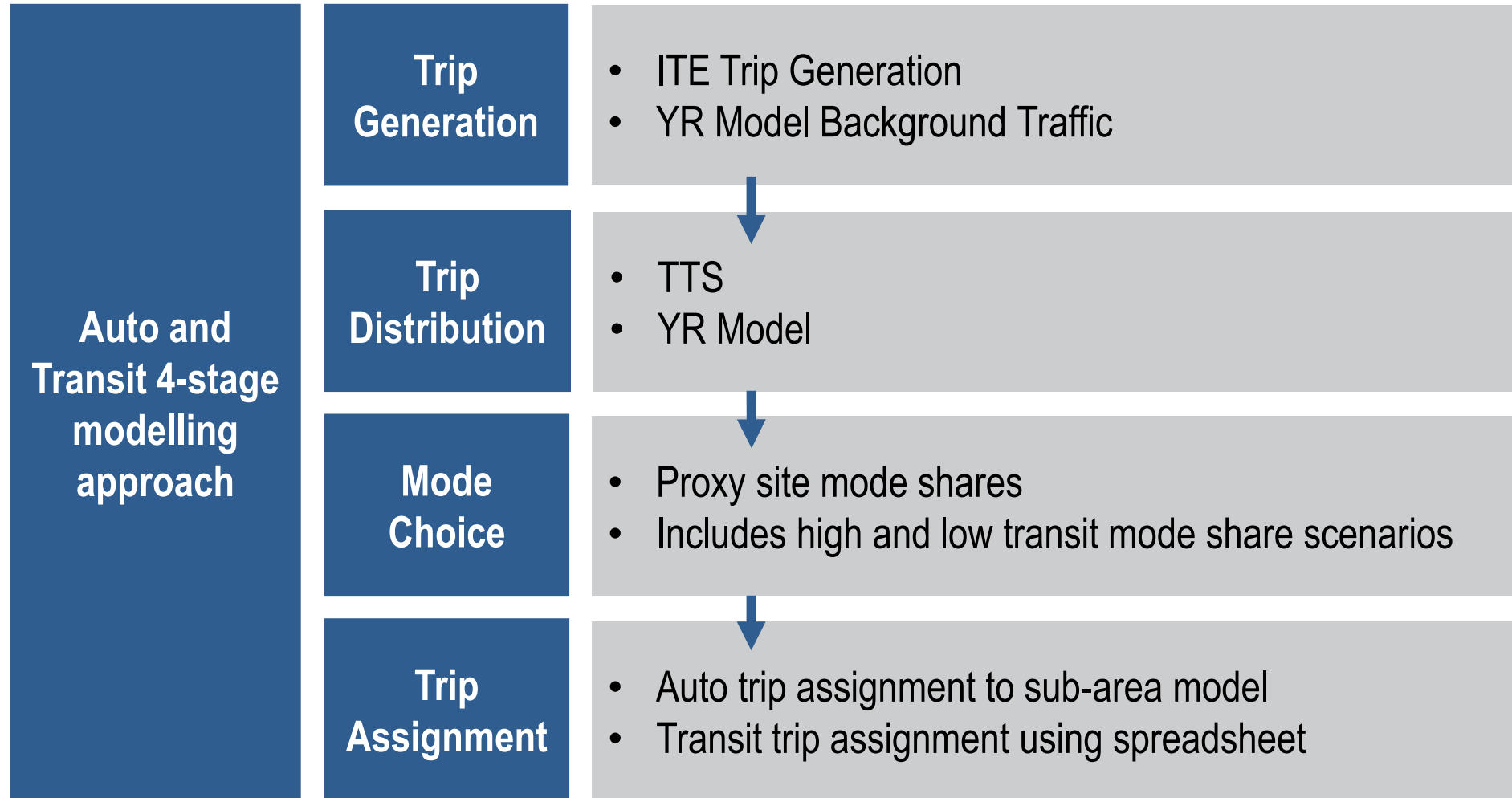


Draft Scenario – Max Build Out





# Transportation Analysis Approach



# Mode share estimated by land use and O-D

## Mode Shares Vary By



Land Use Type



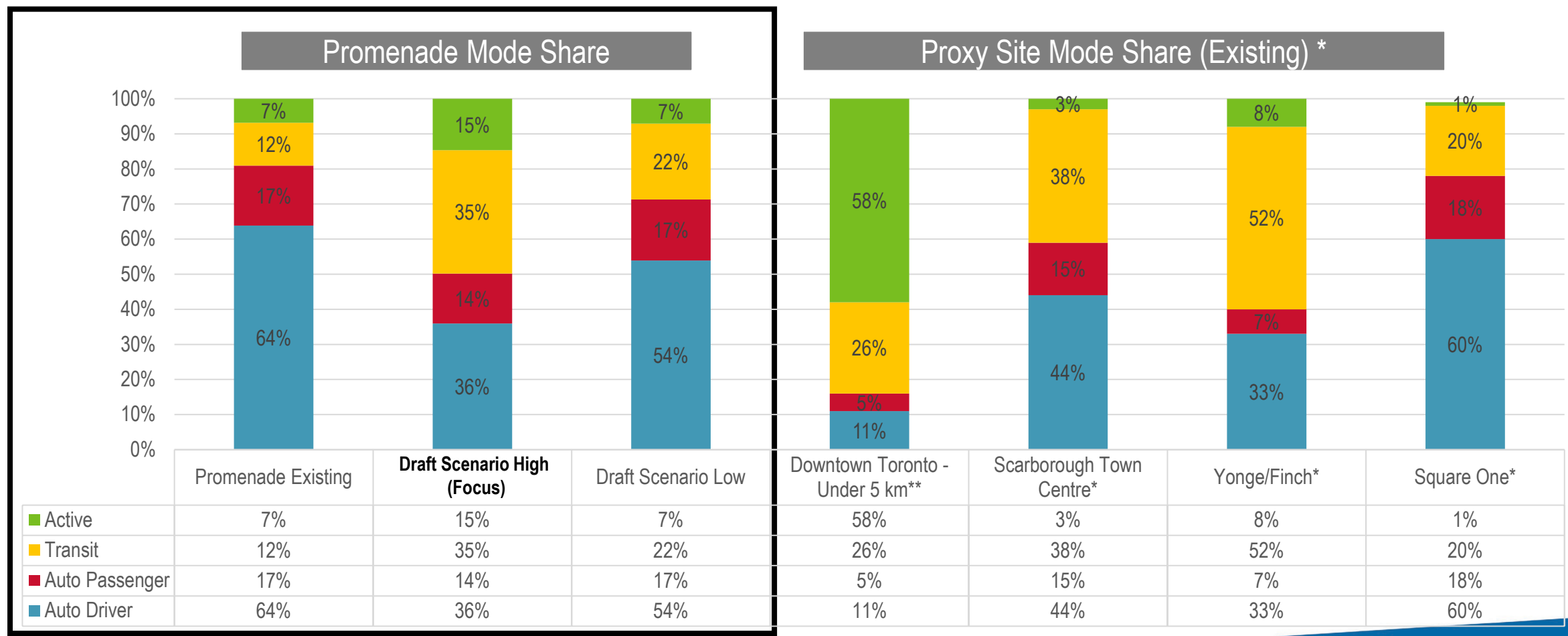
Trip Origin and Destination

## Mode Share Source

Proxy Locations	<ul style="list-style-type: none"> <li>• Yonge/Sheppard</li> <li>• Yonge/Finch</li> <li>• Don Mills</li> <li>• Kipling</li> <li>• Scarborough Town Centre</li> <li>• Square One</li> <li>• Downtown Toronto / PD1 for internal trips</li> </ul>
2041 York Region Model	
York Region Official Plan transit modal split target	<ul style="list-style-type: none"> <li>• 30% urban area</li> <li>• 50% for regional corridors</li> </ul>
Vaughan Official Plan transit modal split (PM Peak Periods in 2031)	<ul style="list-style-type: none"> <li>• 30% for City overall</li> <li>• 50% for VMC and Regional intensification corridor</li> <li>• 40% for intensification areas</li> </ul>

# 2041 Mode Share Ranges - Draft Scenario Testing

High and low mode share scenarios are reviewed. Today's presentation is focused on **high transit and AT mode share scenario**



Auto Driver Auto Passenger Transit Active

\* Based on 2016 TTS \*\* Mode share proxy for active transportation trips

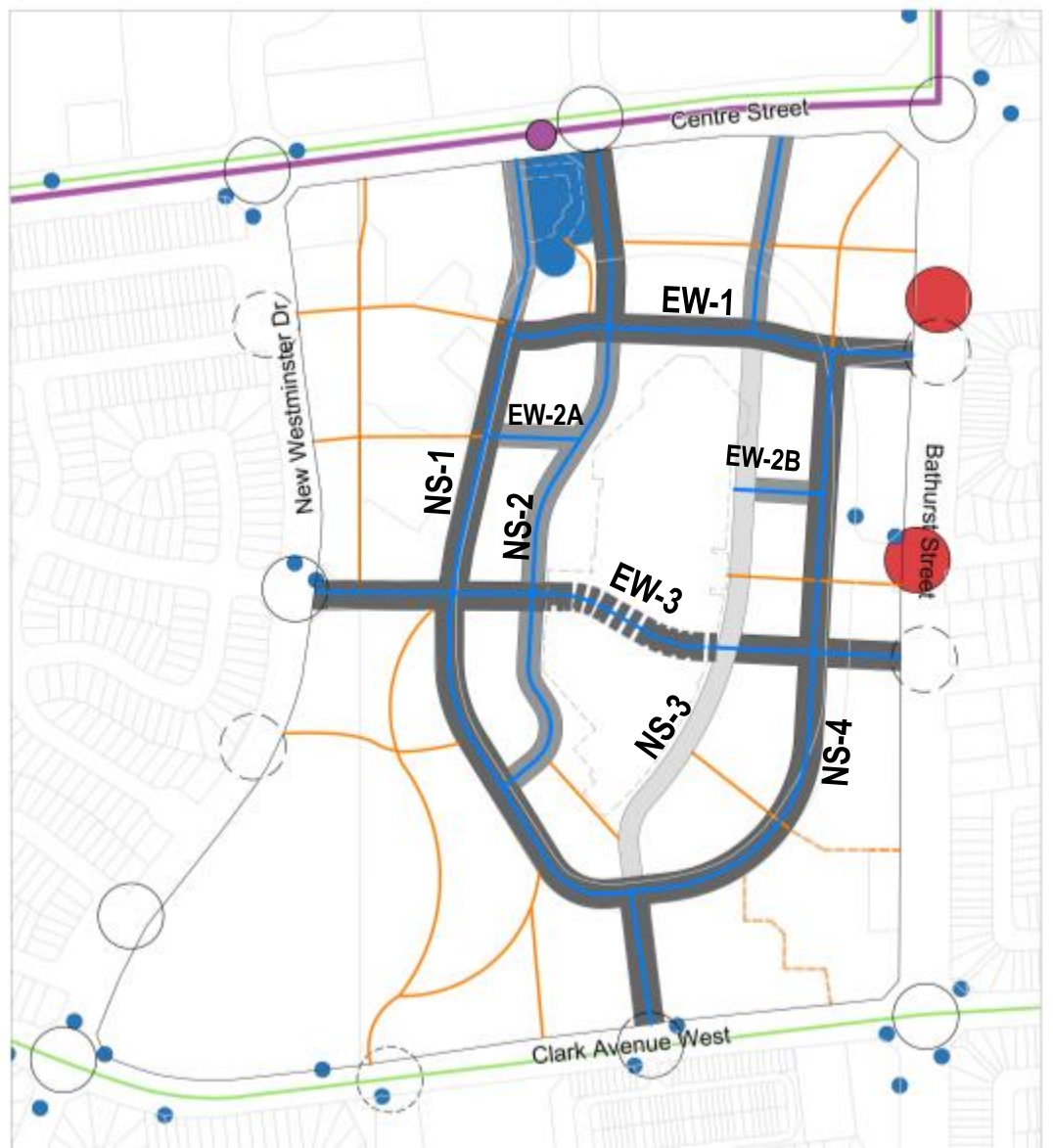
# Multimodal Analysis Performance Measures

#	Evaluation Criteria	Description
1.1	Road and transit capacity	Congested vehicle-kilometres travelled (VKT) and congested vehicle-hour travelled (VHT)
1.2		Auto volume over capacity ratio at screenline-level
1.3		Intersection Capacity Analysis (PM Peak hour)
1.4		Transit volume over capacity ratio
2.1	Connectivity	Link to node ratio (number of links / number of nodes)
2.2		Intersection density (number of intersections per hectare)
3.1	Active transportation quality of service	% of people/jobs within 500m walking radius from Viva/Promenade Bus Terminal
3.2		Pedestrian quality of service
3.3		Cyclist quality of service

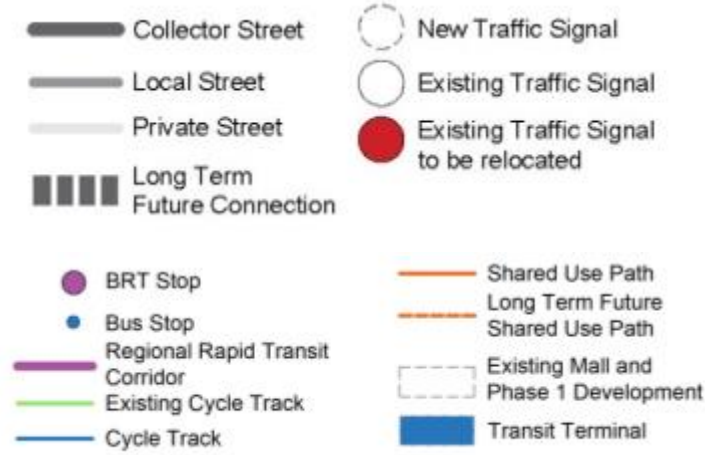
# **03 Analysis and Findings**



# Draft Multi-Modal Transportation Plan



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

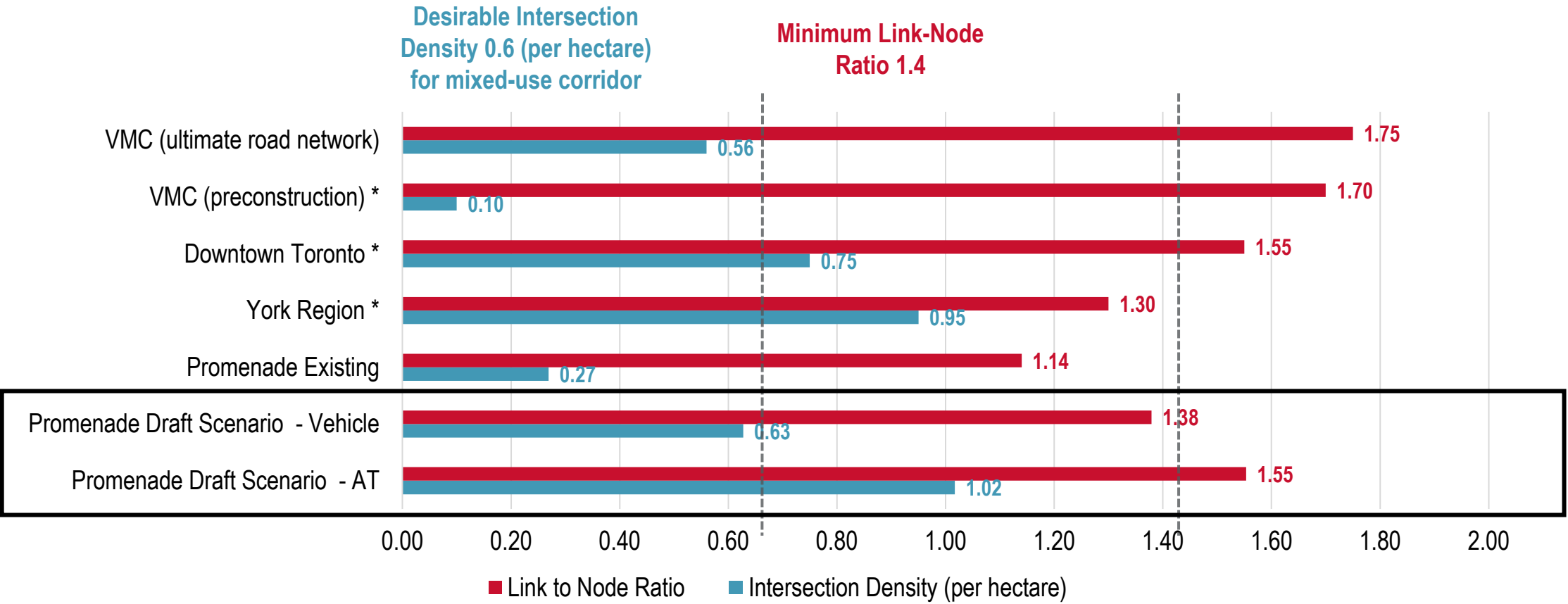


- Well connected network of collector and local streets
- Maximize routing options (all modes)
- Cycle tracks on public streets

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

# Connectivity

- Connectivity is measured through intersection density and link-node ratio
- The draft network provides good connectivity for vehicles and active transportation modes



\* Source: Performance Indicators for the Growth Plan for the Greater Golden Horseshoe.

# Draft Typical Cross-Sections and Rights-of-Way (Mid-block)

**Local, 21m ROW (Draft) 2021-03-08**

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



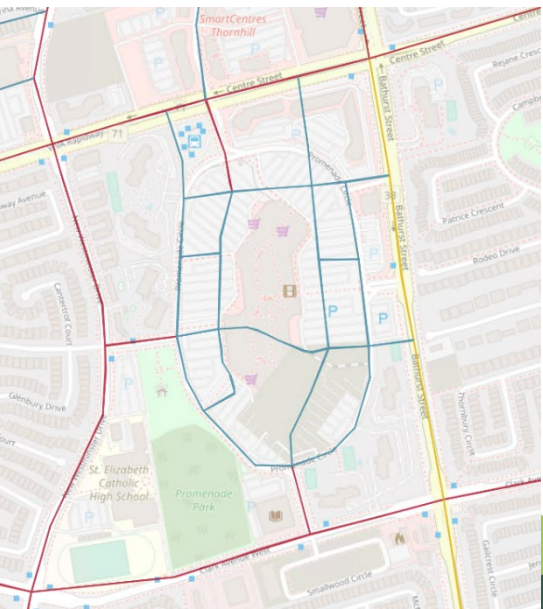
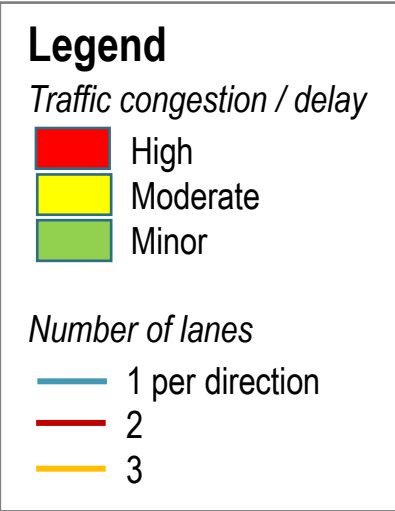
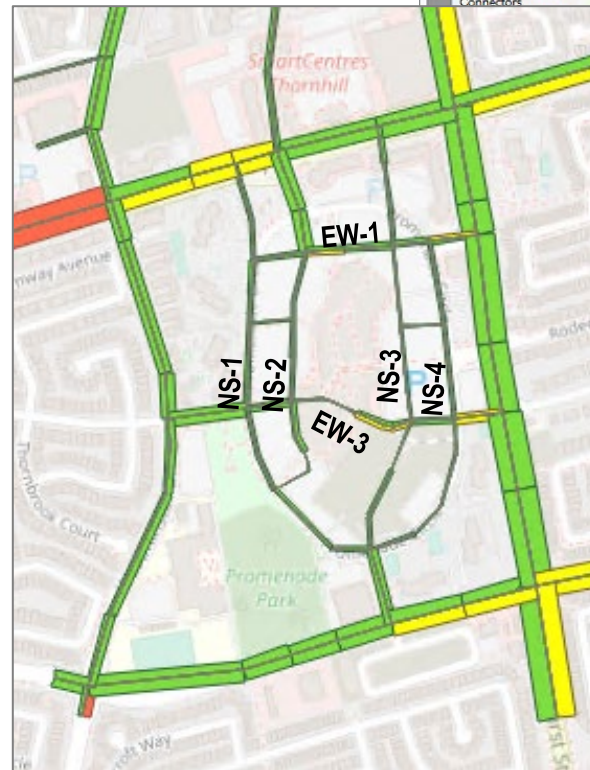
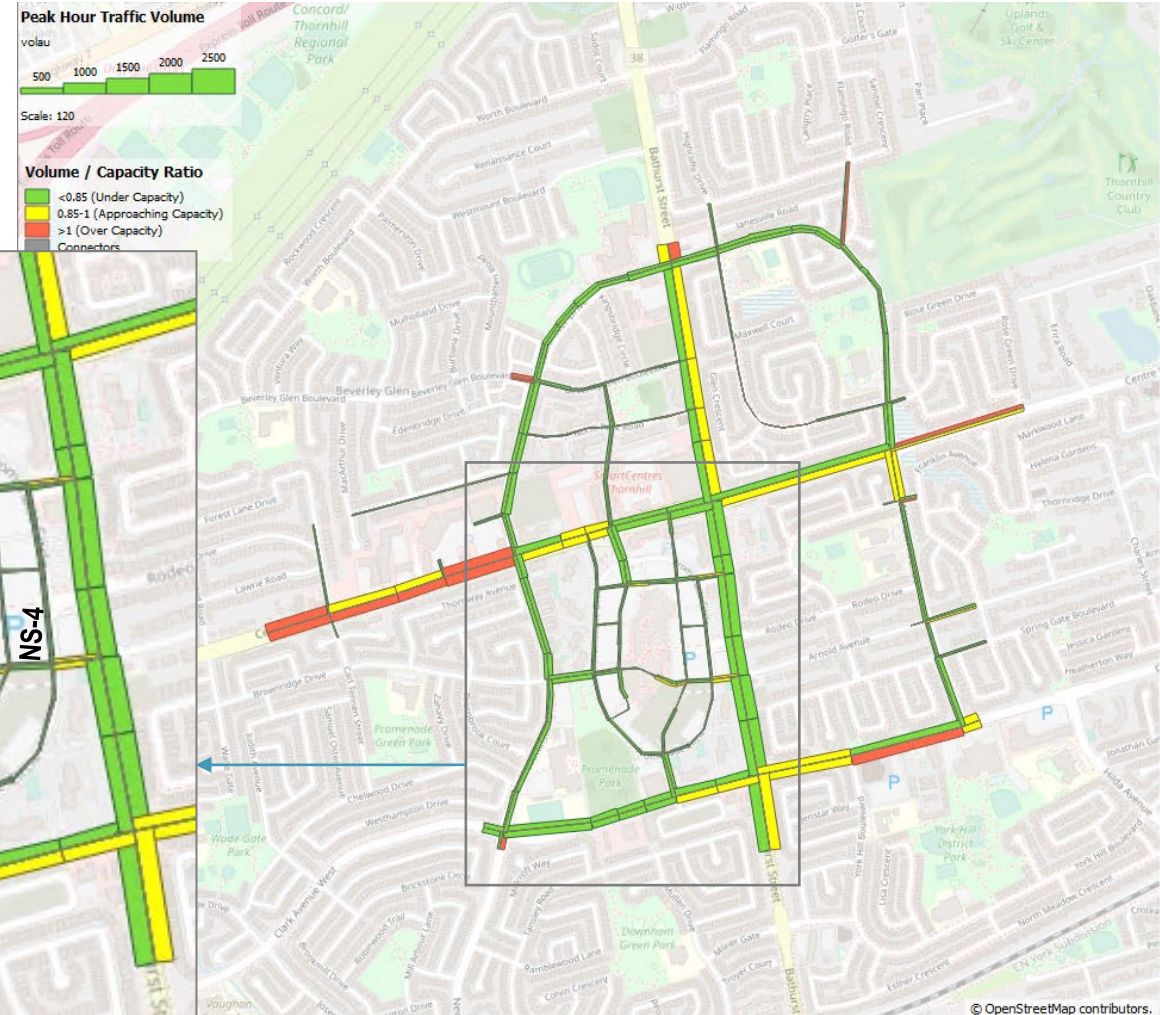
- High quality pedestrian facilities
- Dedicated cycling facilities separated from traffic lanes
- Sufficient space for street trees, landscaping and streetlighting
- 2-3 vehicle traffic lanes, accommodate transit

**NOTE: To be further informed by functional design of streets**



# 2041 Traffic Volume PM Peak Hour Draft Scenario Max Build Out, High Transit / AT Mode Share

- Widening of Bathurst Street for HOV-Transit Lanes mitigates congestion adjacent to PCSP
- Development traffic has up/downstream impacts
- Within the SP area, grid street network:
  - Distributes traffic throughout PCSP
  - Benefits access to/from PCSP area

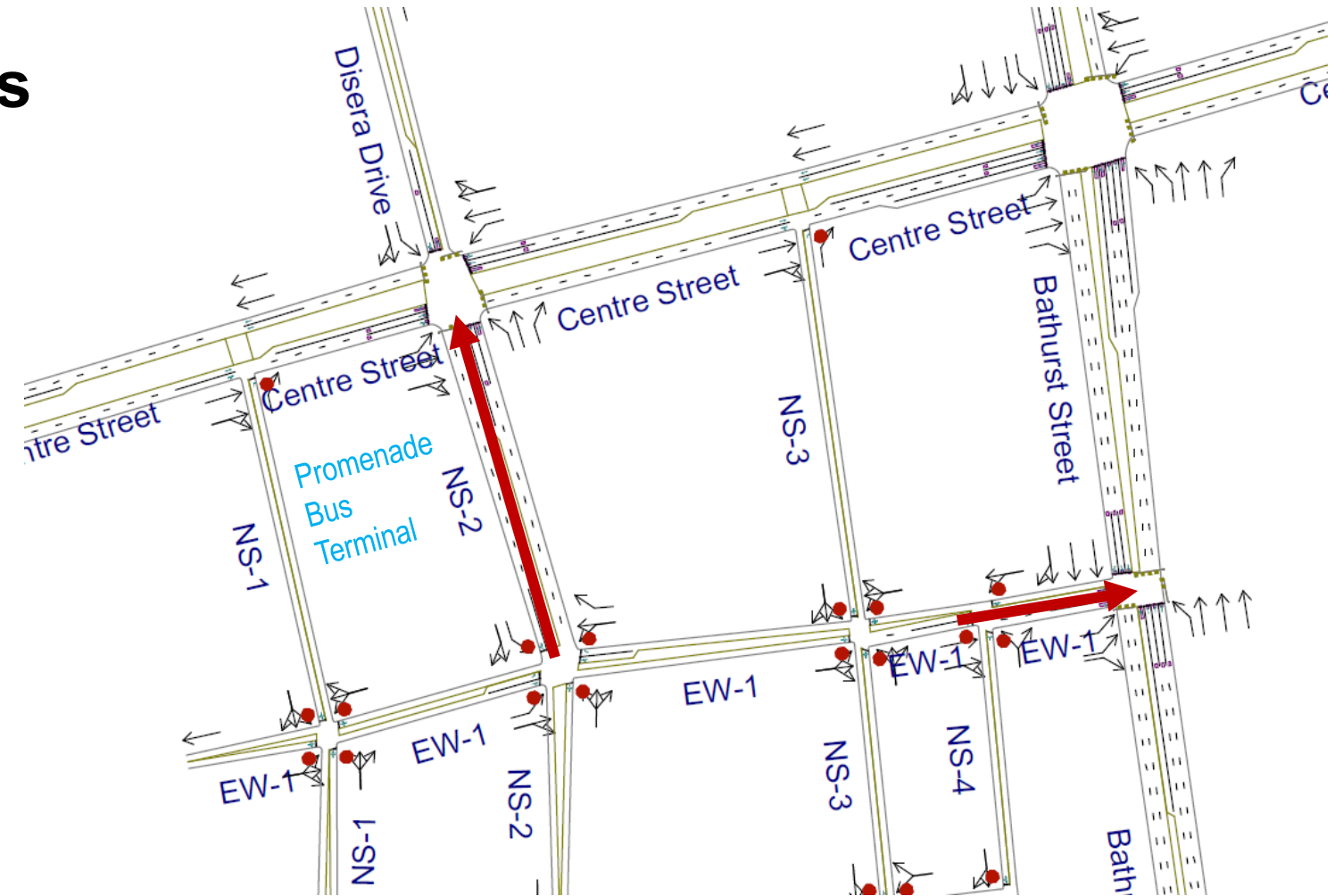






# Draft Lane Configurations

- Left-turn lanes, right-turn lanes needed at some intersections – long queues at Street NS-2
- Some potential issues / gridlock conditions on Street EW-1
- May consider dual left-turn lanes



## Draft Key Findings

1. The draft transportation network provides good connectivity for all modes of travel
2. Significant trip volumes are expected based on maximum build out scenario
3. Traffic capacity constraints expected at Regional intersections
4. High quality transit service, AT facilities and public realm, detailed TDM and parking strategy required to manage traffic in the area
5. Turning lanes needed to minimize traffic queues / gridlock conditions
6. Dual left-turns may need to be considered

# Next Steps

- 1 June/July 2021 - Stakeholder engagement including LOG and POH**
- 2 August 2021 - Draft Secondary Plan and Study Report finalized for Q3  
Statutory Public Meeting**
- 3 Q3/Q4 2021 - Statutory Public Meeting and Secondary Plan Adoption**



# Thank You!

## Contact Us

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