

COMMITTEE OF THE WHOLE – OCTOBER 15, 2007

SPADINA SUBWAY TOD (TRANSIT ORIENTED DEVELOPMENT) ADVISORY TASK FORCE - DRAFT TERMS OF REFERENCE RESPONSE TO REQUEST FOR COMMENTS FROM THE REGION OF YORK

Recommendation

The City Manager, in consultation with the Commissioner of Planning, recommends that:

1. That the revised draft of the Terms of Reference for the Spadina Subway TOD (Transit Oriented Development) Advisory Task Force, forming Attachment No. 1 to this report be endorsed;
2. That the Region of York be advised that the revised draft constitutes the City of Vaughan's comments on the Terms of Reference;
3. This report and the revised draft of the Terms of Reference be forwarded to the Region of York; and
4. Upon Regional Council's final approval of the Terms of Reference, Council select the City of Vaughan's representation on the Advisory Task Force.

Economic Impact

There is no economic impact resulting from the adoption of this report.

Communications Plan

A communications plan is not required at this time. Any necessary communication measures will need to be discussed by the Advisory Task Force when it begins operations.

Purpose

The purpose of this report is to provide comments to the Region of York on the draft Terms of Reference for the Spadina Subway TOD (Transit Oriented Development) Advisory Task Force.

Background – Analysis and Options

a) Background

On June 7, 2007 the Region of York's Rapid Transit Public/Private Partnership Steering Committee considered the report of the Vice-President of the York-Region Rapid Transit Corporation entitled, "Spadina Subway TOD Advisory Task Force Draft Terms of Reference". On June 21, 2007 Regional Council ratified the resulting recommendations of the Steering Committee:

1. Committee and Council endorse the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force.
2. Committee and Council endorse the Spadina Subway TOD Advisory Task Force membership to be comprised of the appointees of York Region and the City of Vaughan as outlined in this report.

3. The Regional Clerk circulate the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force to the City of Vaughan for their comments and request their endorsement of the draft Terms of Reference and their Task Force appointments.
4. The Terms of Reference for the Spadina Subway TOD Advisory Task Force be finalized following the City of Vaughan's response.
5. Staff to report back to this Committee for final approval of the Terms of Reference once the comments from the City of Vaughan have been received.

The Regional report and original draft of the Terms of Reference for the Spadina Subway TOD Advisory Task Force form Attachment No. 2 to this report.

This report is in response to the Region's request for comment, as set out in 4 above.

b) The Spadina Subway TOD (Transit Oriented Development) Advisory Task Force

The need for an Advisory Task Force was identified by the Region of York in discussions over what would be an appropriate governance model for the subway extension project. The preferred approach would not only cover construction but would also deal with above-grade Transit Oriented Development, integration with other modes of transportation, parking and pedestrian connections and master planning and operations.

Governance of the subway extension will be a complex undertaking. It will involve, among others, the Province, the City of Toronto, the Region of York and the City of Vaughan and a number of technical agencies and authorities. Each will have specific roles and responsibilities. Information flow and understanding and coordinating the actions of the individual players will be critical to the success of the project.

Another important consideration is the need to achieve Transit-Oriented Development (TOD) along the Spadina Subway Corridor. The principles of TOD are already well-established in the Region of York and the Vaughan official plans. Transit-Oriented Development is characterized by higher land use densities adjacent to station sites to provide fare generating ridership and to act as a potential source of funding, through measures like Development Charges and Tax Increment Financing.

The Task Force also provides an opportunity for Vaughan and the Region of York to work together in a number of areas. This includes: Supporting the creation of what will be an increasingly inter-regional transit system; developing consensus when working with other levels of government, municipalities and agencies; ensuring the free-flow of information; and implementing the respective official plan policies, i.e. Vaughan's Corporate Centre Secondary Plan (OPA No. 500) and the Steeles Avenue Corridor – Jane to Keele Secondary Plan (OPA No. 620).

c) Review of the Draft Terms of Reference

The proposed Advisory Task Force is to be composed of five representatives appointed by Vaughan Council (maximum of 3 Councillors) and five representatives appointed by Regional Council (maximum of 3 Councillors). The non-Councillor appointees could be drawn any other source including the public and staff.

Staff's review of the initial draft of the Terms of Reference, which appeared on the Rapid Transit Public/Private Partnership Steering Committee agenda on June 7, 2007, identified a number of concerns. They primarily related to a possible overlap in the Task Force's proposed functions with the municipal planning process. There was the potential for the

original mandate of the Task Force to be interpreted to include activities that the City will be carrying out as part of its statutory planning function. This includes consulting with stakeholders, reviewing applications and the development of performance criteria. Such involvement could cause uncertainty for landowners and stakeholders as to the roles and responsibilities of the City and the Task Force.

Transparency of process will be an important consideration. The City is moving ahead with the Official Plan Review as part of the preparation of the Consolidated Growth Management Strategy – 2031. Next year the City will also be initiating an official plan review for the Vaughan Corporate Centre Secondary Plan Area (OPA No. 500). It will be important to ensure that these *Planning Act* processes are clearly conveyed to the public and stakeholders. Additional concurrent processes under the auspices of the Task Force might result in confusion as to what authority is responsible for the planning process and approvals.

Discussions with Staff of the York Region Rapid Transit Corporation confirmed that it was not the intent for the Task Force to become involved in the *Planning Act* development review process. Therefore, it was decided to amend the Task Force's Terms of Reference to refine its roles and responsibilities to:

- Specify that the Task Force is independent of on-going municipal planning processes and that it will not be a commenting body in matters relating to development applications under the *Planning Act*;
- Reinforce that its role is to provide strategic support and assistance in securing Transit Oriented Development in the areas adjacent to the subway extension in accordance with the policies, plans and guidelines of the Region and the City;
- Work with the Toronto/York Construction Task Force and the corresponding TOD Advisory Committee from the City of Toronto along with other levels of government and authorities;
- Maintain the flexibility of action required to fully support the Region and the City.

The revised Terms of Reference was prepared in collaboration with Staff of the York Region Rapid Transit Corporation. The consensus is reflected in the draft set out below.

d) The Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force Revised Terms of Reference

The following provisions constitute the revised Terms of Reference for the Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force.

The Goal of the Advisory Task Force:

To support and promote Transit-Oriented Development in the areas adjacent to the Spadina Subway Extension, from Steeles Avenue to the Vaughan Corporate Centre, in accordance with the policies, plans and guidelines of the Region of York and the City of Vaughan.

The Objective of the Advisory Task Force:

To support the Spadina Subway Extension and the Viva Bus Rapid Transit System, consistent with the objectives of the Region of York and Vaughan Official Plans, through the application of the principles of Transit-Oriented Development, in order to:

- a) Achieve development densities adjacent to station sites that support a sustainable higher order rapid transit system, based on heavy rail (subway) and bus rapid transit technology;

- b) Benefit from the creation of attractive, well-designed, compact and pedestrian friendly communities;
- c) Achieve a diverse mix of land uses that contribute to the creation of vibrant communities;
- d) Realize the environmental and social benefits of developing communities consistent with the principles Transit-Oriented Development;
- e) Fulfill the potential of the Vaughan Corporate Centre (Vaughan OPA No. 500) as an "Urban Growth Centre" (*Places to Grow Plan* – June 2006) and a "Regional Centre" under the Region of York Official Plan;
- f) Take advantage of the opportunities emerging in the Steeles Avenue Corridor, between Jane Street and Keele Street, as provided in Vaughan OPA No. 620, the area's location opposite York University and its proximity to the Steeles Avenue Station; and
- g) Explore, in consultation with the City of Vaughan, the potential for alternative development scenarios at and around the Transitway Subway Station, on the west side of Jane Street, south of Highway No. 407.

The Mandate of the Advisory Task Force:

It is the mandate of the Advisory Task Force to:

- a) Provide strategic support and assistance to the Region of York and the City of Vaughan in facilitating and implementing Transit Oriented Development, in accordance with the respective municipal policies, plans and guidelines;
- b) Promote and support the efficient integration of Transit Oriented Development and subway station sites with surface transit, commuter parking, passenger pick-up and drop-offs and pedestrian routes;
- c) Act as a forum for discussion for the purposes of issue identification and problem solving and to partner with the Region of York and the City of Vaughan in the planning and implementation of required responses;
- d) Communicate the economic, financial, social, environmental and aesthetic benefits of Transit Oriented Development to all sectors of society;
- e) Undertake specific tasks, in partnership with the municipalities, to support or advocate Transit Oriented Development, including working with external agencies, landowners and senior levels of government to address such matters as funding or planning/development issues affecting the implementation of Transit Oriented Development;
- f) Liaise and consult with the Spadina Subway System Task Force and the Toronto TOD Advisory Committee Task Force and support the free-flow of information between municipalities.

Location:

The Advisory Task Force's primary focus will be on the three subway station sites along the Spadina Subway alignment, being:

- The Terminal Station at Highway 7 and Millway Avenue in the Vaughan Corporate Centre, within the Vaughan Corporate Centre Secondary Plan Area (OPA No. 500);
- The Highway No. 407/Transitway Station on the west side of Jane Street, south of Highway No. 407, within the lands owned by the Ontario Real Estate Corporation;
- The Steeles Avenue Station, east of Jane Street, within the Steeles Avenue Secondary Plan Area (OPA No. 620).

Areas of interest may also include properties within a convenient (5 to 10 minute) walking distance of the station sites.

Relationship to the Municipal Planning (*Planning Act*) Processes:

The Advisory Task Force will operate independently from the on-going municipal planning processes and will not affect the planning processes carried out by the Region of York and the City of Vaughan. The Advisory Task Force will not be a commenting body to either the Region or the City in matters relating to development applications or initiatives pursued under the *Planning Act*. Technical comments relating to station integration with surface transit facilities and Transit Oriented Development will be provided by the staff of the York Region Rapid Transit Corporation.

Advisory Task Force Membership:

The Advisory Task Force will be composed of:

- Five (5) appointees from the Region of York, up to three (3) of whom shall be members of Regional Council;
- Five (5) appointees from the City of Vaughan, up to three (3) of whom shall be members of Vaughan Council.

The appointments shall be at the sole discretion of the respective Councils and non-Councillor appointees may include representatives from the public and municipal staff.

Chair:

The Chair and Vice-Chair shall be elected by the Committee members at the inaugural meeting for a term of two years.

Term:

Members of the Advisory Task Force will serve concurrently with the terms of Regional/Vaughan Council. Such appointments shall expire at the end of term for both Councils.

Remuneration:

Not Applicable.

Meetings:

The Advisory Task Force will meet not less than quarterly throughout the calendar year. The quarterly meetings will be established annually at the first meeting of each calendar year. More frequent meetings may be required from time to time. Such meeting dates will be set by the Chair in consultation with the Task Force members.

Reporting:

Minutes of the Advisory Task Force meetings will be recorded and forwarded to the appropriate Committees/Councils of York Region and the City of Vaughan for their consideration and action as necessary.

Administration and Technical Services:

Administrative (Secretariat) Services will be provided by the Region of York. Technical support will be drawn from the staff of the York Region Rapid Transit Corporation, the Region of York and the City of Vaughan, as required.

Relationship to Vaughan Vision 2007

Participation in the Advisory Task Force fulfills a number of objectives under Vaughan Vision 2007. These include, under Section 5, "Corporate Leadership":

5.3 Strengthen relationship with other government authorities and agencies.

- 5.3.1 Coordinate strategies and priorities with the Region of York and other levels of government.
- 5.3.2 Establish a position of "advocacy" for Vaughan's priorities with other levels of government.
- 5.3.3 Ensure that Vaughan has representation on inter-municipal committees and organizations.

In supporting the development of the Corporate Centre the Advisory Task Force's work would also be consistent with:

3.2 Implement solutions to traffic gridlock.

- 3.2.2 Encourage land use designations and urban form to support transit usage.
- 3.2.4 Support regional and provincial initiatives on transportation infrastructure.

Regional Implications

This is an initiative of the Council of the Region of York. It will be administered by Regional Staff. Technical support will be provided jointly by the Region and the City, as required.

Conclusion

The proposed Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force presents an opportunity for the Region of York and the City of Vaughan to work together to support the Spadina Subway Extension and to realize their respective planning objectives for the subway corridor. The Task Force, as an advisory body, will focus on providing strategic level assistance to the Region and the City and it will work with other governments and agencies involved in the construction of the subway.

The mandate of the Task Force represents the shift from the approvals stage of the subway extension to the actual implementation phase of the project, which includes both subway construction and the development of the adjacent areas in accordance with the principles of Transit Oriented Development. The Task Force will not be involved in the *Planning Act* approvals processes for development around the station sites. It will support the implementation of development based on the Region's and City's official plans, policies and guidelines.

The revised Terms of Reference contained herein were developed in conjunction with Region of York Staff as a result of Regional Council's request to the City of Vaughan for comments on the original draft. (June 21, 2007). City Staff has been advised that a report will be brought forward to the Region of York's Rapid Transit Public/Private Partnership Steering Committee on October 11, 2007 to obtain endorsement of the amended Terms of Reference. Ratification by Regional Council would take place on October 18, 2007. Should Committee of the Whole require further input into the draft Terms of Reference, they can be conveyed to the Region before the Regional Council meeting on October 18.

Staff are recommending that Council endorse the draft Terms of Reference, forming Attachment No. 1 to this report, and that the report be forwarded to the Region of York for its action. It is further recommended that, upon the Region of York's final approval of the Terms of Reference, Council should select its representatives to the Task Force and the Region be advised accordingly.

Attachments

1. Draft Terms of Reference for the Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force, as revised
2. Report to Regional Council: "Spadina Subway TOD Advisory Task Force Draft Terms of Reference", June 21, 2007

Report Prepared by:

Roy McQuillin, Manager of Corporate Policy, ext. 8211

Respectfully submitted,

Michael DeAngelis
City Manager

TERMS OF REFERENCE

For the Operation of

THE SPADINA SUBWAY TRANSIT-ORIENTED DEVELOPMENT (TOD) ADVISORY TASK FORCE

1.0 Basis for the Use of Transit-Oriented Development Measures in the Spadina Subway Corridor:

Transit-Oriented Development recognizes the relationship between how we grow and our ability to provide efficient and effective transit services. The underlying principles are illustrated in the Region of York's, *Transit-Oriented Development Guidelines – City Building and Supporting Transit Through Good Design*, which was approved by Regional Council on September 21, 2006. The official plans of both the Region of York and the City of Vaughan support the application of the measures identified therein. Achieving Transit-Oriented Development in the Spadina Subway Corridor will be critical to the operational success of the subway extension in terms of the ridership it will serve to attract. In addition, it will help the Region of York and the City of Vaughan achieve their respective land use and development visions for the corridor.

In order to further the work of both municipalities, the Councils of the Region of York and the City of Vaughan have jointly agreed to create the Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force. The operations of the Advisory Task Force will be guided by this Terms of Reference.

2.0 The Goal of the Advisory Task Force:

To support and promote Transit-Oriented Development in the areas adjacent to the Spadina Subway Extension, from Steeles Avenue to the Vaughan Corporate Centre, in accordance with the policies, plans and guidelines of the Region of York and the City of Vaughan.

3.0 The Objective of the Advisory Task Force:

To support the Spadina Subway Extension and the Viva Bus Rapid Transit System, consistent with the objectives of the York Region and Vaughan Official Plans, through the application of the principles of Transit-Oriented Development, in order to:

- a) Achieve development densities adjacent to station sites that support a sustainable higher order rapid transit system, based on heavy rail (subway) and bus rapid transit technology;
- b) Benefit from the creation of attractive, well-designed, compact and pedestrian friendly communities;
- c) Achieve a diverse mix of land uses that contribute to the creation of vibrant communities;
- d) Realize the environmental and social benefits of developing communities consistent with the principles Transit-Oriented Development;
- e) Fulfill the potential of the Vaughan Corporate Centre (Vaughan OPA No. 500) as an "Urban Growth Centre" (*Places to Grow Plan – June 2006*) and a "Regional Centre" under the Region of York Official Plan;
- f) Take advantage of the opportunities emerging in the Steeles Avenue Corridor, between Jane Street and Keele Street, as provided in Vaughan OPA No. 620, the

area's location opposite York University and its proximity to the Steeles Avenue Station; and

- g) Explore, in consultation with the City of Vaughan, the potential for alternative development scenarios at and around the Transitway Subway Station, on the west side of Jane Street, south of Highway No. 407.

4.0 The Mandate of the Advisory Task Force:

It is the mandate of the Advisory Task Force to:

- a) Provide strategic support and assistance to the Region of York and the City of Vaughan in facilitating and implementing Transit Oriented Development, in accordance with the respective municipal policies, plans and guidelines;
- b) Promote and support the efficient integration of Transit Oriented Development and subway station sites with surface transit, commuter parking, passenger pick-up and drop-offs and pedestrian routes;
- c) Act as a forum for discussion for the purposes of issue identification and problem solving and to partner with the Region of York and the City of Vaughan in the planning and implementation of required responses;
- d) Communicate the economic, financial, social, environmental and aesthetic benefits of Transit Oriented Development to all sectors of society;
- e) Undertake specific tasks, in partnership with the municipalities, to support or advocate Transit Oriented Development, including working with external agencies, landowners and senior levels of government to address such matters as funding or planning/development issues affecting the implementation of Transit Oriented Development;
- f) Liaise and consult with the Spadina Subway System Task Force and the Toronto TOD Advisory Committee Task Force and support the free-flow of information between municipalities.

5.0 Location:

The Advisory Task Force's primary focus will be on the three subway station sites along the Spadina Subway alignment, being:

- The Terminal Station at Highway 7 and Millway Avenue in the Vaughan Corporate Centre, within the Vaughan Corporate Centre Secondary Plan Area (OPA No. 500);
- The Highway No. 407/Transitway Station on the west side of Jane Street, south of Highway No. 407, within the lands owned by the Ontario Real Estate Corporation;
- The Steeles Avenue Station, east of Jane Street, within the Steeles Avenue Secondary Plan Area (OPA No. 620).

Areas of interest may also include properties within a convenient (5 to 10 minute) walking distance of the station sites.

6.0 Relationship to the Municipal Planning (*Planning Act*) Processes:

The Advisory Task Force will operate independently from the on-going municipal planning processes and will not affect the planning processes carried out by the Region of York and the City of Vaughan. The Advisory Task Force will not be a commenting body to either the Region or the City in matters relating to development applications or initiatives pursued under the *Planning Act*. Technical comments relating to station integration with

surface transit facilities and Transit Oriented Development will be provided by the staff of the York Region Rapid Transit Corporation.

7.0 Advisory Task Force Membership:

The Advisory Task Force will be composed of:

- Five (5) appointees from the Region of York, up to three (3) of whom shall be members of Regional Council;
- Five (5) appointees from the City of Vaughan, up to three (3) of whom shall be members of Vaughan Council.

The appointments shall be at the sole discretion of the respective Councils and non-Councillor appointees may include representatives from the public and municipal staff.

8.0 Chair:

The Chair and Vice-Chair shall be elected by the Committee members at the inaugural meeting for a term of two years.

9.0 Term:

Members of the Advisory Task Force will serve concurrently with the terms of Regional/Vaughan Council. Such appointments shall expire at the end of term for both Councils.

10.0 Remuneration:

Not Applicable.

11.0 Meetings:

The Advisory Task Force will meet not less than quarterly throughout the calendar year. The quarterly meetings will be established annually at the first meeting of each calendar year. More frequent meetings may be required from time to time. Such meeting dates will be set by the Chair in consultation with the Task Force members.

12.0 Reporting:

Minutes of the Advisory Task Force meetings will be recorded and forwarded to the appropriate Committees/Councils of York Region and the City of Vaughan for their consideration and action as necessary.

13.0 Administration and Technical Services:

Administrative (Secretariat) Services will be provided by the Region of York. Technical support will be drawn from the staff of the York Region Rapid Transit Corporation, the Region of York and the City of Vaughan, as required.

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SPADINA SUBWAY TOD ADVISORY TASK FORCE DRAFT TERMS OF REFERENCE

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report, June 7, 2007, from the Vice-President, York Region Rapid Transit Corporation and the following additional recommendation 5:

5. Staff to report back to this Committee for final approval of the Terms of Reference once the comments from the City of Vaughan have been received.

1. RECOMMENDATIONS

It is recommended that:

1. Committee and Council endorse the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force as outlined in this report.
2. Committee and Council endorse the Spadina Subway TOD Advisory Task Force membership to be comprised of the appointees of York Region and the City of Vaughan as outlined in this report.
3. The Regional Clerk circulate the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force to the City of Vaughan for their comments and request their endorsement of the draft Terms of Reference and their Task Force appointments.
4. The Terms of Reference for the Spadina Subway TOD Advisory Task Force be finalized following the City of Vaughan's response.

2. PURPOSE

The purpose of this report is to bring forward the draft Terms of Reference for establishing of a Spadina Subway TOD Advisory Task Force. The purpose of the TOD Advisory Task Force is to provide guidance, advice, and advocacy to York Region and the City of Vaughan in the implementation of the Region's and City's planning objectives, as outlined in local and regional policy plans and documents, in the Spadina Subway corridor. In particular, the Task Force will promote, advocate and facilitate integration of transit oriented development (TOD) with surface transit, commuter parking facilities, and pedestrian activities and routes into the subway station environments. The TOD Advisory Task Force's mandate also extends to working with private and public stakeholders to ensure that all development applications in the subway corridor and

THE REGIONAL MUNICIPALITY OF YORK

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Rapid Transit Public/Private Partnership Steering Task Force

June 14, 2007

Report of the

Vice President, York Region Rapid Transit Corporation

SPADINA SUBWAY TOD ADVISORY TASK FORCE DRAFT TERMS OF REFERENCE

1. RECOMMENDATIONS

It is recommended that:

1. Committee and Council endorse the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force as outlined in this report.
2. Committee and Council endorse the Spadina Subway TOD Advisory Task Force membership to be comprised of the appointees of York Region and the City of Vaughan as outlined in this report.
3. The Regional Clerk circulate the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force to the City of Vaughan for their comments and request their endorsement of the draft Terms of Reference and their Task Force appointments.
4. The Terms of Reference for the Spadina Subway TOD Advisory Task Force be finalized following the City of Vaughan's response.

2. PURPOSE

The purpose of this report is to bring forward the draft Terms of Reference for establishing of a Spadina Subway TOD Advisory Task Force. The purpose of the TOD Advisory Task Force is to provide guidance, advice, and advocacy to York Region and the City of Vaughan in the implementation of the Region's and City's planning objectives, as outlined in local and regional policy plans and documents, in the Spadina Subway corridor. In particular, the Task Force will promote, advocate and facilitate integration of transit oriented development (TOD) with surface transit, commuter parking facilities, and pedestrian activities and routes into the subway station environments. The TOD Advisory Task Force's mandate also extends to working with private and public stakeholders to ensure that all development applications in the subway corridor and policies under consideration by York Region or the City of Vaughan support TOD and maximize transit ridership, transportation demand management (TDM) measures, pedestrian and cycling use.

3. BACKGROUND

Provincial and Federal funding commitments have been made for the Spadina subway extension to the Vaughan Corporate Centre

On March 23rd, 2006, and March 6th, 2007 the Province of Ontario and the Federal Government respectively announced funding for the 8.7 km extension of the Spadina Subway from Downsview Station to a new station at Vaughan Corporate Centre in York Region. Prior to receiving the senior government commitments the Region, on September 21, 2006, made a commitment to its one-third contribution to the capital funding of the subway extension. The subway extension results in three new stations within York Region, two of which provide significant opportunity for transit supportive development.

Funding for the subway anticipated new financing methods

On May 2, 2007, the Planning and Economic Development Committee tabled a report titled "Spadina Subway Extension-Development Potential Study" which reported out on a study undertaken by urbanMetrics to determine the development potential adjacent to the proposed subway stations in York Region. The findings indicated that the subway would result in an incremental increase of 4,000 to 4,500 jobs and 12,000 to 14,000 residents over the development that would have been anticipated if supported by Viva rapid transit services along the corridor. The findings indicated that the construction of the subway would result in an additional 7 to 8 million square feet development beyond previously forecast growth. The study concluded that the development potential provides a sound basis to assist York Region and the City of Vaughan to finance York's capital contribution portion to the subway through tax increment financing and tax levies.

Transit supportive densities need to be reinforced

The above mentioned report went on to conclude that, while progressive and beneficial land use policies have been put in place to support the subway extension, it will be critical that the Province, York Region and the City of Vaughan continue to actively establish policy structures and ensure development decisions to reinforce transit supportive densities and urban design strategies in order to fully achieve the development potential of the area. The report recommended that staff report back on ways in which the Provincial planning framework can assist in meeting or exceeding the development potentials and to work closely with the City of Vaughan to ensure TOD and densities are achieved in the Vaughan Corporate Centre.

4. ANALYSIS AND OPTIONS

Governance model discussions identified the need for a TOD Advisory Task Force

Discussions have been underway for a number of months to work through an appropriate governance model, to not only oversee the construction of the subway, but also to provide guidance into the integration of the above grade TOD, other modes of transit, commuter parking and pedestrian connections into subway station master planning and operations. The governance model discussions have identified the need for a TOD Advisory Task

Force to provide input into the subway design and planning process and also to act as an advocate, and liaison body with area stakeholders, providing advice, guidance and assistance to Regional and City Councils on development integration matters as the subway design and construction programme proceeds.

The TOD Advisory Task Force will help guide appropriate development along the corridor

Building on the excellent planning policy framework for Vaughan Corporate Centre OPA620 and OPA43, the TOD Advisory Task Force will also advocate for provincial support for TOD activities in the corridor.

The lands along the corridor are held by a combination of private and public sector entities, particularly at the Steeles and 407 stations. At the Vaughan station, significant landowner developers are beginning their master planning processes in anticipation of the subway construction completion and opening. As master plans are developed, it is anticipated that applications for approvals will be forthcoming on lands along the corridor prior to the opening and operation of the subway. The TOD Advisory Task Force will play a vital role in ensuring that stakeholder proposals are consistent with the TOD and planning objectives of the Region and City and to assist the Regional and City Councils in ensuring that the surface transit, parking and pedestrian activities and connections are well integrated with subway design and operations in order to maximize transit and subway use and reduce reliance on the automobile.

The TOD Advisory Task Force will liaise with the Spadina Subway System Task Force and Toronto TOD Advisory Committee Task Force

A proposed construction governance model indicating the role and relationship of the TOD Advisory Task Force to York Region Council and the Subway Task Force Committee (see *Council Attachment 1*) has been developed along with a memorandum of understanding between the Region and the City of Toronto outlining our individual and joint responsibilities. At the April, 2007 meeting of Council, The City of Toronto approved the structure and concept of the Subway Task Force Committee. The York Region TOD Advisory Task Force will liaise with its City of Toronto TOD Task Force counterpart to address the coordination of TOD objectives at and adjacent to the Steeles station.

Terms of Reference have been drafted for the TOD Advisory Task Force

Draft Terms of Reference (see *Council Attachment 2*) have been prepared to reflect the aforementioned role of the TOD Advisory Task Force. The Draft Terms are to be circulated to the City of Vaughan for comment and brought back to Regional Council for adoption as final Terms of Reference for the work of the Task Force.

TOD Advisory Task Force membership is to be comprised of the appointees of York Region and the City of Vaughan

Membership for the TOD Advisory Task Force is recommended to be comprised of appointees from York Region and the City of Vaughan (see *Council Attachment 3*). The Region and City may appoint five members to the Task Force, up to three of whom may

be members of Council. The intent of the membership recommendation is to provide an opportunity for other area stakeholder interests to be represented on the Task Force.

5. FINANCIAL IMPLICATIONS

Achieving the development potentials along the corridor is a critical component of the financing strategy for York's portion of the capital funding for the subway. The increased densities will deliver additional revenues in support of the subway through Tax Increment Financing instruments, as well as through tax levies. The TOD Advisory Task Force will be vital to the achievement of the density objectives along the corridor that will generate revenue support. Financing issues associated with the development densities will be the subject of a future report to Council.

Incidental costs associated with running the TOD Advisory Task Force through its first year will be accommodated through the administration and overhead budgets of the York Region Rapid Transit Corporation (YRRTC) and the Regional Chairman's office.

6. LOCAL MUNICIPAL IMPACT

The TOD Advisory Task Force will advise, advocate and make recommendations to York Region on TOD matters. The Task Force will work with all stakeholders to assure TOD principles, goals and objectives are being adhered to and that all measures have been taken to reduce the reliance on the automobile and maximize the use of transit in the subway corridor. The TOD Advisory Task Force's role is intended to support the existing and future policy framework in the subway corridor. Municipal and Regional approvals processes will continue in their normal course.

7. CONCLUSIONS

The TOD Advisory Task Force is seen as an effective and objective body to provide oversight and guidance to the Region and the City of Vaughan with respect to achieving transit supportive development along the Spadina Subway corridor. The TOD Advisory Task Force's role is also vital to the achievement of the densities required to generate the financial support for the funding of the subway through Tax Increment Financing instruments and tax levies.

The Senior Management Group has reviewed this report.

Prepared by:



David Clark, B.Arch.
Chief Architect, Infrastructure and
Development
York Region Rapid Transit Corporation

Recommended by:



Mary-Frances Turner, MCIP, RPP
Vice President,
York Region Rapid Transit Corporation

Approved for Submission:



Bruce Macgregor
Chief Administrative Officer

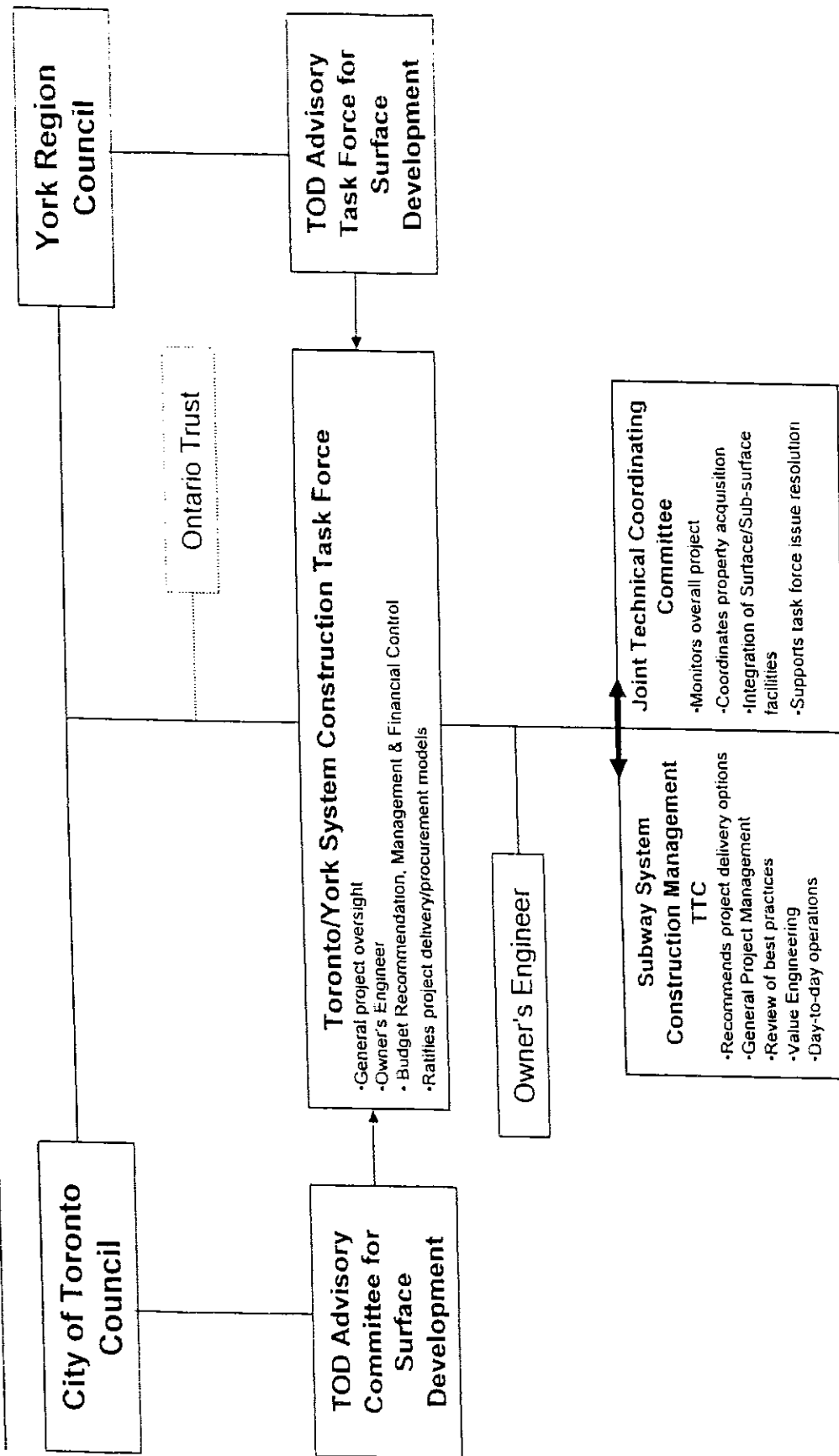
June 7, 2007

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Attachments (3)

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Subway System Construction Task Force



Spadina Subway TOD Advisory Task Force

Draft Terms of Reference

Mandate of the Spadina Subway TOD Advisory Task Force

- Establish a planning partnership with the City of Vaughan to facilitate and advocate TOD in a manner that is consistent with the principles of the local Official Plan.
- Provide guidance, advice and assistance to York Region and the City of Vaughan in the implementation of the Region and City's planning objectives in the Spadina Subway corridor.
- Promote, advocate and assist in the delivery of transit oriented development (TOD) integrated with the Spadina Subway and the integration surface transit, commuter parking, pedestrian activities and other non automobile modes into the subway station environments, within the context of existing Official Plans.
- Work with public and private stakeholders to assure that all development applications in the subway corridor and all policies under consideration by the Region or City of Vaughan support TOD and maximize transit ridership, transportation demand management (TDM) measures and pedestrian and cycling use.
- Advocate for provincial support for TOD activities in the corridor.
- Work with Landowners.

The Spadina Subway TOD Advisory Task Force will be guided by the following principles for the integration of TOD Advisory Task Force with the subway and other transit and transit-related facilities.

The entire Spadina Subway corridor is considered a TOD corridor where TOD principles apply.

Within a TOD corridor:

- A balance and mix of uses should be identified within the TOD corridor to maximize transit ridership on a 24 hour, 7 day a week basis.
- Maximum parking standards should apply within the TOD corridor

- TDM measures and alternative travel modes should be promoted for all residents, visitors and employees within the TOD corridor to reduce reliance on automobile use.

TOD station districts are defined as geographic areas that extend approximately one half kilometre radius from each subway station.

Within a TOD station district:

- Buildings should define and generate active pedestrian streets, urban squares and open spaces.
- Uses at-grade should be designed to permit evolution and change over time.
- Parking costs should be assigned to on and off street parking facilities to promote transit use
- Design strategies should be adopted to support and extend year round use and interconnectivity and protection from adverse climate effects.
- A network of local streets should be planned and implemented to disperse traffic and promote pedestrian activity.
- There should be direct and efficient pedestrian connectivity between transportation modes, parking and building entrances.
- Universal design should apply to all transportation systems and pedestrian routes to assure ease of access to all facilities and services.
- Bike lanes, bike storage and locker facilities should be provided in buildings and with transit facilities to encourage modal split.
- Retail and service activities should be strategically located to serve needs and encourage use and interaction without the need for vehicular access and movement.
- Enhanced streetscapes and amenities should be developed to generate and support pedestrian activity

Roles and Responsibilities

The Spadina Subway TOD Advisory Task Force members are expected to be familiar with and active advocates in the implementation of the adopted policies of the Region and City including the following;

- Regional Centres and Corridors ROPA policies and TOD Guidelines.
- The Vaughan Corporate Centre Plan.

- Steeles West Corridor Secondary Plan.
- Vaughan Corporate Centre Open Space Master Plan.
- Local and Regional road network including the planned Vaughan ring road and the 400 interchange EA.

The Advisory Task Force will advise and assist the Councils of the City of Vaughan and York Region in implementing the TOD strategy and master plan for the Vaughan Subway corridor.

The Advisory Task Force will be assisted in its deliberations by the staff and resources of the York Region Rapid Transit Corporation and will be supported by York Region and Vaughan staff as required in its efforts.

The Advisory Task Force will work with the area stakeholders in each of the station districts to identify specific opportunities and develop strategies, guidelines and plans to implement the overall TOD corridor strategy and master plan in accordance with the TOD principles.

The Advisory Task Force will review and comment on development applications in the subway development corridor.

Advisory Task Force members are expected to be familiar with TOD principles and their application to the built environment.

The Advisory Task Force may develop performance criteria, measures or indicators to assist Advisory Task Force members in the exercise of their roles and responsibilities.

Advisory Task Force members are also expected to be familiar with the policies and objectives of the Region of York and the City of Vaughan as set out in the Region's Centres and Corridor's Official Plan Amendment 43 and the City's newly adopted Secondary Plan for the Steeles Development Corridor, OPA 620 and The Vaughan Corporate Centre OPA 500.

Advisory Task Force members will participate in charettes, workshops, focus groups, public forums and events that further the application of TOD principles to the development of the subway corridor.

Advisory Task Force members will assist in providing opportunities for stakeholder feedback, community input and liaison with agencies and constituencies represented by the Advisory Task Force.

The Advisory Task Force will provide comment on the degree and manner in which specific development applications contribute to the achievement of TOD principles along the subway development corridor and within station districts

Reporting

The deliberations of the TOD Advisory Task Force will be recorded in the minutes of the proceedings of the Task Force at its regular sessions. Minutes and recommendations of the Task Force will be forwarded to the respective Committees and Councils of the City of Vaughan and York Region as appropriate.

Remuneration

Not applicable.

Term

Advisory Task Force members will serve for a two year term. At the end of each term, individual members may submit their interest to continue for an additional term, and such continuance shall be at the discretion of the Chair.

Meetings

It is expected that the Advisory Task Force will meet on not less than a quarterly basis throughout the calendar year. More frequent meetings may be required from time to time to be established by the Chair in consultation with Task Force members. Separate meetings may be required on an as-needed basis with station district stakeholders.

Chair

The Advisory Task Force will elect a Chair and a Vice-Chair for a term of two years.

Proposed Membership Spadina Subway TOD Advisory Task Force

The Spadina Subway TOD Advisory Task Force shall be comprised of the appointees of the Region of York and the City of Vaughan as follows;

From York Region

Up to five (5) appointees, up to three (3) of whom shall be members of Regional Council.

City of Vaughan

Up to five (5) appointees, up to three (3) of whom shall be members of Vaughan Council.

Chair

A Chair shall be elected by the appointees.

Vice-Chair

A Vice-Chair shall be appointed by the Chair.