

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.