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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

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.

(The attachments referred to in this clause are attached to this report.)