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SPADINA SUBWAY EXTENSION TOD TASK FORCE REPORT

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report, November 6, 2008, from the Vice-President, York Region Rapid Transit Corporation, subject to recommendation 1b being amended to read as follows:

- b. examining with the City of Vaughan, the implementation of an interim control zoning by-law *or other planning tools* related to the development planning in the Vaughan Corporate Centre.

1. RECOMMENDATIONS

It is recommended that:

1. Council support the recommendations of the Spadina Subway Transit-Oriented Development Task force by:
 - a. endorsing the principle that underground pedestrian pathways be integrated with subway stations as a principle to help guide Vaughan Corporate Centre Planning; and
 - b. examining with the City of Vaughan, the implementation of an interim control zoning by-law related to the development planning in the Vaughan Corporate Centre.
2. This report be forwarded by the Regional Clerk to the City of Vaughan.

2. PURPOSE

This report responds to motions adopted by the Spadina Subway Transit-Oriented Development Task Force at its meeting of October 21, 2008; particularly, endorsement of the principal of developing underground pedestrian pathways that connect with the subway stations, and establishment of an interim control by-law until a Vaughan Corporate Centre land use plan study is completed.

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. The Steeles West station and the Vaughan Corporate Centre provide significant opportunity for transit-oriented development (TOD). Jane 407 is an important intermodal station with longer term potential for TOD.

Funding for the Spadina Subway anticipated new financing methods and transit-supportive densities need to be reinforced

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 report concluded 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.

The Spadina Subway TOD Advisory Task Force was established on October 18, 2007.

On October 18, 2007, Council endorsed the final terms of reference for the Spadina Subway TOD Advisory Task Force. The Task Force was set up to assist in guiding and promoting TOD along the subway corridor in York Region. The terms of reference for the Task Force were endorsed by the City of Vaughan. At the Committee of the Whole meeting of January 21, 2008, the City appointed the members of Vaughan Council to sit on the Task Force. The Task Force held its first meeting in May and its second meeting was held on October 21, 2008.

4. ANALYSIS AND OPTIONS

Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force met on October 21, 2008.

The minutes of the October 21, 2008 Spadina Subway TOD Advisory Task Force meeting is a separate item on this agenda.

The following motion was carried at that meeting:

1. Underground pedestrian pathways be included in the Draft Principles for the Vaughan Corporate Centre planning.
2. The Project Manager for the EA Engineering Team be invited to provide an update to the December 17, 2008 meeting of the Task Force.
3. The issue of an interim control by-law be examined as part of the Vaughan staff report relating to development planning in the Vaughan Corporate Centre.

Underground pedestrian pathways has been added as a principle to help guide Vaughan Corporate Centre planning

The City of Vaughan and Regional staff have developed the following draft principles to guide Vaughan Corporate Centre planning:

1. Highway 7 will be a pedestrian street.
2. Ring Road to carry heavier traffic.
3. City Centre will become a complete community; high density and mixed use.
4. Road pattern is to be defined following No. 5 below and will include Millway and Apple Mill Road.
5. Highway 400 ramp connection to Ring Road will be defined through Environmental Assessment in early 2009.
6. Transit precinct defined by subway station.
7. Roundabout and/or gateway feature is important.
8. Increased density and area subject to review.
9. Complete Ring Road system as defined by the Plan.
10. Highway 7 is the mainstreet spine of the Vaughan Corporate Centre.
11. Evaluate surface parking.
12. Road allowances secured through development applications.

Following discussion, the Task Force requested the following additional principle be added:

13. Underground pedestrian pathways to be integrated with subway stations.

The principles are to be brought before the Task Force for formal adoption and forwarded to Vaughan Council for endorsement.

The development of underground pedestrian pathways integrated with the Vaughan Corporate Centre subway station is an important design feature in cold climates and can be instrumental in helping achieve the scale and density of transit-oriented development desired in the Vaughan Corporate Centre. The Rapid Transit Public Private Partnership Committee strongly endorses the inclusion of these underground pathways as a key principle to guide Vaughan Corporate Centre planning.

Consideration should be given to establishment of an Interim Control Zoning By-law for the Vaughan Corporate Centre

City of Vaughan staff indicated that a report would be presented to Vaughan Council in November recommending the hiring of a consultant to conduct a study to examine land uses for the Vaughan Corporate Centre and to come forward with a plan. The Task Force recommended that the staff report include recommendations for implementing an interim control zoning by-law until the study is completed.

It is recommended that Council examine with the City of Vaughan, the implementation of an interim control zoning by-law for the Vaughan Corporate Centre, until such time a the land use planning study has been completed.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

The subway extensions are being closely coordinated with local planning, economic development and public works activities along their respective corridors.

7. CONCLUSION

This report supports the recommendations of the Spadina Subway Transit-Oriented Development Task to include the use of underground pedestrian pathways as an important planning principle for development planning in the Vaughan Corporate Centre, and the examination with the City of Vaughan, the implementation of an interim control zoning by-law for the Vaughan Corporate Centre, until such time a the land use planning study has been completed.

For additional information, please contact Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation at (905) 886-6767 ext. 2226.

The Senior Management Group has reviewed this report.