

THE REGIONAL MUNICIPALITY OF YORK

**REPORT NO. 2
OF THE REGIONAL
SPADINA SUBWAY TRANSIT ORIENTED DEVELOPMENT
ADVISORY TASK FORCE
MEETING HELD ON OCTOBER 21, 2008**

**For Consideration by the
Rapid Transit Public/Private Partnership Steering Committee of
The Regional Municipality of York
on November 13, 2008**

Chair: Mayor L. Jackson

Members: Regional Councillor M. Ferri
Regional Chair B. Fisch, ex officio

Absent: Regional Councillor Frustaglio, Vice Chair
Regional Councillor G. Rosati
Councillor Yeung Racco

Regional Staff: N. Garbe, P. May, B. Tuckey

Rapidco Staff: D. Clark, K. Webber

Others: D. Birchell, R. McQuillin, City of Vaughan

The Spadina Subway Transit Oriented Development (TOD) Advisory Task Force began its meeting at 2:03 p.m. on October 21, 2008.

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UPDATE - COMMITTEE PROCEEDINGS

The Spadina Subway TOD Advisory Task Force advises the Rapid Transit Public/Private Partnership Steering Committee of the following matters having been considered by the Spadina Subway TOD Advisory Task Force with the following action:

PRESENTATION AND DISCUSSION ITEMS

1. Project Status and Review and Municipal Technical/Policy Co-ordination

David Clark, Chief Architect, York Region Rapid Transit Corporation, provided an update on the project status as follows:

- The Federal Government has executed the contribution agreement
- The subway project office is staffing up with members of the project team including Stantec, Hatch Mott McDonald and Delcan
- Design and engineering RFP submissions have been reviewed by TTC, Toronto and the Region and teams for each station identified
- The property acquisition program is underway
- The TTC has retained an Independent Engineer
- A Value Engineering workshop was held on October 8 and 9 for the Project Delivery Strategy.

TTC Schedule, Construction Process and Timing

Mr. Clark indicated that the proposals for geotechnical services are under evaluation. He provided the following highlights:

- The Steeles sewer relocation is progressing
- Responses to Requests for Expressions of Interest are being received from tunnel boring machine manufacturers. The TTC is currently reviewing options for the tunnel boring machines and considering the risks and benefits of four versus three machines, on construction staging. A report will be coming forward to the ETF with recommendations including a cost/benefit analysis in the number of tunnel boring machines to be used.
- Construction of the six stations would be concurrent with two tunnel contracts – Finch to Vaughan Corporate Centre and Finch to Downsview
- For the northern portion, tunnel staging will be from the Highway 407 station with separate tunnel drives south to Steeles West and then north to the Vaughan Corporate Centre station.

The Task Force also requested more information relating to the subway construction budget and whether we were on track. A funding update was also requested. Staff will be providing additional information at the next meeting in December.

Steeles West Station District

Mr. Clark reviewed the Steeles West study results from the TTC workshop and from discussions with York University Development Corporation. The results suggest the split terminal with a YRT Bus Terminal north of Steeles and a TTC Bus Terminal on the south side of Steeles is preferred.

The Task Force discussed the TOD and joint use development possibilities with a view to having one or more buildings in place when the subway opens.

Mr. Clark noted that there are still some issues to be considered with the Hydro /407 corridor including looking at alternate subway alignment arrangements to avoid one of the hydro towers. Various options and scenarios are being discussed to resolve this and other technical issues.

The stormwater issue was discussed, noting that timing is critical in order to take ownership of the UPS lands as soon as possible. Discussions with TRCA are underway, however there are larger watershed issues which need to be addressed.

Vaughan Corporate Centre

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 EA 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.

Mr. Clark stated that the principles are to be brought before this Task Force for formal adoption and forwarded to Vaughan Council for endorsement.

The Task Force also requested an update on the EA for the Highway 400 ramp to Portage Parkway.

Staff indicated that the Project Manager for the EA would be requested to attend the next meeting of the Task Force to provide an update on the status of this EA.

Property Matters

Mr. Clark noted that the revised alignment through Vaughan to avoid the Toromont building will require a minor EA amendment. Letters of support have been received from all landowners including Toromont, Bental and Smart Centres.

Staff were requested to invite the landowners to a Task Force meeting in the New Year to provide an update on their development plans.

Ms. Diana Birchell, Director, Policy Planning, City of Vaughan, stated 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 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.

2. Communications

Mr. Clark stated that a communications plan is being rolled out to the public now that the Federal election is over. Communications materials are being finalized and will be circulated for approval.

3. Motion

It was moved by Regional Chairman Fisch, that the presentation be received and that:

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; and
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.

Carried

4. Next Steps

Mr. Clark stated that staff will provide an update and presentation to Vaughan Council on November 17, 2008.

The Task Force requested the next meeting be held in the Vaughan Municipal Offices at 3:00 p.m. on December 17, 2008.

The following meetings have been scheduled for 2009 at the Vaughan Municipal Offices, Councillors' Boardroom, for 9:30 a.m.:

February 18, 2009

May 20, 2009

September 2, 2009 (*under review*)

December 16, 2009

The Spadina Subway TOD Advisory Task Force adjourned at 3:18 p.m.

Respectfully submitted,

**October 21, 2008
Newmarket, Ontario**

**L. Jackson
Chair**

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