

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, Report No. 37, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on September 17, 2013, as follows:

By approving the following:

That at the time this matter is addressed in a comprehensive report to Committee of the Whole, that the meeting take place in the evening; and

That Communication C2 from Ms. Nancy Van Kessel, dated September 9, 2013, be received.

**1 VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN (THE “VHCP PLAN”)
NORTHWEST QUADRANT OF JANE STREET AND MAJOR MACKENZIE DRIVE
CITY OF VAUGHAN
FILE: 15.107.3
WARD 1**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 3, 2013, be approved;**
- 2) That the following deputations and Communication be received:**
 - 1. Mr. Jim Kirk, Principal, Malone Given Parsons Ltd., Markham, representing the City of Vaughan, and C31, presentation material entitled “*Vaughan Healthcare Centre Precinct Plan, Northwest Quadrant Jane Street and Major Mackenzie Drive*”, dated September 3, 2013;**
 - 2. Ms. Carrie Liddy, Humberview Drive, Woodbridge;**
 - 3. Mr. Richard Lorello, Treelawn Boulevard, Kleinburg; and**
 - 4. Mr. Anthony Francescucci, Acting President, Weston Downs Ratepayers Association, Blackburn Road, Woodbridge; and**
- 3) That the following Communications be received:**
 - C23. Mr. Altaf Stationwala, President & CEO, Mackenzie Health, Richmond Hill, dated August 30, 2013; and**
 - C32. Mr. Michael Watts, Partner, Osler Hoskin & Harcourt LLP, First Canadian Place, Toronto, dated September 3, 2013.**

Recommendation

The Commissioner of Planning recommends:

- 1. THAT the Public Hearing report for the draft Vaughan Healthcare Centre Precinct Plan, File 15.107.3 (City of Vaughan), forming Attachment 14 hereto, BE RECEIVED and that any issues raised at the public meeting and comments submitted in writing be addressed in a comprehensive report to Committee of the Whole; and**
- 2. That written comments from the public be requested by September 17, 2013.**

Contribution to Sustainability

Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan is one of the foundations of the Precinct Plan. It is designed to guide the community toward a more sustainable future by addressing environmental, cultural, social and economic issues. The goals, objectives and action items of Green Directions were considered in the preparation of the Plan.

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Economic Impact

Funds for development of the Precinct Plan have been sourced from Capital Project CO-0054-09.

Communications Plan

- a) Notice of a Public Meeting was circulated on August 9, 2013;
- b) Circulation Area: 200 m;
- c) Date of Newspaper publications:
 - *The Thornhill Liberal*, August 15, 2013
 - *Vaughan Citizen*, August 15, 2013;
- d) Date of Publication on the Vaughan City Page (online): August 15, 22 and 26, 2013; and
- e) City Update Electronic Newsletter: August 19 and 26, 2013.

Purpose

The purpose of this report and public hearing is to present the draft Precinct Plan for the 33 ha (82 acre) Healthcare Centre Precinct Plan area and to seek public input prior to preparing the final Precinct Plan document. The revised Precinct Plan will be the subject of a future Technical Report to Committee of the Whole. The Precinct Plan will guide the preparation of the implementing draft plan of subdivision, zoning by-law amendment and future site plan approval applications that will shape the development of the Precinct.

Background - Analysis and Options

Location and Development Context

The Precinct Plan has an area of 32.8 ha (82 acres) and is located on the north side of Major Mackenzie Drive between Highway 400 and Jane Street, excluding the gas station site at the intersection of Jane Street and Major Mackenzie Drive, as shown on Attachment 1.

The subject lands are bounded by Highway 400 on the west, Major Mackenzie Drive on the south, Jane Street on the east, and the Block 33 East residential community to the north. Commercial developments are located on both the south-east and north-east corners of Jane Street and Major Mackenzie Drive. Canada's Wonderland, a seasonal theme park - entertainment use, with a wide regional draw, is located to the south.

The Precinct is generally flat sloping downward from the northeast to southwest. The site currently contains access roads for use by Canada's Wonderland by way of a loop road system, in conjunction with two underpasses under Major Mackenzie Drive and ramps to and from Major Mackenzie Drive. There is an existing drainage channel on the west side of the site that drains from the stormwater management pond in the residential area to the north to a release (discharge) point through Canada's Wonderland to the south.

Policy Basis for the Preparation of the Vaughan Healthcare Centre Precinct Plan

The Precinct Plan has been shaped by a number of underlying policies that support the development of the Plan Area as a medical and healthcare centre for the City of Vaughan. The policies are discussed in more detail in Section 2.4 of the attached Precinct Plan (Attachment 14) and include:

The Provincial Policy Statement (2005)
Places to Grow: Growth Plan for the Greater Golden Horseshoe
York Region Official Plan
The Vaughan Official Plan – 2010

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Green Directions Vaughan, Community Sustainability and Environmental Master Plan
Vaughan Official Plan Amendment 715 as amended by Official Plan Amendment 725

OPA 715, as amended, provides the most specific guidance in the development of the Precinct. It is discussed below.

Official Plan OPA 715 (as amended)

Official Plan Amendment (OPA) 715 provides the framework for the future development of the Precinct Plan area. It was approved by York Region on September 2, 2010. OPA 715 was subsequently amended by OPA 725. It brought all of the lands under the “Hospital Precinct Plan” designation, which required the preparation of this plan. OPA 725 was approved by York Region on April 16, 2013.

OPA 715 (as amended) provides policies and criteria to guide the development of the Precinct into an urban centre, focused on delivering a hospital and related healthcare uses to serve the City of Vaughan and the broader region. The Precinct Plan will be the basis for the future implementing zoning by-law and draft plan of subdivision.

Section 6.1 of OPA 715 (as amended) requires that a Precinct Plan be prepared, based on:

- A Master Servicing Strategy
- The definition and enhancement of the Natural Areas
- A Functional Transportation Plan;
- A Community Energy Plan;
- An Urban Design Framework;
- An Archaeological Investigation;
- Provision for a transition of height, massing and intensity of land use to protect the low density neighbourhood to the north;
- More specific locations for differing land uses; and
- A Phasing Plan.

OPA 715 as amended provides that the appropriateness of the heights and massing of buildings will be determined through the Precinct Plan involving public and stakeholder input and agency review prior to approval of the implementing zoning by-law or any further development approval by the City.

Part B, Section 3.0 (Land Use Designations) of OPA 715 (as amended) designates the Precinct Plan area “Major Institutional” and “Natural Area” (in recognition of the stream channel), which permit the following uses:

Major Institutional:

- A hospital with a full range of care;
- Rehabilitation facilities and long-term care and other forms of residential use related to healthcare;
- Research and development facilities;
- Medical and dental offices of all types;
- Laboratories;
- Facilities that construct or repair medical devices;
- Education, training, meeting or conference facilities related to healthcare;
- Businesses or health facilities that promote wellness;

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- Ancillary uses may include: child or adult daycare; retail facilities; a chapel or small place of worship; accommodation facilities, parking areas or structures; utilities and maintenance operations; a district energy plant; and recreational uses associated with a healthcare use.

Natural Area:

- Limited pedestrian or cycling pathways;
- Passive recreation; and
- Environmental management activities (if feasible)

The provisions and guidelines in the Precinct Plan are consistent with OPA 715 (as amended) and VOP 2010.

The Precinct Plan Process

In order to fulfill the requirements for the preparation of the Precinct Plan, the City retained the consulting team composed of PRISM Partners Inc. Cole Engineering Ltd. and Malone Given Parsons Inc. to undertake the preparation of the Precinct Plan.

The development of the Precinct Plan has involved extensive consultation with a number of public and private organizations and agencies. These include:

- Canada's Wonderland (Cedar Fair);
- The Toronto and Region Conservation Authority;
- York Region;
- The Ministry of Transportation; and
- Mackenzie Health.

Consultation with these organizations has been of assistance in shaping the draft plan.

Input from the public will continue to be important as the plan moves forward to approval. The City held a Public Information Meeting on February 12, 2013 to provide background information, preliminary concepts for the Precinct and a timeline for the process. Comments received at the meeting included:

- Concerns were expressed over neighbourhood impact and buffering, particularly with respect to the proposed primary and secondary roads, parking on neighbourhood streets and Emergency Medical Services noise; and
- Concern that the Precinct development will compound existing traffic problems on Major Mackenzie Drive.

Further public comment is expected as a result of this meeting and the draft Precinct Plan. The draft Precinct Plan provides a greater level of detail, which may help to inform additional input from the public. Additional comments have been requested by September 17, 2013.

The comments will be addressed in a report to a future Committee of the Whole meeting.

Consultation with Mackenzie Health

The largest constituent of the Precinct will be the Mackenzie Vaughan Hospital. Mackenzie Health has been tasked by the Ministry of Health and Long-Term Care to develop a two hospital Healthcare System composed of the Mackenzie Richmond Hill Hospital (formerly York Central

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Hospital) and the new Mackenzie Vaughan Hospital. As such, Mackenzie Health has been working with the City to integrate the Mackenzie Vaughan Hospital into the Precinct in a manner that respects the objectives of all parties. To this end, the City and Mackenzie Health have established a Joint Co-ordinating Committee for the purposes of co-ordinating the planning of the Precinct.

Determination of the Mackenzie Vaughan Hospital Site

Mackenzie Health indicated that it would like greater flexibility in the size and shape of the hospital footprint that would have been provided for in earlier concepts. In addition, there was the preference for a location for the hospital closer to Major Mackenzie Drive and the Jane – Major Mackenzie intersection. This was considered desirable in that it would direct the building massing away from the residential area to the north and potentially build a greater street presence along Major Mackenzie Drive and Jane Street.

On December 11, 2012, Council adopted the following resolution in regards to the hospital and its location:

1. *That Council approve the request of Mackenzie Health for an alternative location for the 40 acre Mackenzie Vaughan Hospital to the corner of and with maximum frontage on both Major Mackenzie Drive and Jane Street;*
2. *That Council endorse that the precinct planning principles should include identification of opportunities for up to 10 acres for the Hospital in the future to enable long-term redevelopment/regeneration of the Mackenzie Vaughan Hospital, subject to the City's ability to commit such land to productive interim uses for economic development;*

This facilitated discussions that have resulted in the identification of Block 2 for hospital use; and the reservation of Block 3 for long-term redevelopment/regeneration.

Consistent with OPA 715, the non-hospital lands, largely located in the western portion of the Precinct, will develop with a range of healthcare related uses which complement or would benefit from close proximity to the hospital. Also included is the necessary infrastructure to support the operation of the Precinct. This includes roads, drainage areas and stormwater management facilities in appropriately sized blocks.

The Structure of the Vaughan Healthcare Centre Precinct Plan

The draft Vaughan Healthcare Centre Precinct Plan forms Attachment 14 to this report. The Precinct Plan contains eight sections and includes four supporting appendices, which provide greater policy direction. It is set out as follows:

Section One: Introduction – Provides an overview of the Precinct Plan.

Section Two: Precinct Context – Provides the location, description and context of the Precinct Plan area as well as the planning context including the applicable federal, provincial, regional and local policies and regulations.

Section Three: Vision and Guiding Principles – This section presents the vision and guiding principles for the Precinct as established by the Vaughan Official Plan.

Section Four: The Precinct Plan – Provides a summary of the opportunities and constraints and the features of the Precinct Plan including land use, density, height and massing, views and vistas, street network and typology, and open space and natural areas.

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Section Five: Sustainability – Discusses sustainability initiatives incorporated in the Precinct Plan as part of the City's Green Directions Vaughan initiative and the new Vaughan Official Plan (2010).

Section Six: Transportation – Explains the proposed access, street network, public transit measures including Transportation Demand Management (TDM), active transportation and parking.

Section Seven: Servicing Strategy – Outlines the municipal servicing requirements for the Precinct including: stormwater management, location of sanitary sewers and watermain.

Section Eight: Implementation – Outlines the next steps in the municipal planning approvals process and a development phasing program and requirements.

Appendix A: Urban Design Guidelines – Provides a flexible tool to implement the Precinct Plan's vision and principles including guidelines for the private and public realm, streetscapes, built form, height, open spaces and sustainable development.

Appendix B: Demonstration Plan – Presents a Conceptual Plan and Massing Model to illustrate the development of the Precinct.

Appendix C: Street Cross Sections – Illustrates high level details of the streetscape conditions for the street types in the Precinct.

Appendix D: Engineering Drawings – Contains engineering drawings for the stormwater management ponds and drainage channel.

Synopsis of the Vaughan Healthcare Centre Precinct Plan

The following is a synopsis of the Precinct Plan, which addresses some of its major features. It is noted that this is presented for convenient reference only. The plan is best read in context as set out in Attachment 14.

a) The Vision and Guiding Principles

The long-term vision for the Vaughan Healthcare Centre Precinct Plan is to develop the site into a vibrant healthcare Precinct with the primary focus on the delivery of a new healthcare facility (the Mackenzie Vaughan Hospital) and a range of healthcare related uses. The Plan envisions higher densities to support existing and planned transit along arterial roads, while respecting the lower density residential community to the north. Pedestrian friendly and attractive built form, supported by a network of streets, pedestrian walkways and multi-use pathways is also envisioned to support accessibility and clear way-finding throughout the Precinct. The five guiding principles, based on OPA 715, are described below:

Sustainability

- Development will exhibit best practices as established by the City to ensure sustainability by creating a healthy environment vibrant communities and economic vitality in accordance with the approved policies of the City such as those in Green Directions Vaughan;
- Development should be compact and arranged in a manner that encourages pedestrian and cycling activity, accessible, and encourages the use of transit in order to reduce energy consumption, reliance on the automobile, and the production of greenhouse gases or other harmful emissions;

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- Stormwater management practices should foster means of stormwater infiltration to reduce runoff, enhance water quality and support ecological functions, through the inclusion of such techniques as Low Impact Development Standards;
- Green building and community design that promotes energy efficiency, use of renewable energy sources and the reduction of waste will be encouraged in the infrastructure planning of the site and through such programs as LEED;
- The viability and benefits of a renewable source district energy system will be considered for the Precinct Plan and within the wider Centre, as well as “green” means of ensuring sustained energy production to serve the hospital and wider area;
- The microclimate created by wind, sun, and shadow will be considered in the arrangement of land use, the design of buildings and the use of building materials and landscape treatment so that pedestrian comfort is enhanced and energy consumption is reduced;
- A mixture of land uses and convenience facilities that are planned within the Precinct will be arranged in a manner that encourages workers, residents and visitors to walk and support a safe, vibrant streetscape while reducing reliance on the automobile. Public Safety will be fostered through Community Policing through Environmental Design (CPTED) principles; and
- Installation of state of the art telecommunication infrastructure and smart grid technology will be encouraged throughout the Precinct to support advanced healthcare and business uses.

Land Use and Transition

- Higher densities and heights will be generally focused in locations that are best served by transit;
- A sensitive transition of land use, height and massing should be created along the boundary to the low-density neighbourhood to the north, through the arrangements of land uses, as well as setbacks, angular planes and landscaped buffers as appropriate; and
- The separation, screening and buffering of land uses as a generator of noise, odour or reflected light from the sensitive residential land uses to the north.

Urban Design

- High quality urban design will be promoted in public spaces such as streetscapes, parks and open space and in the design of public buildings or infrastructure in order to create an attractive coherent and comfortable public realm with signature elements that create distinctive sense of place. These elements also will be promoted in private spaces that are publicly accessible such as internal roadways, walkways, squares or courtyards and in the streetscape façade of buildings;
- Transit-supportive development will be strongly encouraged through the arrangement of uses, design of streets so that comfortable and coherent pedestrian connections are created that foster safe, convenient and attractive links to existing and planned transit routes and stops;

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- Public safety, accessibility and aesthetics will be considered through the arrangement of land uses and design of building elements such as lighting, walkways, parking areas and open areas;
- Focal points of high standard design will be encouraged at the terminus of a street or private roadway, at significant intersections or at key transit stop or facility;
- Street-related design shall be promoted through the placement of buildings and building entrances close to the street with consistent setbacks and by encouraging the location of retail and service commercial uses at grade within mixed-use buildings; and
- All development shall be subject to site plan control and review by the City's Design Review Panel.

Transportation

- A full range of mobility options shall be planned within the Precinct in order to provide convenient routes for walking, cycling and transit as well as automobiles and service vehicles, and will focus special attention on mobility issues of the elderly, injured or disabled;
- Transit-supportive design of development shall be required to improve the modal-split for transit and enhance the development potential of the Precinct. This may include enhanced transit accommodation or facilities within the Precinct;
- Circulation within the Precinct shall be designed to facilitate the movement of emergency vehicles and the clear orientation of visitors within the site through the use of coherent and direct circulation routes and signage that can be readily understood. Delivery and service access roads or driveways will be separated from visitor and employee access routes, wherever feasible;
- Opportunities to provide additional transportation improvements in the future shall be protected, as identified in this Plan, or as identified by higher levels of government through future planning exercises. Travel Demand Management (TDM) measures will be required as part of the development to reduce single-occupant vehicle usage and to promote other modes of transportation such as walking, cycling, and public transit to and from the Precinct; and
- Ensure service efficiency by requiring additional transportation analysis for development in excess of predetermined thresholds as set out in this Precinct.

Municipal Services and Storm Water Management

- Municipal services and utilities will be provided efficiently within the Precinct with an emphasis on increased sustainability by reducing energy and water consumption and through increased use of renewable resources;
- Development may be phased to ensure that municipal services are in place or will be available in time to serve the proposed levels of development;
- Stormwater management will be designed to minimize runoff, enhance water quality and provide infiltration in a manner that is sensitive to the environment and supports natural heritage features and functions. Best management practices including Low Impact Development Standards and source controls will be investigated to best achieve this objective; and

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- Where feasible, watercourses and stormwater ponds will provide for and enhance the ecological functions and the visual amenity of the Precinct. They should be designed and located to best support its higher order function while not impeding the intensification potential of key sites, potential access locations, or prime connections to transit.

b) The Vaughan Healthcare Centre Precinct Plan

i. Overview

The structural fabric of the Precinct is created by a series of public and private streets, development blocks and an open space network connected to the surrounding community. The plan is the result of consultation between the City and public agencies, Cedar Fair (Canada's Wonderland) and Mackenzie Health in addition to public input. The Precinct accommodates the initial spatial needs of the hospital while managing the development of the remaining lands to create a comprehensive precinct that is complementary in use, built form and function. The Precinct Plan is set out in Section 4 of the Vaughan Healthcare Centre Precinct Plan (Attachment 14).

In general, the Vaughan Healthcare Centre Precinct Plan:

- Provides 40 contiguous gross acres to accommodate the planned Mackenzie Vaughan Hospital;
- Provides an additional block up to 10 acres in size for the hospital's future regeneration and redevelopment;
- Will accommodate a projected total floor space of 183,948 sq.m (1,980,000 sq.ft) comprised of 111,483 sq.m (1,200,000 sq.ft) of hospital and related uses and 72,464 sq.m (780,000 sq.ft) of healthcare and related uses;
- Establishes appropriate land use designations and development blocks that are sized appropriately for the healthcare related uses anticipated for the Precinct;
- Establishes a street network that includes public walkways, bicycle paths, a multi-use pathway and enhanced transit access;
- Provides streetscapes and open space that connect the public and private realm and encourage pedestrian movement;
- Recognizes the importance of the Jane Street and Major Mackenzie Drive frontages by encouraging built form and active frontage with an emphasis on an improved pedestrian environment;
- Recognizes the sensitivity of the residential neighbourhood use to the north by including an appropriate buffer consisting of a 6.0m landscaped open space area along the north edge, a limit on building heights to five storeys for the first 70 metres from the lot line, restrictions on building placement and by setting a maximum angular plane along the northern interface;
- Provides for transportation and servicing infrastructure to support movement and circulation required for the development;
- Establishes appropriate land use designations in the Precinct and minimizes surface parking; and

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- Provides for the replacement of existing easements for Cedar Fair in accordance with an agreement between Cedar Fair and the City of Vaughan.

ii. The Distribution of Land Uses

OPA 715 (as amended) establishes the land uses permitted in the Precinct Plan area. These were discussed earlier in this staff report and are set out in Section 2.4.3 of the Precinct Plan. The Precinct Plan also establishes the distribution of the permitted land uses on the site. Attachment 2, The Vaughan Healthcare Centre Precinct Plan – Land Use and Road Network schedule, illustrates where the permitted land uses will be located. The Precinct Plan proposes a series of nine development blocks.

Healthcare Related Uses

Blocks 1, 4, 5 and 7, located along the western, south-central and north-eastern areas of the Precinct are intended for “Healthcare Related Uses”. These uses will be established in detail through the Zoning approvals process and could include uses such as: long-term care facilities, supportive community housing, medical malls, research, education and training facilities, community health uses and medical offices.

Hospital and Related Uses

Block 2 is intended for the hospital site and related uses required with the function of a hospital, totalling 40 acres (gross) primarily on the eastern portion of the lands with significant frontage and exposure along Major Mackenzie Drive and Jane Street.

Potential Hospital Regeneration Lands

Block 3 is identified as “Potential Hospital Regeneration Lands” on Attachment 2 permitting up to 10 acres (gross) for the hospital to enable the potential for future regeneration/redevelopment contiguous to the initial phases of the hospital.

On this basis, if it is determined that part or all of Block 3 is required for regeneration; Street F may be removed as a public road allowance. This would be subject to supporting traffic and servicing studies demonstrating that its functions can be accommodated elsewhere in the system; and agreement(s) between Mackenzie Health and the City to secure the conveyance.

The responsibility for the design and development of Block 2 and potentially Block 3 will rest with Mackenzie Health through the Provincial Alternative Procurement Process. Ultimately, the development will be in conformity with the City's Zoning By-law and have regard for the Urban Design principles and guidelines established through the Official Plan and this Precinct Plan.

Stormwater Management Ponds

Blocks 8 and 9 are Stormwater Management Ponds. The ponds are required in order to service the entire site and are located in the south-western quadrant of the Precinct, adjacent to Major Mackenzie Drive.

Landscape and Amenity Areas

Block 6 accommodates the circular westbound ramp connecting to Major Mackenzie Drive. This provides the potential for a landscaped amenity area. Its role and function

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will be determined through the development approvals process. Linear landscaped areas are incorporated throughout the Precinct Plan to enhance ecological features such as the north-south channel, along the perimeter of the stormwater management ponds and along the northern interface of the Precinct to allow for enhanced buffering.

iii. Built Form

It is intended that Built Form reflect the principles of OPA 715, as amended, and the Urban Design Guidelines set out in Appendix A. A Demonstration Plan (Appendix B) forming part of Attachment 14 has been prepared for illustration purposes. It provides for built form extending to the street edge, with the intent of establishing a strong urban character, active street frontages and a defined public realm.

Height and Massing

Attachment 3 illustrates the proposed distribution of maximum building heights permitted in the Precinct Plan area. The Plan directs higher structures toward the southern portion of the site where there is maximum exposure and better access to public transit and to the south-western corner of the site (southern portion of Block 5) fronting on the Highway 400 – Major Mackenzie Drive intersection. The Plan directs higher buildings away from the residential neighbourhood at the northern interface of the site as required by OPA 715. The height limits are distributed as follows:

- Low-Rise – up to 5 storeys in height (20 metres) is proposed along the north part of the precinct (adjacent to the residential area to the north), subject to a minimum structural setbacks, a 30 degree angular plane and buffering.
- Mid-Rise – up to 12 storeys in height (48 metres) is proposed in the centre of the western portion of the precinct.
- High-Rise – up to 75 metres in height is proposed for parts of Blocks 2 (Hospital Site), Block 3 (Potential Regeneration Site), Block 7 and the southern portion of Block 5. High-rise building heights up to 75 metres are proposed for the part of the hospital land that extends north from Major Mackenzie Drive to 70 metres south of the north property line (to recognize the main hospital building), subject to compliance with a 45 degree angular plane. The gradation in heights conforms to the Height and Transitioning policies.

Floor Space

The Precinct Plan projects a total floor space of 183,948 sq.m (1,980,000 sq.f) comprised of the following uses which comply with the permitted uses established in OPA 715 and Section 4.1 of the Precinct Plan. The projected floor space is based on the following assumptions:

- 111,483 sq.m (1,200,000 sq.ft) gross floor area for the hospital, medical office building, research laboratory facilities and other hospital related uses in Block 2 (Hospital and Related Uses);
- 24,154 sq.m (260,000 sq.ft) for a long term care facility with approximately 250 beds (Block 4);
- 4,645 sq.m (50,000 sq.ft) for a medical office building adjacent to Jane Street (Block 1);

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- 2,787 sq.m (30,000 sq.ft) medical mall (Block 7);
- 8,361 sq.m (90,000 sq.ft) community health facility (Block 4);
- 10,219 sq.m (110,000 sq.ft) supportive housing facility (Block 4);
- 22,296 sq.m (240,000 sq.ft) Innovation Incubator Office Space (Block 5).

The Demonstration Plan and Massing model shown in Appendix B (Attachment 14) illustrates a conceptual development scenario, based on the above noted floor space distribution, taking into consideration the site conditions, traffic capacity and development restrictions set out in this plan.

The projected floor spaces are preliminary and are not intended to inhibit the development of other medical related uses in the VHCP.

iv. Parking

The Precinct Plan provides that parking should be designed and located to avoid impact on the public realm. Parking for the hospital may be required in a combination of surface parking areas and structured parking in the short term. As the Precinct evolves, it is expected that the surface parking areas will redevelop to other uses and/or structured parking to support a more efficient use of land. The Plan encourages lay-by parking along streets, where appropriate. All parking standards and loading requirements will be established in the implementing Zoning By-law.

v. The Public Realm: Streetscapes and Public Art

The long term vision for the Precinct Plan is to create an urban streetscape along Jane Street, the eastern part of Major Mackenzie and along the primary corridors throughout the precinct. The Precinct Plan proposes the following street typologies as shown on Attachment 4:

- **Arterial Roads** – These are Regional Roads with a requirement for a 43 metre right-of-way. This includes both Jane Street and Major Mackenzie Drive. The Plan proposes to transform these streets into a more urban condition by accommodating large pedestrian walkways, transit stops, bicycle lanes and street trees.
- **Collector Roads** - They have a requirement for a 23 – 26 metre rights-of-way including 2 to 4 travel lanes, pedestrian sidewalks and bicycle lanes (either within the ROW or adjacent multi-use pathways where possible). These streets include A, C, D, E and G.
- **Local Roads** – They have a requirement for a 23 metre right-of-way and are intended to include pedestrian sidewalks and discourage heavy traffic flows. These streets include Street B and F.

Urban Design Guidelines for Streetscapes are included in Appendix A. In addition, Appendix C sets out typical street cross-sections for the local and collector streets showing right of way widths, the travelled road, boulevards, sidewalks and planting areas.

The Precinct Plan encourages the use of Public Art to achieve a distinct local identity and character in keeping with the health and wellness theme of the Precinct.

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vi. The Landscape and Open Space Framework

A high level of aesthetics is intended throughout all public and private open space areas. Open space areas should make a positive contribution to the public realm. The use of higher quality materials, permeable paving materials and drought-tolerant, non-invasive plant materials will assist in achieving this objective. The Precinct Plan is based on the following Open Space typology as shown on Attachment 2:

- Public Open Space – includes street boulevards, edging around stormwater management ponds, courtyards, reflective gardens, and public extensions of the pedestrian including the multi-use pathways along the north edge of the Precinct and adjacent to the east side of the drainage channel. The primary function of the open space will be to promote and facilitate safe, pleasant and enjoyable movement through the Precinct. Amenity areas will be determined through the development approvals process, and will be designed in an urban format.
- Natural Areas – includes the stream channel and stormwater management ponds. The primary function is to convey stormwater flows and contribute water quantity and quality management. Opportunities for enhanced bioengineering and ecological opportunities will be explored through proposed channel reconfiguration.

c) The Transportation Network

i. Access and Traffic

The Precinct Plan introduces two new signalized intersections to the Regional road network in addition to modifications to the existing access points from Canada's Wonderland, as shown on Attachment 5 "Access". The Plan provides for a new signalized access to Jane Street, a new signalized access to Major Mackenzie Drive and a new right-out loop road access to westbound to Major Mackenzie Drive and protection for a future Highway 400 North Ramp Extension into the Precinct.

Access to and from Canada's Wonderland will be modified as shown on Attachment 6 "Canada's Wonderland Access". Inbound access will be provided by the new signalized access to Major Mackenzie Drive and the existing right-out access westbound to Major Mackenzie will be relocated to a new right-out loop access to westbound Major Mackenzie Drive. The existing east underpass will no longer be used and Canada's Wonderland access to eastbound Major Mackenzie Drive will remain unchanged. Easements will be replaced following the construction of the proposed loop from Street F and construction of the new Major Mackenzie Drive intersection at Street D.

ii. The Street Network

The planned road network for the Precinct is shown on Attachment 4. A grid of streets is fundamental to this Plan as it creates opportunities for connectivity and permeability within the site. The network provides for seven internal streets with right-of-way widths varying from 23 m to 26 m right-of-way, depending on their function (local and collector). The majority of streets accommodate multi-use pathways and/or sidewalks to support cycling and pedestrian activity. The individual streets are classified as follows:

- Street A – 26.0 m (collector)
- Street B – 23.0 m (local)
- Street C – 26.0 m (collector)
- Street D – 26.0 m (collector)

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- Street E – 26.0 m (collector)
- Street F – 23.0 m (local)
- Street G – 26.0 m (collector)

The Precinct Plan protects for a potential road connection into the Precinct Plan from the Highway 400 northbound exit ramp at Major Mackenzie Drive, which may not be required until the full built-out of the Precinct. Details of this road alignment (if required) will be confirmed through future study involving the Region of York and Ministry of Transportation.

iii. Connectivity, Permeability and Circulation

The Precinct Plan proposes a comprehensive system of connections, along collector and local roads within the site, including the protection of a the proposed ramp extension from Highway 400 north. Connections from all streets within the Precinct into the hospital block should be considered in the planning phase of the Mackenzie Vaughan Hospital.

Three potential multi-use pedestrian and cycling pathway connections for pedestrian and cycling activities to the residential community to the north are identified on Attachment 7. The Precinct proposes strong pedestrian and cycling connections to the proposed future transit hub located south of Major Mackenzie Drive to ensure sufficient access.

The Precinct Plan promotes pedestrian and cycling circulation as shown on Attachment 7. Bicycle lanes are generally proposed within the paved portion of all streets. Multi-use pathways combine pedestrian and cycling activity along streets E and D.

iv. Transportation Demand Management

OPA 715 (as amended) supports opportunities for Transportation Demand Management (TDM) through various methods. Transportation Demand Management (TDM) refers to a variety of strategies to create a sustainable transportation system to reduce traffic congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel and reduce vehicle dependency. The Precinct Plan incorporates design features that support TDM measures such as the location of parking facilities in close proximity to building accesses, by providing convenient and safe bicycle parking facilities, active transportation pathways and the incorporation of bicycle lanes into collector roads.

Other measures may include:

- Allowing staggered work hours to spread the peak traffic over several hours;
- Provide preferential parking for car pool vehicles;
- Ensure that access is controlled or paid parking is maintained;
- Provide incentives for people who use other forms of transportation;
- Provide convenient bicycle parking facilities and active transportation routes throughout the Precinct.

The TDM measures will be investigated further during the development review process to develop responses appropriate to each use and situation.

v. Public Transit

The York Region Transportation Master Plan designates Major Mackenzie Drive and Jane Street (south of Major Mackenzie Drive) as 'Rapid Transit Corridors'. Additionally, a transit hub is proposed on the five acre parcel located on the south side of Major Mackenzie Drive, which is intended to serve both local and regional services.

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d) Sustainability

OPA 715 (as amended) identifies sustainability as a core development principle and objective. Therefore the policies of the Precinct Plan support the provision of sustainable energy, water and wastewater infrastructure. Section 5 of the Precinct Plan (Attachment 14) proposes a *Community Energy Strategy* which supports the provision of a district energy system, on-site electrical generation sustainable building design and construction and transportation demand management measures.

The objectives of the strategy are to promote the:

- Effective management of energy use for the purposes of minimizing consumption and achieving reduced emissions of greenhouse gases and other forms of atmospheric pollution.
- Development of robust, highly reliable energy systems to ensure an uninterrupted supply of electricity and the continued provision of heating and air conditioning when faced with a broader system failure.
- Identification and application of technologies and measures that will achieve reductions in power use while maintaining system reliability and improving environmental performance, which can result in long-term cost savings.

The proposed *Community Energy Strategy* provides an opportunity to tailor a response to the site's unique attributes and promote a culture of energy conservation throughout all aspects of the design and the future operation of the Precinct. In order to achieve the objectives of the Precinct Plan, the following steps will be taken:

- The City of Vaughan, through Vaughan Holding's Inc. will work with Mackenzie Health and Infrastructure Ontario to pursue the development of a District Energy System, serving the Mackenzie Vaughan Hospital and ultimately the entire Precinct Area;
- As part of the development approval process, all proponents will be required to submit an energy plan to fulfill the objectives of this strategy and/or a more detailed plan adopted by the City;
- City staff will report to Council at the time of individual development approvals on how each element of the Community Energy Plan is being fulfilled;
- The City will consult with Power Stream Inc. on the implementation of measures regarding on-site energy production, access to the local distribution system and opportunities for the use of photovoltaic generation technology; and
- Council may at anytime, adopt a more detailed plan, providing greater direction in the implementation of this strategy.

The participants in the Vaughan Health Care Precinct Plan are well positioned to take a leadership role in community sustainability through the adoption and implementation of an energy strategy.

e) Servicing

- i. Municipal Services: Sanitary Sewers, Stormwater Management and Water

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Sanitary Sewers

The ultimate sanitary sewer servicing scheme is to connect to the future North East Vaughan collector sewer to be constructed by the Region of York in the Jane Street corridor. The Region will be initiating an Environmental Assessment at the beginning of 2014 and construction is expected to take place between 2017 and 2021. The Precinct Plan provides two interim servicing alternatives that would allow development to proceed at an earlier date:

- Option 1 – Connect to Existing Sanitary Sewer at Jane Street and Grand Valley (Attachment 8)

The sanitary sewers from the precinct will discharge to the existing 750 mm diameter sub-trunk sewer at the intersection of Jane Street and Grand Valley Boulevard. The depth of this sewer is not sufficient to service the precinct by gravity. It will therefore be necessary to construct a temporary pump station and forcemain which will discharge to the Grand Valley sewer until such time as the North East Vaughan collector is constructed.

In Option 1, all internal sanitary sewers will flow by gravity to the intersection of Major Mackenzie and Street “D”. A gravity sewer will then extend east across the Major Mackenzie frontage of the hospital lands to a proposed temporary pump station beside the existing gas station at Jane Street. This will require a temporary force main which will be constructed north on Jane Street to the existing sanitary sewer on Grand Valley Boulevard.

Once the North East Vaughan collector is constructed, a gravity connection will be made at Jane Street and the temporary pump station and force main will be decommissioned. In order to implement Option 1, the Plan requires a permanent easement for the sanitary sewer and pumping station across the frontage of Major Mackenzie Drive.

- Option 2 – Connect Existing Pumping Station on Canada's Wonderland Property (Attachment 9)

Canada's Wonderland is currently serviced by a private sewage pumping station on the west side of Jane Street near Avro Road. A forcemain from the pumping station discharges to a 450mm diameter sanitary sewer on Avro Road. The pump station and forcemain are owned, operated and maintained by Canada's Wonderland.

In Option 2 the sanitary sewers from the Precinct will flow by gravity to the intersection of Major Mackenzie Drive and Street “D”. From there they will cross under Major Mackenzie Drive and extend across the Canada's Wonderland parking lot to the sewage pumping station. Upgrades to the pump station and force main will be constructed if necessary to provide additional capacity.

Once the North East Vaughan collector is constructed, a connection will be made at the location of the existing Canada's Wonderland pump station at Jane Street and the pump station and forcemain will be decommissioned. All sanitary flows from Canada's Wonderland and the Precinct will have a permanent gravity sewer connection to the North East Vaughan collector.

In order to implement Option 2, the Plan requires a permanent sewer easement across the Canada's Wonderland site from Major Mackenzie Drive to the pump station. This would require the City of Vaughan to take ownership of the pump station and forcemain and assume responsibility for their operation and maintenance.

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Further engineering investigations are necessary to determine whether Option 1 or Option 2 will be adopted.

ii. Stormwater Management

The proposed stormwater management plan is identified in Attachment 10. The Plan requires all stormwater management facilities to comply with the requirements and standards of the City of Vaughan, Region of York, the Toronto and Region Conservation Authority, Ontario Ministry of Environment and, Ministry of Transportation. The Precinct Plan proposes:

- Catch basins and storm sewers to convey runoff from the site to one of two stormwater management ponds;
- The development of two stormwater management ponds designed to provide quality, quantity and erosion control for the developed areas of the site;
- A proposed channel designed to convey runoff from the site and the external drainage area to the north (Block 33 East) to the proposed culverts under Major Mackenzie Drive including two sets of culverts under Streets C and G to convey water in the channel;
- Additional culverts under Major Mackenzie Drive sized to convey runoff from the site and the external drainage areas; and
- The requirement for Low Impact Development strategies to reduce runoff volumes, provide erosion protection for the downstream watercourse and minimize the effect of development on the existing water balance.

Attachments 11, 12 and 13 illustrate the design of the proposed Stormwater Management Ponds and provides a cross-section for the channel alignment.

iii. Water Supply

The existing watermains in the vicinity of the Precinct are capable of providing adequate flows (including fire flows) and pressures for development. Water supply is available from two nearby sources.

There is an existing 350 mm watermain on the south side of Major Mackenzie Drive which terminates approximately 100 m west of Jane Street. This watermain will be extended across Major Mackenzie and then west across the Major Mackenzie Drive frontage of the hospital lands to Street D. A second connection will be made to the existing 400 mm watermain at Jane Street and Grand Valley Boulevard to provide a secure looped system.

The internal watermains will be constructed in their standard locations on the municipal roads. The external watermain connection from Street E to Grand Valley Boulevard will be constructed in the Jane Street right-of-way.

iv. Utilities

The Plan requires that the design of hydro, street lighting, telephone, cable TV and gas be coordinated with the local utility companies servicing the City of Vaughan. Preliminary information received from the Utility Companies indicates that existing plant is available in the vicinity of the Precinct. The need for existing plant upgrades will depend on the final

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site layout, timing of development and load requirements. All utilities will be installed underground within the municipal road allowances or within easements where necessary.

f) Implementation

The Precinct Plan establishes the vision and creates a set of implementing guidelines to direct development in the Vaughan Healthcare Centre Precinct. The vision and guiding principles are to be maintained but a degree of flexibility is intended for the guidelines at the sole discretion of the City.

The Precinct Plan provides the basis for an implementing Zoning By-law and Subdivision Plan for the Precinct. No development will proceed until a Zoning By-law Amendment and Draft Plan of Subdivision are approved by the City and a Cost Sharing Agreement is in place. All development will be subject to site plan control and, if necessary, more specific zoning by-law amendments.

The following considerations apply:

- The Zoning By-law will contain provisions to regulate land use, building height and form, location of buildings, landscaping requirements and parking standards;
- The Subdivision Plan will be approved by the City to create development blocks, roads, and stormwater management and open space blocks;
- The Cost Sharing Agreement will be required to equitably distribute the costs of shared infrastructure, including but not limited to roads, road network improvements, water and wastewater services, stormwater management facilities, the drainage channel and the northbound Highway 400 off-ramp extension;
- Development is expected to take place over a period of time. The initial development step is to provide the infrastructure needed to accommodate Canada's Wonderland's requirements, the hospital and the currently anticipated complementary development on the non-hospital blocks. The development threshold for the Precinct is 183,948 sq. m (1,980,000 sq. ft.). Development beyond this threshold will require additional study prior to approval based on traffic and traffic capacity limitations;
- A pre-application consultation (P.A.C.) meeting with the City will be required prior to the submission of all development applications. At the City's discretion, development in the Precinct may be subject to review by the City's Design Review Panel prior to Council approval;
- Development in the Precinct may be subject to additional approvals from the Toronto and Region Conservation Authority, the Ministry of Transportation and the Regional Municipality of York. Typically these agencies will be circulated on all development applications;
- The City of Vaughan Cycling Committee and the City's Accessibility Advisory Committee may be consulted on matters consistent with their respective mandates; and
- The possible Highway 400 northbound off-ramp extension or other major Precinct related projects may be subject to an Environmental Assessment or other Ministry of the Environment related approvals.

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Next Steps

Further comments on this Public Hearing report are requested no later than September 17, 2013. The Policy Planning Department will be preparing a report for consideration by the Committee of the Whole in response to the comments received at this Public Hearing, or in writing. The following steps will be undertaken:

- A detailed Technical Report to Committee of the Whole and recommended final approval of the Precinct Plan is targeted for the Fall of 2013;
- The City's consultants will prepare and submit applications for the approval of the implementing draft plan of subdivision and zoning by-law amendment, leading to the registration of the plan and enactment of the amending zoning by-law;
- The zoning by-law amendment will identify the permitted uses as per OPA 715, as amended, and among other things, establish building heights, setbacks, angular plane requirements and parking standards; and
- A Public Hearing on the Draft Plan of Subdivision and Zoning By-law Amendment is targeted for late 2013. A Technical Report back to Committee of the Whole on the Draft Plan of Subdivision and Zoning applications is planned for early 2014.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities of set out by Council in the Vaughan Vision 2020 Plan, and in particular the City's commitment to provide continued support for the development of a future hospital for Vaughan.

Regional Implications

The draft Precinct Plan has been prepared in consideration of the policies of the York Region Official Plan and the Region approved Amendments 715 and 725 to the Vaughan Official Plan. In addition, the Region has been consulted in the preparation of the Precinct Plan as it respects matters under its jurisdiction.

Conclusion

The location of the Precinct and the planned uses are both defining elements of the City's vision. Over the years, the City has identified a healthcare facility and related services as a priority in a variety of policy documents, including the City's Strategic Plan, *Vaughan Vision 2020* and the City's Community Sustainability and Environmental Master Plan, *Green Directions Vaughan*. In addition the Vaughan Official Plan - 2010 has identified the Precinct as a "Primary Centre" in the City's urban structure. The City has advanced the planning for a healthcare facility or hospital through its acquisition of the site, passing of an enabling Official Plan Amendment No. 715 (as amended by OPA No. 725) and a further financial contribution to facilitate its development. Both the uses and the Precinct are transformational elements that reflect the shift from a suburban to a more urban municipality and are important city-building measures.

Developing the Precinct Plan for this site is required by OPA 715 as amended. It will provide the foundation for the implementing development applications that will ultimately define the physical and functional characteristics of the Precinct. This Public Hearing is part of the process of creating and refining the Precinct Plan. Comments expressed at this Public Hearing or received thereafter will be addressed in the Technical Report to a future Committee of the Whole meeting.

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Attachments

1. Location Map
2. Vaughan Healthcare Centre Precinct Plan – Land Use & Road Network
3. Heights Schedule
4. Street Hierarchy Schedule
5. Access Schedule
6. Canada's Wonderland Access Schedule
7. Pedestrian and Bicycle Circulation and Connections Plan
8. Option 1: Sanitary Sewer System Schedule
9. Option 2: Sanitary Sewer System Schedule
10. Proposed Stormwater Sewer and Pond Layout Schedule
11. Stormwater Management Pond 1 Design Schematic
12. Stormwater Management Pond 2 Design Schematic
13. Channel Design Cross Section
14. Draft Vaughan Healthcare Centre Precinct Plan Report

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)